The purpose of this presentation is to describe 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 end of this presentation, we will request a vote on our Public Benefit Package.

Our presentation directly addresses the Commission’s recommendations that followed the Design Commission meeting of June 21, 2012. The commission made the following recommendations to improve the package:

- Better delineate and provide more detail of the public benefits offered, both in terms of the quality and quantity of the design elements and materials.
- For those benefits that are part of a larger system, like the cycle track, present the specific segments, the larger whole, interim solutions, and phasing. While this applies specifically to the cycle track, consider using this method to analyze and present other benefits that are proposed as part of larger systems.
- Work with the city agencies, especially SDOT, to develop a plan for the cycle track so that it is integrated into the city and anticipates development of other properties along the track. Illustrate how the crossing of Westlake would be accomplished. The cycle track is precedent setting, so it is important to get it right.
- Because Lenora Street between 7th and Westlake is proposed as a pedestrian oriented street, the shared street design should provide for such a function. The details are important so we would want to see more developed plans for this part of the public benefit package.
- Delineate what part of the Westlake street concept plan will be implemented as vacation public benefit. Consider including improvements to the small plaza north of the streetcar terminus, just east of the vehicular access to the Westin, as part of the Westlake plan you are doing as a Planned Community Development benefit.
- Further develop and consider rethinking the sustainability offering. Think about sustainability as not just buildings, but as a site and system. Study all aspects of sustainability, including stormwater and energy use. Consider hiring an expert to develop a more holistic strategy.
- Integrate art holistically into the design and clearly relate it to its context. Consider including both big pieces and small details. Specifically, consider integrating art into the green street, perhaps to show the story of sustainability for the project.
- Clarify what portion of the mid-block connections are considered to be a public benefit for the vacations. Explain why the trellis is considered a public benefit, as it seems to primarily benefit the client.
- Better define and document the plan for programming. It cannot be evaluated as a public benefit without more information. Provide information on how many and what type of users will be served by the public benefits and speak to how this is different than if the alleys were to remain.
Public Benefits Overview
Summary Diagram

Commissioner Comments:
- “Better delineate and provide more detail of the public benefits offered, both in terms of the quality and quantity of the design elements and materials.”

1: 7th Ave Cycle Track
2: Shared-Use Street
3: Westlake Plan & Intersection Improvements
4: Blanchard Green Street
5: Voluntary Setbacks
6: ROW Improvements
7: Incorporation of Art
8: Additional Overhead Protection
## Public Benefits Overview

### Summary

<table>
<thead>
<tr>
<th>FAR Public Benefits</th>
<th>PCD Public Benefits</th>
<th>Alley Vacation Public Benefits</th>
</tr>
</thead>
</table>
| **75% Affordable Housing & Child Care**  
  • Block 14: 465,000 SF  
  • Block 19: 500,000 SF  
  • Block 20: 490,000 SF | **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 |  
  1. 7th Ave Cycle Track |
| **25% Public Amenities (including TDRs)**  
  Block 14:  
  • 12,000 SF Urban Plaza  
  • Purchase of 95,000 SF TDRs | **2. Improvements to Urban Form:**  
  • Develop Design Guidelines for structures above 60’ for Blocks 19 & 20. |  
  2. Shared-Use Street |
  Block 19:  
  • 7,000 SF Commercial Parcel Park  
  • 15,000 SF Urban Plaza  
  • Purchase of 55,000 SF TDRs | **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 SDOT to enhance street car operations. |  
  3. Westlake Avenue Street Design Concept Plan |
  Block 20:  
  • 7,000 SF Commercial Parcel Park  
  • 15,000 SF Urban Plaza  
  • Purchase of 87,000 SF TDRs | **4. Demonstrate Public Benefits & Sustainability:**  
  • Design with intent to meet LEED Gold rating.  
  • Work with the City to explore further opportunities for energy reduction. |  
  4. Blanchard Green Street |
| **75% Affordable Housing & Child Care**  
  • Block 14: 465,000 SF  
  • Block 19: 500,000 SF  
  • Block 20: 490,000 SF | **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 |  
  1. 7th Ave Cycle Track |
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  • 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 SDOT to enhance street car operations. |  
  3. Westlake Avenue Street Design Concept Plan |
  Block 20:  
  • 7,000 SF Commercial Parcel Park  
  • 15,000 SF Urban Plaza  
  • Purchase of 87,000 SF TDRs | **4. Demonstrate Public Benefits & Sustainability:**  
  • Design with intent to meet LEED Gold rating.  
  • Work with the City to explore further opportunities for energy reduction. |  
  4. Blanchard Green Street |

