



APPROVED MINUTES OF THE MEETING

Mike McGinn
Mayor

Diane Sugimura
Director, DPD

Marshall Foster
Planning Director, DPD

Julie Bassuk
Chair

Mary Fialko

Laurel Kunkler

Shannon Loew

Tom Nelson

Julie Parrett

Osama Quotah

Norie Sato

Donald Vehige

Debbie Harris

Valerie Kinast
Coordinator

Tom Iurino
Senior Staff

July 19, 2012

Convened 8:00am
Adjourned 4:30pm

Projects Reviewed

Sustainable Building Policy
Bicycle Master Plan
Rufus 2.0 Alley Vacations at Lenora and Westlake

Commissioners Present

Julie Bassuk, Chair
Shannon Loew
Osama Quotah (excused from 9:00 to 9:30)
Debbie Harris (excused from 9:00 to 9:30)
Laurel Kunkler (excused from 9:00 to 10:30)
Tom Nelson
Norie Sato
Mary Fialko
Don Vehige
Julie Parrett (excused from 9:00-12:15)

Staff Present

Valerie Kinast
Tom Iurino



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July 19, 2012

Project: Rufus 2.0 Alley Vacations at Lenora and Westlake
Phase: Alley Vacation
Last Reviewed: Jun 21, 2012; May 17, 2012; Apr 5, 2012
Presenters: John Savo, NBBJ
Mark Brands, Site Workshop

Attendees: Barbara Gray, SDOT
Beverly Barnett, SDOT
Bryan Stevens, Department of Planning and Development
Clair Enlow, journalist
Dale Alberda, NBBJ
Diana Holloway, SDOT
Dongho Chang, SDOT
Holly Golden, HCMP
John Schoettler, Amazon
Kristi Park, Site Workshop
Lindsay King, DPD
Lindy Gaylord, Seneca Group
Margery Aronson, art advisor
Peter Dobrovolny, Office of Sustainability and Environment
Ryan Durkan, HCMP
Tammy Frederick, SDOT
Todd Leber, Seneca Group
Ty Rogers, Amazon

Time: 1:00pm-4:00pm

Summary of Project Presentation

The Rufus 2.0 design team presented its revised public benefit package for the request to vacate three alleys: between the block bounded by Blanchard, Lenora, 7th and 6th; between the block bounded by Lenora, Virginia, Westlake, 7th Ave and 6th; and between the block bounded by Blanchard, Lenora, 7th and 8th. The project designers explained that the vacations would enable the Applicant to build three towers – consisting of 3.3 million sq ft of office space, retail, and a 2,000 seat meeting facility – that were massed and oriented in a way that resulted in better urban design; the aim was not to gain floor area.

The project will be completed in three phases, Block 14 first, then Block 19, and then Block 20.

The public benefit package for the alley vacations is in addition to public benefits that must be provided for the PCD and increased FAR the team is seeking. Those benefits are not under review by the Design Commission; they are in the purview of the Design Review Board and DPD staff.

Since the public benefits were presented last, the through-block connection function and programming have been removed from the list of benefit items. The following public benefits were presented:

1. 7th Ave Cycle Track

This public benefit includes planning and partial implementation of a cycle track on 7th Ave between Denny and Pine St. in phases as listed below. The cycle track will consist of a lane on each side of 7th from Denny to Westlake, with a 7 ft typical width, and a two way lane from Westlake to Pine. Typical elements of the cycle track are:

- 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

Phase 1 (Block 14)

1. Concept Design Plan for cycle track along 7th Ave from Denny to Pine.
2. Construction of 7 ft wide, permeably-paved (if permeable paving is the best solution), one-way lane along project frontage, on west side of 7th between Westlake Ave and Lenora St, with a:
 1. 5' wide enhanced pedestrian zone / cycle track buffer with tree wells and contrasting paving surface, and stormwater planting areas
 2. Cycle track signalization at 7th Ave / Blanchard St intersection
 3. Bicycle trash receptacles
 4. Lean rails at intersection stops
 5. Bicycle wayfinding signage
3. Re-striping of existing bike lanes from Blanchard to Denny, including transitions to cycle track, as interim solution until that part of the cycle track can be developed.
4. \$25,000 monetary contribution toward technical analysis and design of cycle track between Westlake Ave and Pine St.

