Reflecting on the past

Envisioning the future

2020 PROGRESS REPORT
What is the Seattle 2030 District?

The Seattle 2030 District (S2030D) is a membership organization that bridges the gap between the private and public sector to reduce the environmental impacts of buildings in Seattle. Our 140 members have made the commitment to significantly reduce water and energy use, pollution from stormwater, and carbon emissions from transportation by the year 2030.

The impacts from buildings and transportation emissions are the two leading contributors to climate change in the Pacific Northwest. Our unique relationships with the community, private sector, public officials, and building owners positions us as an important new nexus for dramatically improving the health and environment of the region.

Making a Difference

Our District breaks down market barriers to developing and operating high performance buildings by transforming the way buildings are designed and constructed, as well as the incentives and codes governing their ongoing performance. The organization plays a unique role in Seattle’s built environment by:

- Providing a voice for high performance real estate developers and operators.
- Convening diverse stakeholders in dynamic forums.
- Identifying opportunities to improve building design and operations.
- Brokering strategic partnerships that benefit membership.
- Advocating for public policies that accelerate high performance.

Working directly with real estate owners and developers, as well as architects, engineers, and contractors, the District promotes game-changing solutions to transform the built environment. Priorities focus on facilitating innovative, pragmatic, and economically viable strategies to reducing environmental impacts; increasing resilience to current and future challenges; lowering operating costs; and increasing property values.

Some examples of projects we have worked on include:

- Piloted the Smart Buildings Initiative, which aims to deploy advanced software to run smarter, more efficient buildings.
- Promoted the use of rooftop gardens, rainwater collection, permeable pavement, and other stormwater mitigation best practices to manage 228 million gallons of stormwater annually by 2030.
- Created a network of electric vehicle charging stations to utilize Seattle’s clean hydroelectric power for transportation through Electrify Seattle.
- Created policies and incentives, such as the 2030 Challenge Pilot and Pay for Performance, to make a quicker return on investment in building upgrades.
### Message from the Executive Director

I was excited when I took over as Executive Director in 2019, but I was also aware of the significant challenge that lay ahead. We now have less than 10 years to achieve a 50% reduction in energy use and transportation emissions, as well as manage 50% of stormwater and potable water use on-site. The facts show that if we do not hit the 2030 goals and reduce greenhouse gas emissions by 50% before 2030, we will trigger dangerous consequences with the climate system. We are already seeing the effects in Washington State with forest fires and ocean acidification, as well as national and international climate events becoming more extreme and destroying communities.

The time for action is now, and I am proud of the work that the Seattle 2030 District has done to help break down market barriers in building upgrades and to create a dynamic and sustainable Seattle. This progress report details significant accomplishments of our organization in the last several years, such as: passing the 2030 Challenge Pilot Program; creating more and better incentives for efficiency upgrades; working with communities to implement Green Stormwater Infrastructure; and electrifying transportation in Seattle.

We also celebrate the success of our members by highlighting a collection of projects that are meeting the 2030 goals and demonstrating it’s possible to have a green building that is also highly profitable. Finally, we offer a roadmap featuring a number of technologies and strategies that will be critical for the deep reductions in carbon emissions that are necessary throughout the next decade.

Our industry will require full participation in order to build sustainably for the next generation, so that they may grow up and enjoy the same environment we did. Thanks for joining us on this journey—now let’s get to work.

Matthew Combe

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### Established in 2011

The Seattle 2030 District was an idea sparked by architect Brian Geller while he was working as a Sustainability Specialist at ZGF Architects. In December 2009, Geller presented a framework for a new program to ZGF, where parameters were distinct in the following ways:

- Each community worked within a distinct physical boundary.
- Property owners and managers were involved from the beginning to help shape the direction and decisions taken by the Seattle 2030 District.
- Metrics and baselines were analyzed in three areas—energy, water, and transportation—with each category having clearly-defined and measurable goals.

