

3800 LATONA

A LIVING BUILDING PILOT PROJECT

3800 LATONA AVENUE NE
EARLY DESIGN GUIDANCE, 01/06/20
SDCI PROJECT #3034466-EG

LATONA STATION, LLC

WEBER THOMPSON



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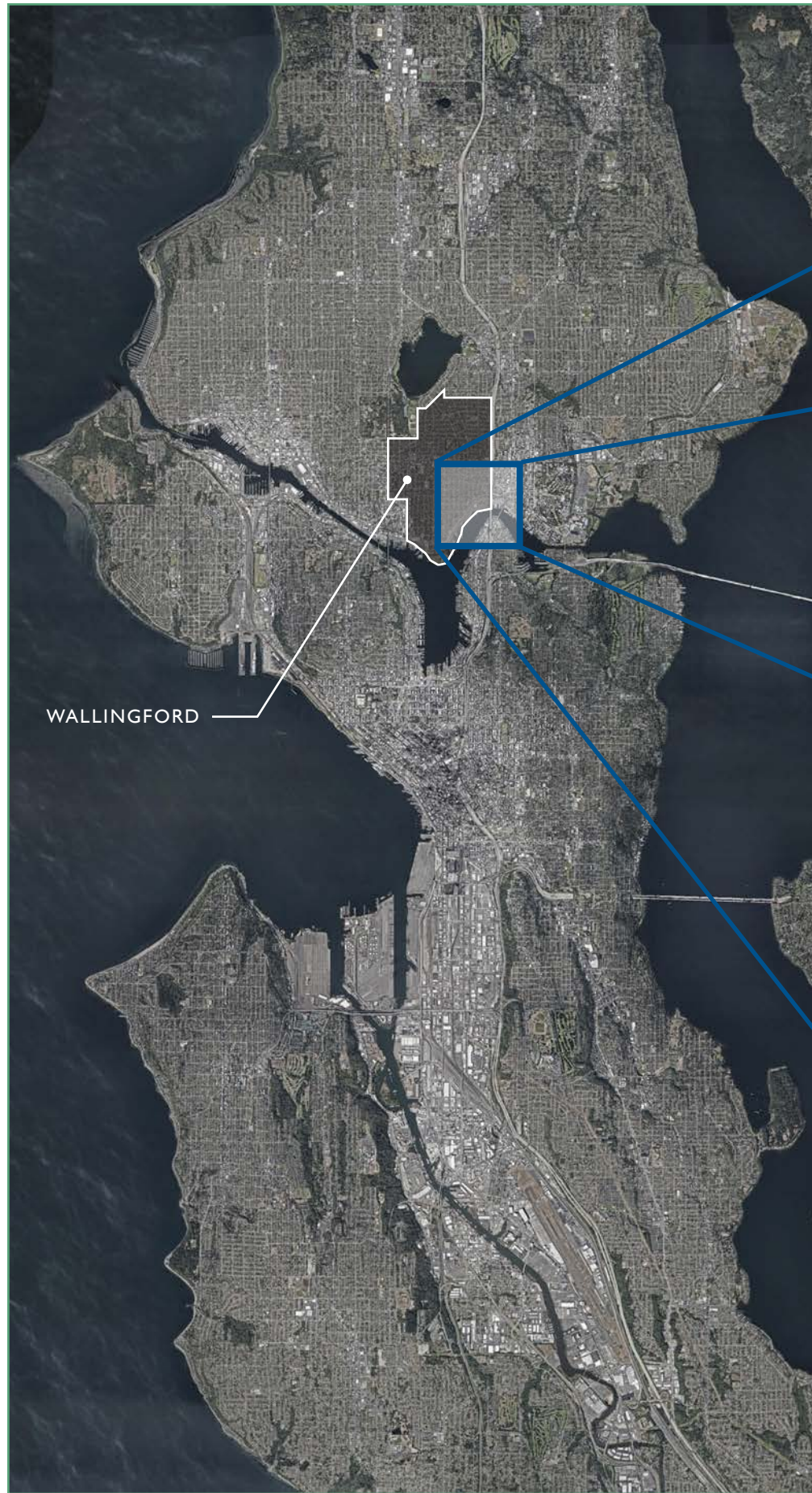
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INTRODUCTION

SITE INFORMATION

Address: 3800 Latona Avenue NE, Seattle WA 98105

Site Area: 62,978 SF

Zone: IC-65 (M), Partially in the Urban Maritime Shoreline Environment

DEVELOPMENT GOALS

- Living Building Petal Certification
- +/- 190,000 SF Commercial Office
- +/- 20,000 SF Dunn Lumber Warehouse
- +/- 10,000 SF Retail
- +/- 60,000 SF Parking with 150-160 parking stalls
- 125 bicycle stalls

DEVELOPMENT STANDARD DEPARTURES

No departures requested.

DUNN LUMBER: A SEATTLE INSTITUTION & FAMILY BUSINESS



The project includes an expansion of the existing Dunn Lumber headquarters.

Dunn Lumber is a family-owned and operated business with deep Seattle roots. Founded in 1907 by Albert Dunn (pictured above on left), the Dunn Lumber Company has operated their headquarters and retail lumber store at Latona Avenue NE and NE Northlake Way since 1931. Thousands of Seattle homes have been built with lumber and building materials from Dunn. The company has survived fires, the Great Depression, the Boeing Bust, the Great Recession – and the biggest and continuing threat: industry consolidation by giant chain operators. With nine stores in the greater Seattle area, operations continue today with fourth and fifth generation family members under the leadership of president, Mike Dunn. The current headquarters location employs more than 100 people. Many of these employees have been with the company for 30 plus years, some more than 45 years.

PROJECT INTENTION
ASPIRATIONS

CONNECT PEOPLE TO LIGHT, AIR, FOOD,
NATURE & COMMUNITY.

CONSERVE WATER AND ENERGY.

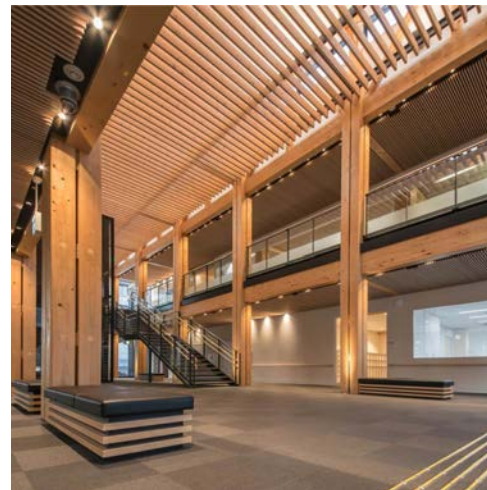
USE RESPONSIBLE MATERIALS.



CELEBRATE AND EXPRESS TIMBER.

PROVIDE A SENSE OF WARMTH.

BE TIMELESS.



BE A COMMUNITY AMENITY & DESTINATION.
ENHANCE THE TRAIL TO WATER CONNECTION.

CELEBRATE THE WATERFRONT.



COMMUNITY OUTREACH SUMMARY



OUTREACH TIMELINE

FEBRUARY 16TH, 2016

Meeting with Cascade Bicycle Club.

MAY 9TH, 2016

Meeting with Fleet Feet.

JULY 6TH, 2016

Meeting with Wallingford Community Council.



OCTOBER 4TH, 2016

Meeting with University of Washington.

FEBRUARY 7TH, 2017

Dunn Lumber Neighborhood Open House.

MAY 9TH, 2017

Digital outreach. DunnLumberExpansion.com website launched.

APRIL 20TH, 2017

In-person outreach to neighboring businesses. Includes Northlake Tavern, Ivar's, B&N Fisheries, and Voula's Offshore Cafe.



JANUARY 18TH, 2018

Presentation to Wallingford Chamber of Commerce.

FEBRUARY 22ND, 2018

Meeting with Seattle Public Schools.

APRIL 17TH, 2019

Print outreach. One page mailer sent to all neighbors within 500 feet of site.



MAY 22ND, 2019

In-person outreach. An hour-long site walk with members of the public.

TAKEAWAYS FROM OUTREACH DISCUSSIONS

“BE CAUTIOUS OF TRAFFIC.”

Public comment: Neighbors expressed the need to be cautious of the Latona Ave NE and NE Pacific Street intersection, which is complex as it is. There were also reminders that Latona is “one of the only places to park in the area.”

Effects on design: Site circulation of vehicles and pedestrians is a key design and program concern. The design team is making efforts to mitigate times when a pedestrian path and vehicular path would intersect.

“WHERE WILL THE SEMI-TRUCKS DRIVE?”

Public comment: There were questions about large delivery vehicles and their driving routes around the site.

Effects on design: The design team is prioritizing truck circulation through the warehouse space to move any and all loading into the building.

“HOW TALL WILL IT BE?”

Public comment: There were questions about how the building height is calculated due to the change in grade and the allowable height limits.

Effects on design: The design team has provided documentation of the allowable building height limits and included incentive height bonuses in drawings within this packet. Efforts were made to mitigate building height, bulk and scale with plaza space and open space on site.

“ENCOURAGE BICYCLE TRAFFIC.”

Public comment: Many comments expressed excitement in engaging with the Burke Gilman Trail and were happy to see the pedestrian access on-site. There were additional comments about cleaning up adjacent public spaces.

Effects on design: Bicycle traffic and use activity is a source of inspiration and major consideration for the design team. There are intentions to pursue clean-up of the adjacent Waterway 15 park with relevant agencies.

“NEIGHBORHOOD AMENITY.”

Public comment: Neighbors were excited about the idea of an up-scale market and were happy to hear about retail engaging the Trail. There were also comments in favor of the below grade parking.

Effects on design: Retail accessible from the Trail is being maintained and is a large program driver. Existing on-street parking and the designed parking garage also remain.

LIVING BUILDING PILOT PROGRAM

SEATTLE LIVING BUILDING PILOT PROGRAM

The Living Building and 2030 Challenge Pilots are part of Seattle's Climate Strategies. They are needed to help us move beyond making incremental changes so we can fundamentally reshape our building and transportation systems for a fossil-free future. Seattle's buildings produce about one-third of our greenhouse gases. Reducing these building emissions are critical in achieving our goal to become a carbon neutral community by 2050.

The pilot programs allow applicants to request additional departures from the Seattle Land Use Code through Design Review. They provide height and floor area incentives for buildings in exchange for meeting high-performance green building requirements.

For more information, go to: <http://www.Seattle.gov/sdci/permits/green-building/living-building-and-2030-challenge-pilots>

THIS PROJECT'S REQUIREMENTS AND INCENTIVES

REQUIREMENTS

- Achieve Petal Certification via meeting at least three of the seven LBC petals, with one of the three being either energy, water, or materials. The project is currently registered under LBC v3.1, and may opt to partially or fully upgrade to v4.0 at a later time.
- Reduce total energy usage by 25 percent, or more based on the Energy Use Intensity (EUI) targets in the Target Performance Path of Seattle Energy Code Section C401.3 and use no fossil fuel for space and water heating.
- Reduce potable water demand by using only non-potable water to meet demand for toilet and urinal flushing, irrigation, hose bib, cooling tower (make up water only), and water features, except to the extent other applicable local, state, or federal law requires the use of potable water.

INCENTIVES

- Up to 25 percent more floor area
- 15 feet of additional height for non-residential construction in zones with height limits of 85 feet or less
- Additional design departures for the pilot programs as specified in SMC 23.41.012D



LIVING BUILDING PILOT PROGRAM

LBC REQUIREMENTS

PETAL INTENT

IMPERATIVES

PETAL REQUIREMENTS & PROJECT APPROACH



PLACE

The Place Petal articulates where it is acceptable to build, how to protect and restore a place once it has been developed, and how to encourage the creation of communities that are based on the pedestrian rather than the automobile. For more information, go to: <https://living-future.org/lbc/place-petal/>

01 LIMITS TO GROWTH

The urban site is not on or adjacent to any of the sensitive ecological habitats restricted in the imperative. On-site landscape will be designed to mature & evolve with the site, and no petrochemical fertilizers or pesticides will be used for operation and maintenance of the landscape. The project will encourage biking through extensive indoor storage and locker facilities. A feature stairway will encourage stair use over the elevator.

02 URBAN AGRICULTURE

03 HABITAT EXCHANGE

04 HUMAN-SCALED LIVING

The project will be required to dedicate 2% of its total project area to growing food or provide weekly community access to healthy local food via farmers market, CSA programs, or other local food producers. An amount of land equal to the development (or 0.4 hectares / 1 acre, whichever is greater) will be set aside in perpetuity through an approved Land Trust organization or the Institute's Living Future Habitat Exchange Program.



MATERIALS

The intent of the Materials Petal is to create a materials economy that is non-toxic, ecologically restorative, transparent and socially equitable. For more information, go to: <https://living-future.org/lbc/materials-petal/>

Materials Petal is the current assumed LBC Petal Certification pathway for the project, however Energy Petal is still being considered at this early stage. If the project pursues Materials Petal, it is likely that Imperatives 13-16 will be pursued under LBC v4.0.

13 RED LIST

14 RESPONSIBLE SOURCING

15 LIVING ECONOMY SOURCING

16 NET POSITIVE WASTE

The project team, including design firms, engineers, consultants, and general contractor, will develop a process for identifying, vetting, and tracking materials throughout design and verified during construction. The project will feature a simple material palette and favor natural, local materials.

As part of the materials vetting process, the design team will favor products that have Declare labels and Living Building Product Challenge certification.

The design team will avoid using products with chemical ingredients from the Red List. The project will use a mass timber primary structural system. Timber product selection and procurement will address FSC sourcing. The project team will investigate FSC Project Certification.

Materials within 500 kilometers of the site will be prioritized over those from further away. Salvaged material will be incorporated into the design.

The design team will also create a Materials Conservation Management Plan that explains how the project optimizes materials during the design, construction, operation and end-of-life phases. The project will divert waste material from the landfill during construction.



BEAUTY

The intent of the Beauty Petal is to recognize the need for beauty as a precursor to caring enough to preserve, conserve and serve the greater good. For more information, go to: <https://living-future.org/lbc/beauty-petal/>

19 BEAUTY & BIOPHILIA

20 EDUCATION & INSPIRATION

The project will meaningfully integrate art adjacent to the plaza and Burke Gilman Trail and open space adjacent to Northlake Way. It will contain design features intended solely for human delight and the celebration of culture, spirit, and place. The project will reflect the ecological, cultural, and industrial history of this site and the Latona neighborhood.

The project will provide educational materials about the building, including an LBC case study, copy of the operations and maintenance manual, and an educational website. The project will also incorporate interpretive educational signage and a brochure describing the design and benefits of the project and will connect visitors and occupants of the building to the energy and water performance. The project will also have an annual open day to the public.

CITY OF SEATTLE REQUIREMENTS

ENERGY

The project will achieve building energy efficiency through daylighting, solar heat gain control with the glazing, and an efficient mechanical system supplemented with operable windows and a photovoltaic array (see pg. 31,33, 35). If the project decides to pursue the Energy Petal in lieu of Materials Petal, additional on-site and off-site photovoltaics will be included with the project.

WATER

The project will achieve water efficiency through highly efficient fixtures and rainwater collection and reuse, with storage in a cistern in the parking garage (see pg. 30,32,34). With the help of an engineer we will determine whether graywater harvesting may also be required.

ECOLOGICAL & CULTURAL HISTORY

Coast Salish Place Names

Village Sites

A. ʕaxʕadis	The Growing Place
B. sluʔwii	Little Canoe Channel
C. siʕsul	Tucked Away Inside
D. paʕacaiʕuʔ	Brush Spread on the Water
E. babaqʕab	Little Prairie
F. dʕidzaliʕ	Little Crossing-Over Place
G. tuʔalalʔtxʕ	Herring's House
H. saʔcaqal	Water at the Head of a Bay
I. saxʕicib	Place Where One Wades
J. doxʕabqʕuʔ	Confluence
K. sqʕuʔalqʕuʔ	Meeting of Rivers

Water-related Places

1. cabtalʔtxʕ	Elderberry House
2. sʕacʕ	Face
3. scap	Deep Water Hole
4. bʕasʕaxʕ	It Has a Rock
5. ʕalqʕadiʔ	Blackcaps on the Sides
6. sisaltab	Calmed Down a Little
7. xʕʕic	Salt Water
8. kʕaatob	Dropped Down
9. liqʕad	Red Paint
10. cʕtxab	Water Falling Over an Edge
11. ʕaʔalqʕuʔ	Digging in the Water
12. dxʕʕas	translation unknown
13. xʕiwʕalqʕ	Lots of Water
14. bʕatʕidaq	Spirit Canoe Power
15. waqʕaqab	Croaking
16. gʕaxʕap	Outlet
17. ʕaxʕadqʕuʔ	Thrashed Water
18. staxʕugʕil	Carry a Canoe
19. stalal	Baby Fathom
20. ʕuxʕʕatqʕuʔ	Cold Creek
21. xʕaxʕʕuʔ	Small Lake
22. qʕaxʕatqʕuʔ	Land Otter Water
23. ʕagʕus	A Trail Descends to the Water
24. bulac	Spring
25. xʕuqʕyaqʕayaqs	Rushes Used for a Certain Kind of Mattress
26. ʕawʕiʔ	Smelt
27. scakacid	Cooking Fish on a Stick
28. sluʔwii	Canoe Opening
29. ʕaqas	Tideflats
30. xaxabus	Crying Face
31. falic	Fish Drying Rack
32. gʕal	Capsized
33. pupiiʕalap	Little Bends at the Tail End
34. gʕaxʕalʔtxʕ	Untie the House
35. xacʕuʔ	Lake
36. ʕipciip	Ducklings
37. spapʕad	Marshes

Place names are stories: proof of presence, archives of meaning, evidence of territory. The place names on this map, written in the Lushootseed language ethnographers in the early twentieth century from the work of linguists and Thrusch and Nile Thompson for the book *Native Seattle*.

Waterlines is a project of the Burke Museum. Please visit us to learn more about Seattle's past landscapes. www.burkemuseum.org/waterlines

SEATTLE: DISCOVER AND EXPLORE PAST LANDSCAPES

THE **WATERLINES** PROJECT

“SMALL LAKE”

Before Lake Union was a hub for Seattle’s industrial uses, it was a waterway that facilitated transit between settlements on the east and west sides of the lake. The lake was created during the last glaciation. In the last 150 years, the lakes have been significantly impacted by the construction of the canals, industrial development and intense urban use, but it is still possible to get a sense of the lakes before 1850, especially while travelling the water’s edge in a canoe, boat or on a bicycle.



WAQEEQAB “CROAKING”

Near today’s Freeway Bridge, on the north shore of Lake Union was a small creek called waQeeQab, which translates to ‘frog’, ‘croaking’, or ‘doing like a frog’. Perhaps it was known for its amphibious inhabitants, or perhaps it bubbled in a way that reminded local people of frogs. The site might also have had religious significance; Frog was a minor spirit power that helped even the most common folk sing during winter ceremonies.



MONTLAKE ISTHMUS

People have been crossing this isthmus (i.e. land bridge) for centuries, aptly called “Carry a Canoe.” For a time there was a small log flume here. In 1916, the ‘cut’ was dug to connect the two lakes for the ship canal, dropping Lake Washington’s level by nine feet to meet the existing level of Lake Union.



DOCTOR JAMES ZAKUSE [1880]

Zakuse was known as a doctor for his status as a shaman. He had a homestead in the area and his family were some of a few remaining Coast Salish people living in the Lake region when the University of Washington campus was built beginning in 1894. They later moved to the Lake Sammamish Area. His descendants include many members of the modern Snoqualmie Tribe.



CHESHIAHUD “LAKE JOHN” [1880]

Cheshiahud, also known as Lake John Cheshiahud, or Chudups John, in the 1880s with Princess Angeline, among the few late 19th century Duwamish tribe about whom a little is known. His family were among the few of the Duwamish people who did not move from Seattle to the Port Madison Reservation or other reservations. They lived in the Portage Bay part of Lake Union. Today the trail loop around the lake is called the Cheshiahud Lake Union Loop.



HISTORIC CONTEXT

HISTORY OF LATONA

SHORELINE LOGGING [1885]

The harvest of the old growth forest surrounding Lake Union began in earnest after the Western Mill was built on the south shore of the lake in 1882. In 1885, future Seattle Mayor George Cotterill described the north shore of Lake Union as a “maze of undergrowth and stumps.”



RAILWAY ON THE NORTH SHORE [1887]

When the Seattle, Lake Shore & Eastern Railroad reached the north shore of Lake Union in 1887, it stimulated growth all along the line, and it was soon extended well into the hinterlands of King County and as far north as the Canadian Border at Sumas. It later reorganized and became the Northern Pacific's Seattle & International Railway. There was even a Latona Station directly at the intersection of what is now Latona and Pacific.



LATONA ADDITION TO SEATTLE [1889]

The Latona Addition was platted by James Moore (of the theater) (1861-1929), for many years Seattle's super-developer. The property stretches west from what was then Bismark Avenue (now First Avenue NE) to Clough Street (now Fifth Avenue NE), and south from Lincoln Avenue (now NE 42nd Street) to Spokane Avenue (now NE Northlake Way). Latona remains the only original street name of those adjacent to the project site.



Moore named the Latona Addition after a slim boat that was squeezed into Lake Union from Lake Washington by way of the narrow log canal and locks built at the Montlake isthmus in 1883. In the late 1880s, the Latona was one of the few powered vessels on Lake Union, and an important server to the north end before electric trolleys were extended to both Fremont and Latona in the early 1890s. In classical mythology, Latona is the Roman name of the goddess Leto, mother to Apollo and Artemis. The adjacent photo is of a vessel named the Cyrene, it is very similar in appearance to the Latona, of which no known photographs exist.



LAKE UNION'S FIRST BRIDGE [1891]

Seattle's first substantial bridge to cross Lake Union was the Latona Bridge, a pile-driven, fixed-span bridge linking Eastlake neighborhood to the University District at Portage Bay. Constructed in 1891 for David T. Denny as an extension of his Rainier Power & Railway Co., the bridge was rebuilt in 1902 to allow for pedestrians, street cars, and vehicles. When the Lake Washington Ship Canal opened in 1917, linking Lake Washington, Lake Union, and the Puget Sound, the Latona Bridge was remodeled again and later replaced by the University Bridge in 1919.



DUNN FAMILY BUYS LUMBER YARD [1931]

Founder, Albert L. Dunn formed Dunn Lumber Company in his hometown of Rhinelander, Wisconsin in 1907. In 1910, he decided to relocate to Seattle, Washington, a boomtown with abundant timber and numerous sawmills. In later years, Albert represented the Phoenix Shingle Company, located in Ballard, and he sold their output across the country. Their first location was in an old barn east of what is now University Village Shopping Center. In 1931, they purchased the Holmes Lumber and Fuel building on the north end of Lake Union. After many additions and modifications to the building, it continues to operate as the busiest Dunn Lumber branch.



POCOCK RACING SHELLS FACTORY [1969]

George Pocock and his brother Dick came to America after finishing apprenticeships building boats and racing sculls on the River Thames in England. While possessing no education beyond age fourteen, George embraced all aspects of collegiate rowing and was instrumental in the foundation of the University of Washington's early rowing years. Considered a master boat-builder, he continued boat-building for fifty years, providing shells for most racing colleges in the country and many overseas as well. Their factory was located in what is now the Dale Chihuly "Boathouse". The business continues today in Everett, Washington.



IVAR'S INDIAN SALMON HOUSE [1969]

Ivar's Indian Salmon House is one of 31 fish bars and full-service-restaurants founded by beloved Seattle showman and restaurateur Ivar Haglund. Mr. Haglund commissioned Seattle architect John W. Adams to create the Salmon House's interior and exterior, loosely based on a Tlingit longhouse. The restaurant opened in 1969 on NE Northlake Way and is still in business.



RAILWAY BECOMES BURKE GILMAN TRAIL [1971]

The Burke Gilman trail follows the path of the Lake Shore and Eastern Railroad established in 1885 by Judge Thomas Burke and Daniel Gilman. The railroad used to extend from Downtown Seattle north to Arlington and east to Snoqualmie Falls. Today the longest unbroken segment of trail extends 42 miles from Ballard, following along the Lake Washington Ship Canal and north along Lake Washington, until it reaches Bothell.



LATONA NEIGHBORHOOD

LAYERS OF IDENTITY

WALLINGFORD

Wallingford, Seattle's north end community lays on a hill above the north shore of Lake Union about four miles from the downtown core. It is a thriving commercial and residential neighborhood with commercial development primarily concentrated on 45th Street. The southern border of Wallingford is the north shore of Lake Union, which has historically been an industrial and commercial business strip.