Phase 2 (Block 19)

5. Cycle track design and implementation between Lenora St and Blanchard St on west-side of street.
6. \$225,000 monetary contribution toward development of cycle track between Westlake Ave and Pine. If not feasible, the contribution would go to other improvements in the bike master plan.
7. Bicycle signalization revisions at 7th Ave/Lenora St
8. Bicycle furnishings including receptacles and lean-rails
9. Bicycle wayfinding signage

Phase 3 (Block 20)

10. 7th Ave cycle track design and implementation between Lenora St and Blanchard St, east-side of street.
11. Bicycle signalization revisions at 7th Ave/Blanchard St
12. Bicycle furnishings including receptacles and lean-rails

13. Bicycle “daily/annual counter” northbound and southbound (potential location at 7th/Denny)
14. Bicycle wayfinding signage

2. Lenora Shared Use Street

Phase 3 (Block 20)

1. Design, construction and maintenance of Lenora as a shared use street between 7th Ave and Westlake Ave. to provide an area of over 9,000 sf that can be used by the public for gatherings, and offers a more generous pedestrian experience when it is open to vehicular traffic. The design will:
 - slow vehicles down;
 - narrow pedestrian crossings;
 - promote public use of the street; and
 - provide a higher level of finish.

3. Westlake Ave Improvements

Phase 1 (Block 14)

1. Implementation of part of the Westlake & Seventh Avenue Design Concept Plan at the intersection of Seventh and Westlake Avenues including:
 1. Creation of a “scramble” at the intersection of 7th Ave and Westlake Ave including:
 - 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
 2. Paving and landscape improvements at existing streetcar stop fronting Block 14

Phase 3 (Block 20)

1. Implementation of part of the Westlake & Seventh Avenue Design Concept Plan at the intersection of Eighth and Westlake Avenues including: :
 3. Improved pedestrian crossings at the intersection of 8th Ave, Lenora and Westlake Ave including:
 - Re-configuration of traffic signal at Westlake/8th/Lenora intersection to allow for new crossing
 - Striping of crosswalk

4. Blanchard Green Street

Phase 2 (Block 19)

1. Voluntary 10 ft green street setback on the southeast side of Blanchard from 6th Ave to 7th Ave and enhancements that enable wider sidewalks, landscaping, additional seating opportunities and outdoor spaces for proposed retail.

Phase 3 (Block 20)

1. Voluntary 10 ft green street setback on the southeast side of Blanchard from 6th Ave to 7th Ave and enhancements that enable wider sidewalks, landscaping, additional seating opportunities and outdoor spaces for proposed retail.

5. Voluntary Building Setbacks

Provide a total of 6,690 sf. in voluntary setbacks that allow for increased sidewalk widths, landscape opportunities and outdoor retail spaces

Phase 1 (Block 14)

1. Approximately 1,940 sf of voluntary building setbacks, located primarily at Westlake Ave, at streetcar stop, and along 7th Ave..

Phase 2 (Block 19)

1. Approximately 2,510 sf of voluntary building setbacks, located along Lenora, Blanchard, 7th Ave, and 6th Ave.

Phase 3 (Block 20)

1. Approximately 2,270 sf of voluntary building setbacks, located along Westlake, Lenora, Blanchard, 7th Ave, and 8th Ave.

6. Enhanced Right-of-Way Improvements

Provide ROW improvements that are beyond what is required by Seattle's Street Improvement Manual, land use code and other regulations and reviews. Increase pedestrian realm by approximately 21,300 sf by moving curbs out from their current location, and provide widened sidewalks, curb bulbs to reduce pedestrian crossings, and increased landscaping area.

Phase 1 (Block 14)

1. Landscape and sidewalk improvements beyond existing curb line (6th Ave, 7th Ave., Virginia, and Lenora frontages)
 1. Double allee of street trees on 7th Ave.
 2. Curb bulbs at Block 14
 3. Wayfinding and signage per the Center City Wayfinding Plan (one on-site and one off-site)
 4. Reduction in quantity of existing curb cuts.

Phase 2 (Block 19)

1. Landscape and sidewalk improvements beyond existing curb line (6th Ave, 7th Ave., Blanchard, and Lenora frontages)
 5. Double allee of street trees on 7th Ave.
 6. Curb bulbs at Block 19
 7. Wayfinding and signage per the Center City Wayfinding Plan
 8. Reduction in quantity of existing curb cuts.

