

Rufus 2.0

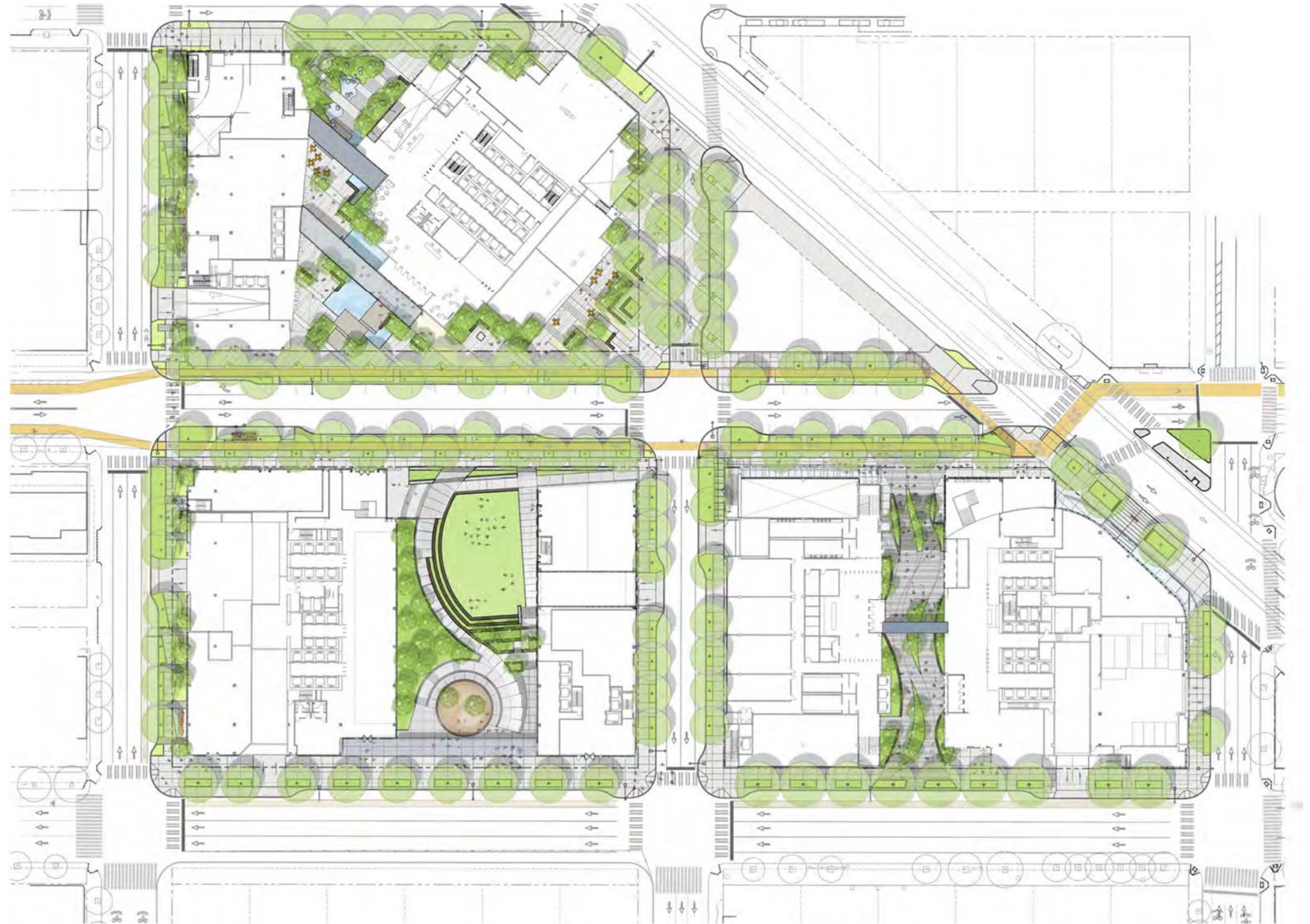


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Purpose of Recommendation Meeting #2

Goals for Session

Our purpose for our second Recommendation Meeting is to present both a holistic view of the three block project and a more detailed description of the design for each block.

As part of our presentation, we will address each of the ‘Priorities and Board Recommendations’ from our second Early Design Guidance Meeting, including:

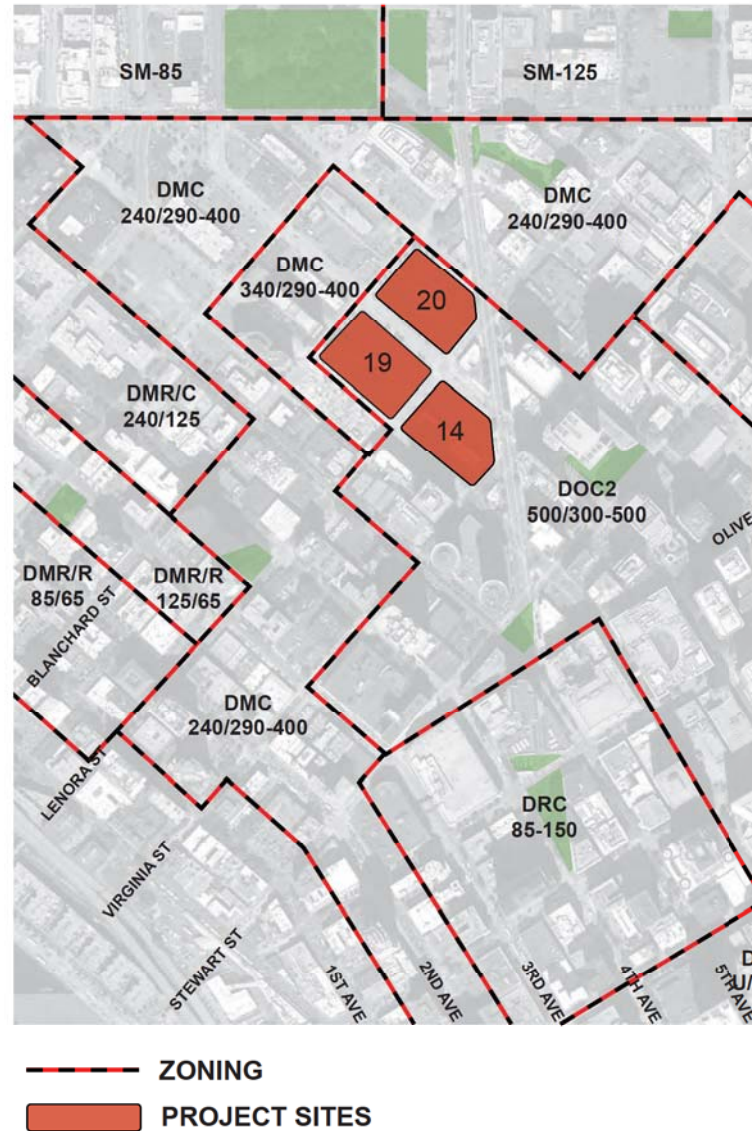
- Continuity versus diversity of structure
- The further development of the Meeting Center, especially the elevations on 6th Avenue and Lenora Street
- Elevations of the first six floors
- Office tower façades and their relation to their podiums or bases
- Evolution of the high-rise tower and base on Block 20 in response to Board comments
- Development of the ground plane and landscape design
- Design of roofscapes on lower level buildings
- Overhead weather protection
- The loading bays areas and access points
- Maintenance and security
- Inclusion of artwork, particularly art that is kid friendly and interactive
- Exterior lighting
- Anticipated volumes of people

In response to Board comments at our last presentation, we have made substantive changes to the designs of the Meeting Center on Block 14 and the office tower on Block 20. In addition, we will be presenting information on the tower façades of the high-rise buildings on all three blocks and the Design Guidelines developed to inform the later advancement of the office towers on Blocks 19 and 20.

We are seeking Board feedback on the design changes and new elevations created in response to earlier Board input. Our goal is to return on September 11 for a Board vote recommending design review approval of our project.

We look forward to hearing your comments.

Urban Design Analysis Zoning Map and Summary



Site Address:

Block 14: 2021 Seventh Avenue (#3013151)
Block 19: 2101 Seventh Avenue (#3013154)
Block 20: 2100 Seventh Avenue (#3013153)

Zone: DOC2 500 / 300-500

23.49.008

Structure Height Limit:

500 feet for non-residential use

23.49.009

Street Level Use:

The following is exempt from FAR:

- Street level uses, including retail
- Areas below grade
- Space for amenity public benefit features

Street level uses are not required, except along Westlake Avenue (Map 1G).

23.49.011

Floor Area Ratio (FAR):

Base 5
Maximum 14

There is an allowance of 3 ½% of gross floor area for mechanical equipment after deducting exemptions.

23.49.019

Automobile and Bicycle Parking Requirements:

No parking is required in urban centers. Office use requires 1 off-street bike space per 5,000 SF. Retail use requires 1 off-street bike space per 5,000 SF, after the first 50 spaces use ½ the ratio above.