*Public Benefits per Downtown Code for Added FAR (DOC2)  
*PCD Public Benefits per SMC 23.49.036.F1
Public Benefits Overview

Neighborhood Context
**1: 7th Ave Cycle Track**
Concept Design Plan Overview

**Commissioner Comments:**
- "For those benefits that are part of a larger system, like the cycle track, present the specific segments, the larger whole, interim solutions, and phasing. While this applies specifically to the cycle track, consider using this method to analyze and present other benefits that are proposed as part of larger systems."

- “Work with the city agencies, especially SDOT, to develop a plan for the cycle track so that it is integrated into the city and anticipates development of other properties along the track. Illustrate how the crossing of Westlake would be accomplished. The cycle track is precedent setting, so it is important to get it right.”

**KEY**
- Cycle track - design only
- Cycle track - design & implementation

Example of proposed cycle track street: one-way lane on each side of 7th Ave north of Westlake Ave

Example of proposed cycle track street: two-way lane on east side of 7th Ave south of Westlake Ave
1: 7th Ave Cycle Track
Typical Design Elements

Elements of a Cycle Track:
- Physically separated and dedicated bike lane
- Parallel parking located within the roadway on the outside of the bike lane
- Enhanced pedestrian zone at the same elevation as the bike lane, separated by street trees, furnishings and a special pavement zone
- Enhanced bus stop with cycle track by-pass
- Bike-friendly furnishings

View of Cycle Track from intersection of 7th Ave and Blanchard St Looking South

Typical Section at 7th Ave
1: 7th Ave Cycle Track
North Planning Area - Existing/Interim Treatments from Blanchard St to Denny Ave

Potential Drive Closures
1: 7th Ave Cycle Track
North Planning Area - Concept Plan at Full Build-Out to Denny Ave
1: 7th Ave Cycle Track
North Planning Area - Typical Sections

Typical Design Section - Metro Bypass
1: 7th Ave Cycle Track
North Planning Area - Materials

- CIP concrete
- Street tree
- GSI planting strip
- Permeable asphalt cycle track
- GSI planter or tree grate
- Courtesy strip
- Permeable concrete or unit paver (furniture zone)
1: 7th Ave Cycle Track
North Planning Area - Furnishings

Bike Counter
Bicycle Signal
Seating

Bicycle receptacle
Bicycle lean-rail
Signage
1: 7th Ave Cycle Track

Public Benefits:

- 7th Ave cycle track design & implementation between Westlake Ave and Lenora St, west-side of street
- Monetary contribution toward technical analysis and design of off-site cycle track on east-side of 7th Ave (dashed area shown on plan)
- Bicycle signalization revisions at 7th Ave/Westlake Ave
- Bicycle furnishings including receptacles and lean-rails
- Bicycle wayfinding signage
- Re-striping of existing bike lanes including transitions to cycle track
- Stormwater planters and permeable paving within ROW
1: 7th Ave Cycle Track
Block 19 - Proposed Elements

Public Benefits
- 7th Ave cycle track design & implementation between Lenora St and Blanchard St, west-side of street
- Monetary contribution toward implementation of off-site cycle track
- Bicycle signalization revisions at 7th Ave/Lenora St
- Bicycle furnishings including receptacles and lean-rails
- Bicycle wayfinding signage
- Stormwater planters and permeable paving within ROW
1: 7th Ave Cycle Track
Block 20 - Proposed Elements

Public Benefits
• 7th Ave cycle track design & implementation between Lenora St and Blanchard St, east-side of street
• Bicycle counter
• Bicycle signalization revisions at 7th Ave/Blanchard St
• Bicycle furnishings including receptacles and lean-rails
• Bicycle wayfinding signage
• Stormwater planters and permeable paving within ROW
1: 7th Ave Cycle Track
South Planning Area - Westlake Ave to Pine St