Phase 3 (Block 20)

1. Landscape and sidewalk improvements beyond existing curb line (8th Ave, 7th Ave., Blanchard, Westlake, and Lenora frontages)

9. Double allee of street trees on 7th Ave.
10. Curb bulbs at Block 20
11. Wayfinding and signage per the Center City Wayfinding Plan
12. Reduction in quantity of existing curb cuts.

7. **Art Program**

Provide an art program that consists of signature artworks, integrated artworks, artist made building parts, an interpretive art program, and interactive and family friendly art.

Phase 1 (Block 14)

1. Signature art piece at 7th Ave. near the mid-block open space entry.
2. Integrated art with the ROW (tree grates, manhole covers, etc.)

Phase 2 (Block 19)

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

Phase 3 (Block 20)

1. Signature art piece at either 7th Ave. and Lenora, or 8th Ave at mid-block entrance.
2. Integrated art with the ROW (tree grates, manhole covers, etc.)

8. **Overhead protection**

Provide an inviting pedestrian environment year-round and in all weather, and supported the activation of mid-block open space.

Phase 1 (Block 14)

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

Phase 2 (Block 19)

1. 100'-long overhead canopy connecting buildings through the mid-block space.

The design team also presented their sustainability aspirations. The project targeted LEED Gold plus, a 15% improvement to energy code, a green roof, high efficiency fixtures, permeable paving, use of a 100% fresh air system, and green stormwater infrastructure.

Department Comments

Beverly Barnett from SDOT noted the significant advancement of the design and a more detailed public benefit package that responds to comments made by the commission and departments. She questioned the inclusion of the overhead weather protection, as it suggests privacy not a public space.

Barbara Gray from SDOT appreciated the inclusion of the southern connection of the cycle track from Westlake to Pine. On Lenora, the shared-use street, the city had these objectives: to shorten the pedestrian crossing distance; to slow vehicle speeds, to create a space that reads as public, and provide a high quality finish. With regard to the Lenora shared street, Barbara explained that the City doesn't have design standards for shared or festival streets it is a matter of looking at the demands on the place and creating an armature for the mixing of pedestrians and cars.

Dongho Chang from SDOT explained that a cycle track on 7th would be a meaningful addition to the bike system noting the robust ridership on Dexter. The segment from Westlake to Pine is a particular gap because it is the last connection into downtown as bikes enter through this part of town. While that segment has challenges, planning and implementation would be similar to many other projects that SDOT does, so it is possible to come up with a realistic estimate of cost in a reasonable time.

ACTION (by Parrett)

The commission applauds how rapidly and well the concept and design of the public realm advanced over the course of review. Commissioners appreciated the design team's responsiveness to commission recommendations, and coordination with the city in proposing and developing the public benefit package.

The Seattle Design Commission approves, by a vote of 7-3, the Public Benefit Package of the proposal to vacate the three alleys in the blocks encompassed by Blanchard St, 8th Ave, Westlake Ave, Virginia St, and 6th Ave, subject to the conditions bulleted below.

This is the second of two approvals needed to constitute a recommendation to the SDOT Director by the Design Commission to approve the vacations.

A complete list of the approved public benefits, with the bulleted condition items incorporated, is provided in the Approved Public Benefit Summaries tables below. The tables should be used as reference as the project is developed. The presentation document, Rufus 2.0 Seattle Design Commission Public Benefits Review July 19, 2012 provides a reference point for the quality of design and materials that is expected.

Overall

- Maintain or exceed the quality of design and materials shown in the attached document Rufus 2.0 Seattle Design Commission | Public Benefits Review | July 19, 2012.
- Adopt sustainable practices, products, and technologies consistent with best practice at the time of construction.

7th Ave. Cycle Track

- The Commission agreed to the \$250,000 monetary contribution toward the cycle track on 7th Ave between Westlake Ave and Pine St. with the expectation that, at a minimum, a significant portion of this project can be completed.
- Provide the entire monetary contribution for the segment of the cycle track between Westlake Ave and Pine St in Phase 1 (Block 14).
- If upon further investigation constructing the cycle track on 7th between Westlake and Pine is not feasible, the monetary contribution should be used by SDOT to implement a priority project identified in the city's Bicycle Master Planning effort, with priority given to improvements in the project area.
- In addition to the cycle track fronting the project, design and build the portion of the cycle track on the east side of 7th Ave. between Lenora and Westlake in Phase 1, when Block 14 is developed.