23.49.042

Uses: Retail and Office are permitted uses.

23.49.056

Minimum Façade Height:

- 35' on Westlake along property line
- 25' on Blanchard, Lenora, 6th, 7th and 8th along property line
- Westlake requires a property line facade.

Façade Transparency Requirements:

- Westlake and Blanchard require a minimum of 60% of each street level street-facing façade of non-residential buildings to be transparent.
- Lenora, 6th, 7th and 8th require a minimum of 30 percent of each street level street-facing facade be transparent.
- The transparency is to be between 2' and 8' above the sidewalk.

Blank Façade Limits:

- On Westlake and Blanchard, blank facades are limited to 15', except for garage doors, and the total width of all blank facades, including garage doors, may not exceed 40% of street facades.
- On 6th, 7th, 8th, Lenora and Virginia, blank facades are limited to 30', except for garage doors, and the total width of all blank facades, including garage doors, may not exceed 70%.

Street Classifications:

- Blanchard and Bell are green streets.
- Westlake is a Class 1 pedestrian street.
- Virginia, Lenora, Battery, 6th, 7th and 8th are all designated Class II pedestrian streets (Map 1H).

Landscaping:

Denny Triangle Urban Center requires landscaping at a minimum of 18" wide along entire street lot lines within 5' of curb. The only exceptions are for vehicle/pedestrian entry/egress and must be less than 50% of length of façade. If there is an open space provided 10' deep and greater than 300 SF, it must be landscaped.

23.49.058

Upper Level Setbacks:

A continuous upper-level setback of 15' must be provided on the street frontage abutting a green street, i.e. Blanchard Street, at a height of 45' (Table 23.49.058A).

Upper-Level Width Limit

On lots that exceed 200' in width and depth, the maximum façade width parallel to a North-South Avenue is 145' above 240' in height, and the tower must be separated by 80' from any other tower above 240' on the same lot (23.49.058C).

Façade Modulation:

Facades must be modulated above 85' or stepped back 15' for at least 60' width. The maximum length of un-modulated façades varies by height starting with no limit below 85', then:

- 155' max between 86' and 160'
- 125' max between 161' and 240', and;
- 100' between 241' and 500'

23.54.035

Loading Berth Requirements:

Office is a low demand use. For 920,000 to 1,060,000 GSF 9 berths are required. For 1,060,000 to 1,200,000 GSF 10 berths are required (Table A). For low and medium demand uses, loading berths are to be min 10' wide x 35' long, but can be reduced in length to 25' long with DPD Director approval.

23.54.040

Solid Waste & Recyclable Materials Storage:

For commercial uses of 200,001 SF or greater, minimum storage area located within property line must be a minimum of 500 SF and shall not be located between a street-facing facade of the structure and the street.

Urban Design Analysis

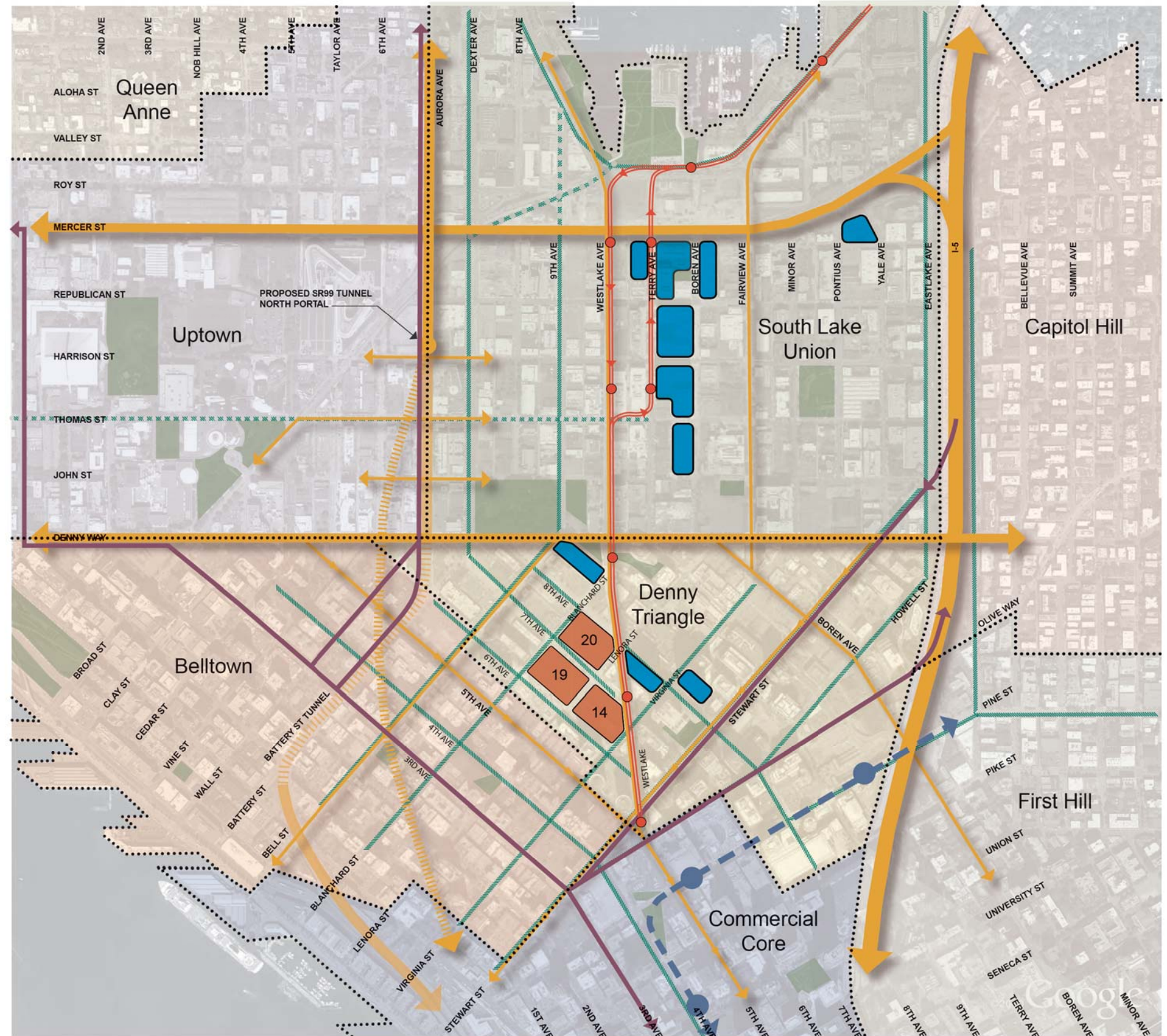
Vicinity map & Traffic flows

The development site is located within the Denny Triangle Urban Center. The three blocks are contained within a triangle bounded by Westlake Avenue to the east, 6th Avenue to the southwest and Blanchard Street to the northwest.

The site is convenient to public transportation including light rail, bus and streetcar, and easily accessed by autos, cyclists and pedestrians. The site is less than three city blocks from the Westlake Station of the downtown tunnel carrying metro bus and light rail traffic. The streetcar line runs along Westlake Avenue which borders two of the three blocks. The streetcar stops near the epicenter of the site at the intersection of Westlake and 7th Avenues. Regular bus service is provided along Virginia and Stewart Streets and 3rd and 5th Avenues. With dedicated bike lanes in both directions, 7th Avenue is a primary bike corridor in and out of downtown Seattle and bike traffic criss-crosses the neighborhood on multiple streets, including Blanchard and Virginia Streets as well as 6th Avenue. The site is also accessible to I-5 via Stewart and Olive Streets and to SR99 via 6th and 7th Avenues. When the new SR-99 project is constructed, northbound traffic on SR99 will be able to exit onto Republican Street. Access to North bound SR-99 will be from Aurora Avenue and South bound via Sixth Avenue.

