

Rufus 2.0

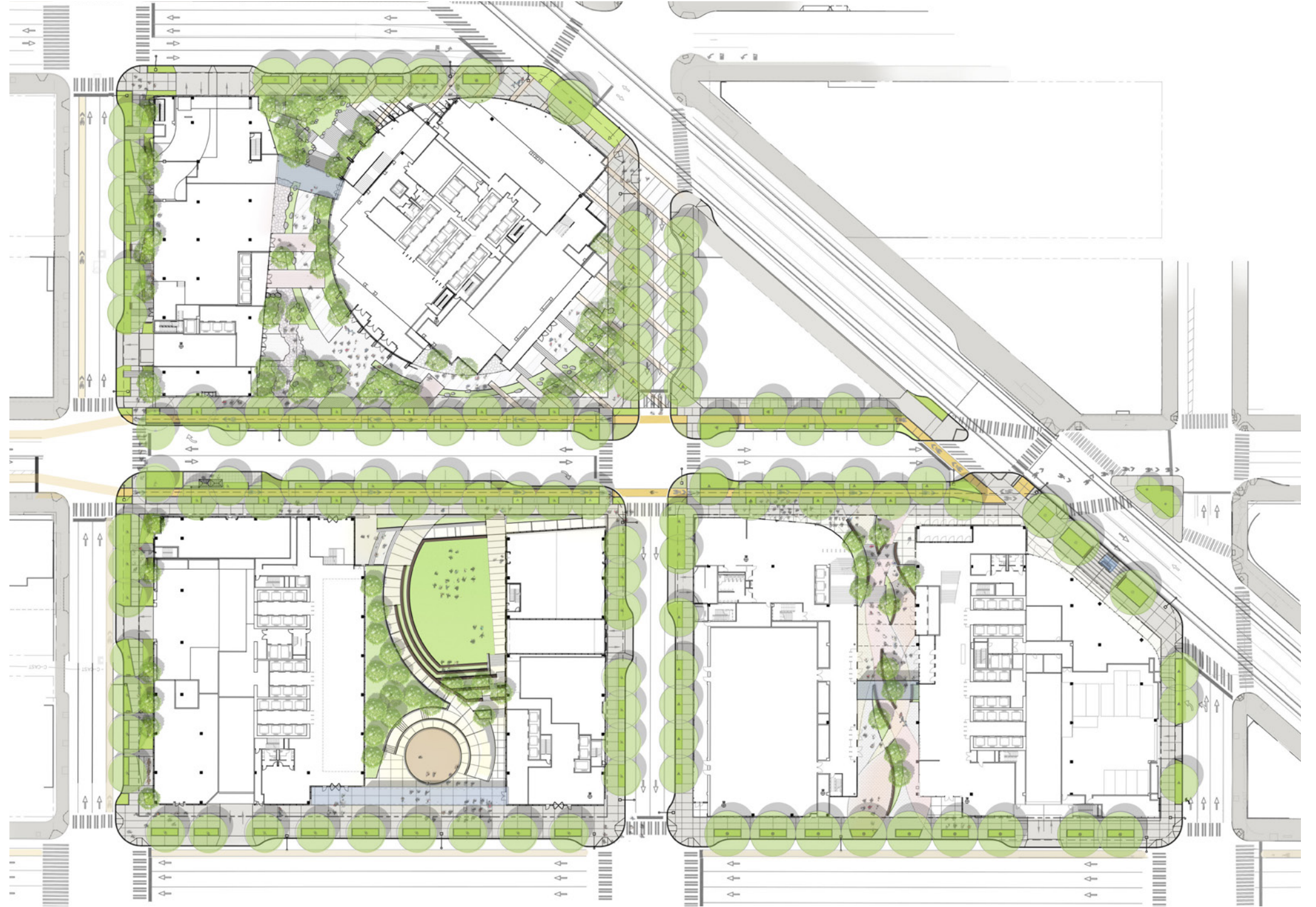


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Response to the Commission’s Recommendations

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.

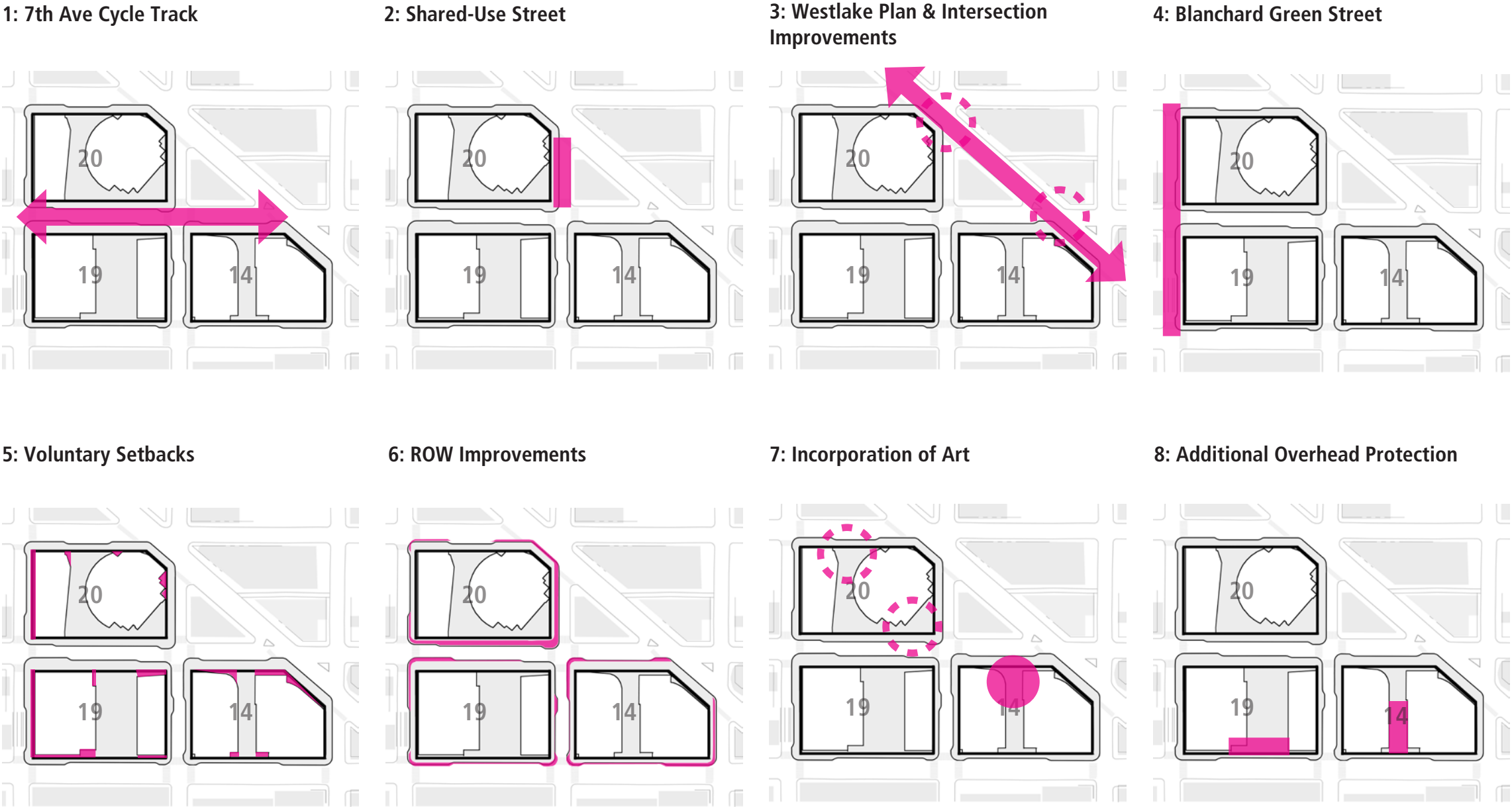
Our presentation directly addresses the Commission’s recommendations that followed the Design Commission meeting of June 21, 2012. The commission made the following recommendations to improve the package:

- 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.”



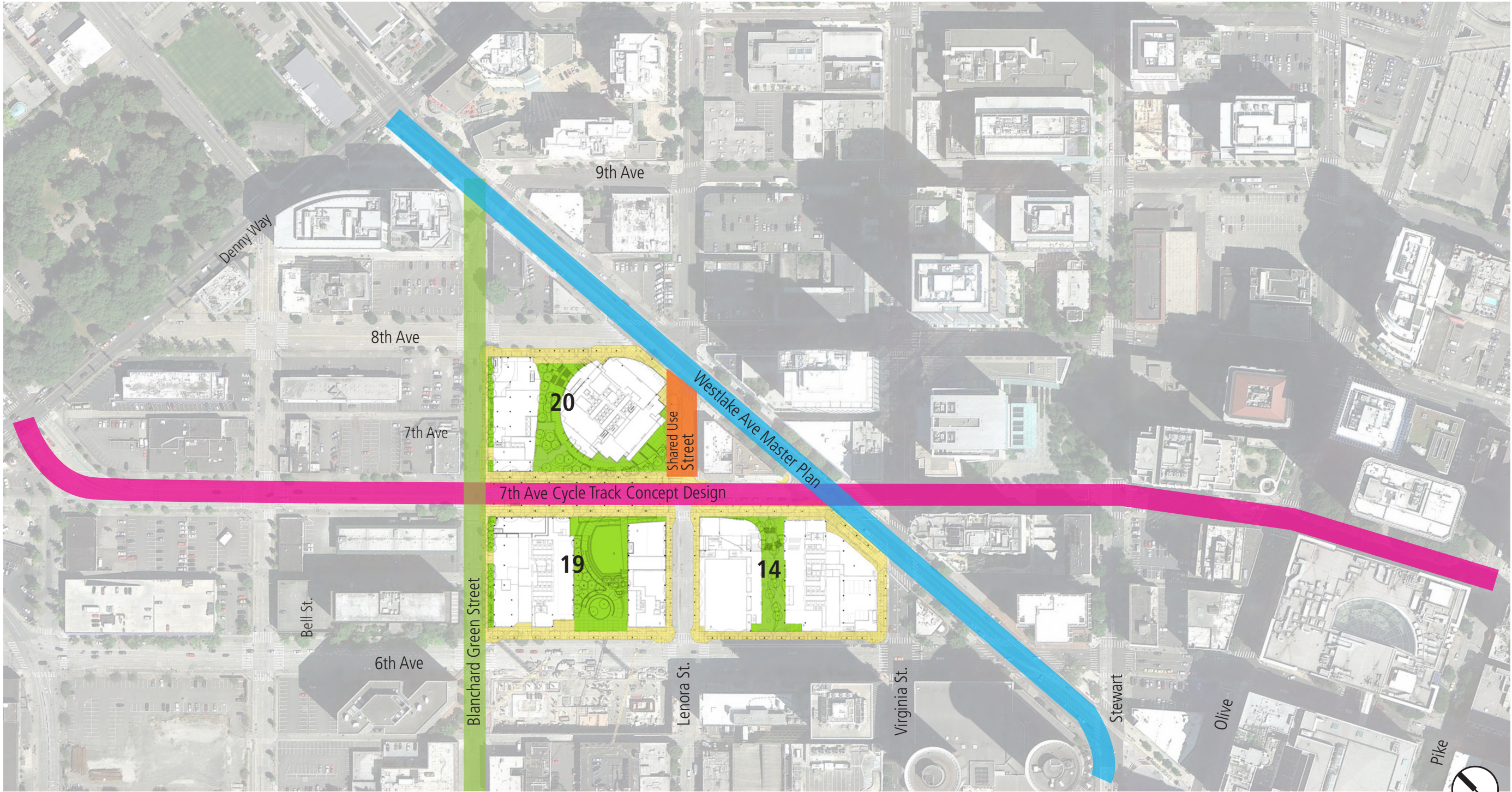
Public Benefits Overview

Summary

FAR Public Benefits	PCD Public Benefits	Alley Vacation Public Benefits
<p>75% Affordable Housing & Child Care</p> <ul style="list-style-type: none">Block 14: 465,000 SFBlock 19: 500,000 SFBlock 20: 490,000 SF <p>25% Public Amenities (including TDRs)</p> <p>Block 14:</p> <ul style="list-style-type: none">12,000 SF Urban PlazaPurchase of 95,000 SF TDRs <p>Block 19:</p> <ul style="list-style-type: none">7,000 SF Commercial Parcel Park15,000 SF Urban PlazaPurchase of 55,000 SF TDRs <p>Block 20:</p> <ul style="list-style-type: none">7,000 SF Commercial Parcel Park15,000 SF Urban PlazaPurchase of 87,000 SF TDRs <p><small>*Public Benefits per Downtown Code for Added FAR (DOC2)</small></p>	<p>1. Improvements to Pedestrian Circulation:</p> <ul style="list-style-type: none">Develop Westlake Avenue Street Design Concept Plan (between Denny and McGraw Square/5th Ave) informed by:<ul style="list-style-type: none">Denny Triangle Urban Design Framework studyWestlake Hub Urban StrategySouth Lake Union Mobility Plan <p>2. Improvements to Urban Form:</p> <ul style="list-style-type: none">Develop Design Guidelines for structures above 60’ for Blocks 19 & 20. <p>3. Improvements to Transit Facilities:</p> <ul style="list-style-type: none">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. <p>4. Demonstrate Public Benefits & Sustainability:</p> <ul style="list-style-type: none">Design with intent to meet LEED Gold rating.Work with the City to explore further opportunities for energy reduction. <p><small>*PCD Public Benefits per SMC 23.49.036.F1</small></p>	<p>1. 7th Ave Cycle Track</p> <p>2. Shared-Use Street</p> <p>3. Westlake Avenue Street Design Concept Plan</p> <p>4. Blanchard Green Street</p> <p>5. Voluntary Setbacks</p> <p>6. ROW Improvements</p> <p>7. Art Program</p> <p>8. Additional Overhead Protection</p>

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

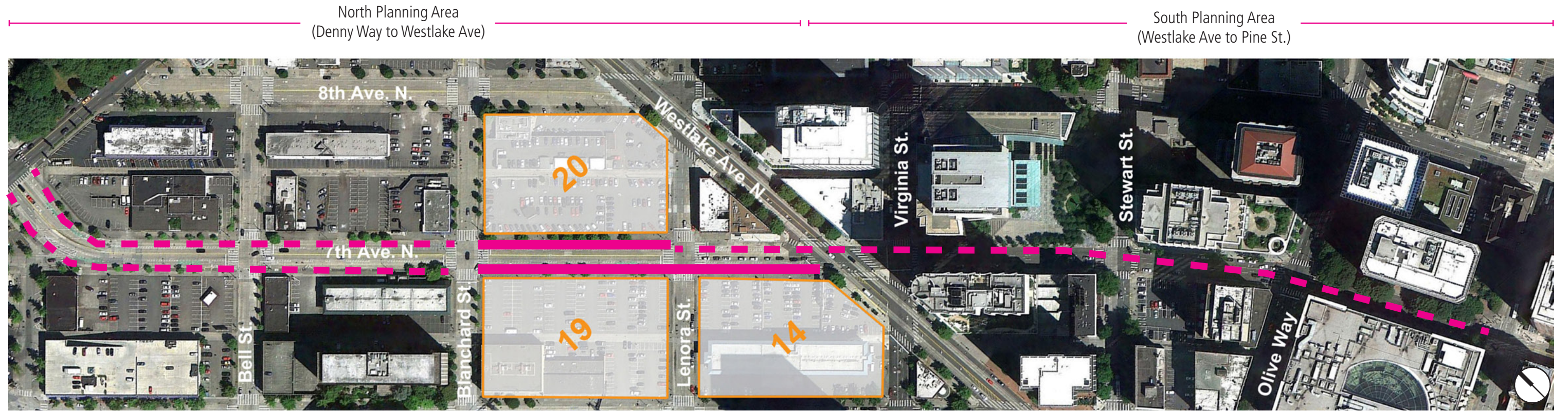
-  Cycle track - design only
-  Cycle track - design & implementation



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



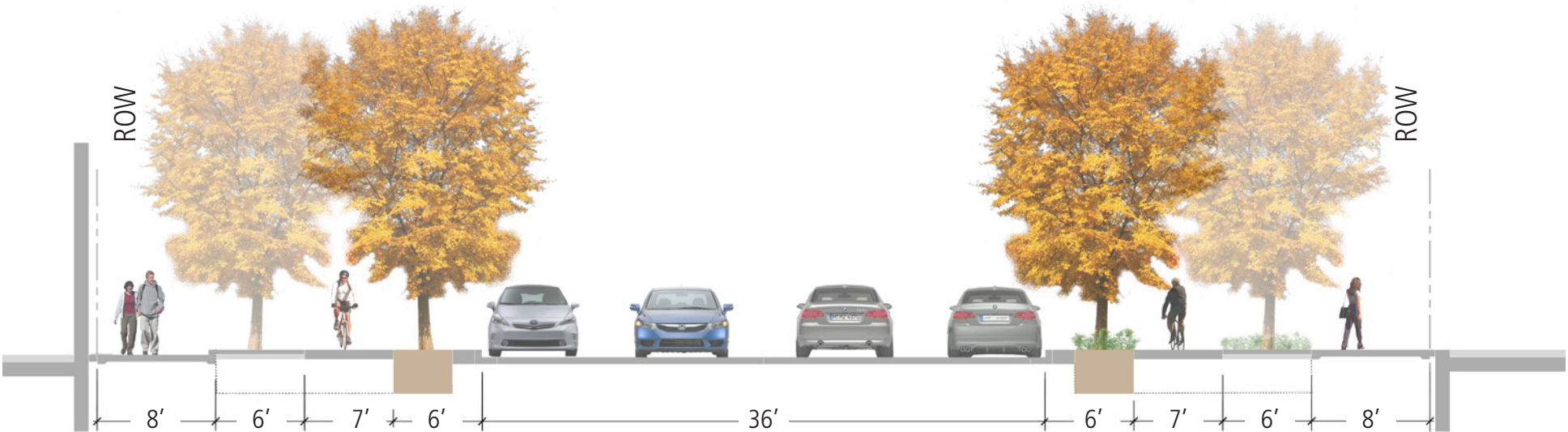
Example of proposed cycle track street: two-way lane on east side of 7th Ave south of Westlake Ave



