

9th & STEWART

SEATTLE DESIGN COMMISSION - URBAN DESIGN MERIT: 7.18.2013

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

DEVELOPMENT OBJECTIVES:

1. Create an efficient, functional design and rich user experience.
2. Enrich the adjacent districts.
3. Contribute to the significant urban forms in downtown Seattle.

PROGRAM ELEMENTS:

- **1,550** hotel rooms
- **70,000** SF of meeting room space
- **(2) 40,000** SF ballrooms
- **150** affordable housing units
- **45,000** SF of ground-related retail and restaurants
- **700** cars and 6-levels of parking in a below-grade garage
- **12** loading bays of on-site, below-grade truck service

EXISTING CONDITION: FULL BLOCK OWNERSHIP

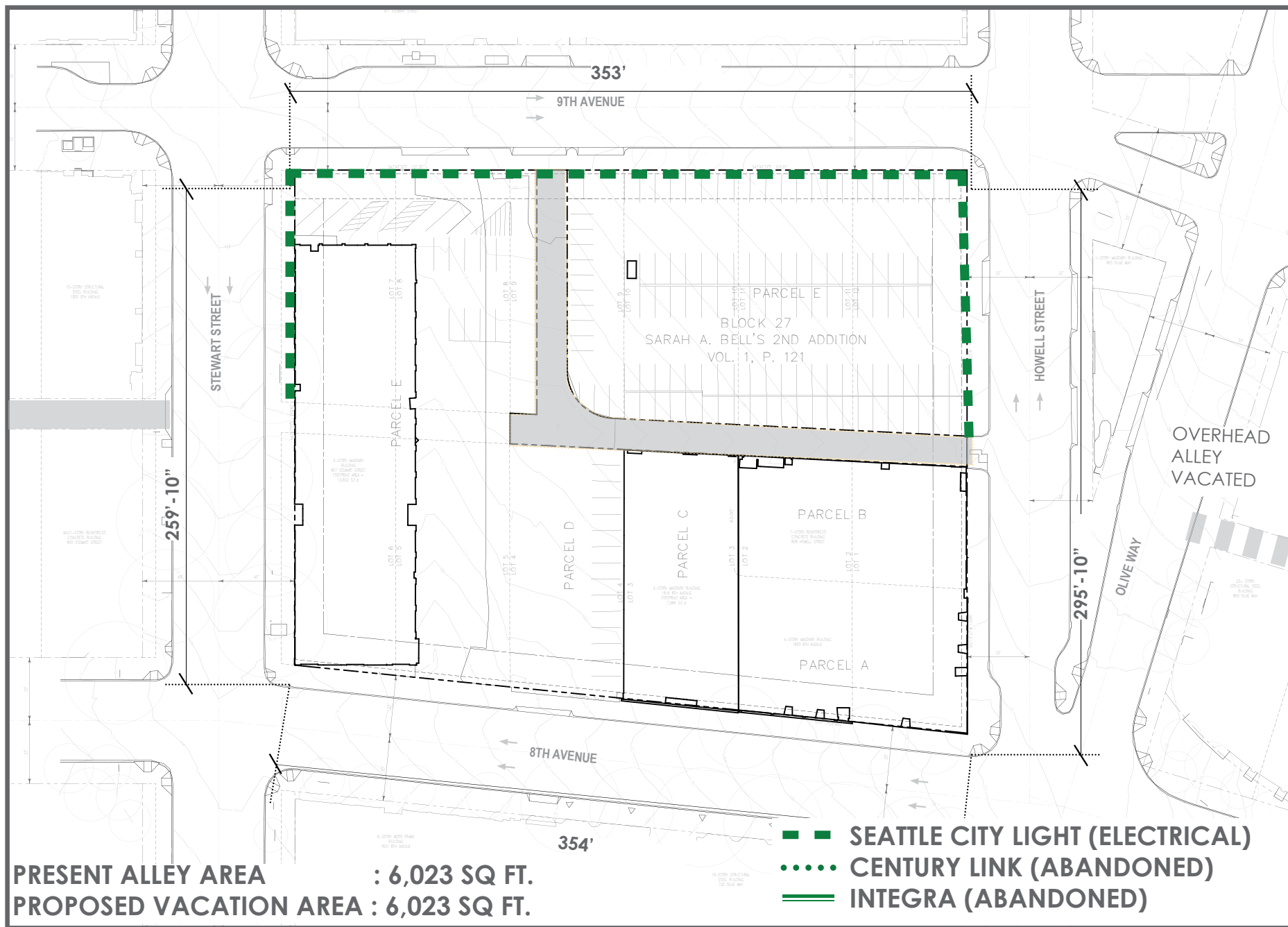


PROJECT SITE: 807 Stewart Street

EXISTING ALLEY CONDITION



RELOCATED UTILITIES



EXISTING ALLEY



HOWELL ST. LOOKING SOUTH

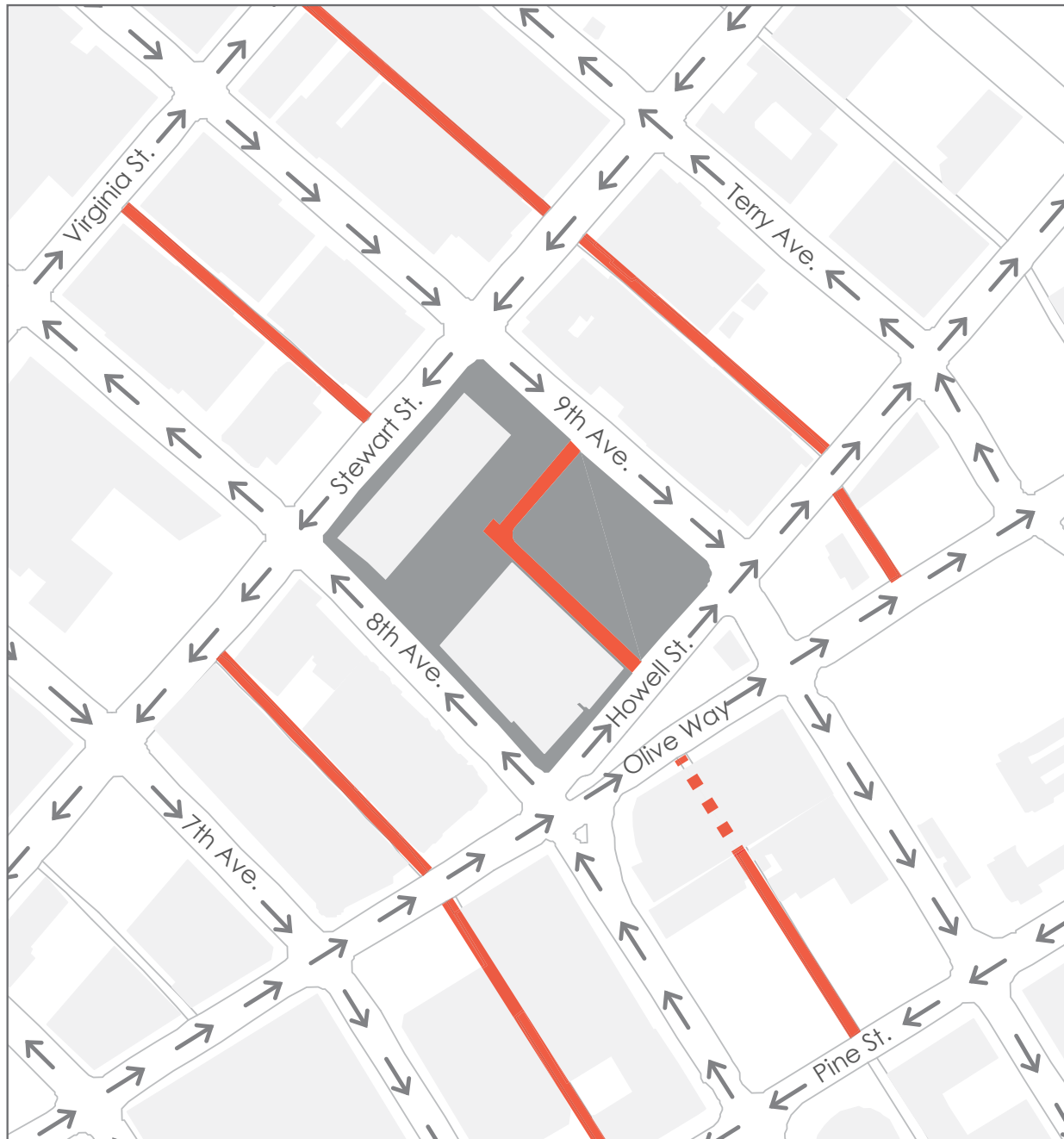


9TH AVE. LOOKING EAST

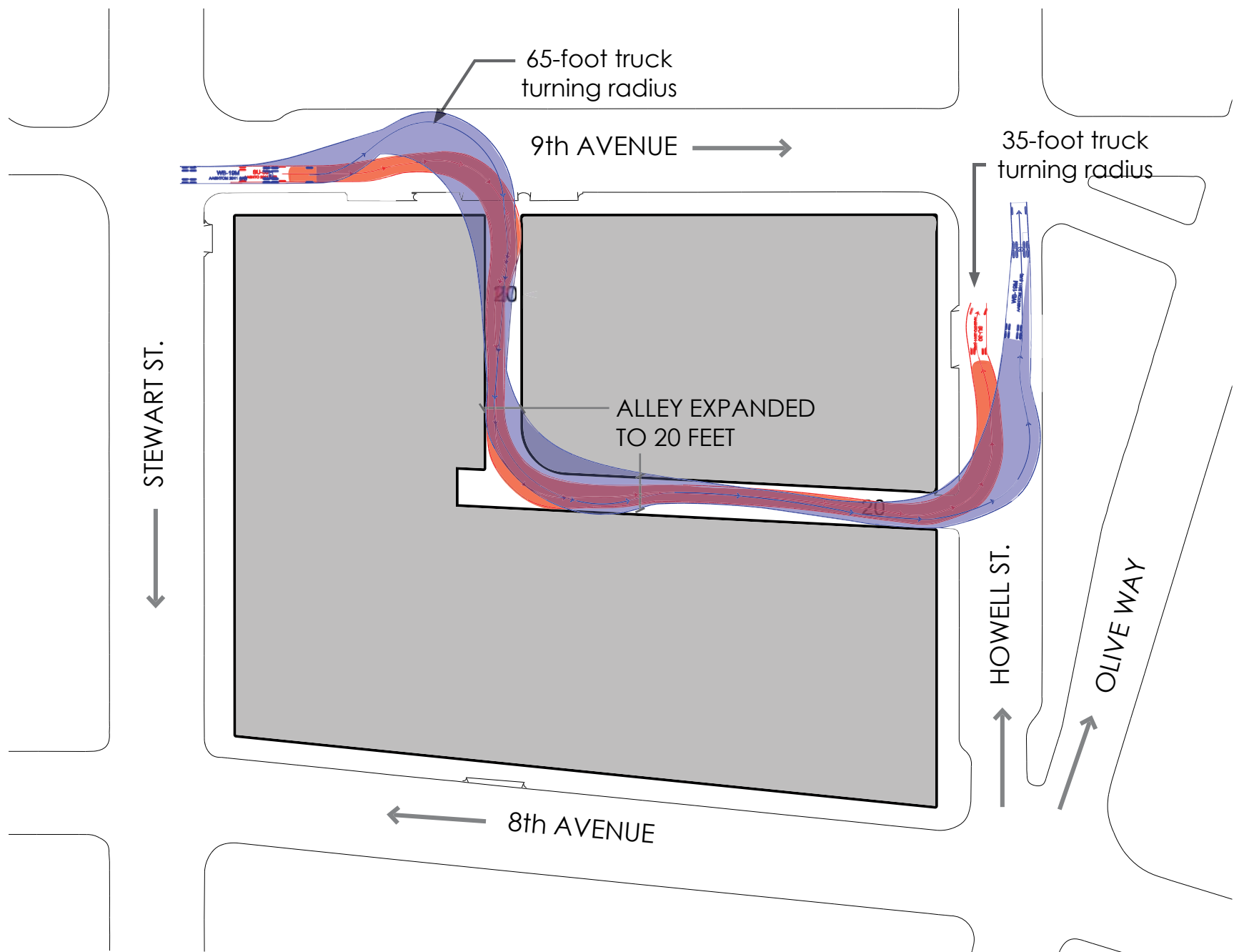
SITE ACCESS



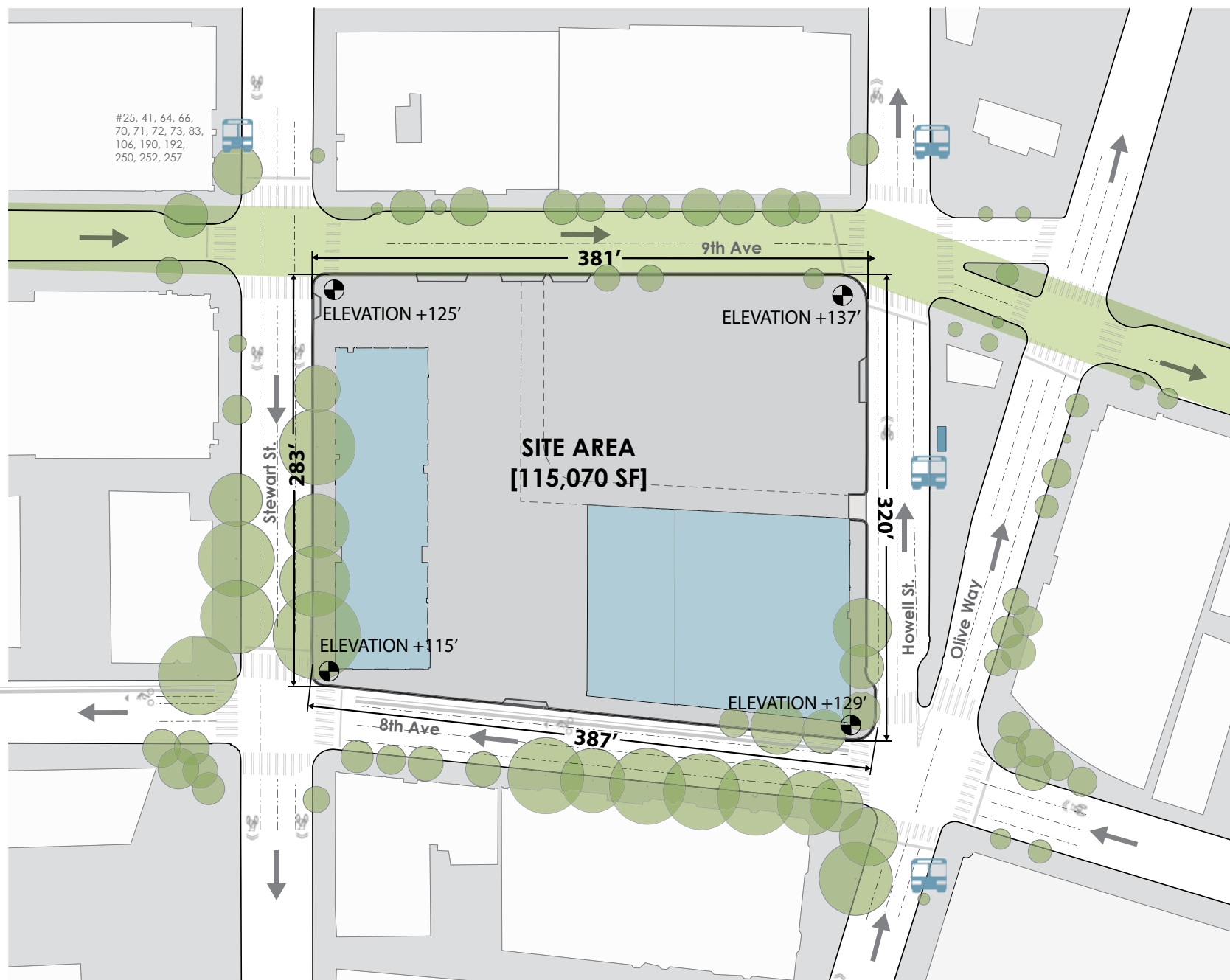
DISCONNECTED LOCAL ALLEY NETWORK



CONSTRICTED TRUCK ACCESS AT ALLEY



EXISTING STREETSCAPE & OPEN SPACE



EXISTING STREETSCAPE

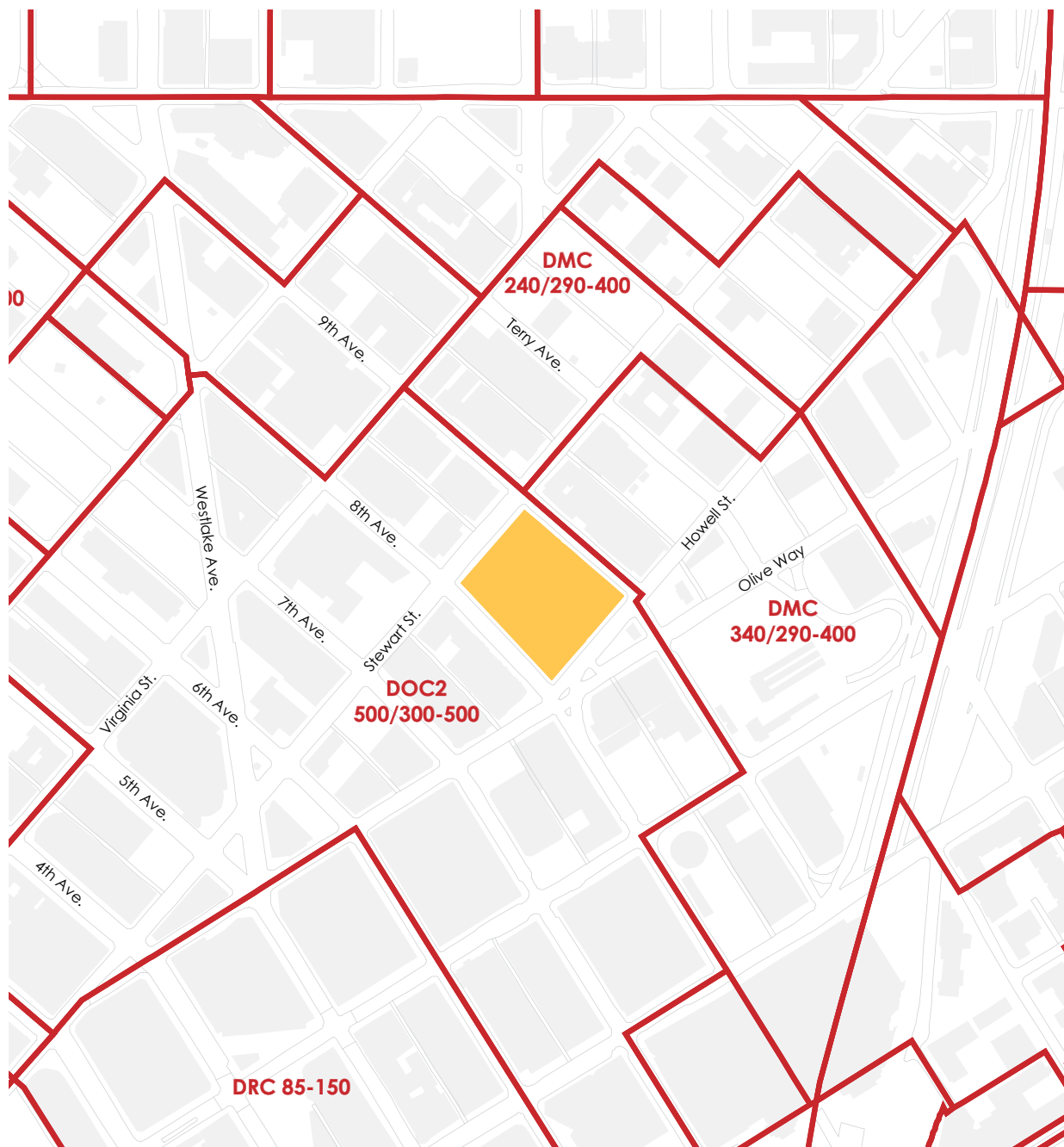


EXISTING STREETSCAPE

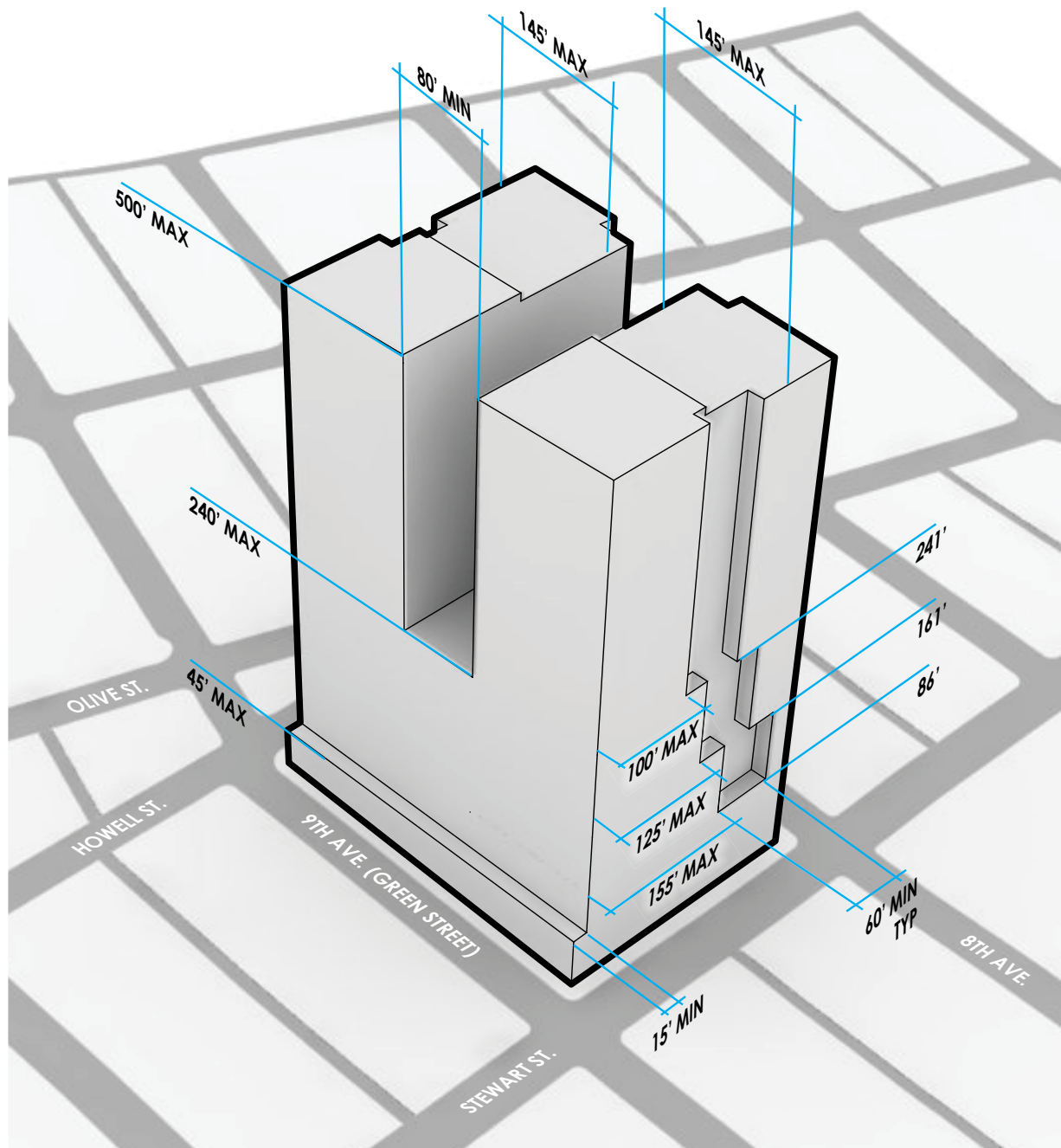


STEWART STREET

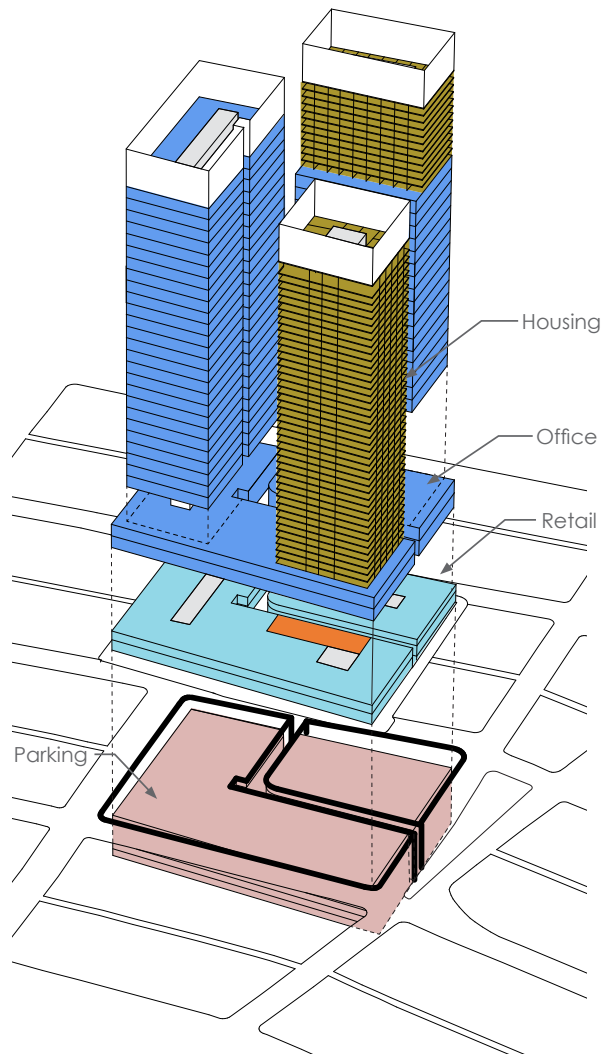
ZONING



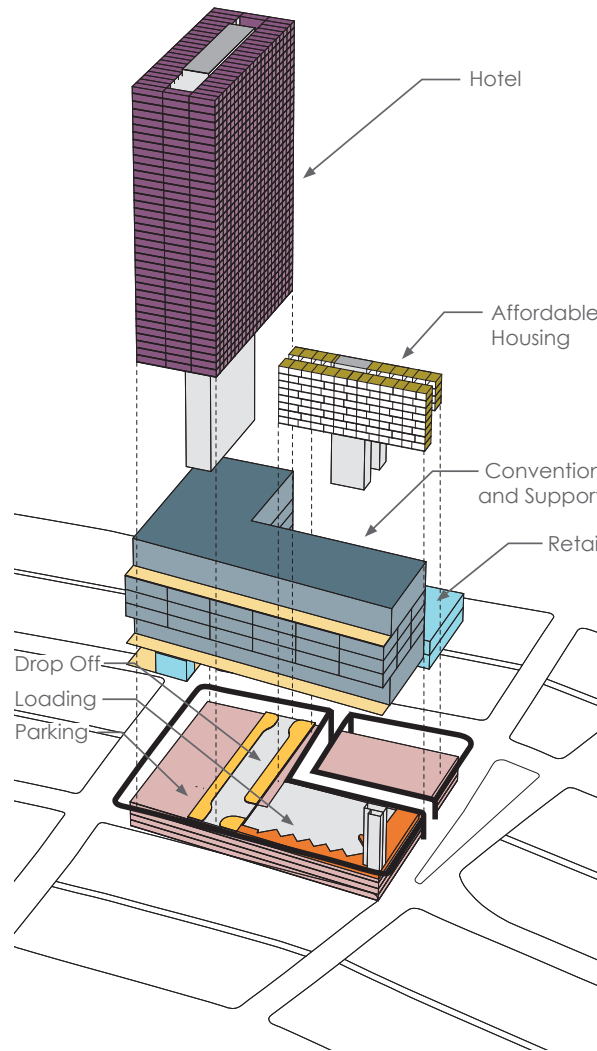
MAXIMUM ZONING ENVELOPE WITH ALLEY VACATION



