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DESIGN REVIEW BOARD
1200 STEWART STREET
 EARLY DESIGN GUIDANCE

NOVEMBER 25, 2008
 DPD PROJECT 3007548

DEVELOPER
Lexas Companies



DESIGN ARCHITECT
Thoryk Architecture Inc



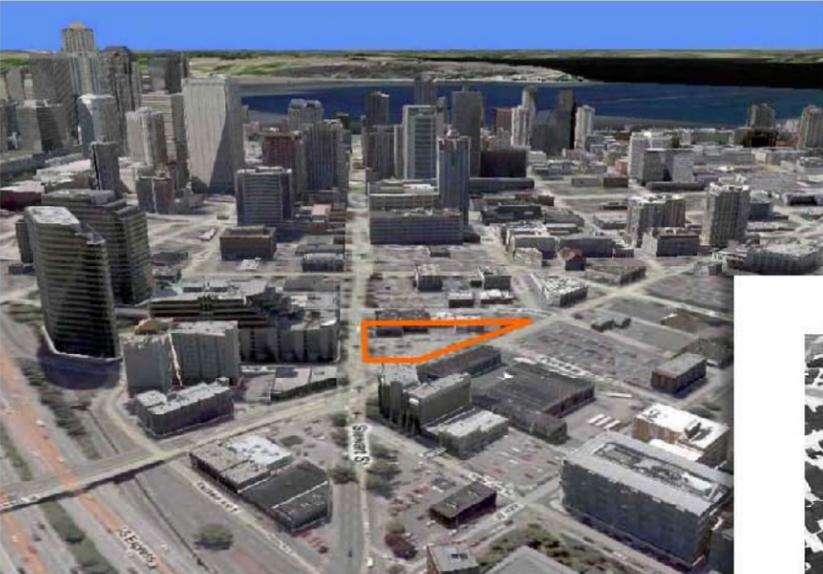
LANDSCAPE ARCHITECT
Berger Partnership PS



ARCHITECT OF RECORD
Sclater Partners Architects PC



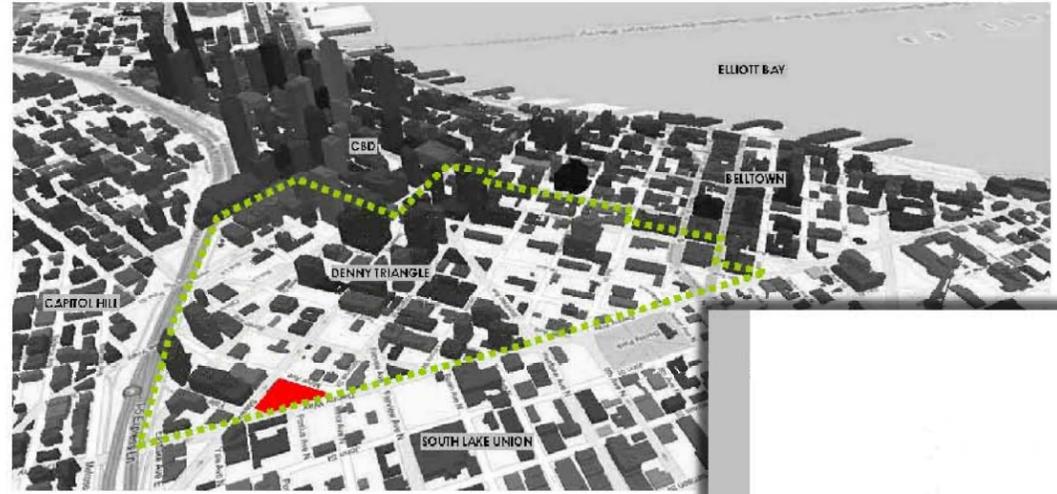
- May 13, 2008 – Design Review Board meeting for Early Design Guidance.
- June 19, 2008 – Present to the Seattle Design Commission for Alley Vacation.
- July 10, 2008 – Meet with Denny Study Group to work out public benefit.
- August 21, 2008 – Meet with SDOT to work out vehicle turning radii at sidewalk curbs.
- October 16, 2008 – Present to the Seattle Design Commission for Alley Vacation,
– The Commission recommended alley vacation approval.
- November 25, 2008 – Design Review Board meeting for Early Design Guidance 4.



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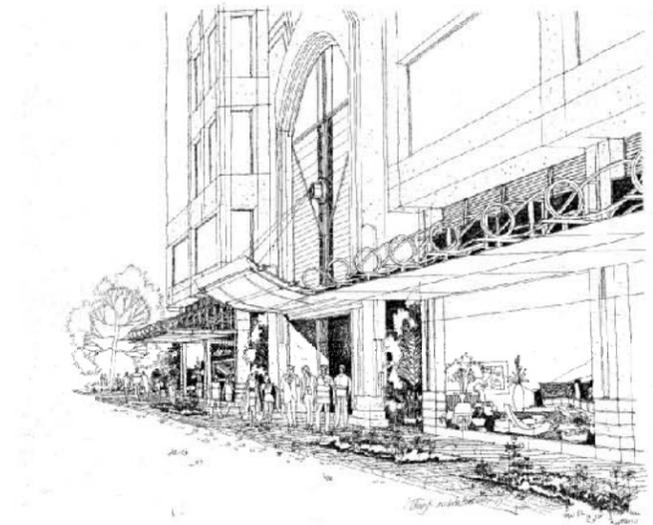
**ALLEY VACATION PACKET FOR
1200 STEWART STREET**
June 19, 2008



DRAFT

ELLIOTT BAY
CBD
DENNY TRIANGLE
BELLTOWN
CAPITOL HILL
SOUTH LAKE UNION

SEATTLE DEPARTMENT OF TRANSPORTATION
ALLEY VACATION PETITION AT 1200 STEWART STREET
DESIGN COMMISSION REVIEW
AUGUST 21, 2008
DPD PROJECT 3007548



DRAFT

SEATTLE DEPARTMENT OF TRANSPORTATION
ALLEY VACATION PETITION AT 1200 STEWART STREET
DESIGN COMMISSION REVIEW
OCTOBER 16, 2008
DPD PROJECT 3007548

DEVELOPER
Lexus Companies

DESIGN ARCHITECT
Thork Architecture Inc

LANDSCAPE ARCHITECT
Berger Partnership P5

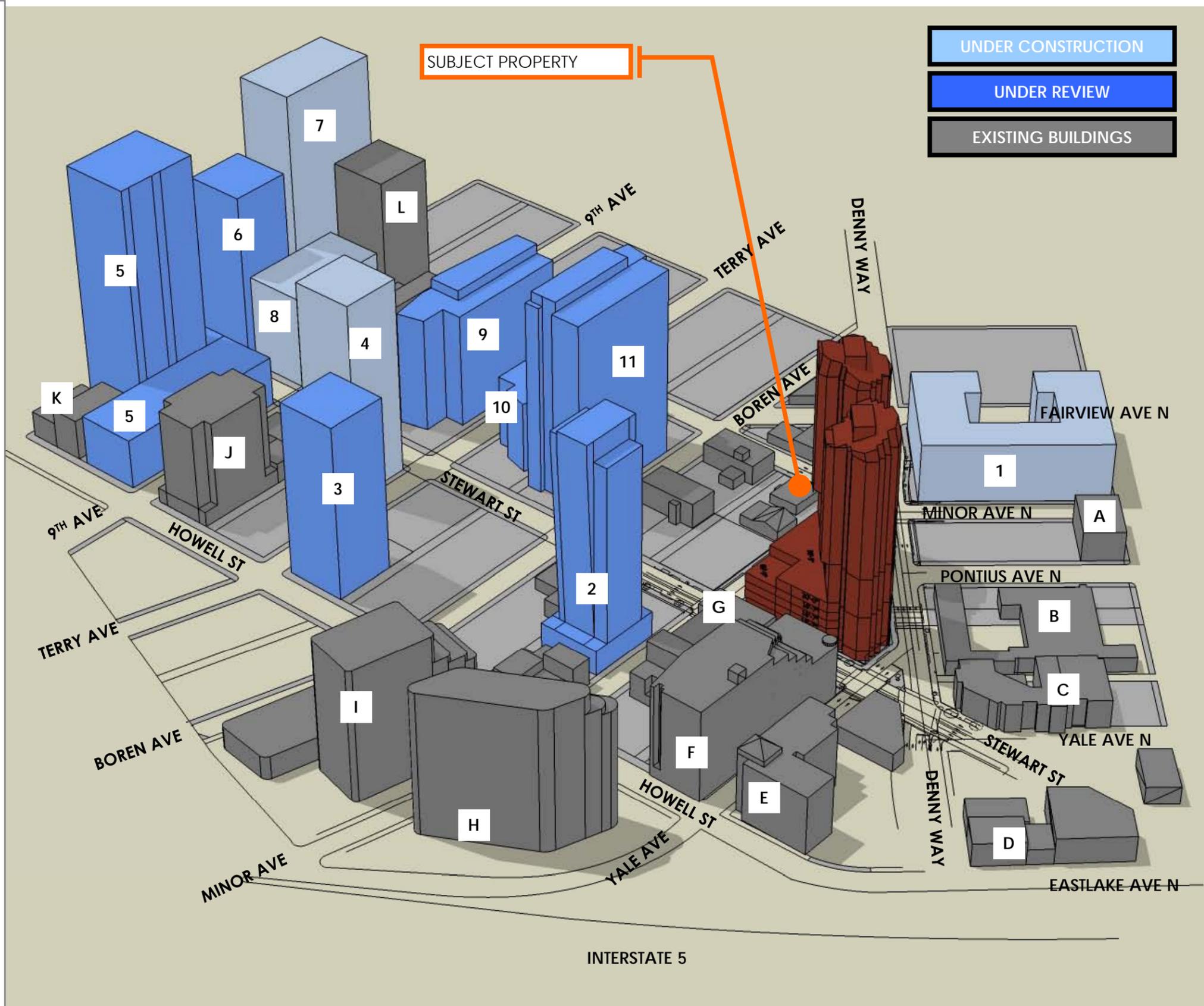
ARCHITECT OF RECORD
Scotler Partners Architects PC

IT LEXUS
THORK
BERGER PARTNERSHIP
SCOTLER PARTNERS

MAP OF DEVELOPMENT IN THE DENNY TRIANGLE – EAST EDGE AND EXISTING BUILDINGS

EXISTING BUILDINGS

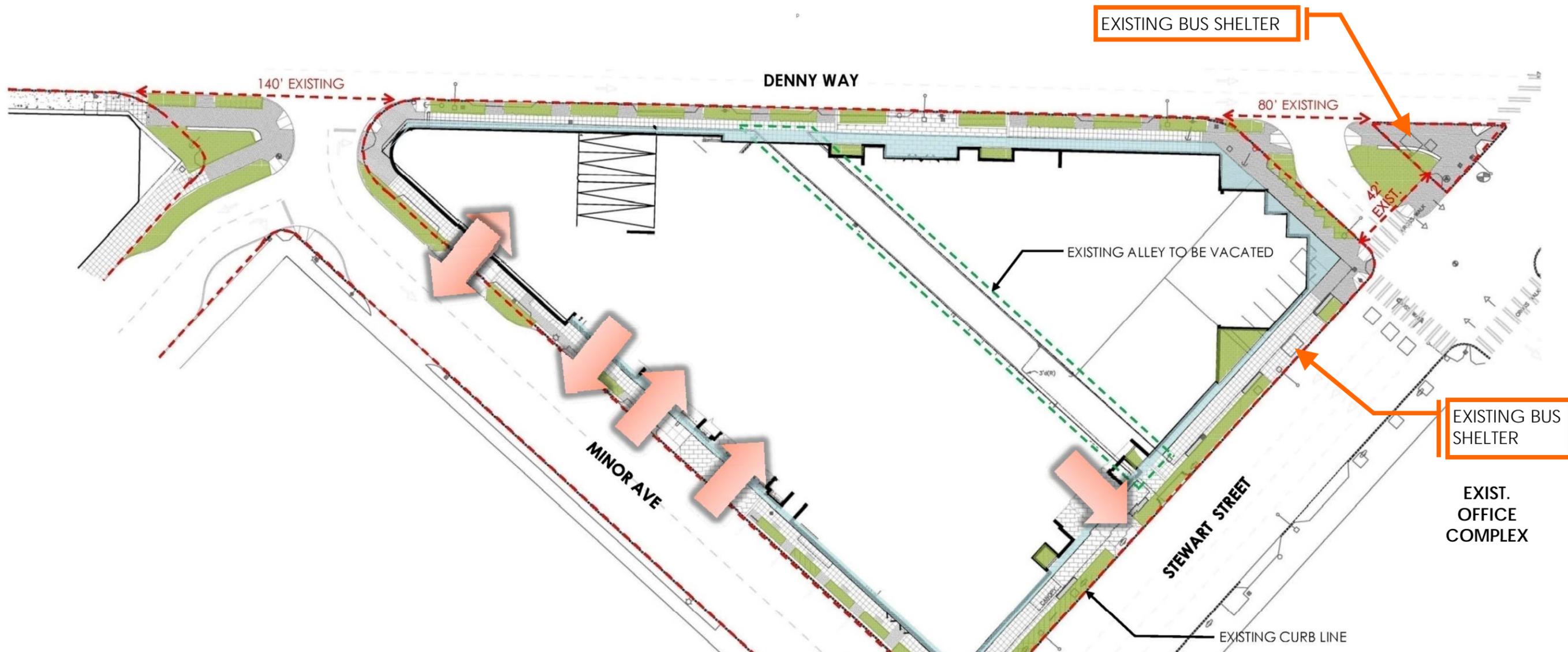
- A. RESIDENTIAL BUILDING
- B. BUS TERMINAL
- C. MIXED USE RETAIL/RESIDENTIAL BUILDING
- D. MIXED USE RETAIL/RESIDENTIAL BUILDING
- E. **SPRINGHILL SUITES:** LODGING AND RESTAURANT
- F. **METROPOLITAN PARK** NORTH TOWER: RETAIL/OFFICE BUILDING
- G. **BALFOUR:** RETAIL/RESIDENTIAL BUILDING
- H. **METROPOLITAN PARK** EAST TOWER: RETAIL/OFFICE BUILDING
- I. **METROPOLITAN PARK** WEST TOWER: RETAIL/OFFICE BUILDING
- J. **REGENCY BLUE** RETAIL/OFFICE BUILDING
- K. RETAIL/OFFICE BUILDING
- L. **THE COSMOPOLITAN TOWER:** RETAIL/RESIDENTIAL BUILDING



BUILDINGS UNDER CONSTRUCTION OR UNDER REVIEW:

- 1. **MIRABELLA:** 12-STORY, 400 UNIT SENIOR HOUSING
- 2. **KINNECTS:** 1823 MINOR: 400' RESIDENTIAL TOWER
- 3. **1800 TERRY AVE:** 400' 30-STORY, 261 UNIT RESIDENTIAL TOWER
- 4. **ASPIRA:** 1823 TERRY AVE: 400' 37-STORY RESIDENTIAL TOWER (ASPIRA)
- 5. **811 STEWART:** 500' 50-STORY TOWER HOTEL WITH 5-STORY CONVENTION CENTER
- 6. **800 STEWART:**
- 7. **1918 8TH AVE:** 36-STORY OFFICE TOWER
- 8. **818 STEWART:** 14-STORY OFFICE TOWER
- 9, 10 & 11. **STEWART PLACE:** 1915/1955 TERRY AVENUE

PUBLIC BENEFIT FEATURE
 PLAN AND MATRIX (image from Design Commission packet)



PUBLIC BENEFIT MATRIX		REQUIRED	PROPOSED	ADDITIONAL PEDESTRIAN BENEFIT	NOTES
	SIDEWALKS	12697 SF	24885 SF	12188 SF	INCLUDES PEDESTRIAN SPACE AND URBAN GARDENS, WIDENED PER D.U.D.S. STUDY, 15' WIDTH MINIMUM.
	LANDSCAPE (1.5X R.O.W. FRONTAGE)	1602 SF	6350 SF	6350 SF	5840 SF PLANTING W/IN R.O.W. AND 510 SF LANDSCAPE ON SUBJECT PROPERTY ADJACENT TO R.O.W.
	OPEN SPACE (ON SUBJECT PROPERTY)	0	4026 SF	4026 SF	INCLUDES PEDESTRIAN "EDDY" AT DENNY ENTRY AND WIDENED SIDEWALKS
	BIKE RACKS	0	5	5	LOCATIONS TO BE DETERMINED
	BUS STOP LEAN BARS	0	36 LF	36 LF	AT STEWART / YALE BUS STOP

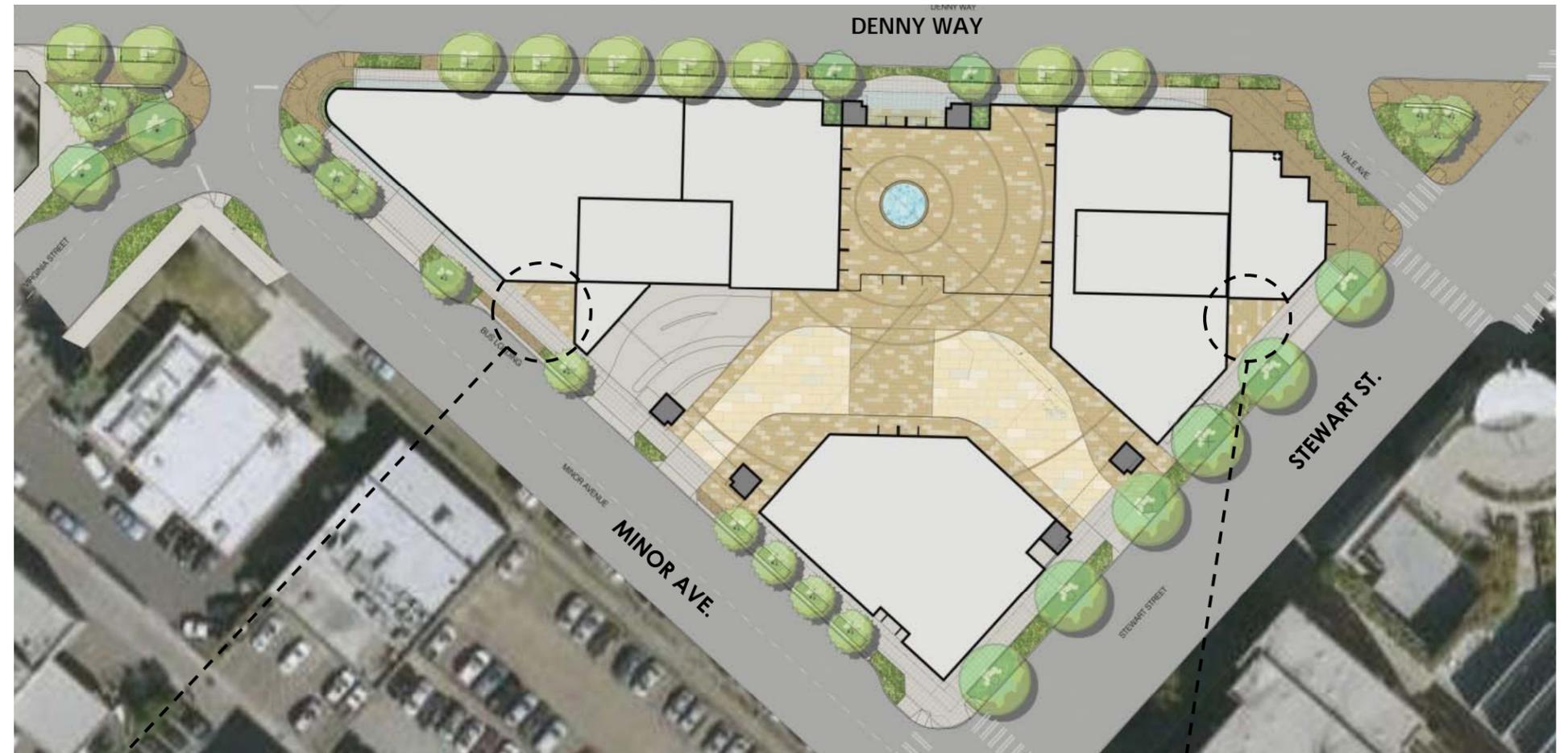
*EXISTING ALLEY = 3602 SF

PUBLIC BENEFIT FEATURE
IN REFERENCE TO DESIGN GUIDELINE

C. The Streetscape: Creating the Pedestrian Environment

*** C-1 Promote Pedestrian Interaction**
Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should be open to the general public and appear safe and welcoming.

