

**1200 STEWART STREET**  
DESIGN RECOMMENDATION  
MEETING

February 23, 2010  
DPD PROJECT 3007548

**LEXAS COMPANIES**

**TISCARENO ASSOCIATES**  
ARCHITECTURE + URBAN DESIGN





## PROJECT TEAM

DEVELOPER  
**Lexus Companies LLC**

DESIGN ARCHITECT  
**Thoryk Architecture Inc**

ARCHITECT OF RECORD  
**Tiscareno Associates**

LANDSCAPE ARCHITECT  
**Berger Partnership PS**

LAND USE ATTORNEY  
**McCullough Hill PS**

TRAFFIC & TRANSPORTATION  
**Transportation Northwest**

SUSTAINABILITY  
**Green Building Services**

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### **B-3 Reinforce positive qualities of context**

*"Seek greater sensitivity to structures to the north."*

### **B-4 Explore relationship between use and exterior expression**

*"...more glass to allow sunshine and light in the climbing wall and basketball court area"*

### **B-4 Explore material transition from the hotel level to condo level**

*"...The application of materials through layering and transparency will be vital in making the unification of the towers achievable. "*

### **C-1 Promote Pedestrian Interaction**

*"The eddy at the parking entrance should be examined. Outdoor café seating is encouraged for the restaurant at the corner of Stewart and Minor"*

### **C-4 Reinforce Building Entries**

*"Entryways should be celebrated; more development of building entries should be provided..."*

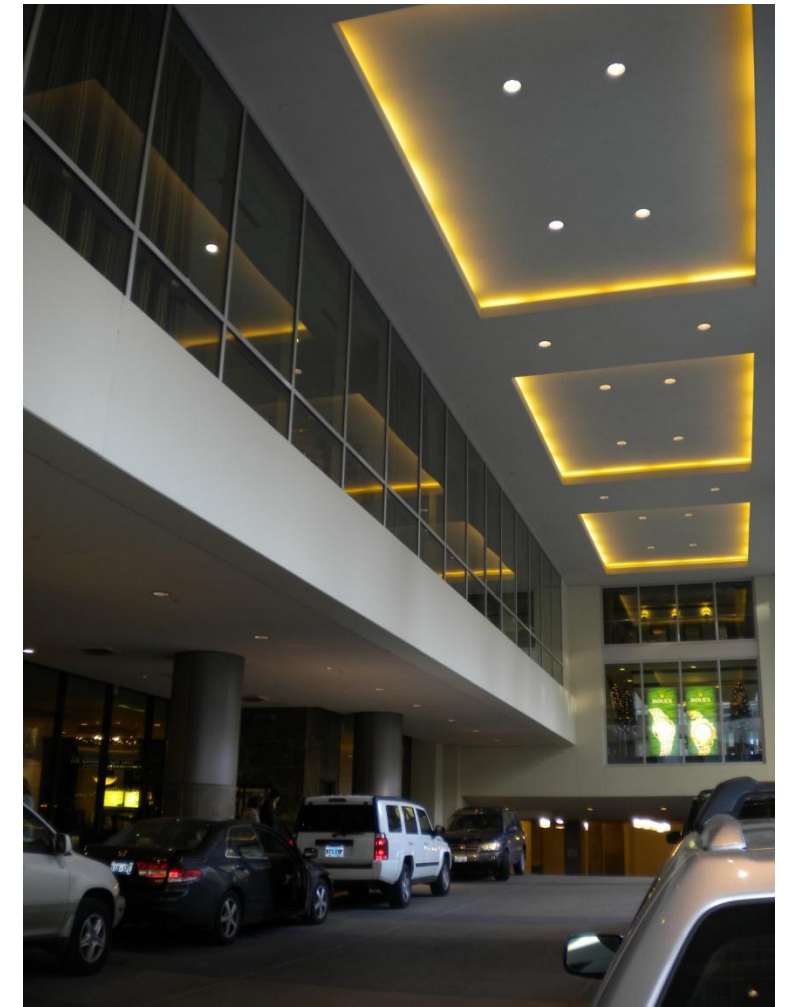
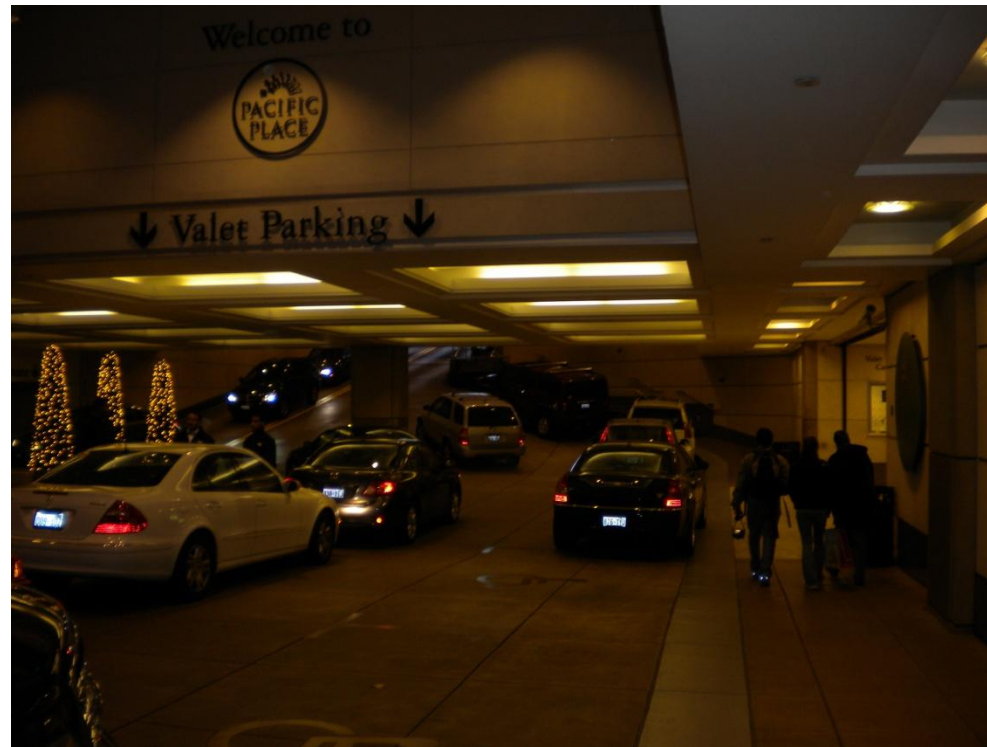
### **D-1 Develop Internal Arrival Area**

*"Pedestrians and vehicles should be able to commingle, and the space should provide light, air, and a pleasant, relaxed place to drop off residents and guests."*

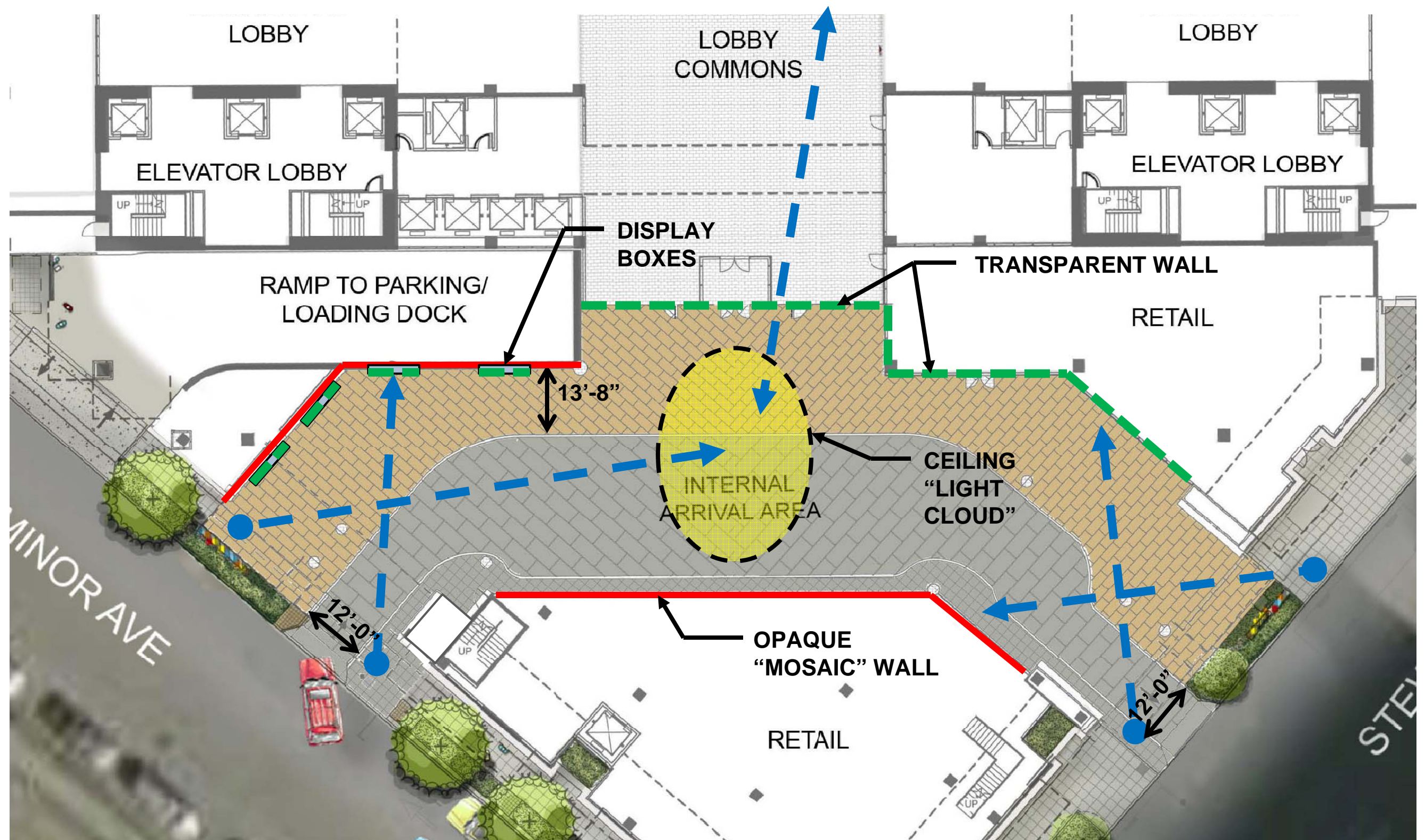












C-1 Promote pedestrian interaction  
 C-4 Reinforce building entrances  
 D-1 Develop internal arrival





INTERNAL ARRIVAL ENTRY ON MINOR

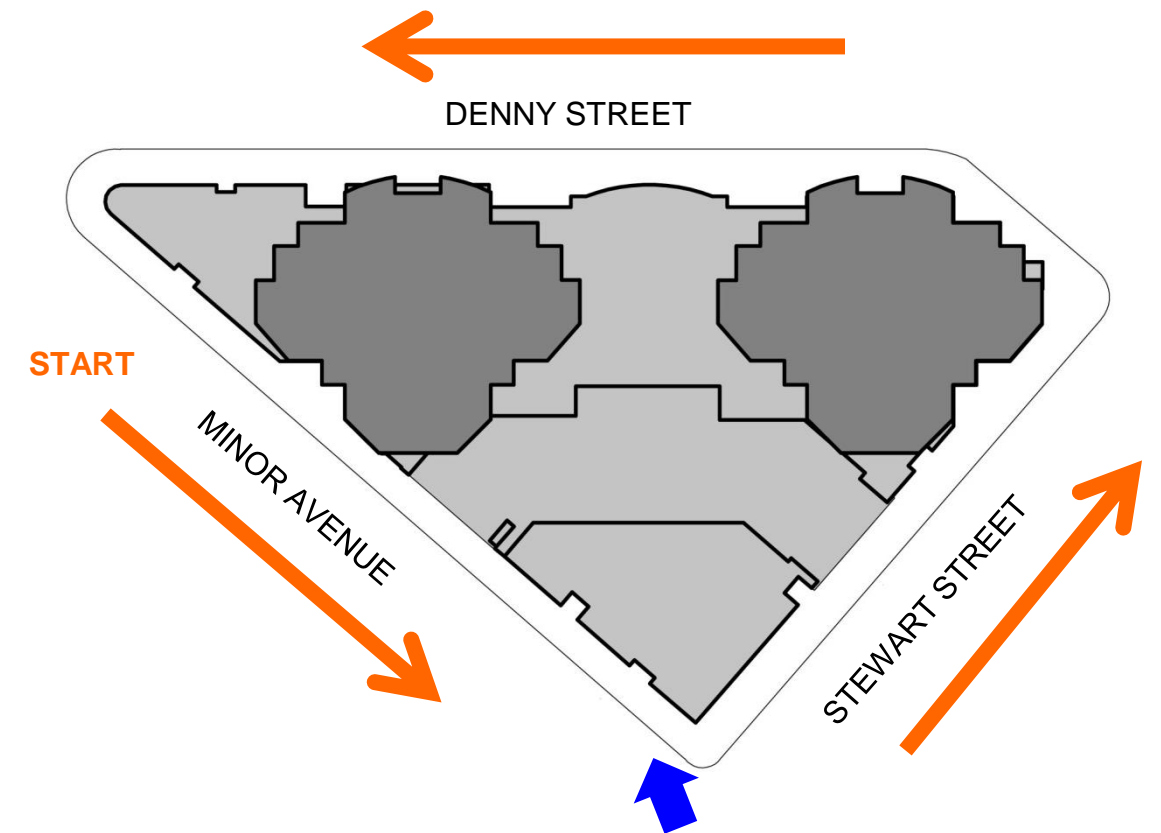


INTERNAL ARRIVAL EXIT ON STEWART



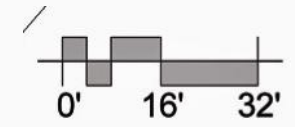
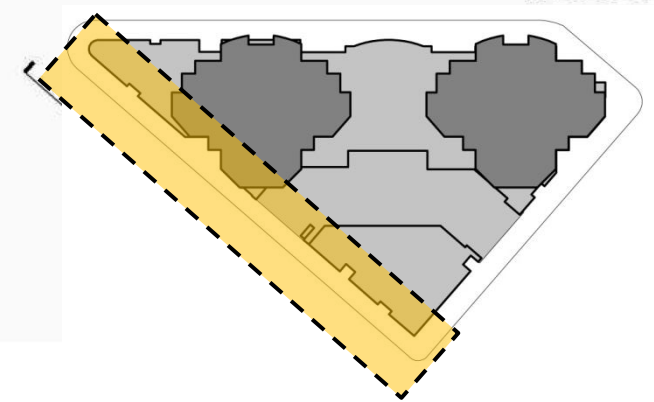
- C-1 Promote pedestrian interaction**
- C-4 Reinforce building entrances**
- D-1 Develop internal arrival**





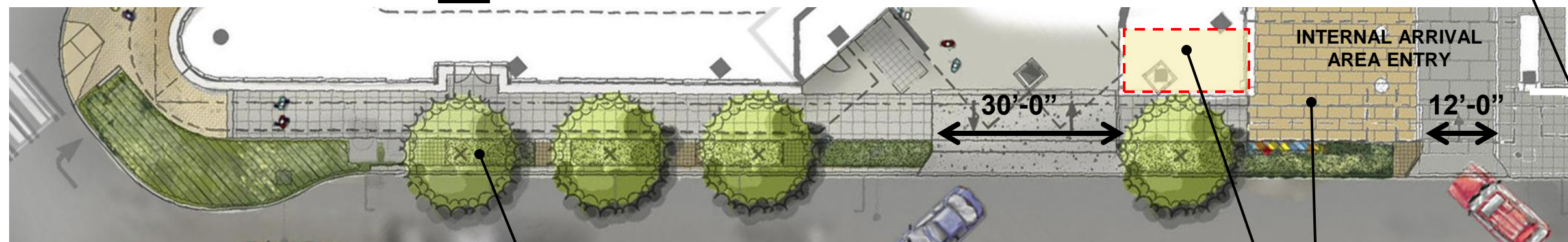
- B-4 Relationship between use and exterior expression
- C-1 Promote pedestrian interaction
- C-4 Reinforce building entrances





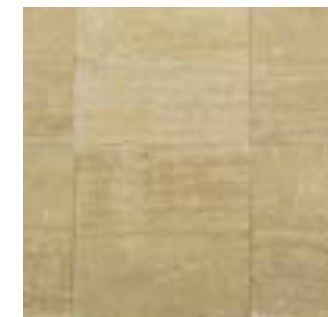
PODIUM ELEVATION – MINOR AVENUE





MAGNOLIA DENUDATA

ELIMINATED UNUSABLE  
PEDESTRIAN EDDY  
BETWEEN ENTRANCES



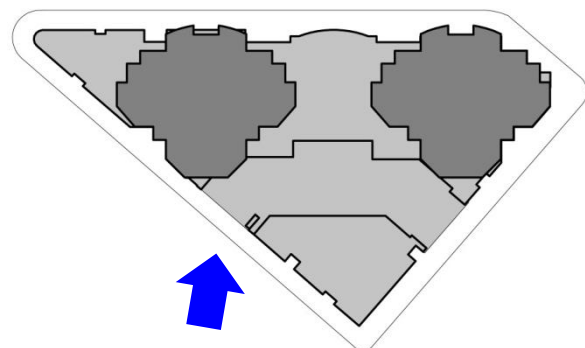
SPECIALTY PAVING TO SIGNIFY  
PEDESTRIAN ENTRANCE