Existing curb to be demolished to allow for two-way cycle track
1: 7th Ave Cycle Track
South Planning Area - Westlake Ave to Stewart St

Existing Section

Proposed Section
1: 7th Ave Cycle Track
South Planning Area - Stewart St to Olive Way
1: 7th Ave Cycle Track
South Planning Area - Olive Way - Pine St

Existing Section

Proposed Section
2: Shared-Use Street
Overview

Commissioner Comment:
• “Because Lenora Street between 7th and Westlake is proposed as a pedestrian oriented street, the shared street design should provide for such a function. The details are important so we would want to see more developed plans for this part of the public benefit package.”

Public Benefit:
Over 9,000 sf of enhanced pedestrian experience and traffic calming at Lenora St between 7th Ave and 8th Ave. The purpose of the shared-use street is to:
• slow vehicles down
• narrow pedestrian crossings
• promote public use of the street
• provide a higher level of finish.
2: Shared-Use Street
Phasing & Proposed Elements

- Street tree
- Decorative tree grate
- Colored concrete field or unit paver field
- CIP concrete band
- Widened or rolled curb
- Areas for furnishing

Examples of Materials
2: Shared-Use Street
Proposed Elements

Building Setback

12' of improvements beyond existing curbline

Shared Use Street Section at Lenora St - Block 20
2: Shared-Use Street
Proposed Elements
3: Westlake Ave Street Design Concept Plan

Overview

Commissioner Comment:
- "Delineate what part of the Westlake street concept plan will be implemented as vacation public benefit. Consider including improvements to the small plaza north of the streetcar terminus, just east of the vehicular access to the Westin, as part of the Westlake plan you are doing as a Planned Community Development benefit."

Public Benefit:
The design team is working to produce a Westlake Ave Street Design Concept Plan that the City can implement from Denny Ave to Stewart St in collaboration with SDOT and DPD. This project will implement elements in phase I and phase 3 directly fronting Block 14 and Block 20.

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

Existing Conditions @ 7th, Virginia and Westlake

Westlake Ave Aerial View Looking North
3: Westlake Ave Street Design Concept Plan
Principles and Plan View

Principles:

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

Westlake Ave - from Denny Ave to Stewart Street
Public Benefit:
Design and construction of pedestrian ‘scramble’ at Westlake Ave and 7th Ave.
- Revised signalization
- Curb bulbs and pedestrian triangle improvements
- Crosswalk striping
4: Blanchard Green Street
Phasing & Quantification

Public Benefit:
A voluntary 10’ Green Street setback and enhancements that enable wider sidewalks, landscaping, additional seating opportunities and outdoor spaces for proposed retail.
4: Blanchard Green Street
Section

Typical Section at Blanchard St - Blocks 19 and 20

12'  10'
4: Blanchard Green Street
Materials & Vegetation

- Street tree
- Significant planting areas
- Planting strip GSI/rain garden
- Benches
- CIP concrete 2’ x 2’ scoring
- Integrated art
- Tables/seating
- Special paving
5: Voluntary Setbacks
Proposed Setbacks on All Blocks

Public Benefit:
Voluntary setbacks are proposed on each block and allow for increased sidewalk widths, landscape opportunities and outdoor retail spaces.

- Block 14: 1,940 sf.
- Block 19: 2,500 sf.
- Block 20: 2,250 sf.
  Total 6,690 sf.
Public Benefit:
Improvements outside of the existing curb line are proposed on each block and allow for widened sidewalks, curb bulbs to reduce pedestrian crossings, and increased landscape opportunities.

- Block 14: 6,300 sf.
- Block 19: 6,500 sf.
- Block 20: 8,500 sf.
  Total 21,300 sf.
Commissioner Comment:
• "Integrate art holistically into the design and clearly relate it to its context. Consider including both big pieces and small details. Specifically, consider integrating art into the green street, perhaps to show the story of sustainability for the project."