Response: More sidewalk-related uses will be provided, such as cafes and restaurants, in addition to the hotel/residential lobby. A café is proposed on the Yale/Stewart corner, with expanded sidewalk space that connects it directly to the pedestrian environment. Additionally, a large restaurant space is proposed for Stewart and Minor and a small newsstand will be located along Minor. Large, open windows and doors at these spaces will connect them with the sidewalk, which has been widened to accommodate a greater pedestrian traffic flow and any activities that may extend to the outdoors.



OUTDOOR SEATING

NEWSSTAND

BUS LOADING
MINOR AVE.

OUTDOOR SEATING

CAFÉ

EXISTING BUS STOP

STEWART ST.

PUBLIC BENEFIT FEATURE
IN REFERENCE TO DESIGN GUIDELINE

D. Public Amenities: Enhancing the Streetscape & Open Space

*** D-1 Provide inviting & usable open space**

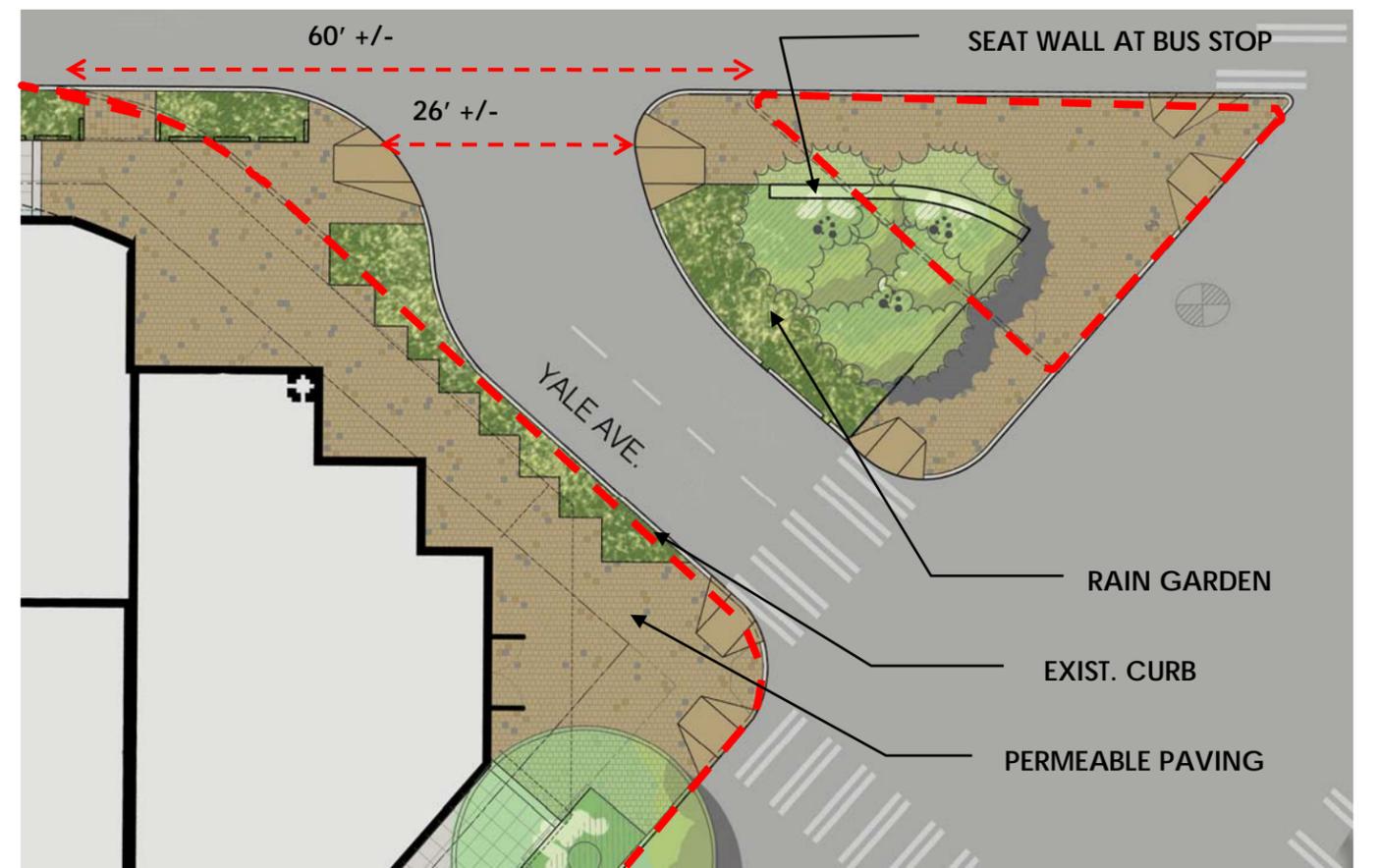
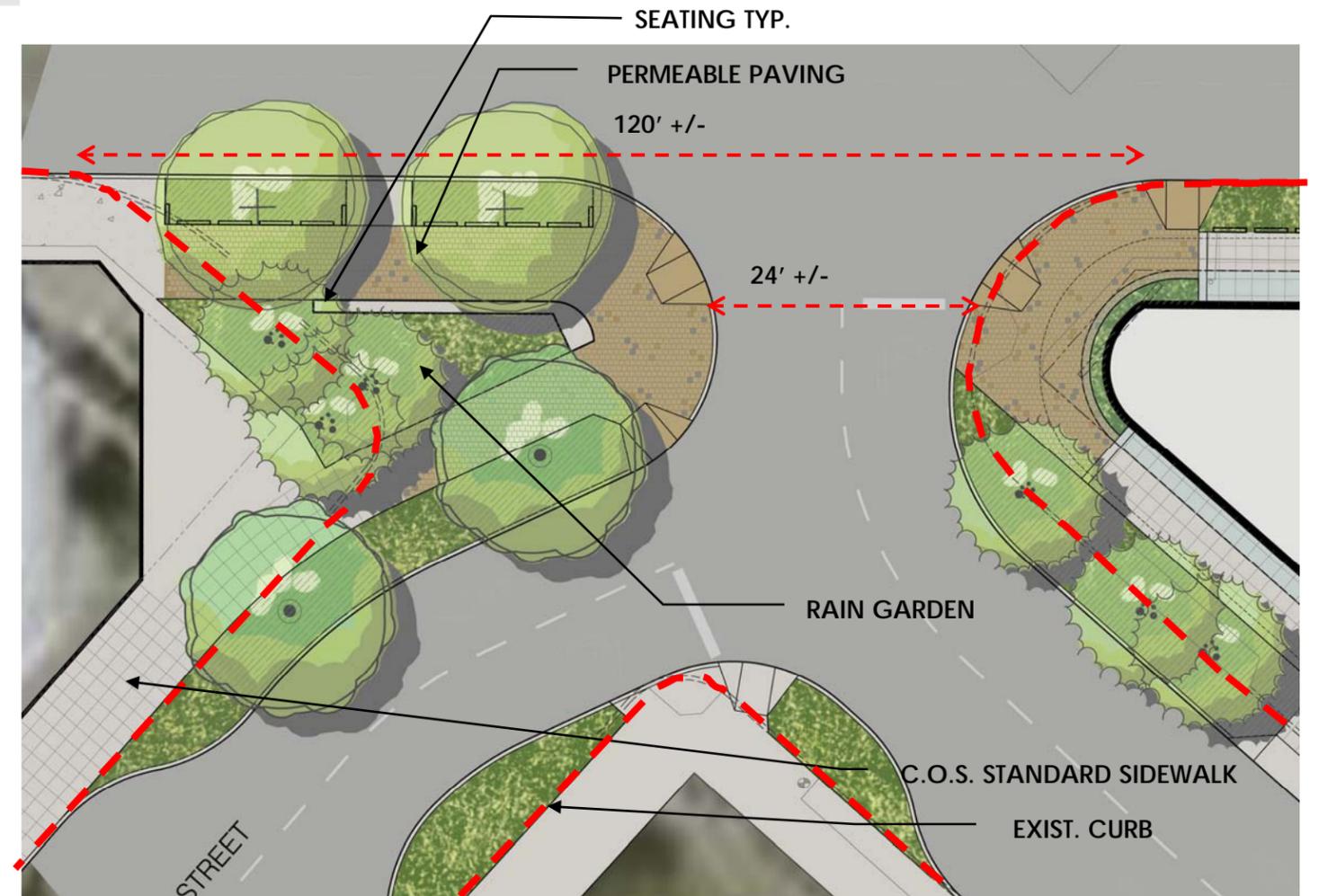
Design public open spaces to promote a visually pleasing, safe, and active environment for workers, residents, and visitors. Views and solar access from the principal area of the open space should be especially emphasized.

D-2 Enhance the Building with Landscaping

Enhance the Building and site with substantial landscaping, which includes special pavements, trellises, screen walls, planters, and site furniture, as well as living plant materials.

Landscaping should be employed to mitigate traffic impacts from the busy streets. Pedestrians should be invited into protected spaces where possible.

Response: Project proposes to improve the adjacent triangular areas caused by the street grid shift. The design team will work with SDOT and SPU to incorporate rain gardens into the streetscape, which will provide a pedestrian visual amenity as well as an ecological function, similar to the "Swale on Yale."



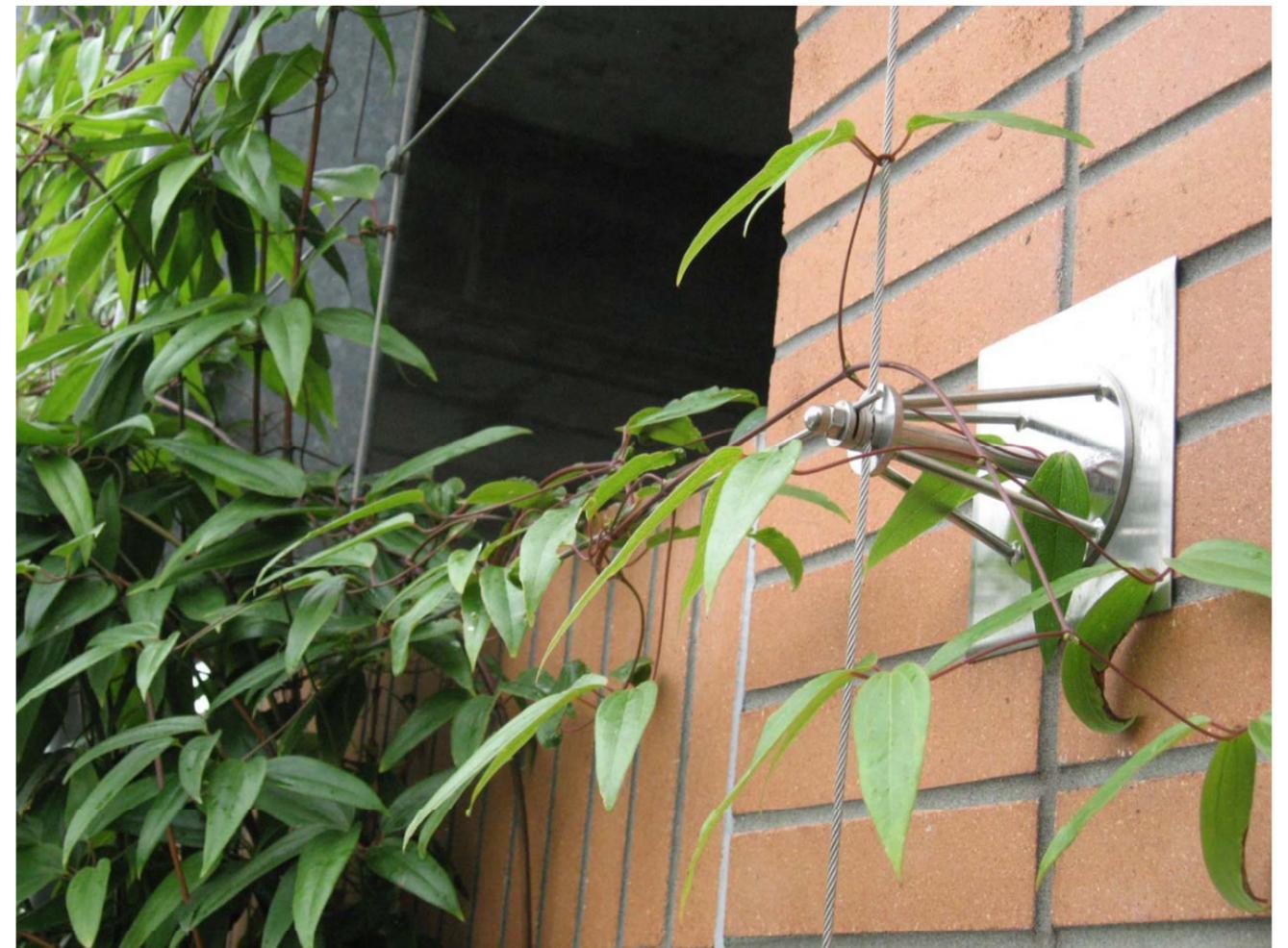
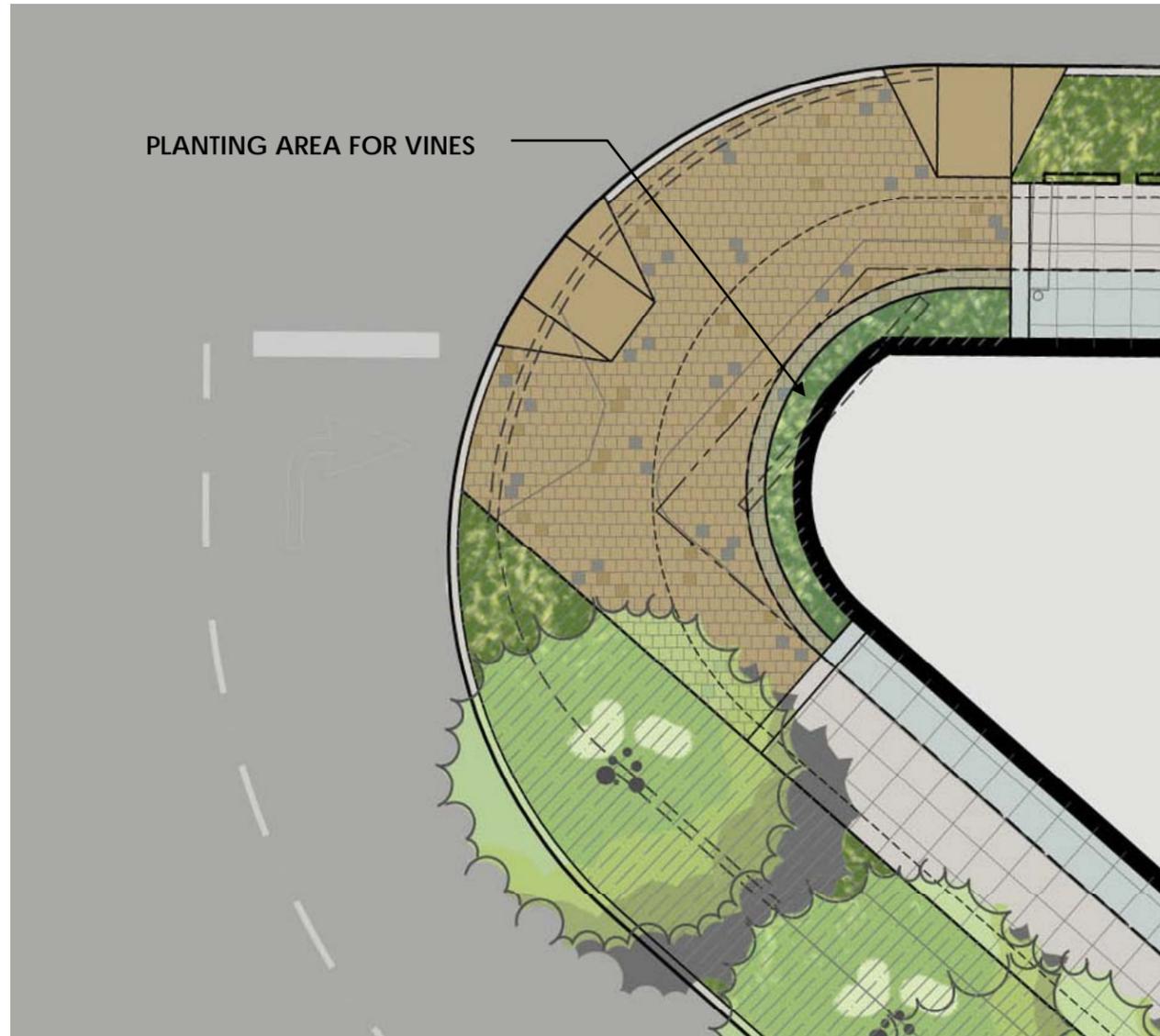
**PUBLIC BENEFIT FEATURE
IN REFERENCE TO DESIGN GUIDELINE**

BOARD CLARIFYING COMMENTS (from pages 4 and 5)

The podium level below the West Tower featured a living green wall. The Board wanted additional information about how the green screen wall would work and how it would be maintained long-term.

