

9th & STEWART

EARLY DESIGN GUIDANCE 2: 6.04.2013

PROJECT INFORMATION:

Property Address: 807 Stewart Street
Seattle, WA 98101

DPD Project #: 3013951

Owner: R.C. Hedreen Co.
217 Pine Street, Ste 200
Seattle, WA 98101
206.624.8909

Architect: LMN Architects
801 Second Ave. Suite 501
Seattle, WA 98104

DPD Contact: Michael Dorcy
206.615.1393
michael.dorcy@seattle.gov

TABLE OF CONTENTS

1 Statement of Development Objectives	p. 2
2 Site Functionality	p. 3
3 Use Scenarios	p. 22
4 Site Design Elements	p. 25
5 Residential Development Program	p. 38
6 Bike Facilities	p. 40
7 Building Shadow Analysis	p. 41
8 Public Amenities Diagram	p. 42

1 DEVELOPMENT OBJECTIVES

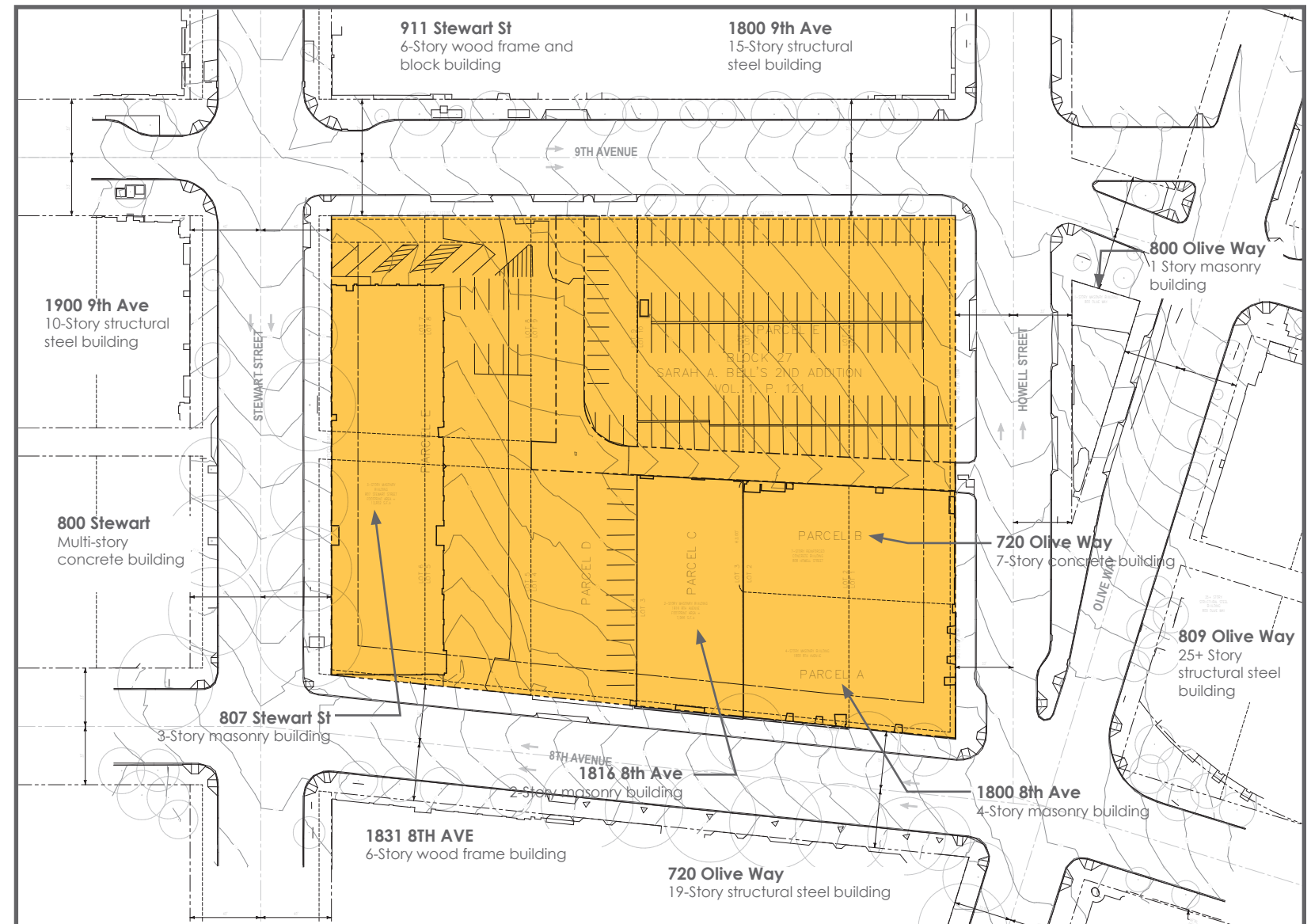
SECTION 1: Development Objectives

The proposal is to apply for a Master Use Permit for a combined lot development on the block bound by 8th and 9th Avenues, Stewart and Howell Streets in the Denny Triangle Urban Village. The combined lot development will require an alley vacation.

The mixed use development will consist of a convention center hotel with approximately 1,550 hotel guest rooms and 150,000 SF of meeting space. In addition, approximately 150 new affordable apartments will promote the livability of our urban core. Ground related retail and restaurants will activate the streetscape on all sides, significantly enhancing the pedestrian experience within the neighborhood.

Our objectives are to design a meaningful contribution to the significant urban forms in Seattle's Central Business District (CBD), to integrate with and enrich the adjacent districts, and to create an efficient, functional design and rich user experience for the following program elements:

- 1,550 hotel rooms
- 150,000 SF of meeting room space
- 150 affordable housing units
- retail and restaurants
- 6-levels of parking in a below-grade garage for approximately 700 cars
- 12 loading bays of below-grade truck service



PROJECT SITE: 807 Stewart Street

2 SITE FUNCTIONALITY INTRODUCTION

Large urban hotels frequently create unappealing streetscapes and pedestrian environments along their edges. Three critical functional elements in the hotel operations often present difficult design challenges in an urban setting:

Truck Service

The required loading dock and associated truck maneuvering space is often provided at grade. This arrangement causes significant traffic disruption, blank walls, along the street edge, and noisy operations at street level. There are many examples of this problem in Seattle as well as in other cities. This proposal for Ninth/Stewart avoids this problem by locating the entire truck service function in a below grade service area.

Back of House operations

There are substantial back of house operations such as laundry, housekeeping, and storage which are frequently located behind blank walls at street level. This proposal for Ninth/Stewart avoids this problem by providing multiple levels of back of house operations spaces below and above grade.

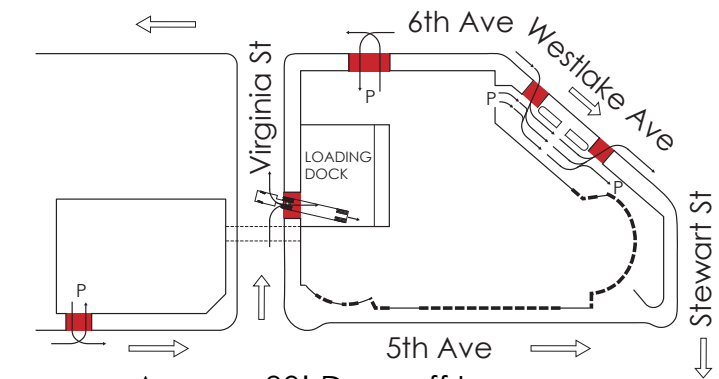
Drop off

The drop off function serves a variety of needs including tour buses, shuttles, taxis, and cars. Its use varies considerably over the day and times of the year. At times, it is heavily loaded with buses and other vehicles. At other times the use may be very light. The common approach is to create a large, multi lane porte cochere along the street edge. This creates a dismal pedestrian experience both when it is loaded with vehicles as well as when it is mostly empty. The double lane porte cochere is often too small and inefficient to function effectively in heavy use, thereby increasing congestion on the surrounding streets. This proposal for Ninth/Stewart avoids that problem by creating a two way through block connection. This allows extensive single lane drop off that functions effectively for heavy use. It also minimizes impacts on the pedestrian environment of the perimeter streets, allowing the building edges to have active pedestrian focused activities such as shops, cafes, and restaurants. The through block connection is also conceived as an active pedestrian place. It will be lined with lobbies, cafes, and shops. It will also be designed as a shared space with design treatments more like a public plaza rather than a vehicular street. It will allow flexible and shared use including pedestrians, bikes, vehicles, food trucks, artist installations and special events.

The following submittal includes case study examples of typical large urban hotels in Seattle illustrating the challenge. In response to comments and requests for additional information, there is a detailed description of the site functionality analysis which supports the recommended through-block connection. It also includes the requested additional information about the residential program, bike facilities, building shadow analysis, and public amenities.

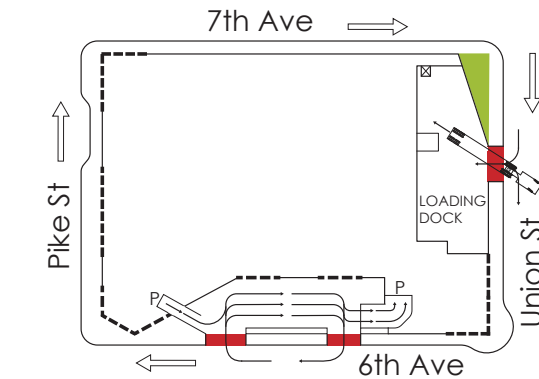
CASE STUDY COMPARISONS

SEATTLE WESTIN



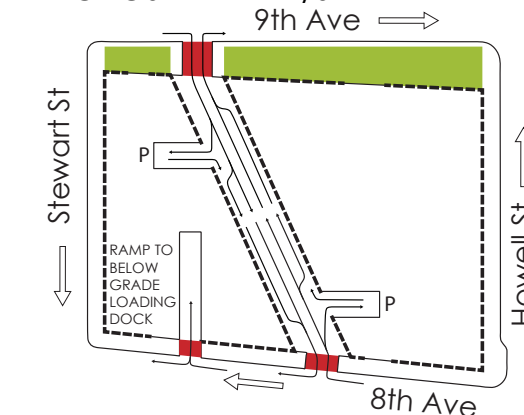
- Approx. 80' Drop-off Lane
- 5 Curb cuts
- Approx. 320' Active Pedestrian Facade

SEATTLE SHERATON



- Approx. 110' Drop-off Lane
- 3 Curb cuts
- Approx. 500' Active Pedestrian Facade

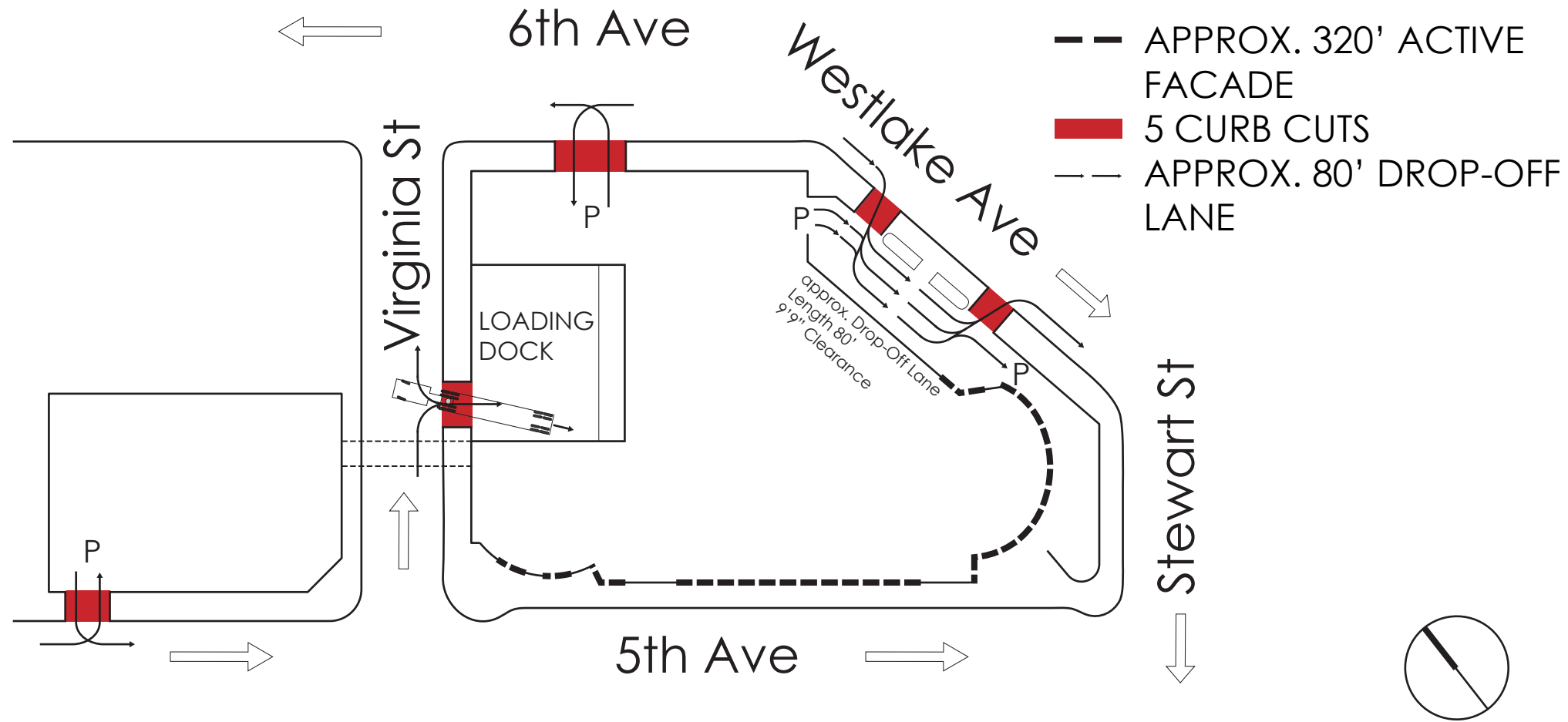
PROPOSED NINTH/STEWART



- 285' Drop-off Lanes
- 3 Curb cuts
- 1460' Active Pedestrian Facade

2 SITE FUNCTIONALITY

CASE STUDIES - SEATTLE WESTIN



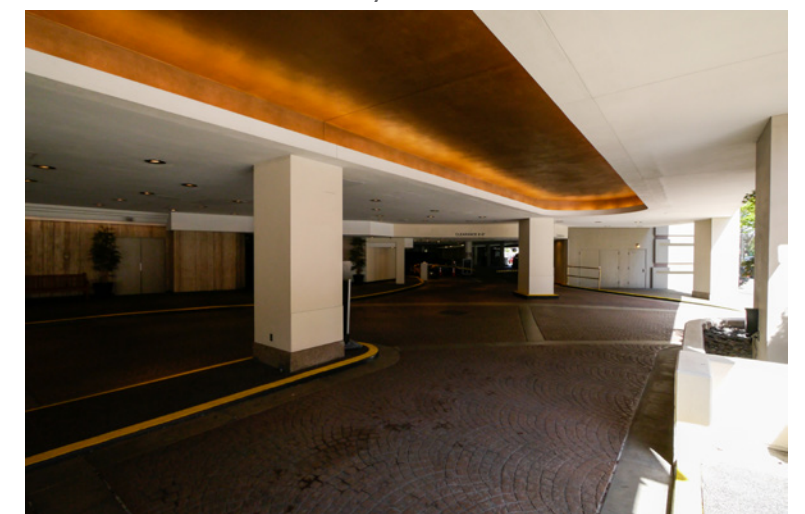
- MAJORITY OF STREET LEVEL FACADE IS OPAQUE
- LOW CLEARANCE IN DROP-OFF/PORTE COCHERE
- LACK OF PROGRAM AT DROP-OFF
- DROP-OFF PARALLEL TO SIDEWALK UNPLEASANT FOR PEDESTRIANS



Main Entrance, 5th Ave and Stewart St



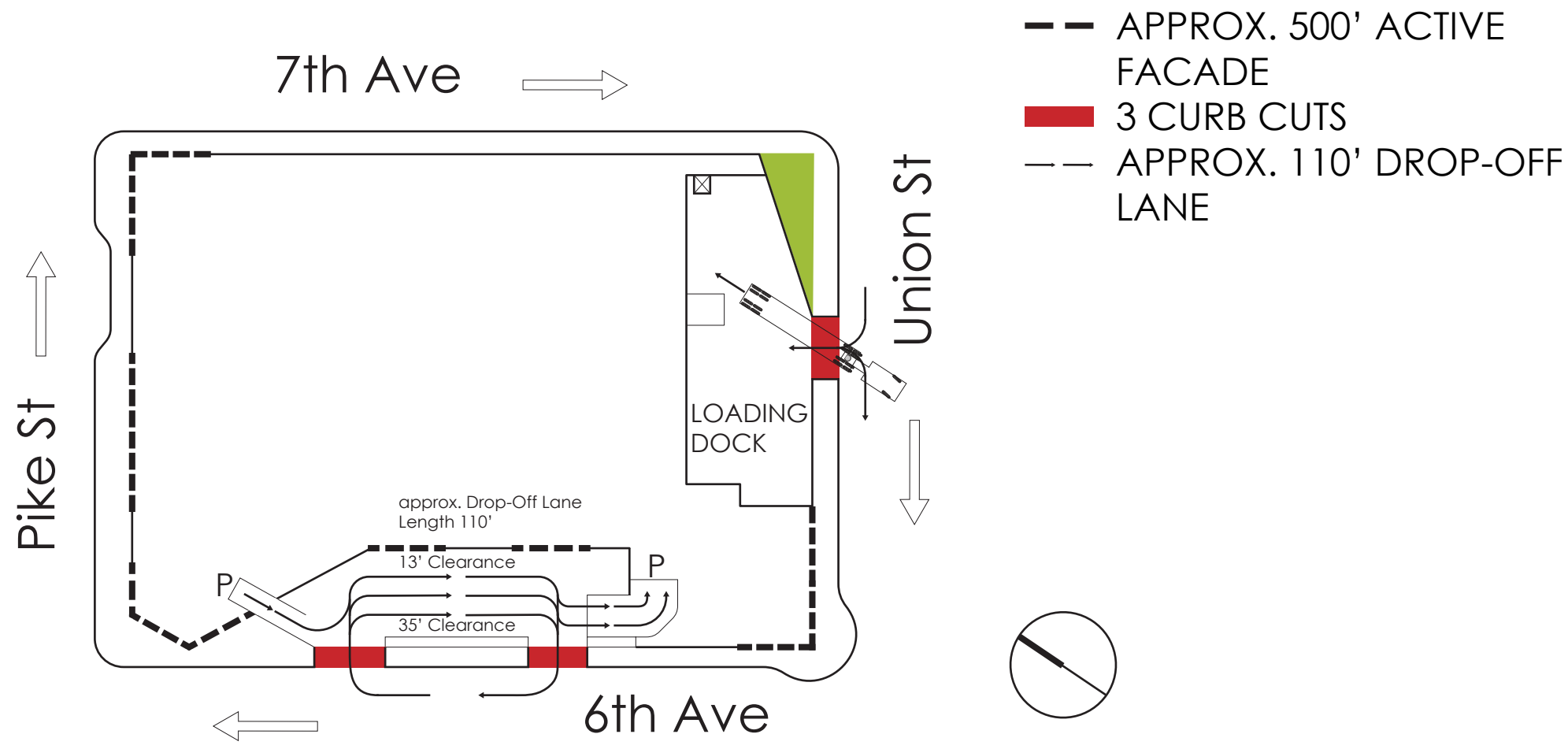
Porte Cochere Entry/Exit, Westlake Ave



Porte Cochere/Garage Exit, Westlake Ave

2 SITE FUNCTIONALITY

CASE STUDIES - THE SHERATON



Porte Cochere Entry/Exit, 6th Ave



Porte Cochere, 6th Ave



7th Ave and Union St

- MAJORITY OF STREET-LEVEL FACADE IS OPAQUE
- LACK OF PROGRAM AT DROP-OFF
- DROP-OFF PARALLEL TO SIDEWALK AND AGAINST TRAFFIC FLOW OF 6TH AVE UNPLEASANT FOR PEDESTRIANS