Westlake Ave Improvements

- Continue to coordinate with SDOT and DPD to provide Westlake Avenue street improvements.

Lenora Shared Use Street

- Return for Design Commission review of the detailed design of the Lenora shared use street when Phase 3 (Block 20) is developed. Respond to any new conditions and policies that may have arisen by then. Ensure that the design meets SDOT's objectives for the space: shorten the pedestrian crossing distances; slow vehicle speeds; create a space that reads as public; provide a high quality finish; look at the demands on the place and create an armature for the mixing of pedestrians and cars

- Design the street to emphasize the public nature of the space; it is a valuable extension of the public realm and will be a model for the city. It is important the space functions well and the design and materials are exemplary.
- Study and consider a design that does not include curbs.

Blanchard Green Street

- Because Blanchard is proposed for enhanced right-of-way improvements that go beyond the green street standards, this public benefit item will be counted as a voluntary setback for the 10 ft setback that is being provided.
- Develop the design of Blanchard to promote its activation; an active street will be important as it serves as a connection to surrounding neighborhoods.

Voluntary Setbacks

- Prioritize building setbacks where they provide the most benefit to the public. Consider a minimum 6 ft setback along Westlake on Block 14 and a minimum 10 ft setback along Blanchard on Blocks 19 and 20.

Enhanced Right of Way Improvements

- As each block is developed, design to sustainability standards consistent with best practice at the time.
- Develop a plan for the maintenance of the landscaping improvements and pervious pavement.

Art Program

- Present the Art Concept Plan to the Public Art Advisory Committee for review and ensure adherence to it.
- Provide more significant artwork and fewer pieces. Focus artwork on professional art not student art. Explore use of temporary pieces, not just permanent pieces.
- Hire an artist as soon as possible, especially if they are commissioned to design signature pieces, so their work may be sited in place and integrated with the design team's work.
- Involve an artist in the design of the lighting.
- Consider artist-made building parts, such as lighting and paving, not only as opportunities for art within the project site but also elsewhere in the neighborhood to create consistency across the blocks and neighborhood.

Overhead Weather Protection

- Include the 6th Ave. overhead protection in the public benefit package but not the mid-block connection on Block 14; the latter doesn't qualify as a public benefit as it is too internally focused.

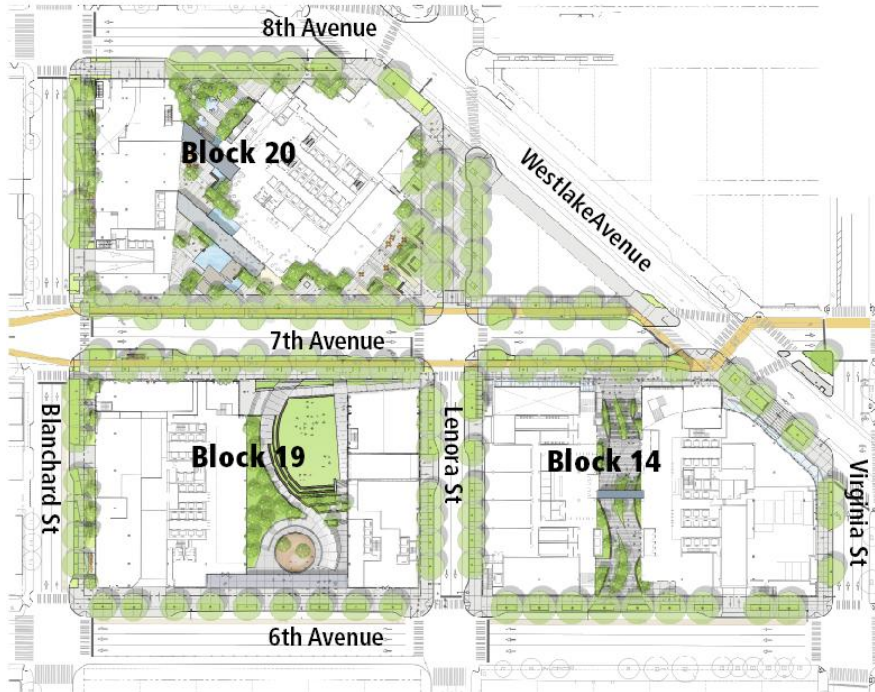
AMENDMENT TO ACTION:

After the July 19, 2012 meeting, given the early conceptual level of detail presented, the Design Commission reassessed the request to review public benefit items (specifically the Enhanced ROW Improvements) in a later design phase. For vacation applications, the Commission commonly reviews open space and streetscape designs when site conditions are known, stormwater detention and treatment and other code requirements have been incorporated, and the quality of the public space is more defined. Therefore, the following recommendation is added to the action taken at the meeting:

- **Return for Design Commission limited scope review of the Enhanced Right of Way Improvements when the designs are further developed for the sole purpose of confirming that the amount and quality of the enhanced improvements are consistent with what was presented. Plans should be presented when they are at approximately 60% design, as they are being completed for each phase.**

**Seattle Design Commission
Rufus 2.0 Alley Vacations at Lenora and Westlake**

**Approved Public Benefit Summary
Phase 1 (Block 14)**



Overall

Will maintain or exceed the quality of design and materials shown in the document provided to the Design Commission at their meeting on July 19, 2012: Rufus 2.0 Seattle Design Commission –Public Benefits Review – July 19, 2012.

Will adopt sustainable practices, products, and technologies consistent with best practices at the time of construction.

1 - Cycle Track

A Concept Design Plan for cycle track along 7th Ave from Denny to Pine. The cycle track will consist of a lane on each side of 7th from Denny to Westlake, with a 7 ft typical width, and a two way lane from Westlake to Pine. Typical characteristics of the cycle track are:

- 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
- Permeable paving if it is the best solution

Construction of cycle tracks on 7th Ave between Westlake Ave and Lenora St per Concept Design Plan, consisting of typically 7 ft wide, one-way bike lanes on both the west and east sides of the street, and including the following characteristics and typical furnishings:

- 5 ft wide enhanced pedestrian zone / cycle track buffer with tree wells and contrasting paving surface, and stormwater planting areas
- Cycle track signalization at 7th Ave and Blanchard St intersection
- Bicycle trash receptacles
- Lean rails at intersection stops
- Bicycle wayfinding signage

Re-stripping of existing bike lanes (2,740 lf) from Blanchard to Denny, including transitions to cycle track, as interim solution until that part of the cycle track can be developed.

\$250,000 monetary contribution toward technical analysis, design, and construction of the cycle track between Westlake Ave and Pine St.

If upon further investigation constructing the cycle track on 7th between Westlake and Pine is not feasible, the monetary contribution should be used by SDOT to implement a priority project identified in the city's Bicycle Master Planning effort, with priority given to improvements in the project area.

2 – Lenora Shared Use Street

To be provided in Phase 3

3 – Westlake Avenue Improvements

Implementation of the following improvements per Westlake & 7th Ave Design Concept Plan:

- Paving and landscape improvements at existing streetcar stop fronting Block 14
- Creation of a “scramble” at the intersection of 7th Ave and Westlake Ave including:
 - Re-configuration of four to six traffic signals at Westlake/7th/Virginia intersection to allow for pedestrian scramble
 - Construct one curb bulb on NW corner of 7th / Westlake (unify existing islands)
 - Construct pedestrian island between 7th / Westlake / Virginia (unify existing islands)
 - Re-stripping of two existing crosswalks and addition of one new crosswalk connecting south west corner of intersection with north eastern corner

4 – Blanchard Green Street Setback

This item will be provided in Phases 2 and 3

5 - Voluntary Setbacks

Providing approximately 1,940 sf of voluntary building setbacks, located primarily along Westlake Ave, at streetcar stop, and along 7th Ave, that allow for increased sidewalk widths, landscape opportunities and outdoor retail spaces. Prioritizing building setbacks where they provide the most benefit to the public. Considering a minimum 6 ft setback along Westlake on Block 14.

6- Enhanced Right-of-Way Improvements

Providing ROW improvements along 6th Ave, 7th Ave., Virginia St, and Lenora St that are beyond what is required by Seattle's Right-of-Way Improvement Manual, land use code and other regulations.

- Increasing pedestrian realm by approximately 6,320 sf by moving

curbs out from their current location, and providing sidewalk and landscape improvements in those areas including:

- Providing a double allee of street trees on 7th Ave on the east and west sides.
- Providing curb bulbs at corners to reduce pedestrian crossing distances
- Providing wayfinding signs per the Center City Wayfinding Plan
- Designing to sustainability standards consistent with best practice at the time.
- Developing a plan for the maintenance of the landscaping improvements and pervious pavement.
- Returning to the Design Commission for limited scope review of the Enhanced Right-of-Way Improvements when the designs are further developed, for the sole purpose of confirming that the amount and quality of the enhanced improvements are consistent with what was presented. Plans should be presented at approximately 60% design.

