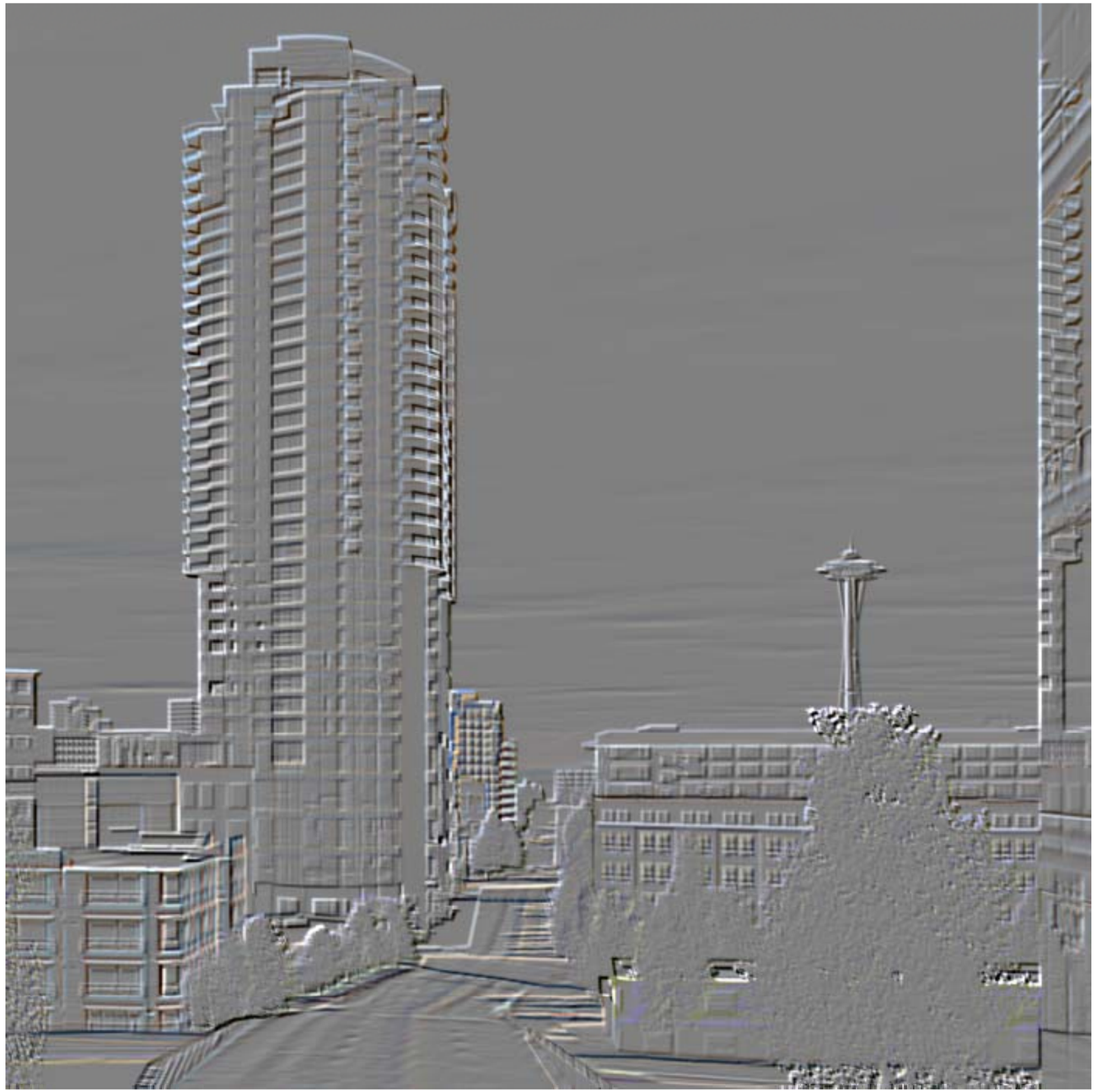

1200 STEWART STREET

EARLY DESIGN GUIDANCE

APRIL 28, 2009

DPD PROJECT 3007548

PROJECT TEAM

DEVELOPER
Lexas Companies LLC

DESIGN ARCHITECT
Thoryk Architecture Inc

ARCHITECT OF RECORD
Sclater Partners Architects PC

LANDSCAPE ARCHITECT
Berger Partnership PS

LAND USE ATTORNEY
McCullough Hill PS

TRAFFIC & TRANSPORTATION
Transportation Northwest

SUSTAINABILITY
Green Building Services

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PROJECT TIMELINE

Early Design Guidance 1
September 25, 2007

Early Design Guidance 2
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May 13, 2008

Design Commission for Alley Vacation
June 19, 2008

Denny Study Group Meeting for public benefits
July 10, 2008

SDOT for vehicle turning radii at sidewalk curbs
August 21, 2008

Design Commission for Alley Vacation
Design Commission recommended alley vacation approval
October 16, 2008

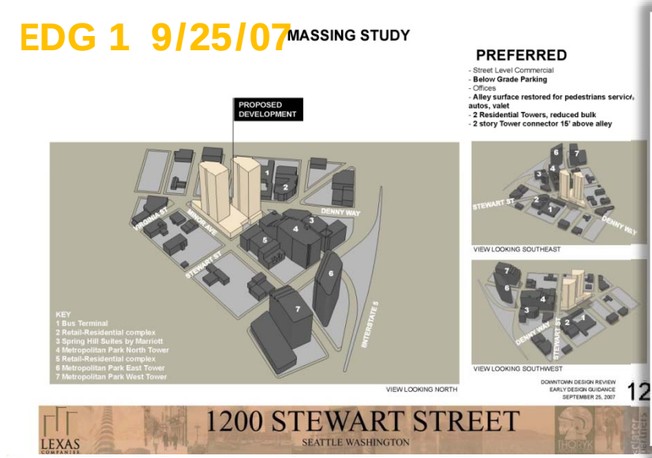
Early Design Guidance 4
November 25, 2008

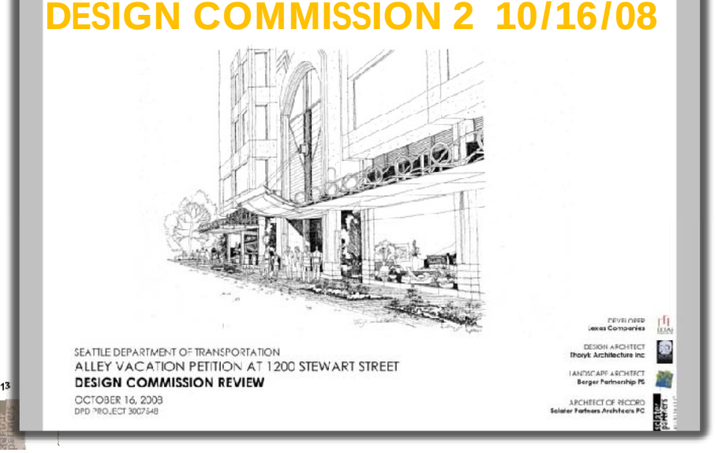
Early Design Guidance 5
April 28, 2009

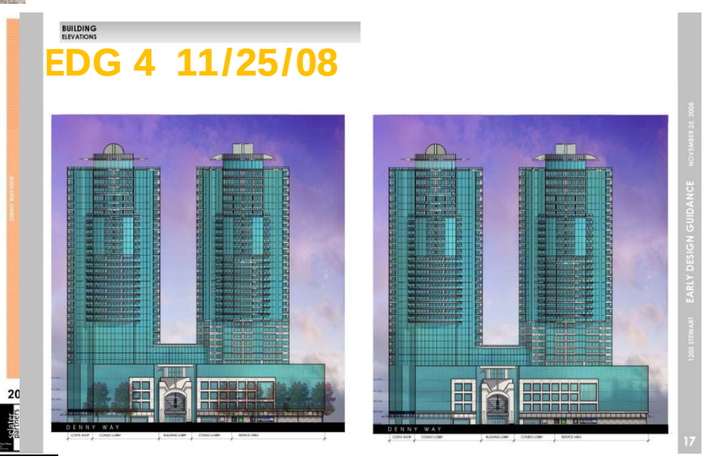
Anticipated:

Master use Permit Application
May 2009

Design Review Board: Recommendations
Summer 2009







PROJECT OVERVIEW

Proposal Summary

The proposed development at 1200 Stewart Street consists of two, 35-story, mixed-use, residential and hotel towers above a 5-story podium. Street level podium uses include a lobby commons, residential tower lobbies, lobby for hotel and podium functions, retail and commercial spaces fronting Denny Way, Yale Avenue, Stewart Street and Minor Avenue, access to below-grade loading docks and parking, and access to and from the internal arrival area. Program functions for upper floors of the podium include a health club and common residential functions such as fitness center, residential social club, meeting rooms and a daycare center. Two towers are planned for 338 residential units above a 260-room hotel. Building services, a loading dock for each tower, parking for 915 vehicles, 169 bicycles, and residential storage units are located below grade and accessed via Minor Avenue, a less traveled street. It is anticipated that with its public program and space allocated to retail and commercial functions on all street fronts, the project would inject a new sense of energy, activity, safety and belongingness to the neighborhood.

Program summary

Podium	**Podium area**
Podium level 1: lobbies, retail.	42,872 sf
Podium level 1.5: mezzanine	25,119 sf
Podium level 2: commercial.	51,385 sf
Podium level 3: commercial.	51,350 sf
Podium level 4: commercial.	51,367 sf
Podium level 5: hotel & child care	37,456 sf

Tower	**Tower area**
Tower levels 6 – 8: hotel.	22,038 sf
Tower levels 9 – 13: hotel.	8,014 sf (x2)
Tower levels 14 – 34: residences	10,682 sf (x2)
Tower levels 35: residential amenity	6,736 sf (x2)

Parking (below grade)	**Parking area (exempt)**
Parking level 1: loading/service	50,725 sf (29 stalls)
Parking level 2: public parking.	50,725 sf (136 stalls)
Parking level 3: hotel parking.	50,725 sf (128 stalls)
Parking level 4: hotel parking.	50,725 sf (128 stalls)
Parking level 5: resident parking.	50,725 sf (128 stalls)
Parking level 6: resident parking.	50,725 sf (128 stalls)
Parking level 7: resident parking.	50,725 sf (128 stalls)
Parking level 8: resident parking.	48,577 sf (110 stalls)

PROJECT OVERVIEW

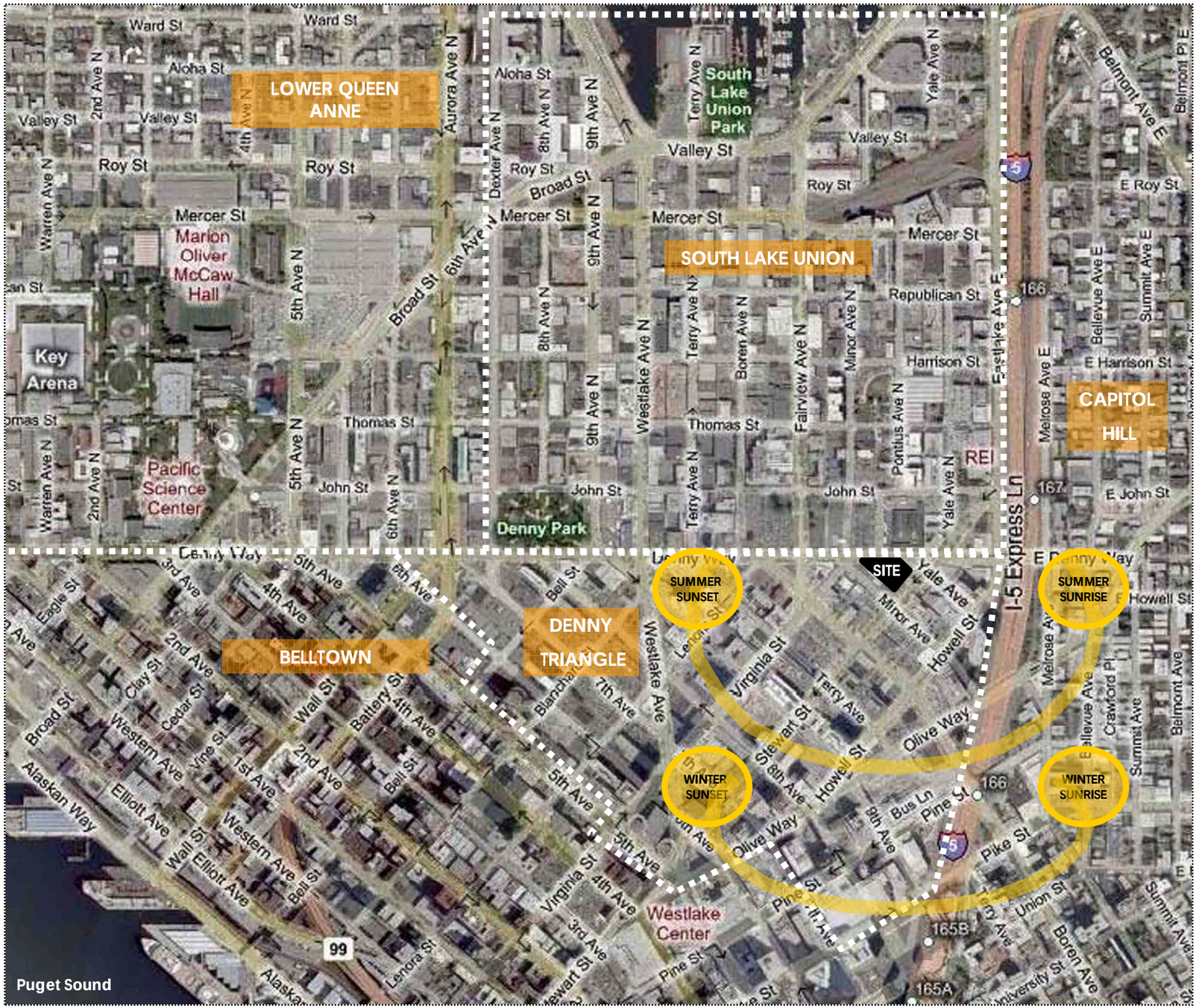
Design Narrative

1200 Stewart residential towers, located at a prominent location along the northeastern edge of the Denny Triangle District, will be an active and vital hub for residents to live, work, and recreate. Thoughtful integration of building mass, scale, and function is incorporated into how the structure meets grade at the pedestrian level. Varying podium heights respond to adjacent buildings and zoning designations. The twin residential towers will add a unique character in the urban skyline.

The sidewalks along Denny Way and Minor Avenue have been widened and exceed code-required widths. The wider sidewalks embrace the Denny Study guidelines and help set precedent for future buildings along Denny Way to encourage great streets. All parking and building service areas have been located below grade, at cost to the project, to allow easy access to retail, residential, and hospitality functions, and to enliven the pedestrian experience on all building frontages. All curb cuts along Denny Way have been eliminated, and cuts have been minimized on Stewart Street and Minor Avenue. The Denny Way frontage has been further enhanced with entries to retail shops, residential lobbies, and building lobby commons. Landscape and other buffers on the sidewalk edge will help pedestrians feel more secure walking along Denny Way and Stewart Street, both major vehicular arterials. Steel and glass canopies will provide weather protection for pedestrians. Building signage and lighting further inform and activate the streetscape along Denny, Yale, Stewart, and Minor streets.

Proposed podium functions include a health club, daycare, social club, and roof terraces allowing for a vibrant interconnection of public and private uses. Hotel amenities will include a restaurant, banquet area, and a lounge. Natural light is generously encouraged to reach deep into interior podium spaces through the use of high ceilings and large areas of perimeter glazing. The daycare has a ‘sunken’, south- facing, outdoor terrace designed for children. The south-facing fifth level terrace will provide amenities available to residents and hotel patrons such as a pool, paved and landscaped decks, and leisure outdoor seating. Hotel roofs promote ‘urban greening’ by providing planted green roofs which provide both private and public benefits. Some of the public benefits include a reduced heat island effect, increased storm water retention, and visually attractive surfaces for neighbors. The design team will register the project and achieve LEED silver accreditation at a minimum.

The twin residential towers, unique to the Denny Triangle skyline today, will add new and vibrant urban vistas to the existing city fabric. Four differing floor plates create a unique building dynamic as they stack vertically. Similar in form and volume, yet distinctive in materials, each tower subtly develops its own identity. Tower roof tops are also similar in form to each other, but the use of different materials allows each to punctuate the skyline in an individual manner yet with a purposefully common architectural language.



VICINITY MAP

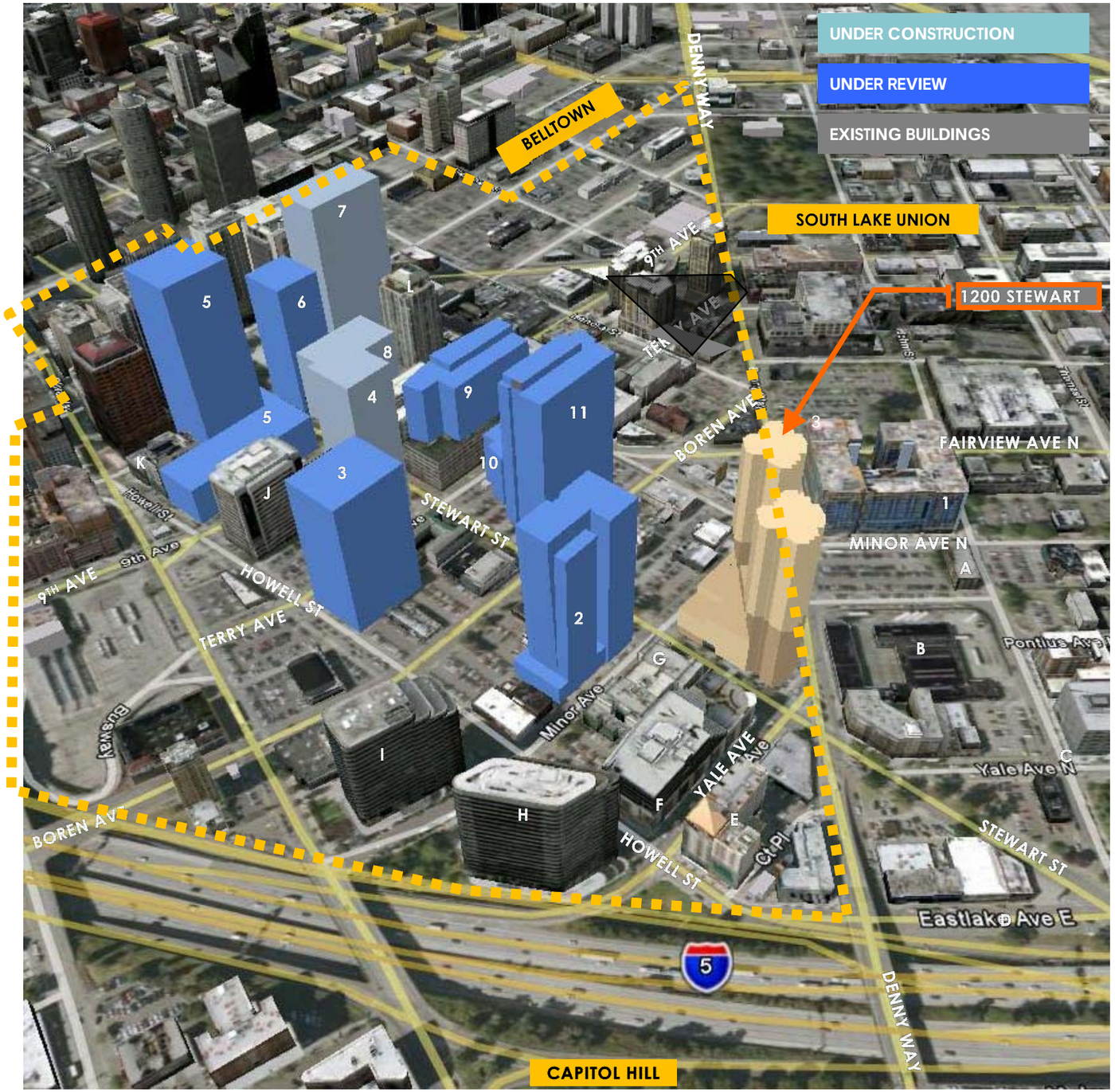
7. 1915/1955 TERRY AVE: CHILDREN'S RESEARCH PHASE 2

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: R ETAIL/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 HOTEL WITH 5-STORY CONVENTION CENTER
6. **800 STEWART**:
7. **STEWART PLACE:**1915/1955 TERRY AVENUE



NEIGHBORHOOD CHARACTER IMAGES

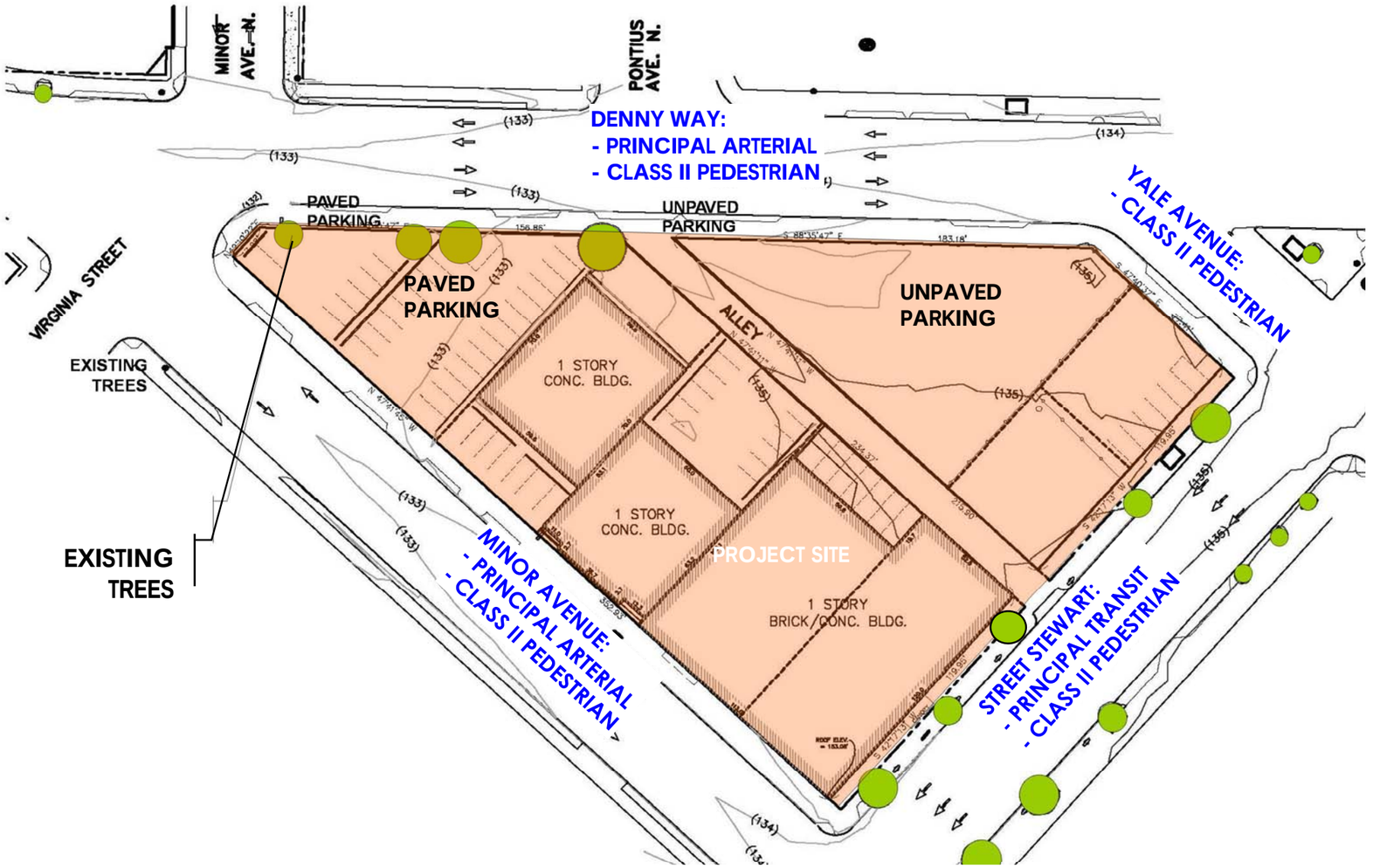
The Denny Triangle Neighborhood is currently experiencing substantial growth and new development with vibrant new buildings that will bring residences, retail and commercial business. With this increased density of people living, working and visiting the neighborhood, the demand for pedestrian circulation within the neighborhood will increase and to connect surrounding neighborhoods of South Lake Union and Capitol Hill.

Meeting the needs of an active neighborhood and creating a sense of identity are important goals of the development. The relationship of the towers and the podium and building entries, the massing, forms and materials of the development is an integral part of the design concept that will help to activate and enliven the development.

The goal of the development is to contribute to the desired character of these neighborhood amenities.

Located at a pivotal part of the Denny Triangle the entryway to Downtown Seattle, the site of the new mixed use project plays the role of the “gateway” to the downtown core.

SITE PLAN



SITE DESCRIPTION

The development site combines seven parcels of land to establish a total land area of approximately 59,700 square feet, near the northeast edge of Downtown Seattle. The site is zoned Downtown Mixed Use Commercial with a height limited 240/2490 – 400 feet (DMC 240/290-400) and occupies an entire city block; with street frontage on Minor Avenue to the west, Denny Way to the north, Yale Avenue to the east, and Stewart Street to the south. The block is irregular in shape due to a shift in the street grid system. The subject site is also located within the Denny Triangle Urban Center Village, and Downtown Design Guideline area. The site is not located in a designated Environmentally Critical Area (ECA).

The site is developed with three commercial buildings, surrounded by hard surface parking lot, and a vacant land at the corner of Denny and Yale Avenue. The combined development site is essentially a flat lot with a slight downward slope to the west. The abutting streets are fully developed rights-of-way with asphalt roadway; curbs, sidewalks and gutters. Denny Way (principal arterial) and Stewart Street (principal transit street) convey heavy traffic volumes past the site. An improved alley, running perpendicular to Stewart, bisects the development site. The applicants are seeking to vacate the alley to unify the development site.

SITE ADDRESS
1200 STEWART STREET
SEATTLE, WA 98101

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).

TAX ACCOUNT NOS.:
0660002264; 0660002280;
0660002285; 0660002290;
0660002295; 0660002300;
0660002305

AREA:
THE SOUTHWESTERLY PARCEL AS SHOWN CONTAINS
36,255 SQUARE FEET OR
0.8323 ACRES, MORE OR LESS.

THE NORTHEASTERLY PARCEL AS SHOWN CONTAINS
17,592 SQUARE FEET OR
0.4038 ACRES, MORE OR LESS.

THE ALLEY PARCEL AS SHOWN CONTAINS 3,602 SQUARE FEET
(TO BE VACATED FOR COMBINED LOT DEVELOPMENT).

TOTAL SITE AS SHOWN CONTAINS 57,449 SQUARE FEET OR
1.318 ACRES,
MORE OR LESS.

EDG COMPARISON CHART - STREET LEVEL USE

FLOOR AREA	USE	EDG 4	EDG 5	CHANGE		REMARK
LEVEL 1	RETAIL/RESTAURANT	9,900 SF	17,400 SF	7,500 SF	+ 76 %	
LEVEL 1	LOBBY	10,500 SF	16,300 SF	5,800 SF	+ 55 %	
LEVEL 1	LOADING DOCK	8,500 SF	0 SF	-8,500 SF	- 100 %	Relocated to below grade at level P1
MEZZANINE LEVEL	RESTAURANT	0 SF	4,300 SF	4,300 SF	+ 100 %	This level added in EDG 5
MEZZANINE LEVEL	OFFICE	0 SF	11,100 SF	11,100 SF	+ 100 %	This level added in EDG 5

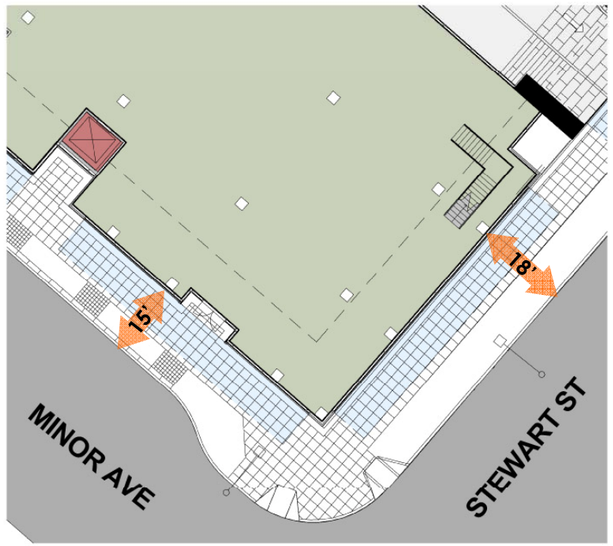
STREET FRONTAGE	USE	EDG 4	EDG 5	CHANGE		REMARK
LEVEL 1	RETAIL/RESTAURANT	365 LF	565 LF	200 LF	+ 55 %	Replaces Loading Dock
LEVEL 1	LOBBY	225 LF	263 LF	38 LF	+ 17 %	
LEVEL 1	LOADING DOCK	240 LF	0 LF	-240 LF	- 100 %	Relocated to below grade at level P1

SIDEWALK AREA	EDG 4	EDG 5	CHANGE		REMARK
	24,900 SF	26,100 SF	1,200 SF	+ 5 %	

BELOW GRADE PARKING STALLS	EDG 4	EDG 5	CHANGE		REMARK
8 LEVELS	800	915	115	14 %	

SIDEWALK WIDTHS	EXISTING	REQUIRED	PROPOSED*	CHANGE		REMARK
DENNY WAY	10	12 FT	15 PLUS FT	3 PLUS FT	- %	Varies from min. 15' plus , see plan
YALE AVENUE	12	12 FT	12 FT	0 FT	0 %	
STEWART STREET	16	18 FT	18 FT	0 FT	0 %	
MINOR AVENUE	12	12 FT	15 FT	3 FT	25 %	

* PER DESIGN COMMISSION MEETING 10/30/2008



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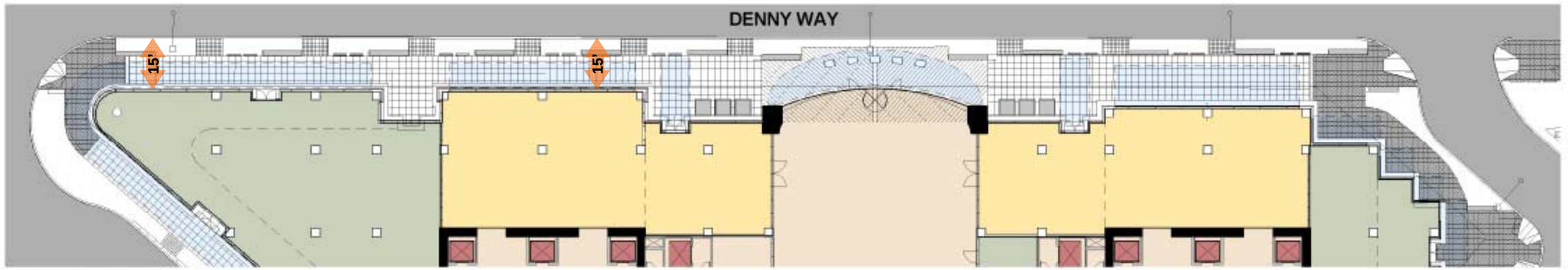


0' 16' 32'

PROPOSED SIDEWALK IMPROVEMENT

A Site Planning

**** A-1 Respond to the physical environment***
Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found beyond the immediate context of the building site.

Pay particular attention to the zoned height limit and datum line of 125 feet (SM-125) across Denny Way.

