

1200 STEWART STREET

SEATTLE WASHINGTON



A. Site Planning and Massing

[A-1 Respond to Physical Environment.](#)

1200 Stewart Street will need to respond to its immediate physical environment in a number of ways because of the complexity of its location. The existing buildings that front our site all have different heights and differing uses. Denny Way is a four lane, principal arterial, carrying two-way traffic.

Stewart is a three lane, one way street; both are very wide and are filled with constant moving and stopped traffic.

Minor is a two lane street that is much quieter and less traveled by vehicles. At the pedestrian level we propose to treat each street with pedestrian friendly amenities such as overhead weather protection, appropriate signage with lighting, street trees and landscaping.

We endeavor to connect to the Denny Triangle Gateway in a meaningful way along Stewart Street and connect it to open space at the intersection of Stewart and Minor.

Twin towers will develop a vocabulary of their own. The towers will create a view corridor between them and act as a gateway to Lake Union to the north and downtown Seattle to the south. Interesting tower tops will complete the twins. These tops will continue to evolve but the concept is to present a warm and inviting design that adds significance to the skyline.

[A-2 Enhance the Skyline.](#)

We strive to create a distinctive skyline through the design of our towers and their respective tops. The twin towers have a unique opportunity to provide the Denny Triangle Neighborhood and Seattle with an elegant and sophisticated look. By subtly sculpting the tower shafts and providing ample balconies for its residents to utilize, the shape is driven by the function.

We are separating the towers as far apart as possible in our preferred scheme to allow a comfortable distance for its users and to get as much light to the street as possible. The tower tops have an opportunity to create an expression of unity between them. Hence the symmetrical nature of the early designs.

B. Architectural Expression: Relating to the Neighborhood Context

[B-1 Respond to the Neighborhood Context.](#)

1200 Stewart will respond with a strong improvement to the street image. We intend to provide pedestrian friendly streets, which include weather protection, street front retail, and landscaping. We also propose to provide public open space at the intersection of Stewart and Minor.

The well-designed hotel arrival plaza and drop off area, hotel lobby and restaurant(s) will be accessible from Stewart and Minor. The street environment will be significantly improved from the current state and will further promote greater pedestrian security and safety by locating these types of uses in this location.

[B-2 Create a Transition in Bulk & Scale](#)

[B-3 Reinforce the Positive Urban Form & Architectural Attributes of the Immediate Area](#)

[B-4 Design a Well-Proportioned and Unified Building.](#)

A unified structure will be achieved by integrating the towers and their materials with the 85' podium. The structures differing interior functions will be visible in the façade due to significant height variations for each use. Articulation of the façade will be derived from differing programmatic functions of the interior space and their individual requirements for light and light control.

C. The Streetscape: Creating the Pedestrian Environment

[C-1 Promote Pedestrian Interaction.](#)

Pedestrian interaction will occur in a variety of ways. At street level, pedestrians will be encouraged to patronize the retail shops located along the street and interiors of the project. At the intersection of Stewart and Minor will be an area devoted to public open space with adjacent retail shop(s). Here we envision a highly interactive space for pedestrians to pause and take advantage of the south facing plaza. Surface landscaping, along with canopies, pedestrian scaled lighting, retail signage, and special paving, will make the space inviting. Along Stewart Street we propose a necklace of landscaping that starts at the gateway triangle intersection of Denny and Stewart and continues to Minor Street.

[C-2 Design Façades of Many Scales](#)

[C-3 Provide Active, not Blank Façades.](#)

There will be no blank façades except where loading occurs along Minor and Denny. In these locations we propose to modulate the façade with color, texture, or material changes. Also along Minor, which has a southern orientation, we propose to introduce a green wall concept by encouraging plant systems to grow up the walls via wire screens or stainless wire.

[C-4 Reinforce Building Entries.](#)

Building entries will be clearly defined for pedestrian and vehicular use. Typically this is achieved by the use of special materials associated with entry, or projections or indentations that are pronounced on the façade.

[C-5 Encourage Overhead Weather Protection.](#)

Overhead weather protection is intended to completely wrap all façades of the structure except where drive aisles or entries prohibit such structure. Major building entries will typically have a special canopy system to further designate entry and allow for enhanced weather protection.

[C-6 Develop the Alley Façade.](#)

Not applicable

D. Public Amenities: Enhancing the Streetscape and Open Space

[D-1 Provide Inviting and Usable Open Space.](#)

Landscape to follow.

[D-2 Enhance the Building with Landscaping.](#)

Landscape to follow.

[D-3 Provide Elements that Define the Place.](#)

Landscape to follow.

[D-4 Provide Appropriate Signage](#)

[D-5 Provide Adequate Lighting](#)

[D-6 Design for Personal Safety & Security](#)

E. Vehicular Access and Parking: Minimizing the Adverse Impacts

[E-1 Minimize Curb Cut Impacts.](#)

We are eliminating all curb cuts along Denny Way. There will be one, vehicular ingress only, curb cut along Stewart Street. Along Minor we propose to locate an egress only curb cut, one ingress/egress curb cut to access the below-grade parking structure, and another for loading.

[E-2 Integrate Parking Facilities.](#)

All parking is located below grade and accessed from the least congested street which is Minor Street.

[E-3 Minimize the Presence of Service Areas.](#)

All loading/service areas are accessed from one location along Minor Street. Minor Street is the most easily accessed street for large trucks and has the least amount of daily traffic. Loading/service can be managed to arrive and depart during off peak hours.

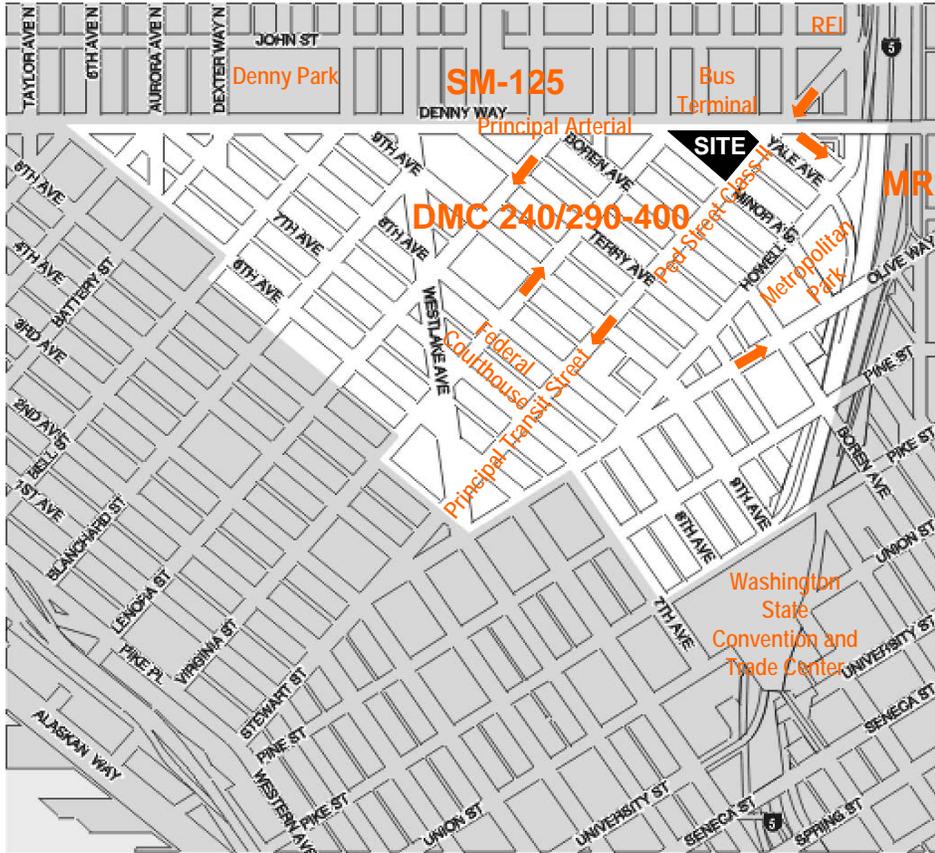
DOWNTOWN DESIGN GUIDELINES

DOWNTOWN DESIGN REVIEW
EARLY DESIGN GUIDANCE
DECEMBER 4, 2007

1200 STEWART STREET

SEATTLE WASHINGTON





DENNY TRIANGLE

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PROJECT INFORMATION AND CODE ANALYSIS

Address: 1200 Stewart St., Seattle, Washington.

Parcel Area: 59,700 SF.

Zoning: Downtown Mixed Commercial (DMC) 240/290-400 :
 Areas characterized by lower scale office, retail and commercial uses related to activity in the office and retail cores, mixed with housing and associated residential services (SMC 23.34.108) as designated on Map 1A.

FAR: Base FAR = 5; Max. FAR = 7 (Chart 23.49.011 A1).
 First increment of FAR above the base FAR achieved through LEED Silver Rating = 0.25 (Chart 23.49.011 A2).

Lot Coverage: 100%.

Alley Width: 16' existing.

Minimum Façade Heights: 25 feet per Street Classification for this zone (SMC 23.49.056A).

Façade Transparency: Minimum of 30% of the street level façade shall be transparent.

Blank Façade Limits: Blanks facades shall be no more than 30 feet wide as designated for Class II Pedestrian Streets.

Landscaping and Street Setback Requirements: As required per subsection G in the Denny Triangle Urban Village (SMC 23.49.056F).

Street Classification: Principal Arterial on Denny Way and Yale Street; Principal Transit Street on Stewart Street as designated on Map 1B.

Sidewalk Widths: 18' on Stewart Street as designated on Map 1C (SMC 23.49.022).

View Corridor: Not applicable; not designated on Map 1D (SMC 23.49.024)

Pedestrian Street Classification: Class II on all streets surrounding the site as designated on Map 1F.

Property Line Façade: Not applicable; not designated on Map 1H.