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



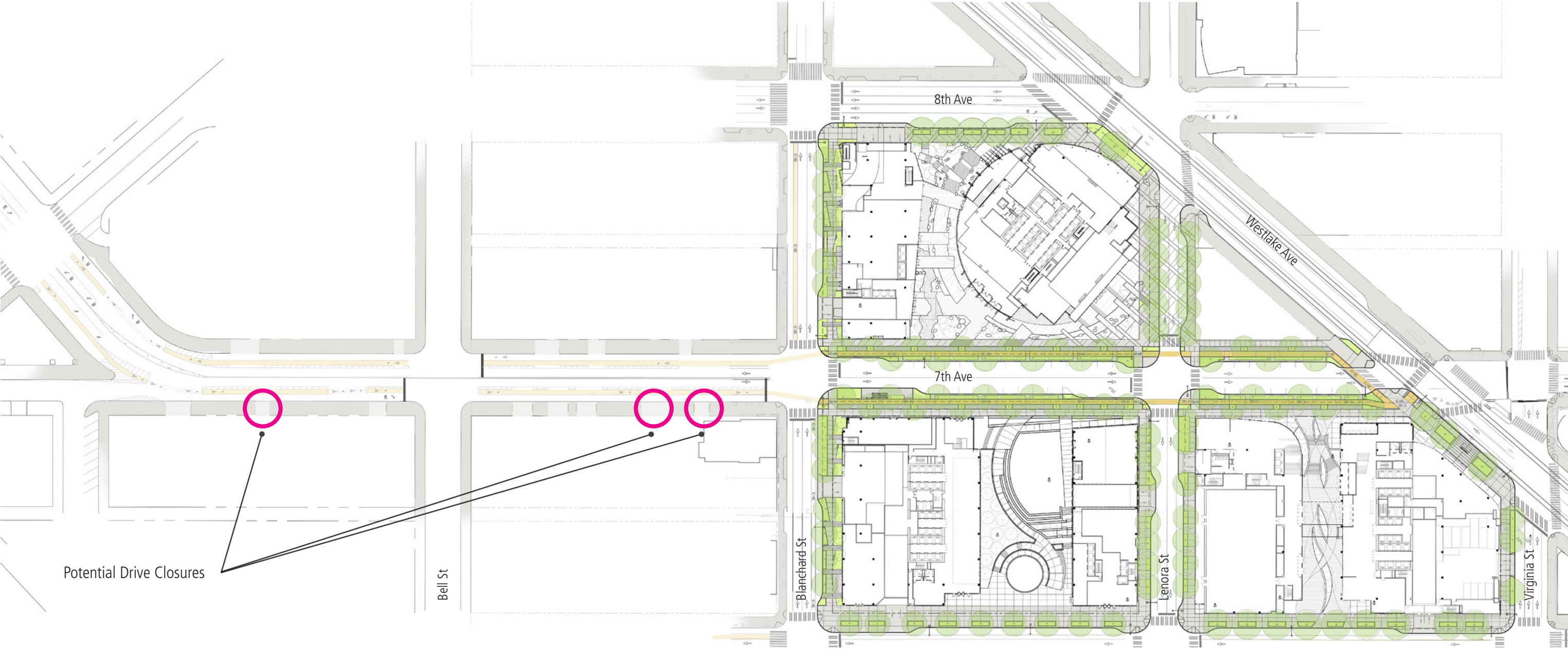
View of Cycle Track from intersection of 7th Ave and Blanchard St Looking South