7 – Art Program

Providing an art program and Art Concept Plan as follows:

- Providing an art program that consists of signature artworks, integrated artworks, artist-made building parts, an interpretive art program, and interactive and family friendly art.
- Creating and then securing approval of an Art Concept Plan by the Public Art Advisory Committee.
- Consideration will be given to providing more significant artwork and fewer pieces, and emphasizing professional art over student art.
- The use of temporary pieces will be explored.
- Consideration will be given to creating consistency across the blocks and into the neighborhood with artist-made parts, such as lighting and paving.
- An artist will be involved in the design of the lighting
- An artist will be hired early, especially if they are commissioned to design signature pieces, so their work may be sited in place and integrated with the design team’s work.

Providing one signature art piece at 7th Ave near the mid-block open space entry. Focus on professional art, not student art.

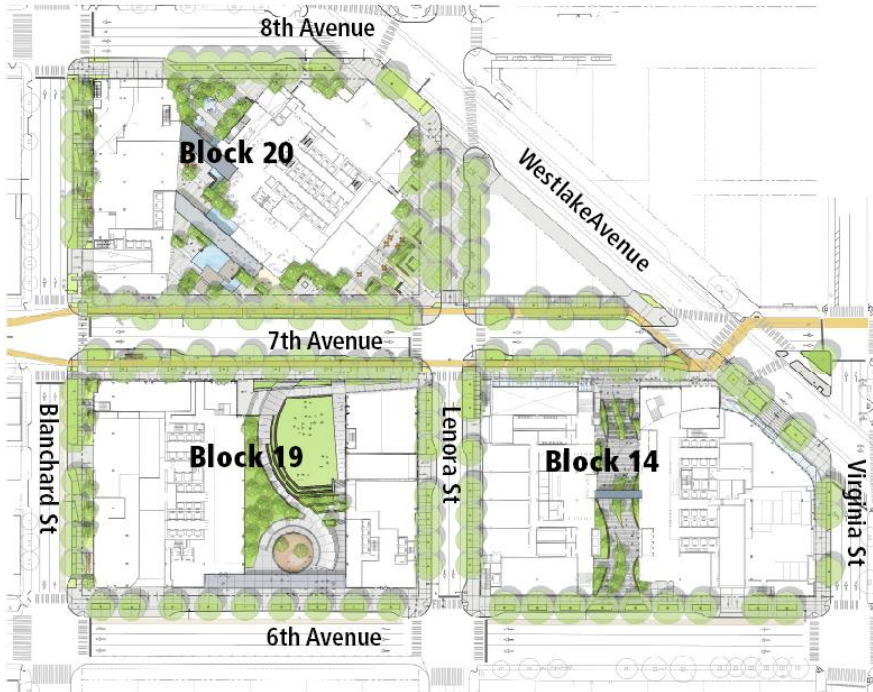
Providing art integrated with other elements of the right-of-way design, such as manhole covers, lighting, etc.

8 – Overhead Weather Protection

No overhead weather protection items proposed in this phase.