RESPONSE
Upper podium levels vary from +/- 80 feet to +/- 100 feet with commercial use, lower hotel levels vary from +/- 100 feet to +/-130 feet, with upper hotel levels at +/- 180 feet. These datum's are exhibited in form and materials on the exterior facade. The hotel function sets back from the facade and adjoins two towers to a height of +/-130 feet (level 13). These attributes enable the Denny Way facade to achieve varied datum heights with respect towards future building development. **See pages 43, 45.**

Site should be treated as a gateway to downtown and design with this in mind.

RESPONSE
The design team has taken into consideration comments from the early design guidance committee and has relocated the east residential tower as far east as possible. This revision then enables massing of the eastern tower to approach the street level with distinct materials with an expressly vertical orientation. Yale Avenue enjoys distant views from Capitol Hill and South Lake Union neighborhood. Given the nature of the edge, this building corner responds with architectural materials and definition more monumental in nature. Additionally at street level, Stewart Street and Denny Way podium facades have relief and vertical articulation creating detail and interest while visually buttressing verticality of the tower. **See page 36.**

Apex of triangles should be more reflective of this unique location – additional study is warranted.

RESPONSE
Triangular sites, such as 1200 Stewart, can take advantage of unique architectural solutions making each of the three corners special. Consistent with comments from early design guidance committee, the 1200 Stewart design team has been able to make each of the three prominent edges more reflective and unique to their location. **See pages 33, 34, 35, 56, 57, 59.**

Greater attention should be directed towards demonstrating sustainability commitment, taking greater advantage of natural light, etc. (Provide images to illustrate components)

RESPONSE
Sustainably, the design team is committed to designing and constructing a building that will significantly reduce its impact on natural resources and positively contribute to the surrounding neighborhood and the City of Seattle. The project seeks to earn LEED-NC v2.2 Green Building Rating. The project currently expects to earn a minimum of Silver certification. Some of the building strategies are superior storm water management, including effective quantity and quality management, water use reduction through low flow fixtures, and low impact refrigerants in HVAC&R equipment. **See pages 43, 63, 64, 66.**

A-2 Enhance the Skyline
Design the upper portion of the building to promote visual interest and variety in the downtown skyline.

Careful attention should be directed to the roof line.

RESPONSE
1200 Stewart residential twin towers represent harmony in form with distinction in materials. Tower roof massing suggests a graceful slimming as it resolves itself on the skyline. The west residential tower expresses hotel and podium functions with precast panels, giving these facades a more robust and solid character. Scale and proportion of the east tower is softened with predominately glazing materials. The intent for the two roof penthouses is to maintain consistency on the skyline but provide subtle distinction with material usage. Materials used on respective towers, such as glass on the east tower and precast on the west tower, are expressed in the penthouse roofs. This solution maintains harmony between residential towers, yet creates visually interesting and unique forms on the skyline. **See pages 32, 33, 34, 50.**

Sculpting the upper levels need not be symmetrical, but need to have a dialogue with each other - Several options should be developed.

RESPONSE
The twin residential towers above the hotel datum line are meant to be symmetrical and similar to convey equality and unity. Notably, at the mid-rise line, both towers have unique architectural expression from street level to top of the hotel. **See pages 33, 34.**

Explore roof tops options that play off each other, expressing a different vocabulary.

RESPONSE
Several options have been studied. **See pages 49, 50.**

B Architectural Expression: Relating to the Neighborhood Context

B-1 ***Respond to the Neighborhood Context***

Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.

Be sensitive neighboring iconic buildings including the REI building.

RESPONSE

Nearby iconic buildings, and direct adjacency to transit, require sensitivity towards the immediate neighborhood. Facade modulation, proportion, and scale along Denny Way are key tools in successfully integrating the large structure adjacent to existing smaller-scale structures. Thoughtful attention has been paid to deconstructing what could be a long and uninteresting Denny facade into one of multiple pedestrian entries. This is achieved with exterior expressions, vertical and horizontal facade modulation at the podium level, and materials complementary to surrounding buildings. 1200 Stewart is vertically a multi-dimensional building which allows future and existing structures to gracefully complement each other. Upper podium levels vary from +/- 80 feet to +/- 100 feet with commercial use, lower hotel levels vary from +/- 100 feet to +/-130 feet, with upper hotel levels at +/- 180 feet. These datum's are exhibited in form and materials on the exterior facade. Ongoing development of materials, texture, and modulation is maturing with the design. **See pages 33, 34, 45.**

Take advantage of the opportunity to design an attractive building that responds to the transit system in a neighborhood that is in transition.

RESPONSE

The building directly responds to transit located on Stewart Street by allowing more covered area within the property line for pedestrians to wait and cue adjacent to the transit stop. Indirectly, landscaping adds texture and interest in close approximation to the stop. Nearby retail shops can provide pedestrian amenities desired by users. The building represents facades of many scales that respond and respect location, building adjacencies, and its greater environs. By reflecting these attributes of the specific location and neighborhood, the building has developed its own unique character and personality, much in keeping with this area. **See pages 14, 17, 59, 68.**

Provide perspectives from Capitol Hill

RESPONSE

A perspective taken at pedestrian eye level from Capitol Hill is included. **See page 52.**

B-2 ***Create a Transition in Bulk and Scale***

Compose the massing of the building to create a transition to the height, bulk, and scale of development in nearby less intensive zones.

The two towers and their relationship to the podium and street are key design considerations moving forward to reflect sensitivity to the125 foot zoned height limit across Denny.

RESPONSE

Further development has improved integration of the western-most residential tower with the podium along Denny Way and Minor Avenue. Precast elements at Minor Avenue now extend from grade to the height of the proposed hotel use (+/- 180'). Window expressions vary in height and width on the north and south tower facades. Definition of the eastern tower is achieved with softer more reflective materials, such as glass, to develop a 'bay window' starting at the second level and extending to the top of the hotel function. The massing creates a definite material and datum change at the +/- 180 foot elevation on both towers. The hotel function steps back off the facade allowing for an upper terrace, and adjoins the towers at a height of +/-130 feet (level 13), adding a secondary datum to respond to future neighboring development. Varied podium heights, use of differing materials, strong vertical massing breaking long horizontal floor plates, all contribute to demonstrate how 1200 Stewart project responds to zoning guidelines. **See pages 33, 43, 45, 53.**

*** B-4** ***Design a Well-Proportioned & Unified Building***

Compose the massing and organize the publicly accessible interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.

Symmetrically designed towers may not be the best solution. Seek to create greater dynamism between the towers.

RESPONSE

Greater architectural interest has been introduced by integrating the west residential tower into the podium levels on Denny Way and Minor Avenue. Each tower reflects their individual character with subtle differences. Precast panels clad up to the mid-rise datum line (+/- 180 feet) for the west tower with glass and glazing panels on the eastern tower. Both towers have unique architectural expression facing Denny Way from street level to top of the hotel, or mid-rise, datum line. West tower precast has been extend to the street on Minor Avenue to further integrate the tower into the podium as seen from the south, and add interest at the pedestrian level. The two residential towers, above the hotel level, are meant to be symmetrical and similar to convey equality and unity. **See pages 33, 34, 36, 54.**

The 85 foot tall podium seems imposing and lacks human-scale for pedestrians, which will need to be resolved in the next design iteration.

RESPONSE
North and South podium levels, two through five, have been revised to express west tower integration. This large-scale revision creates architectural texture and interest visually from a distance, while adding detail to complement street level uses. The east tower and podium along Denny Way feature a glass 'bay window' which complements the adjacent tower with a similar feature form but clad in precast. Integration of the west tower, modulating the facade to create pedestrian eddy's along the street, and stepping down the podium height from five levels to four at several locations, visually diminish the height of the podium. **See pages 33, 34, 43, 45.**

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.

Focused attention needs to be directed along all street frontages, with special attention around the porte-cochere as it relates to the pedestrian experience. More large-scale detail is warranted to convey the pedestrian experience.

RESPONSE
The design team has relocated loading and service areas to below grade. This revision adds another +/- 7,500 square feet of retail or commercial space adjacent to public streets on Denny Way and Minor Avenue. This revision serves to greatly increase public accessibility to areas within the project. Two residential entries are located along Denny Way between retail functions and a major entrance to the Lobby Commons. Transit commuters enjoy a large and covered waiting area adjacent to the bus stop along Stewart Street. A proposed retail shop close by the bus stop could provide users with daily news, beverages, snacks, and a place to gather. The corner of Stewart Street and Minor Avenue has dedicated a large area of retail space that could include a restaurant. This retail space could enjoy an internally connected mezzanine level, if so desired, as clear interior dimensions could approach twenty four feet in height. Specialty lighting, signage, landscape, and glazed overhead canopies all combine to create an enjoyable and active street experience. **See pages 17, 33, 34, 35, 36, 48.**

Adding pedestrian seating in the recessed areas would be an added benefit, be mindful of scale and introduction of quality materials.

RESPONSE
Opportunities for public seating are being considered at several locations; along Stewart Street adjacent to the bus stop, at the corner of Yale Avenue, and along Minor Avenue towards the east corner. **See pages 17, 57, 59.**

**** C-2 Design facades of many Scales***
Design architectural features, fenestration patterns, and materials compositions that refer to the scale of human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation.

Design should focus on the human scale by delineating a hierarchy of entries that are readable from different perspectives.

RESPONSE
Particular attention has been paid to activating the street level with retail shops, pedestrian entries, modulating podium facades, and allowing a hierarchy of entrance features to work with each other. In doing so, entries along Stewart Street, Minor Avenue, and Denny Way all have unique character particular to their function but integrated by a common architectural language and visual detail. **See pages 37, 38, 39, 48, 55, 57, 58, 59.**

C-3 Provide active, Not Blank, Facades
Buildings should not have large blank walls facing the street, especially near sidewalks.

RESPONSE
Relocation of loading and services below grade has benefited Denny Way and Minor Avenue with the addition of retail and commercial uses. The relocation of services has removed objectionable blank wall areas. **See pages 14, 17, 37, 38.**

C-4 Reinforce Building Entries
To promote pedestrian comfort, safety, and orientation, reinforce the building's entry.

Open up Denny frontage to engage pedestrians within the right-of-way.

RESPONSE
All pedestrian and vehicular entries are easily located and visually clear. Appropriately scaled overhead canopies occur for differing types of entrance functions. Newly accessible retail frontage at the western corner provides for continuous, pedestrian-friendly streetscape with wide sidewalks, buffered from adjacent vehicular traffic. **See page 14, 17, 37, 38.**

**** C-5 Encourage Overhead Weather protection***

Encourage project applicants to provide continuous, well lit overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.

Thoughtful development is warranted to enhance street-level experience, contributing to readability.

RESPONSE

Pedestrians are greeted with wide sidewalks, enhanced with landscape buffers and active storefronts along all streets. Overhead weather protection responds directly to building facade and differing functions, contributes to the readability of the building from the street, while creating a more intimate scale as it pertains to the pedestrian. **See pages 14, 17, 45, 55, 58.**

C-6 Develop the alley façade

To increase pedestrian safety, comfort, and interest, develop portions of the alley facade in response to the unique conditions of the site or project.

No specific guidance provided

RESPONSE

Attention has been paid to providing a safely buffered pedestrian environment. Custom metal screens and low precast blades placed towards the outer sidewalk edge provide a system to safeguard pedestrians yet does not encumber the street with dark shadows. New street trees will be planted in landscape areas along the outside edge of wide sidewalks. **See page 58.**

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.

Additional refinement surrounding the porte-cochere is warranted to visually open the pedestrian experience both from within the site and from the right-of-way.

RESPONSE

A large, segmented, structural glass entry nearly forty feet in height, exposing a generous amount of northern light into the Lobby Commons area, welcomes pedestrians along Denny Way. This entrance features an interior atrium space of nearly forty feet high. The Lobby Commons features a high interior space of nearly twenty four feet clear and is activated by adjoining retail and access to building uses. Residents and visitors entering from Denny Way have the opportunity to access two residential lobbies on either side of the lobby commons, lower hotel elevators, retail shops, internal arrival area or pedestrian-friendly paths to Stewart Street or Minor Avenue. Pedestrian-only entrances are located along Stewart Street and Minor Avenue. Pedestrians pass from the street to a shared arrival area through precast portal(s) framed with metal work. The entry is buffered from vehicular traffic by landscaping. Illumination of these artful elements will add to its intent and purpose. The internal arrival area benefits from elevating the first floor level to a height of twenty seven feet floor to floor. **See pages 14, 17, 40, 41, 46, 47, 67, 68.**

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

The design team has designated pedestrian buffer zones along Denny Way and Stewart Street to further safeguard the public from adjacent vehicular arterials. These buffers occur specifically at all the pedestrian entry ways and generally along the arterials. Street trees and plantings are pushed to the outside of the generously wide sidewalks and are interwoven with raised stone blocks and complemented with custom metal screens gently buffering pedestrians from the busy streets. Landscape rain gardens and plantings help soften the urban streetscape edges to create a more friendly and inviting environment. Specialty paving at key areas further enhances visual and textural cues to pedestrian and vehicles. **See pages 62, 65, 66, 67, 68.**

**** 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

Integrating twin, high-rise residential towers into the podium anchors a principal urban edge into the skyline and street domain. A symbolic building entry rising five stories, with a pedestrian entry to the Lobby Commons along Denny Way, create a visual focal point perceptible from many vantage points east, west, and north. While the larger expression of 'building entrance' is scaled up to the building as a whole, the pedestrian expression of entry at the street level is scaled down to welcome everyday users with canopies, lighting, landscaping, and sidewalk textures. Separate residential and retail entries in designated areas adjacent to the street are given individual attention with scale and detail. Integrating twin residential towers into the commercial podium, and uniquely defining each podium corner have significantly improved continuity of the structure as a whole. **See pages 33, 34, 35, 36.**

Day lighting the porte-cochere should be considered

RESPONSE

Given building program, site, and lot size constraints, the project team has provided linkages and connections necessary to a functioning structure. An increase in floor to floor height from grade to level one, from twenty feet to twenty seven feet, allows additional daylight to benefit the internal arrival area and transition space. **See pages 17, 18, 19, 20, 21, 22, 43.**

Take advantage of the site's irregular shape, triangles help to define space.

RESPONSE
Given an irregularly-shaped, triangular site at the confluence of two major arterial streets in an urban environment, the project location starts to render itself as a significant place within its boundaries. Each of the three building podium facades exhibit special attention given to architectural character and details. **See pages 37, 38, 39, 56, 57, 59.**

E. Vehicular Access & Parking: Minimizing the Adverse Impacts

E-1 Minimize curb cut impacts
Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians.

RESPONSE
The design team has relocated all loading and building service functions below grade. This revision eliminates one curb cut along Minor Avenue. Two curb cuts remain on Minor Avenue for vehicular access. No curb cut is proposed for Denny Way. One, egress only, curb cut is proposed for Stewart Street. **See page 14.**

E-2 Integrate Parking Facilities
Minimize the visual impact of parking by integrating parking facilities with surrounding development. Incorporate architectural treatments or suitable landscaping to provide for the safety and comfort of people using the facility as well as those walking by.

Minor Avenue access to parking and service areas will need careful attention to safeguard pedestrian security.

RESPONSE
With loading and service areas now relocated to below grade, retail/commercial areas are now located on the west end of level one. Access points into the retail shops are shown as proposed locations only and final access points will be determined by tenants. **See page 14.**

Revisiting the stone wall around the service area is warranted, the pedestrian experience should be a major consideration in its design.

RESPONSE
The stone display wall is removed and is replaced with storefront glazing. **See page 14.**

E-3 Minimize the Presence of Service Areas
Locate service areas for trash dumpsters, loading docks, mechanical equipment, and the like away from the street front where possible. Screen from view those elements which for programmatic reasons cannot be located away from the street front.

The proposed alley-like passageway should open up to the sky.

RESPONSE
Given building program, site, and lot size constraints, the project team has provided linkages and connections necessary to a functioning structure. An increase in floor to floor height from grade to level one, from twenty feet to twenty seven feet, allows additional daylight to benefit the internal arrival area and transition space. **See pages 17, 18, 19, 20, 21, 22, 43, 61.**

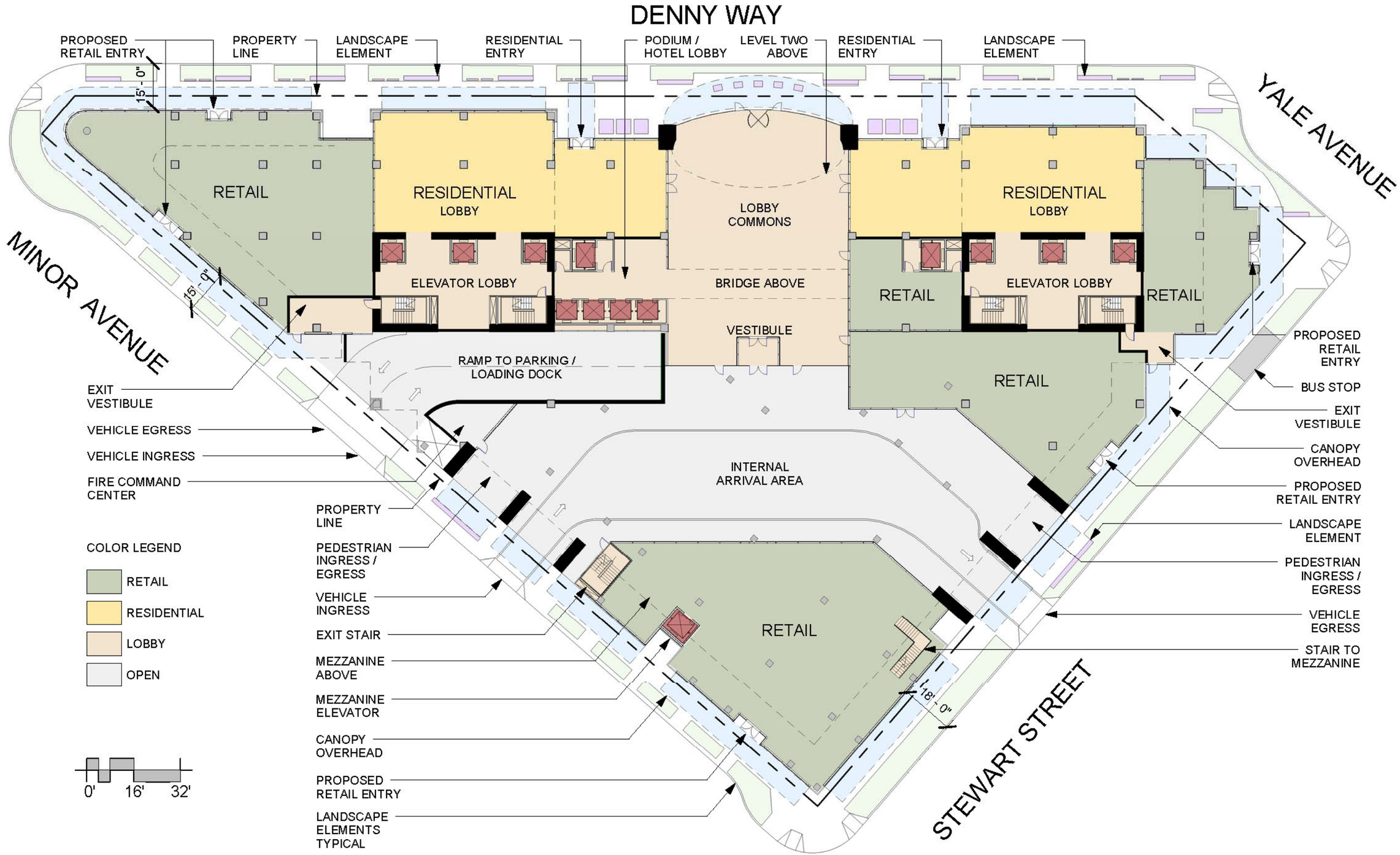

GREYHOUND
MAINTENANCE DEPT
DENNY WAY
METRO
STOP
YALE AVE
VIRGIINIA STREET
RETAIL
RESIDENTIAL
LOBBY
LOBBY
COMMONS
RESIDENTIAL
LOBBY
RAMP TO PARKING/
LOADING DOCK
RETAIL
INTERNAL
ARRIVAL AREA
METRO
STOP
MINOR AVE
STEWART STREET
RETAIL
CITY OF SEATTLE
COMMUNICATIONS
(OFFICE)
MODERN DIGITAL
(COMMERCIAL)
SURFACE
PARKING LOT
METROPOLITAN
PARK – NORTH
TOWER
BALFOUR
APARTMENT
COMPLEX

SITE PLAN

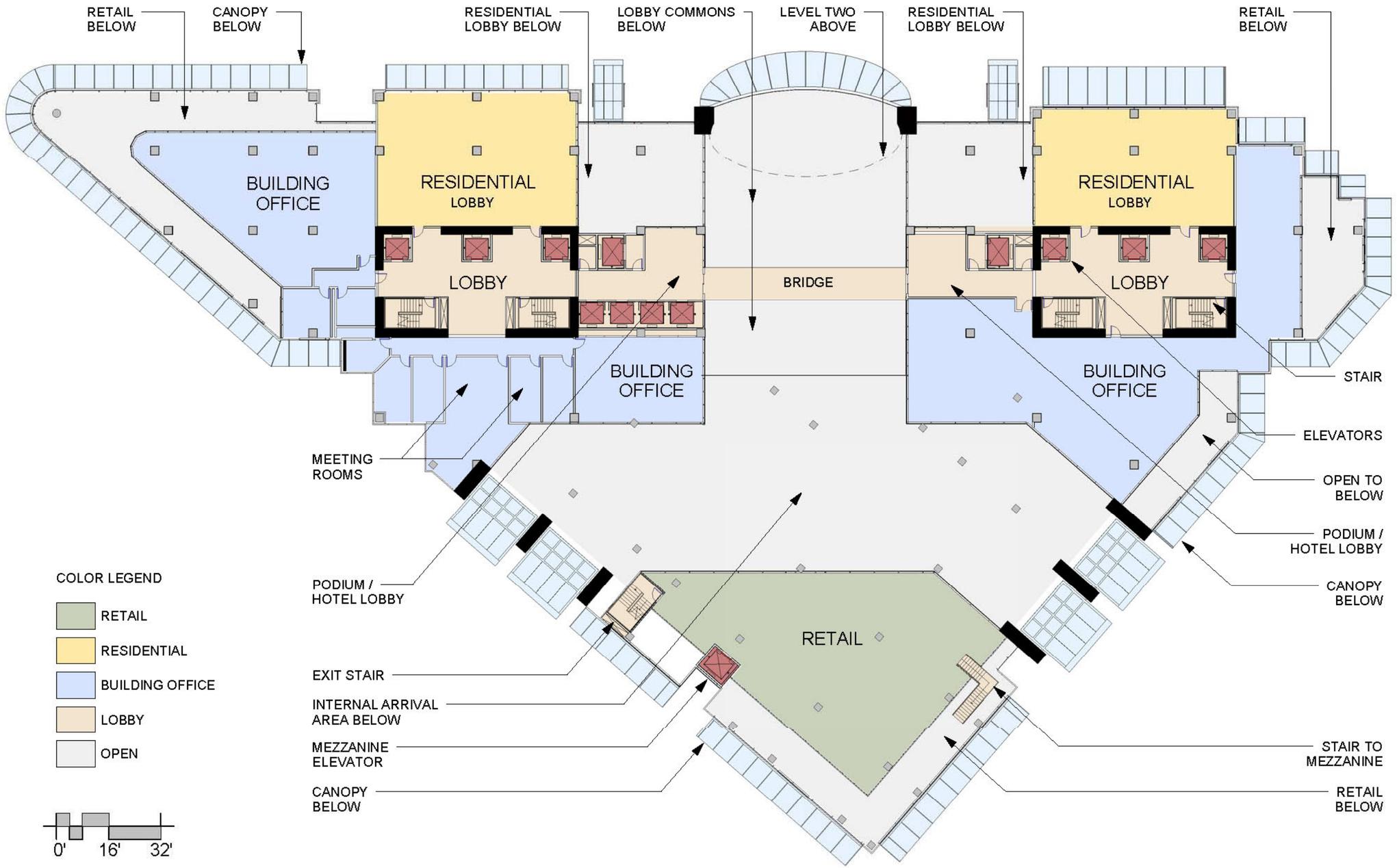
FLOOR PLAN – PARKING LEVEL P1

FLOOR PLAN – TYPICAL PARKING LEVEL 2-8

NORTH



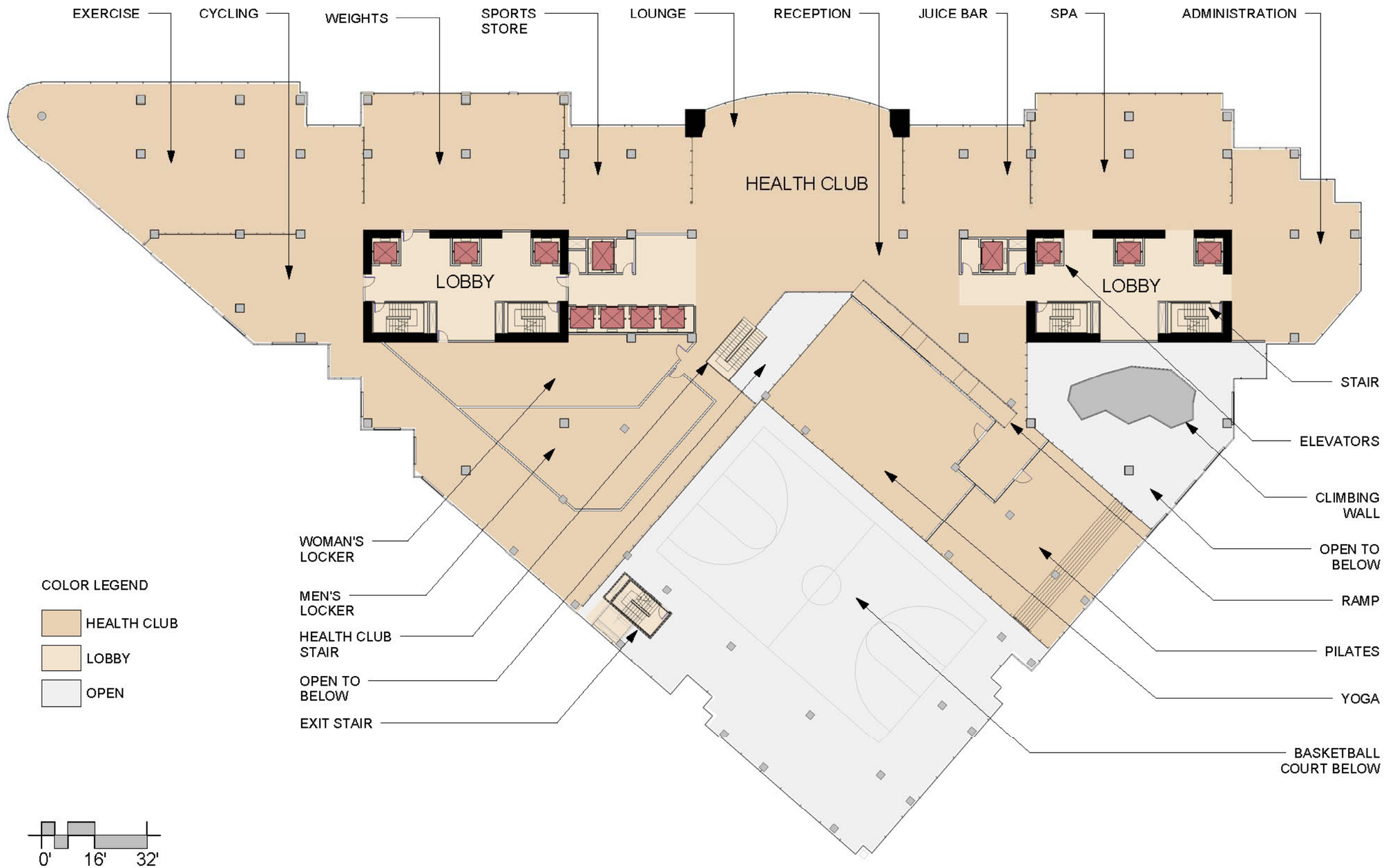
FLOOR PLAN – LEVEL 1



FLOOR PLAN – LEVEL MEZZANINE

FLOOR PLAN – LEVEL 2

NORTH

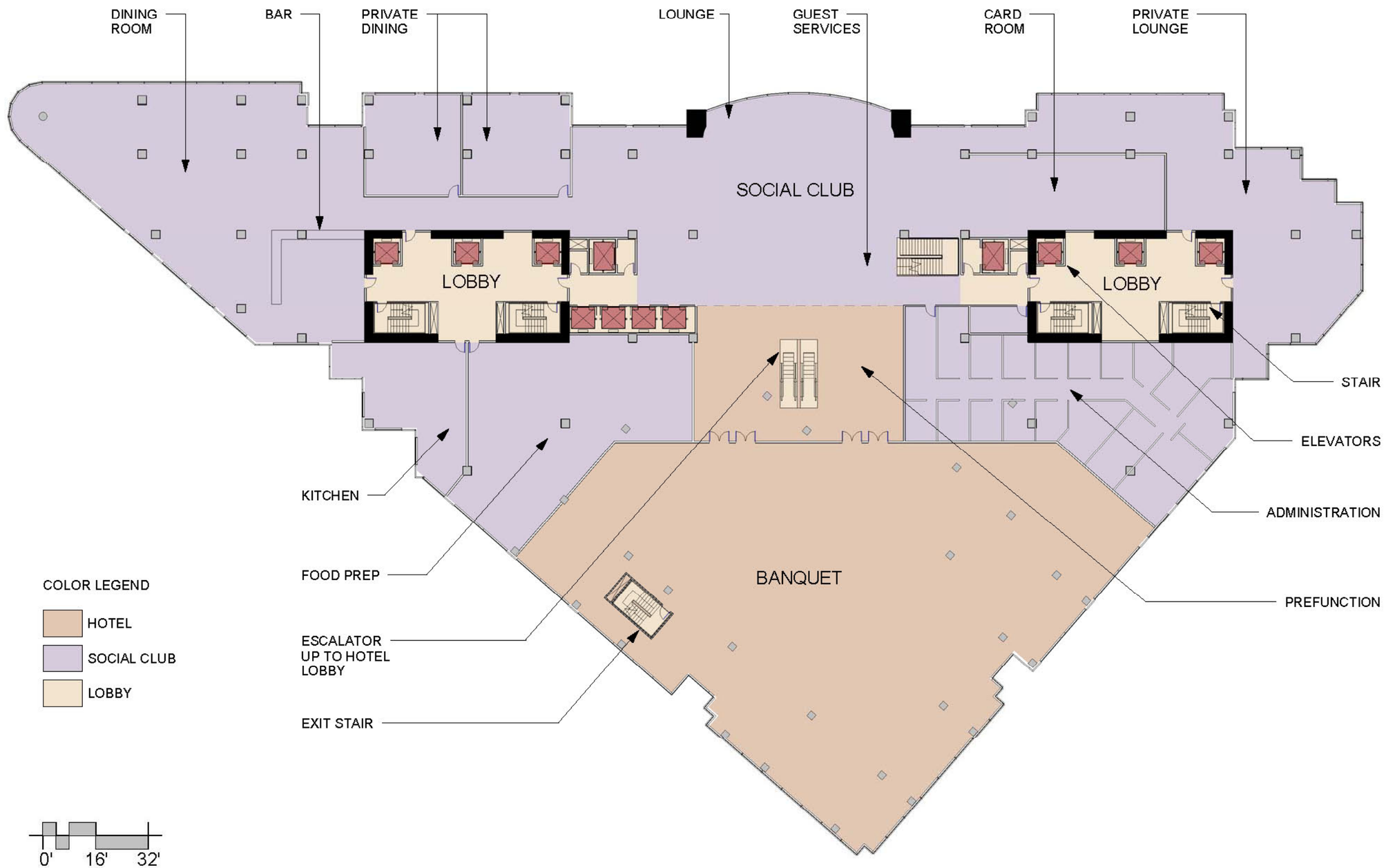


COLOR LEGEND

- HEALTH CLUB
- LOBBY
- OPEN

0' 16' 32'