The Seattle 2030 District Planning Committee, comprised of more than 40 volunteer civic leaders from the public and private sectors, was formed to achieve the goals of the 2030 Challenge. In the fall of 2010, the group was awarded the Climate Showcase Communities Grant from the U.S. Environmental Protection Agency. In May 2011, Geller left ZGF to run the Seattle 2030 District.

### The 2030 Network

Along with 21 other Districts across the United States and Canada, the Seattle 2030 District is part of the 2030 Districts Network. The Network is a registered 501(c)(3) non-profit organization in the U.S. whose mission is to develop and to sustain local 2030 Districts and their partners in achieving the 2030 Challenge Goals. All the Districts follow the guidelines outlined in the 2030 Challenge for Planning.
What We’ve Done So Far...

- May 2010: Brian Geller has a moment of inspiration. First concept meeting held at ZGF’s Seattle office.
- December 2009: Brian Geller has a moment of inspiration. First concept meeting held at ZGF’s Seattle office.
- May 2011: Brian starts as the Seattle 2030 District first Executive Director.
- September 2011: Official launch party at the Pan Pacific Hotel to announce founding members.
- July 2013: Launch of the High-Performance Buildings Pilot Project.
- August 2013: First National 2030 District Summit in Pittsburgh, PA.
- October 2015: Stormwater program announced.
- December 2015: Small Commercial Buildings Program wraps up.
- September 2014: City of Seattle announces Drive Clean Seattle to align with Electrify Seattle and to expand the EV Network of Charging Stations Buildings Day at COP21, aligning 2030 goals with climate goals and leading to the Paris Climate Agreement.
- January 2018: S2030D starts a membership fee program.
- June 2018: Work with King County Metro begins on Sustainable TOD.
- In Memoriam: John Watson was the Small Commercial Program Manager for the S2030D from 2014 to 2016. He connected the small business sector with goals and tools that made the program a success in Seattle and the four other Districts that participated (for more information about the program, see p. 9).
- John sadly passed away in August 2018. His work and legacy lives on as we continue to foster collaboration between the private and public building sector.


- 2012: The Seattle 2030 District was awarded the 2012 Sustainable Seattle’s Lovable Urban Communities Large Project Award.
- November 2012: Seattle 2030 District presents A Path to High Performance & Urban Transformation at Greenbuild.
- February 2014: Green Business Program partnership with Cascadia.
- December 2014: Brian Geller moves back to New York.
- October 2016: Tenant Pledge launched.
- October 2018: Stormwater Opportunity Map launched.

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- 2012: 21.3 million square feet
  - Shared building reductions
    - Energy—25%
    - Water—7.2%
    - Transportation—12.5%
- 2013: 30.8 million square feet
  - Shared building reductions
    - Energy—21.43%
    - Water—4.11%
    - Transportation—21.78%
- 2014*: 40 million square feet
  - Shared building reductions
    - Energy—19%
    - Water—6%
    - Transportation—6%
- 2015*: 52 million square feet
  - Shared building reductions
    - Energy—20%
    - Water—5%
    - Transportation—11%
- 2016*: 58.9 million square feet
  - Shared building reductions
    - Energy—14.7%
    - Water—14.5%
    - Transportation—41.6%

*Fluctuations are due to membership growth and District boundary expansions.
Making Energy More Efficient

The best way we’ve found to create successful energy initiatives is through collaboration with our numerous partners in the building sector, government agencies, and community organizations. Through grants and joint programs, the S2030D has worked on ways to help our members better track, train, and provide resources so that sustainable energy changes are ingrained in company goals.

Strategic Energy Management, also known as SEM, is a series of processes and policies that help companies achieve consistent energy savings that are integrated into management business practices. The focus is on daily operational changes that are incorporated into the company culture.

The Guide to Achieving the 2030 Goals lays out benchmarks, technologies and practices that will help members implement energy, water and transportation projects. Using the Guide will give District members a range of specific actions that they can take in order to make progress toward meeting the 2030 Challenge for Planning goals in the Seattle context.