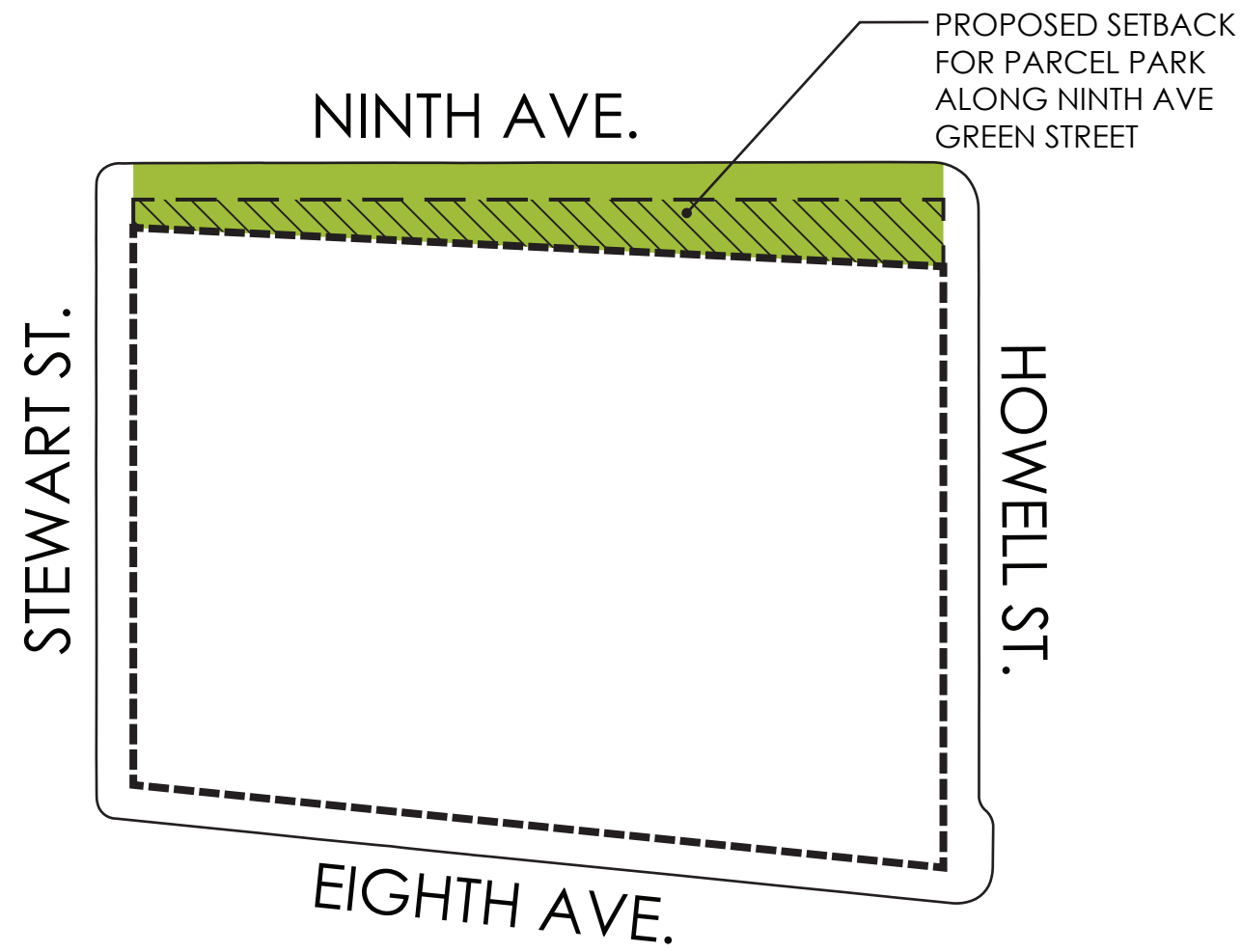
2 SITE FUNCTIONALITY

2 SITE FUNCTIONALITY CATALOG OF EXPLORED OPTIONS

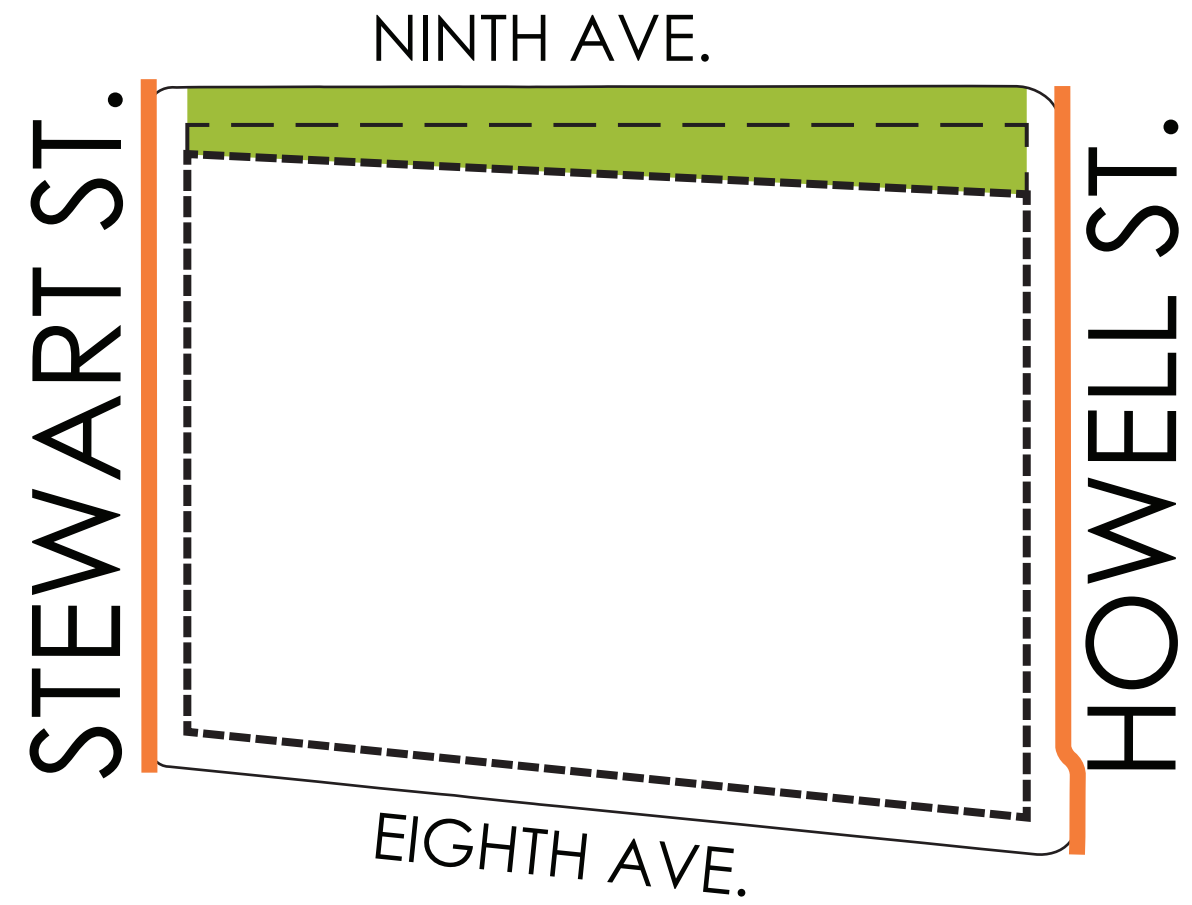
TRUCK ACCESS									
HOTEL DROP-OFF									
GRADE % AT DROP-OFF									
PARKING ACCESS AND CURB CUTS									
IMPACT ON PARCEL PARK									
LINEAR FEET OF ACTIVE FACADE									
TRAFFIC LIGHT QUEING LENGTH									

2 SITE FUNCTIONALITY

SITE PARAMETERS



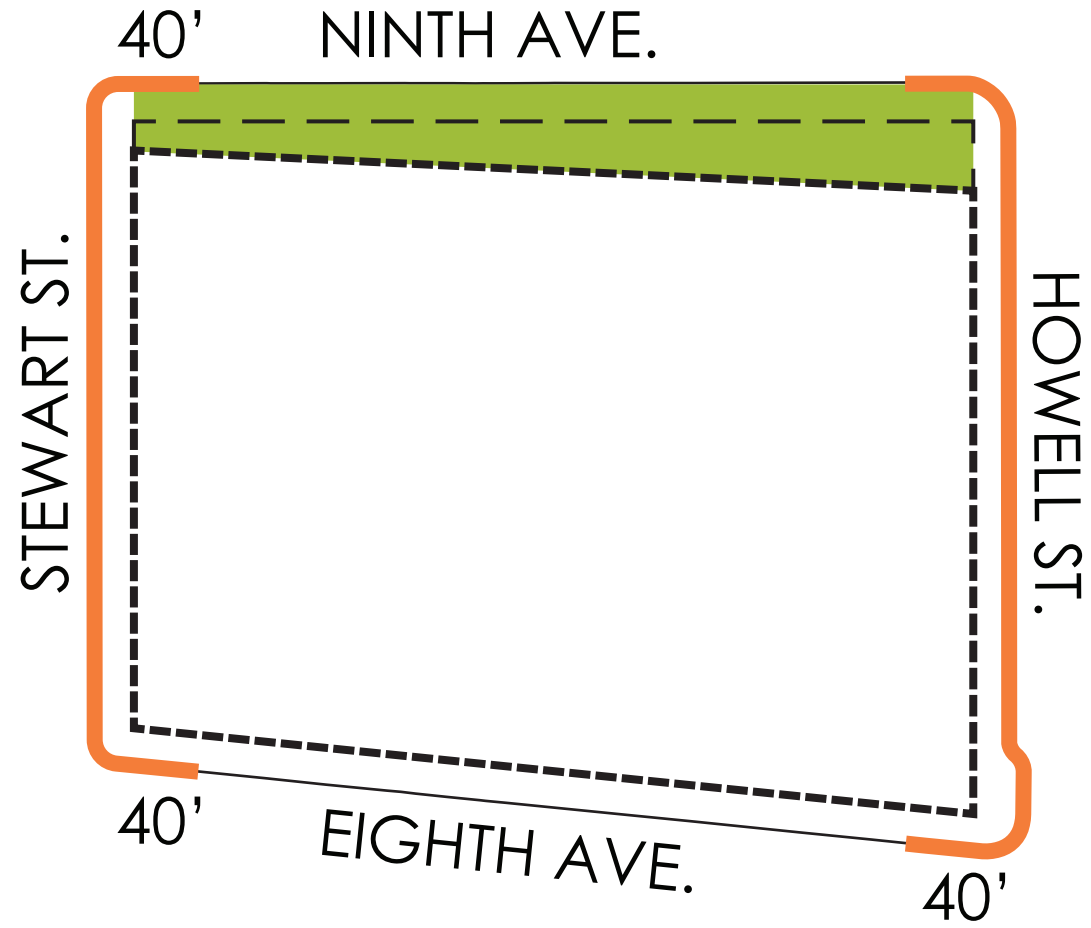
- NINTH AVENUE DESIGNATED GREEN STREET



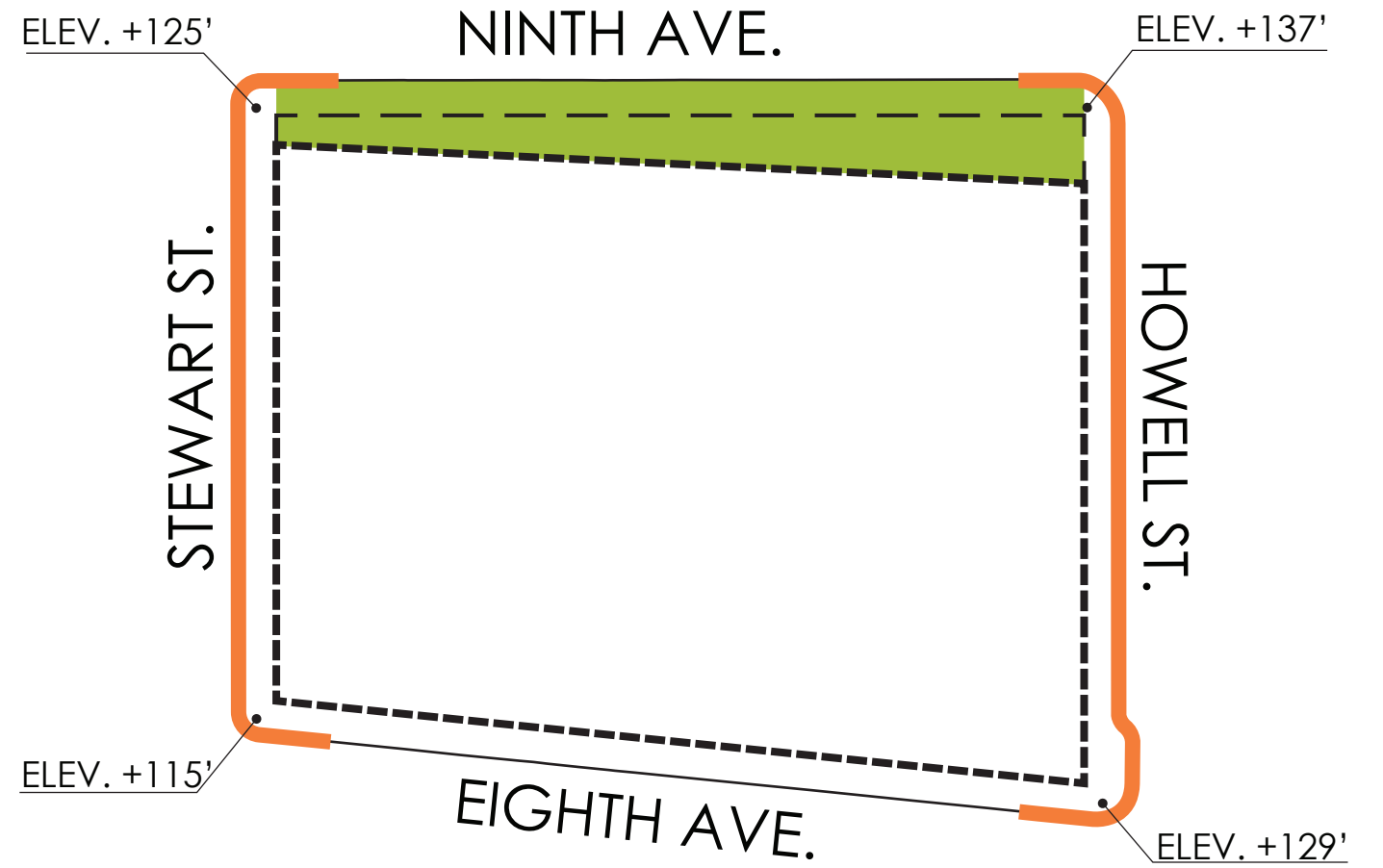
- HEAVY TRAFFIC MAKES CURB CUTS UNDESIRABLE ON STEWART AND HOWELL STREET

2 SITE FUNCTIONALITY

SITE PARAMETERS



- REQUIRED SETBACK FROM STREET CORNERS

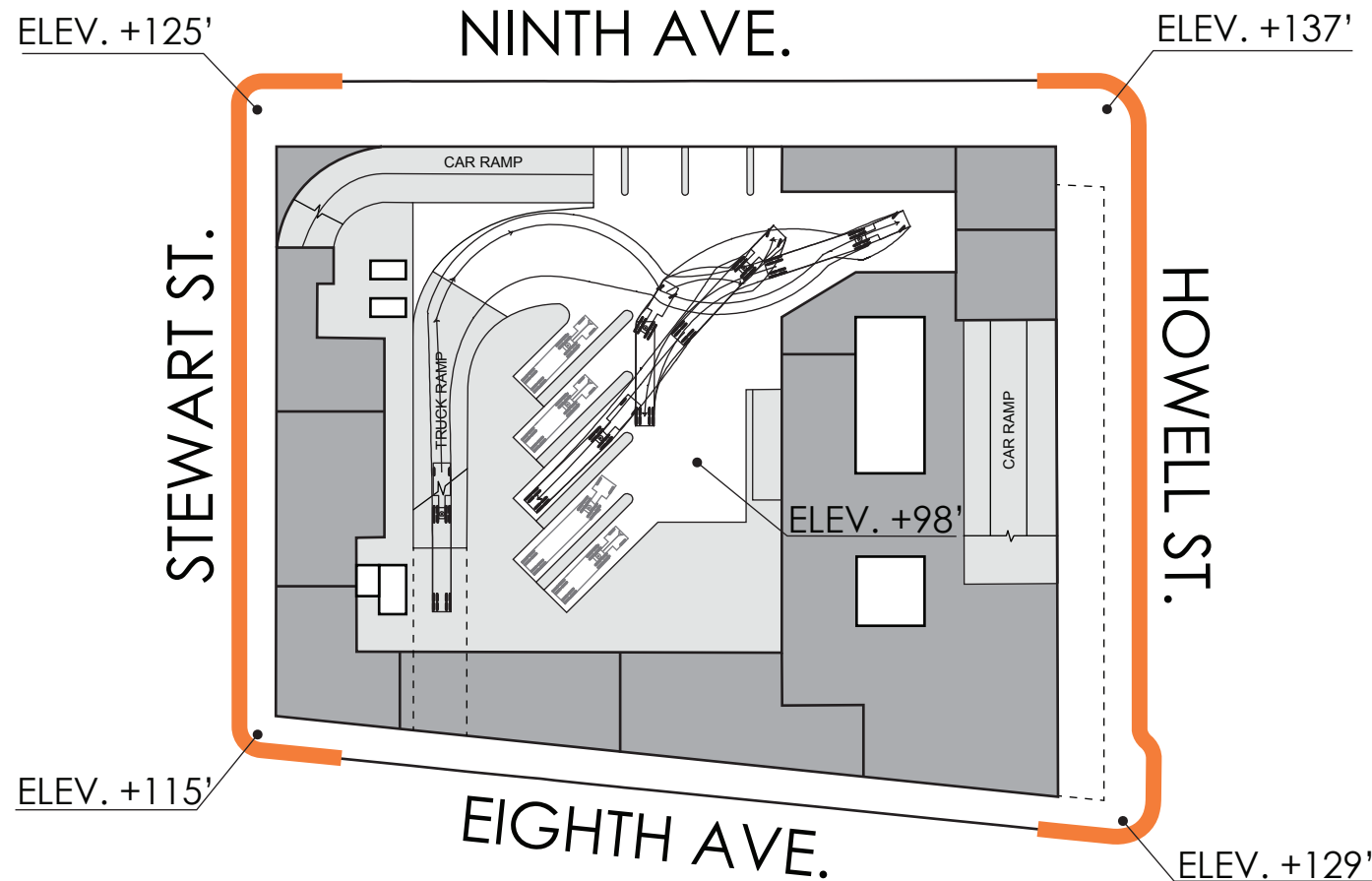


- SITE WITH 22' ELEVATION CHANGE FROM NINTH/ HOWELL ST TO EIGHT/STEWART ST

2 SITE FUNCTIONALITY

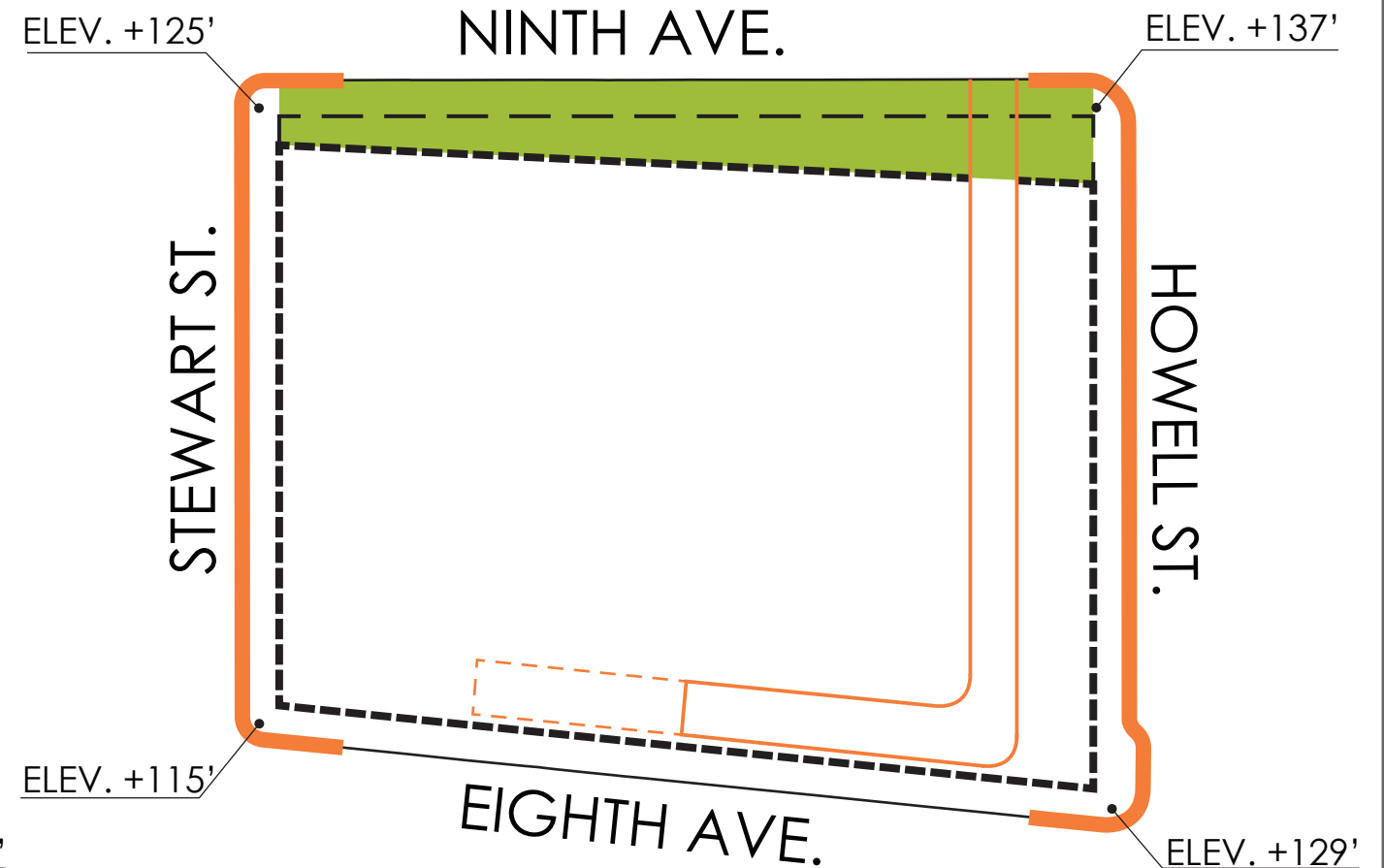
TRUCK ACCESS

BELOW GRADE LOADING DOCK PLAN



- TRUCK DOCKS AND MANEUVERING SPACE PROVIDED IN BELOW-GRADE TRUCK SERVICE AREA
- TRUCK SERVICE AREA LOCATED TO AVOID COLUMNS FROM LONG-SPAN STRUCTURE ABOVE

TRUCK RAMP AT NINTH AVE/HOWELL ST.