PRE-CAST CONCRETE

MODIFIED ENTRANCE  
MASSING AND WINDOW  
ARRANGEMENT







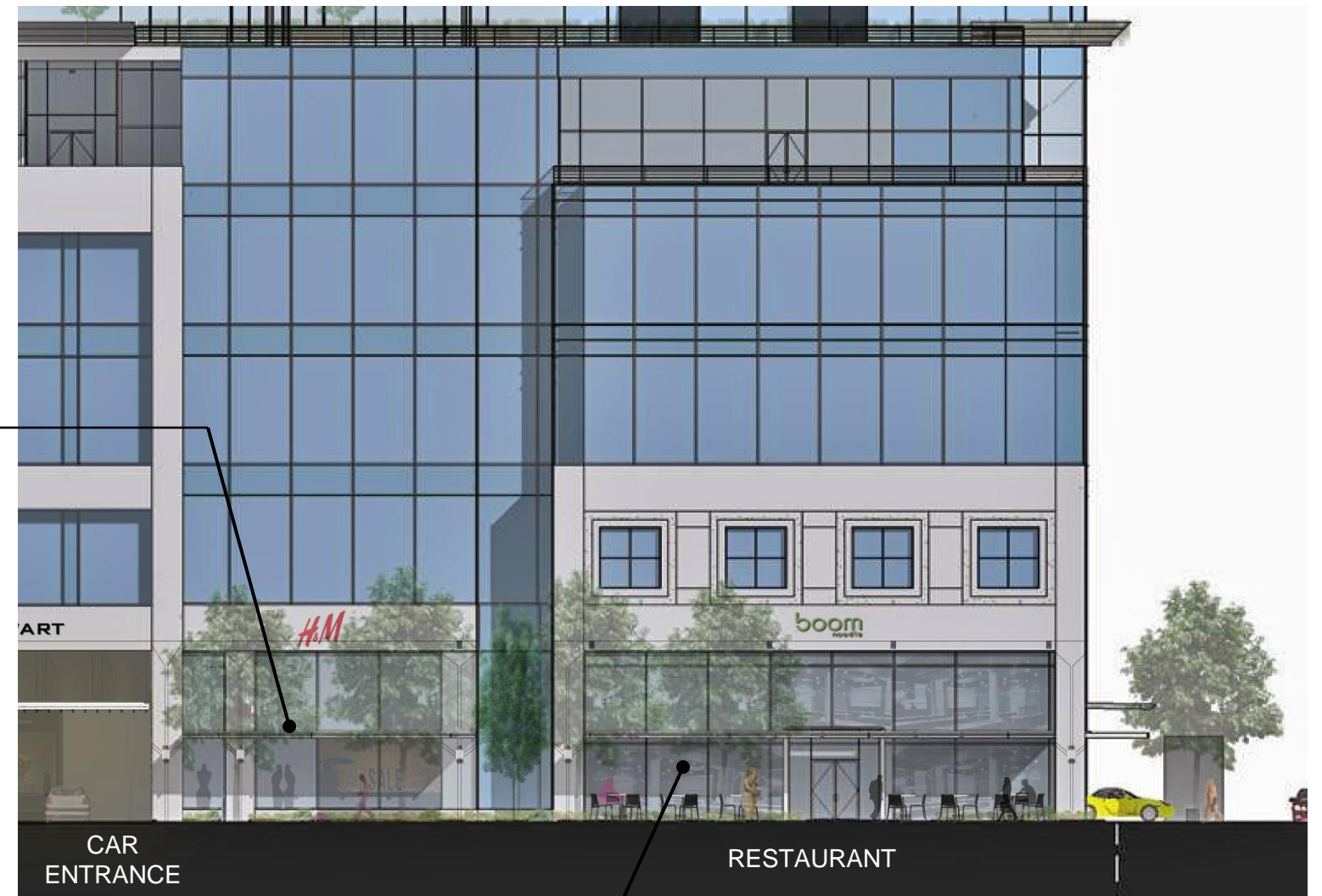


CANOPY DOWN -  
LIGHTS

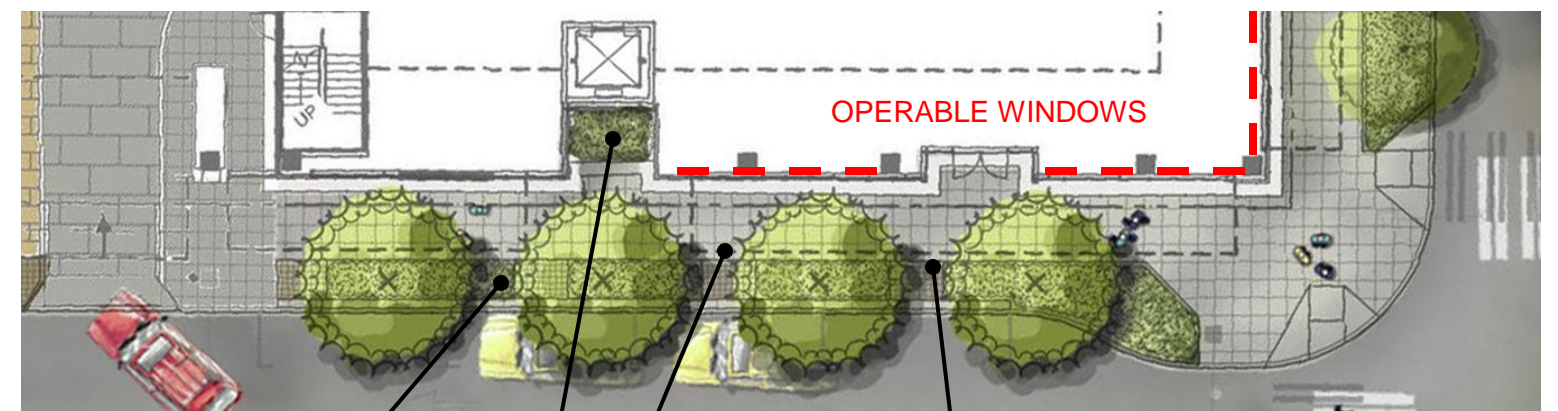
GLASS CANOPIES



OPERABLE STOREFRONT SYSTEM



CURBSIDE PLANTING  
STRIP

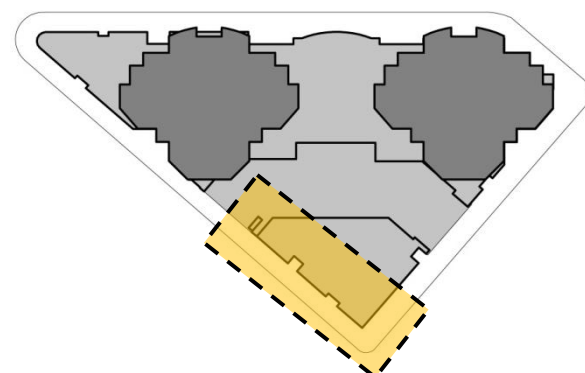


LANDSCAPED  
PEDESTRIAN EDDY

EDGE OF CANOPY  
DASHED, TYPICAL



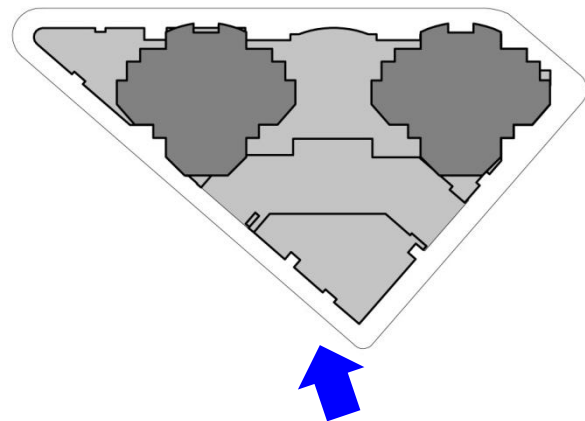
PERMEABLE PAVERS



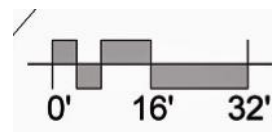
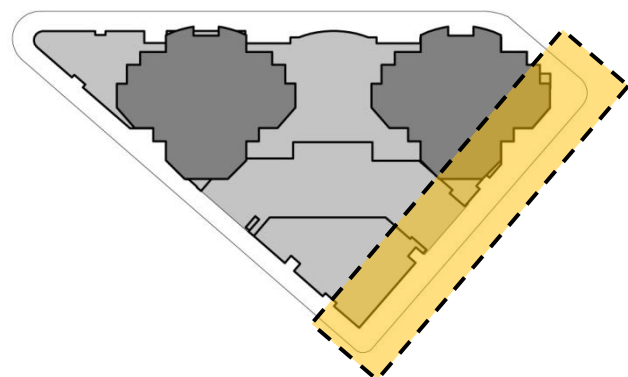
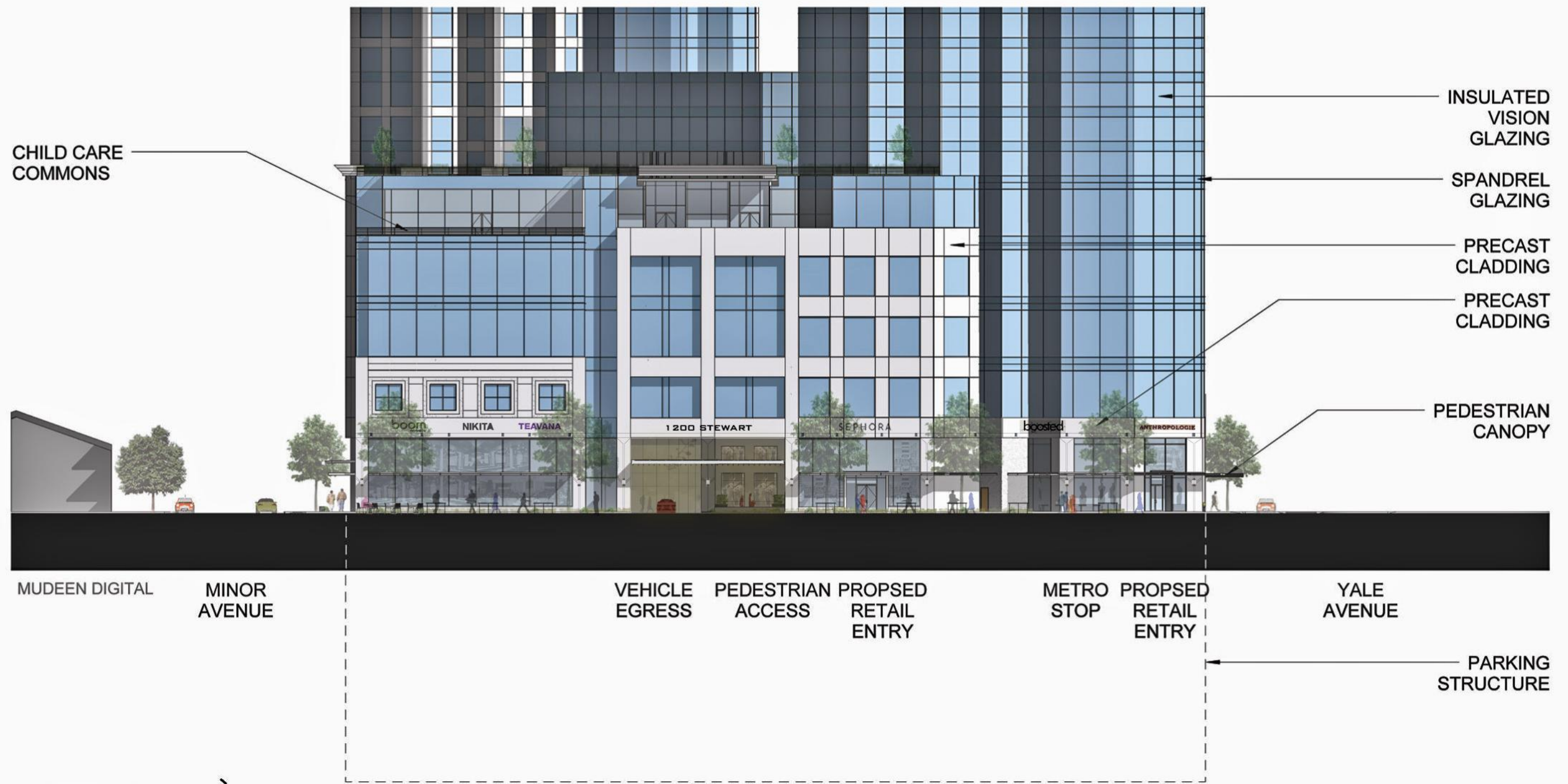




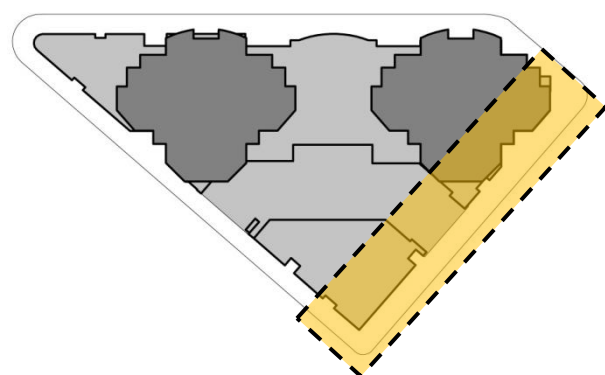
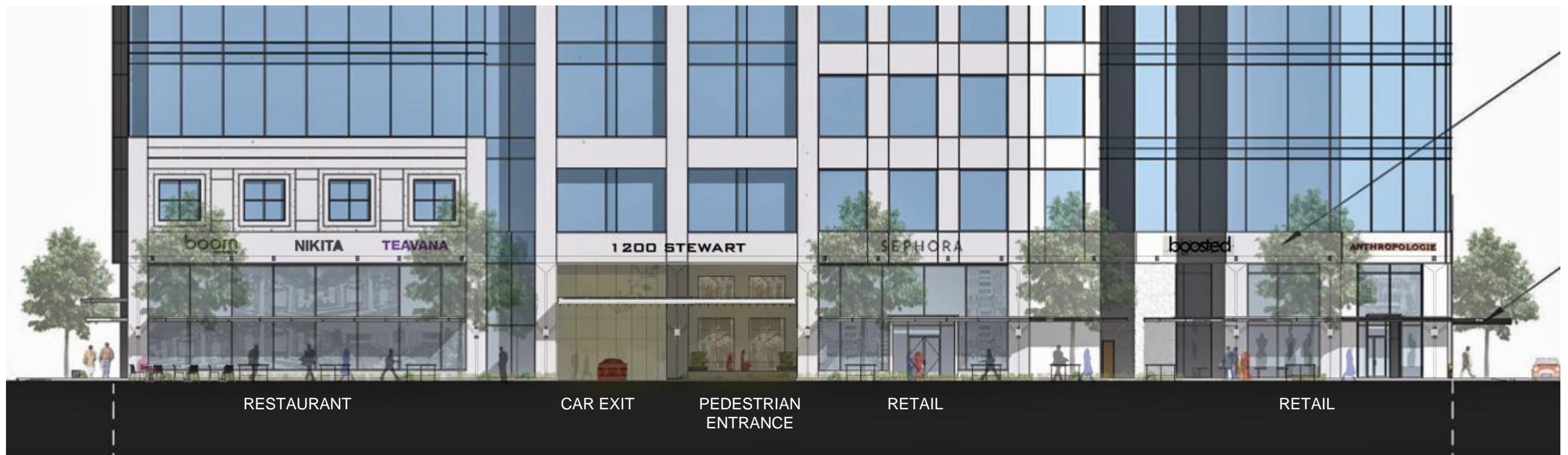
EDG #5 RENDERING











OTTO LUYKEN LAUREL



DECORATIVE METAL RAILING

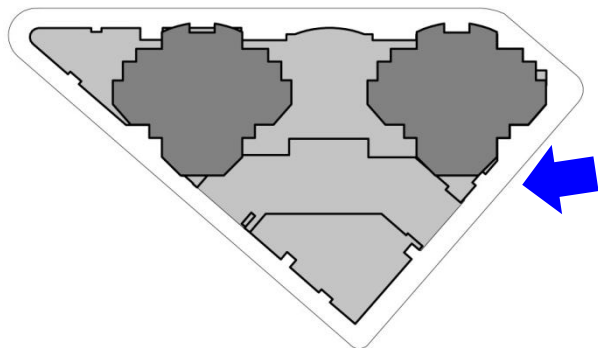


SDOT STANDARD PEDESTRIAN LIGHT STANDARD



BUS LEAN BARS TYPICAL ALONG BUILDING









“ENHANCED BUS SHELTER



RAIN GARDEN



RAIN GARDEN PLANTING



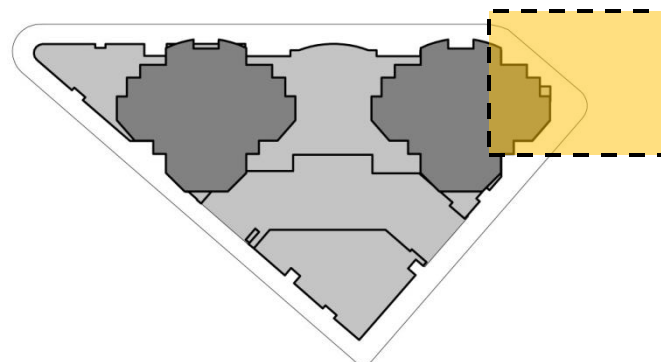
GRANITE PAVING BAND



PARKWAY MAPLE

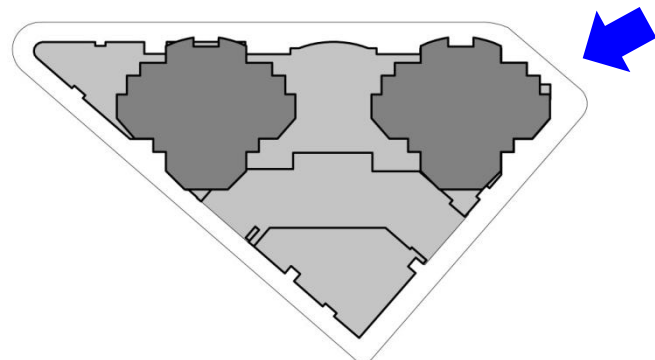


SEAT WALL

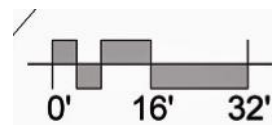
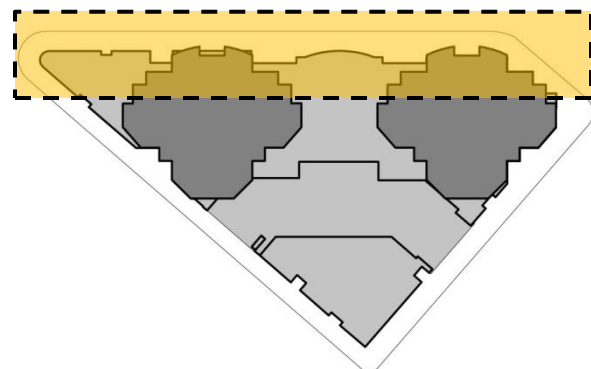
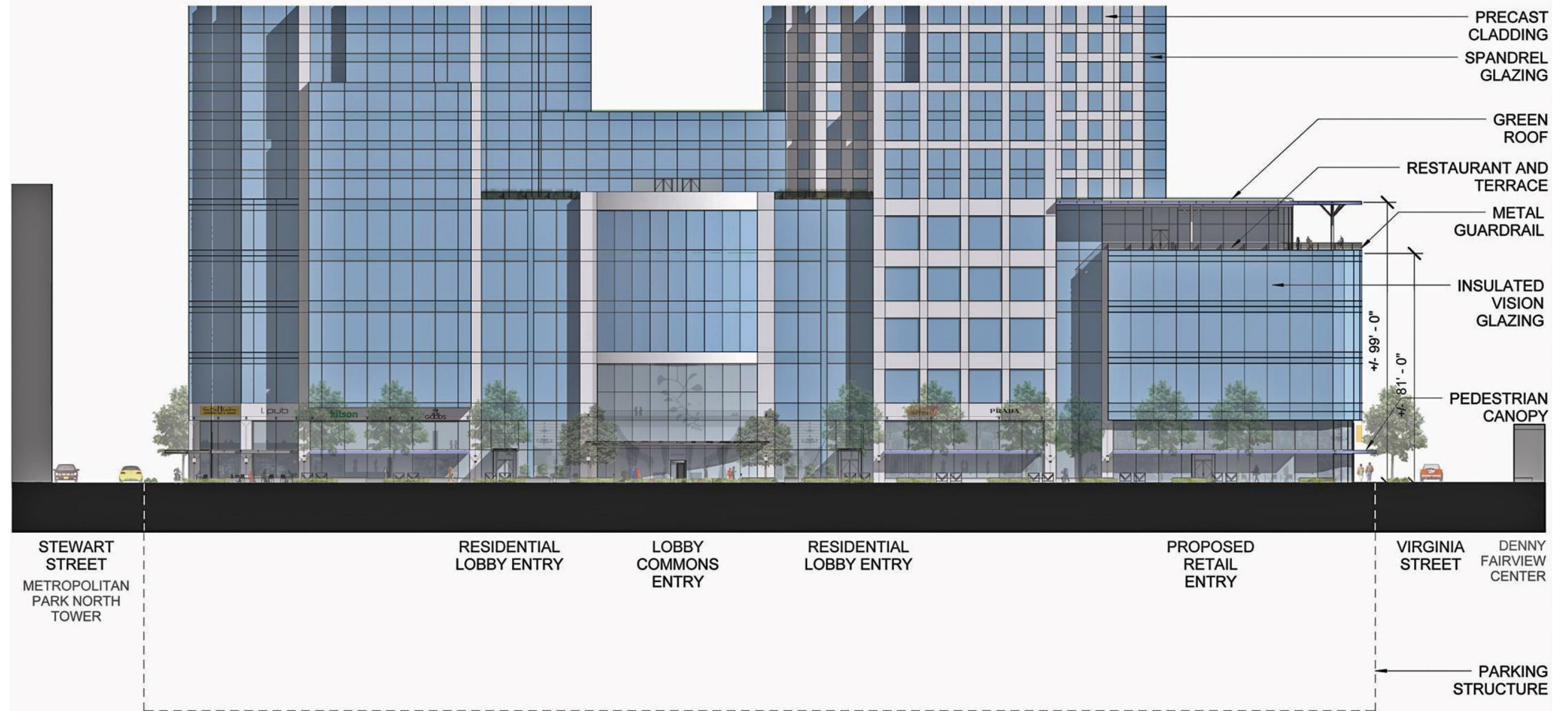