Typical Section at 7th Ave

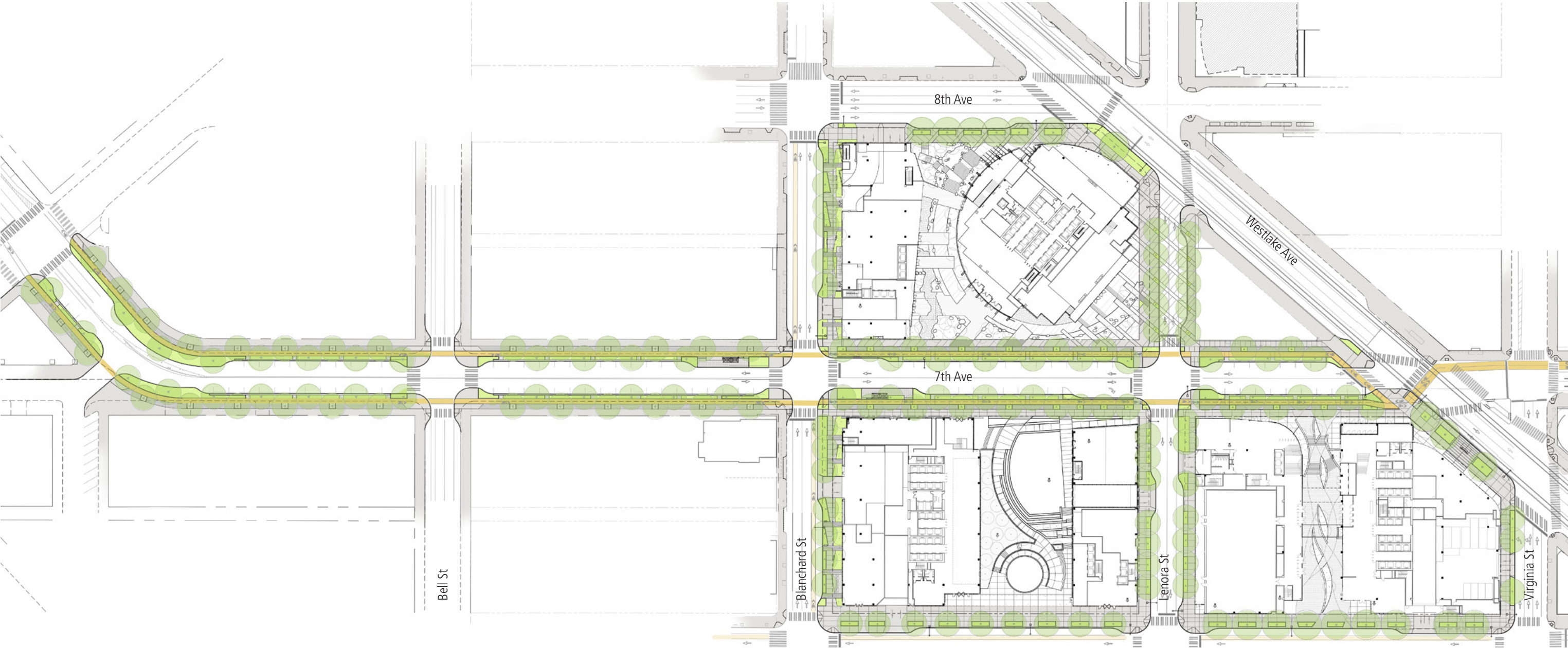
1: 7th Ave Cycle Track

North Planning Area - Existing/Interim Treatments from Blanchard St to Denny Ave



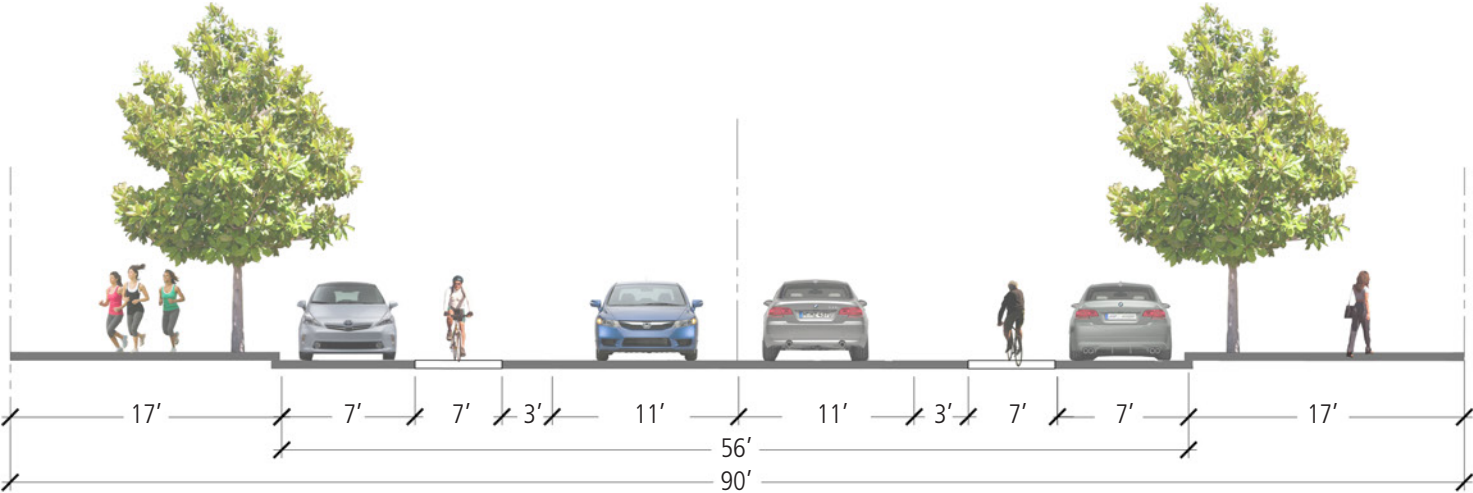
1: 7th Ave Cycle Track

North Planning Area - Concept Plan at Full Build-Out to Denny Ave

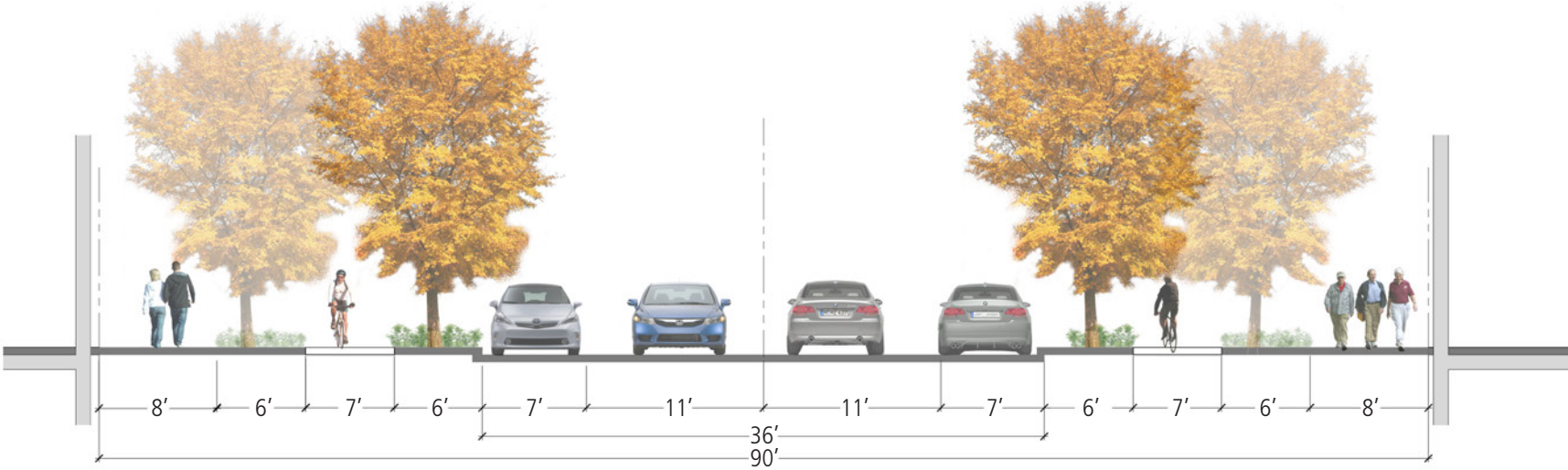


1: 7th Ave Cycle Track

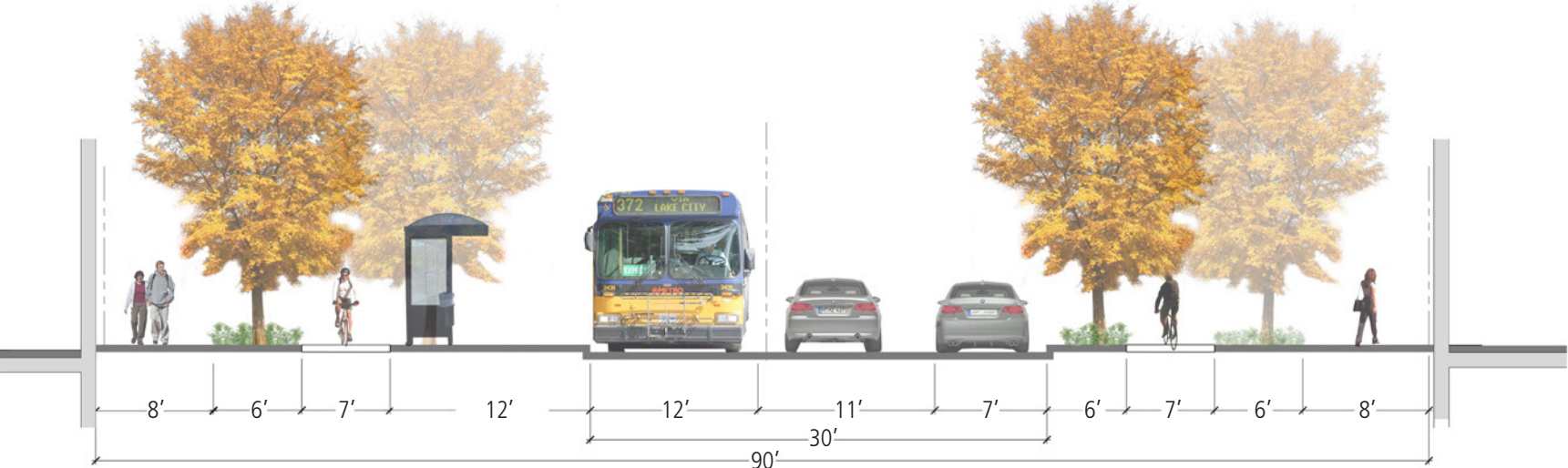
North Planning Area - Typical Sections



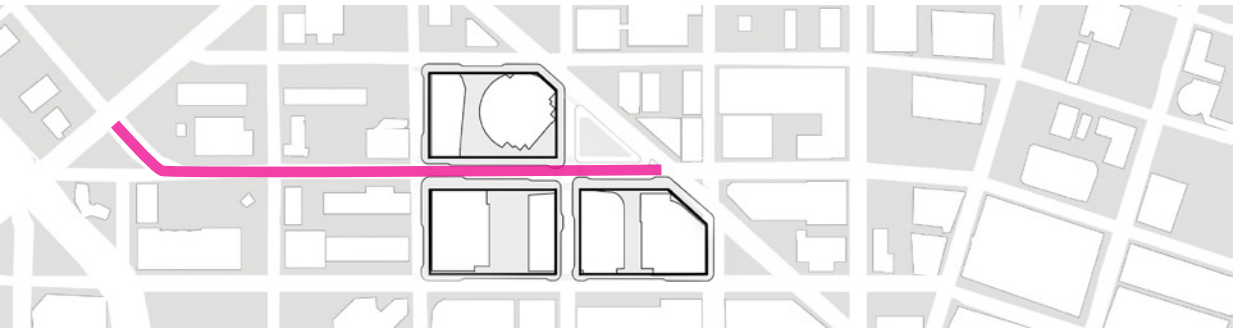
Existing/Interim Section



Typical Design Section

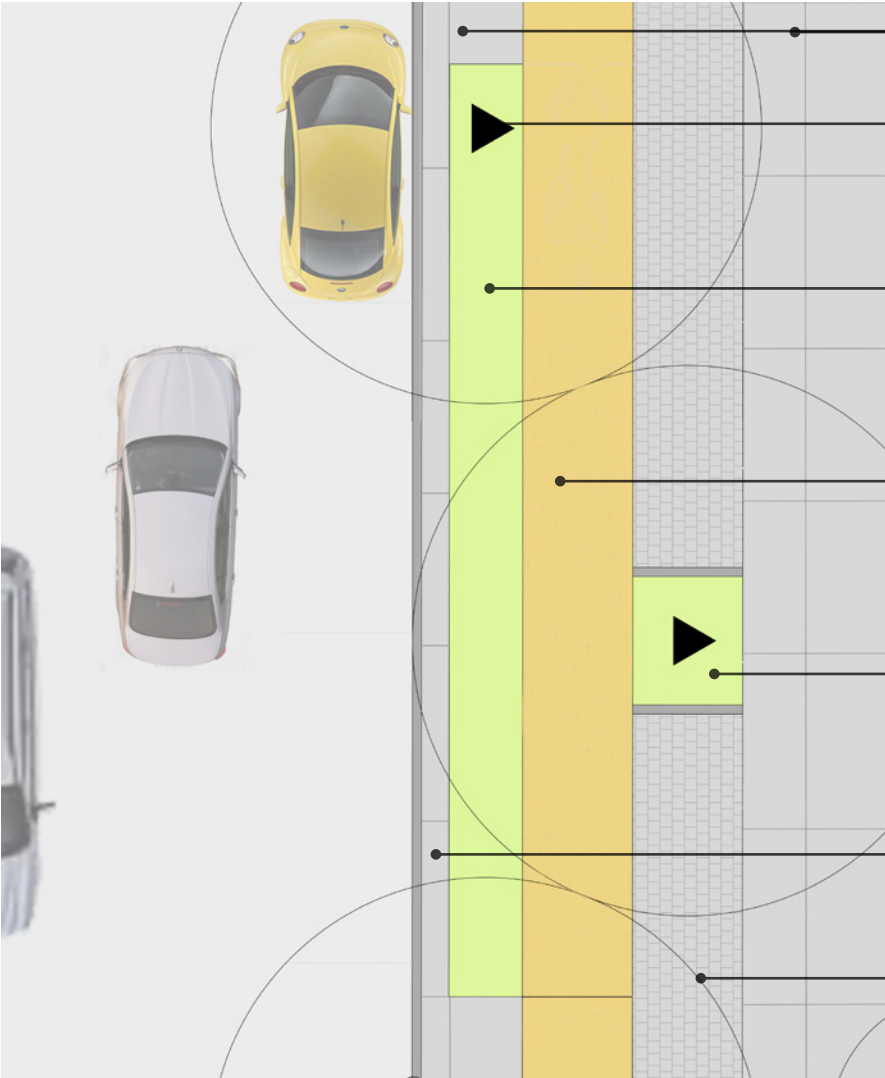


Typical Design Section - Metro Bypass



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



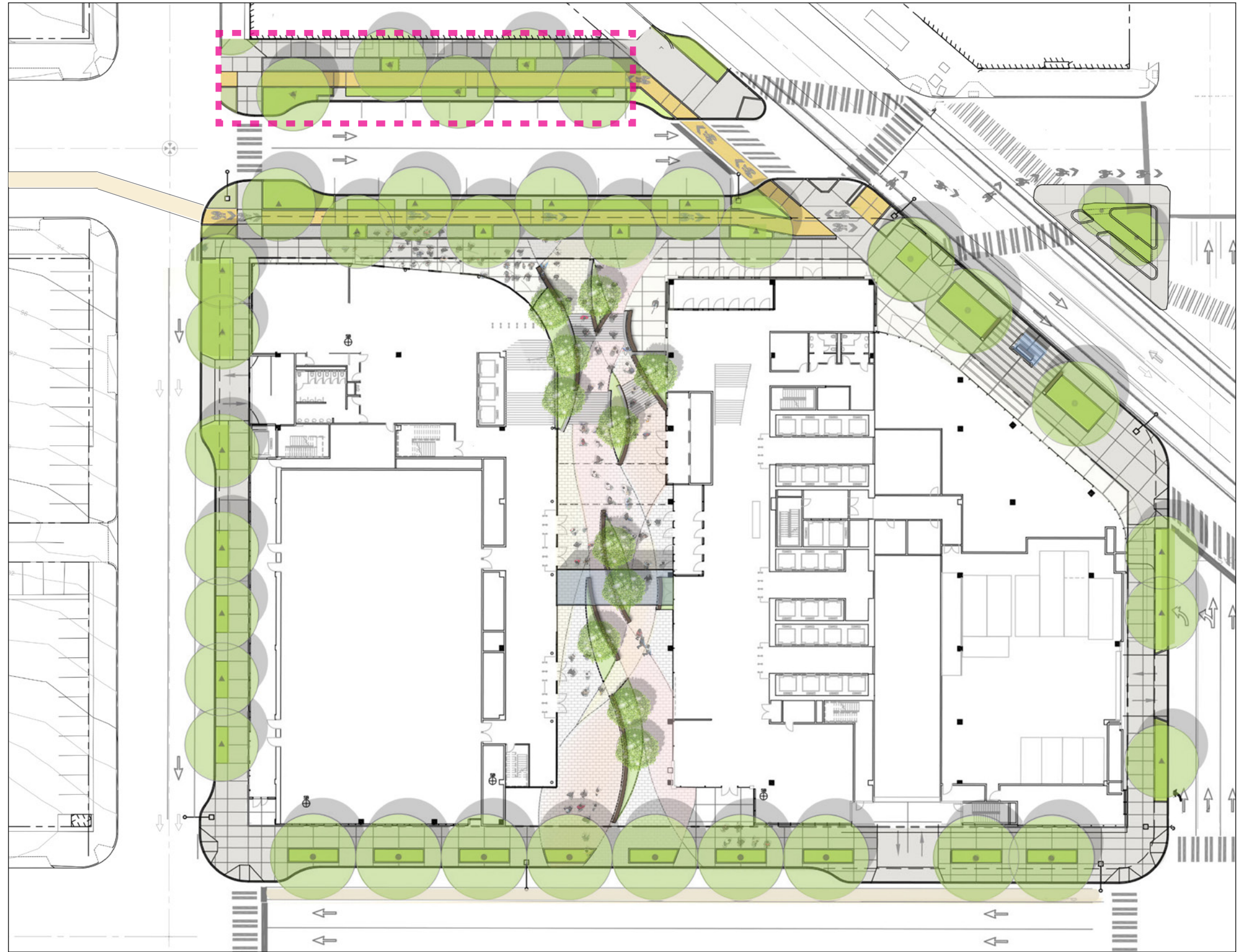
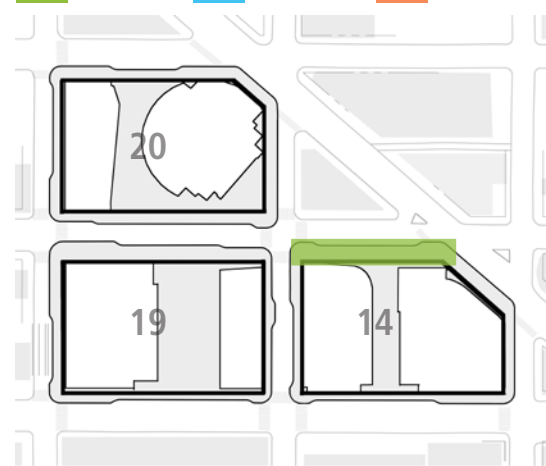
Signage

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-stripping of existing bike lanes including transitions to cycle track
- Stormwater planters and permeable paving within ROW

Phase I Phase 2 Phase 3

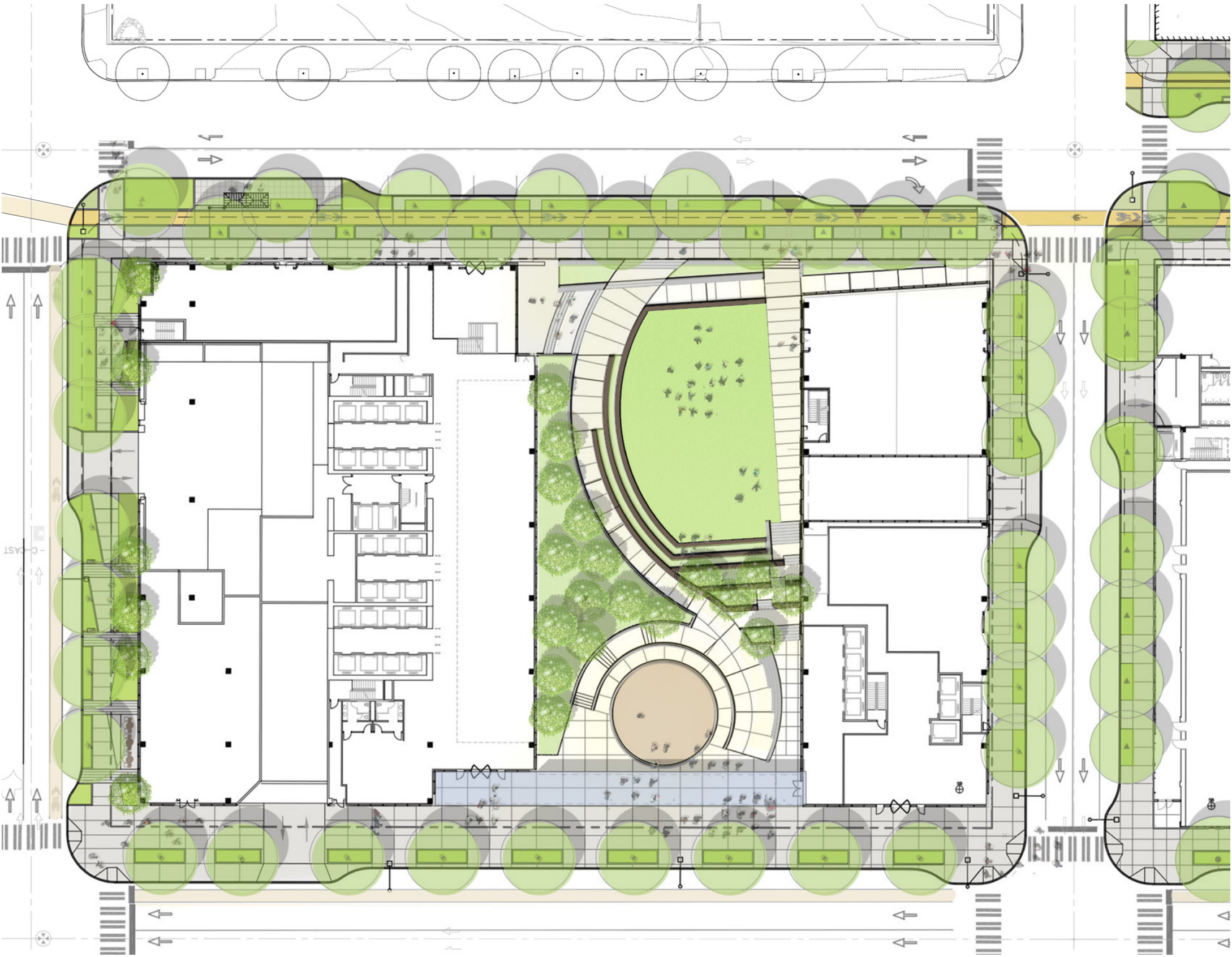
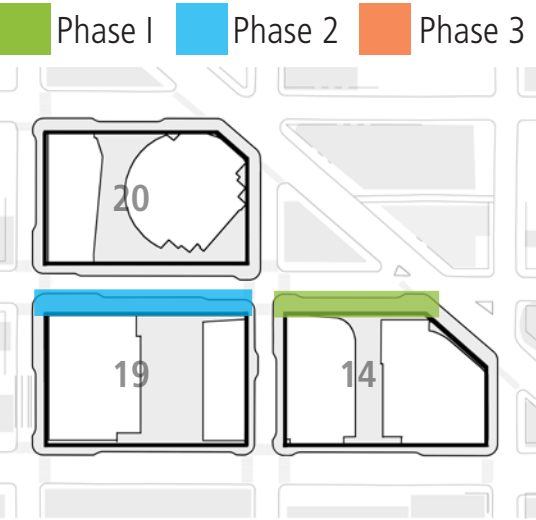


1: 7th Ave Cycle Track

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

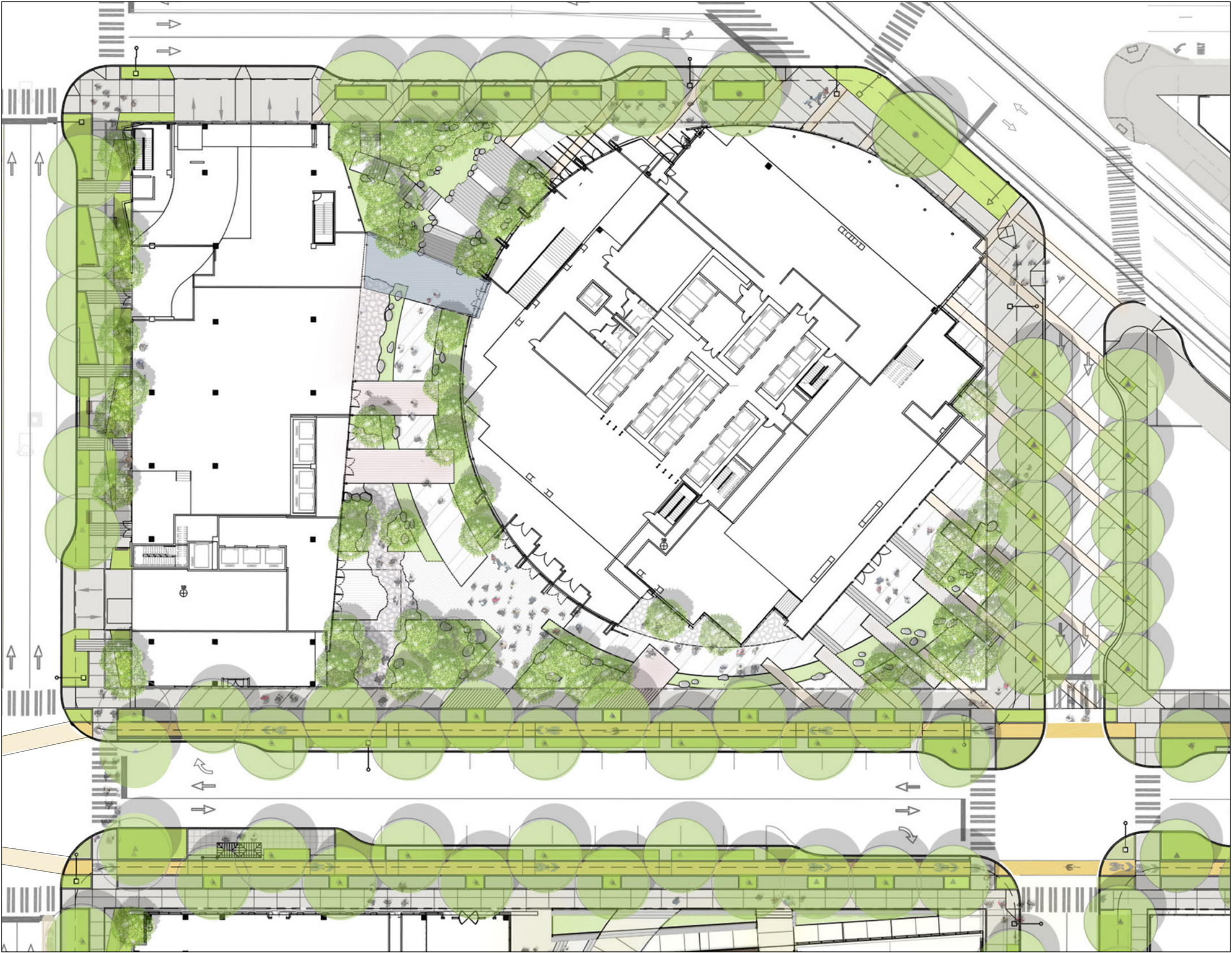
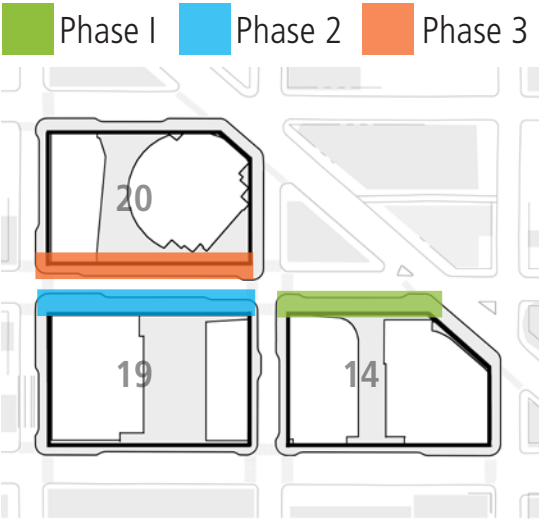


