Statement of Public Benefit Objectives

The purpose of this presentation is to outline the long-term public benefits proposed in exchange for the City granting a 5,763 square foot alley vacation on each of 3 adjacent blocks in the Denny Triangle Neighborhood.

At the May 17, 2012 meeting with the Seattle Design Commission, the commission approved the alley vacations’ urban design merit. The commission acknowledged that, due to the street grid transition in the Denny Triangle, the existing alleys terminate on Westlake Avenue in awkward truncated multi-way intersections. In addition, the current lots are less than standard dimensions, challenging development of today’s desired office floorplate dimensions and efficient parking layouts.

Vacation of the alleys will create opportunities for a diverse range of significant public spaces in an area underserved by open space and public amenities. It will allow building configurations that maximize the light and air access of these public spaces and improve traffic and circulation by eliminating 7th Avenue curb cuts and multi-way intersections on Westlake Avenue. The project also includes improving and modernizing utilities currently present in the alley.

The proposal includes a Planned Community Development (PCD) component of the Master Use Permit. A PCD is being pursued because of the intention to phase development over time providing the ability, with input from the City and the neighborhood, to comprehensively plan over 5.5 acres in this currently underused neighborhood. In effect, the overall project with the vacations seeks to bring the Denny Triangle Neighborhood Plan and City Downtown Plan to life.

The decision to seek alley vacations on these blocks was made primarily for the purpose of improving the functionality and quality of the urban design and building design on these blocks, not for gaining additional square footage. Although the Applicant proposes to purchase about 17,288 SF of alley and would thereby gain the right to build more than an additional 242,000 SF over the 3 blocks (or about 80,000 SF on each block), they are not choosing to do so. We believe that this is an important consideration in evaluating our vacation petition.

This presentation lays out the on and off-site long-term public benefits proposed in return for the 3 alley vacations. The on-site benefits include additional setbacks, as well as significant enhancements to the over 72,000 square feet of on-site open space provided as a means of achieving the sites development capacity. The off-site benefits include over 32,000 square feet of public open space and street improvements beyond code requirements, as well as improvements to Westlake Ave and concept design work to the City for a number of proposed bike and pedestrian infrastructure improvements.
Public Benefits Summary
Design Commission Comments

In response to the Commission’s recommendations, we will address:

- The experiential aspects of the pedestrian experience and operational access
- The value of passing through the blocks and the proposed variability in open spaces
- How the design connects to the neighborhood and references the street grids
- How the project will be phased
- Our evolving strategy for long-term sustainability and energy conservation
1

Public Benefits Summary

Neighborhood Values

<table>
<thead>
<tr>
<th>Use</th>
<th>Public Realm</th>
<th>Urban Form</th>
<th>Transportation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mixed-Use</td>
<td>Combine commercial office, retail, social &amp; public services, residential &amp; public open space throughout the neighborhood</td>
<td>Invest in tree plantings &amp; sidewalk amenities</td>
<td>Support redevelopment of Westlake Boulevard as a boulevard</td>
</tr>
<tr>
<td></td>
<td>Seattle’s Comprehensive Plan: DEN-G2</td>
<td>Denny Triangle Approval &amp; Adoption Matrix: 171</td>
<td></td>
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<tr>
<td>Retail</td>
<td>Require retail-height ceilings on ground floors</td>
<td>Develop pocket parks</td>
<td>Provide pedestrian improvements along 7th Ave.</td>
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<tr>
<td></td>
<td>Denny Triangle Neighborhood Plan: p5</td>
<td>Create a Denny Triangle neighborhood park</td>
<td>Denny Triangle Neighborhood Plan: p10, 21</td>
</tr>
<tr>
<td></td>
<td>Encourage, but not require, retail at street level</td>
<td>Denny Triangle Neighborhood Plan: p5</td>
<td>Explore ways to improve pedestrian safety and convenience along</td>
</tr>
<tr>
<td></td>
<td>Denny Triangle Approval &amp; Adoption Matrix: C12</td>
<td>宽度</td>
<td>and across the arterials in the neighborhood</td>
</tr>
<tr>
<td>Commercial Office</td>
<td>Encourage job development</td>
<td>Designate and support the development of green streets in the neighborhood</td>
<td>Seattle’s Comprehensive Plan: DEN-P17</td>
</tr>
<tr>
<td></td>
<td>Denny Triangle Approval &amp; Adoption Matrix: A1</td>
<td>Seattle’s Comprehensive Plan: DEN-P12</td>
<td>Cycle</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Widen sidewalk, landscape &amp; add “common thread” elements</td>
<td>Seek ways to improve safety and convenience of bicycle travel within</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Seattle’s Comprehensive Plan: DEN-P17</td>
<td>and through the neighborhood</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Denny Triangle Neighborhood Plan: p6, 17</td>
<td>Seattle’s Comprehensive Plan: DEN-P16</td>
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<tr>
<td>Alleys</td>
<td>Simplify &amp; create a means to expedite the alley vacation process</td>
<td></td>
<td>Transit</td>
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<td></td>
<td>Denny Triangle Neighborhood Plan: p5</td>
<td></td>
<td>Improve bus stops Maintain &amp; improve Denny Triangle transit service</td>
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<td>Open Space</td>
<td>Encourage the creation of new open spaces</td>
<td></td>
<td>Denny Triangle Neighborhood Plan: p18, 19</td>
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<tr>
<td></td>
<td>Seattle’s Comprehensive Plan: DEN-P9</td>
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<td>Vehicular Traffic</td>
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<td></td>
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<td>Develop traffic calming devices, i.e. special pavement, bike lanes, curb</td>
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<td>bulbs &amp; signage along Blanchard and Bell</td>
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<td></td>
<td></td>
<td></td>
<td>Denny Triangle Approval &amp; Adoption Matrix: C16</td>
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<td>Encourage the integration of Westlake Avenue into the neighborhood</td>
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<td></td>
<td></td>
<td></td>
<td>physically, aesthetically, and operationally, while maintaining its</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>arterial functions</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Seattle’s Comprehensive Plan: DEN-P14</td>
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</tbody>
</table>