CONFORMS WITH SDOT DENNY  
CORRIDOR STUDY

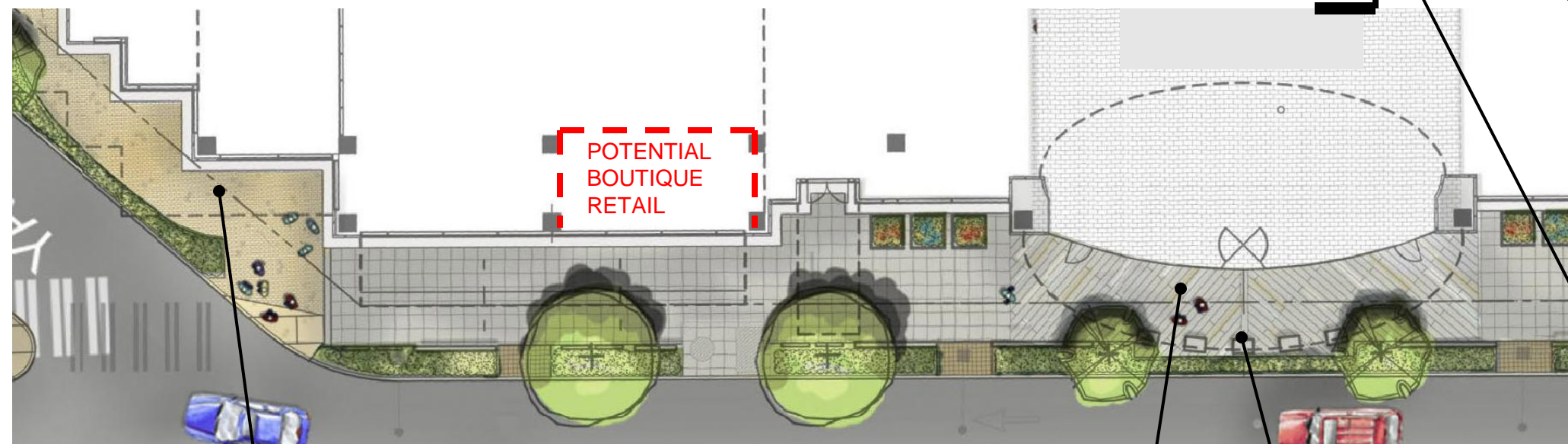
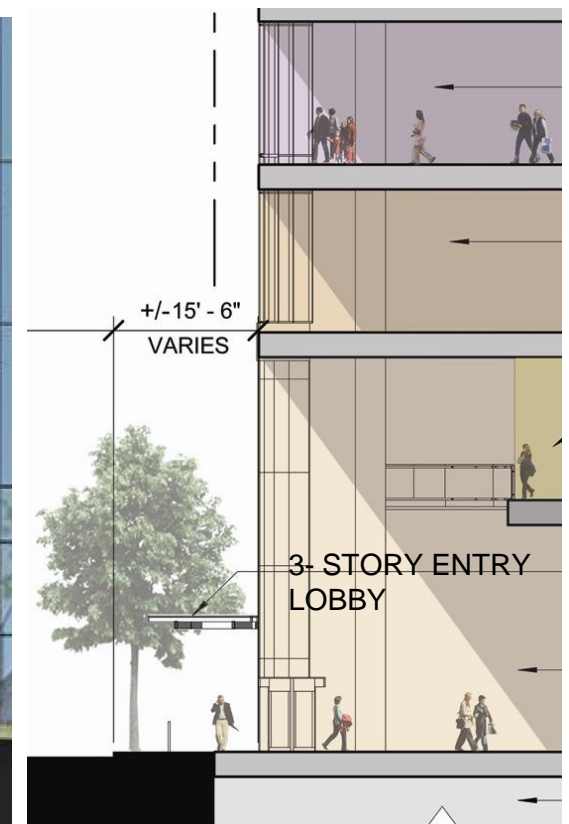








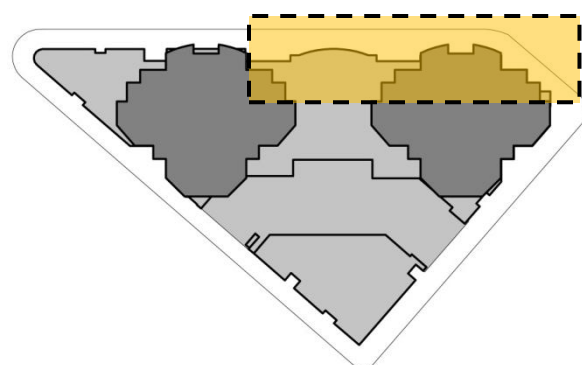




LIGHTING



CURTAIN WALL GLAZING



SPECIALTY PAVING

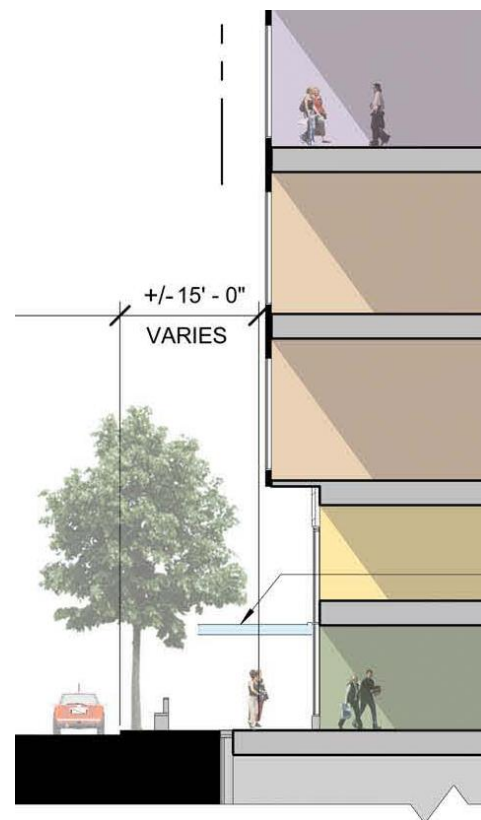


ENHANCED PAVING

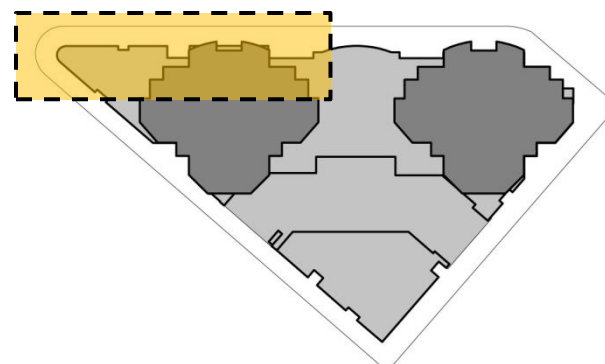
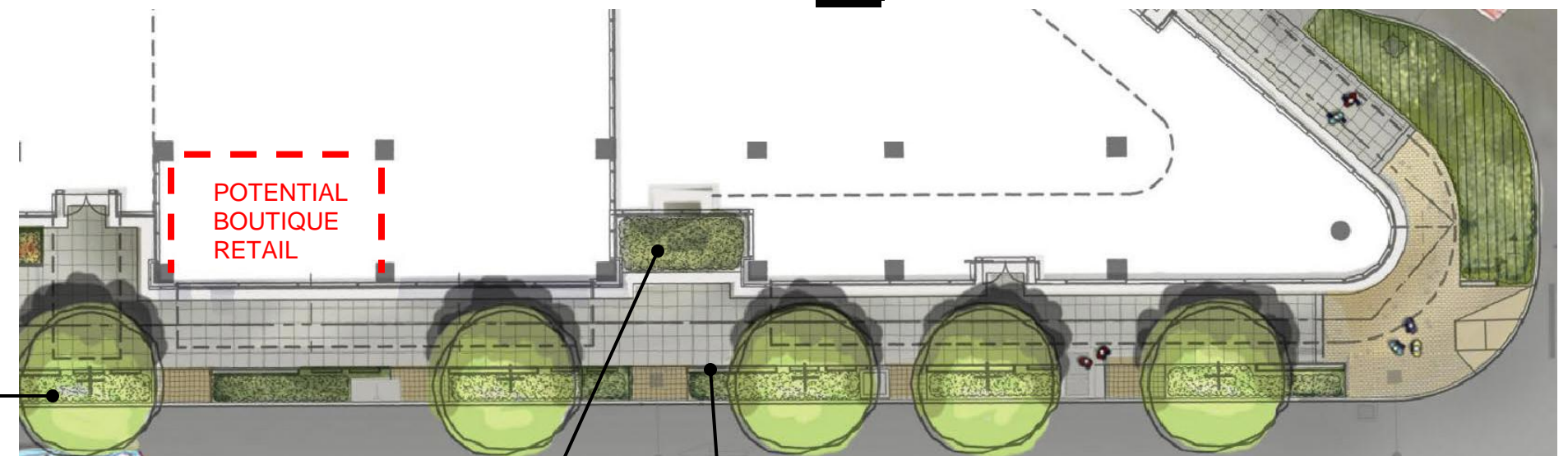


DECORATIVE SEATING





JAPANESE ZELKOVA



EMERALD SPREADING YEW



SEAT WALL



SIGNAGE

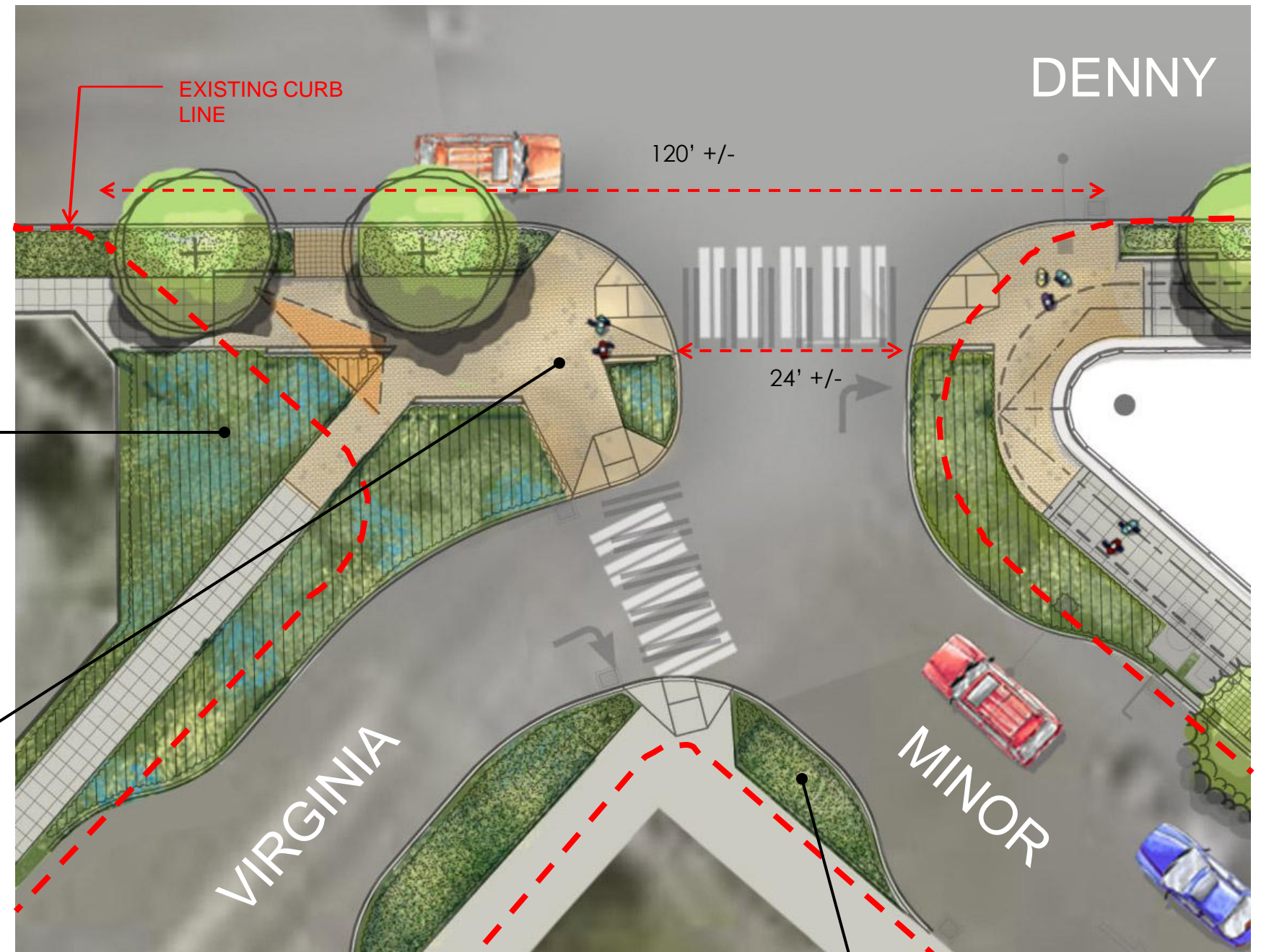




RAIN GARDEN



SPECIALTY PAVING

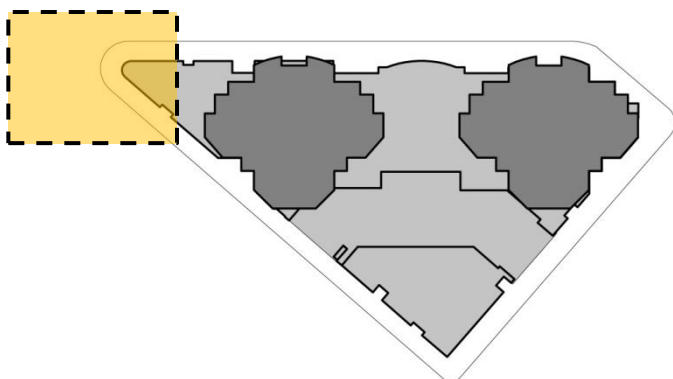


RAIN GARDEN PLANTING

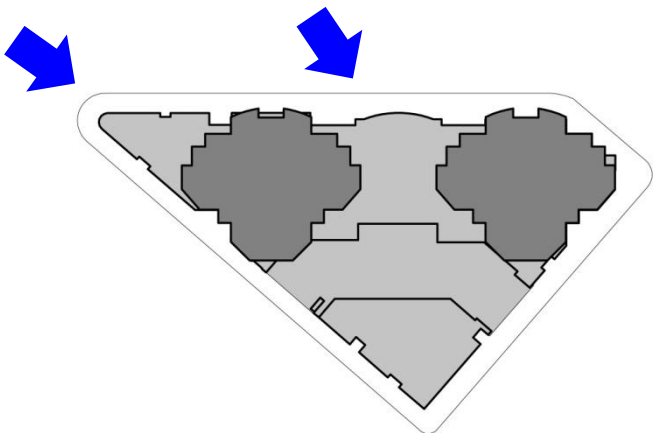


CURB-SIDE RAIN GARDEN

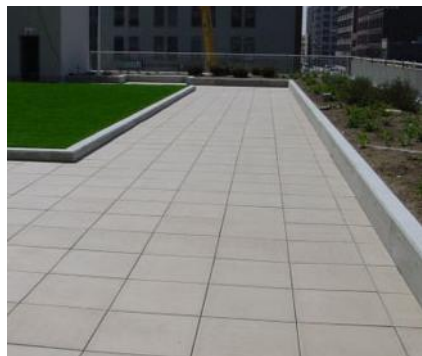
CONFORMS WITH SDOT DENNY CORRIDOR STUDY









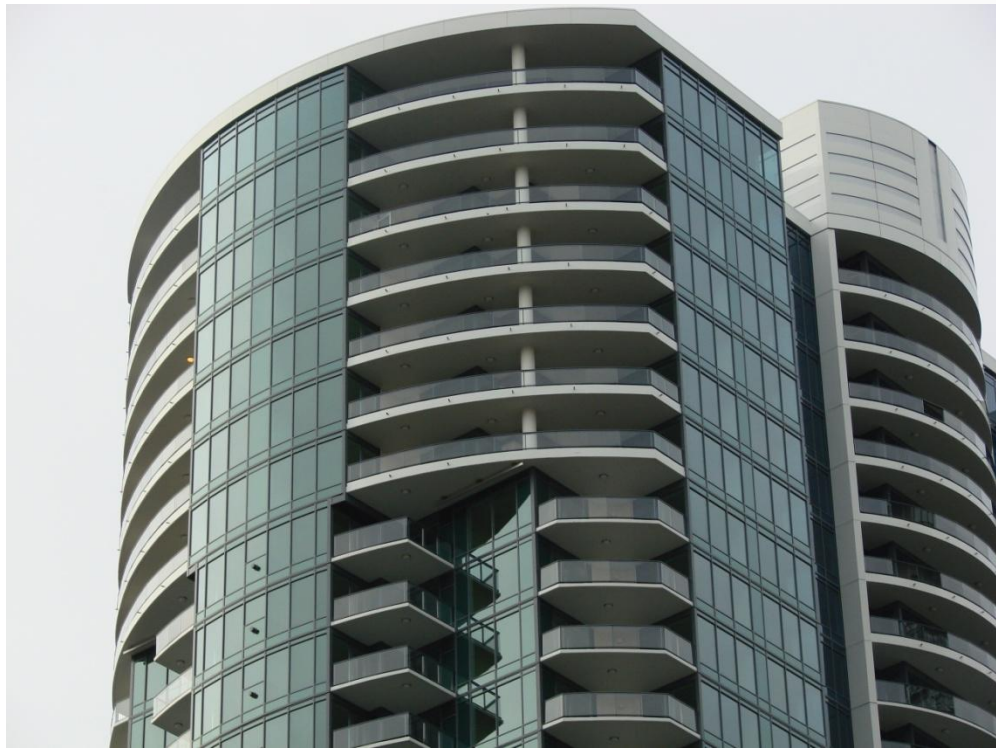




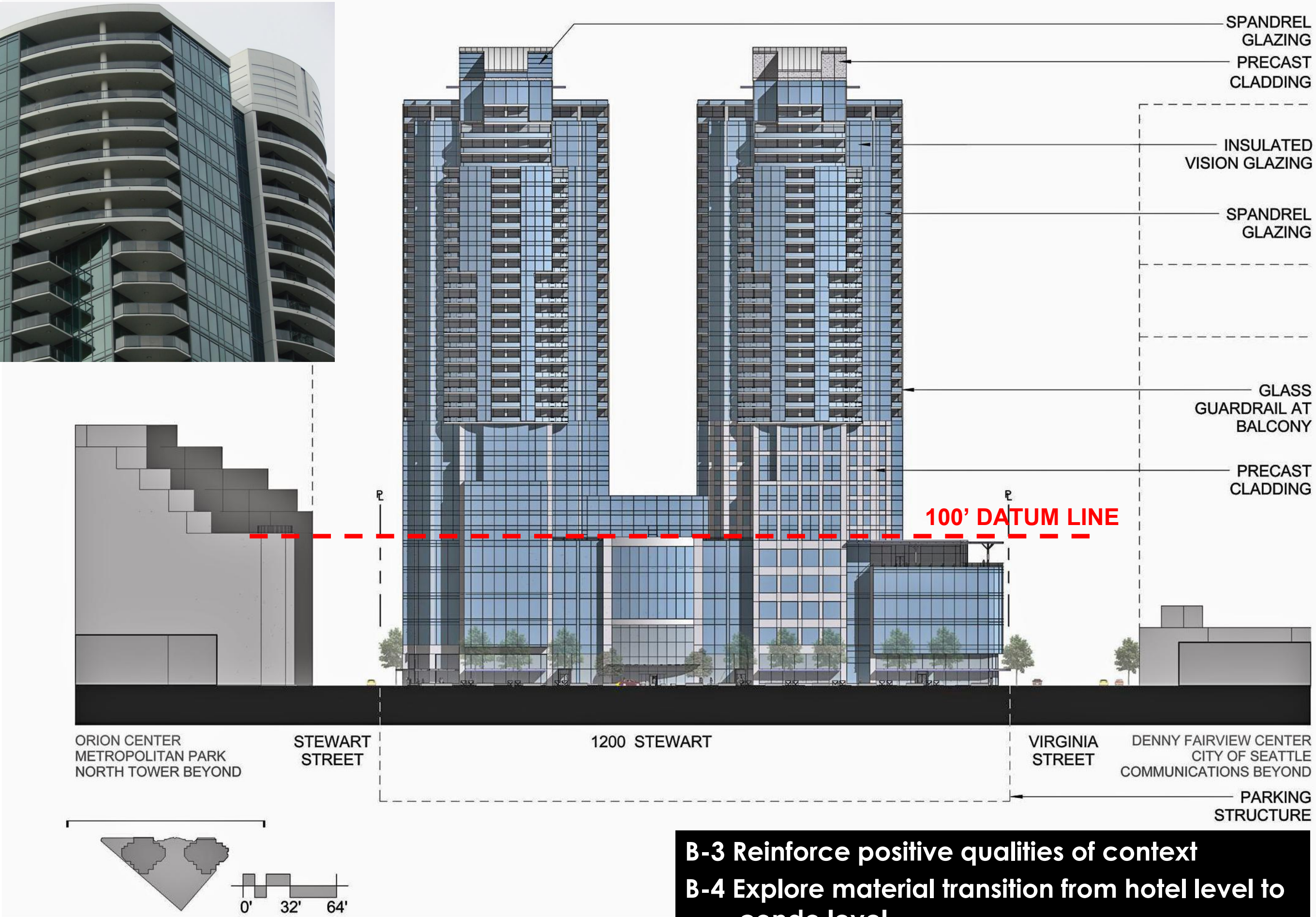


- **LEED NC 2.2 Silver Rating targeted with possibility to increase to Gold**
- **Integrated Design Process ensuring early coordination among the design team**
- **Shower and locker facilities for bicycle commuters**
- **30% reduction in water use utilizing low flow fixtures and water efficient landscaping**
- **20% energy savings through increased day-lighting, occupancy sensors and energy efficient light fixtures**
- **Purchase 70% green energy**
- **Building system commissioning**
- **High-recycled content in building materials**
- **Regionally specified building materials – lowers emissions due to transportation and supports local businesses**
- **75% of construction waste will be diverted from landfills**
- **Increased indoor air quality through the reduction of toxic chemicals in paints, adhesives, carpets, and composite wood products**
- **Green housekeeping practices to be used**