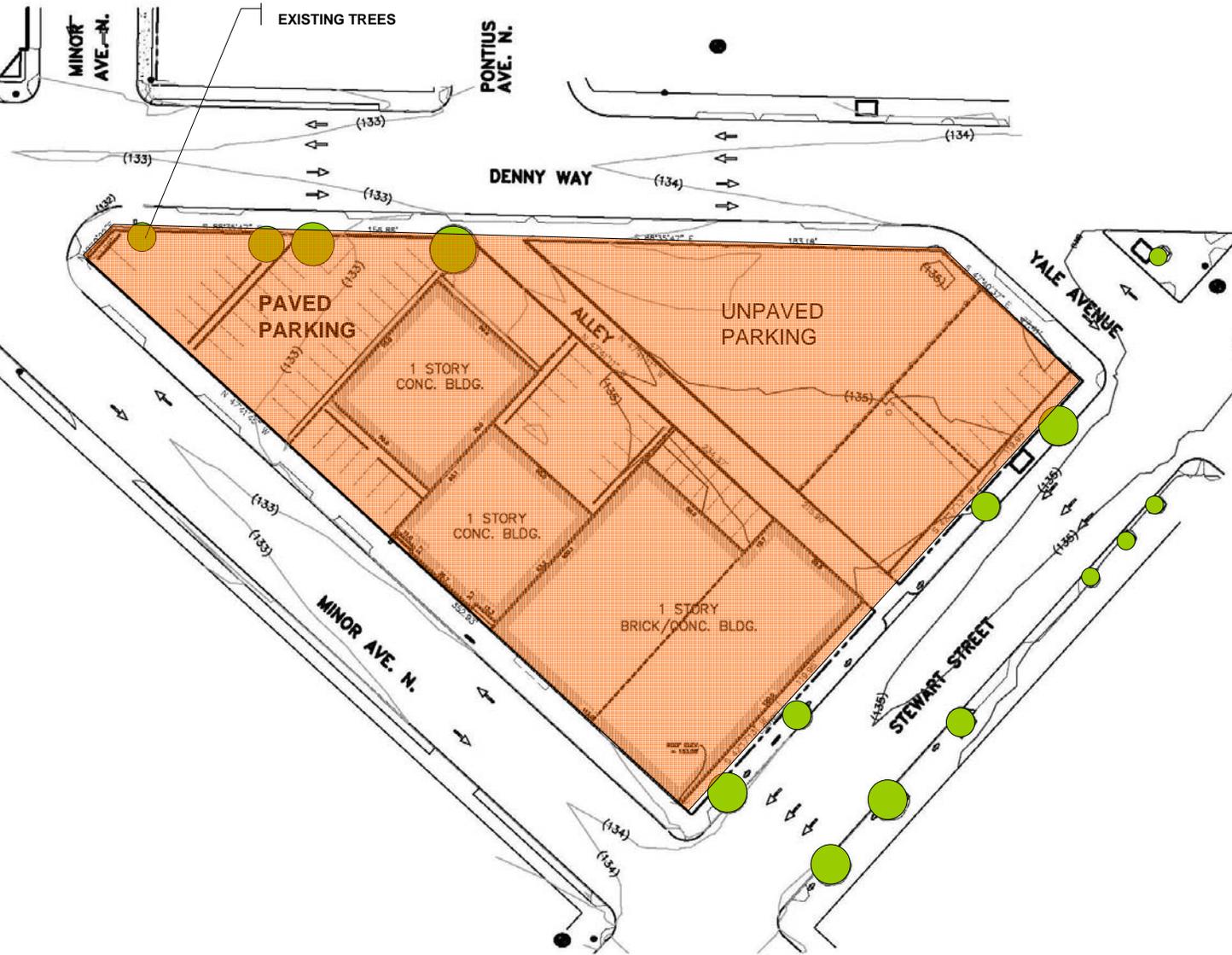
Parking Uses: Accessory and Principal Use Surface Parking Areas Permitted as designated on Map 1I.

Upper Level Development Standards: Required (SMC 23.49.058).

PROJECT INFORMATION AND CODE ANALYSIS

DOWNTOWN DESIGN REVIEW
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PROJECT OBJECTIVE

The project is located in the Denny Triangle Urban Village neighborhood; a triangular site bordering Denny Way to the north, Minor Street to the southwest and Stewart Street to the southeast.

The existing site on a flat plane with an alley cutting across from Denny Way to Stewart. There are several one-story businesses with surface parking lots.

Due to its location at the north edge of the Denny Triangle neighborhood and South Lake Union there is an opportunity to provide a building that will house residents and provide amenities such as daycare and exercise rooms. existing towers of Metropolitan Park Plaza started in the unique triangular site. The project seeks to vacate the alley, demolish existing structures to provide the following elements:

Mixed use building (1,020,000 GSF):

- 400,000 GSF of condominiums (140 units each tower, 7 units per floor plate) on Levels 14 thru 33 (20 floors each tower).
- 160,000 GSF of hotel (100 units each tower, 15 units per floor plate) on Levels 6 thru 13 (8 floors on each tower).
- 10,000 GSF of Hotel / residential lobby and support (a dedicated floor plus mezzanine).
- 150,000 GSF of commercial/retail and food service (3 levels of podium plus ground floor).
- 300,000 GSF of below grade parking for 800 cars (7 levels) and grade bicycle stalls.

Residential Amenities Area:

- 44,000 GSF amenities floor on Level 5 (top of podium) of combination of 50% indoor and 50% outdoor spaces.

Structure Height:

- 400' bonus residential area which requires a minimum of LEED silver rating and a city-defined payment options for additional residential areas.

Views:

I-5 and Capital Hill to the east; CBD to the south; Olympic peninsula and Puget sound to the west and Lake Union to the north.

DEPARTURES REQUESTED

There are 4 existing curb cuts on Minor Street for surface parking. Land Use Code allows for 1 curb cut on a two way street. The applicant would like to request 3 curb cuts on Minor Street for resident, public parking access to below grade garage in lieu of no curb cuts onto Denny Way.

EXISTING SITE PLAN AND PROJECT OBJECTIVE

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Denny Neighborhood Study

Diversity of building types and uses commonly exists today in the Denny Triangle area and the Denny Community continues to encourage this diversity. Today, the Denny Triangle neighborhood consists of several surface parking lots, and one to two story commercial business structures with retail located at grade level. Infrequent residential buildings with retail and services located at the base are scattered about and do not provide any significant linkages for the community as of yet. Low density and adjacency to Seattle's thriving retail and business core makes the Denny Triangle neighborhood an ideal location for new mixed-use/residential development.

The area surrounding 1200 Stewart contains a police station, dentist, fitness club, outdoor recreational retail, and a Greyhound Bus Service facility. The bus service facility is planned to be demolished in order to make way for a new Seattle City Light Substation. Located directly north of 1200 Stewart, across Denny Way, the future substation will be located below grade and a new public park with public park amenities is to be constructed. Historically, Interstate 5 separated Capitol Hill from the Denny and Cascade neighborhoods. Highway 99 separated Lower Queen Anne from the Cascade and Denny neighborhoods, and Denny Way separated Denny and Cascade neighborhoods from each other. With new development pushing north from the Seattle retail and business core towards Lake Union there is an opportunity to once again re-connect communities both visually and at the pedestrian level. Well proportioned towers can visually knit the urban fabric back together and ostensibly narrow the focus of the roadways for residents of this Urban Center Village. Taller residential structures can provide a way for residents of adjacent neighborhoods to see each other and encourage interaction. As new, well planned, urban streetscapes emerge with adequate weather protection, good lighting, and pedestrian friendly storefronts people will begin to occupy this area and find new connections. These new connections can contribute towards creating links in the path from neighborhood to neighborhood. The Denny Neighborhood identified the traffic triangle northeast of our site as a gateway location and implemented a design to integrate a bus shelter and art into a gateway expression. Gateway elements such as public art, hanging baskets, signs, and banners are deemed to be important to give a unique identity to this location.

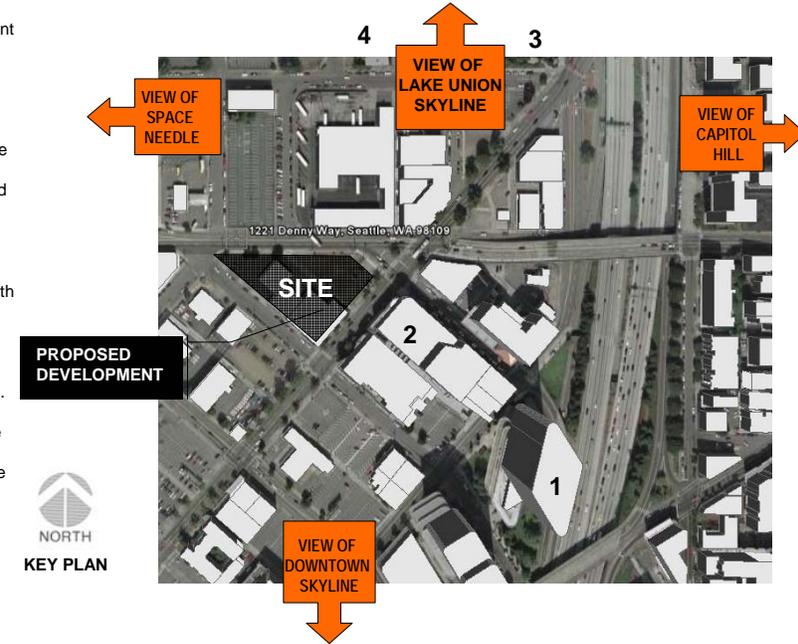
New residential development means employment and vitality for the Denny Triangle community. 1200 Stewart plans for retail, restaurant(s), hotel, and hotel services. A new fitness club and child care facility may occupy an upper level. Residential development means 300 homes will be added to the Denny neighborhood. These new residences contribute to developing new social ties within the Denny Triangle community and greater Seattle community as well. Residential means eyes on the street at all times of the day providing a greater awareness of activity in the local area. Replacing surface parking lots with development that brings street-oriented retail, public open space, and permanent residency in an environmentally sensible way to Denny Triangle is the type of project that is beneficial and stimulating for the Denny Triangle neighborhood and Seattle.