- RAMP LENGTH DETERMINED BY GRADE ELEVATION AT CURB CUT
- REQUIRES RAMP WITH SIGNIFICANT DISRUPTION OF GROUND FLOOR
- ACCESS FROM NINTH AVE COMPROMISES PARCEL PARK

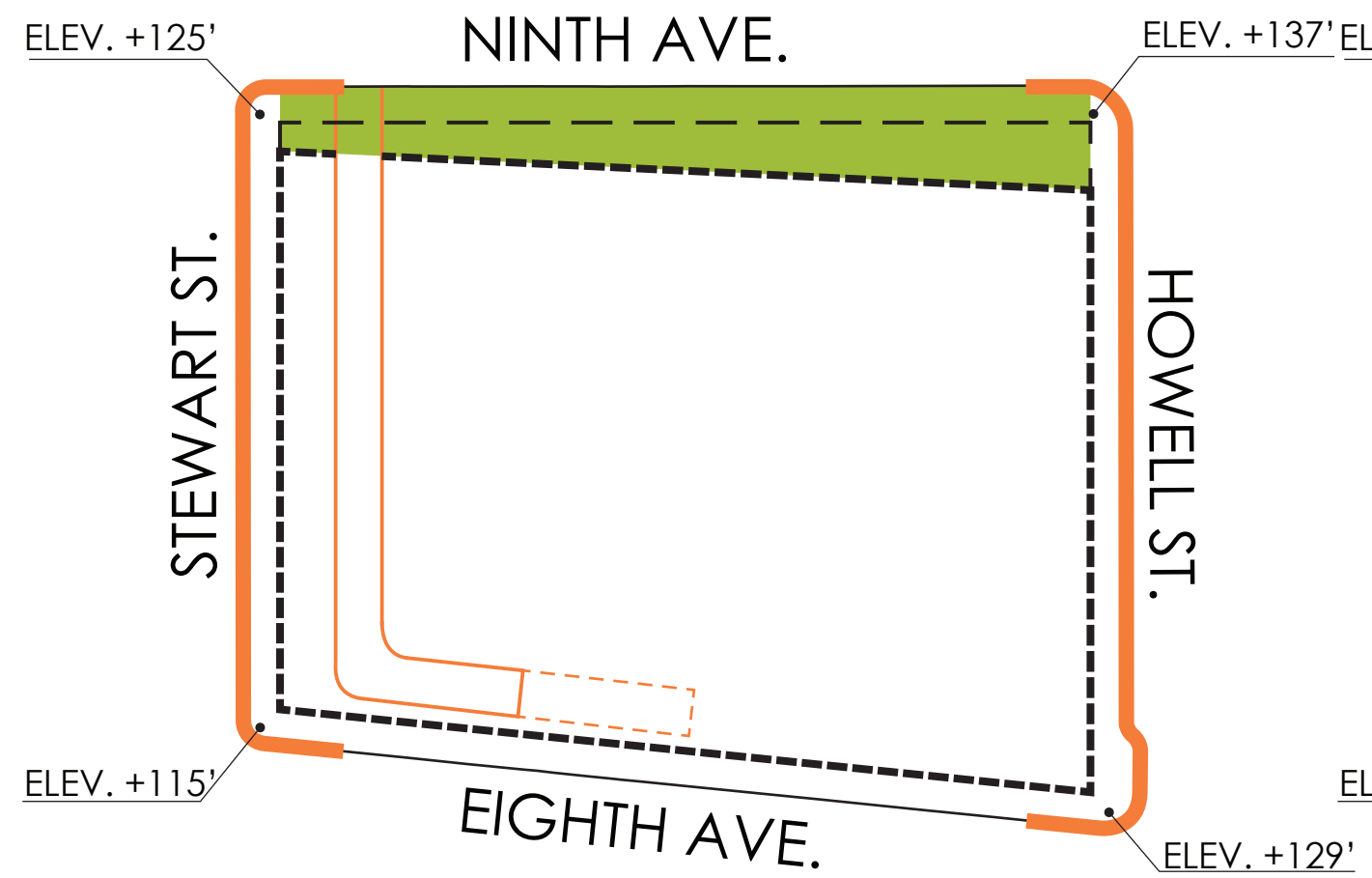
NOT RECOMMENDED

2 SITE FUNCTIONALITY

TRUCK ACCESS

2 SITE FUNCTIONALITY

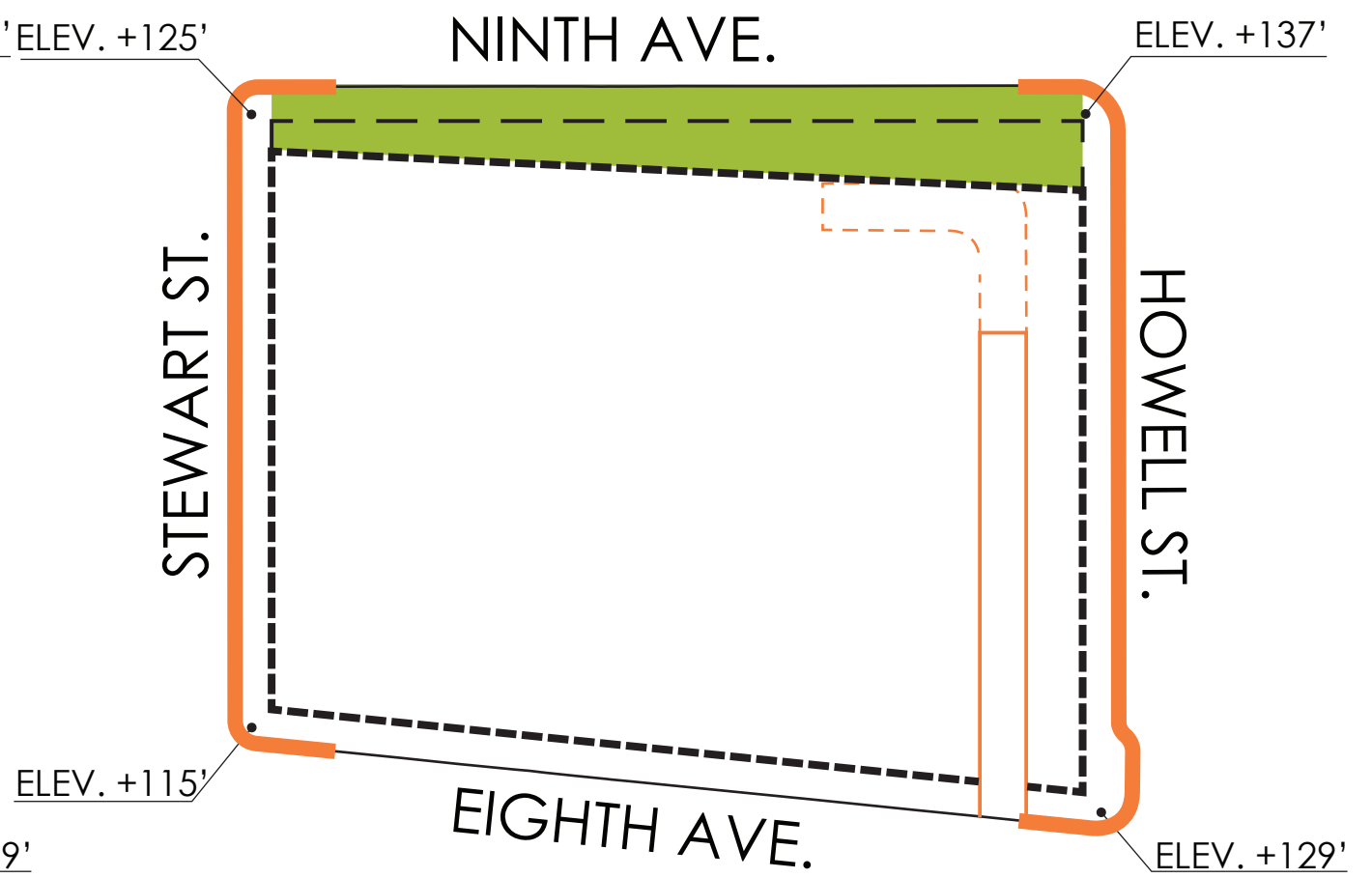
TRUCK RAMP AT NINTH AVE/STEWART ST.



- REQUIRES RAMP WITH SIGNIFICANT DISRUPTION OF GROUND FLOOR
- ACCESS FROM NINTH AVE COMPROMISES PARCEL PARK

NOT RECOMMENDED

TRUCK RAMP AT EIGHT AVE/HOWELL ST.

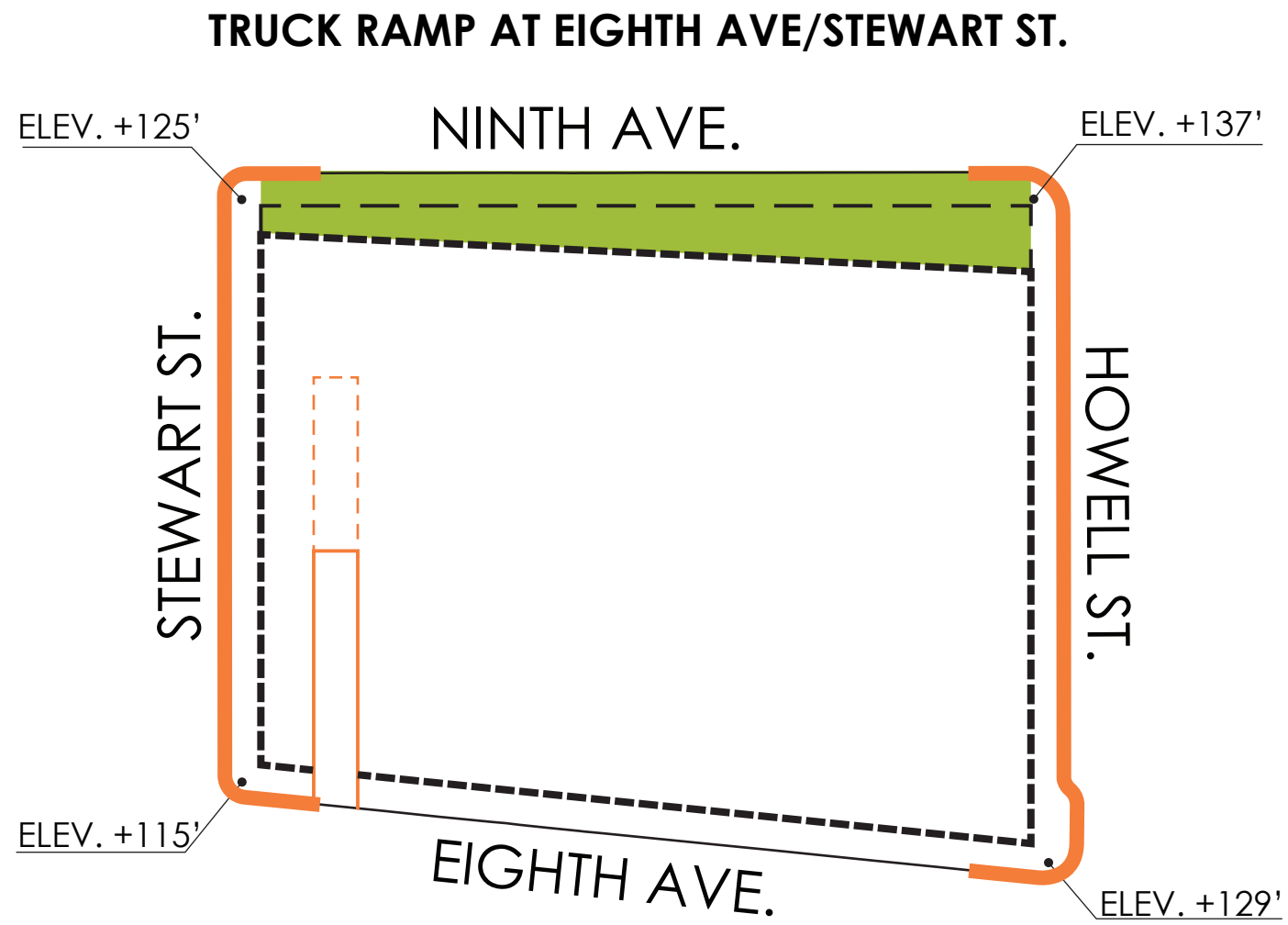


- REQUIRES RAMP WITH SIGNIFICANT DISRUPTION OF GROUND FLOOR

NOT RECOMMENDED

2 SITE FUNCTIONALITY

TRUCK ACCESS



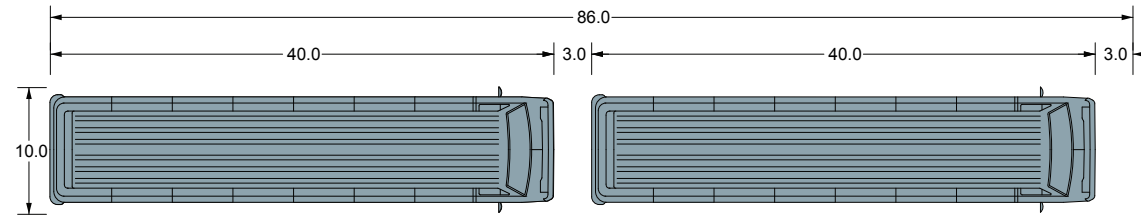
- REQUIRES MINIMUM RAMP LENGTH AND DISRUPTION OF GROUND FLOOR

RECOMMENDED

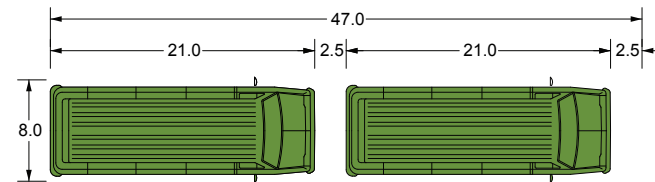
2 SITE FUNCTIONALITY

HOTEL DROP-OFF

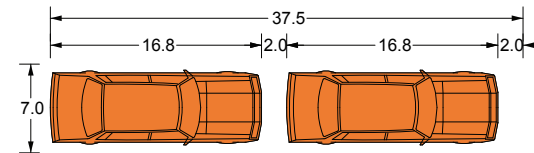
OFF-STREET AT-GRADE VEHICULAR ACCOMODATION



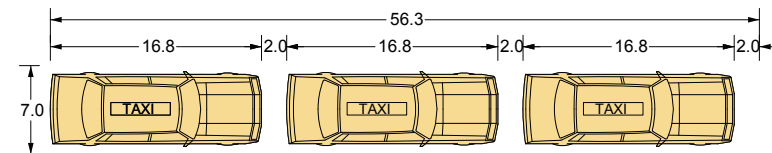
BUSES = 86 FT.



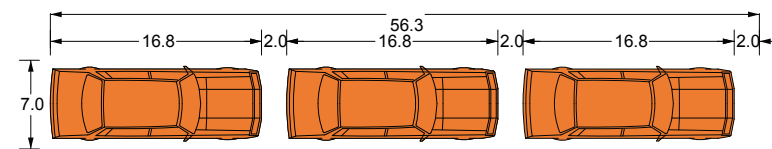
SHUTTLES = 47 FT.



VALET = 37.5 FT.



TAXI = 56.3 FT.

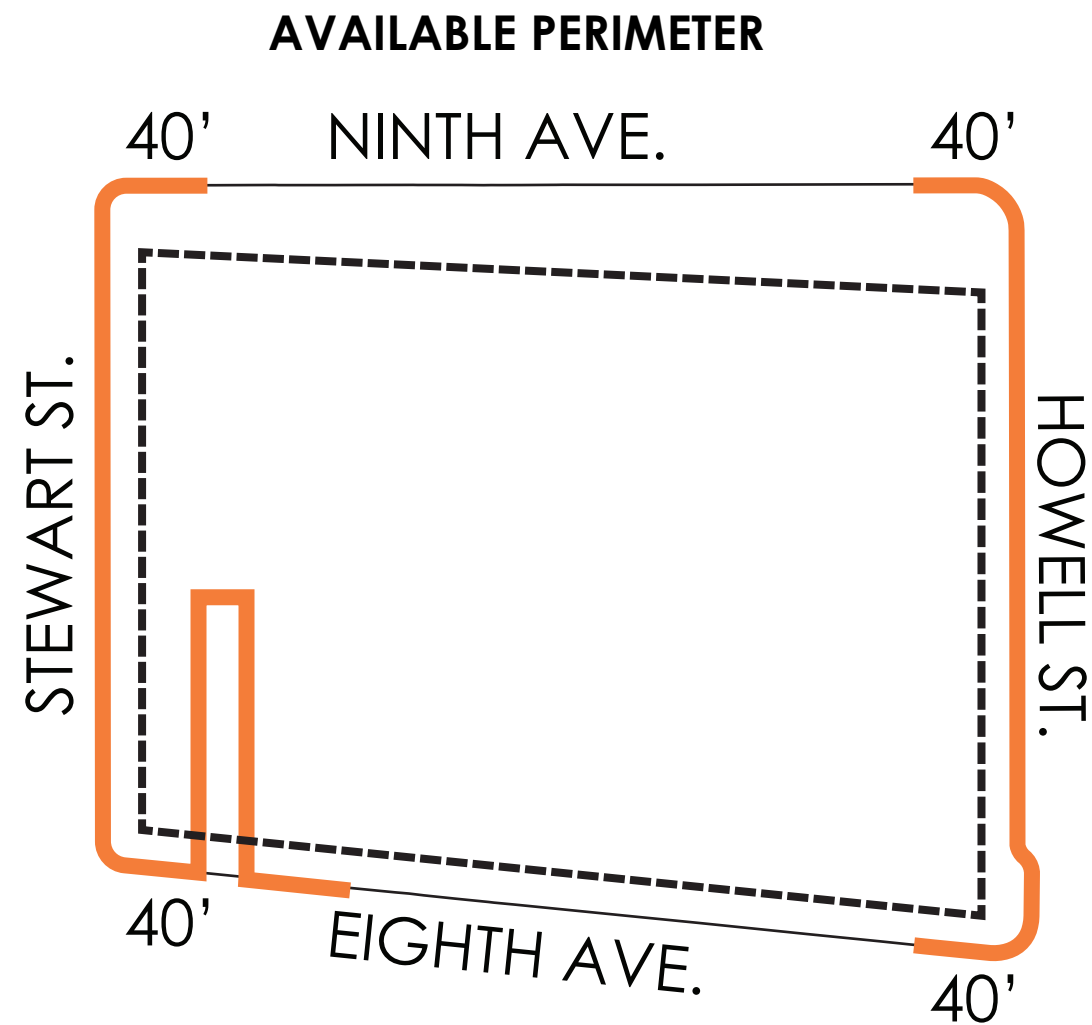


PASSENGER CAR = 56.3 FT.