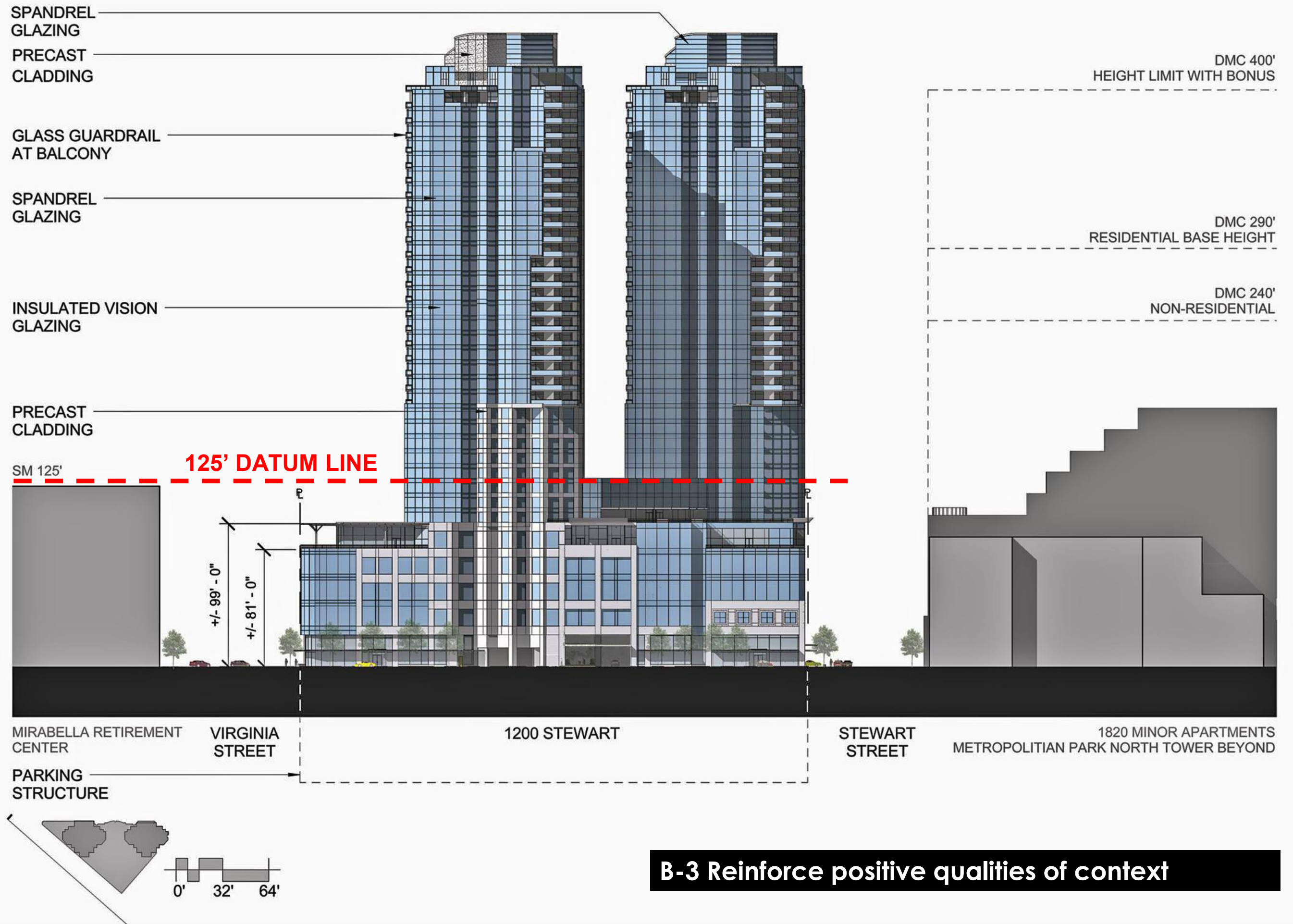
ESCALA



B-3 Reinforce positive qualities of context

B-4 Explore material transition from hotel level to condo level







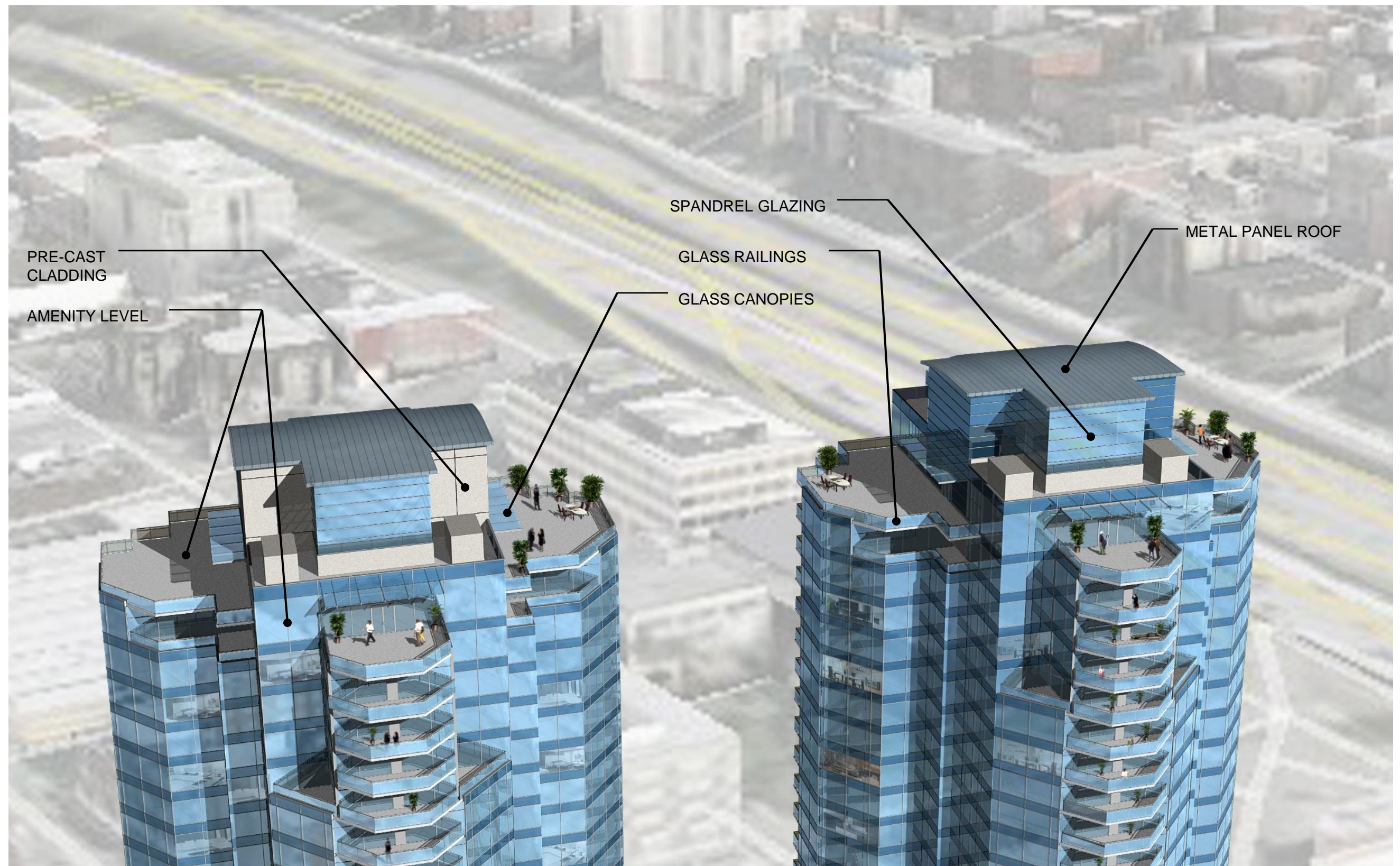




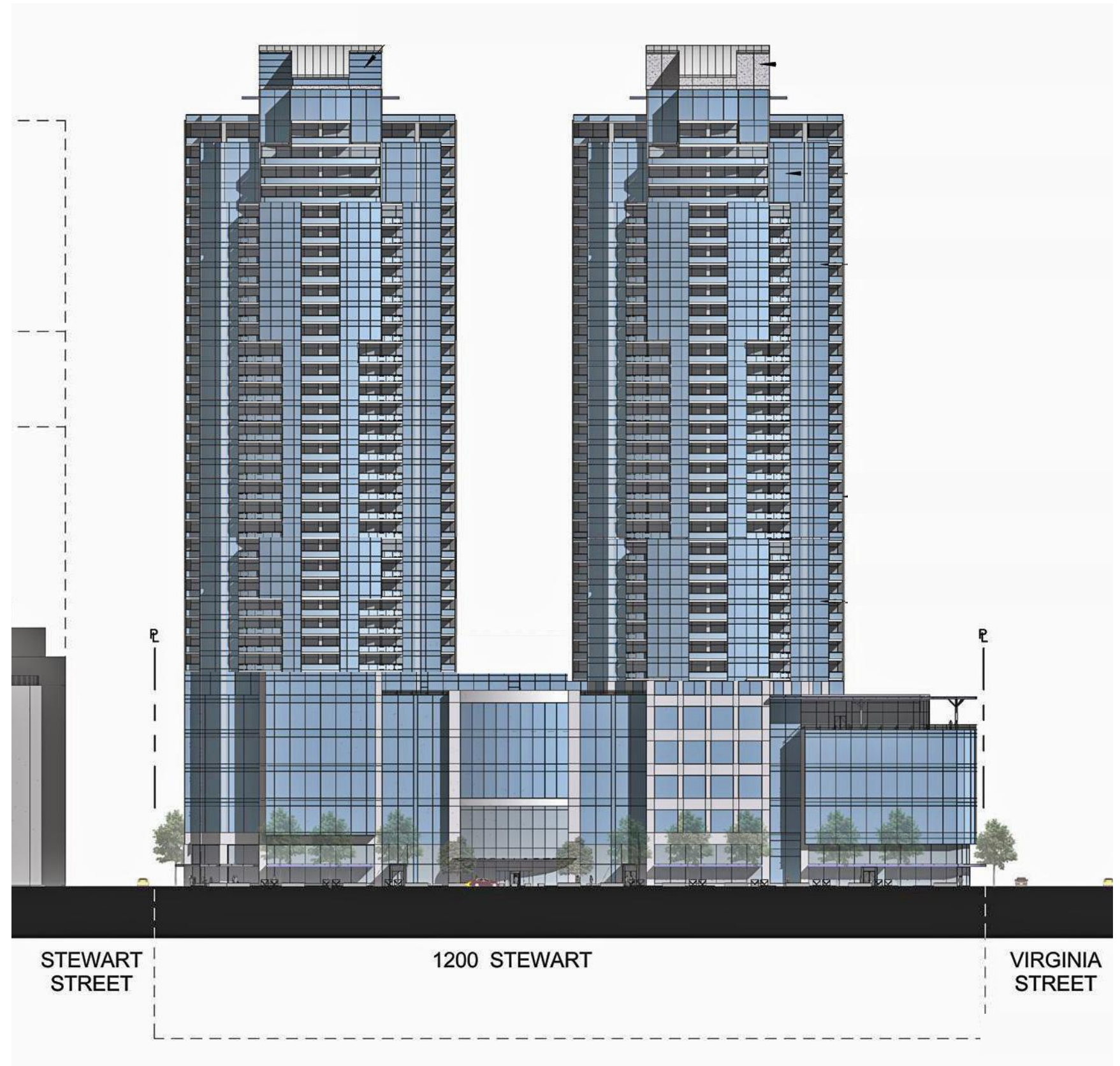


**B-3 Reinforce positive qualities of context**  
**B-4 Explore material transition from hotel to  
condo level**





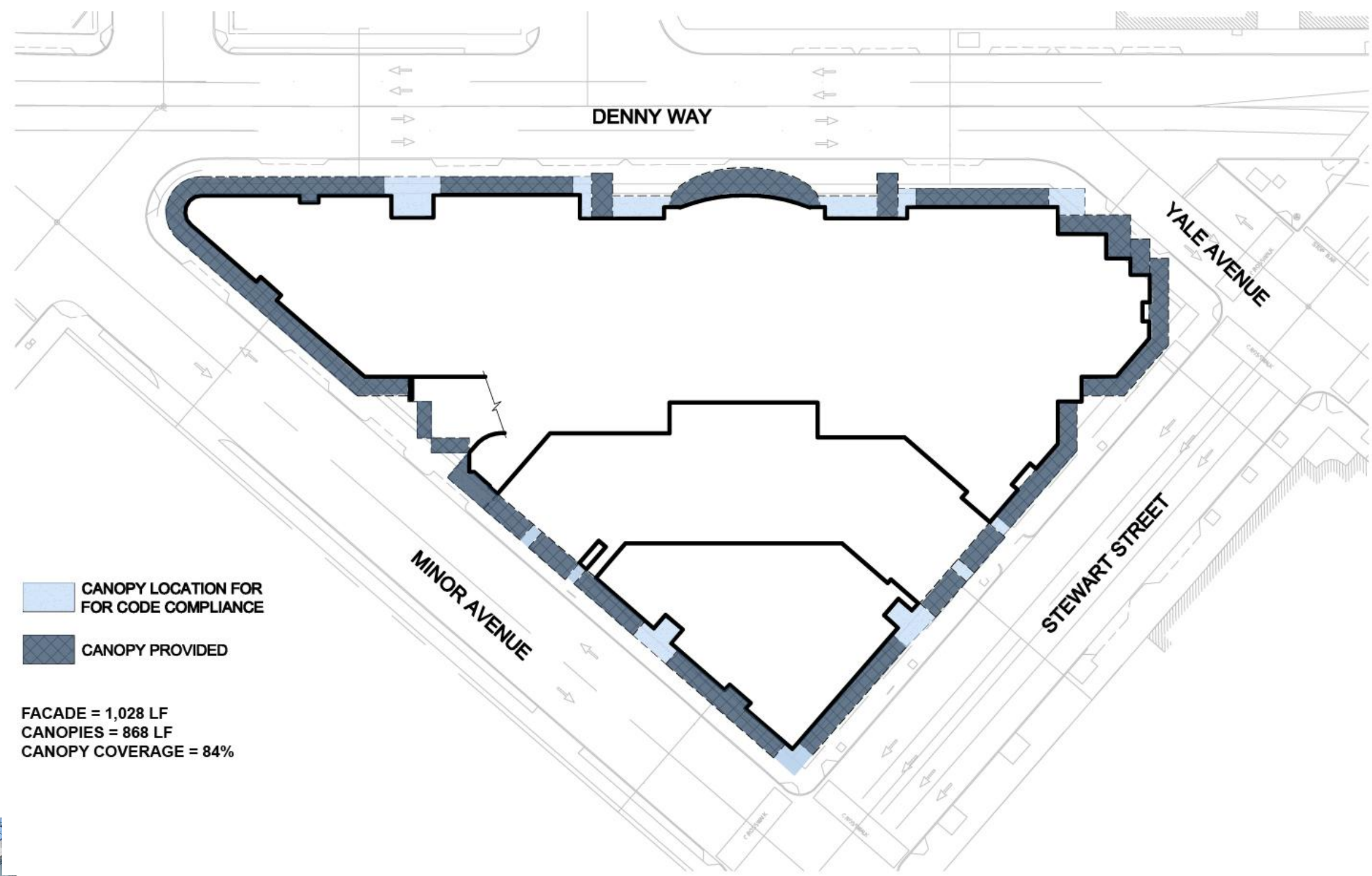














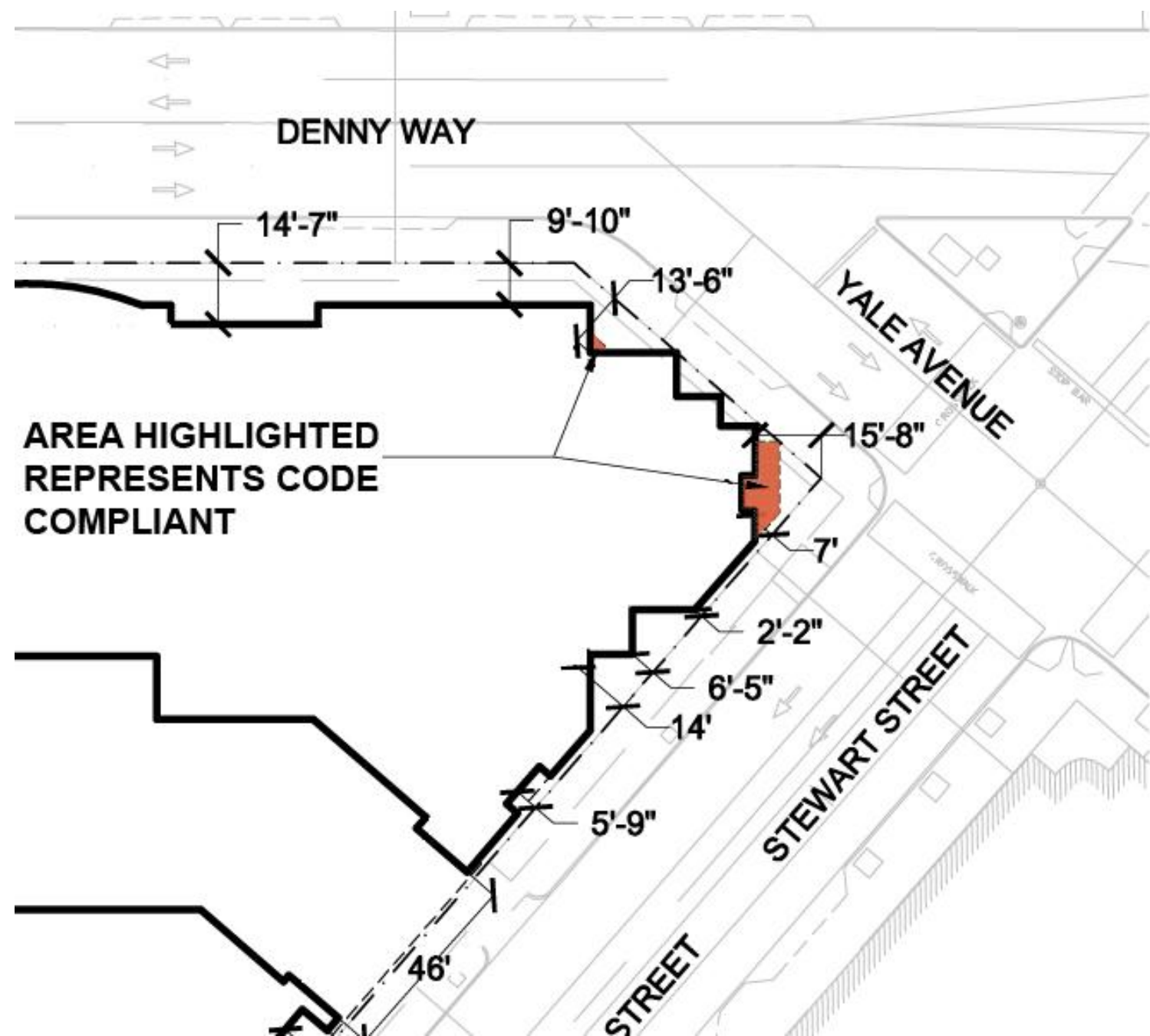
 CANOPY LOCATION FOR FOR CODE COMPLIANCE