Mr. Michaelsen, informed the Board that the system is designed to be easily maintained for the long-term with robust vegetation.

Response: The wall surrounding the service area will have a unique treatment; a stone veneer is proposed, bringing in an interesting color and texture unique to the development. A narrow, irrigated planting area at the base of the wall will accommodate vines and a metal trellis will be attached to the wall for these vines to grow upon. Maintenance will be minimal, requiring only seasonal removal of debris. Plants will be carefully chosen to avoid any interference with the wall veneer.



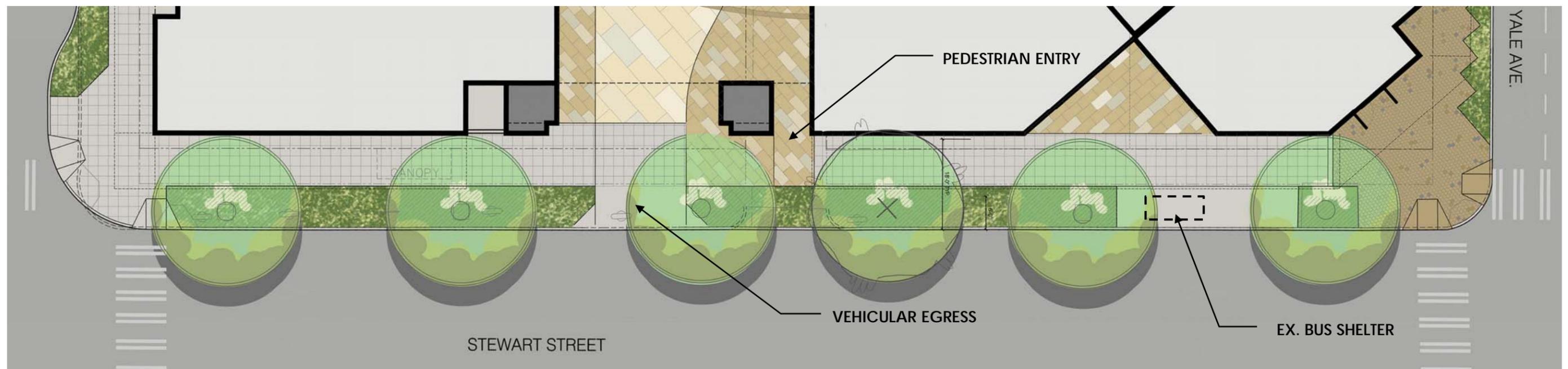
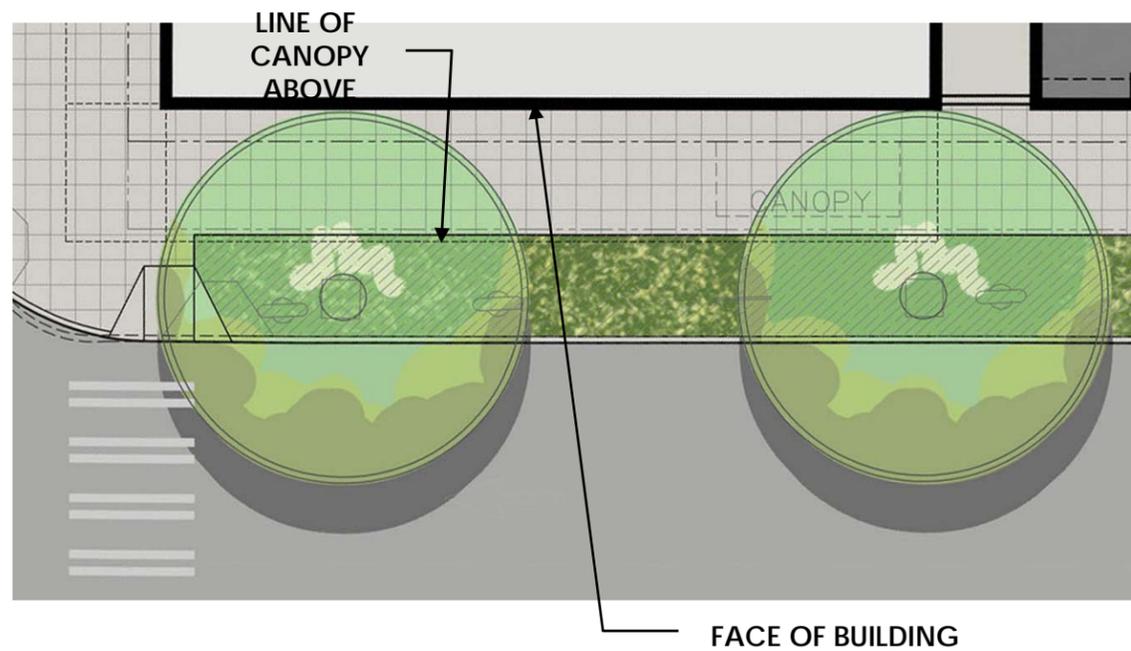
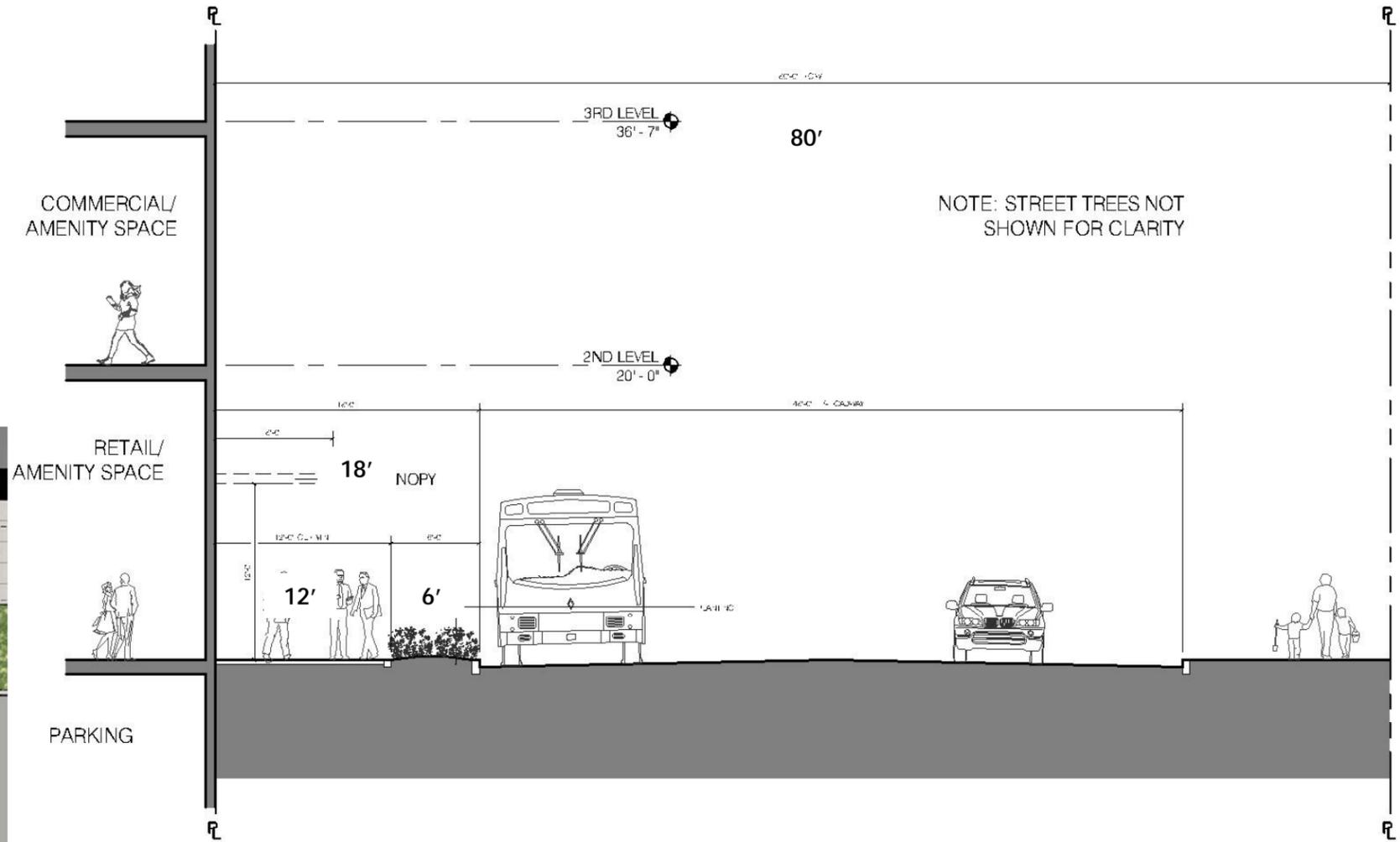
PUBLIC BENEFIT FEATURE
IN REFERENCE TO DESIGN GUIDELINE

SECTION
AT STEWART STREET

Board and Staff Comments (from EDG 3 report page 9):
The architect should submit the Master Use Permit (MUP) application to DPD with the following:

Provide detailed graphics of the pedestrian street experience, with and without landscaping. Include development of entries.

Response: Stewart Street sidewalk to be 18' wide, incorporating a 6' planting strip along the street and a 12' pedestrian path. The existing trees will be retained. The existing bus stop will be retained and enhanced with new furnishings, such as a shelter and/or lean bars. Pedestrian entry through the Internal Arrival Area will be indicated through a change in pavement that leads through the building entry and lobby.

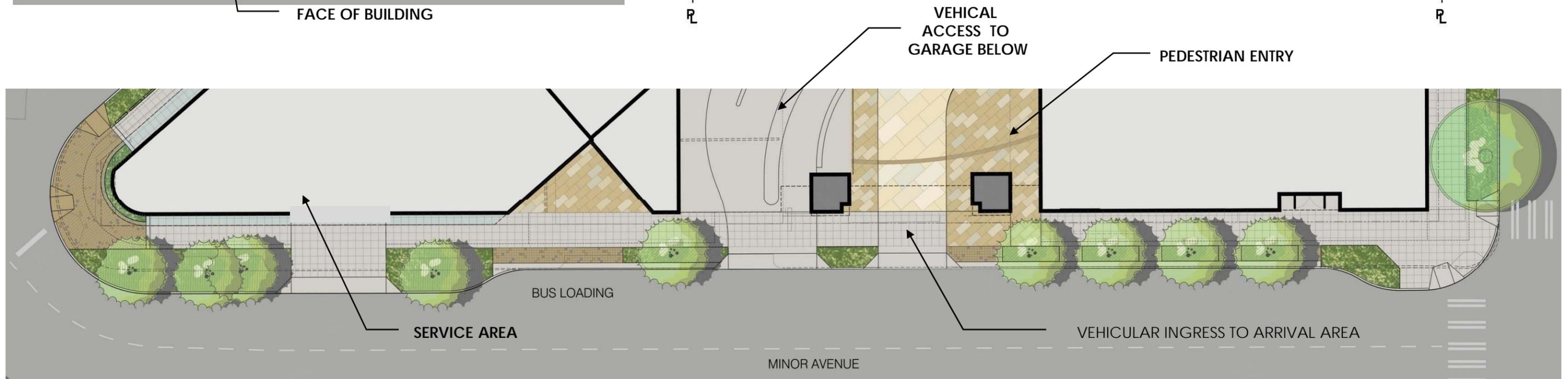
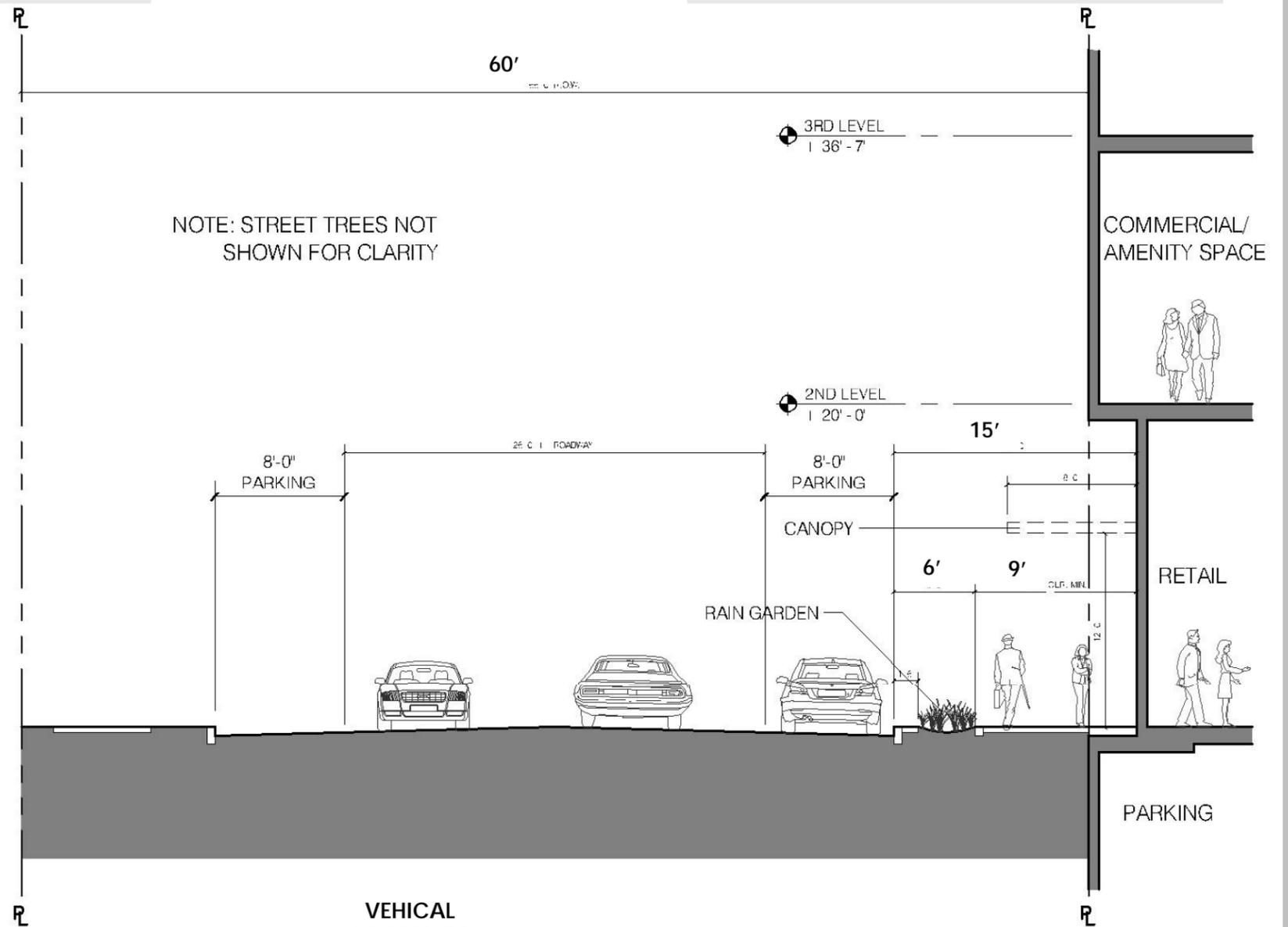
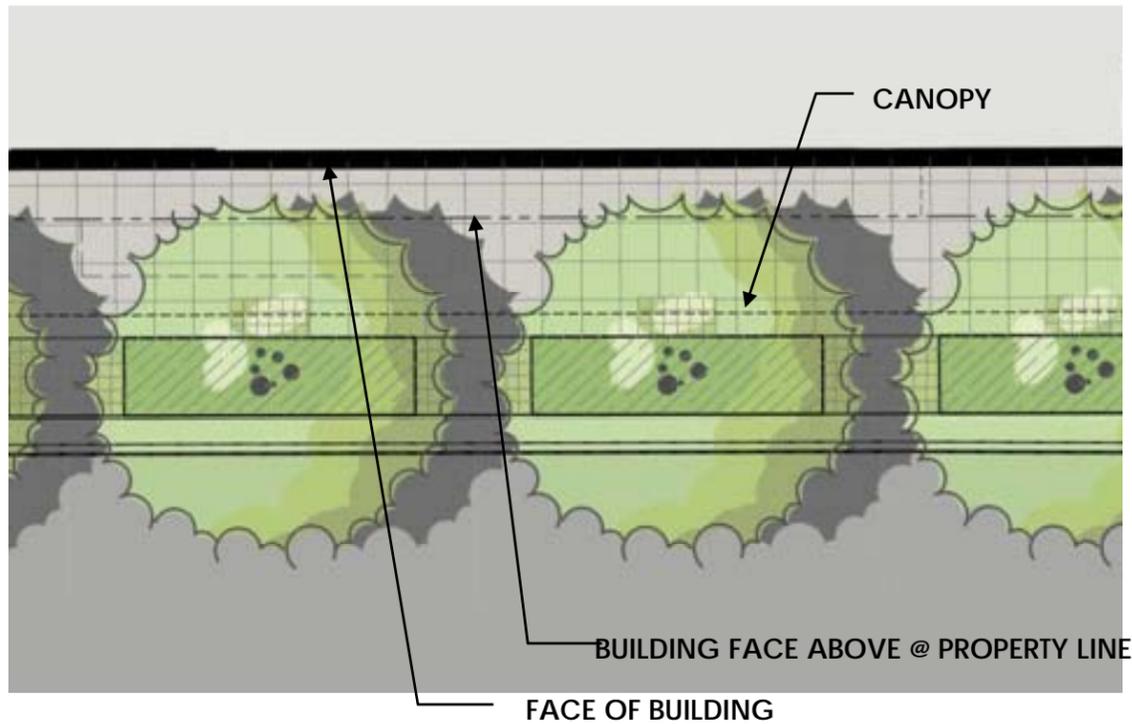


**PUBLIC BENEFIT FEATURE
IN REFERENCE TO DESIGN GUIDELINE**

Board and Staff Comments (from EDG 3 report page 9):
The architect should submit the Master Use Permit (MUP) application to DPD with the following:

Provide detailed graphics of the pedestrian street experience, with and without landscaping. Include development of entries.