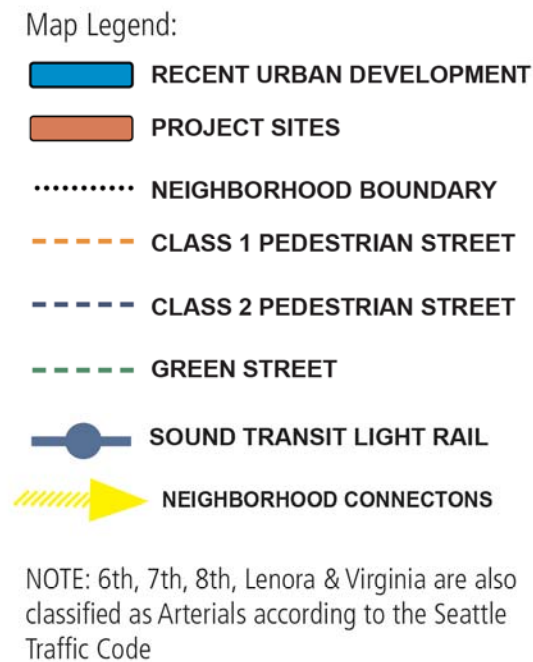
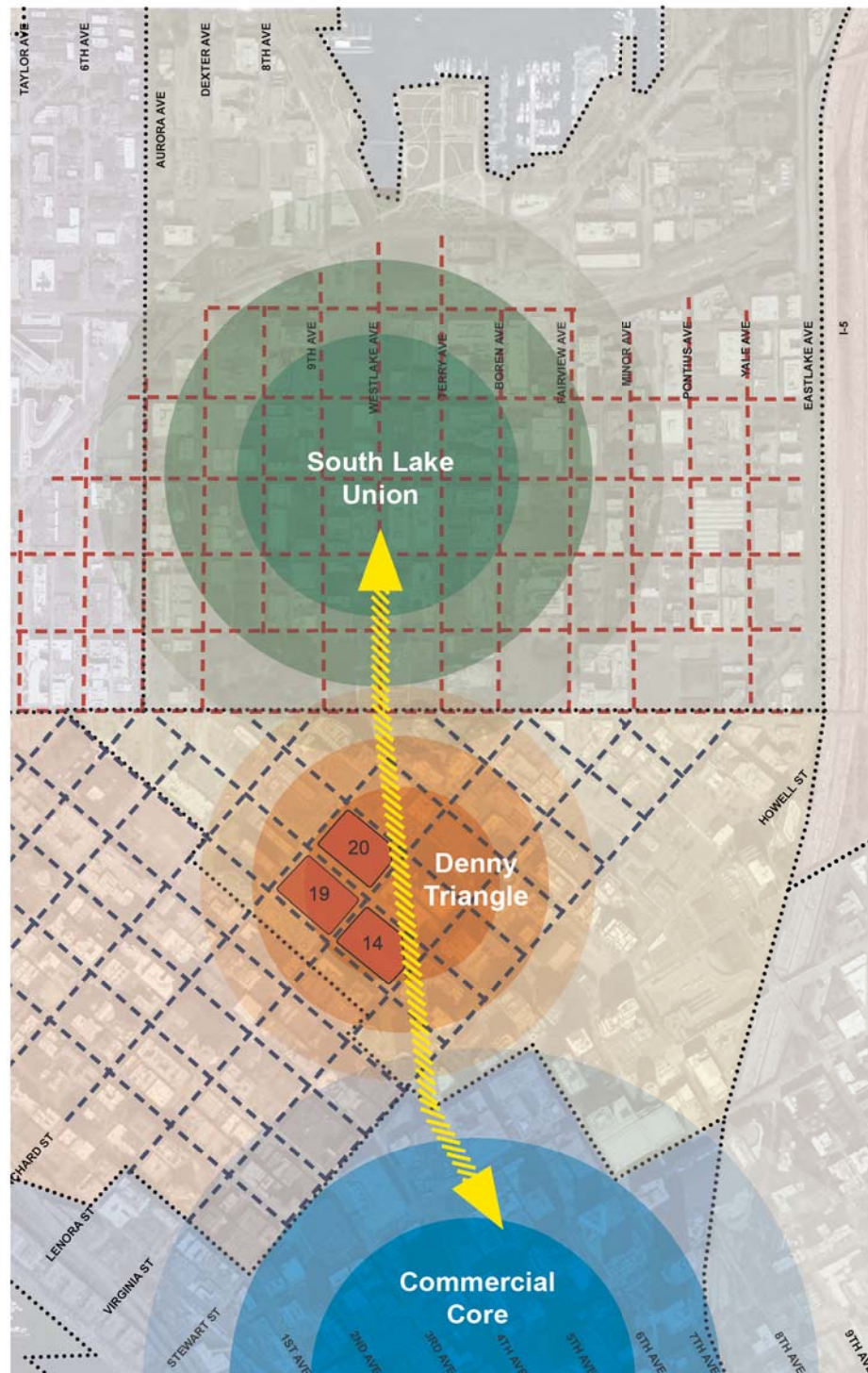
Map Legend:

- RECENT URBAN DEVELOPMENT
- PROJECT SITES
- NEIGHBORHOOD BOUNDARY
- MAJOR BUS TRANSIT
- SOUND TRANSIT LIGHT RAIL
- STREET CAR
- BIKE FACILITIES
- PROPOSED BIKE FACILITIES
- ROAD NETWORK

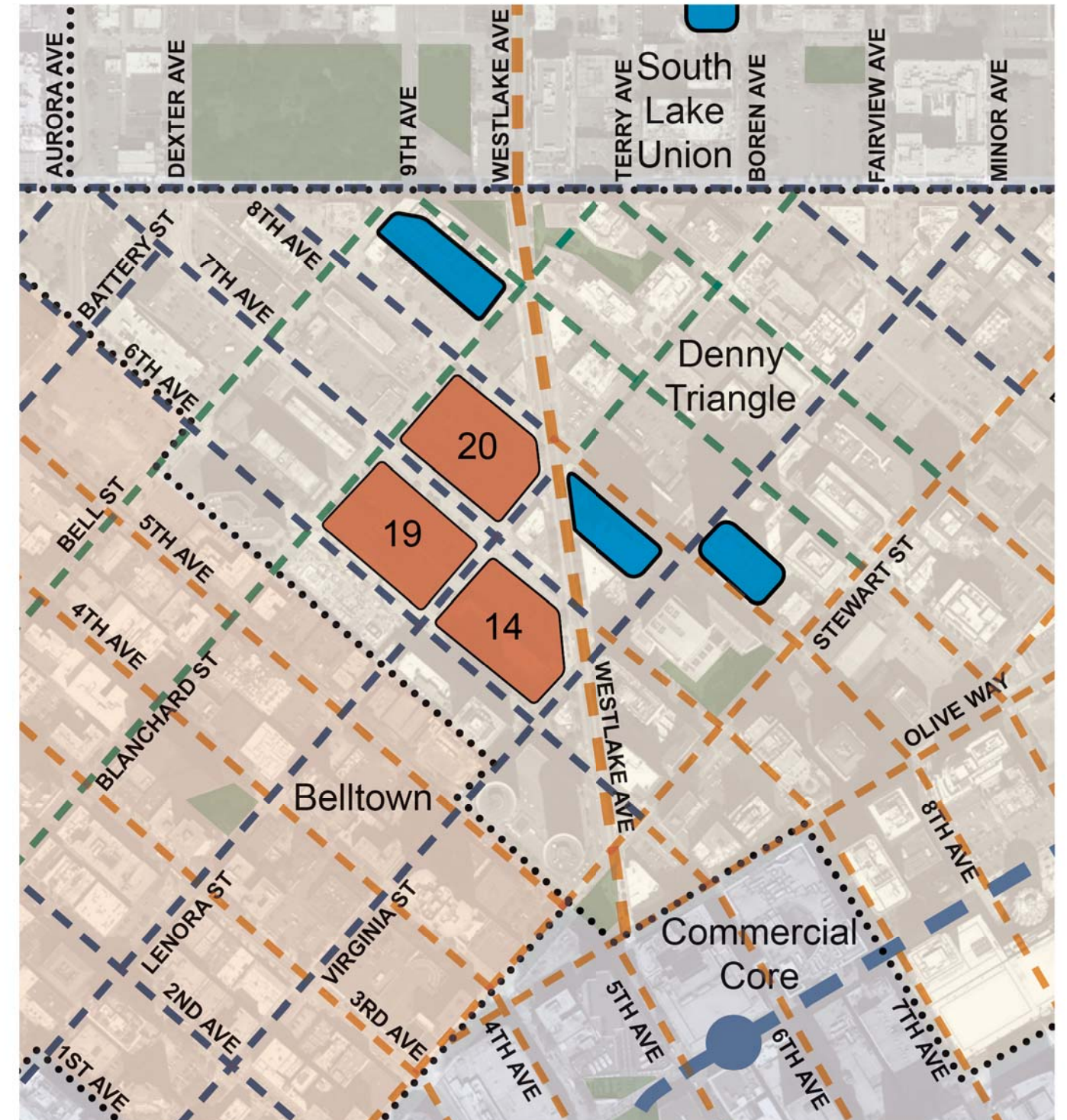


Urban Design Analysis

Vicinity map & Traffic flows (Detail)



Urban Connection



Street Classifications

How the DRB Downtown Design Guideline Priorities are Addressed Block 14

How the Proposed Design Addresses Prioritized Design Guidelines:

A. Site Planning and Massing- Responding to the Larger Context

A-1 Respond to the physical environment:

- High-rise building and the lower meeting center are sited along east-west streets to permit better solar orientation and minimize view blockage of neighboring buildings to the east.

A-2 Enhance the skyline:

- Building massing of tall office tower is stepped back at the top to create a slender profile.
- Screen walls extend past the roofline to permit the profile of building to dissolve against the backdrop of the sky.