Community values contained in the Denny Triangle Neighborhood Plan, Denny Triangle Approval & Adoption Matrix, and the Seattle’s Comprehensive Plan (page numbers or matrix number in italics)
Public Benefits Summary
Summary Table

FAR Public Benefits

75% Affordable Housing & Child Care
• Block 14: 465,000 SF
• Block 19: 500,000 SF
• Block 20: 490,000 SF

25% Public Amenities (including TDRs)

Block 14:
• 12,000 SF Urban Plaza
• Purchase of 95,000 SF TDRs

Block 19:
• 7,000 SF Commercial Parcel Park
• 15,000 SF Urban Plaza
• Purchase of 55,000 SF TDRs

Block 20:
• 7,000 SF Commercial Parcel Park
• 15,000 SF Urban Plaza
• Purchase of 87,000 SF TDRs

*Public Benefits per Downtown Code for Added FAR (DOC2)

PCD Public Benefits

1) Improvements to Pedestrian Circulation:
• Develop Westlake Avenue Street Design Concept Plan (between Denny and McGraw Square/5th Ave) informed by:
  • Denny Triangle Urban Design Framework study
  • Westlake Hub Urban Strategy
  • South Lake Union Mobility Plan

2) Improvements to Urban Form:
• Develop Design Guidelines for structures above 60’ for Blocks 19 & 20.

3) Improvements to Transit Facilities:
• Design and install enhancements to existing street car stops including seating, shelter, landscaping and/or intersection improvements at 7th and Westlake.
  • The stop abutting Block 14 should be designed as a street car stop integrated with the building frontage, allowing for wider sidewalks immediately adjacent.
  • Work with SDOF to enhance street car operations.

4) Other Demonstrable Public Benefit:
• Design with intent to meet LEED Gold rating.
  • Work with the City to explore further opportunities for energy reduction.

Alley Vacation Public Benefits

• 7th Ave Cycle Track and Double Tree Allee
• Shared Use Street
• Westlake Avenue Improvements at Blocks 14 & 20
• Gateway Art
• Public Open Space & Street Improvements
• Voluntary Building Setbacks
• Thru Block Connections
• Blanchard Green Street
• Significant Upgrades to Mid-Block Open Spaces
• Programing of Public Open Space

*PCD Public Benefits per SMC 23.49.036.F1
Public Benefits Summary
Summary Diagram

Alley Vacation Public Benefits

- 7th Ave Cycle Track and Double Tree Alle
- Shared Use Street
- Westlake Ave Improvements at Blocks 14 & 20
- Gateway Art
- Public Open Space & Street Improvement’s
- Voluntary Building Setbacks
- Thru Block Connections
- Blanchard Green Street
- Significant Upgrades to Mid-Block Open Spaces
- Programming of Public Open Space
Public Benefits Summary
7th Ave Cycle Track