Energy

According to the report, “Transforming the Market Through Energy Management Information Systems”, energy represents about one third of a building’s operating expenses. That is why it is important to track and manage performance in commercial buildings. Smart energy management can lower utility costs, improve net operating income, and increase asset value, which makes green certification more likely and attractive to investors. (Harry & Beddingfield, 2016)

The Seattle 2030 District works with businesses and regulatory partners to explore unique energy efficiency methods, to highlight successful projects that demonstrate the benefits of reducing operational costs, and to show how these programs can be replicated in similar projects. Some of our ongoing projects focus on sewage heat recovery, Pay for Performance (P4P) incentives, and embodied carbon initiatives, which form the basis of our policy advocacy work.

Core Projects

2030 Challenge Pilot
Mayor Jenny Durkan signed the 2030 Challenge Pilot into legislation in 2018, which gives building owners a 25% FAR bonus and one or two stories of extra height when they undertake a significant renovation that achieves goals that align with the 2030 Challenge for Planning goals.

The program intends to improve the financial viability of high performance renovations, to help achieve the goals of the Seattle Climate Action Plan, to modernize Seattle’s aging building stock, and to promote density in the urban core.

Pay for Performance and Energy Efficiency as a Service
After a successful Pilot program, the Seattle 2030 District worked with Seattle City Light to create the Pay for Performance incentive program. Buildings that want to do more than just upgrade one piece of equipment can receive a larger incentive over a three- or five-year period for implementing up to six energy conservation measures, including Operations and Maintenance (O&M) improvements. For deeper renovation, the Energy Efficiency as a Service Pilot was launched, which will pay for energy savings over a 15–20 year contract. Both programs help overcome the split-incentive issue.

Small Commercial Program
In 2015, the Seattle 2030 District concluded this program that addressed the unique challenges faced by small commercial building owners and operators in today’s market. At the time, these buildings operated at an average of 32.5% above the median energy consumption. S2030D worked with the Lawrence Berkeley National Labs and Architecture 2030 to provide a suite of free, online tools to provide affordable access to energy auditing processes that allowed contractors and small business owners to track performance and provide actionable feedback. See the toolkit on our website.

The Bullitt Center roof has 575 solar panels that enable the building to generate more energy than it consumes yearly. In addition, other energy saving systems allow the building to achieve an energy use intensity (EUI) of 16, which is 83% better than their baseline! The 2030 District Energy baseline uses the 2003 CBECs and segments buildings by use type and occupancy rate. (Photo by Nic Lehoux)
What is GSI?
Green Stormwater Infrastructure (GSI) mimics natural systems by diverting or storing stormwater in natural areas—rain gardens, cisterns, permeable pavement, and urban trees—rather than letting it flow directly into storm sewers.

Water | Stormwater Management

One of the biggest threats to water quality in the Pacific Northwest is stormwater runoff as it washes toxins, nutrients, sediment, and bacteria into our waterways. Puget Sound, an inlet of the Pacific Ocean, and the aquatic species that call it home are most vulnerable to this type of contamination.

According to the Washington Department of Ecology, 52,000–66,000 pounds of pollutants enter the Puget Sound ecosystem from runoff every day. This problem will continue to increase as further land development raises the percentage of impervious surfaces. Climate change and its effect on precipitation and runoff are also significant variables to managing stormwater.

In 2014, S2030D integrated the Green Stormwater Initiative as part of its water goal and aims to reduce stormwater runoff and potable water use by 50% by 2030.

Recent Projects

Left: Winners of the stormwater competition: Third place winner, Brad Carmichael; second place winner, Ondrej Sklenar; first place winner, Team Barghausen. Right: Video still of Barghausen’s solution of a modular toolkit for owners to customize their stormwater needs.

The Seattle 2030 District seeks to catalyze investment in GSI strategies by hosting educational events that share innovations and success stories, by connecting building owners and their landscape architects to incentives and public programs, by using our Stormwater Calculator to assess the performance of different tools on site, and by forming collaborative partnerships to build individual and community scale projects.