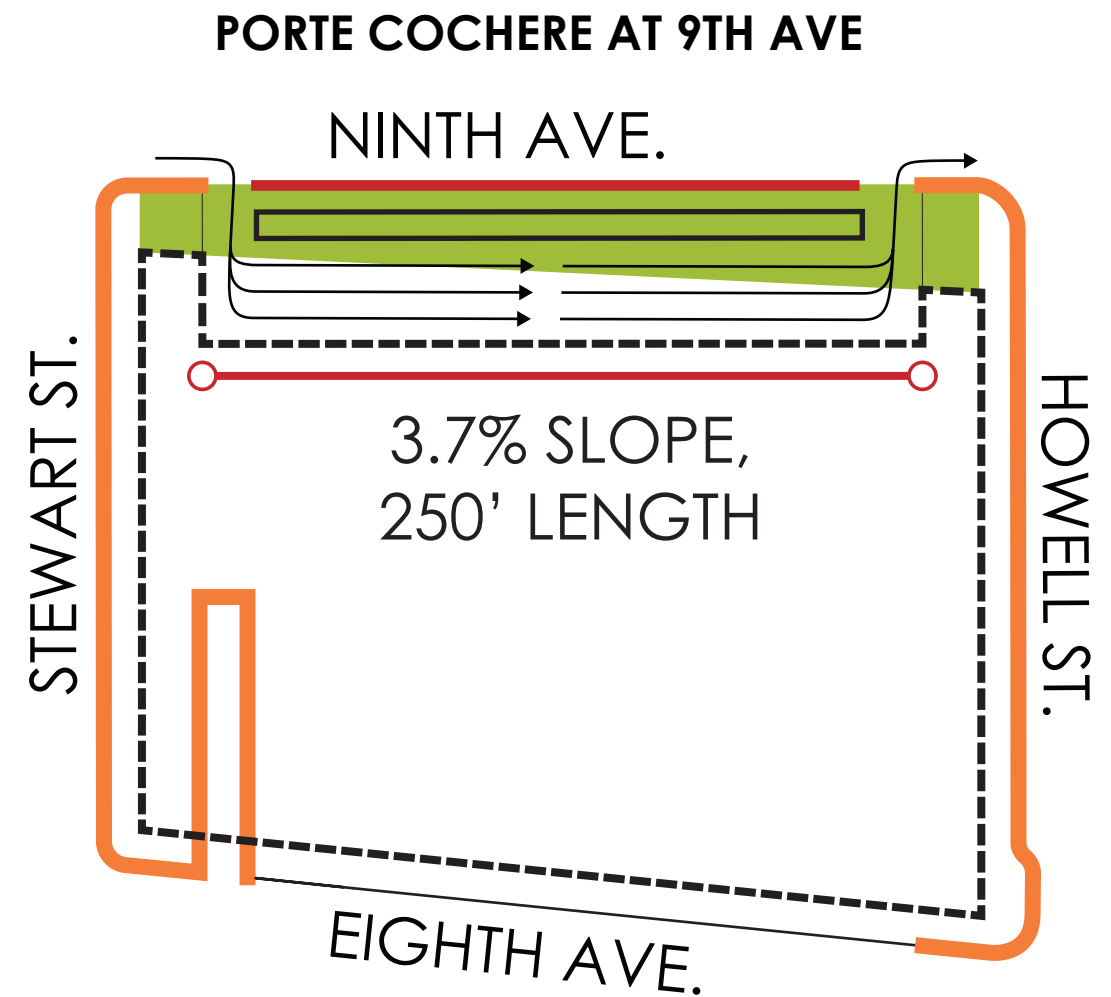
TOTAL LENGTH = 283.1 FT.

2 SITE FUNCTIONALITY

HOTEL DROP-OFF



- HEAVY TRAFFIC MAKES DROP-OFF ON STEWART AND HOWELL STREET UNDESIRABLE
- REQUIRED SETBACK FROM STREET CORNERS
- REQUIRED SEPARATION FROM TRUCK ACCESS CURB CUT



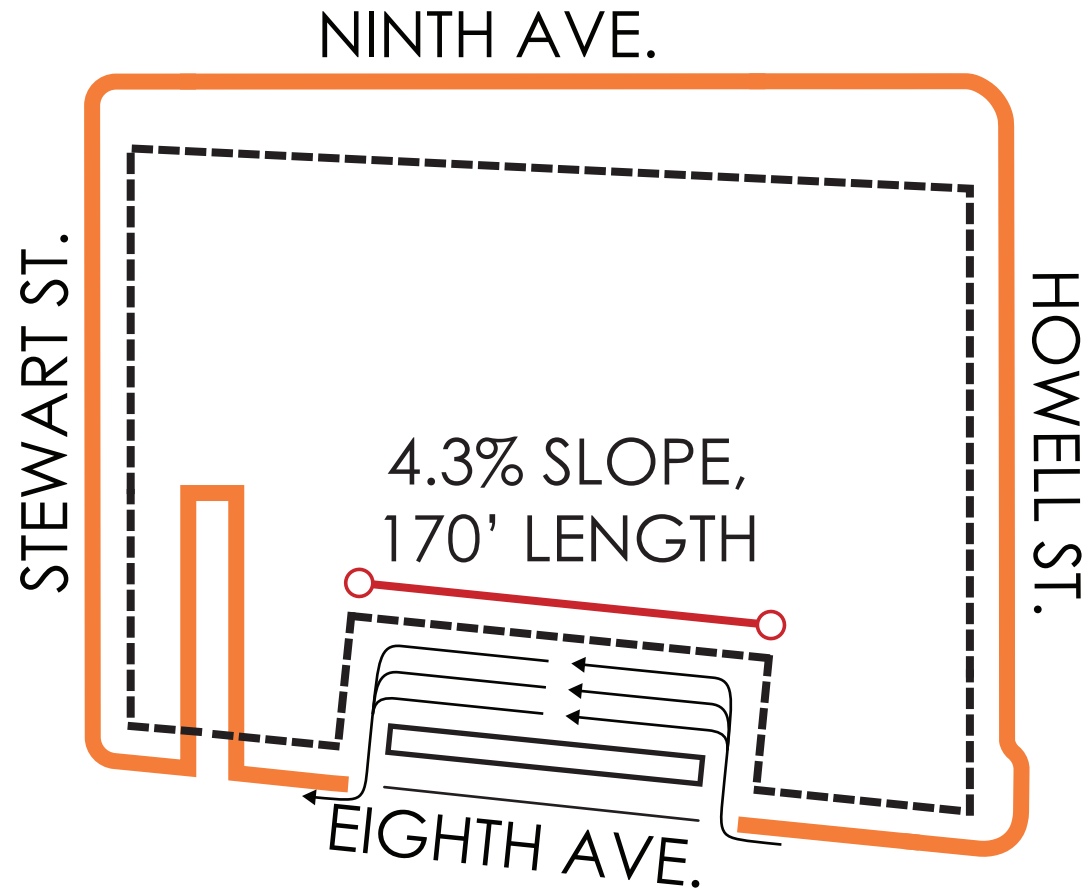
- DROP-OFF ON GREEN STREET ELIMINATES OPPORTUNITY FOR PARCEL PARK
- LONG DROP-OFF PARALLEL TO SIDEWALK IMPACTS PEDESTRIAN EXPERIENCE
- SUBSTANTIAL GRADE CHANGE ALONG PORTE COCHERE LENGTH
- DOUBLE DROP-OFF LANES REDUCES LENGTH OF DIRECT CURB ACCESS AND COMPROMISES FUNCTIONALITY

NOT RECOMMENDED

2 SITE FUNCTIONALITY

HOTEL DROP-OFF

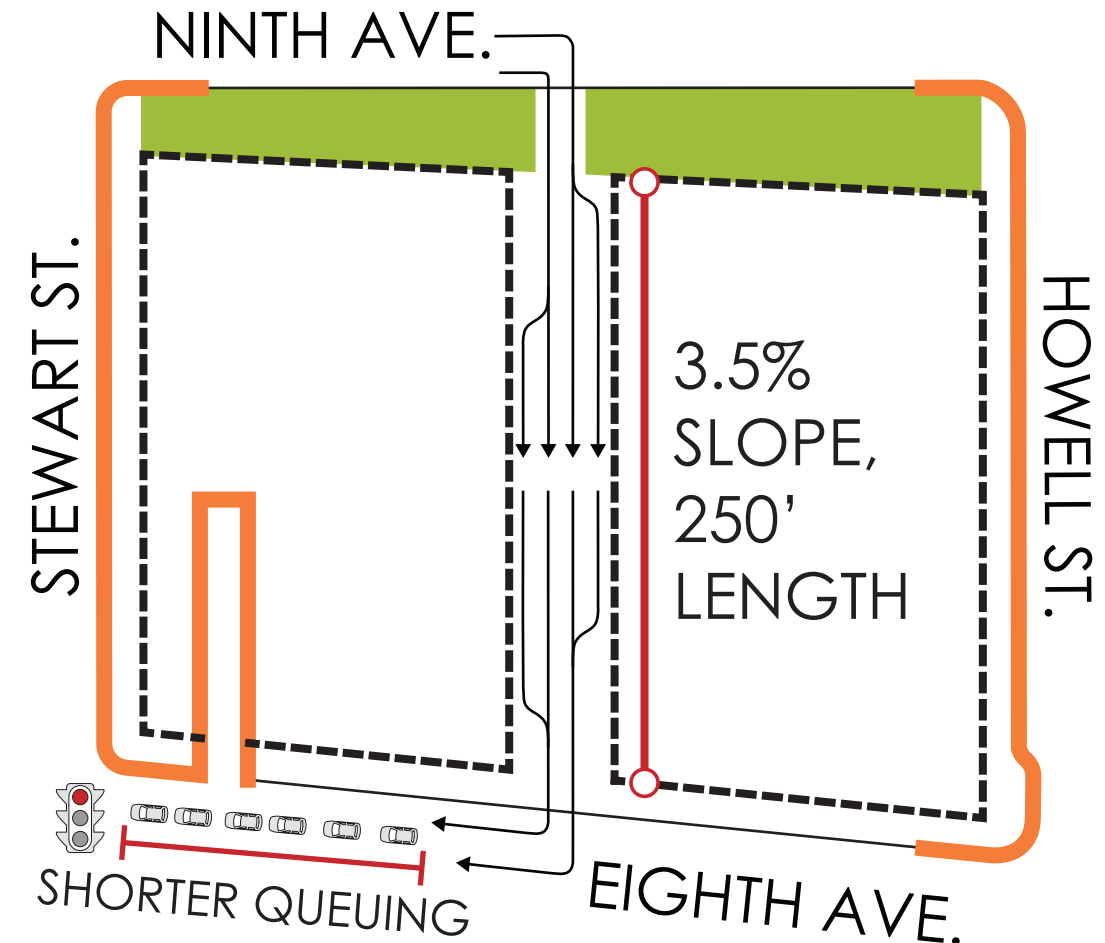
PORTE COCHERE AT 8TH AVE



- LONG DROP-OFF PARALLEL TO SIDEWALK IMPACTS PEDESTRIAN EXPERIENCE
- LENGTH OF CURBSIDE DROP-OFF TOO SHORT TO FIT REQUIRED DROP-OFF PROGRAM
- SUBSTANTIAL GRADE CHANGE ALONG PORTE COCHERE'S LENGTH
- DOUBLE DROP-OFF LANES REDUCES LENGTH OF DIRECT CURB DROP-OFF AND COMPROMISES FUNCTIONALITY

NOT RECOMMENDED

DROP-OFF AT ORTHOGONAL THROUGH-BLOCK CONNECTION - ONE-WAY FLOW



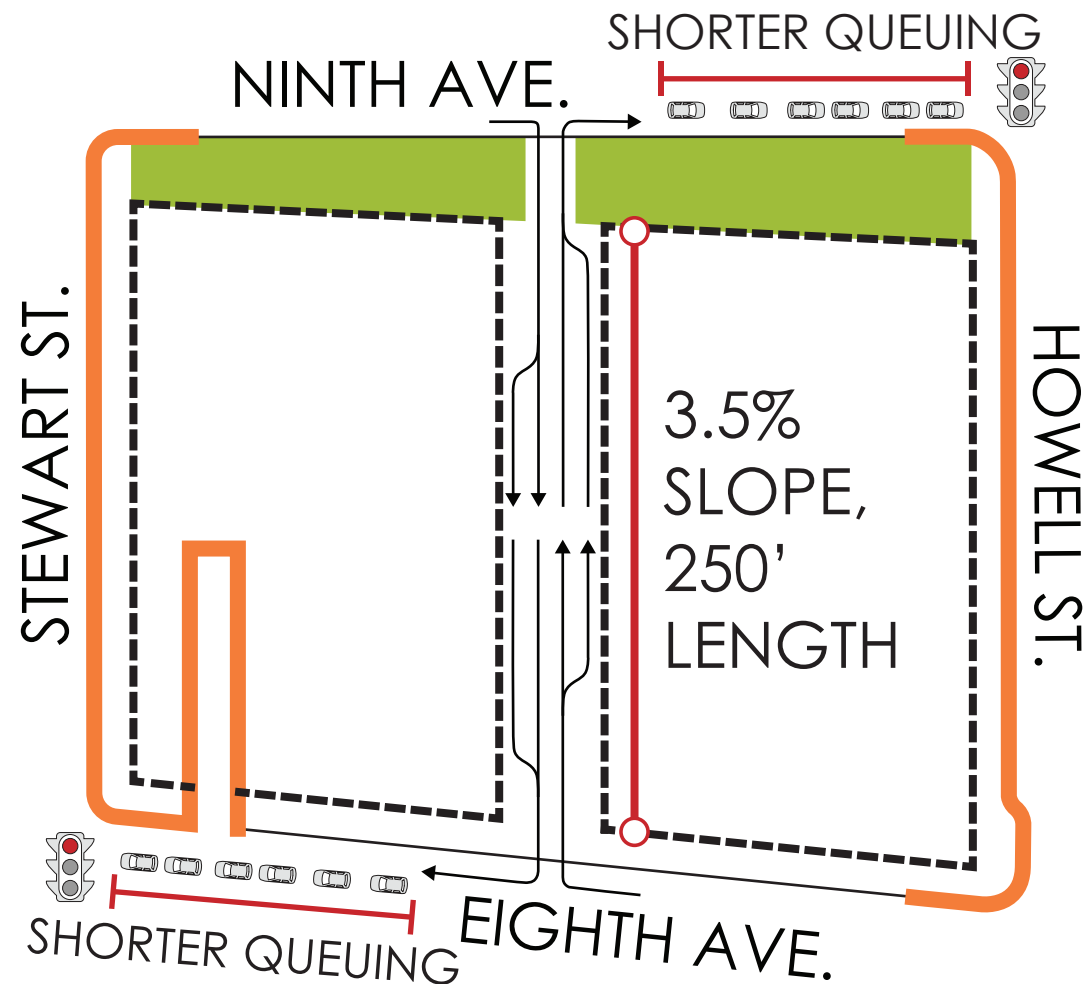
- ONE-WAY THROUGH-BLOCK FLOW LIMITS DISPERSION OF ARRIVING AND DEPARTING TRAFFIC
- MINIMIZES IMPACT ON PEDESTRIAN EXPERIENCE ALONG PERIMETER STREETS
- DOUBLE DROP-OFF LANES REDUCE LENGTH OF DIRECT CURB DROP-OFF AND COMPROMISES FUNCTIONALITY
- INTERRUPTS CONTINUITY OF PARCEL PARK
- SUBSTANTIAL GRADE CHANGE ALONG LENGTH OF THRU-BLOCK CONNECTION

NOT RECOMMENDED

2 SITE FUNCTIONALITY

HOTEL DROP-OFF

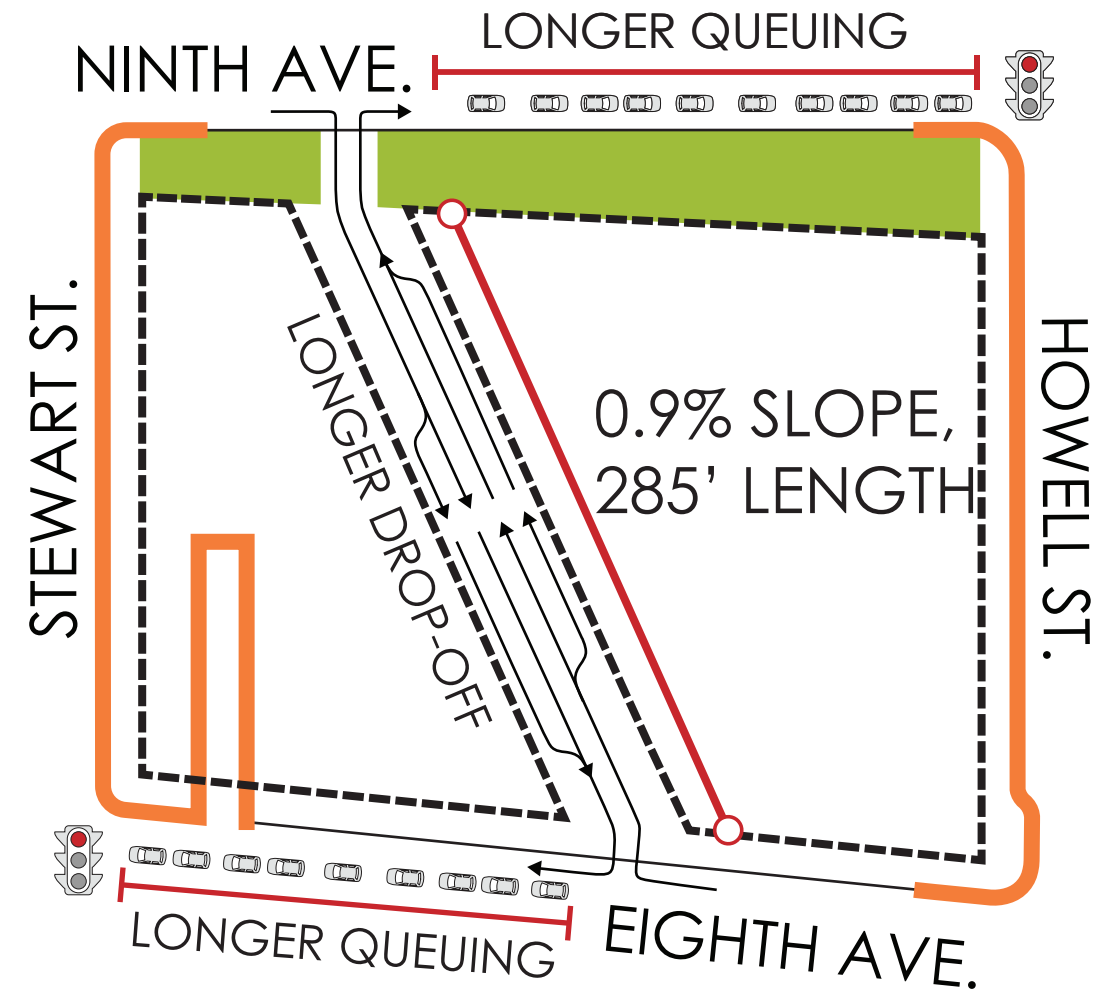
DROP-OFF AT ORTHOGONAL THROUGH-BLOCK CONNECTION - TWO-WAY FLOW



- ARRIVING AND DEPARTING TRAFFIC IS DISPERSED (SEE SITE ACCESS AND TRAFFIC FLOW DIAGRAMS)
- MINIMIZES IMPACT ON PEDESTRIAN EXPERIENCE ALONG PERIMETER STREETS
- DIRECT CURB ACCESS FOR ENTIRE LENGTH OF DROP-OFF
- INTERRUPTS CONTINUITY OF PARCEL PARK
- SUBSTANTIAL GRADE CHANGE ALONG LENGTH OF THROUGH-BLOCK CONNECTION