Public Benefit:
Safe, family-friendly cycle track connecting Dexter Ave to Downtown
Public Benefits Summary
Double Tree Allee

Public Benefit:
Enhanced pedestrian experience and increased tree canopy along 7th Ave fronting Blocks 14, 19 and 20.
Public Benefit:
Over 9,000 sf of enhanced pedestrian experience and traffic calming at Lenora St between 7th Ave and 8th Ave

Example of Shared-Use Street

View of Shared-Use Street at Lenora St Looking West
Public Benefits Summary
Westlake Ave Street Design Concept Plan

Public Benefit:
Implementation of Westlake Ave Street Design
Concept Plan improvements at Blocks 14 and 20

Existing Conditions @ 7th, Virginia and Westlake

Existing Conditions @ 8th Ave, Lenora St and Westlake Ave

Westlake Ave Aerial View Looking North
Public Benefit:
Amazon has engaged an experienced art advisor who is working closely with the design team. We are developing an art program that will include both purchased and commissioned artwork, and in which artists from the Northwest region will play a prominent role. Our intent is to fully integrate art into the design of bonused public amenity spaces within each block, in a manner that allows for a wide variety of artistic expression. Artwork could range from stand-alone works that could serve as visual focal points in the spaces they occupy to artist-made building parts. Art may be located on the ground plan, vertically on the buildings or in aerial locations. Artists may also be included to produce art that is integral to the site and landscape design. We will be further evolving this art program for our future discussions with the Design Review Board.

In addition, gateway art features are imagined for at least two locations in the project (see plan diagram showing possible locations). These would be large scale works that will be visible from a distance. The purpose of the gateway elements is to provide visual focal points that will draw people to them and to the through-block pedestrian connections that are marked by their locations.
Public Benefits Summary
Public Open Space + Street improvements

Public Benefit:
Over 23,000 sf of sidewalk and landscape improvements beyond the required curb lines on all blocks.
Public Benefits Summary
Voluntary Building Setbacks

Public Benefit:
Over 11,000 sf of sidewalk and landscape improvements created through voluntary setbacks on all blocks.
Public Benefits Summary
Thru Block Connections

Public Benefit:
Accessible, safe and inviting mid-block thru connections
Public Benefits Summary
Blanchard Green Street

Public Benefit:
Voluntary 10’ setbacks at Blanchard St and Green Street improvements along Blocks 19 and 20
Public Benefits Summary
Block 14 Trellis

Public Benefit:
A 6,300-sf, glazed trellis at Block 14 mid-block open space provides year-round weather protection and a unique outdoor environment
Public Benefit:
100' covered walkway providing weather protection between buildings at Block 19
1

Public Benefits Summary
Programming of Public Open Space

Public Benefit:
Programming of outdoor spaces for public use such as farmers markets and performances

Farmers Market at Amazon Facilities on Terry Ave in South Lake Union
2

Westlake Ave Street Design Concept Plan
Project Extents and Principles

Principles:

- Improve pedestrian comfort & safety
- Enhance intersection functions
- Integrate transit
- Promote public/private coordination
- Transform Westlake into a “Boulevard”
- Complete green streets
- Celebrate water

Legend:
- proposed curb lines
- curb bulbs
- open space
- trolley line
- proposed crosswalks/scrambles

Westlake Ave - from Denny Ave to Stewart Street
Westlake Ave Street Design Concept Plan
Project Extents and Principles

Legend:
- Red: proposed curb lines
- Yellow: curb bulbs
- Green: open space
- Purple: trolley line
- Pink: proposed crosswalks/scrambles

3-Way Intersections at Blocks 14 and 20
3

7th Ave Cycle Track
Project Extents

Existing Conditions - 7th Ave looking South

Existing Conditions - 7th Ave looking North

Example of Proposed Cycle Track Street

North end of concept design @ Denny Way

South end of concept design @ Pine St

7th Ave Cycle Track - Concept Design
3

7th Ave Cycle Track
Westlake to Denny

7th Ave Cycle Track - Denny to Blanchard (design only)