The opportunity cost for GSI can be extremely high in a dense, downtown core. That is why the S2030D has been pushing our communities to reimagine how underutilized space could be repurposed for green space that provides benefit to the neighborhood, while also managing stormwater runoff. Collaborative events with members and the community stakeholders are the key to generating ideas that are replicable.
Transportation

A considerable amount of Seattle’s rising carbon emissions comes from transportation, and the majority of emissions originates from single occupancy trips. The need for low-carbon modes of transportation is more urgent than ever—and public pressure for more aggressive measures to cut emissions has helped advance proposed legislation that aims for a zero-emission fleet by 2035 instead of 2040.†

In order to meet our performance metrics in transportation, the Seattle 2030 District has several policy guiding principles, which include: advocating for the maximum-possible ridership in mass transit projects that will impact the District; promoting electrification of public transit; and supporting public funding to improve lower-carbon commuting options.

†Secaira, Manola. “Global Climate Action Motivates King County Council Push for Zero-Emissions Public Transit by 2035.” Crosscut, October 17, 2019.

Core Projects

King County TOD Report

In early 2019, the Seattle 2030 District released a report commissioned by King County Metro titled “Local Assessment of Transit-Oriented Development (TOD) and Sustainability in King County”.

This report analyzed how four local cities are incorporating sustainability priorities into their planning and zoning policies. It also identified the incentives, barriers, and opportunities for collaboration with the private sector on sustainability surrounding TOD development sites.

Electrify Seattle

Electrify Seattle facilitated the installation of 127 stations in the Seattle 2030 District and hosted numerous ride and drives in electric cars. The District built upon the success of this program by working with the City of the Seattle and its Drive Clean Seattle initiative to create and pass EV Readiness Legislation, which ensures that new construction projects install a specific number of charging stations and that a certain percentage of parking stalls are wired for access when demand is higher.

Options for a Better Commute

S2030D works with building owners to create diverse options for commuting in the city. We continue to advocate for both easier access to charging stations for electric vehicles (EVs) and for employer incentives, like subsidized bus passes. Our work is also committed to electrifying public transportation and improving access for all neighborhoods in Seattle, leveraging the population and development boom to sustainably expand the public transit network.

What is TOD?

Transit-Oriented Development (TOD) is a strategy to maximize efficiency in residential, business, and leisure areas near transit nodes by expanding the use of public transit and reducing the need for personal vehicles.

In a collaboration with Seattle University, the Night Hawk Safety Escort/Patrol Program provides a safe and convenient way for students to travel locally during the evening. The fleet of six all-electric Nissan Leafs allows for expanded coverage on the same budget as before, while dropping vehicle emissions to zero.

The S2030D collaborates with Commute Seattle and community partners to promote transportation programs and amenities, including bike facilities, on-site storage, showers and changing rooms, and other innovative programs to reduce carbon emissions from commuting.

Kilograms CO₂ Emissions Reduction

<table>
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<tr>
<th>Kilograms CO₂</th>
<th>2019</th>
<th>2020 Goal</th>
<th>2025 Goal</th>
<th>2030 Goal</th>
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<tbody>
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<td>Baseline</td>
<td>127.71 kg</td>
<td>97.73 kg</td>
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<tr>
<td>Total Reduction</td>
<td>23.48%</td>
<td>35%</td>
<td>50%</td>
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</tr>
</tbody>
</table>

Square Footage: 39M sq. ft.

# of Buildings Reporting: 160

One of the S2030D’s transportation initiatives, the Electrify Seattle program aims to dramatically shift vehicle fuel source away from petroleum in order to mitigate carbon emissions and reduce contaminated stormwater runoff. So far, we have helped encourage the installation of EV charging stations, participated in the Drive Clean Seattle stakeholder group, and connected Seattle City Light with owners who have open lots for charging stations.
Case Studies

The best way to describe what we do is through the work of our members and partners around the city. The projects below have been recognized by our Visions Awards, an annual community-building and fundraising event held every October to highlight the exemplary work that will lead to a better future.