NORTHLAKE

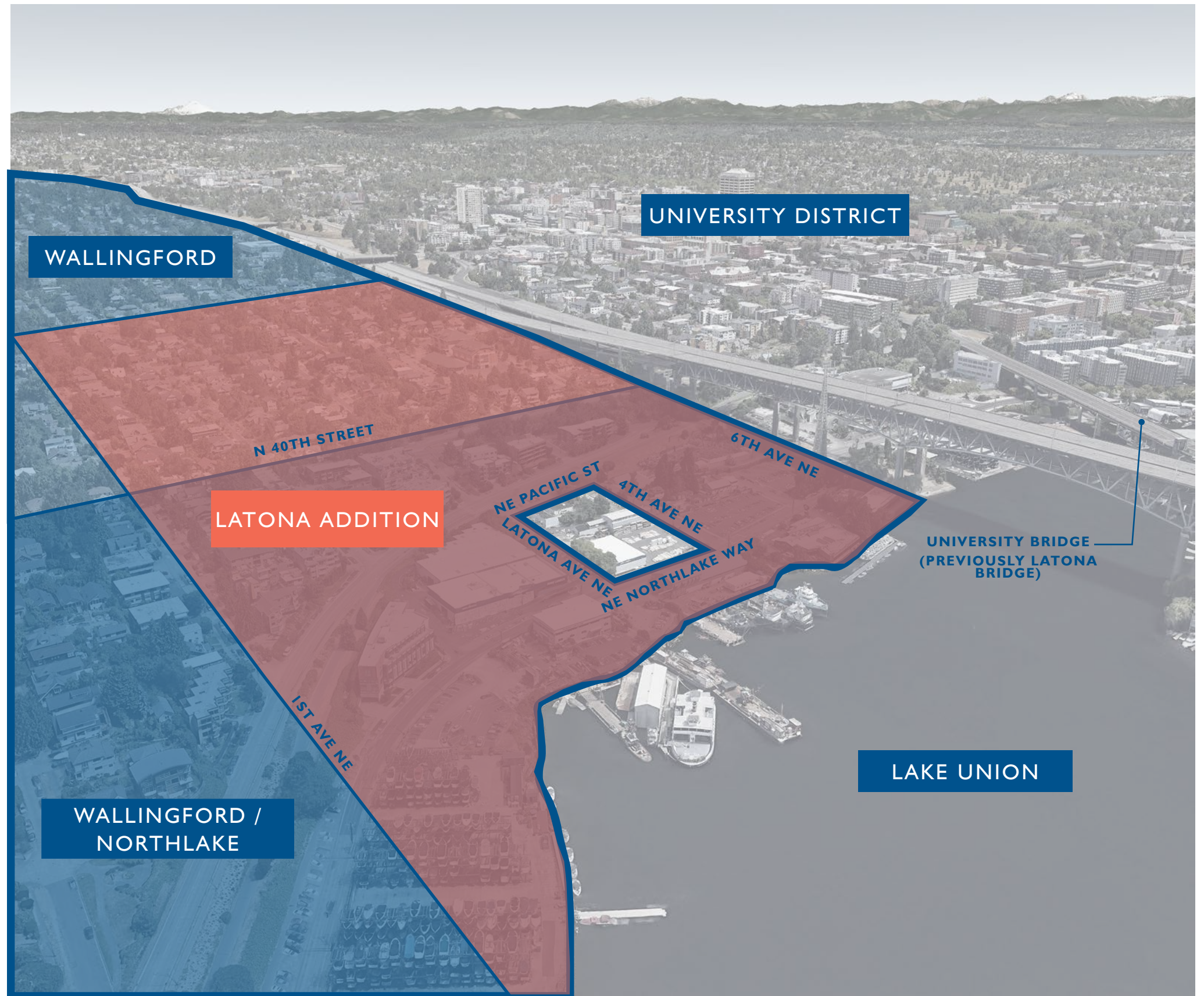
South of N 40th Street is considered the Northlake sub-neighborhood of Wallingford. Landmarks include Northlake Shipyard, Gas Works Park, and Ivar's Salmon House. In 1900, the eastern part of this neighborhood was known as Latona. The name Latona is still recognizable by the primary school that survives in that pioneer northshore community.

LATONA

Long before the establishment of the Wallingford neighborhood, as early as the 1880s, the part of the shoreline between 1st Avenue and 6th Avenue and below 42nd Street was known as Latona. When the Northern Pacific railroad was running (in the same location as today's Burke Gilman Trail) there was even a Latona Station at the corner of Latona Avenue and today's Pacific Street. The business district was located along the rail line at 6th Avenue, which is now covered by today's I-5 Freeway bridge. This was a robust neighborhood and one of the first north of Lake Union. The University Bridge was originally the Latona Bridge. The neighborhood is named after a boat that was named after the Roman name for the goddess Leto, mother to Apollo and Artemis.

Today's this is a maritime industrial area, with a partial Urban Maritime Shoreline Environment overlay. To the north the buildings transition to midrise multifamily buildings and then beyond are the single family homes of Wallingford. To the east it transitions into the mid-to-highrise buildings of the University District. To the west, the maritime industrial use continues until it reaches Gas Works Park.

There is an opportunity to revitalize this area while providing the neighborhood with a retail destination in an area that is otherwise lacking. Activating the Burke Gilman Trail, which is the footprint of the railway that originally allowed this area to be developed, is also an opportunity. The long standing relationship with Seattle's industrious waterfront will also be incorporated into the design by maintaining the existing warehouse use but activating it with public amenity space that connects to the Trail.



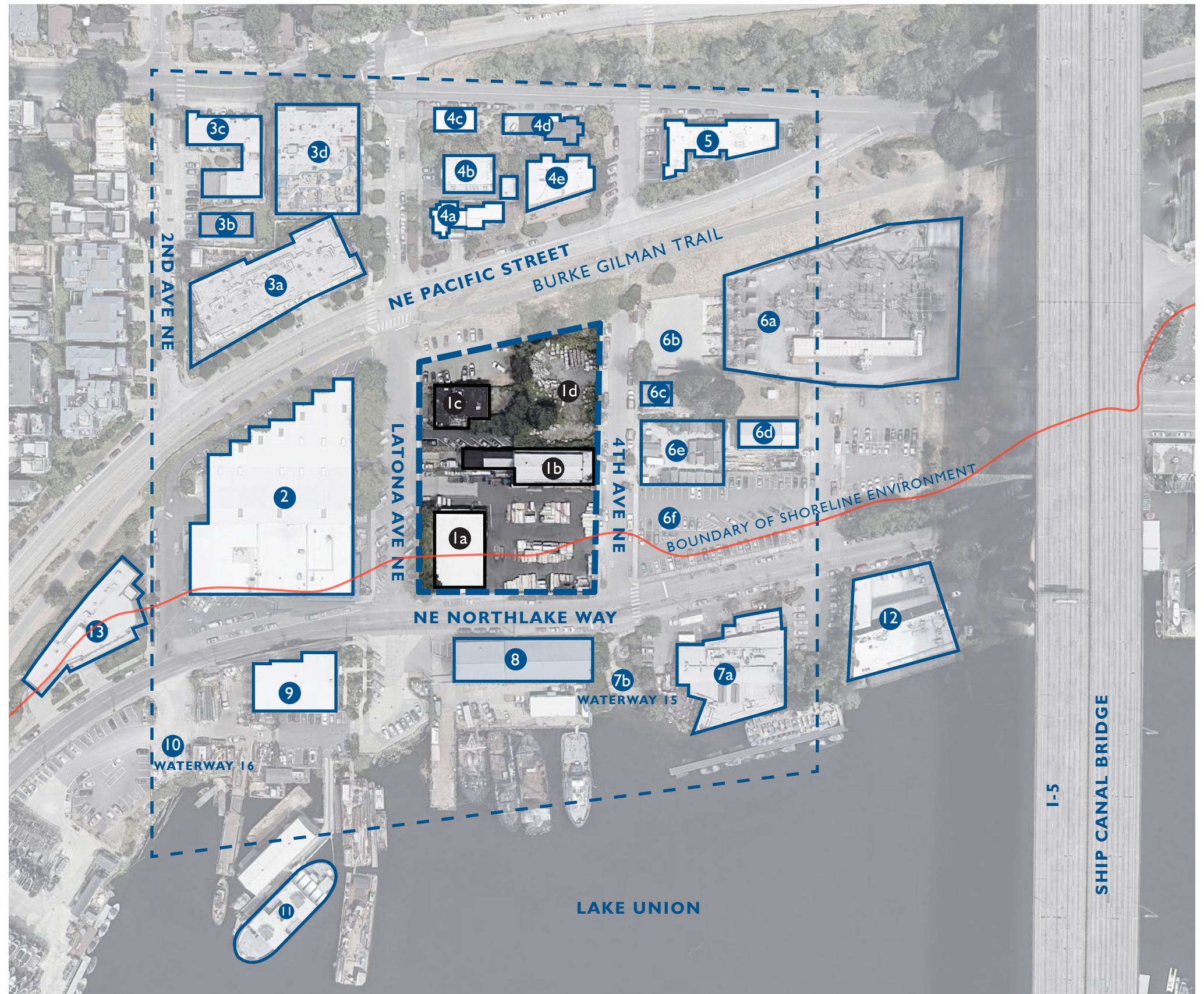
NEIGHBORING BUILDINGS

EXISTING BUILDINGS ON SITE

- 1a Dunn Ancillary Warehouse + Yard
- 1b Gasworks Gallery (workspace)
- 1c Former Queen Anne Painting (offices)
- 1d Former SDOT Storage Yard

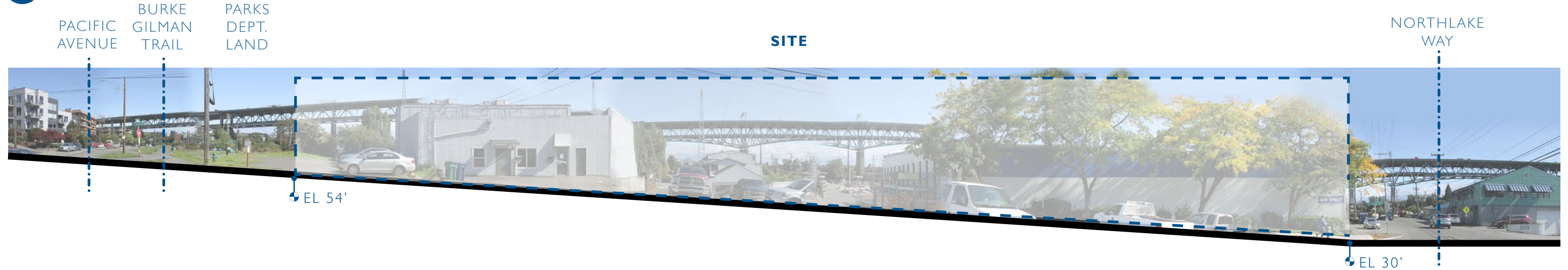
BUILDINGS WITHIN 3X3 BLOCK PERIMETER

- 2 Dunn Lumber Headquarters + Main Warehouse
- 3a Residential, 4 Story Multifamily, Pacific Palisades Condominium
- 3b Residential, 3 Story Multifamily Apartments
- 3c Residential, 3 Story Multifamily Apartments
- 3d Residential, 5 Story Multifamily, Landings Lake Union Condominium
- 4a Residential, 3 Story Multifamily Apartments
- 4b Residential, 3 Story Multifamily Apartments
- 4c Residential, 3 Story Multifamily Apartments
- 4d Residential, 3 Story Multifamily Apartments
- 4e Residential, 3 Story Multifamily, The Seville Condominium
- 5 Residential, 4 Story Multifamily Apartments
- 6a University Substation
- 6b Seattle City Light Yard
- 6c Alexander-Buckingham Landscape Design
- 6d JAS Design Build
- 6e Nickelsville Northlake Tiny House Community
- 6f Ivar's Parking Lot – Dunn Lumber Loading Area
- 7a Ivar's Salmon House and Fish Bar
- 7b Waterway 15
- 8 B&N Fisheries
- 9 Waterfront Construction, Inc.
- 10 Waterway 16 (Proposed)
- 11 MV Skansonia
- 12 Chihuly Boathouse (Formerly Pocock Racing Shell Factory)
- 13 100 Northlake Way Office Building

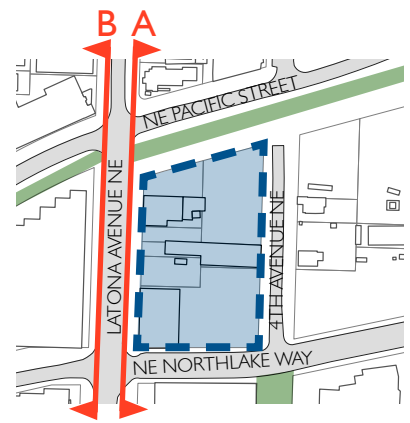
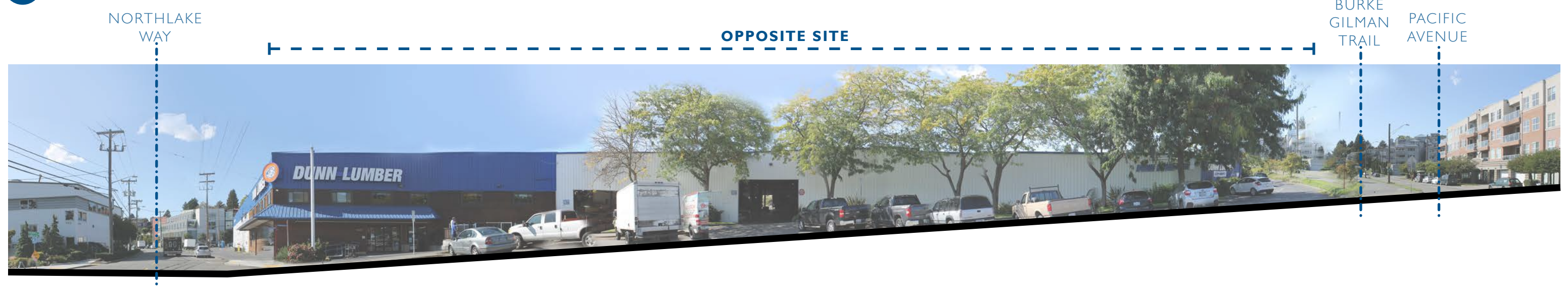


NEIGHBORHOOD CONTEXT
STREETSCAPE MONTAGE

A LATONA AVENUE NE – EAST SIDE (SITE)



B LATONA AVENUE NE – WEST SIDE



NEIGHBORHOOD CONTEXT
STREETSCAPE MONTAGE

A NE NORTHLAKE WAY – NORTH SIDE (SITE)



B NE NORTHLAKE WAY – SOUTH SIDE

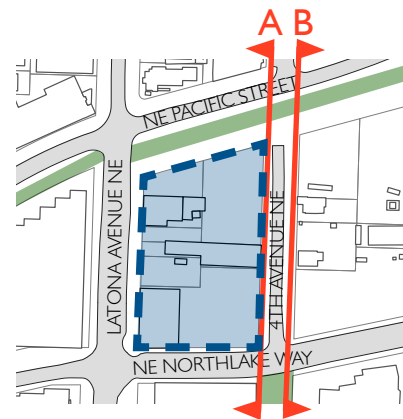


NEIGHBORHOOD CONTEXT
STREETSCAPE MONTAGE

A 4TH AVENUE NE – WEST SIDE (SITE)

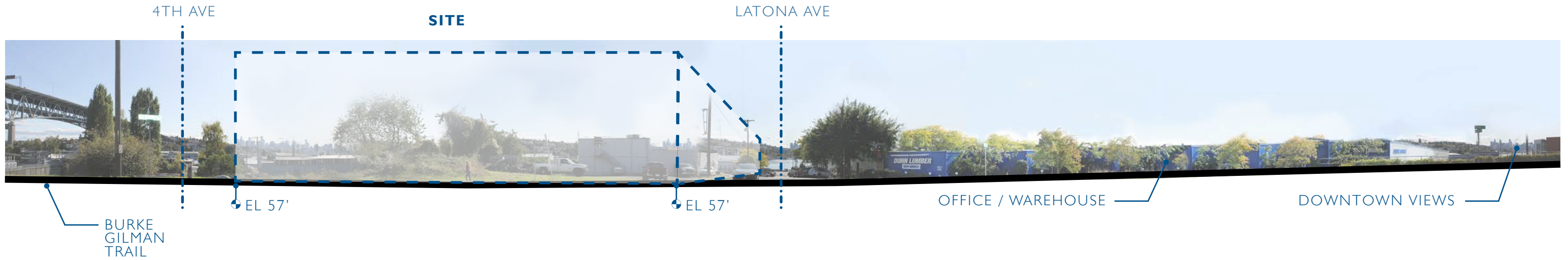


B 4TH AVENUE NE – EAST SIDE

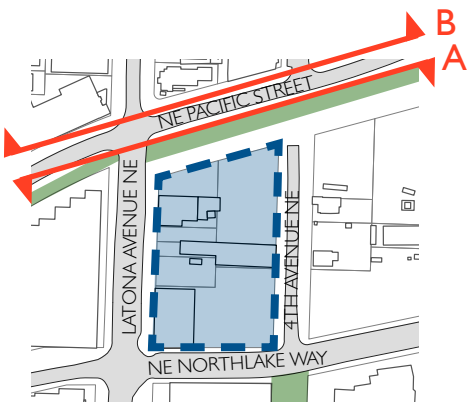


NEIGHBORHOOD CONTEXT
STREETSCAPE MONTAGE

A NE PACIFIC STREET – SOUTH SIDE (SITE)

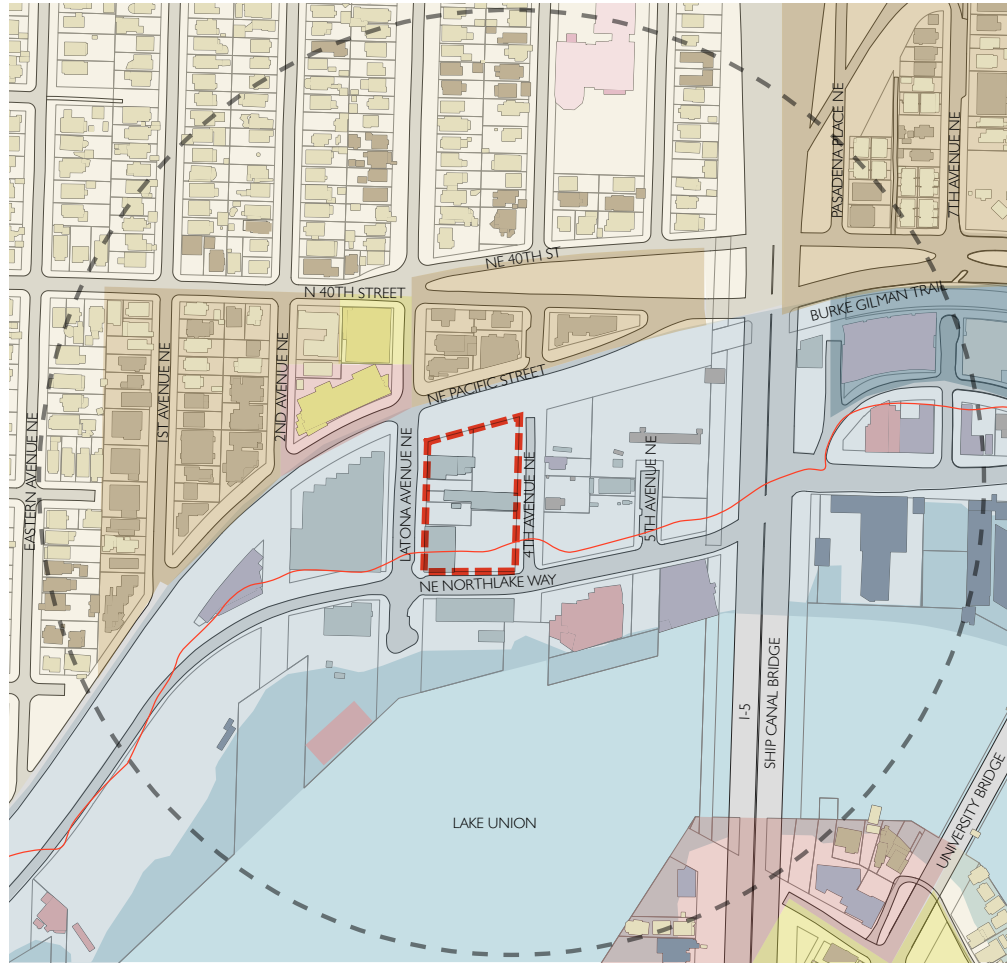


B NE PACIFIC STREET – NORTH SIDE



NEIGHBORHOOD CONTEXT

URBAN FABRIC

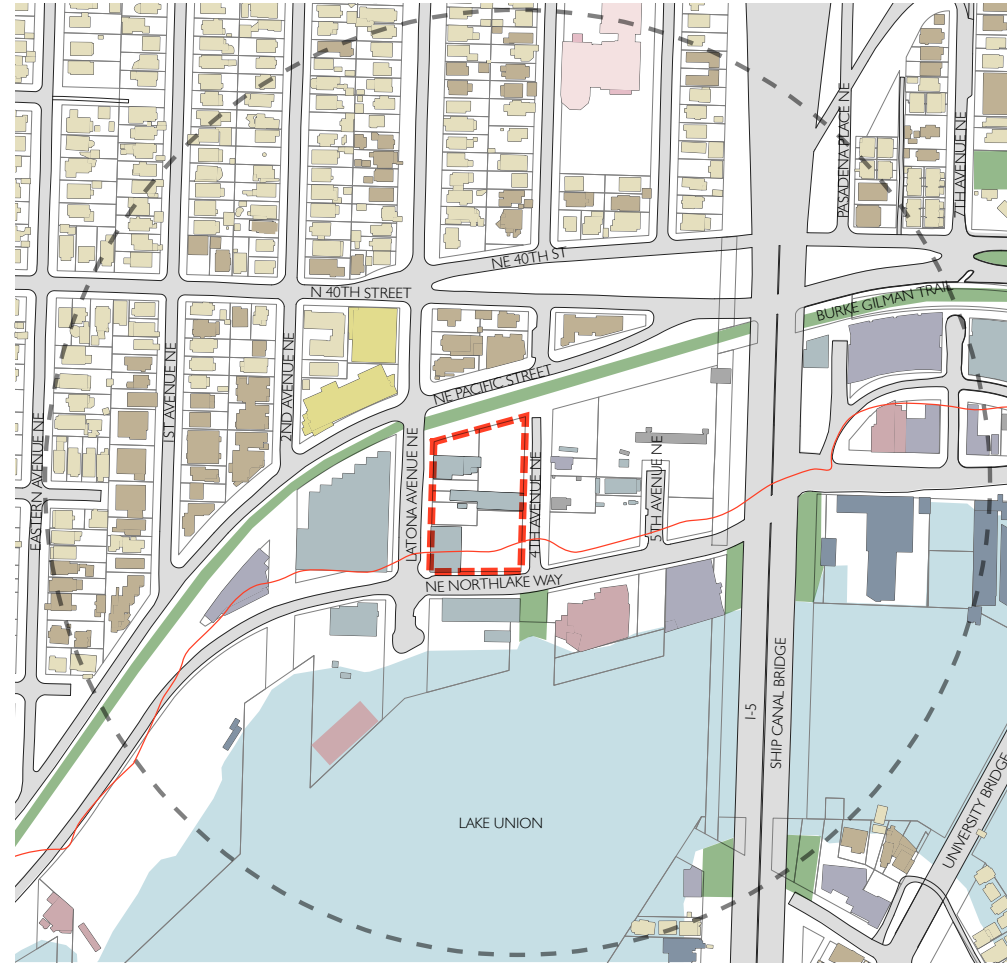


1. ZONING

- Single Family
- Multi-Family
- Commercial
- Neighborhood Commercial
- Manufacturing / Industrial
- Major Institutions