7th Ave Cycle Track - Blanchard to Westlake (design and implement)
3

7th Ave Cycle Track
Cycle Track Typical Section
3

7th Ave Cycle Track
Cycle Track Furnishings

Trash Receptacle

Bicycle Counter

Foot Rail

Bicycle Signal
### Block 14 - Public Benefits

**Summary Table**

<table>
<thead>
<tr>
<th>PUBLIC BENEFIT</th>
<th>DESCRIPTION</th>
<th>REQUIRED</th>
<th>PROPOSED</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Open Space Enhancements</strong></td>
<td>• Accessible through block connection between 6th and 7th Ave</td>
<td>Not Required</td>
<td>Proposed</td>
</tr>
<tr>
<td></td>
<td>• Trellis cover enabling year round through block open space</td>
<td>Not Required</td>
<td>Proposed</td>
</tr>
<tr>
<td></td>
<td>• Gateway Art Installation</td>
<td>Not Required</td>
<td>Proposed</td>
</tr>
<tr>
<td></td>
<td>• Publicly accessible plaza &amp; wider sidewalk along Westlake Ave at streetcar stop created by voluntary building setback</td>
<td>Not Required</td>
<td>1,235 SF*</td>
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<td></td>
<td>• 6'-10&quot; voluntary building setback along 7th Ave in front of highrise building creating wider sidewalks</td>
<td>Not Required</td>
<td>567 SF*</td>
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<td></td>
<td>• Mid-block open space paving extends into sidewalk zone to create an inviting transition into the Privately Owned Public Open Space (POPOS) on both 6th and 7th Avenues</td>
<td>Not Required</td>
<td>955 SF*</td>
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<td><strong>Bicycle Enhancements</strong></td>
<td>• 6' wide separated cycle track along 7th Ave</td>
<td>Not Required</td>
<td>1,737 SF*</td>
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<td>• 6' wide enhanced pedestrian zone / cycle track buffer with tree wells and contrasting paving surface</td>
<td>Not Required</td>
<td>1,415 SF*</td>
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<td>• Cycle track signalization at intersections</td>
<td>Not Required</td>
<td>Proposed</td>
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<tr>
<td></td>
<td>• Bicycle use &quot;daily/annual counter&quot; northbound and southbound (potential location at 7th/Denny)</td>
<td>Not Required</td>
<td>Proposed</td>
</tr>
<tr>
<td></td>
<td>• Bicycle trash receptacles</td>
<td>Not Required</td>
<td>Proposed</td>
</tr>
<tr>
<td></td>
<td>• Lean rails at intersection stops</td>
<td>Not Required</td>
<td>Proposed</td>
</tr>
<tr>
<td></td>
<td>• Re-stripe existing bike lanes at transitions from cycle track</td>
<td>Not Required</td>
<td>Proposed</td>
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<td><strong>Street Environment Improvements</strong></td>
<td>• Implementation of the Westlake Street Design Concept Plan along Block 14</td>
<td>Not Required</td>
<td>Proposed</td>
</tr>
<tr>
<td></td>
<td>• Street trees proposed</td>
<td>Required</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Double Allee of Street Trees on 7th Ave</td>
<td>Not Required</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Landscape and sidewalk improvements in ROW per Denny Triangle Code</td>
<td>Not Required</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Curb bulbs at all street corners</td>
<td>Not Required</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Curb bulbs at street corners on neighboring blocks</td>
<td>Not Required</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Enhanced soil volumes and connected tree root zones at street trees (16&quot; depth average)</td>
<td>Not Required</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Wayfinding &amp; Signage per the Center City Wayfinding Plan</td>
<td>Not Required</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Reduction in quantity of existing curb cuts</td>
<td>Not Required</td>
<td>7,029 SF</td>
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<td></td>
<td></td>
<td>2 across 7th Ave</td>
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<td></td>
<td></td>
<td>3,700 SF</td>
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<td></td>
<td>2 signs</td>
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<td></td>
<td></td>
<td>3 curb cuts</td>
<td></td>
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<tr>
<td><strong>Building Frontage Street Activation</strong></td>
<td>• Retail Frontage on Westlake</td>
<td>75% Required</td>
<td></td>
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<tr>
<td></td>
<td>• Retail Frontage on portions of 6th Ave, 7th Ave, and Lenora</td>
<td>Not Required</td>
<td>100% Proposed</td>
</tr>
</tbody>
</table>

*Approximate
Public Benefit:
- 100% retail frontage on Westlake Ave
- Retail on Virginia St, Lenora St, 6th Ave and 7th Ave
- Entries balanced between street frontages and mid-block open spaces