Denny Triangle Neighborhood:

- wants its character to be artistic, academic and a welcoming urban village.
- considers Cornish College to be a cornerstone of its academic foundation.
- promotes pedestrian paths, live-work spaces from subsidized housing to apartments and lofts, condominiums to high rise penthouses.
- looking for change in height, density and public amenities to create mixed use urban neighborhood (source:dennytriangle.org).

Cascade Neighborhood:

Located in the geographic center of the city of Seattle, Cascade is a small, mixed-use neighborhood in close proximity to Lake Union and downtown Seattle. The boundaries are the I-5 freeway to the east, Denny Way to the south, Fairview Ave. N. to the west and the Mercer St. off ramp to the north. Cascade is home to over 400 residents, and several thousand workers who come and go each day. Cascade's mix of uses include an eclectic collection of businesses and organizations with residential, human service, commercial, retail and light industrial uses. Buildings range from one to six stories, and almost one-third of the neighborhood is currently used for surface parking (source: scn.org)



NEIGHBORHOOD STUDY

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Neighborhood Character

Denny Triangle is one of the oldest residential and commercial neighborhoods in Seattle. This neighborhood did not achieve its own identity separate from downtown, Denny Regrade, or Cascade until 1994. The Comprehensive Plan identifies Denny Triangle as an Urban Center Village and suggests a target of 3,778 additional units of housing to be built by 2014. Located at the northeast edge of the Denny Triangle neighborhood, 1200 Stewart Street Residential towers will be one of the newest additions to a diverse, evolving, and dynamic urban neighborhood.

The Denny Triangle Neighborhood Plan encourages increased height and density to create a mixed-use urban neighborhood, with live-work spaces, that encourage artistic endeavors, the pursuit of education, and provide a vibrant pedestrian environment. The neighborhood promotes new development to replace vacant lots, and welcomes the active streetscapes new commercial/retail shops can provide.

The existing site contains a surface parking lot with vehicular access points off Denny, Stewart, and Yale. Several one-storey retail structures with vehicular access off Minor and the existing alley occupy the southern most lot. The alley currently divides the proposed project site and an alley vacation is being sought. Numerous restaurants, retail shops, and businesses neighbor the site. All are within short walking distance making this neighborhood accessible and livable to prospective residential owners. Downtown shopping is approximately a 5 minute walk from 1200 Stewart. Public transit is encouraged and, with a metro bus shelter on site, using transit over driving is an easy choice for residents.

This site can serve as a major pedestrian link to Capitol Hill, Lower Queen Anne, and the Cascade neighborhoods. Stewart Street carries the majority of pedestrians today but, with the addition of Whole Foods grocery at 2200 Westlake, more Capitol Hill residents are frequenting Denny Street. New development on this site can encourage active and stimulating streetscapes and add pedestrian activity that currently is less than frequent after business hours. Retail uses are planned for the first level of an 85-foot high podium base. This type of street friendly use encourages neighborhood patronage and interaction through good design. Retail storefronts abutting the sidewalk with ample canopies above, appropriate lighting scaled to the pedestrian and colorful signage all contribute to creating great streets. New "for sale" residential can provide pedestrian safety with "eyes on the neighborhood" at all times of the day. New development at 1200 Stewart fits the Denny Neighborhood Plan by providing a place for residents to be able to live, work, and play in a comfortable and vibrant environment that reaches out to embrace and connect the community.

PROPOSED DEVELOPMENT



1 Looking West on Denny Way



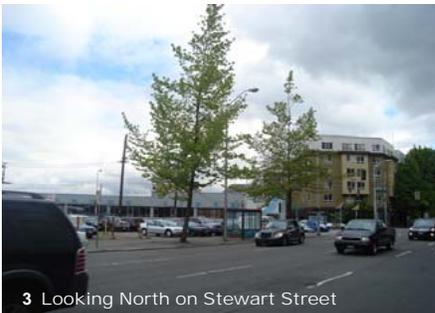
2 Looking Southwest on Denny Way



5 Looking Northwest on Alley



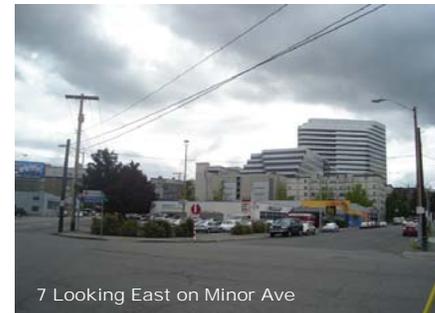
6 Looking South on Denny Way



3 Looking North on Stewart Street



4 Looking South on Minor Ave



7 Looking East on Minor Ave



8 Looking Southeast on Alley

EXISTING

DOWNTOWN DESIGN REVIEW
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DECEMBER 4, 2007

1200 STEWART STREET

SEATTLE WASHINGTON



SCHEME ONE



EAST – FROM CAP. HILL



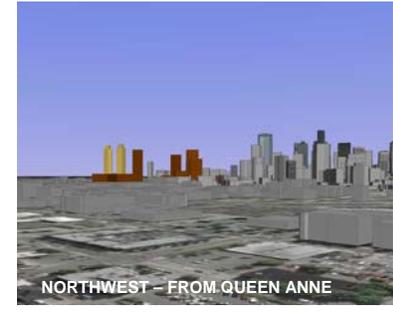
NORTHEAST – FROM CAP. HILL



NORTH – FROM I-5 MERCER EXIT



NORTH – FROM LAKE UNION



NORTHWEST – FROM QUEEN ANNE

SCHEME TWO



EAST – FROM CAP. HILL



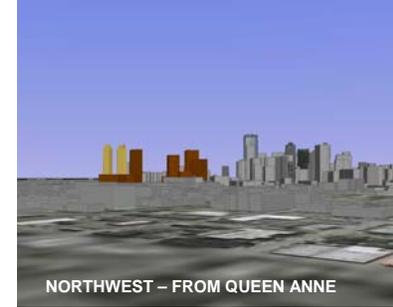
NORTHEAST – FROM CAP. HILL



NORTH – FROM I-5 MERCER EXIT



NORTH – FROM LAKE UNION



NORTHWEST – FROM QUEEN ANNE

SCHEME THREE - PREFERRED

PROPOSED BUILDINGS IN THE VICINITY:

- 0 - 1200 Stewart
- 1 - Mirabella on Denny
- 2 - 1121 Stewart
- 3 - 1823 Minor
- 4 - Stewart Place
- 5 - 1915 Terry
- 6 - 1823 Terry
- 7 - 1800 Terry