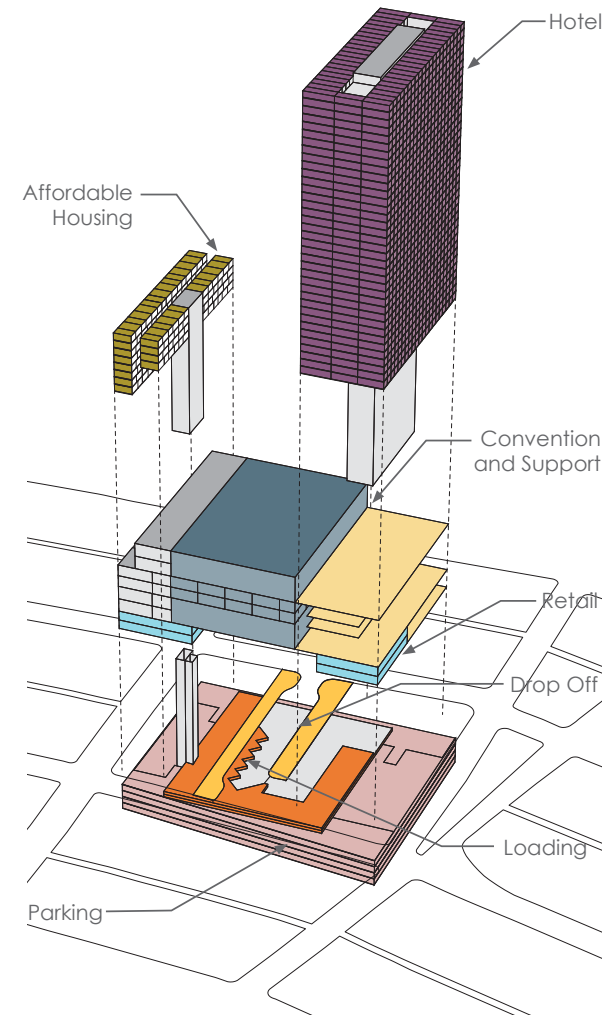
MASSING + PROGRAM ORGANIZATION SCHEMES



**A: Maximum Development
No Alley Vacation**



**B: Hotel on Stewart
No Alley Vacation**

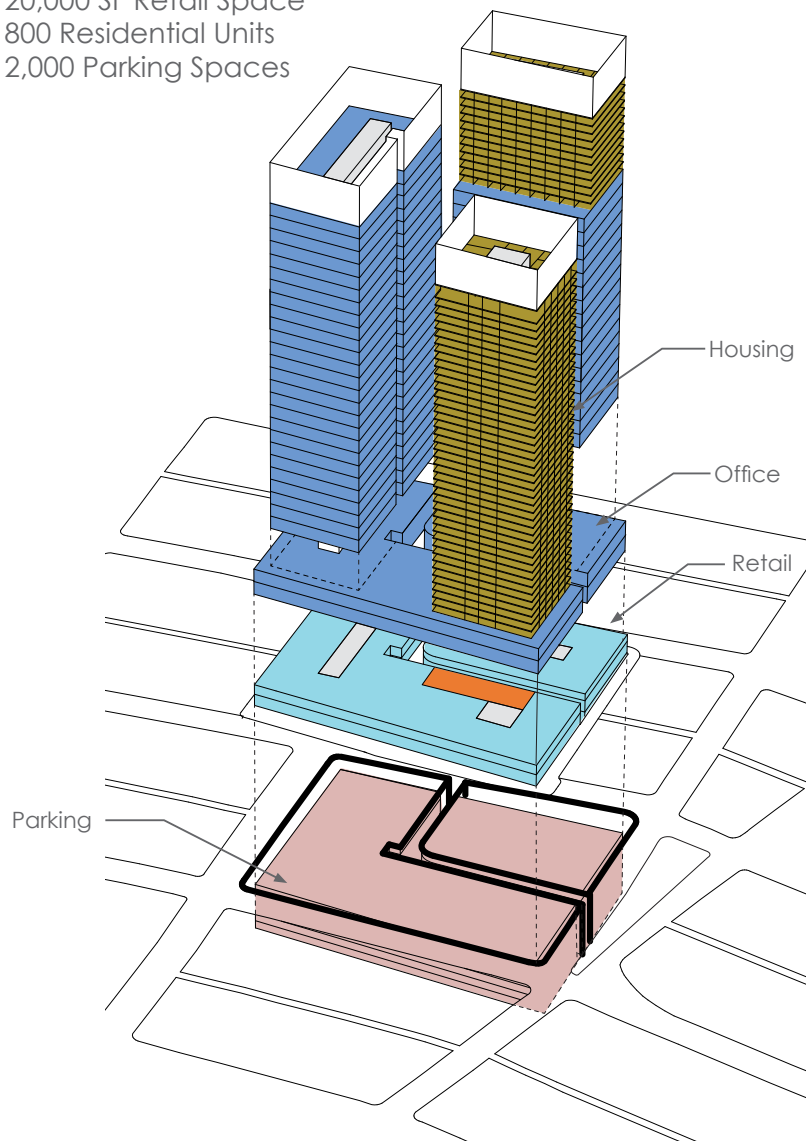


**Preferred Alternative, Hotel on
Howell with Alley Vacation**

NO ALLEY VACATION: ALTERNATIVE A

MAXIMUM DEVELOPMENT

- 1,280,000 SF Office Space
- 20,000 SF Retail Space
- 800 Residential Units
- 2,000 Parking Spaces

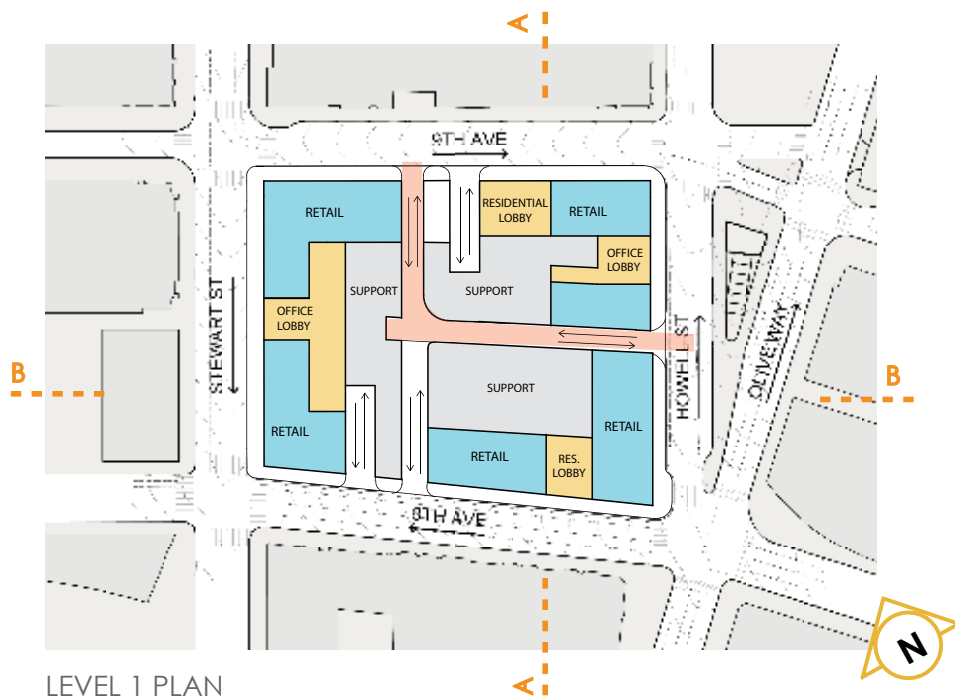


Pros:

- Potentially easiest concept to permit

Cons:

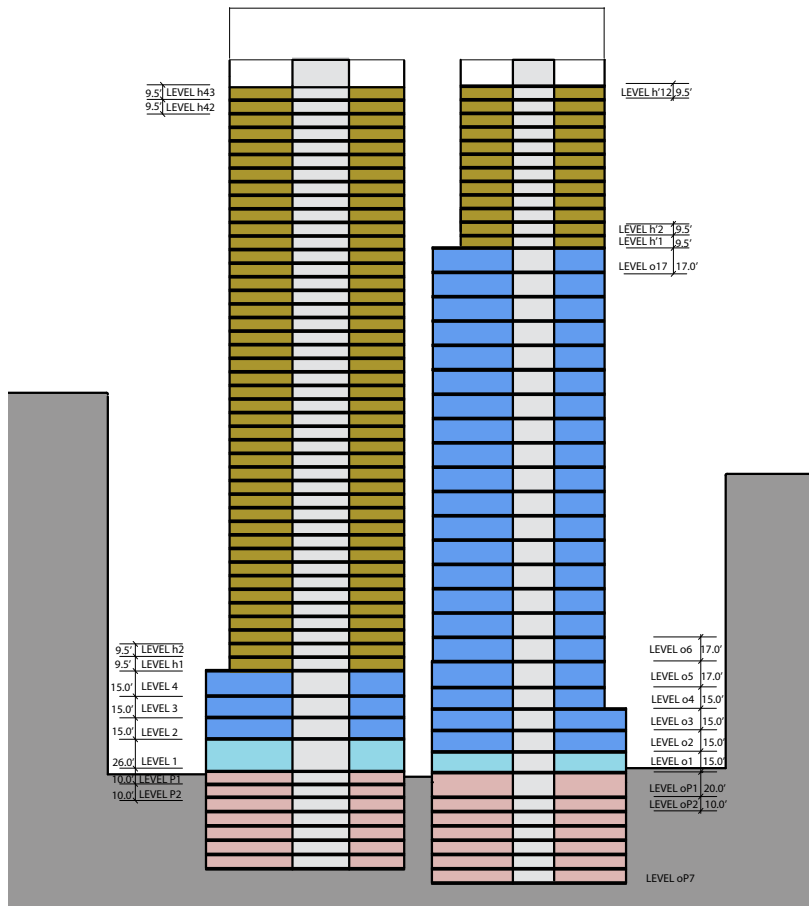
- Retains the Howell Street curb-cut
- Requires on-grade truck service
- Diminished active building street edges
- Creates larger shadows on surrounding sites
- Housing sits on Howell St. where the preferable side would be Stewart St. to create a more mixed-use neighborhood
- Breaks down below-grade parking and floor plates, reducing area efficiency



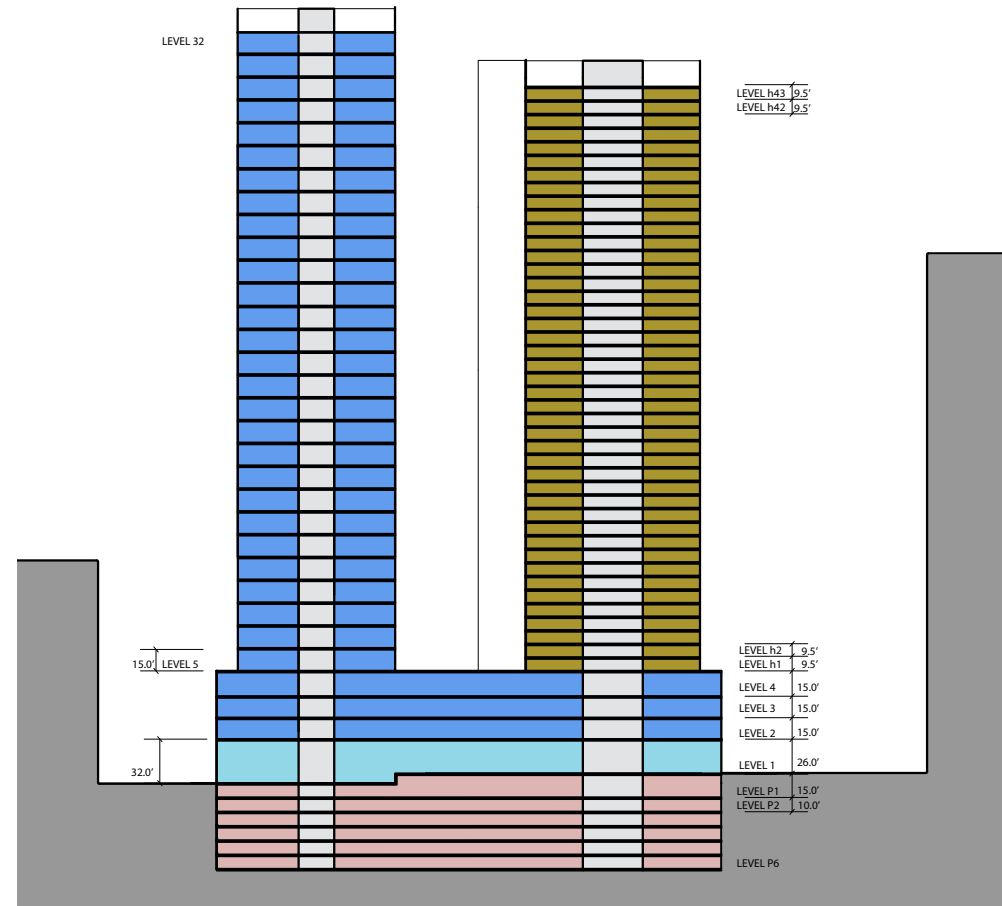
LEVEL 1 PLAN

NO ALLEY VACATION: ALTERNATIVE A

MAXIMUM DEVELOPMENT



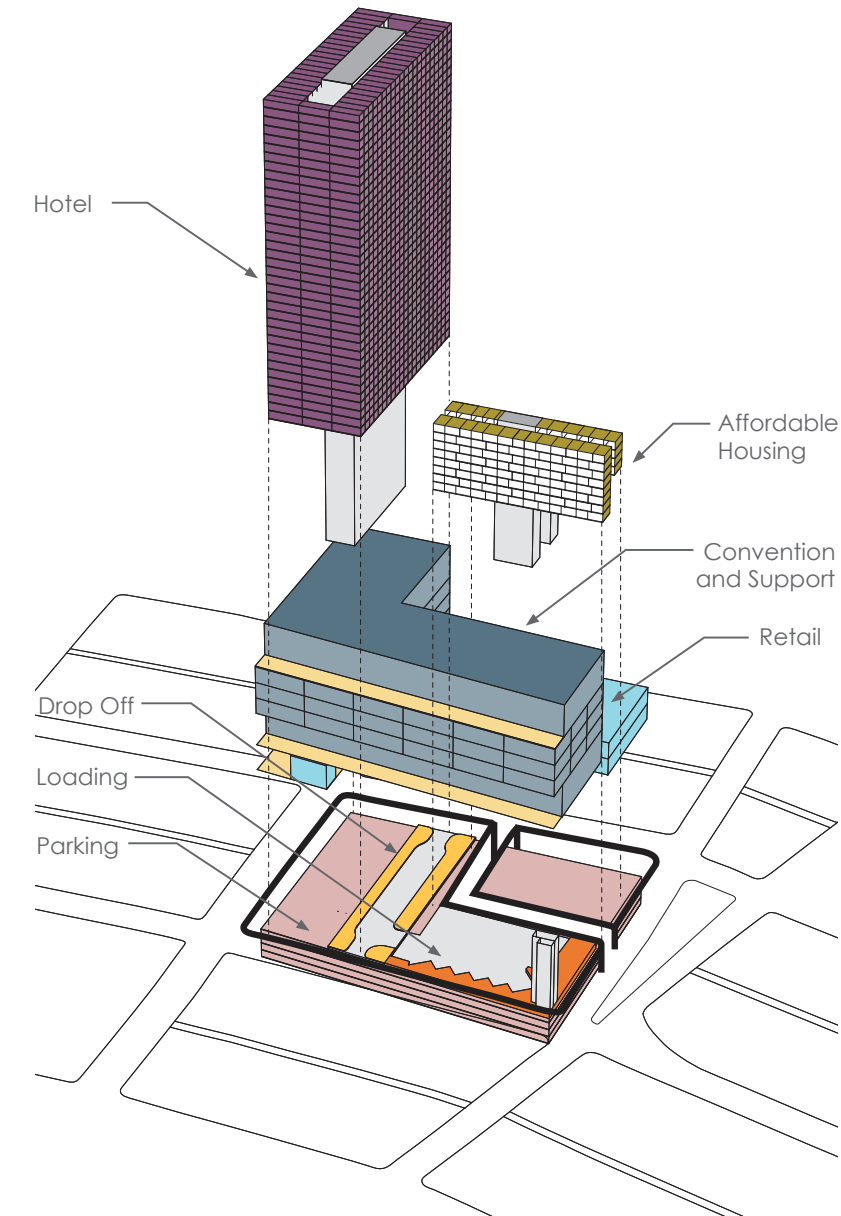
SECTION AA



SECTION BB

NO ALLEY VACATION: ALTERNATIVE B

HOTEL ON STEWART

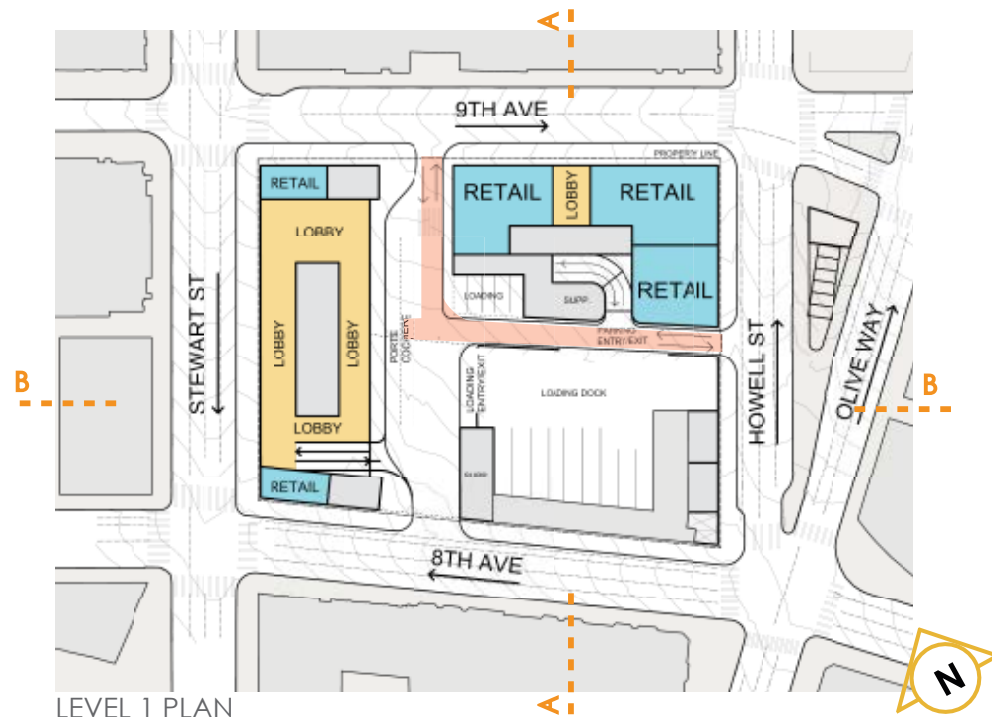


Pros:

- Potentially easiest concept to permit
- Accommodates passenger drop-off away from street edge

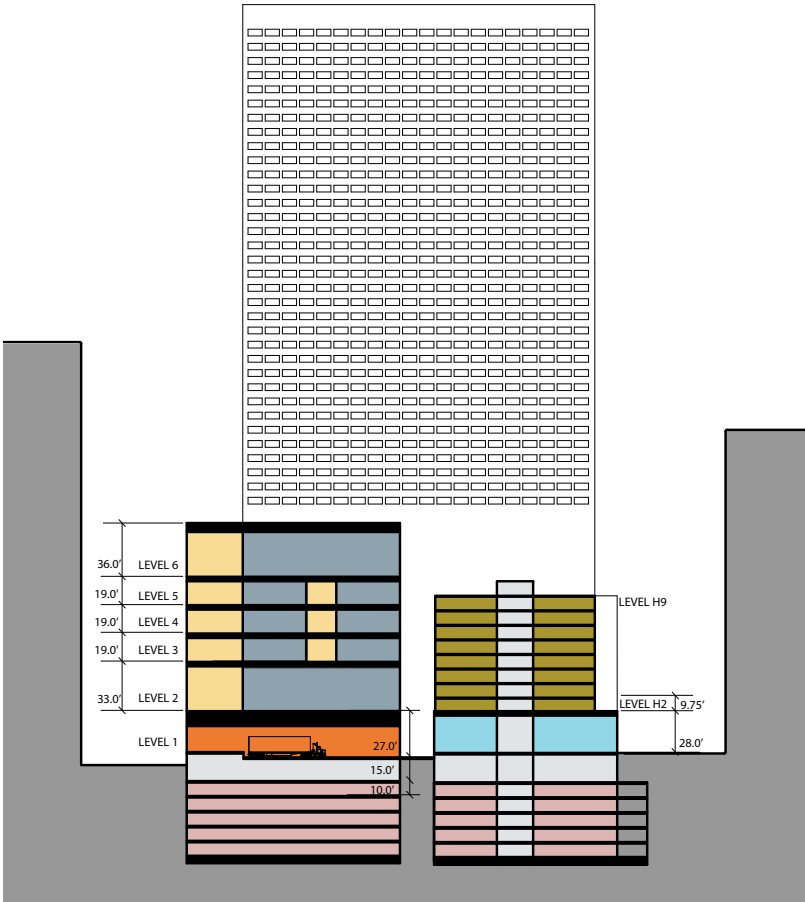
Cons:

- Requires a tall podium massing to accommodate program
- Ideal dimensions for hotel and ballroom not possible
- Retains the Howell Street curb-cut
- Requires on-grade truck service
- Diminishes active building street edges

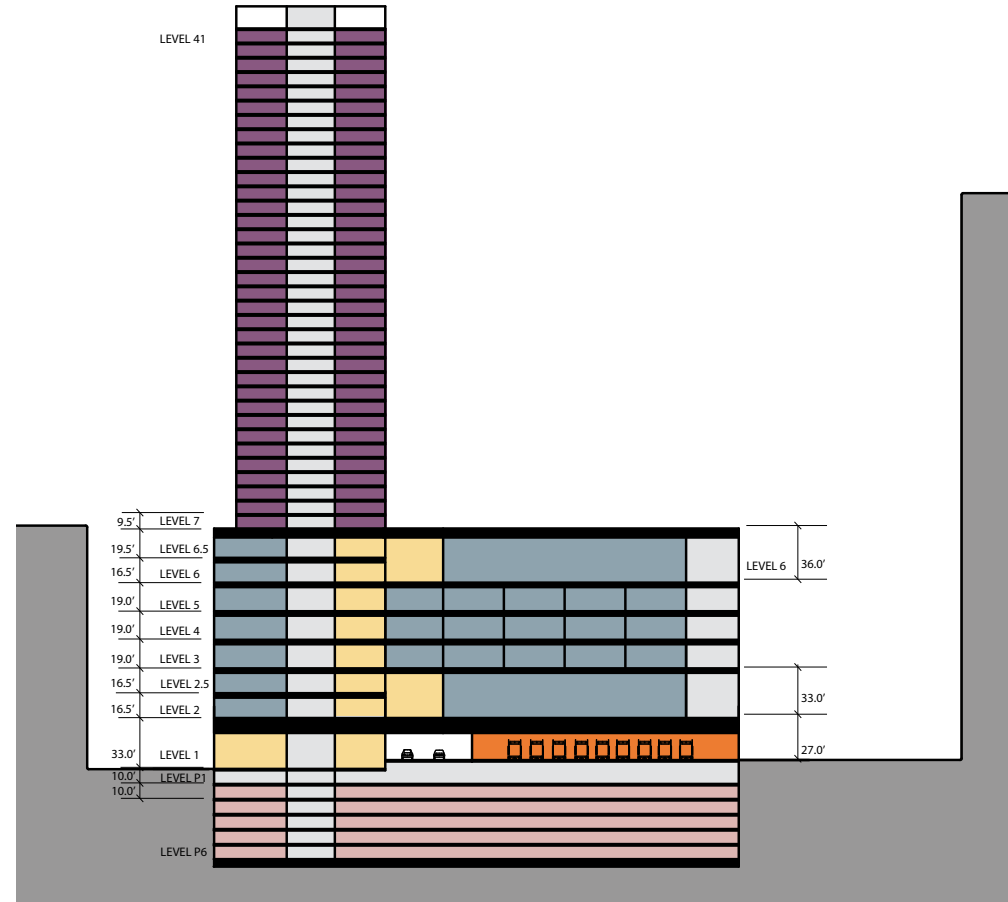


NO ALLEY VACATION: ALTERNATIVE B

HOTEL ON STEWART



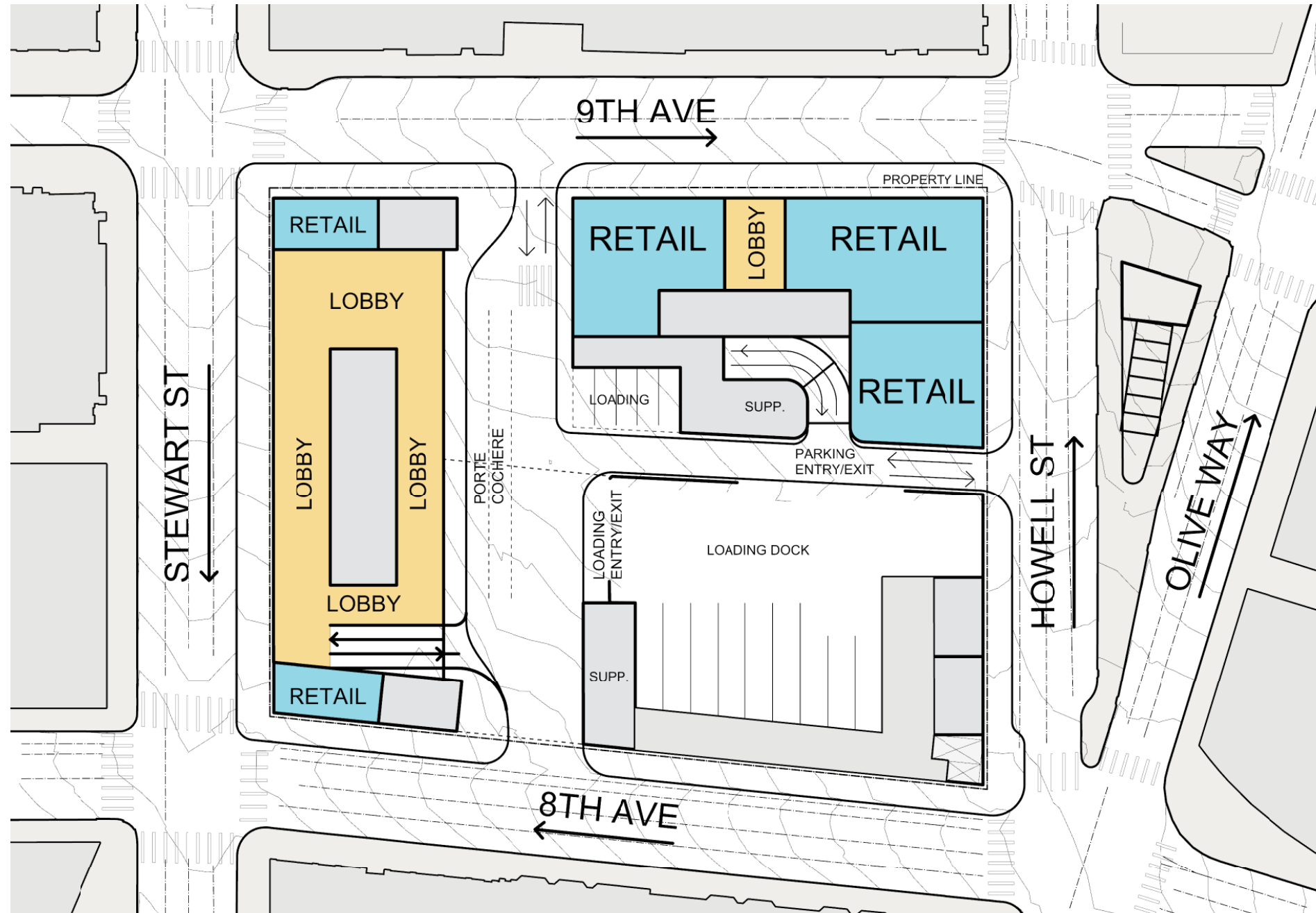
SECTION AA



SECTION BB

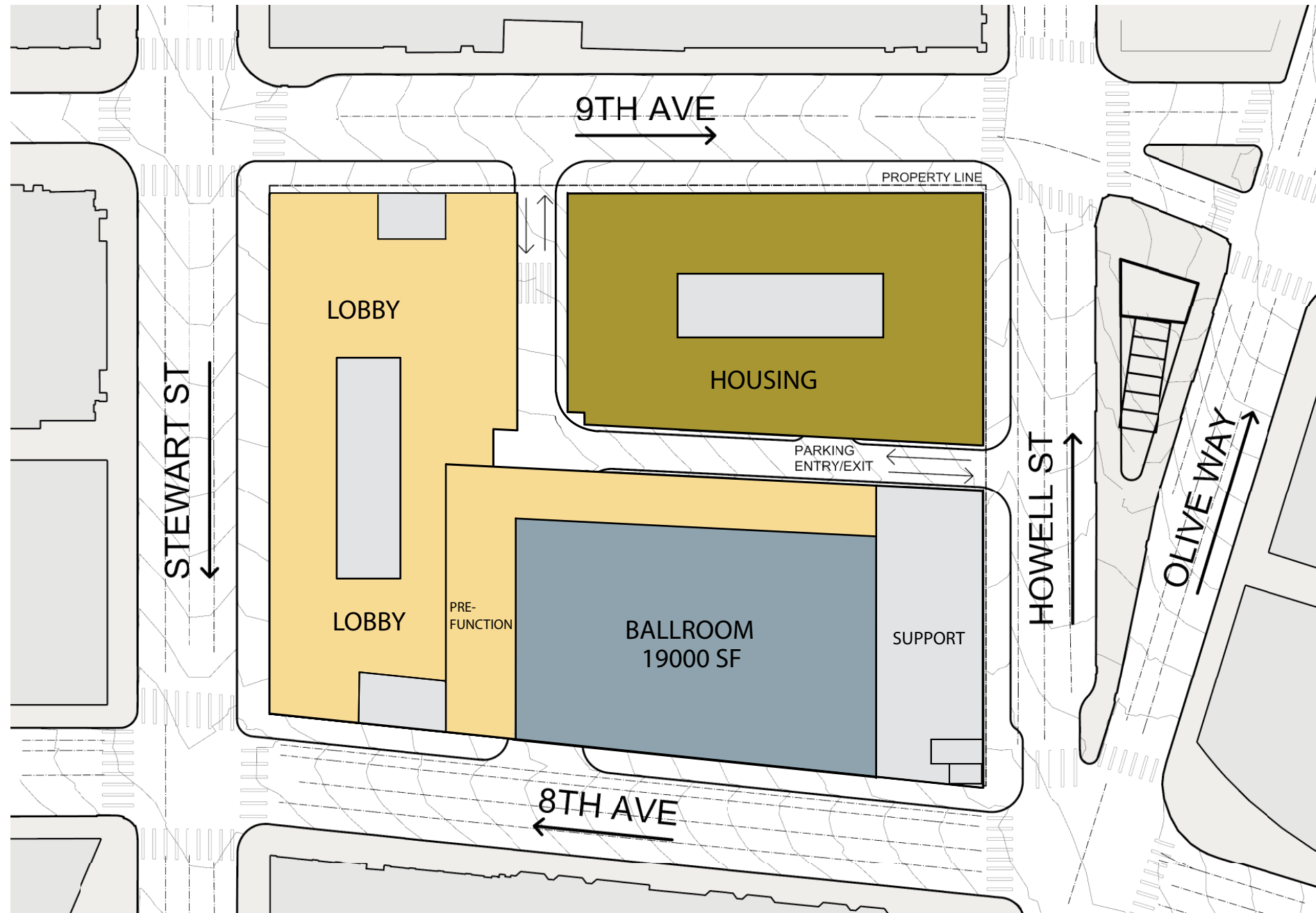
NO ALLEY VACATION: ALTERNATIVE B

LOADING DOCK SCHEME



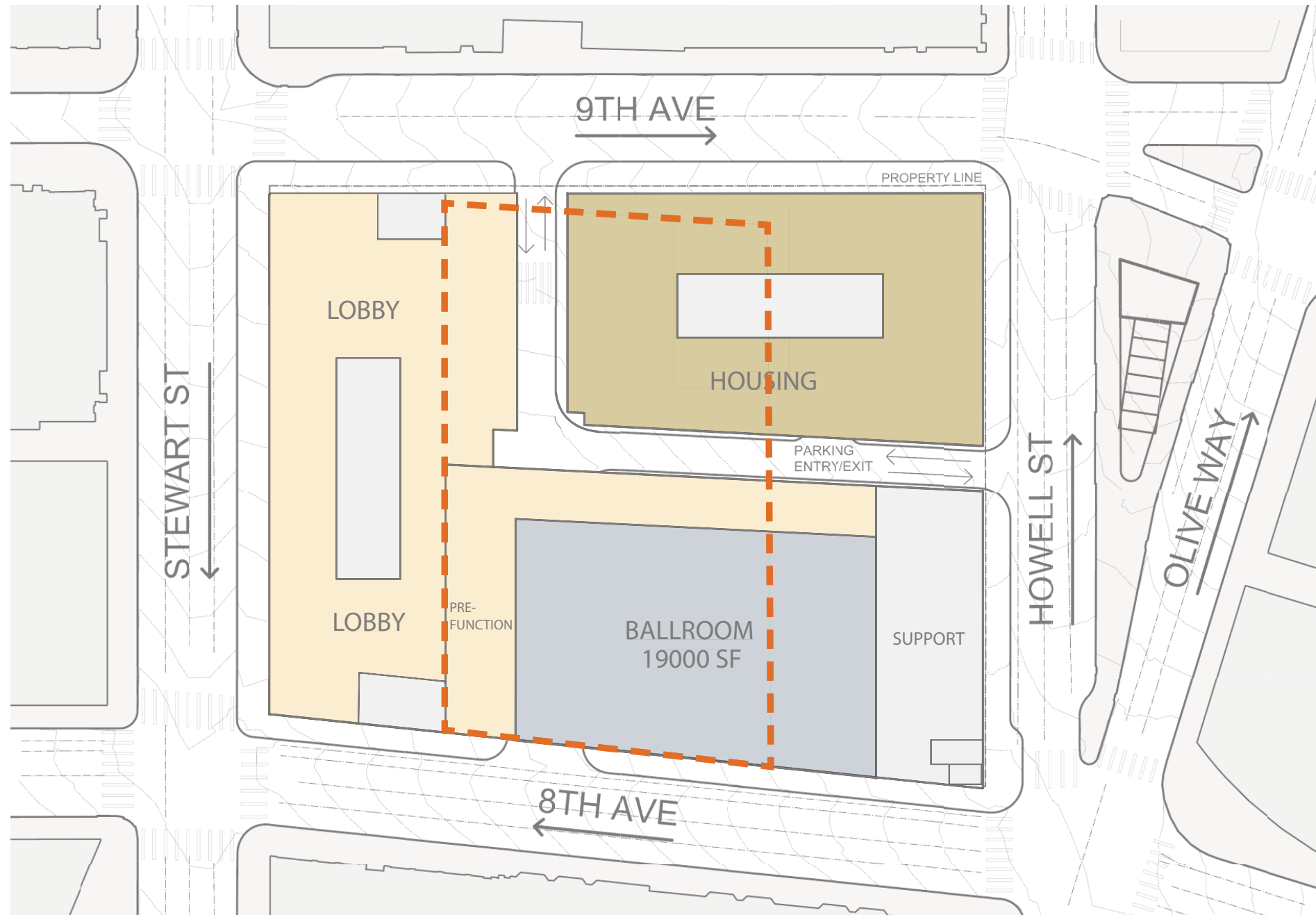
NO ALLEY VACATION: ALTERNATIVE B

BALLROOM SCHEME



NO ALLEY VACATION: ALTERNATIVE B

BALLROOM SCHEME



NEIGHBORHOOD PLANNING GOALS

LAND USE

Mixed-Use Growth

Create a mixed-use neighborhood that combines commercial office development, retail sales and services, social and public services, and residential households.