B. Architectural Expression – Relating to the Neighborhood Context

B-1 Respond to the Neighborhood Context:

- Massing along Sixth and Seventh Avenues designed to avoid the creation of a continuous wall along a 360 foot long block.
- Scale of the project is broken down by the through-block pedestrian connection, permitting access and views through the site.

B-4 Design a Well Proportioned and Unified Building:

- Slender office tower rises from an articulated podium at the base to reinforce street frontage along Westlake, Virginia and Sixth Avenue.
- Elements of the office tower extend continuously from the base to the top to visually ground the building at the midblock open space.
- Glazed trellis feature and walkway over the mid-block open space provide shelter for pedestrian activity, and visually tie the two buildings together.

C. The Streetscape- Creating the Pedestrian Environment

C-1 Promote Pedestrian Interaction

- Meeting Center facade holds the street edge and presents a prominent retail face to activate the street and cycle track along 7th Avenue.
- Pedestrian circulation within the mid-block open space and to the main building entries located off the street is enhanced by the separation of parking elevators from the main building elevators.

C-2 Design a Façade of Many Scales

- Building exterior composed of a variety of façade types to create visual interest while adhering to a coherent overall composition shared by the towers on the other two blocks.
- The broad tower facade is arranged into separate compositions that respond to context and utilize similar vision glass.
- Operable windows integrated into the tower facade provide visual interest to skin articulation as well as smaller scale element.

C-3 Provide Active-Not Blank Facades:

- Retail spaces planned along portions of all streets provide activation of pedestrian level facades.
- Meeting Center incorporates retail use along a prominent portion of 7th Avenue and Sixth Avenue
- Compact loading entry arrangement permits great extent of retail uses along Westlake and Virginia.

C-4 Reinforce Building Entries

- Variety of building entries types including double height lobby located off Seventh Avenue, and entry into lobby off retail use on Sixth Avenue.
- Entry of the Meeting Center accessed from the midblock open space or via elevators from Seventh Avenue maximizes retail uses along 6th and 7th Avenues.

C-5 Encourage Overhead Weather Protection:

- Large Glazed trellis feature at the mid-block open space provides year-round shelter.
- Canopies at sidewalks are provided along Westlake, Virginia, Sixth, Seventh and Lenora.

D. Public Amenities - Enhancing the Streetscape and Open Space

D-1 Provide Inviting and Usable Open Space:

- Public open space for Block 14 located to take advantage of the good solar access and receive generous amounts of direct sunlight.
- Passive and active recreation opportunities are created that include enjoyment of art, outdoor seating areas and strolling through pedestrian pathways.
- Planters, benches, landscaping, walls and other street elements are designed to allow visibility into and out of the open space.
- Security personnel will monitor outdoor spaces after hours to contribute to pedestrian comfort and safety.

D-2 Enhance the Building with Landscaping

- Landscape opportunities provided at the mid-block open space and at the widened sidewalk along Westlake Avenue.
- Seating areas (eg. benches) line the midblock open space
- Enhanced street car stop provided at 7th and Westlake
- Distinctive landscaping provides texture with specimen trees and varieties of low plantings.

- Art integrated into the design of the project

D-4 Provide Appropriate Signage (DRB priority)

- Environmental Graphics designed to unify project as a whole, facilitate rapid orientation, and add interest to the street level environment.

D-5 Provide Adequate Lighting (DRB priority)

- Architectural features of the building(eg.entries, signage, canopies) are illuminated in a distinctive way.
- Outdoor spaces and pathways lit for safety at all hours while incorporating cut-offs to limit light pollution for the outdoor light fixtures.

D-6 Design for personal safety and security

- Public spaces are designed based on the basic principles of Crime Prevention Through Environmental Design including:

- Well-lit paths and walkways;
- Locating garage elevator lobbies so that they discharge into public open spaces rather than the lobby of the office towers;
- Site lighting that limits areas cast in shadow;
- Windows that permit a high degree of visibility into and from the building lobbies;
- Designing paths between buildings to increase foot traffic in exterior public areas.

E. Vehicular Access and Parking – Minimize the Adverse Impacts

E-1 Minimize Curb Cut Impacts

- Driveway entrances which are only located on Sixth Avenue and Virginia Street. The loading entrance is on Virginia Street.

E-3 Minimize the presence of service areas (DRB priority)

- No access for loading or garage from 7th Avenue where the cycle track and a primary pedestrian walkway are proposed.

How the DRB Downtown Design Guideline Priorities are Addressed Block 19

How the Proposed Design Address Prioritized Design Guidelines:

A. Site Planning and Massing- Responding to the Larger Context

A-1 Respond to the physical environment:

- Buildings sited along east-west streets to permit better solar orientation and minimize view blockage from neighboring buildings to the east.

A-2 Enhance the skyline

- Mass of tall office tower is stepped back at the top to create a slender profile.
- Screen walls extend past the roofline to permit the profile of building to dissolve against the backdrop of the sky.

B. Architectural Expression – Relating to the Neighborhood Context

B-1 Respond to the Neighborhood Context:

- Mass along Sixth and Seventh Avenues designed to avoid the creation of a continuous wall along a 360 foot long block.
- Scale of the project is broken down by a green street setback on Blanchard Street and by a through-block pedestrian connection providing street level views through the site.

B-4 Design a Well Proportioned and Unified Building:

- Base of the tall office tower articulated as a podium that reinforces the street edge from which the tower arises.
- Strong visual distinction at street level between expression of office building lobby and retail store frontage.
- Lower office building holds street edge but designed with a unique shape at the top to create a striking profile signifying its special location at the center of the three block project.

C. The Streetscape- Creating the Pedestrian Environment

C-1 Promote Pedestrian Interaction :

- Blanchard Street(green street) designed to be visually

inviting, lined with retail to foster a particularly high level of pedestrian activity

- Continuous green street setback open to sky incorporated along the entire length of Blanchard Street to expand the sidewalk width and enable the retail use to spill out onto the street.
- Pedestrian movement from visitors and employees through the mid-block open space to the main building entries located off the street is enhanced by separating garage elevators from the main building elevators.

C-2 Design a Façade of Many Scales:

- Building exterior composed of a number of façade types that provides visual interest while adhering to a coherent overall composition shared by the towers on the other two blocks.
- Facade on broad side broken down into separate compositions that respond to context and utilize similar vision glass.
- Operable windows introduced for sustainability and to add visual interest to façade articulation.

C-3 Provide Active-Not Blank Facades:

- Retail provided along Sixth, Seventh, Lenora and Blanchard as an activating use for both the surrounding streets and the interior public open spaces.
- Loading dock minimized in size to enable more retail uses to line the street edge.

C-4 Reinforce Building Entries:

- Entries along Sixth Avenue set back to provide wider sidewalk areas.
- Building entry along Seventh Avenue is set at the street edge but as a double height volume that sets it visually apart from the adjacent retail space.

C-5 Encourage Overhead Weather Protection:

- Breezeway along Sixth Avenue frames the opening into the midblock open space and permits pedestrians to walk under cover between the tall office building and the low building off Lenora St.

D. Public Amenities - Enhancing the Streetscape and Open Space

D-1 Provide Inviting and Usable Open Space:

- Public open space for Block 19 located to take advantage of the good solar access and receive generous amounts of direct sunlight.
- Passive and active recreation opportunities are created that include enjoyment of art, outdoor seating areas, strolling through pedestrian pathways and places to walk dogs.
- Planters, benches, landscaping, walls and other street elements are designed to allow visibility into and out of the open space.
- Security personnel will include outdoor spaces after hours in their patrol to contribute to pedestrian comfort and safety.

D-2 Enhance the Building with Landscaping:

- Green street setback with landscaping provided along the Blanchard green street to add interest and variety at the pedestrian level.
- Landscaped area in the midblock public open space designed to serve as a playfield for use by Amazon employees and the general public.

D-3 Provide Elements that Define the Place:

- Seating areas provided in the form of terraced ledges and benches that line the playfield in the midblock public open space.
- Distinctive landscaping provided to provide texture such as specimen trees and varieties of low plantings.
- Art integrated into the design of the project

D-4 Provide Appropriate Signage:

- Signage designed to unify project as a whole, facilitate rapid orientation and add interest to the street level environment.

D-5 Provide Adequate Lighting:

- Architectural features of the building(eg.entries, signage, canopies) are illuminated in a distinctive way.
- Outdoor spaces and pathways lit for safety at all hours while incorporating cut-offs to limit light pollution for the outdoor light fixtures

D-6 Design for personal safety and security:

- Public spaces are designed based on the basic principles of Crime Prevention Through Environmental Design including:
 - Well-lit paths and walkways;
 - Locating garage elevator lobbies so that they discharge into public open spaces rather than the lobby of the office towers;
 - Site lighting that limits areas cast in shadow;
 - Windows that permit a high degree of visibility into and from the building lobbies;
 - Designing paths between buildings to increase foot traffic in exterior public areas.