1 Signature Artwork
• Commissioned artworks
• Purchased artworks

2 Integrated Artwork
• Permanent art installations
• ‘Easter Eggs’ (unexpected or found art)
• Collaborations with art educators (student projects)
• Amazon.com art (employee art projects)

3 Artist-Made Building Parts
• Outdoor furniture (i.e., benches, bollards, trash & recycle containers)
• Walking surfaces (pavers, paving patterns & insets)
• Manhole covers, tree grates, fences and gates
• Canopies and screens
• Lighting

4 Interpretive Art Program
• Narratives about artworks and artists
• Historical context

5 Interactive & Family-Friendly Art
7: Art Program
Integrated Artwork

- Tree Grates
- Fences and Screens
- Street Furniture
7: Art Program
Artist-Made Building Components
8: Additional Overhead Protection
Artist-Made Building Components

Commissioner Comment:

- “Clarify what portion of the mid-block connections are considered to be a public benefit for the vacations. Explain why the trellis is considered a public benefit, as it seems to primarily benefit the client.”

Public Benefit:
Overhead protection creates an inviting pedestrian environment year-round and in all weather, supporting the activation of mid-block open space.
Public Benefits Summary
Block 14
## Public Benefits Summary

### 1 - Cycle Track

<table>
<thead>
<tr>
<th>Benefit</th>
<th>Description</th>
<th>Required</th>
<th>Added Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - Cycle Track</td>
<td>Design and development of 7th Ave cycle track in collaboration with SDOT/DPD (No vehicular access points on 7th Avenue)</td>
<td>Not Required</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>7' wide separated cycle track, 5' wide enhanced pedestrian zone / cycle track buffer with tree wells, contrasting paving surface, furnishings and stormwater planting areas</td>
<td>Not Required</td>
<td>5,470 sf &amp; 280 lf</td>
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<tr>
<td></td>
<td>Cycle track signalization at 7th Ave / Westlake Ave intersection</td>
<td>Not Required</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Bicycle trash receptacles</td>
<td>Not Required</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Lean rails at intersection stops</td>
<td>Not Required</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Bicycle wayfinding signage</td>
<td>Not Required</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Re-stripe existing bike lanes including transitions from proposed cycle track from Lenora to Denny</td>
<td>Not Required</td>
<td>2,740 lf</td>
</tr>
<tr>
<td></td>
<td>Permeable paving at cycle track</td>
<td>Not Required</td>
<td>850 sf</td>
</tr>
<tr>
<td></td>
<td>Monetary contribution towards the technical analysis of offsite cycle track improvements</td>
<td>Not Required</td>
<td>$25,000</td>
</tr>
</tbody>
</table>

### 2 - Shared Use Street

Refer to Block 20 Public Benefits

### 3 – Westlake Avenue Improvements

- Re-configuration of traffic signal at Westlake/7th/Virginia intersection to allow for pedestrian scramble
- Construct curb bulbs on NW corner of 7th / Westlake (unify existing islands)
- Construct pedestrian island between 7th / Westlake / Virginia (unify existing islands)
- Re-striping of two existing crosswalks and addition of one new crosswalk

Paving and landscape improvements at existing streetcar stop fronting Block 14

<table>
<thead>
<tr>
<th>Required</th>
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</thead>
<tbody>
<tr>
<td>1,220 sf</td>
</tr>
</tbody>
</table>

### 4 - Green Street

Refer to Block 19 and 20 Public Benefits

### 5 - Voluntary Setbacks

Voluntary setbacks within property line allowing for landscape and sidewalk improvements (6th, 7th, Westlake and Lenora frontages)

<table>
<thead>
<tr>
<th>Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,940 sf</td>
</tr>
</tbody>
</table>

### 6- ROW Improvements

Landscape and sidewalk improvements beyond existing curb line (6th, 7th, Virginia and Lenora frontages)

- Double Allee of Street Trees on 7th Ave
- Curb bulbs at Block 14
- Wayfinding & Signage per the Center City Wayfinding Plan (one on-site and one off-site)
- Reduction in quantity of existing curb cuts

<table>
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<tr>
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<tbody>
<tr>
<td>6,320 sf</td>
</tr>
<tr>
<td>4 additional trees</td>
</tr>
<tr>
<td>At corners</td>
</tr>
<tr>
<td>2 signs</td>
</tr>
<tr>
<td>10 existing</td>
</tr>
<tr>
<td>3 proposed</td>
</tr>
</tbody>
</table>

### 7 – Art

Signature art piece at 7th Ave near the mid-block open space entry

Integrated art within ROW (tree grates, manhole covers etc.)