Denny Triangle Neighborhood Plan: p. 11

Denny Triangle Approval and Adoption Matrix: p.29

Seattle's Comprehensive Plan: DEN-G2

Business/Employment

The Denny Triangle community's vision is to function as a business/employment center as well as a diverse multi-dimensional residential community.

Denny Triangle Neighborhood Plan: p. 15

Development Incentives

Consider a variety of land use tools, including increased height limits and FAR, design review processes, bonuses for public benefit features and exempting housing and retail space from FAR to stimulate residential and commercial development.

Seattle's Comprehensive Plan: DEN-P4

Green Street Amenity

Encourage residential development along key green streets with specific public amenities such as small parks, improved streetscapes, retail functions and transportation improvements that support both residents and neighborhood employees.

Denny Triangle Neighborhood Plan: p. 11

Housing Enclaves

Nurture residential enclaves along green street couplets along 9th Avenue. Support residential development in the heart of Denny Triangle along quiet tree-lined streets.

Denny Triangle Approval and Adoption Matrix: p. 13

Seattle's Comprehensive Plan: DEN-P6

Street-Level Retail

Encourage, but not require, retail development at street level.

Denny Triangle Approval and Adoption Matrix: p.17

Alley Vacation

Simplify and create a means to expedite the alley vacation process to encourage residential and commercial development.

Denny Triangle Neighborhood Plan: p.10

URBAN FORM

"Sense of Place"

What distinguishes an urban "neighborhood" from the general urban development is providing vital streets – the connective tissue of the community.

Denny Triangle Neighborhood Plan: p. 13

Street Vitality

Street vitality determined by the character, height and scale of building and architectural features; active facades, weather protection, street trees and landscaping; retail and service uses; quality of open space; history and a sense of place.

Denny Triangle Neighborhood Plan: p. 11

Street Trees

Install street Trees throughout the neighborhood.

Denny Triangle Neighborhood Plan: p. 14

Denny Triangle Approval and Adoption Matrix: p.26

Develop Green Streets

Development could include widening and landscaping of sidewalks, development of "common thread" streetscape elements such as street furniture, street lights, paving, banners, signage and public art to tie the area together with unique character.

Denny Triangle Neighborhood Plan: p. 17

Denny Triangle Approval and Adoption Matrix: p.14

Public Art

Gateway elements, such as public art, are important and give identity to the neighborhood.

Denny Triangle Neighborhood Plan: p. 14

Denny Triangle Approval and Adoption Matrix: p.16

Olive/Howell Wedge Park

Encourage redevelopment of small triangular parcels as neighborhood gateways.

Seattle's Comprehensive Plan: DEN-P8

Open Space

Encourage the creation of new open spaces at the Olive/Howell wedge. Designate the triangle of land bordered by Howell, Olive, and Terry for future land purchase by the City for developing it into a park linked to the Convention Center Project and tied to the "Residential Enclaves and the green streets at 9th and Terry".

Seattle's Comprehensive Plan: DEN-P9

Denny Triangle Neighborhood Plan: p. 7

TRANSPORTATION

Pedestrian Green Streets

Implement strategies to slow traffic, and encourage pedestrians on the designated streets.

Denny Triangle Neighborhood Plan: p. 10

Improve Pedestrian Crossings on Arterial Corridors

Identify locations for curb bulbs, widening paving, mid-block refuges and medians; encourage use of protective street parking configurations, pedestrian signals and other pedestrian safety devices and crossings.

Denny Triangle Neighborhood Plan: p. 20

Denny Triangle Approval and Adoption Matrix: p.14

The Olive/Howell wedge can serve as a valuable green island for pedestrians crossing from the Convention Center Station at the 9th Avenue/Terry Avenue Green Streets.

Denny Triangle Neighborhood Plan: p. 15

HOUSING

Growth

Support growth targets for downtown and the City and provide housing for a mix of age, income, and life styles that is safe, healthy, and produces a quality of environment with distinctive character.

Denny Triangle Neighborhood Plan: p. 10

Mixed-Use

Encourage a mix of low, moderate and market-rate affordable housing throughout the neighborhood, incorporated into projects that mix commercial and residential development within the same projects.

Seattle's Comprehensive Plan: DEN-P5

Stimulate Housing Development

Institute amendments to the underlying zoning and adjustments to the Downtown Bonus system to stimulate housing development, both in identified residential enclaves, and in mixed-use projects throughout the neighborhood.

Denny Triangle Approval and Adoption Matrix: p. 4

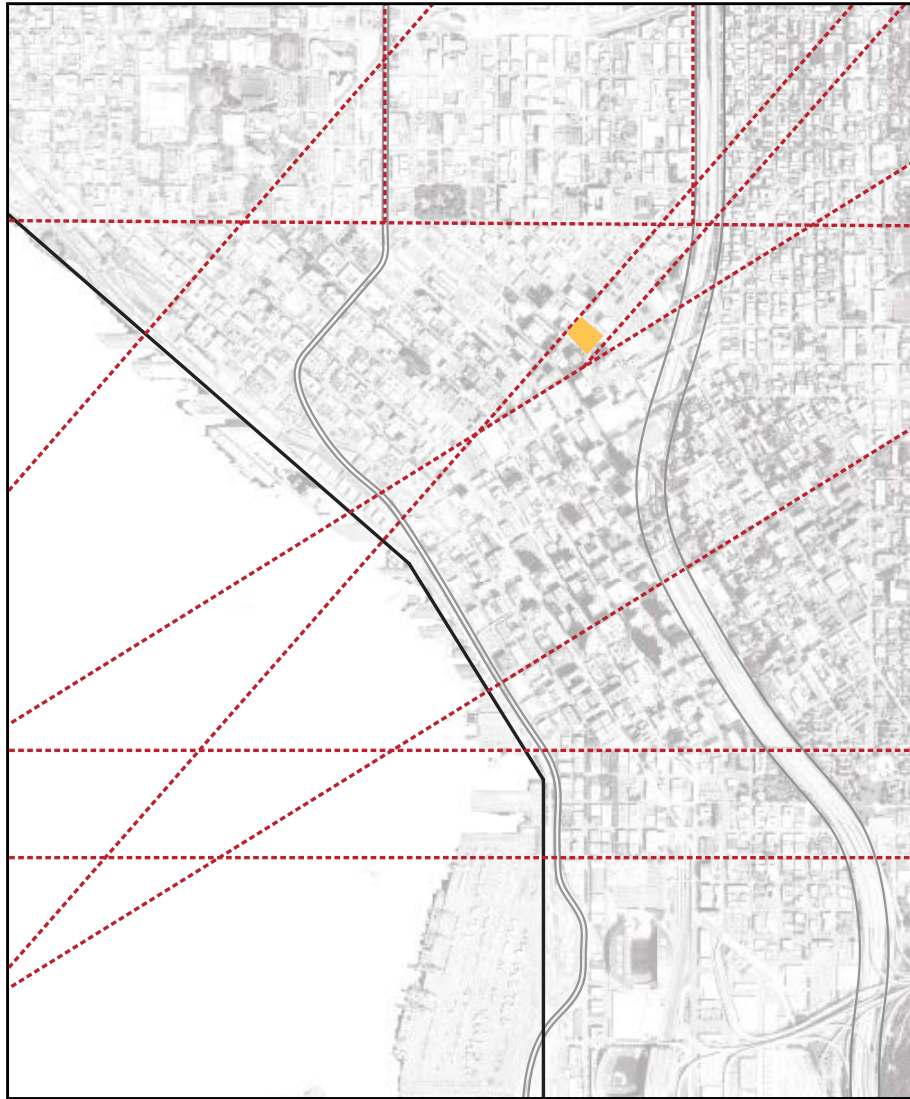
Seattle's Comprehensive Plan: DEN-P2

Moderate-Income Housing

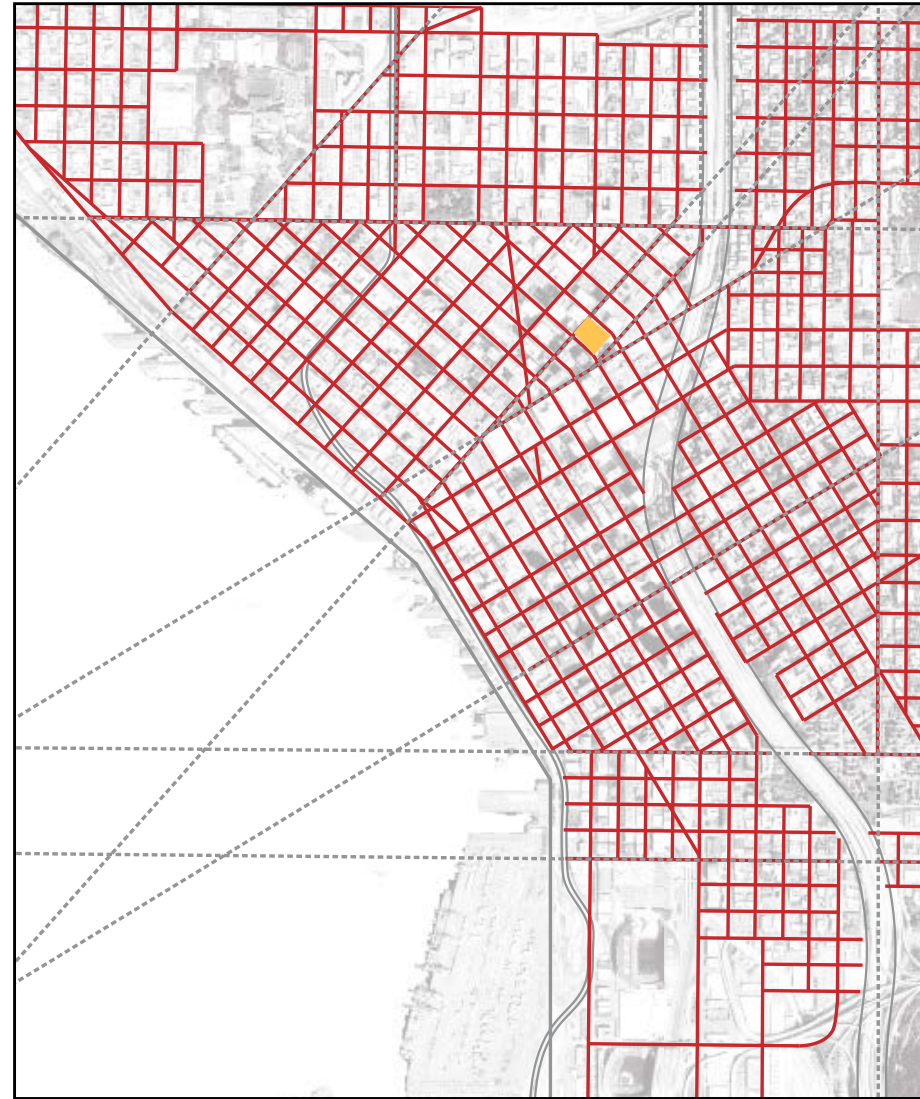
Since the Denny Triangle currently contains only low-income or low-moderate income housing, the plan focuses on strategies to incentivize all housing, primarily moderate-income housing.

Denny Triangle Neighborhood Plan: p. 8

URBAN FORM ANALYSIS

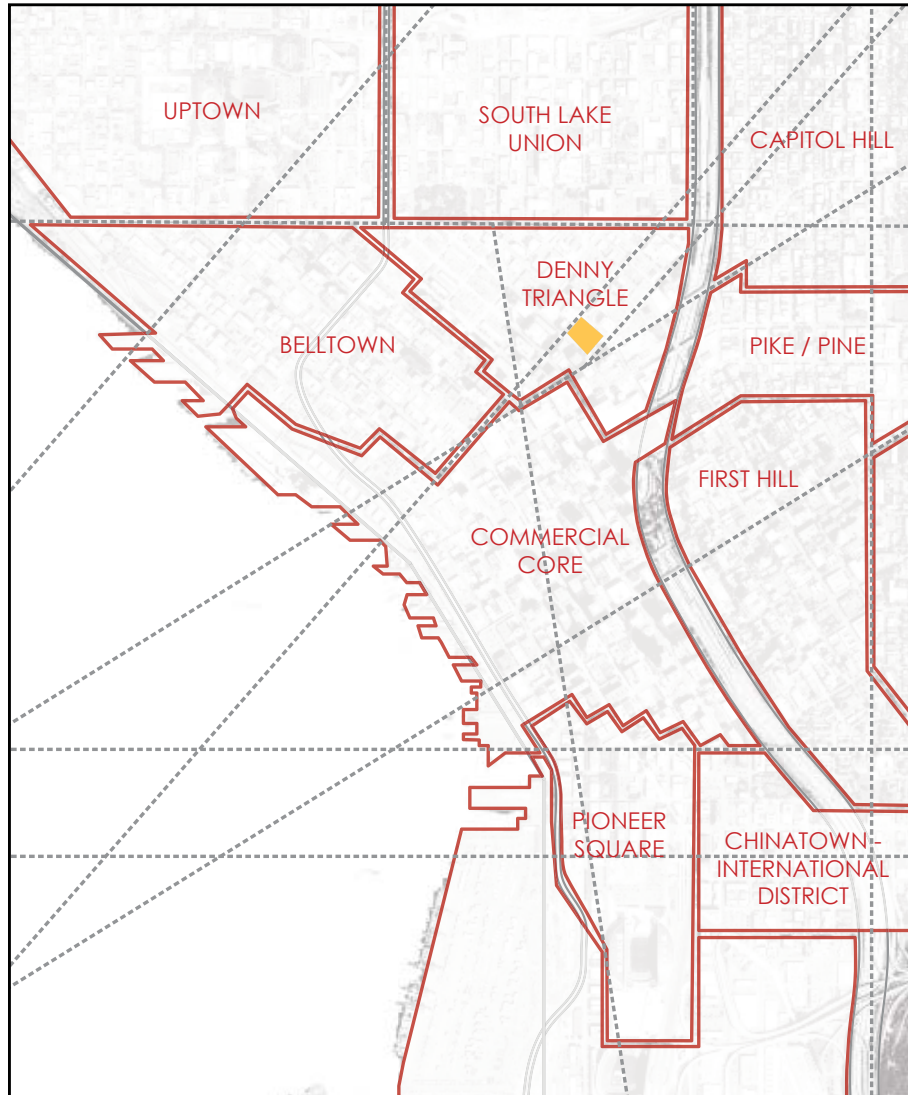


ALIGNMENT TO WATERFRONT

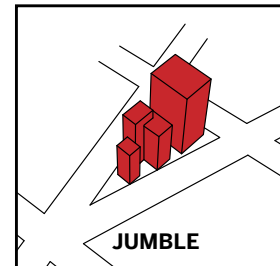


SHIFTS IN THE CITY GRID

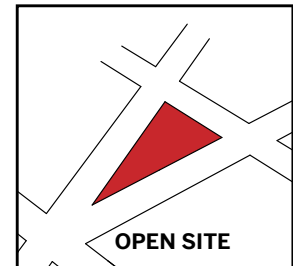
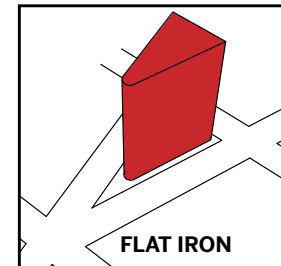
URBAN FORM ANALYSIS