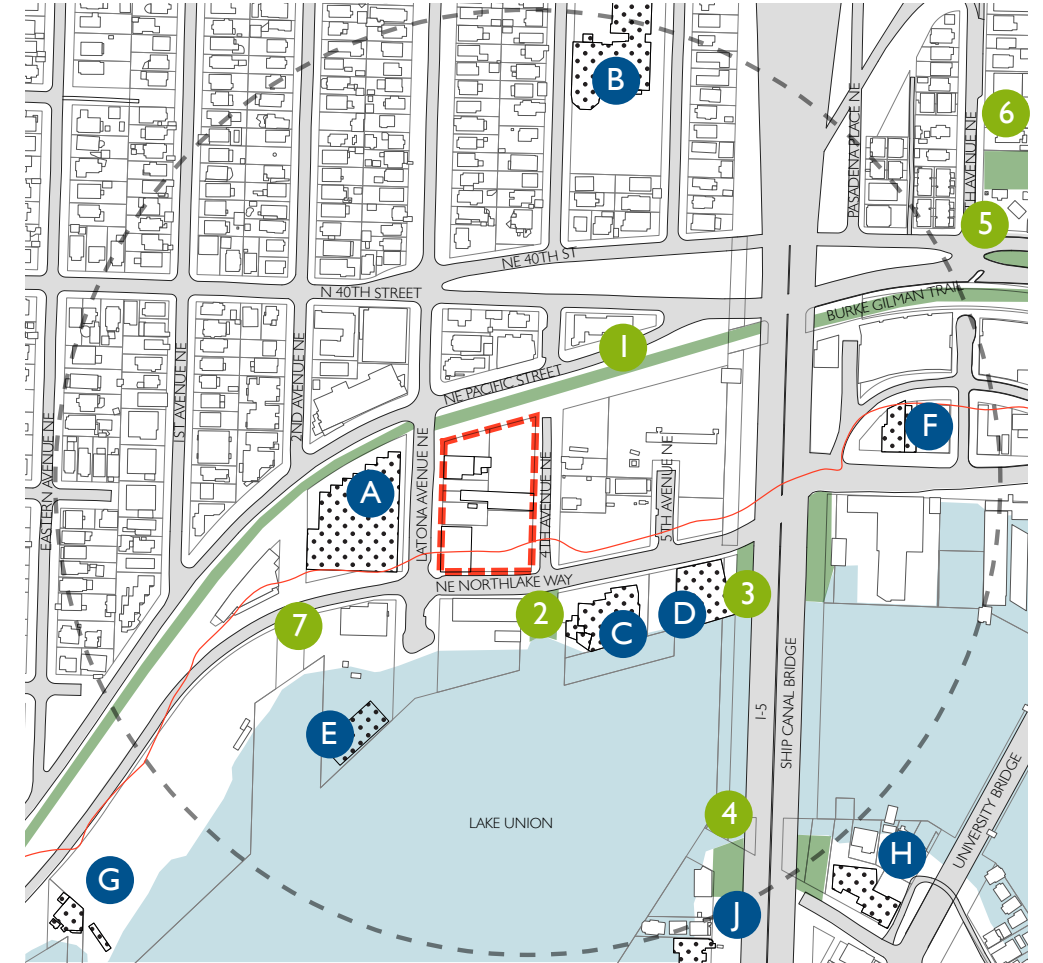
Common Legend

- 5 Minute Walking Radius
- Site
- Shoreline Environment



2. EXISTING USES

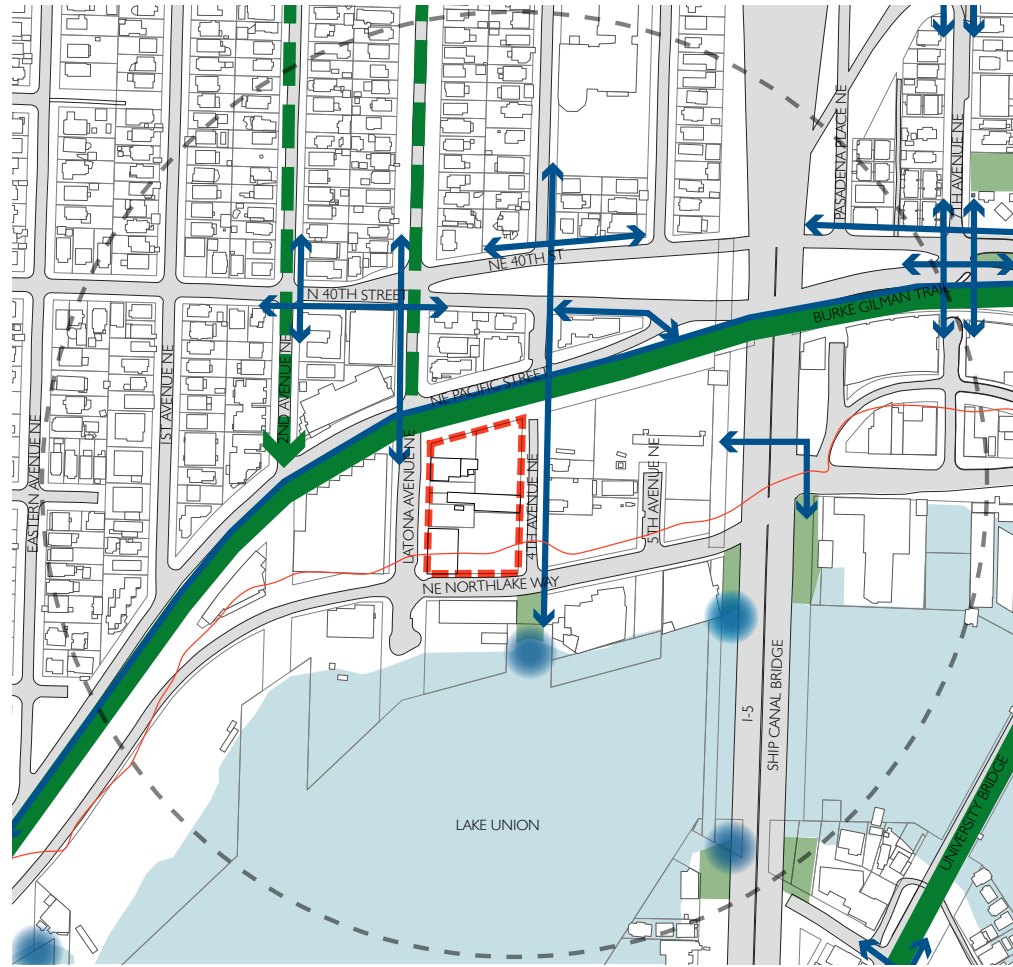
- Single Family
- Multi-Family
- Restaurant
- Office
- School
- Mixed Use
- Manufacturing / Industrial
- Marina



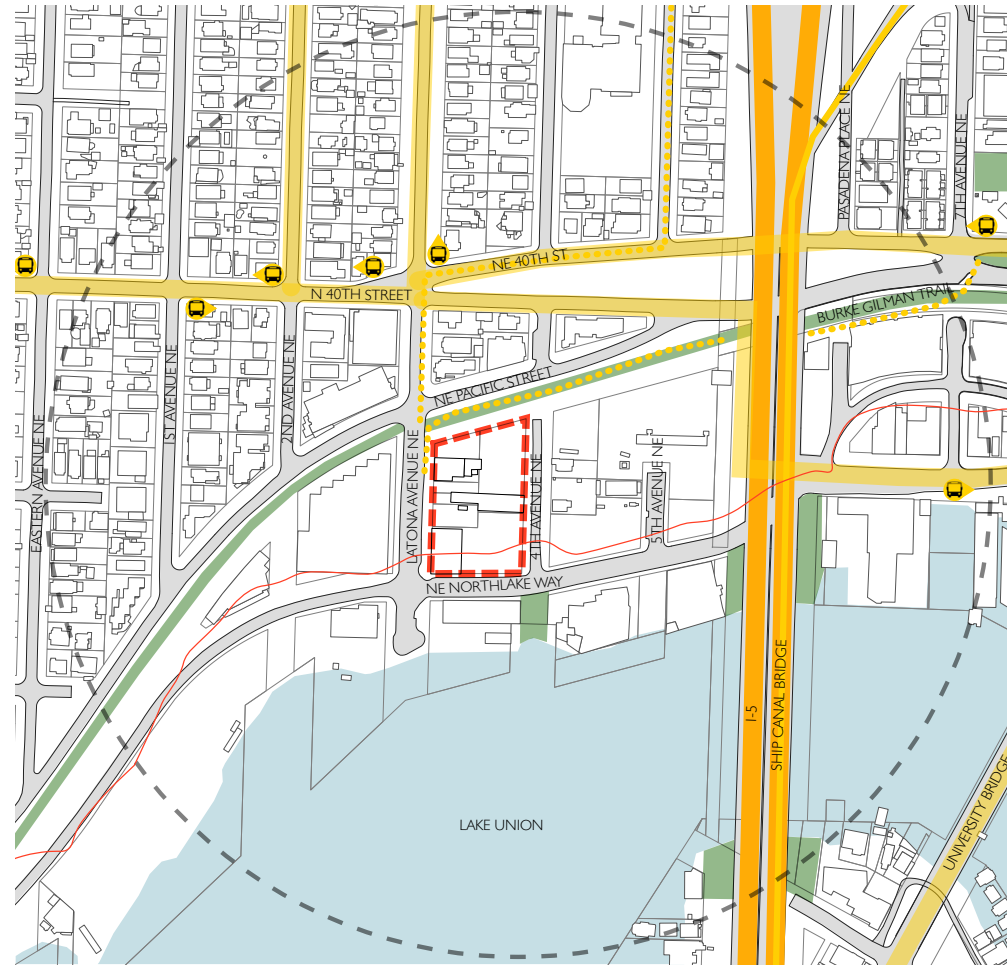
3. NEIGHBORHOOD DESTINATIONS

- | | |
|--|---|
| A Dunn Lumber Warehouse | 1 Burke Gilman Trail |
| B Latona School | 2 Waterway 15 |
| C Ivar's Salmon House & Fish Bar | 3 North Passage Park |
| D Chihuly Boathouse, Formerly Pocock Racing Shell Factory | 4 South Passage Park |
| E Skansonia Ferry / Event Venue | 5 Peace Park |
| F Voula's Offshore Cafe | 6 University District P-Patch Community |
| G Westward Restaurant | 7 Waterway 16 (Proposed) |
| H Pocock Rowing Center | |
| J Tye Yacht Club | |

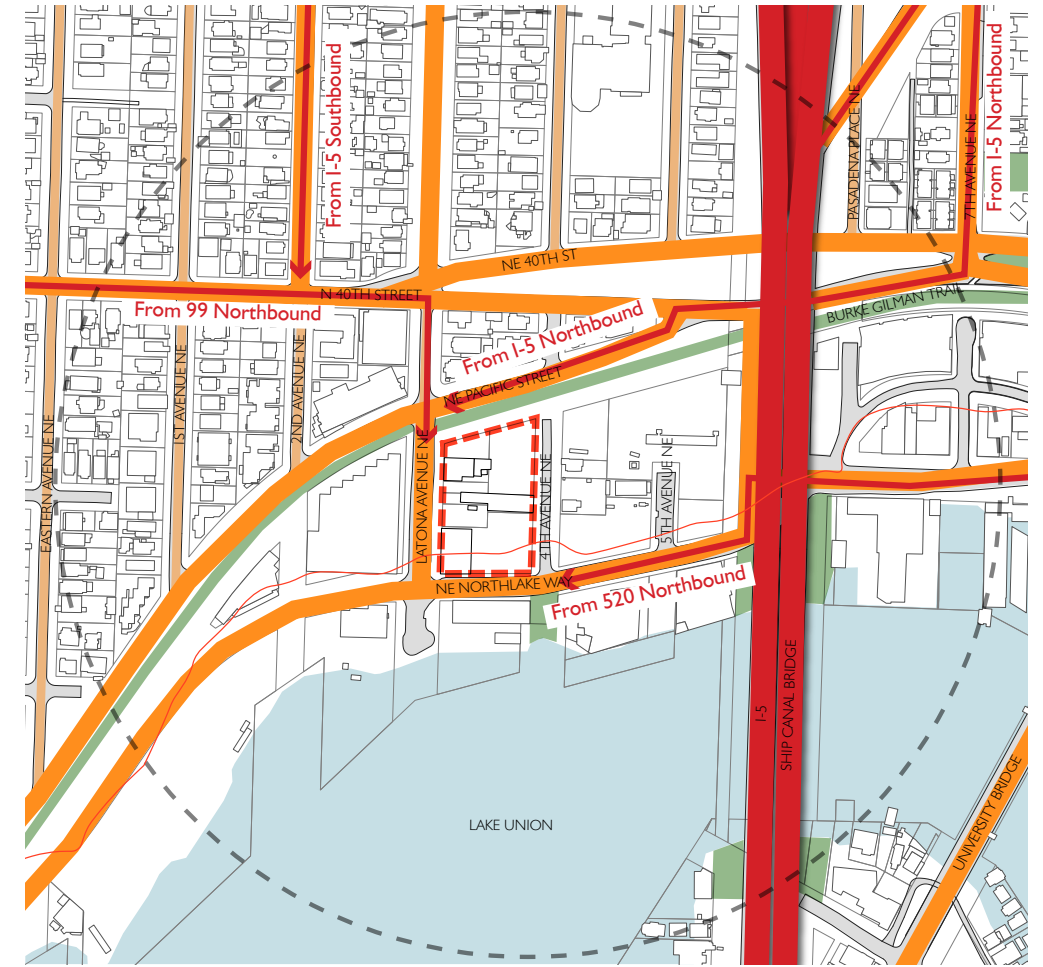
CIRCULATION NETWORKS



1. BIKE AND PEDESTRIAN NETWORK



2. TRANSIT NETWORK



3. AUTO NETWORK

- Separated Bike Path
- Bike Lane
- Pedestrian Path / Crosswalk
- Water Access Point

- Bus Stop
- Local Bus Route
- Commuter Bus Route

- Local / Residential Street
- Arterial
- Freeway
- Truck Traffic

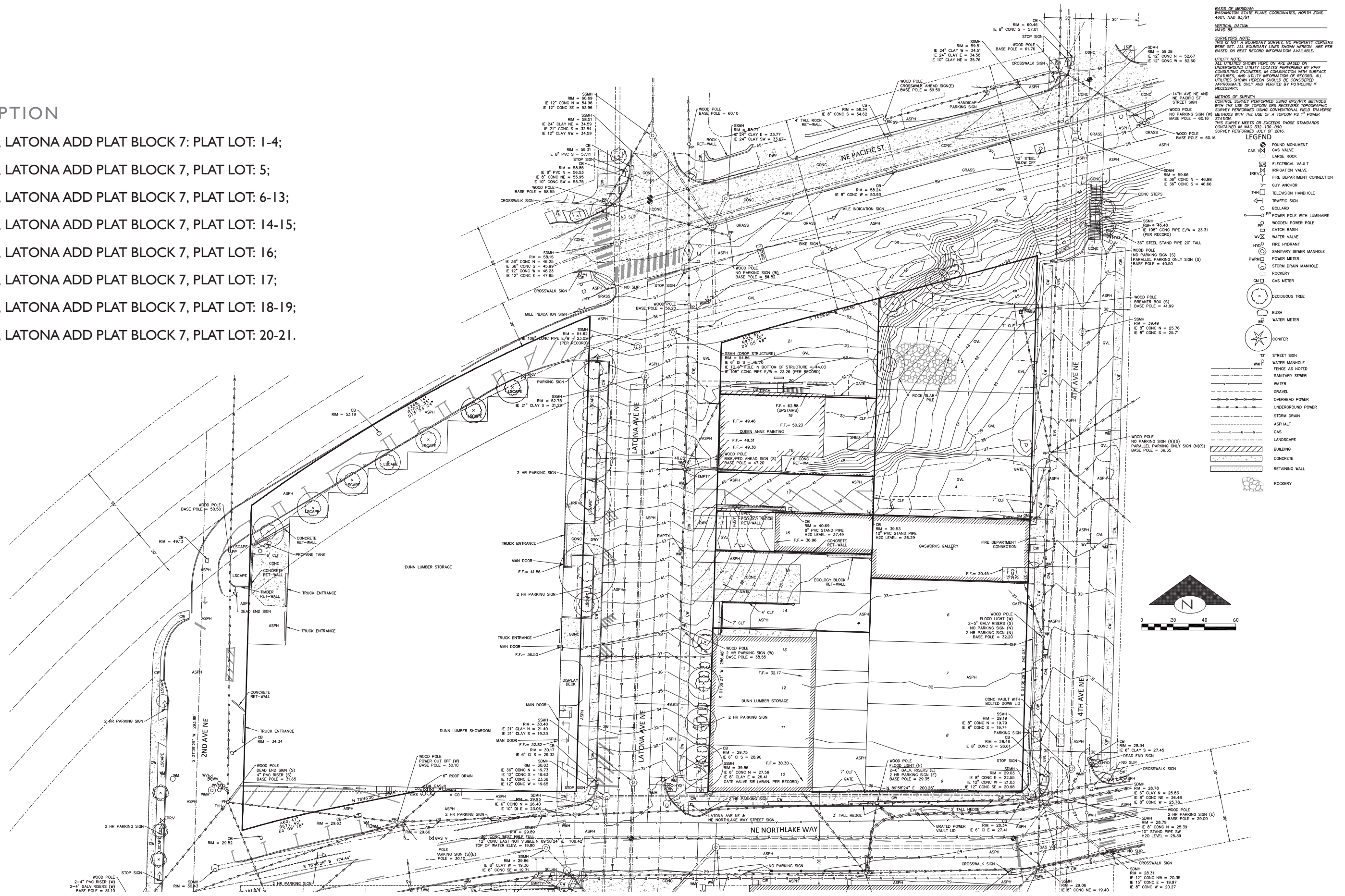
Common Legend

- 5 Minute Walking Radius
- Site
- Shoreline Environment

SITE ANALYSIS SURVEY

LEGAL DESCRIPTION

- PARCEL# 420690-0290, LATONA ADD PLAT BLOCK 7: PLAT LOT: 1-4;
- PARCEL# 420690-0310, LATONA ADD PLAT BLOCK 7, PLAT LOT: 5;
- PARCEL# 420690-0380, LATONA ADD PLAT BLOCK 7, PLAT LOT: 6-13;
- PARCEL# 420690-0370, LATONA ADD PLAT BLOCK 7, PLAT LOT: 14-15;
- PARCEL# 420690-0380, LATONA ADD PLAT BLOCK 7, PLAT LOT: 16;
- PARCEL# 420690-0385, LATONA ADD PLAT BLOCK 7, PLAT LOT: 17;
- PARCEL# 420690-0390, LATONA ADD PLAT BLOCK 7, PLAT LOT: 18-19;
- PARCEL# 420690-0295, LATONA ADD PLAT BLOCK 7, PLAT LOT: 20-21.



SITE ANALYSIS
SITE PLAN



1 FORMER QUEEN ANNE PAINTING (OFFICE)



2 GASWORKS GALLERY (WORKSPACE)



3 DUNN LUMBER YARD SHELTER

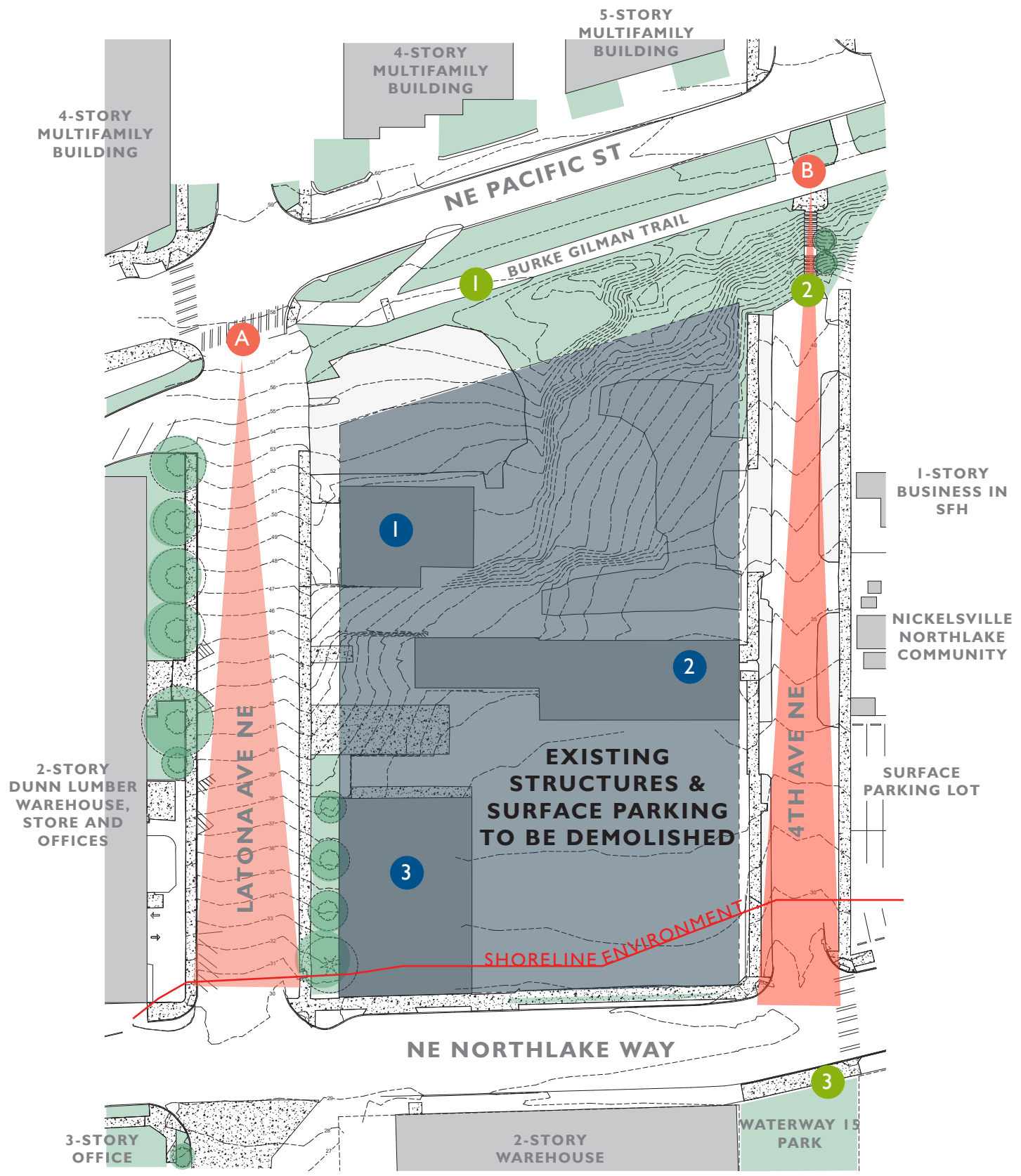
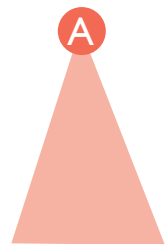


VIEW DOWN LATONA AVENUE

1

2

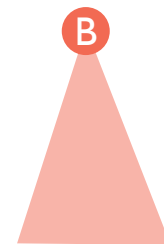
3



1

2

3



1 BURKE GILMAN TRAIL



2 EXISTING 4TH AVENUE STAIR

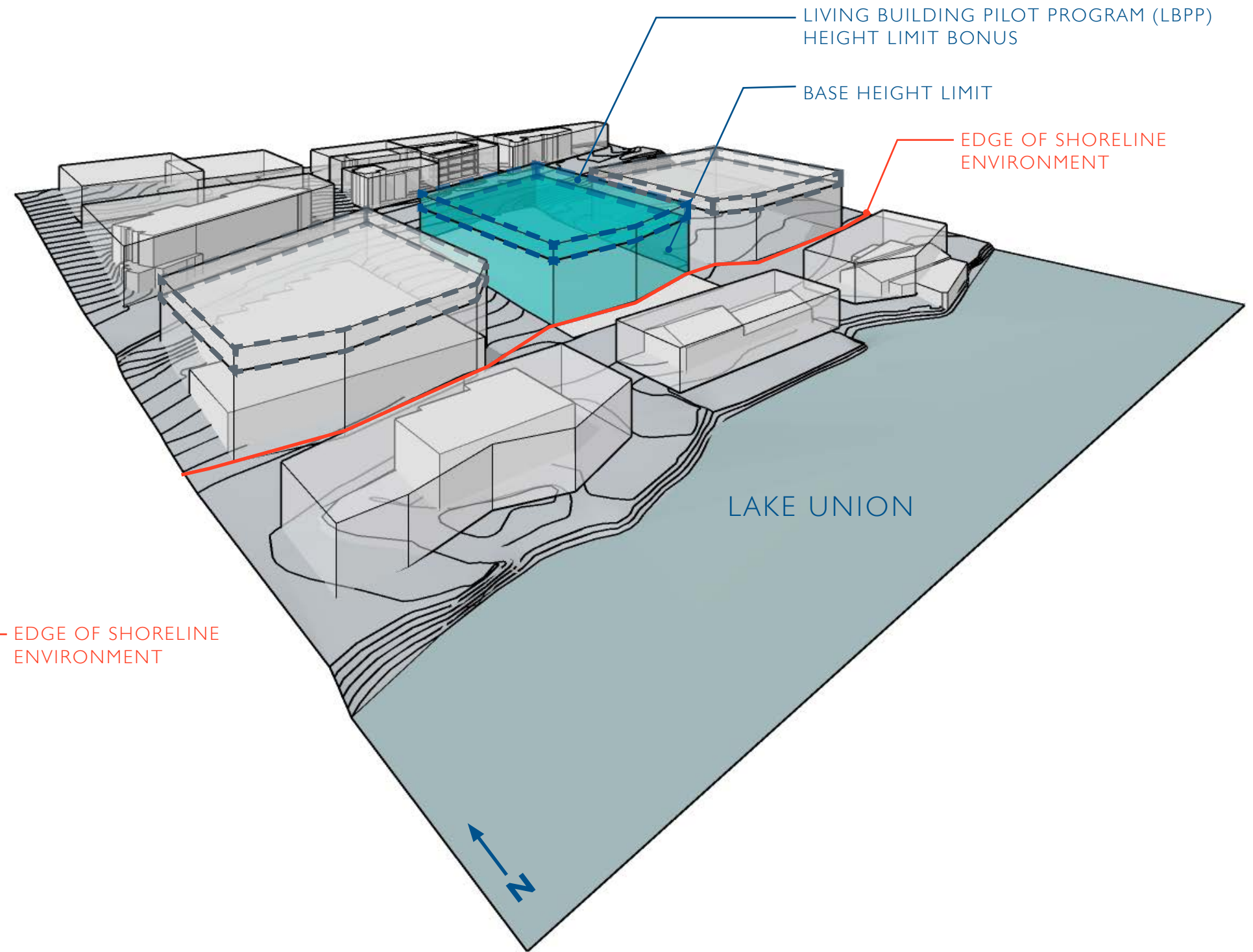
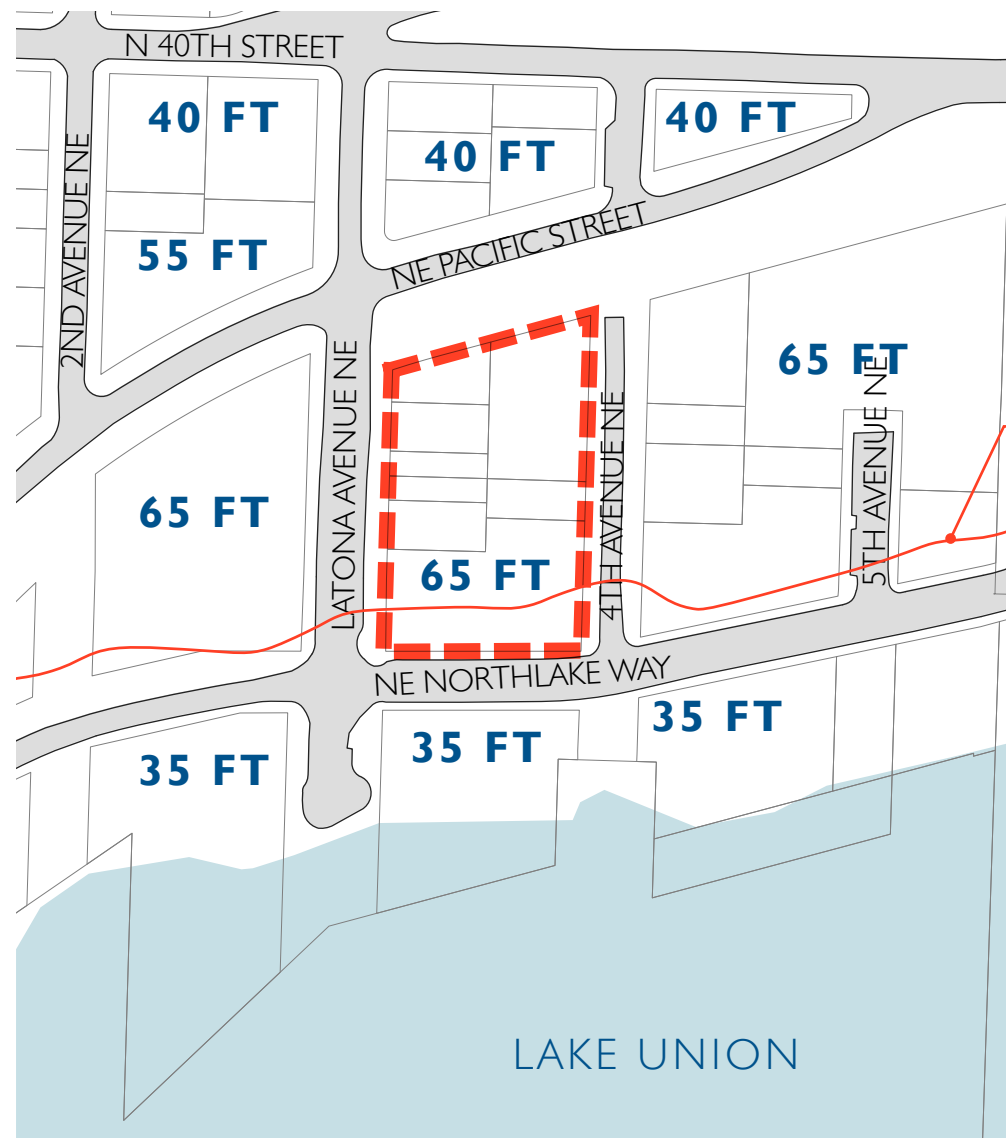


3 WATERWAY 15 (PARK)



VIEW DOWN 4TH AVENUE

DEVELOPABLE POTENTIAL



NOTE: THE PROPOSED NEW STRUCTURE IS NOT WITHIN THE SHORELINE ENVIRONMENT. LANDSCAPE IMPROVEMENTS ON THE PROPERTY WITHIN THE SHORELINE ENVIRONMENT WILL BE UNDER SEPARATE SHORELINE SUBSTANTIAL DEVELOPMENT PERMIT.