We have awarded 17 buildings with Vision Awards in Energy, Water, Transportation, and Leadership since 2013 and have a complete catalog of case studies on our website showcasing sustainable possibilities in buildings. To see more projects, view the case studies section of our website.

**CATEGORY:** Building Retrofit
**BUILDING TYPE:** Observation Tower
**LOCATION:** Downtown Seattle
**PROJECT TEAM:** Olson Kundig, O’Brien360, Arup, Hoffman Construction, Holaday Parks & Holmes

The latest sustainable improvements to the iconic Seattle Space Needle were a result of leadership “getting out of the way” and allowing a team of experts to update its structure. These improvements aim to achieve LEED Gold Certification while enhancing the visitor experience.

Along with seismic work along the steel legs, the renovation included glass replacement of the observation tower that protects against heat gain in the summer and heat loss in the winter. The entire plumbing system was also replaced with low-flow features that reduced water use by more than 40% when compared to typical new buildings.

**CATEGORY:** New Construction
**BUILDING TYPE:** Residential/Retail
**LOCATION:** Waterfront, Seattle, WA
**PROJECT TEAM:** Mack Real Estate Development

In building Cyrene, a 169-unit apartment building on the Waterfront, Mack Real Estate Development reached out to its neighbor Enwave to meet its heating and cooling needs. Cyrene and Enwave are connected through an underground network of pipes that constantly exchange energy directly with the building’s systems, achieving energy efficiencies above 90 percent.

The results are laudable—a 57% reduction in energy use that meets the 2030 goal, lower carbon emissions, and hundreds in savings per unit compared to gas. Without the typical cooling tower and HVAC equipment, Cyrene residents enjoy an expansive rooftop terrace, and more space is available to rent.

**CATEGORY:** New Construction
**BUILDING TYPE:** Office Building
**LOCATION:** Fremont, Seattle, WA
**PROJECT TEAM:** Stephen C. Grey And Associates

LEED Gold-registered Data 1 is a Salmon-Safe certified building that features biofiltration retention planters that annually treat 160,000 gallons of heavily polluted rainwater runoff from the Aurora Bridge. Previously, runoff from the bridge was carried down the bridge columns to the surface of Troll Avenue and then into a storm drain, flowing untreated into Lake Union. Two future phases of remediation are planned on nearby properties with the goal of treating over two million gallons of polluted runoff annually.

The stormwater goals were achieved in collaboration with our Green Stormwater program. The building was fully occupied by the end of 2017.

**CATEGORY:** Commuter Strategy
**BUILDING TYPE:** Foundation Headquarters
**LOCATION:** Lower Queen Anne, Seattle, WA

When the Bill & Melinda Gates Foundation moved to its new campus in South Lake Union in 2011, Seattle required a transportation demand program to be put in place. Using locally produced LUUM software, they were able to develop an innovative internal system that reflects how full-time employees work. Given that many are often travelling, they instituted daily vs. monthly parking passes and financial incentives for ridesharing linked directly to payroll.

In 2010, 88 percent of employees drove alone to their jobs. Within one year of the new program, that number dropped to 42 percent and continues to decrease. There is evidence that the program has contributed to an overall decline in traffic in downtown Seattle and is now being replicated in facilities throughout Washington DC, London, Beijing, and New Delhi.
...Where We're Going

We are in the midst of a climate emergency and the gravity of the consequences will be determined by the timeliness of our actions. According to the Intergovernmental Panel on Climate Change (IPCC), we have a 500 GtCO₂ global carbon budget remaining, which gives us a 50% chance of staying below 1.5 degrees celsius, the target set by the Paris Climate Accord.

One point to note—illustrated by the graph—is the severe increase in the required annual reduction rates (blue line) and the decrease time in which we have to act if we do not make serious reductions now. We must stay on the green path and peak global emissions in 2020, achieve a 50% reduction by 2030, and become carbon neutral no later than 2050.