THE NEIGHBORHOODS



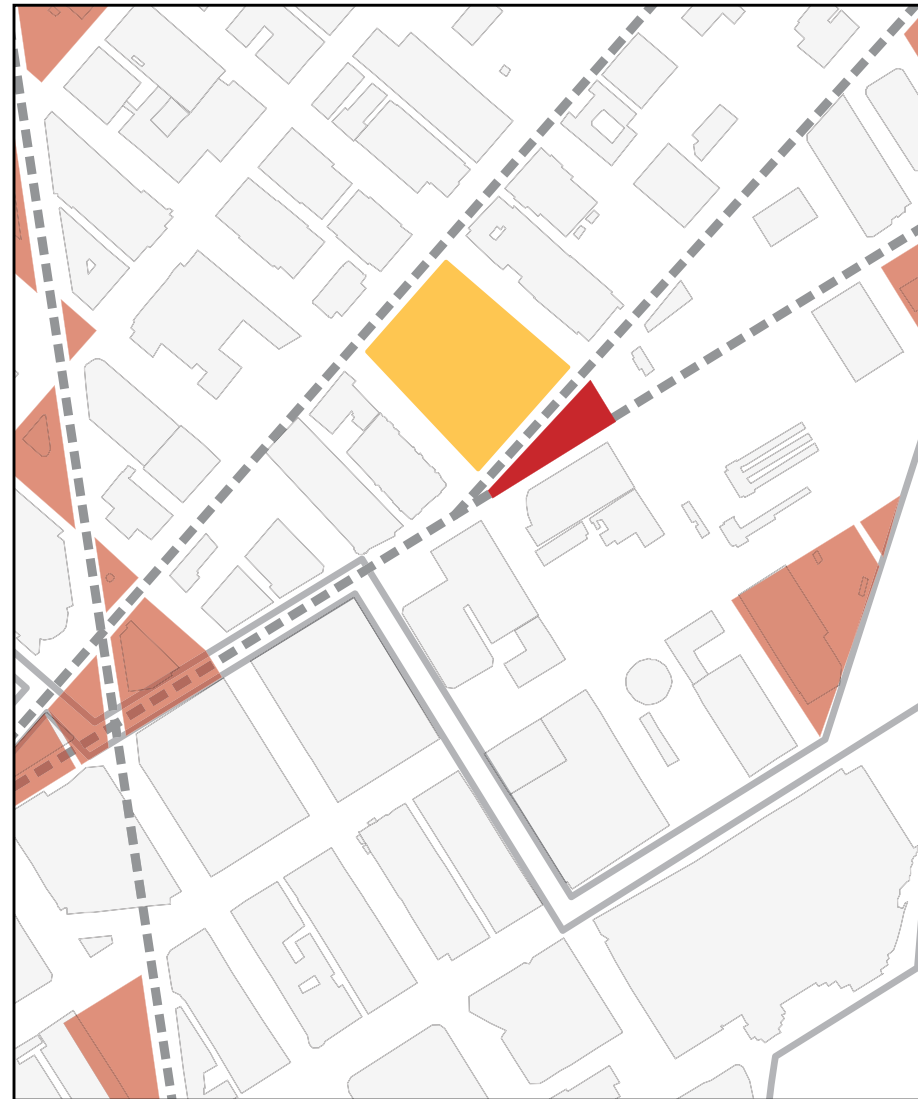
THE TRIANGLES



URBAN FORM ANALYSIS



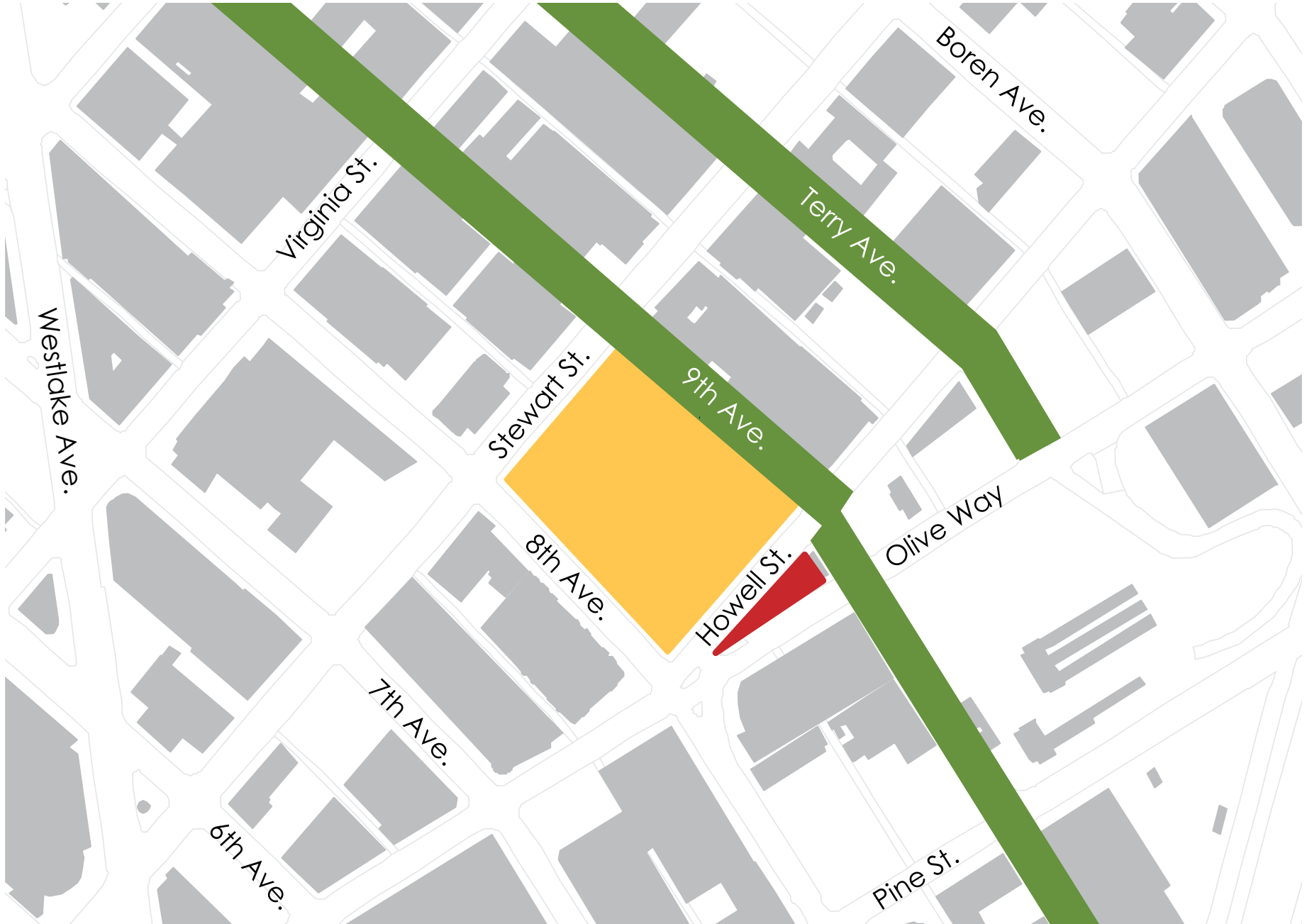
NEIGHBORHOOD IDENTITY & CONNECTIONS



THE OLIVE & HOWELL TRIANGLE

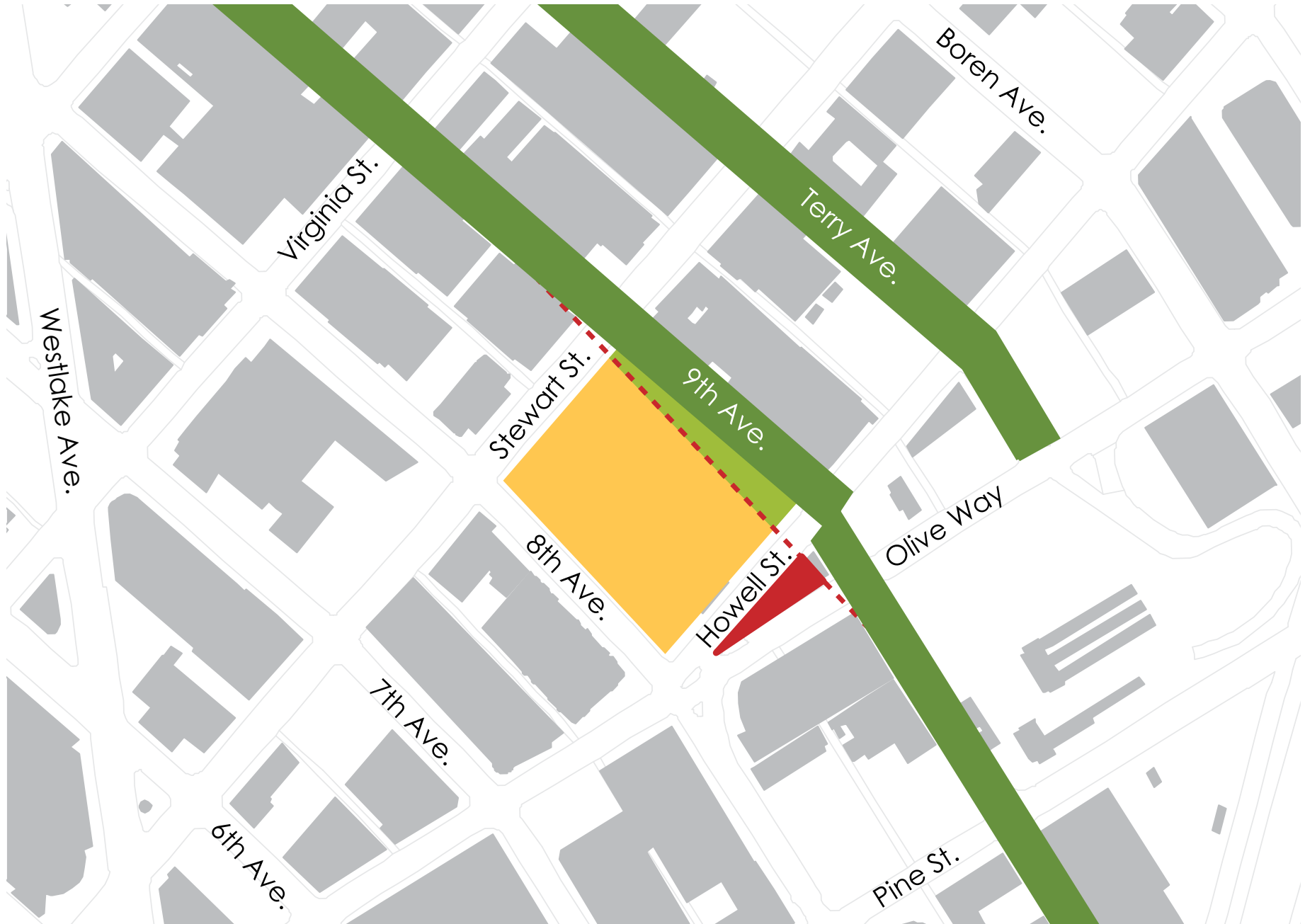
GREEN STREET NETWORK AND PARCEL PARK

EXISTING 9TH AVENUE MISALIGNMENT



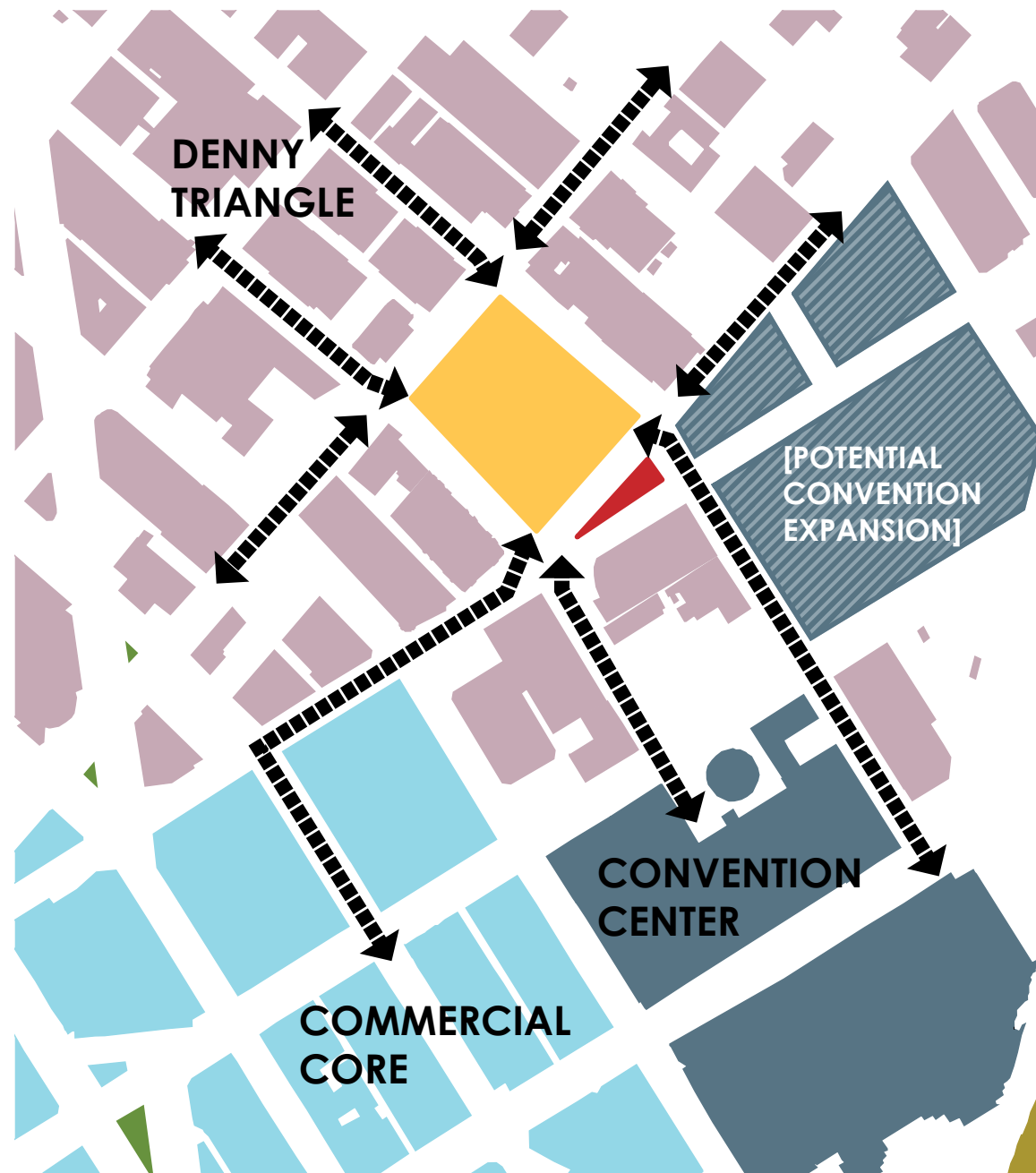
GREEN STREET NETWORK AND PARCEL PARK

EXPAND GREEN STREET CORRIDOR

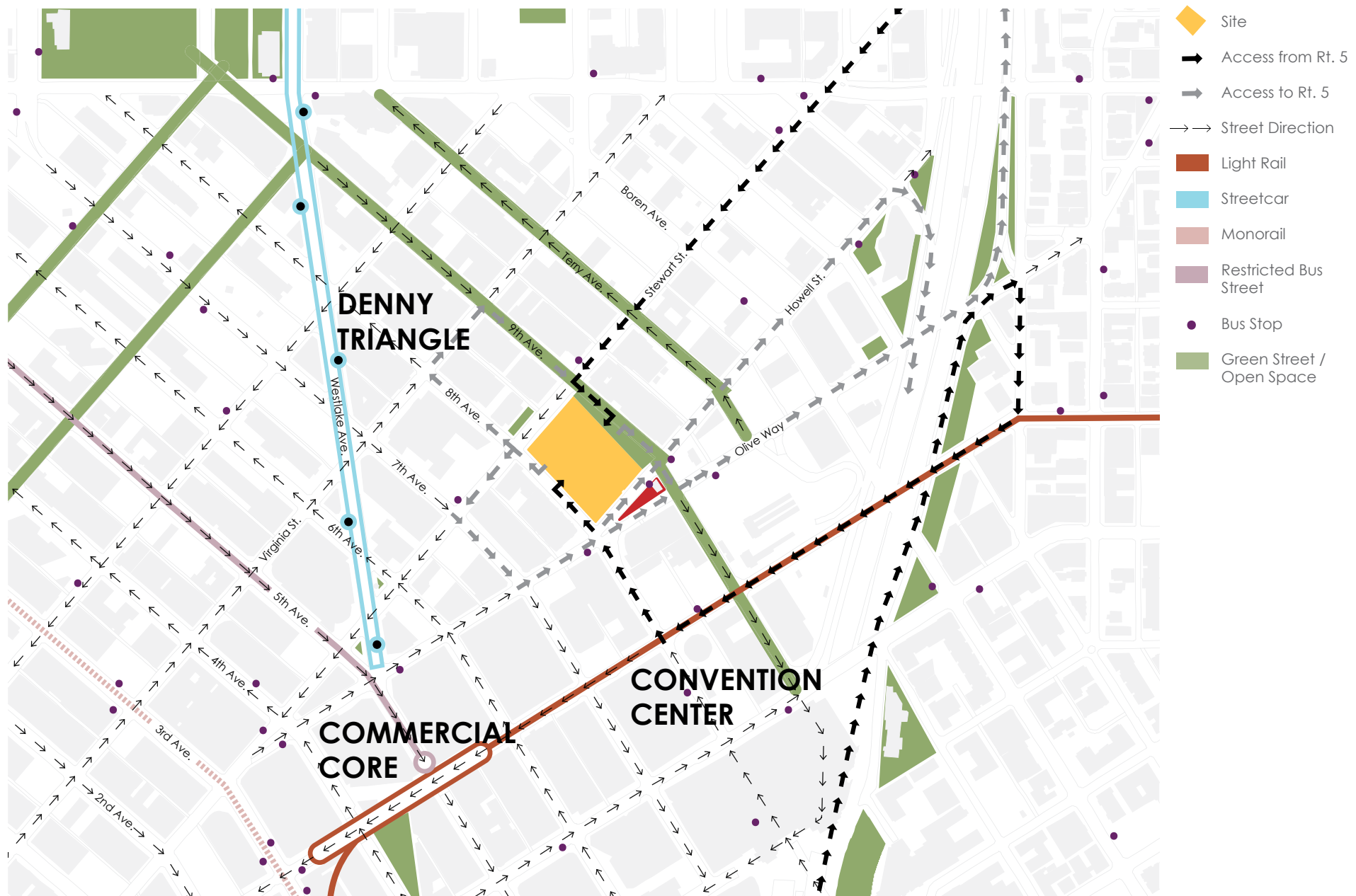


THE URBAN NETWORK

INTERSECTION OF NEIGHBORHOODS



URBAN CONTEXT



DESIGN CHALLENGES OF LARGE URBAN HOTELS

TRUCK SERVICE

Challenge

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.

Solution

The entire truck service is located below grade.

DESIGN CHALLENGES OF LARGE URBAN HOTELS

BACK OF HOUSE OPERATIONS

Challenge

Substantial back of house operations such as laundry, housekeeping, and storage which are frequently located behind blank walls at street level.

Solution

Back of house operations located below and above grade - not at street level.

DESIGN CHALLENGES OF LARGE URBAN HOTELS

DROP-OFF

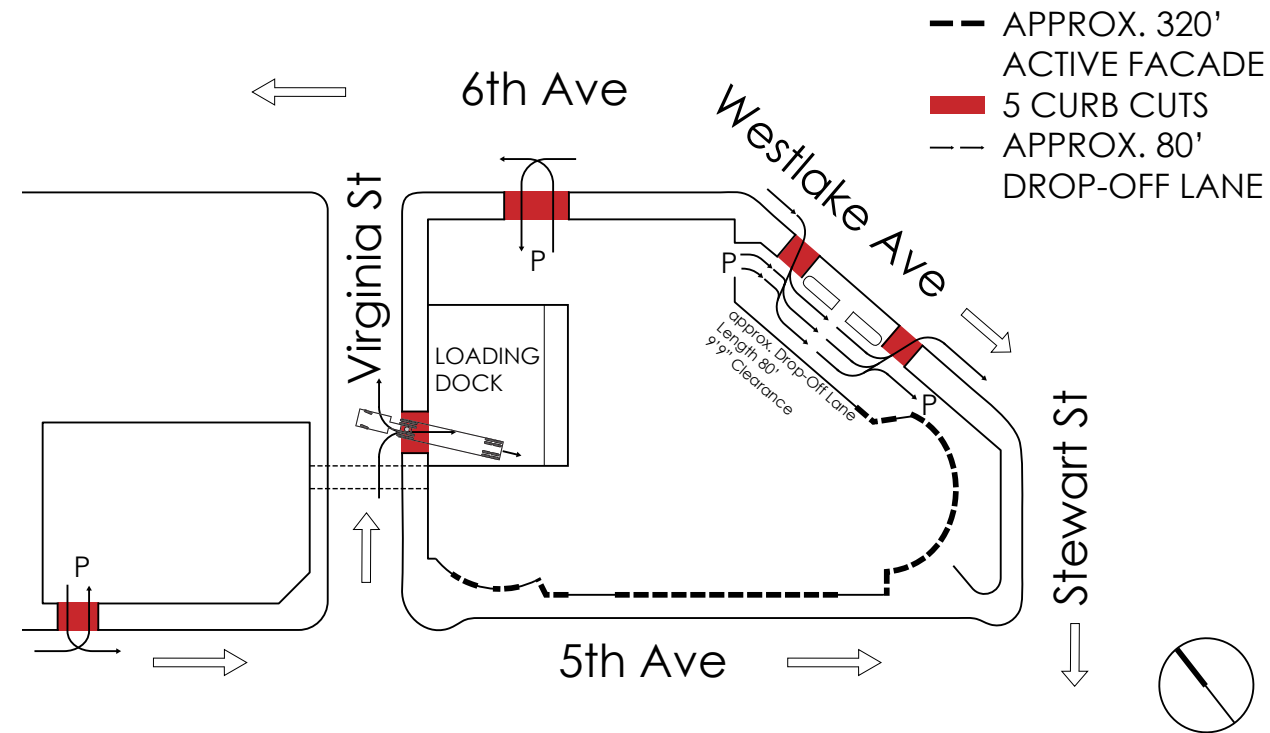
Challenge

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.

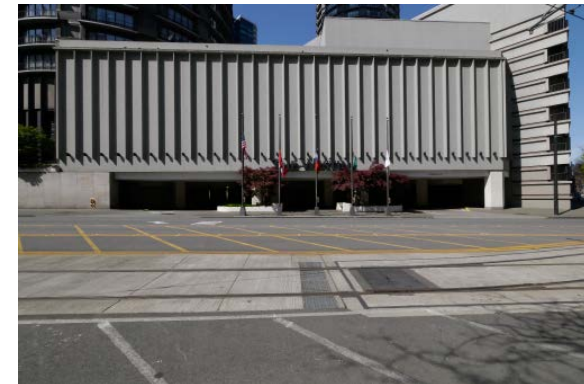
Solution

Drop-off functions provided in 2-way shared use connector.

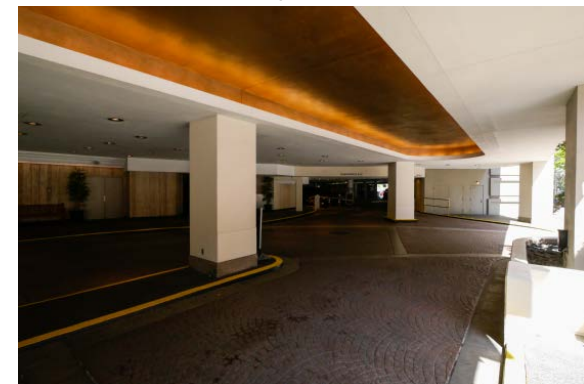
SEATTLE WESTIN



Main Entrance, 5th Ave and Stewart St

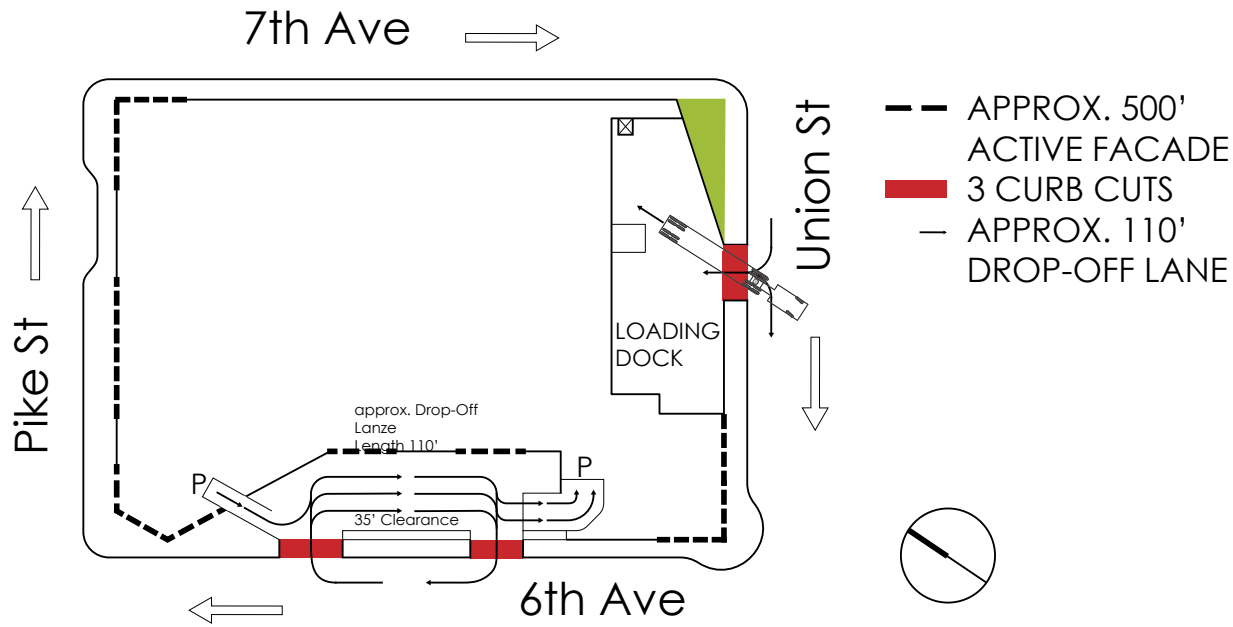


Porte Cochere Entry/Exit, Westlake Ave

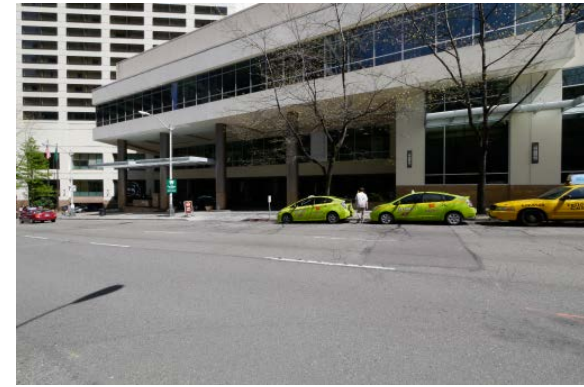


- MAJORITY OF STREET LEVEL FACADE IS OPAQUE
- LOW CLEARANCE IN DROP-OFF/PORTE COCHERE
- LACK OF PROGRAM AT DROP-OFF
- DROP-OFF PARALLEL TO SIDEWALK UNPLEASANT FOR PEDESTRIANS

SEATTLE SHERATON



- 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



Porte Cochere Entry/Exit, 6th Ave



Porte Cochere, 6th Ave



7th Ave and Union St

PEER FACILITIES

LOS ANGELES JW MARRIOTT - LA LIVE



- 878 Keys
- 100,000 SF meeting space
- 25,000 SF - Large Ballroom

SAN DIEGO BAYFRONT HILTON



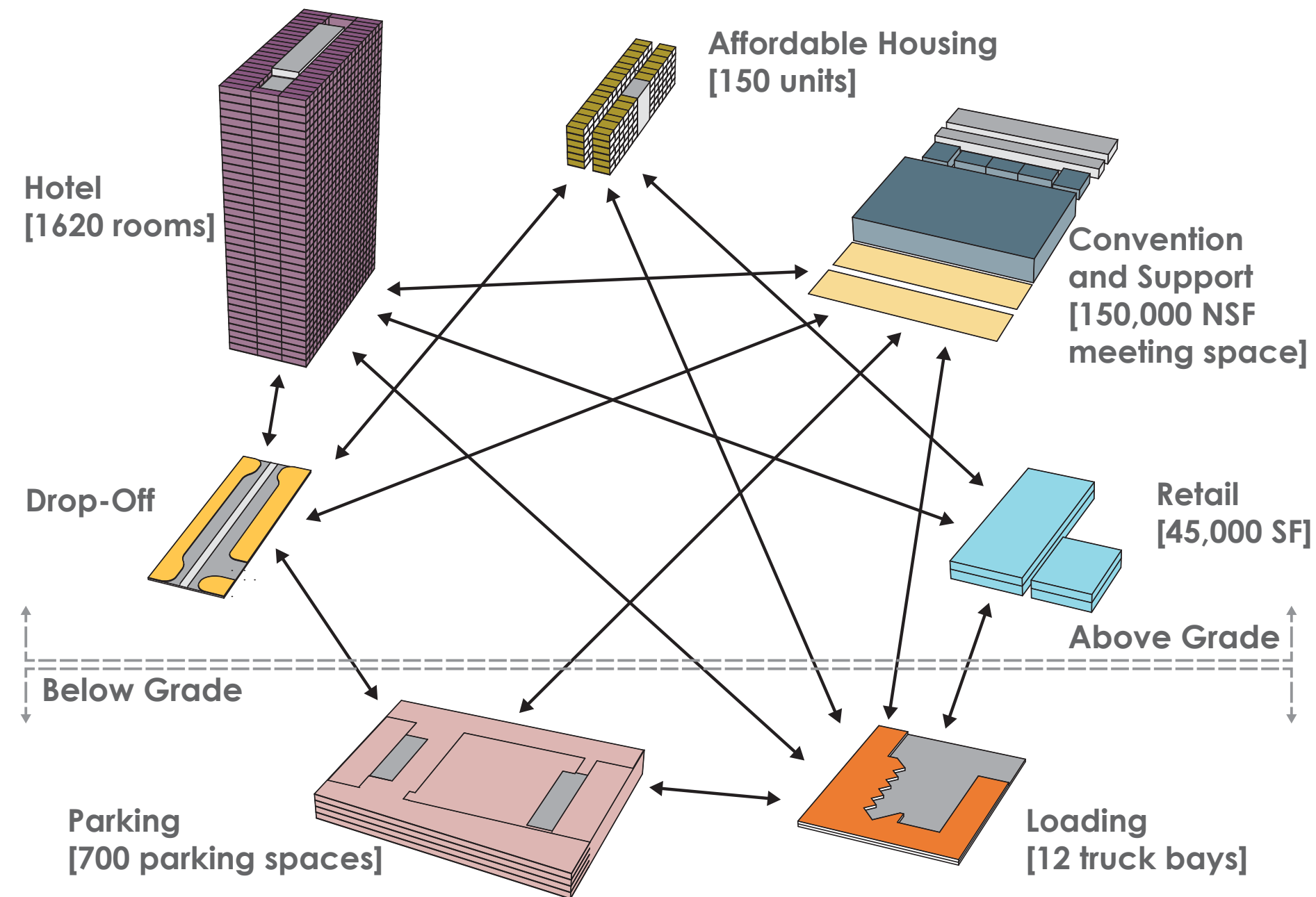
- 1200 Keys
- 165,000 SF meeting space
- 34,000 SF - Large Ballroom

SAN FRANCISCO MARRIOTT MARQUIS



- 1499 Keys
- 117,000 SF meeting space
- 39,000 SF - Large Ballroom

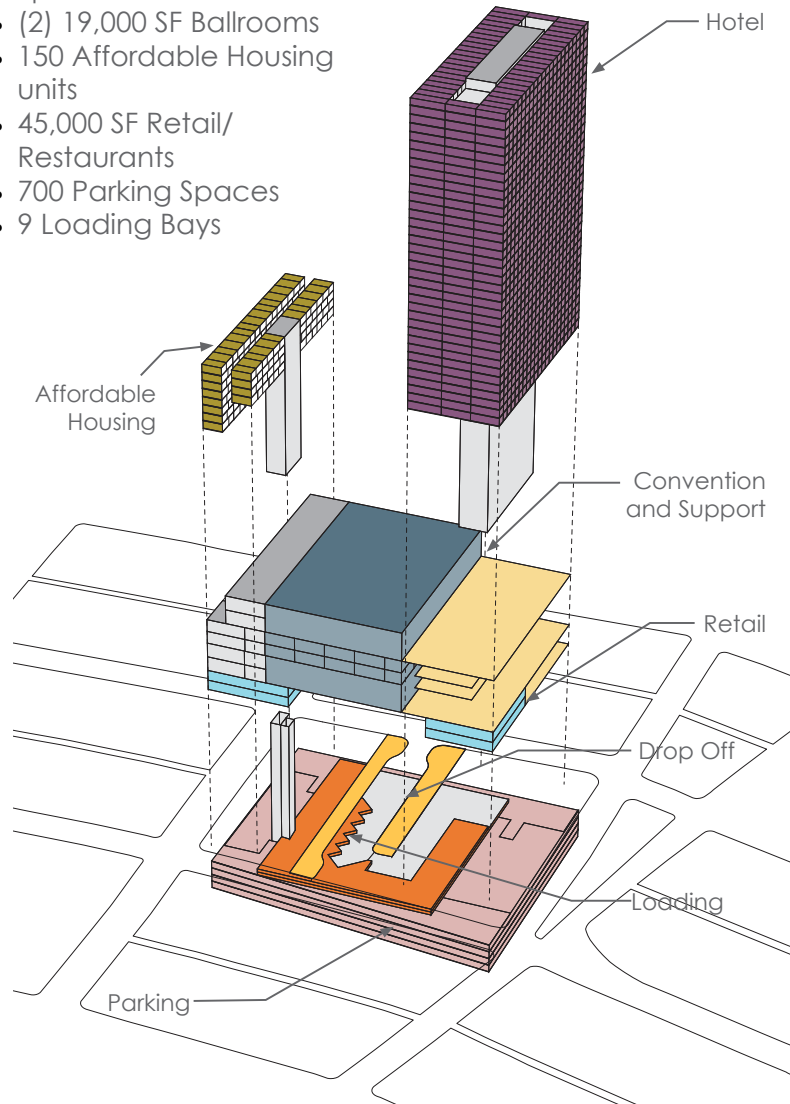
PRIMARY PROGRAM ELEMENTS



PREFERRED ALTERNATIVE

HOTEL ON HOWELL WITH ALLEY VACATION

- 1,550 Hotel Rooms
- 70,000 SF Meeting Room Space
- (2) 19,000 SF Ballrooms
- 150 Affordable Housing units
- 45,000 SF Retail/ Restaurants
- 700 Parking Spaces
- 9 Loading Bays

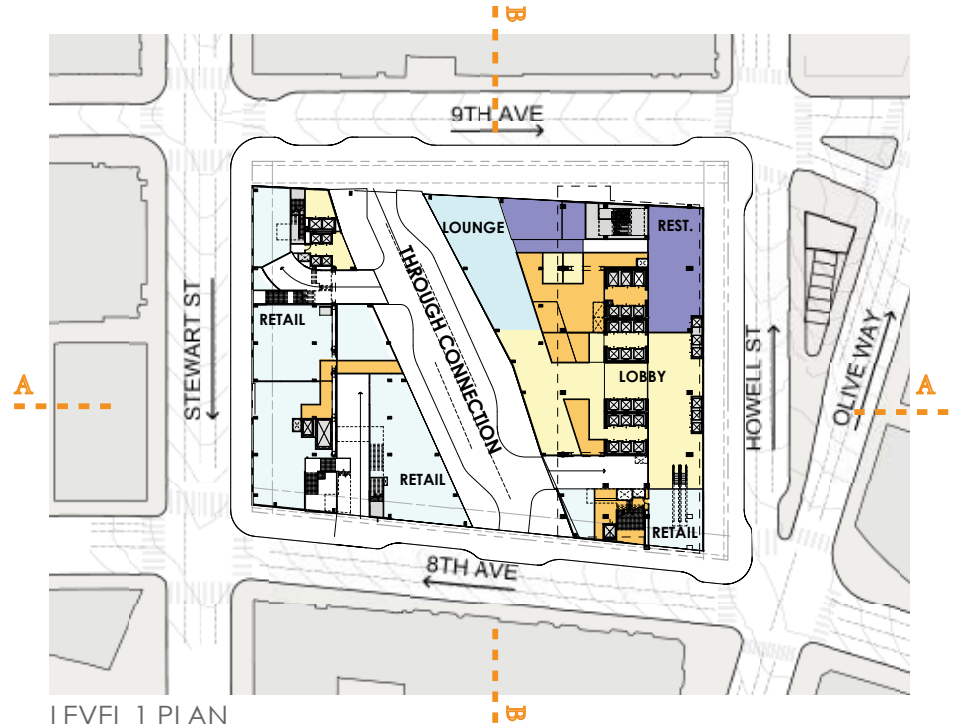


Pros:

- Lifted podium enables open ground level
- Tower at Howell Street scaled appropriately to context
- Hotel identity on Howell street more visible from convention and retail core
- Housing at Stewart Street edge connected to Denny Triangle Neighborhood
- Southern tower location minimizes shading to surrounding neighborhood

Cons:

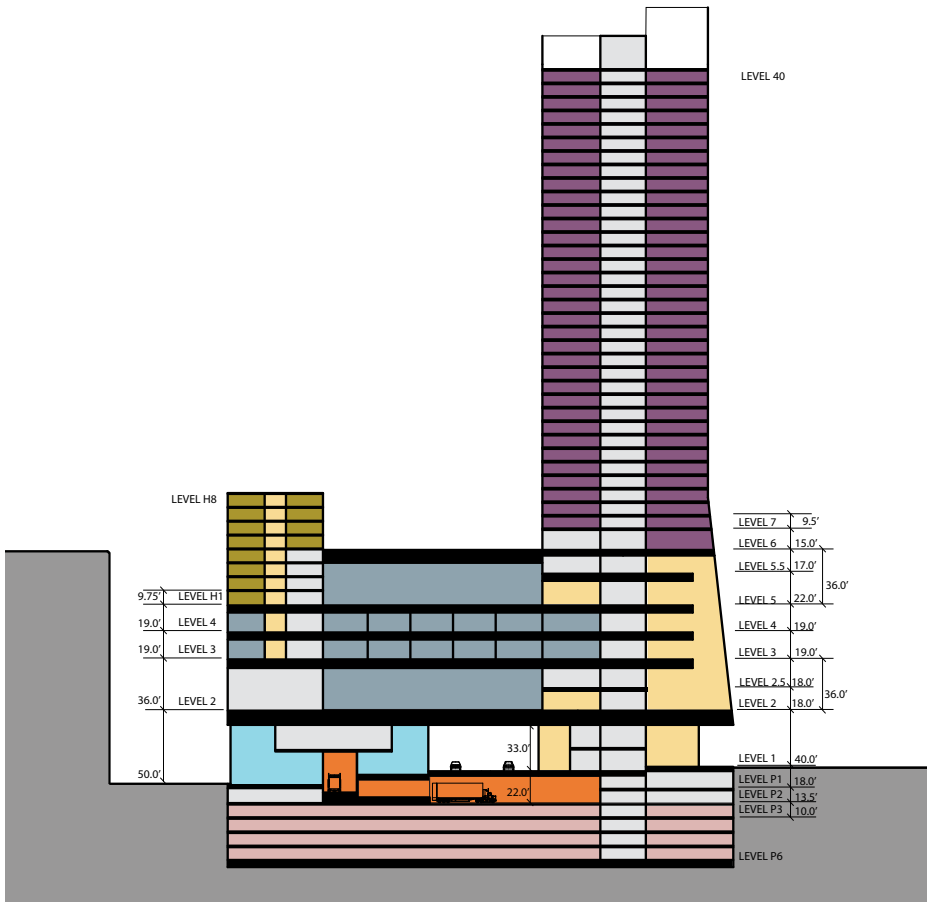
- Taller podium



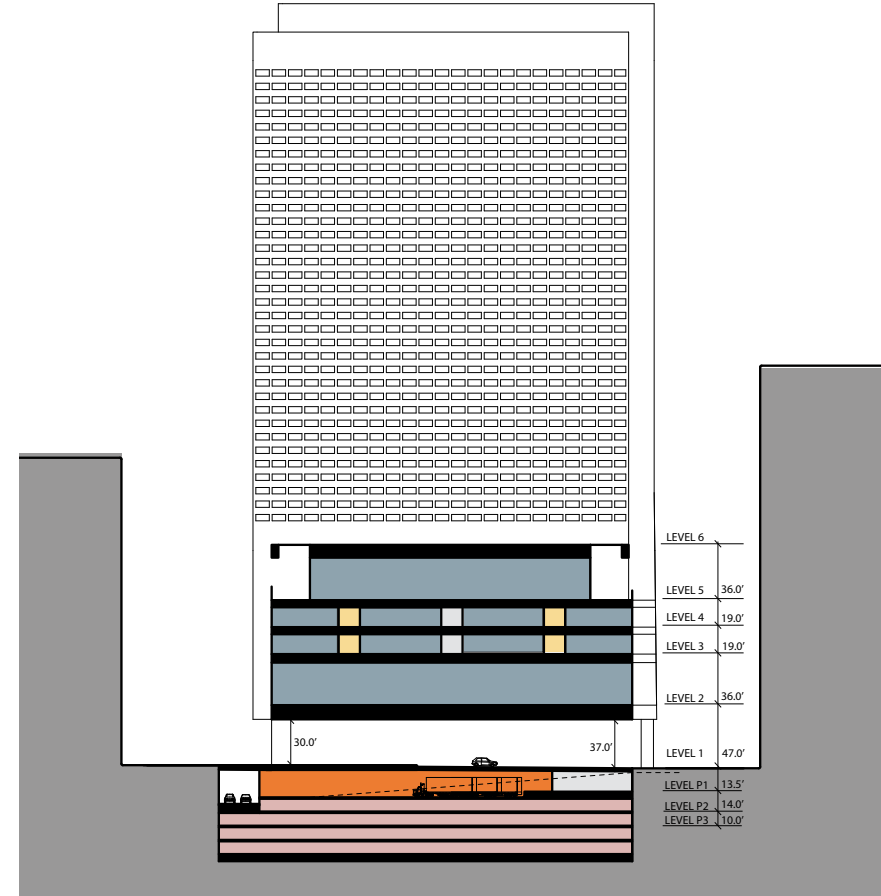
LEVEL 1 PLAN

PREFERRED ALTERNATIVE

HOTEL ON HOWELL WITH ALLEY VACATION



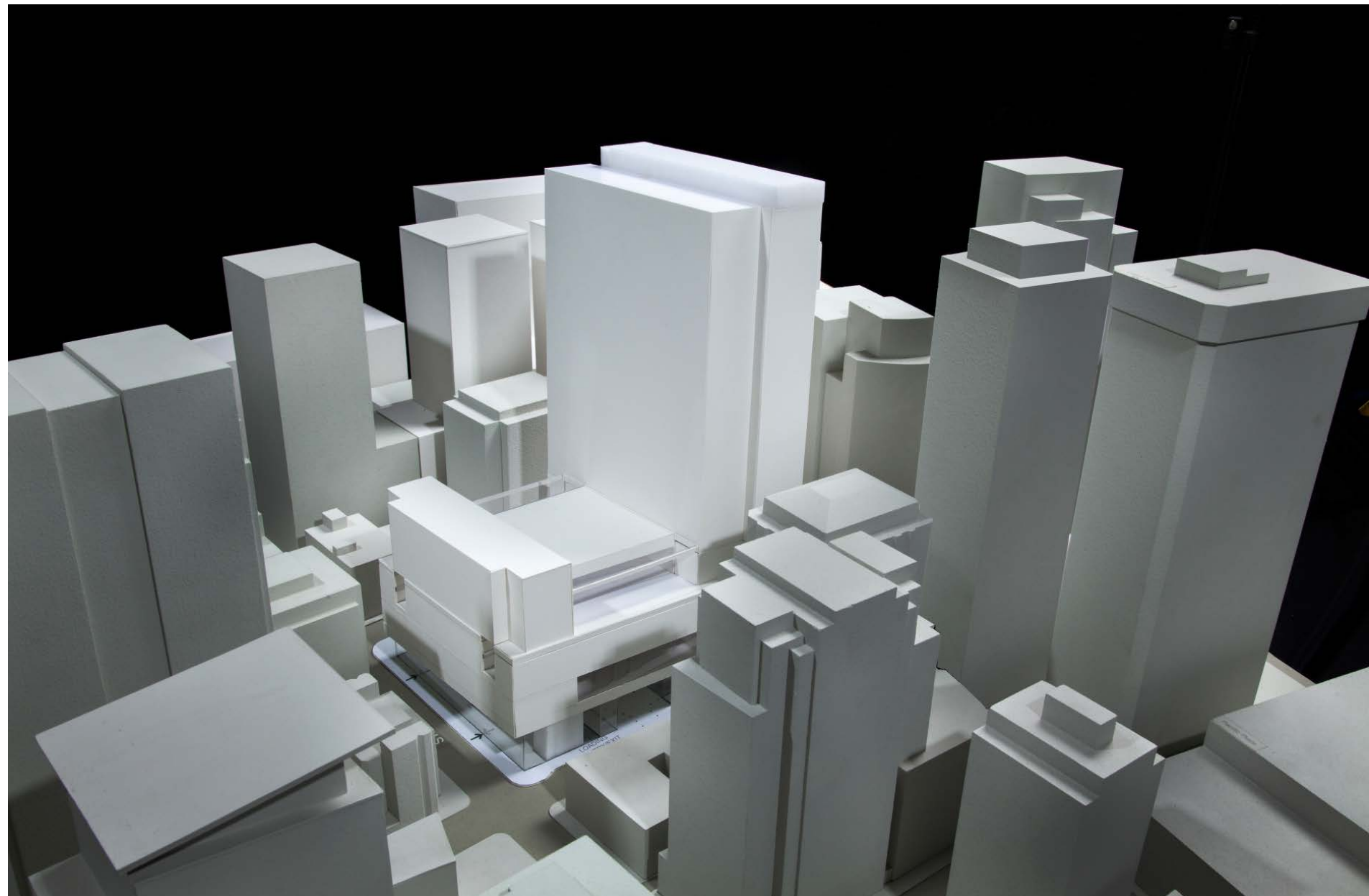
SECTION AA



SECTION BB

PREFERRED ALTERNATIVE

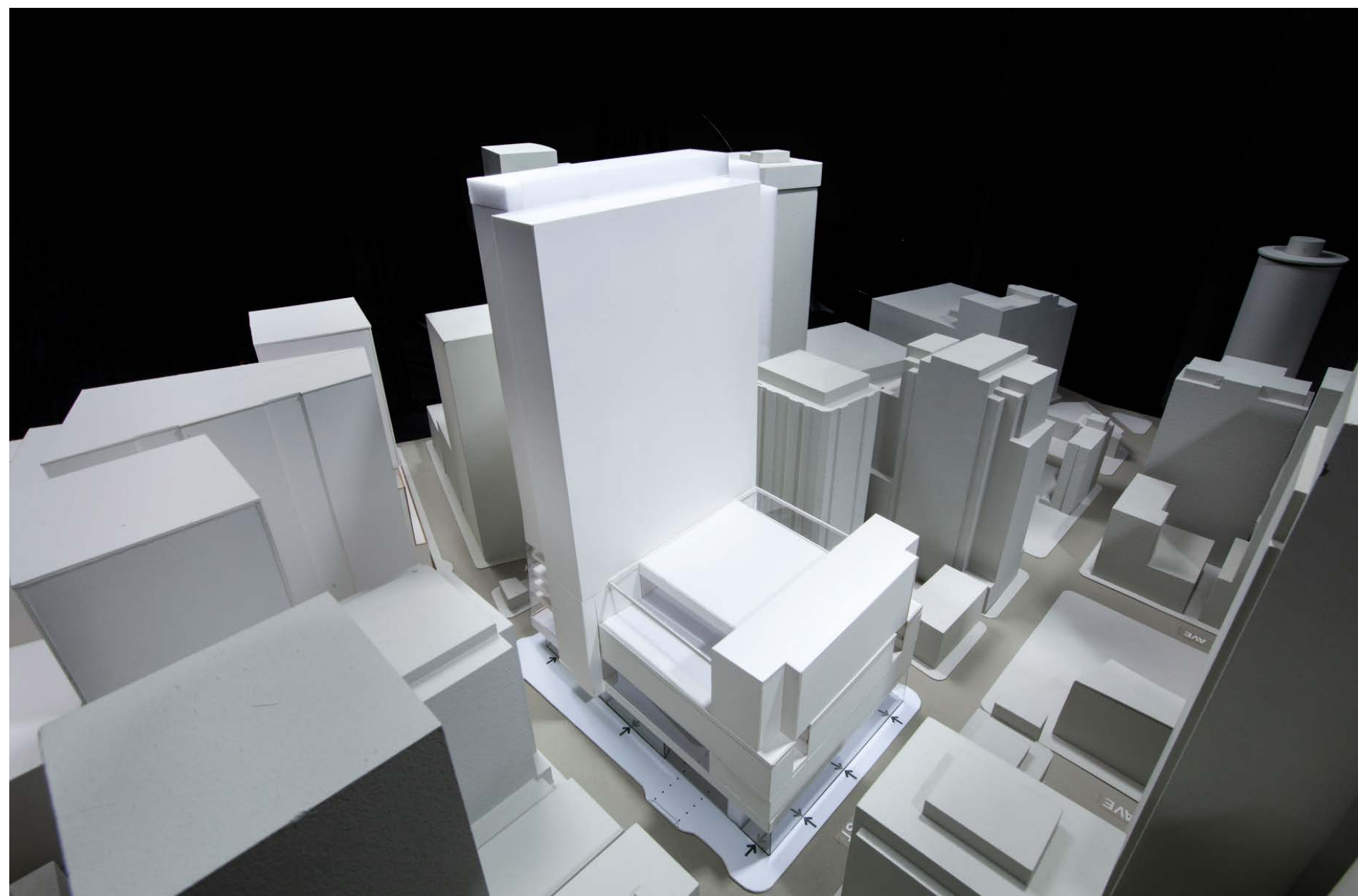
HOTEL ON HOWELL WITH ALLEY VACATION



VIEW FROM 8TH + STEWART

PREFERRED ALTERNATIVE

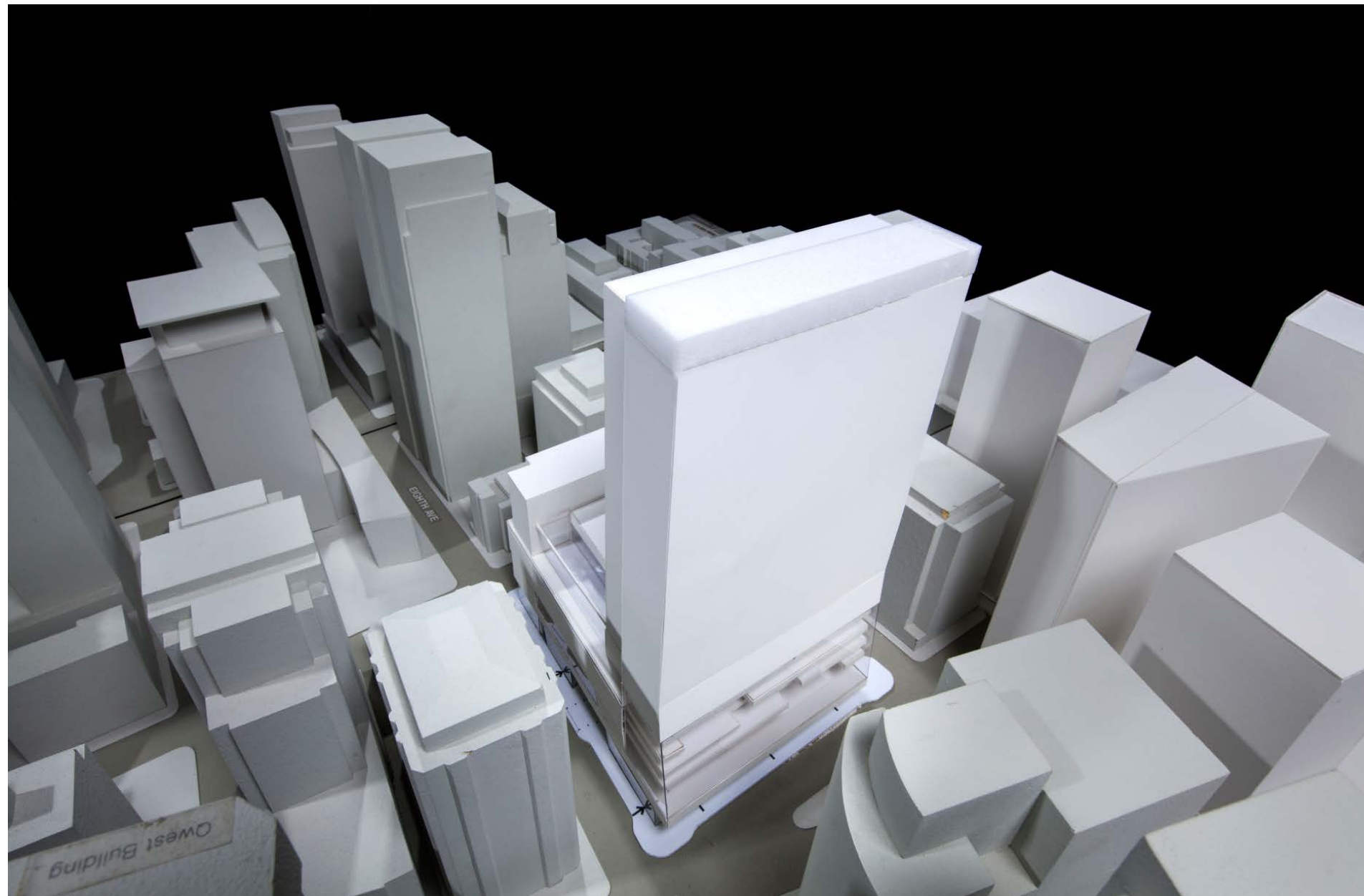
HOTEL ON HOWELL WITH ALLEY VACATION



VIEW FROM 9TH + STEWART

PREFERRED ALTERNATIVE

HOTEL ON HOWELL WITH ALLEY VACATION



VIEW FROM 8TH + OLIVE

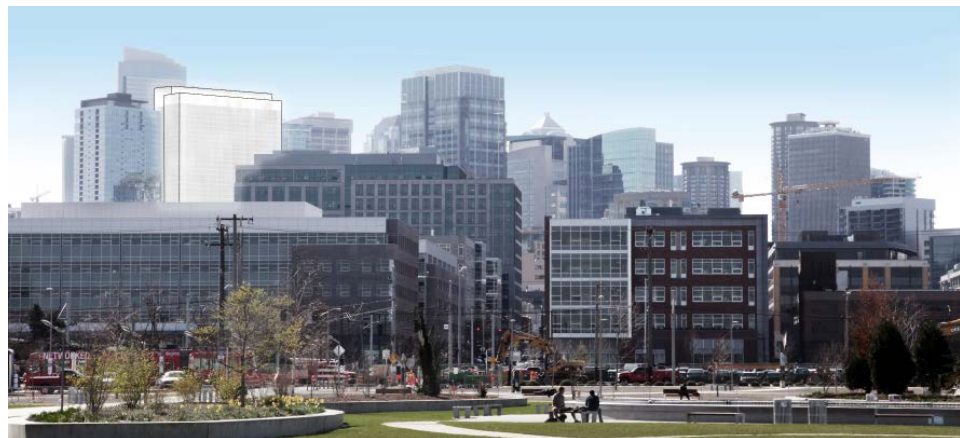
BUILDING MASSING



The thin profile of the tower as viewed from Capitol Hill



The sheer profile of the tower as viewed from Queen Anne



View from South Lake Union Park



VIEW FROM 8TH AVENUE AT OLIVE WAY



VIEW ALONG 9TH AVENUE GREEN STREET PARCEL PARK

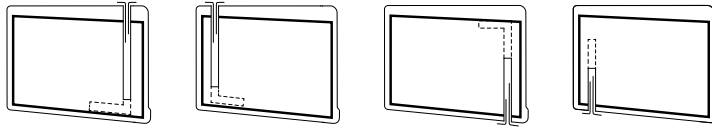


VIEW FROM 9TH AVENUE AND STEWART STREET

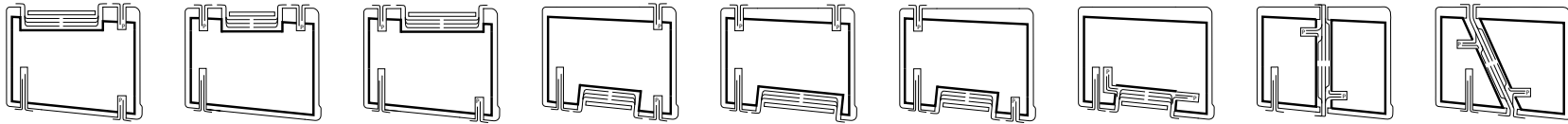


SUMMARY OF EXPLORED OPTIONS

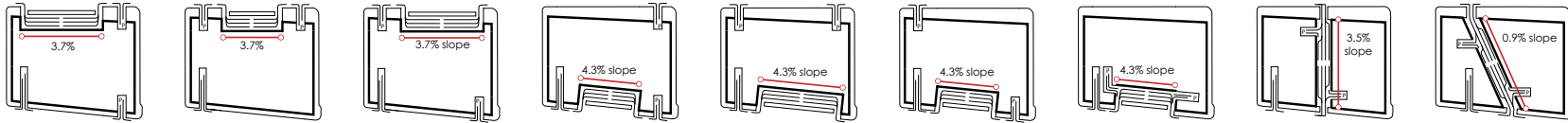
TRUCK
ACCESS



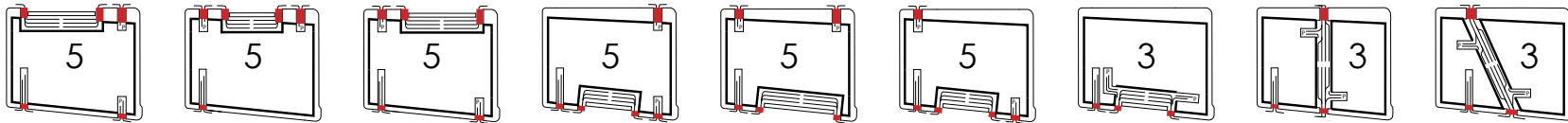
HOTEL
DROP-OFF
LENGTH



GRADE % AT
DROP-OFF



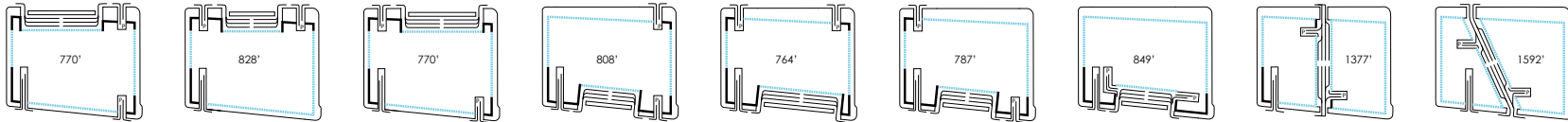
PARKING
ACCESS AND
CURB CUTS



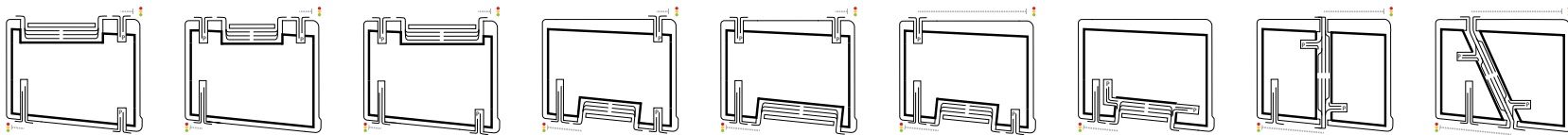
IMPACT ON
PARCEL PARK



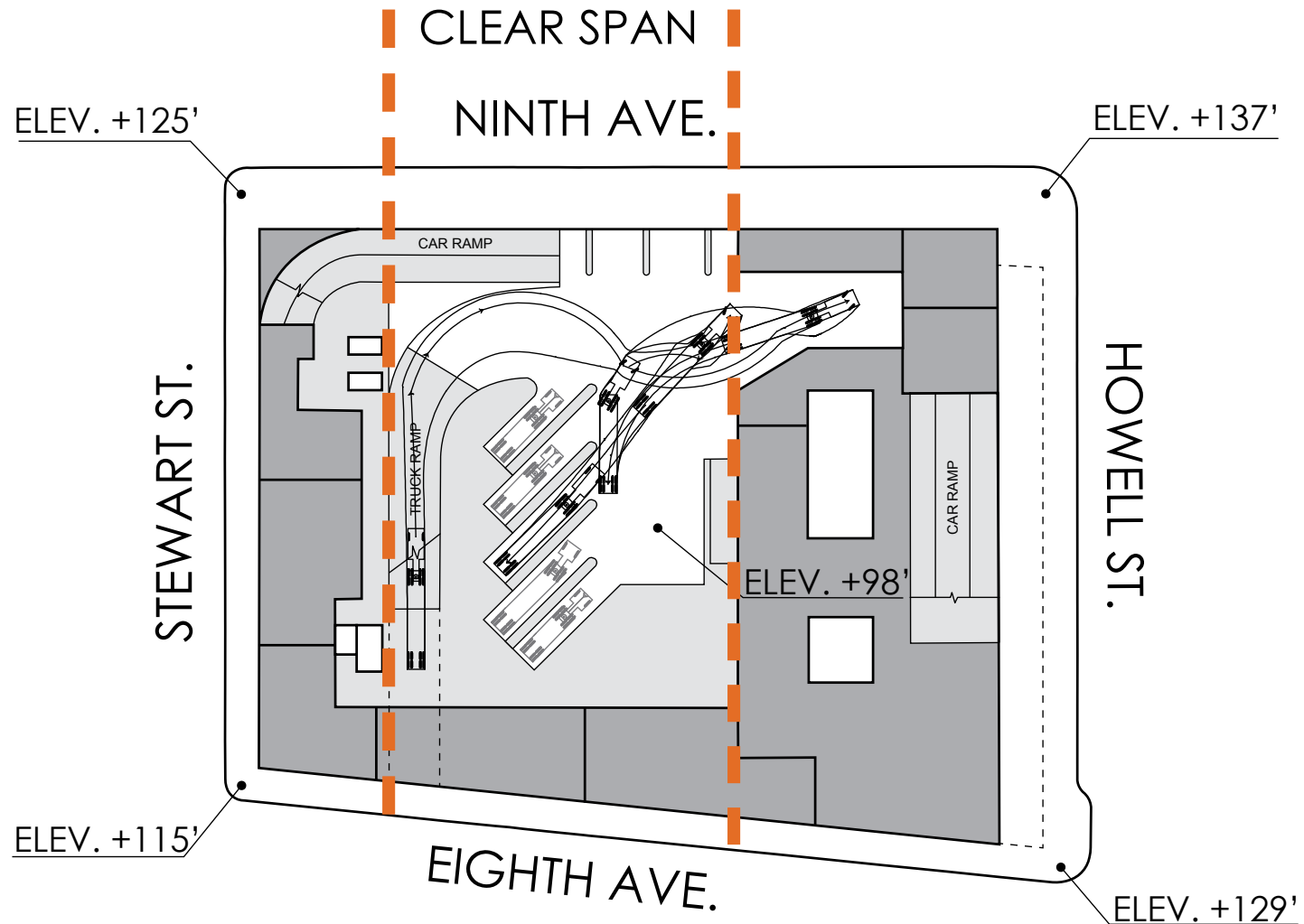
LINEAR FEET
OF ACTIVE
FACADE



TRAFFIC LIGHT
QUEING

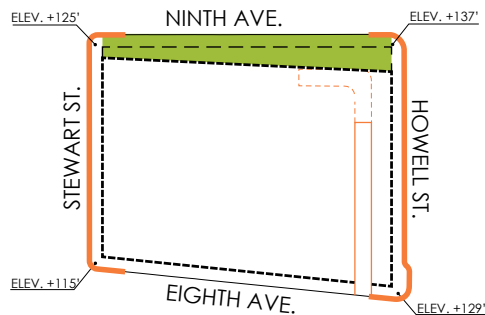


TRUCK LOADING DOCKS AND SERVICE BELOW-GRADE

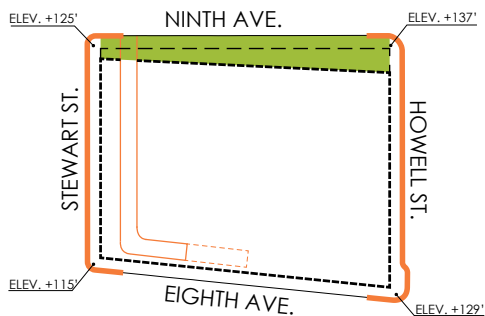


- Truck docks and maneuvering space provided in below-grade truck service area
- Truck service area located to avoid columns from long span structure above

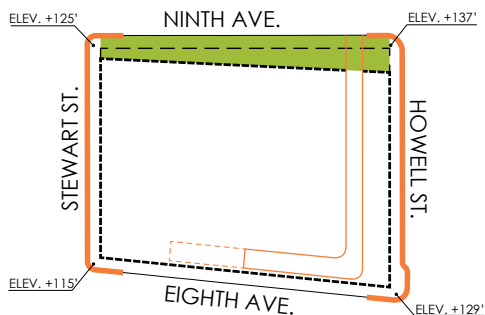
TRUCK ACCESS



NOT RECOMMENDED

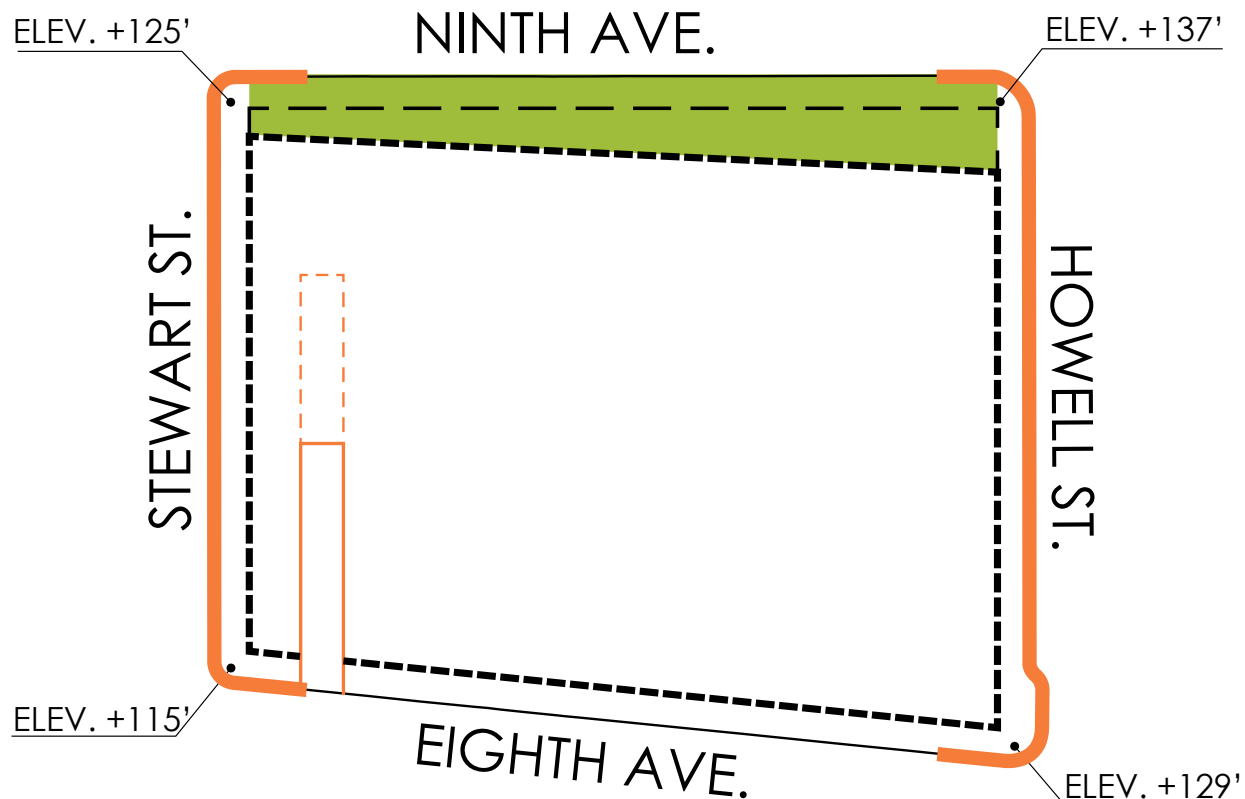


NOT RECOMMENDED



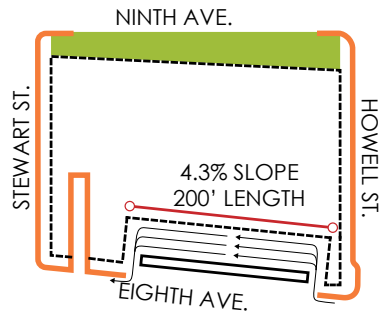
NOT RECOMMENDED

RECOMMENDED

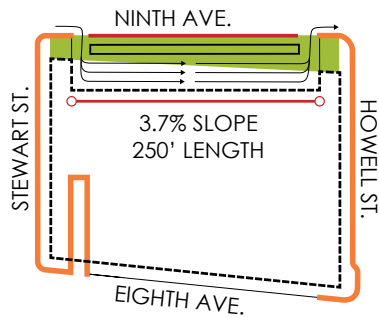


- Requires the minimum ramp length and disruption of the ground floor
- Does not compromise the Green Street Parcel Park