FLOOR PLAN – LEVEL 3



COLOR LEGEND

- HOTEL
- SOCIAL CLUB
- LOBBY

0' 16' 32'

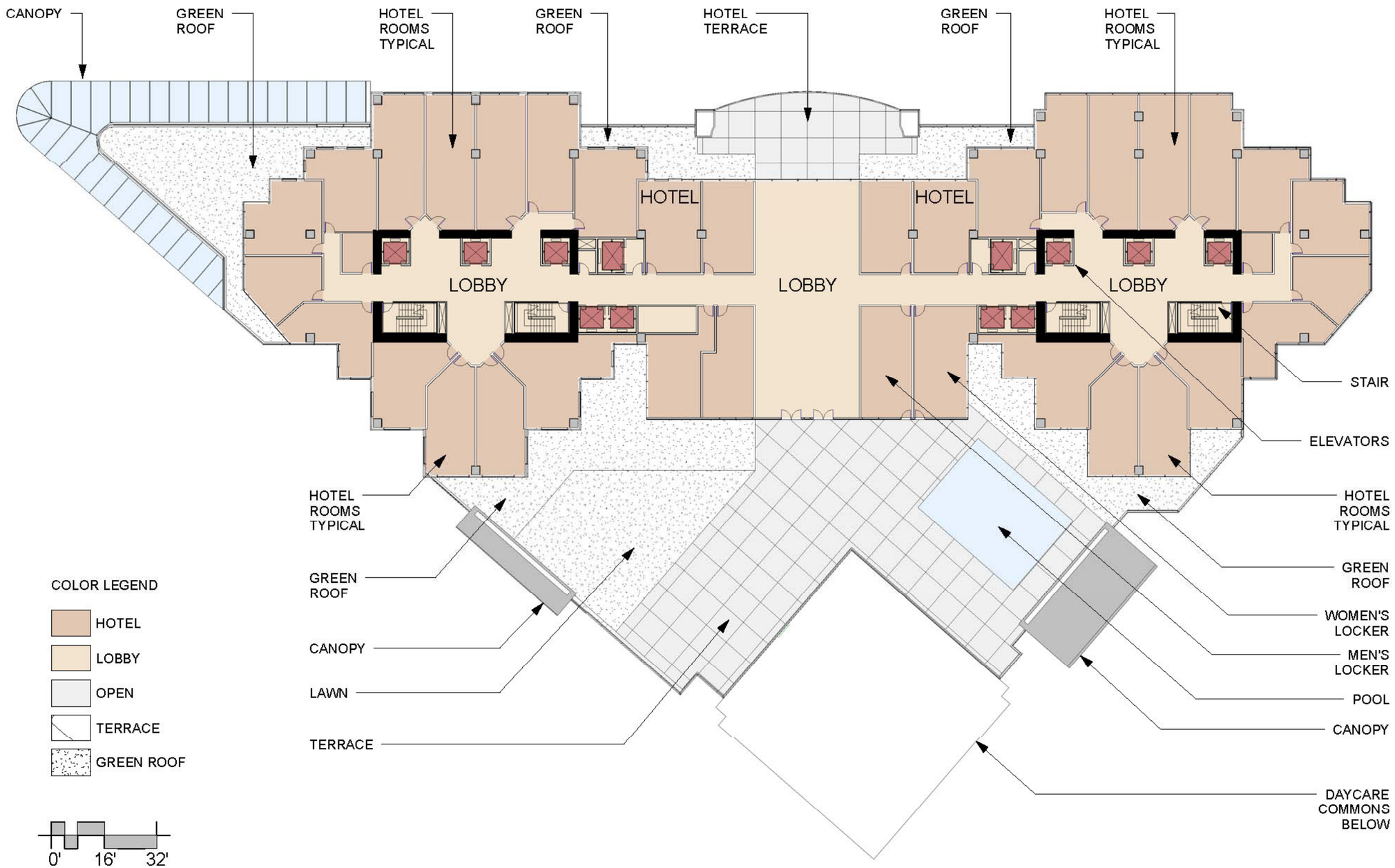
FLOOR PLAN – LEVEL 4

COLOR LEGEND

- HOTEL
- DAYCARE
- LOBBY
- OPEN
- GREEN ROOF

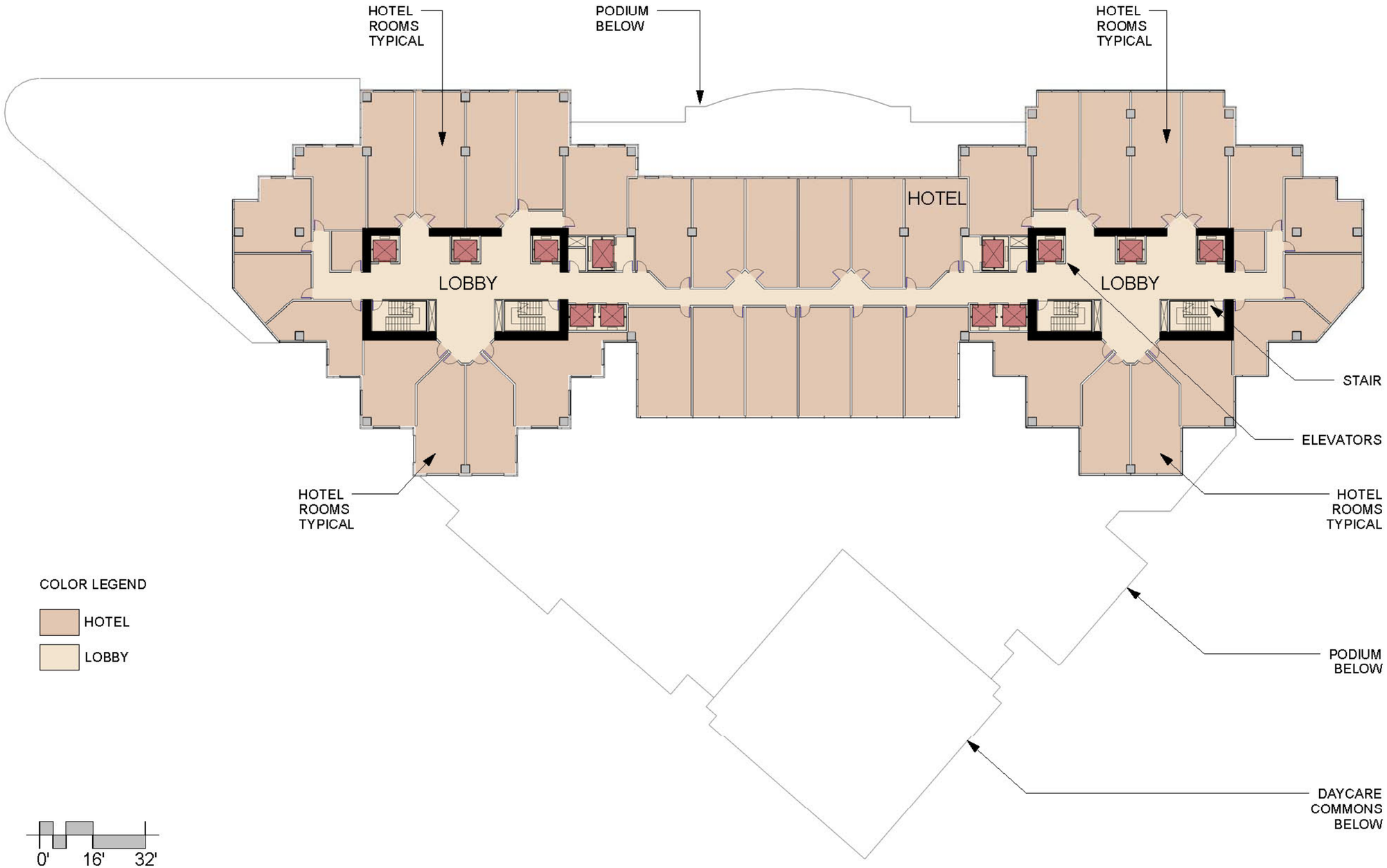
0' 16' 32'

FLOOR PLAN – LEVEL 5



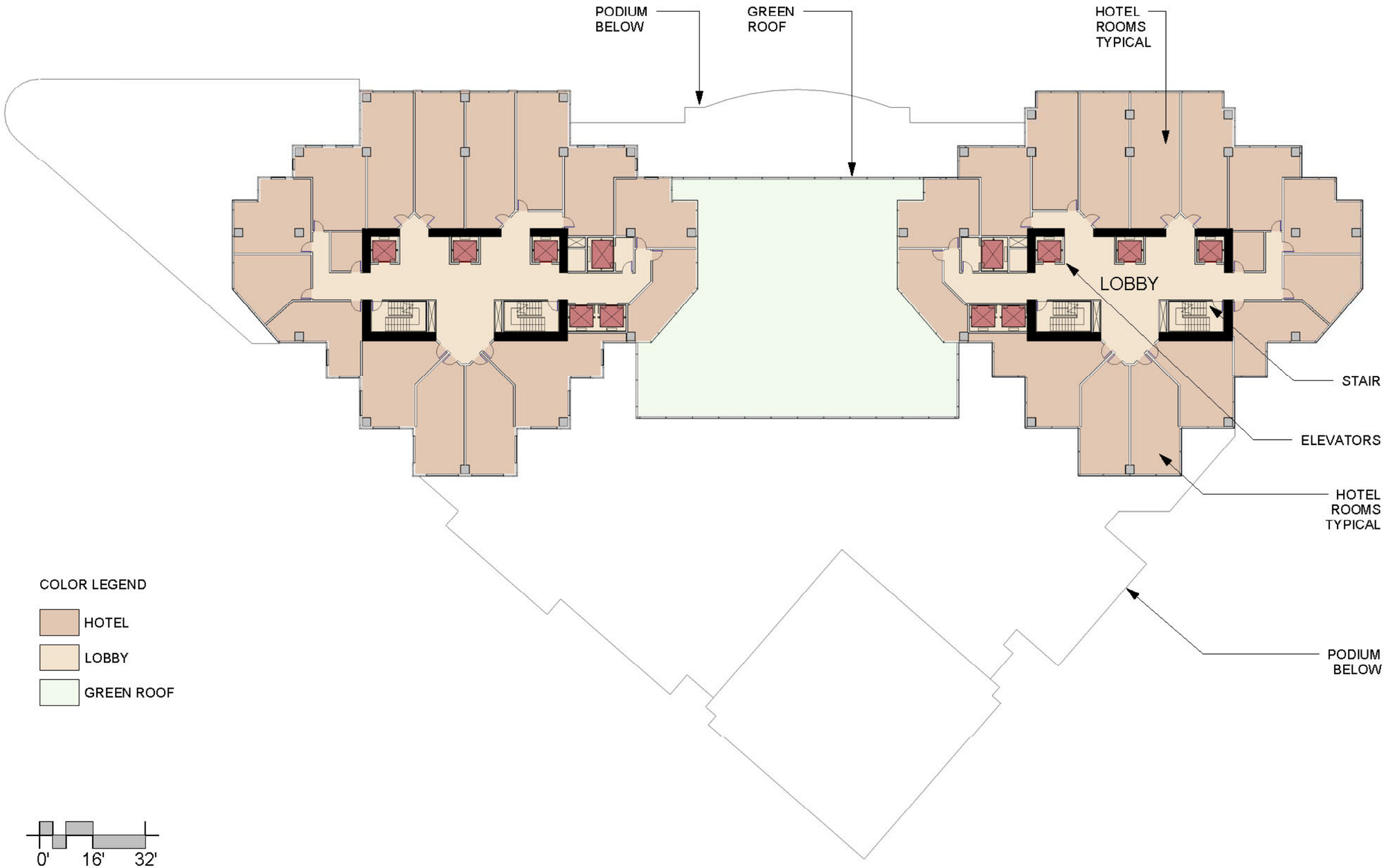
LEVEL 6

FLOOR PLAN – LEVEL 6



LEVELS 7-8 TYPICAL

FLOOR PLAN – HOTEL



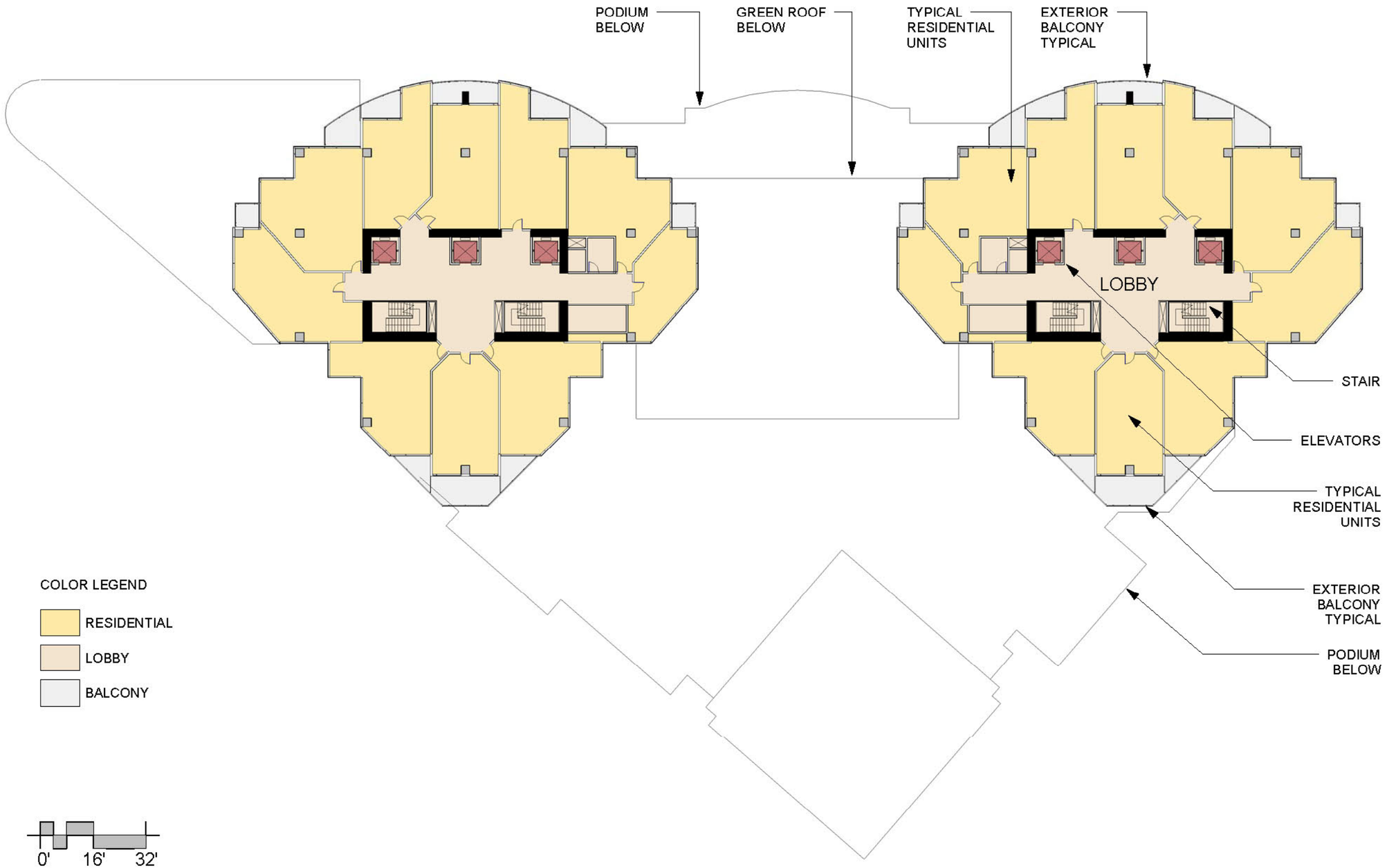
COLOR LEGEND

- HOTEL
- LOBBY
- GREEN ROOF

0' 16' 32'

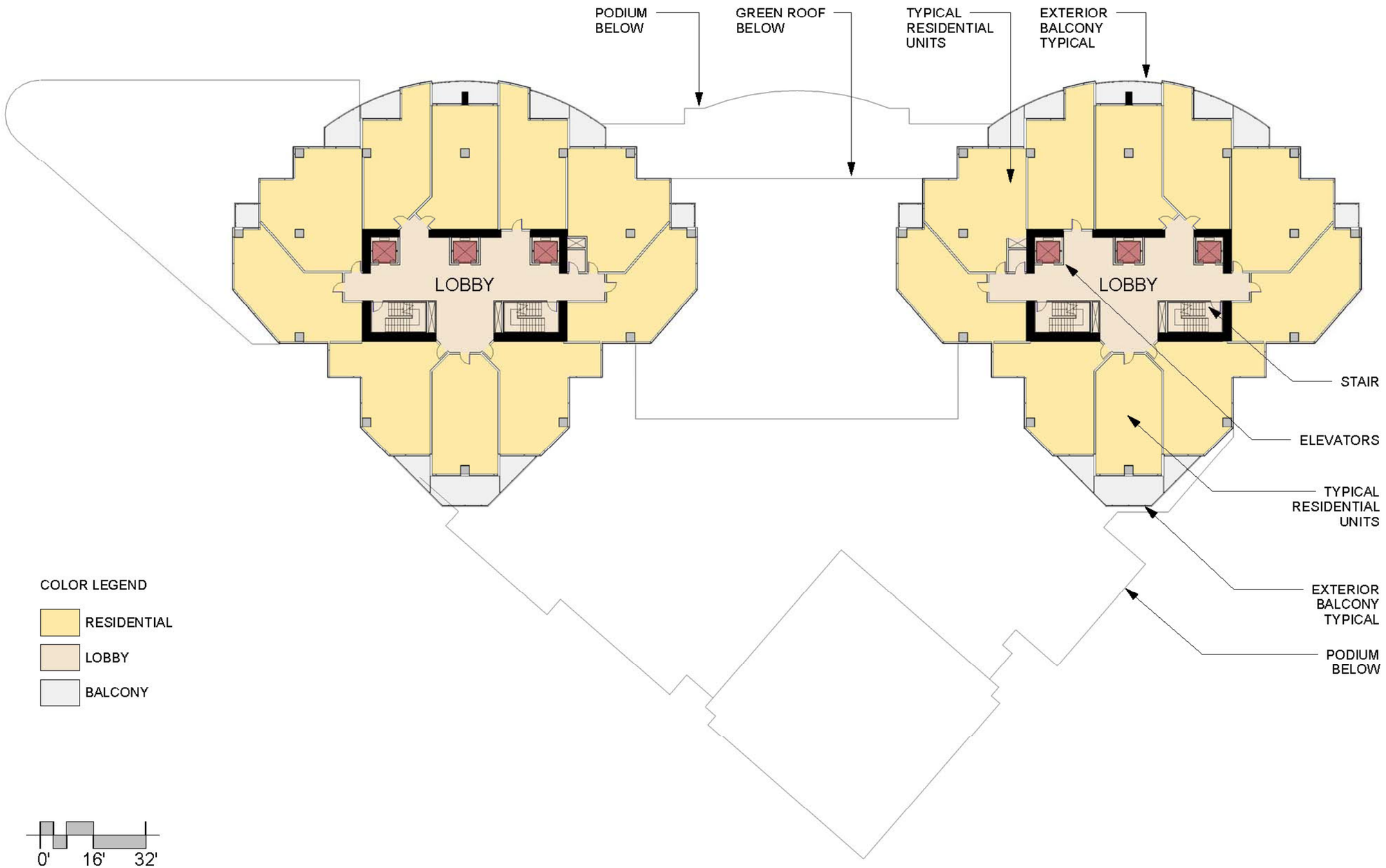
LEVELS 9-13 TYPICAL

FLOOR PLAN – HOTEL

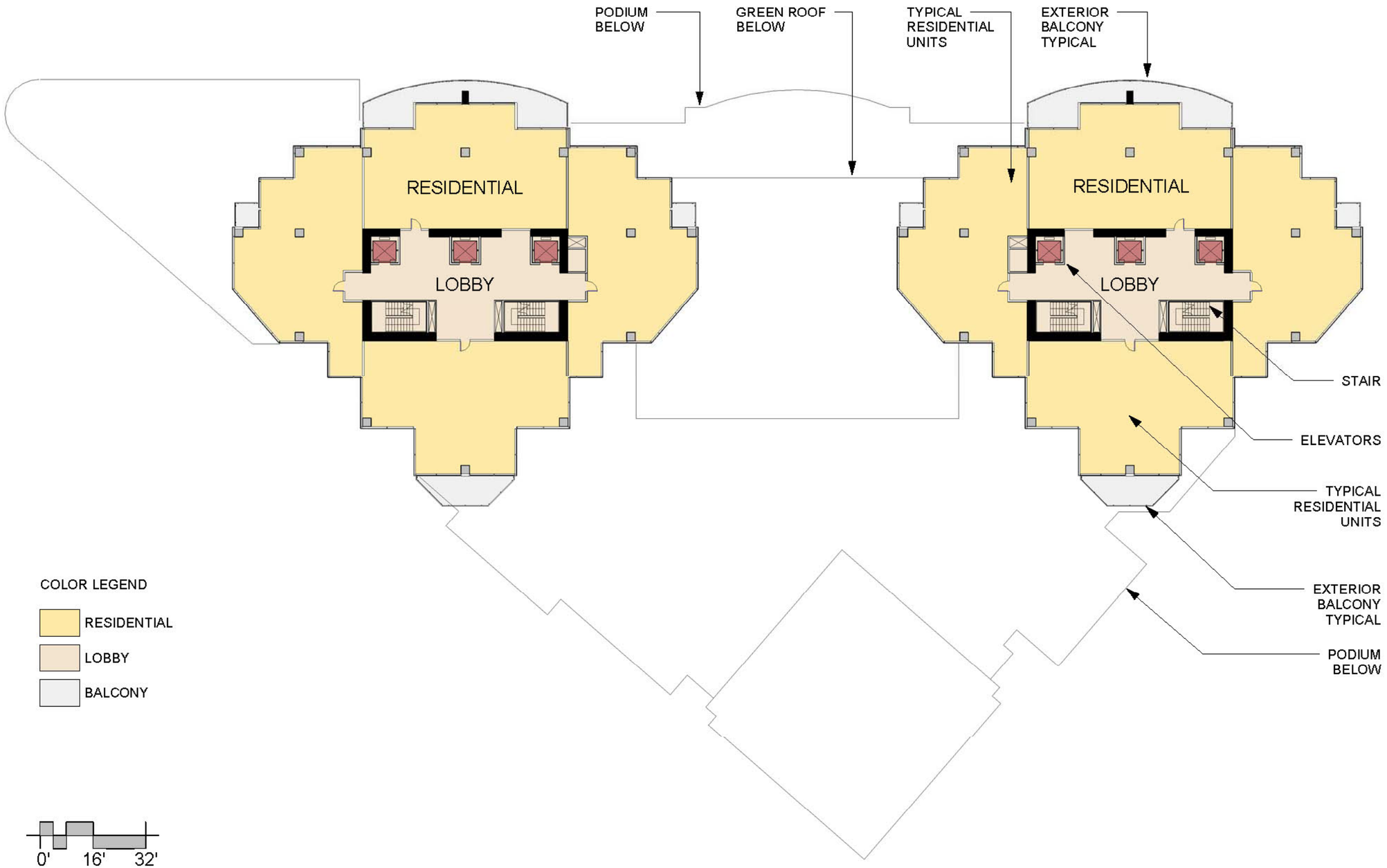


LEVELS 14-23 TYPICAL

FLOOR PLAN – RESIDENCE PLATE 1



LEVELS 24-30 TYPICAL



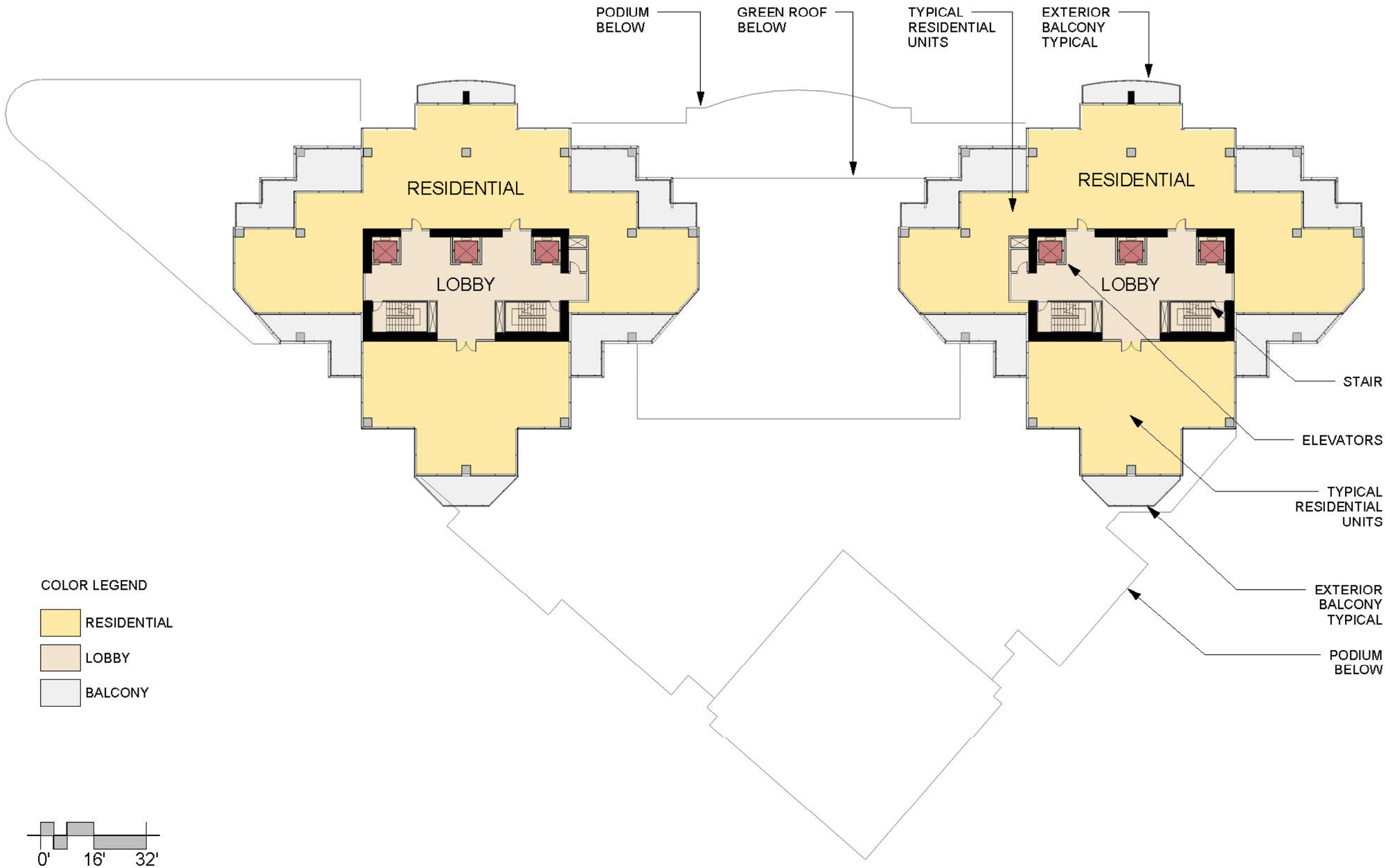
COLOR LEGEND

- RESIDENTIAL
- LOBBY
- BALCONY

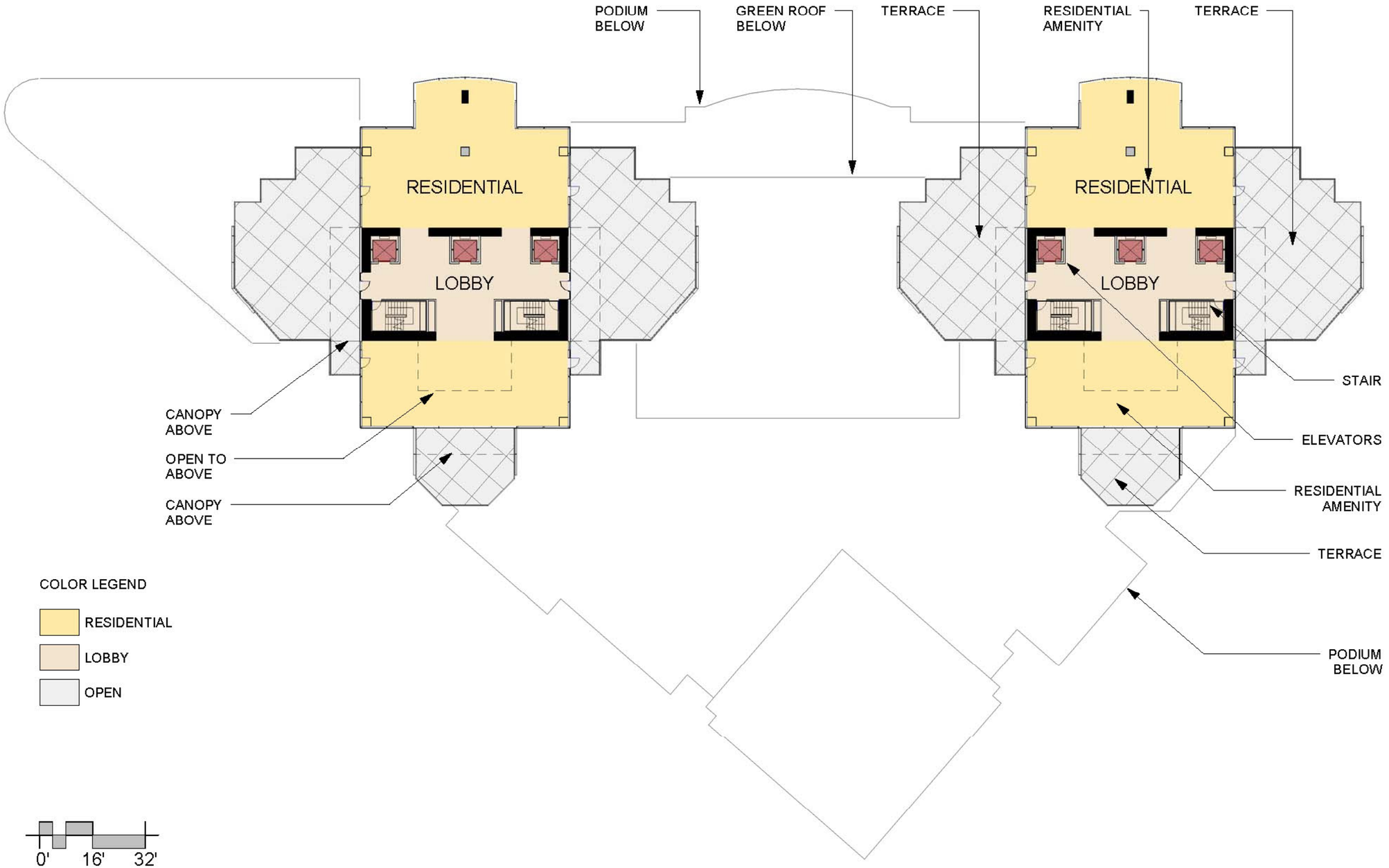
0' 16' 32'