NOT RECOMMENDED

DROP-OFF AT DIAGONAL THROUGH-BLOCK CONNECTION - TWO-WAY FLOW



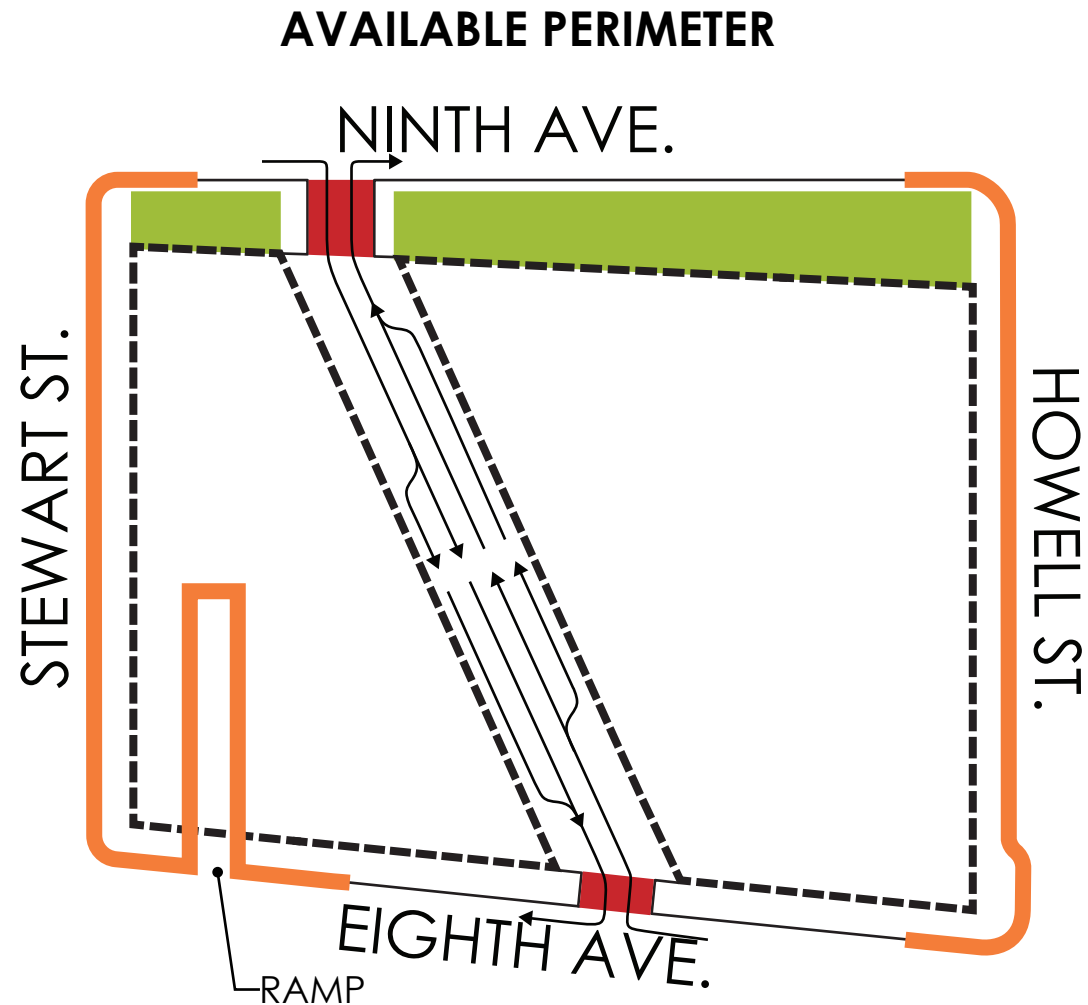
- ARRIVING AND DEPARTING TRAFFIC IS DISPERSED (SEE SITE ACCESS AND TRAFFIC FLOW DIAGRAMS)
- MINIMIZES IMPACT ON PEDESTRIAN EXPERIENCE ALONG PERIMETER STREETS
- DIRECT CURB ACCESS FOR ENTIRE LENGTH OF DROP-OFF
- ALLOWS LONGER, CONTIGUOUS PARCEL PARK FOOTPRINT
- MINIMIZES GRADE CHANGE ALONG LENGTH OF THROUGH-BLOCK CONNECTION
- ALLOWS LONGER TRAFFIC, LIGHT QUEUING

RECOMMENDED

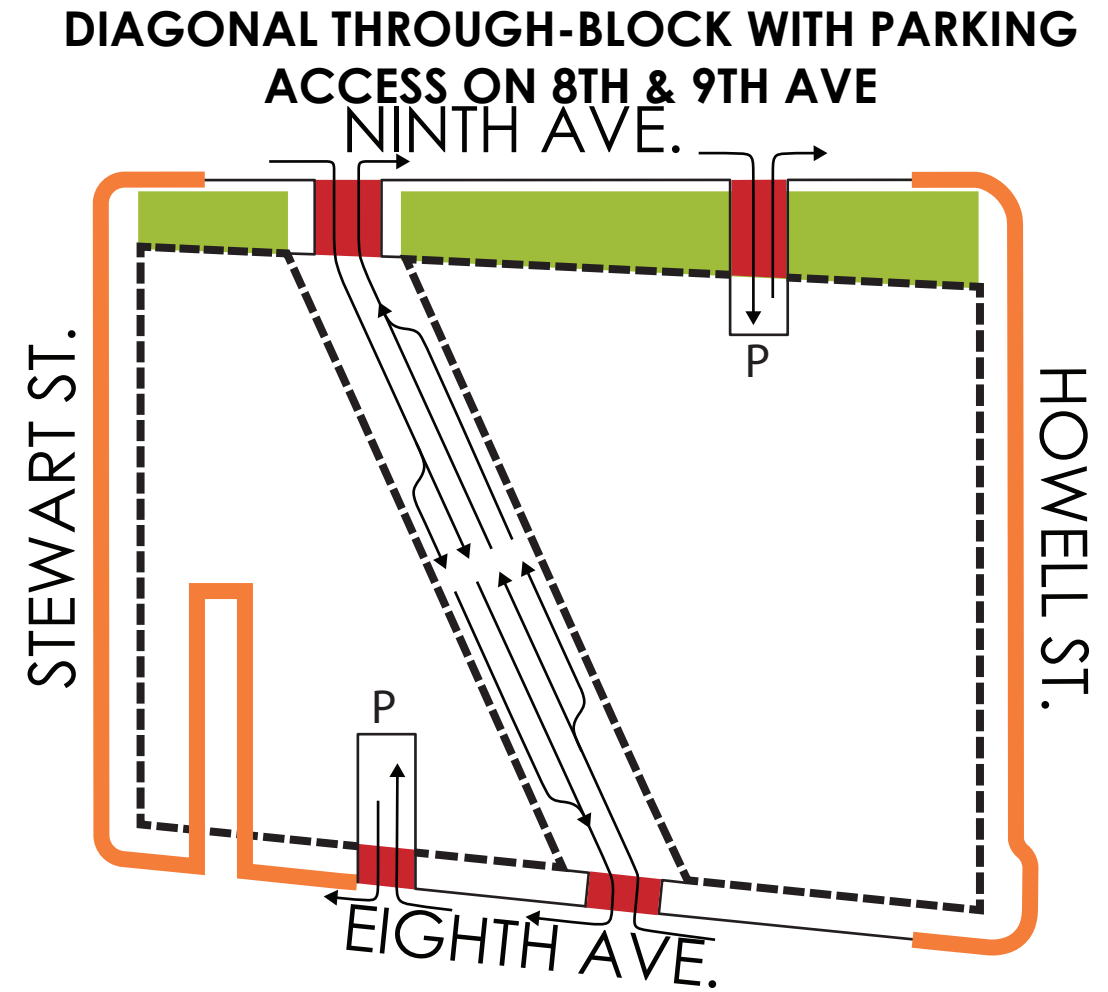
2 SITE FUNCTIONALITY

PARKING ACCESS AND CURB CUT LOCATIONS

Edg 1 proposal included a single, 3-lane garage entry drive. This revised proposal recommends two, 2-lane garage entries served from opposite sides of the site. This will disperse the incoming and outgoing traffic, provide more efficient flow at the garage access points, and allow more flexibility in the garage operations to accommodate the variety of events in the facility.



- HEAVY TRAFFIC MAKES CURB CUTS ON STEWART AND HOWELL STREET UNDESIRABLE
- 1 CURB CUT FOR THE TRUCK RAMP PROVIDED ON 8TH AVENUE
- 1 CURB CUT FOR THRU-BLOCK CONNECTION PROVIDED ON 8TH AVENUE
- 1 CURB CUT FOR THRU BLOCK CONNECTION PROVIDED ON 9TH AVENUE
- 2 ACCESS POINTS REQUIRED FOR PARKING GARAGE



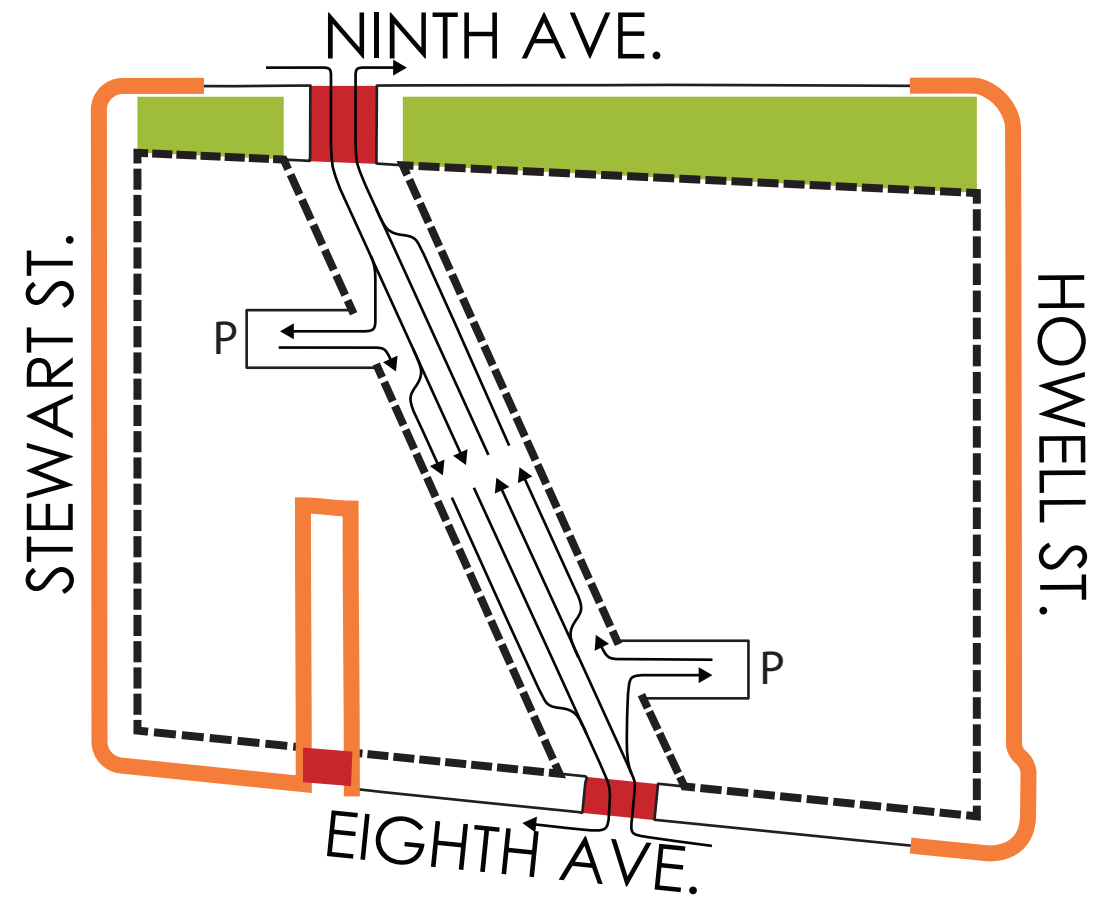
- ADDITIONAL CURB CUTS - 5 TOTAL
- NINTH AVENUE PARCEL PARK INTERRUPTED WITH CURB CUT
- 3 CURB CUTS ON EIGHTH AVENUE IMPACTS TRAFFIC AND PEDESTRIAN EXPERIENCE

NOT RECOMMENDED

2 SITE FUNCTIONALITY

PARKING ACCESS AND CURB CUT LOCATIONS

DIAGONAL THROUGH-BLOCK WITH INTEGRATED PARKING ACCESS

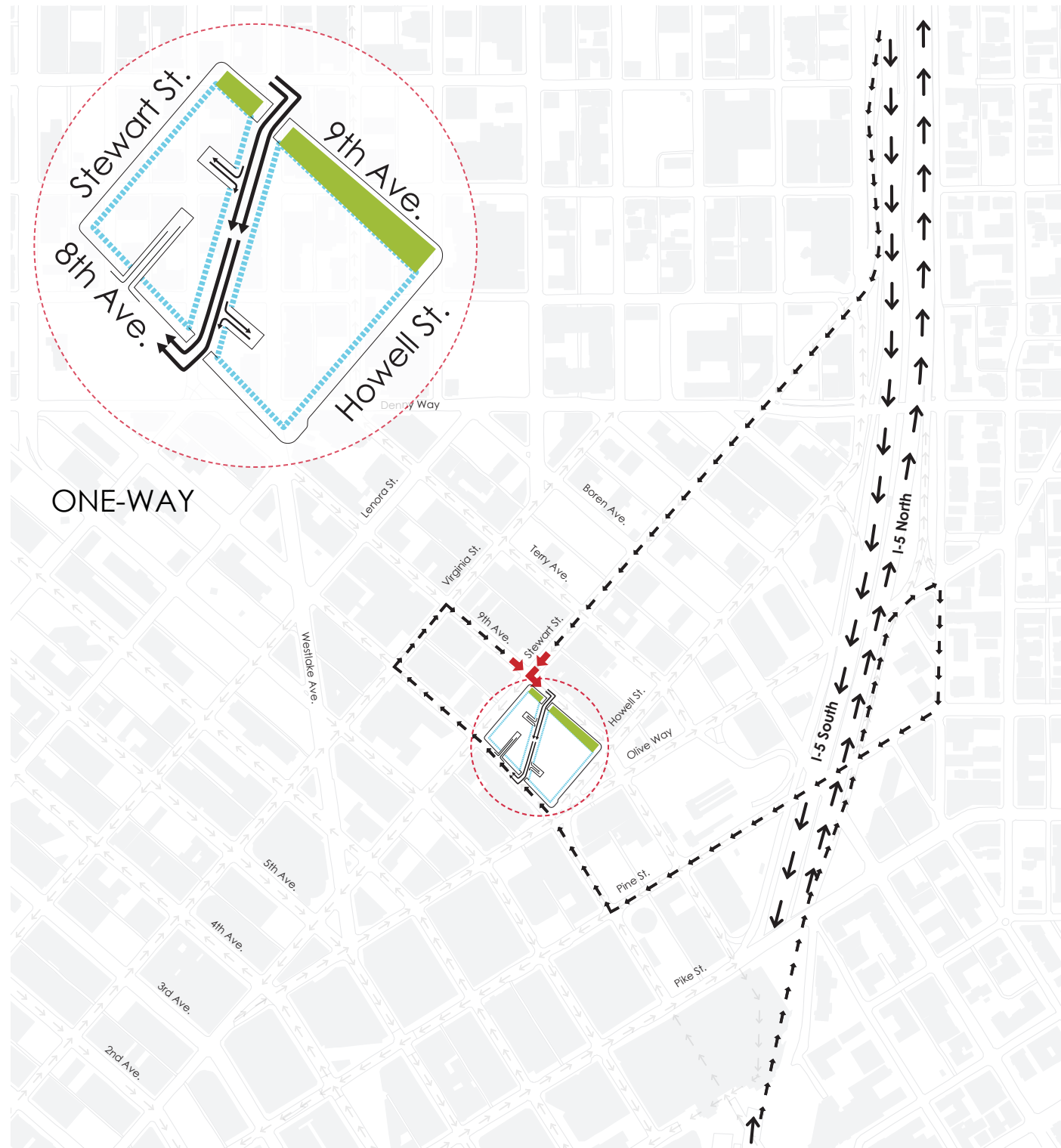


- MINIMIZES CURB-CUTS - 3 TOTAL
- OFF-STREET GARAGE ENTRIES ALLOW QUEING AT GARAGE ACCESS POINTS
- GARAGE ENTRIES FUNCTION WELL WITH DROP-OFF AND VALET PARKING
- FLEXIBILITY TO ARRIVE AND DEPART FROM BOTH 8TH AND 9TH AVE PROVIDES MAXIMUM OPPORTUNITY TO DISPERSE ARRIVING AND DEPARTING TRAFFIC

RECOMMENDED

2 SITE FUNCTIONALITY

SITE ACCESS AND TRAFFIC FLOWS



SITE ACCESS FROM I-5

THROUGH-BLOCK ONE-WAY EAST TO WEST

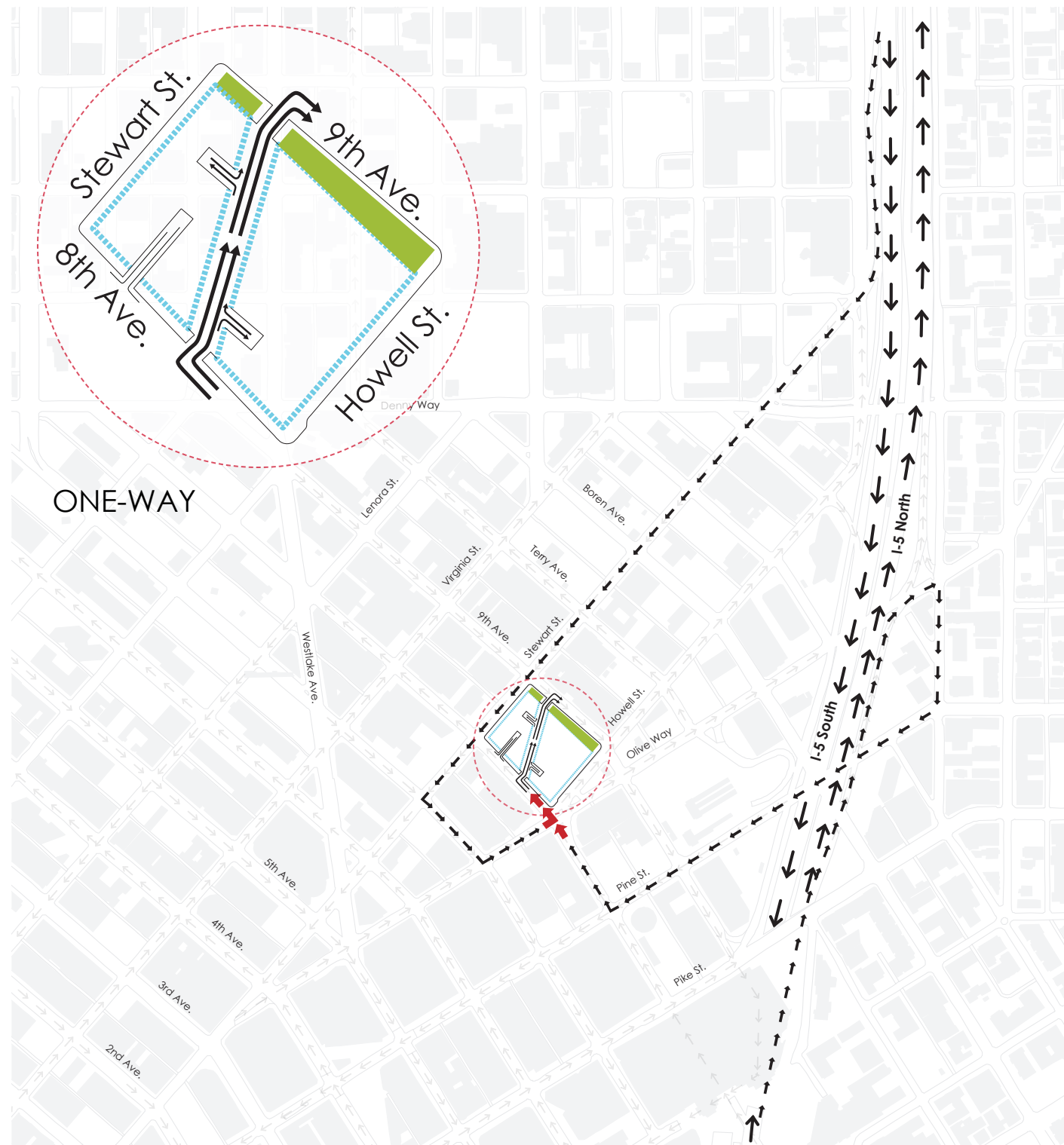


ACCESS TO I-5 FROM SITE

- ARRIVING TRAFFIC MERGES ON STEWART ST. AND 9TH AVE. INCREASING TRAFFIC LOAD ON INTERSECTION AND 9TH AVE.
- DEPARTING TRAFFIC HAS TO CIRCLE AROUND ONE BLOCK BEFORE TRAFFIC LOAD IS DIVERGED