IMAGINED USER EXPERIENCES



I email my order earlier in the week. I get an email back telling me when my order will be ready. I head to the warehouse, and have a clear route to pick up my order. I'm protected from the weather, which is great for my lumber order and my peace of mind. It's all just so efficient now – easy in, easy out. My time is precious – less time out here means more time on my job site. They really knew what they were doing when they built this facility; it feels like they had me in mind. And, it looks pretty cool, too.

What customer service! Last week I bought 2x4s, and when I cut one too short, I brought it back and they replaced it; no questions asked. I feel like one of the family. That's why I will be a customer for life.

DUNN CUSTOMER



Coming in off the Burke Gilman trail, I use my keycard to access the bike entrance, walk to the heated bike storage area, lock up my bike, get showered and changed in the luxurious locker room, with the TV catching me up on the morning news.

I head up the stairs to the main lobby. I notice comfortable couches and homey seating areas, warm lighting and soft materials. The space is packed with colleagues, clients, and visitors – coming, going, and meeting.

Out of the corner of my eye is a huge green wall contributing to my feeling sheltered in a forest. Big timbers. Momentary glimpses of water through carefully placed windows.

OFFICE EMPLOYEE



My number one priority is for a safe space. Thankfully this place has good lighting, people around, eyes on the site from the surrounding buildings, and no hidden corners. And, good visibility onto and off the trail – I don't want a bike coming around the corner and colliding with me.

I'm excited by the arrival and sense of place. The site is a natural extension of the Burke Gilman Trail. It's easy to access, as a final destination or just a pit stop. There's a water fountain to fill up my water bottle, a bench to rest with shelter for the rain, and a restroom. I can lock up my bike outside, and I can hitch up my dog next to a water bowl. I can even get a latte at the walk up espresso window. Occasionally, my running group will start and end our 6.5 mile loop around Lake Union here.

The building just beyond this plaza is eye catching, with enough space in front of it to feel special. My field of view is deep – I can see the water, and bursts of nature, and I intuitively know how to get access to them.

TRAIL BIKERS & PEDESTRIANS



I arrive to the Dunn Lumber Northlake site after driving along Northlake Way and parking in the garage. It's so nice to have parking close to work since I used to have to park down in the Ivar's lot two blocks away. It's early morning and light is starting to come into the warehouse through the eastern clerestory windows. The heavy timber structure around me warms up the warehouse and makes me feel like I am inside of a forest. Historical imagery along the edges of the warehouse makes me proud to work for this family business that has been a Seattle institution since 1907. The new headquarters reminds me that Dunn Lumber is built on quality, consistency, and trust.

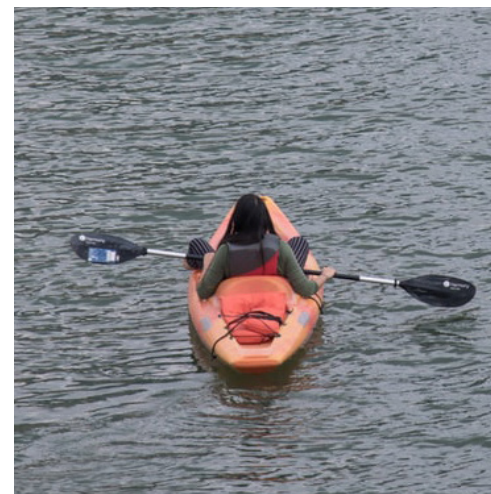
DUNN EMPLOYEE



I walk down the hill from my house in the center of Wallingford, and I'm amazed at all the new activity as I cross over the Burke Gilman Trail. People sitting, standing, chatting. I heard that Monorail Espresso opened up another location, but didn't realize they branched out so far north from their original bike messenger hangout downtown.

My entry to the retail plaza is a layered experience. The feature wall and glow from a fire pit draws me in, I meander my way past what looks like an office building entry lobby, and, a ways down, I find a great spot on a stool at some bar called "The Perch." I order a drink and an appetizer. Here while I wait for friends to join up, I continue my favorite pastime – watching the seaplanes take off and land at Kenmore Air across Lake Union.

RESTAURANT PATRON

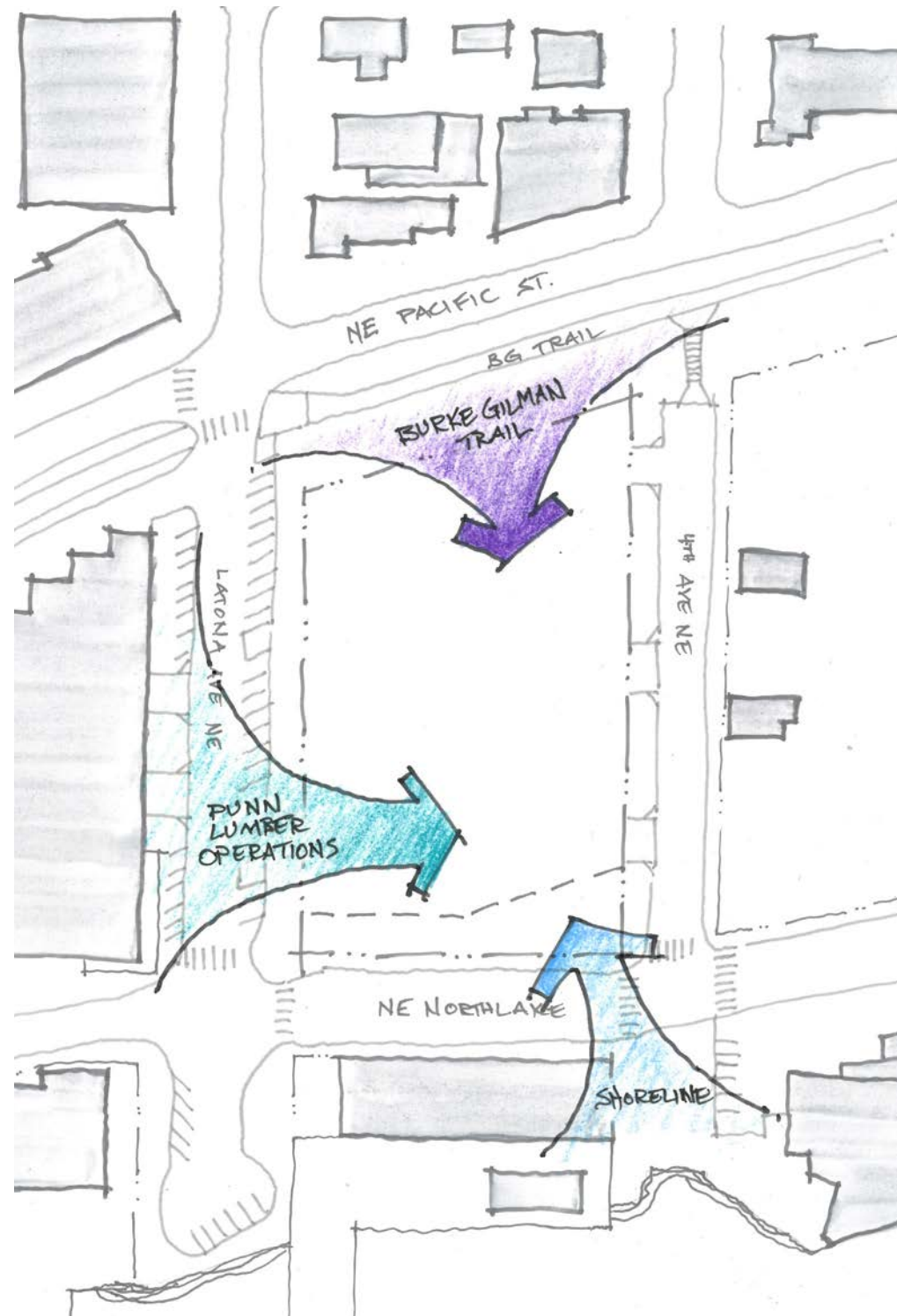


I rent a paddleboard from Agua Verde and head west toward Gas Works. There's a new park on the shore that I'd never noticed before. I see people there, and beyond, up on a sort of "perch" a block away. Intrigued, and a little hungry (it's getting later in the afternoon), I pull my paddleboard onto shore and notice there's a place to lock it up – handy! Still in my wetsuit, I walk across the road, noticing Ubers and Lyfts dropping off people who look like they are headed to the same destination.

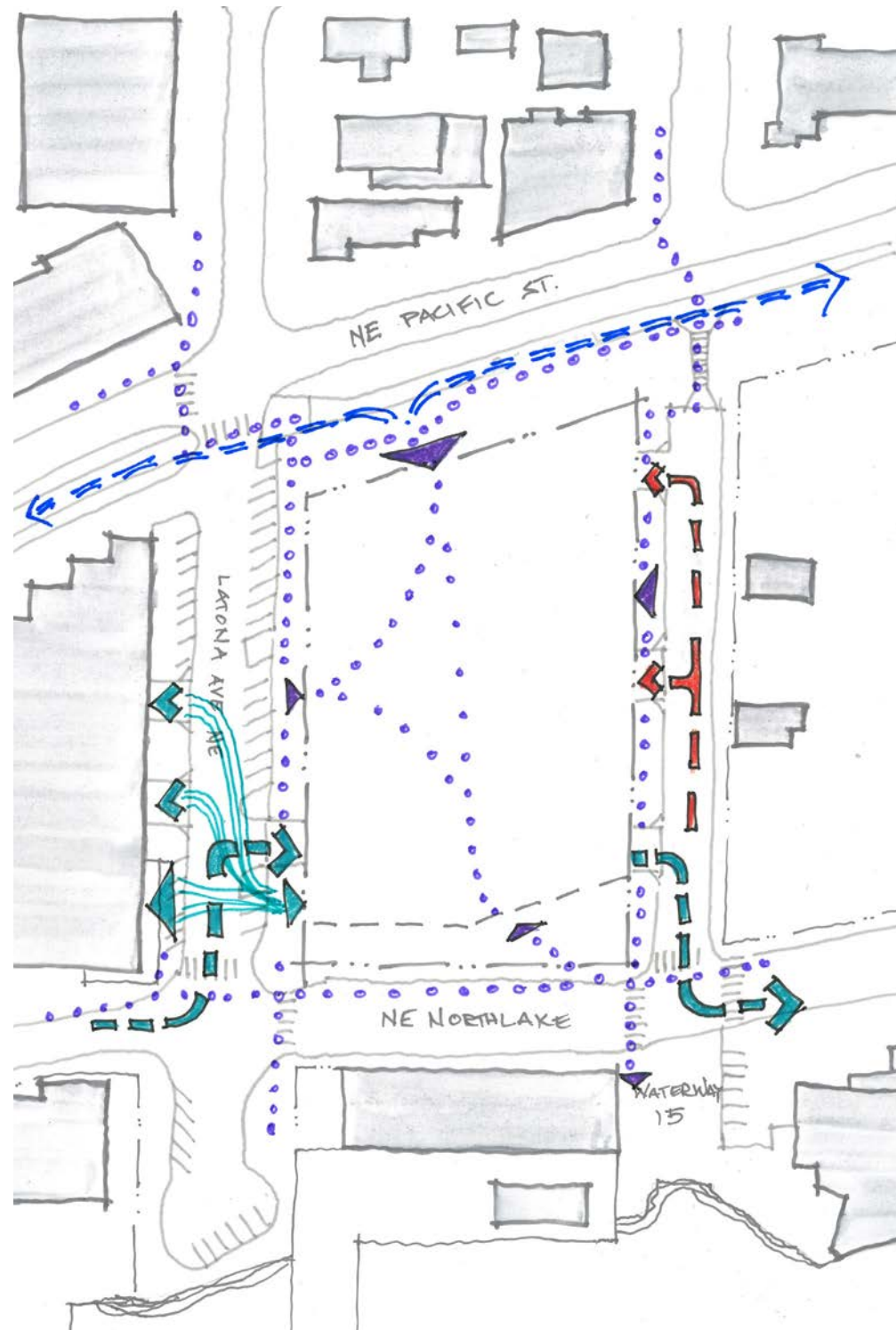
Through a lush park, and up some fun, well-lit stairs, I walk past a few weekend office workers having a happy hour; I decide it's a good time for a beer. There's a reggae band setting up for their set tonight. It's all so unexpected.

LAKE UNION RECREATIONIST

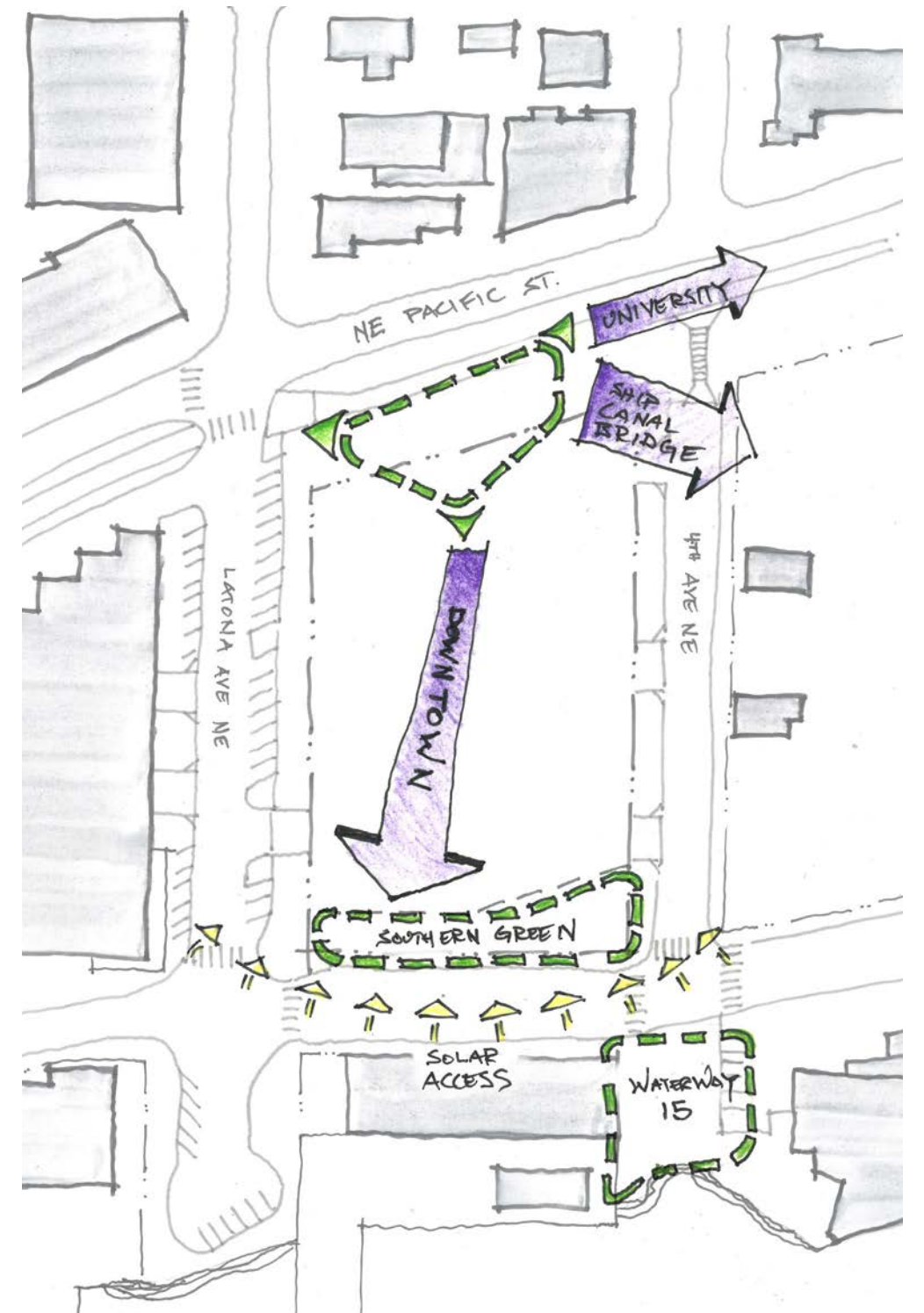
SITE ANALYSIS DIAGRAMS



MAJOR SITE INFLUENCES



SITE ACCESS & FLOWS

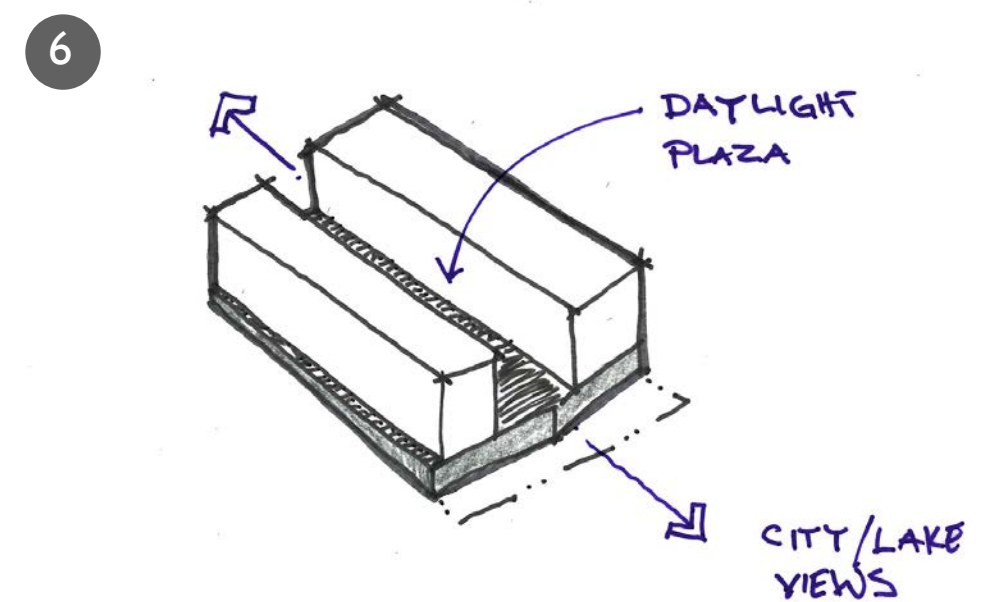
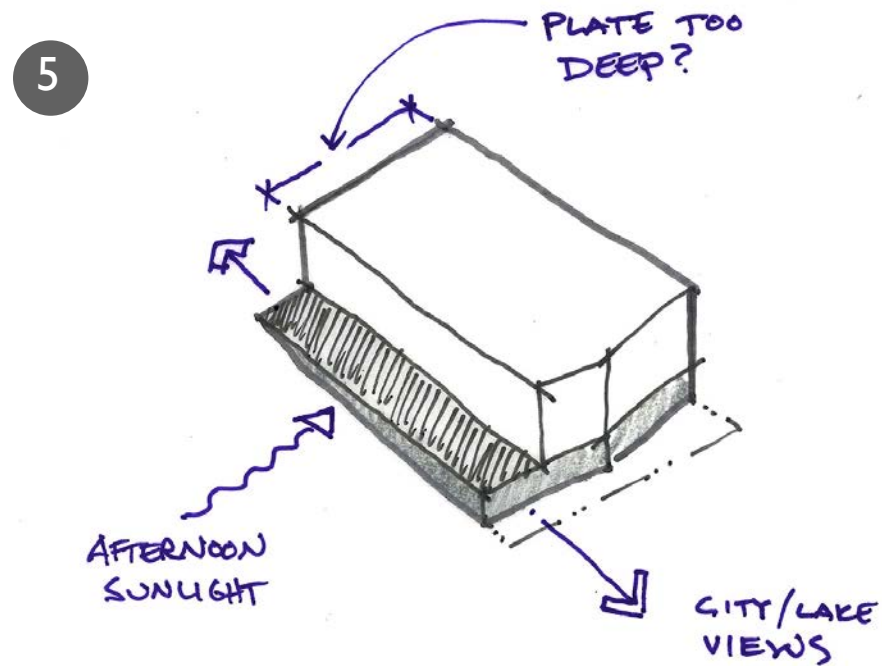
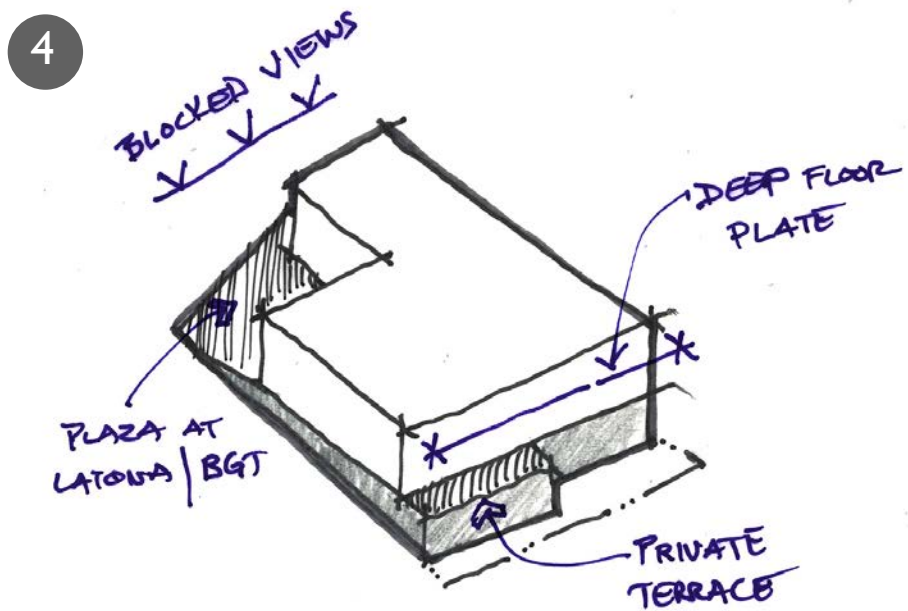
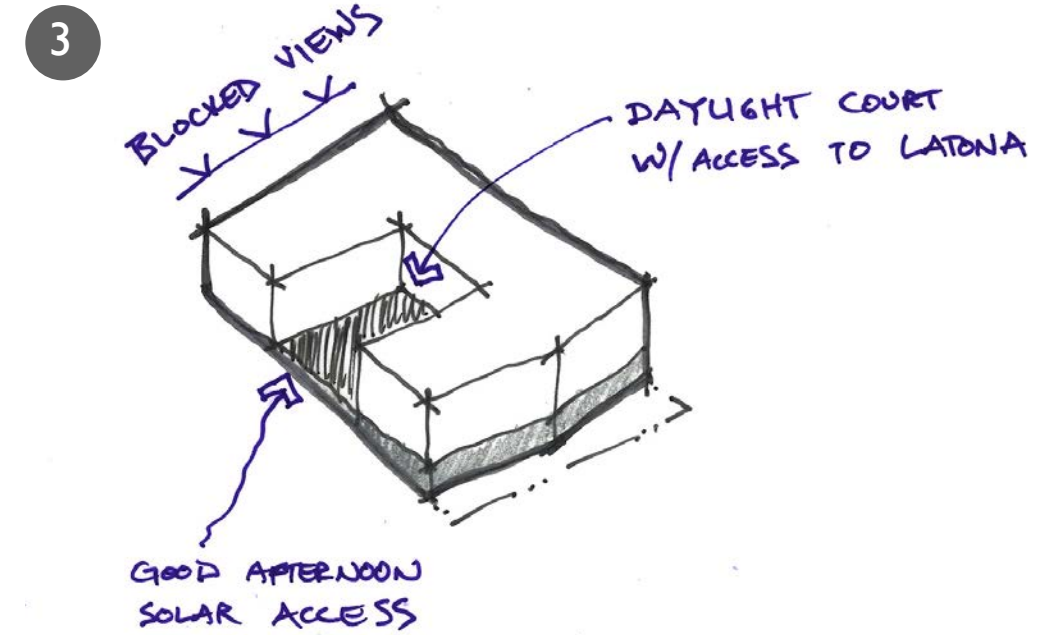
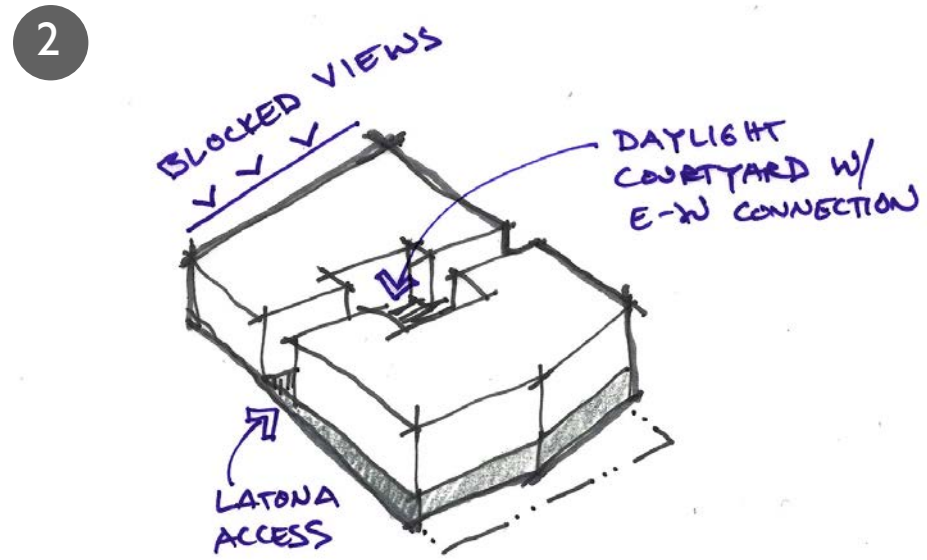
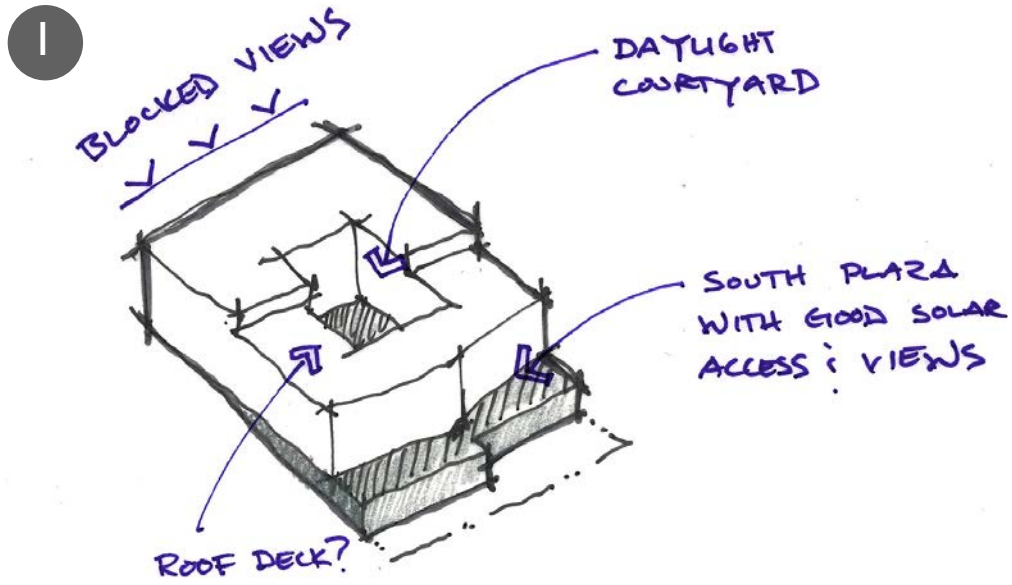