LEVELS 31-33 TYPICAL

FLOOR PLAN –RESIDENCE PLATE 3

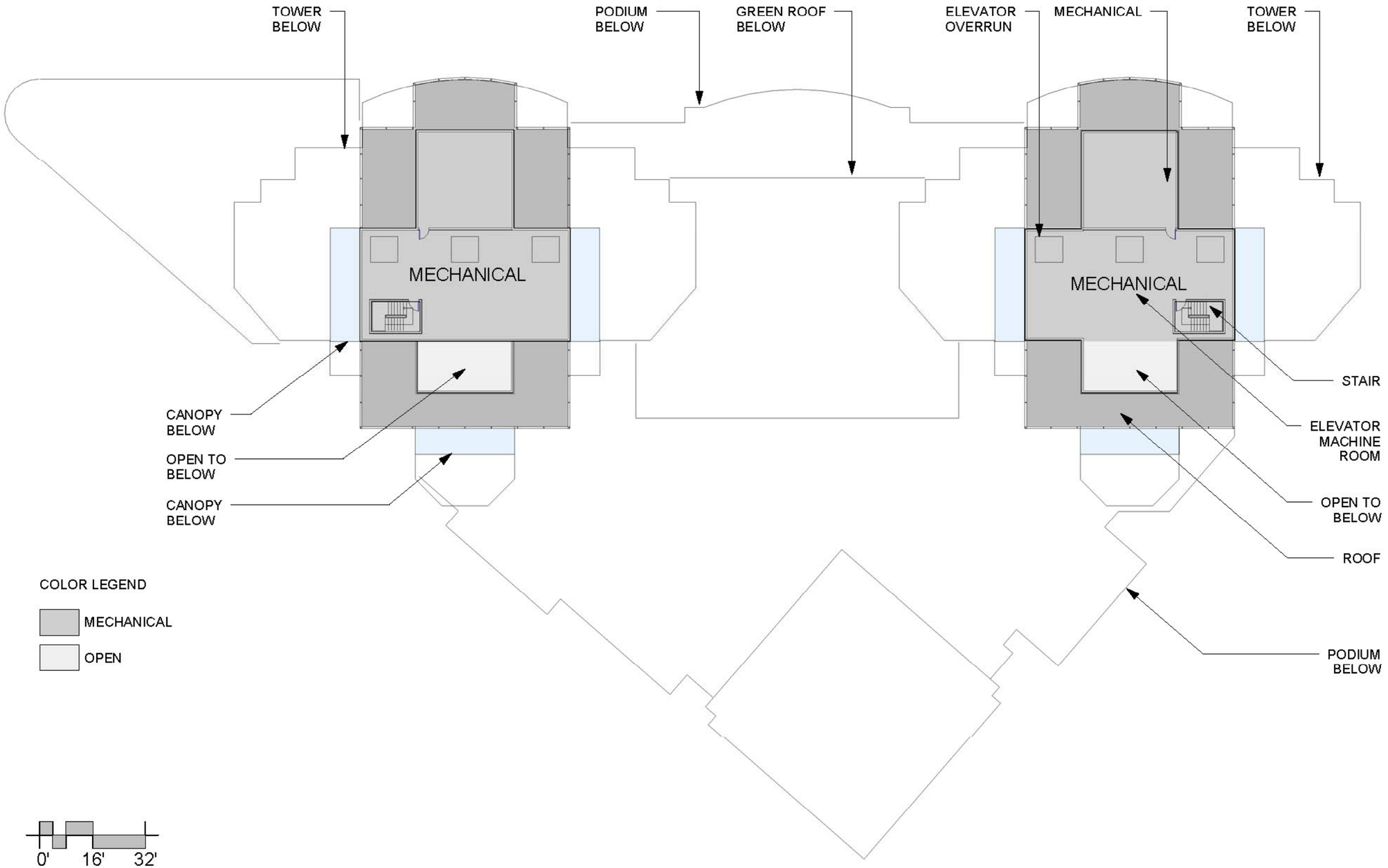

PODIUM BELOW
GREEN ROOF BELOW
TYPICAL RESIDENTIAL UNITS
EXTERIOR BALCONY TYPICAL
RESIDENTIAL
LOBBY
RESIDENTIAL
LOBBY
STAIR
ELEVATORS
TYPICAL RESIDENTIAL UNITS
EXTERIOR BALCONY TYPICAL
PODIUM BELOW
COLOR LEGEND
RESIDENTIAL
LOBBY
BALCONY
0'
16'
32'

LEVEL 34



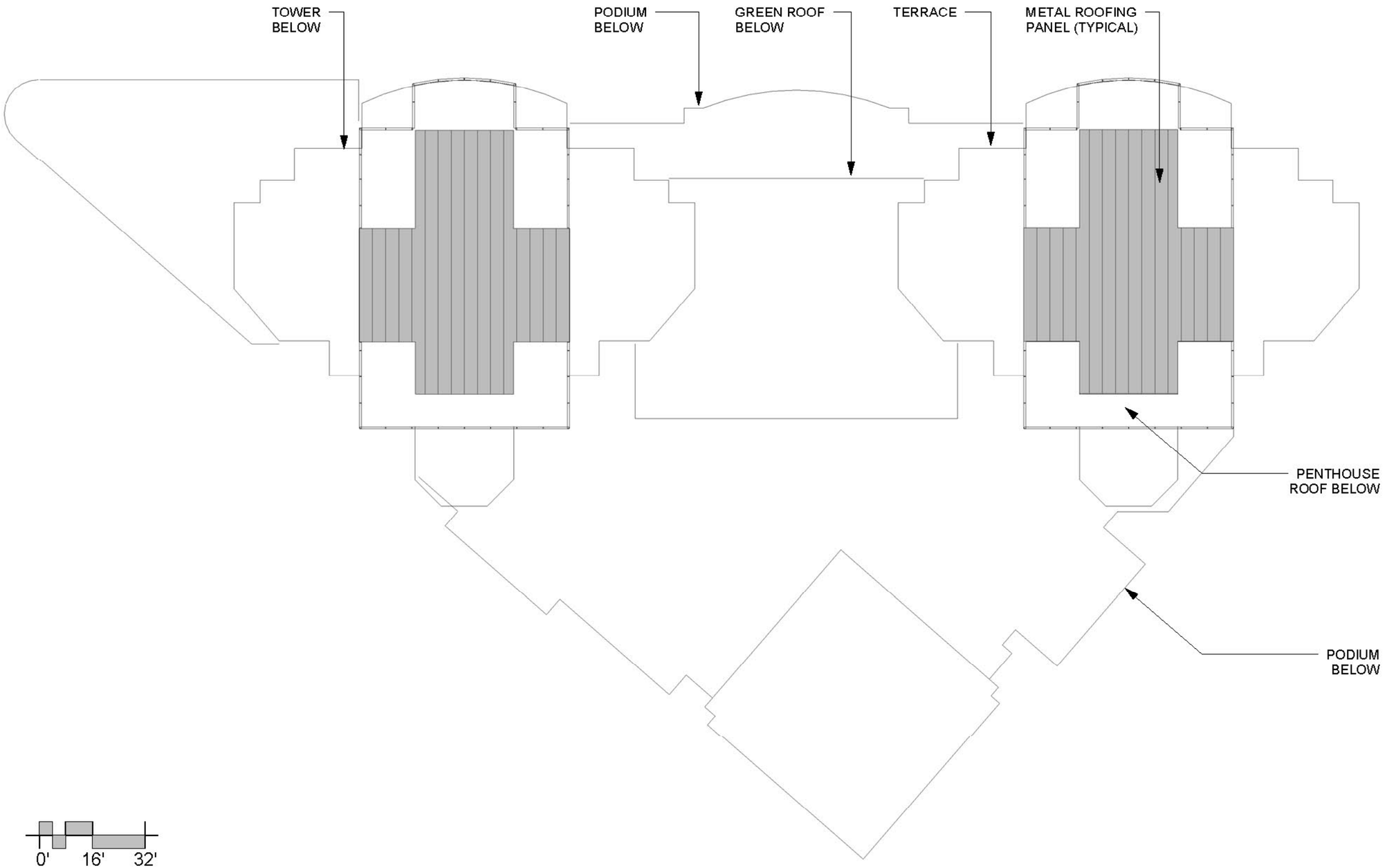
LEVEL 35

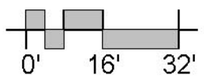
FLOOR PLAN – RESIDENTIAL AMENITY



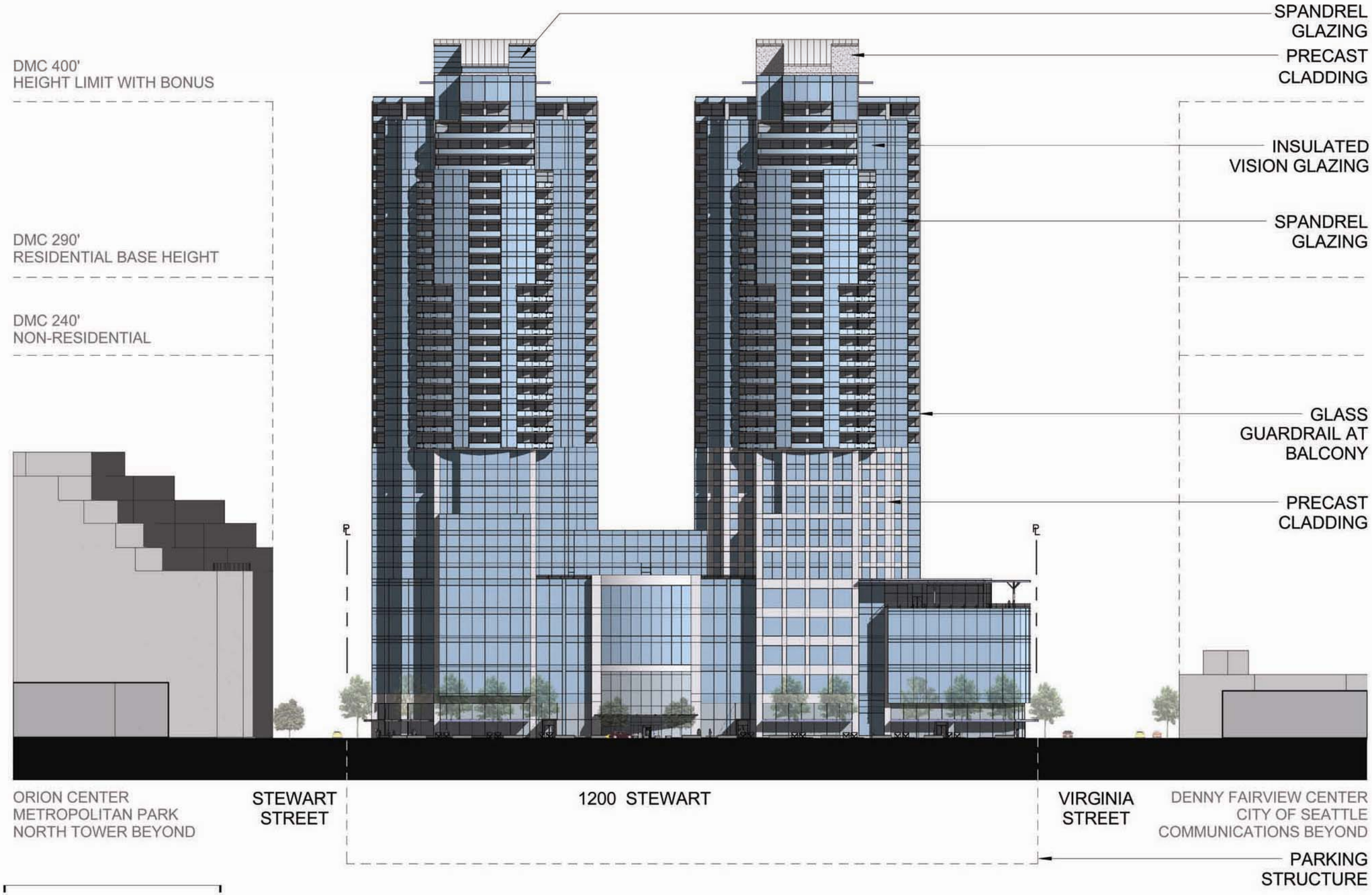
LEVEL 36

FLOOR PLAN – MECHANICAL

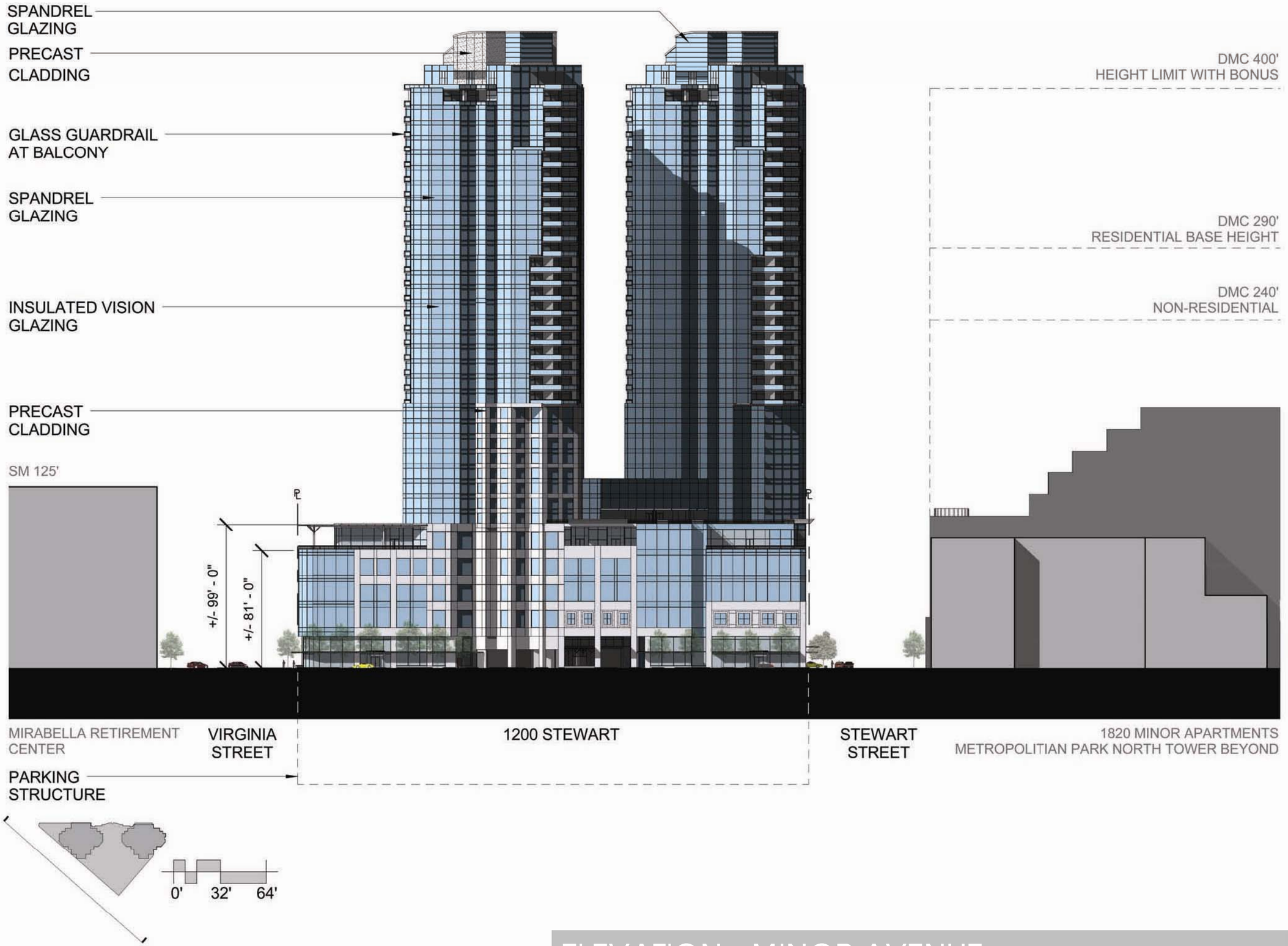




FLOOR PLAN – ROOF

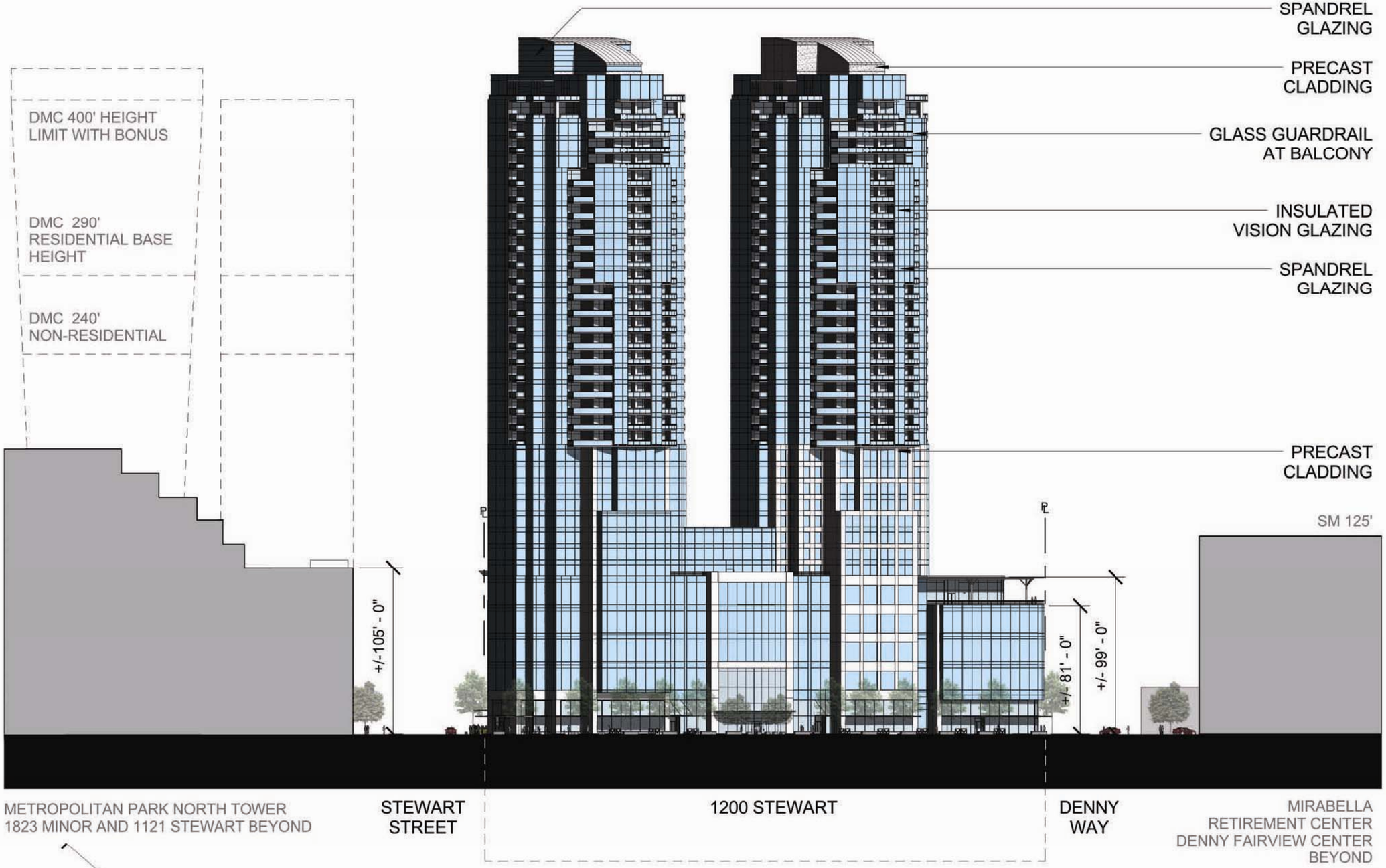


ELEVATION - DENNY WAY

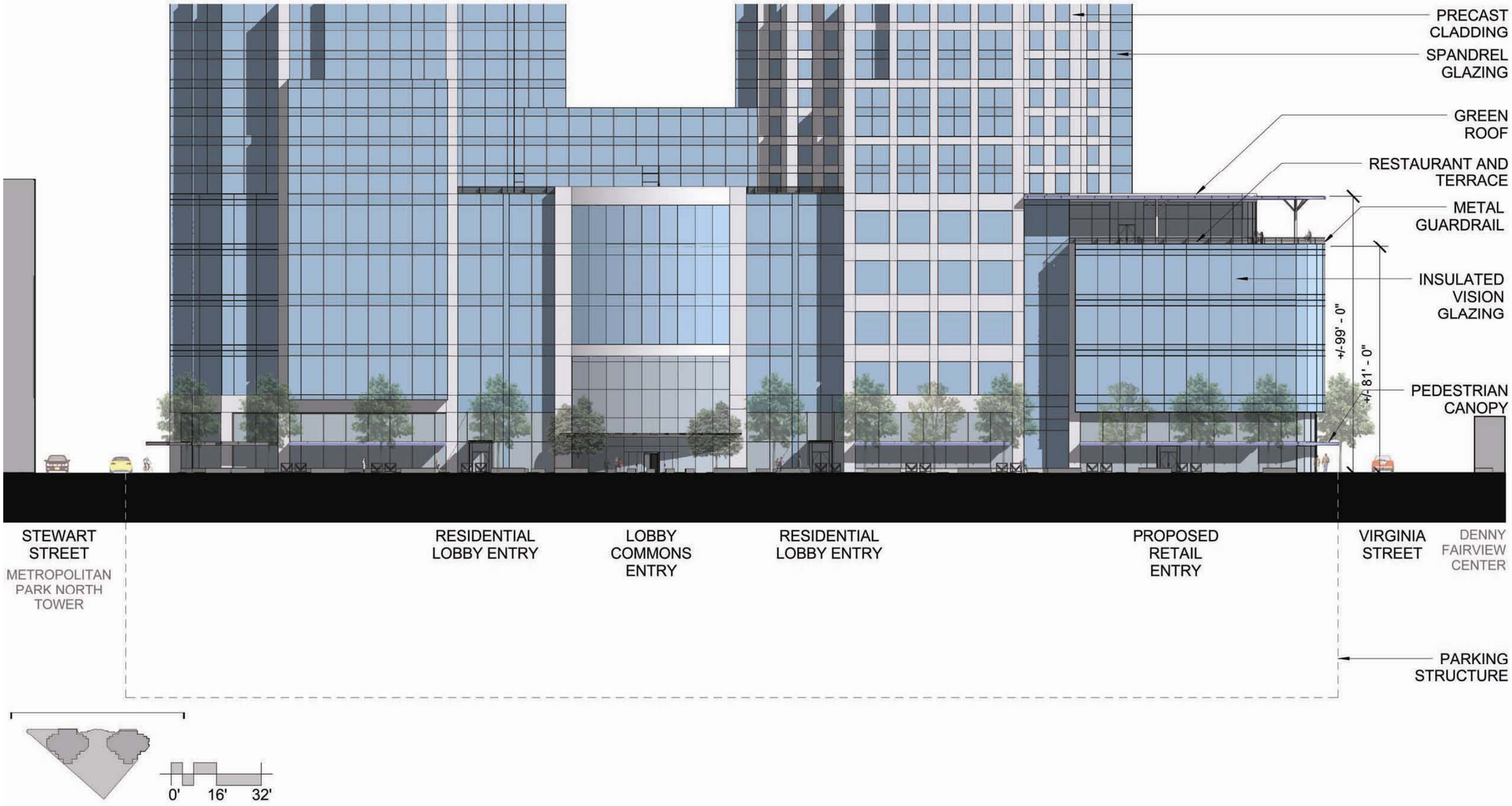


ELEVATION - MINOR AVENUE

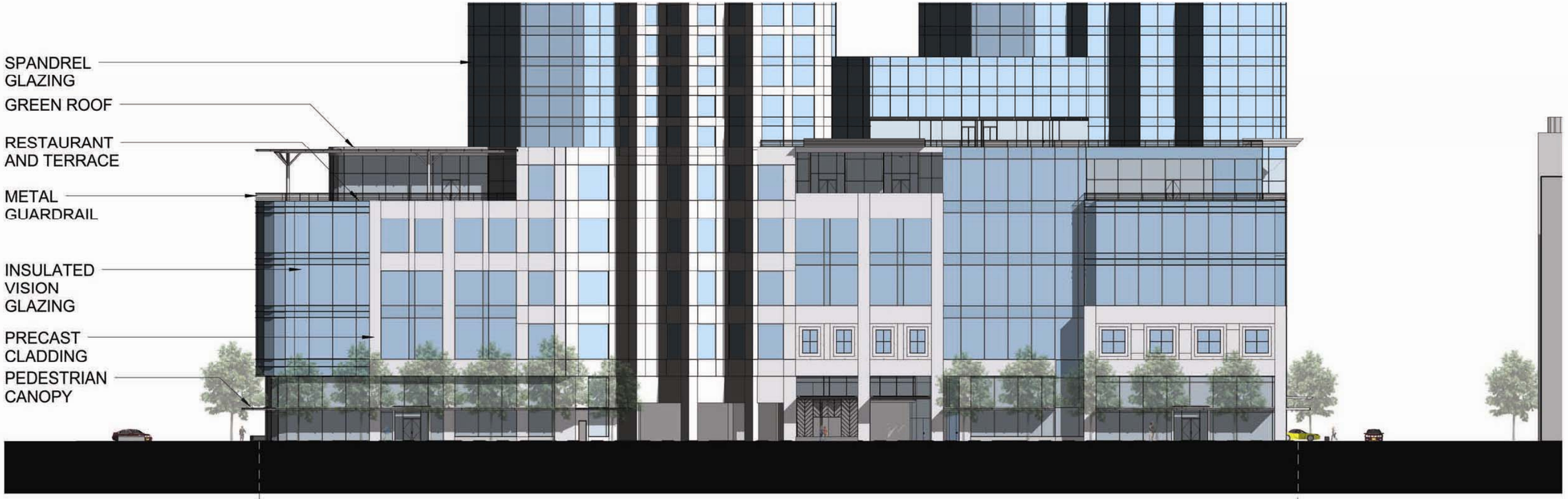
ELEVATION - STEWART STREET

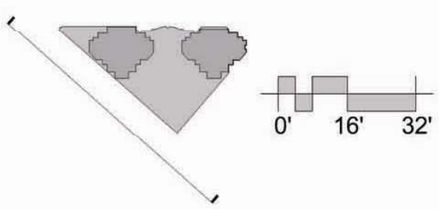


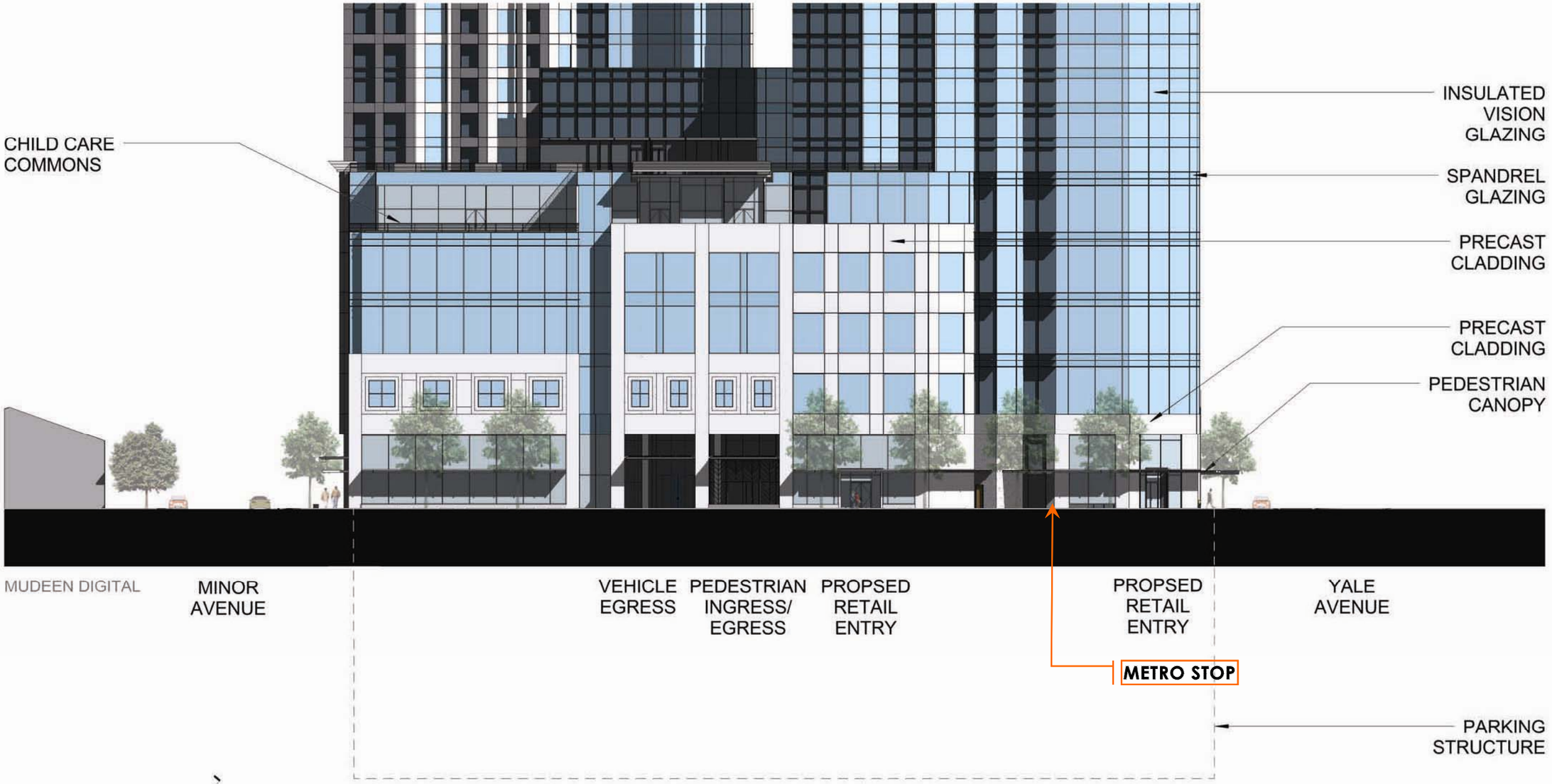
ELEVATION - YALE AVENUE



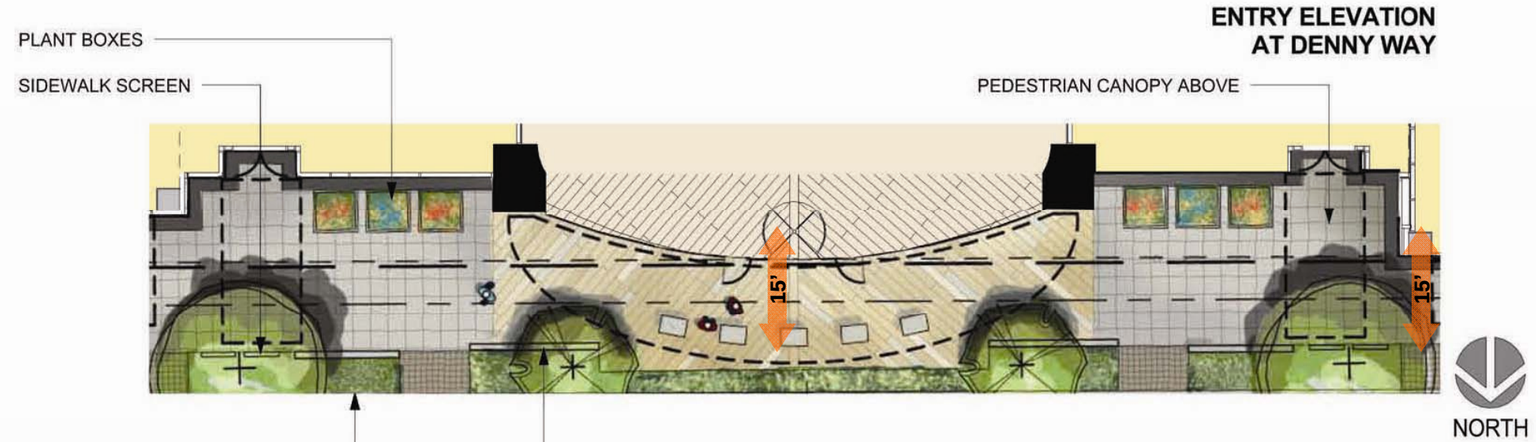
PODIUM ELEVATION – DENNY WAY


SPANDREL GLAZING
GREEN ROOF
RESTAURANT AND TERRACE
METAL GUARDRAIL
INSULATED VISION GLAZING
PRECAST CLADDING
PEDESTRIAN CANOPY
VIRGINA STREET
PROPOSED RETAIL ENTRY
VEHICLE EGRESS
VEHICLE INGRESS
PEDESTRIAN INGRESS/ EGRESS
VEHICLE INGRESS
PROPOSED RETAIL ENTRY
STEWART STREET
1820 MINOR APARTMENTS
METROPOLITIAN PARK NORTH TOWER BEYOND
PARKING STRUCTURE