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<thead>
<tr>
<th>Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
</tr>
<tr>
<td>all</td>
</tr>
</tbody>
</table>

### 8 - Additional Overhead Protection

Trellis with glazed roof offering weather protection over mid-block open space

<table>
<thead>
<tr>
<th>Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>6,300 sf</td>
</tr>
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Public Benefits Summary
Block 19
# Public Benefits Summary

**Block 19**

<table>
<thead>
<tr>
<th>PUBLIC BENEFIT</th>
<th>DESCRIPTION</th>
<th>REQUIRED</th>
<th>ADDED BENEFIT</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1 - Cycle Track</strong></td>
<td>Design and development of 7th Ave Cycle Track in collaboration with SDOT/DPD (No vehicular access points located on 7th Avenue)</td>
<td>Not Required</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>7’ wide separated cycle lane, 5’ wide enhanced pedestrian zone / cycle track buffer with tree wells and contrasting paving surface, and stormwater planting areas</td>
<td>Not Required</td>
<td>7,390 sf 390 lf</td>
</tr>
<tr>
<td></td>
<td>Cycle track signalization at 7th Ave / Lenora intersection</td>
<td>Not Required</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Bicycle trash receptacles</td>
<td>Not Required</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Lean rails at intersection stops</td>
<td>Not Required</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Bicycle wayfinding signage</td>
<td>Not Required</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Permeable paving at cycle track</td>
<td>Not Required</td>
<td>1410 sf</td>
</tr>
<tr>
<td></td>
<td>Monetary contribution towards the implementation of offsite cycle track improvements</td>
<td>Not Required</td>
<td>$225,000</td>
</tr>
<tr>
<td><strong>2 - Shared Use Street</strong></td>
<td>Refer to Block 20 Public Benefits Tables</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>3 - Westlake Ave</strong></td>
<td>Refer to Block 14 &amp; 20 Public Benefits Tables</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>4 - Green Street</strong></td>
<td>Voluntary 10’ setback to allow for widened sidewalk, additional landscape and use by adjacent retail</td>
<td>Not Required</td>
<td>2,230 sf</td>
</tr>
<tr>
<td><strong>5 - Voluntary Setbacks</strong></td>
<td>Voluntary setbacks within property line allowing for landscape and sidewalk improvements (6th, 7th, Westlake and Lenora frontages)</td>
<td>Not Required</td>
<td>2,510 sf</td>
</tr>
<tr>
<td><strong>6 - ROW Improvements</strong></td>
<td>Landscape and sidewalk improvements beyond existing curb line (6th, 7th, Lenora and Blanchard frontages)</td>
<td>Not Required</td>
<td>6,580 sf</td>
</tr>
<tr>
<td></td>
<td>Double Allee of Street Trees on 7th Ave</td>
<td>Not Required</td>
<td>5 additional trees</td>
</tr>
<tr>
<td></td>
<td>Curb bulbs at Block 19</td>
<td>Not Required</td>
<td>At corners</td>
</tr>
<tr>
<td></td>
<td>Wayfinding &amp; Signage per the Center City Wayfinding Plan</td>
<td>Not Required</td>
<td>2 signs</td>
</tr>
<tr>
<td></td>
<td>Reduction in quantity of existing curb cuts</td>
<td>All</td>
<td>11 existing 3 proposed</td>
</tr>
<tr>
<td><strong>7 - Art Program</strong></td>
<td>Integrated art within ROW (tree grates and manhole covers)</td>
<td>Not Required</td>
<td>all</td>
</tr>
<tr>
<td><strong>8 - Additional Overhead Protection</strong></td>
<td>100'-long overhead canopy connecting buildings through the mid-block space</td>
<td>Not Required</td>
<td>1,200 sf</td>
</tr>
</tbody>
</table>
Public Benefits Summary
Block 20
<table>
<thead>
<tr>
<th>PUBLIC BENEFIT</th>
<th>DESCRIPTION</th>
<th>REQUIRED</th>