1: 7th Ave Cycle Track

Block 20 - Proposed Elements

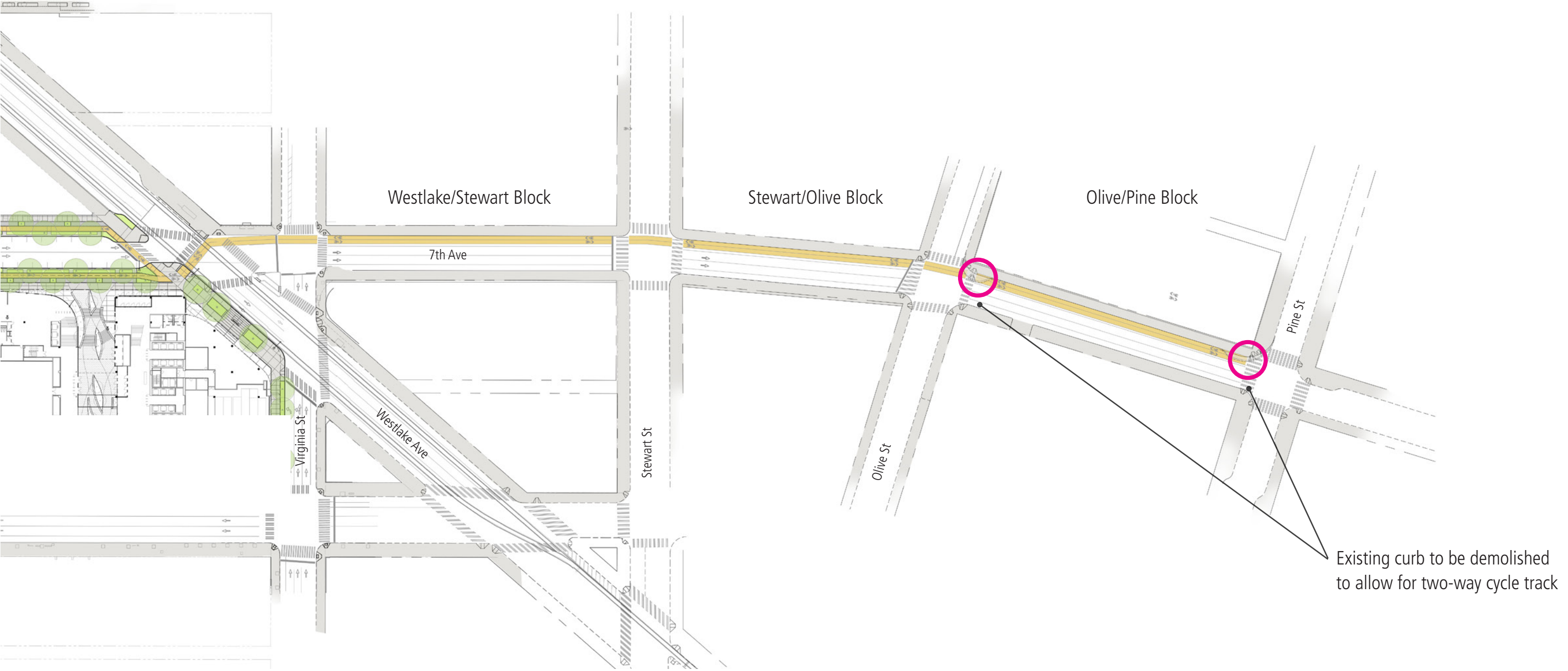
Public Benefits

- 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



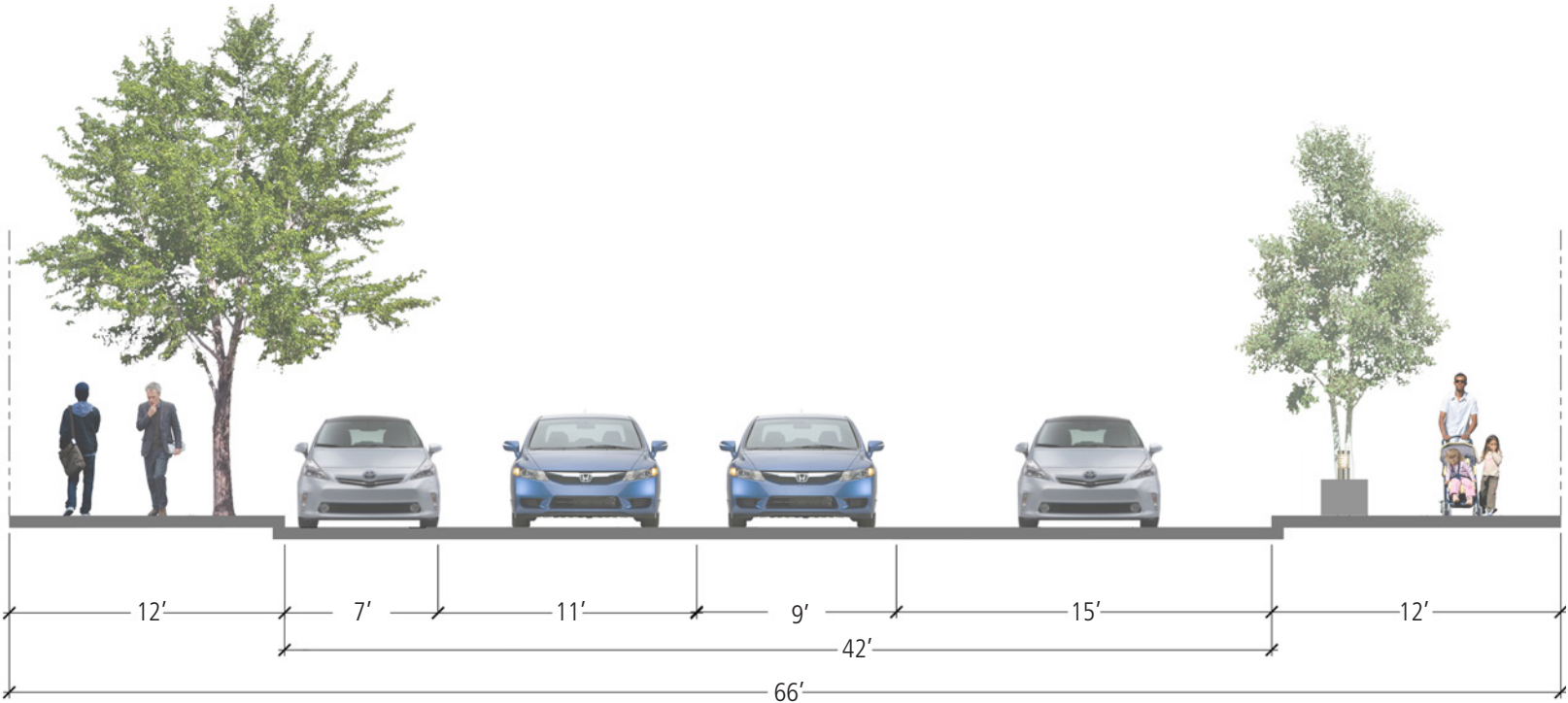
1: 7th Ave Cycle Track

South Planning Area - Westlake Ave to Pine St

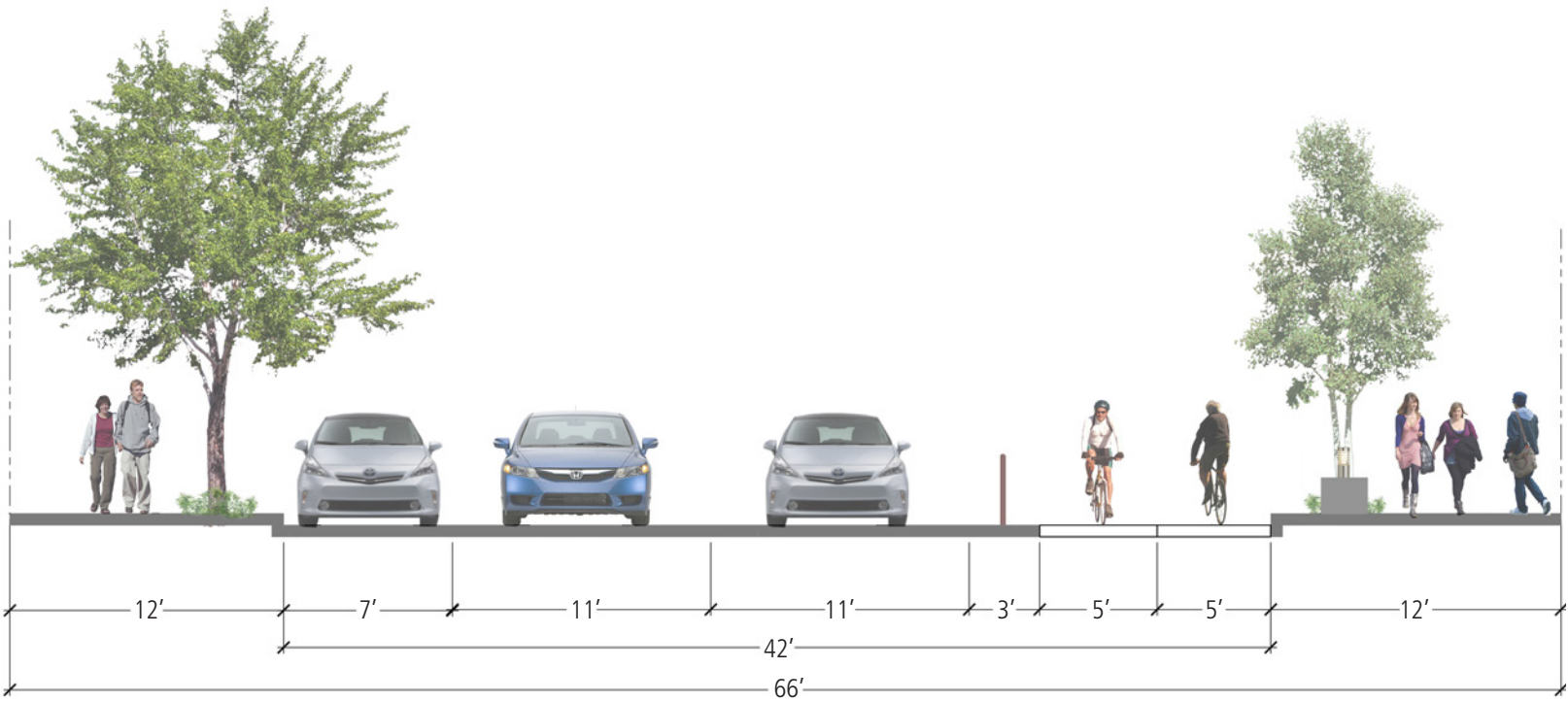
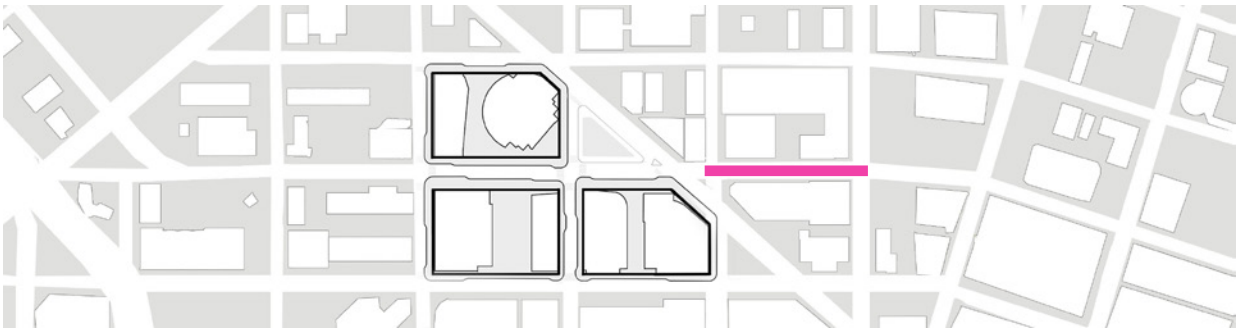


1: 7th Ave Cycle Track

South Planning Area - Westlake Ave to Stewart St



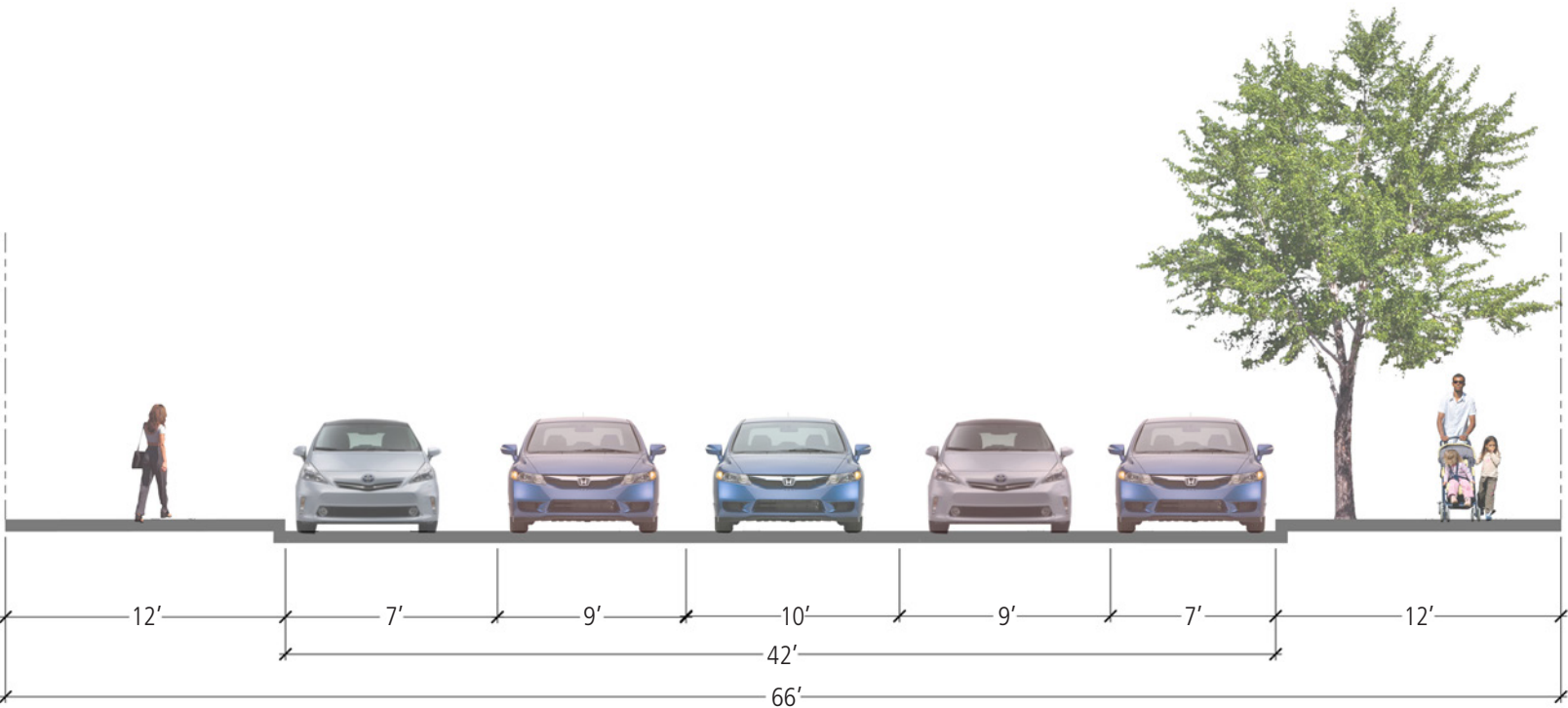
Existing Section



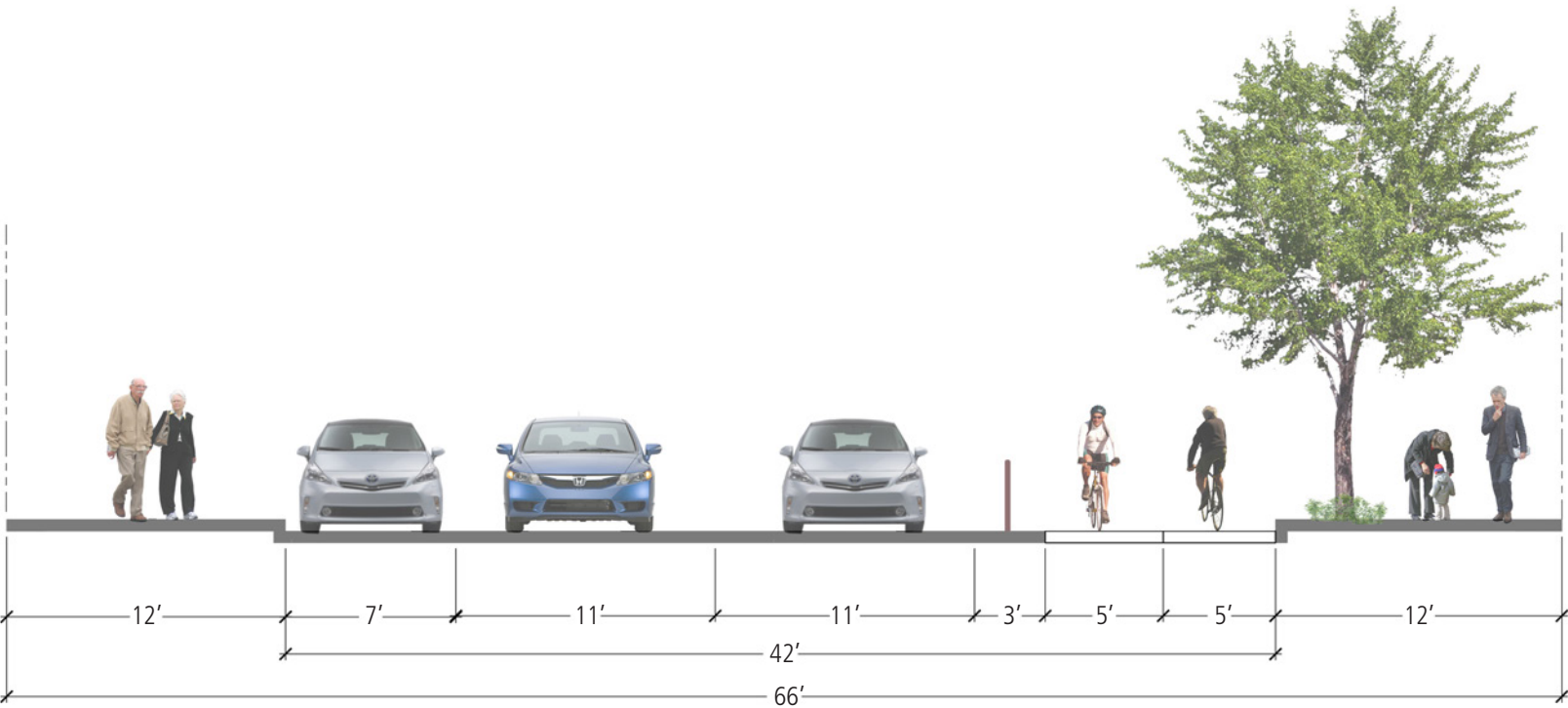
Proposed Section

1: 7th Ave Cycle Track

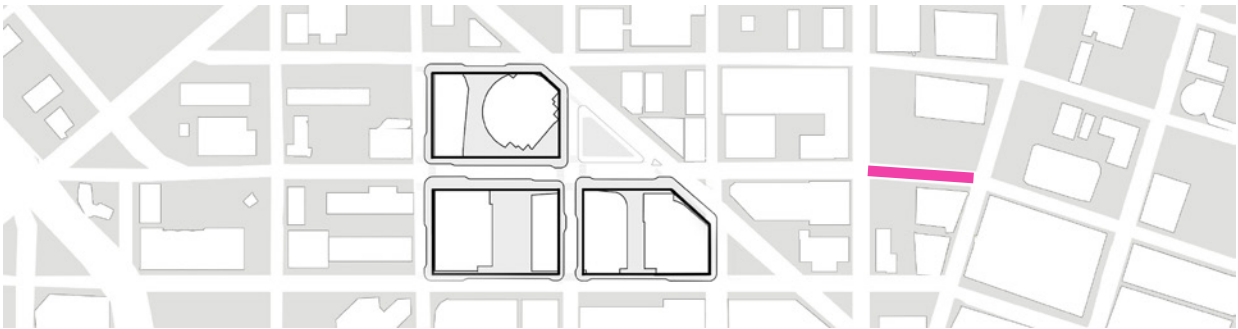
South Planning Area - Stewart St to Olive Way



Existing Section

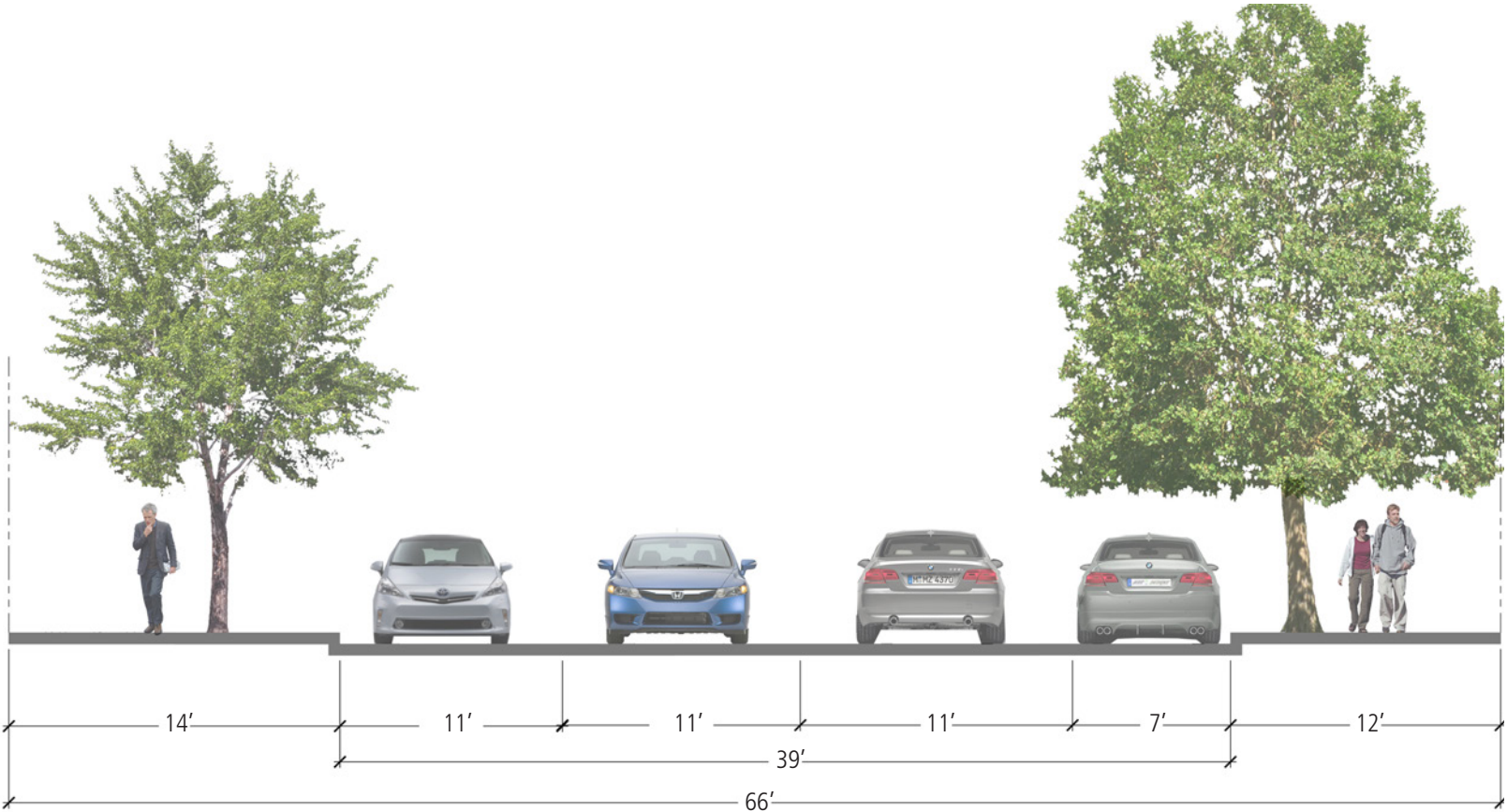
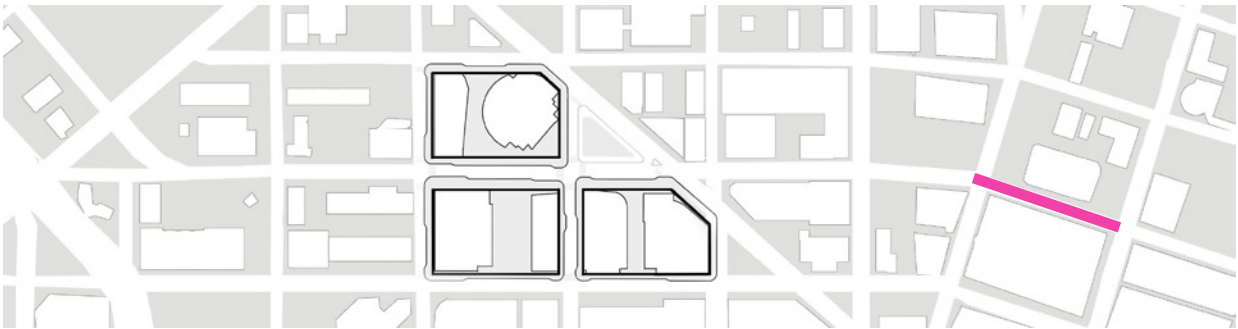