OPEN SPACES & VIEW OPPORTUNITIES

- == BIKE FLOWS
- PEDESTRIAN FLOWS
- OFFICE/RETAIL VEHICULAR FLOWS
- ▶ PUNNI LUMBER OPERATIONS
- ◊ VEHICULAR ACCESS
- ▲ PEDESTRIAN ACCESS

INTENTIONALLY BLANK

EARLY MASSING STUDIES



DESIGN GUIDELINES – PROJECT PRIORITY GUIDELINES

<p>CSI-B SUNLIGHT & NATURAL VENTILATION</p> <p>Take advantage of solar exposure and natural ventilation. Study the site’s wind patterns and solar gains. Maximize daylight for interior and exterior spaces, and minimize shading on adjacent sites. Mitigate solar gain on south and west facades.</p>	<p>CSI-E WATER</p> <p>Incorporate any natural water features on site. Use project drainage systems as opportunities or interest. Consider rain harvesting for reduced use of potable water.</p> <p>Wallingford Supplemental Guideline: Landscape Design To Address Special Site Conditions Integrate on-site conditions such as existing trees, off-site greenbelts, ravines, natural areas and boulevards.</p>	<p>CS2-D HEIGHT, BULK & SCALE</p> <p>Review scale of anticipated development for adjacent buildings. Use changes in topography to reduce perceived height, bulk and scale. Provide appropriate transition at zoning changes. Respect adjacent sites.</p> <p>Wallingford Supplemental Guideline: Responding to Site Characteristics Upper level setbacks are encouraged, design public outdoor space to take advantage of sun exposure, be aware of view preservation.</p>
<p>CS3-B LOCAL HISTORY & CULTURE</p> <p>Explore the history of the site and neighborhood as a potential placemaking opportunity. Look for historical and cultural significance, using neighborhood groups and archives as resources. Incorporate historical or cultural elements into the project.</p>	<p>PL2-D WAYFINDING</p> <p>Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features. Use design features as a means of wayfinding wherever possible, and provide clear directional signage where needed.</p> <p>Wallingford Supplemental Guideline: Blank Walls Where blank walls are unavoidable, they should receive design treatment to increase pedestrian comfort and interest.</p>	<p>PL3-C RETAIL EDGES</p> <p>Engage passerby by maximizing visibility into the building interior. Create multiple entries where possible with a physical and visual connection between people on the sidewalk and retail activates in the building. Allow space for activities such as sidewalk vending, seating, and restaurant dining. Consider setting back from the street for retail to extend.</p>
<p>PL4-B PLANNING AHEAD FOR BICYCLISTS</p> <p>Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel. Provide bike facilities such as bike racks and storage, bike share stations, and shower facilities. Maximize convenience, security, and safety. Facilitate connections to bicycle trails and infrastructure. Design bicycling access points so that they relate to the street grid and include information about connections to existing trails and infrastructure. Consider signage, kiosks, building lobbies, and bicycle parking areas, as opportunities to share bicycling information.</p>	<p>DC1-B VEHICULAR ACCESS & CIRCULATION</p> <p>Choose locations for access that mitigate conflict between vehicles and pedestrians. Emphasize use of sidewalk for pedestrians and create safe and attractive conditions. Employ multi-sensory approach at garage exits/entrances.</p> <p>Wallingford Supplemental Guideline: Parking and Vehicle Access Minimize the impact of automobile parking and driveways on the pedestrian environment. Structured parking entrances should be located on side streets or alleys.</p>	<p>DC2-D SCALE & TEXTURE</p> <p>Incorporate architectural features, elements, and details that are of a human scale and are consistent with the overall concept. Character of building to be fine-grained texture, particularly at levels of pedestrian engagement (first 3 levels).</p> <p>Wallingford Supplemental Guideline: Architectural Concept and Consistency & Human Scale Create a unified building form that exhibits an overall architectural concept. Buildings should exhibit form and features identifying the building’s functions.</p>
<p>DC3-B OPEN SPACES, USES & ACTIVITIES</p> <p>Plan the size, uses, activities, and features of each open space to meet needs of expected users, ensuring each space has a purpose and function. Respond to changing environmental conditions such as seasonal and daily light and weather shifts. Build flexibility into the design to allow changes. Open spaces should connect with, or enhance, the uses and activities of other nearby public pen space where possible. Look for opportunities to support uses and activities on adjacent properties.</p>	<p>DC4-A EXTERIOR ELEMENTS & FINISHES</p> <p>Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged. Select durable and attractive materials that will age well in Seattle’s climate. Highly visible features, such as balconies, should be well crafted and easy to maintain. Pay attention to environments that create harsh conditions that may require special materials and details, such as marine areas or open or exposed sites.</p>	<p>DC4-D TREES, LANDSCAPE & HARDSCAPE</p> <p>Reinforce the overall concept through the landscape materials selection. Create enduring green spaces. Use permeable materials wherever possible. Select plants based on their size at maturity. Define spaces with significant elements such as trees.</p> <p>Wallingford Supplemental Guideline: Landscaping to Enhance the Building and/or Site Landscaping, including living plant materials, pavements, trellises, screen walls, planters, and similar features should appropriately enhance or screen the project.</p>

DESIGN GUIDELINES – PROJECT RESPONSE

CSI-B SUNLIGHT & NATURAL VENTILATION

The project will utilize passive design strategies including natural daylighting and ventilation, and explore on-site energy generation through a photovoltaic array. Studies are being done to improve solar exposure to the plaza level of the project.

CSI-E WATER

The project will harvest, store, and recycle rainwater to reduce potable water consumption in operation. Stormwater mitigation is incorporated and celebrated in the landscape design.

CS2-D HEIGHT, BULK & SCALE

The project is located within an industrial zone that is bounded by maritime industrial uses to the south and lowrise multifamily to the north. However, the multifamily buildings are opposite a 125' right-of-way that includes the Burke Gilman Trail. The building will setback above the plaza level to provide pedestrian relief in massing and maintain views towards the water. The building is also broken into multiple masses that provide relief.

CS3-B LOCAL HISTORY & CULTURE

The project is located on the north shoreline of Lake Union, at the south end of the Wallingford neighborhood. There is a history of maritime industry on the site, as well as the existing lumber yard use that has been present since the first development of Seattle. The project aspires to celebrate the use of wood, and a Living Building Pilot Program building that is sensitive to the natural environment and celebrates both the industrial and ecological history of the site.

PL2-D WAYFINDING

One of the primary project goals is to be a means for people to connect the Burke Gilman Trail to the Lake Union waterfront. The building will use building form and materials to pull Trail users into the site, thereby activating retail. The ground level warehouse that serves Dunn Lumber will create some unavoidable blank wall conditions that will be mitigated with architectural elements and landscaping.

PL3-C RETAIL EDGES

Retail is planned for two locations on site, one retail will be facing the Burke Gilman Trail and patrons will primarily be walking and biking Trail users. The second will be “destination retail” at the south end of the plaza with a view of Lake Union and downtown beyond. The plaza will allow for retail expansion and potentially temporary market space.

PL4-B PLANNING AHEAD FOR BICYCLISTS

Due to the close proximity of the project to the Burke Gilman Trail, bicyclists are one of the project’s primary users. There will be bike facilities to include both interior and exterior bike storage. The project also intends to engage with the Trail and feel like an expansion of the Trail. Creating a safe way for traffic to enter the site without creating congestion on the Trail.

DCI-B VEHICULAR ACCESS & CIRCULATION

The majority of pedestrian activity occurs on the plaza level that connects with the Burke Gilman Trail, while the majority of delivery truck activity will occur at the corner of Northlake Way and Latona Avenue. This is where Dunn Lumber customer traffic will also be, due to the existing, and to-remain, on-street parking. Landscaping and clean-up of the 4th Avenue stair will encourage and improve pedestrian access from the Trail to Northlake / the waterfront.

DC2-D SCALE & TEXTURE

The project is inspired by wood, timber, forests, and connections to water. These concepts will be used to create human scaled texture and spaces at the plaza level of the project. The lower street levels will be activated with landscaping and materiality that screens and celebrates the warehouse. The project will be broken into more than one mass to improve scale.

DC3-B OPEN SPACES, USES & ACTIVITIES

The design team did an exercise to consider the user experiences of the many types of possible users on the site. 1. Dunn Lumber employee, 2. Dunn Lumber customer, 3. Office employee, 4. Office visitor, 5. Retail patron, 6. Trail passerby. The project’s open spaces will allow each of these user types to gather and interact around the different uses.

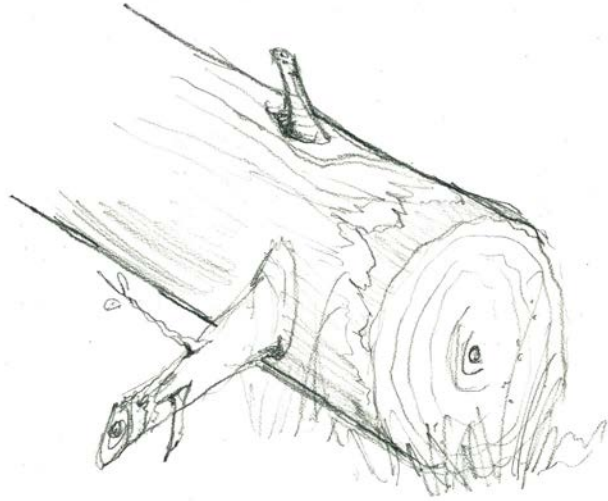
DC4-A EXTERIOR ELEMENTS & FINISHES

Because the project is an expansion of the Dunn Lumber headquarters, wood will be a primary structural and architectural element. The design team intends to find ways to celebrate wood conceptually and as a material, allowing it to activate pedestrian-level spaces and bring warmth to the project.

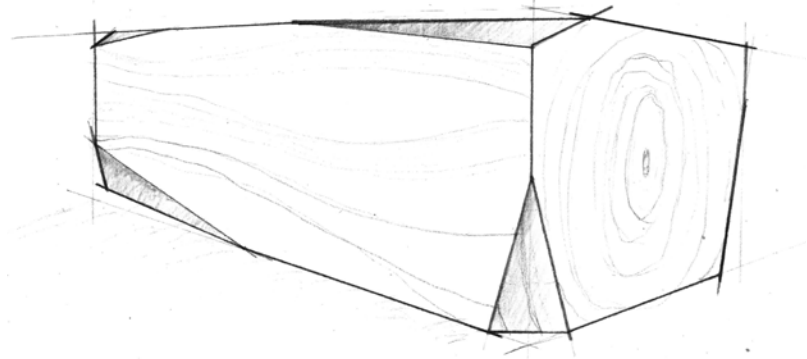
DC4-D TREES, LANDSCAPE & HARDSCAPE

The project’s plaza level will be enhanced by hardscape and landscape and will connect to the +/- 30' of space between the site and the Burke Gilman Trail which will also be part of the landscape design. The southern edge of the site is within a shoreline overlay that prohibits development and will also be part of the landscape design.

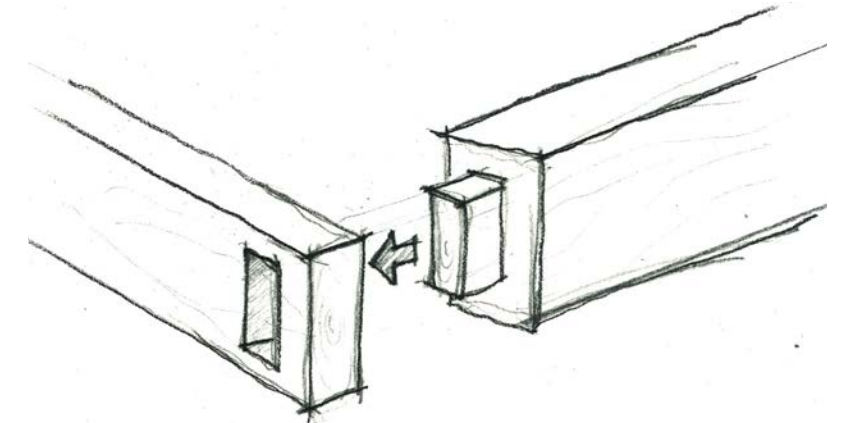
MASSING ALTERNATIVES



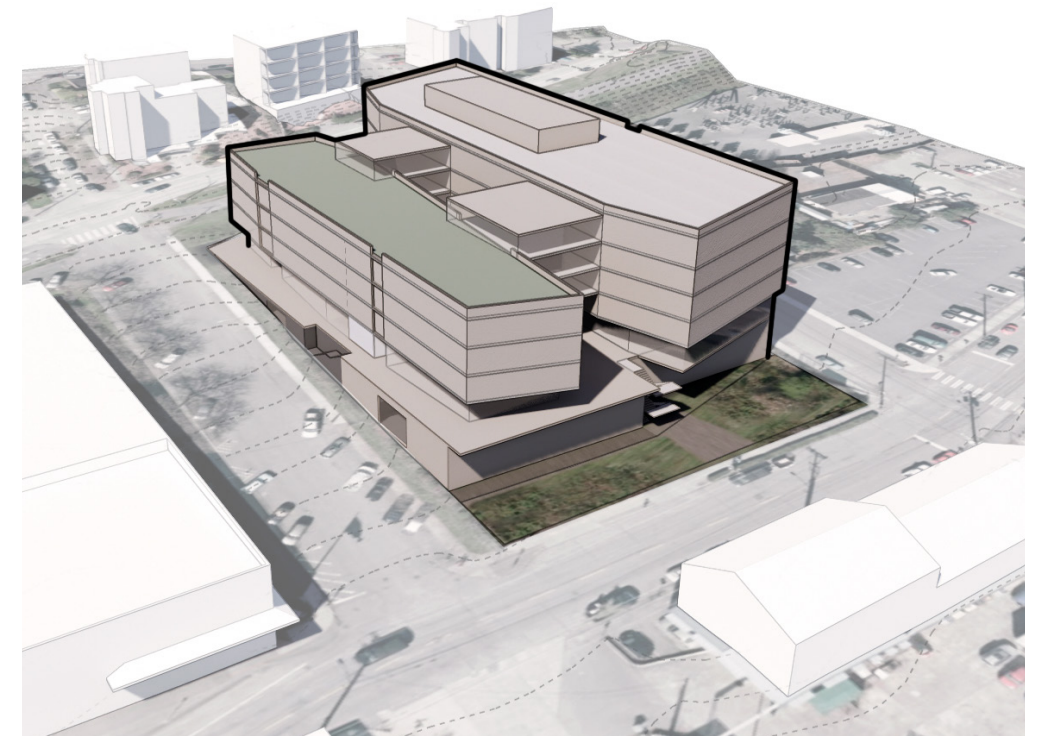
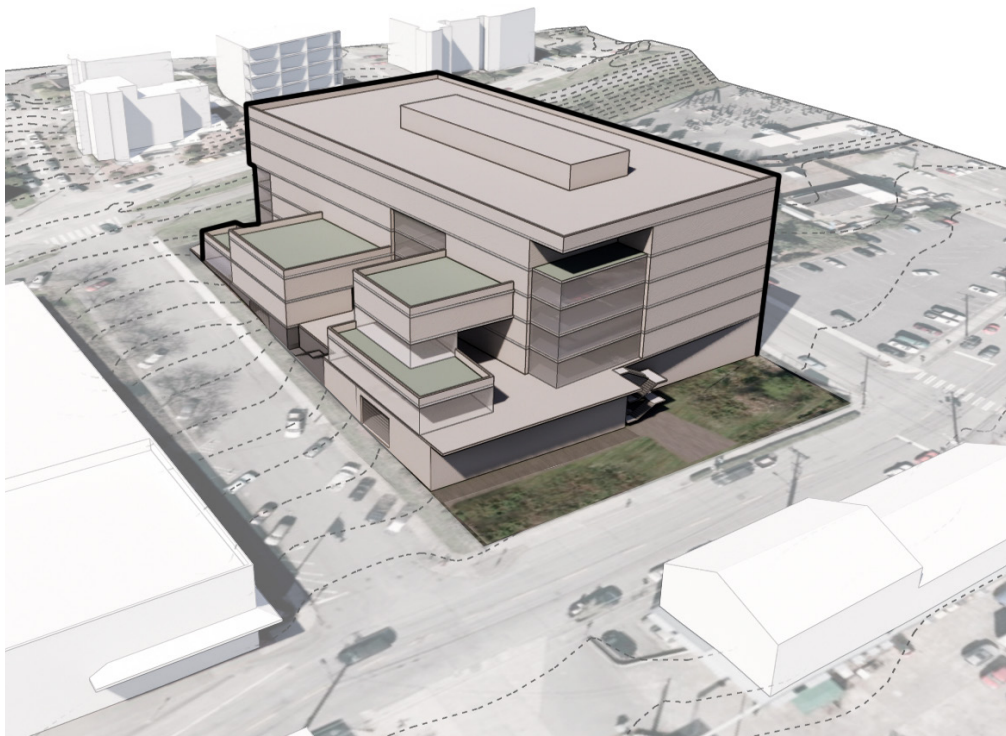
A
OFFSHOOT



B
WHITTLE



C
MORTISE AND TENON
(PREFERRED)



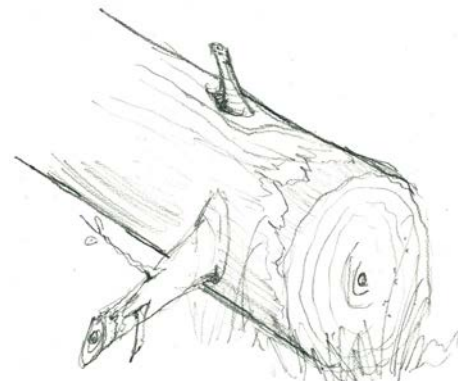
MASSING CONCEPT A

OPPORTUNITIES

- Variety of public and private outdoor spaces.
- Tiered massing breaks down Latona edge (west).
- Open space for office tenants on 4th Avenue (east).

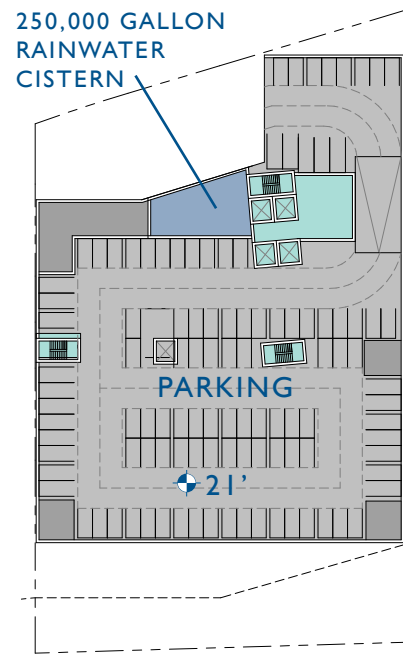
CONSTRAINTS

- Large office floor plate limits daylighting performance.
- Limited views through site.

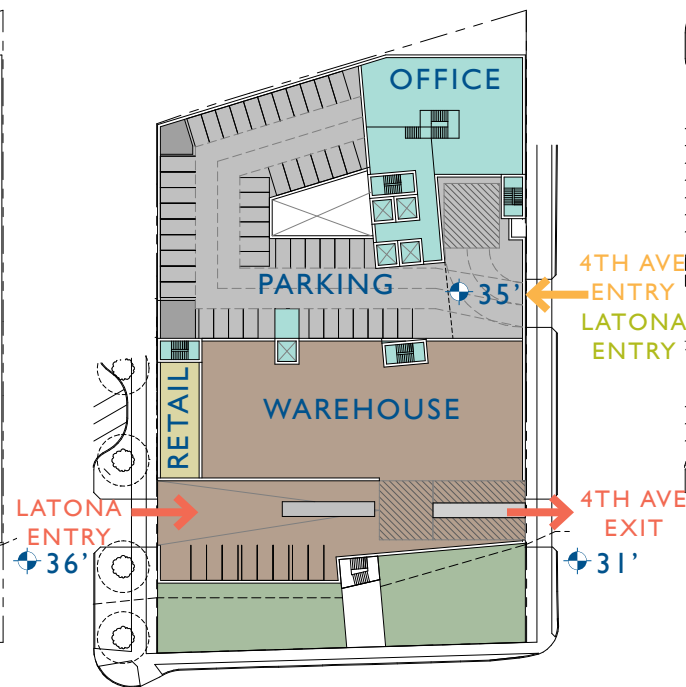


OFFSHOOT

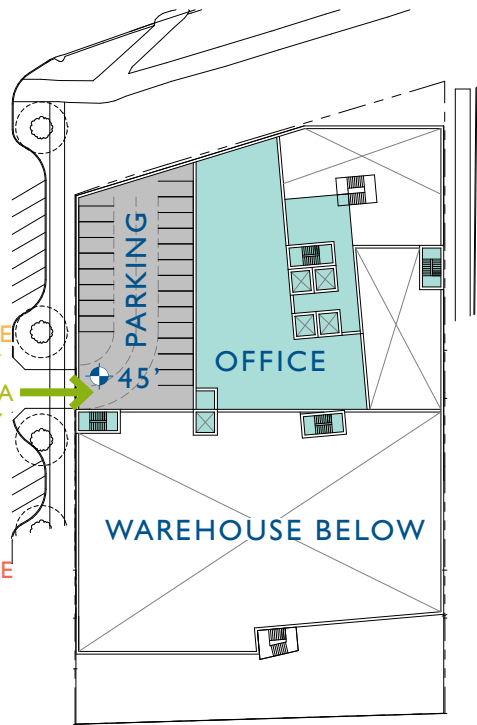
Secondary growth supported from a main body.