Response: Minor Avenue sidewalk will be widened to 15', incorporating a 6' wide planting strip/vehicle access strip and 9' of pedestrian path. A proposed rain garden strip along the street provides storm water treatment. Street trees and building canopy will provide overhead protection.

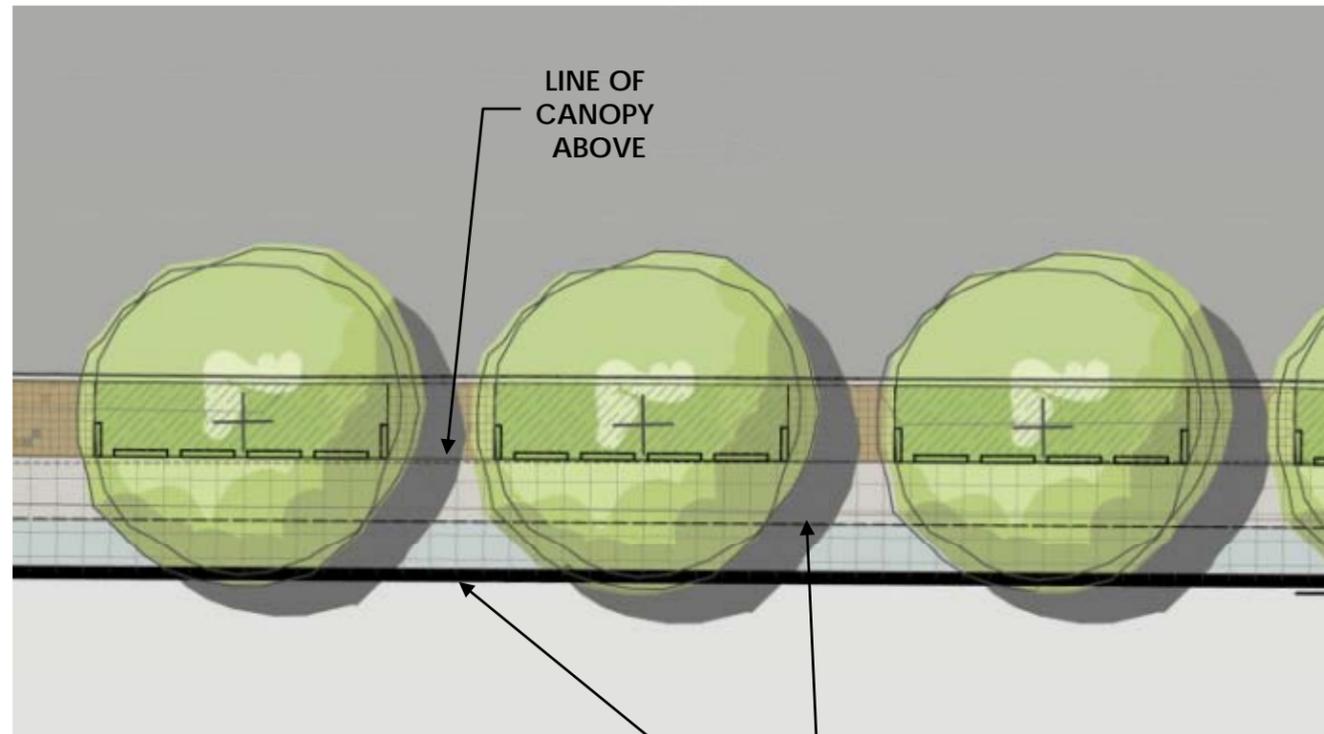


**PUBLIC BENEFIT FEATURE
IN REFERENCE TO DESIGN GUIDELINE**

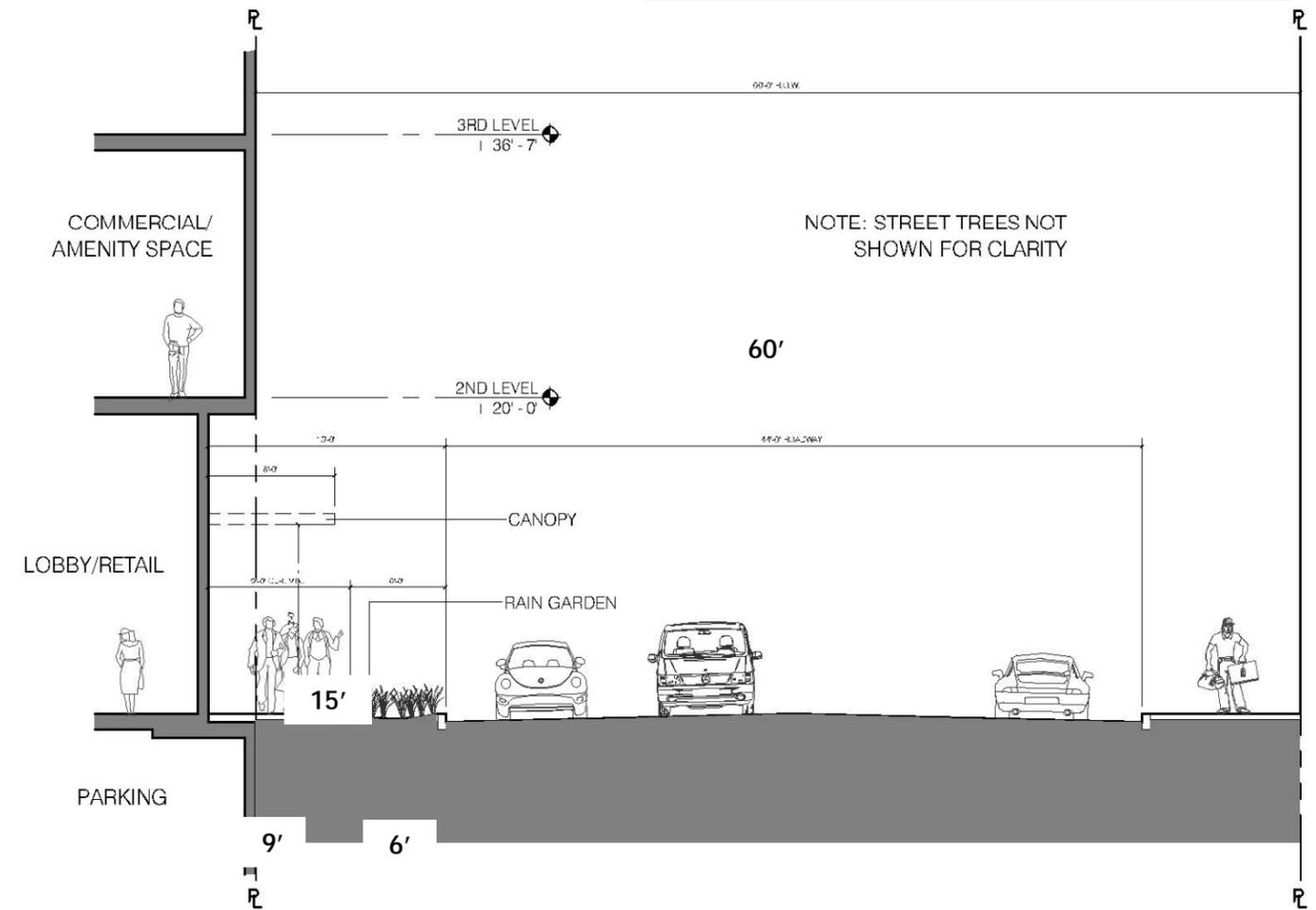
**SECTION
AT DENNY WAY**

Provide detailed graphics of the pedestrian street experience, with and without landscaping. Include development of entries.

Response: Denny Way sidewalk has been widened to 15', incorporating a 6' wide planting strip and 9' walking path. Planting and street trees will enhance the pedestrian experience and buffer them from traffic. A canopy provides overhead weather protection.



BUILDING LINE ABOVE @ PROPERTY LINE
FACE OF BUILDING



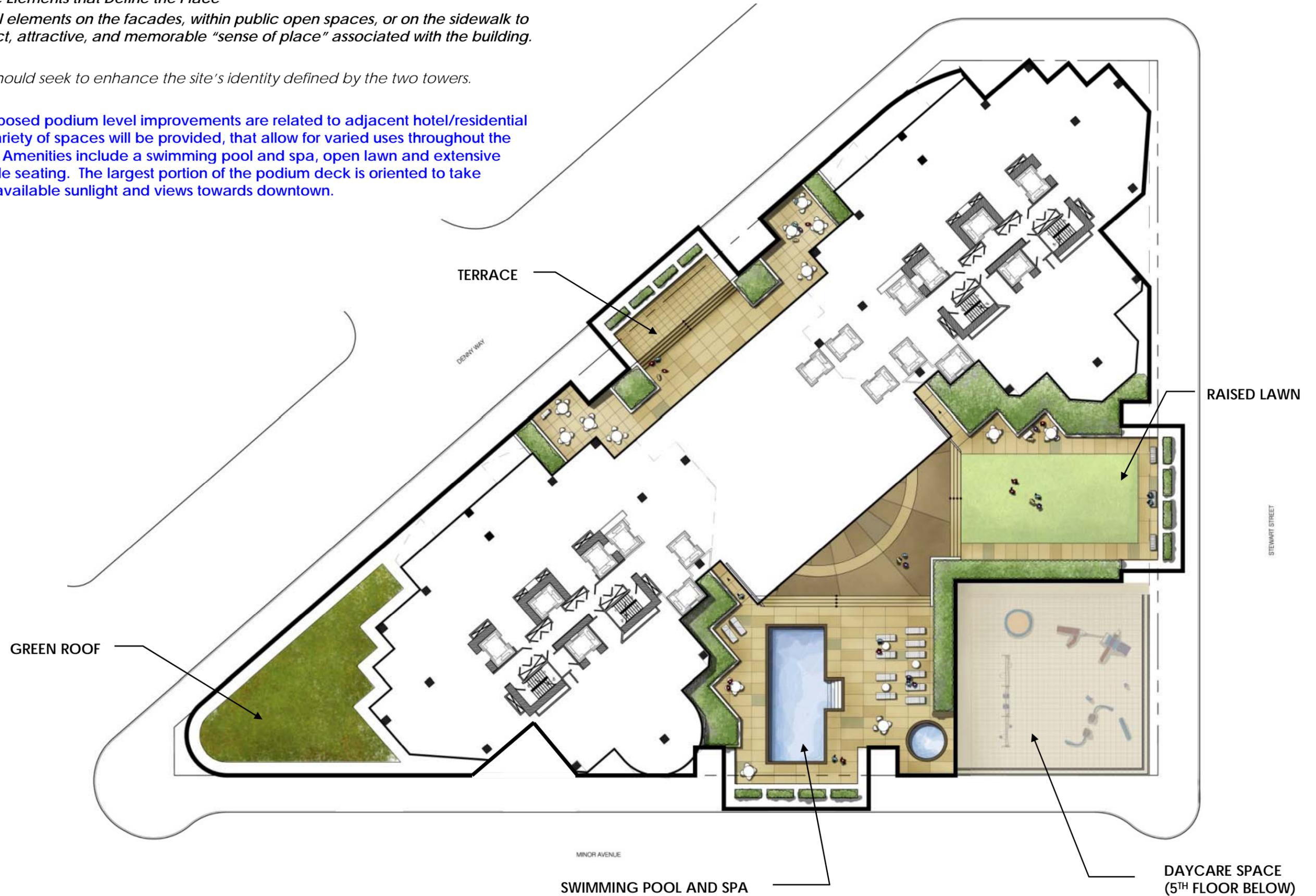
EARLY DESIGN GUIDANCE RECOMMENDATION

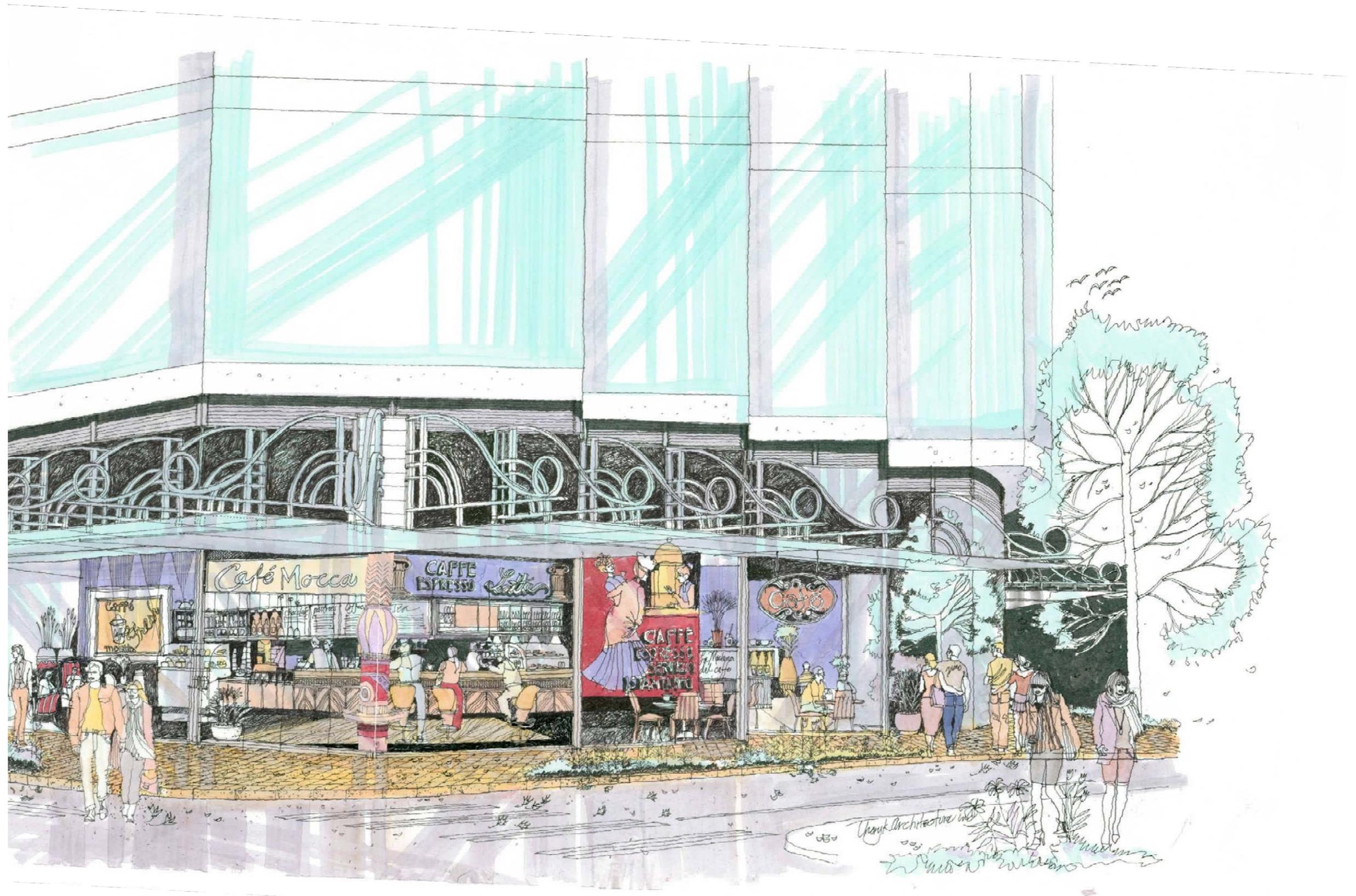
* D-3 Provide Elements that Define the Place

Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable "sense of place" associated with the building.

Podium level should seek to enhance the site's identity defined by the two towers.

Response: Proposed podium level improvements are related to adjacent hotel/residential functions. A variety of spaces will be provided, that allow for varied uses throughout the day and year. Amenities include a swimming pool and spa, open lawn and extensive areas for flexible seating. The largest portion of the podium deck is oriented to take advantage of available sunlight and views towards downtown.