**Seattle Design Commission
Rufus 2.0 Alley Vacations at Lenora and Westlake**

**Approved Public Benefit Summary
Phase 2 (Block 19)**

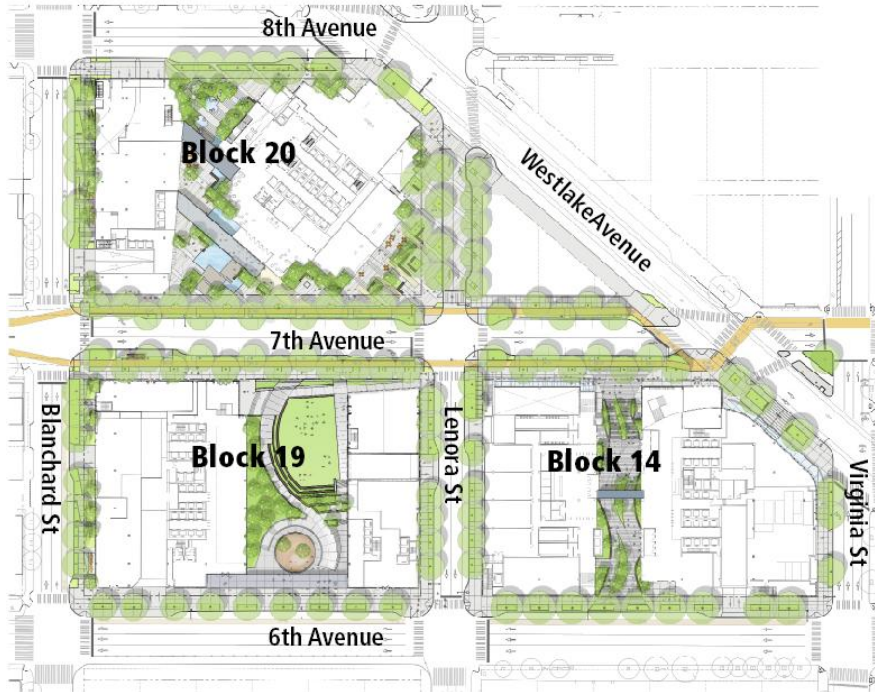


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| Overall | <p>Will maintain or exceed the quality of design and materials shown in the document provided to the Design Commission at their meeting on July 19, 2012: Rufus 2.0 Seattle Design Commission –Public Benefits Review – July 19, 2012.</p> <p>Will adopt sustainable practices, products, and technologies consistent with best practices at the time of construction.</p> |
| 1- Cycle Track | <p>Construction of cycle track on the west side of 7th Ave between Blanchard St and Lenora St per Concept Design Plan, consisting of typically 7 ft wide, one-way bike lane, and including the following:</p> <ul style="list-style-type: none"> ● Bicycle signalization revisions at 7th Ave and Lenora St ● Trash receptacles and lean rails ● Bicycle wayfinding signage |
| 2 – Lenora Shared Use Street | To be provided in Phase 3 |
| 3 - Westlake Ave Improvements | To be provided in Phase 1 and 3 |

| | |
|--|---|
| 4 – Blanchard Green Street Setback | Providing a voluntary 10 ft green-street building setback on the south east side of Blanchard from 6th Ave to 7th Ave, resulting in approximately 2,230 sf of additional open space that enables wider sidewalks, landscaping, additional seating opportunities and outdoor spaces for proposed retail. Prioritizing building setbacks where they provide the most benefit to the public. |
| 5 - Voluntary Setbacks | Providing approximately 2,510 sf of voluntary building setbacks along Lenora, 7th Ave, and 6th Ave that allow for increased sidewalk widths, landscape opportunities and outdoor retail spaces. Prioritizing building setbacks where they provide the most benefit to the public. Considering a minimum 6 ft setback along Westlake along Block 14. |
| 6- Enhanced Right-of-Way Improvements | <p>Providing ROW improvements along 6th Ave, 7th Ave., Blanchard St, and Lenora St that are beyond what is required by Seattle’s Right-of-Way Improvement Manual, land use code and other regulations.</p> <ul style="list-style-type: none"> • Increasing pedestrian realm by approximately 6,580 sf by moving curbs out from their current location, and providing sidewalk and landscape improvements in those areas including: <ul style="list-style-type: none"> • Providing a double alley of street trees on 7th Ave Designing Blanchard street enhancements to promote its activation, so that it serves well as a connection to surrounding neighborhoods. • Providing curb bulbs at corners to reduce pedestrian crossing distances. • Providing wayfinding signs per the Center City Wayfinding Plan • Designing to sustainability standards consistent with best practice at the time. • Developing a plan for the maintenance of the landscaping improvements and pervious pavement. • Returning to the Design Commission for limited scope review of the Enhanced Right-of-Way Improvements when the designs are further developed, for the sole purpose of confirming that the amount and quality of the enhanced improvements are consistent with what was presented. Plans should be presented at approximately 60% design. |
| 7 - Art Program | <p>Continue carrying out the Art Plan completed in Phase 1, involving the artists early so their work may be sited in place and integrated with the design team’s work, and considering opportunities for extending the integrated art elements in the neighborhood to create consistency across the blocks and neighborhood.</p> <p>Providing art integrated with other elements of the right-of-way design, such as manhole covers, lighting, etc.</p> |
| 8 - Overhead Weather Protection | Constructing a 100 ft-long overhead canopy along the project’s western edge, along 6 th Ave. |

**Seattle Design Commission
Rufus 2.0 Alley Vacations at Lenora and Westlake**

**Approved Public Benefit Summary
Phase 3 (Block 20)**



Overall

Will maintain or exceed the quality of design and materials shown in the document provided to the Design Commission at their meeting on July 19, 2012: Rufus 2.0 Seattle Design Commission –Public Benefits Review – July 19, 2012.