<th>ADDED BENEFIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>1- Cycle Track</td>
<td>Design and development of 7th Ave Cycle Track in collaboration with SDOT/DPD (No vehicular access points located on 7th Avenue)</td>
<td>Not Required</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>7' wide separated cycle lane, 5' wide enhanced pedestrian zone / cycle track buffer with tree wells and contrasting paving surface, and stormwater planting areas</td>
<td>Not Required</td>
<td>7,050 sf 390 lf</td>
</tr>
<tr>
<td></td>
<td>Cycle track signalization at 7th Ave / Blanchard St intersection</td>
<td>Not Required</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Bicycle “daily/annual counter” northbound and southbound (potential location at 7th/ Denny)</td>
<td>Not Required</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Bicycle trash receptacles</td>
<td>Not Required</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Lean rails at intersection stops</td>
<td>Not Required</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Bicycle wayfinding signage</td>
<td>Not Required</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Permeable paving at cycle track</td>
<td>Not Required</td>
<td>1440 sf</td>
</tr>
<tr>
<td>2 - Shared Use Street</td>
<td>Enhanced pedestrian zone with tree wells, contrasting paving surface, and street furnishings</td>
<td>Not Required</td>
<td>7,480 sf</td>
</tr>
<tr>
<td></td>
<td>Widened or rolled curbs</td>
<td>Not Required</td>
<td>290 lf</td>
</tr>
<tr>
<td>3 – Westlake Ave</td>
<td>Improved pedestrian crossings at the intersection of 8th Ave, Lenora and Westlake Ave including:</td>
<td>Not Required</td>
<td>Proposed</td>
</tr>
<tr>
<td></td>
<td>• Re-configuration of traffic signal at Westlake/8th/Lenora intersection to allow for new crossing</td>
<td>Not Required</td>
<td>4-6 signals</td>
</tr>
<tr>
<td></td>
<td>• Striping of crosswalk</td>
<td>Not Required</td>
<td>1</td>
</tr>
<tr>
<td>4 - Green Street</td>
<td>Voluntary 10’ setback to allow for widened sidewalk, additional landscape and use by adjacent retail</td>
<td>Not Required</td>
<td>2,140 sf</td>
</tr>
<tr>
<td>5 - Voluntary Setbacks</td>
<td>Voluntary setbacks within property line allowing for landscape and sidewalk improvements (6th, 7th, Westlake and Lenora frontages)</td>
<td>Not Required</td>
<td>2,270 sf</td>
</tr>
<tr>
<td>6- ROW Improvements</td>
<td>Landscape and sidewalk improvements beyond existing curb line (7th, 8th, Lenora, Blanchard and Westlake frontages)</td>
<td>Not Required</td>
<td>8,530 sf</td>
</tr>
<tr>
<td></td>
<td>Double Allee of Street Trees on 7th Ave</td>
<td>Not Required</td>
<td>6</td>
</tr>
<tr>
<td></td>
<td>Curb bulbs at Block 20</td>
<td>Not Required</td>
<td>At corners</td>
</tr>
<tr>
<td></td>
<td>Wayfinding &amp; Signage per the Center City Wayfinding Plan</td>
<td>Not Required</td>
<td>2 signs</td>
</tr>
<tr>
<td></td>
<td>Reduction in quantity of existing curb cuts</td>
<td>8 existing</td>
<td>3 proposed</td>
</tr>
<tr>
<td>7 - Art Program</td>
<td>Signature art piece at either 7th Ave and Lenora or 8th at mid-block entrance</td>
<td>Not Required</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Integrated art within ROW (tree grates, manhole covers, etc.)</td>
<td>Not Required</td>
<td>all</td>
</tr>
<tr>
<td>8 - Additional Overhead Protection</td>
<td>Refer to Blocks 14 &amp; 19 Public Benefits Tables</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>
**Commissioner Comment:**

- “Further develop and consider rethinking the sustainability offering. Think about sustainability as not just buildings, but as a site and system. Study all aspects of sustainability, including stormwater and energy use. Consider hiring an expert to develop a more holistic strategy.”