EAST – FROM CAP. HILL



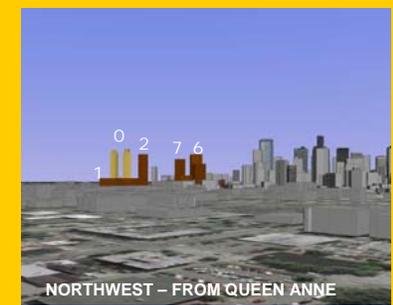
NORTHEAST – FROM CAP. HILL



NORTH – FROM I-5 MERCER EXIT



NORTH – FROM LAKE UNION



NORTHWEST – FROM QUEEN ANNE

VIEWS TOWARD THE PROJECT

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SCHEME ONE



SOUTHWEST – PUGET SOUND



WEST – DENNY WAY



EAST – ONDENNY WAY FROM CAP. HILL

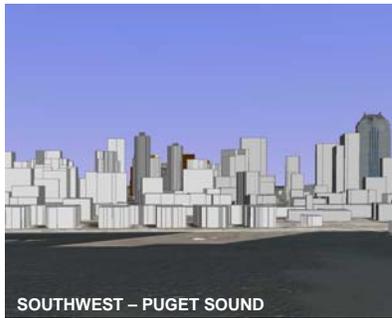


NORTH – LOWER SOUTH LAKE UNION



NORTHEAST – STEWART EXIT FROM I-5

SCHEME TWO



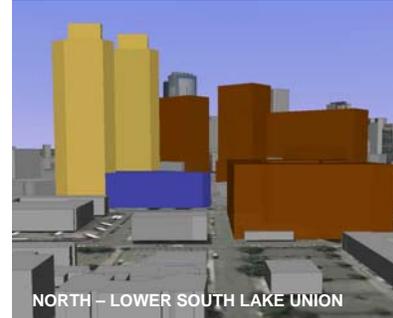
SOUTHWEST – PUGET SOUND



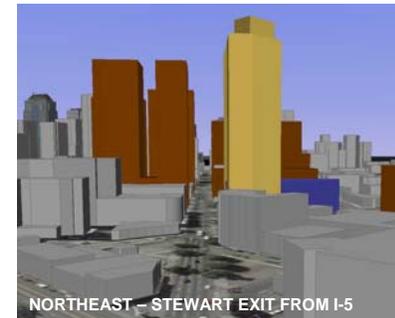
WEST – DENNY WAY



EAST – ONDENNY WAY FROM CAP. HILL



NORTH – LOWER SOUTH LAKE UNION



NORTHEAST – STEWART EXIT FROM I-5

SCHEME THREE - PREFERRED



SOUTHWEST – PUGET SOUND

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WEST – DENNY WAY



EAST – ONDENNY WAY FROM CAP. HILL



NORTH – LOWER SOUTH LAKE UNION



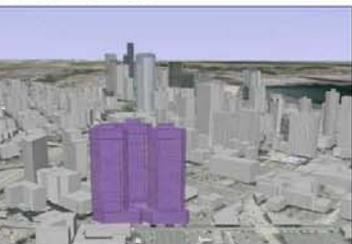
NORTHEAST – STEWART EXIT FROM I-5

VIEWS TOWARD THE PROJECT

DOWNTOWN DESIGN REVIEW
EARLY DESIGN GUIDANCE
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WEST VIEW



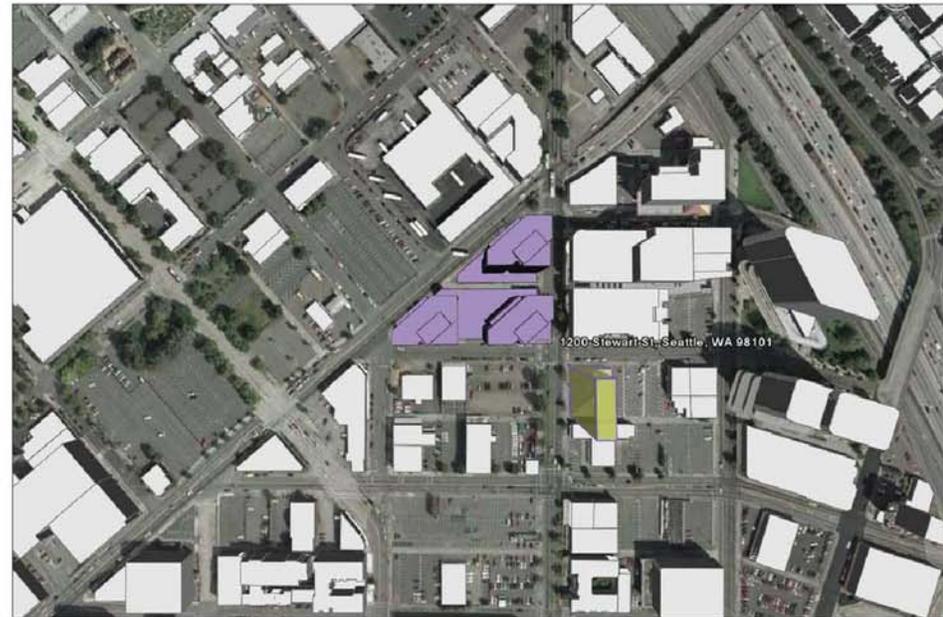
SOUTH VIEW



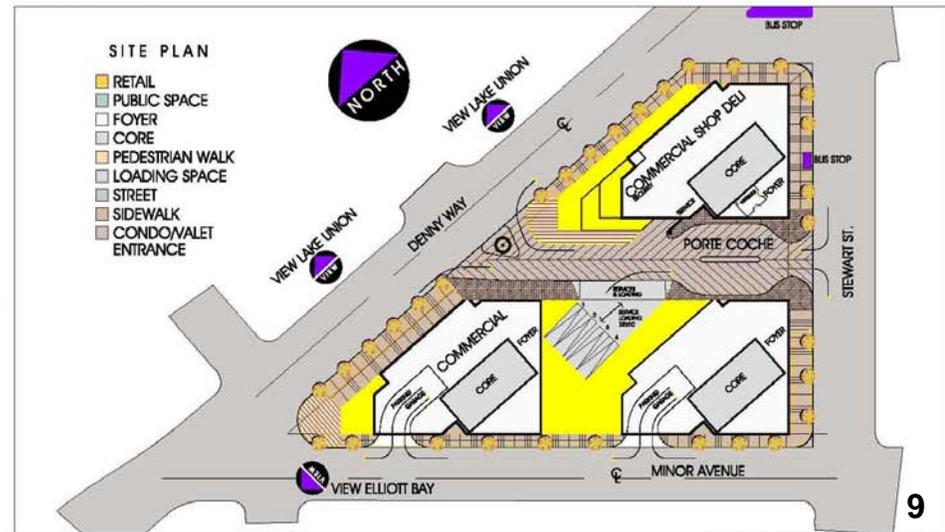
NORTH VIEW



EAST VIEW



PLAN VIEW



SITE PLAN SCALE: 1" = 100'-0"