0'
16'
32'


CHILD CARE COMMONS
INSULATED VISION GLAZING
SPANDREL GLAZING
PRECAST CLADDING
PRECAST CLADDING
PEDESTRIAN CANOPY
MUDEEN DIGITAL
MINOR AVENUE
VEHICLE EGRESS
PEDESTRIAN INGRESS/ EGRESS
PROPSED RETAIL ENTRY
PROPSED RETAIL ENTRY
YALE AVENUE
METRO STOP
PARKING STRUCTURE
0'
16'
32'

ENTRY ELEVATION AT DENNY WAY

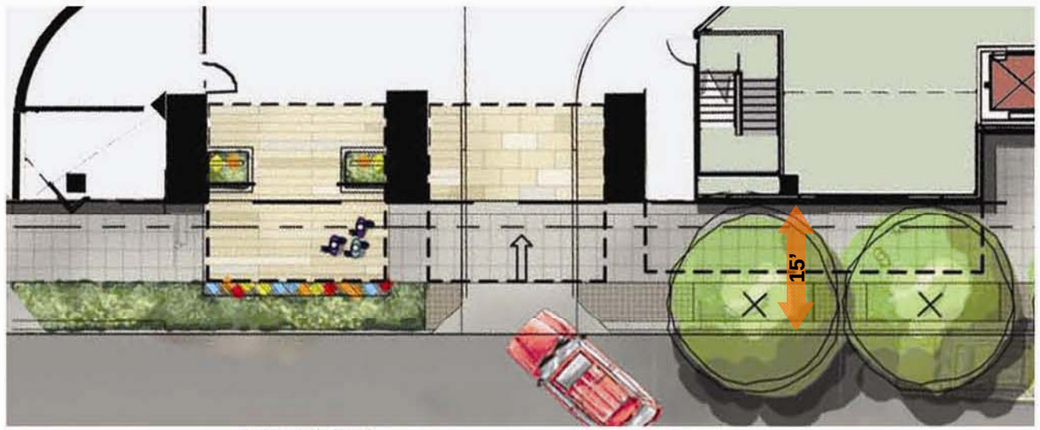


ENTRY PLAN AT DENNY WAY

PEDESTRIAN INGRESS

VEHICULAR INGRESS

ENTRY ELEVATION AT MINOR AVENUE



LANDSCAPING BUFFER

ENTRY PLAN AT MINOR AVENUE

NORTH

VEHICLE EGRESS

PEDESTRIAN INGRESS

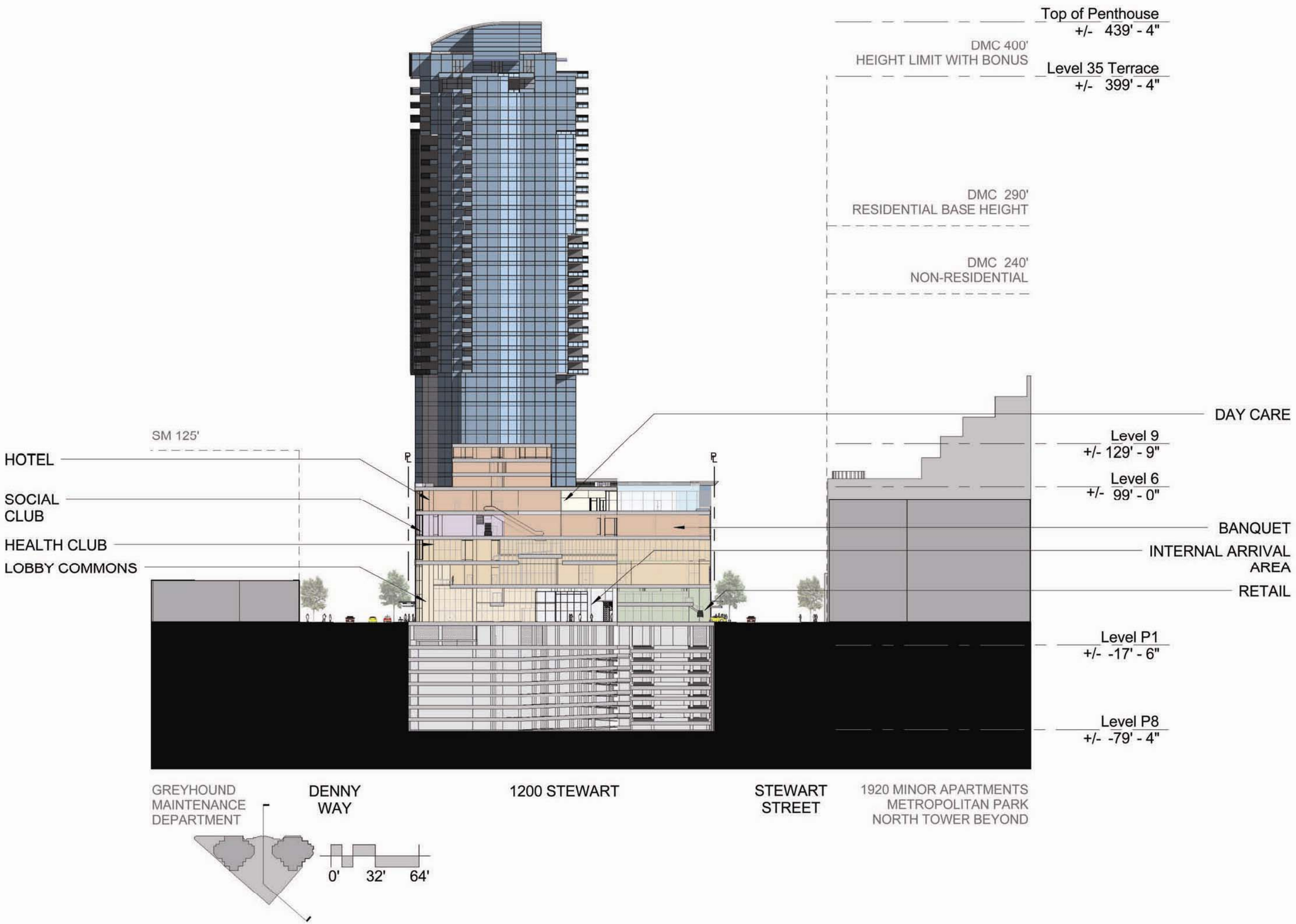
ENTRY ELEVATION AT STEWART STREET

LANDSCAPING BUFFER

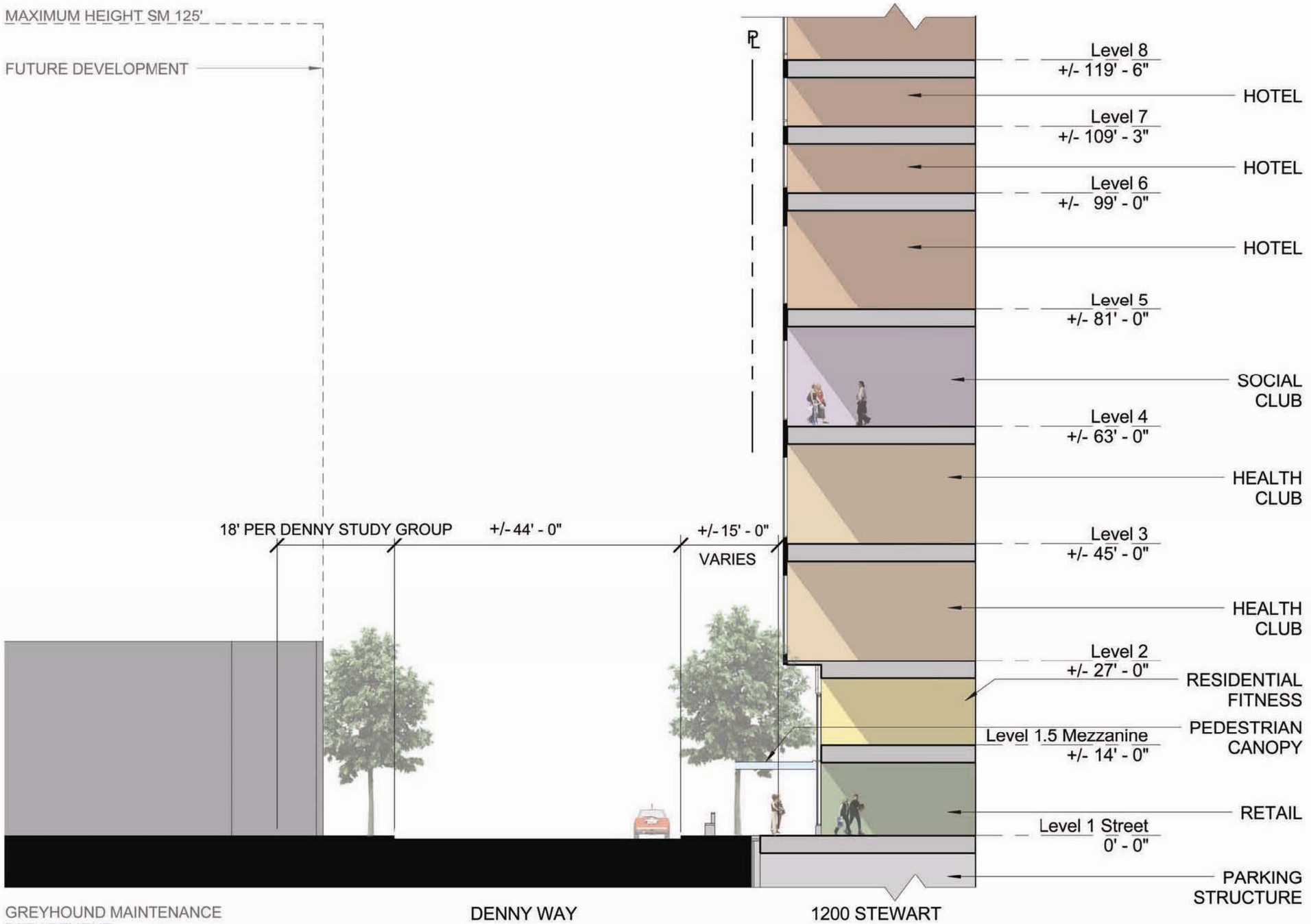
ENTRY PLAN AT STEWART STREET

NORTH

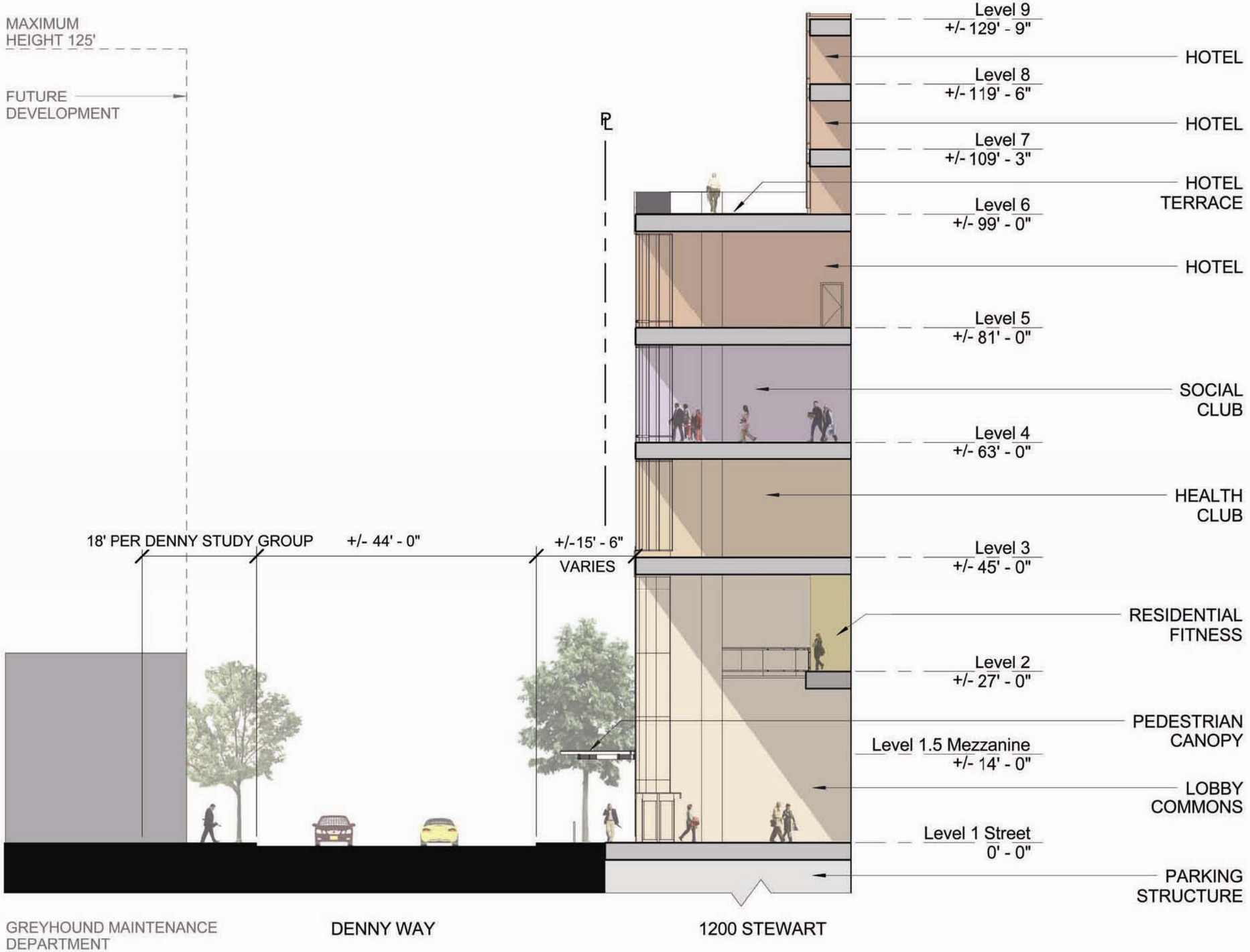
BUILDING SECTION



BUILDING SECTION

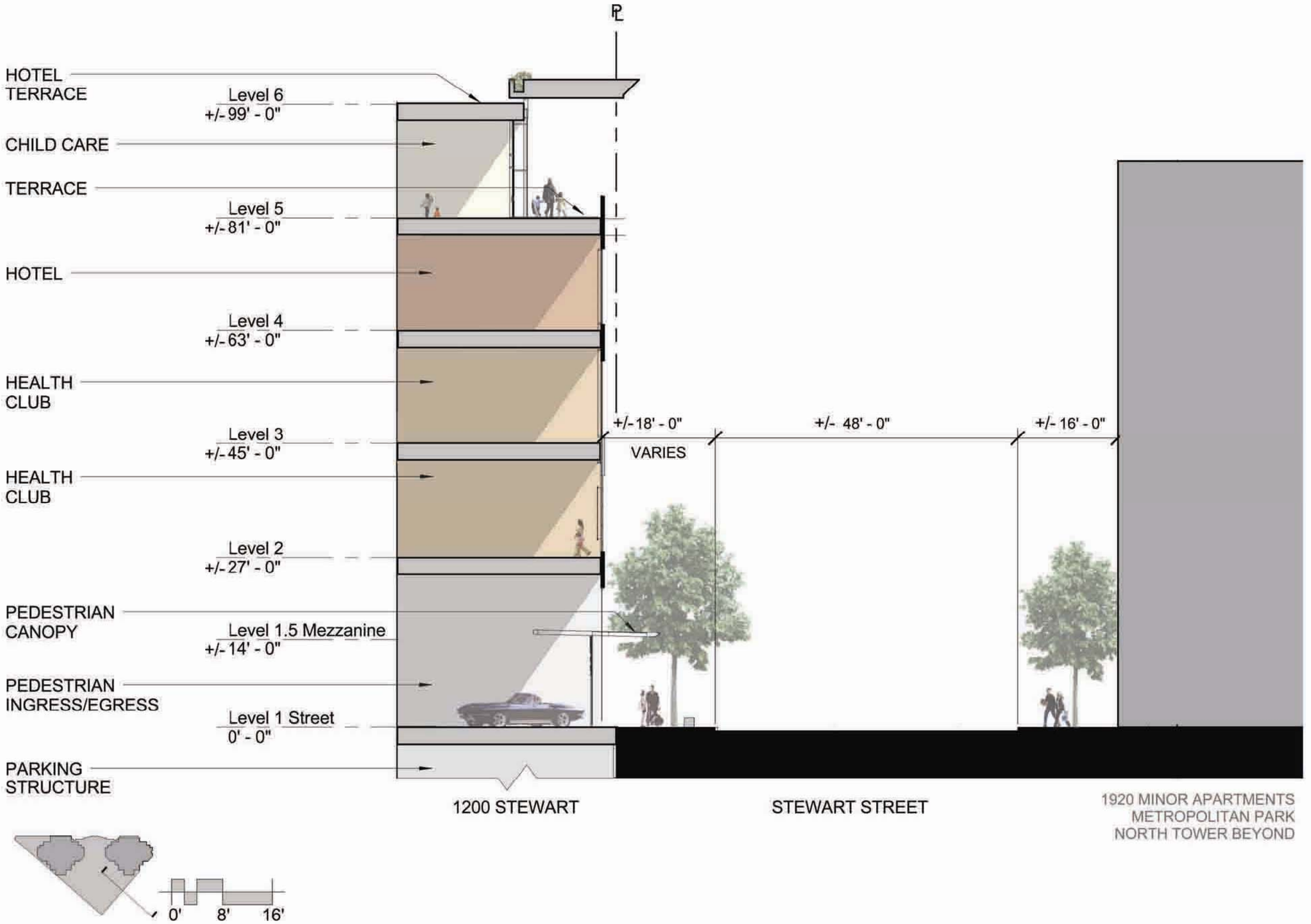


WALL SECTION – DENNY WAY

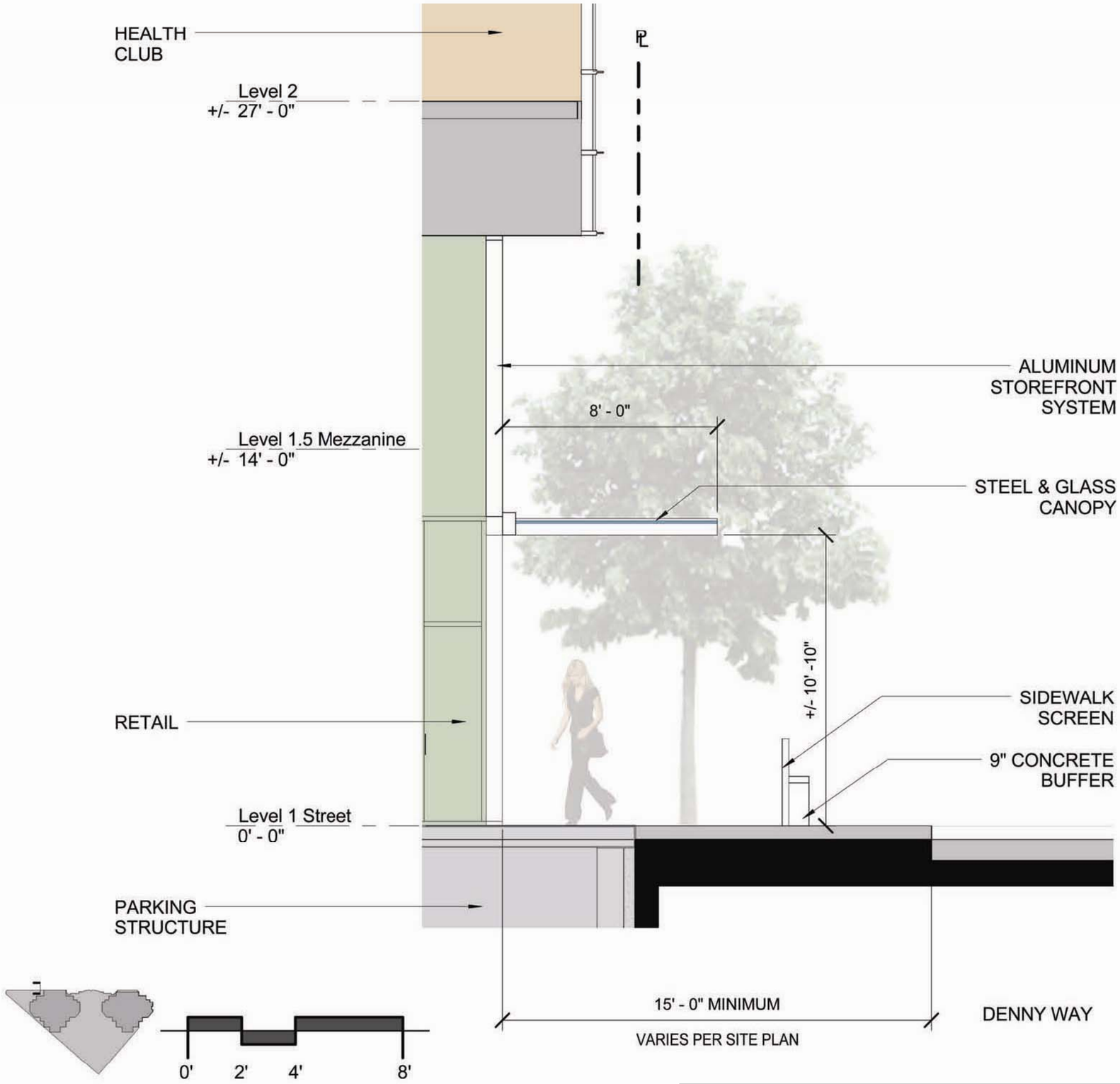


LOBBY SECTION – DENNY WAY

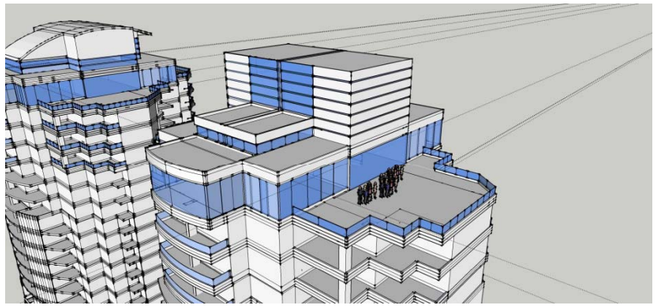
WALL SECTION – MINOR AVENUE

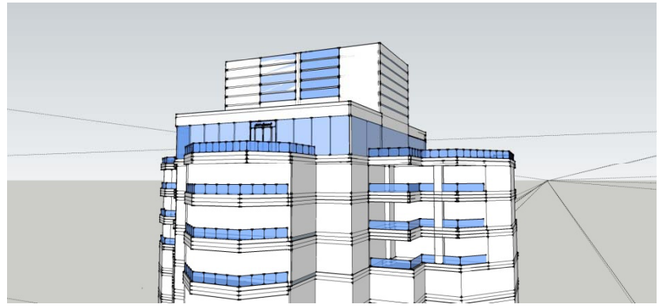


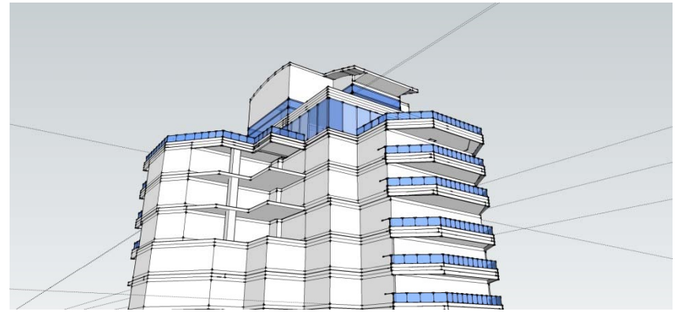
WALL SECTION – STEWART STREET

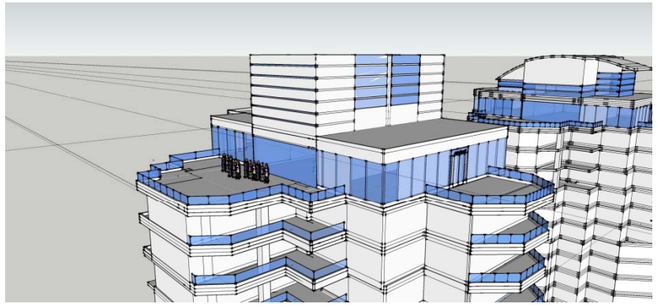


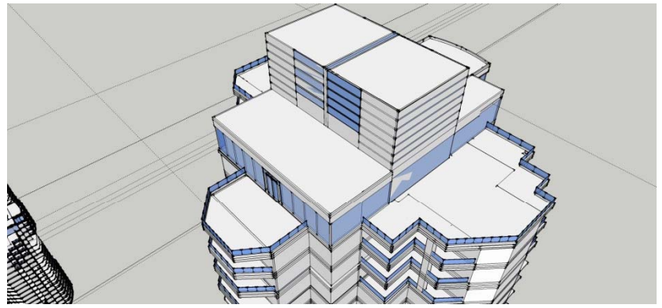
CANOPY SECTION – DENNY WAY

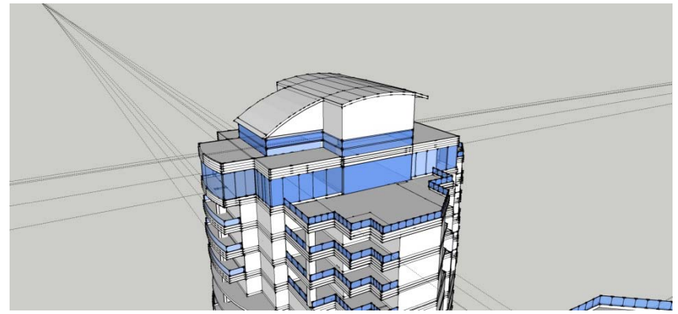


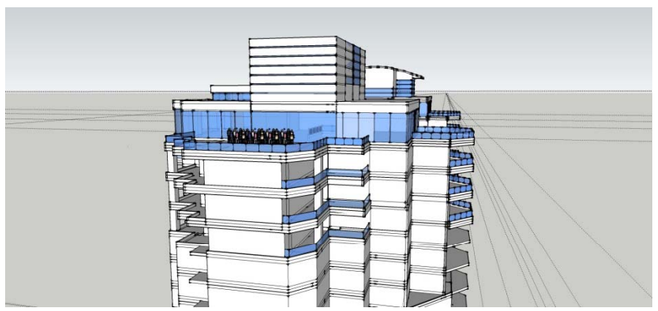




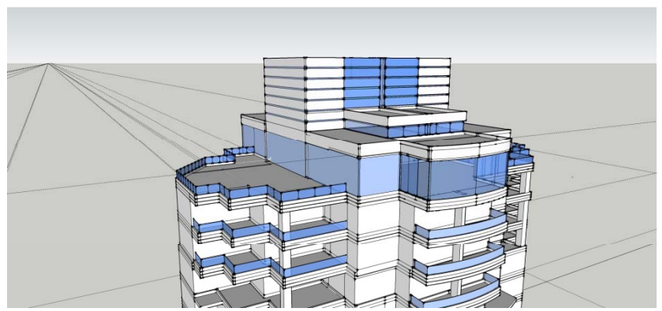




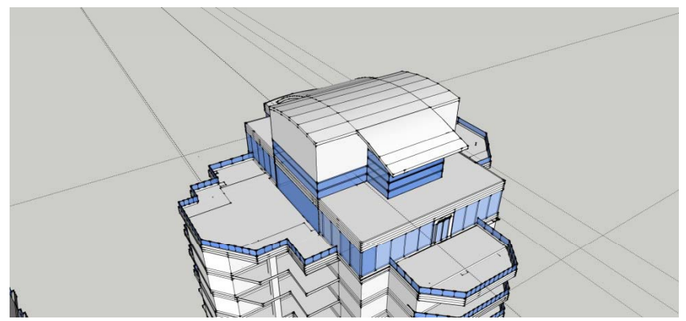




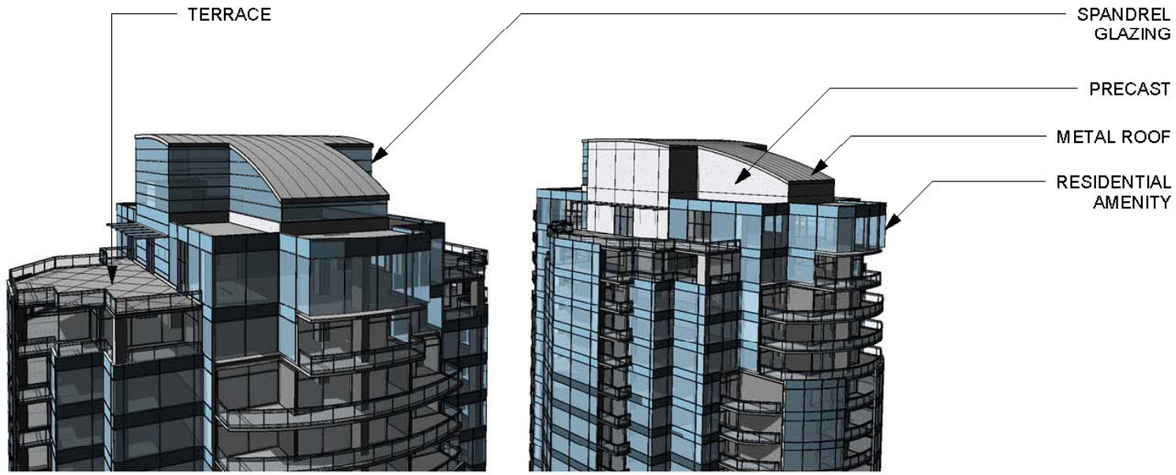
OPTION A



OPTION B

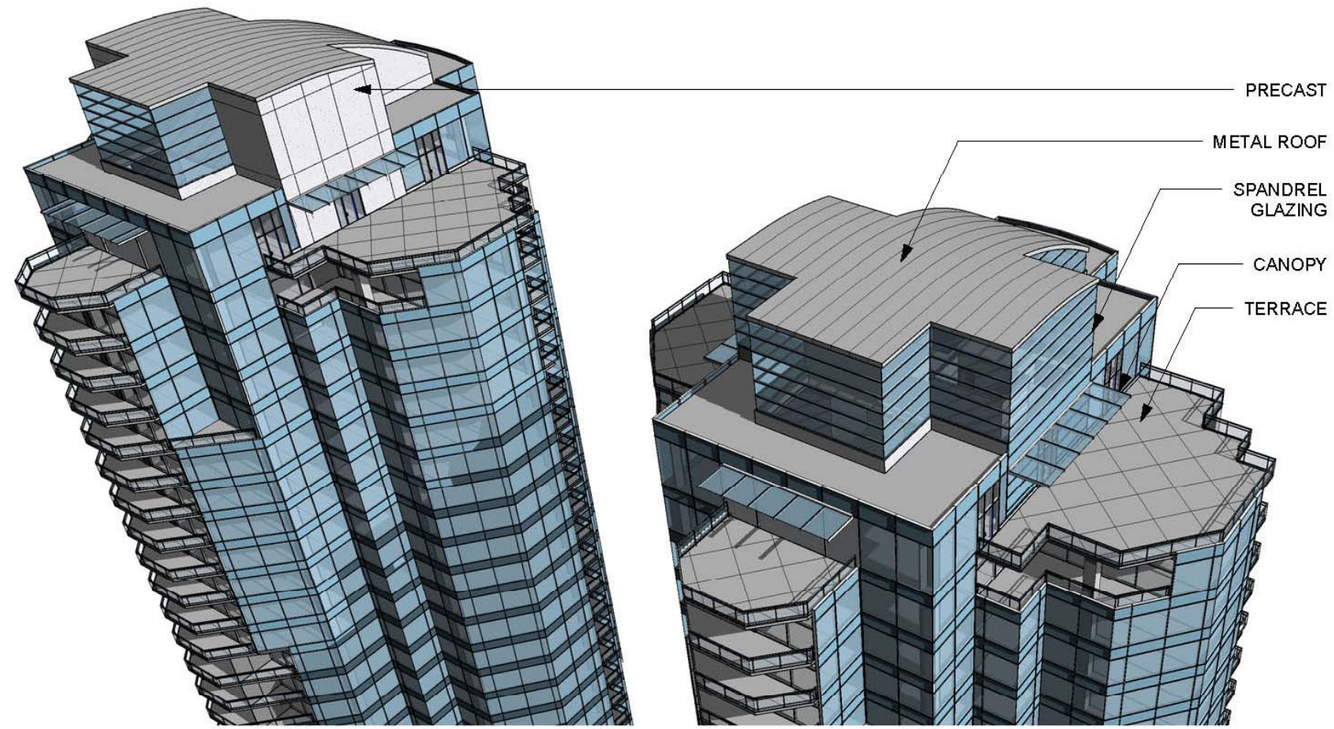


OPTION C



WEST TOWER

EAST TOWER



WEST TOWER

EAST TOWER

WEST TOWER

EAST TOWER

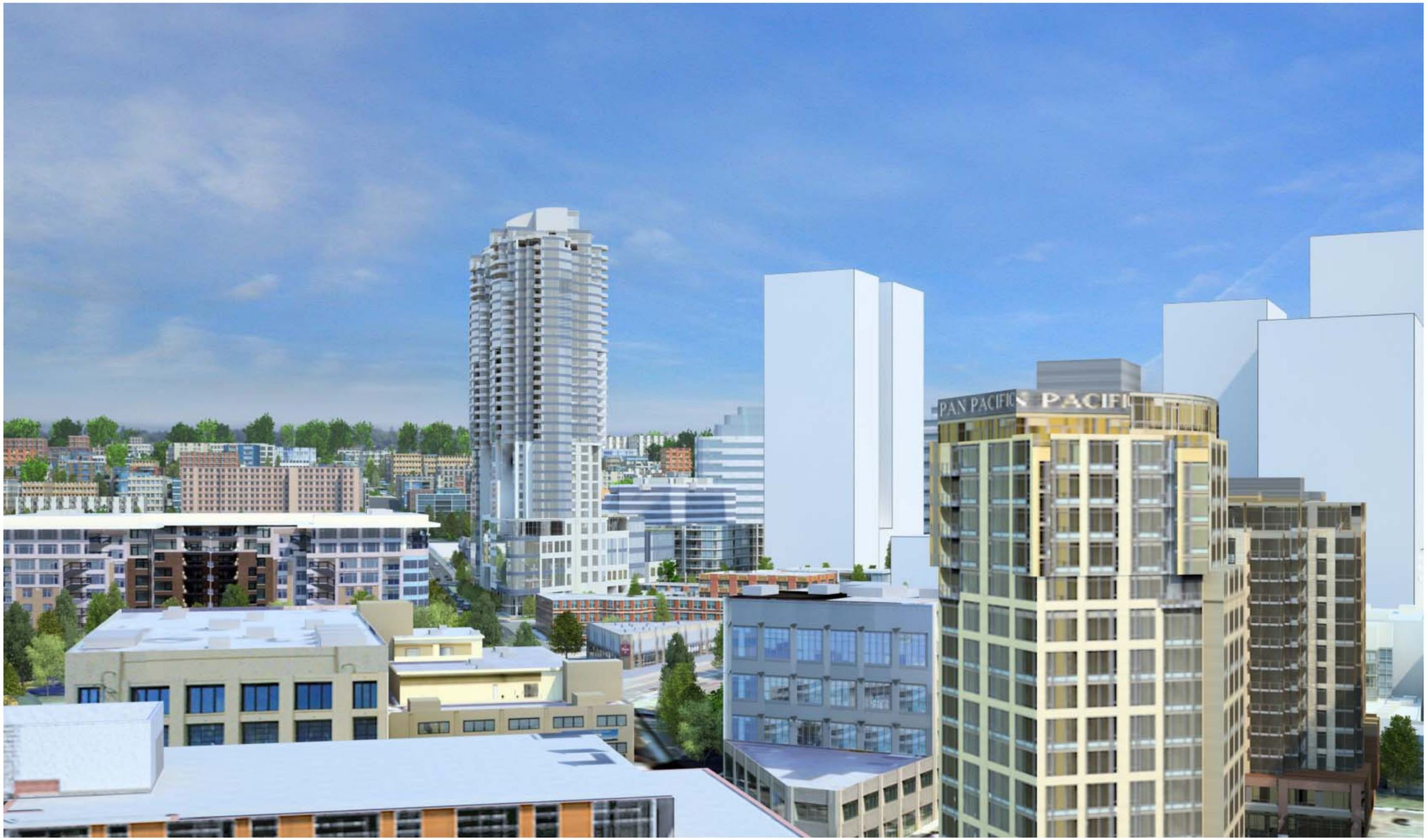

VIEW FROM LAKE UNION
LOWER QUEEN ANNE
South Lake Union Park
SOUTH LAKE UNION
Marion Oliver McCaw Hall
Key Arena
Pacific Science Center
CAPITOL HILL
VIEW FROM DENNY PARK
Denny Park
VIEW FROM CAPITOL HILL
SITE
DENNY TRIANGLE
BELLTOWN
Westlake Center
Puget Sound
Denny Way
I-5 Express Ln
NORTH

FROM CAPITOL HILL

PERSPECTIVE VIEW

FROM SOUTH LAKE UNION

PERSPECTIVE VIEW



FROM DENNY PARK

PERSPECTIVE VIEW

ON DENNY WAY

PERSPECTIVE VIEW

AT DENNY WAY AND MINOR AVENUE

PERSPECTIVE VIEW

AT MINOR AVENUE AND STEWART STREET

PERSPECTIVE VIEW

ON STEWART STREET

PERSPECTIVE VIEW

ON YALE AVENUE

PERSPECTIVE VIEW

UPDATED
4/16

AT MINOR AVENUE AND STEWERT STREET

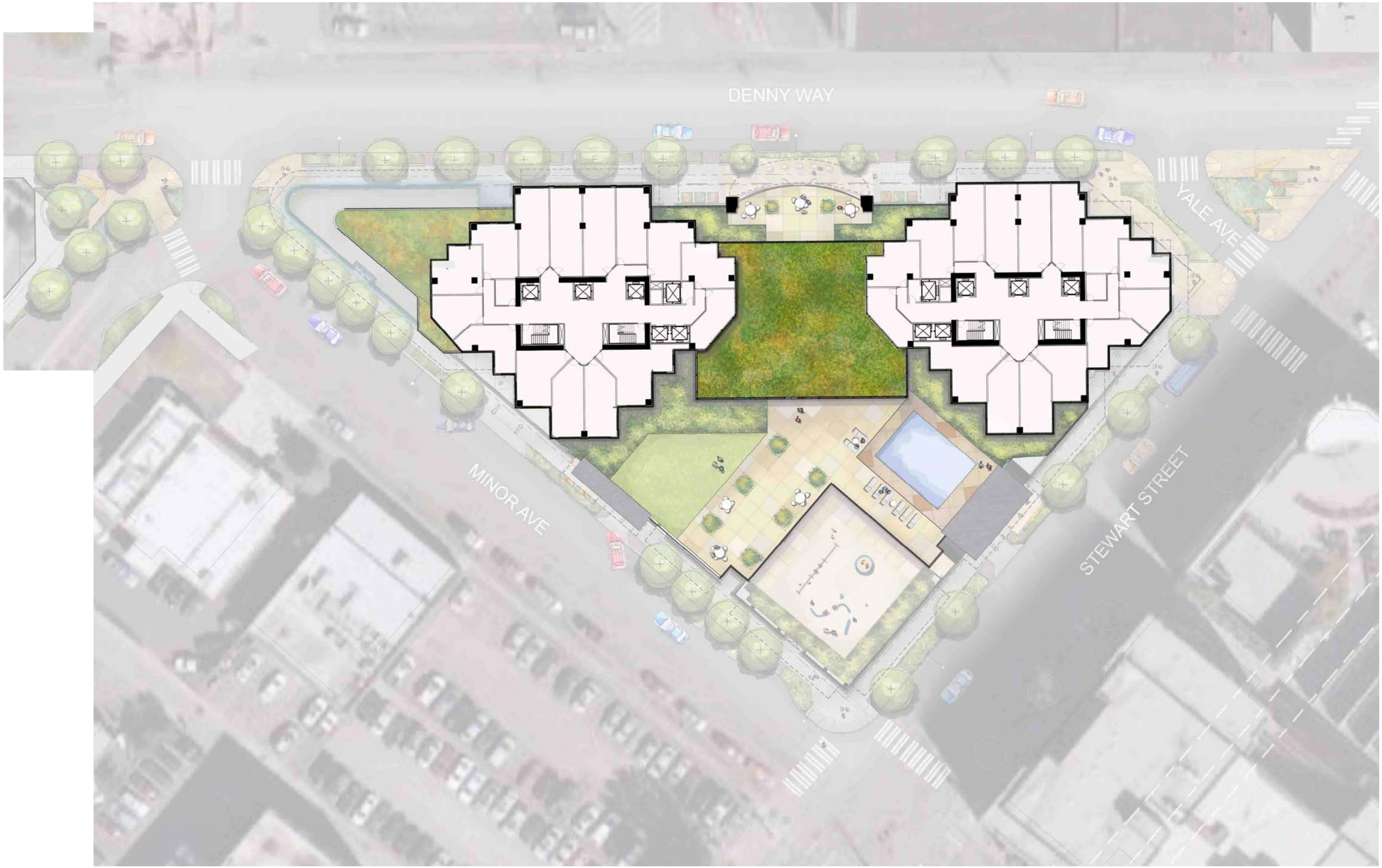
PERSPECTIVE VIEW

AT DENNY WAY AND MINOR AVENUE

PERSPECTIVE VIEW

LANDSCAPE PLAN – STREET LEVEL

LANDSCAPE PLAN - LEVEL 6



LANDSCAPE PLAN - LEVEL 9

STREETSCAPE AND URBAN DESIGN