Proposed Section

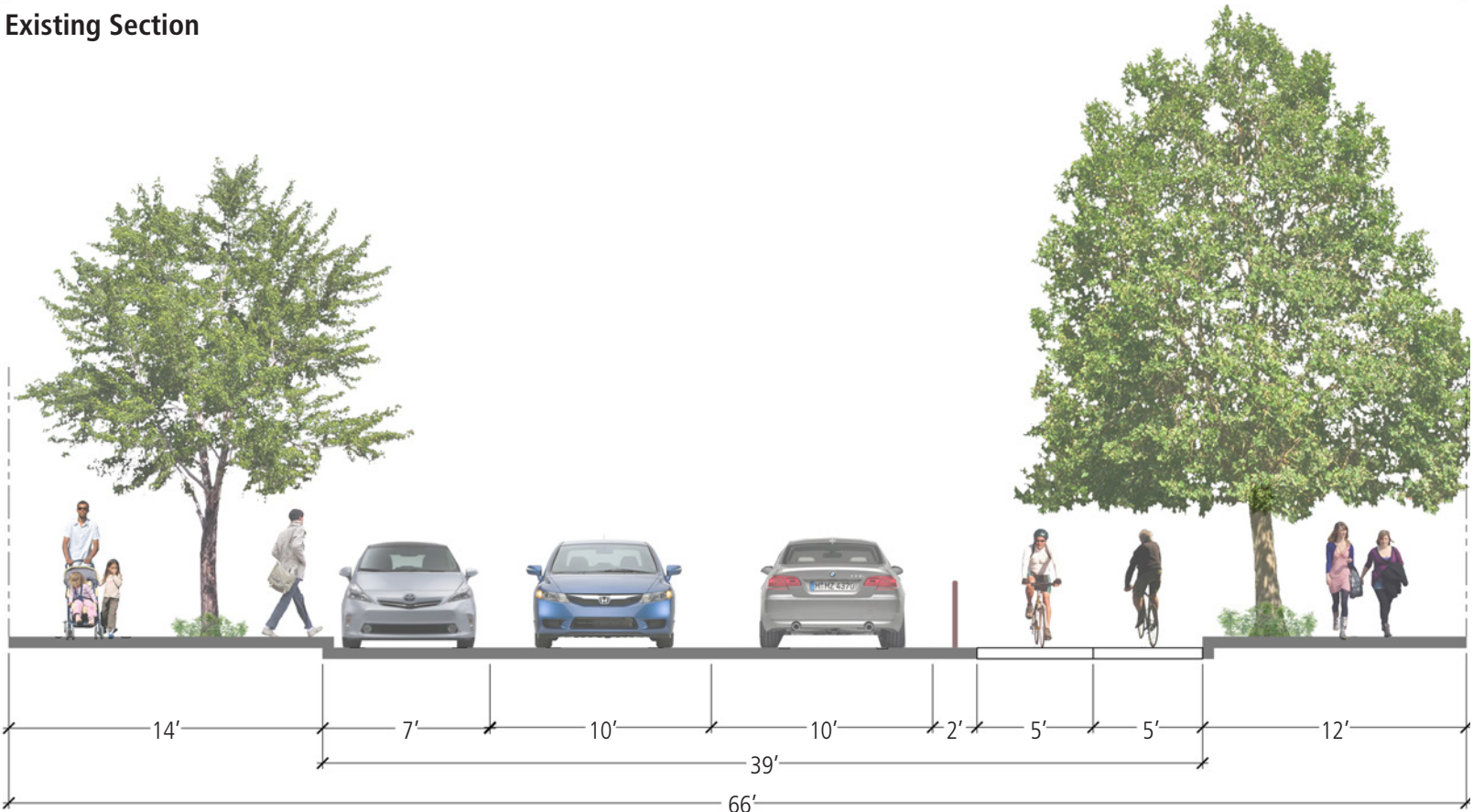


1: 7th Ave Cycle Track

South Planning Area - Olive Way - Pine St



Existing Section



Proposed Section

2: Shared-Use Street

Overview

Commissioner Comment:

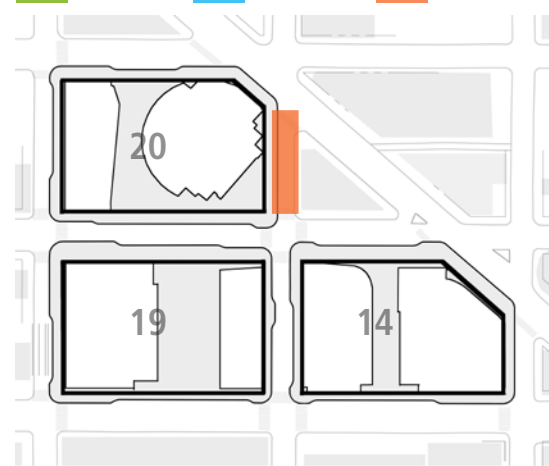
- “Because Lenora Street between 7th and Westlake is proposed as a pedestrian oriented street, the shared street design should provide for such a function. The details are important so we would want to see more developed plans for this part of the public benefit package.”

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.

Phase I Phase 2 Phase 3



View of Shared-Use Street at Lenora St Looking West

2: Shared-Use Street

Phasing & Proposed Elements



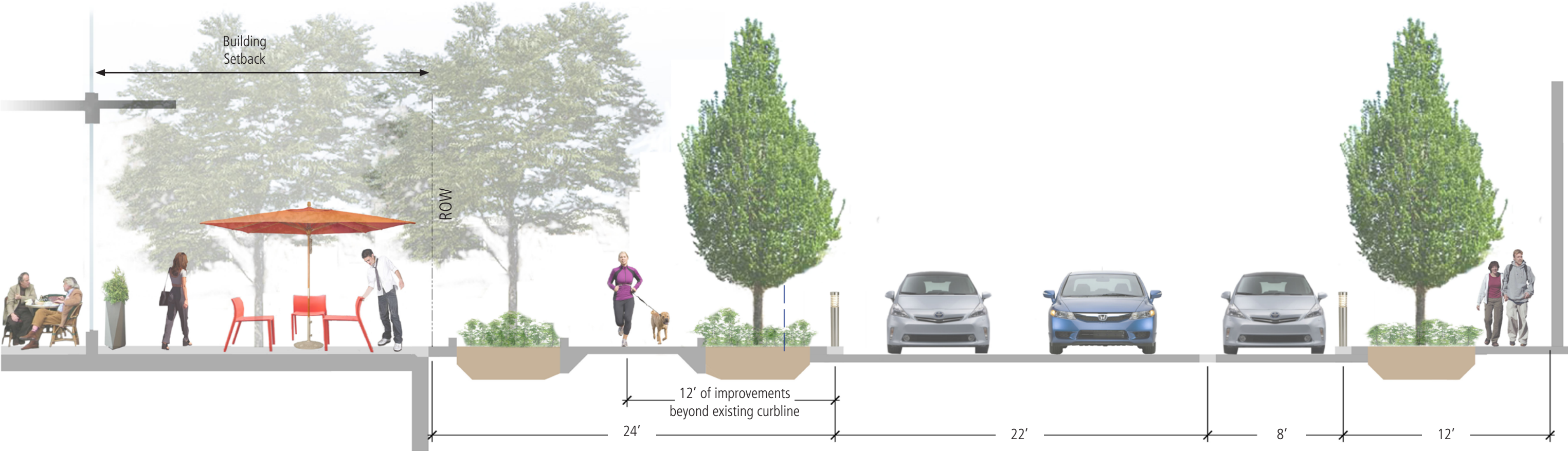
- Street tree
- Decorative tree grate
- Colored concrete field or unit paver field
- CIP concrete band
- Widened or rolled curb
- Areas for furnishing



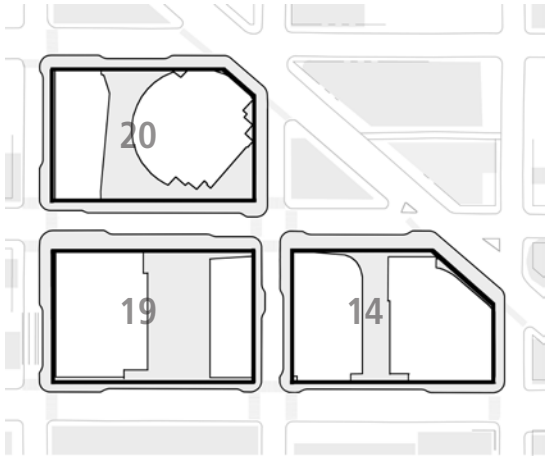
Examples of Materials

2: Shared-Use Street

Proposed Elements



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:

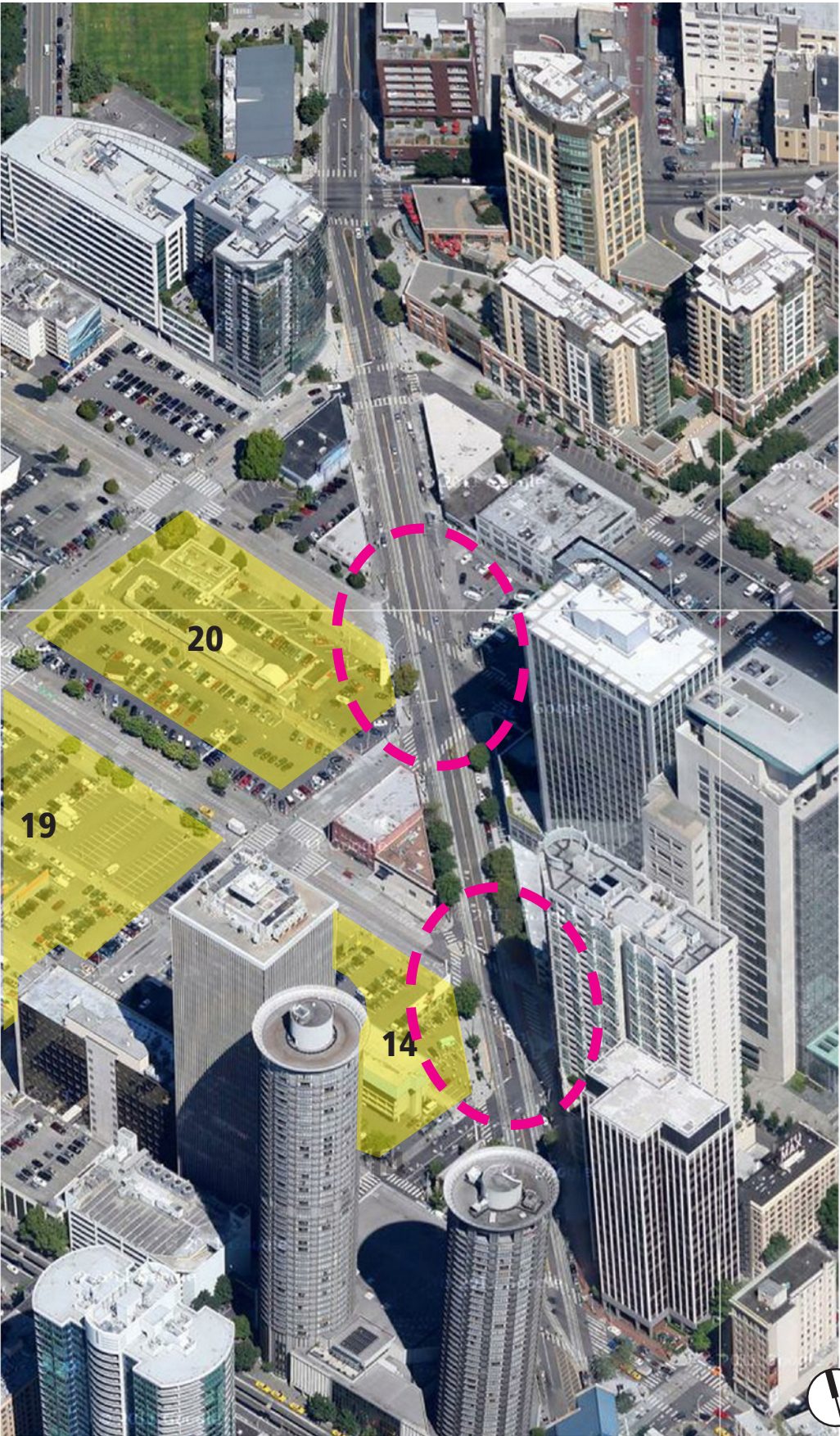
The design team is working to produce a Westlake Ave Street Design Concept Plan that the City can implement from Denny Ave to Stewart St in collaboration with SDOT and DPD. This project will implement elements in phase I and phase 3 directly fronting Block 14 and Block 20



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



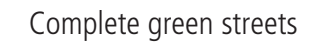
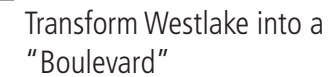
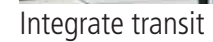
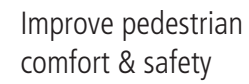
Existing Conditions @ 7th, Virginia and Westlake



Westlake Ave Aerial View Looking North

Principles and Plan View

Principles:



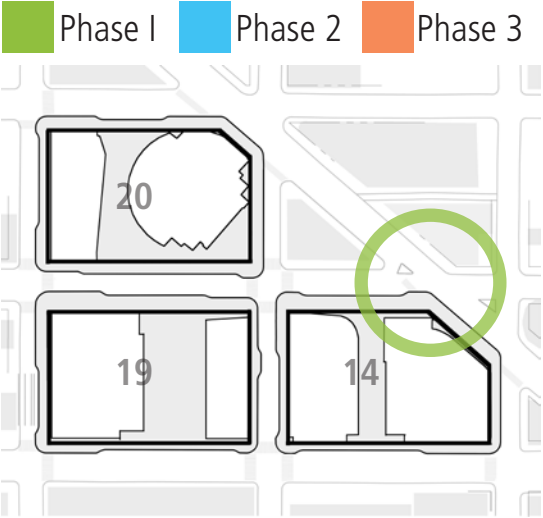
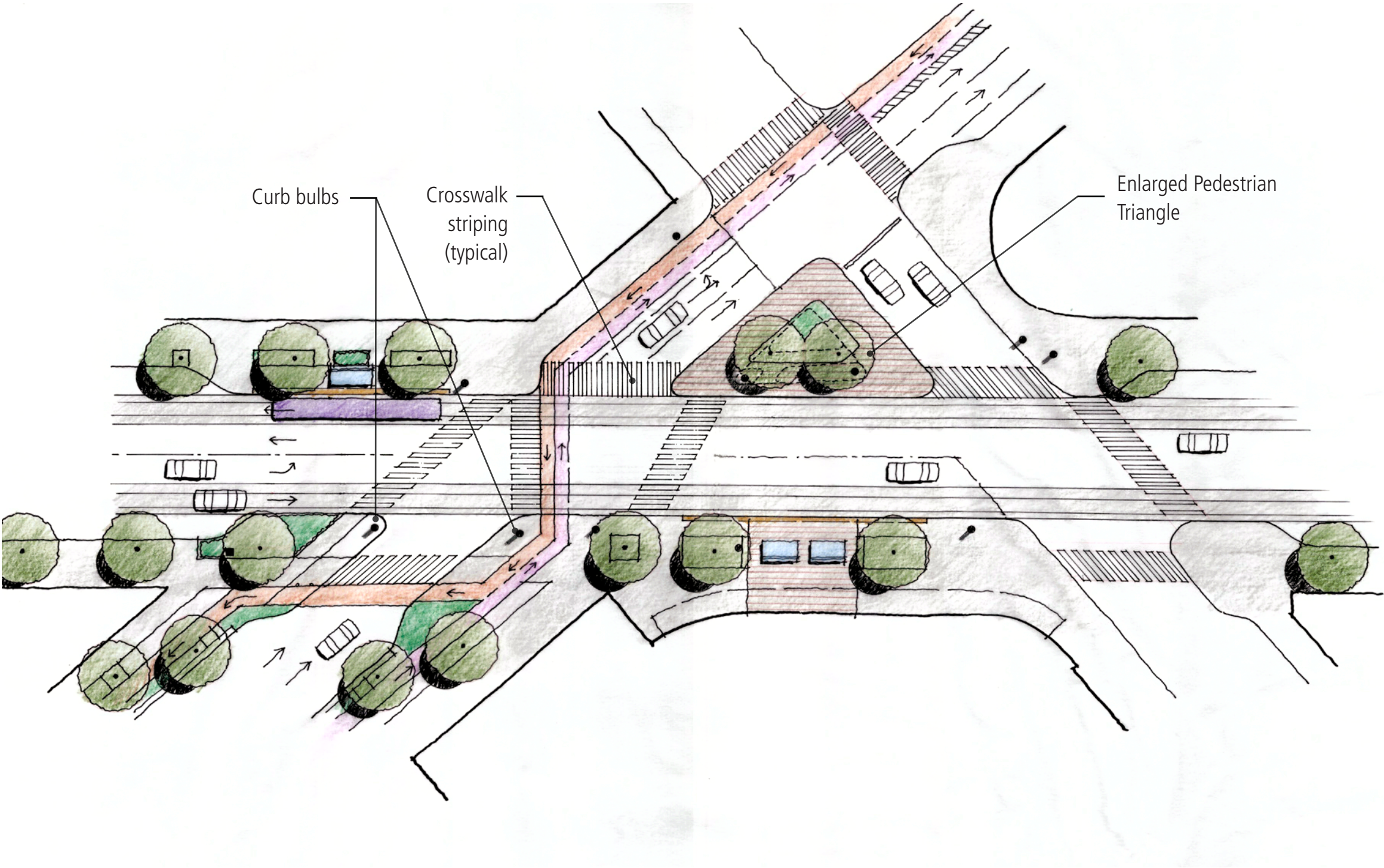
3: Westlake Ave Street Design Concept Plan

Phase 1 Improvements at Block 14

Public Benefit:

Design and construction of pedestrian ‘scramble’ at Westlake Ave and 7th Ave.