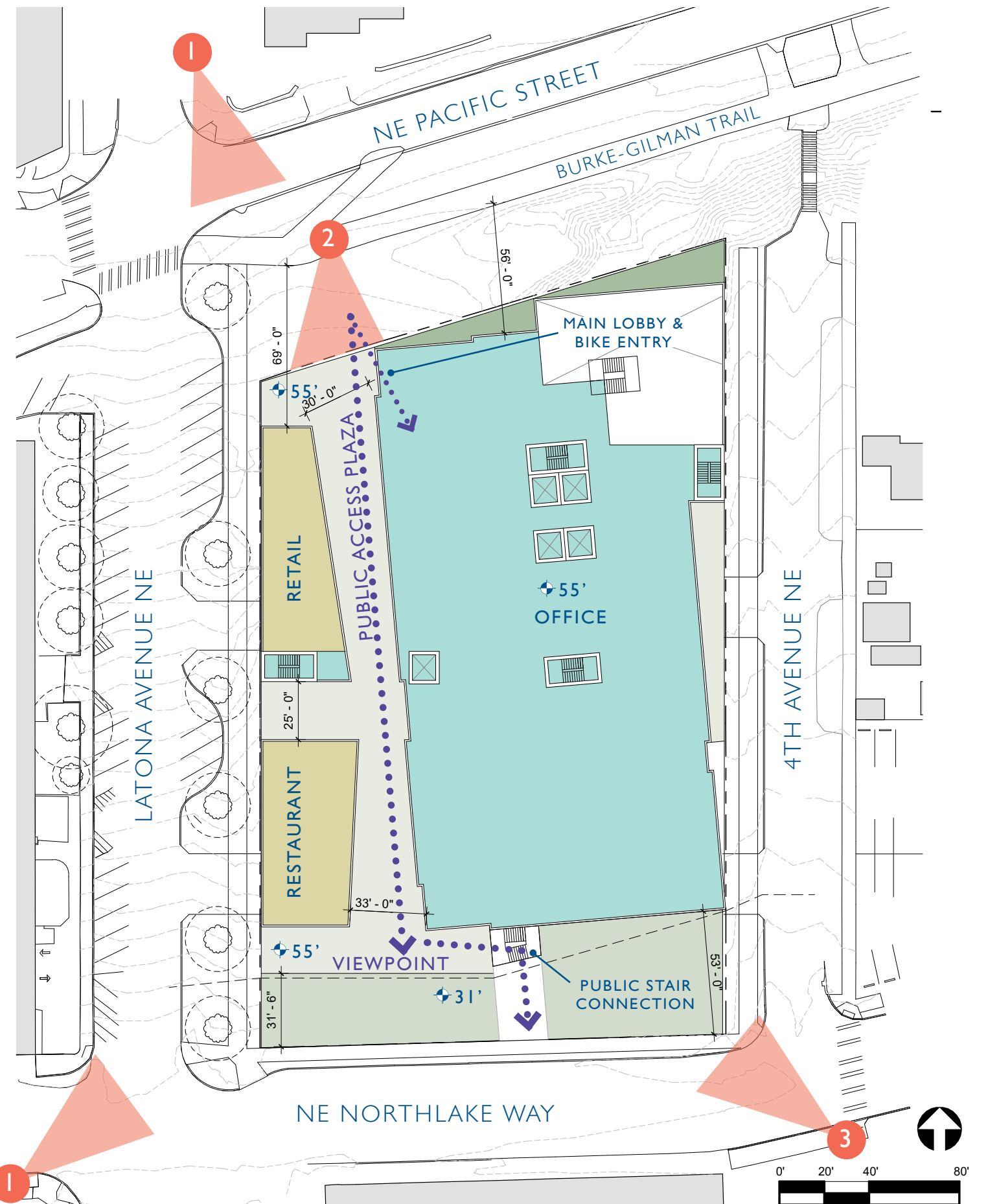
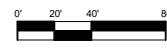
P3



P2



P1



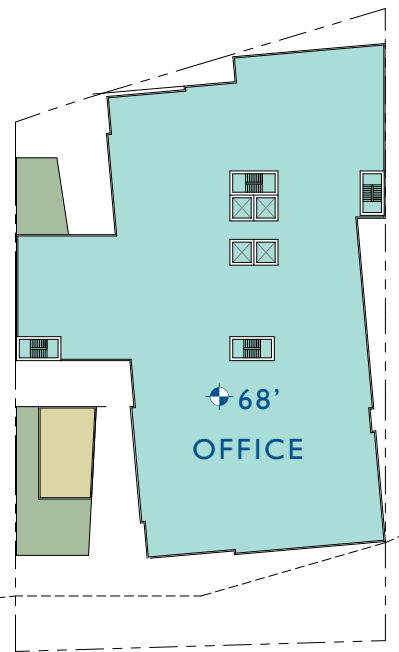
MASSING CONCEPT A



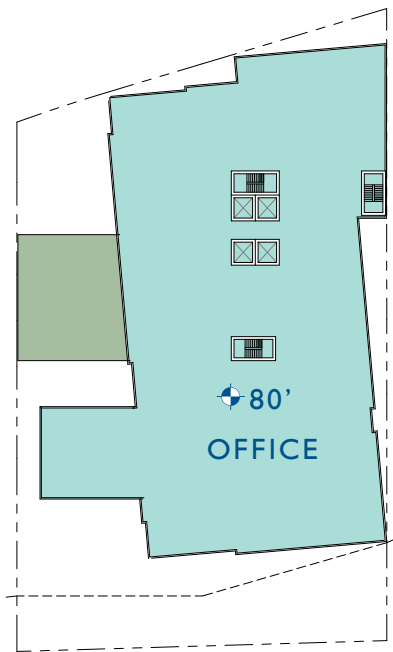
PEDESTRIAN-LEVEL VIEW FROM NW



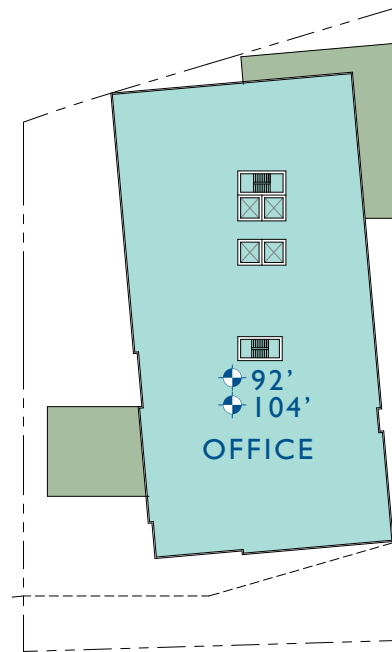
PEDESTRIAN-LEVEL VIEW FROM SE



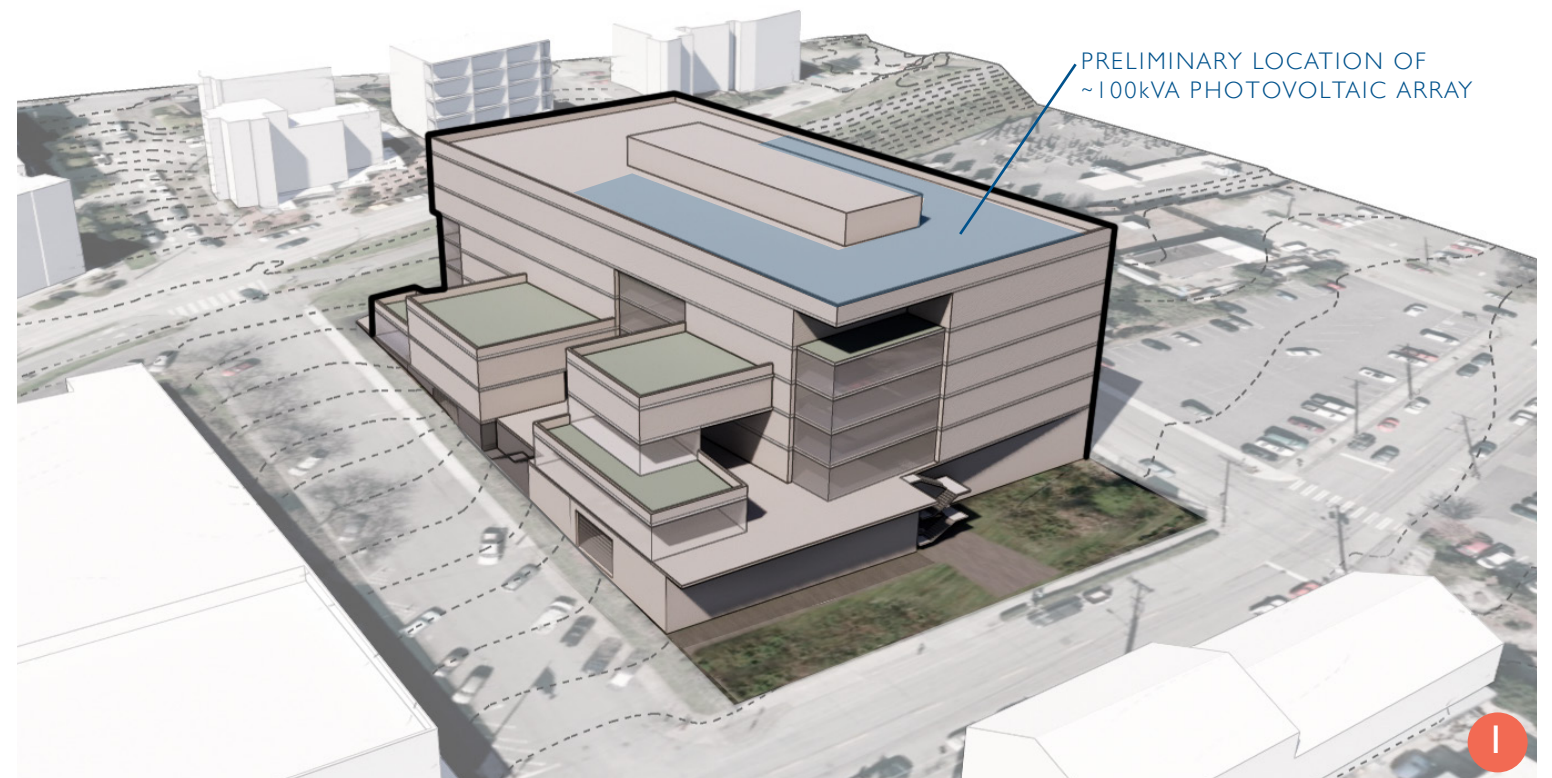
L2



L3



L4 L5



AERIAL VIEW FROM SW

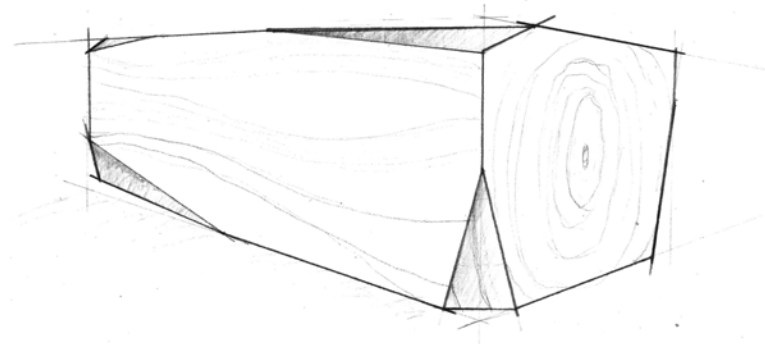
MASSING CONCEPT B

OPPORTUNITIES

- Open space at Latona.
- Public access to West Plaza.
- Unique massing shapes adjacent to open spaces.

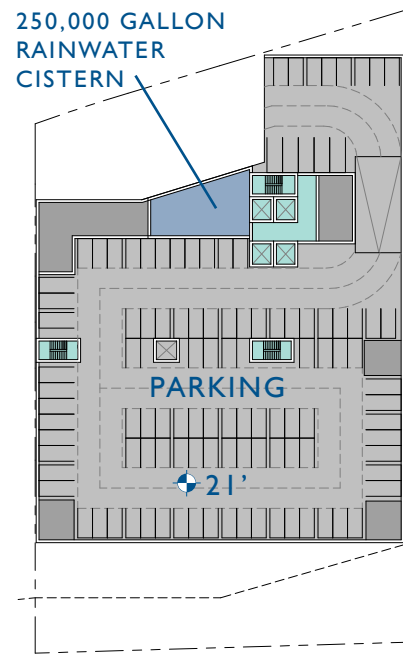
CONSTRAINTS

- Large office floor plate limits daylighting performance.
- Large bulk and scale of single mass.
- Limited views through the site.

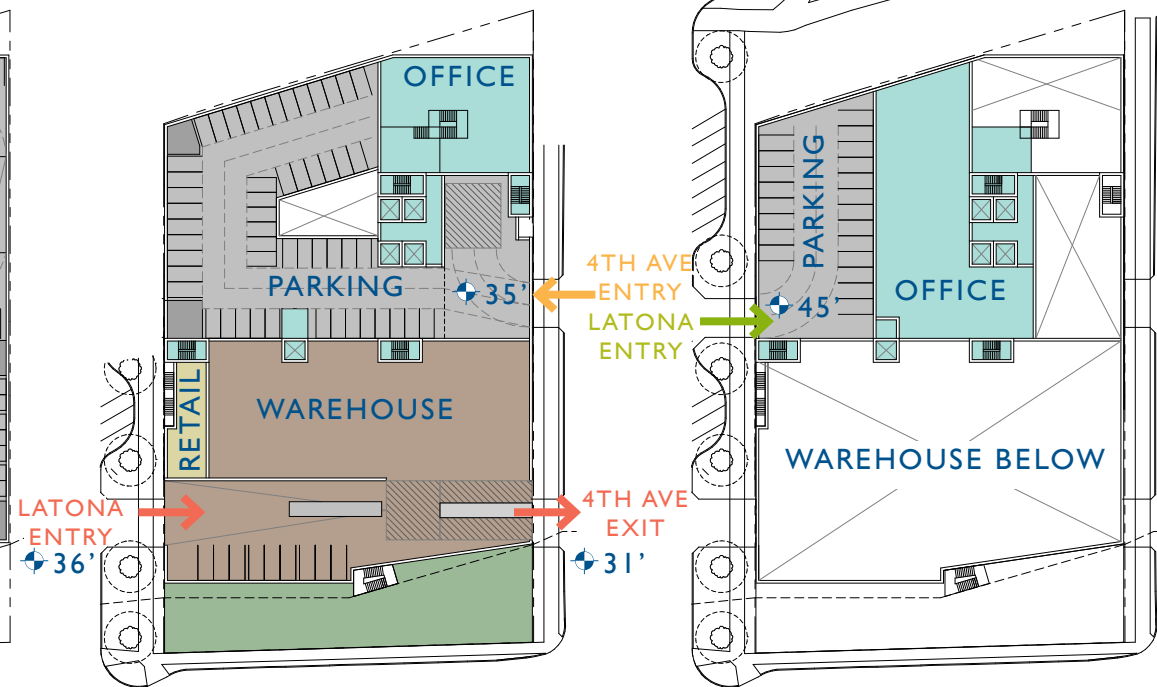


WHITTLE

To carve wood into an object by repeating cutting small slices from it.