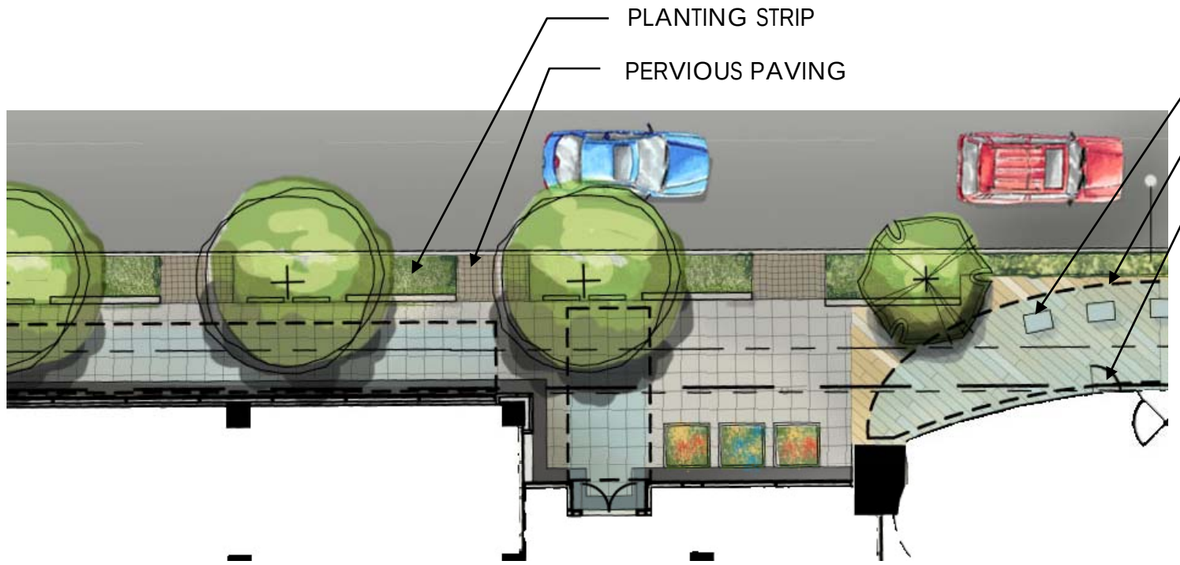
- 3 Unique streetscapes (2 adjacent to travel lanes)
- 2 Urban Gardens at Denny

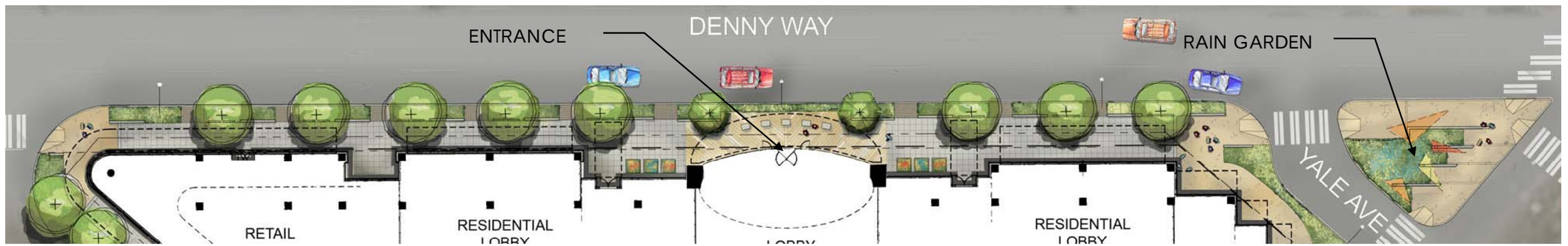
STREETSCAPE AND BUILDING FUNCTIONS

- 2 Combined pedestrian and vehicular entries/exits
- 1 Pedestrian-only entry
- 1 Parking/service vehicular entry
- Multiple retail entries on all streetscapes
- Varying façade setbacks provide eddies of widened streetscape

DENNY WAY STREETSCAPE

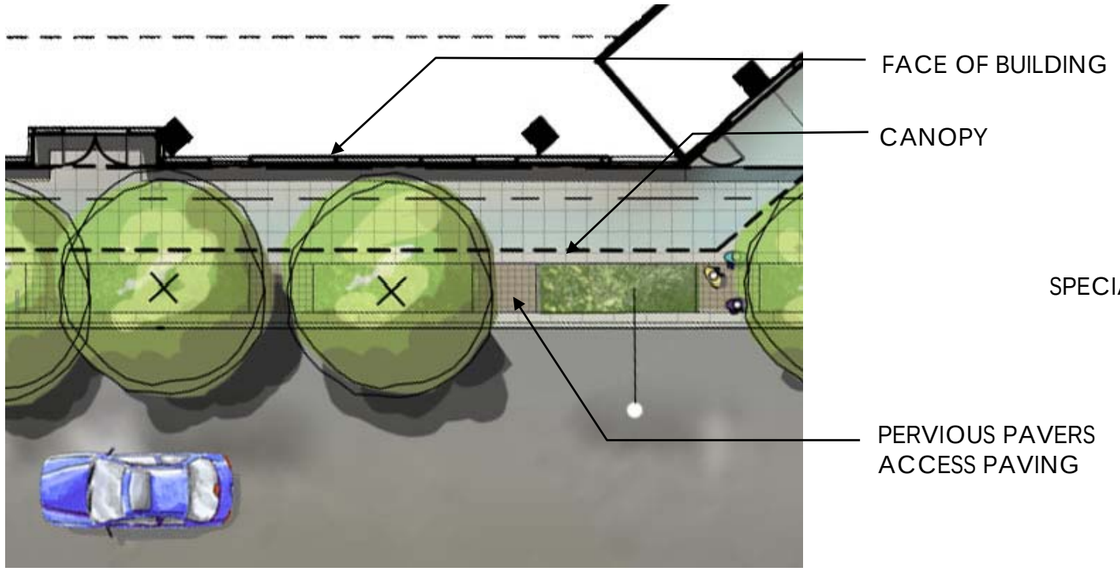
- Conforms with Denny Urban Design Study recommendations
- Adjacent travel lane
- Major building pedestrian entries
- Typical streetscape:
  - 15’ minimum width
  - Seattle 2’x 2’ sidewalk (min. 10’ clearance)
  - Planting strip and trees (5’width) buffer from traffic
  - Pervious paving access paths from Denny
  - Decorative walls and screens (buffer)
- Specialty paving and seat/wall element at pedestrian entry
- Specialty planting at entry

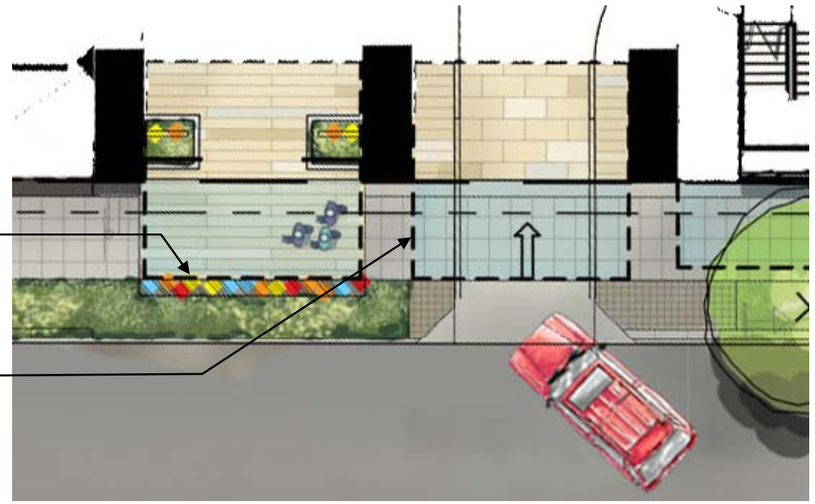




MINOR AVENUE STREETSCAPE

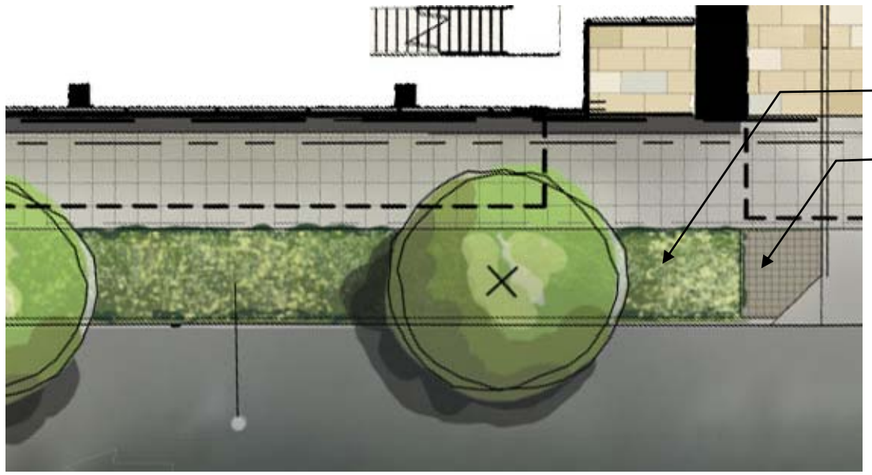
- Adjacent parking/cab staging/bus loading
- Major building entry (pedestrian and vehicular)
- Typical streetscape:
  - 15’ minimum width
  - Seattle 2’x2’ sidewalk (min. 9’ sidewalk width)
  - Vehicle access paving at curb
  - Planting strip and trees (6’ width) with pervious paver access paths
- Specialty paving and seat/wall element at pedestrian entry
- Curb bulbs to north and south

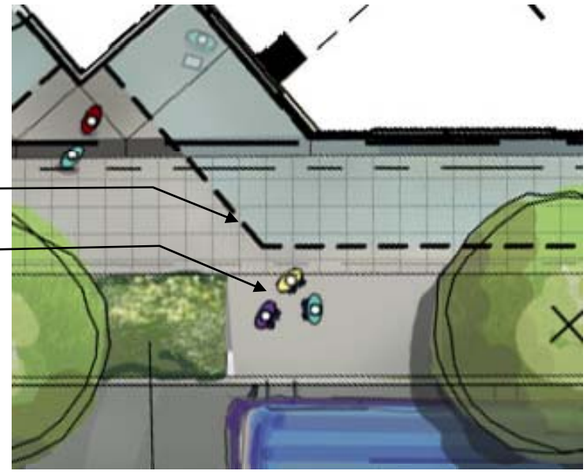


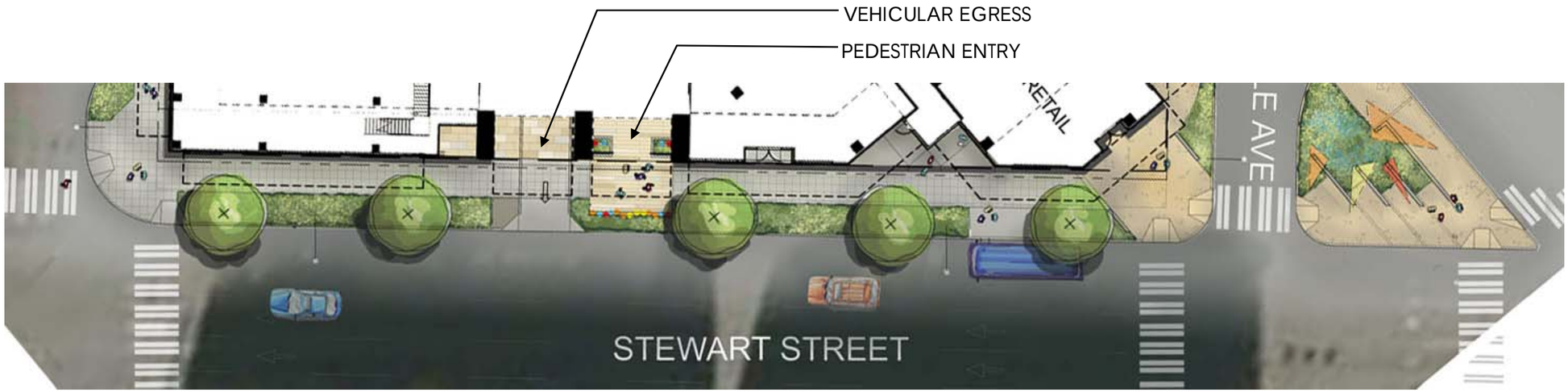


STEWART STREET STREETSCAPE

- Adjacent travel/transit lane
- Major building entry (pedestrian) and exit (vehicular)
- Typical streetscape:
  - 18’ minimum width
  - Seattle 2’x 2’ sidewalk (min. 10’ clearance)
  - Planting strip and trees (8’ width) buffer from traffic
- Specialty paving and seat/wall element at pedestrian entry
- Bus stop
  - Expanded building canopy at eddy
  - Lean bars

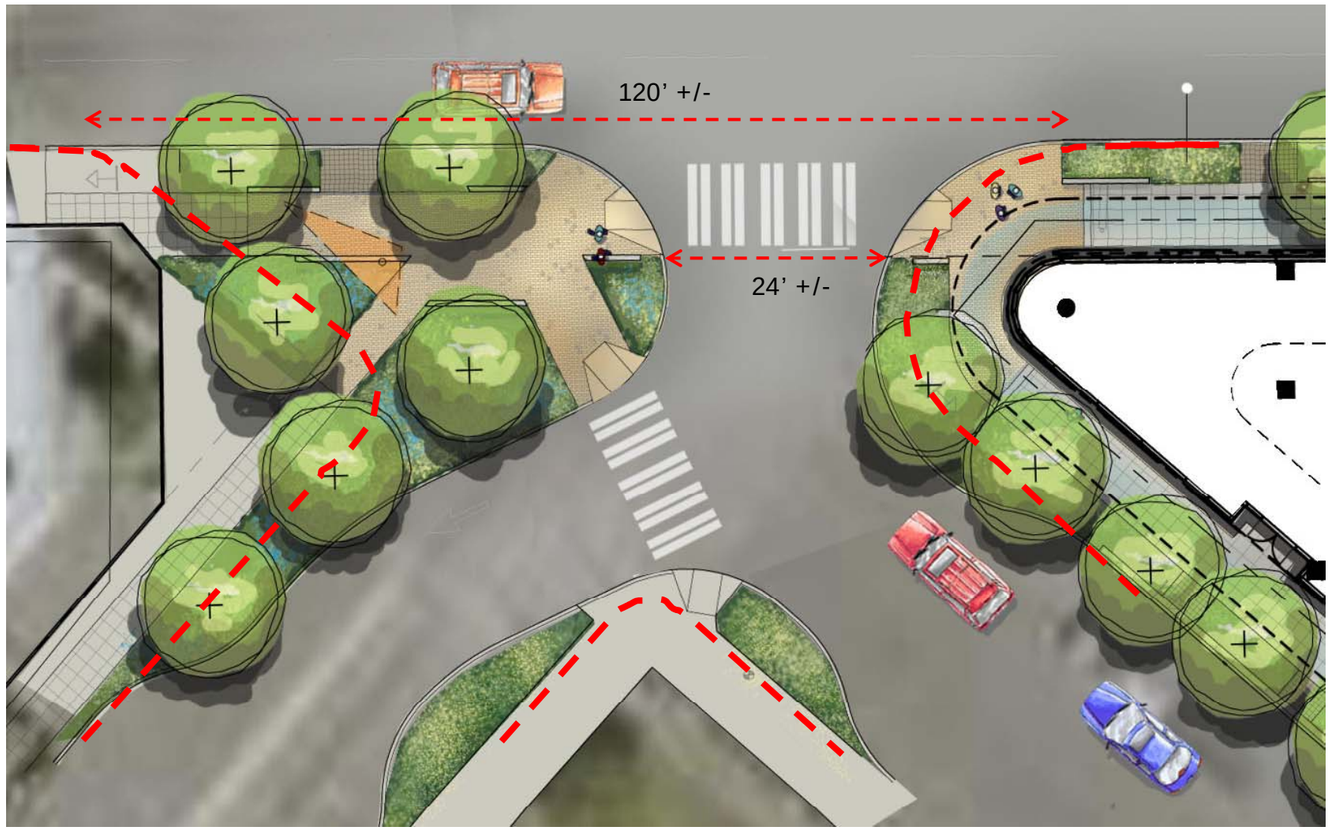






DENNY AND MINOR URBAN GARDEN

- Conforms with Denny Urban Design Study recommendations
- Reduces pedestrian crossing from 120’ to 24’
- Adjacent retail at building
- Specialty paving
- Seat/wall elements
- Planting/rain gardens
- Canopy element



DENNY AND MINOR URBAN GARDEN

- Conforms with Denny Urban Design Study recommendations
- Reduces pedestrian crossing from 120’ to 24’
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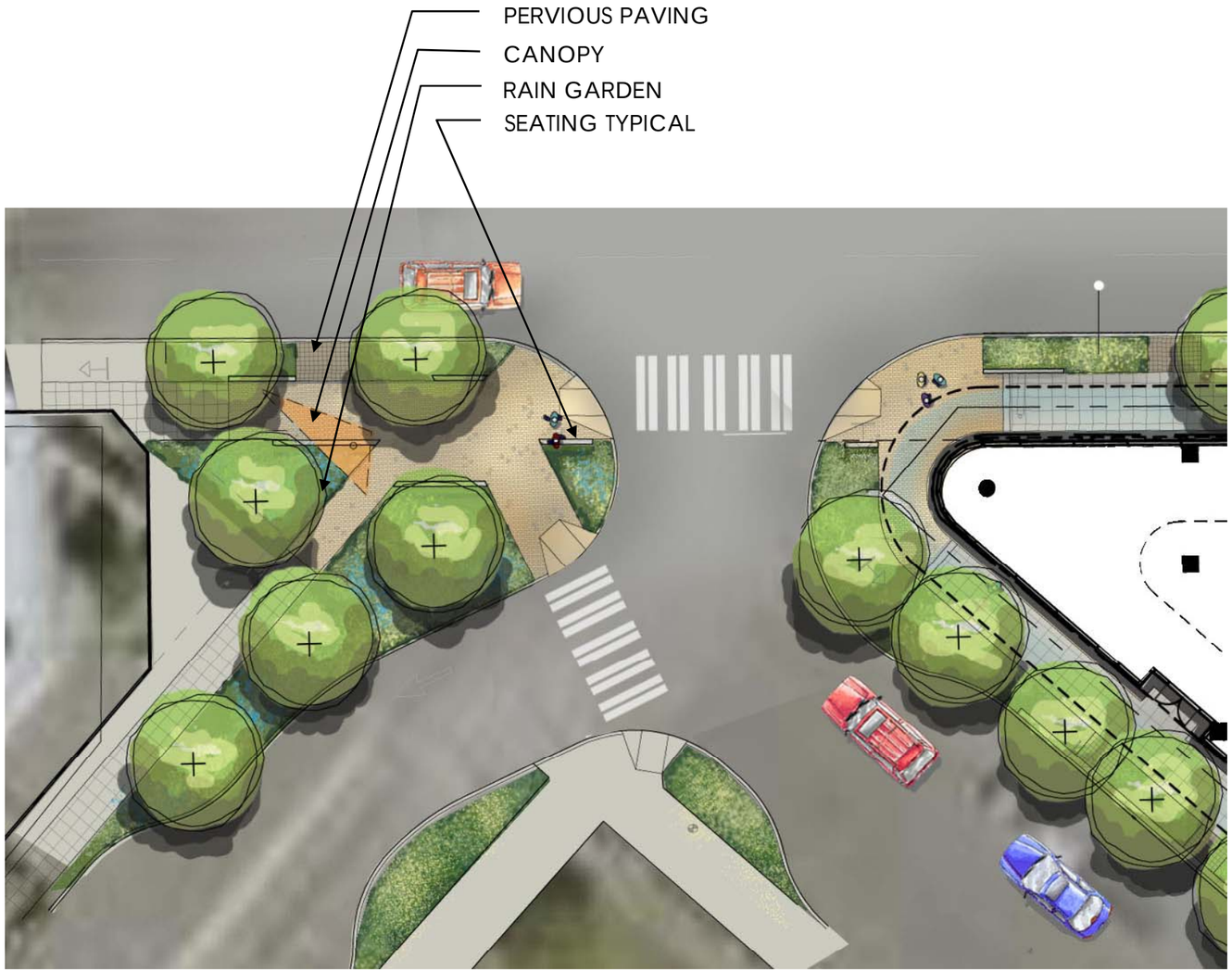
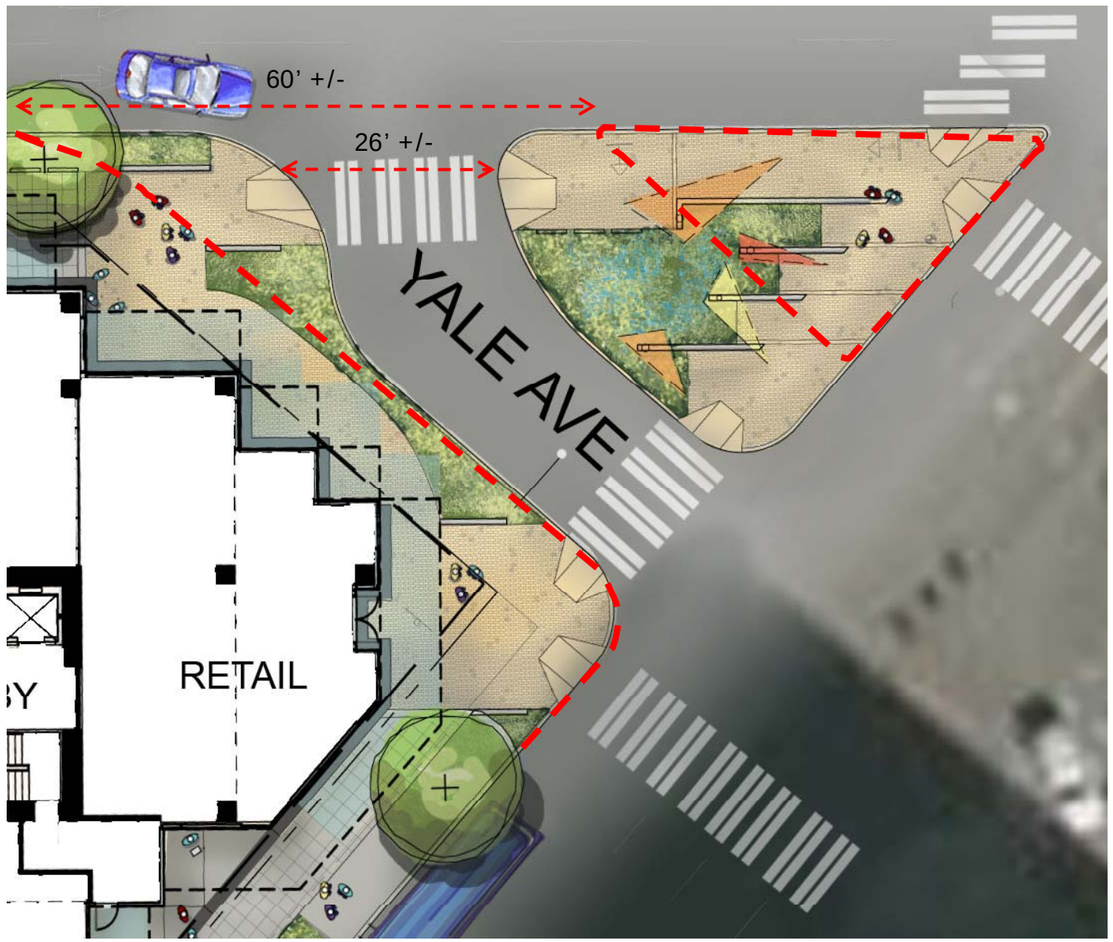
- Seat/wall elements
- Planting/rain gardens
- Canopy element