E. Vehicular Access and Parking – Minimize the Adverse Impacts

E-1 Minimize Curb Cut Impacts:

- Garage driveway entrances limited to one each on Lenora and 6th Avenue. Loading entrance is on Blanchard.

E-3 Minimize the presence of service areas (DRB priority):

- No access to loading or garage from 7th Avenue where the cycle track and a primary pedestrian walkway is proposed.

How the DRB Downtown Design Guideline Priorities are Addressed Block 20

How the Proposed Design Addresses Prioritized Design Guidelines:

A. Site Planning and Massing- Responding to the Larger Context

A-1 Respond to the physical environment:

- Tall office building oriented along the true N-S grid parallel to Westlake Avenue and diagonal to the street grid of the numbered avenues to create a gateway perceived from two cardinal directions: first toward downtown traveling south along Westlake; and to South Lake Union when traveling north.

A-2 Enhance the skyline:

- The building massing of the office tower is stepped back as it nears the top to create a more slender profile.

B. Architectural Expression – Relating to the Neighborhood Context

B-1 Respond to the Neighborhood Context:

- Tall office tower sited near Westlake Avenue and opposite the proposed 39 story residential tower at 2030 8th Avenue to create a sunny public open space extending from the corner of 7th and Lenora to the midblock of 7th Avenue.

B-4 Design a Well Proportioned and Unified Building:

- Podium is designed as a series of vertical planes three stories in height that align with tower face.
- Podium and tower follow the general orientation of Westlake Ave and extends the Westlake geometry to the layout of the landscaped open space.
- Lowe office building off Blanchard includes a 3 story base element aligned with the height of the interconnecting bridge and podium of the office tower, creating a shared datum point at the base.

C. The Streetscape- Creating the Pedestrian Environment

C-1 Promote Pedestrian Interaction:

- Blanchard Street (green street) designed to be visually inviting, lined with retail to foster high level of pedestrian activity.
- Continuous green street setback along entire length of Blanchard Street expands sidewalk width and enable the retail use to spill out onto the street.
- Pedestrian circulation within the mid-block open space and to the main building entries located off the street is enhanced by the separation of parking elevators from the main building elevators.

C-2 Design a Façade of Many Scales:

- Building exterior composed of a variety of façade types to create visual interest while adhering to a coherent overall composition shared by the towers on the other two blocks.
- The broad tower facade is arranged into separate compositions that respond to context and utilize similar vision glass.
- Operable windows integrated into the tower facade provide visual interest to skin articulation as well as smaller scale element.

C-3 Provide Active-Not Blank Facades:

- Retail provided along Westlake, Seventh, Eighth, Lenora and Blanchard as an activating use for both surrounding streets and interior public open spaces.
- Compact loading entry arrangement permits greater extent of retail uses along Blanchard and 7th Avenue.

C-4 Reinforce Building Entries:

- Main entry for the 38 story office tower is expressed as a two story tall volume at the midblock open space off 7th Avenue.
- Entry of the lower 8 story office building is a one story element adjacent to the retail use also off the midblock open space.

C-5 Encourage Overhead Weather Protection:

- Project incorporates canopies at all building entries and the retail entry along Westlake.
- Breezeway connects the main entry of the office tower with the garage elevators located at the base of the lower build-

ing at the midblock open space.

D. Public Amenities - Enhancing the Streetscape and Open Space

D-1 Provide Inviting and Usable Open Space:

- Public open space extends from the corner of 7th and Lenora to the midblock of 7th Avenue to take advantage of generous solar access.
- Passive and active recreation opportunities are created that include enjoyment of art, outdoor seating areas, strolling through pedestrian pathways and places to walk dogs.
- Planters, benches, landscaping, walls and other street elements are designed to allow visibility into and out of the open space.
- Security personnel will include outdoor spaces after hours in their patrol to contribute to pedestrian comfort and safety.

D-2 Enhance the Building with Landscaping:

- Green street setback with landscaping provided along Blanchard to add interest and variety at the pedestrian level.
- Landscaped area in the midblock open space designed as a terraced garden with a potential water feature and runnel to further establish a sense of place and complement the proposed retail locations wrapping the tower base.

D-3 Provide Elements that Define the Place:

- Seating areas provided in the form of terraced ledges and benches lining the midblock public open space.
- Distinctive landscaping provided for texture such as specimen trees and varieties of low plantings.
- Art integrated into the design of the project
- Shared-use street on Lenora between 7th and 8th Avenue extends the garden setting and provide a stronger pedestrian experience along Westlake Avenue.

D-4 Provide Appropriate Signage:

- Signage designed to unify project as a whole, facilitate rapid orientation and add interest to the street level environment.

D-5 Provide Adequate Lighting:

- Architectural features of the building (eg. entries, signage, canopies) are illuminated in a distinctive way.
- Outdoor spaces and pathways lit for safety while incorporating cut-offs to limit light pollution.

D-6 Design for personal safety and security:

- Public spaces are designed based on the basic principles of Crime Prevention Through Environmental Design including:
 - Well-lit paths and walkways;
 - Locating garage elevator lobbies so that they discharge into public open spaces rather than the lobby of the office towers;
 - Site lighting that limits areas cast in shadow;
 - Windows that permit a high degree of visibility into and from the building lobbies;
 - Designing paths between buildings to increase foot traffic in exterior public areas.

E. Vehicular Access and Parking – Minimize the Adverse Impacts

E-1 Minimize Curb Cut Impacts (DRB priority):

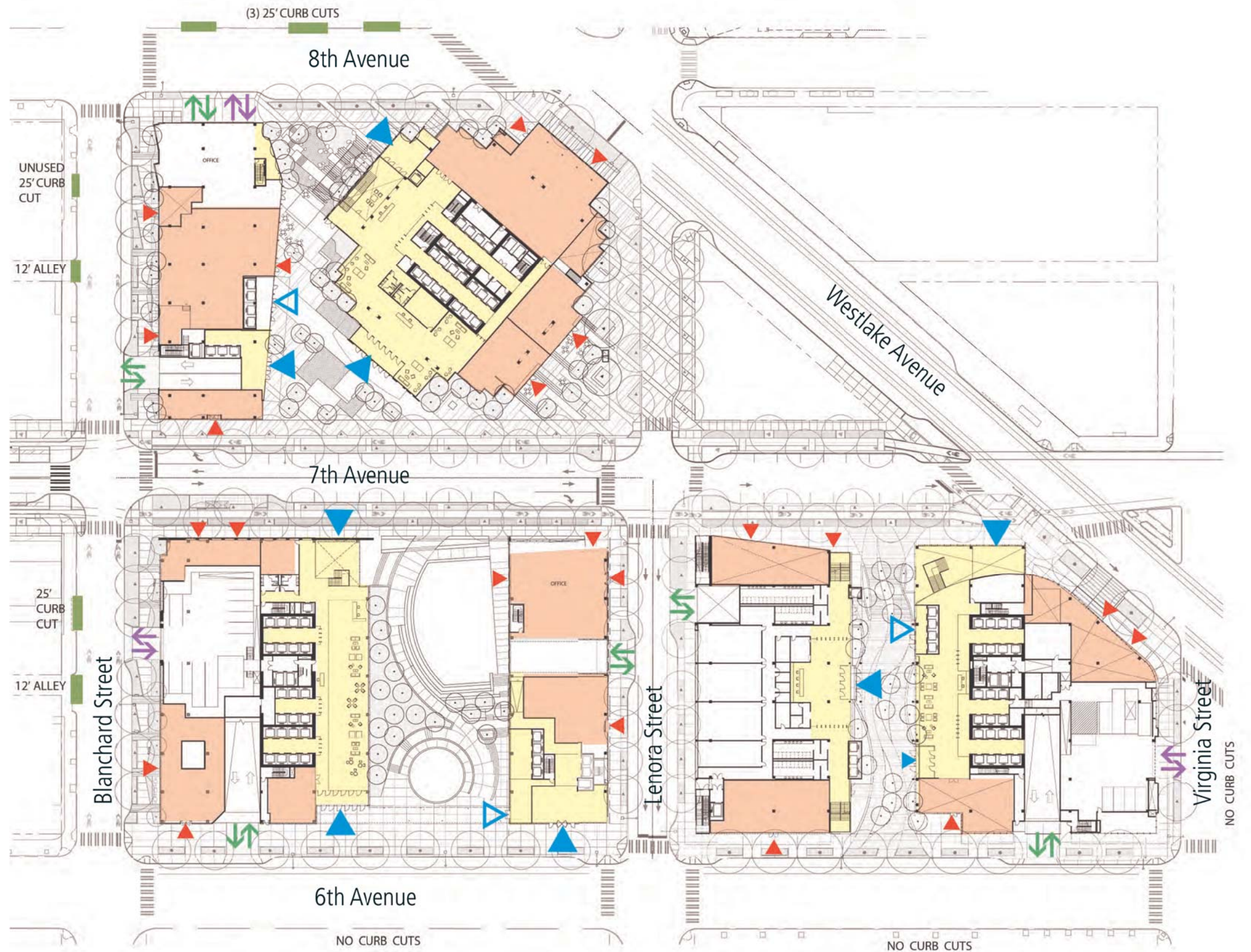
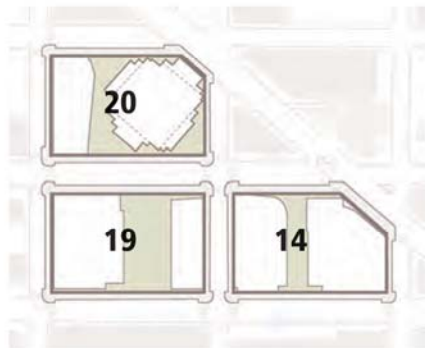
- Garage driveway entrances limited to Blanchard Street and 8th

E-3 Minimize the presence of service areas (DRB priority):

No access to loading or garage from 7th Avenue where the cycle track and a primary pedestrian walkway is proposed.