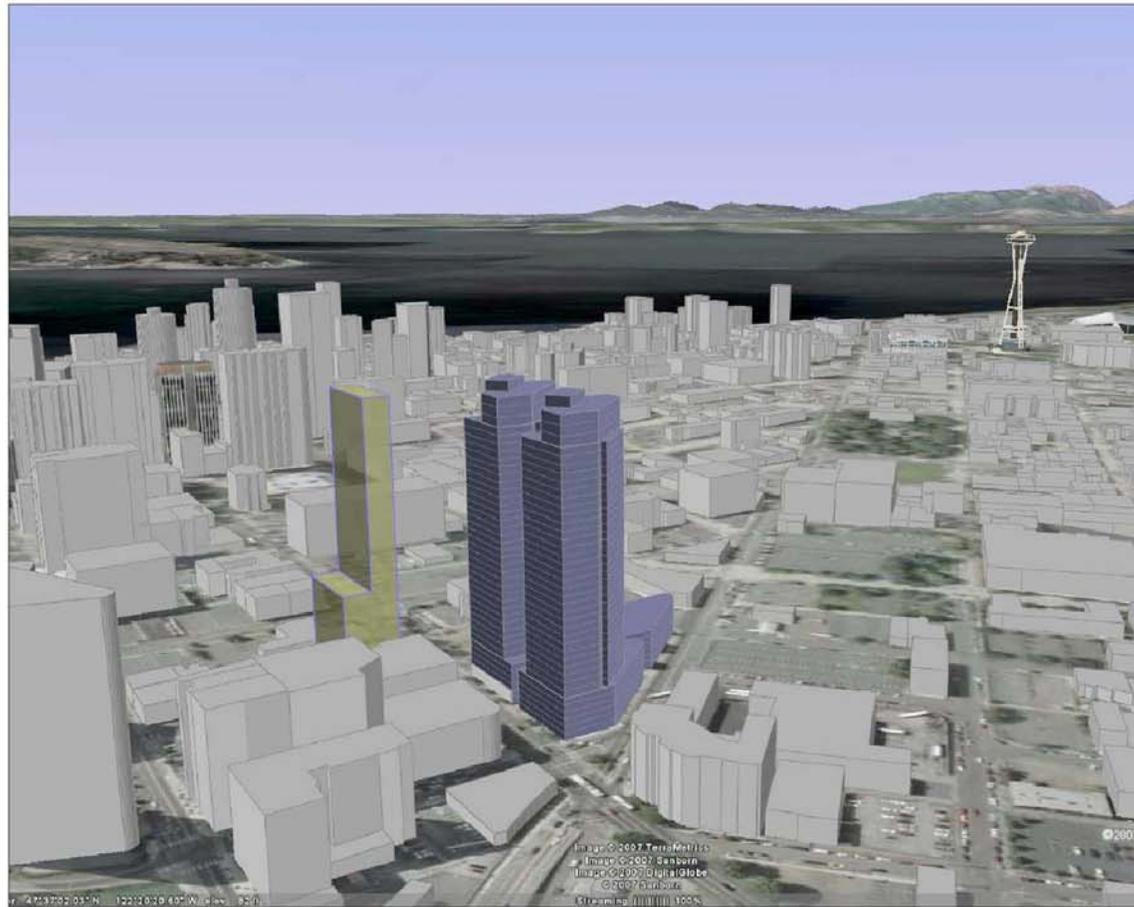
SCHEME 1



1200 STEWART STREET

SEATTLE WASHINGTON





WEST VIEW



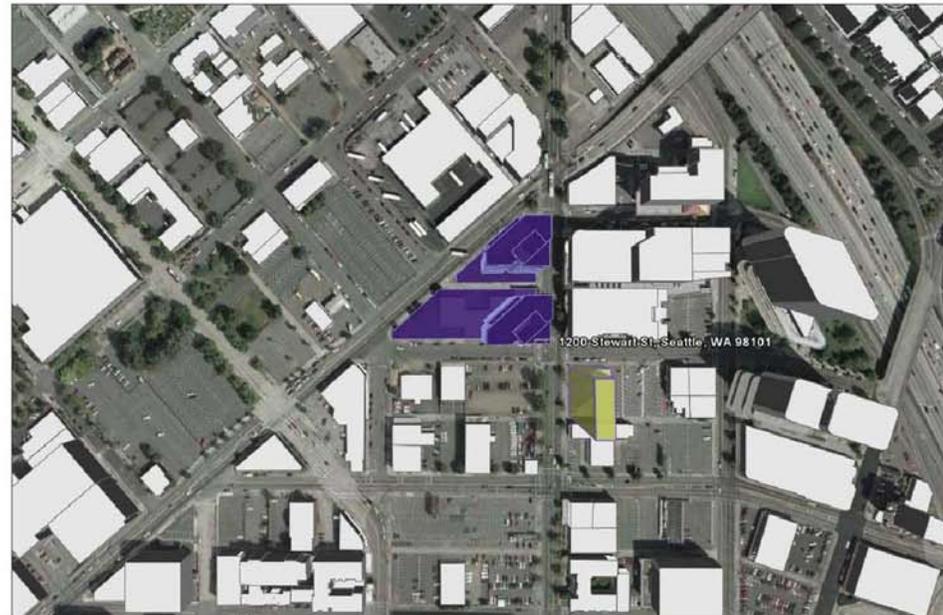
SOUTH VIEW



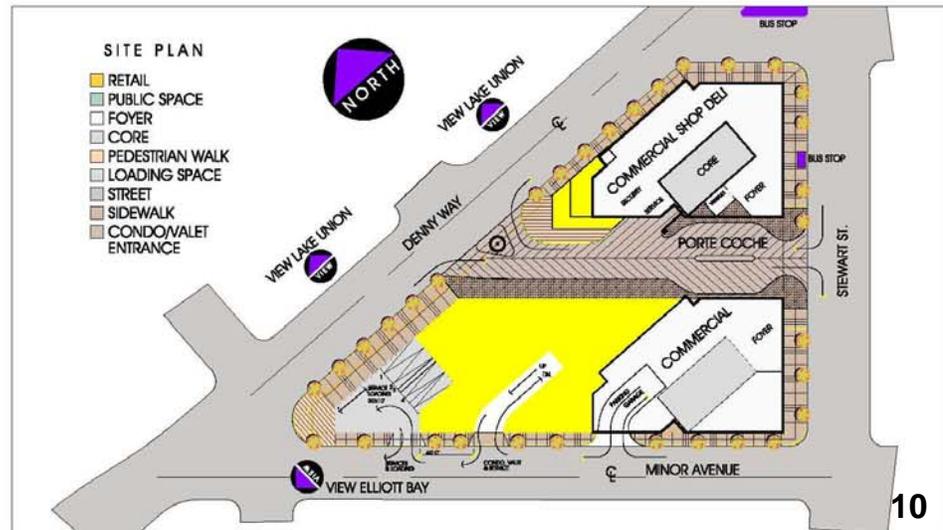
NORTH VIEW



EAST VIEW



PLAN VIEW



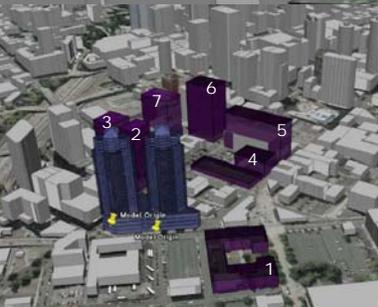
SITE PLAN SCALE: 1" = 100'-0"

10

1200 STEWART STREET



- PROPOSED BUILDINGS IN THE VICINITY:
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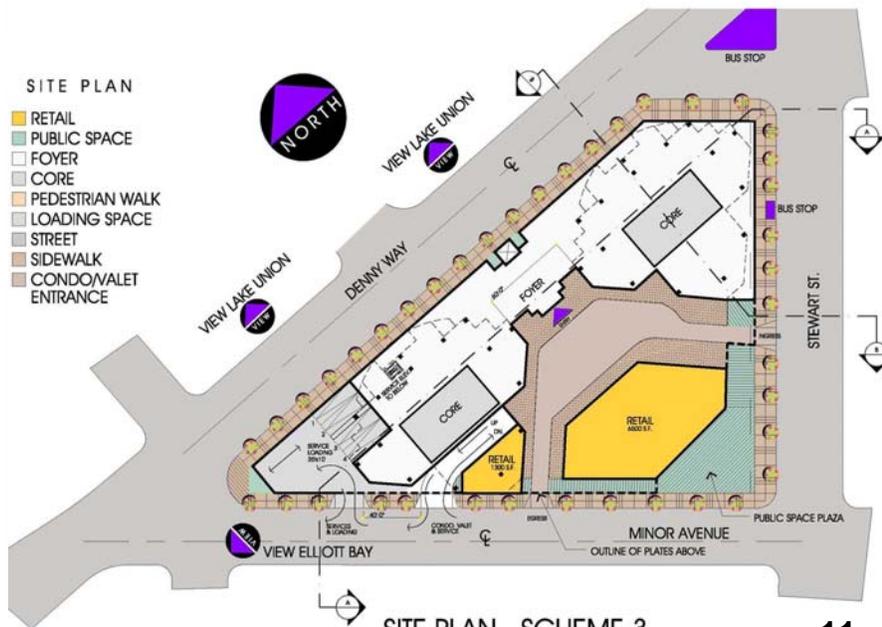
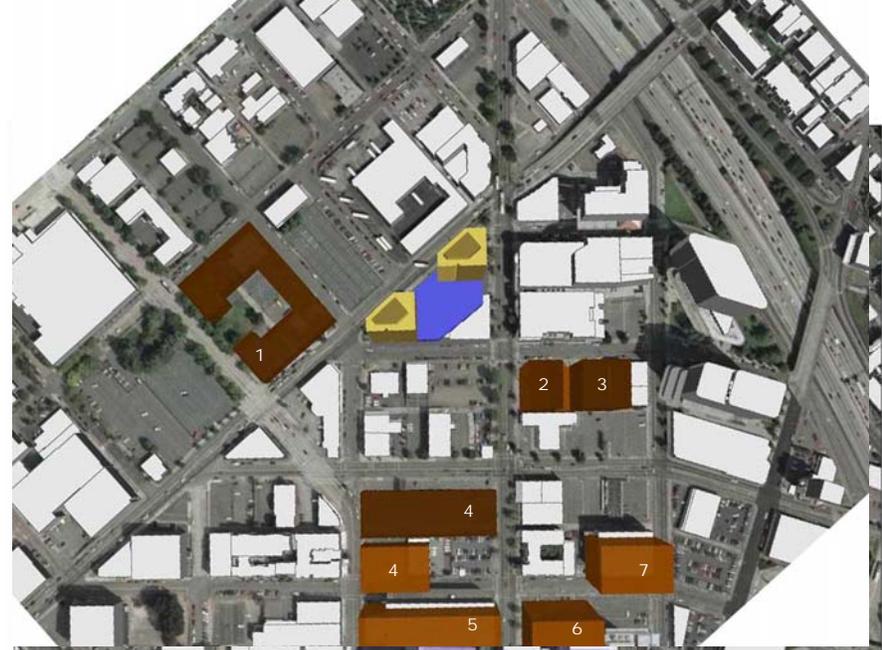
SOUTH VIEW