STREET VIEW AT YALE AVENUE



STREET VIEW AT DENNY WAY



STREET VIEW AT DENNY WAY



STREET VIEW AT DENNY WAY AND MINOR AVENUE

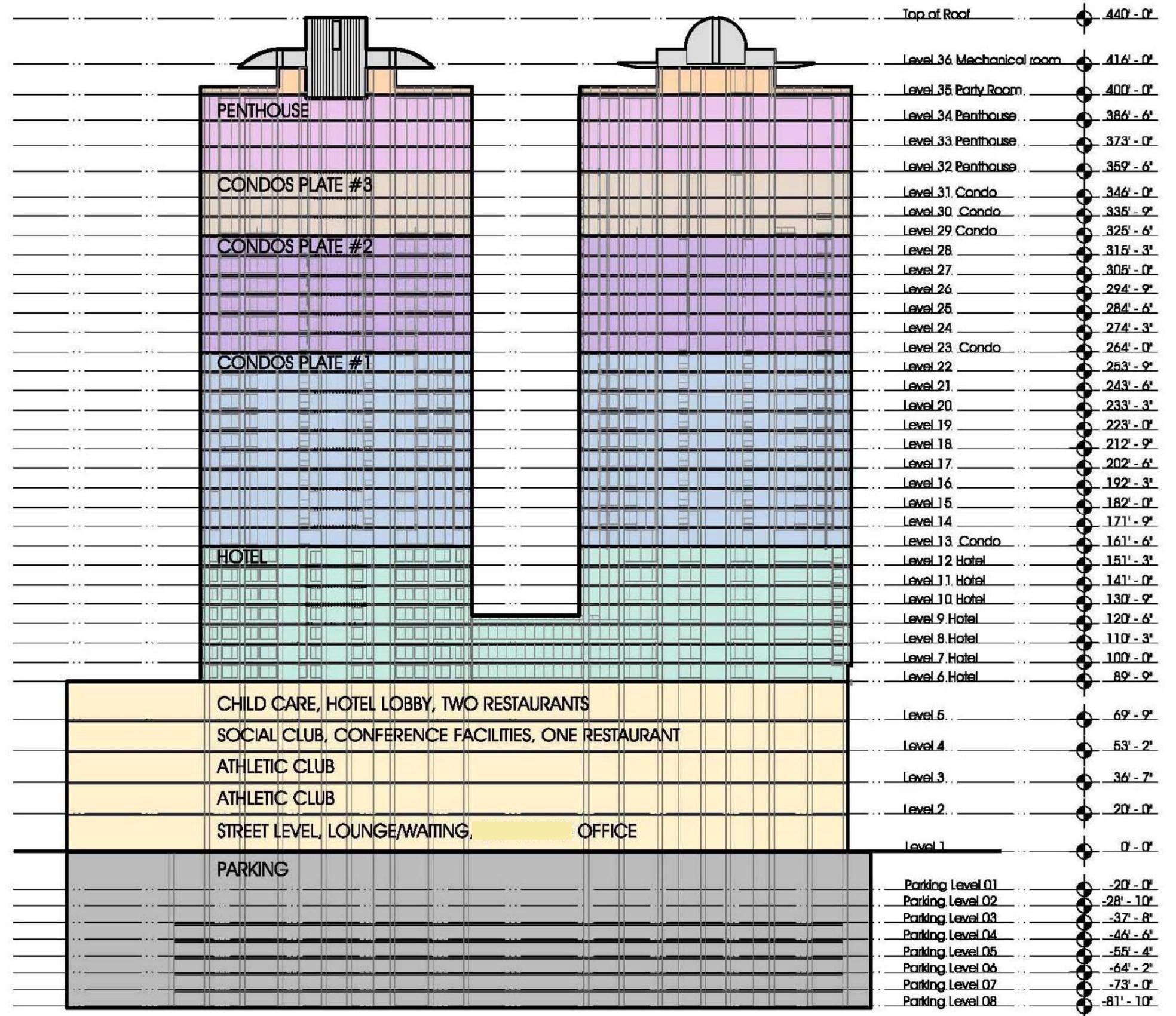


STREET VIEW AT MINOR AVENUE AND STEWART STREET

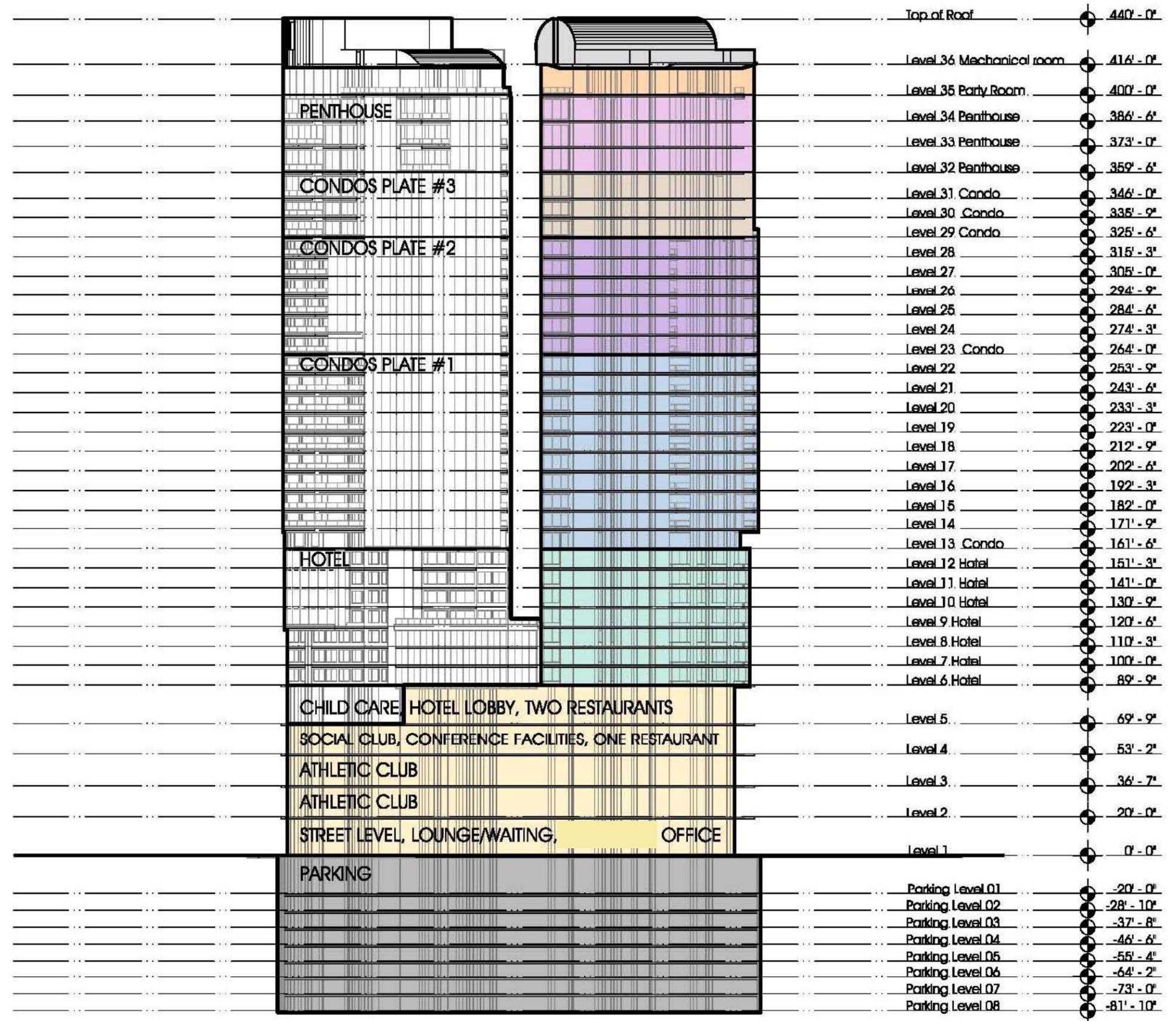








SECTION A
SCALE = 1" = 60'-0"



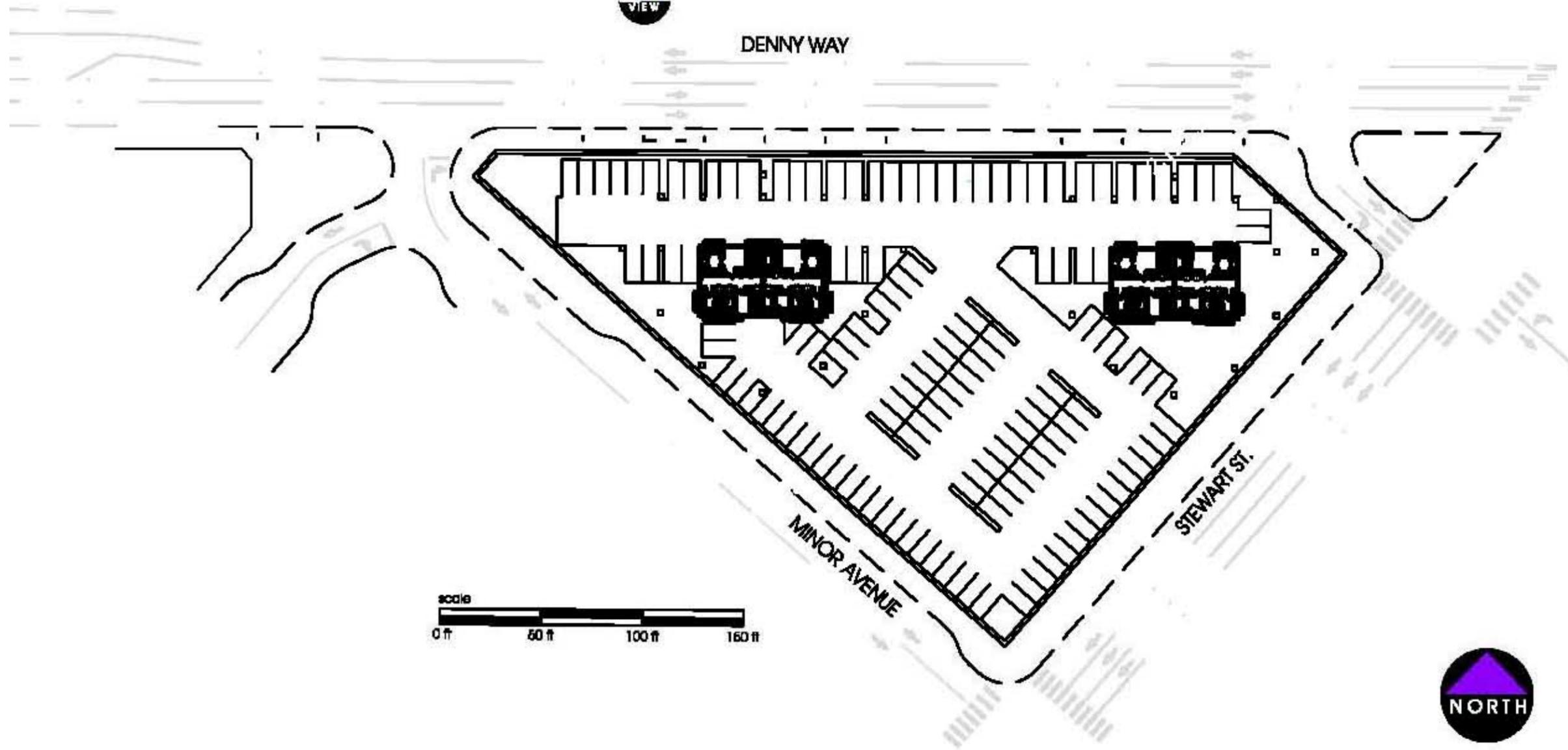
SECTION B
SCALE = 1" = 60'-0"

FLOOR PLAN
BELOW GRADE PARKING GARAGE

VIEW LAKE UNION



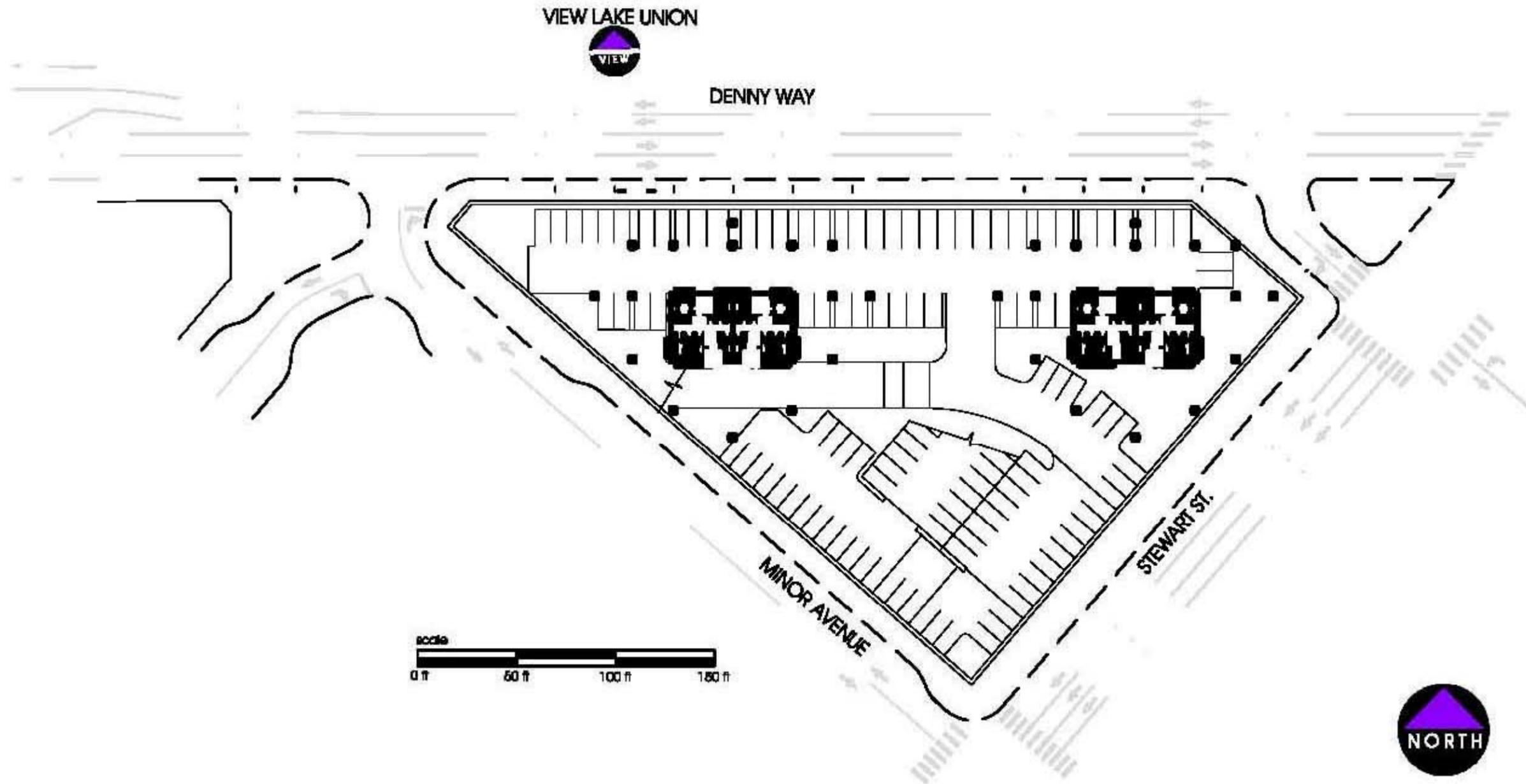
DENNY WAY



FLOOR PLATE	
56,694 SF	
CORES	4,250 SF.
PARKING SPOTS	137

Parking Level 2
SCALE = 1" = 50'-0"

FLOOR PLAN
BELOW GRADE PARKING GARAGE



FLOOR PLATE
56,694 SF

CORES 4,250 SF.
PARKING SPOTS 114

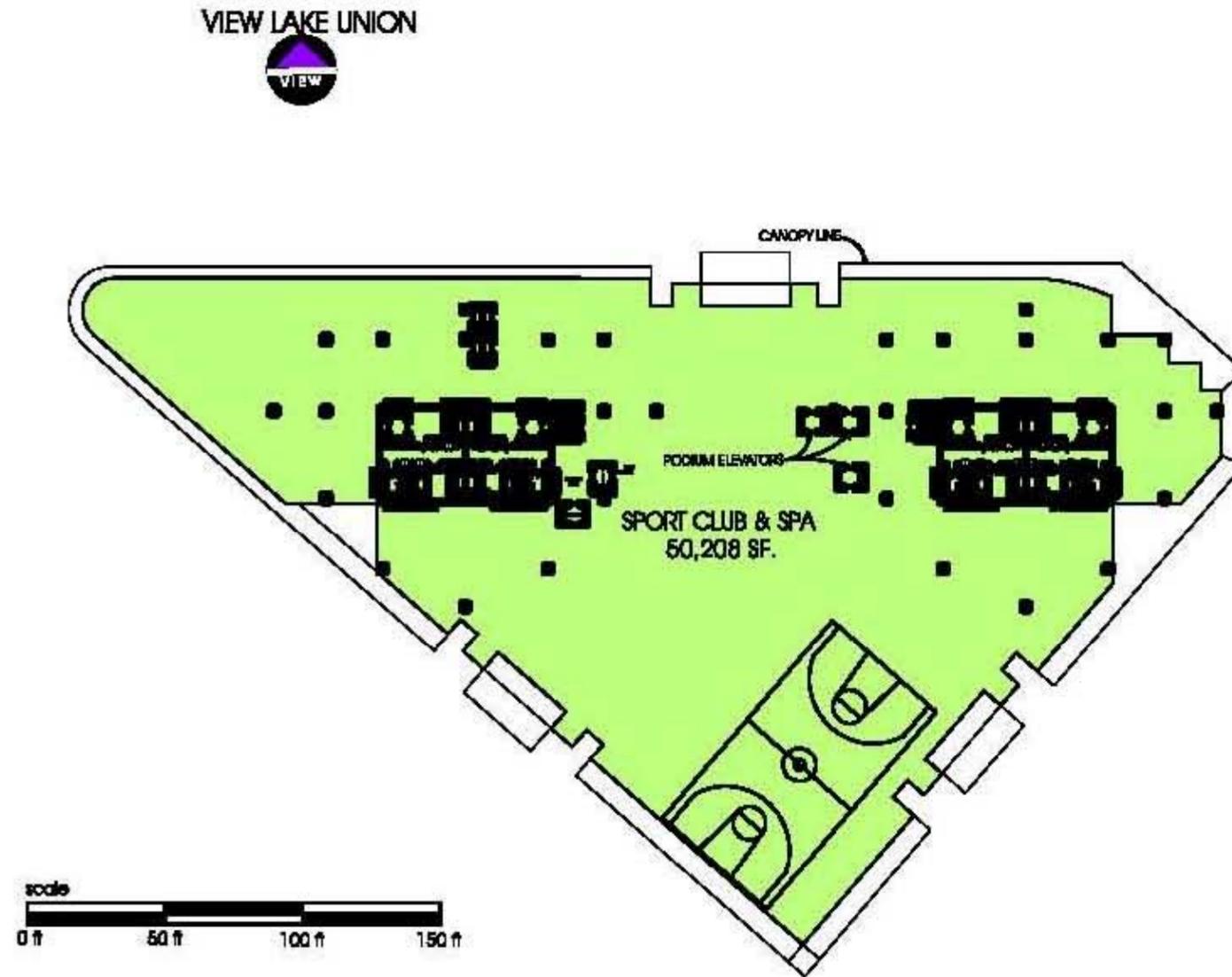
Parking Level 1
SCALE = 1" = 50'-0"