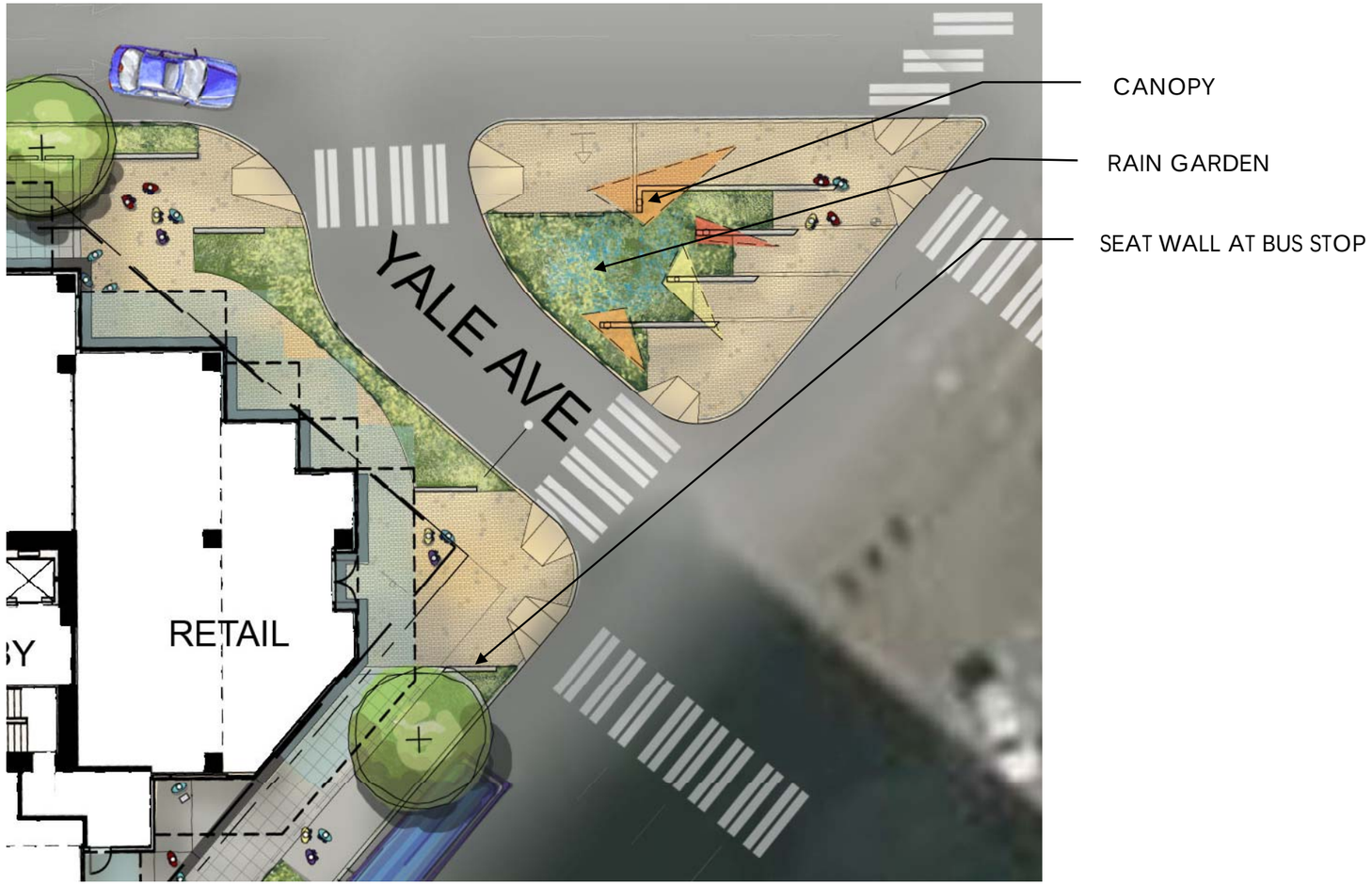
DENNY AND YALE URBAN GARDEN

- Conforms with Denny Urban Design Study recommendations
- Reduces pedestrian crossing from 60’ to 26’
- Adjacent retail at building
- Specialty paving
- Seat/wall elements
- Planting/rain gardens
- Canopy elements
- Bus stop
    - Seating
    - Cover



DENNY AND YALE URBAN GARDEN

- Conforms with Denny Urban Design study recommendations
- Reduces pedestrian crossing from 60’ to 26’
- Adjacent retail at building
- Specialty paving
- Seat/wall elements
- Planting/rain gardens
- Canopy elements
- Bus Stop
    - Seating
    - Cover

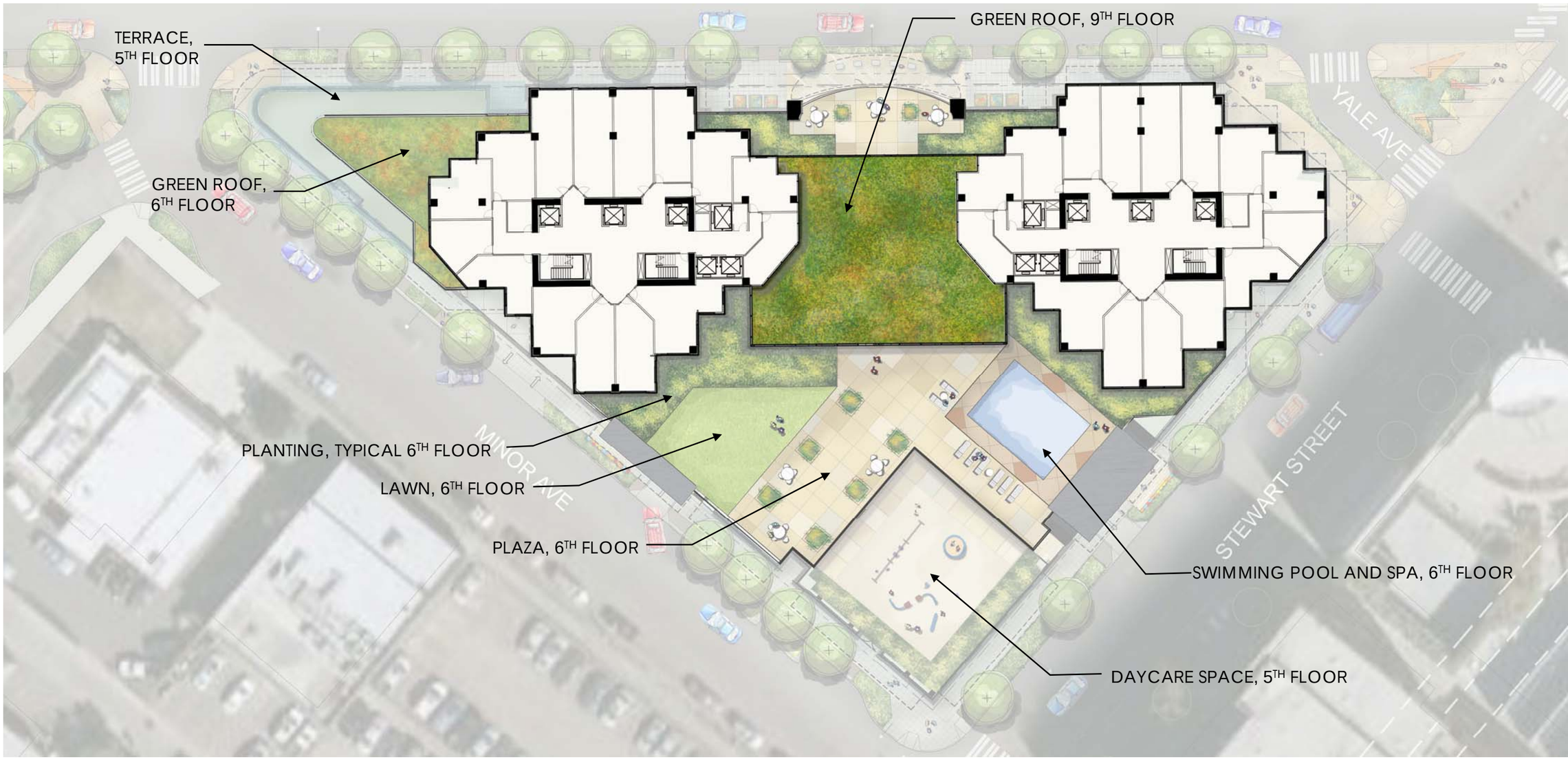


TERRACES AND GREEN ROOFS

5TH FLOOR
- Daycare outdoor play terrace
- Northeast terrace

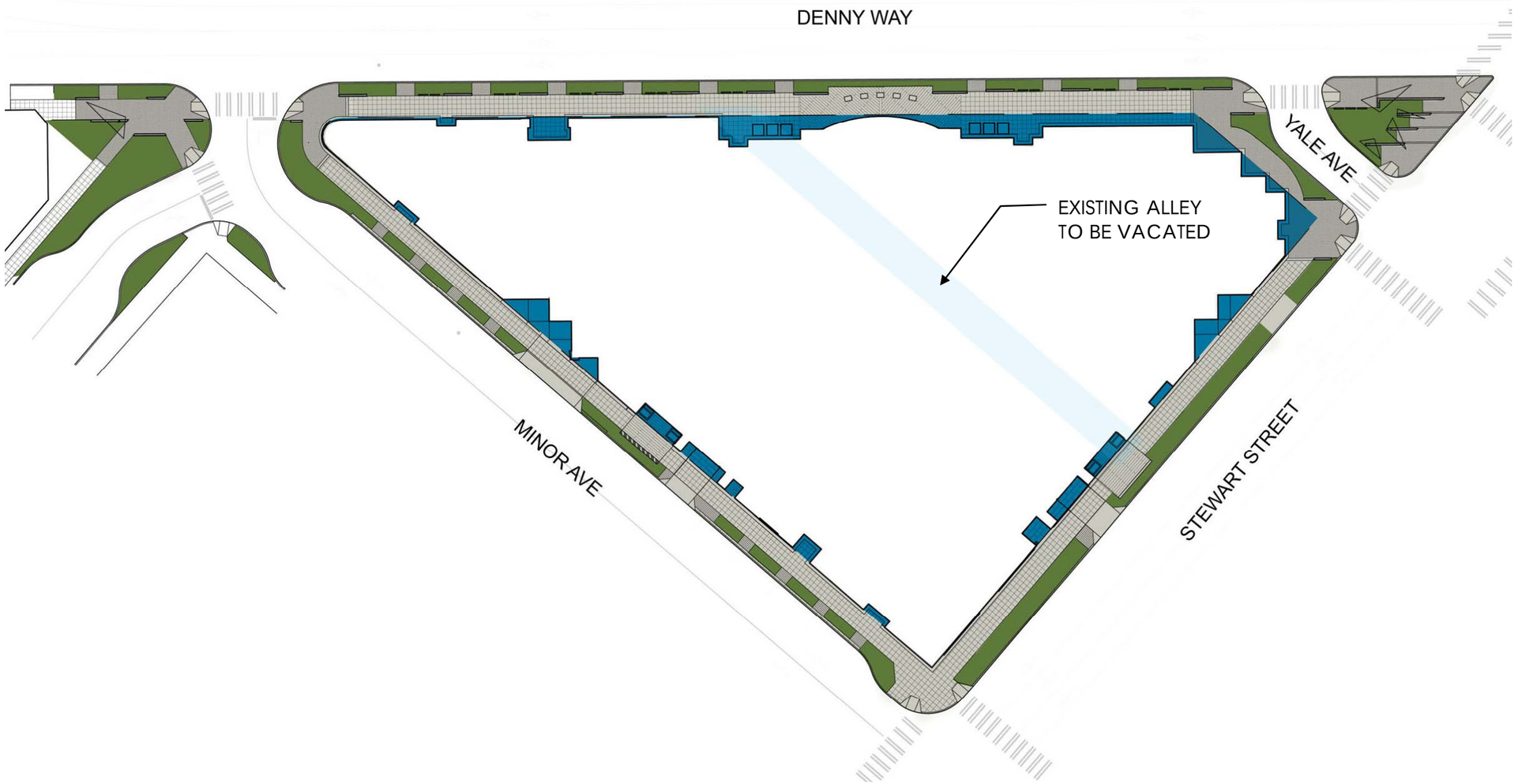
6TH FLOOR
- Common gathering/hospitality spaces
- Planting/gardens
- Lawn areas
- Swimming pool
- Green roof

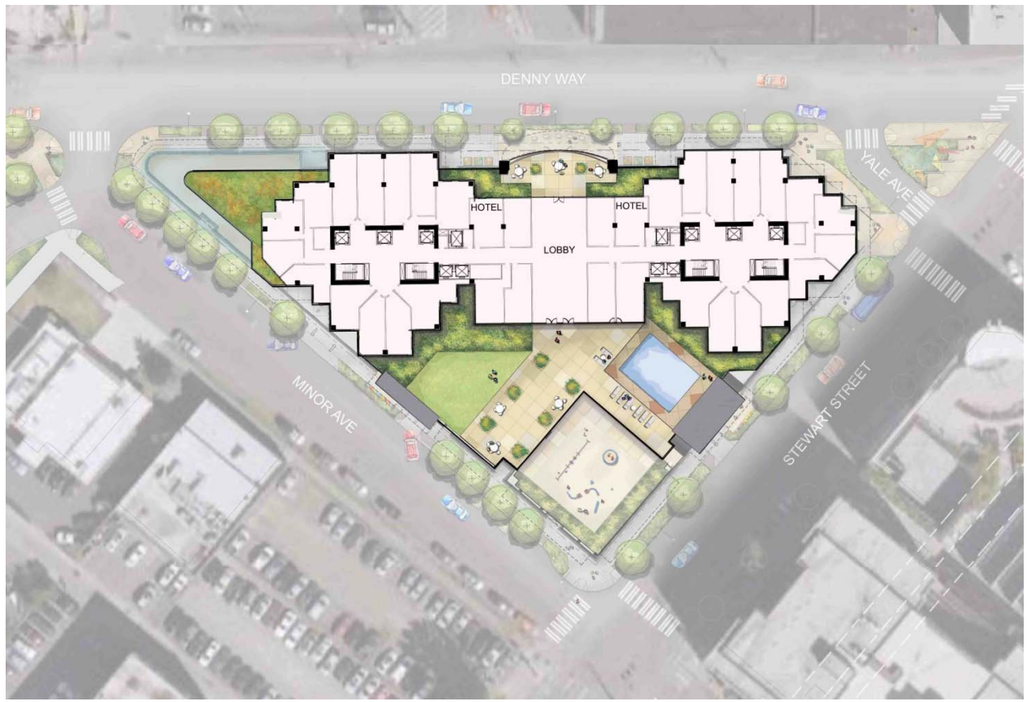
9TH FLOOR
- Green roof



PUBLIC BENEFITS AND LANDSCAPE CALCULATIONS

PEDESTRIAN BENEFIT MATRIX		REQUIRED	PROPOSED	ADDITIONAL PEDESTRIAN BENEFIT	NOTES
	SIDEWALKS	12,697 SF	26,108 SF	13,411 SF	INCLUDES PEDESTRIAN SPACE AND URBAN GARDENS, WIDENED PER D.U.D.S. STUDY, 15' WIDTH MINIMUM.
	LANDSCAPE (1.5 X R.O.W. FRONTAGE)	1602 SF	7,229 SF	5,627 SF	
	OPEN SPACE (ON SUBJECT PROPERTY)	0	2,601 SF	2,601 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					





Green Building Services GBS

1200 Stewart Green Building and LEED Goals

Overall, the 1200 Stewart project will be designed and constructed to significantly reduce its impact on natural resources and positively contribute to the surrounding neighborhood and the City of Seattle. Toward these goals, the project is seeking certification using the LEED-NC v2.2 Green Building Rating System of the U.S. Green Building Council (USGBC). LEED represents a framework for ensuring an integrated design and construction process that enhances resource efficiency, waste reduction, community connectivity, and occupant health and comfort. The project currently expects to earn a minimum of a Silver certification and is targeting a Gold certification.

Key Green Building Strategies

A number of green building strategies have been incorporated and/or are targeted in the current project design, including:

1) Provision to support and/or provide access to a range of transportation options, including public transit, the bicycle network, and pedestrian amenities.
2) Provision of substantial open space, including the incorporation of water-efficient native and/or adaptive vegetation, and superior stormwater management, including effective quantity and quality management.
3) Greater than 30% reduction in water use through the specification of low-flow fixtures such as dual-flush water closets, low-flow showers and faucets.
4) Optimized energy performance (minimum of 20% energy savings compared to ASHRAE 90.1-2004).
5) Commissioning of critical building systems, including all HVAC&R, lighting and domestic hot water systems.
6) Specification of low-impact refrigerants in HVAC&R equipment.
7) Minimum of 75% waste diversion from landfill during construction activities and provision of space within the building to effectively encourage storage and collection of recyclables by tenants.
8) Specification of materials with recycled and/or regional content.
9) Incorporation of a range of strategies to improve indoor air quality, including low-emitting adhesives, sealants, paints, coatings, carpets, and composite wood products, as well as green housekeeping approaches.
10) Consistent access to daylight and views for the majority of building occupants.

Collaborative meetings have been held in these early stages of design with the architect, owner, project engineers, and other team members to ensure an integrated design process and a truly high-performance building. These meetings will continue throughout design and construction of the project to ensure the best possible product.

Preliminary LEED Scorecard

The Preliminary LEED Scorecard provided below reflects the collective assessment by the project team of LEED points available to the project based on the current design. The scorecard below shows 37 points in the “Most Likely” category, 25 points in the “Possible” category, and just 7 in the “Not Probable” category. A minimum of 39 points are required for LEED Gold, so the project is very comfortably in the range of Silver certification and expects to achieve a Gold certification. The project team will work toward the achievement of that goal.

1200 Stewart - LEED NC v2.2 Scorecard

April 2, 2009

Most Likely	Possible	Not Probable				Responsible Party	Status
SUSTAINABLE SITES							
Y			SSp1	C	**Construction Activity Pollution Prevention**	KPFF	Open
1			SSc1	D	**Site Selection**	GBS	Open
1			SSc2	D	**Development Density & Community Connectivity**	GBS	Open
	1		SSc3	D	**Brownfield Redevelopment**	KPFF	Open
1			SSc4.1	D	**Alternative Transportation**, Public Transportation Access	SP/GBS	Open
1			SSc4.2	D	**Alternative Transportation**, Bicycle Storage & Changing Rooms	SP/GBS	Open
1			SSc4.3	D	**Alternative Transportation**, Low Emitting & Fuel Efficient Vehicles	SP/GBS	Open
	1		SSc4.4	D	**Alternative Transportation**, Parking Capacity	SP/GBS	Open
1			SSc5.1	C	**Reduced Site Disturbance**, Protect or Restore Habitat	BP/SP	Open
1			SSc5.2	D	**Reduced Site Disturbance**, Maximize Open Space	BP/SP	Open
	1		SSc6.1	D	**Stormwater Management**, Quantity Control	KPFF	Open
1			SSc6.2	D	**Stormwater Management,** Quality Control	KPFF	Open
1			SSc7.1	C	**Heat Island Effect**, Non-roof	SP/GBS	Open
1			SSc7.2	D	**Heat Island Effect**, Roof	SP/GBS	Open
1			SSc8	D	**Light Pollution Reduction**	Light Designer	Open
11	3				Total Points for Sustainable Sites		
WATER EFFICIENCY							
1			WEc1.1	D	**Water Efficient Landscaping**, 50% Reduction	BP	Open
	1		WEc1.2	D	**Water Efficient Landscaping**, No Potable Water Use	BP	Open
	1		WEc2	D	**Innovative Wastewater Technologies**	SP/GBS	Open
1			WEc3.1	D	**Water Use Reduction,** 20% Reduction	SP/GBS	Open
1			WEc3.2	D	**Water Use Reduction,** 30% Reduction	SP/GBS	Open
3	2				Total Points for Water Efficiency		
ENERGY & ATMOSPHERE							
Y			EAp1	C	**Fundamental Commissioning of Building Energy Systems**	GBS	Open
Y			EAp2	D	**Minimum Energy Performance**	GBS	Open
Y			EAp3	D	**Fundamental Refrigerant Management**	MEP	Open
1			EAc1.1	D	**Optimize Energy Performance**, 10.5% New / 3.5% Existing	GBS	Open
1			EAc1.2	D	**Optimize Energy Performance**, 14% New / 7% Existing	GBS	Open
1			EAc1.3	D	**Optimize Energy Performance**, 17.5% New / 10.5% Existing	GBS	Open
	1		EAc1.4	D	**Optimize Energy Performance**, 21% New / 14% Existing	GBS	Open
	1		EAc1.5	D	**Optimize Energy Performance**, 24.5% New / 17.5% Existing	GBS	Open
	1		EAc1.6	D	**Optimize Energy Performance**, 28% New / 21% Existing	GBS	Open
	1		EAc1.7	D	**Optimize Energy Performance**, 31.5% New / 24.5% Existing	GBS	Open
	1		EAc1.8	D	**Optimize Energy Performance**, 35% New / 28% Existing	GBS	Open
	1		EAc1.9	D	**Optimize Energy Performance**, 38.5% New / 31.5% Existing	GBS	Open
	1		EAc1.10	D	**Optimize Energy Performance**, 42% New / 35% Existing	GBS	Open
	1		EAc2.1	D	**On Site Renewable Energy**, 2.5%	GBS/LC	Open
		1	EAc2.2	D	**On Site Renewable Energy**, 7.5%	–	Open
		1	EAc2.3	D	**On Site Renewable Energy**, 12.5%	–	Open
1			EAc3	C	**Enhanced Commissioning**	GBS	Open
1			EAc4	D	**Enhanced Refrigerant Management**	MEP	Open
1			EAc5	C	**Measurement & Verification**	MEP	Open
1			EAc6	C	**Green Power**	LC	Open
7	8	2			Total Points for Energy & Atmosphere		

1200 Stewart - LEED NC v2.2 Scorecard

April 2, 2009

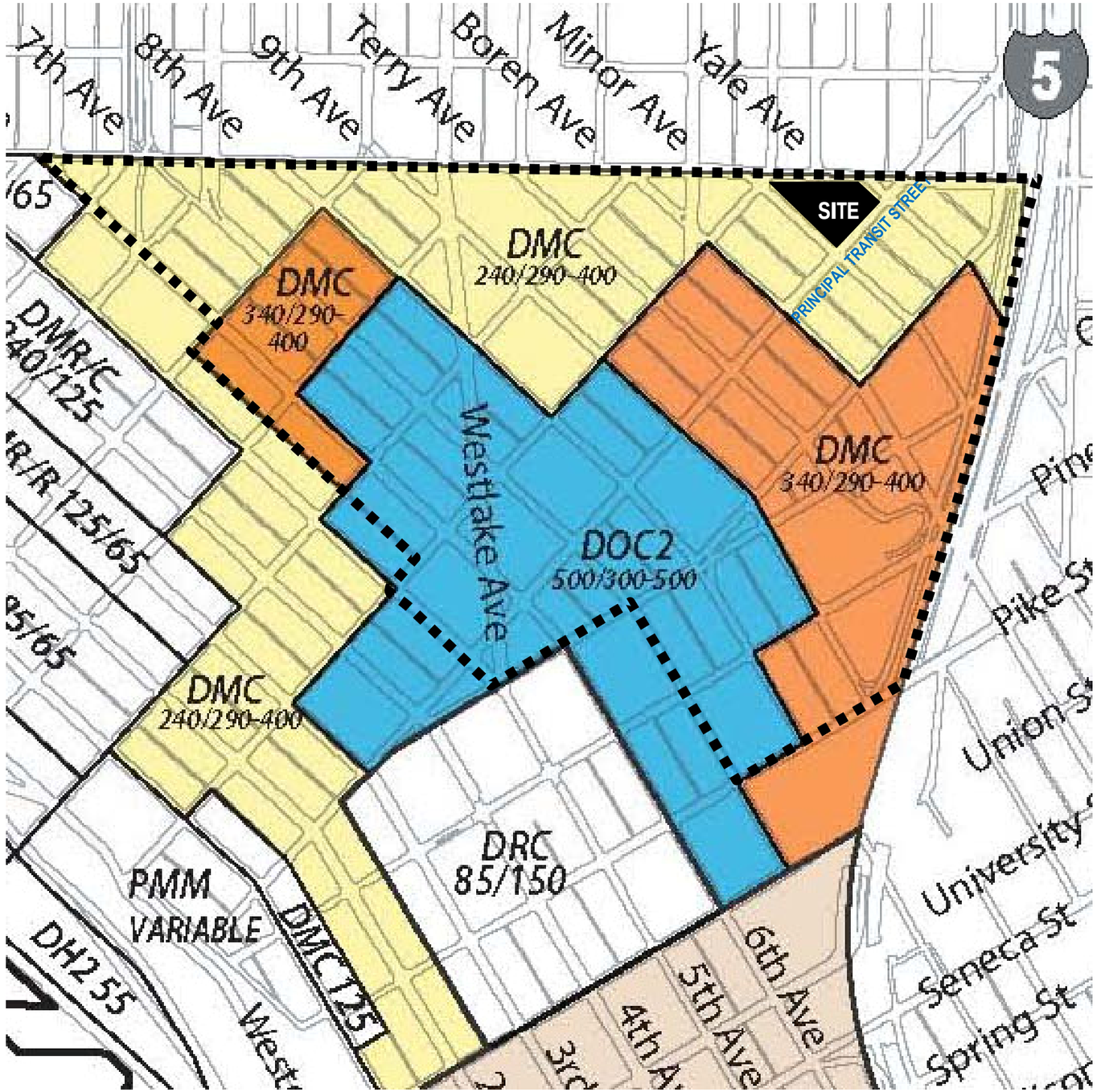
Most Likely	Possible	Not Probable				Responsible Party	Status
MATERIALS & RESOURCES							
Y			MRp1	D	**Storage & Collection of Recyclables**	SP	Open
		1	MRc1.1	C	**Building Reuse,** Maintain 75% of Existing Walls, Floors and Roof	–	Closed
		1	MRc1.2	C	**Building Reuse,** Maintain 95% of Existing Walls, Floors and Roof	–	Closed
		1	MRc1.3	C	**Building Reuse,** Maintain 50% of Interior, Non-Structural Elements	–	Closed
1			MRc2.1	C	**Construction Waste Management**, Divert 50%	GC	Open
1			MRc2.2	C	**Construction Waste Management**, Divert 75%	GC	Open
		1	MRc3.1	C	**Materials Reuse**, Specify 5%	–	Closed
		1	MRc3.2	C	**Materials Reuse**, Specify 10%	–	Closed
1			MRc4.1	C	**Recycled Content**, Specify 10%	GC/SP	Open
	1		MRc4.2	C	**Recycled Content**, Specify 20%	GC/SP	Open
1			MRc5.1	C	**Regional Materials**, 10% Extracted, Processed & Manufactured Regionally	GC/SP	Open
	1		MRc5.2	C	**Regional Materials**, 20% Extracted, Processed & Manufactured Regionally	GC/SP	Open
	1		MRc6	C	**Rapidly Renewable Materials**, Specify 2.5%	GC/SP	Open
	1		MRc7	C	**Certified Wood**	GC/SP	Open
4	4	5			Total Points for Materials & Resources		
INDOOR ENVIRONMENTAL QUALITY							
Y			EQp1	D	**Minimum IAQ Performance**	MEP	Open
Y			EQp2	D	**Environmental Tobacco Smoke (ETS) Control**	LC	Open
	1		EQc1	D	**Outside Air Delivery Monitoring**	MEP	Open
	1		EQc2	D	**Increased Ventilation**	MEP	Open
1			EQc3.1:	C	**Construction IAQ Management Plan**, During Construction	GC	Open
	1		EQc3.2:	C	**Construction IAQ Management Plan**, After Constn./Before Occ.	GC/LC	Open
1			EQc4.1	C	**Low-Emitting Materials**, Adhesives and Sealants	GC/SP	Open
1			EQc4.2	C	**Low-Emitting Materials**, Paints and Coatings	GC/SP	Open
1			EQc4.3	C	**Low-Emitting Materials**, Carpet	GC/SP	Open
1			EQc4.4	C	**Low-Emitting Materials**, Composite Wood & Agri-fiber products	GC/SP	Open
	1		EQc5	D	**Indoor Chemical & Pollutant Source Control**	MEP	Open
1			EQc6.1	D	**Controllability of Systems: Lighting**	Light Designer	Open
	1		EQc6.2	D	**Controllability of Systems: Thermal comfort**	MEP	Open
1			EQc7.1	D	**Thermal Comfort**, Design	MEP	Open
	1		EQc7.2	D	**Thermal Comfort Verification**, Verification	LC/GBS	Open
	1		EQc8.1	D	**Daylight and Views**, Daylight 75% of Spaces	SP	Open
	1		EQc8.2	D	**Daylight and Views**, View for 90% of Spaces	SP	Open
7	8				Total Points for Indoor Environmental Quality		
INNOVATION & DESIGN							
1			IDc1.1	D	**Green Building Education**	LC/SP	Open
1			IDc1.2	D	**Green Housekeeping**	LC	Open
1			IDc1.3	D	**Green Landscape Maintenance/Integrated Pest Mgmt**	LC/BP	Open
1			IDc1.4	D	**Exemplary Performance: 70% Green Power**	LC	Open
1			IDc2	D	**LEED® Accredited Professional**	GBS	Open
5					Total Points for Innovation & Design		
37	25	7			**Total Points Attempting**	**Silver**	Current Level
	25				Total Points Possible		
					Certified: 26-32, Silver: 33-38, Gold: 39-51, Platinum: 52+		

Appendix

AREA DEVELOPMENT

The site is located immediately south of less intensive Seattle Mixed zone across Denny way and west of Interstate Five (I-5) at the northeastern edge of Downtown. The site is within the Denny Triangle Urban Center Village (UCV) in the Denny Triangle neighborhood of Downtown. Noteworthy surrounding buildings include, REI's signature building within three blocks of the subject site. Immediately to the north across Denny Way is a one-story Greyhound bus garage built in 1940. Across Stewart to the south are the metal clad Metropolitan Park commercial buildings. The area is in transition as more land parcels are being considered for, or are under construction. Surface parking lots and modest sized buildings are typical in this area.