 CANOPY PROVIDED

FACADE = 1,028 LF  
CANOPIES = 868 LF  
CANOPY COVERAGE = 84%

23.49.018.A  
CONTINUOUS CANOPIES REQUIRED AROUND BUILDING

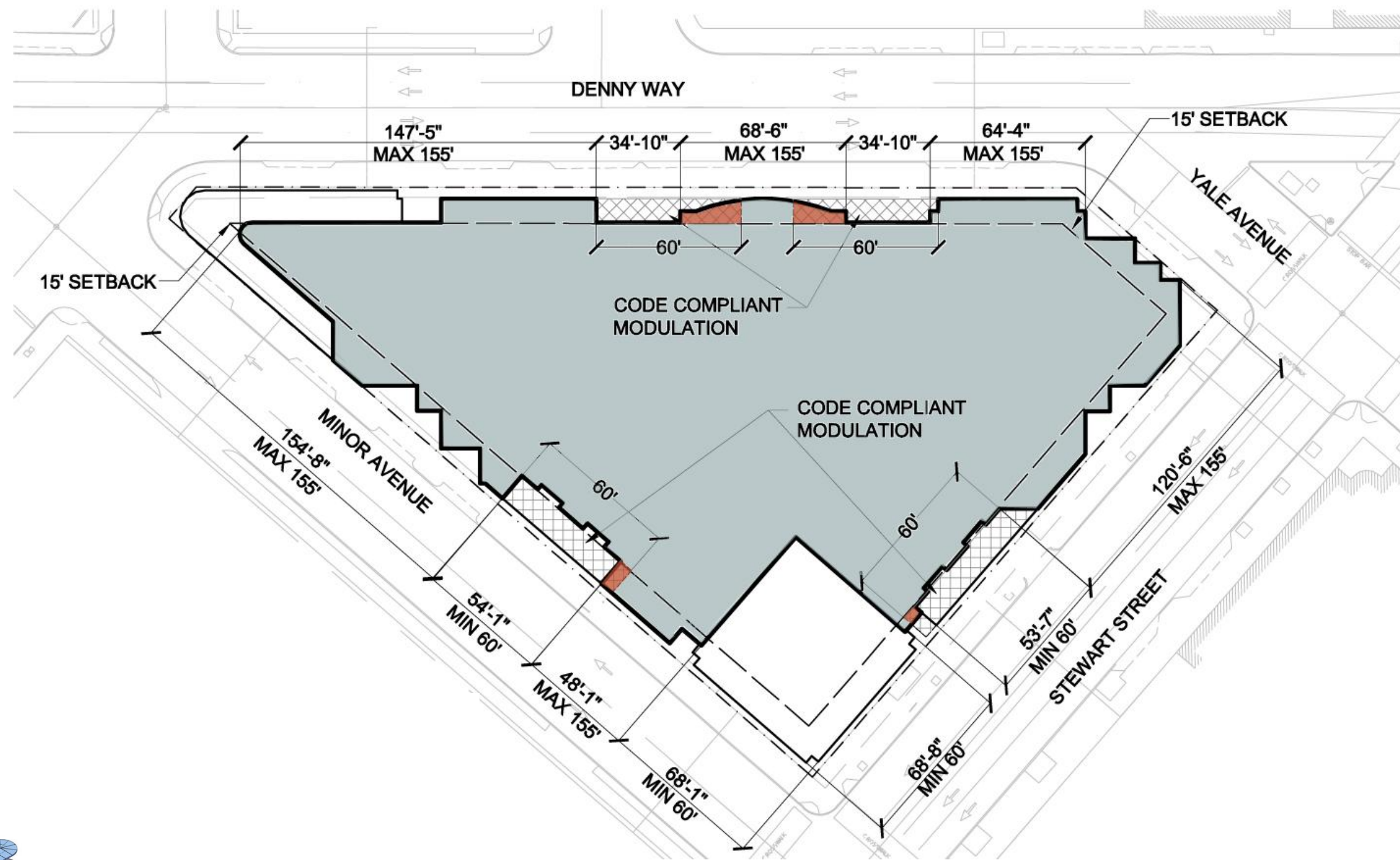




23.49.056.B.2.d.

MAXIMUM 10'-0" SETBACK FOR FACADES AT INTERSECTIONS





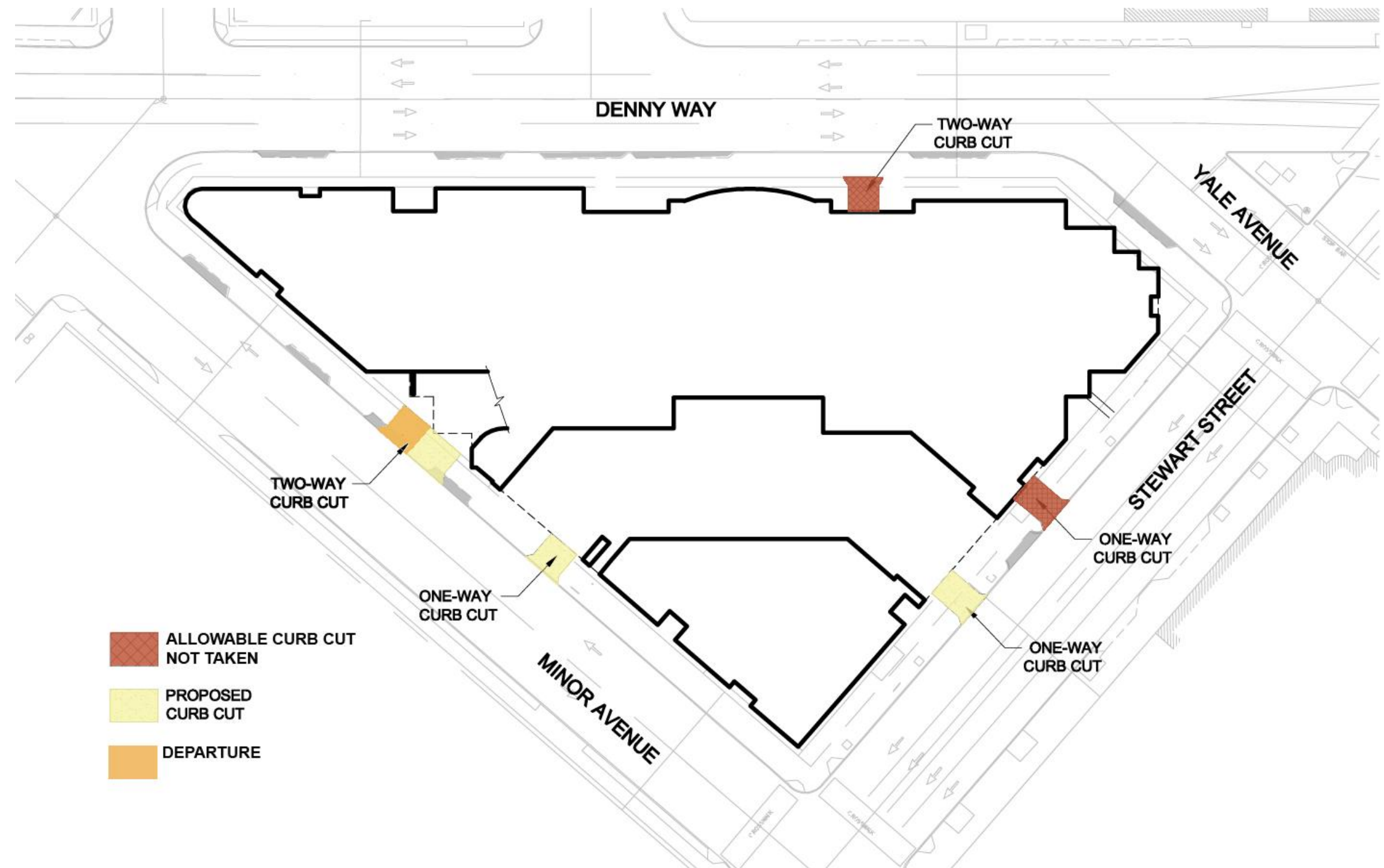
**BUILDING OUTLINE OF LEVEL 5 SHOWN (85' ABOVE GRADE)**

**23.49.058.B.3**

**FACADES WITHIN 15' OF PROPERTY LINE MUST BE SEPARATED BY 60'-0" OF BUILDING 15' OR GREATER FROM THE PROPERTY LINE**

**DEPARTURE #3 -**

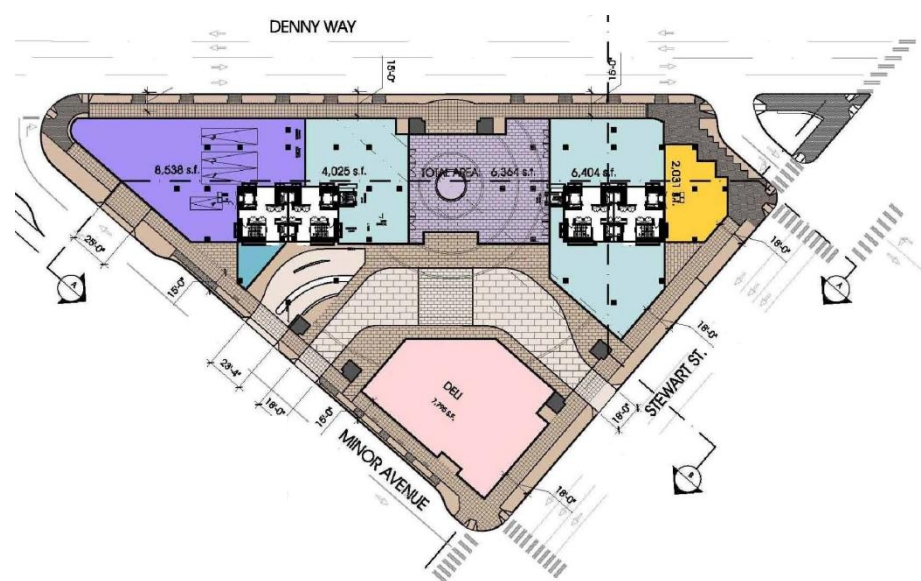




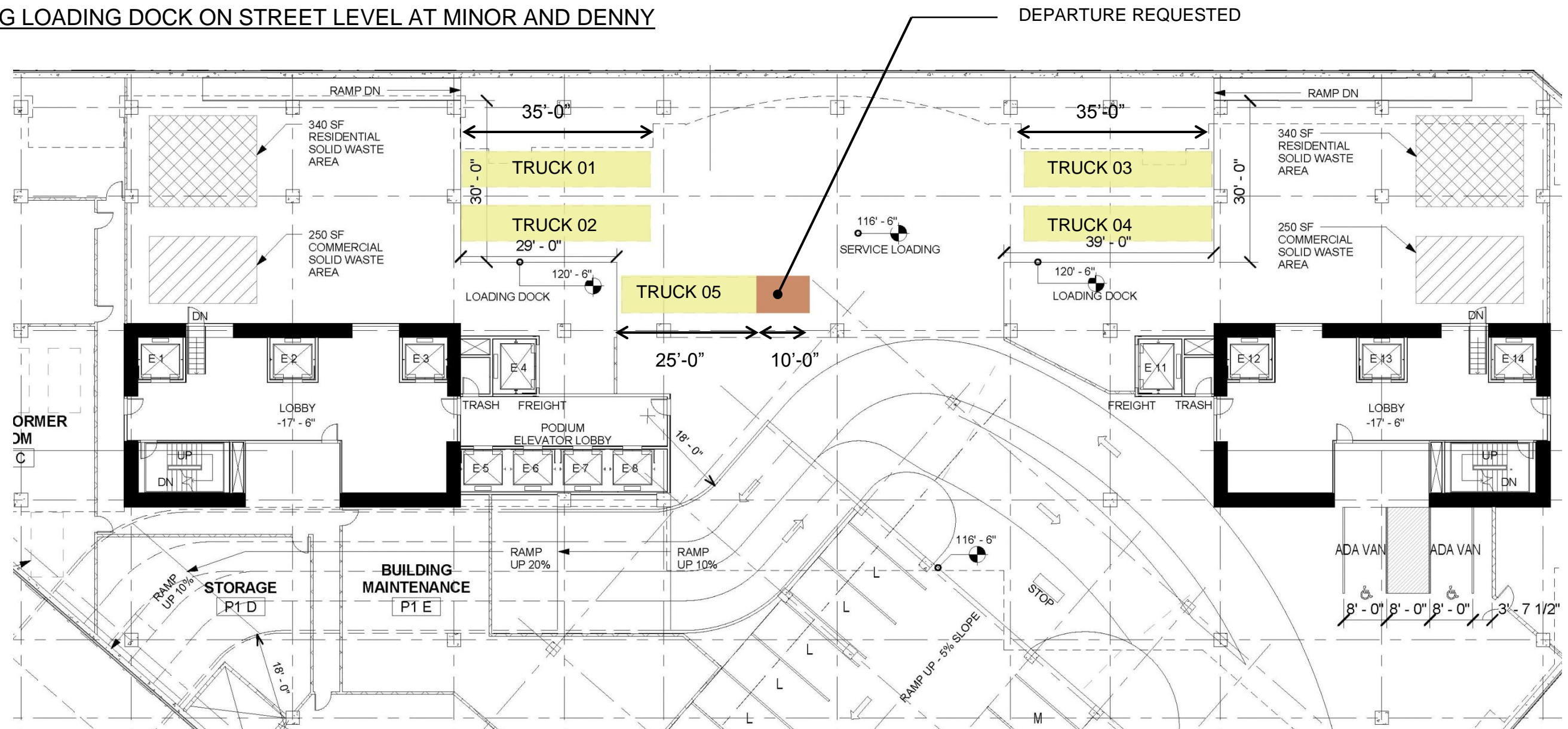
23.54.030.F.2.a (3)

MAXIMUM OF (2) ONE-WAY OR (1) TWO-WAY CURB CUTS ALLOWED ON EACH STREET





**EDG #3 IMAGES SHOWING LOADING DOCK ON STREET LEVEL AT MINOR AND DENNY**



**CURRENT LOADING DOCK AREA  
ON LEVEL P1 PLAN**

**23.54.035.C.2.b  
LOADING BERTHS REQUIRED TO BE 35' LONG**



ITEM #	SECTIONS	DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED	RATIONALE
1	23.49.018.A	OVERHEAD CANOPIES	CONTINUOUS OVERHEAD CANOPIES REQUIRED	CANOPIES ARE SEGMENTED AND NOT FULLY CONTINUOUS	SEGMENTATION HELPS BREAK UP THE FAÇADE OF THE PODIUM AND WORKS WELL WITH THE TOWER ELEMENTS ABOVE. SEPARATE CANOPIES ALSO ALLOW FOR PEDESTRIAN ENTRANCES TO BE CELEBRATED
2	23.49.056.B.2.d	FAÇADE SETBACK	10' MAXIMUM SETBACKS AT INTERSECTIONS	15' PROVIDED AT YALE AND STEWART 12' PROVIDED AT YALE AND DENNY	THE EAST TOWER COMES TO THE GROUND AT THESE INTERSECTIONS AND DUE TO THE UNIT LAYOUT ABOVE THE SLIGHTLY LARGER SETBACKS ARE CREATED.
3	23.49.058.B.3	UPPER LEVEL STANDARS	FAÇADE MODULATION REQUIRED ABOVE 85' WITHIN 15FT OF PROPERTY LINE	MODULATION PROVIDED BUT DOESN'T MEET REQUIREMENT	MODULATION IS PROVIDED VERY CLOSE TO WHAT IS REQUIRED BY THE CODE. THE MODULATION ON THE BUILDING IS GOVERNED BY RELATIONSHIP OF THE TOWER AND THE PODIUM SO THAT THEY CAN WORK TOGETHER BETTER
4	23.54.030.F.2.a(3)	CURB CUTS	LIMIT TO ONE TWO-WAY OR TWO ONE-WAY CURB CUTS ON MINOR	ONE TWO-WAY AND ONE ONE-WAY CURB CUT	PROJECT ELIMINATES ALL CURB CUTS ON DENNY WAY. TOTAL NUMBER POSSIBLE PER CODE ON THE SITE IS 5 AND WE ARE PROVIDING 3.
5	23.54.035.C.2b	LOADING DOCK LENGHT	MINIMUM LOADING DOCK LENTH = 35'	(4) At 35' (1) At 25'	MOVED THE LOADING DOCK BELOW GRADE IN ORDER TO AVOID LARGE CURB CUT AND LOADING DOCK ENTRANCE ON MINOR.









## **APPENDIX**

- 41 Design Guidelines Narrative
- 43 Project Overview
- 44 Zoning Summary
- 45 Public Benefit
- 46 Context Information
- 50 Floor Plans
- 64 Axonometric Views



- Staff Comments: The DRB and staff requested the following:
1. A detailed rendering/plan of the internal arrival area.
  2. Graphic studies of:
    - \* the façade elements to clearly express internal program elements
    - \* major pedestrian entrances on Stewart and Minor
    - \* more extensive overhead weather protection and canopies
    - \* Signage and lighting plans
  3. Explore outside seating at Minor and Stewart
  4. Detail of the podium landscaping
  5. Clarification of exterior materials, with samples
  6. Show how the rooftop elements work and reinforce the qualities of the context.

The following is a summary of our response to the DRB 5 Meeting comments. The Design Guidelines for Downtown Neighborhood District are written in **BOLD**. EDG 5 comments are written in italics. Tiscareno Associates’ response to each comment is shown in shaded areas. Please note that some of the design standards are summarized from actual written guidelines to clarify intent as we discussed with Bradley Wilburn.

**B-3 Reinforce the positive qualities of context** *“seek greater sensitivity to structures to the north”*

The zoning between the 1200 Stewart Street project and sites north of Denny guides an urban transition and is defined by the zone changes along north and south of Denny. The Denny Way Streetscape Concept Plan recommends that design continuity is maintained on both sides of Denny Way. Continuity is established through a similar relationship between building/street, façade modulation and transparency, building material compatibility to existing facades, pedestrian scale elements and expressed building entries.

The zoning across Denny Way contemplates buildings 125’ in height, and similar bulk and scale to the Mirabella Retirement Center. The 1200 Stewart building has a series of massing changes in the podium level, as well as architectural expressions at the retail level, to provide visual urban continuity. These concepts were initially presented in EDG 5, but we have developed the features more clearly for this meeting and have provided two additional renderings to communicate these important urban design relationships.

**B-4 Explore use and exterior expression** *“more glass to allow sunshine and light in the climbing wall and basketball court area.”*

We have further developed the design at the street and lower levels of the building to strengthen the relationship between building occupancies and external expression. The design improvements include facade changes, new materials and refined architectural details.

As an example, we revised the building façade at the podium on Minor Avenue and Stewart Street where the entries to the internal arrival area are located. This addresses several design issues including the B-4 comment.

We changed the Stewart Street façade by eliminating the small square windows above the internal arrival area entrance and added more glazing area to allow more daylight into the health/social club area. By removing the square windows and increasing the glazed area at the second floor, the vertical and horizontal expressions are more clearly woven together.

Our redesigned facades respond to comments made earlier to improve the overall composition of the elevation at internal arrival area portals by making it “grander.”.At grade, the center column previously shown as square in the internal arrival area entrance is now round. This design change will slightly increase the urban scale and emphasize the vertical proportions to further define this bay as an “urban entry.”

The new renderings also clearly illustrate the intent of how the structural columns, floors and roof are expressed and reinforce the overall architectural quality. As an example, the rendering view from Yale (page XX) is true to the actual detail of the glazed vision areas, spandrel and mullion detailing. The horizontal bands expressed with the spandrel and defined mullions weaves the bay with mostly glazed areas and ones are adjacent and have pre-cast façade. The design development stage would align columns appropriately with wider opening so that they appear complementary to the design and coordinated with window openings.

**B-4 Explore material transition from the hotel level to condo level.**  
*“The application of material through layering and transparency will be vital in making the unification of the towers achievable”*

We have developed the transition between hotel and residential floors. Our approach to transition between the two uses is accomplished by “feathering in” the common materials’ finishes and structural expressions. We are proposing to emphasize the pre-cast and column line expressions in several locations. The column lines above floor 8 will be visible at the glazed areas. These streaks will provide vertical continuity through all higher floors of the building. Our second major improvement is to highlight the painted concrete decks at he lower condo floors. The white paint used on the concrete decks and the pre-cast concrete will blend together, and when viewed from afar will create an improved material transition between the residential and hotel floors.

We are also proposing an alternative to this design issue by proposing a no-hotel option.. Our concept is to repeat the design expressions shown on residential floors 23-30, on floors 7-13. By repeating the similar exterior expression as is used on upper building levels, a vertical rhythm appears on the façade. The residential floor units and decks and with the horizontal and vertical plane shifts on the façade strengthens the design.