FLOOR PLAN
AT STREET LEVEL



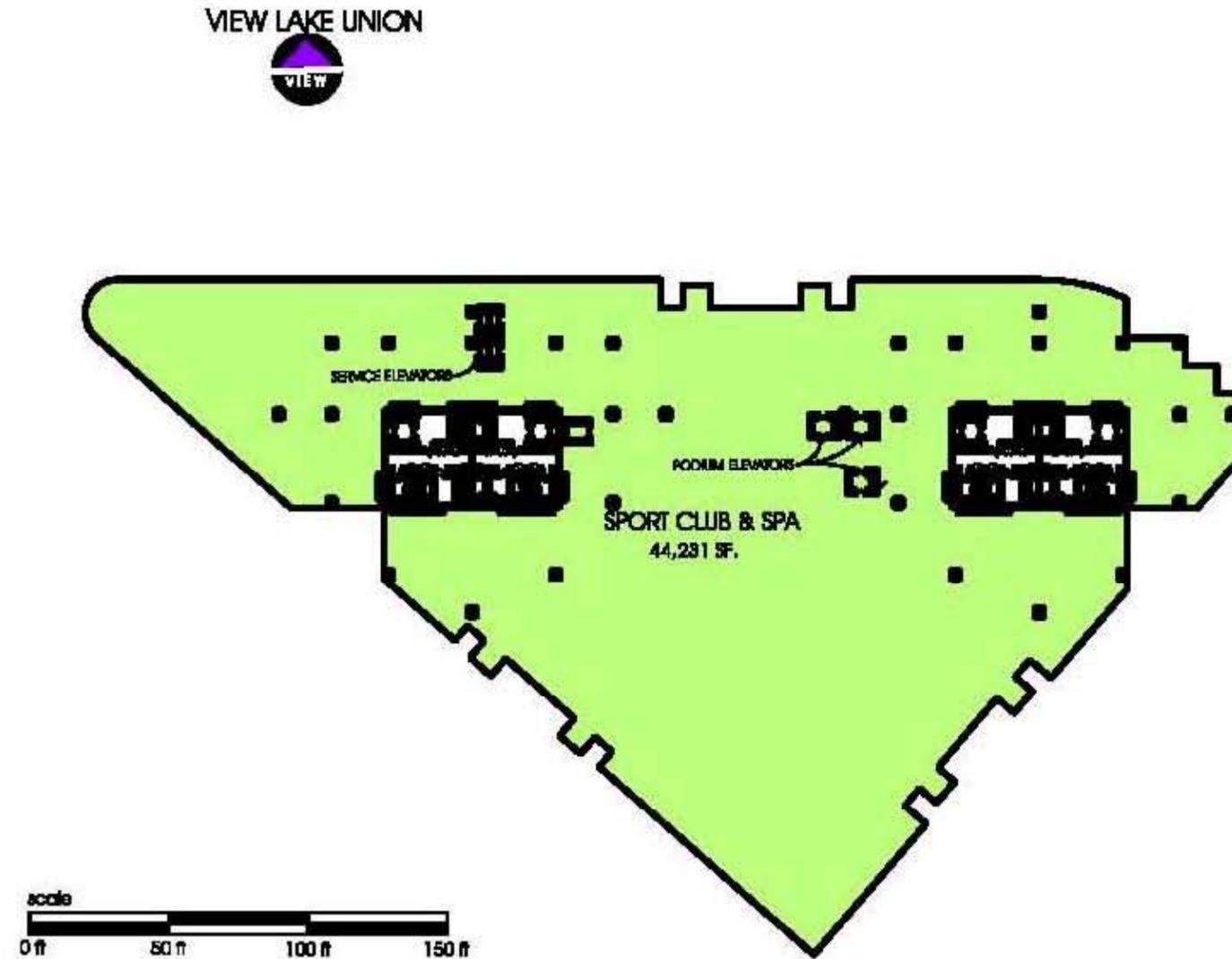
SITE PLAN
SCALE = 1" = 50'-0"

FLOOR PLAN
PODIUM LEVEL



FLOOR PLATE	54,458 SF.
SPORT CLUB	53,277 SF.
CORES	4,260 SF.

2ND FLOOR SPORT CLUB
SCALE = 1" = 50'-0"



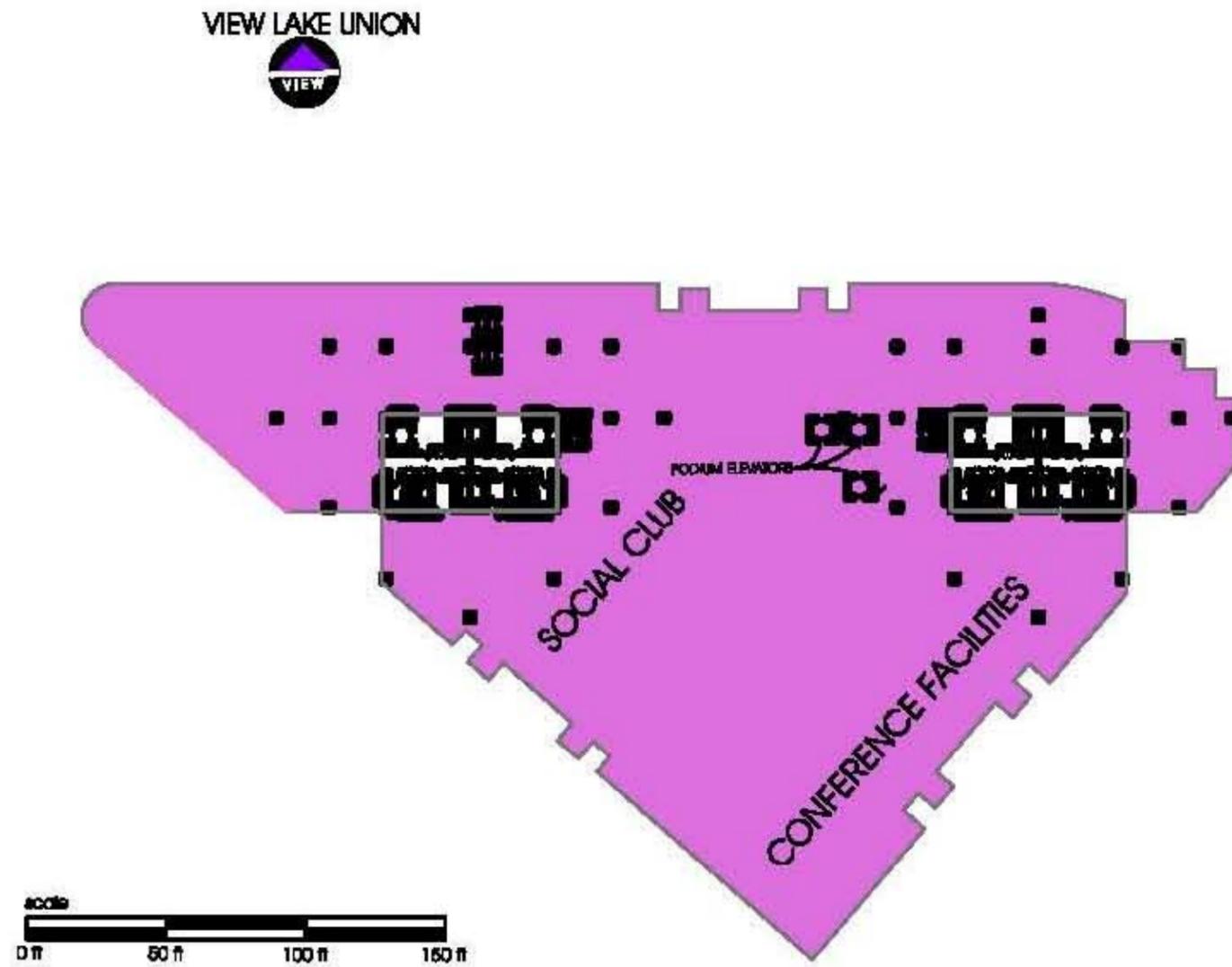
FLOOR PLATE
53,276 SF.

OPEN AREA TO BELOW
5,913 SF.

SPORT CLUB 44,231 SF.
CORES 4,250 SF.

3RD FLOOR SPORT CLUB

SCALE = 1" = 50'-0"

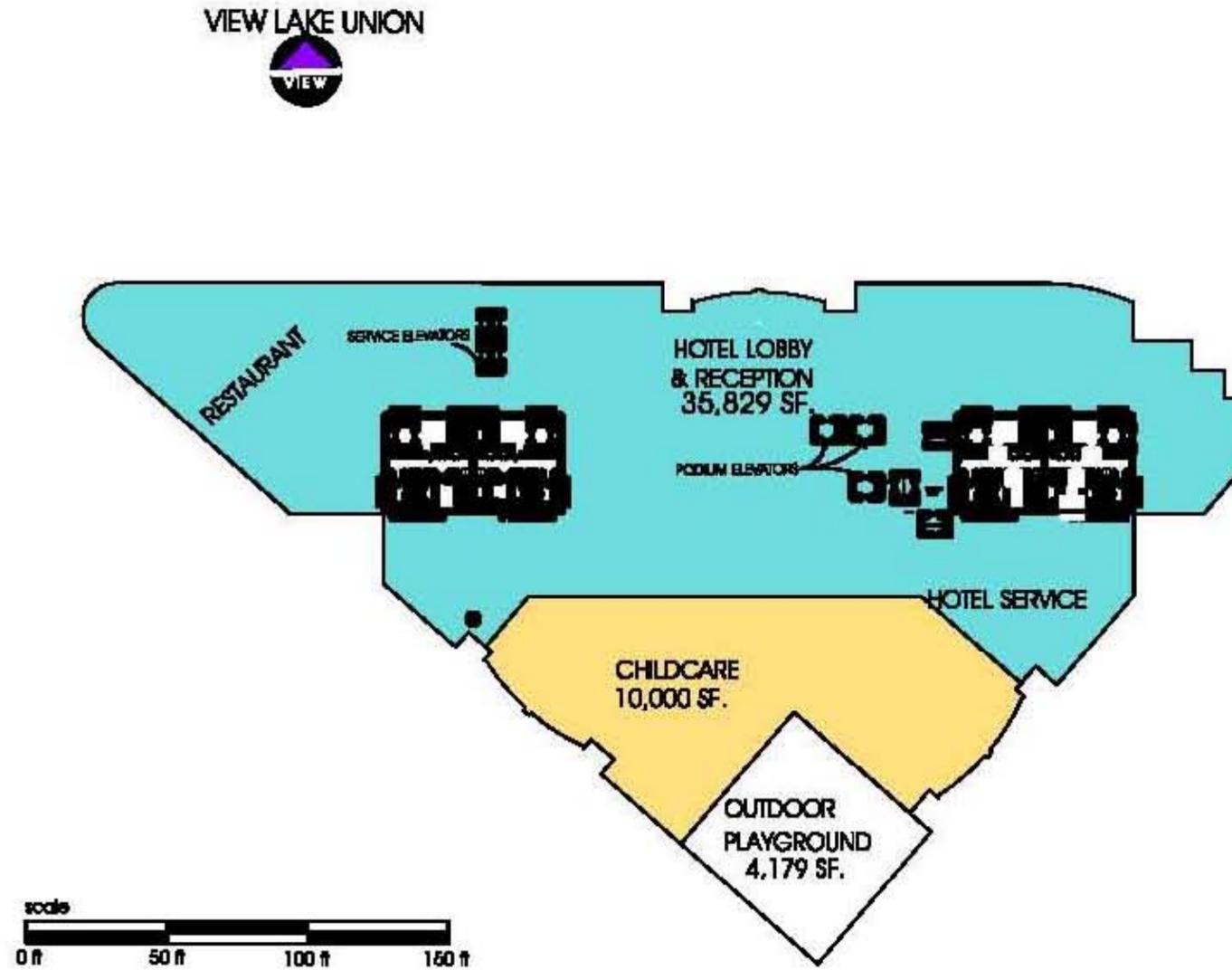


FLOOR PLATE
54,495 SF.

SOCIAL CLUB 53,276 SF.
CORES 4,250 SF.

4TH FLOOR SOCIAL CLUB / CONFERENCE FACILITIES

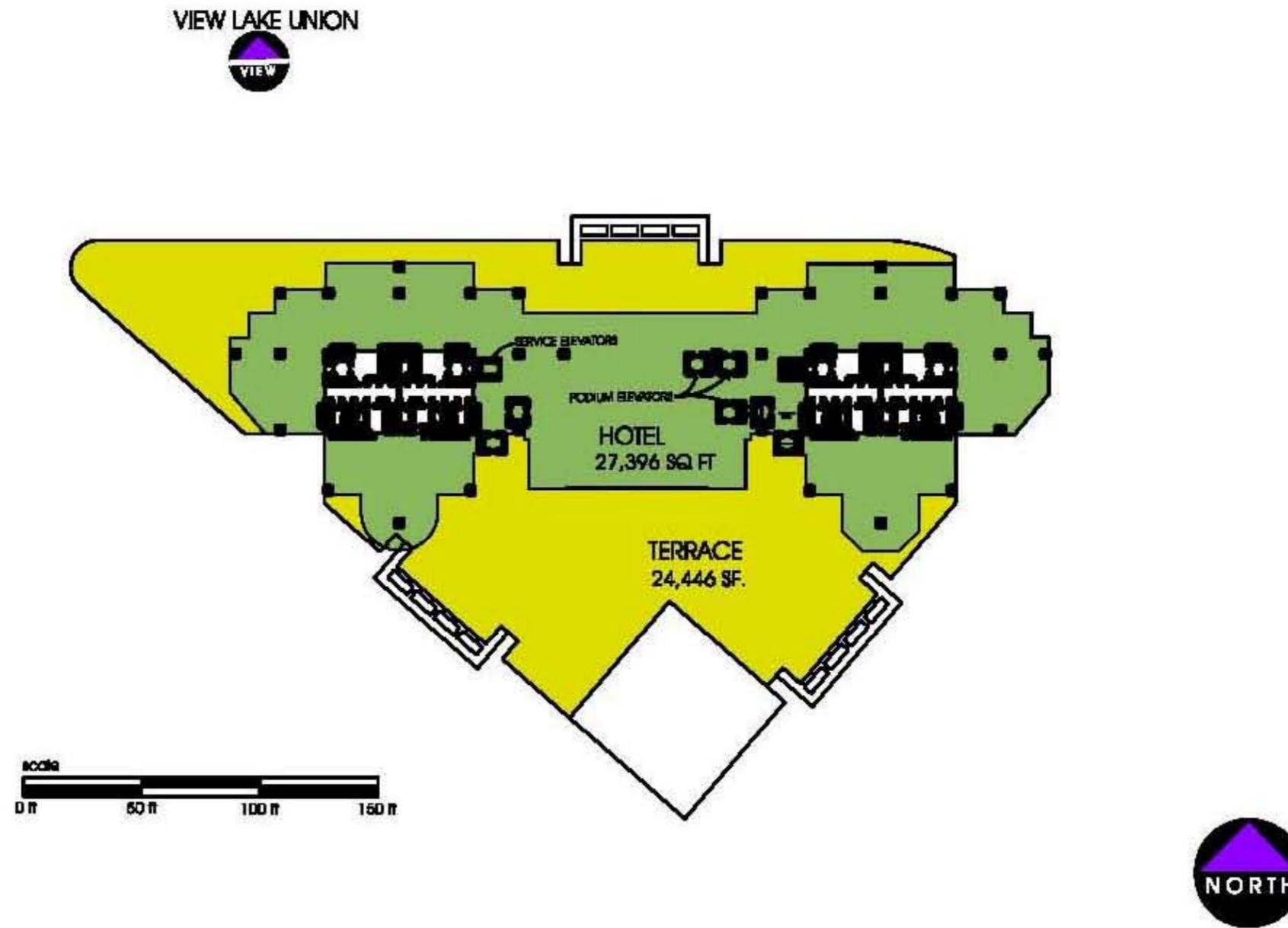
SCALE = 1" = 50'-0"



FLOOR PLATE
50,079 SF.

HOTEL LOBBY	35,829 SF.
CHILDCARE	10,000 SF.
CORES	4,250 SF.
OUTDOOR PLAYGROUND	4,179 SF.