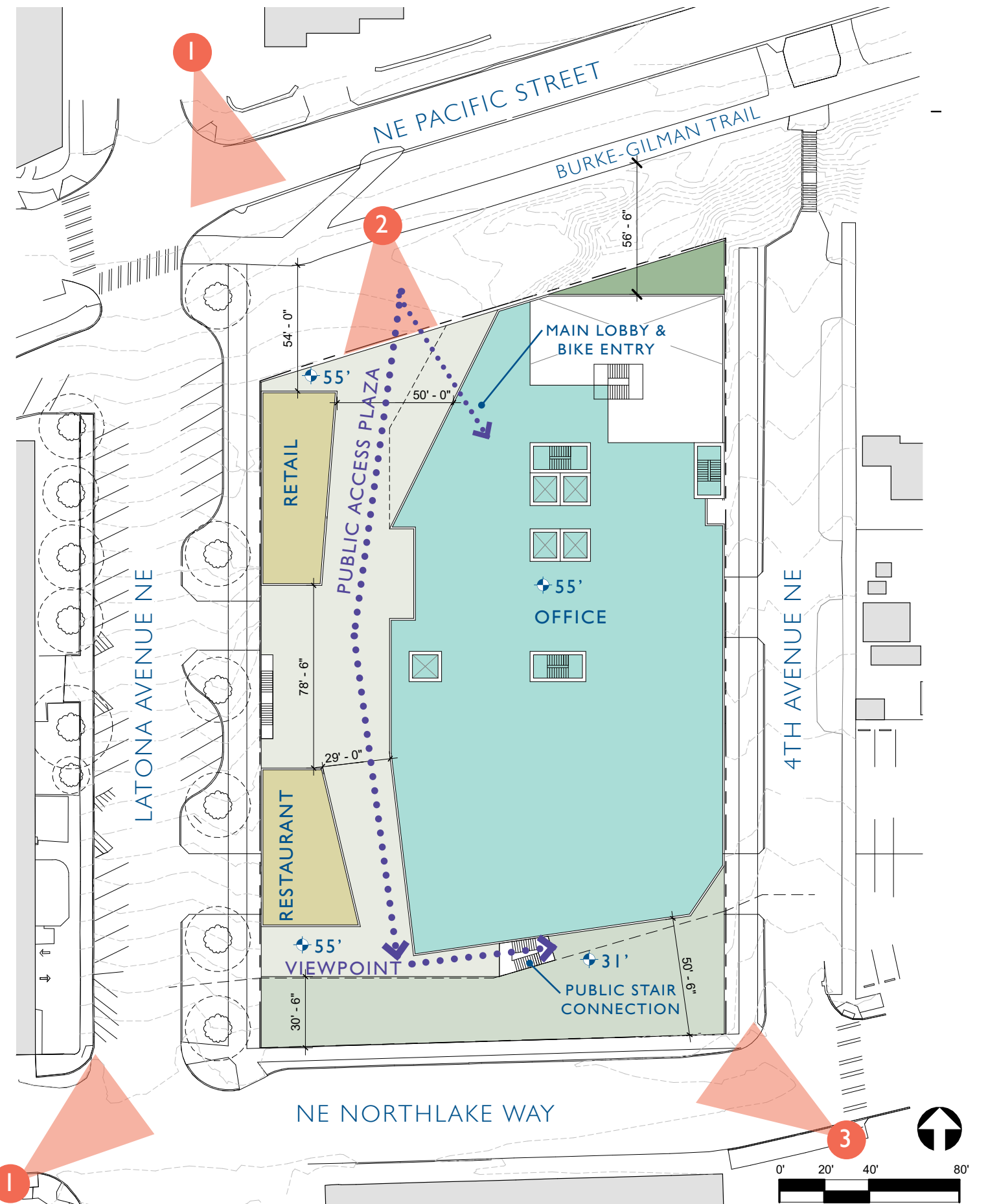


P3

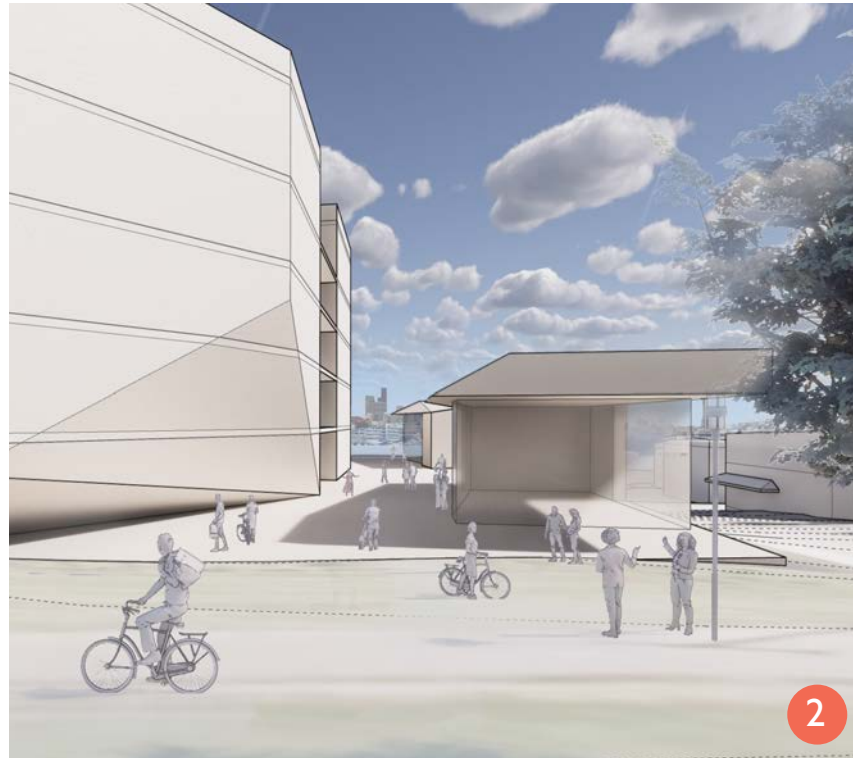


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PI

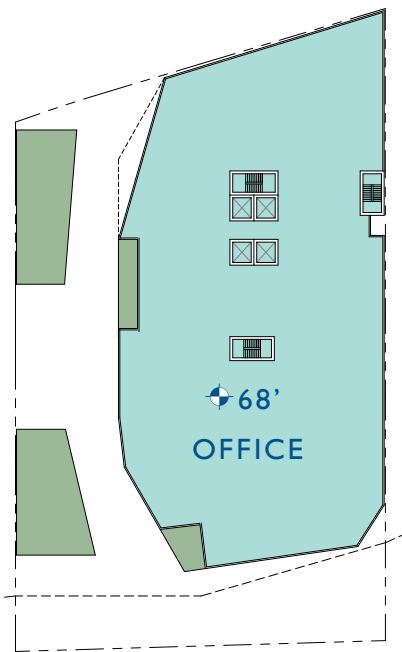


MASSING CONCEPT B

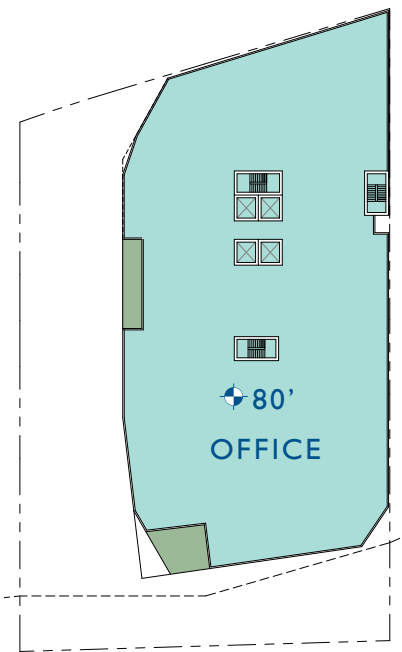


PEDESTRIAN-LEVEL VIEW FROM NW

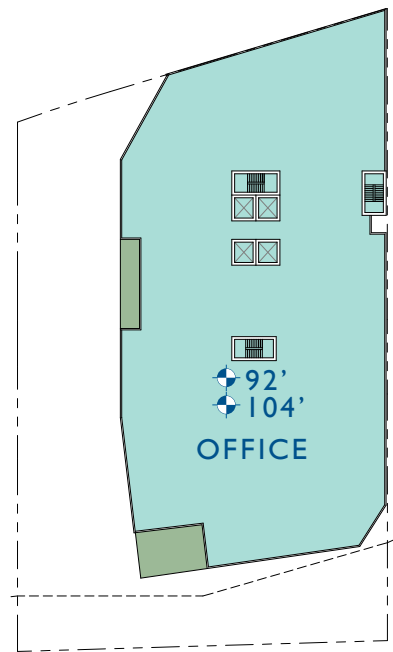
PEDESTRIAN-LEVEL VIEW FROM SE



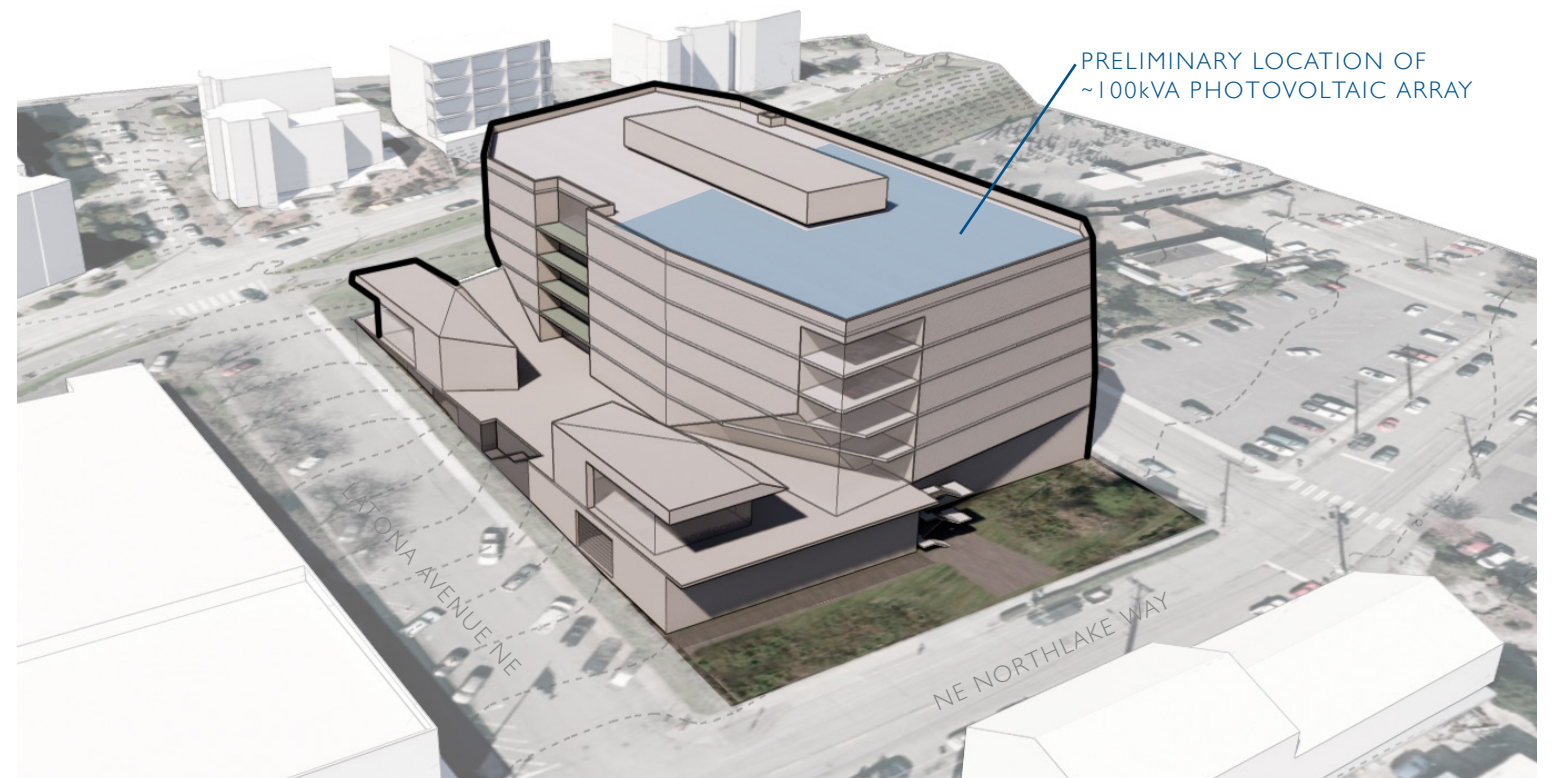
L2



L3



L4 L5



AERIAL VIEW FROM SW

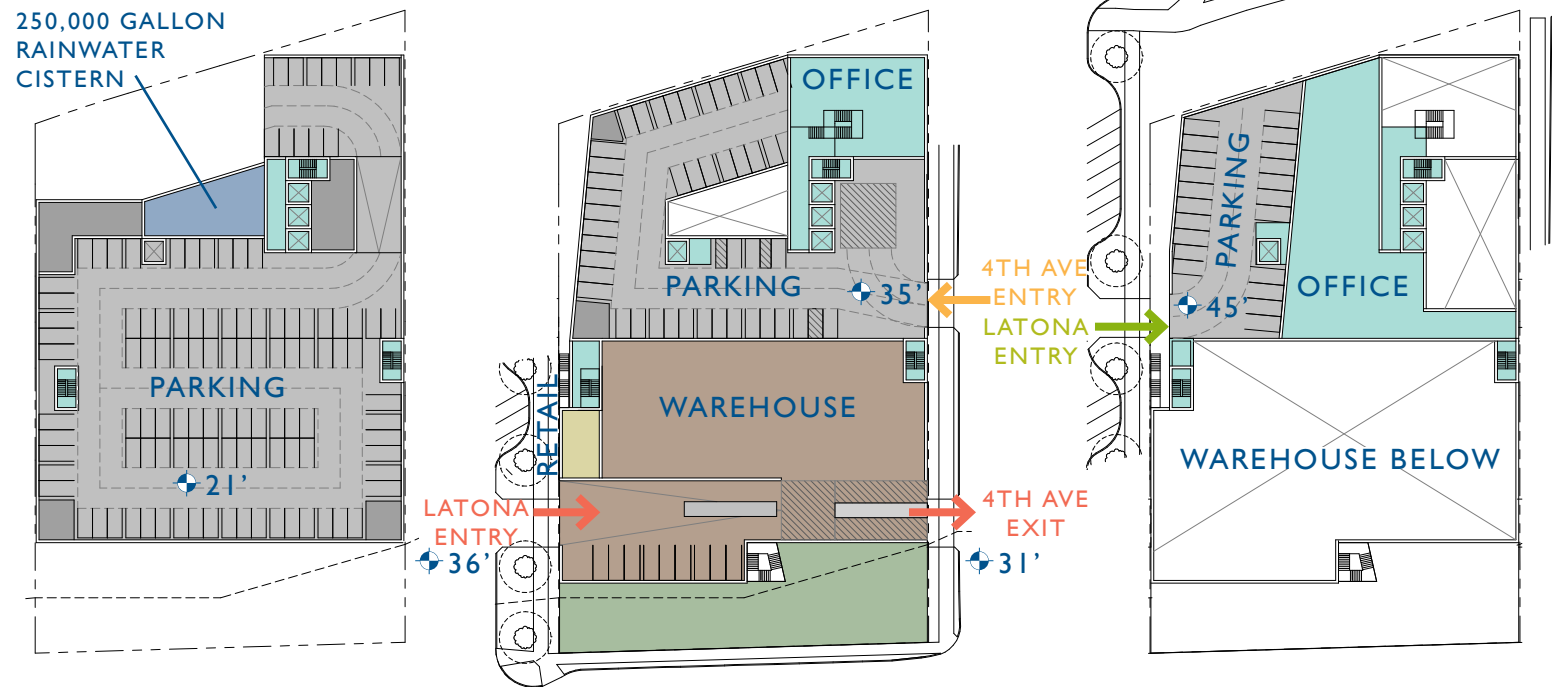
MASSING CONCEPT C (PREFERRED)

OPPORTUNITIES

- Public access to plaza with views through site.
- 10' setback at west expands the view opportunity down Latona Ave.
- Office floor plates are optimal for daylighting performance.
- Lower western mass provides outdoor rooftop space for occupants.
- Split massing provides maximum flexibility for multi-tenant office and retail leasing.

CONSTRAINTS

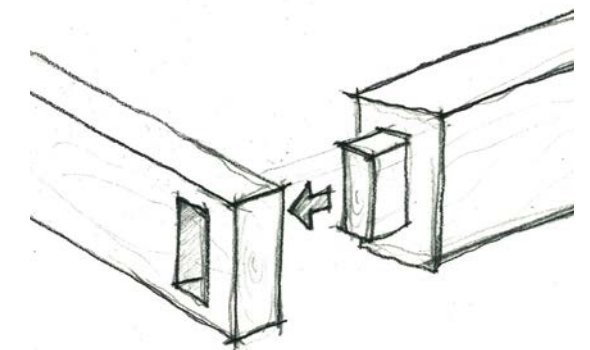
- Complex internal circulation due to split massing.



P3

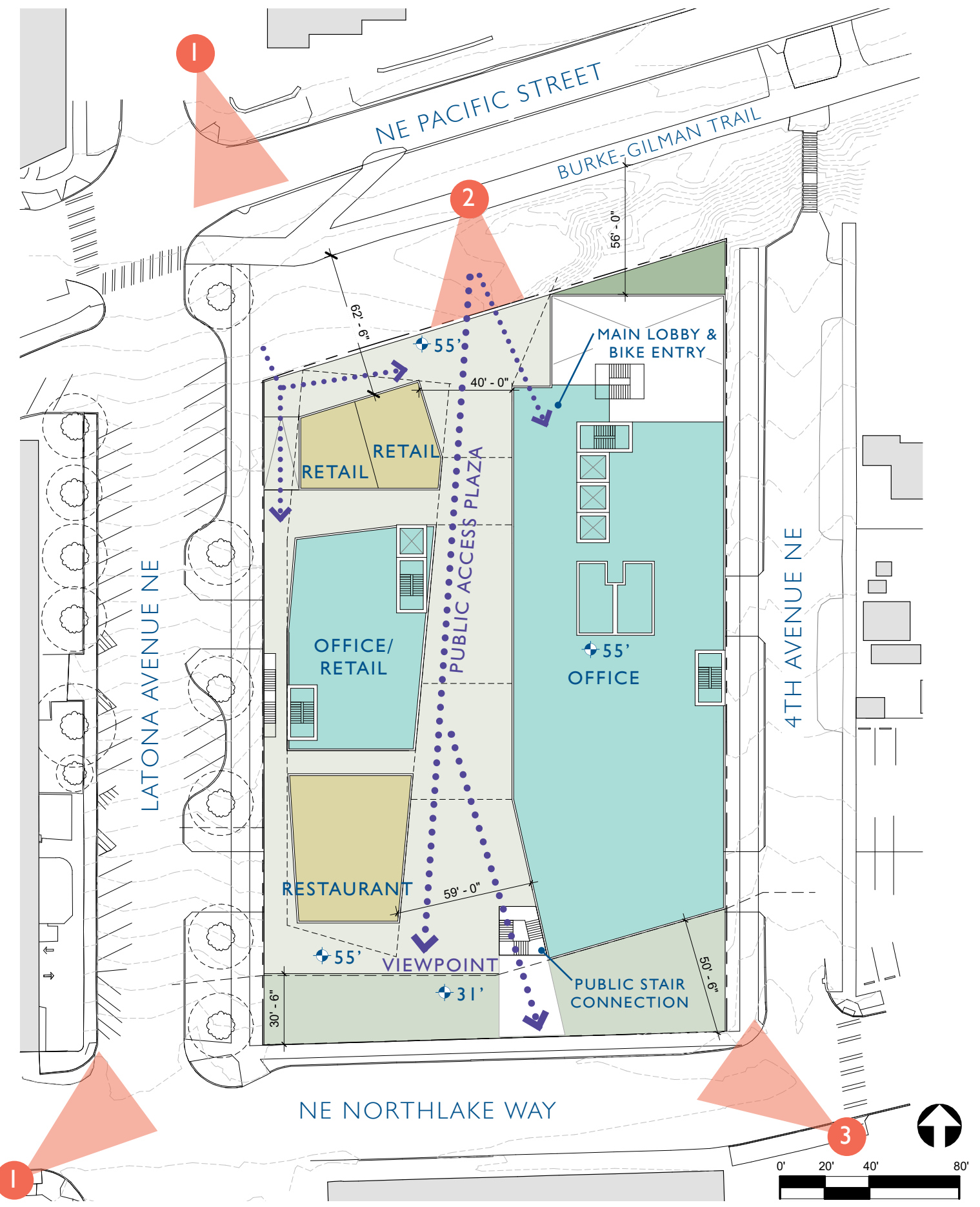
P2

PI



MORTISE AND TENON

Strong woodworking joint for connecting two pieces of wood perpendicular to each other.

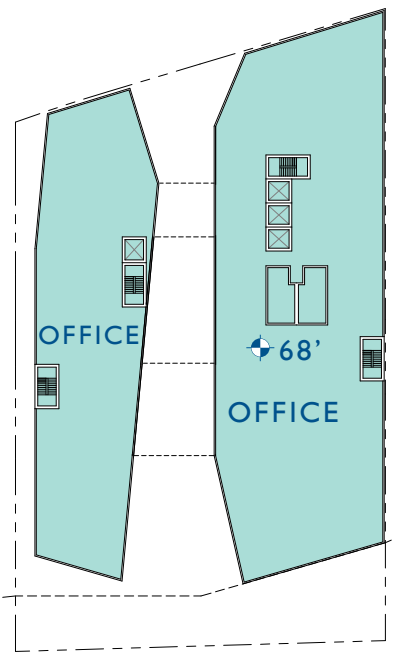


MASSING CONCEPT C (PREFERRED)

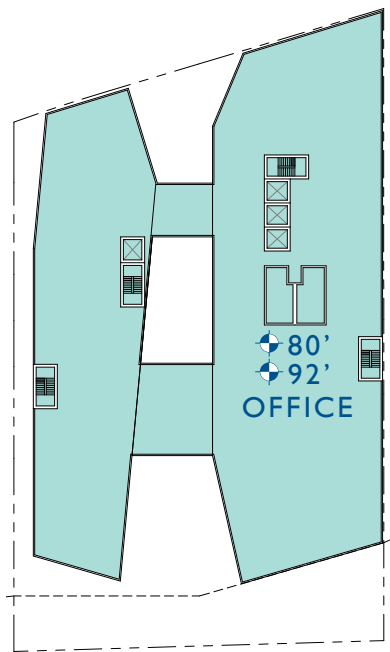


PEDESTRIAN-LEVEL VIEW FROM NW

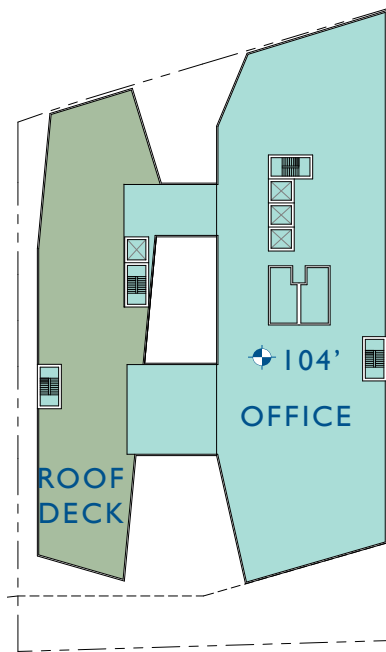
PEDESTRIAN-LEVEL VIEW FROM SE



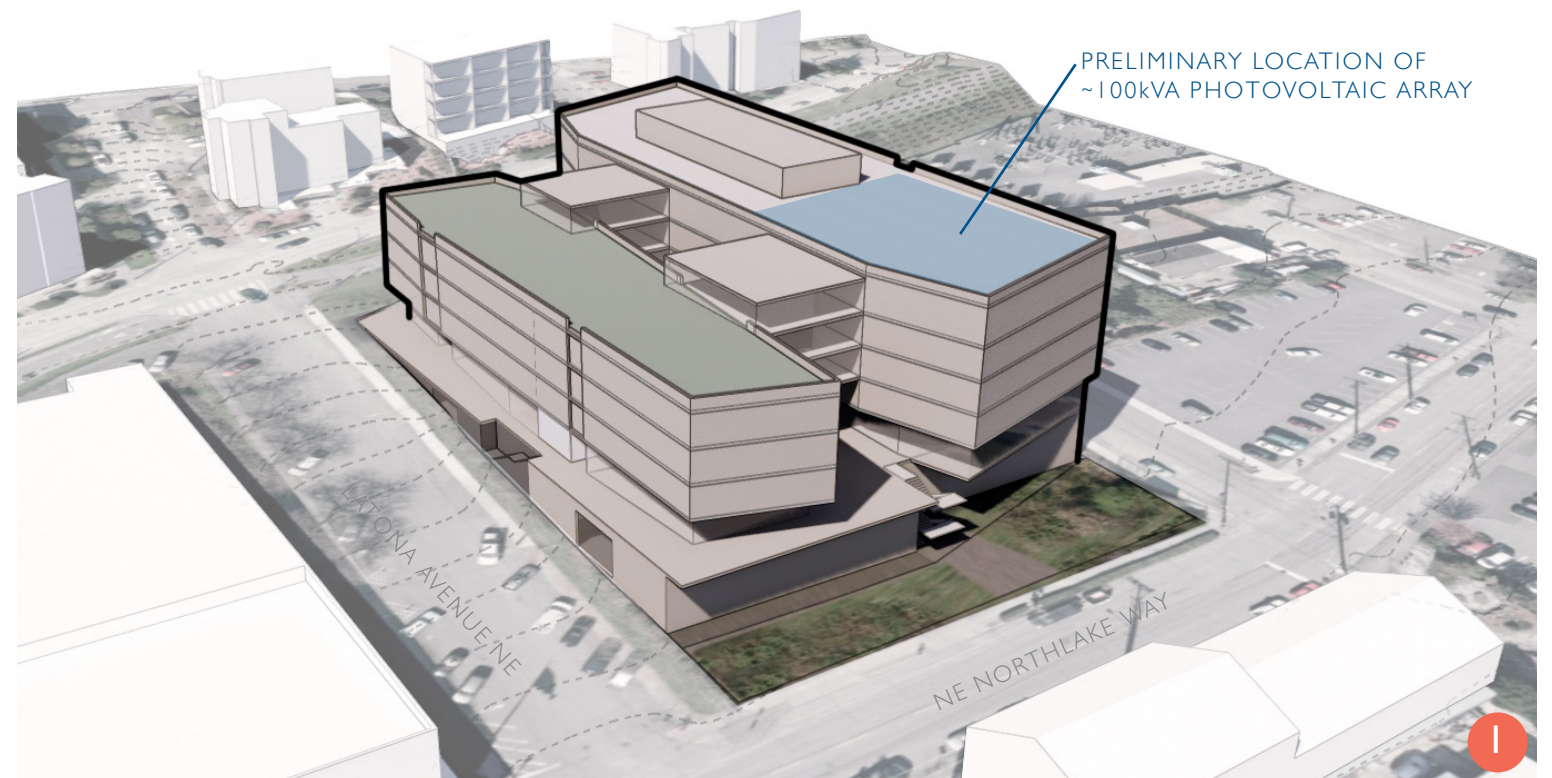
L2



L3 L4



L5



AERIAL VIEW FROM SW

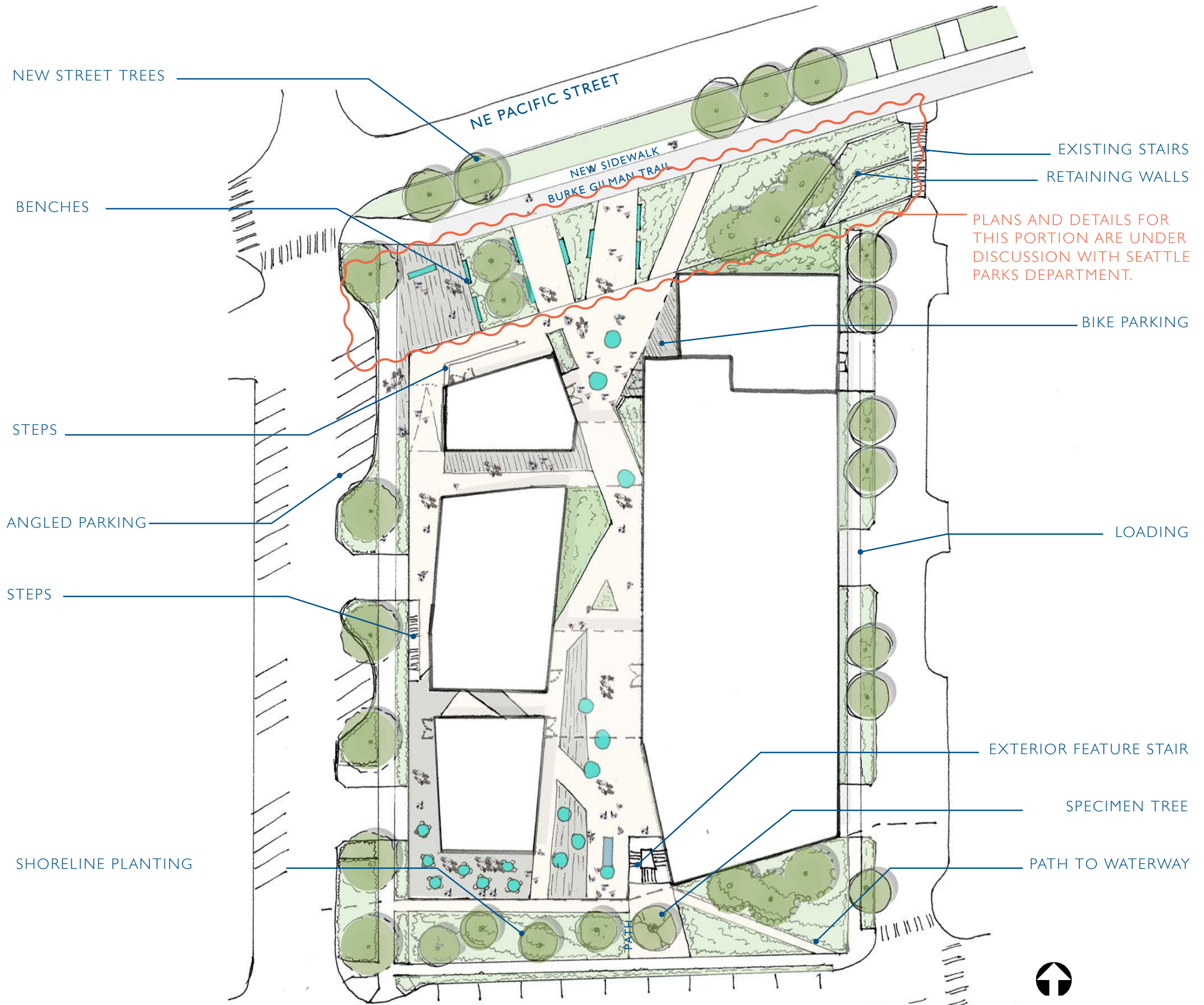
CONCEPT

TIMBER, HISTORY AND CONNECTION

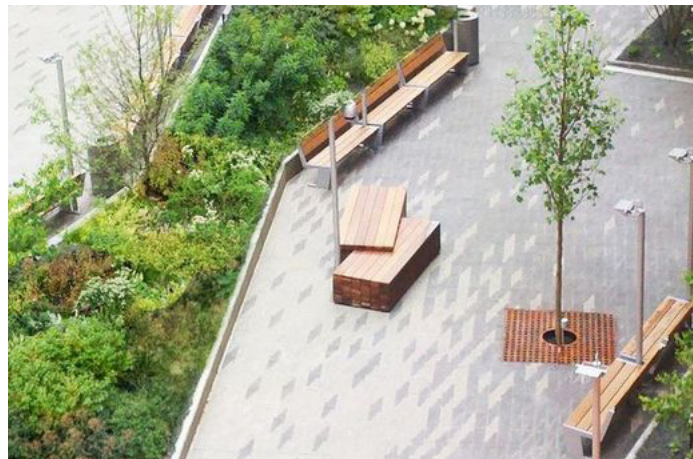
The design of this landscape would reflect the rich history of the Dunn family, the local lumber industry, waterfront, and the former railway. Design elements are meant to showcase this history and provide a narrative for visitors coming off the Burke-Gilman trail. The landscape is also intended to connect the new complex with the existing waterway park, borrowing some design elements and offering pathways towards the water. Hardscape elements will feature lumber and planting will emphasize trees that are important to the lumber industry. As this site is close to the shoreline, there will also be an emphasis on native planting and creation of habitat.

COLLABORATION WITH SEATTLE PARKS

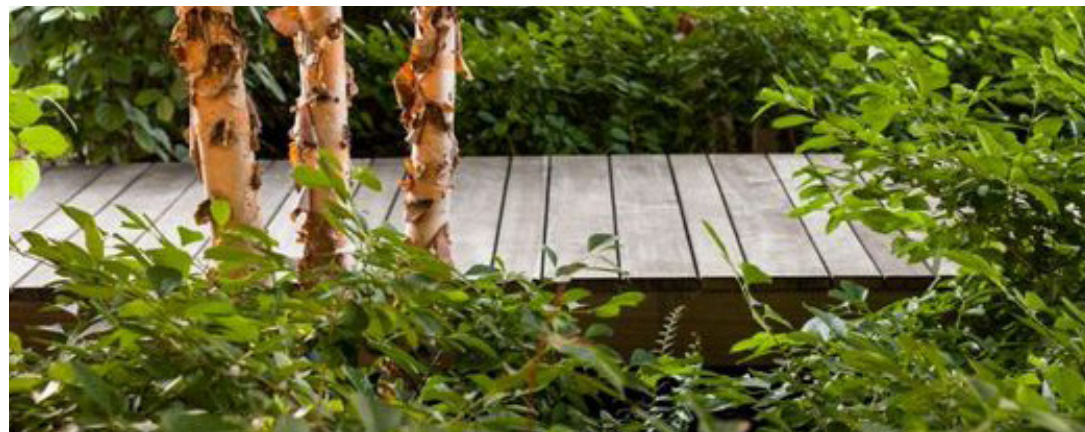
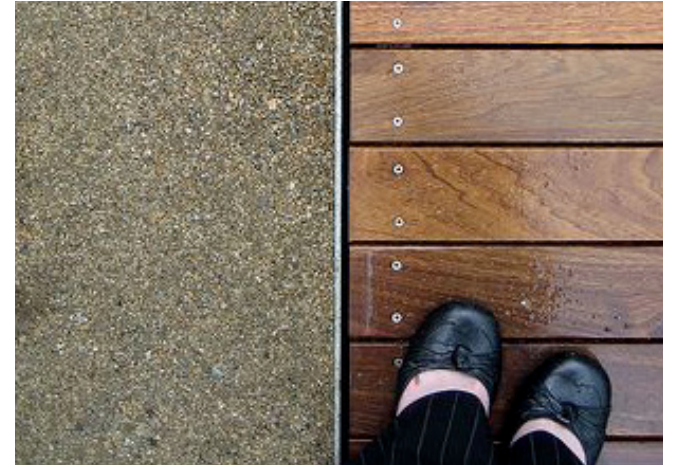
The project has begun coordination with Seattle Parks and Recreation to design a public open space between the property and the Burke Gilman Trail on the north side of the building. The goal is to create an amenity for trail users to stop and enjoy the views that are afforded from the trail to downtown Seattle.