**C-1 Promote Pedestrian Interaction**  
*“The eddy at the parking entrance should be examined. Outdoor café seating is encouraged for the restaurant at the corner of Stewart and Minor”*

The Denny Way Corridor Streetscape Concept Plan draft recommends that special treatments are focused at “the eddies.” However, we have reexamined what was considered to be the “eddy” at the Minor Avenue parking entrance and made changes to the elevations and streetscape plan to strengthen the pedestrian interaction. We have added retail display storefronts and new glass and steel canopies to both sides of the internal arrival area entrance. With the design development of the internal arrival area, what was previously considered the incongruous “eddy” at the last EDG #5 meeting is now integrated into the overall design of the minor street entrance. Architectural and landscape detailing, such as enhanced sidewalk pavers, design accents in the pre-cast materials and lighting enhance the elevations meet the goals of creating a high quality streetscape character from corner to corner along Minor Avenue.

In addition to development in the internal arrival areas, we have added planters in two building recesses near the corner of Minor and Stewart. These recesses, or eddies, would previously have been unsafe “left over spaces.” We have eliminated these spaces by adding planter boxes that will provide additional softscape, greenery, and pedestrian interest experience along the street.

We have made provisions for outdoor seating for the corner of Stewart Street and Minor Avenue as requested in EDG #5. We have added new operable storefronts at the retail space located on the corner of Stewart Street and Minor Avenue. The corner structural column stays in place, so when the window is pulled back, it will make the tenant space feel like part of the outdoor experience. Adding operable windows will attract a restaurant or café or café tenant and stimulate outdoor seating activity at during fair weather days. It will also make this highly visible corner more important by activating this important façade.



**C-4 Reinforce Building Entries:** *“Entryways should be celebrated; more development of building entries should be provided...”*

We have reviewed and developed the building entrances around the perimeter of the site. There are a variety of building entrances that serve different building uses and serve different functions. By reexamining the entrances and making the necessary design changes we can reinforce important urban design relationships.

As an example, we have modified the Internal Arrival Area to create an inviting pedestrian passage. The entry is defined as a portal framed by large and small scales that both create an important urban entryway as well as a human-scale pedestrian entryway. The entry invites pedestrians by appearing as an extension of the street with commercial storefronts, and architectural and landscape detailing, similar to arcades in older European cities.

The retail storefronts have been developed to reinforce the entries. Each of the entries will be expressed by recessed door spaces, canopy definition, signage and accent materials. The entry design has been developed to include streetscape elements such as planters, decorative paving and walls and stone benches are placed to further enhance entry points, define their presence and promote pedestrian interaction. As mentioned above in the C-1 comment, we have included new operable storefronts at the corner of Stewart Street and Minor Avenue.

There are spaces for several retail and commercial tenants on the ground floor. Each new storefront entry adds more excitement to the street scene. As in any vibrant urban street, we are promoting each tenant will have individual storefront identity and be activated by the interior tenant uses. We have designed the façades to allow for each tenant to customize their storefront entry, yet maintain a consistency in sign location, canopy height, and material finishes.

**D-1 Develop the interior arrival area** *“Pedestrians and vehicles should be able to commingle, and the space should provide light, air and a pleasant relaxed place to drop off residents and guests.”*

We have designed the interior arrival area to be a unique experience within the 1200 Stewart Street project. Our concept is to extend the qualities of the street into this space to create a truly unique destination. Each of the entry portals at Minor Avenue and Stewart Street are expressed frames, with a round center column, a steel and glass canopy and expressive architectural details.

The internal arrival area is designed to create an airy and well lit gallery. The centerpiece of the internal arrival area is the “light clouds” that are suspended from the ceiling. The light clouds give the feeling that the space is open to the sky, and include an artistic element to the space. The spatial connection to the lobby and the internal arrival area is seamless expression, with a barrier only of a glass wall and doors.

The enhanced pavers in the internal arrival area have been extended out to the street sidewalks at Minor Avenue and Stewart Street to further define these points as important pedestrian entries. The floor of the internal arrival area consists of enhanced pavers, with a color change at the lobby curb and bollards that define the vehicular and pedestrian path of travel. One of the main design revisions made is was to push the driveway to the south a few feet in order to widen the pedestrian pathway on the north side to match the average street sidewalk width.

The south wall of this space proposes an artful “tapestry” wall composed of glass tile and accent lighting. The lighting and tile material will create a shimmering affect when viewed, particularly at the bends in the wall.

With the vehicular drop-off activity, retail shops, and casual pedestrian activity in the design elements described above an exciting stage is set. This space will be a truly unique passage in Seattle.



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 340 residential units above a 252-room hotel. Building services, a loading dock for each tower, parking for 940 vehicles, 130 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

Tower	Tower area
Tower levels 6 – 7: hotel.	27,365 sf per level
Tower levels 8 – 13: hotel.	21,753 sf per level
Tower levels 14 – 34: residences	21, 200 sf per level
Tower levels 35: residential amenity	11,943 sf

Podium	Podium area
Podium level 1: lobbies, retail.	38,693 sf
Podium level 1.5: mezzanine	26,888 sf
Podium level 2: commercial.	49,883 sf
Podium level 3: commercial.	42,004 sf
Podium level 4: commercial.	50,904 sf
Podium level 5: hotel & child care	40,361 sf

Parking (below grade)	Parking area
Parking level 1: loading/service	55,018 sf ( 42 stalls)
Parking level 2: public parking.	55,203 sf (125 stalls)
Parking level 3: hotel parking.	55,019 sf (129 stalls)
Parking level 4: hotel parking.	55,019 sf (129 stalls)
Parking level 5: resident parking.	55,019 sf (129 stalls)
Parking level 6: resident parking.	55,019 sf (132 stalls)
Parking level 7: resident parking.	55,019 sf (132 stalls)
Parking level 8: resident parking.	48,161 sf (122 stalls)

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.

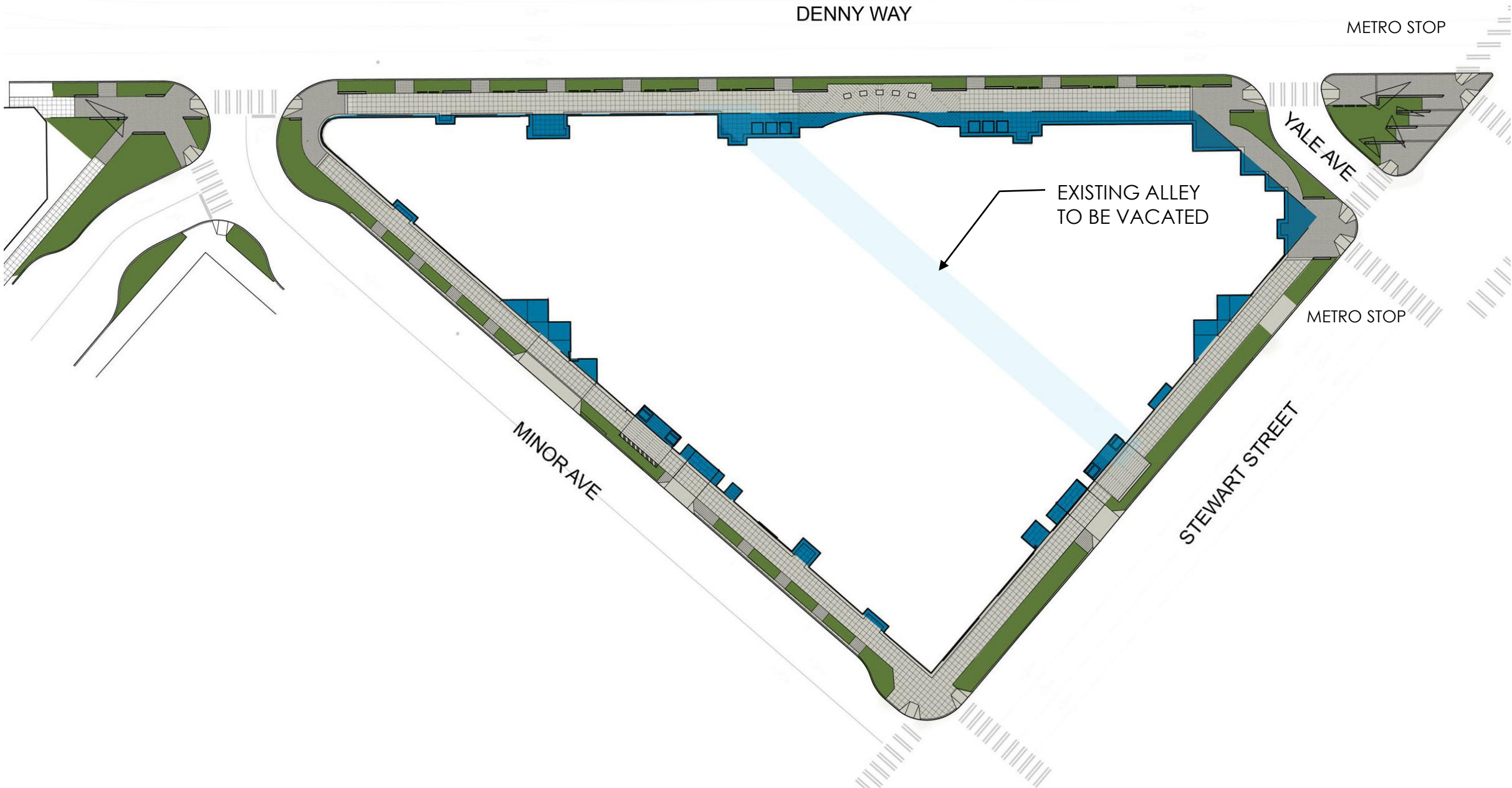


SMC SECTION	APPLICABILITY	REQUIREMENT	PROPOSED
23.49.008	STRUCTURE HEIGHT	400' LIMIT: 10% INCREASE IN HEIGHT ALLOWED PER 23.49.008.B THEREFORE 440' ALLOWED	439'-4"
23.49.009	STREET LEVEL USES	NONE PER MAP 1G	LOBBIES ON DENNY; RETAIL ON YALE & STEWART; BUILDING ACCESS ON MINOR
23.49.010	RESIDENTIAL USE: COMMON RECREATION AREA	MINIMUM AREA = 5% OF TOTAL RESIDENTIAL GFA 450,710x.05=22,535 SF 50% MUST BE EXTERIOR = 11,268 SF	INTERIOR AREA (LEVEL 1.5 & 35) = 12,802 SF EXTERIOR AREA (LEVEL 6 & 35) = 15,889 SF TOTAL PROVIDED = 28,691 SF
23.49.011	FLOOR AREA RATIO (FAR)	BASE = 5; MAXIMUM = 7	6.7
23.49.011.A.2	CHARGEABLE AREA ABOVE BASE FAR	COMMITMENT TO LEED SILVER RATING: 0.25 FIRST INCREMENT OVER BASE FAR	LEED SILVER RATING
23.49.011.B.1.d	EXEMPTIONS AND DEDUCTIONS FROM FAR	CHILDCARE, GROUND FLOOR RETAIL, RESIDENTIAL, BELOW GRADE PARKING ARE ALL EXEMPT FROM CHARGEABLE FAR	943,715 SF OF EXEMPT SPACES PROVIDED
23.49.018	OVERHEAD WEATHER PROTECTION / LIGHTING	REQUIRED EXCEPT BEYOND 5' OF PROPERTY LINE OR DRIVEWAYS	WEATHER PROTECTION WITH 8 FT PROJECTION FROM THE STRUCTURE, BUT NOT CONTINUOUS
23.49.019	PARKING REQUIREMENTS	NO MINIMUM REQUIRED FOR DOWNTOWN ZONES	940 STALLS BELOW GRADE
23.49.019.C	MAXIMUM PARKING LIMIT FOR NONRESIDENTIAL USE	MAXIMUM 1 SPACE PER 1,000 GFA: OR BASED ON PARKING DEMAND ANALYSIS PER SPECIAL EXCEPTION ( SECTION C.2)	490 STALLS REQUIRED PER PARKING DEMAND ANALYSIS
23.49.019.D	RIDESHARING AND TRANSIT INCENTIVE PROGRAM	OWNER SHALL ESTABLISH A TRANSIT COORDINATOR AND MAINTAIN INFORMATION CENTER	OWNER WILL APPOINT A TRANSIT COORDINATOR
23.49.019.E	BICYCLE PARKING REQUIREMENT	130 REQUIRED	130
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, MINOR & DENNY MINIMUM OF 18' ON STEWART	12' ON YALE 15' ON MINOR AND DENNY 18' ON STEWART
23.49.025D	SOLID WASTE STORAGE SPACE	PER TABLE 23.49.025A 680 SF REQUIRED FOR RESIDENTIAL AND 500 SF FOR COMMERCIAL CLEARANCE OF 21' RAMP MAXIMUM OF 6%	680 SF FOR RESIDENTIAL 500 SF FOR COMMERCIAL CLEARANCE OF 14'-6" RAMP TO LOADING DOCK IS 20%
23.49.056.A	MINIMUM FAÇADE HEIGHT	15 FT AT CLASS II PEDESTRIAN STREETS	82' AT STREET FACADE
23.49.056.B	FAÇADE SETBACK LIMITS	SEE SHEET G004 FOR VARIOUS REQUIREMENTS	SEE SHEET G004
23.49.056.C.4	MINIMUM FAÇADE TRANSPARENCY BETWEEN 2' & 8' ABOVE THE SIDEWALK	30% OF STREET FAÇADE AT CLASS II PEDESTRIAN STREETS	63% AT YALE 76% AT MINOR 65% AT STEWART 89% AT DENNY
23.49.056.D.3	MINIMUM BLANK FAÇADE BETWEEN 2' AND 8' ABOVE THE SIDEWALK	MAXIMUM 30' WIDE EACH INSTANCE MAXIMUM 70% OF STREET FAÇADE AT CLASS II PEDESTRIAN STREETS	MAXIMUM LENGTH IS 32'-6" FEET 37% AT YALE 24% AT MINOR 35% AT STEWART 11% AT DENNY
23.49.058.D	UPPER LEVEL STANDARDS	MAXIMUM AVERAGE TOWER FLOOR AREA LIMIT FOR RESIDENTIAL USE ABOVE 160' = 10,700 SF	LEVELS 14-23: 10,605 X 10 = 106,050 SF LEVELS 24-30: 10,887 X 7 = 76,209 SF LEVELS 31-33: 10,201 X 3 = 30,603 SF LEVEL 34: 8,590 X 1 = 8,590 SF AVERAGE: 21 221,452 SF AVERAGE TOWER FLOOR AREA = 10,545 SF
23.54.015 CHART C	CHILD CARE LOADING	1 PER EACH 20 CHILDREN: 120 CHILDREN/20 = 6 STALLS	6 STALLS PROVIDED ON LEVEL P2
23.54.030.G.1	SIGHT TRIANGLES	FOR EXIT ONLY AND 2-WAY DRIVEWAYS, PROVIDE 10' SIGHT TRIANGLE	WILL PROVIDE SAFETY MIRRORS AND FLASHING LIGHT - REQUEST TYPE I DECISION FOR ALTERNATE MEANS
23.54.035	LOADING BERTH	PER CHART 23.54.035A, GFA = 318,875 SF = 5 REQUIRED	5 BELOW GRADE

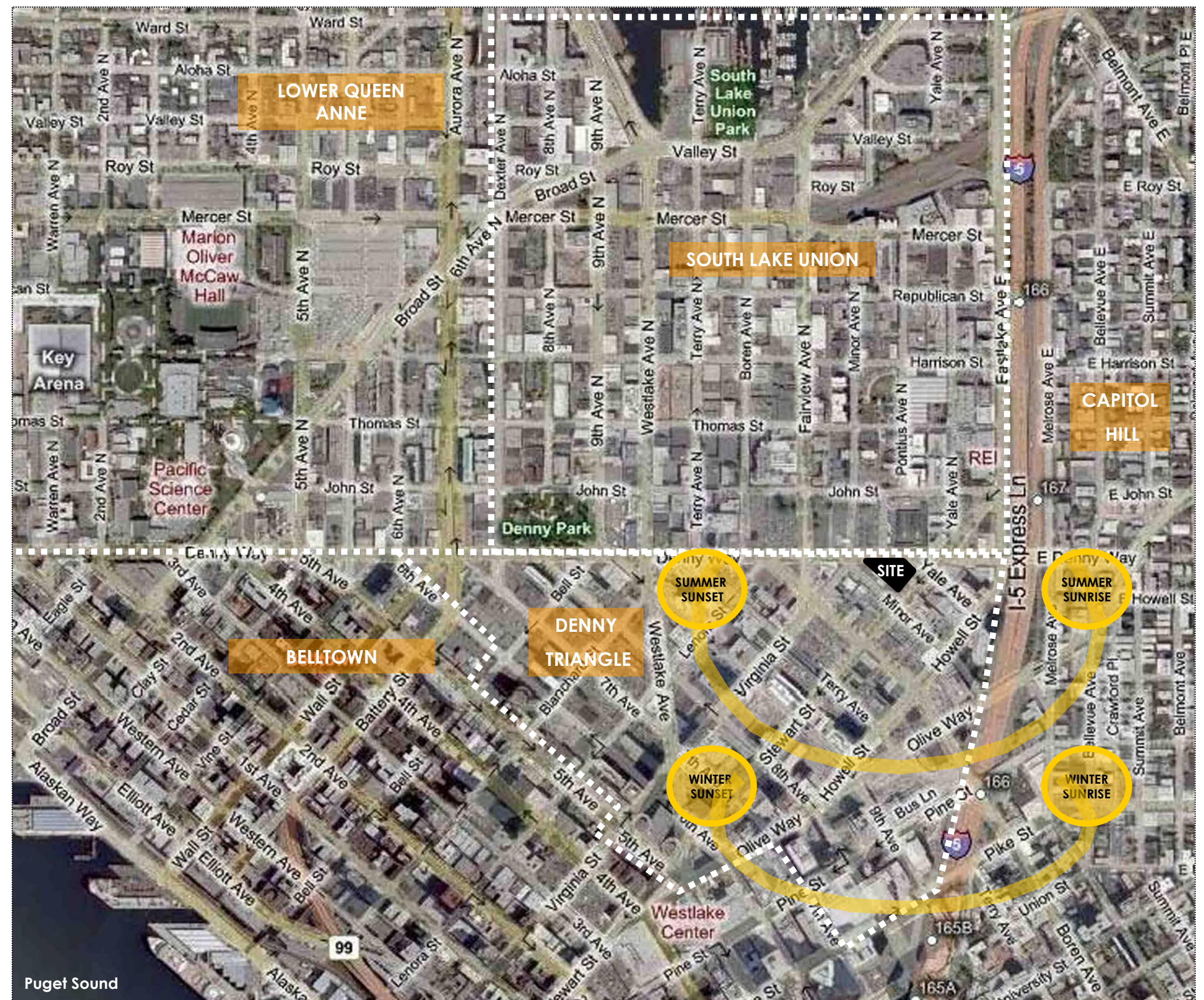


PUBLIC BENEFITS AND LANDSCAPE CALCULATIONS

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 DENNY URBAN DESIGN 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					



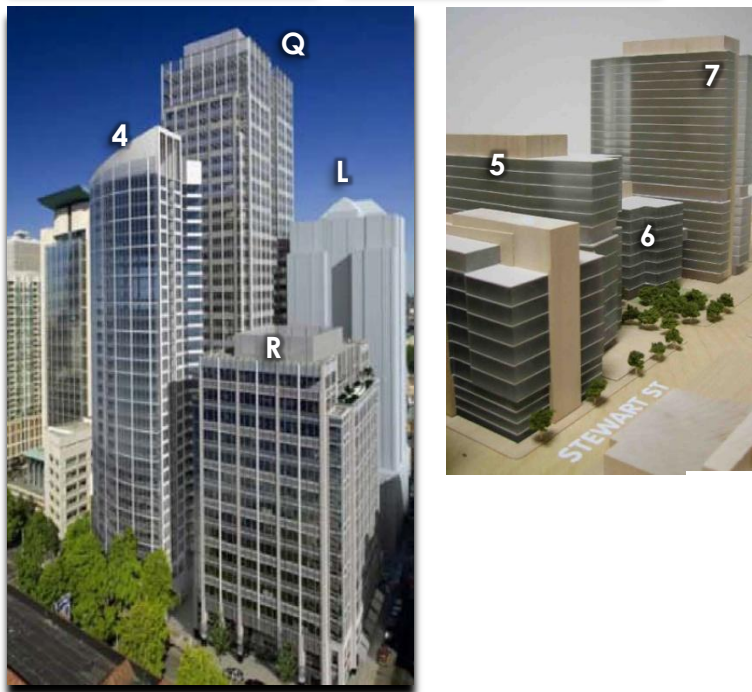












## FUTURE PROJECTS

1. **1823 MINOR AVE:** 40-STORY, 366 UNIT RESIDENTIAL TOWER (KINNECTS)
2. **1800 TERRY AVE:** 30-STORY, 261 UNIT RESIDENTIAL TOWER
3. **811 STEWART ST:** 51-STORY 1,200 ROOM HOTEL WITH 100,000 SF CONVENTION CENTER AND 1,000 PARKING STALLS
4. **800 STEWART ST:** 35-STORY 300 UNIT RESIDENTIAL TOWER
5. **1915/1955 TERRY AVE:** PURCHASED BY CHILDREN'S HOSPITAL
- 6 & 7. **STEWART PLACE:** PURCHASED BY CHILDREN'S HOSPITAL