**Sustainability Strategy:**

We have assembled a design and construction team with an impressive track record of advancing sustainable building practices. The team includes NBBJ, WSP Flack+Kurtz, Sparling, Site Workshop and Sellen Construction.

The project is targeting LEED Gold or better and will be registering with the USBC. Sellen Sustainability is administering and leading the LEED certification process.

The project team is exploring system alternatives that will enable the project to exceed the requirements of the 2009 Seattle Energy Code by approximately 15%. To achieve this aggressive target, several mechanical delivery systems are under consideration, including a 100% fresh air VAV system and an active-chilled beam system. These systems carry significantly higher first costs than minimally code compliant systems, and an NPV (net-present value) analysis of the operating and maintenance cost savings is underway. To further reduce energy consumption, the project team is evaluating use of a significant amount of waste heat being generated by an adjacent building.

Operable windows are currently envisioned throughout the office areas, enhancing user comfort and access to fresh air.

The project will contain substantial areas of green roof. The majority of the roof area below 240 feet will be either landscaped roof decks or plazas, or a combination of green roof and decorative ballast. Together, these account for more than 2/3 of the entire roof area in the project.

**Key points:**

- Dense development on an under-utilized urban site
- A design and construction team experienced in sustainable building practices
- On target for LEED Gold Plus as defined by the City of Seattle
- Targeted energy savings of 15% below the requirements of Seattle’s Energy Code
- Site design to encourage active living (pedestrian activities and bicycle commuting)
- Operable windows for all occupants
- 100% fresh outdoor air delivered to occupants when mechanical ventilation is required (no air recirculation)
- Significantly increased ventilation rates relative to code
- Heat recovery of exhaust air to reduce heating demand
- Substantial areas of green roof
- A building enclosure responsive to its solar orientation and anticipated wind loading
- High efficiency fixtures and irrigation system
- Green Stormwater Infrastructure (GSI) within adjacent ROW’s. Stormwater planters and permeable paving will treat run-off and reduce impact on the city’s existing infrastructure.
### Schedule

**Design Commission Review Schedule**

<table>
<thead>
<tr>
<th>Event</th>
<th>Date/Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Briefing to Design Commission</td>
<td>April 5, 2012 (complete)</td>
</tr>
<tr>
<td>Design Commission Meeting #1</td>
<td>May 17, 2012 (complete)</td>
</tr>
<tr>
<td>Urban Design Merit &amp; Vote</td>
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</tr>
<tr>
<td>Design Commission Meeting #2</td>
<td>June 21, 2012 (complete)</td>
</tr>
<tr>
<td>Public Benefit Review</td>
<td></td>
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<tr>
<td>Design Commission Meeting #3</td>
<td>July 19, 2012</td>
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<tr>
<td>Public Benefit Vote</td>
<td></td>
</tr>
<tr>
<td>Design Commission Recommendation to SDOT</td>
<td>Early August 2012</td>
</tr>
<tr>
<td>SDOT Analysis &amp; Recommendation to City Council</td>
<td>Early September 2012</td>
</tr>
<tr>
<td>Transportation Committee Meetings</td>
<td>September - October 2012</td>
</tr>
<tr>
<td>City Council Decision on Conditional Approval</td>
<td>Early November 2012</td>
</tr>
<tr>
<td>MUP Issuance</td>
<td>December 2012</td>
</tr>
<tr>
<td>Closing</td>
<td>December 2012</td>
</tr>
</tbody>
</table>
Public Benefit Overview

Existing Conditions
Public Benefit Overview

Proposed Development
Public Benefit Overview
Neighborhood Connections & Benefits

Seattle Design Commission | Rufus 2.0 | Public Benefits    July 19 2012
### Public Benefit Overview