Legend:
- Retail
- Lobby
- Retail Entry
- Primary Building Entry
- Secondary Building Entry
- Garage Elevator Entry
- Service Vehicle Entry
- Parking Garage Entry
Block 14 - Public Benefits
Open Space Enhancements

Public Benefit:
• Accessible thru block connections with glazed trellis, gateway art and special paving extending into the sidewalk

View Looking into Mid-Block Public Space from 7th Ave

View into Mid-Block Open Space from 6th Ave
**Block 14 - Public Benefits**

Open Space Enhancements

**Public Benefit:**

- Widened sidewalks created by voluntary setbacks at Westlake Ave and 7th Ave
Public Benefit:
- Improvements beyond existing curb line (sidewalk, landscape, street trees, curb bulbs)
- Enhanced soil root zones
- Wayfinding signs per Center City Wayfinding Plan
- Reduction in curb cuts

Typical Section at 7th Ave - Block 14
Block 14 - Public Benefits
Street Environment Enhancements

Public Benefit:
- Streetcar shelter and sidewalk improvements per Westlake Ave Street Design Concept Plan

View of Improved Westlake Ave Streetcar Stop at Block 14
<table>
<thead>
<tr>
<th>PUBLIC BENEFIT</th>
<th>DESCRIPTION</th>
<th>REQUIRED</th>
<th>PROPOSED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Open Space Enhancements</td>
<td>• 100’ long covered walkway along 6th Ave</td>
<td>Not Required</td>
<td>Proposed</td>
</tr>
<tr>
<td></td>
<td>• Mid-block open space is over 100’ wide creating inviting transitions into Privately Owned Public Spaces (POPOS)</td>
<td>Not Required</td>
<td>Proposed</td>
</tr>
<tr>
<td></td>
<td>• Green Street setback and improvements on Blanchard between 6th and 7th Ave</td>
<td>Not Required</td>
<td>10’ width</td>
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<tr>
<td></td>
<td>• Publically accessible plaza along 7th Ave and wider sidewalks along 6th Ave created by voluntary setbacks</td>
<td>Not Required</td>
<td>6,273 SF*</td>
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<tr>
<td>Bicycle Enhancements</td>
<td>• 6’ wide separated cycle track along 7th Ave</td>
<td>Not Required</td>
<td>Proposed</td>
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<tr>
<td></td>
<td>• 6’ wide enhanced pedestrian zone / cycle track buffer with tree wells and contrasting paving and separated area for bus stop along west side of 7th Ave</td>
<td>Not Required</td>
<td>Proposed</td>
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<tr>
<td></td>
<td>• Cycle track signalization at intersections</td>
<td>Not Required</td>
<td>Proposed</td>
</tr>
<tr>
<td></td>
<td>• Bicycle use “daily/annual counter” northbound and southbound (potential location at 7th/Denny)</td>
<td>Not Required</td>
<td>Proposed</td>
</tr>
<tr>
<td></td>
<td>• Lean rails at intersection stops</td>
<td>Not Required</td>
<td>Proposed</td>
</tr>
<tr>
<td></td>
<td>• Bicycle trash receptacles</td>
<td>Not Required</td>
<td>Proposed</td>
</tr>
<tr>
<td>Street Environment Improvements</td>
<td>• Street trees proposed</td>
<td>Required</td>
<td>38 Trees</td>
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<td></td>
<td>• Double Allee of Street Trees on 7</td>
<td>Not Required</td>
<td>Proposed</td>
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<td>• Landscape and sidewalk improvements in ROW per Denny Triangle Code</td>
<td>Not Required</td>
<td>7,830 SF*</td>
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<td>• Curb bulbs at all street corners</td>
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<td>At 5 corners</td>
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<td></td>
<td>• Enhanced soil volumes and connected tree root zones at street trees (16” depth minimum)</td>
<td>Not Required</td>
<td>5,057 SF*</td>
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<td>• Wayfinding &amp; Signage per the Center Wayfinding Plan</td>
<td>Not Required</td>
<td>2 signs</td>
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<tr>
<td></td>
<td>• Reduction in quantity of existing curb cuts</td>
<td>Not Required</td>
<td>3 Proposed</td>
</tr>
<tr>
<td></td>
<td>• Increase quantity of on street parking</td>
<td>Not Required</td>
<td>36 Proposed</td>
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<tr>
<td>Building Frontage Street Activation</td>
<td>• Retail Frontage on portions of 6th Ave, 7th Ave, Lenora and Blanchard</td>
<td>Not Required</td>
<td>Proposed</td>
</tr>
</tbody>
</table>