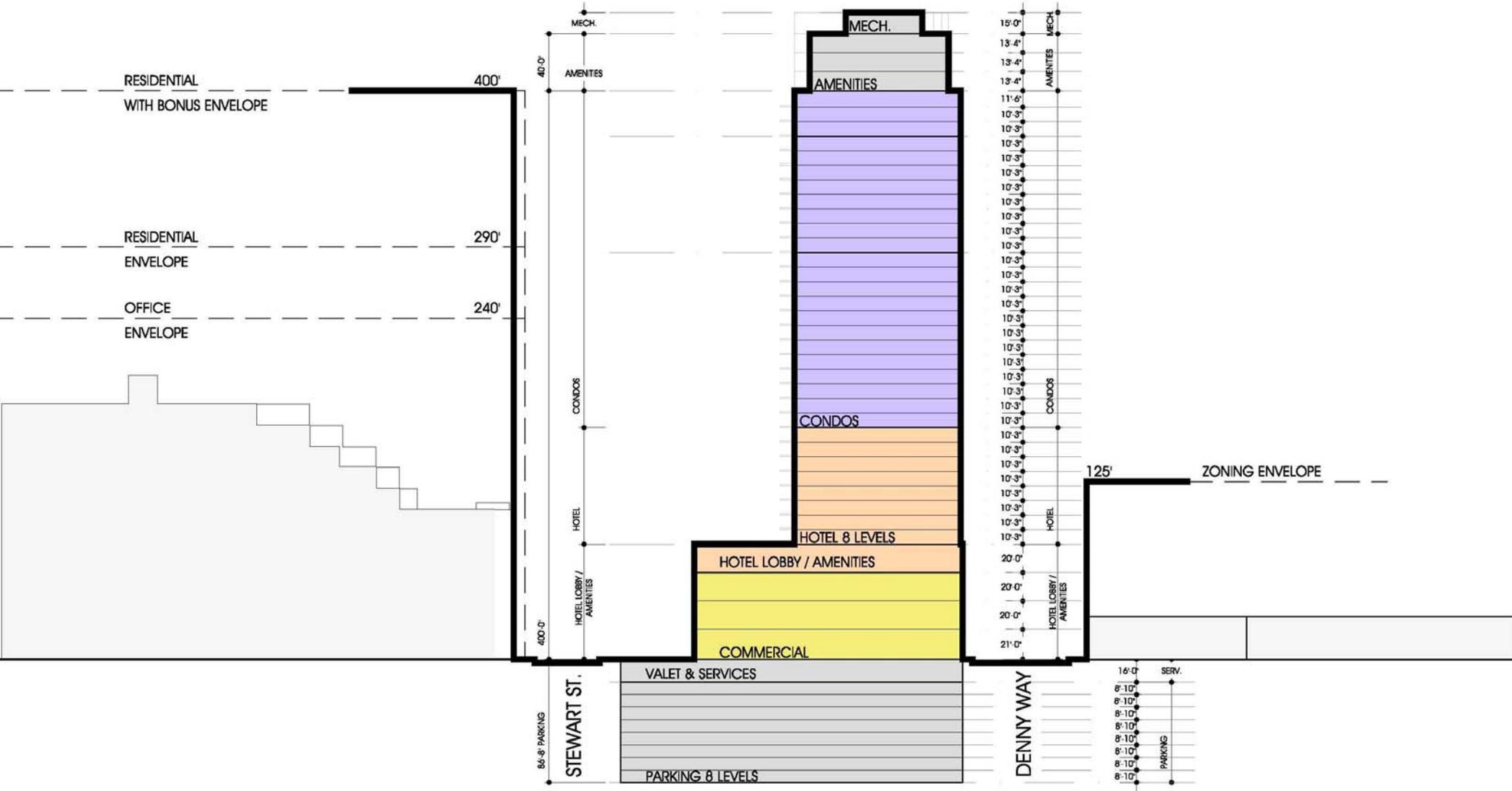


NORTH VIEW

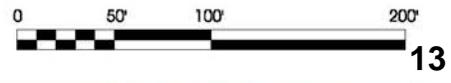


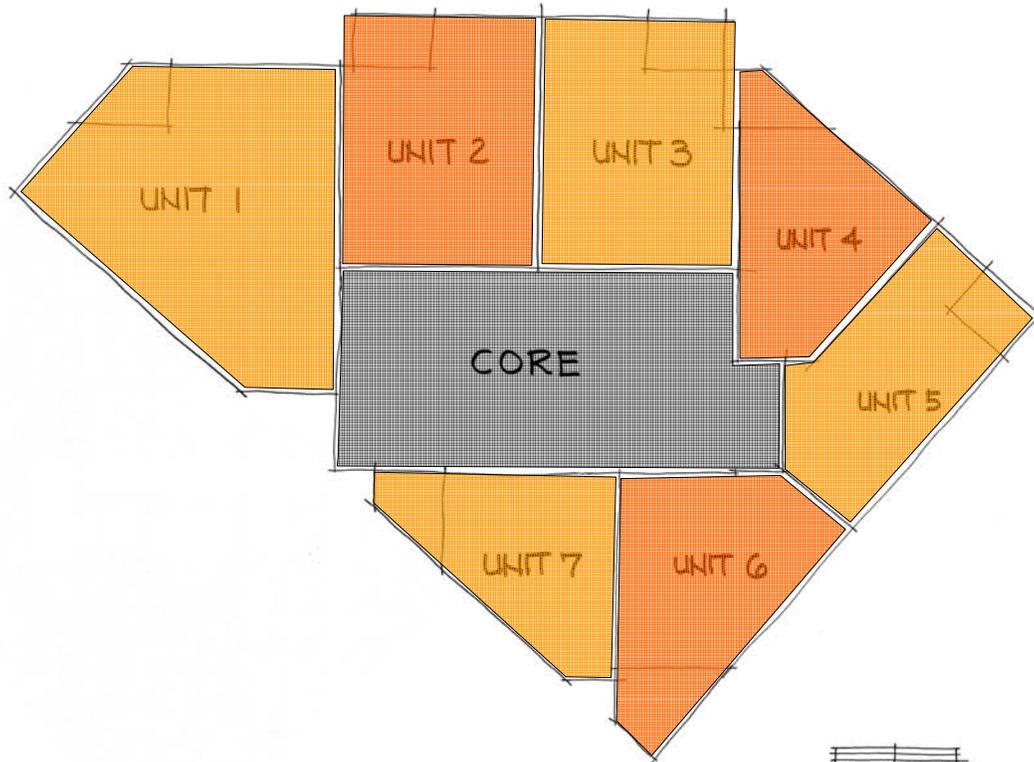
EAST VIEW





SECTION B-B
SCALE = 1"=70'-0"





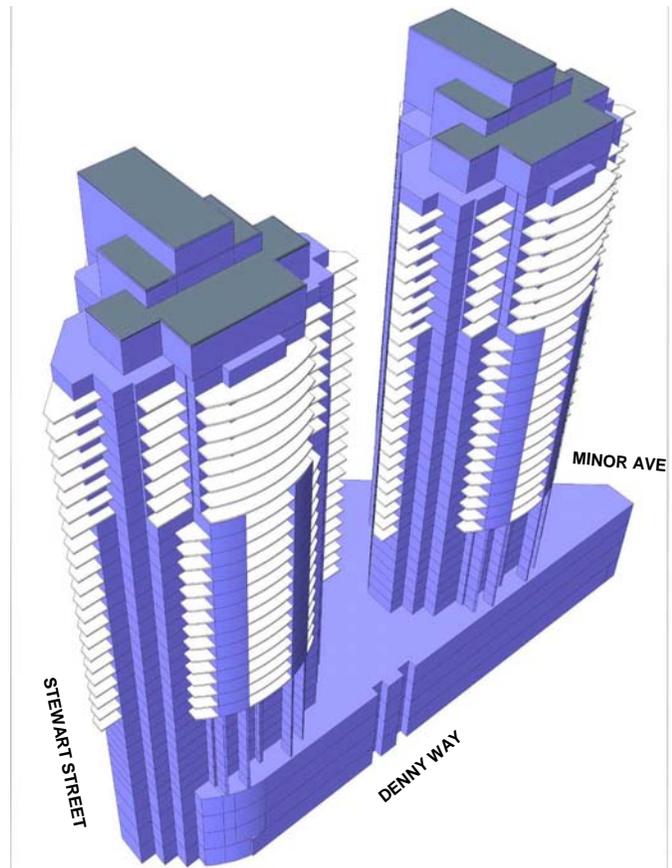
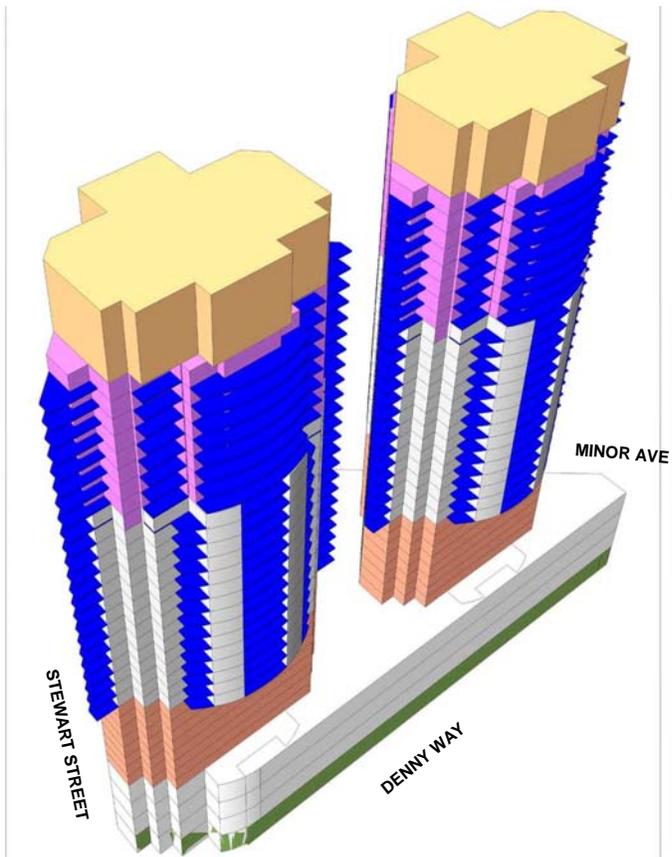
AREA

LIVING SPACE:	7,932 SF
CORE:	2,805 SF
FLOOR PLATE:	10,737 SF
BALCONY:	830 SF PER FLOOR



TOWER FLOOR PLAN – TYPICAL RESIDENTIAL

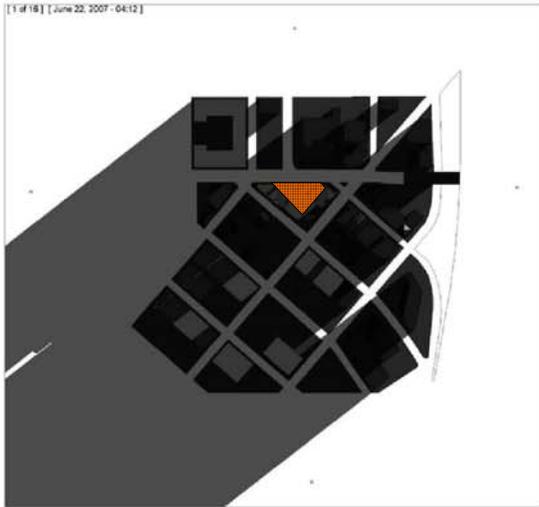
DOWNTOWN DESIGN REVIEW
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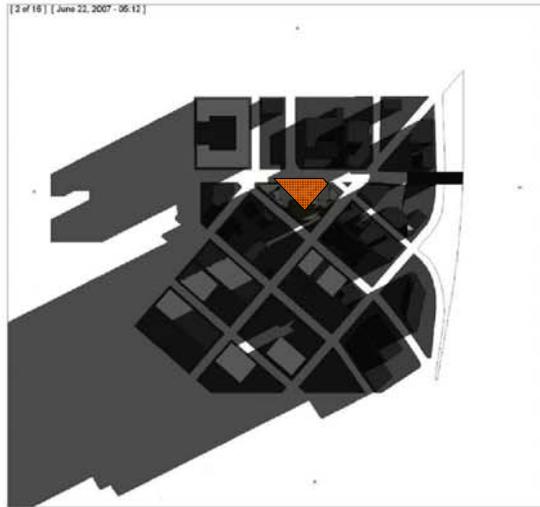
ROOF TOP STUDY

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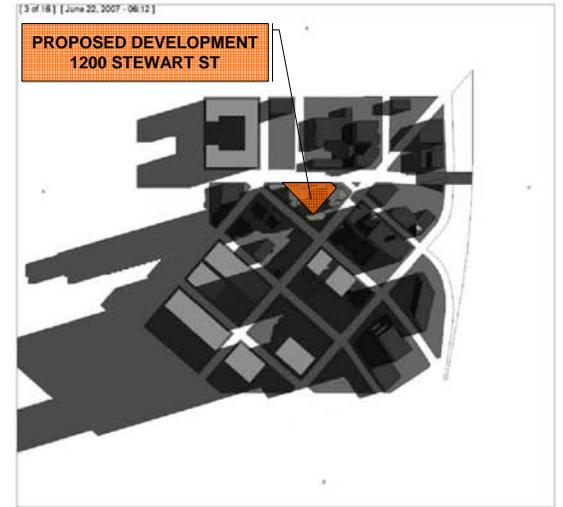




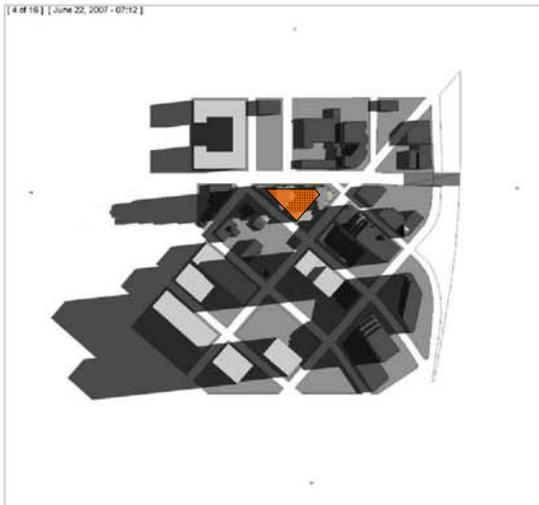
SUMMER STUDY 1 (JUNE 22, 2007 - 4:12 a.m.)