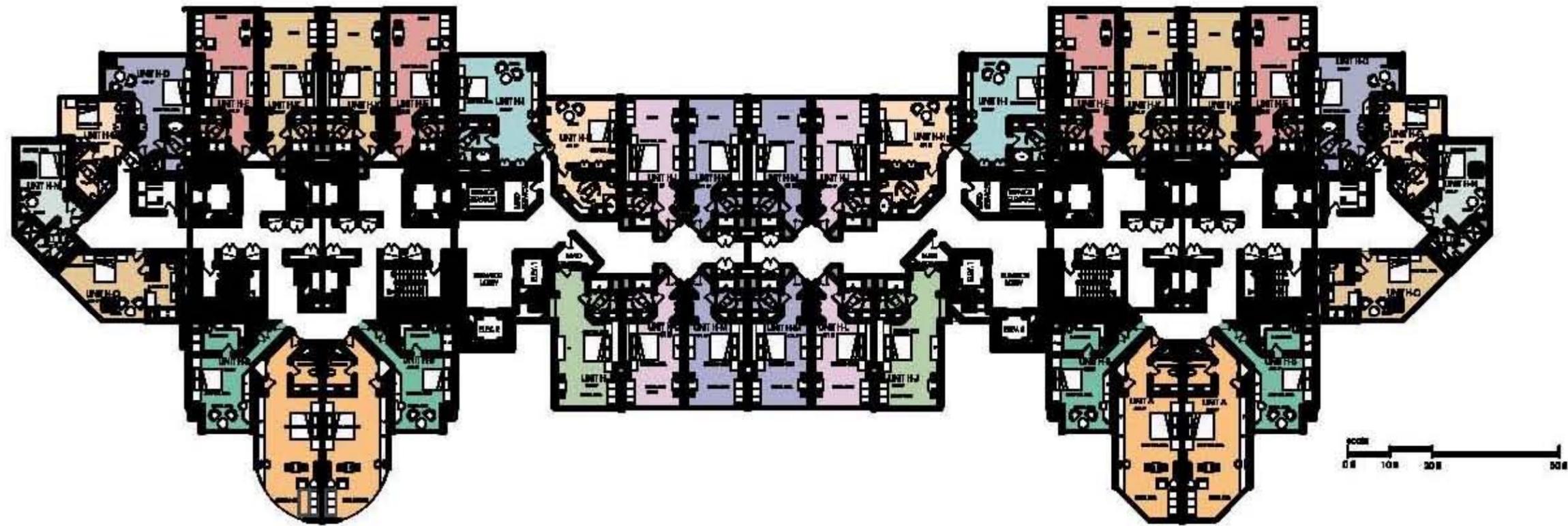
5TH FLOOR HOTEL LOBBY / CHILDCARE
SCALE = 1" = 50'-0"



FLOOR PLATE	27,396 SF.
TERRACE	24,446 SF.
CORES	4,250 SF.

6TH FLOOR HOTEL / TERRACE

SCALE = 1" = 50'-0"



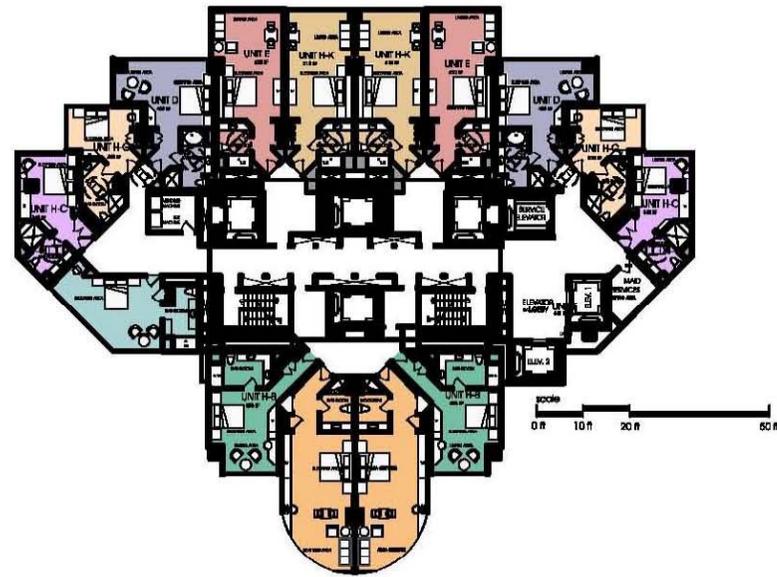
FLOOR PLATE
27,627 SF.
CORES 4,250 SF.

HOTEL ATTACHED

WEST
TOWER LEVELS 6 - 8

EAST
TOWER LEVELS 6 - 8

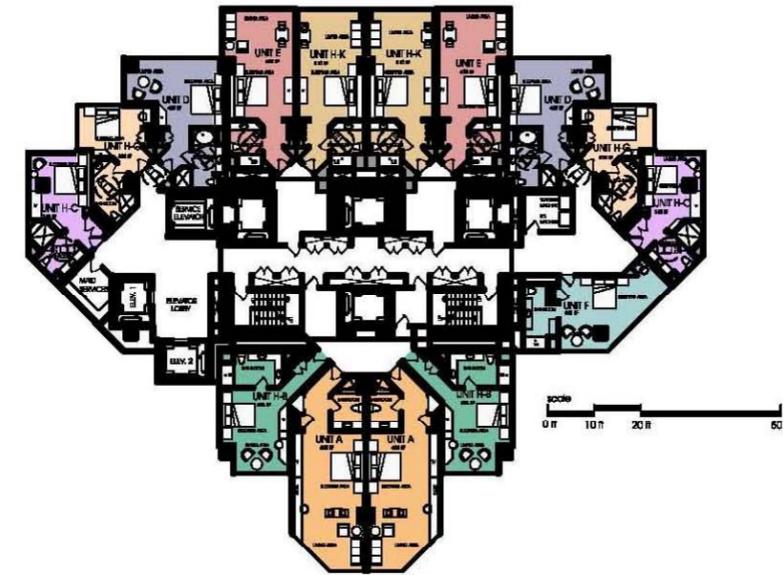
FLOOR PLAN
HOTEL LEVELS



FLOOR PLATE
11,001 SF.
CORES 4,250 SF.

HOTEL NOT ATTACHED CURVED

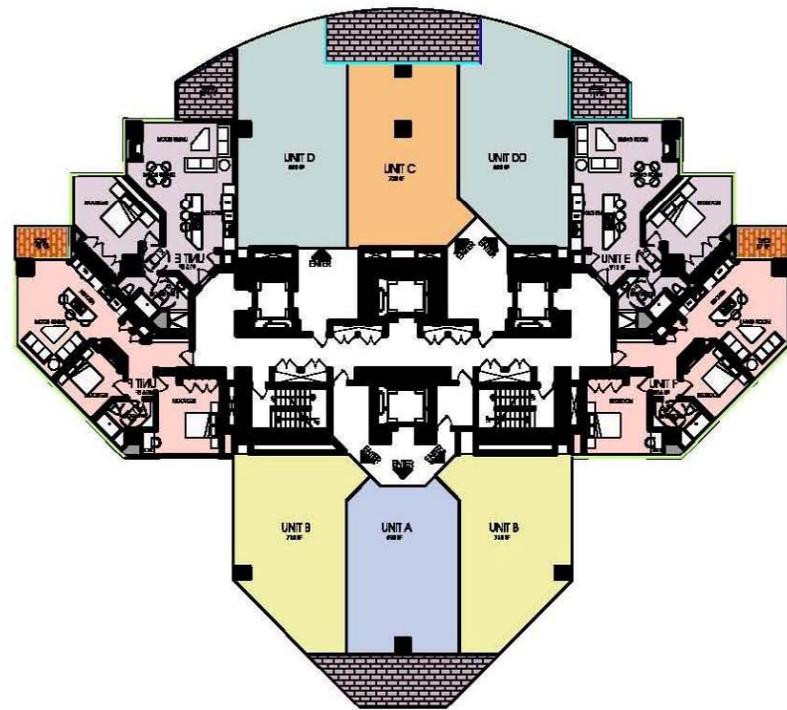
WEST
TOWER LEVELS 9 -12



FLOOR PLATE
11,042 SF.
CORES 4,250 SF.

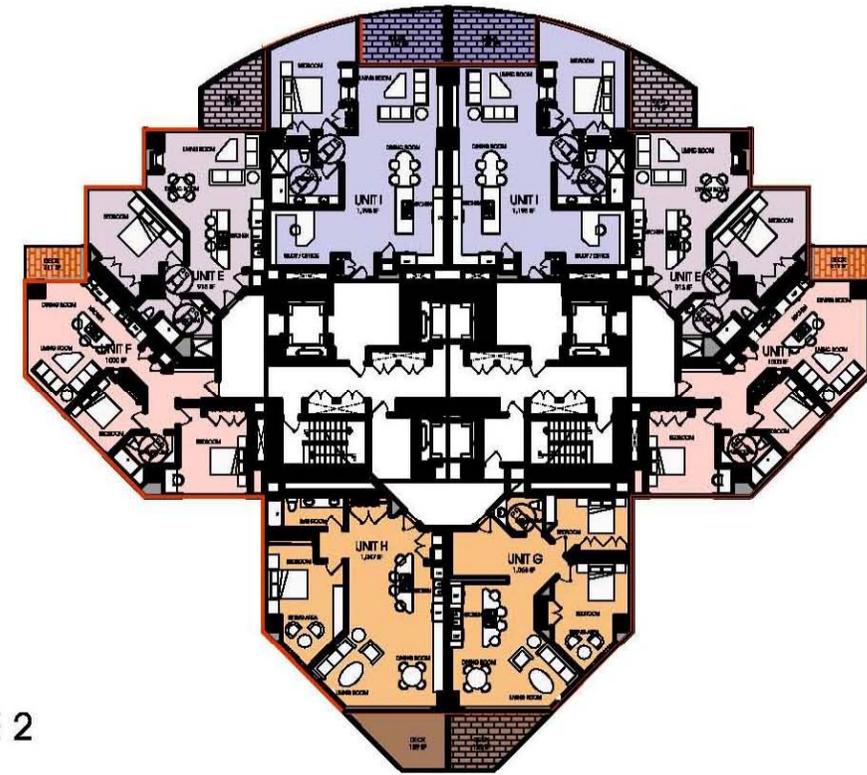
HOTEL NOT ATTACHED

EAST
TOWER LEVELS 9 -12



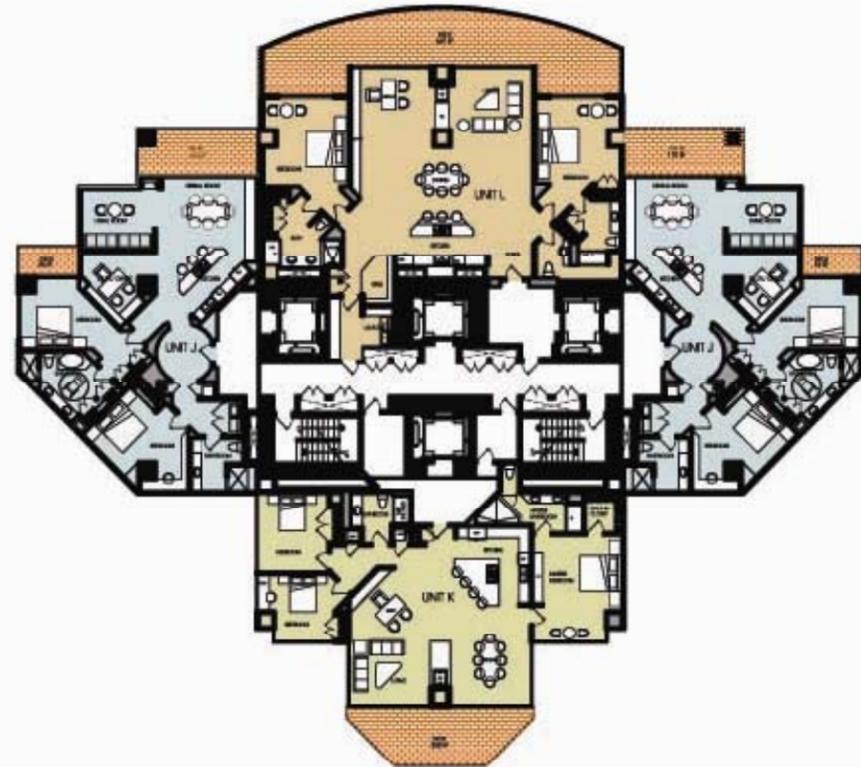
FLOOR PLATE 1
SCALE = 1" = 16'

FLOOR PLATE
10,970 SF
BALCONY AREA
639 SF
CORES
4,250 SF.



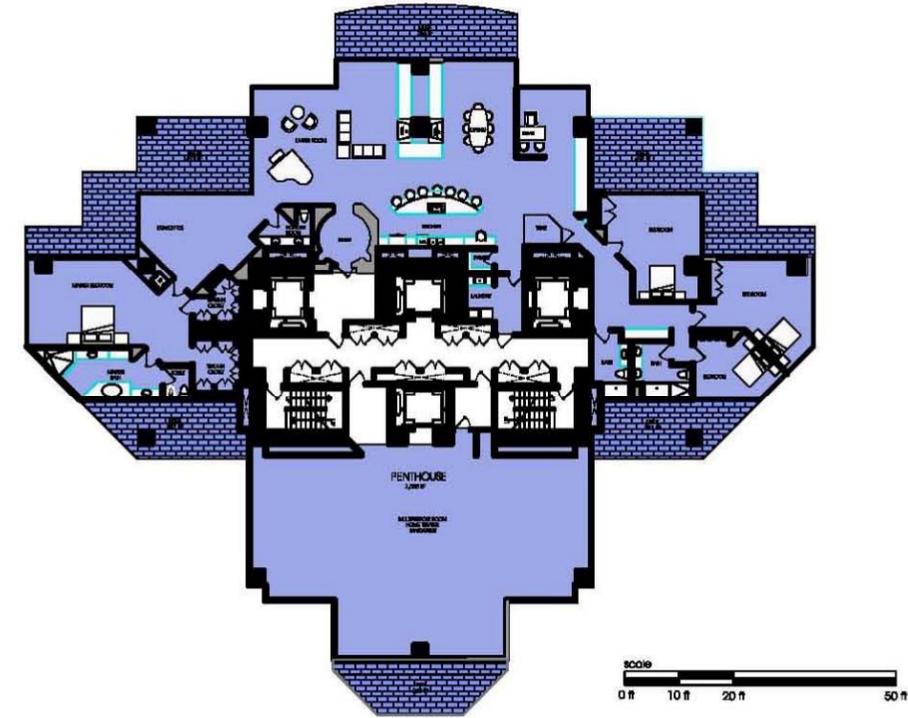
FLOOR PLATE 2
SCALE = 1" = 16'

FLOOR PLATE
10,974 SF
BALCONY
888 SF
CORES
4,250 SF.



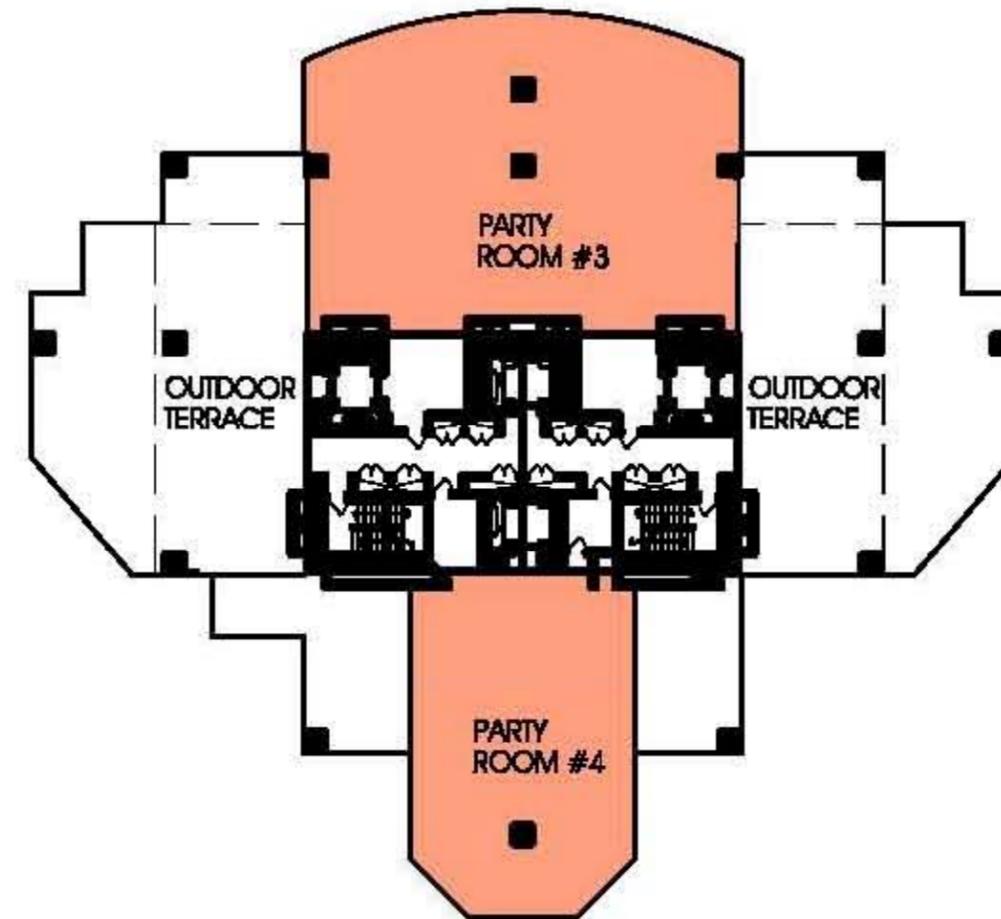
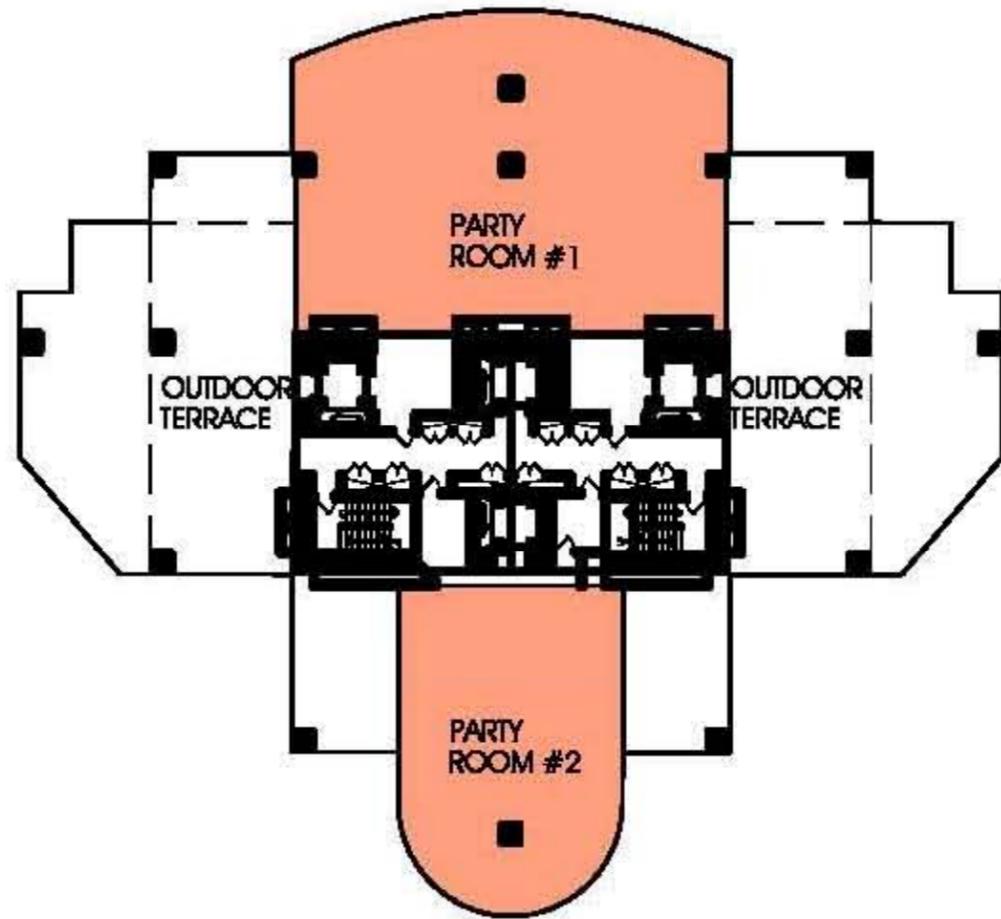
FLOOR PLATE
9,958 SF
BALCONY
1,535 SF
CORES
4,250 SF.