Zoning in the area includes Seattle Mixed with a height limit of 125 feet (SM 125) to the north, Multifamily Mid-rise zone with a height limit of 60 feet (MR) east of I-5, and Downtown Mixed Commercial zone with varying heights. This area contains a mix of commercial uses that include surface parking lots, office, retail, and lodging uses. Of the residential uses in the area, apartments/condominiums dominant the uses within the upper levels of the existing structures.



ZONING SUMMARY

PROJECT ADDRESS: 1200 STEWART STREET, SEATTLE, WASHINGTON 98101
ZONE: DMC 240-290/400

SEATTLE LAND USE CODE: TITLE 23 OF THE SEATTLE MUNICIPAL CODE

SMC SECTION	APPLICABILITY	REQUIREMENT	PROPOSED	COMMENTS (FOR MUP SET PRINTING ONLY)
23.49.008.B	STRUCTURE HEIGHT	400' LIMIT; 440' WITH BONUS HEIGHT EXCEPTION PER 23.49.020	439'-4" PROVIDED	SEE BUILDING ELEVATIONS
23.49.009	STREET LEVEL USES	NONE PER MAP 1G	LOBBIES ON DENNY; RETAIL ON YALE & STEWART; BUILDING ACCESS ON MINOR PROVIDED	
23.49.010	RESIDENTIAL USE: COMMON RECREATION AREA	MIN. AREA = 5% OF TOTAL RES. GFA	25,042 SF PROVIDED	
23.49.011	FLOOR AREA RATIO (**FAR**)	BASE = 5; MAXIMUM = 7	5.9 FAR PROVIDED	
23.49.011.A.2	CHARGEABLE AREA ABOVE BASE **FAR**	COMMITTMENT TO LEED SILVER RATING; 0.25 FIRST INCREMENT ABOVE BASE FAR	PROPOSED 339,179 SF < MAXIMUM 371,500 SF	
23.49.011.B.1.d	EXEMPTIONS AND DEDUCTIONS FROM **FAR**	CHILDCARE IS EXEMPT FROM CHARGEABLE **FAR**	12,000 SF CHILDCARE IS PROVIDED	
23.49.018	OVERHEAD WEATHER PROTECTION/LIGHTING	REQUIRED EXCEPT BEYOND 5' OF PROPERTY LINE OR DRIVEWAYS	CONTINUOUS WEATHER PROTECTION WITH 7' PROJECTION FROM THE STRUCTURE	
23.49.019	PARKING REQUIREMENT	NO MINIMUM REQUIRED PER DOWNTOWN ZONING	915 STALLS PROVIDED BELOW GRADE	
23.49.019.C	MAXIMUM PARKING LIMIT FOR NONRESIDENTIAL USE	MAXIMUM 1 PER SPACE / 1,000 SF GFA; 339,179 SF / 1,000 SF = 339.18 STALLS	340 STALLS PROVIDED	
23.49.019.E	BICYCLE PARKING REQUIREMENT	0.05 PER HOTEL ROOM + 1 PER 2 DWELLING UNIT = 182 REQUIRED (OFFICE ?)	200 STALLS PROVIDED	
23.49.020	DEMONSTRATION OF **LEED** SILVER RATING	LEED SILVER RATING REQUIRED TO ACHIEVE BONUS HEIGHT	LEED SILVER RATING	
23.49.022	MINIMUM SIDEWALK WIDTHS (PER MAP 1C)	MINIMUM 12' ON YALE AVE, MINOR AVE & DENNY WAY; MINMUM 18' ON STEWART ST	12' ON YALE AVE; WIDENED TO 15' ON MINOR AVE & DENNY WAY; 18' ON STEWART ST	PER DESIGN COMMISSION RECOMMENDATION ON 10/16/08
23.49.025.D	SOLID WASTE & RECYCLABLE MATERIALS STORAGE SPACE	MINIMUM 500 SF STORAGE; FRONT-LOADING CONTAINER	500 SF STORAGE; REAR-LOADING CONTAINER DUE TO HEIGHT LIMIT IN THE BELOW GRADE LOADING AREA	DEPARTURE REQUESTED FOR 25' TRUCKS IN LIEU OF 35' TRUCKS
	STREET FAÇADE / SETBACK REQUIREMENT			
23.49.056.A	MINIMUM FAÇADE HEIGHT	15' AT CLASS II PEDESTRIAN	27' PROVIDED AT STREET FAÇADE	SEE BUILDING ELEVATIONS
23.49.056.C.4	MINIMUM FAÇADE TRANSPARENCY: BETWEEN 2' AND 8' ABOVE SIDEWALK	30 % OF STREET FAÇADE AT CLASS II PEDESTRIAN	DENNY WAY > 30%; MINOR AVE > 30%; STEWART ST > 30%; YALE AVE > 30%	
23.49.056.D.3	MAXIMUM BLANK FAÇADE: BETWEEN 2' AND 8' ABOVE SIDEWALK	30' WIDE EA., MAX. 70 % OF STREET FAÇADE AT CLASS II PEDESTRIAN	DENNY WAY < 70%; MINOR AVE < 70%; STEWART ST < 70%; YALE AVE < 70%	
	UPPER LEVEL STANDARDS			
23.49.058.D	UPPER LEVEL STANDARDS	MAXIMUM AVERAGE TOWER FLOOR AREA LIMIT FOR RESIDENTIAL USE = 10,700 SF	AVERAGE TOWER FLOOR AREA = 10,682 SF PROVIDED	
	STANDARDS FOR OFF-STREET ACCESS & PARKING			
23.54.015 CHART C	CHILD CARE LOADING	1 PER EA. 20 CHILDREN; 120 CHILDREN / 20 = 6 STALLS REQUIRED	6 STALLS PROVIDED	
23.54.030.F.2.a.(3)	NUMBER OF CURB CUTS & LOCATION CONSIDERED IN ORDER OF LEAST PREFERRED STREET	(2) ONE-WAYS OR (I) TWO-WAY CURB CUT MAX.	1 CURB CUT ON STEWART; 2 CURB CUTS ON MINOR (LEAST PREFERRED STREET) PROVIDED	
23.54.035	LOADING BERTH	PER CHART 23.54.035A, GFA = 339,179 SF = 4 REQUIRED	4 LOADING BERTHS PROVIDED BELOW GRADE	

DEPARTURE REQUESTS

SECTIONS	DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED	REASONING
23.54.030.F.2.(3)	CURB CUTS	2 CURB CUTS FOR 1-WAY & 1 CURB CUT FOR 2-WAY	ONE 2- WAY CURB CUT AND ONE 1-WAY CURB CUT ON MINOR AVENUE	TO TAKE LOADING BELOW GRADE
23.54.035.C.2.b	STANDARDS FOR LOADING BERTHS	MINIMUM LOADING BERTH LENGTH = 35 FEET	25 FEET	LACK OF TURNING RADIUS AT P1

FLOOR AREA SUMMARY (FAR)

SEATTLE LAND USE CODE: TITLE 23 OF THE SEATTLE MUNICIPAL CODE

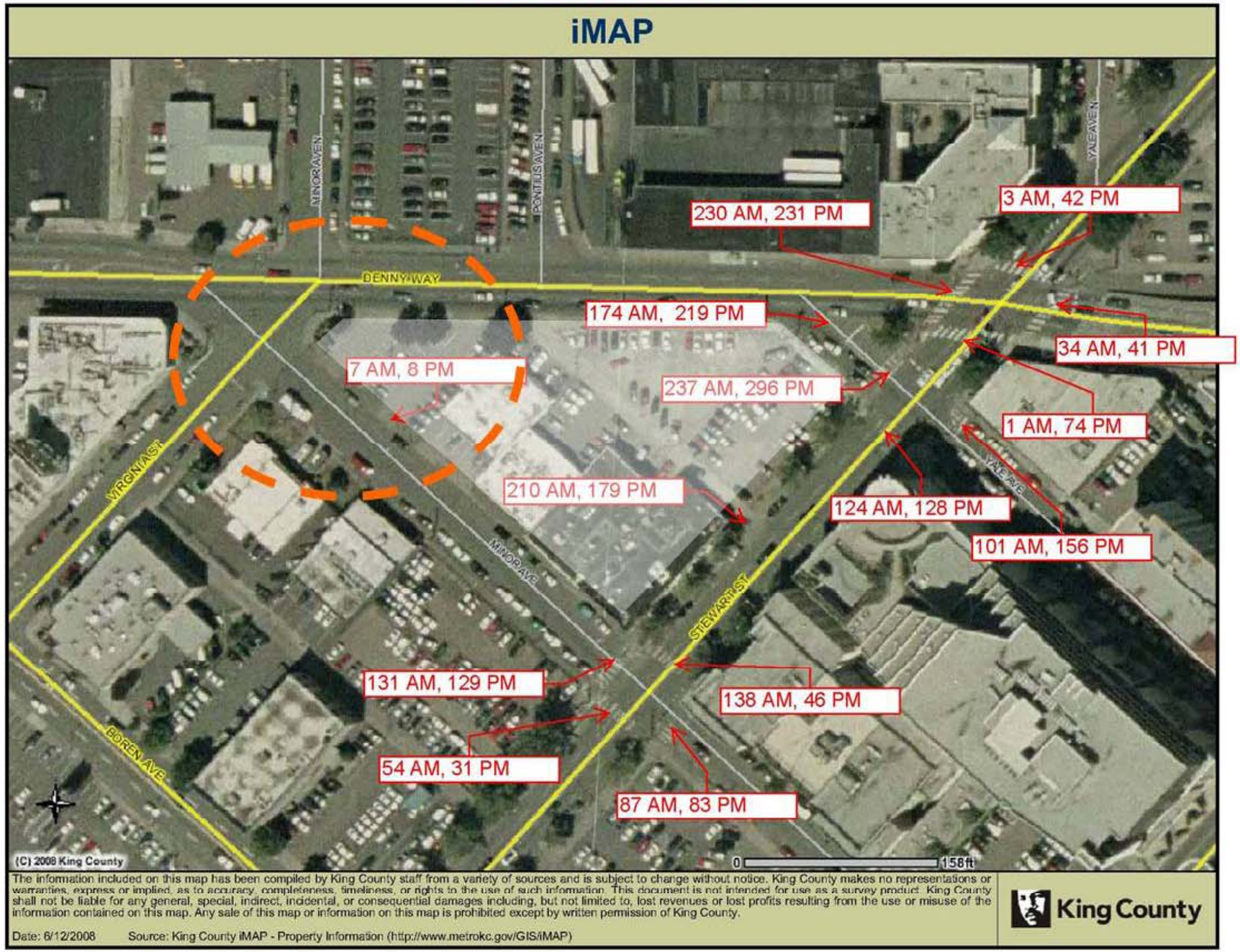
FLOOR LEVELS	NO. OF FLOORS PER TOWER	NO. OF TOWERS	TOTAL FLOORS	CHARGEABLE GFA/FLOOR (SF)	TOTAL CHARGEABLE (SF)	EXEMPT GFA/FLOOR (SF)	TOTAL EXEMPT GFA (SF)	TOTAL GFA (SF)	PARKING DESIGNATION NON-RESIDENTIAL	PARKING DESIGNATION RESIDENTIAL	HOTEL ROOMS	RESIDENTIAL UNITS
LEVEL P8	1	1	1	0	0	48,577	48,577	48,577		110		
LEVEL P7	1	1	1	0	0	50,725	50,725	50,725		128		
LEVEL P6	1	1	1	0	0	50,725	50,725	50,725		128		
LEVEL P5	1	1	1	0	0	50,725	50,725	50,725		128		
LEVEL P4	1	1	1	0	0	50,725	50,725	50,725	117	11		
LEVEL P3	1	1	1	0	0	50,725	50,725	50,725	128			
LEVEL P2	1	1	1	0	0	50,725	50,725	50,725	136			
LEVEL P1	1	1	1	0	0	50,725	50,725	50,725	29			
LEVEL 1	1	1	1	23,548	23,548	6,938	6,938	30,486				
LEVEL 1.5	1	1	1	10,745	10,745	6,456	6,456	17,201				
LEVEL 2	1	1	1	43,783	43,783	7,602	7,602	51,385				
LEVEL 3	1	1	1	33,063	33,063	18,287	18,287	51,350				
LEVEL 4	1	1	1	45,289	45,289	6,078	6,078	51,367				
LEVEL 5	1	1	1	16,193	16,193	21,263	21,263	37,456				
LEVELS 6 - 8	3	1	3	22,038	66,114	5,510	16,530	82,644			110	
LEVELS 9 - 13	5	2	10	8,014	80,140	2,755	27,550	107,690			150	
LEVEL 14 - 23	10	2	20	0	0	10,856	217,120	217,120				200
LEVEL 24 - 30	7	2	14	0	0	10,957	153,398	153,398				112
LEVEL 31 - 33	3	2	6	0	0	10,405	62,430	62,430				24
LEVEL 34	1	2	2	0	0	6,736	13,472	13,472				2
LEVEL 35	1	2	2	0	0	2,145	4,290	4,290				
TOTAL :				**318,875**		**965,066**	**1,283,941**		**410**	**505**	**260**	**338**

PARCEL AREA:		**57,430** SF		
FLOOR AREA RATIO (FAR)	**BASE:**	**5**	**MAXIMUM:**	**7**
ALLOWABLE FAR AREA	**BASE:**	287,150 SF	**MAXIMUM:**	402,010 SF
MECHANICAL ALLOWANCE:	0.035	10,050 SF	*(23.49.011.B.2)	
LEED INCREMENT FACTOR:	0.25	14,350 SF	CHART 23.49.011.A.2	
MAXIMUM ALLOWABLE FAR AREA:		311,550 SF		
CHILDCARE BONUS FLOOR AREA:		TBD	Childcare = 12,800 sf	
PROPOSED FAR AREA:		318,875 SF		

*COMMERCIAL AREAS ON LEVELS 1 AND MEZZANINE EXEMPT

TOTAL RESIDENTIAL GFA:	450,710 SF	EXEMPT FROM FAR PER 23.49.011.B.1.f

2007 Pedestrian Counts



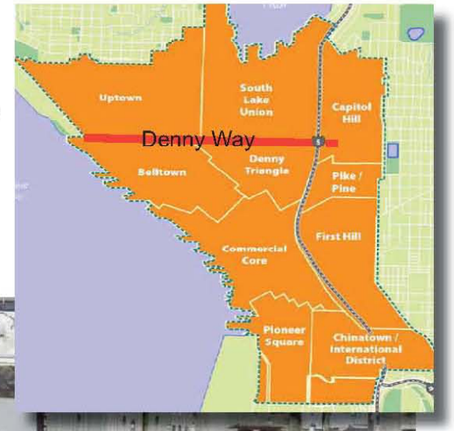
Background & Data Collection

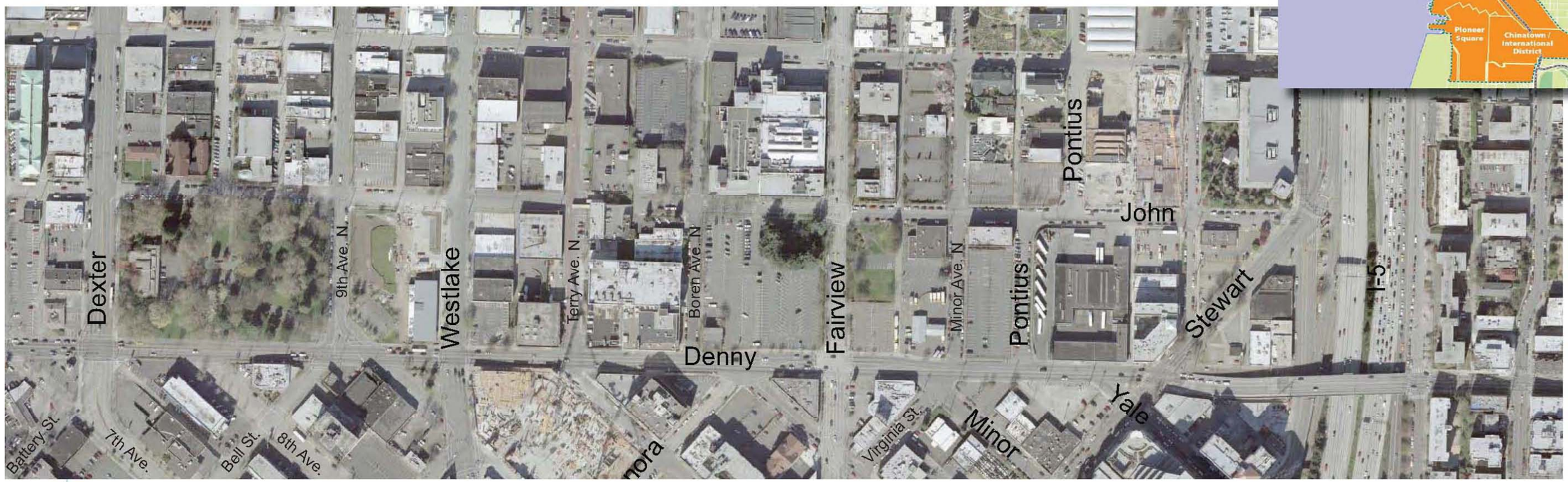
A wide range of data and background information was collected and analyzed by the design team. The background data was compiled in a PowerPoint presentation for display to stakeholders. Topics of research included:

Traffic Function and Volume
Pedestrian Use
Physical Characteristics of the Street System
Green Street Locations
Current and Pending Zoning Designations
Planned and Pending Development Projects
Transit Operations
Review of Past Plans and Studies

All recommendations and proposals in this report rely on the background data, though the data is not reproduced in this document.

Denny Way is located within Center City Seattle. It is at the boundary or edge of several Center City neighborhoods. Denny Way is one of few direct east-west connections.





Preferred Denny Way Street Section

The figure illustrates the preferred section for Denny Way. It is anticipated that new development with frontage on Denny Way could voluntarily implement this preferred streetscape section.

Sidewalks

Sidewalks on the south side, where sites are constrained, should total 15' in width. (3' setback increase from base standard.) Sidewalks on the north side, where sites are less constrained and sun angle is favorable should total 18' in width. (6' setback increase from base standard.)

Landscape / Furnishing Zone

The Landscape / Furnishing zone adjacent to travel lanes should be 8' in width (including the required 3' clear zone at the roadway edge). Landscaping should include buffering elements, such as thick evergreen planting or other features to a height of 18" - 36" inches. The buffer is meant to provide a sense of safety for pedestrians. Periodic breaks in the buffer must be included for sidewalk access, and access to bus zones must be accommodated. Consistent street trees should be placed in the landscape/furnishing zone. Pedestrian scaled lighting in the 12' - 20' height range should be located at corners and intersections. Improved pedestrian 'eddies' at angled intersections should receive more generous landscaping improvements.

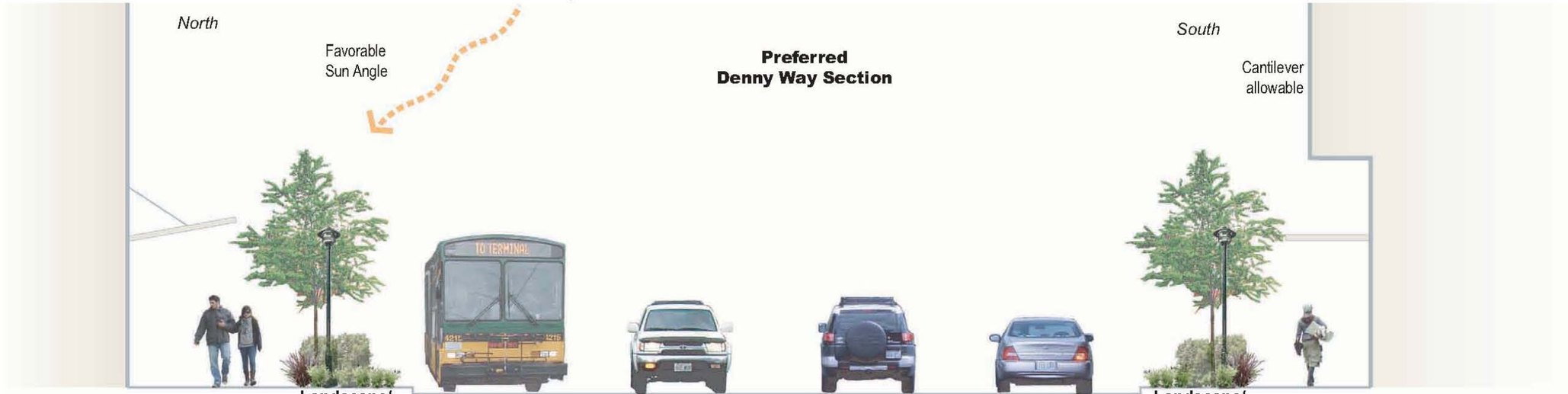
Pedestrian Zone

The pedestrian zone should total 10' in width on the north side, and 7' in width on the south side. The larger, north sidewalk accommodates a more direct east-west walking path not encumbered by angled intersections.

Facade Activation

Facade activation should be focused at corners and intersections. Facade activation such as retail, and entrances should be placed at these key locations. Mid-block frontages onto Denny Way should include building transparency and careful selection of quality materials.

Preferred Denny Way Section



Facade	Pedestrian	Landscape/ Furnishing	Transit / Vehicle	Transit/ Vehicle	Transit /Vehicle	Transit / Vehicle	Landscape/ Furnishing	Pedestrian	Facade
Focus activation @ corners and intersections. Weather protection.	~ 10' Expand to ~10' with additional setbacks. Prop. Line	~ 8' Buffer elements Ped lights (near corners & crossings)	~ 11' Transit in travel lane	~ 11' + Intersection turn pockets	~ 11' + Intersection turn pockets	~ 11' Transit in travel lane	~ 8' Buffer elements Ped lights (near corners & crossings)	~ 7' Expand to ~7' with additional setbacks. Prop. Line	Focus activation @ corners and intersections. Weather protection.

Roadway ~44'

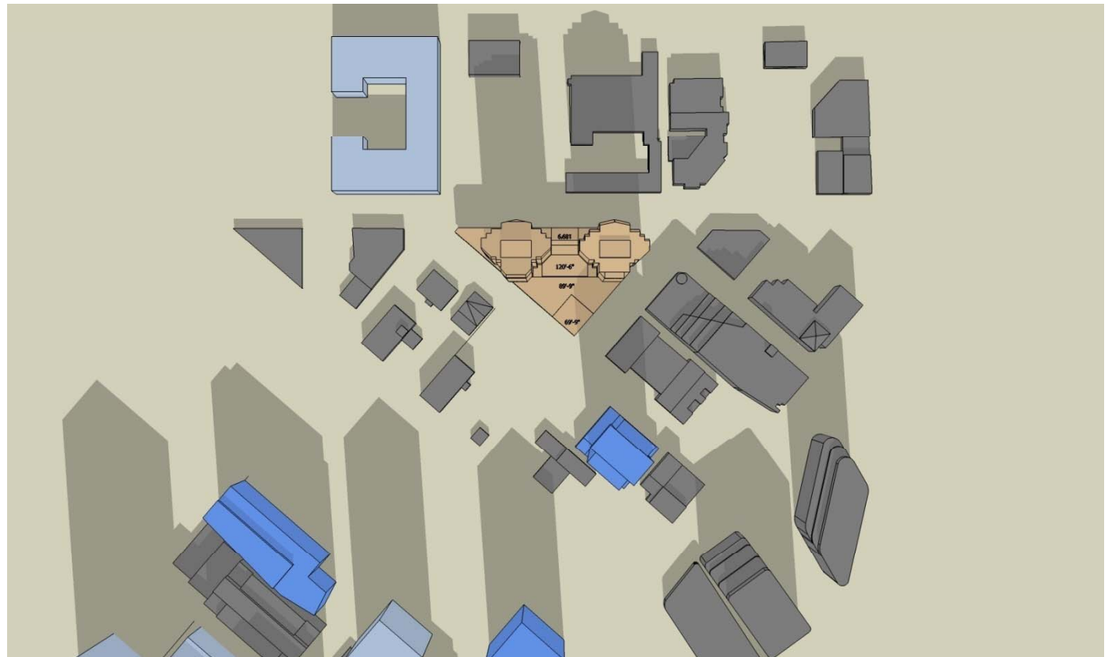
Sidewalk ~18'

Sidewalk ~15'

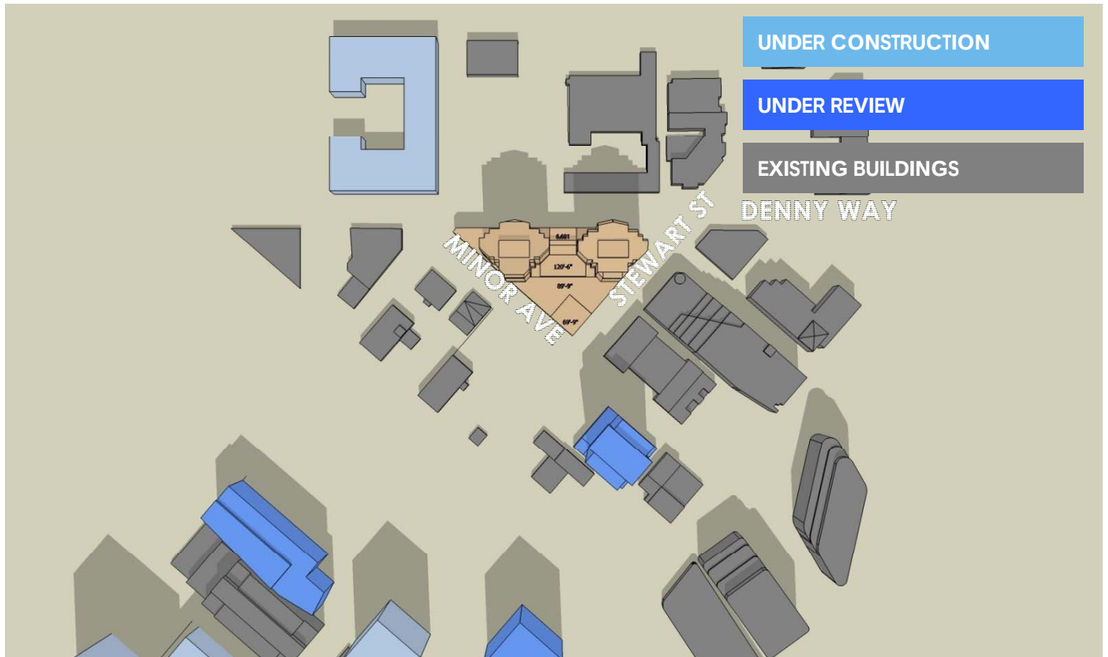
ROW 66'

Setback 6' (Private)

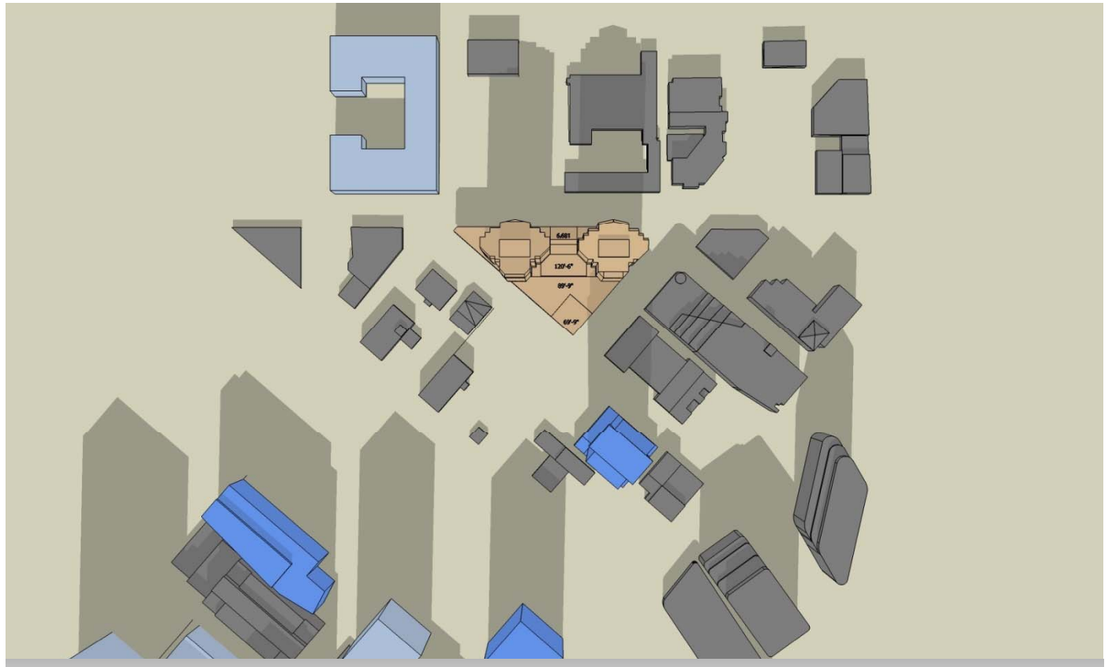
Setback 3' (Private)



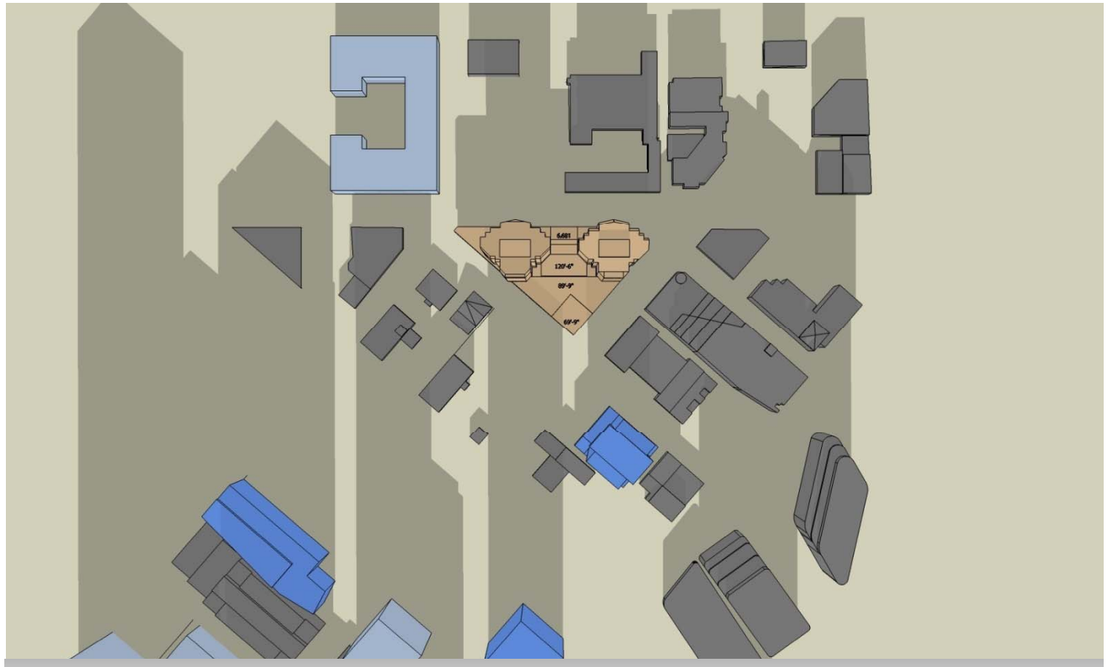
NOON SHADOW IN MARCH



NOON SHADOW IN JUNE



NOON SHADOW IN SEPTEMBER



NOON SHADOW IN DECEMBER