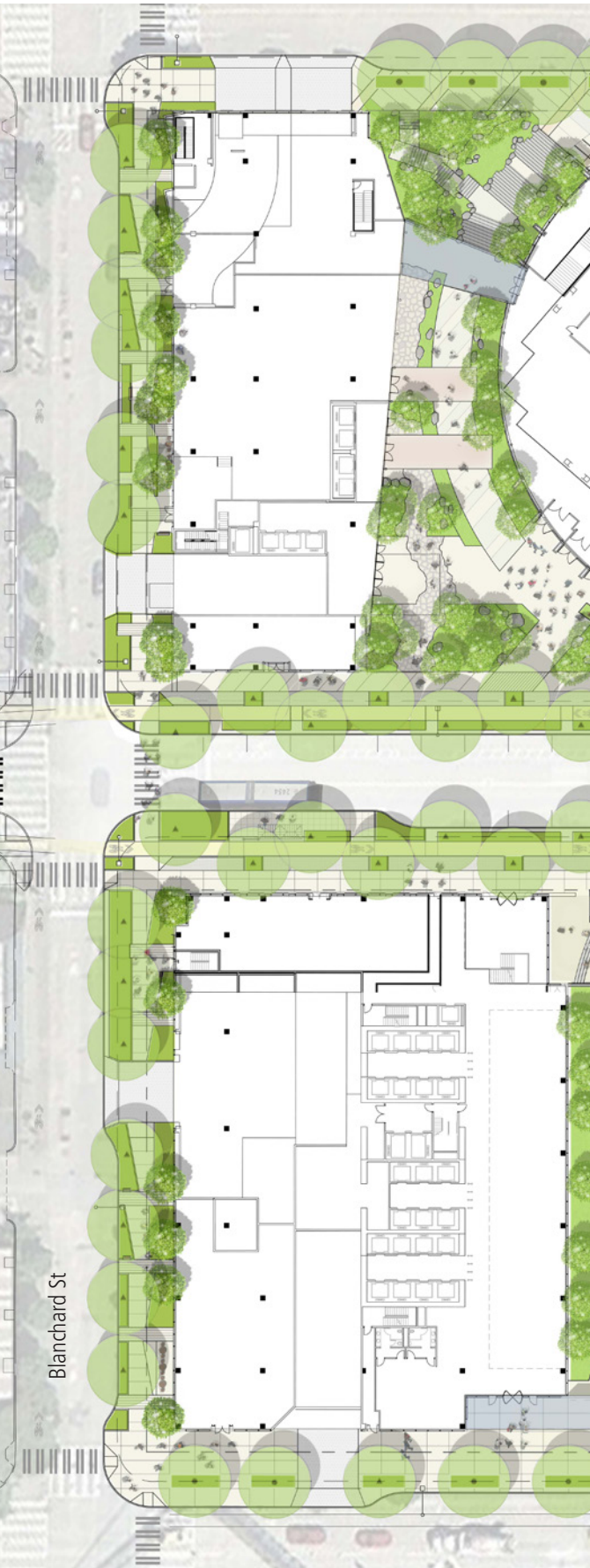
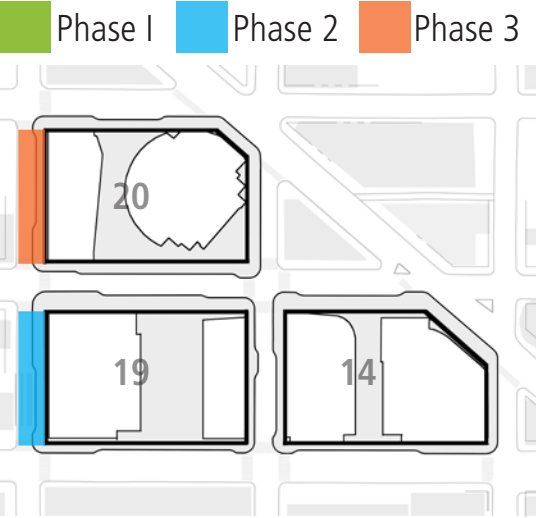
- Revised signalization
- Curb bulbs and pedestrian triangle improvements
- Crosswalk striping



4: Blanchard Green Street

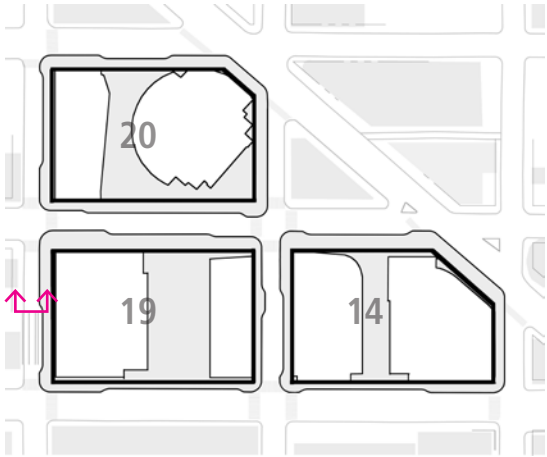
Phasing & Quantification

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

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



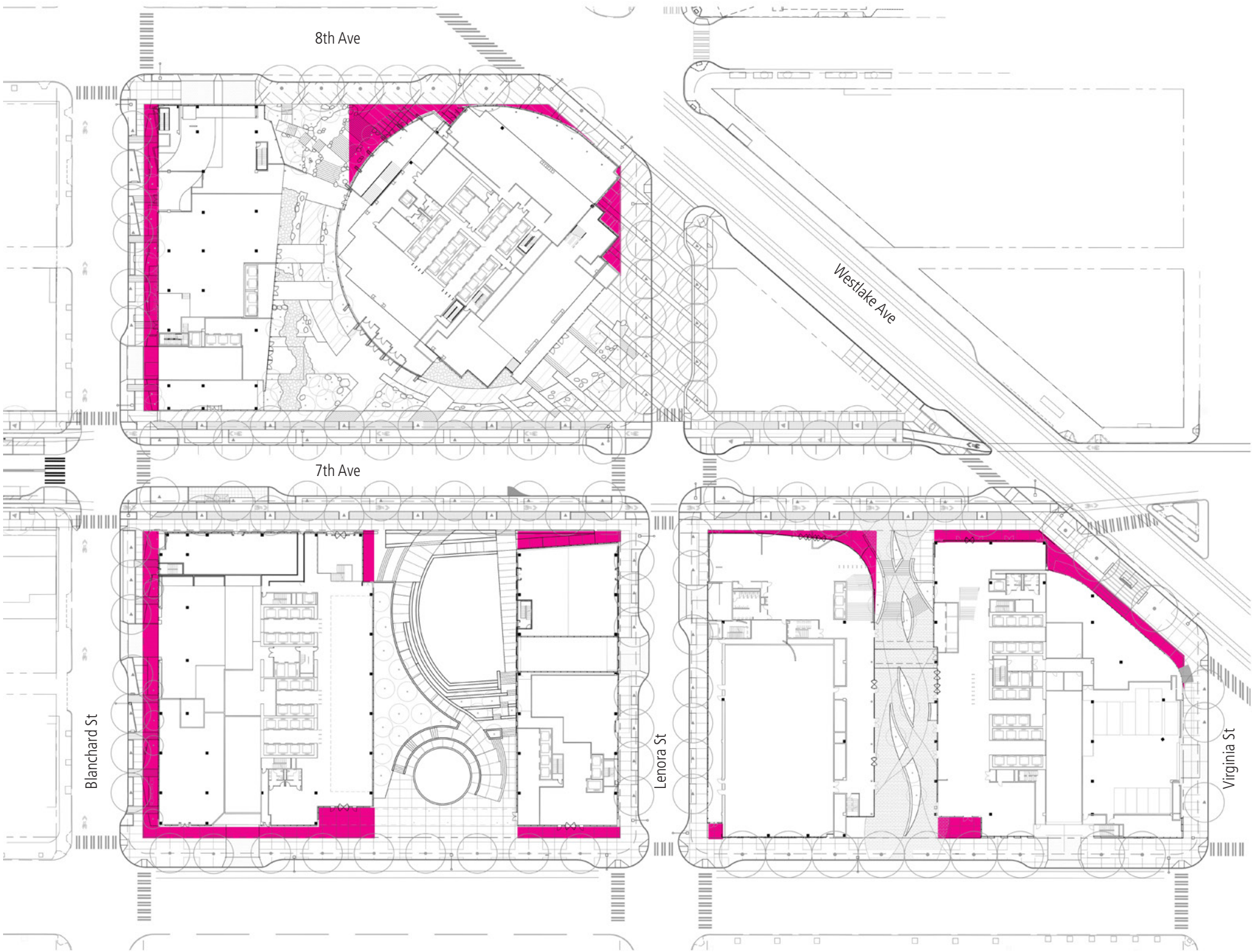
5: Voluntary Setbacks

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.



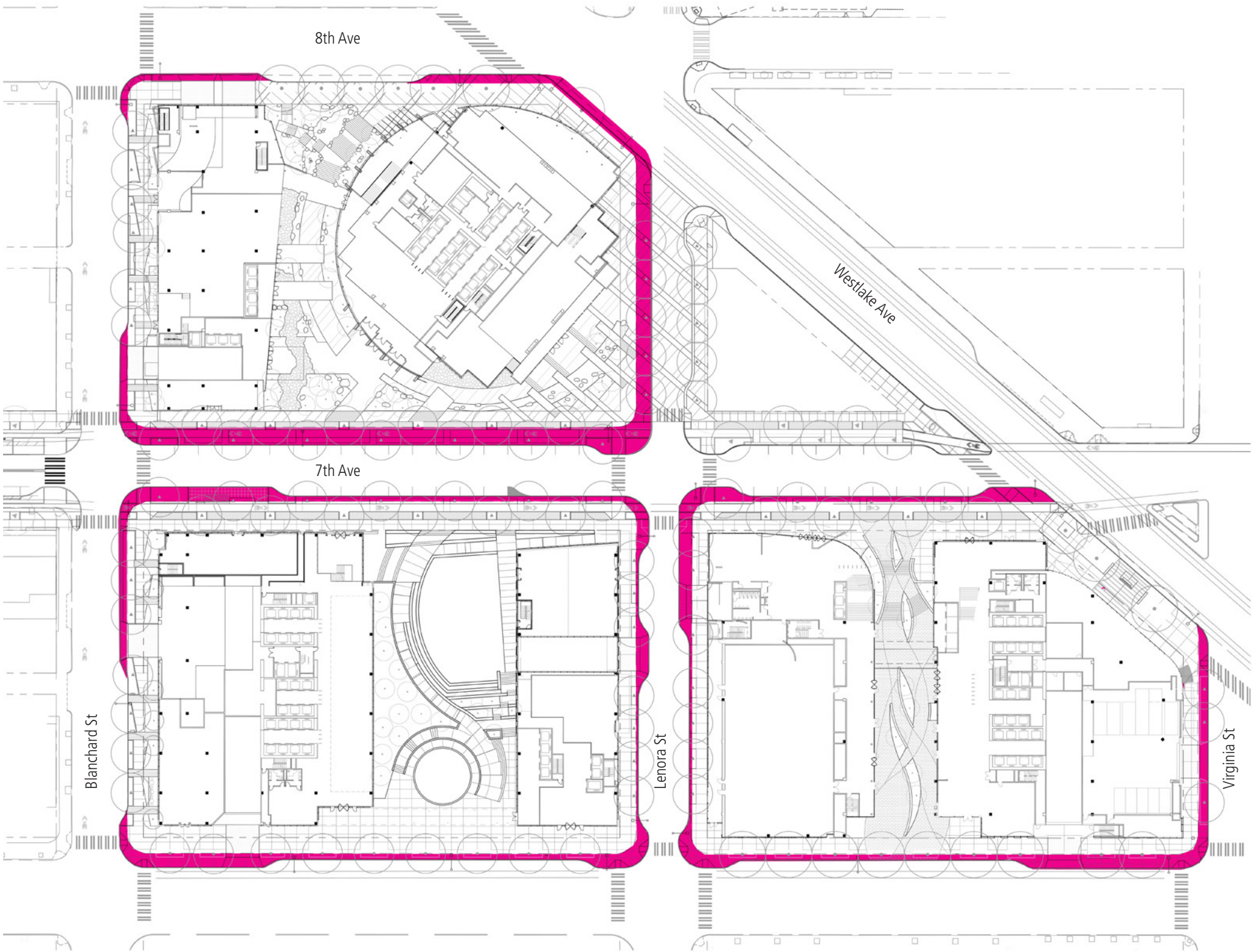
7: ROW Improvements

Proposed Improvement Area on All Blocks

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.



Improvements Beyond Required Curb Lines

7: Art Program

Summary

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

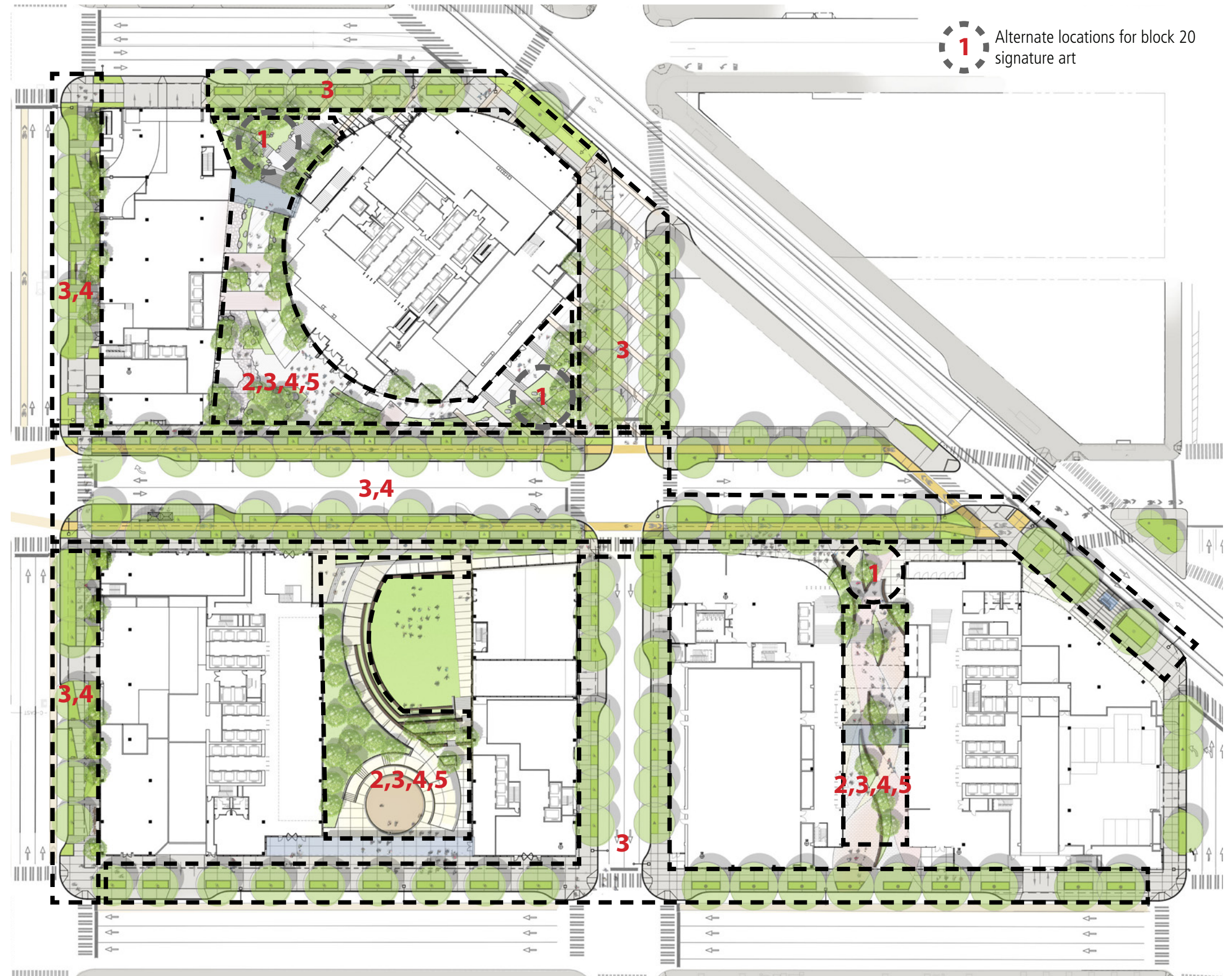
- Outdoor furniture (i.e., benches, bollards, trash & recycle containers)
- Walking surfaces (pavers, paving patterns & insets)
- Manhole covers, tree grates, fences and gates
- Canopies and screens
- Lighting