Composite Plan
Site Access, Retail & Lobby Locations

- Retail
- Lobby
- Retail Entry
- Primary Building Entry
- Secondary Building Entry
- Garage Elevator Entry
- Service Vehicle Entry
- Parking Garage Entry

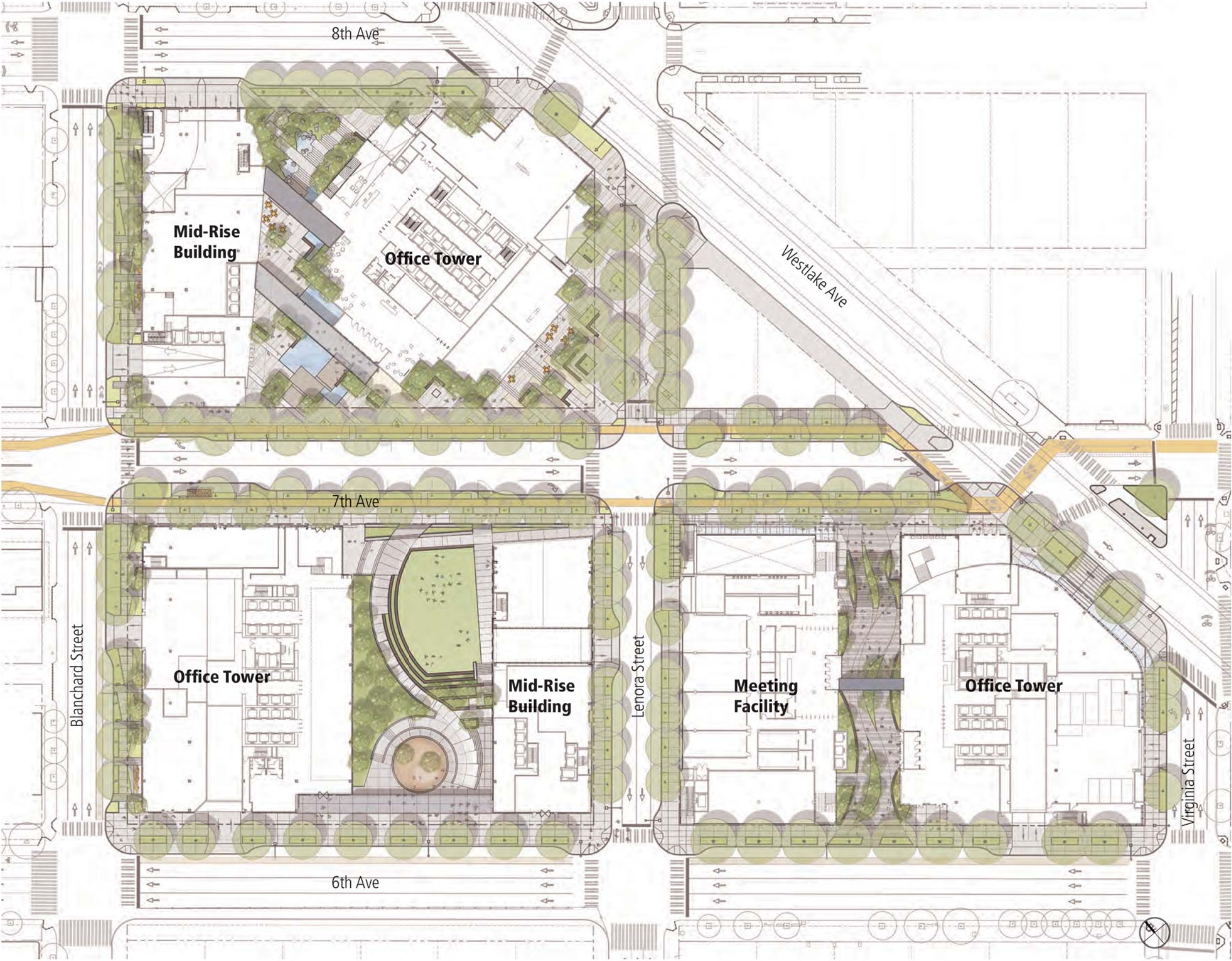
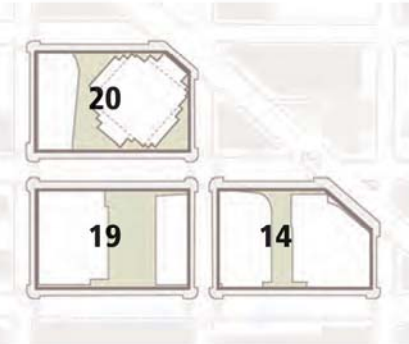


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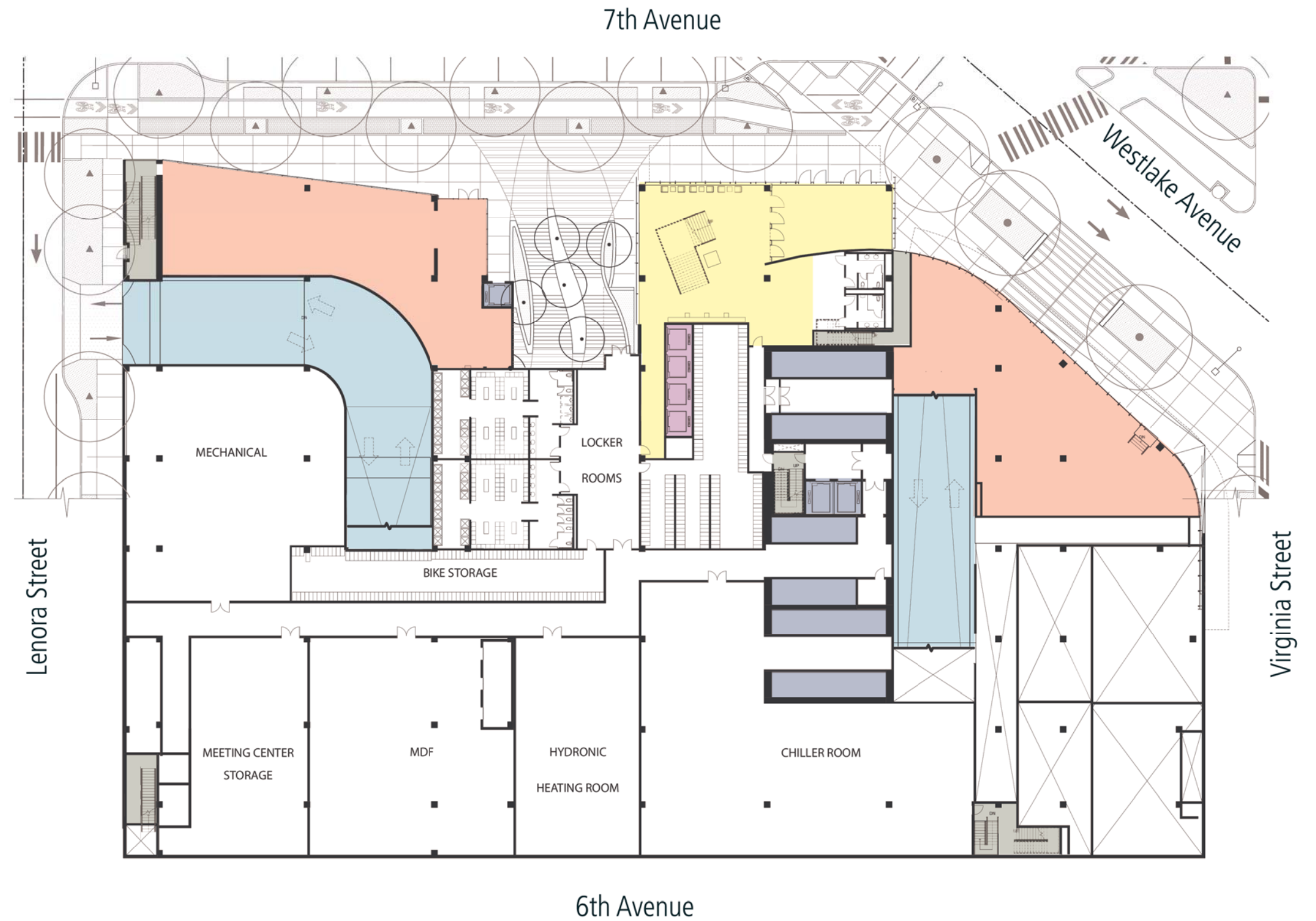
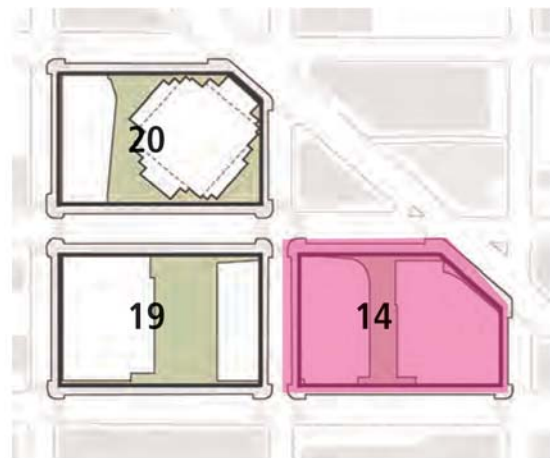
Composite Plan Landscape