#### Promoting Neighborhood Values & City Policy Objectives

<table>
<thead>
<tr>
<th>Use</th>
<th>Public Realm</th>
<th>Urban Form</th>
<th>Transportation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Mixed-Use</strong></td>
<td>Invest in tree plantings &amp; sidewalk amenities</td>
<td>Create a vibrant neighborhood with a distinct identity and a real &quot;sense of place.&quot;</td>
<td>Support redevelopment of Westlake Boulevard as a boulevard</td>
</tr>
<tr>
<td>Combine commercial office, retail, social &amp; public services, residential &amp; public open space throughout the neighborhood</td>
<td>Denny Triangle Neighborhood Plan: p11</td>
<td>Denny Triangle Neighborhood Plan: p11, 13</td>
<td>Seattle's Comprehensive Plan: DEN-P11</td>
</tr>
<tr>
<td>Denny Triangle Approval &amp; Adoption Matrix: DT2</td>
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<td></td>
<td></td>
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<tr>
<td><strong>Retail</strong></td>
<td>Develop pocket parks</td>
<td>Meet growth targets for households and employment</td>
<td>Provide pedestrian improvements along 7th Ave.</td>
</tr>
<tr>
<td>Require retail-height ceilings on ground floors</td>
<td>Create a Denny Triangle neighborhood park</td>
<td>Denny Triangle Neighborhood Plan: p11</td>
<td>Denny Triangle Neighborhood Plan: p10, 11</td>
</tr>
<tr>
<td>Denny Triangle Approval &amp; Adoption Matrix: C12</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>Encourage, but not require, retail at street level</strong></td>
<td>Designate and support the development of green streets in the neighborhood</td>
<td>Explore ways to improve pedestrian safety and convenience along and across the arterials in the neighborhood</td>
<td>Seattle's Comprehensive Plan: DEN-P17</td>
</tr>
<tr>
<td>Denny Triangle Approval &amp; Adoption Matrix: DT2</td>
<td>Seattle's Comprehensive Plan: DEN-P12</td>
<td></td>
<td></td>
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<tr>
<td><strong>Commercial Office</strong></td>
<td>Widens sidewalk, landscape &amp; add &quot;common thread&quot; elements</td>
<td>Develop a Public Art program for placement in the Denny Triangle</td>
<td>Cycle</td>
</tr>
<tr>
<td>Encourage job development</td>
<td>Denny Triangle Neighborhood Plan: p6, 17</td>
<td>Denny Triangle Approval &amp; Adoption Matrix: DT2</td>
<td>Seek ways to improve safety and convenience of bicycle travel within and through the neighborhood</td>
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<td>Seattle's Comprehensive Plan: DEN-P16</td>
</tr>
<tr>
<td>Denny Triangle Approval &amp; Adoption Matrix: C12</td>
<td><strong>Art</strong></td>
<td>Transit</td>
<td>Improve bus stops Maintain &amp; improve Denny Triangle transit service</td>
</tr>
<tr>
<td><strong>Mixed-Use</strong></td>
<td>Develop a Public Art program for placement in the Denny Triangle</td>
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<tr>
<td>Combine commercial office, retail, social &amp; public services, residential &amp; public open space throughout the neighborhood</td>
<td>Denny Triangle Approval &amp; Adoption Matrix: C22</td>
<td></td>
<td></td>
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<tr>
<td>Denny Triangle Approval &amp; Adoption Matrix: C12</td>
<td><strong>Character</strong></td>
<td>Vehicular Traffic</td>
<td>Develop traffic calming devices, i.e. special pavement, bike lanes, curb bulbs &amp; signage along Blanchard and Bell</td>
</tr>
<tr>
<td>A diverse, mixed-use character that provides a transit and pedestrian friendly atmosphere</td>
<td>Seattle's Comprehensive Plan: DEN-G2</td>
<td></td>
<td>Denny Triangle Approval &amp; Adoption Matrix: C16</td>
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<tr>
<td>Seattle's Comprehensive Plan: DEN-G2</td>
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<tr>
<td></td>
<td></td>
<td>Encourage the integration of Westlake Avenue into the neighborhood physically, aesthetically, and operationally, while maintaining its arterial functions</td>
<td>Seattle's Comprehensive Plan: DEN-P14</td>
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</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).