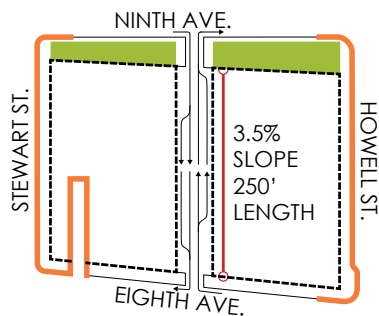
HOTEL DROP-OFF



NOT RECOMMENDED

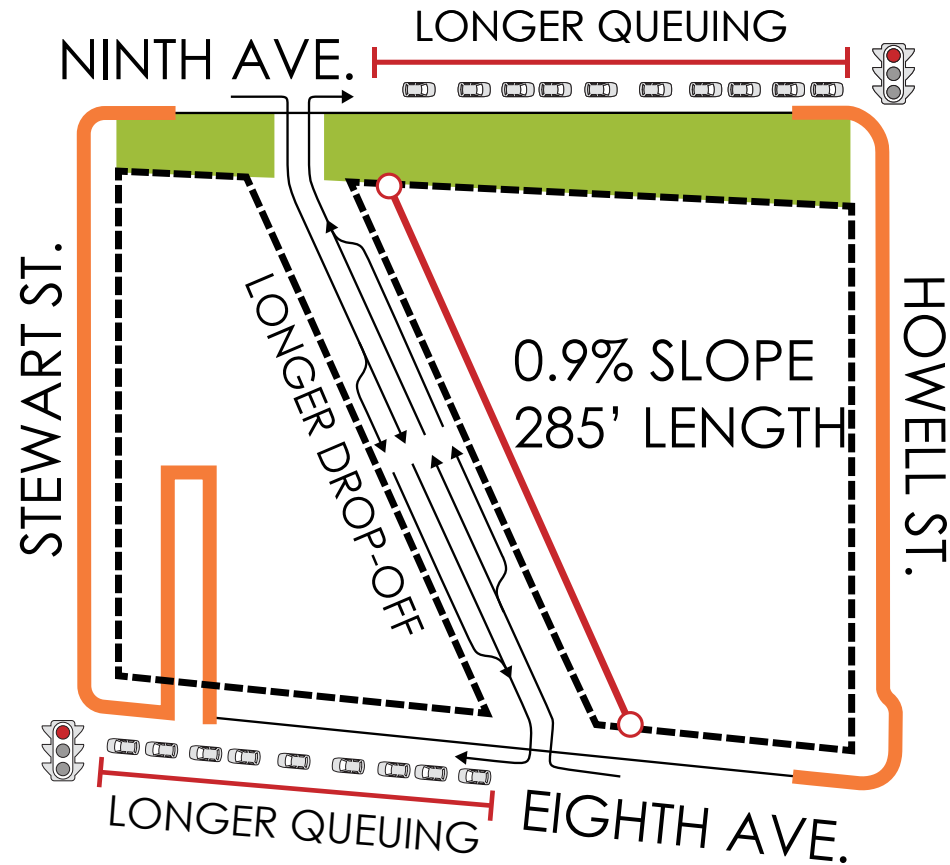


NOT RECOMMENDED



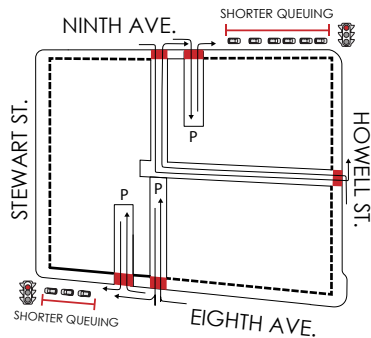
NOT RECOMMENDED

RECOMMENDED

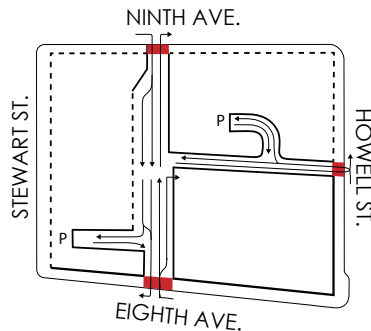


- Arriving and departing traffic is dispersed
- Minimizes impact on pedestrian experience along perimeter
- Direct curb access for entire length of drop-off
- Allows longer, contiguous parcel park footprint
- Minimizes grade change along length of drop-off
- Allows longer traffic light queuing

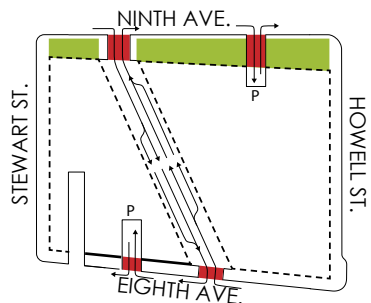
PARKING, CURB CUTS, AND GROUND LEVEL EXPERIENCE



91% transparent facade
NOT RECOMMENDED

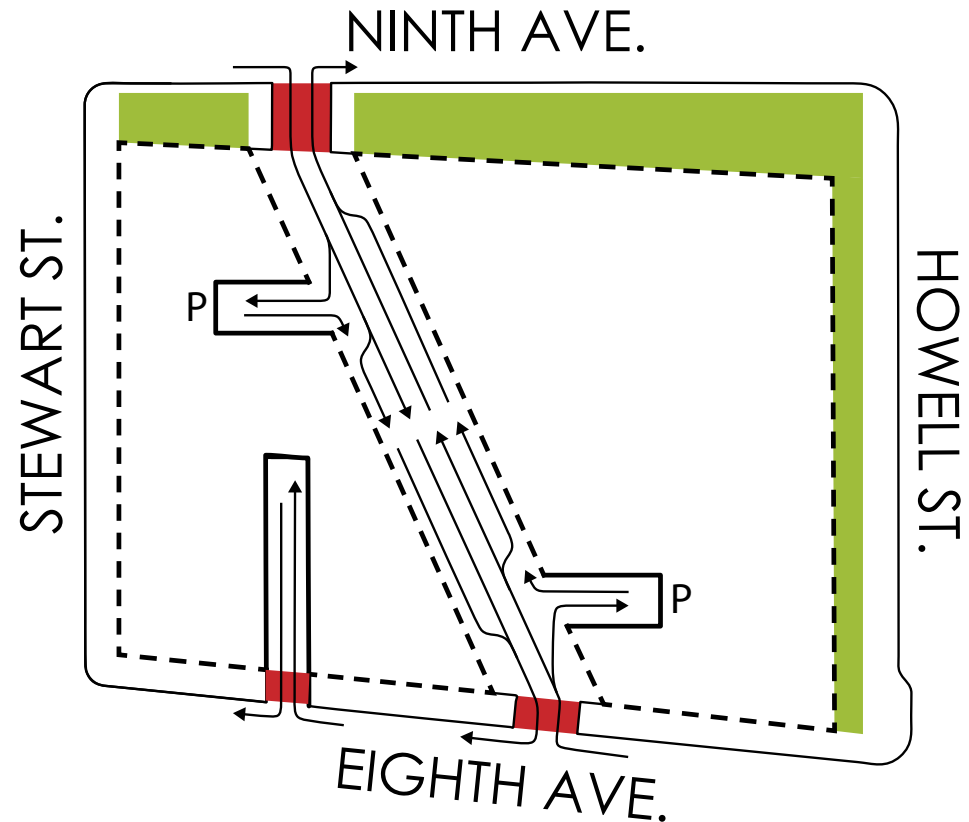


52% transparent facade
NOT RECOMMENDED



86% transparent facade
NOT RECOMMENDED

RECOMMENDED

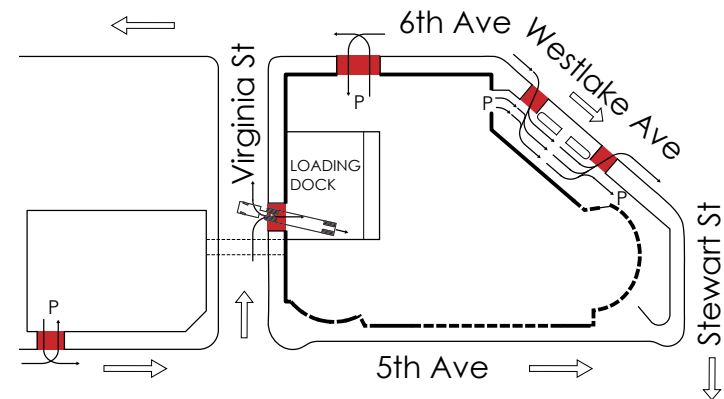


- 98% transparent facade
- Open space opportunity at 9th Ave. green street and Howell St.
- Internalized parking minimizes curb cuts
- Allows queuing at garage access points
- Garage entries function well with drop-off and valet parking
- Flexibility to arrive and depart from both 8th and 9th Ave provides maximum opportunity to disperse traffic

COMPARATIVE CASE STUDIES

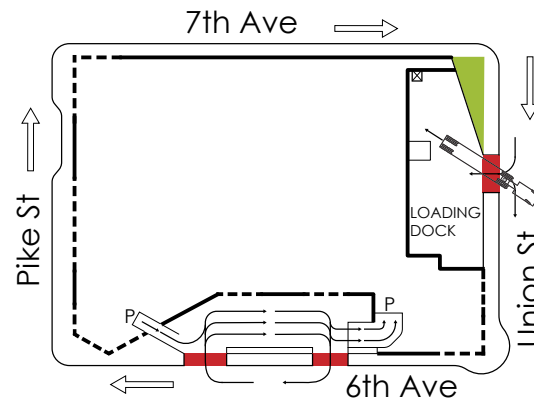
LARGE HOTEL OPERATIONAL FUNCTIONS

SEATTLE WESTIN



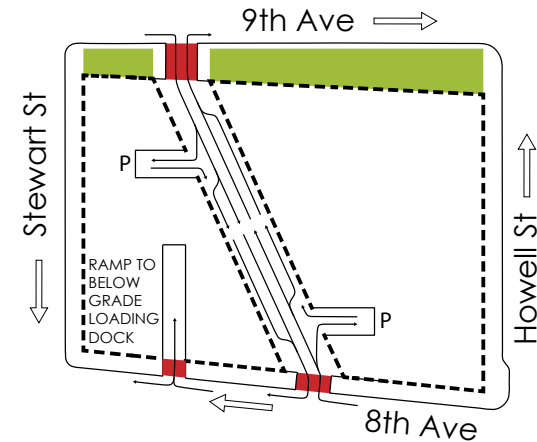
- Approx. 80' Drop-off Lane
- 5 Curb cuts
- Approx. 320' Active Pedestrian Facade

SEATTLE SHERATON



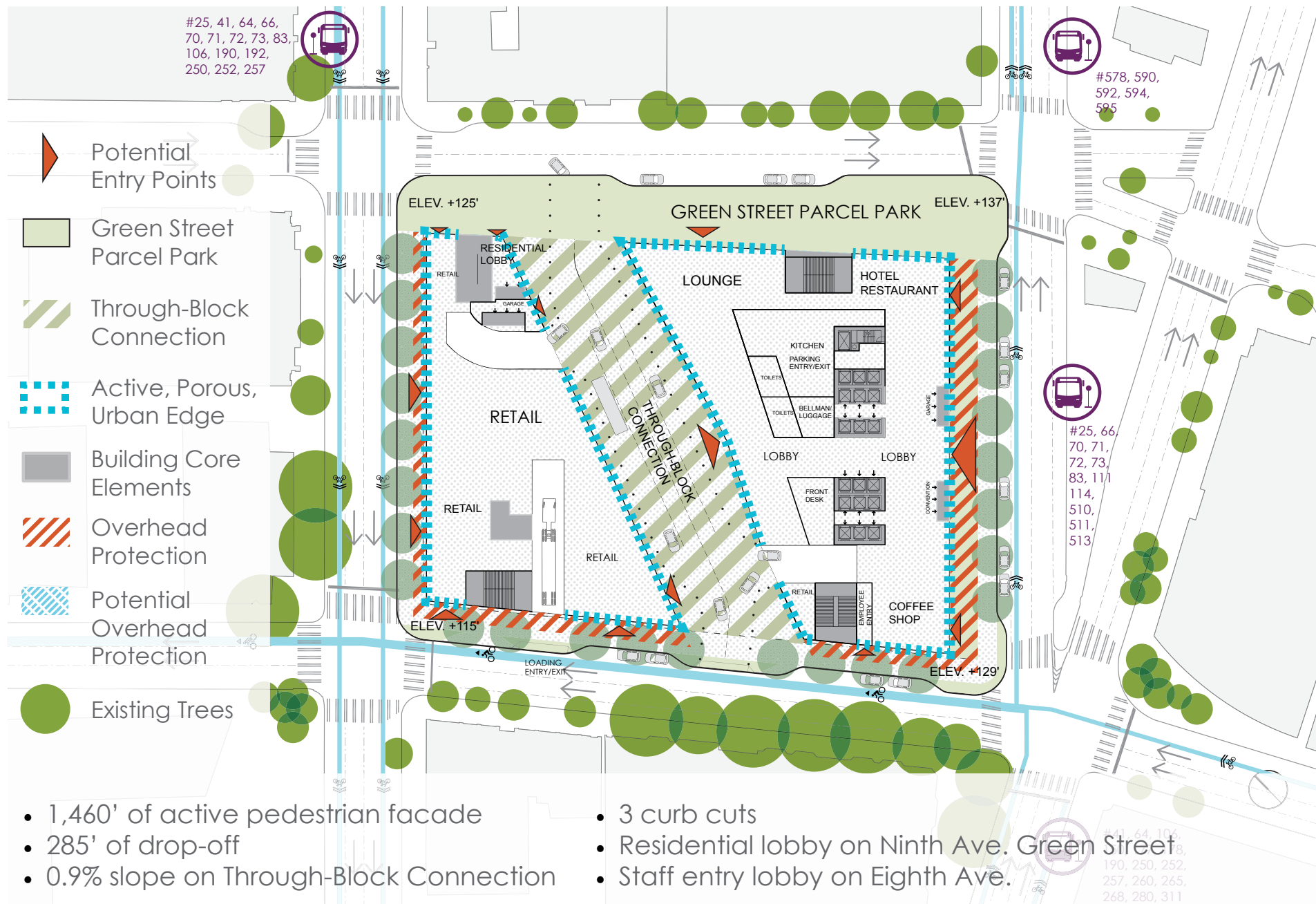
- Approx. 110' Drop-off Lane
- 3 Curb cuts
- Approx. 500' Active Pedestrian Facade

9TH & STEWART



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

GROUND FLOOR ORGANIZATION

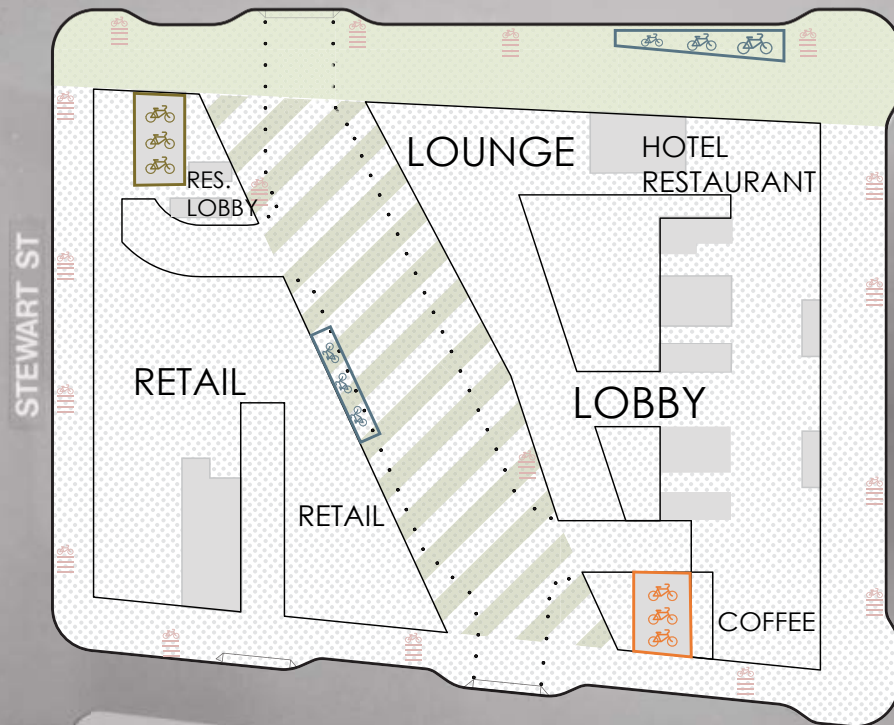


- 1,460' of active pedestrian facade
- 285' of drop-off
- 0.9% slope on Through-Block Connection

- 3 curb cuts
- Residential lobby on Ninth Ave. Green Street
- Staff entry lobby on Eighth Ave.

BIKE FACILITIES

STORAGE, BIKE RACKS, AND BICYCLE SHARE LOCATIONS



RESIDENT BIKE
STORAGE [ABOVE
GRADE]



EMPLOYEE BIKE
STORAGE
[BELOW GRADE]

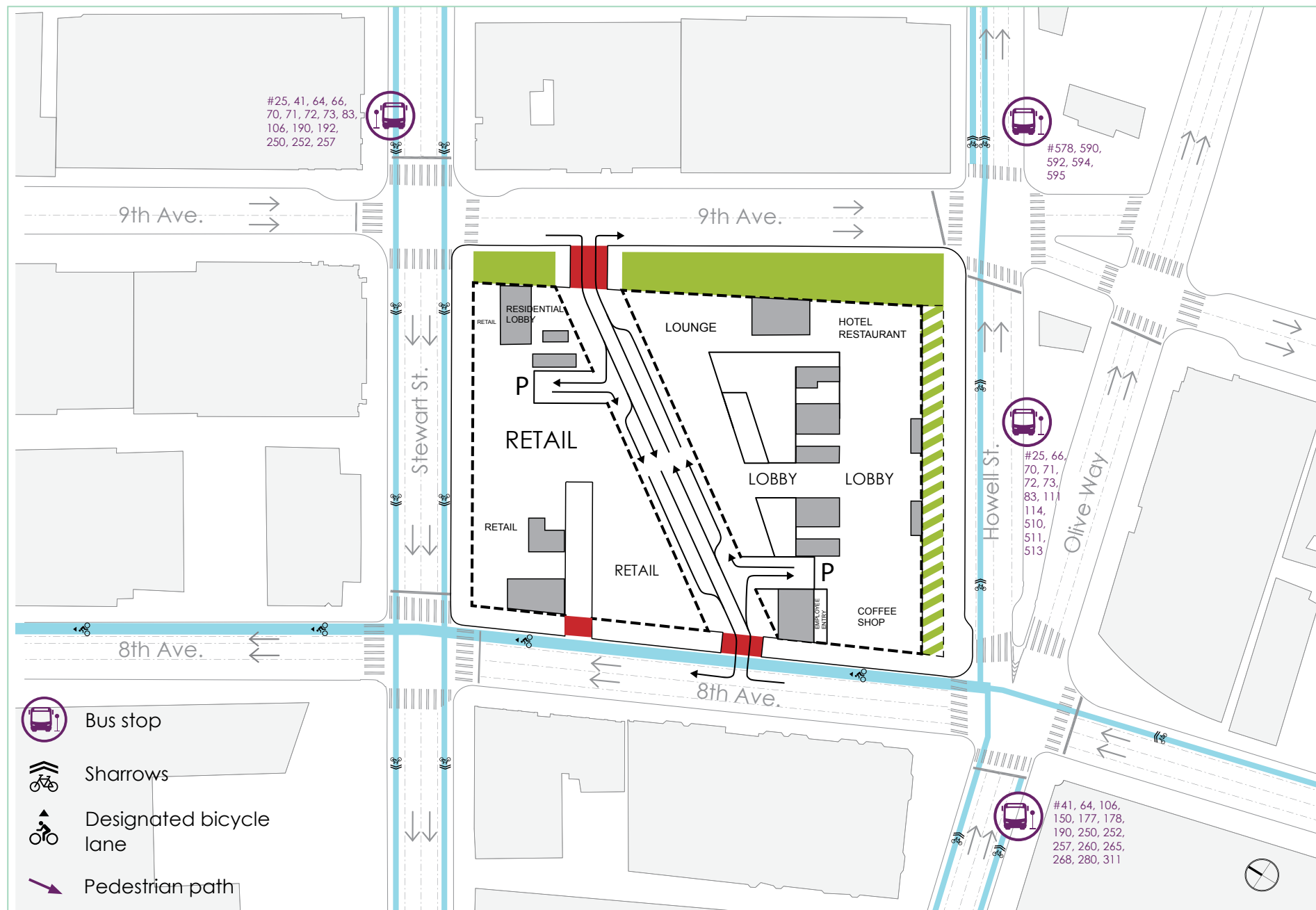


BICYCLE SHARE

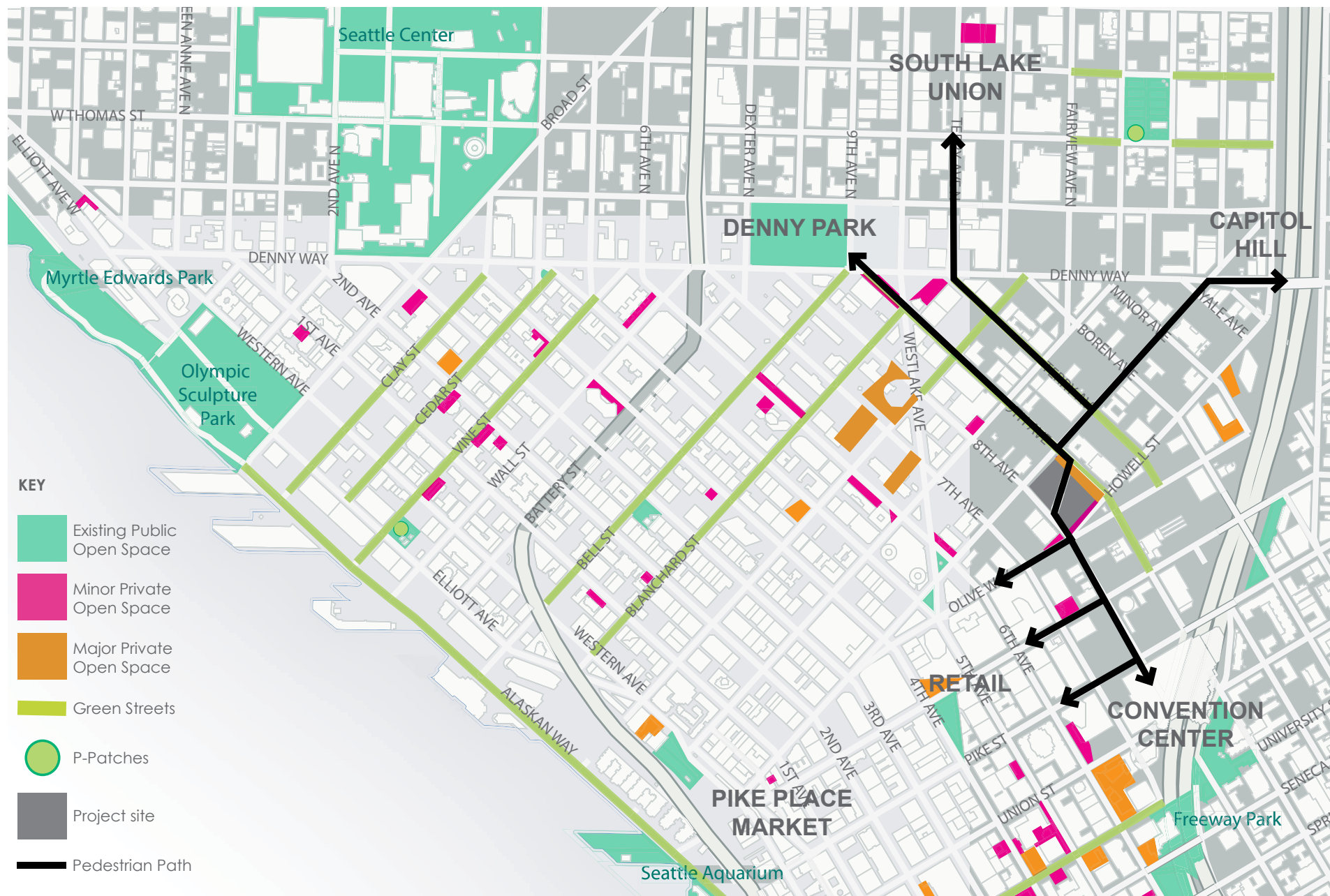


PUBLIC BIKE RACKS

NEIGHBORHOOD TRANSIT AND BIKE ACCESS



PEDESTRIAN CIRCULATION



SITE PLAN

- 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



1 9TH AVENUE GREEN STREET PARCEL PARK

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

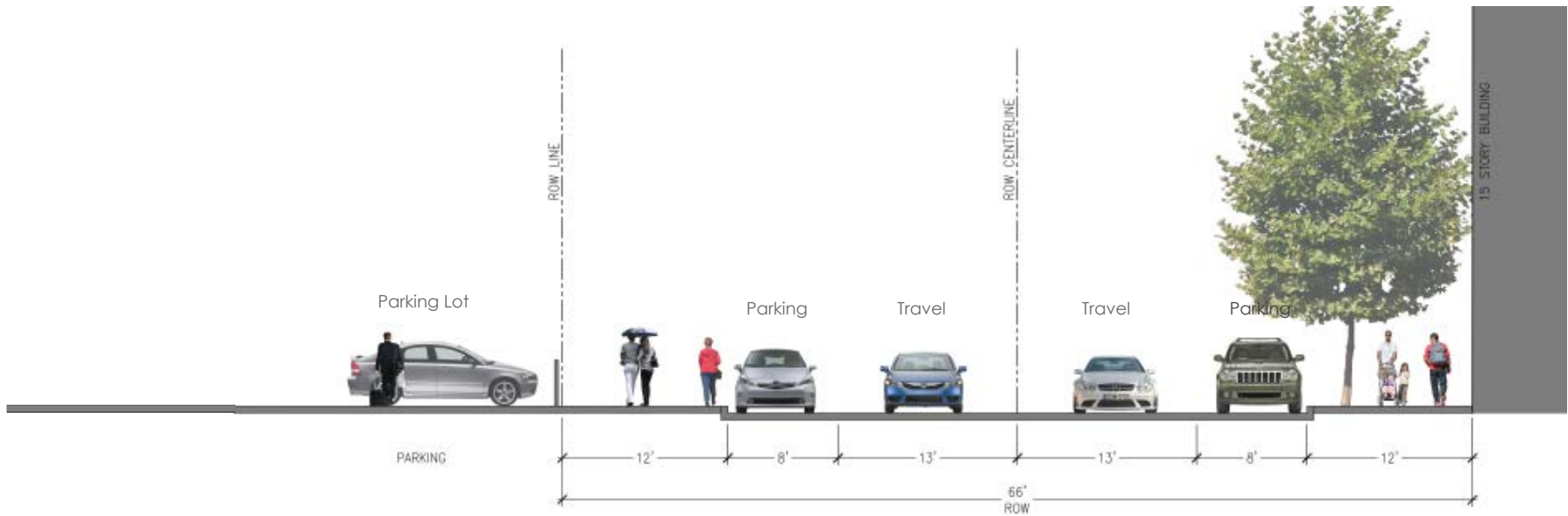
ADDED

- Staff entry
- Residential entry
- Distributed parking entries



1 9TH AVENUE GREEN STREET PARCEL PARK

Existing



Proposed



1 9TH AVENUE GREEN STREET PARCEL PARK

REFERENCE IMAGES FOR POSSIBLE DESIGN FEATURES



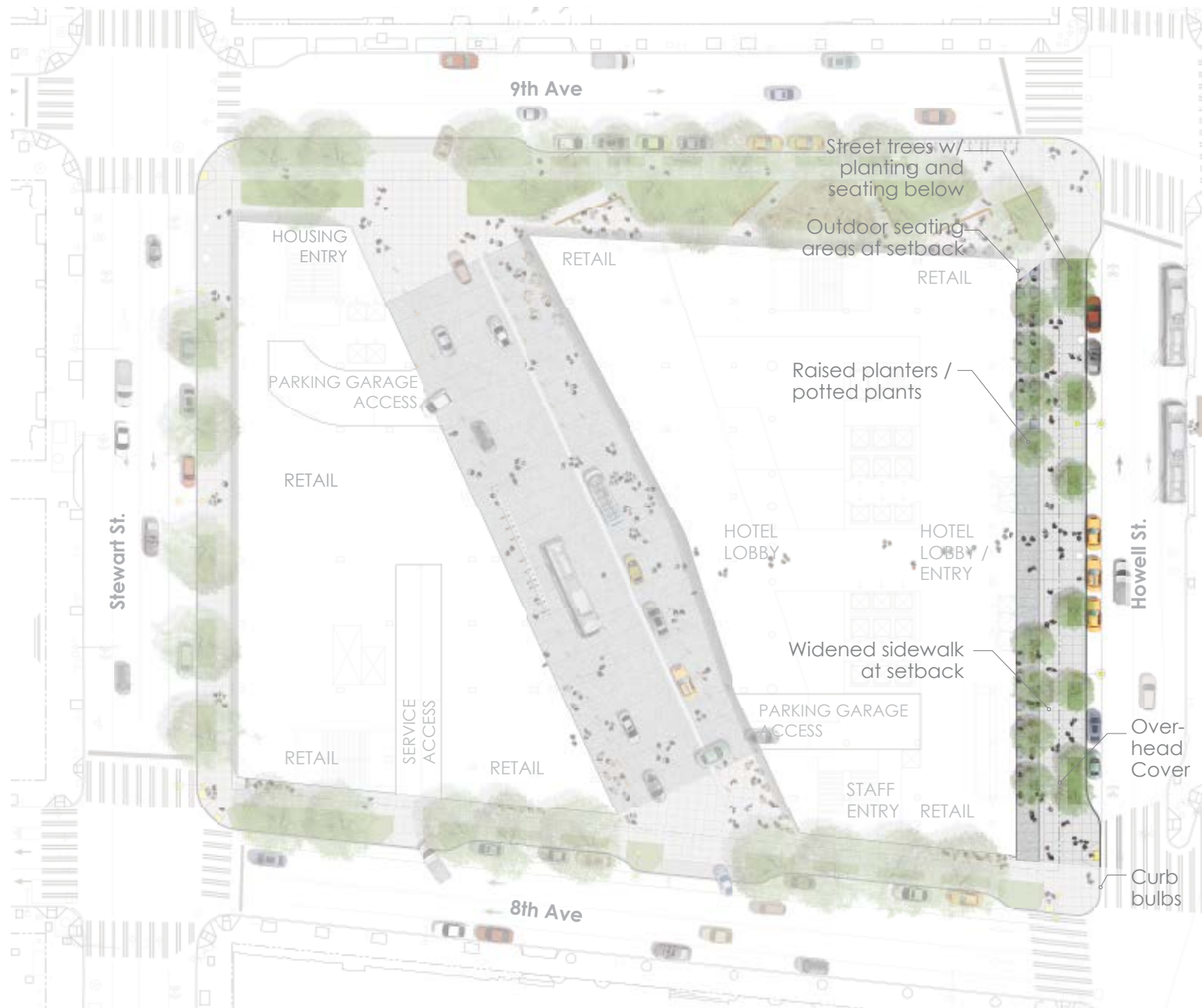
VIEW ALONG 9TH AVENUE GREEN STREET PARCEL PARK