LANDSCAPE DESIGN
INSPIRATIONS



LANDSCAPE DESIGN
INSPIRATIONS



PLANT PALETTE

NATIVE PACIFIC NORTHWEST COASTAL TREES



PINUS CONTORTA
SHORE PINE



PSEUDOTSUGA MENSIESII
WEeping DOUGLAS FIR



CALOCEDRUS DECURRENS
INCENSE CEDAR



ACER CIRCINATUM 'MONROE'
VINE MAPLE



AMELANCHIER x 'AUTUMN BRILLIANCE'
SERVICEBERRY



BETULA POPYRIFERA
PAPER BIRCH

BURK GILMAN TRAIL TREES



FAGUS GRANDIFOLIA
AMERICAN BEECH

EVERGREEN

UNDERSTORY



BLECHNUM SPICANT
DEER FERN



VACCINUM OVATUM
EVERGREEN HUCKLEBERRY



PHILADELPHUS 'MINIATURE SNOWFLAKE'
MOCK ORANGE



ROSA NUTKANA
NUTKANA ROSE



RIBES SANGUINEUM
FLOWERING CURRANT



GAULTEHRIA SHALLON
SALAL

BURKE GILMAN PLANTING



RUDBEKCIA HIRTA 'GOLDSTURM'
BLACK EYED SUSAN



PEROVSKIA 'LITTLE SPIRE'
RUSSIAN SAGE



GAURA LINDHEIMERI
WHIRLING BUTTERFLIES



PENNISETUM 'HAMELN'
DWARF FOUNTAIN GRASS

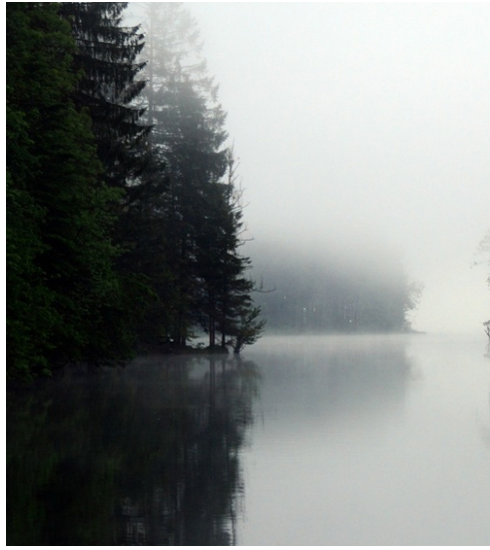


HEBE 'RED EDGE'
HEBE



PINUS MUGO VAR. PUMILLO
DWARF MUGO PINE

INSPIRATIONAL IMAGES



FOREST.

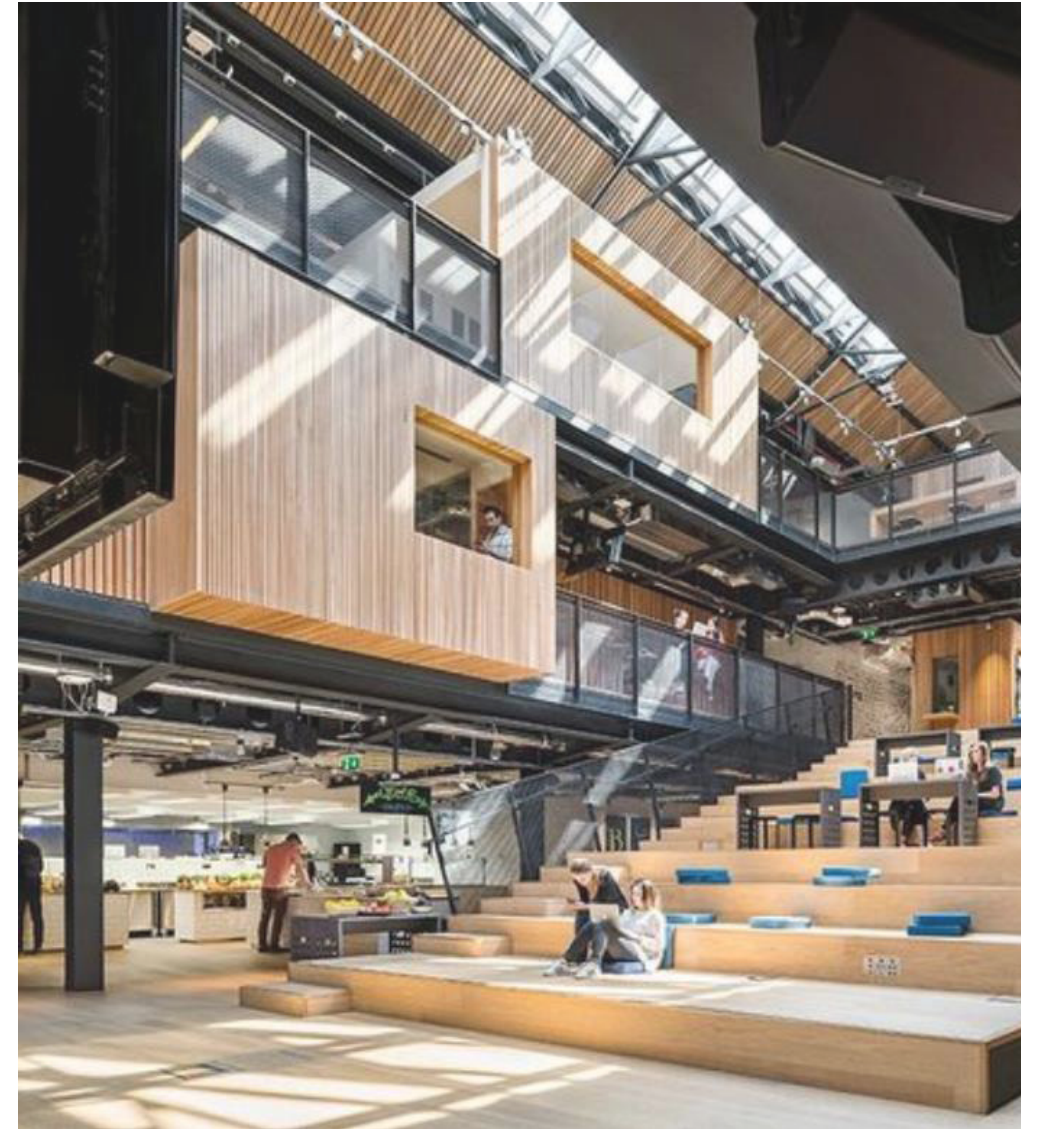
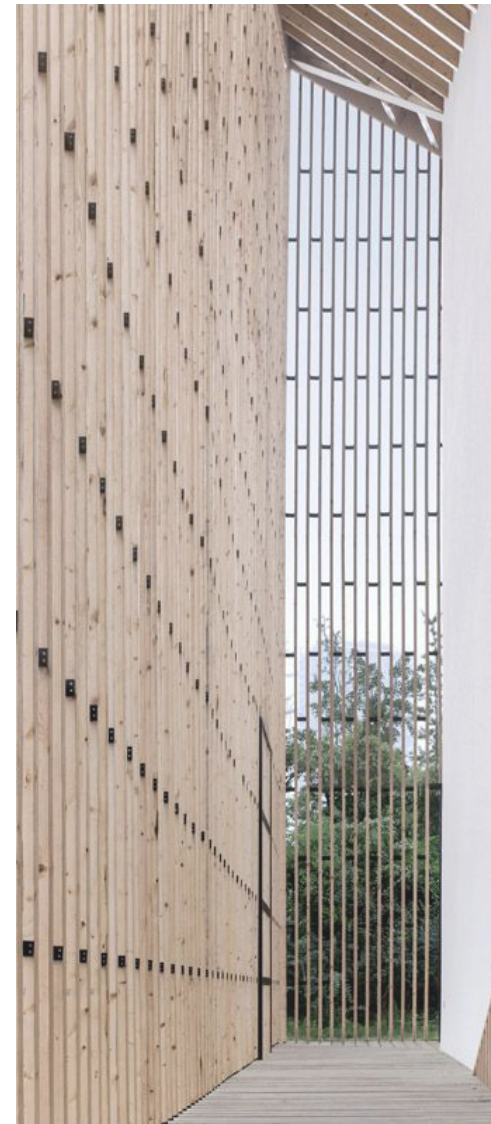
SHORELINE.

CRAFTSMANSHIP.

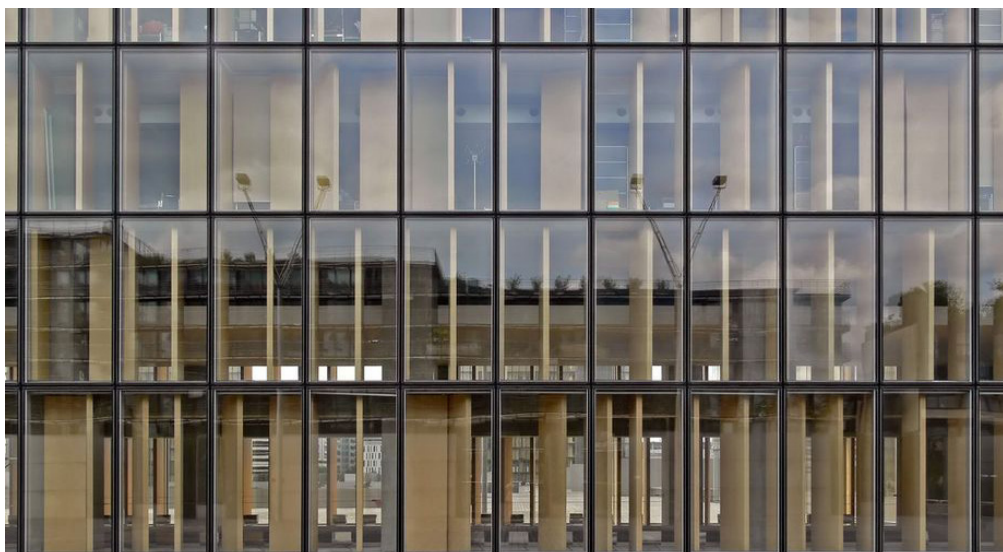
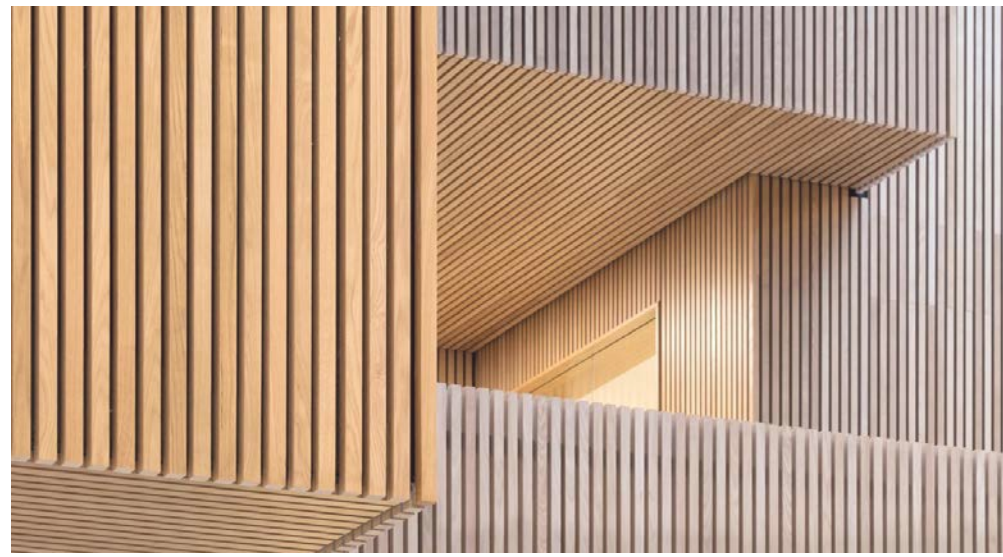
WOOD.

DISCOVERY.

SPLASH OF LIGHT.



INSPIRATIONAL IMAGES



ARCHITECT & CLIENT PORTFOLIO



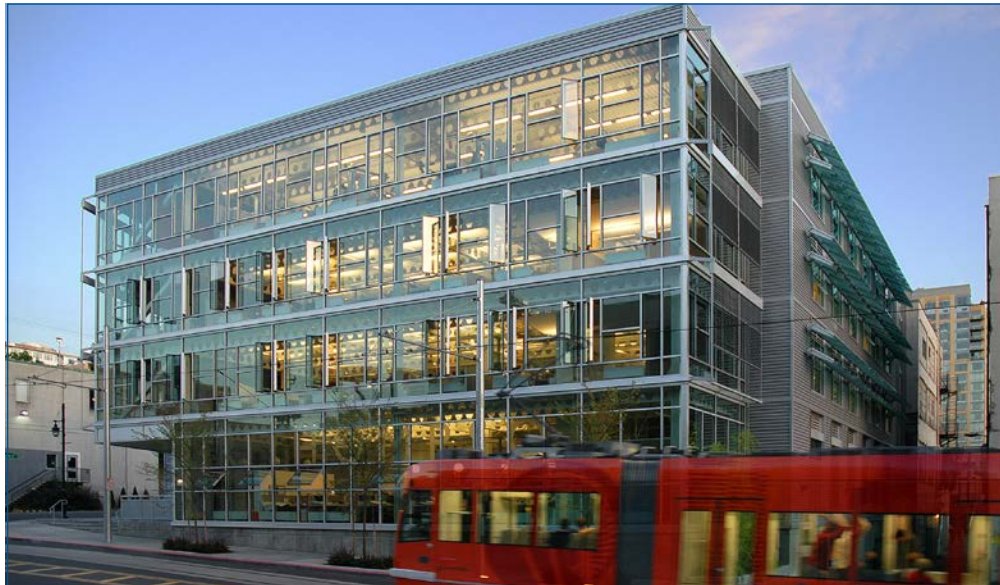
CEDAR SPEEDSTER

TIMBER OFFICE AND RETAIL BUILDING IN FREMONT



DATA I

FIVE STORY, LEED GOLD CORE & SHELL OFFICE BUILDING IN FREMONT - CLEANS AURORA BRIDGE RUNOFF WITH ON-SITE BIOSWALES.



TERRY THOMAS

DAYLIGHT AND NATURALLY VENTILATED, LEED GOLD CORE & SHELL OFFICE BUILDING IN SOUTH LAKE UNION



WATERSHED

LIVING BUILDING PILOT OFFICE BUILDING IN FREMONT - CLEANS AURORA BRIDGE RUNOFF WITH ON-SITE BIOSWALES

APPENDIX

ZONING SUMMARY



ZONE & OVERLAYS

IC-65 (M), Partially within Shoreline Environment UM, Within Frequent Transit Area

23.40.060 LIVING BUILDING PILOT PROGRAM

Project must be located outside of the shoreline jurisdiction. Incentives include 25% more gross floor area, 4% more gross floor area for mechanical equipment and 15' feet additional building height.

23.50.012 TABLE A, PERMITTED USES

All proposed uses permitted outright.

23.50.020 STRUCTURE HEIGHT EXCEPTIONS

Parapets, firewalls, etc. may extend an additional 4 feet. Solar collectors may extend an additional 7 feet with unlimited roof coverage. Stair, elevator, and mechanical penthouses may extend an additional 15 feet. The combined total coverage of all features is limited to 20% of the roof area or 25% of the roof area if the total includes screened mechanical equipment.

23.50.024 INDUSTRIAL BUFFER - STRUCTURE HEIGHT

Only required for industrial zones that are across from residential zones with a right-of-way buffer of less than 80 feet or less. The north right-of-way is 125 feet.

23.50.027 TABLE A, MAX. SIZE OF NONINDUSTRIAL USE

Restaurants, Drinking establishments, Office: No Limit. Retail: 75,000 SF Max.

23.50.032 INDUSTRIAL COMMERCIAL SETBACK REQ.

Might require a 5 foot setback for street trees if they cannot be accommodated in the right-of-way.

23.50.034 SCREENING AND LANDSCAPING

The following may be required: 3 foot high screening that may be either a fence, wall or landscaped area with vegetation 3 feet tall measured from grade.

View-obstructing screening: a 6 foot high fence or wall, a landscaped area with vegetation at least 5 feet in height.

23.50.038 IC SCREENING AND LANDSCAPING

Green factor of 0.30 or greater required. All uses shall provide street trees in 5 foot deep landscaped area along street lot lines. Blank facades of 60 feet wide or more, and within 20 feet of the street lot line shall be screened.

23.54.015 REQUIRED PARKING

Off-street parking shall be provided for all fleet vehicles and parking spaces for fleet

vehicles will not be counted toward the parking requirements.

Table A requires the following:

Offices:	1 space per 1,000 SF
General Sales:	1 space per 500 SF
Eating and drinking establishments:	1 space per 250 SF

23.54.020 PARKING QUANTITY EXCEPTIONS

The site is located in a frequent transit area, meaning up to a 50% reduction in vehicle parking spaces is possible. Industrial zones may reduce their parking minimum by 15% if in frequent transit service area.

Parking Calculation:

194,000 SF of Office =	194 req. spaces
3,000 SF General Sales =	6 req. spaces
3,000 SF Eating Establishment =	12 req. spaces
212 total req. spaces > 180 req. spaces b/c of frequent transit	
106 total req. spaces with max reductions	

23.54.015 REQUIRED BICYCLE PARKING

Table D requires the following:

Offices:	1 Long-term stall per 2,000 SF	1 Short-term stall per 10,000 SF
General Sales:	1 Long-term stall per 4,000 SF	1 Short-term stall per 2,000 SF
Eating and drinking establishments:	1 Long-term stall per 5,000 SF	1 Short-term stall per 1,000 SF

Bike Parking Calculation:

194,000 SF of Office =	97 Long-term	20 Short-term
3,000 SF General Sales =	1 Long-term	2 Short-term
3,000 SF Eating Establishment =	1 Long-term	3 Short-term
99 Total Long-term		25 Total Short-term

23.60A.022 APPLICATION WHEN DEVELOPMENT IS PARTLY OUT OF SHORELINE DISTRICT

The use and development standards, including measurement techniques, for that portion of the development outside of the Shoreline District are to be determined by the underlying zone.

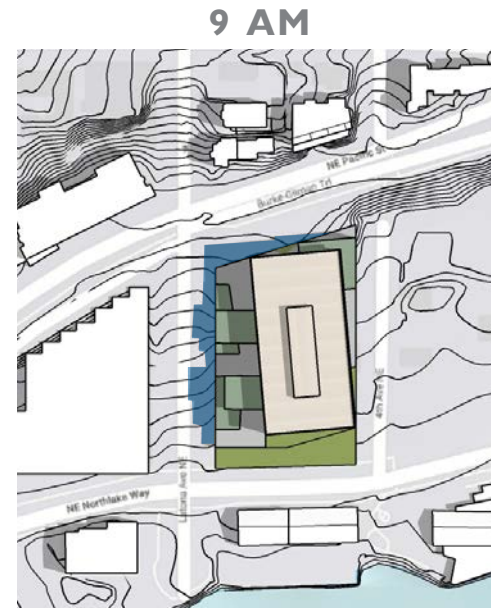
This south edge of this site within the Shoreline District, however new construction is only proposed within the base zone of IC-65. No new construction is proposed within the Shoreline District, only landscaping.

MASSING CONCEPT A

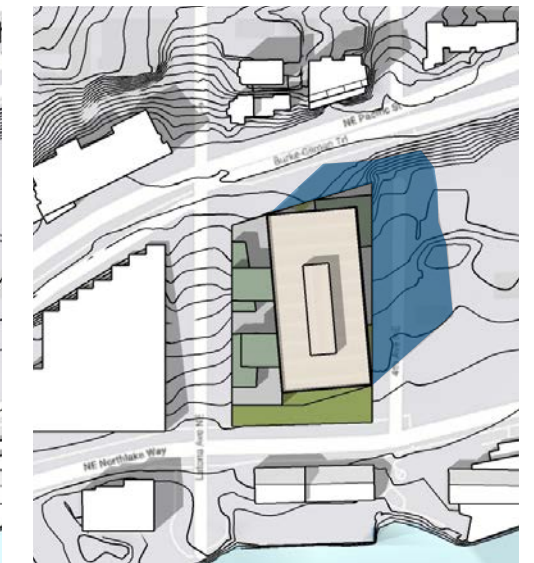
12PM
DECEMBER 21ST
WINTER SOLSTICE



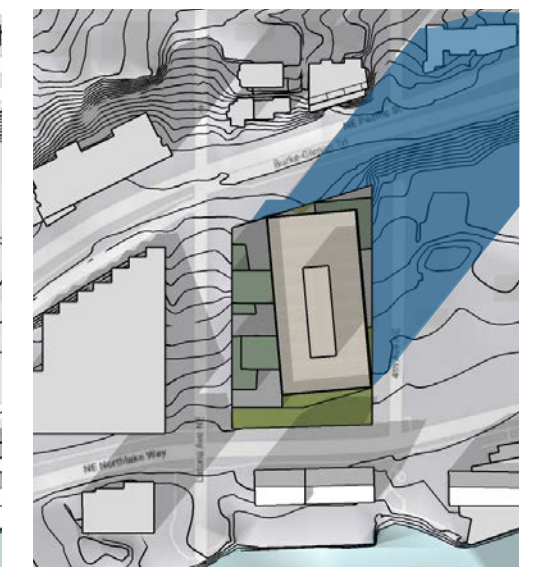
JUNE ST
SUMMER SOLSTICE



MARCH / SEPT. 21ST
FALL / SPRING EQUINOX

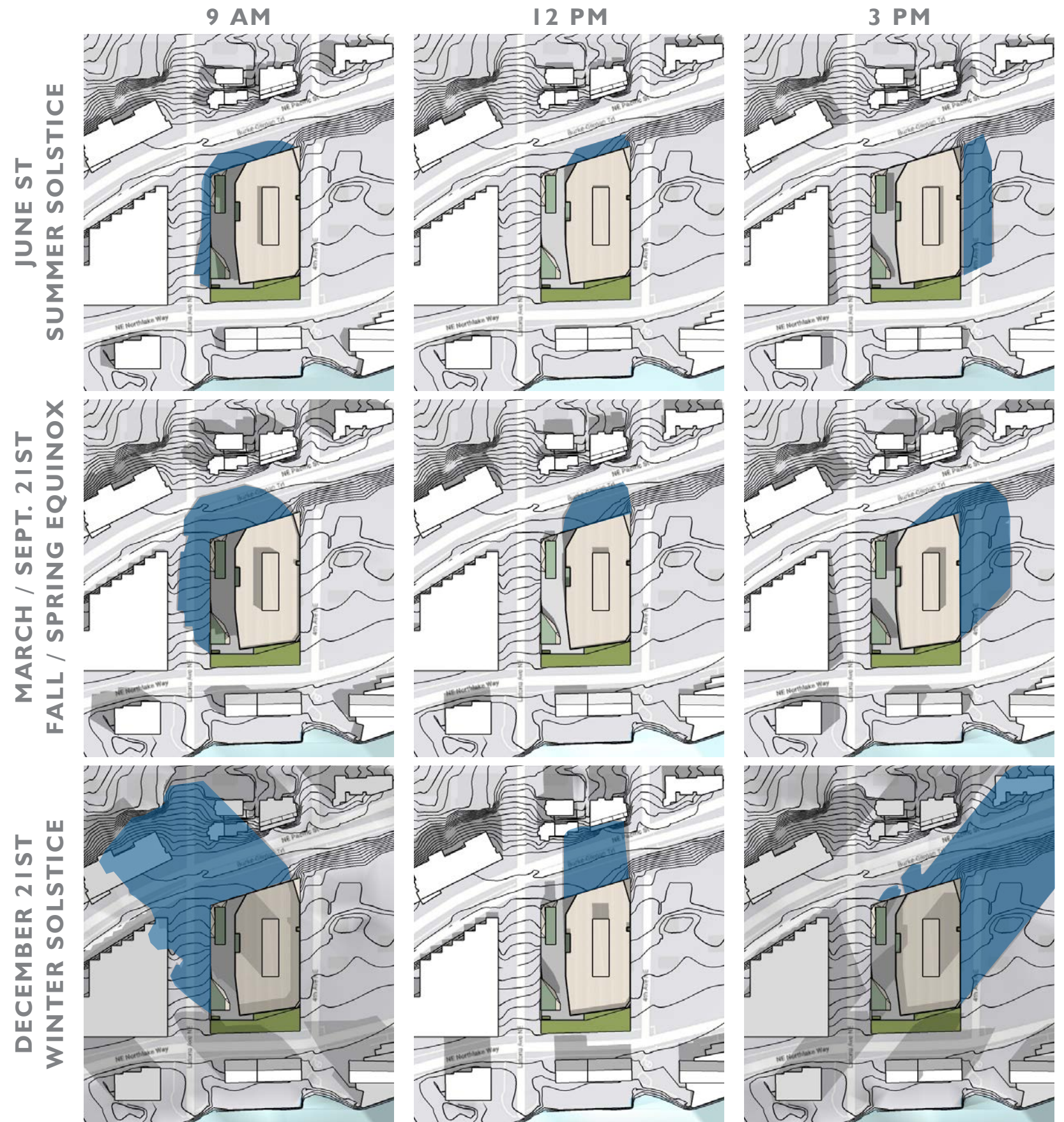


DECEMBER 21ST
WINTER SOLSTICE



MASSING CONCEPT B

12PM
DECEMBER 21ST
WINTER SOLSTICE



MASSING CONCEPT C

12PM
DECEMBER 21ST
WINTER SOLSTICE