Open Space Goals:

- Create diverse range of open spaces
- Differentiate character of open spaces on each block
- Maximize use of sunny locations
- Maximize public access
- Strengthen pedestrian/bike experience on 7th Ave
- Maximize opportunities for street tree plantings and furnishings












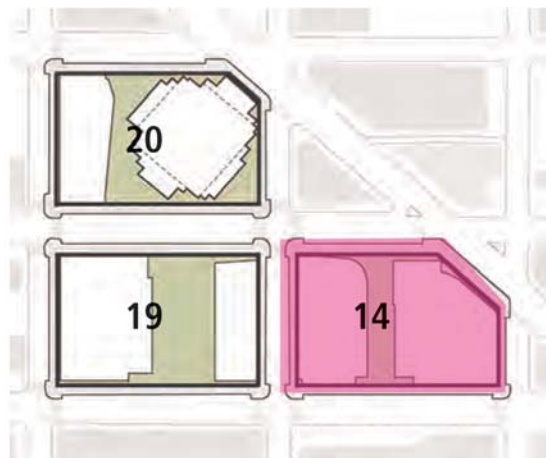
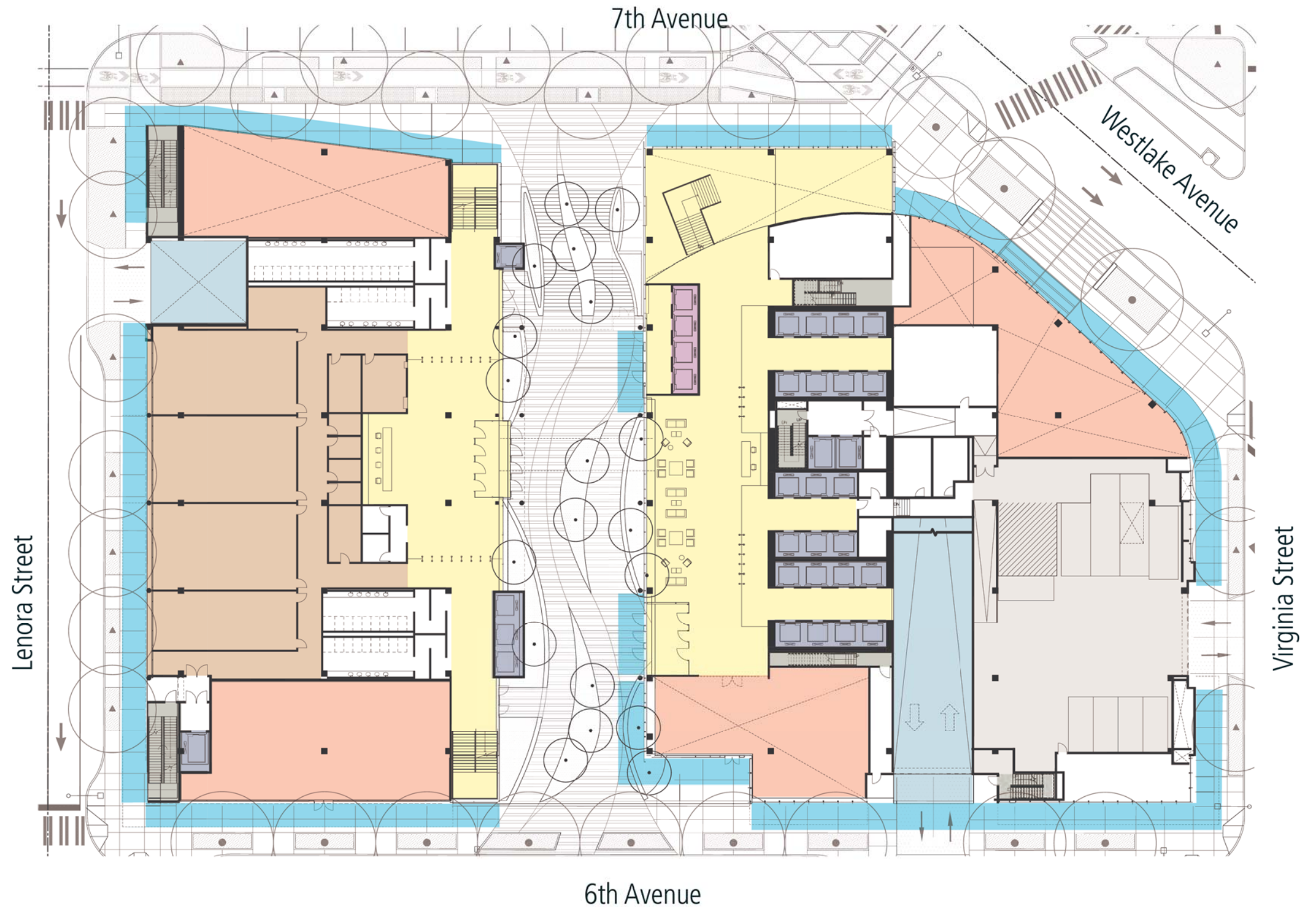
- Stairs
- Elevator
- Parking Elevator
- Retail
- Lobby
- Parking Ramp
- Loading Dock
- Meeting Space