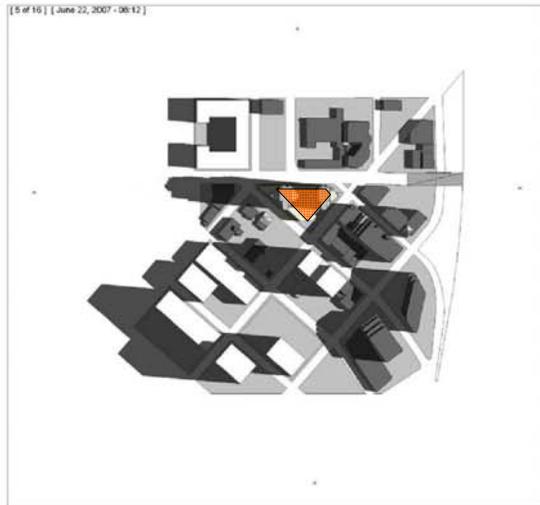
SUMMER STUDY 2 (JUNE 22, 2007 - 5:12 a.m.)



SUMMER STUDY 3 (JUNE 22, 2007 - 6:12 a.m.)



SUMMER STUDY 4 (JUNE 22, 2007 - 7:12 a.m.)



SUMMER STUDY 5 (JUNE 22, 2007 - 8:12 a.m.)



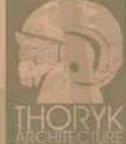
SUMMER STUDY 6 (JUNE 22, 2007 - 9:12 a.m.)



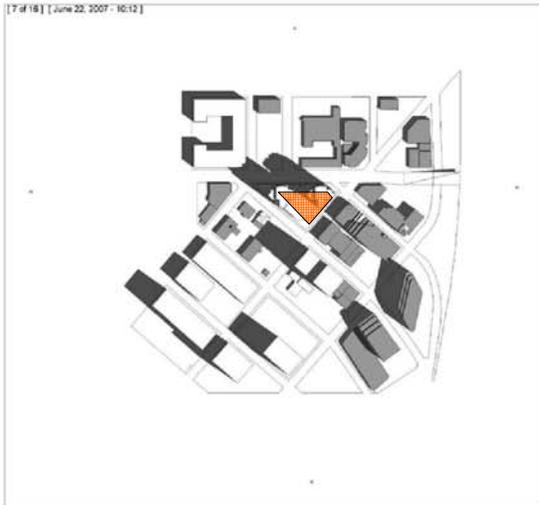
LEXAS COMPANIES
SUMMER SHADOW STUDY 2007

1200 STEWART STREET

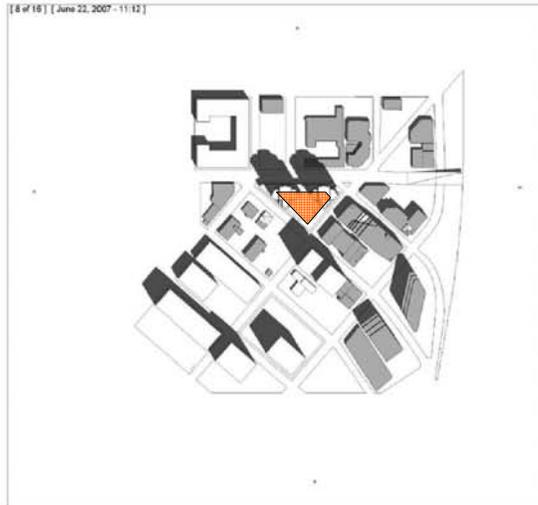
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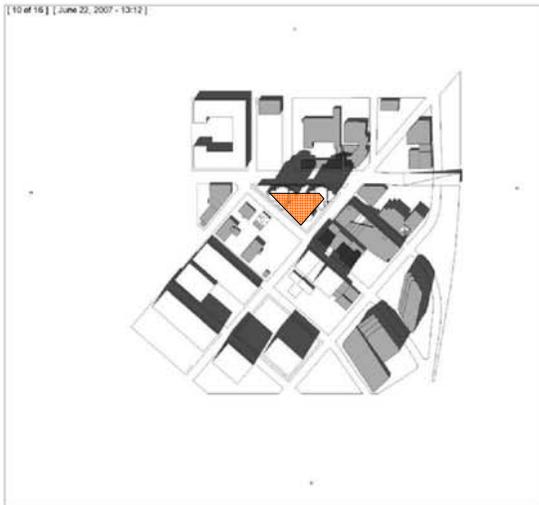
SUMMER STUDY 7 (JUNE 22, 2007 - 10:12 a.m.)



SUMMER STUDY 8 (JUNE 22, 2007 - 11:12 a.m.)



SUMMER STUDY 9 (JUNE 22, 2007 - 12:12 p.m.)



SUMMER STUDY 10 (JUNE 22, 2007 - 1:12 p.m.)



SUMMER STUDY 11 (JUNE 22, 2007 - 2:12 p.m.)



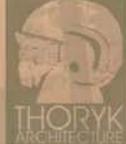
SUMMER STUDY 12 (JUNE 22, 2007 - 3:12 p.m.)



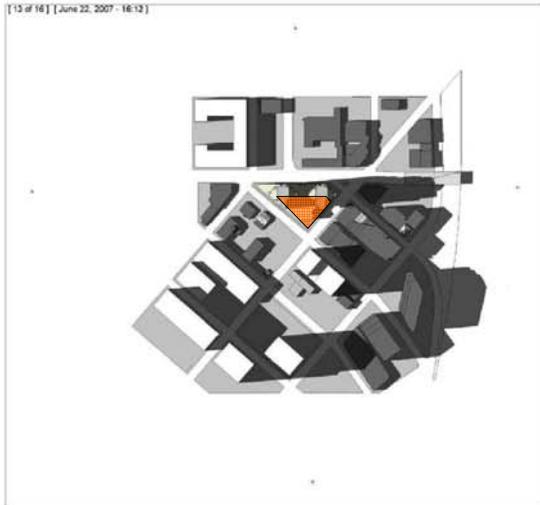
LEXAS COMPANIES
SUMMER SHADOW STUDY 2007

1200 STEWART STREET

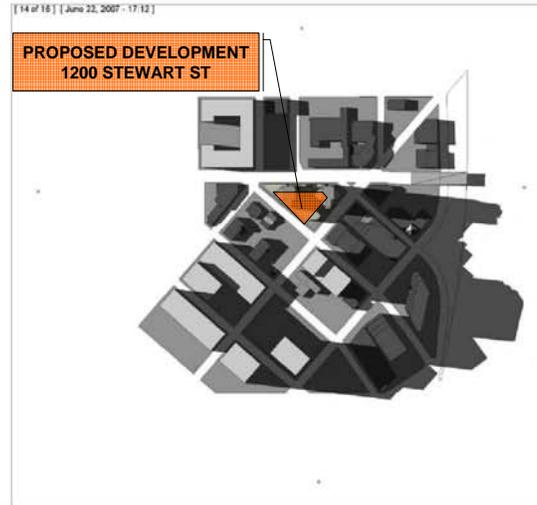
SEATTLE WASHINGTON



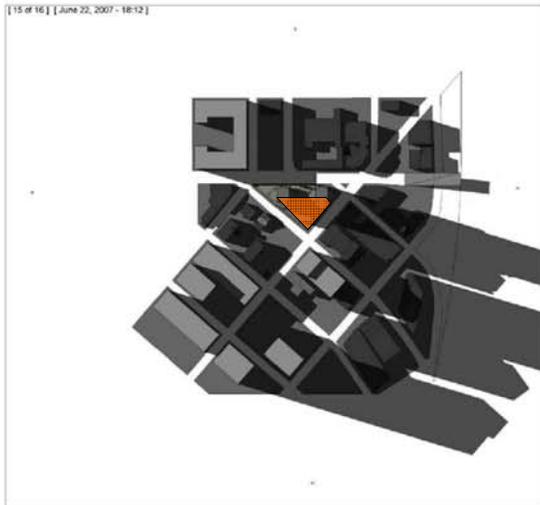

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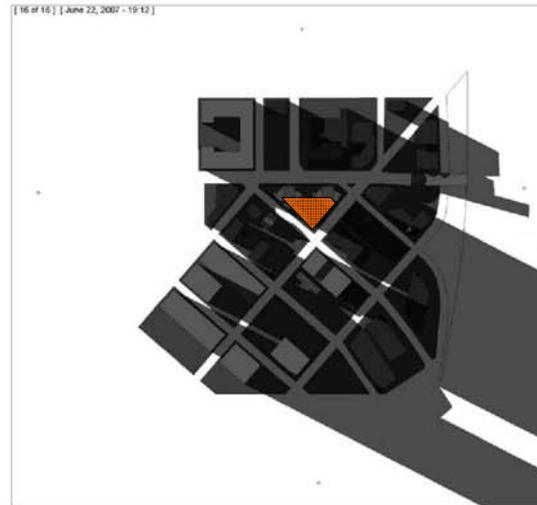
SUMMER STUDY 13 (JUNE 22, 2007 - 4:12 p.m.)



SUMMER STUDY 14 (JUNE 22, 2007 - 5:12 p.m.)