We acknowledge that peaking emissions in 2020 is not likely, which makes targeting our 2030 goals even more critical. The following strategies are key actions the Seattle 2030 District believes will help to achieve the deep reductions in carbon emissions over the next decade.

Policy and Advocacy

The Seattle 2030 District recognizes that a favorable business and regulatory environment will help members achieve the 2030 Challenge goals, and it will continue to advocate for market-based solutions and positive public policies. In order to address the environmental and economic concerns ahead, the District will work with members to establish both long- and short-term targets, understanding that ample time is required to align necessary upgrades with capital improvement cycles.

Leveraging intervention points—Building upgrades can be accelerated by introducing policies that leverage specific building intervention points such as point-of-sale, point-of-lease, major renovations†, and equipment replacements. There is an opportunity to introduce performance improvements as part of the financing of a building and the ownership transfer. A point-of-sale upgrade requirement represents a powerful tool to drive improvements and GHG reductions in buildings. These are a few requirements that could be coming in the future and S2030D will work with the City of Seattle to advocate for our members.

Performance Standards Across the Built Environment—Washington State passed the Performance Building Standard in 2019, paving the road for performance standards on energy use. The City of Seattle is currently working on its own set of targets that will likely be more aggressive. The S2030D will play a critical role working with the City to ensure that such goals are realistic and achievable in all building types, and also address every aspect of the built environment, including targets for energy and water use, stormwater management, and limits on emissions from commuting. Setting a compliance target of 2030 allows owners and developers time to forecast the building upgrades with capital budget cycles. Targets can be increased over time to work towards zero-net-carbon by 2050.

Addressing Embodied Carbon—While emissions from embodied carbon are not directly part of the 2030 Challenge goals, the District acknowledges the role they play in the larger context of combating the climate crisis and our industry’s role in mitigating them. Utilizing tools like the EC3 developed by the Carbon Leadership Forum to selectively source low-carbon materials is necessary to minimize the emissions tied to our buildings before our goals of reducing operational emissions even start.

†A “major renovation” can be defined as the renovation of a building where (a) the total cost of the renovation related to the building envelope or the technical building systems is higher than 25% of the value of the building, excluding the value of the land upon which the building is situated, or (b) more than 25% of the surface of the building envelope undergoes renovation.

Energy

Building Automation/Smart Buildings—Most buildings have a centralized, computer-based building management system that monitors, evaluates, and controls the equipment in the building. By implementing smart building solutions that can automate a building as well as provide continuous recommissioning or fault detection diagnosis, a building can reduce energy consumption by 10 to 20 percent. Beyond energy savings and reduced operations and maintenance costs, smart buildings benefit the well-being and productivity of people inside the building. Improved thermal and lighting comfort and indoor air quality directly impact occupant satisfaction.

Sewage & Wastewater Heat Recovery—The U.S. Department of Energy estimates that 350 billion KWH of energy is washed down our drains annually in the form of heated water. Tapping into and recycling this renewable heat source will be critical to getting buildings off natural gas and onto renewables. Buildings can use internal systems and leverage their own wastewater heat supplies or tap into City and County sewage pipes which have greater flow.

Distributed Energy Response Management Systems (DERMS)—DERMS are a relatively new platform to building operators but promise to be one of the more critical solutions as we continue to electrify our buildings and transportation sectors. These systems can integrate power generation and demand throughout a building, including electric vehicles, and optimize where power is being distributed and stored.

Stormwater and Potable Water

Rainwater Harvesting & Reuse—Capturing the rain as a free resource for building operations, such as toilet flushing, will be critical to reducing stormwater flows and potable consumption. New construction should be leveraging this strategy and enjoying the savings through lower utility demand throughout the life of the building. Retrofitting an existing building with purple pipes still has feasibility challenges, but cooling tower use and some maintenance watering can be a solution.

Greywater Reuse—In addition to rainwater harvesting and purple pipes, forming closed loop systems (where greywater streams are managed internally in the building), will be critical to water conservation. Although Washington’s energy comes mainly from hydropower, treating wastewater generates emissions from transportation, treating, and recycling the water back into the system.