2 SITE FUNCTIONALITY

SITE ACCESS AND TRAFFIC FLOWS



SITE ACCESS FROM I-5

THROUGH-BLOCK ONE-WAY WEST TO EAST

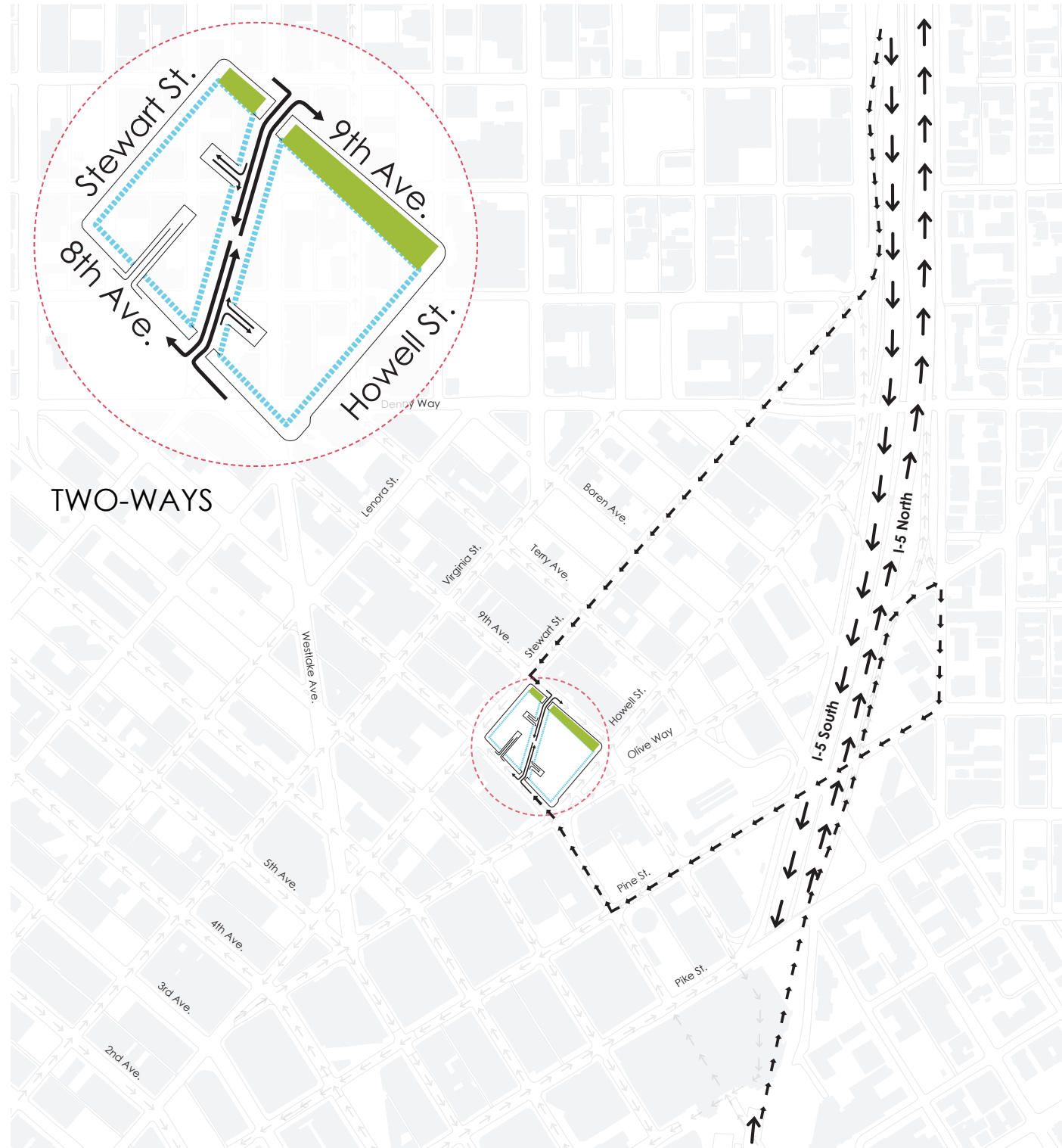


ACCESS TO I-5 FROM SITE

- ARRIVING TRAFFIC MERGES ON OLIVE WAY AND 8TH AVE. INCREASING TRAFFIC LOAD ON INTERSECTION AND 8TH AVE.
- DEPARTING TRAFFIC INCREASES TRAFFIC LOAD ON 9TH AVE.

2 SITE FUNCTIONALITY

SITE ACCESS AND TRAFFIC FLOWS



SITE ACCESS FROM I-5

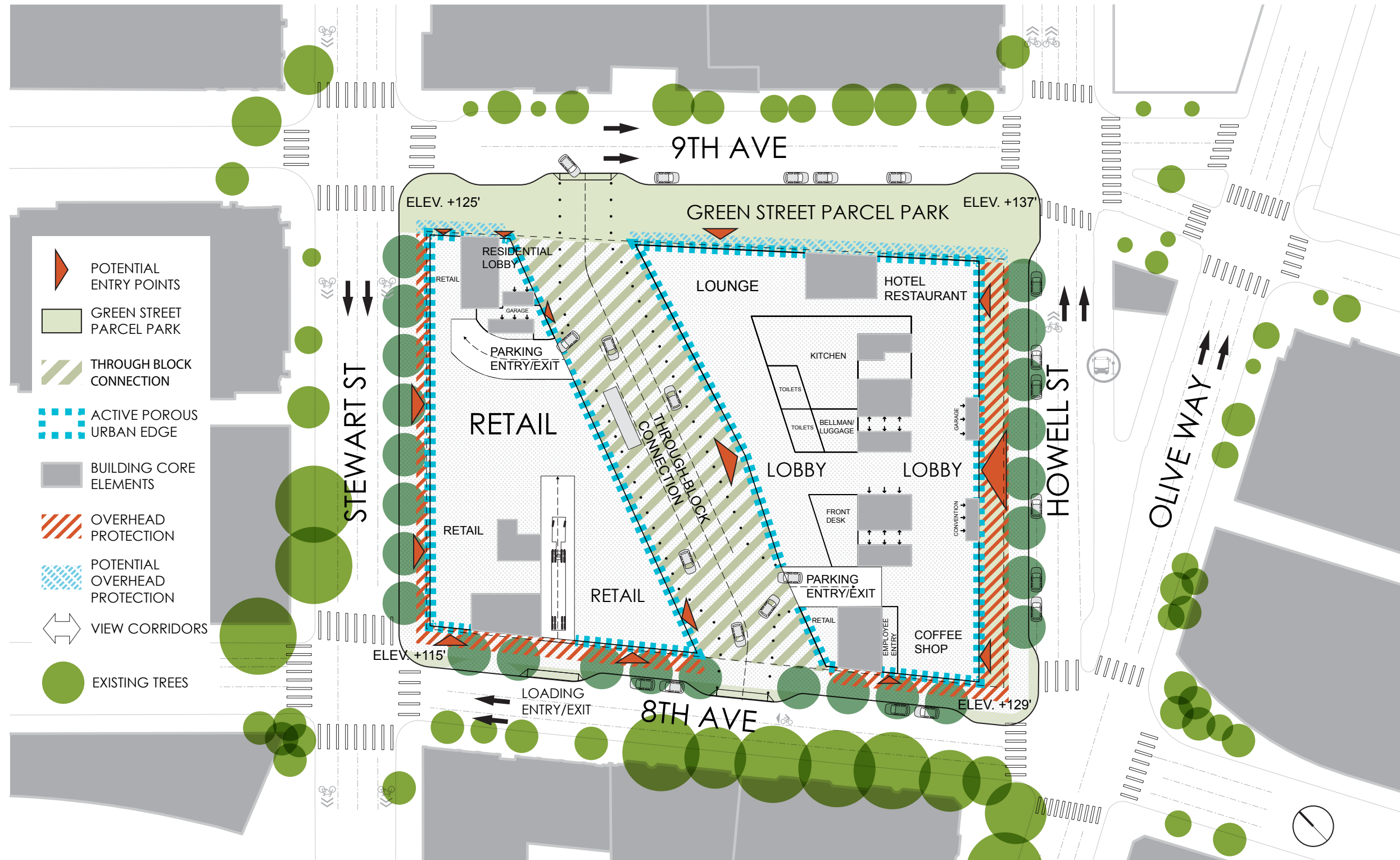
THROUGH-BLOCK TWO-WAYS



ACCESS TO I-5 FROM SITE

2 SITE FUNCTIONALITY

OPEN SPACE DEVELOPMENT



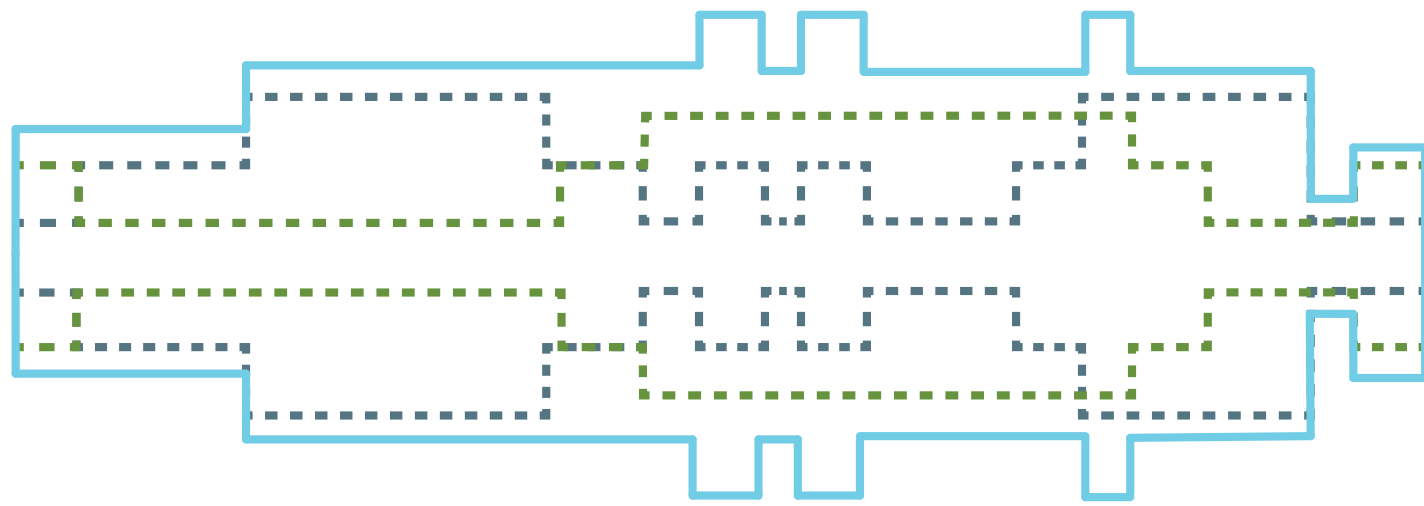
- 1,460' OF ACTIVE PEDESTRIAN FACADE
- 285' OF DROP-OFF
- 0.9% SLOPE ON THROUGH-BLOCK CONNECTION

- 3 CURB CUTS
- RESIDENTIAL LOBBY ON NINTH AVE GREEN STREET
- STAFF ENTRY LOBBY ON EIGHTH AVE

3

USE SCENARIOS CONVENTION & TOURISM OCCUPANCY PATTERNS

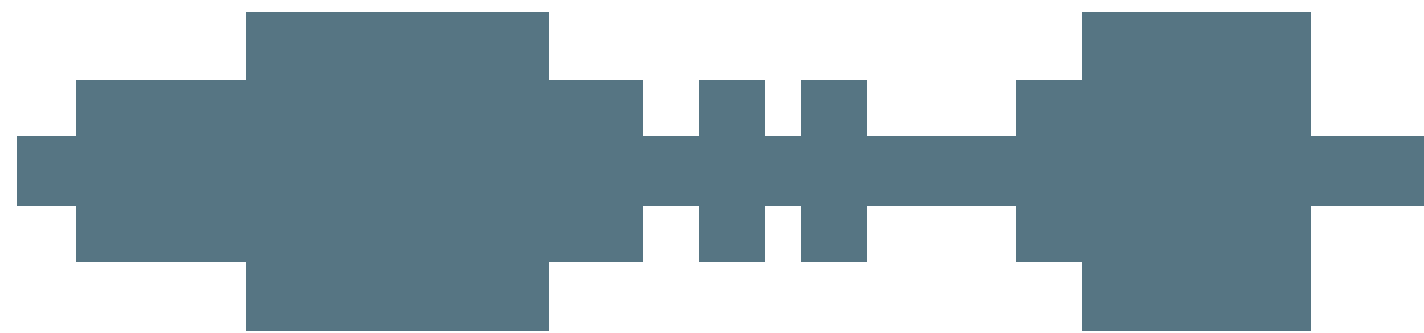
3 USE SCENARIOS



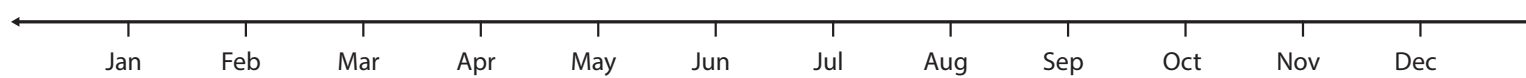
PROJECTED HOTEL
OCCUPANCY



TOURISM



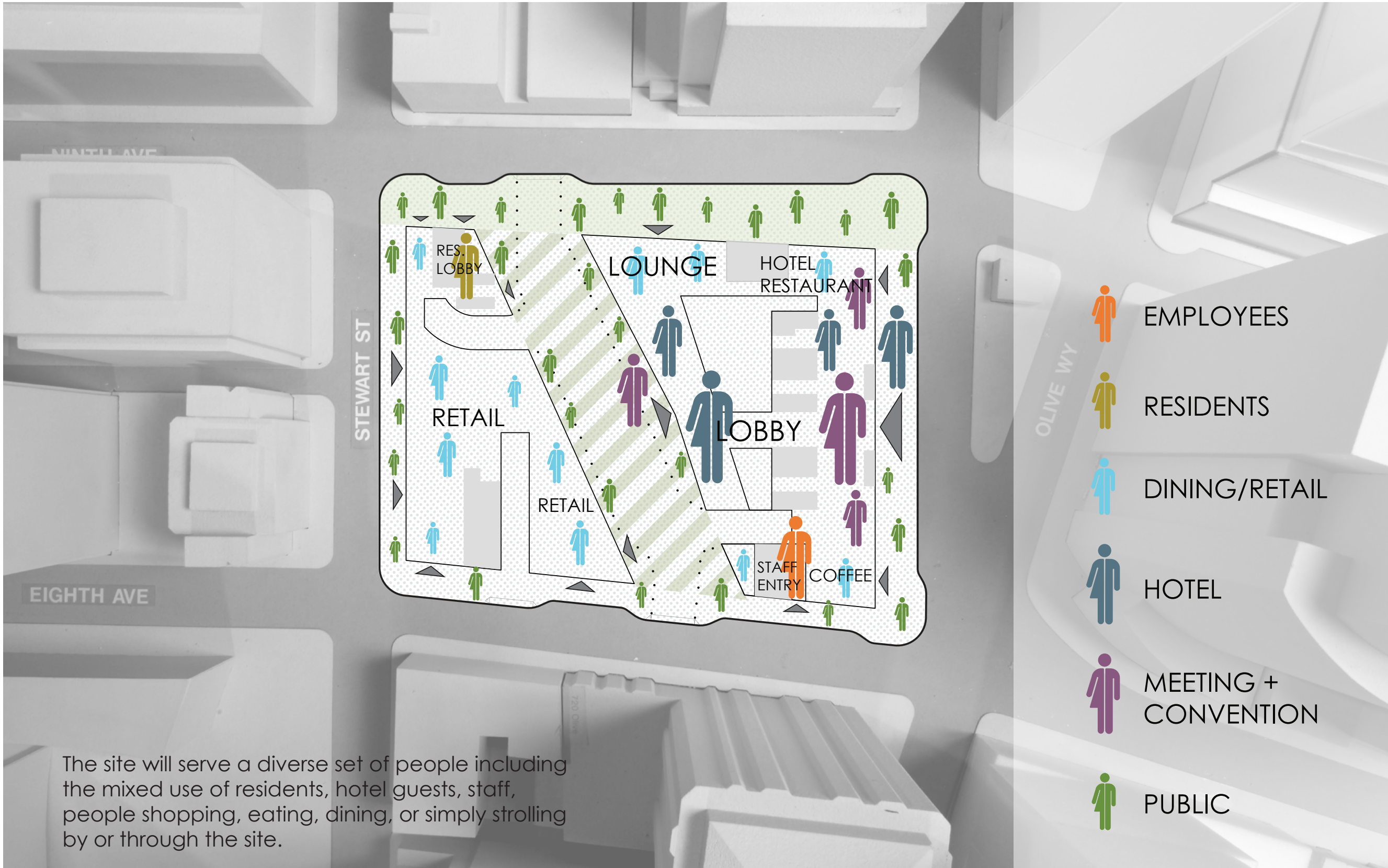
CONVENTION
EVENTS



The Hotel will serve a variety of users with a mix of tourists, convention attendees, and business travellers, as well as local events. This combination will fill out the occupancy to create a continuously active facility.

3 USE SCENARIOS

USER GROUP CONCENTRATION






The site will serve a diverse set of people including the mixed use of residents, hotel guests, staff, people shopping, eating, dining, or simply strolling by or through the site.

3 USE SCENARIOS

NEIGHBORHOOD TRANSIT AND BIKE ACCESS



The design is organized to enhance the public space infrastructure serving pedestrians and bicyclists. Its location is well served by public transit.