RECENTLY COMPLETED

FUTURE PROJECTS

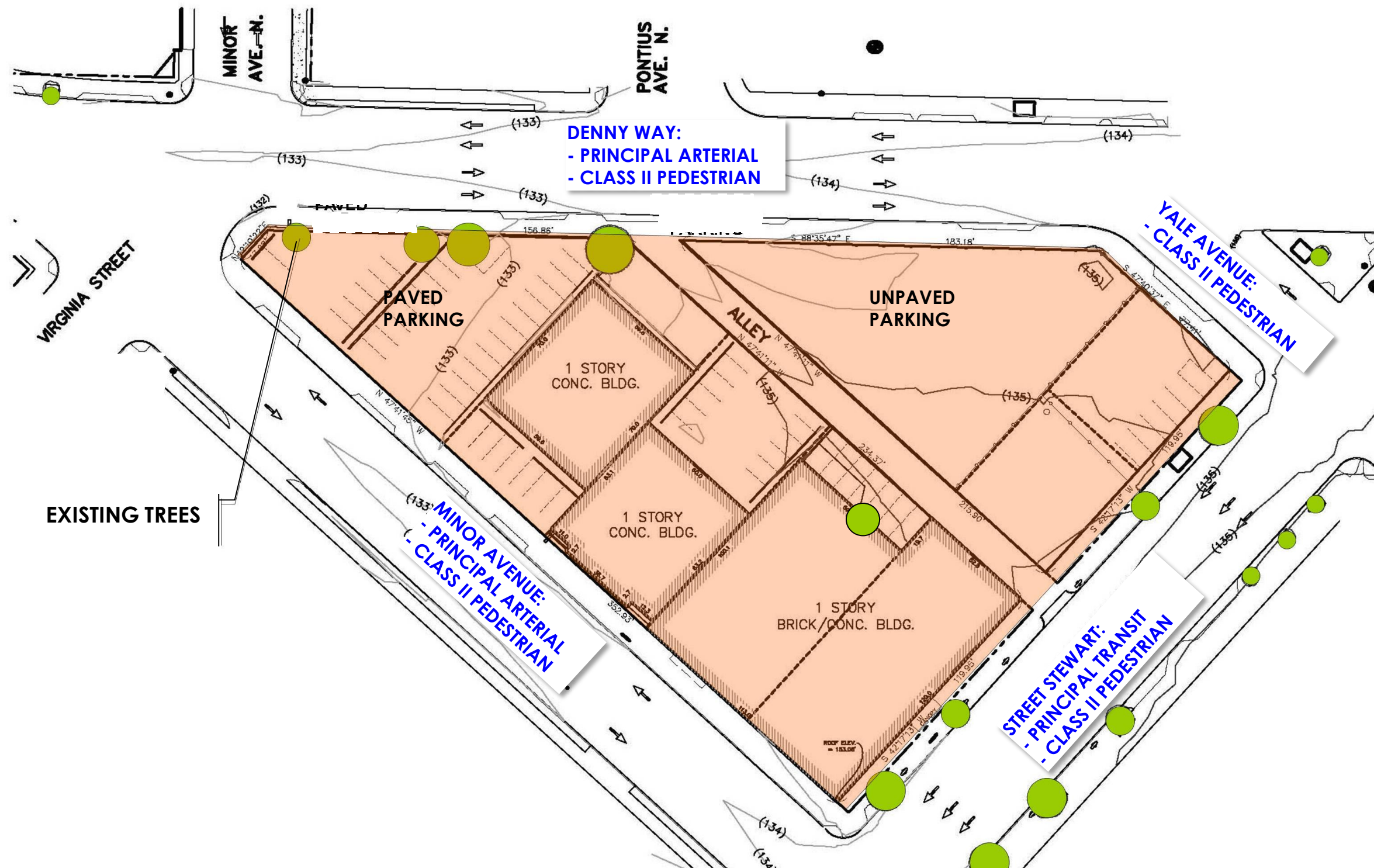
PROPOSED PROJECT



## EXISTING BUILDINGS

- A. RESIDENTIAL BUILDING
- B. GREYHOUND MAINTENANCE BUILDING
- C. RESIDENTIAL BUILDING
- D. **1811 EAST LAKE AVE:** 50 UNIT RESIDENTIAL BUILDING
- E. **1810 YALE AVE:** LODGING AND RESTAURANT (SPRING HILL SUITES)
- F. **METROPOLITAN PARK NORTH TOWER:** OFFICE BUILDING
- G. **BALFOUR APTS:** RESIDENTIAL BUILDING
- H. **METROPOLITAN PARK EAST TOWER:** OFFICE TOWER
- I. **METROPOLITAN PARK WEST TOWER:** OFFICE TOWER
- J. OFFICE TOWER (REGENCY BLUE)
- K. OFFICE BUILDING
- L. **819 VIRGINIA ST:** 33-STORY RESIDENTIAL TOWER (COSMOPOLITAN)
- M. **2200 WESTLAKE AVE:** MIXED USE LODGING AND RESIDENTIAL
- N. **116 FAIRVIEW AVE N:** 12-STORY, 310 UNIT SENIOR HOUSING (MIRABELLA)
- P. **1823 TERRY AVE:** 37-STORY, 326 UNIT RESIDENTIAL TOWER (ASPIRA)
- Q. **1918 8TH AVE:** 34-STORY OFFICE TOWER
- R. **818 STEWART ST:** 14-STORY OFFICE TOWER
- S. **2001 8TH AVE:** 28-STORY OFFICE TOWER (WEST 8TH)



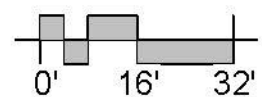






COLOR LEGEND

- PARKING
- LOBBY
- OPEN



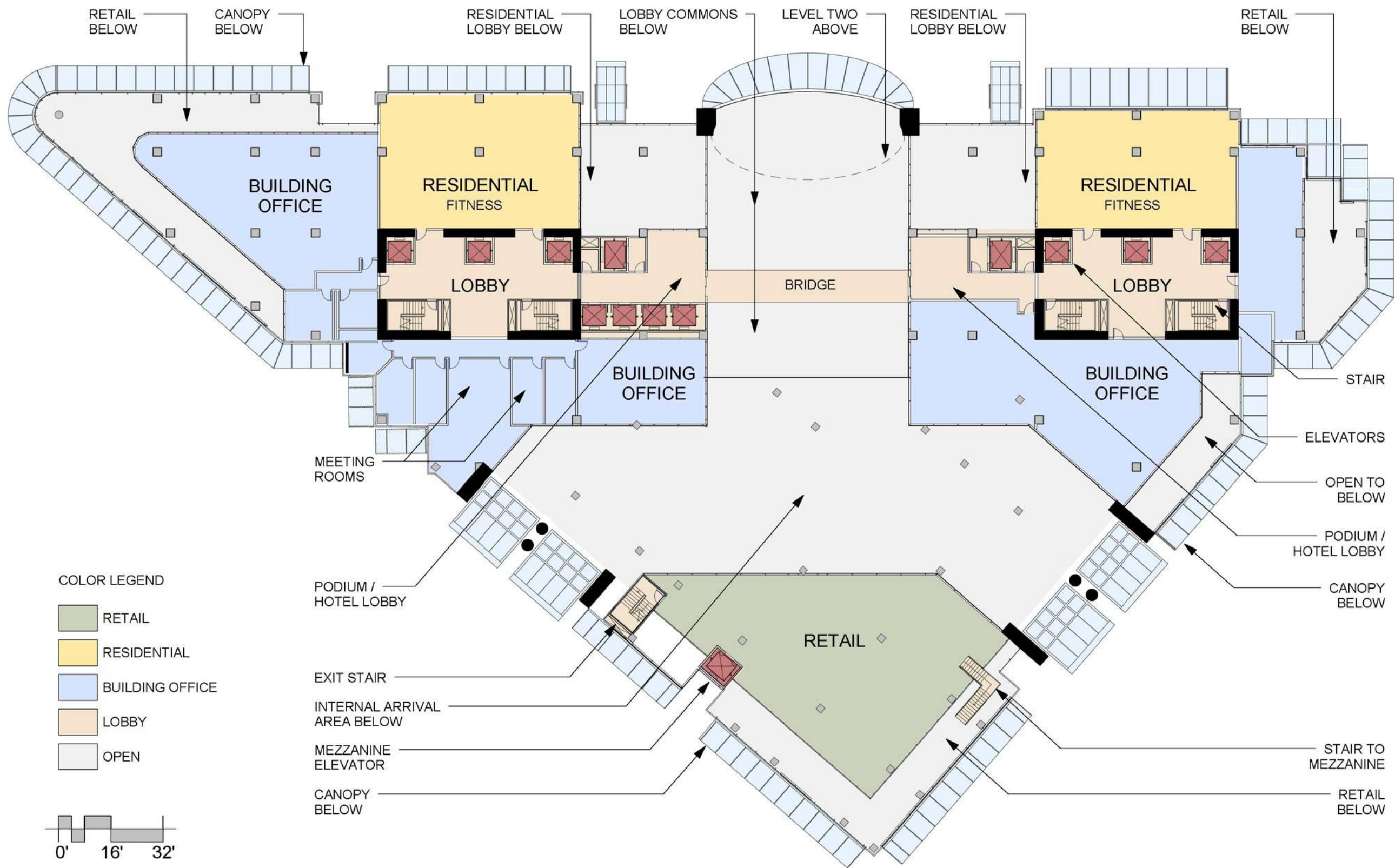










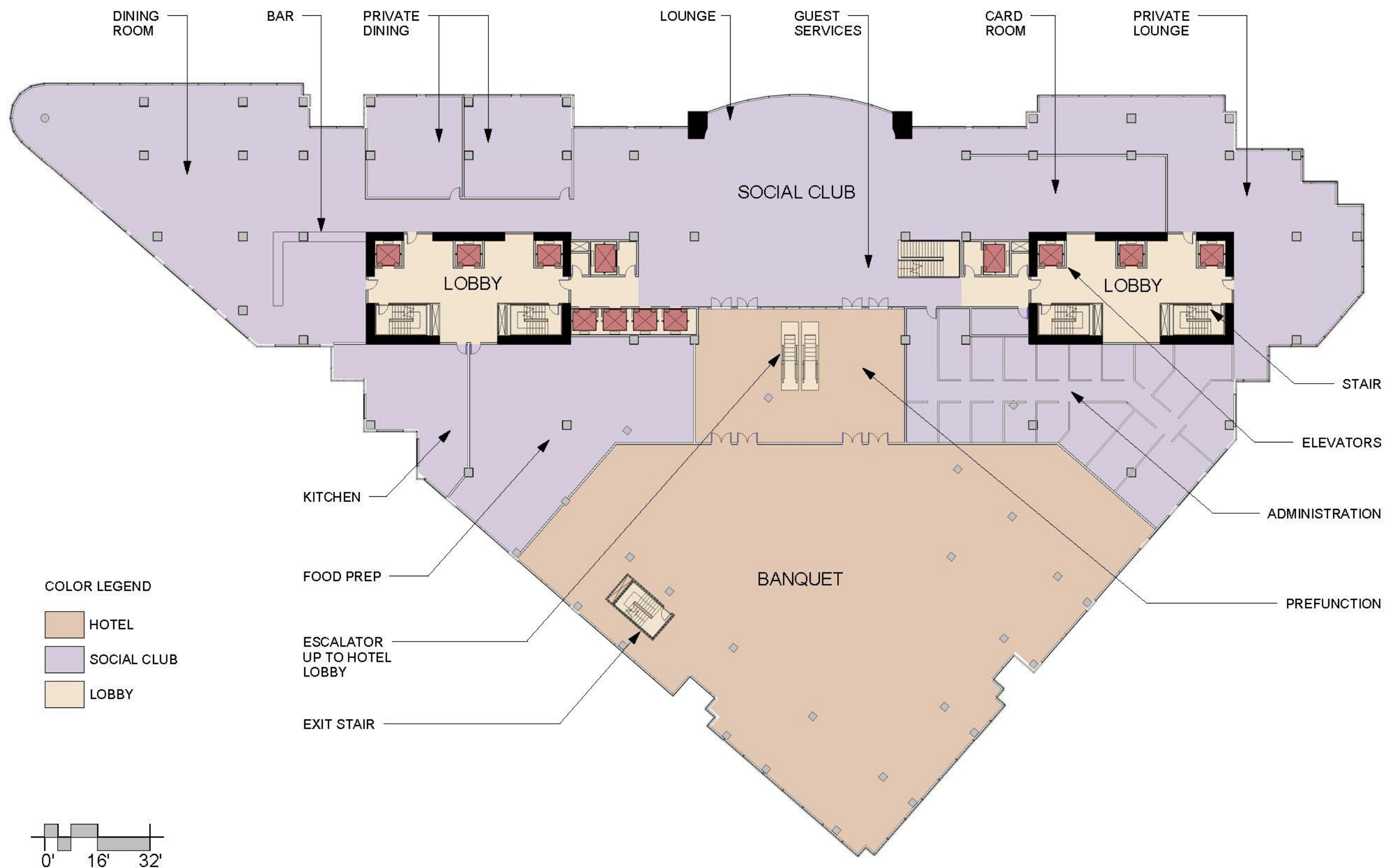






FLOOR PLAN – LEVEL 2 (3 SIMILAR)