2 HOWELL STREET

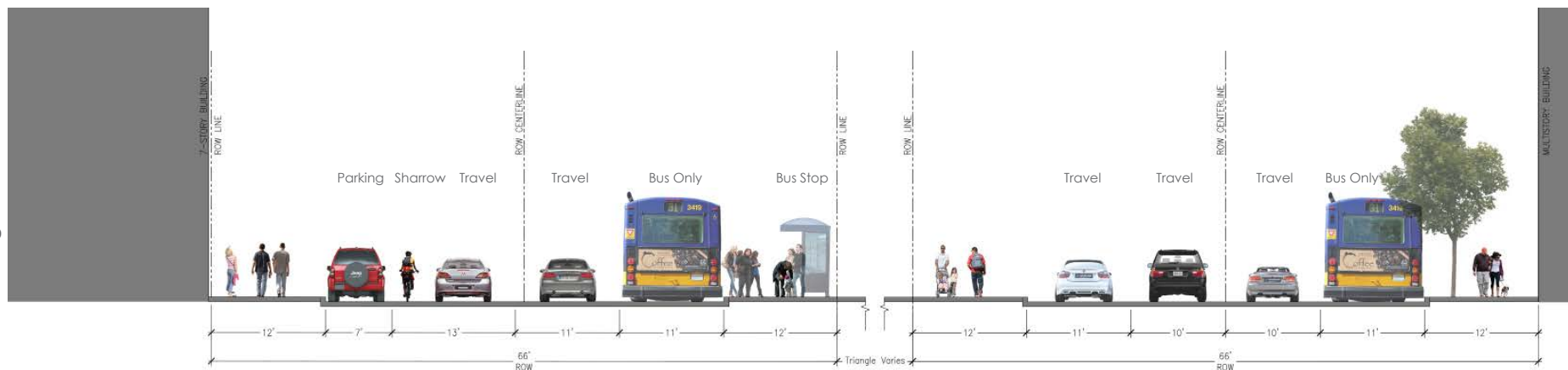
PROGRAM ELEMENTS

- 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

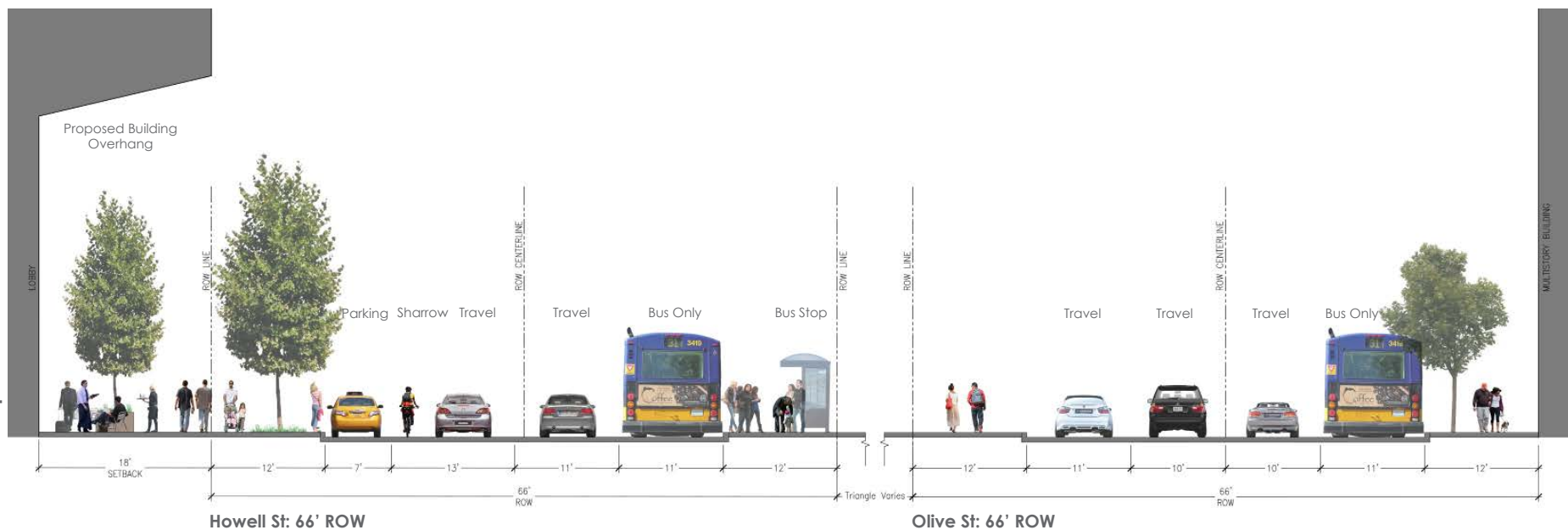


2 HOWELL AND OLIVE STREET

Existing



Proposed



2 HOWELL STREET

REFERENCE IMAGES FOR POSSIBLE DESIGN FEATURES



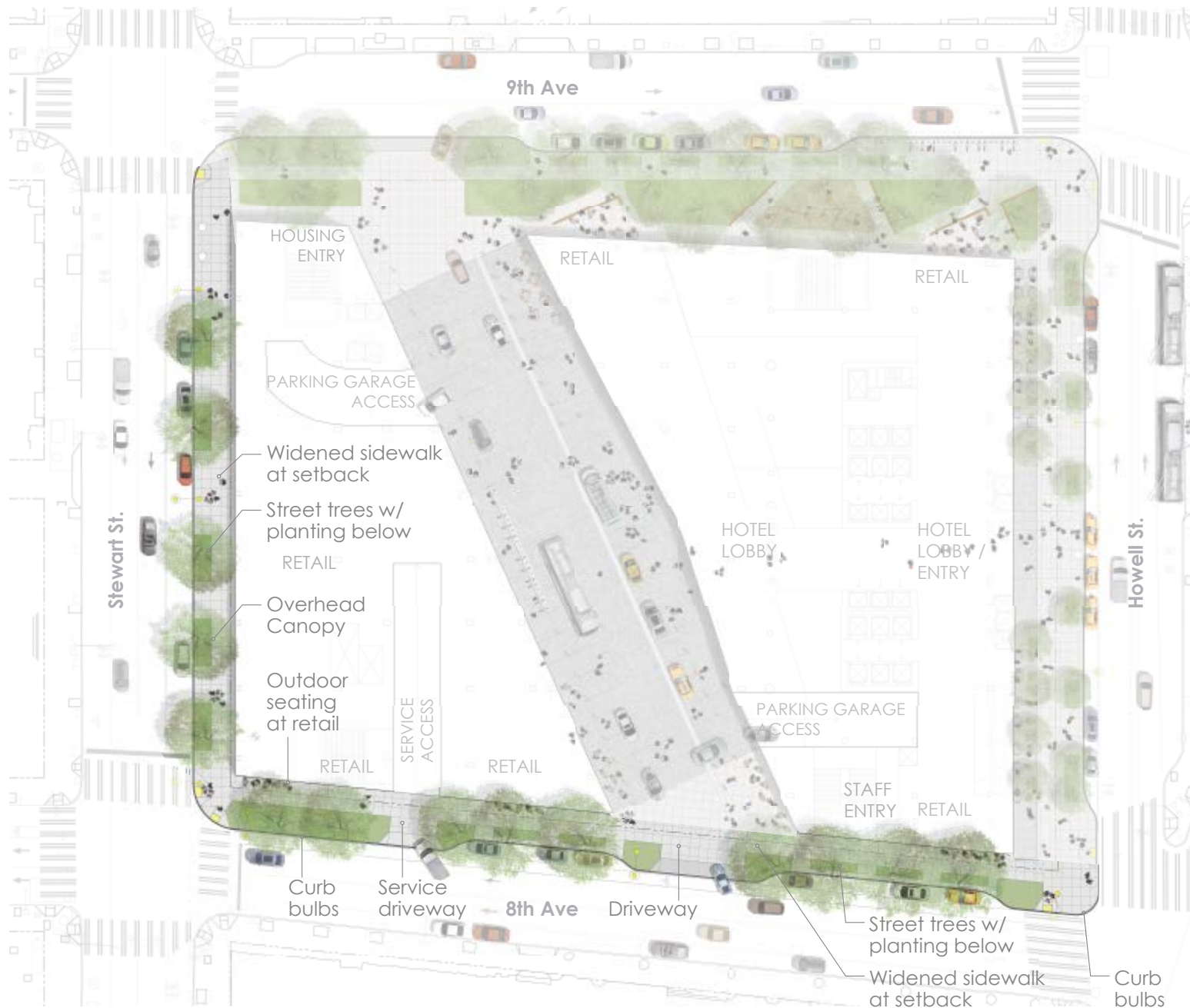
VIEW FROM 8TH AVENUE AT OLIVE WAY



3 + 4

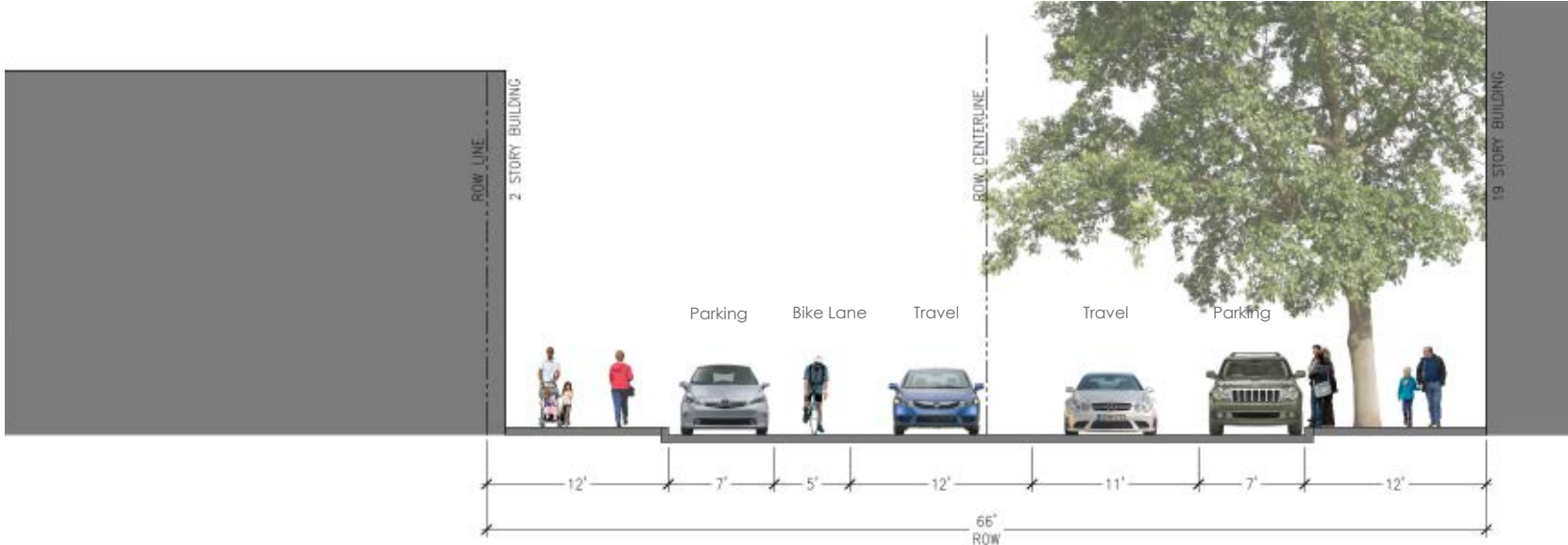
PROGRAM ELEMENTS

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

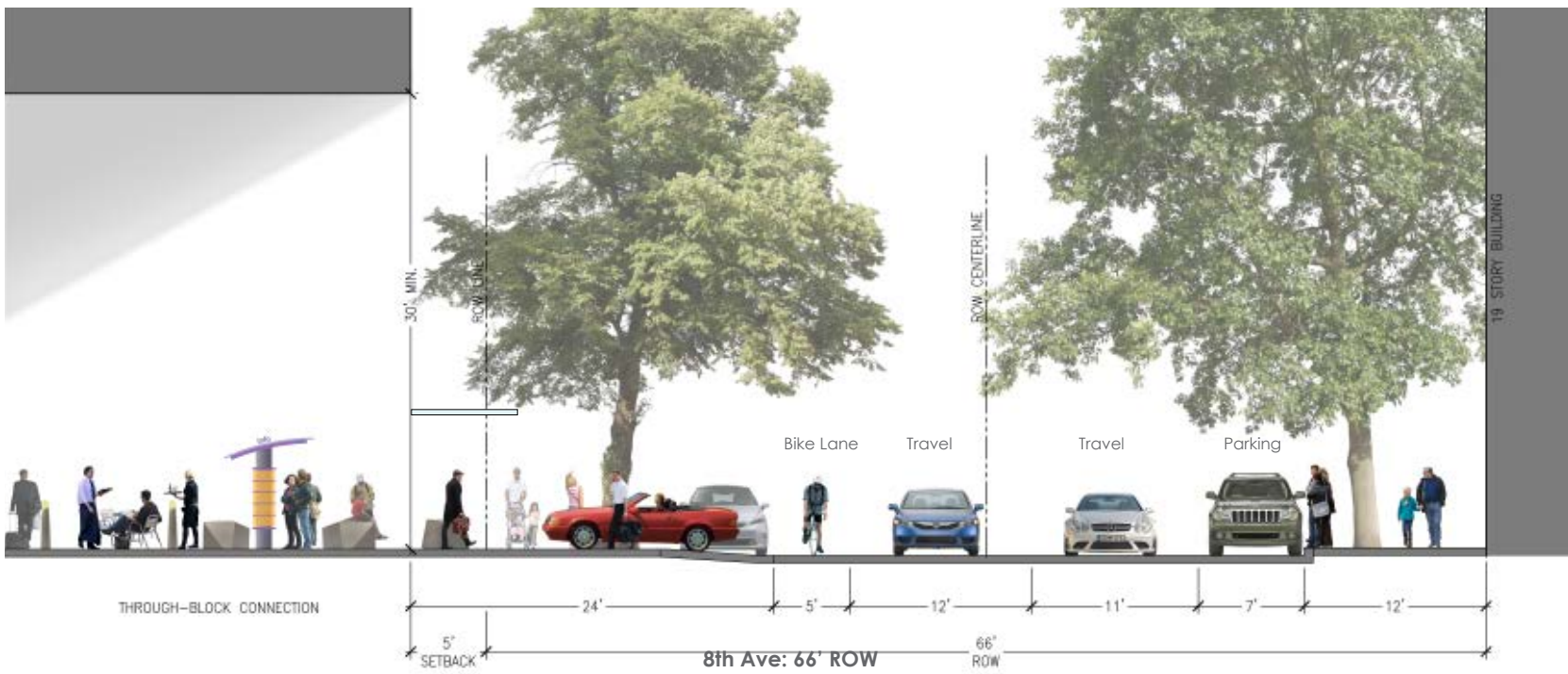


3 8TH AVENUE

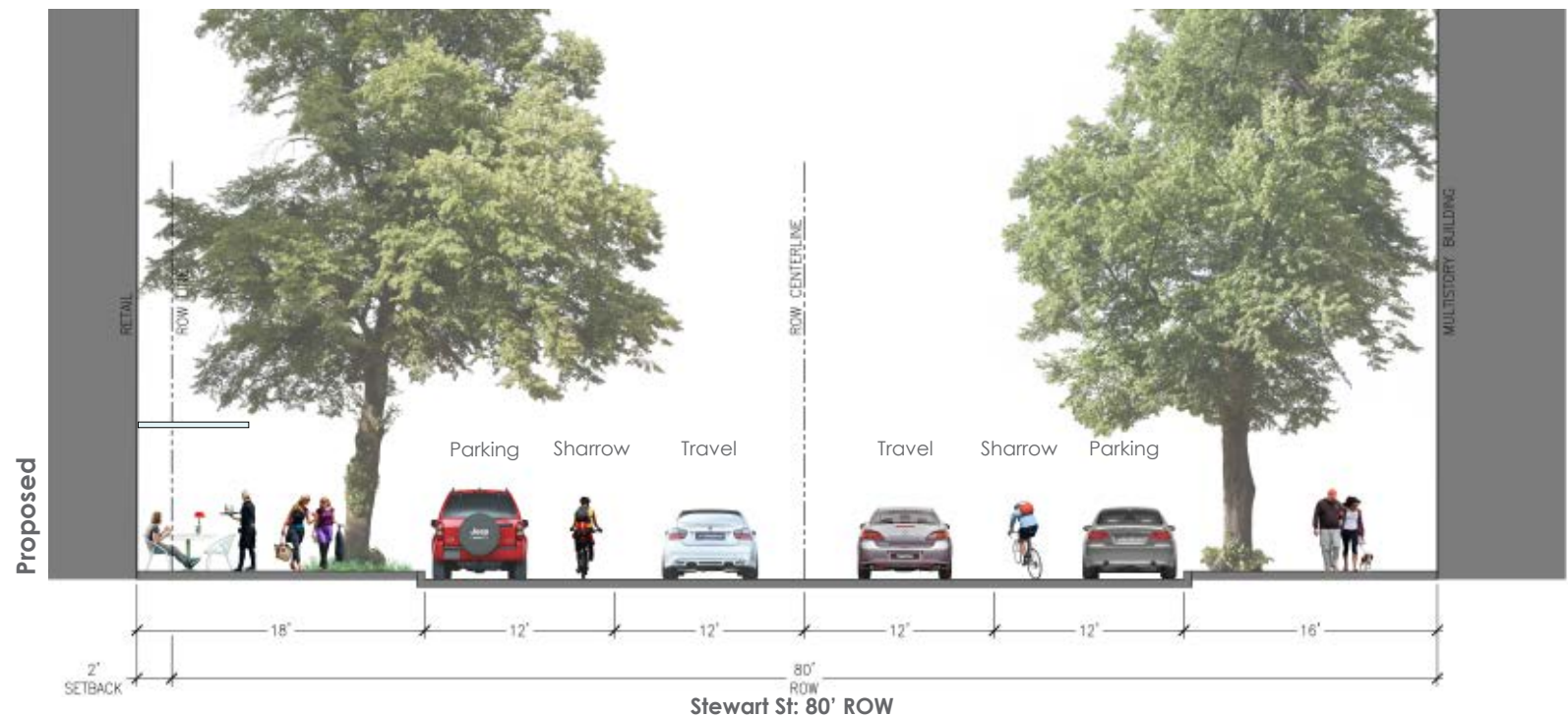
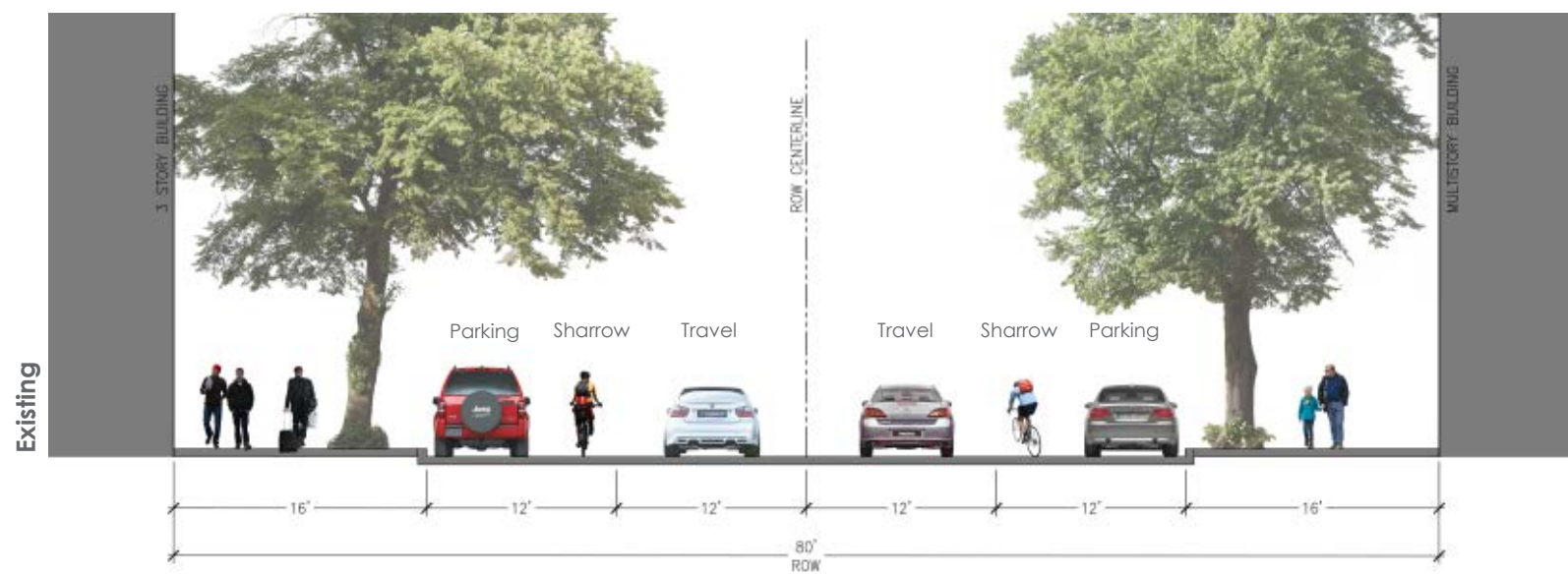
Existing



Proposed



4 STEWART STREET



3 + 4 8TH AVENUE AND STEWART STREET

REFERENCE IMAGES FOR POSSIBLE DESIGN FEATURES



VIEW FROM 9TH AVENUE AND STEWART STREET



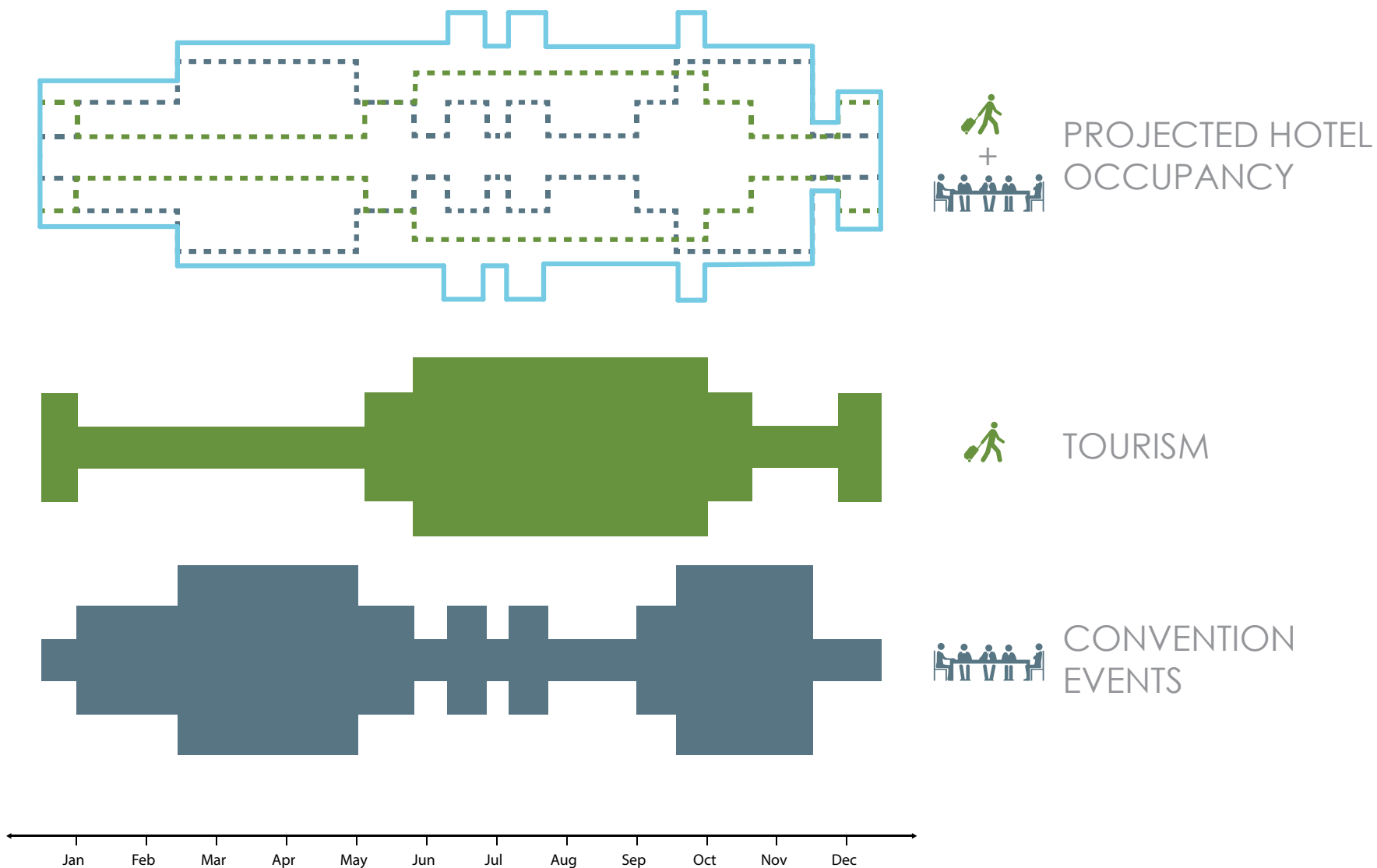
5 THROUGH-BLOCK CONNECTION

PROGRAM ELEMENTS

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

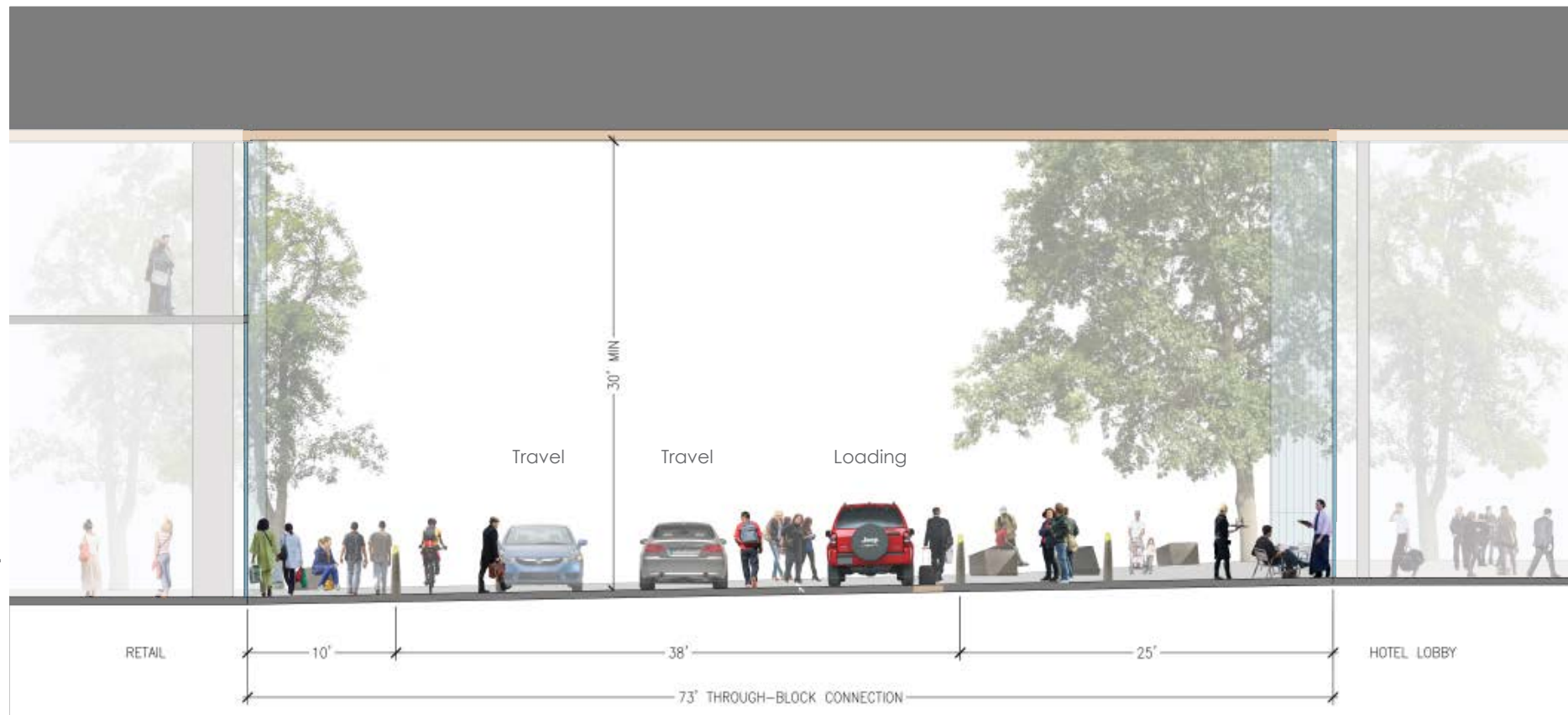


CONVENTION AND TOURISM OCCUPANCY PATTERNS



5 THROUGH-BLOCK CONNECTION

Proposed



5 THROUGH-BLOCK CONNECTION FUNCTIONALITY



Pedestrians and Cars co-mingle: Pike Place Market [Seattle]



Queen Street Mall [Brisbane]



Porte Cochère



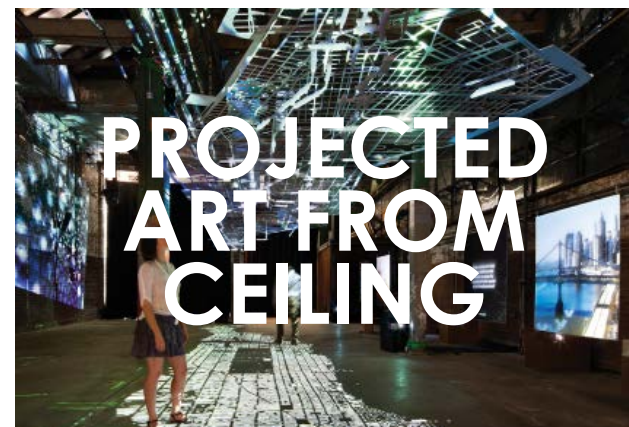
Campo dei Fiore [Rome]



Exhibition Street [London]