Performance-Based Versus Prescriptive Incentives—Innovation in stormwater management practices, especially focused on improving water quality by removing pollutants, will only accelerate when stakeholders are motivated by performance incentives. Currently, there is a lack of incentives and regulations that encourage innovation, notably beyond lot lines and in public areas.

Transportation

Electrification of Transportation—There is a huge opportunity to utilize Seattle’s clean hydroelectric power for transportation. Electrify Seattle aims to dramatically shift vehicle fuel source from petroleum to hydro in order to mitigate carbon emissions. We need to invest in additional charging stations, to advocate for more electric buses, and to begin working on delivery vehicles. There are many options available now that would allow deliveries to happen in low- or no-carbon transportation options which would reduce emissions and congestion.

Daily Parking—Monthly parking presents a huge disincentive to other modes of transportation; once you’ve paid for a parking space, you want to justify that cost. A daily parking system encourages commuters to revisit that decision on a day-by-day basis and consider other modes of transport. Evidence has shown that SOV trips are reduced under such a system, and building owners do not lose out on the revenue as the “monthly” parking stalls now become available to a larger amount of people.
Become a Member

Do you want to lower energy costs and raise your building value? Take these steps to become a Seattle 2030 District member:

1. Sign Up
   - Commit to District goals (See “The 2030 Challenge for Planning” on page 4)

2. Track Energy Performance
   - Input utility data
   - Establish a baseline
   - Set building goals

3. Conduct Analysis
   - Free web tools
   - Financing guides
   - General resources
   - Member discounts

4. Take Action
   - Retrofit building
   - Upgrade interior
   - Rebate incentives

The numerous benefits of being a S2030D member include:

- **You**
  - Reduced energy costs
  - Increased tenant engagement
  - Improved resource management

- **Your Building**
  - Greater asset value
  - Longer leases
  - Increased market competitiveness
  - Reduced maintenance costs

- **Your Tenants**
  - Improved air quality and comfort
  - Increased systems control
  - Increased productivity
  - Reduced energy costs

Support Us by Becoming a Sponsor

Sponsorships provide an opportunity for organizations to support the work we do as well as gain access to our audiences through social media posts, articles in our newsletter, and events we host.

Annual and event sponsors are primarily secured during the Vision Awards. For more information, email Seattle@2030districts.org or call 206.877.2400.

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- **Chair**: Sabrina Villanueva| Clise Properties | **Vice Chair**: Catherine Stanford | **Stanford Public Affairs** (rep. BOMA)
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Seattle 2030 District Members

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  - Alexandra Real Estate Equities, Inc. | Bellwether Housing | Benaroya Hall | Bill & Melinda Gates Foundation
  - Blanton Turner | Capitol Hill Housing | Cascade Built | CBRE, Inc. | CenturyLink Field | Chihuly Garden and Glass
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  - Seattle Center | Seattle Colleges | Seattle Symphony | Seattle University | Simon Property Group | Skanska
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  - LMN Architects | LONG Building Technologies | McKinnstry | Milepost Consulting | The Muller Partnerships

- **Community Stakeholders**
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  - Building Owners and Managers Association (BOMA) | City of Seattle | CleanTech Alliance | Commute Seattle
  - Downtown Seattle Association | Emerald Cities Seattle | Environmental Coalition of South Seattle (ECOSS)
  - Forterra | Integrated Design Lab, University of Washington | King County | New Buildings Institute | Northwest Energy Efficiency Council (NEEC) | Salmon-Safe | Stewardship Partners

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- **Funders**
  - Boeing | Bullitt Foundation | King County

- **Legacy Sponsor**—$10,000+
  - BetterBricks | Northwest Energy Efficiency Alliance | Martin Selig Real Estate | Unico Properties LLC | Vulcan

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  - GLY Construction | Hunters Capital | Sellen Construction | Skanska

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