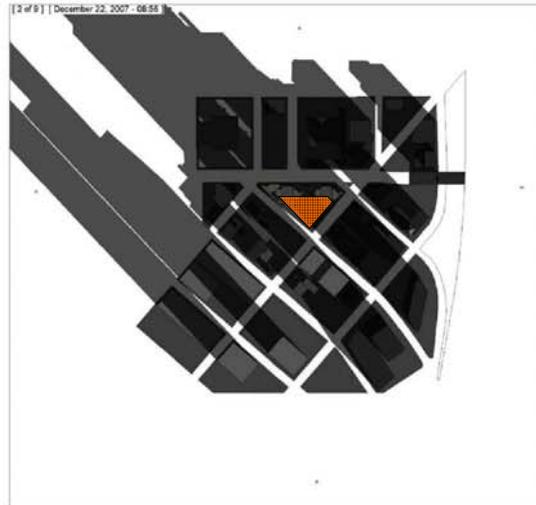
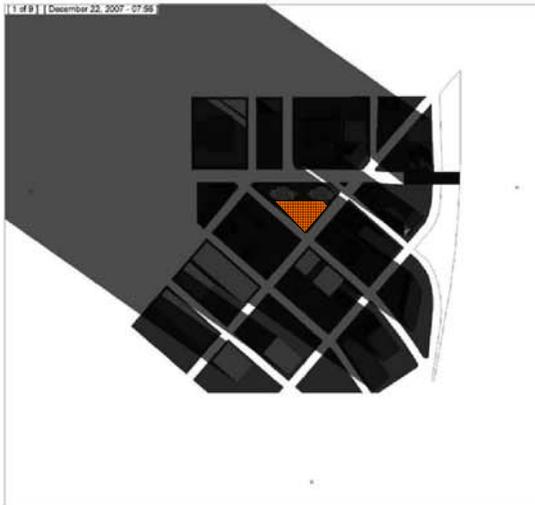


SUMMER STUDY 15 (JUNE 22, 2007 - 6:12 p.m.)

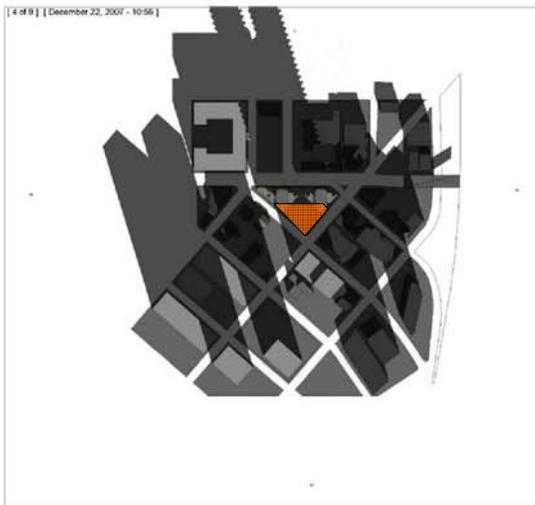


SUMMER STUDY 16 (JUNE 22, 2007 - 7:12 p.m.)

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WINTER STUDY 1 (DECEMBER 22, 2007 - 7:56 a.m.) WINTER STUDY 2 (DECEMBER 22, 2007 - 8:56 a.m.) WINTER STUDY 3 (DECEMBER 22, 2007 - 9:56 a.m.)

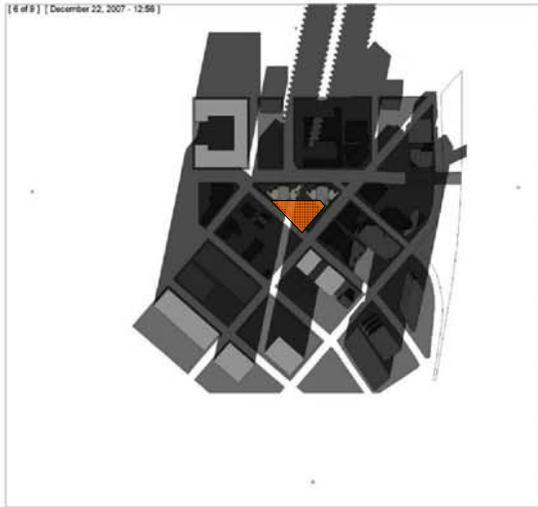


WINTER STUDY 4 (DECEMBER 22, 2007 - 10:56 a.m.) WINTER STUDY 5 (DECEMBER 22, 2007 - 11:56 a.m.)

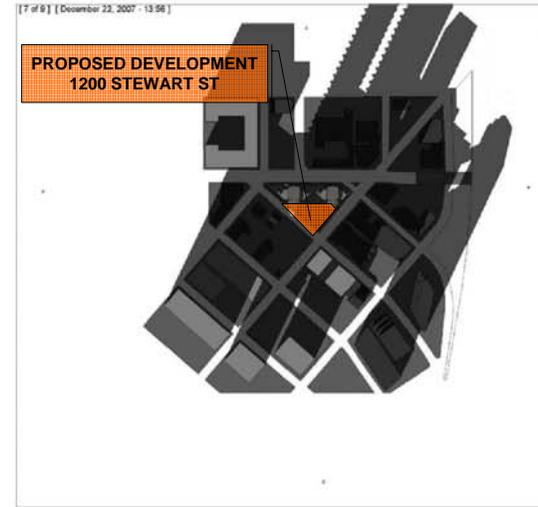
LEXAS COMPANIES WINTER SHADOW STUDY 2007

1200 STEWART STREET

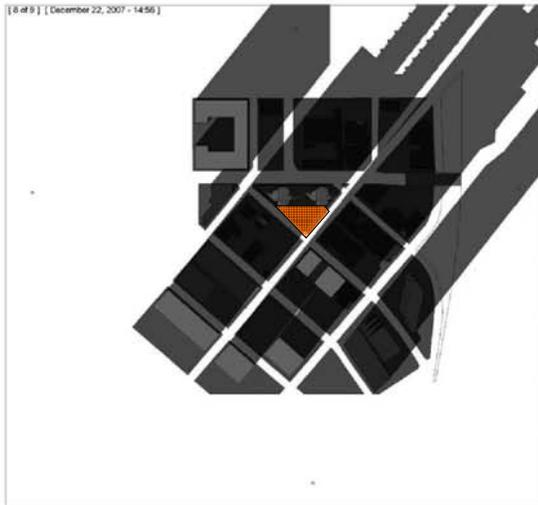
SEATTLE WASHINGTON



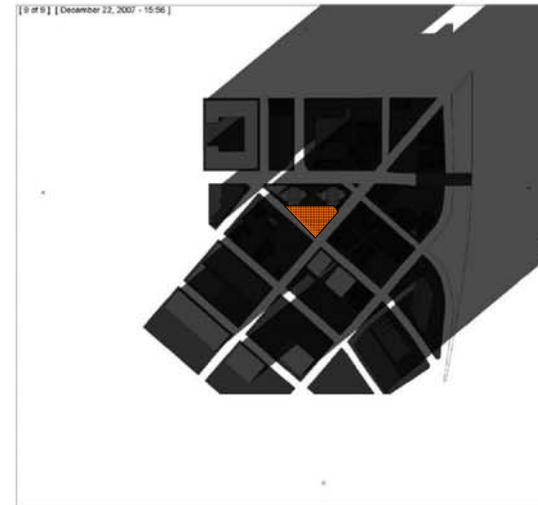
WINTER STUDY 6 (DECEMBER 22, 2007 - 12:56 p.m.)



WINTER STUDY 7 (DECEMBER 22, 2007 - 1:56 p.m.)



WINTER STUDY 8 (DECEMBER 22, 2007 - 2:56 p.m.)

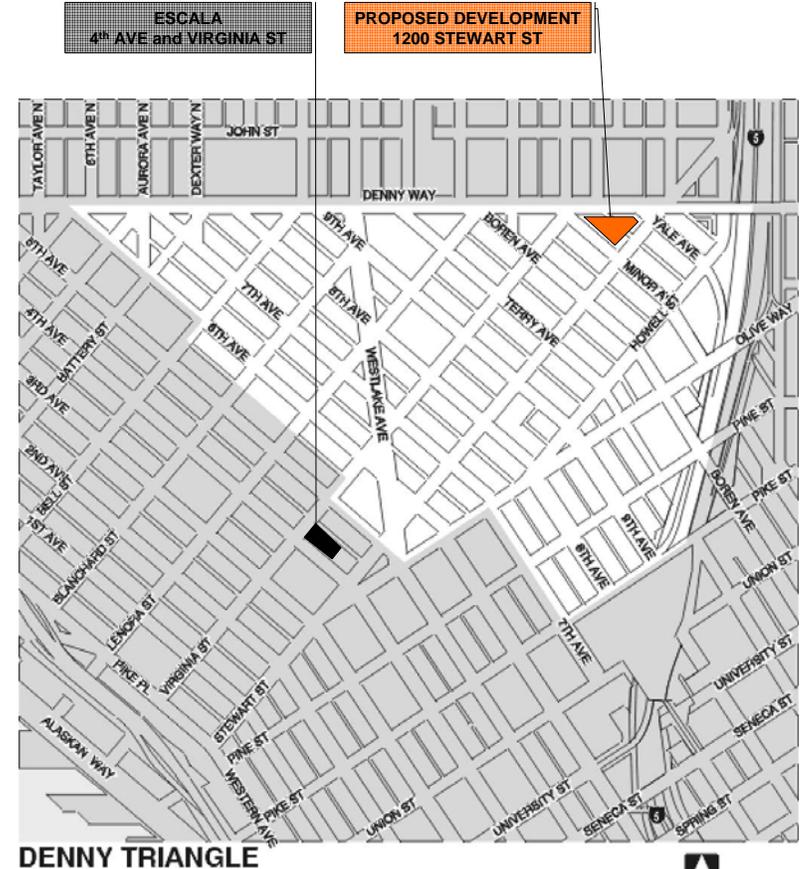


WINTER STUDY 9 (DECEMBER 22, 2007 - 3:56 p.m.)

ESCALA (2009 occupancy)



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DOWNTOWN DESIGN REVIEW
EARLY DESIGN GUIDANCE
DECEMBER 4, 2007

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