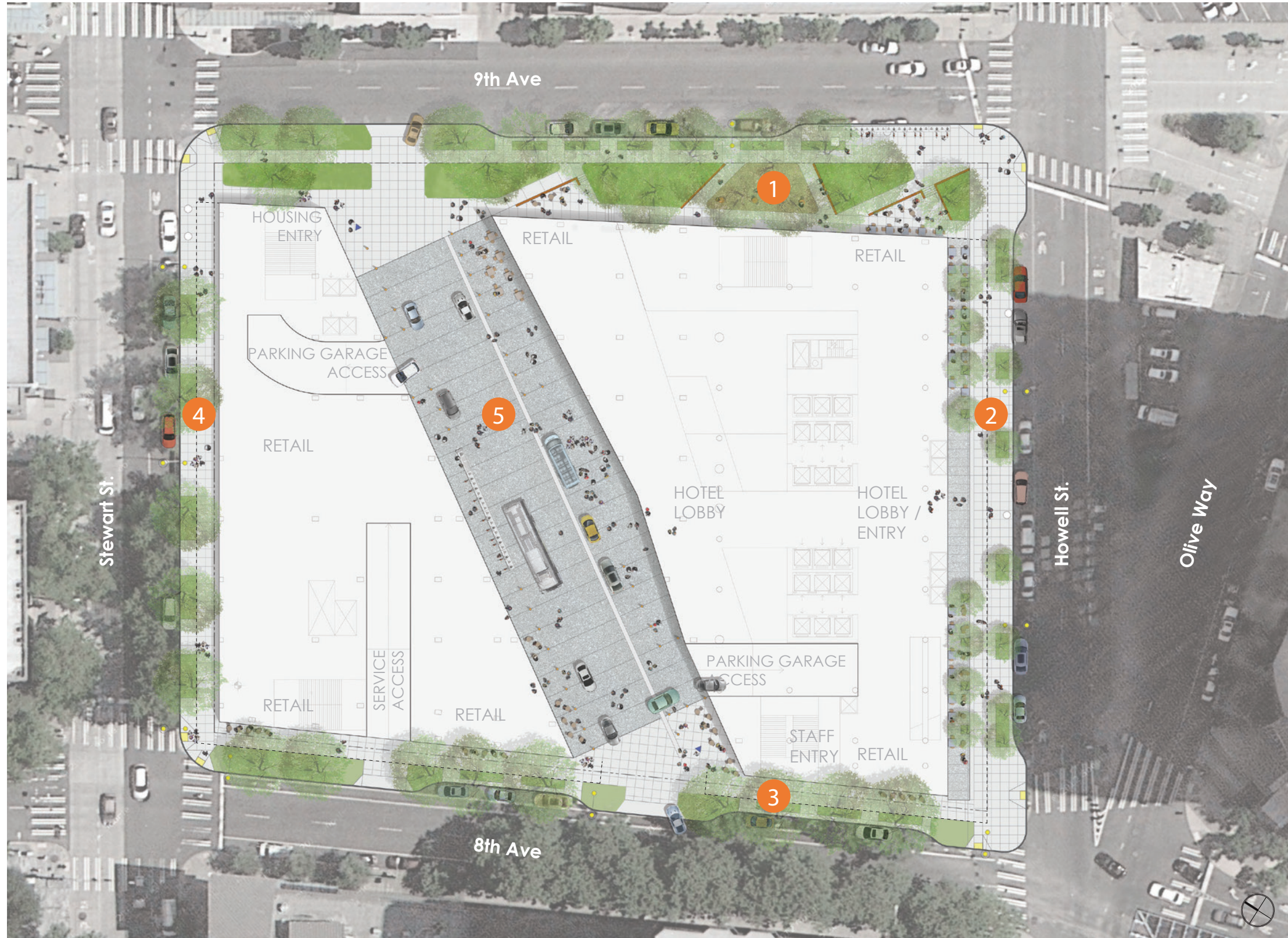
-  Bus stop
-  Sharrows
-  Designated bicycle lane

4 SITE DESIGN ELEMENTS

SITE PLAN

LEGEND

- 1 9th Ave Green Street Parcel Park
- 2 Howell Street Setback / Streetscape
- 3 8th Ave Streetscape
- 4 Stewart Streetscape
- 5 Through-Block Connection / Porte Cochere



4 SITE DESIGN ELEMENTS

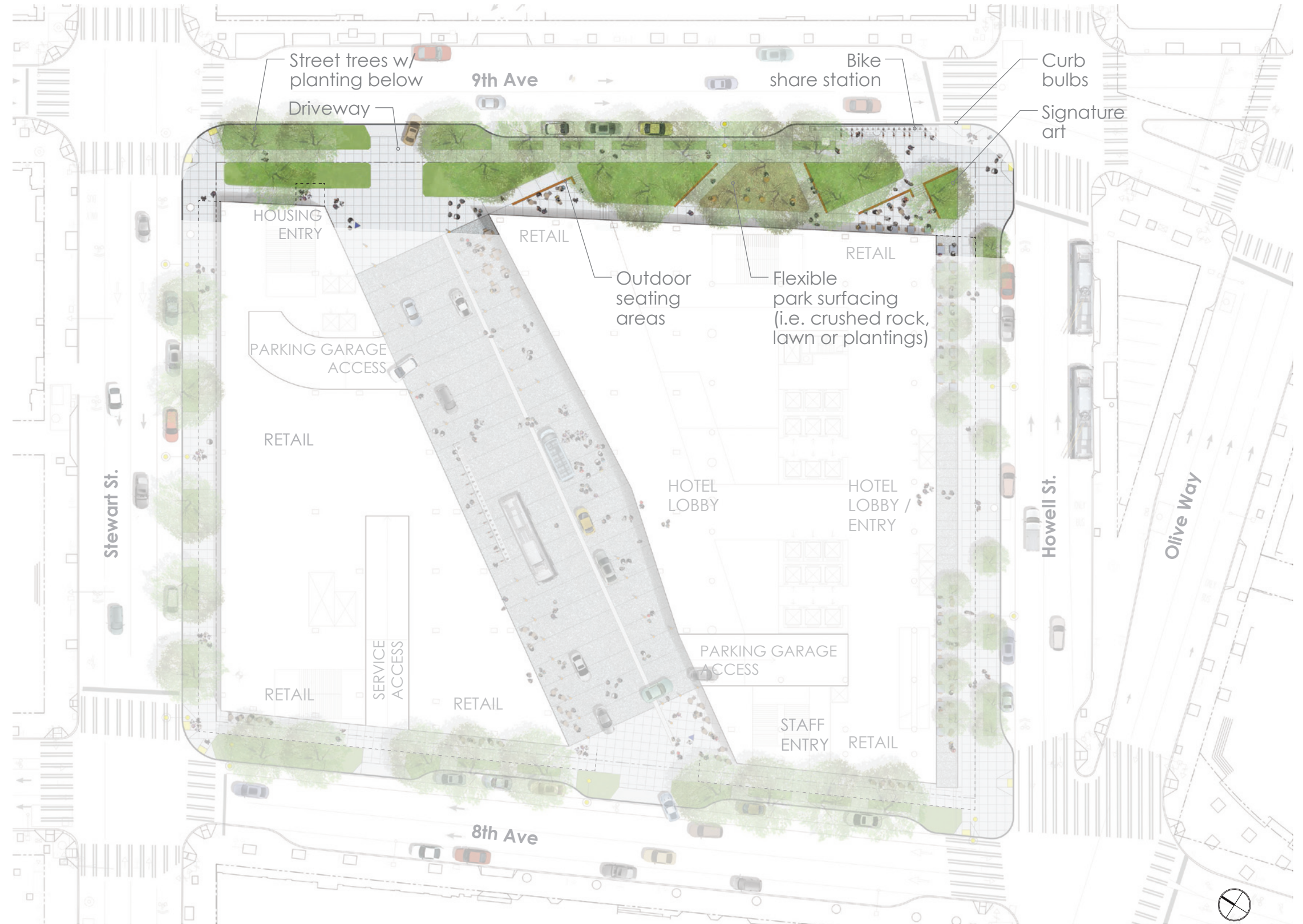
1 9TH AVENUE GREEN STREET PARCEL PARK

CONCEPT

A wide setback is proposed at 9th Ave to support its designated status as a green street and to align the 9th Ave open space corridor, correcting the misalignment at the Howell/Olive intersection. This expanded open space will capitalize on the view towards Denny Park to the north. The park is envisioned as a passive open space with a strong landscape presence to provide visual relief, places to sit, gather and relax.

PROGRAM ELEMENTS

- Seating / gathering spaces
- Signature art opportunities
- Lighting
- Outdoor seating areas for adjacent retail uses
- Bike share station
- Curb bulb-outs at intersections
- Coffee / food carts
- Generous landscaping opportunities



4 SITE DESIGN ELEMENTS

1 9TH AVENUE GREEN STREET PARCEL PARK



Existing 9th Ave



Park setting



Game court



Seat wall along walkway



Coffee / food kiosks



Public art



Bike share station

Reference images
for possible features
and design treatments

4 SITE DESIGN ELEMENTS

2 HOWELL STREET

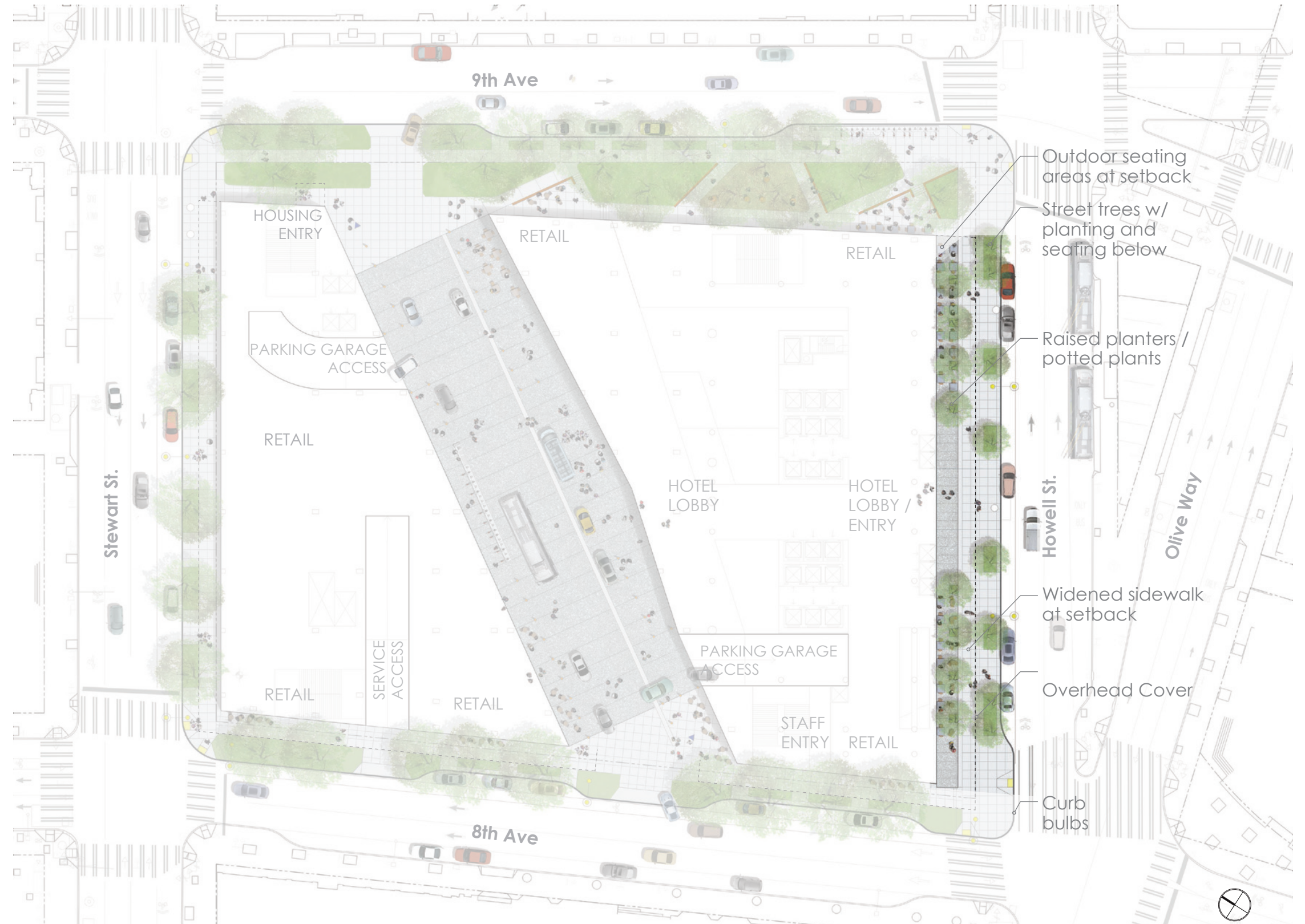
CONCEPT

The Howell Street facade is envisioned as the public face of the hotel and conference center.

A wide covered setback is proposed to allow for a more generous sidewalk width, additional landscaping, and outdoor seating associated with retail uses.

PROGRAM ELEMENTS

- Widened sidewalk area
- Additional landscape areas
- Seating within ROW
- Curb bulb-outs at Intersections
- Signature art opportunities
- Lighting
- Outdoor seating areas for adjacent retail uses



4 SITE DESIGN ELEMENTS

2 HOWELL STREET



Existing Howell Street



Outdoor seating



Active retail frontage



Organized streetscape environment



Inviting building entries

Reference images
for possible features
and design treatments

4 SITE DESIGN ELEMENTS

3 + 4 8TH AVENUE AND STEWART STREET

CONCEPT

Both 8th Ave and Stewart Street provide more generous sidewalks, more landscape opportunities and space for outdoor seating related to adjacent retail uses.

PROGRAM ELEMENTS

- Widened sidewalk area
- Additional landscape areas
- Seating within ROW
- Curb bulb-outs at Intersections
- Lighting
- Outdoor seating areas for adjacent retail uses
- Overhead canopies



4 SITE DESIGN ELEMENTS

3 + 4 8TH AVENUE AND STEWART STREET



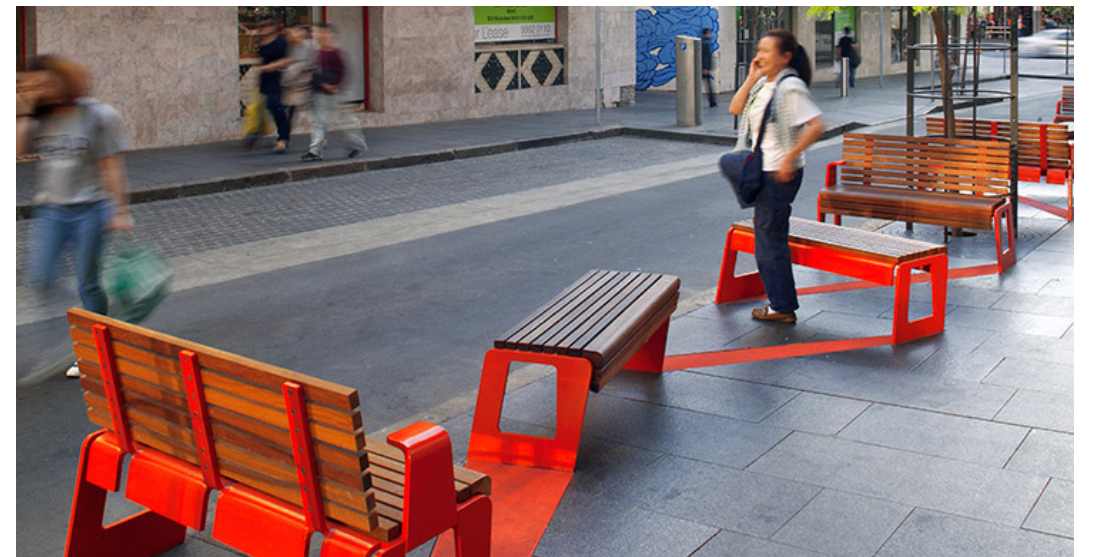
Existing 8th Ave



Existing Stewart Street



Street Trees



Movable / Artful furnishings

4 SITE DESIGN ELEMENTS

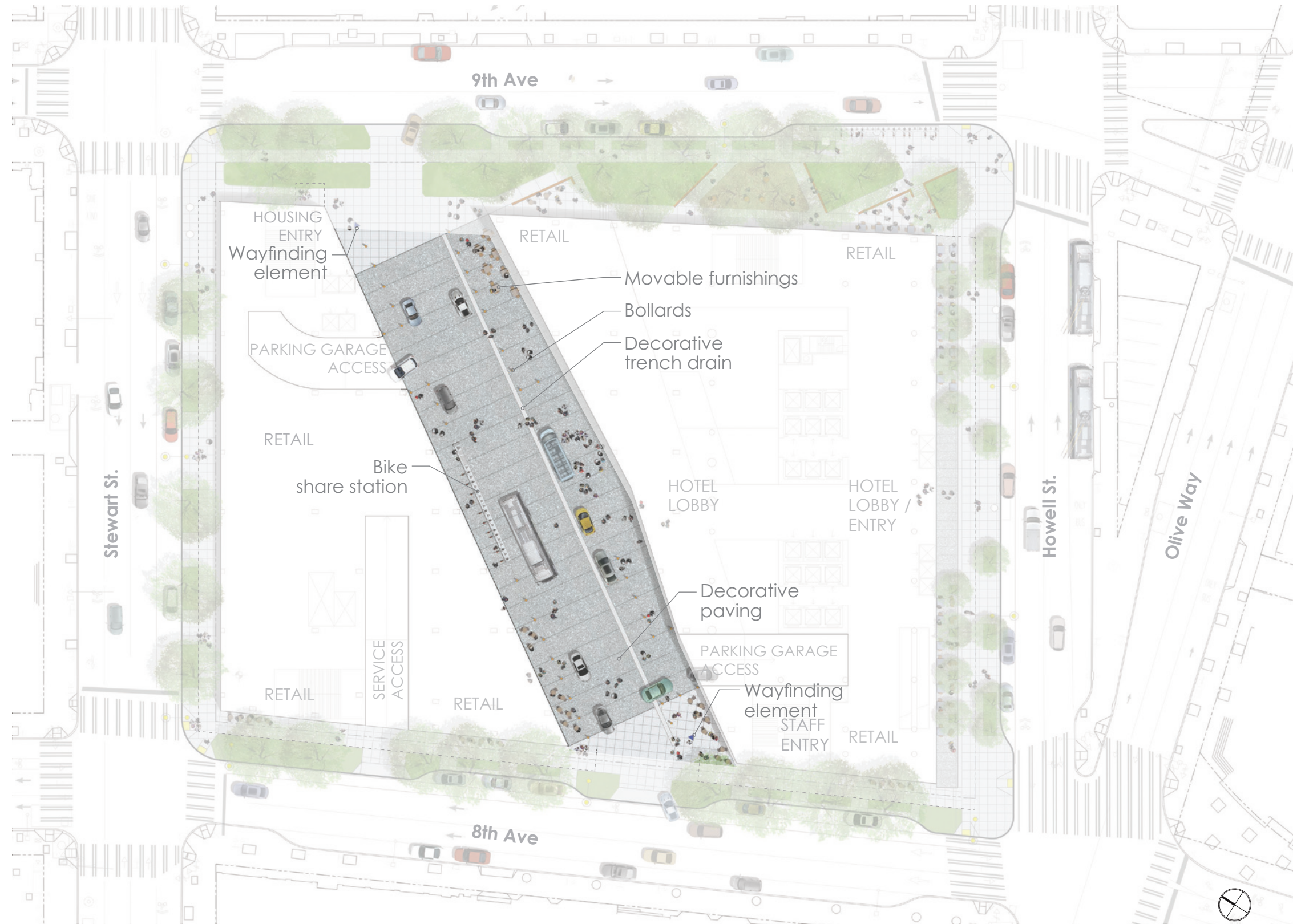
5 THROUGH-BLOCK CONNECTION

CONCEPT

The mid-block connection is designed to safely integrate cars and pedestrians into a shared space recognizing the changing uses of the space over the course of a day, a week, and a season. Curbs have been eliminated and a combination of bollards, seating and other elements will be used to define pedestrian and vehicle zones. A higher level of surface finish, art and lighting will also help create a distinct and inviting environment. Hotel entries and active retail frontages with outdoor seating will further activate the edges of the space.

PROGRAM ELEMENTS

- Hotel Entry / Lobby
- Retail uses
- Seating elements
- Signature art
- Lighting
- Bike share station
- Vehicle drop-off
- Parking garage entries



4 SITE DESIGN ELEMENTS

5 THROUGH-BLOCK CONNECTION

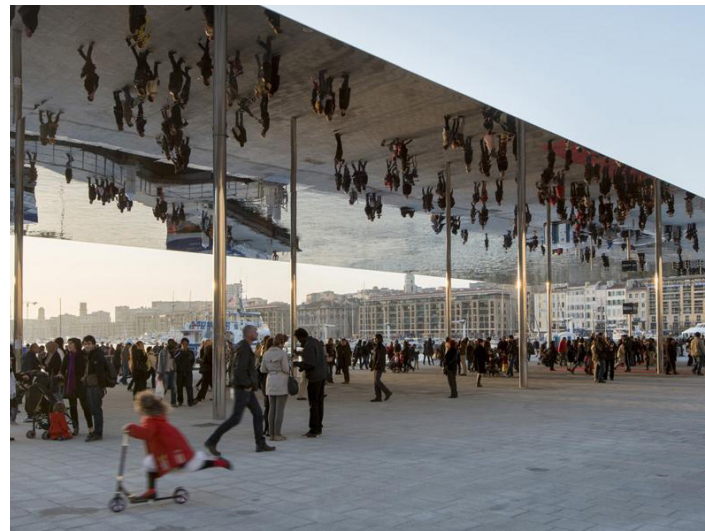
The through-block connection is conceived as a unique, signature space in Seattle. It will be an approximately 30' tall to create a high, welcoming space to serve diverse users and activities. The drop-off lane along the south edge will serve the primary drop-off function. In times of heavy use, the northern lane will also serve drop-off uses. At other times, it will shift to expand the pedestrian and bike uses, installations or exhibits, food trucks, or other special events. The following pages illustrate possible scenarios.