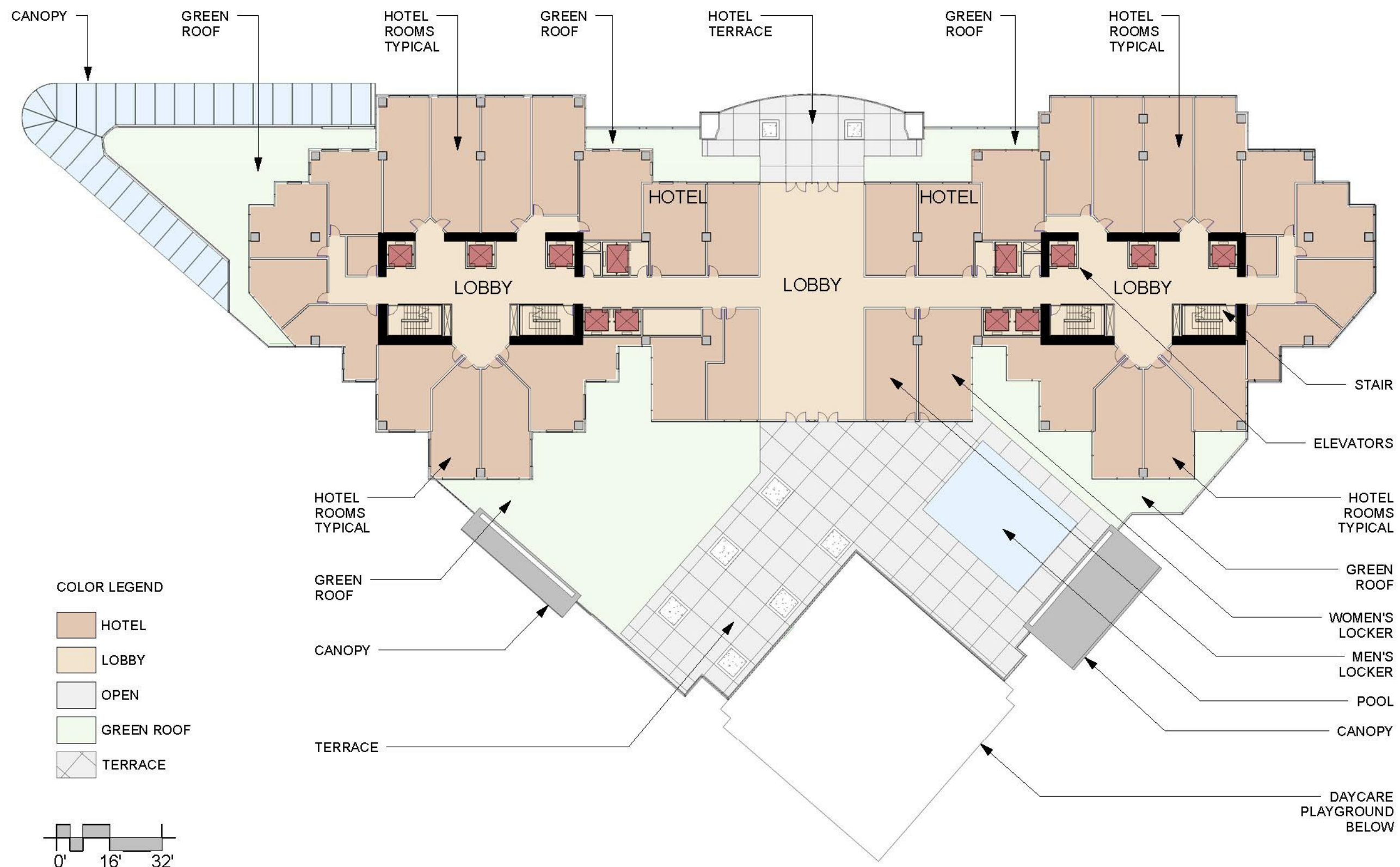




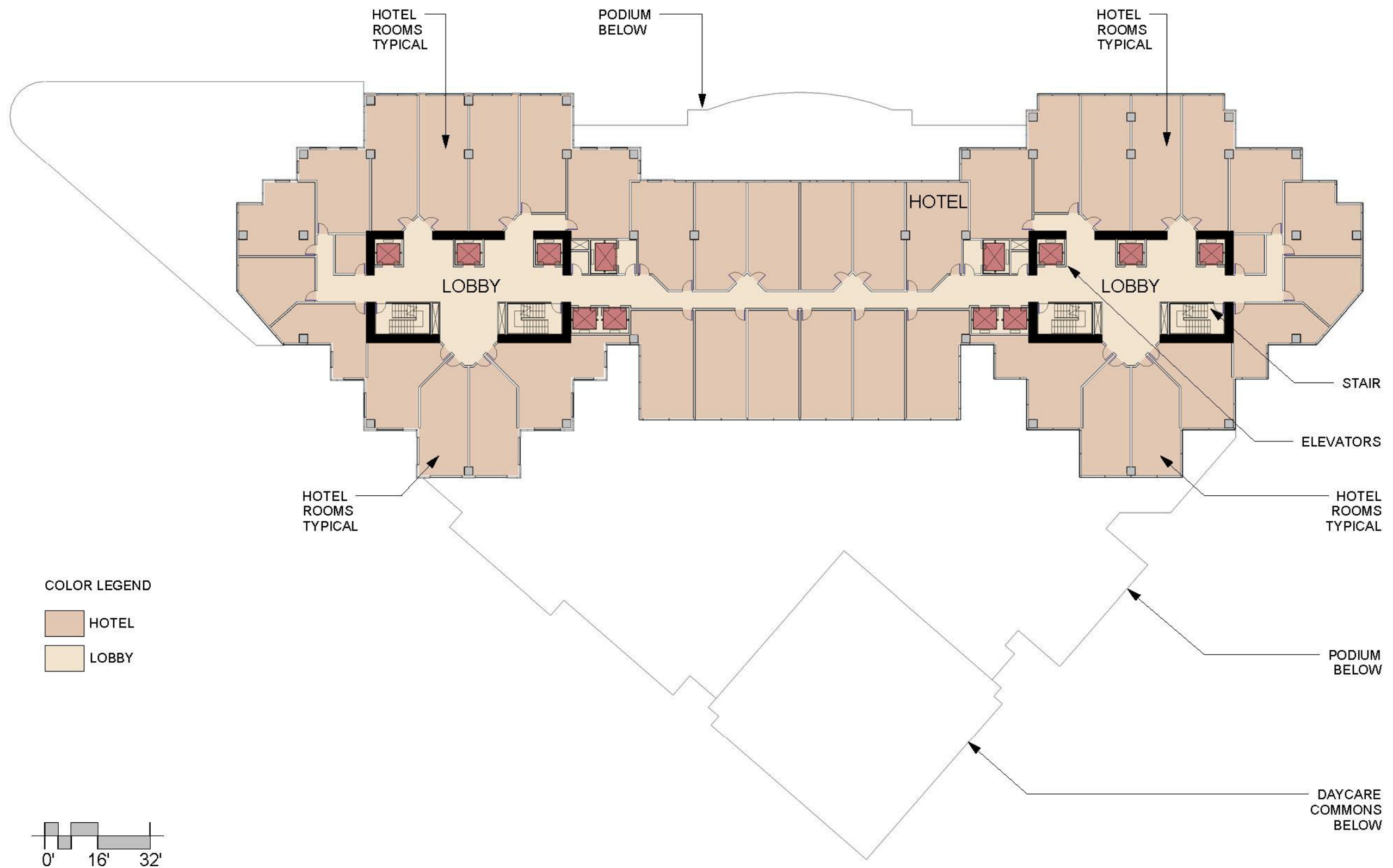










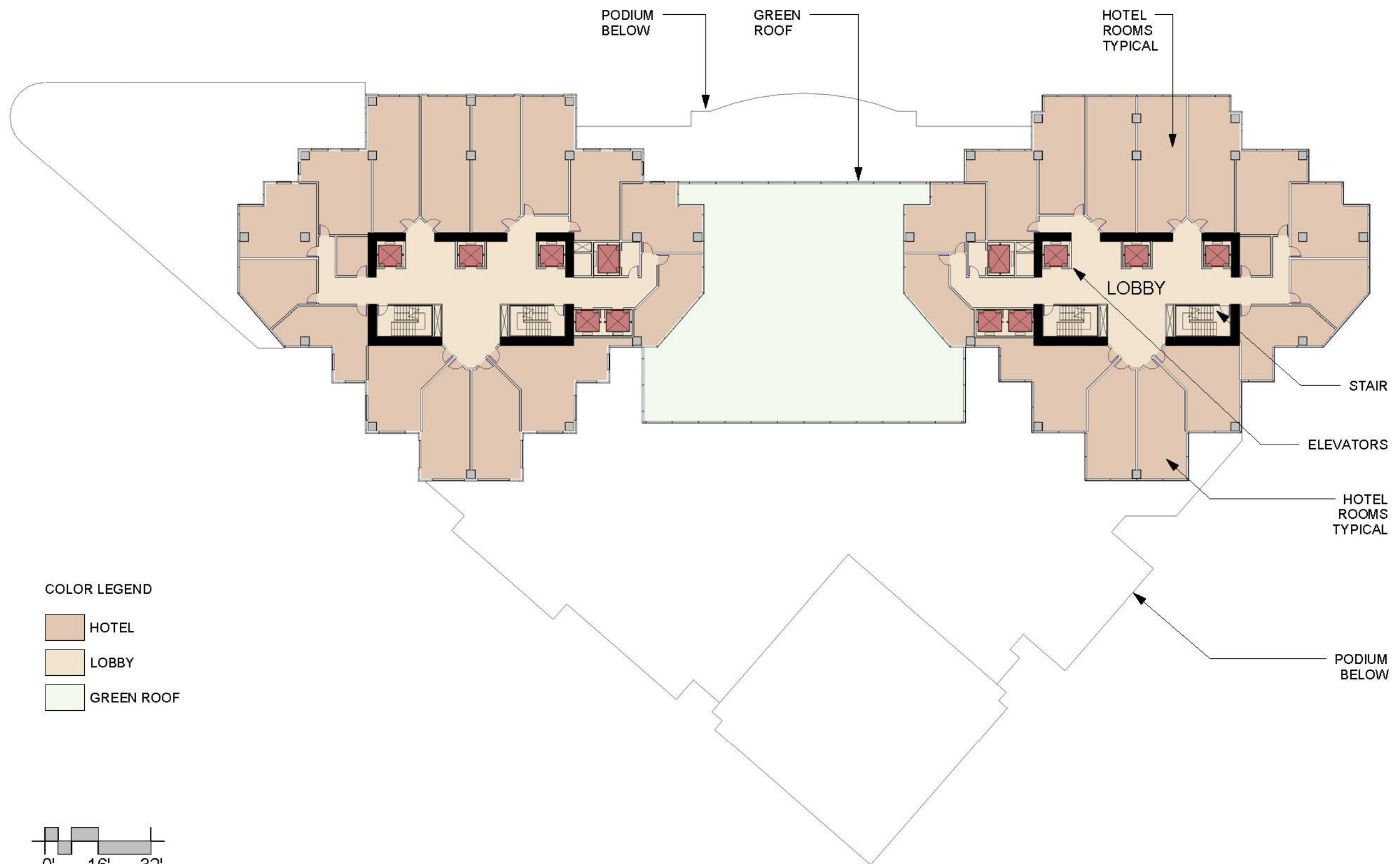


LEVELS 7-8 TYPICAL

## FLOOR PLAN – HOTEL





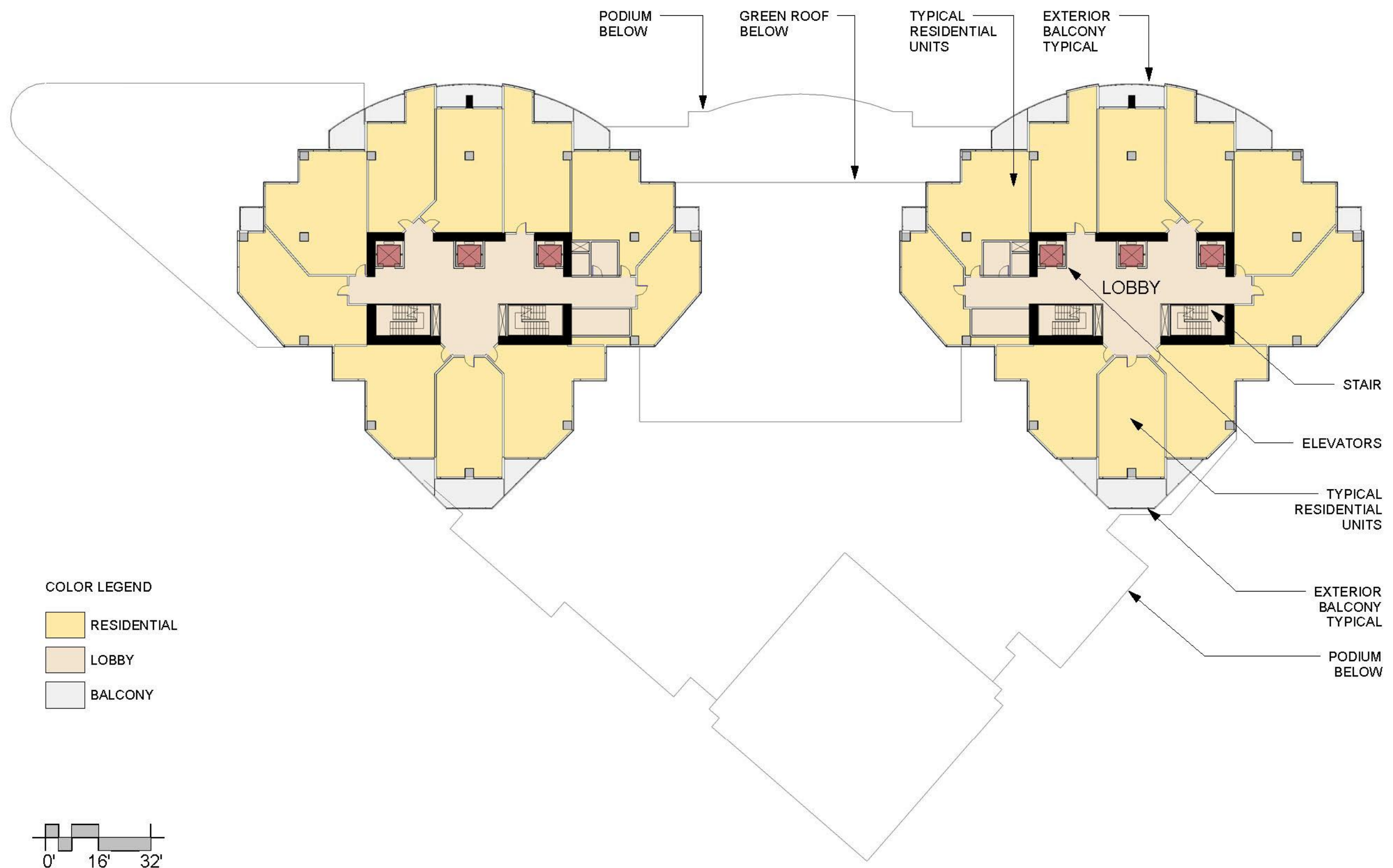


LEVELS 9-13 TYPICAL

# FLOOR PLAN – HOTEL

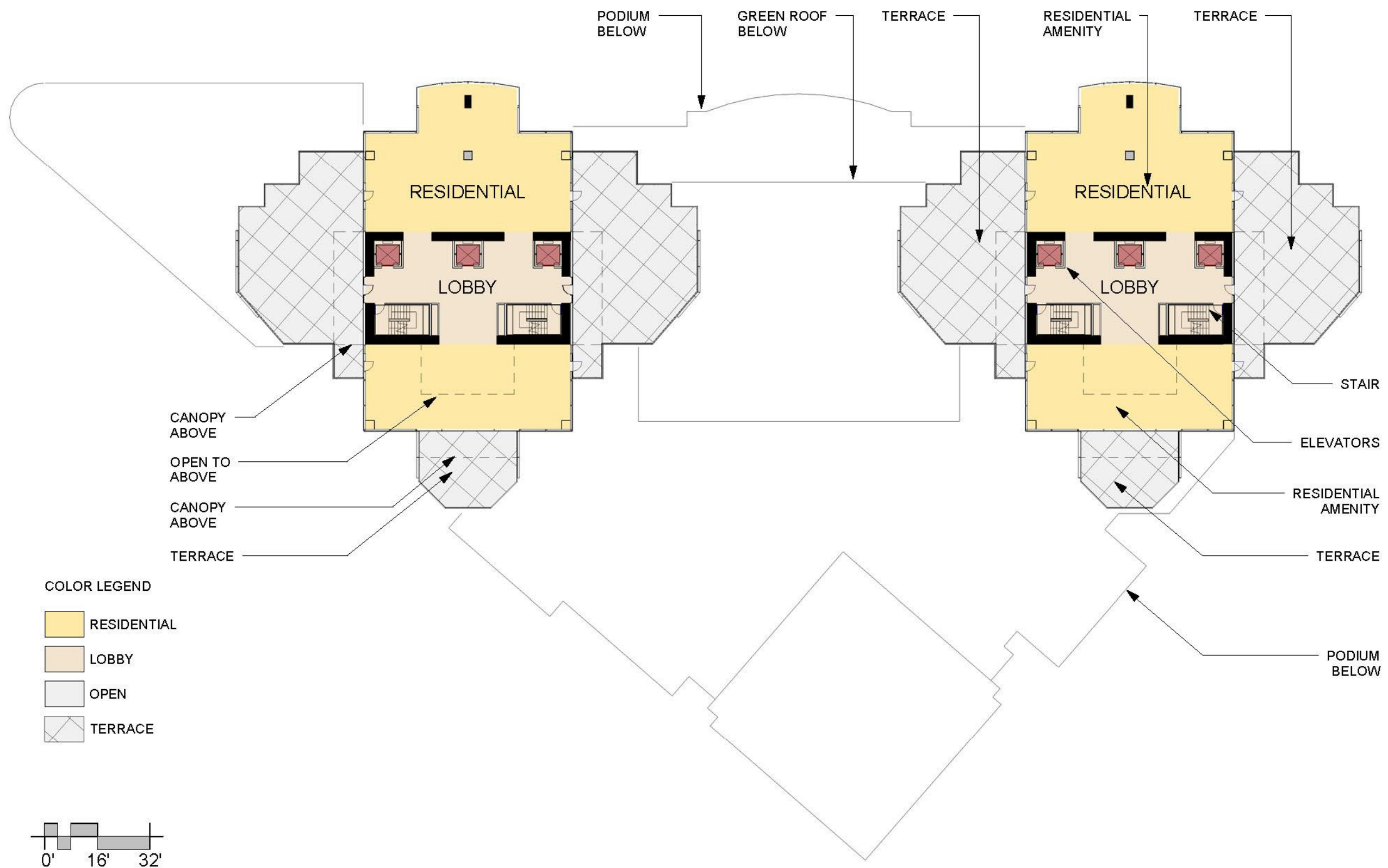






LEVELS 14-23 TYPICAL, 24-35 SIMILAR



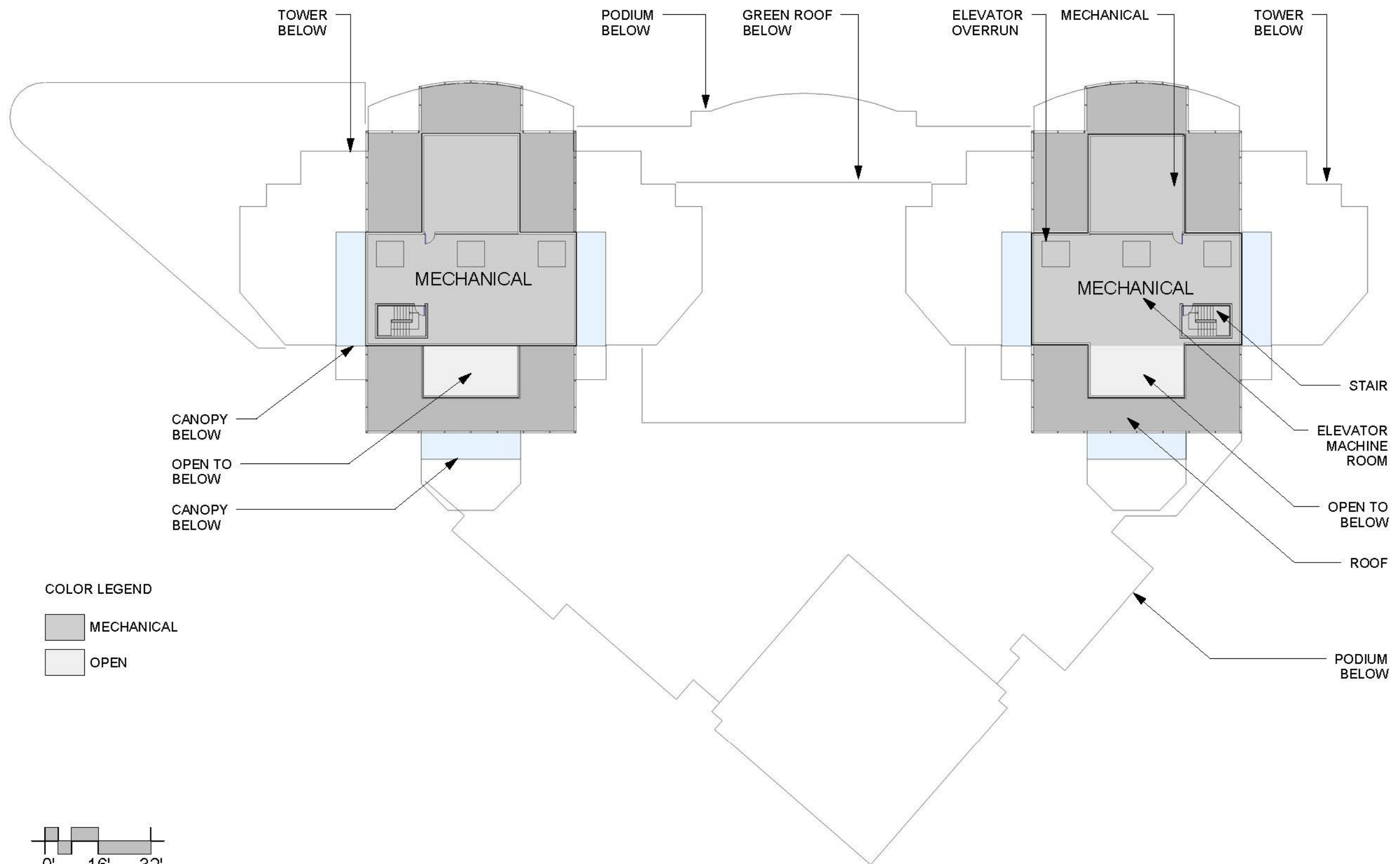


LEVEL 35

# FLOOR PLAN – RESIDENTIAL AMENITY





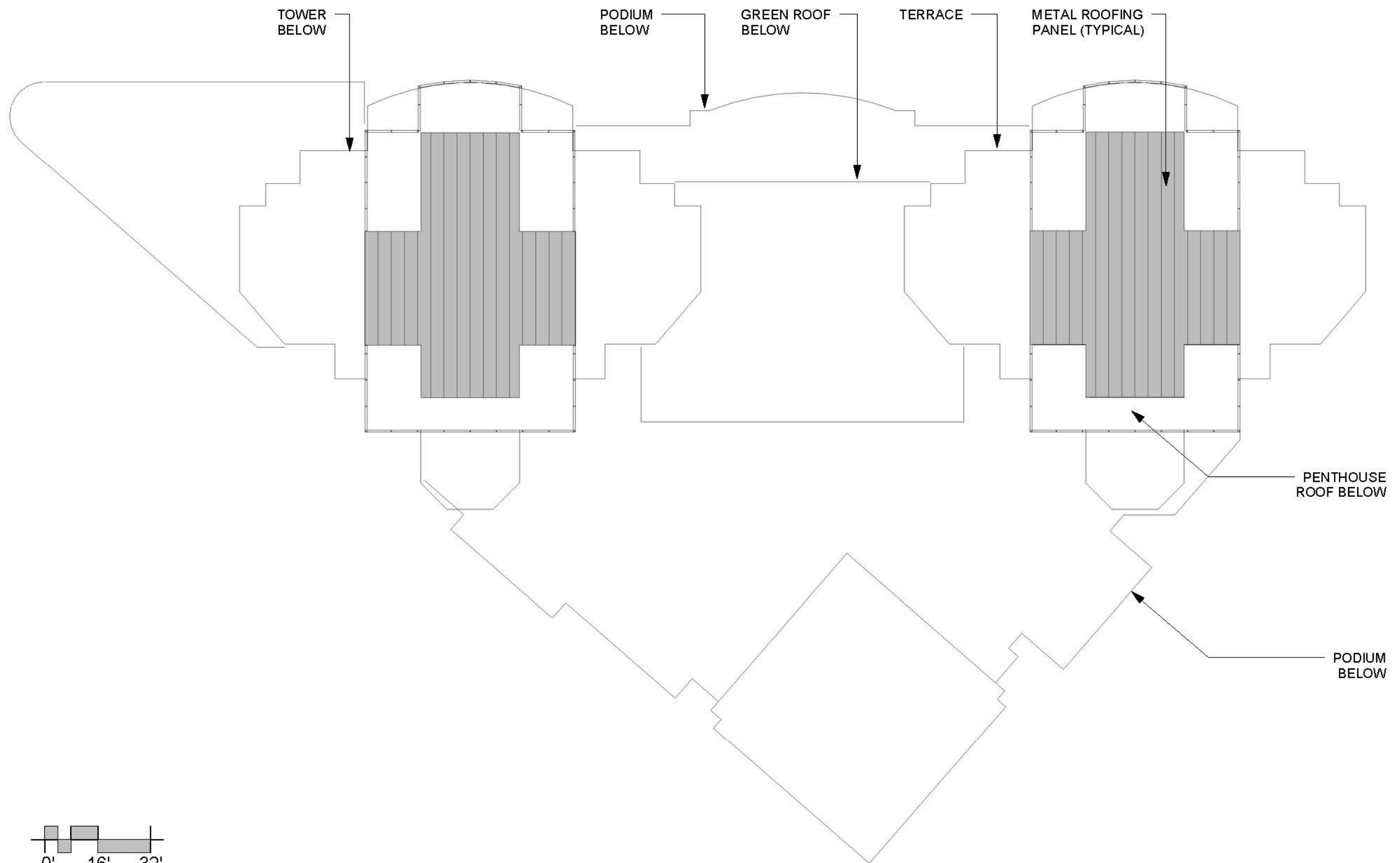


LEVEL 36

# FLOOR PLAN – MECHANICAL











MINOR AVENUE & STEWART STREET

MODEL VIEW





YALE AVENUE & DENNY WAY

MODEL VIEW