Will adopt sustainable practices, products, and technologies consistent with best practices at the time of construction.

1- Cycle Track

Construction of cycle track on the east side of 7th Ave between Blanchard St and Lenora St per Concept Design Plan, consisting of typically 7 ft wide, one-way lane, and including the following:

- Bicycle signalization revision at 7th Ave and Blanchard St intersection
- One bicycle “daily/annual counter” northbound and southbound (potential location at 7th and Denny)
- Bicycle trash receptacles and lean rails
- Bicycle signage

2 – Lenora Shared Use Street

Design, construction and maintenance of Lenora as a shared use street between 7th Ave and Westlake Ave. to provide an area of approximately 7,480 sf that can be used by the public for gatherings, and offers a more generous pedestrian experience when it is open to vehicular traffic. The design will:

- shorten the pedestrian crossing distances

- slow vehicle speeds
- create a space that reads as public
- provide a high quality finish
- look at the demands on the place and create an armature for the mixing of pedestrians and cars
- if possible be curbless or employ rolled curbs or other alternative roadway edges

Return for Design Commission review of the detailed design of the Lenora shared use street when Phase 3 (Block 20) is developed. Review for the design objectives listed above. Respond to any new conditions and policies that may have arisen by then.

3 – Westlake Ave Improvements

Implementation of the following pedestrian crossing improvements at the intersection of Eighth and Westlake Avenues per the Westlake & Seventh Avenue Design Concept Plan:

- Re-configuration of traffic signal at Westlake/8th/Lenora intersection to allow for new crossing of Westlake
- Striping of new crosswalk along the east side of Westlake Ave at 8th Ave and Lenora St.

4 – Blanchard Green Street Setback and Enhancements

Providing a voluntary 10 ft green-street building setback on the south east side of Blanchard from 7th Ave to 8th Ave, resulting in approximately 2,140 sf of additional open space, that enables wider sidewalks, landscaping, additional seating opportunities and outdoor spaces for proposed retail. Prioritizing building setbacks where they provide the most benefit to the public.

5 - Voluntary Setbacks

Providing approximately 2,270 sf of voluntary building setbacks along Westlake, Lenora, 7th Ave, and 8th Ave that allow for increased sidewalk widths, landscape opportunities and outdoor retail spaces. Prioritizing building setbacks where they provide the most benefit to the public.

6- Enhanced Right of Way Improvements

Providing ROW improvements along Westlake Ave, Lenora St, Blanchard St, 7th Ave., and 8th Ave that are beyond what is required by Seattle's Right-of-Way Improvement Manual, land use code and other regulations.

- Increasing pedestrian realm by approximately 8,530 sf by moving curbs out from their current location, and providing sidewalk and landscape improvements in those areas including:
 - Providing a double allee of street trees on 7th Ave
 - Designing Blanchard street enhancements to promote its activation, so that it serves well as a connection to surrounding neighborhoods.
 - Providing curb bulbs at corners to reduce pedestrian crossing distances
 - Providing wayfinding signs per the Center City Wayfinding Plan

- Designing to sustainability standards consistent with best practice at the time
- Developing a plan for the maintenance of the landscaping improvements and pervious pavement
- Returning to the Design Commission for limited scope review of the Enhanced Right-of-Way Improvements when the designs are further developed, for the sole purpose of confirming that the amount and quality of the enhanced improvements are consistent with what was presented. Plans should be presented at approximately 60% design.

7 - Art Program

Continue carrying out the Art Plan completed in Phase 1, involving the artists early so their work may be sited in place and integrated with the design team's work, and considering opportunities for extending the integrated art elements in the neighborhood to create consistency across the blocks and neighborhood.

Providing one signature art piece at either 7th and Lenora or at 8th and the mid-block entrance.

Providing art integrated with other elements of the right-of-way design, such as manhole covers, lighting, etc.

8 - Overhead Weather Protection

No weather protection items to be provided in this phase