Existing alley condition



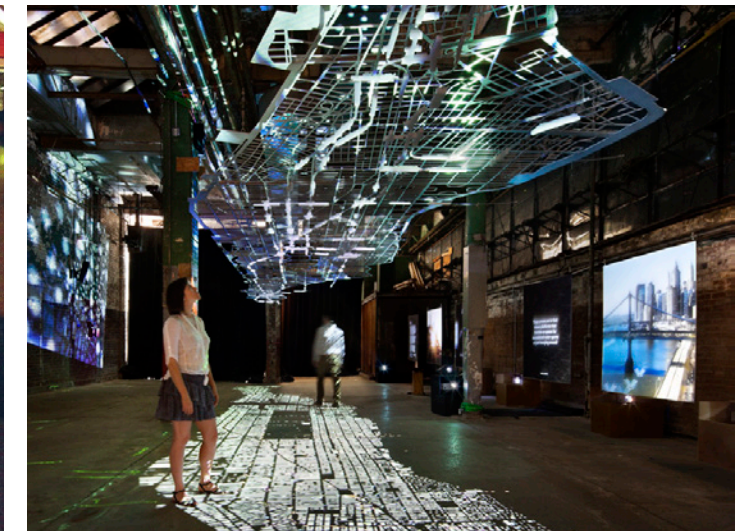
High quality paving material



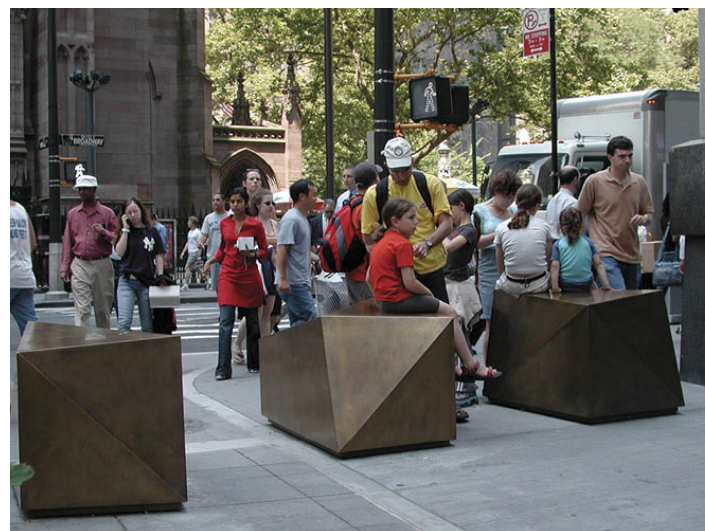
Possible special soffit treatment



Engaging art on ground level



Projected art from ceiling



Movable / Artful furnishings



Active Pedestrian Facades



Bike share station

Reference images for possible features and design treatments

4 SITE DESIGN ELEMENTS THROUGH-BLOCK CONNECTION

4 SITE DESIGN ELEMENTS



MORNING AIRPORT SHUTTLE DEAPRTURES
AND NEIGHBORHOOD ACTIVITIES

view from 9th Ave looking southwest

4 SITE DESIGN ELEMENTS THROUGH-BLOCK CONNECTION



HEAVY LOADING FOR CONVENTION EVENT

view from 9th Ave looking southwest

4 SITE DESIGN ELEMENTS

4 SITE DESIGN ELEMENTS THROUGH-BLOCK CONNECTION

4 SITE DESIGN ELEMENTS



MIDDAY LUNCH WITH
FOOD TRUCKS

view from 9th Ave looking southwest

4 SITE DESIGN ELEMENTS THROUGH-BLOCK CONNECTION

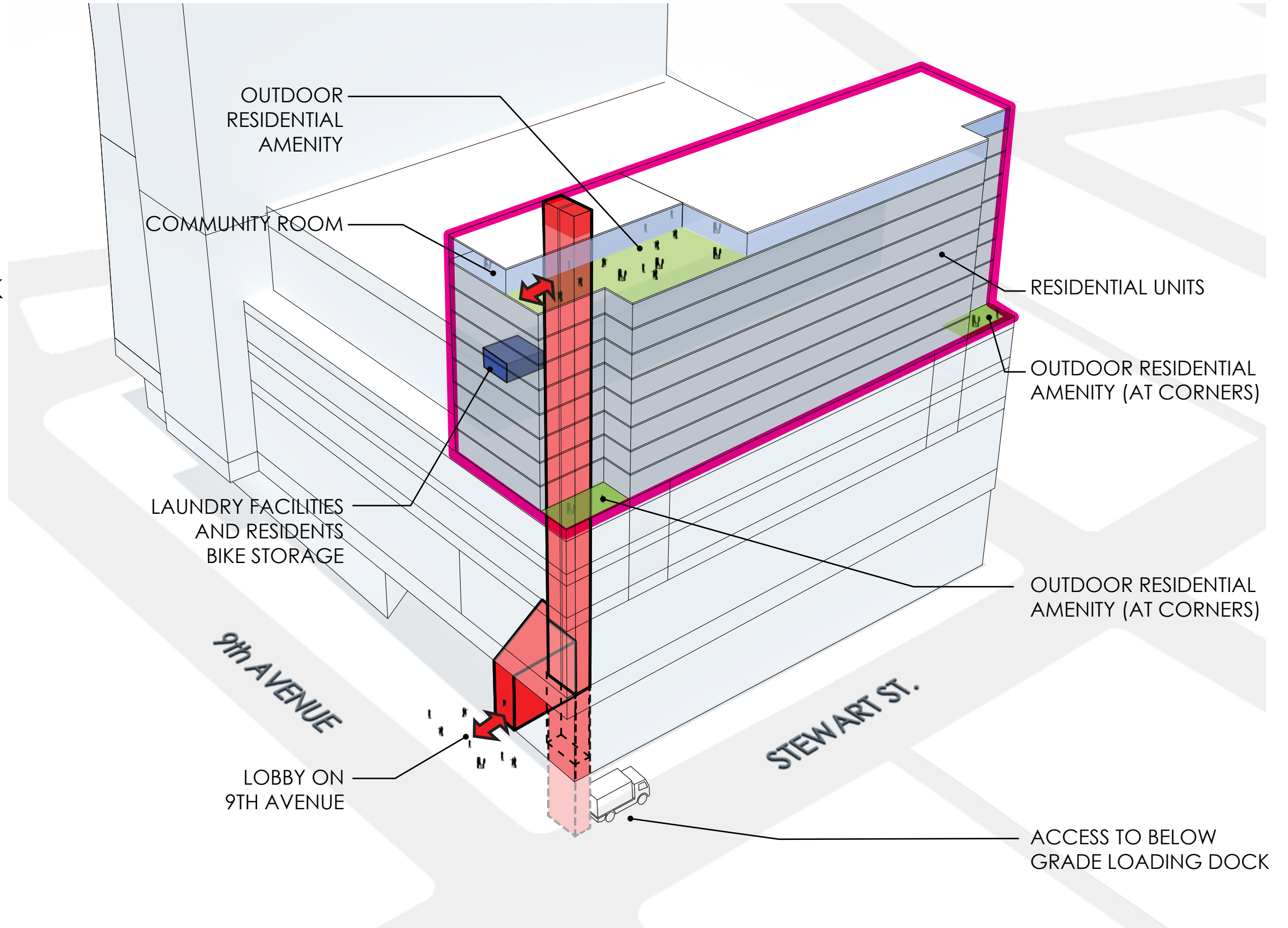


RED CARPET EVENT

view from 9th Ave looking southwest

5 RESIDENTIAL DEVELOPMENT PROGRAM

- LOBBY ON 9TH AVE.
- RESIDENTIAL UNITS
- OUTDOOR AMENITIES
- INDOOR COMMUNITY ROOM
- LAUNDRY FACILITIES
- BIKE STORAGE ROOM
- ACCESS TO BELOW GRADE LOADING DOCK

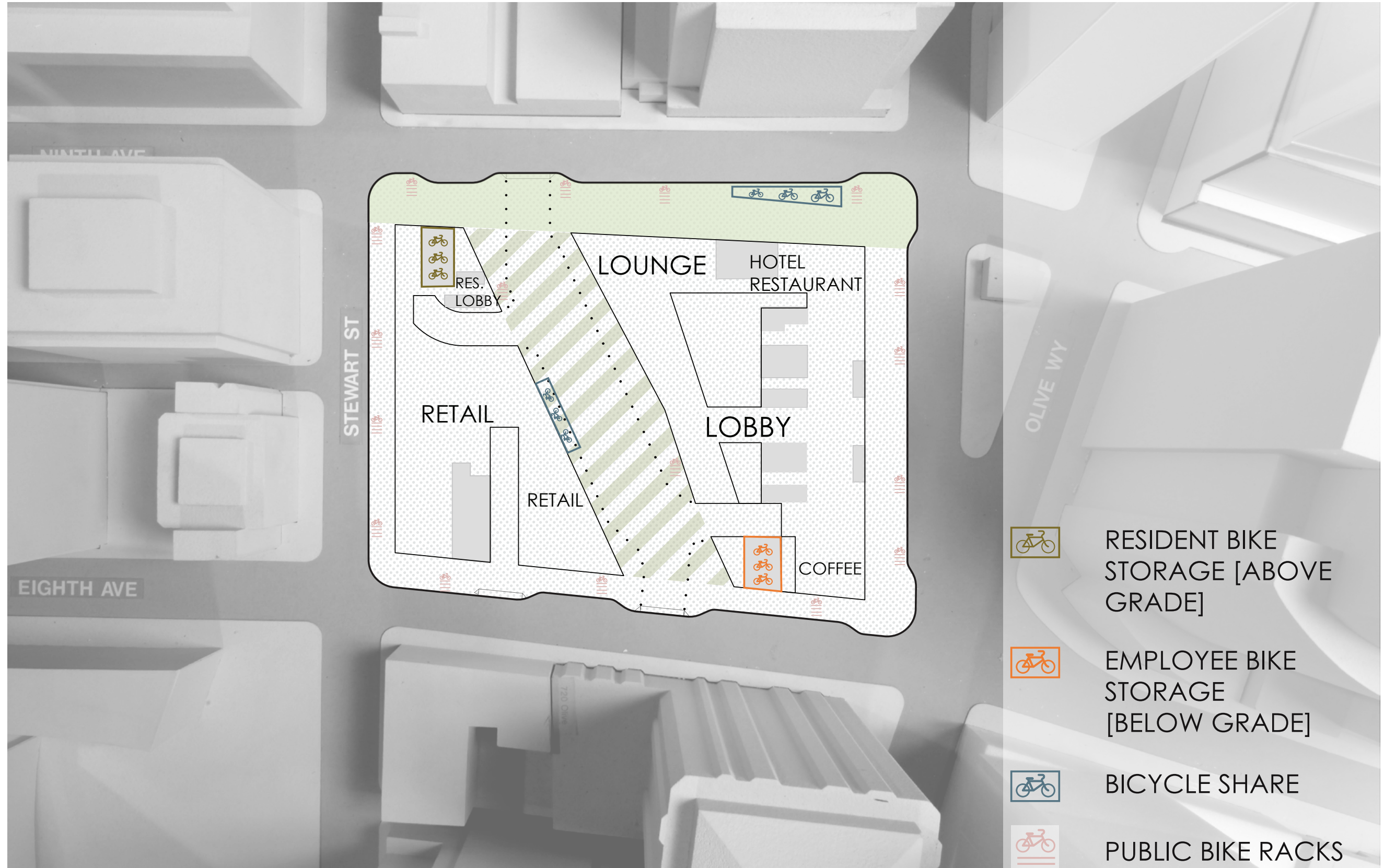


5 RESIDENTIAL DEVELOPMENT PROGRAM

OUTDOOR RESIDENTIAL AMENITY



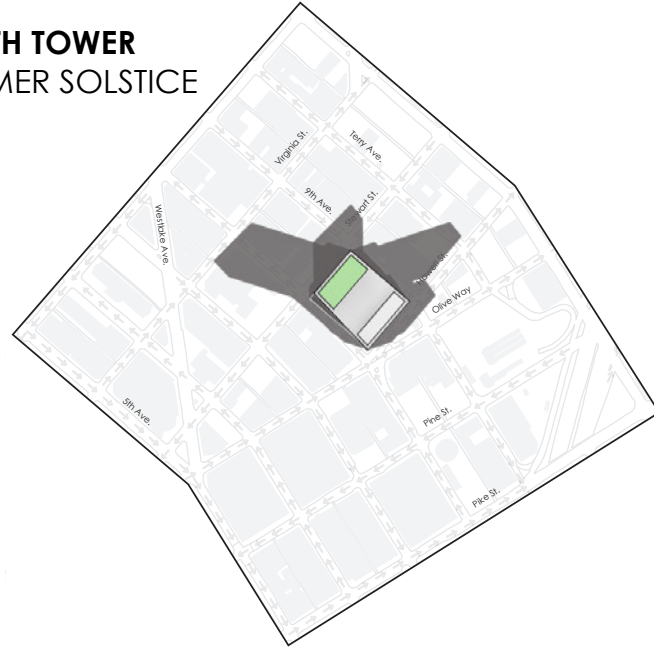
6 BIKE FACILITIES



7 BUILDING SHADOW ANALYSIS

ON AVERAGE, THE SOUTH-TOWER CONSTELLATION CREATES 7% LESS OFF-SITE SHADING

NORTH TOWER
SUMMER SOLSTICE



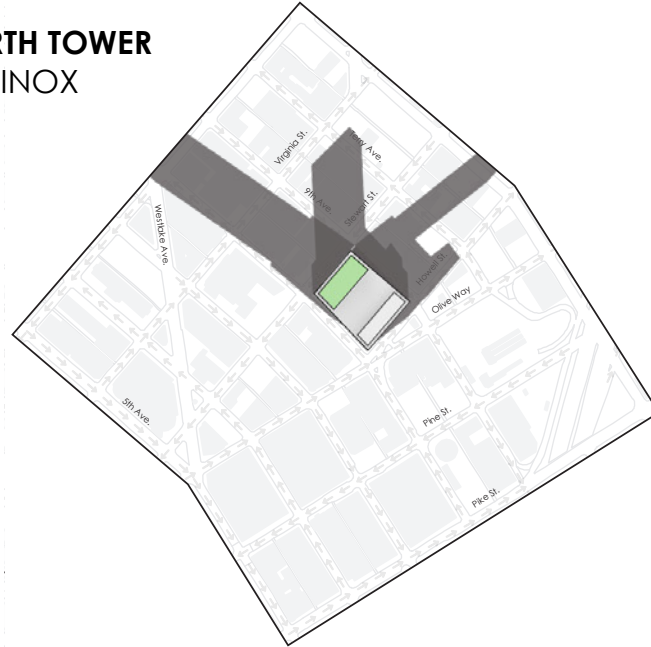
NORTH TOWER SHADOW AREA (SF)

9AM 136,356
NOON 59,168
3 PM 107,087

SOUTH TOWER SHADOW AREA (SF) VS. NORTH TOWER

9AM 93,070 **32% LESS**
NOON 39,256 **33.7% LESS**
3 PM 120,700 **11.3% MORE**

NORTH TOWER
EQUINOX



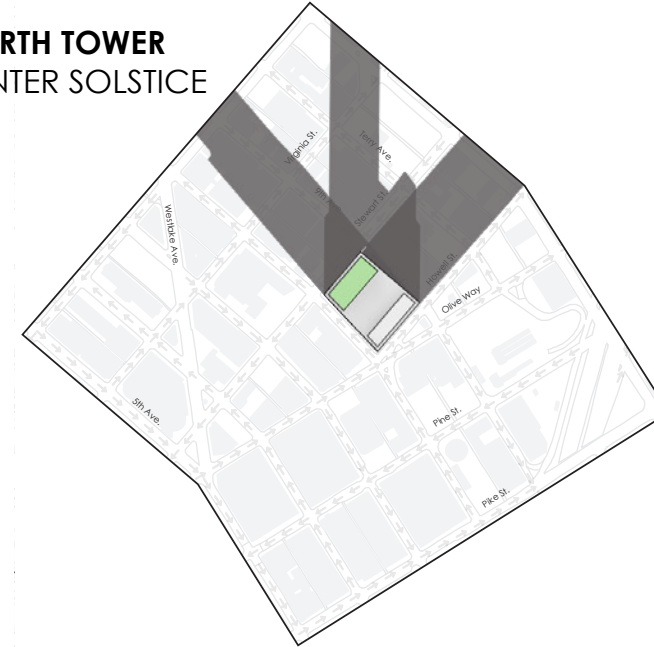
NORTH TOWER SHADOW AREA (SF)

9AM 263,452
NOON 151,920
3 PM 173,081

SOUTH TOWER SHADOW AREA (SF) VS. NORTH TOWER

9AM 204,375 **22.4% LESS**
NOON 125,023 **17.7% LESS**
3 PM 182,903 **5.7% MORE**

NORTH TOWER
WINTER SOLSTICE



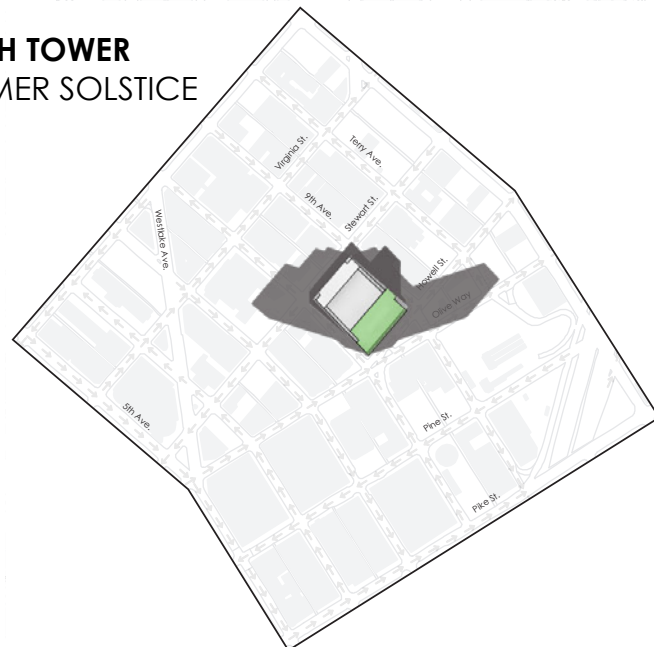
NORTH TOWER SHADOW AREA (SF)

9AM 860,058
NOON 407,049
3 PM 600,082

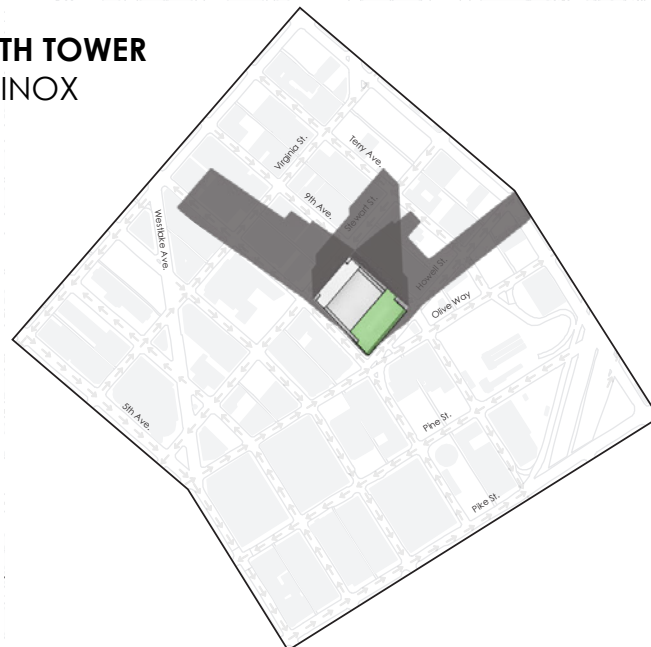
SOUTH TOWER SHADOW AREA (SF) VS. NORTH TOWER

9AM 807,891 **6.1% LESS**
NOON 391,191 **3.9% LESS**
3 PM 602,767 **.4% MORE**

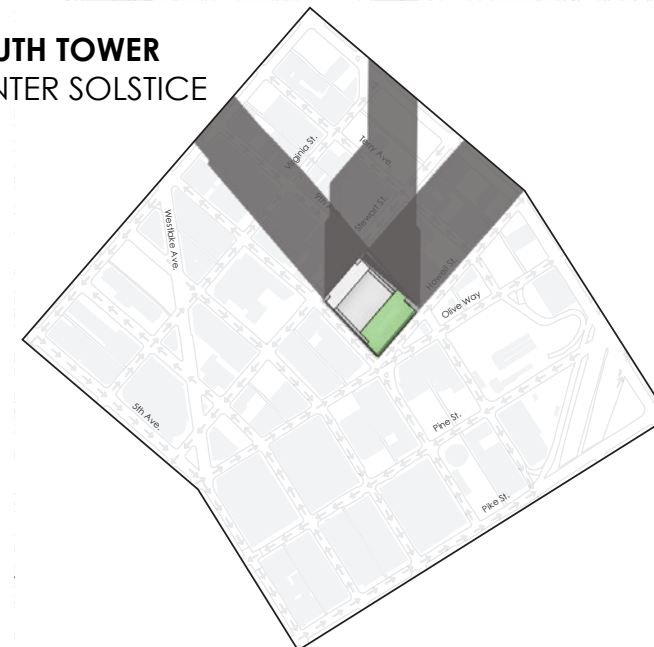
SOUTH TOWER
SUMMER SOLSTICE



SOUTH TOWER
EQUINOX



SOUTH TOWER
WINTER SOLSTICE



8 PUBLIC AMENITIES DIAGRAM

8 PUBLIC AMENITIES

PROPOSED PUBLIC BENEFITS

- Significant Art Public Art Program
- Through-Block Connection Shopping Corridor
- Voluntary Setback
- Right-Of-Way Improvements
- Bike Share Stations
- Green Street Canopy
- Economic Benefits
- Affordable Housing
160 Units
- Sustainability Goals

PROPOSED FAR BONUS

- Green Street Parcel Park