FLOOR PLATE 3
SCALE = 1" = 16'



FLOOR PLATE
9,068 SF
BALCONY
2,095 SF
CORES
4,250 SF.

FLOOR PLATE 4 A



FLOOR PLATES	
8,301 SF	
BALCONIES	9,879 SF
CORES	4,250 SF.

PARTY ROOM LEVEL 35TH
SCALE = 1" = 50'-0"

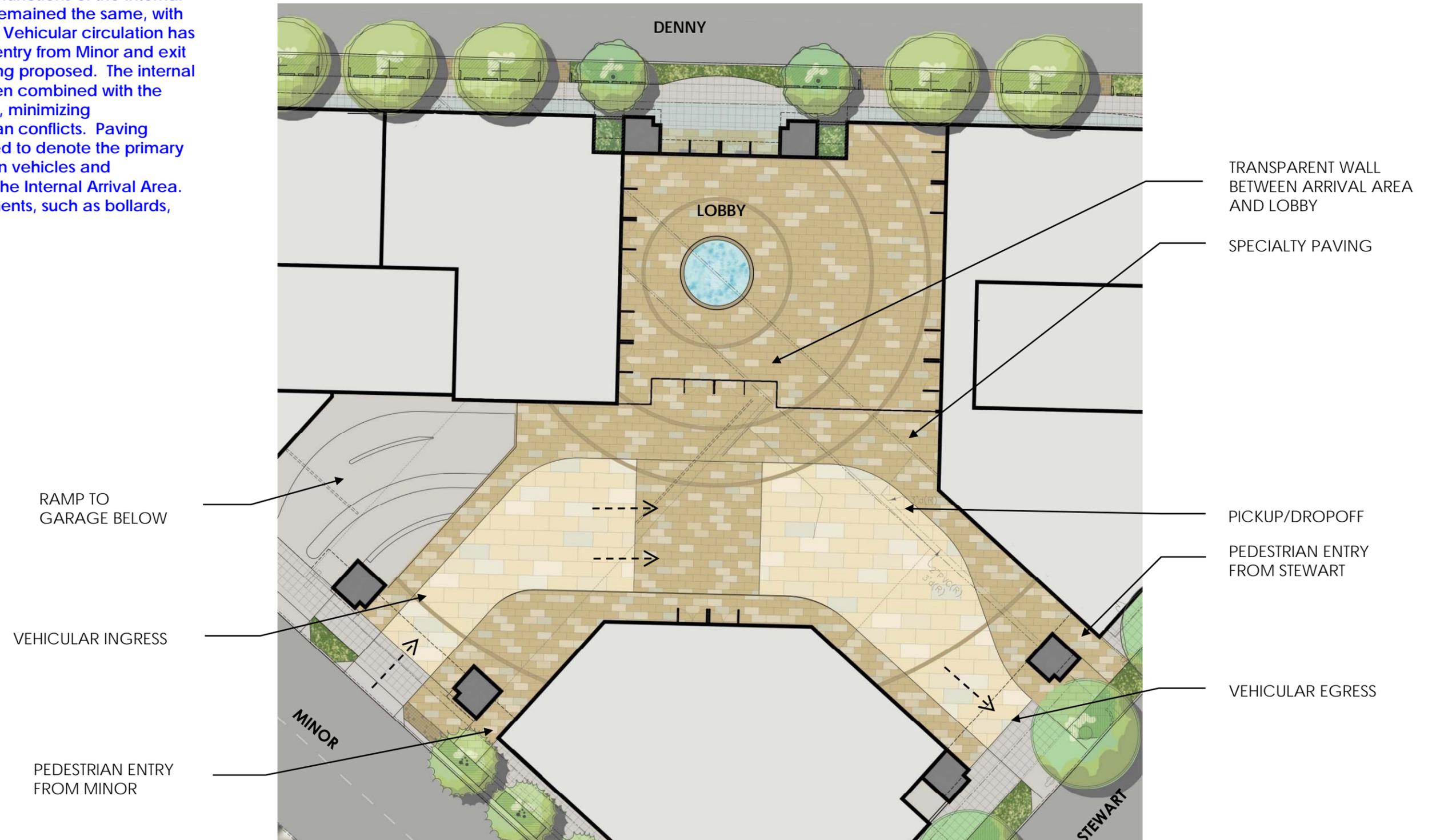
WEST
TOWER

EAST
TOWER

EARLY DESIGN GUIDANCE RECOMMENDATION
FROM PAGE 9

COMMENT: Submit specific study (perspectives, etc.) of the Porte-cochere space; relationship of vehicle to pedestrians, light quality, transparencies, etc.

RESPONSE: Basic functions of the Internal Arrival Area have remained the same, with some refinements. Vehicular circulation has reversed, with the entry from Minor and exit to Stewart now being proposed. The internal valet ramp has been combined with the main garage ramp, minimizing vehicular/pedestrian conflicts. Paving color/pattern is used to denote the primary separation between vehicles and pedestrians within the Internal Arrival Area. Other vertical elements, such as bollards, may be used.



The architect should submit the Master Use Permit (MUP) application to DPD with the following:

1. Provide detailed graphics of the pedestrian street experience, with and without landscaping. Include development of entries.
RESPONSE: See building elevations shown with and without vegetation on pages 17 - 19.
2. More specific indication of the physical relationship of the project to the general and changing context, especially to higher quality architectural projects in the area.
3. Present outcomes from Design Commission, SDOT, Sound Transit, and Metro Transportation meetings, and how these recommendations will shape the design proposal. Include a full indication of the status of the alley vacation possibilities.
RESPONSE: The Design Commission recommended alley vacation approval. Timeline outlines the meetings that had taken place on page 2.
4. Provide more developed plans of all functionally different floor levels, include scale.
RESPONSE: Pages 23 - 35.
5. Continue sections through the scheme cut in two different directions to show the spatial qualities of the base in relation to the towers.
RESPONSE: Pages 20 and 21.
6. Continue schematic elevations (of the whole project) to give an indication of scale, articulation of facades, and materiality.
RESPONSE: See building elevation shown with and without vegetation on pages 17 - 19.
7. Provide alternative studies of the base articulation of elements to seek a vocabulary which better integrates the towers with the base. Include alternative studies of the Stewart Street and Minor Avenue corner, plus apex at Stewart and Yale.
RESPONSE: Preliminary curb alignment was discussed with SDOT staff, who provided comments regarding curb radii and channelization. These comments will be incorporated into the MUP submittal. Design Commission has granted approval of pedestrian benefit package as part of the alley vacation, and is awaiting final Council approval. See street elevation images on pages 12 - 16.
8. Provide rendered perspectives of the whole project from ground level at different vantage points and showing context.
RESPONSE: See street elevation images on pages 12 - 16.
9. Submit specific study (perspectives, etc.) of the Porte-cochere space; relationship of vehicle to pedestrians, light quality, transparencies, etc.
RESPONSE: Basic functions of the Internal Arrival Area have remained the same, with some refinements. Vehicular circulation has reversed, with the entry from Minor and exit to Stewart now being proposed. The internal valet ramp has been combined with the main garage ramp, minimizing vehicular/pedestrian conflicts. Paving color/pattern is used to denote the primary separation between vehicles and pedestrians within the Internal Arrival Area. Other vertical elements, such as bollards, may be used, page 36.
10. Include developed landscaping design on the upper levels and at grade.
RESPONSE: Landscape plans for street level and upper podium will be included with the MUP and building permit submittals. Materials and finishes will be indicated, as well as details for any above grade elements, page 11.
11. Provide studies of evening illumination and signage.
12. The rooftop design should be refined and incorporate elements which respond to sustainable design wherever possible.
13. Additionally, include a narrative and graphic rationale for granting any requested design departures.
14. Identify and illustrate Green LEED elements, if any.

Below are comments from the Design Commission on October 16, 2008.

The Commission thanks the design team for their presentation and conditionally approves the adequacy of the public benefit package as presented, with the following recommendations and comments:

The Commission considers the inclusion of offsite right-of-way improvements as an appropriate public benefit amenity.

The proposed improvement design is consistent with the DPD Denny Way vision and integrates to this project well.

While applauding the widened sidewalks along Denny Way, they remain pinched at the northwestern corner of the site on Denny and Minor. The Commission encourages the designers to provide a constant fifteen foot width along the property edge.

RESPONSE: 15' sidewalk provided on both Denny Way and Minor Avenue, see site plan on page 25.

In general, the sidewalk width and building setback is laudable.

There is some concern about the way the building reads; while porous, it is not inviting; The Commission will leave this concern to the Design Review Board for consideration. The improvements in the right-of-way though are inviting and provide an improved pedestrian experience.

There is some confusion about landscape details, which should read as more public. The Commission asks the design team to present a consistent response in both the architectural renderings and the landscape architecture plan.

RESPONSE: See pedestrian benefit features on Pages 4 - 10.

The Commission is concerned about the lack of crosswalk markings in non signalized crossings. While it acknowledges that this is an SDOT policy, the Commission feels like this is an unsafe crossing or does not read as a pedestrian area.

There is some concern on the corner of Denny and Minor about the approach of layering vegetation, the craftsman wall, the vent where the canopy falls and the façade. The Commission recommends refining this design considering ventilation, noise, use of materials, scale and transparency and the human character of the corner.

RESPONSE: See plan on page 7 and image on page 15.

The Commission expects that the maintenance of offsite improvements will be incorporated into a City and owner agreement where the responsibility of these will fall on the property owner.

The Commission would like to see more design details that will express material, colors, dimensions, etc, which is important for a full public benefit package.

There is concern about the architecture at the future Denny Way crossing; the treatment along the streetscape at the grand entry of the hotel lobby should not read as mid block drop off. This should also consider the barriers between landscaped areas along Denny, clarify its function as part of the landscape element or safety screen for pedestrian crossings or vehicular perception.

RESPONSE: See pedestrian benefit features pages 5 and 10.

Recommend extending the sidewalk paving across the apron to expand the pedestrian realm.

RESPONSE: See pedestrian benefit features pages 5 and 10.

There are concerns about the designation of Minor Avenue as the neighborhood pedestrian street with all vehicle entrances and driveways. Suggests consolidating three curb cuts into two. Revise interior circulation.

RESPONSE: See site plan on page 25.

A concern directed to the Design Review Board, about the materials, language, and style of architecture in relation to its context; recommend DRB scrutinizes those details.

There is a concern that the entries on Stewart Street and Minor Avenue are vehicle oriented and not perceived as pedestrian. Recommends to create a hierarchy gesture that will separate this conflict of use.

RESPONSE: See Building Elevations on pages 17 - 19.

The public benefits are streetscape-oriented.

Recommend coordinating with SPU to develop rain gardens or storm water management techniques that could be incorporated into the street improvements, thus creating a secondary functional benefit.

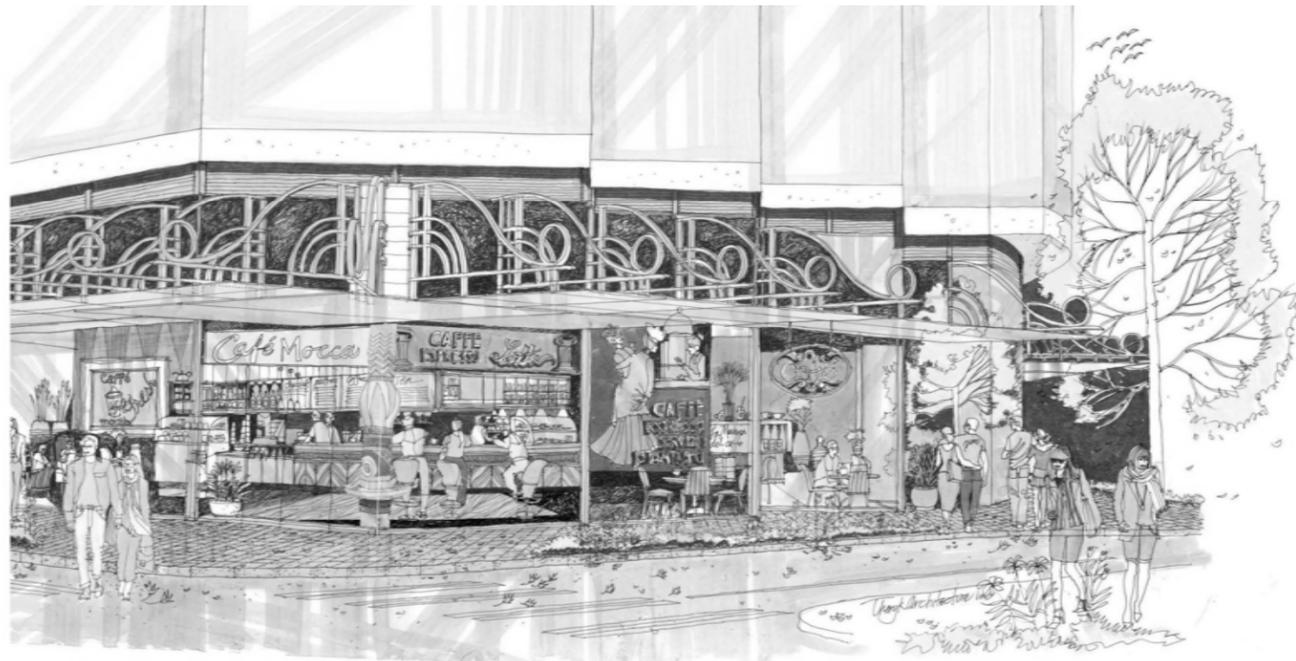
The treatment at Denny Way and Minor Avenue is inadequate for such a visible corner. Recommends revisit.

RESPONSE: See plan on page 7 and image on page 15.

Would like to review the package after the next Design Review Board meeting.

Consider incorporating into the design the future pedestrian crossing on Denny towards Minor to the north. While this is not defined, the design could consider some dimensions that will allow this to be incorporated in the future.

RESPONSE: To be addressed once the Denny Group recommendation is completed.



This project helps revitalize the neighborhood and creates an anchor to promote development further into the interior of downtown.

Creates an “Edge” and “Gateway” building at the Northeast corner of the Denny Triangle Neighborhood , **page 3.**

Residential use complies with urban planning goals for Denny Triangle Urban Village, increasing pedestrian density.

New construction replaces existing surface parking lots with dynamic, pedestrian-oriented streetscape.

Alley vacation allows more efficient use of streets while preserving pedestrian use in the most heavily used pedestrian areas.

New residential towers provide opportunities for live, work, and recreate.

Alley vacation will add revenue to city tax base.

Building massing steps back adjacent to bus stop location along Stewart Street.

Wider sidewalks along Stewart Street, Denny Way and Minor Avenue, **page 25.**

Overhead weather protection along Stewart Street, Denny Way and Minor Avenue, **see street level images on pages 12-16.**

Urban Gardens enhance pedestrian experience along Stewart Street, Denny Way and Minor Avenue, **see pedestrian benefit features on pages 4-10.**

Retail shops at street level on Yale Avenue, Stewart Street and Minor Avenue corner enhance the pedestrian streetscape, **see pedestrian map on page 22.**

12,188 square feet of public benefit, **see pedestrian benefit matrix on page 4.**

6,350 square feet of landscape area, **see pedestrian benefit matrix on page 4.**

LEED Silver certification.

Below grade parking provided to enhance pedestrian interaction at street level., **see building elevations on pages 17-19.**