4 Interpretive Art Program

- Narratives about artworks and artists
- Historical context

5 Interactive & Family-Friendly Art

1 Alternate locations for block 20 signature art



7: Art Program
Integrated Artwork

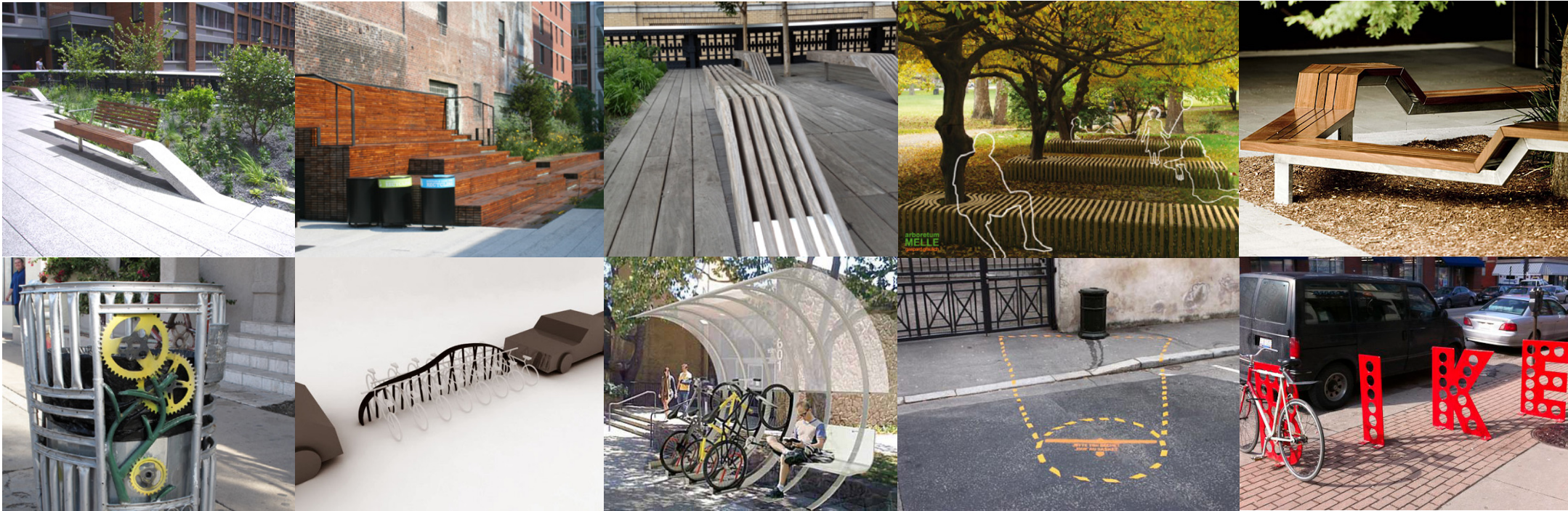
Tree Grates



Fences and Screens



Street Furniture



7: Art Program

Artist-Made Building Components

Student Designs					
Paving					
Lighting					
Manhole Covers					

8: Additional Overhead Protection

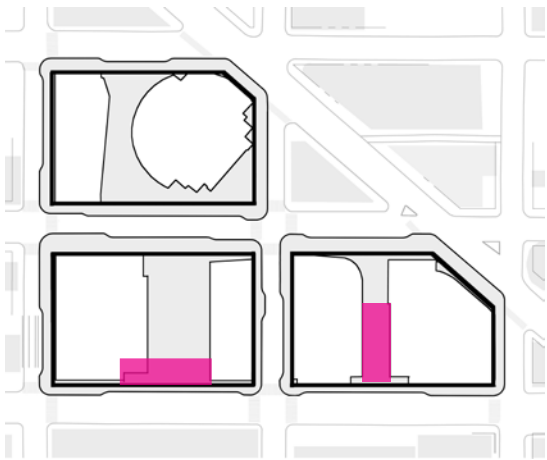
Artist-Made Building Components

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.

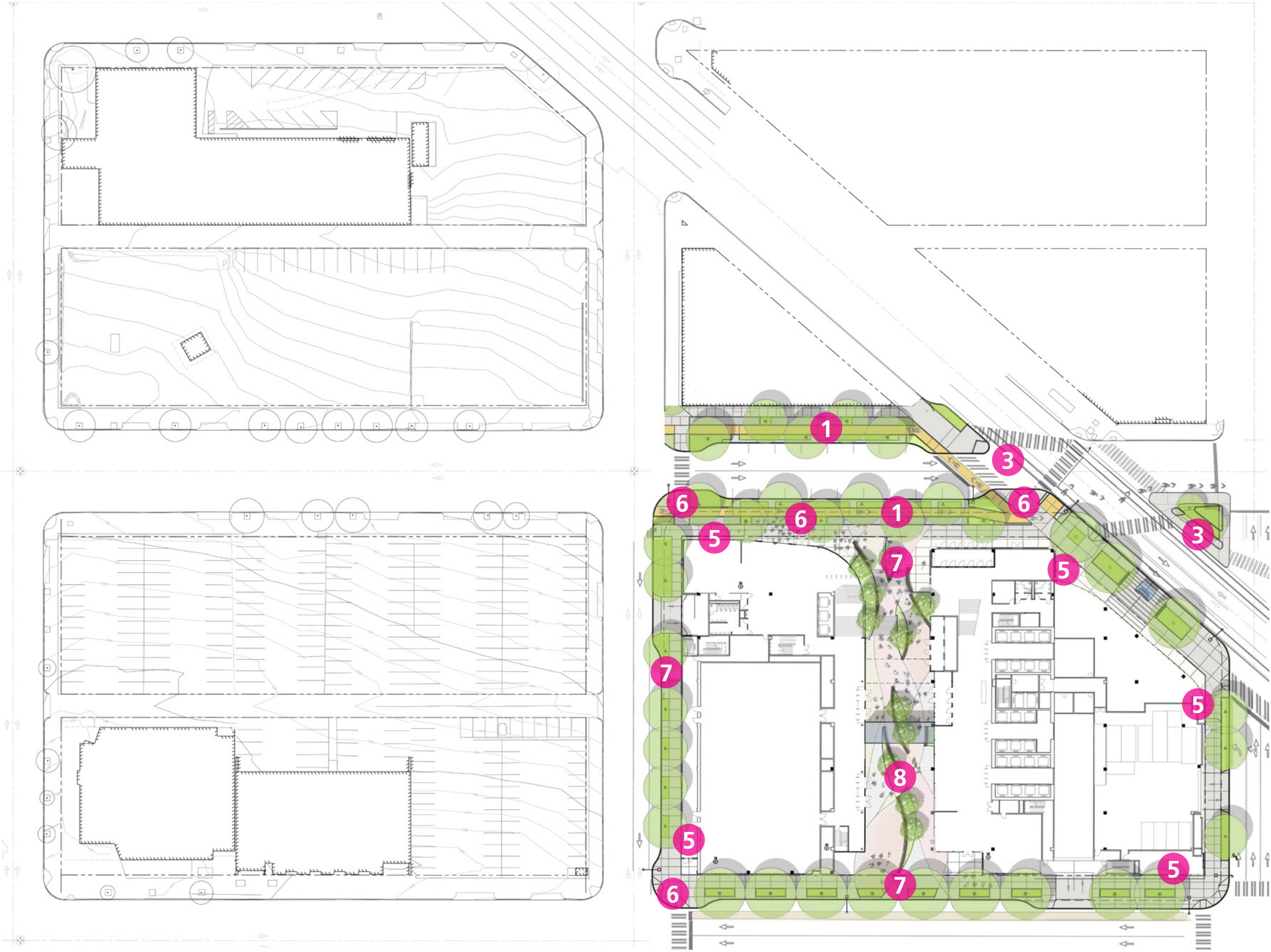


View of Glazed Trellis at Block 14



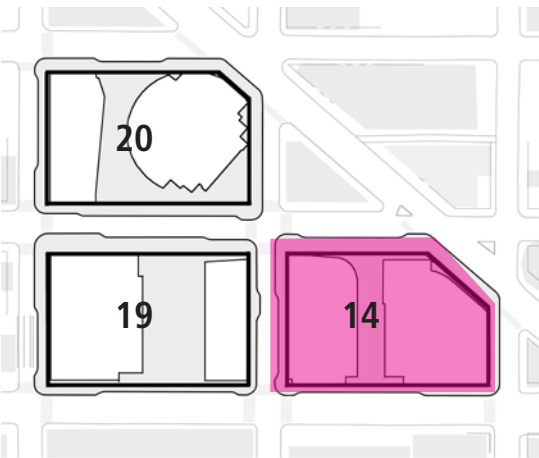
View of Covered Walkway on 6th Ave at Block 19

Public Benefits Summary
Block 14



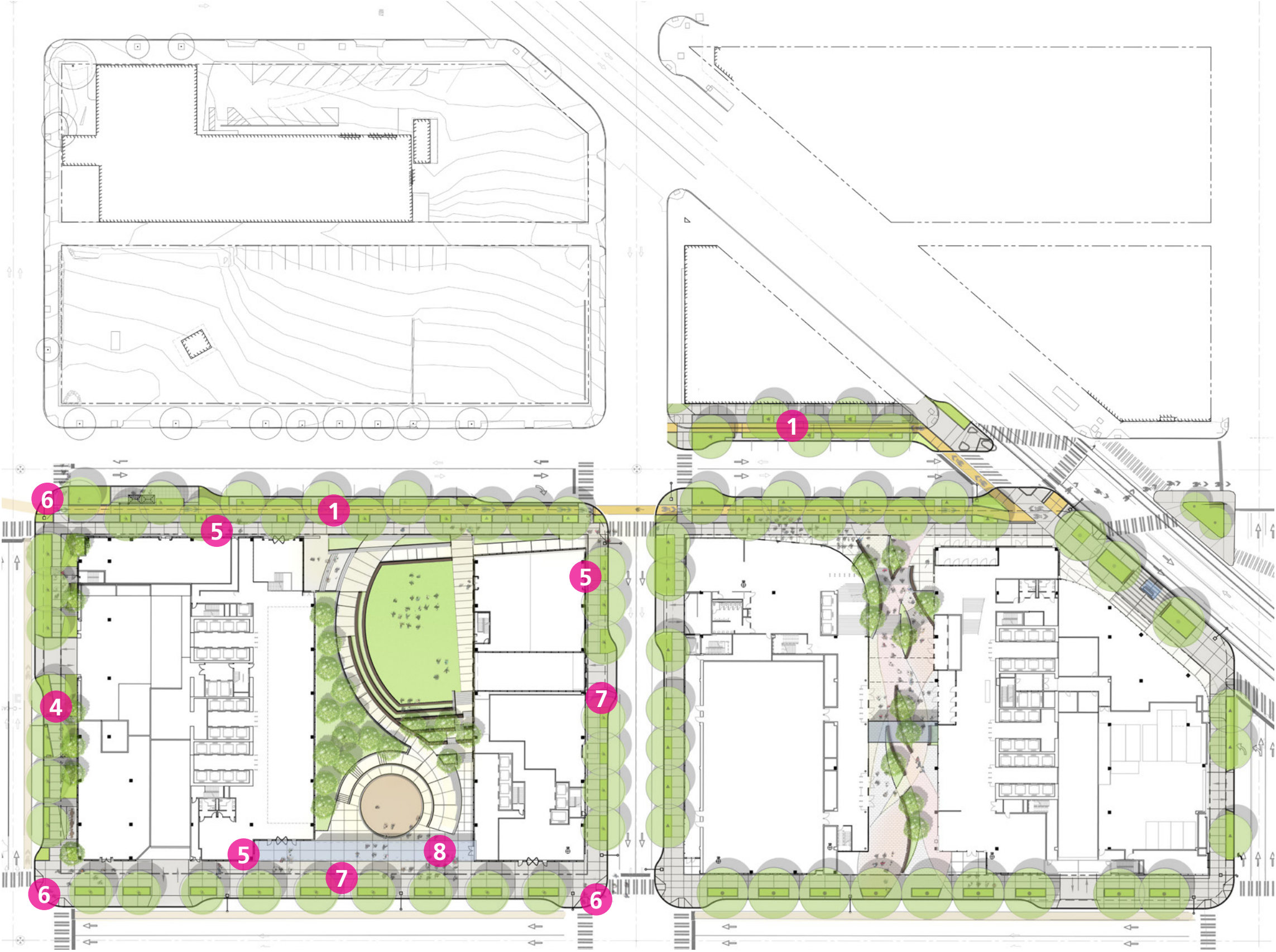
Public Benefits Summary

Block 14



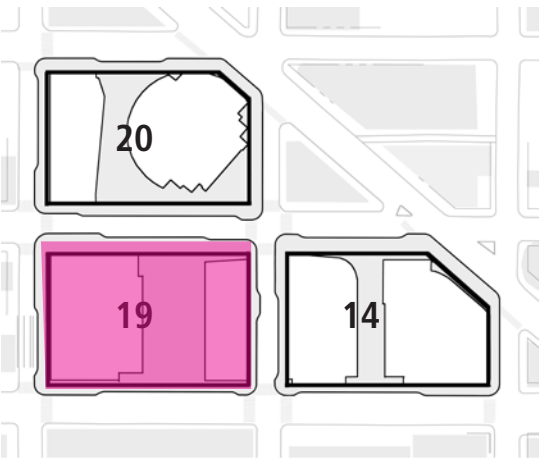
PUBLIC BENEFIT	DESCRIPTION	REQUIRED	ADDED BENEFIT
1 - Cycle Track	Design and development of 7 th Ave cycle track in collaboration with SDOT/DPD (No vehicular access points on 7 th Avenue)	Not Required	-
	7' wide separated cycle track, 5' wide enhanced pedestrian zone / cycle track buffer with tree wells, contrasting paving surface, furnishings and stormwater planting areas	Not Required	5,470 sf & 280 lf
	Cycle track signalization at 7 th Ave / Westlake Ave intersection	Not Required	1
	Bicycle trash receptacles	Not Required	2
	Lean rails at intersection stops	Not Required	2
	Bicycle wayfinding signage	Not Required	1
	Re-stripe existing bike lanes including transitions from proposed cycle track from Lenora to Denny	Not Required	2,740 lf
	Permeable paving at cycle track	Not Required	850 sf
	Monetary contribution towards the technical analysis of offsite cycle track improvements	Not Required	\$25,000
2 - Shared Use Street	Refer to Block 20 Public Benefits		
3 – Westlake Avenue Improvements	Creation of a “scramble” at the intersection of 7th Ave and Westlake Ave including:	Not Required	-
	<ul style="list-style-type: none"> Re-configuration of traffic signal at Westlake/7th/Virginia intersection to allow for pedestrian scramble 	Not Required	4-6 signals
	<ul style="list-style-type: none"> Construct curb bulbs on NW corner of 7th / Westlake (unify existing islands) 	Not Required	1
	<ul style="list-style-type: none"> Construct pedestrian island between 7th / Westlake / Virginia (unify existing islands) 	Not Required	1,220 sf
	<ul style="list-style-type: none"> Re-striping of two existing crosswalks and addition of one new crosswalk 	Not Required	3 crosswalks
	Paving and landscape improvements at existing streetcar stop fronting Block 14	Not Required	1,740 sf
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 (6 th , 7 th , Westlake and Lenora frontages)	Not Required	1,940 sf
6- ROW Improvements	Landscape and sidewalk improvements beyond existing curb line (6 th , 7 th , Virginia and Lenora frontages)	Not Required	6,320 sf
	<ul style="list-style-type: none"> Double Allee of Street Trees on 7th Ave 	Not Required	4 additional trees
	<ul style="list-style-type: none"> Curb bulbs at Block 14 	Not Required	At corners
	<ul style="list-style-type: none"> Wayfinding & Signage per the Center City Wayfinding Plan (one on-site and one off-site) 	Not Required	2 signs
	<ul style="list-style-type: none"> Reduction in quantity of existing curb cuts 	10 existing	3 proposed
7 – Art	Signature art piece at 7 th Ave near the mid-block open space entry	Not Required	1
	Integrated art within ROW (tree grates, manhole covers etc.)	Not Required	all
8 - Additional Overhead Protection	Trellis with glazed roof offering weather protection over mid-block open space	Not Required	6,300 sf