* Approximate
Block 19 - Public Benefits
Building Frontage Street Activation

Public Benefit:
- Retail on Blanchard St, Lenora St, 6th Ave and 7th Ave
- Entries balanced between street frontages and mid-block open spaces

Legend:
- Retail
- Lobby
- Retail Entry
- Primary Building Entry
- Secondary Building Entry
- Garage Elevator Entry
- Service Vehicle Entry
- Parking Garage Entry
Block 19 - Public Benefits
Open Space Enhancements

Public Benefit:
- Mid-block open space is over 100’ wide, with accessible pathways, creating inviting transitions into Privately Owned Public Spaces (POPOS)

View of Mid-Block Open Space and Sports Field on Block 19
Public Benefit:
- Green Street setback and enhancements along Blanchard St improve pedestrian experience.
Block 19 - Public Benefits
Open Space Enhancements

Public Benefit:
- Green Street setback and enhancements along Blanchard St improve pedestrian experience
Block 19 - Public Benefits
Open Space Enhancements

Public Benefit:
- Green Street enhancements prioritize pedestrian experience and create outdoor rooms and seating that support adjacent retail.
Block 19 - Public Benefits
Open Space Enhancements

Public Benefit:
- 100’-long covered walkway between buildings along 6th Ave
<table>
<thead>
<tr>
<th>PUBLIC BENEFIT</th>
<th>DESCRIPTION</th>
<th>REQUIRED</th>
<th>PROPOSED</th>
</tr>
</thead>
</table>
| **Open Space Enhancements** | • Accessible through block connection between 7th and 8th Ave  
• Gateway Art Installation  
• Publically accessible plaza along 8th Ave and Virginia created by voluntary building setbacks  
• Wide through block open space creates inviting transitions into POPOS  
• Green street setback and improvements on Blanchard between 7th and 8th Ave | Not Required | Proposed |
| **Bicycle Enhancements** | • 6’ wide separated cycle track along 7th Ave at Block 20  
• 6’ wide enhanced pedestrian zone / cycle track buffer with tree wells and contrasting paving surface  
• Cycle track signalization at intersections  
• Bicycle use “daily/annual counter” northbound and southbound (potential location at 7th/Denny)  
• Lean rails at intersection stops  
• Bicycle trash receptacles | Not Required | Proposed |
| **Street Environment Improvements** | • Implementation of the Westlake Ave Street Design Concept Plan @ Block 20  
• Street trees proposed  
• Double Allee of Street Trees on 7th  
• Landscape and sidewalk improvements in ROW per Denny Triangle Code  
• Curb bulbs at all street corners  
• Shared use street at Lenora street between 7th and Westlake in consultation with SDOT  
• Enhanced soil volumes and connected tree root zones at street trees (16” Depth Average)  
• Wayfinding & Signage per the Center City Wayfinding Plan  
• Reduction in quantity of existing curb cuts  
• Increase quantity of on street parking | Not Required | Proposed |
| **Building Frontage Street Activation** | • Retail Frontage on Westlake Ave  
• Retail Frontage on portions of 7th Ave, 8th Ave, Lenora and Blanchard | 75% Required | 100% Proposed |

* Approximate
Block 20 - Public Benefits
Building Frontage Street Activation

Public Benefit:
- 100% retail use on Westlake Ave
- Retail on portions of 7th Ave, 8th Ave, Lenora St and Blanchard St

Legend:
- Pink: Retail
- Yellow: Lobby
- Red triangle: Retail Entry
- Blue triangle: Primary Building Entry
- Blue square: Secondary Building Entry
- Blue down arrow: Garage Elevator Entry
- Purple line: Service Vehicle Entry
- Green line: Parking Garage Entry
Public Benefit:
Shared-Use Street improvements to Lenora
Street Frontage:
• Reduced road width
• Increased sidewalk width
• Special paving treatment to unify street
• Landscape and street furnishings

Legend:
- Existing Curb
- Proposed Curb
Block 20 - Public Benefits
Street Environment Enhancements

View of Lenora - Shared Use Street
Block 20 - Public Benefits
Street Environment Enhancements
Commissioner Follow Up
Neighborhood Plan with Alleys

Legend:
- Lowrise
- Highrise
- Alley
- No alleys present on blocks
Commissioner Follow Up
Westlake Avenue Plan 2004

Westlake Ave Plan 2004 - Showing Plan for Alley Vacations in Denny Triangle