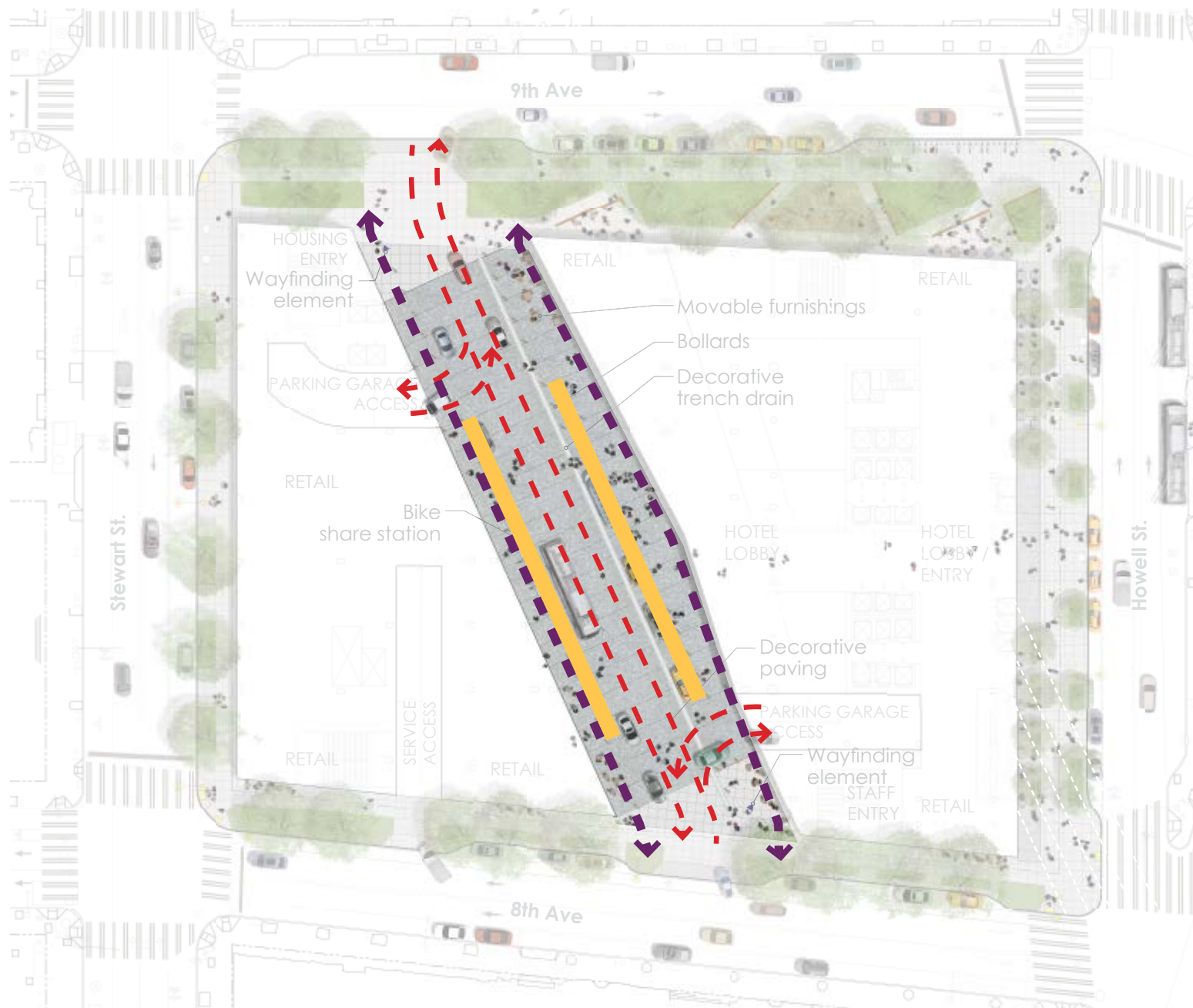
5 THROUGH-BLOCK CONNECTION

REFERENCE IMAGES FOR POSSIBLE DESIGN FEATURES



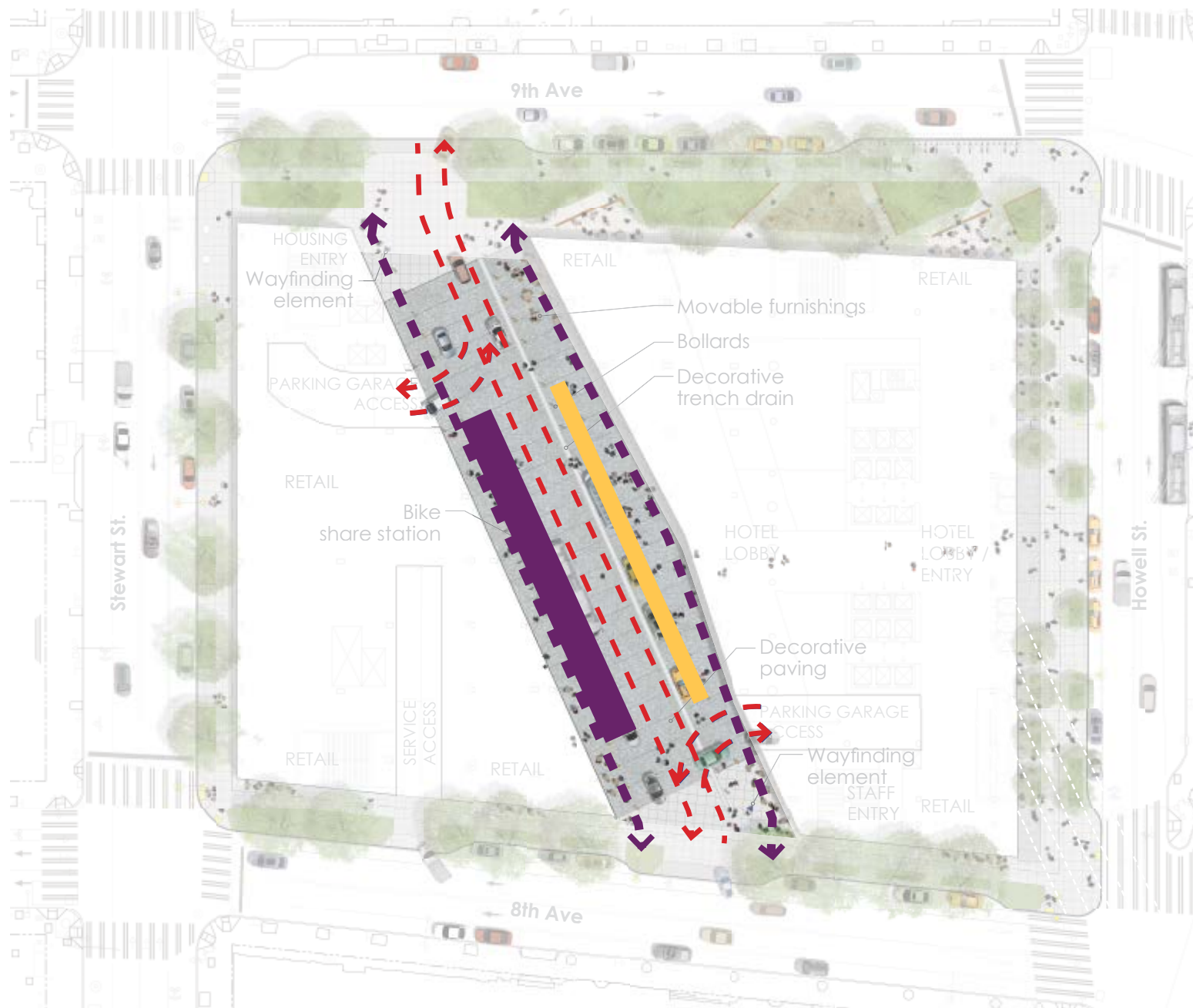
THROUGH-BLOCK CONNECTION FLEXIBILITY

- Drop off
- Flexible use
- Pedestrian
- Vehicular

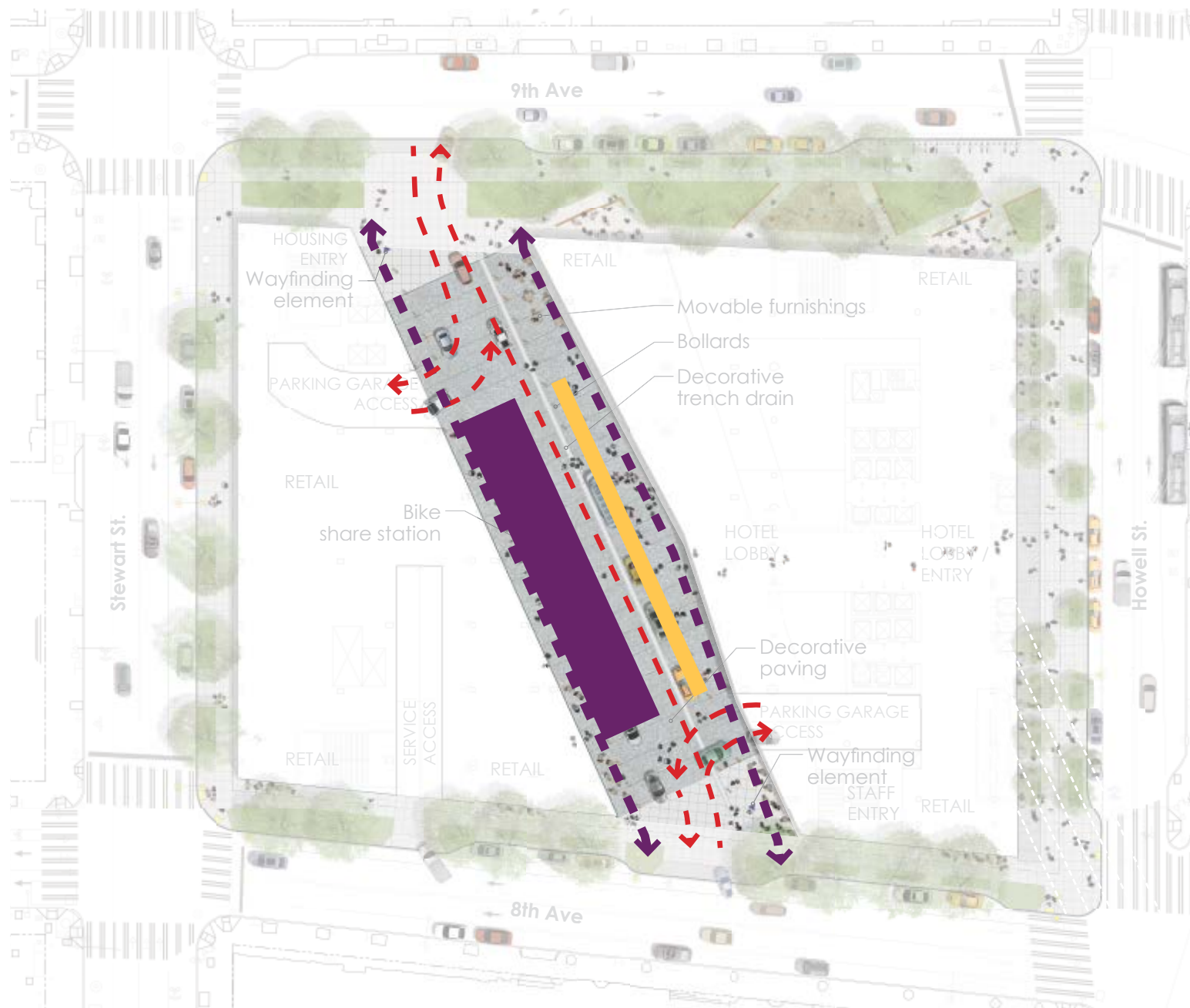


THROUGH-BLOCK CONNECTION FLEXIBILITY

- Drop off
- Flexible use
- Pedestrian
- Vehicular

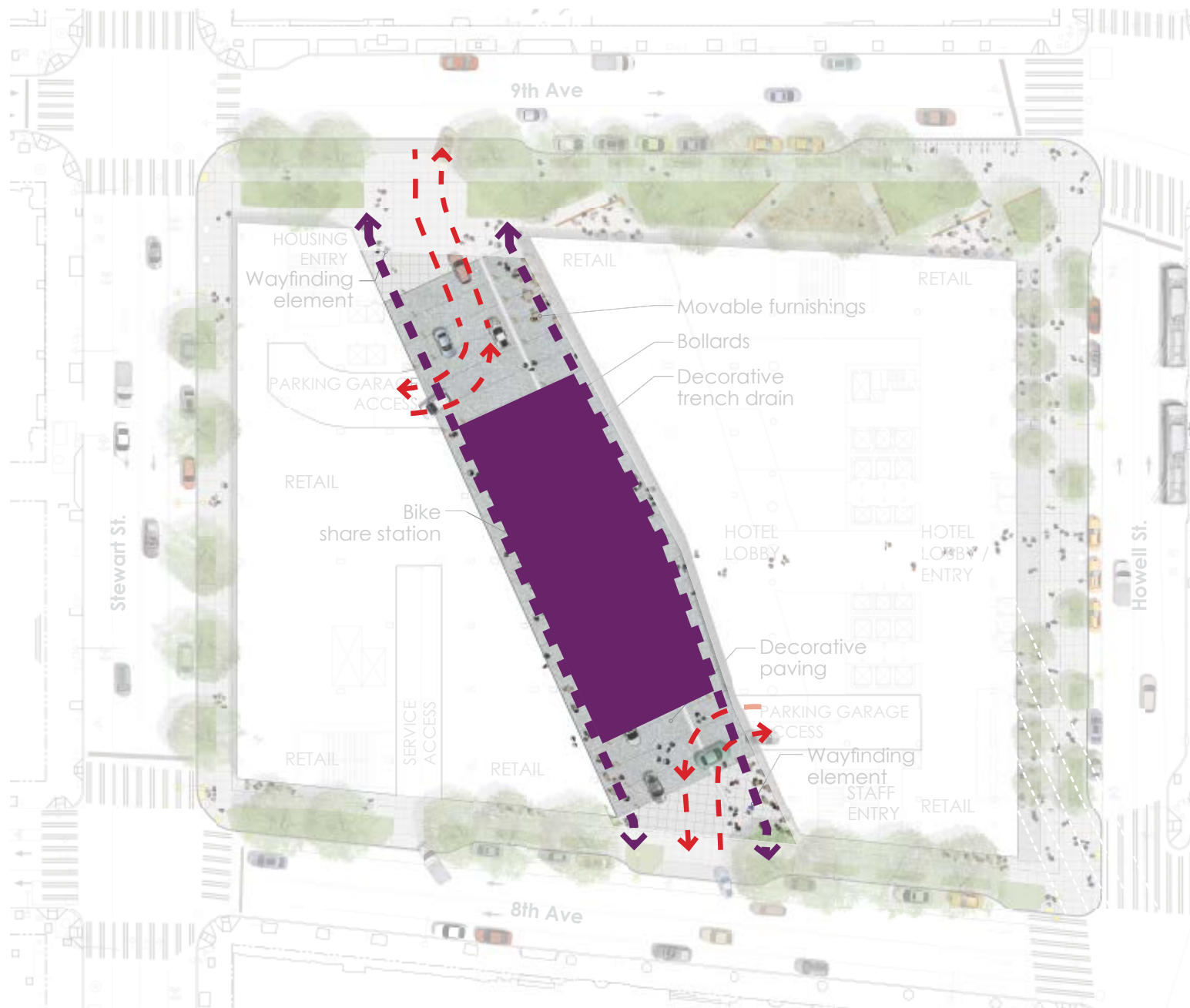


- Drop off
- Flexible use
- Pedestrian
- - Vehicular



THROUGH-BLOCK CONNECTION FLEXIBILITY

- Drop off
- Flexible use
- Pedestrian
- Vehicular



MORNING AIRPORT SHUTTLE DEPARTURES AND NEIGHBORHOOD ACTIVITIES



VIEW FROM 9TH AVENUE LOOKING SOUTHWEST

CONVENTION EVENT



VIEW FROM 9TH AVENUE LOOKING SOUTHWEST

MIDDAY LUNCH WITH FOOD TRUCKS



VIEW FROM 9TH AVENUE LOOKING SOUTHWEST

RED CARPET EVENT



VIEW FROM 9TH AVENUE LOOKING SOUTHWEST

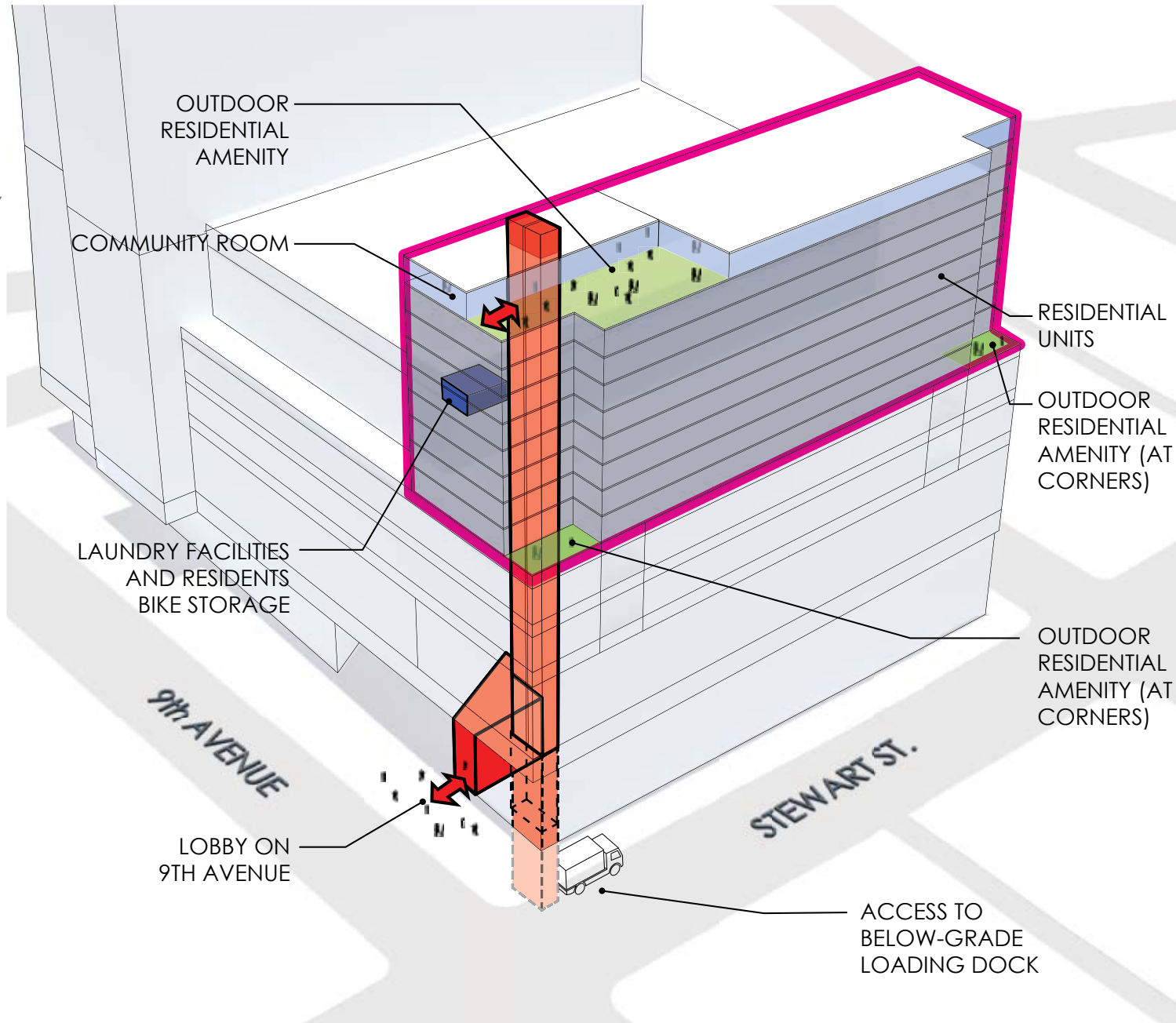
RED CARPET EVENT



VIEW FROM 9TH AVENUE LOOKING SOUTHWEST

AFFORDABLE HOUSING DEVELOPMENT PROGRAM

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



AFFORDABLE HOUSING PLANS

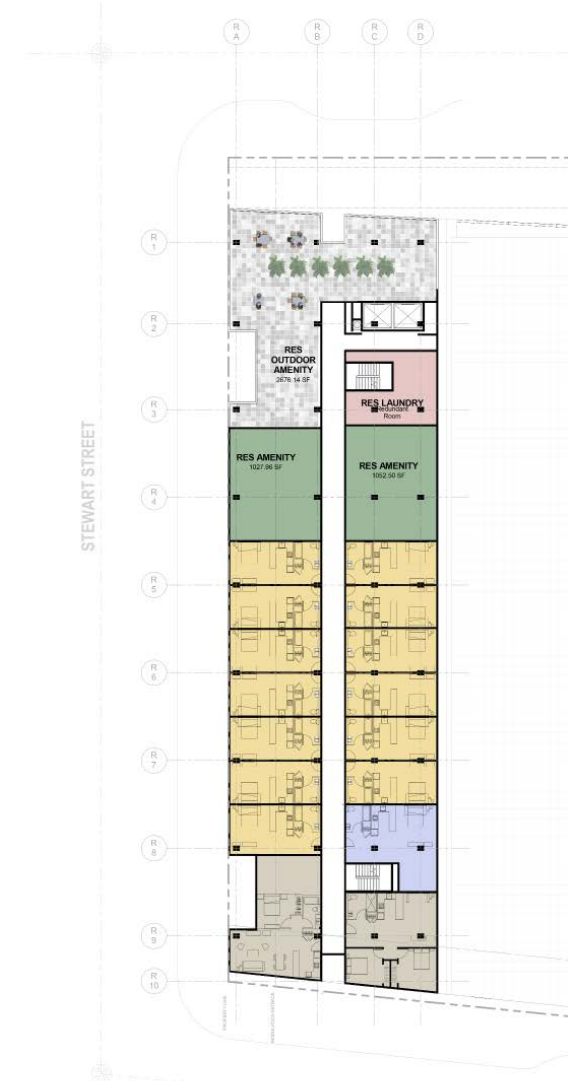
FLOOR PLANS



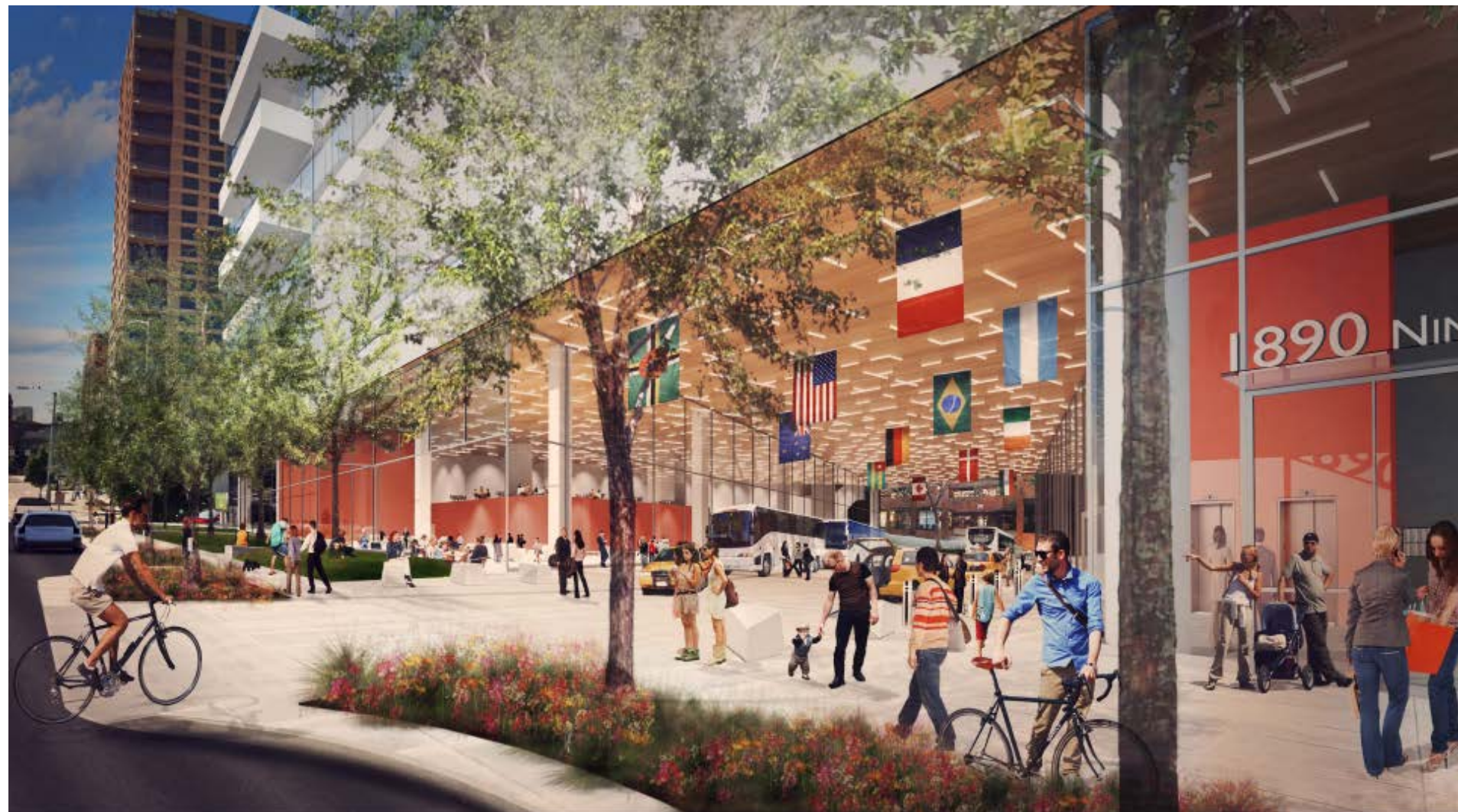
COVERED ENTRY AT 9TH AVENUE



TYPICAL HOUSING FLOOR



LEVEL H8 PLAN WITH
OUTDOOR AMENITIES



VIEW FROM 9TH AVENUE LOOKING SOUTHWEST

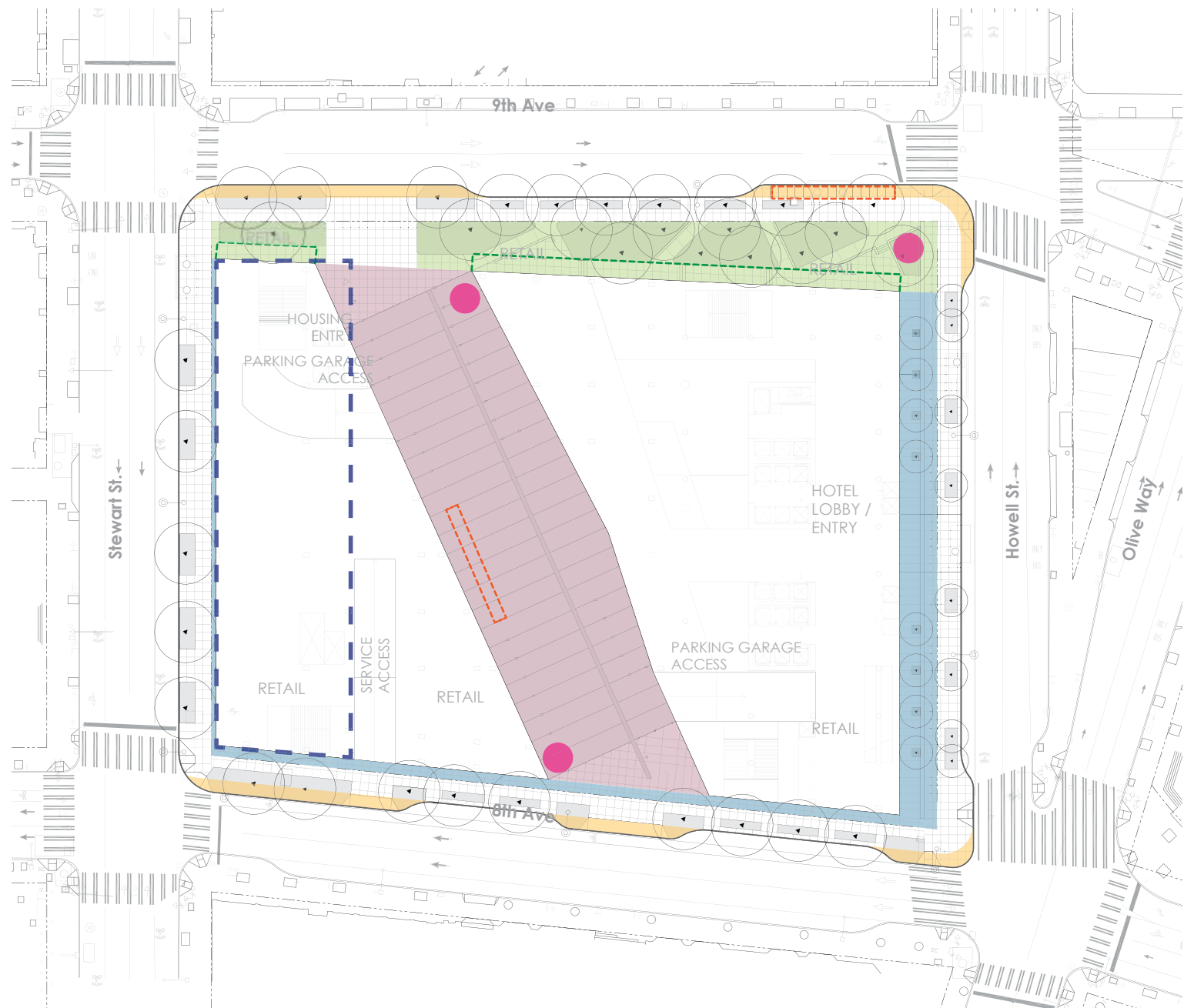
PUBLIC AMENITIES DIAGRAM

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
- Affordable Housing
150 Units
- Economic Benefits
- Sustainability Goals

PROPOSED FAR BONUS

- Green Street
Parcel Park



SUMMARY OF FAR AND ALLEY VACATION PUBLIC BENEFIT

FAR Amenity Program /Land Use Code	Alley Vacation Public Benefit /Seattle City Council
<p>75% Affordable Housing Build affordable housing in lieu of contribution to affordable housing fund</p> <p>75% Childcare Fund 661,716 SF</p> <p>25% Public Amenities 35,000 SF – Green Street Parcel Park 3,000 SF – Green Street Setback 112,736 SF – Landmarks TDR's (own) 34,036 SF – Performance Arts TDR's (own) 35,800 SF – Non-Housing TRD's (tbd)</p>	<p>Unique Economic Public Benefit</p> <p>Through-Block Pedestrian Connection</p> <p>On-Site Affordable Housing</p> <p>Enhanced Right-of-Way Condition</p> <p>Publicly Accessible Art</p> <p>Weather Protection at Green Street</p> <p>Howell Street Setback/ Open Space</p> <p>Bike Share Program</p> <p>Design with Intent to Meet LEED Gold</p> <p>Design with Intent to 2030 District Goal</p>