Public Benefits Summary
Block 19



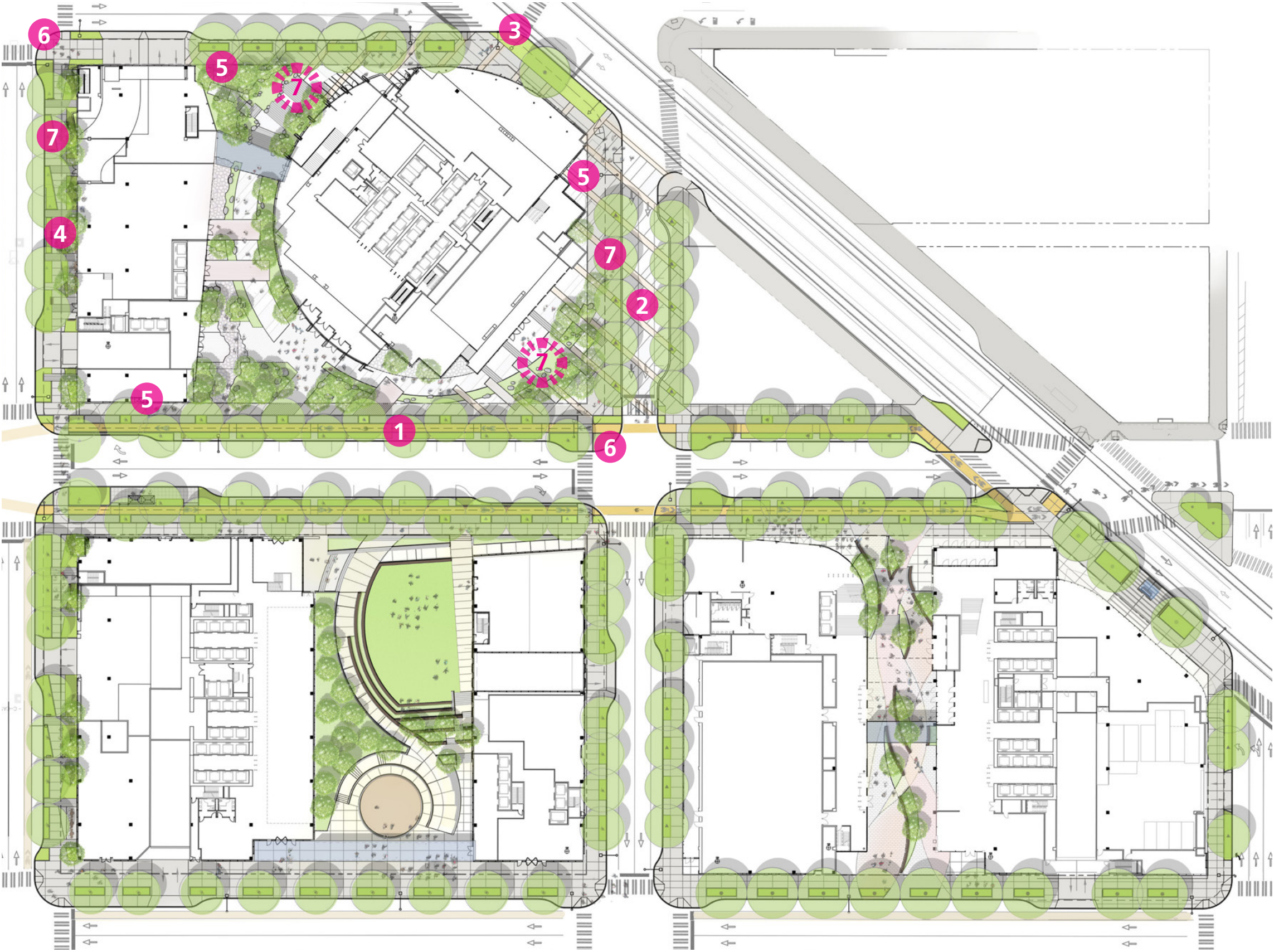
Public Benefits Summary

Block 19



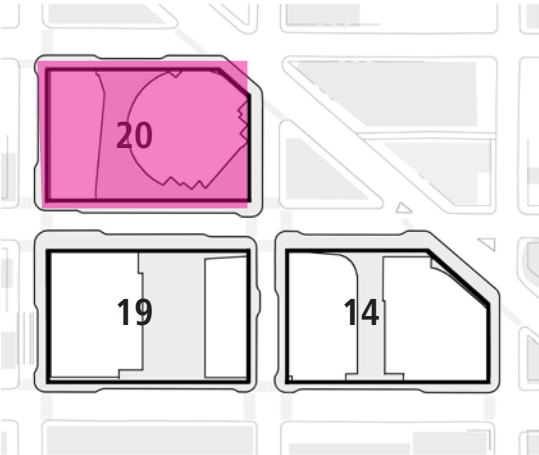
<i>PUBLIC BENEFIT</i>	<i>DESCRIPTION</i>	<i>REQUIRED</i>	<i>ADDED BENEFIT</i>
1- Cycle Track	Design and development of 7 th Ave Cycle Track in collaboration with SDOT/DPD (No vehicular access points located on 7 th Avenue)	Not Required	-
	7' wide separated cycle lane, 5' wide enhanced pedestrian zone / cycle track buffer with tree wells and contrasting paving surface, and stormwater planting areas	Not Required	7,390 sf 380 lf
	Cycle track signalization at 7 th Ave / Lenora intersection	Not Required	1
	Bicycle trash receptacles	Not Required	2
	Lean rails at intersection stops	Not Required	2
	Bicycle wayfinding signage	Not Required	1
	Permeable paving at cycle track	Not Required	1410 sf
	Monetary contribution towards the implementation of offsite cycle track improvements	Not Required	\$225,000
2 - Shared Use Street	Refer to Block 20 Public Benefits Tables	-	-
3 - Westlake Ave	Refer to Block 14 & 20 Public Benefits Tables	-	-
4 - Green Street	Voluntary 10' setback to allow for widened sidewalk, additional landscape and use by adjacent retail	Not Required	2,230 sf
5 - Voluntary Setbacks	Voluntary setbacks within property line allowing for landscape and sidewalk improvements (6 th , 7 th , Westlake and Lenora frontages)	Not Required	2,510 sf
6- ROW Improvements	Landscape and sidewalk improvements beyond existing curb line (6 th , 7 th , Lenora and Blanchard frontages)	Not Required	6,580 sf
	Double Allee of Street Trees on 7th Ave	Not Required	5 additional trees
	Curb bulbs at Block 19	Not Required	At corners
	Wayfinding & Signage per the Center City Wayfinding Plan	Not Required	2 signs
	Reduction in quantity of existing curb cuts	11 existing	3 proposed
7 - Art Program	Integrated art within ROW (tree grates and manhole covers)	Not Required	all
8 - Additional Overhead Protection	100'-long overhead canopy connecting buildings through the mid-block space	Not Required	1,200 sf

Public Benefits Summary
Block 20



Public Benefits Summary

Block 20



PUBLIC BENEFIT	DESCRIPTION	REQUIRED	ADDED BENEFIT
1- Cycle Track	Design and development of 7 th Ave Cycle Track in collaboration with SDOT/DPD (No vehicular access points located on 7 th Avenue)	Not Required	-
	7' wide separated cycle lane, 5' wide enhanced pedestrian zone / cycle track buffer with tree wells and contrasting paving surface, and stormwater planting areas	Not Required	7,050 sf 390 lf
	Cycle track signalization at 7 th Ave / Blanchard St intersection	Not Required	1
	Bicycle “daily/annual counter” northbound and southbound (potential location at 7th/ Denny)	Not Required	1
	Bicycle trash receptacles	Not Required	2
	Lean rails at intersection stops	Not Required	2
	Bicycle wayfinding signage	Not Required	1
	Permeable paving at cycle track	Not Required	1440 sf
2 - Shared Use Street	Enhanced pedestrian zone with tree wells, contrasting paving surface, and street furnishings	Not Required	7,480 sf
	Widened or rolled curbs	Not Required	290 lf
3 – Westlake Ave	Improved pedestrian crossings at the intersection of 8th Ave, Lenora and Westlake Ave including:	Not Required	Proposed
	<ul style="list-style-type: none"> Re-configuration of traffic signal at Westlake/8th/Lenora intersection to allow for new crossing 	Not Required	4-6 signals
	<ul style="list-style-type: none"> Striping of crosswalk 	Not Required	1
4 - Green Street	Voluntary 10’ setback to allow for widened sidewalk, additional landscape and use by adjacent retail	Not Required	2,140 sf
5 - Voluntary Setbacks	Voluntary setbacks within property line allowing for landscape and sidewalk improvements (6 th , 7 th , Westlake and Lenora frontages)	Not Required	2,270 sf
6- ROW Improvements	Landscape and sidewalk improvements beyond existing curb line (7 th , 8 th , Lenora, Blanchard and Westlake frontages)	Not Required	8,530 sf
	Double Allee of Street Trees on 7th Ave	Not Required	6
	Curb bulbs at Block 20	Not Required	At corners
	Wayfinding & Signage per the Center City Wayfinding Plan	Not Required	2 signs
	Reduction in quantity of existing curb cuts	8 existing	3 proposed
7 - Art Program	Signature art piece at either 7 th Ave and Lenora or 8 th at mid-block entrance	Not Required	1
	Integrated art within ROW (tree grates, manhole covers, etc.)	Not Required	all
8 - Additional Overhead Protection	Refer to Blocks 14 & 19 Public Benefits Tables	-	-

Sustainability

Overview

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

Briefing to Design Commission	April 5, 2012 (complete)
Design Commission Meeting #1 Urban Design Merit & Vote	May 17, 2012 (complete)
Design Commission Meeting #2 Public Benefit Review	June 21, 2012 (complete)
Design Commission Meeting #3 Public Benefit Vote	July 19, 2012
Design Commission Recommendation to SDOT	Early August 2012
SDOT Analysis & Recommendation to City Council	Early September 2012
Transportation Committee Meetings	September - October 2012
City Council Decision on Conditional Approval	Early November 2012
MUP Issuance	December 2012
Closing	December 2012

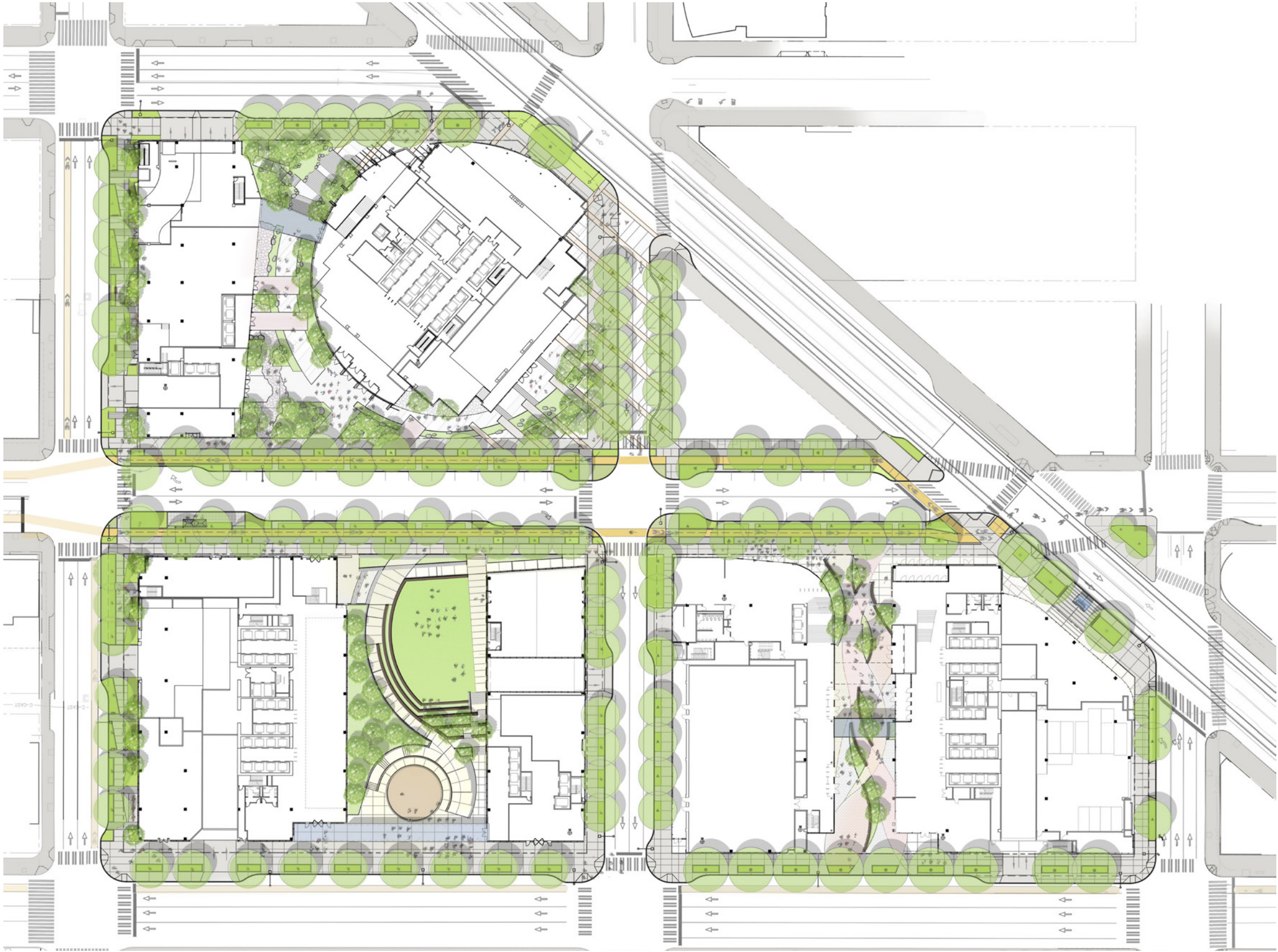
Public Benefit Overview

Existing Conditions



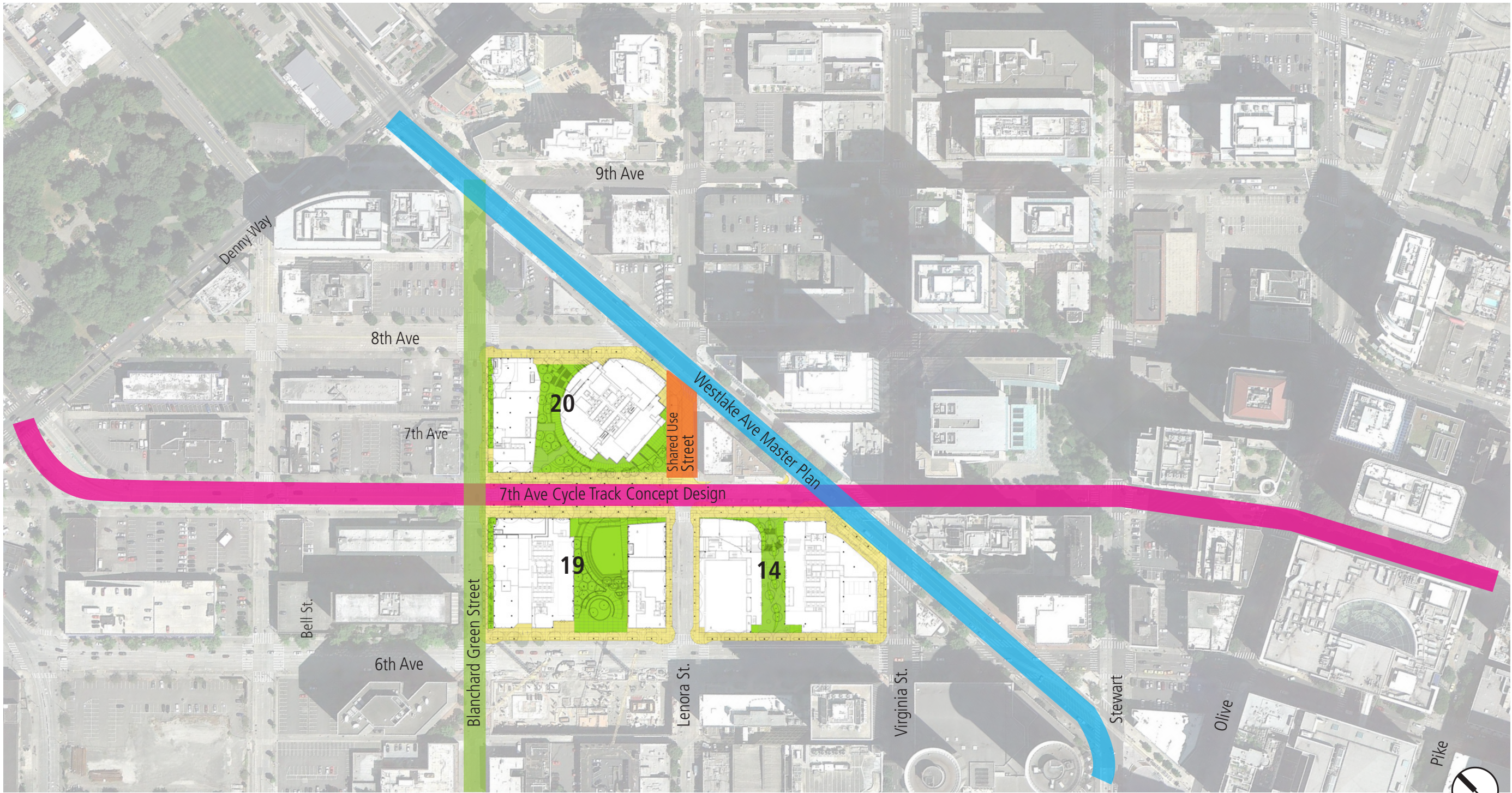
Public Benefit Overview

Proposed Development



Public Benefit Overview

Neighborhood Connections & Benefits



Public Benefit Overview

Promoting Neighborhood Values & City Policy Objectives

Use	Public Realm	Urban Form	Transportation
<p>Mixed-Use Combine commercial office, retail, social & public services, residential & public open space throughout the neighborhood <i>Denny Triangle Neighborhood Plan: p11</i> <i>Seattle’s Comprehensive Plan: DEN-G2</i></p> <p>Retail Require retail-height ceilings on ground floors <i>Denny Triangle Neighborhood Plan: p5</i></p> <p>Encourage, but not require, retail at street level <i>Denny Triangle Approval & Adoption Matrix: C12</i></p> <p>Commercial Office Encourage job development <i>Denny Triangle Approval & Adoption Matrix: A1</i></p>	<p>Street Invest in tree plantings & sidewalk amenities <i>Denny Triangle Neighborhood Plan: p10</i> <i>Denny Triangle Approval & Adoption Matrix: NT1</i></p> <p>Parks Develop pocket parks Create a Denny Triangle neighborhood park <i>Denny Triangle Neighborhood Plan: p5, 6, 15</i></p> <p>Green Streets Designate and support the development of green streets in the neighborhood <i>Seattle’s Comprehensive Plan: DEN-P12</i></p> <p>Widen sidewalk, landscape & add”common thread” elements <i>Denny Triangle Neighborhood Plan: p6, 17</i></p> <p>Alleys Simplify & create a means to expedite the alley vacation process <i>Denny Triangle Neighborhood Plan: p5</i></p> <p>Open Space Encourage the creation of new open spaces <i>Seattle’s Comprehensive Plan: DEN-P9</i></p>	<p>Identity Create a vibrant neighborhood with a distinct identity and a real ”sense of place” <i>Denny Triangle Neighborhood Plan: p11, 13</i></p> <p>Growth Meet growth targets for households and employment <i>Denny Triangle Neighborhood Plan: p11</i></p> <p>Art Develop a Public Art program for placement in the Denny Triangle <i>Denny Triangle Approval & Adoption Matrix: LT2</i></p> <p>Character A diverse, mixed-use character that provides a transit and pedestrian friendly atmosphere <i>Seattle’s Comprehensive Plan: DEN-G3</i></p>	<p>Pedestrian Support redevelopment of Westlake Boulevard as a boulevard <i>Seattle’s Comprehensive Plan: DEN-P11</i></p> <p>Provide pedestrian improvements along 7th Ave. <i>Denny Triangle Neighborhood Plan: p20, 21</i></p> <p>Explore ways to improve pedestrian safety and convenience along and across the arterials in the neighborhood <i>Seattle’s Comprehensive Plan: DEN-P17</i></p> <p>Cycle Seek ways to improve safety and convenience of bicycle travel within and through the neighborhood <i>Seattle’s Comprehensive Plan: DEN-P16</i></p> <p>Transit Improve bus stops Maintain & improve Denny Triangle transit service <i>Denny Triangle Neighborhood Plan: p18, 19</i></p> <p>Vehicular Traffic Develop traffic calming devices, i.e. special pavement, bike lanes, curb bulbs & signage along Blanchard and Bell <i>Denny Triangle Approval & Adoption Matrix: C16</i></p> <p>Encourage the integration of Westlake Avenue into the neighborhood physically, aesthetically, and operationally, while maintaining its arterial functions <i>Seattle’s Comprehensive Plan: DEN-P14</i></p>

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)