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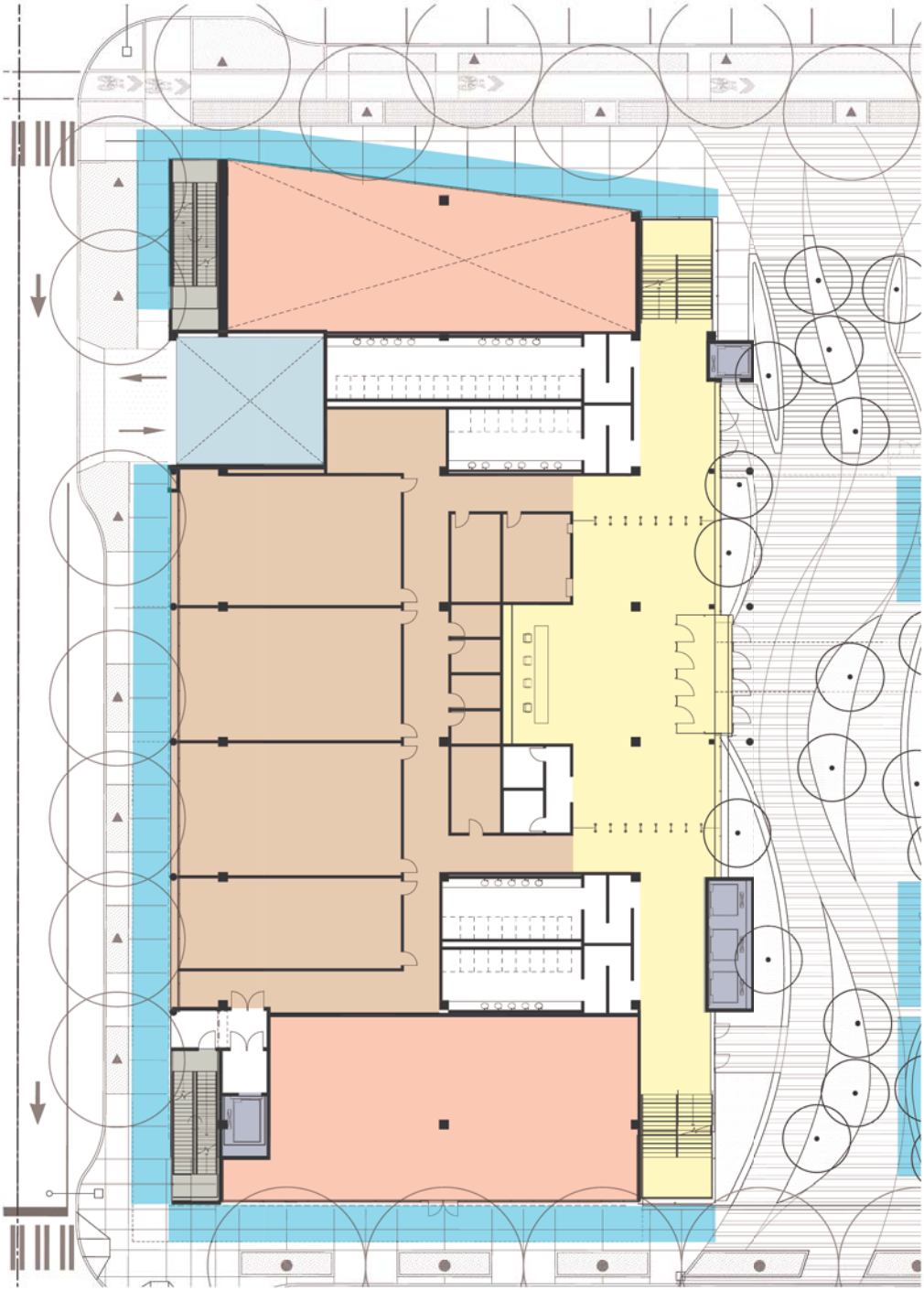
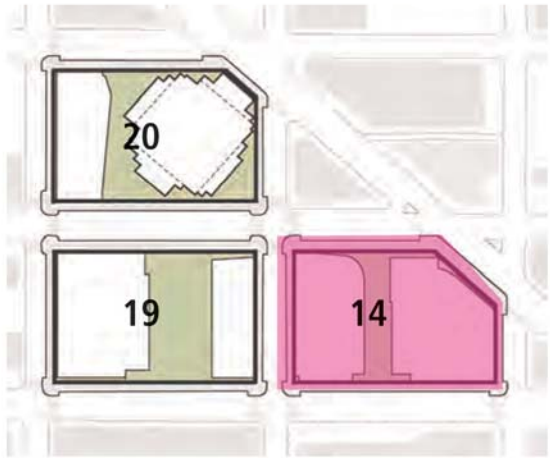
Block 14 Level 1

-  Stairs
-  Elevator
-  Parking Elevator
-  Retail
-  Lobby
-  Parking Ramp
-  Loading Dock
-  Meeting Space
-  Canopies

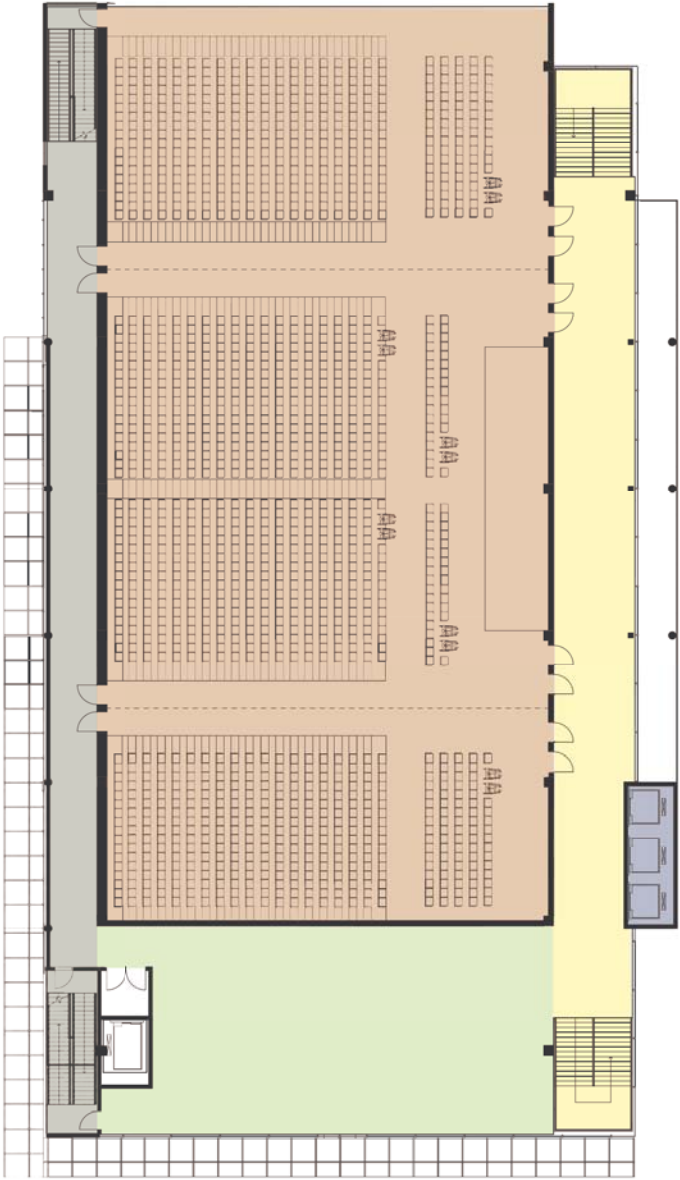


Block 14 Meeting Center

- Stairs
- Elevator
- Parking Elevator
- Retail
- Lobby
- Parking Ramp
- Loading Dock
- Meeting Space
- Pre Function Space



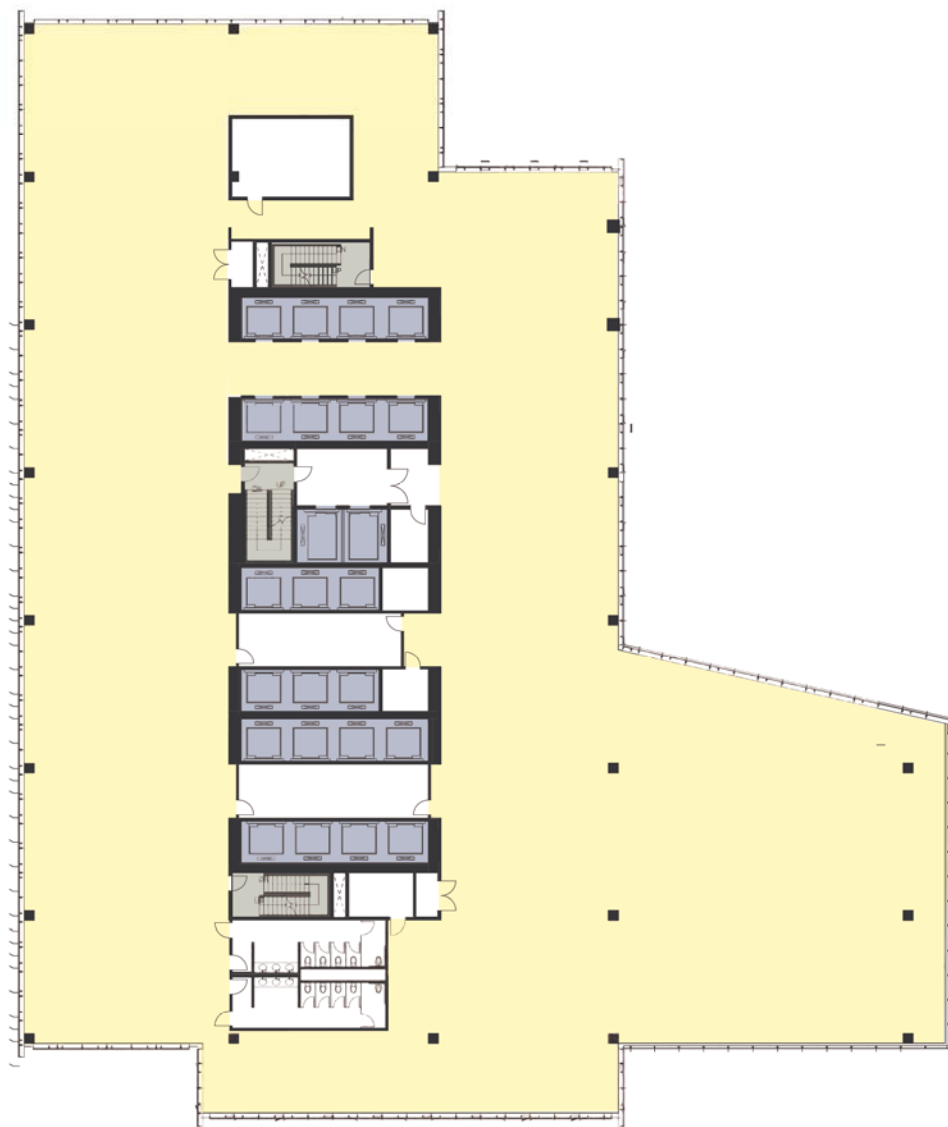
Level 1



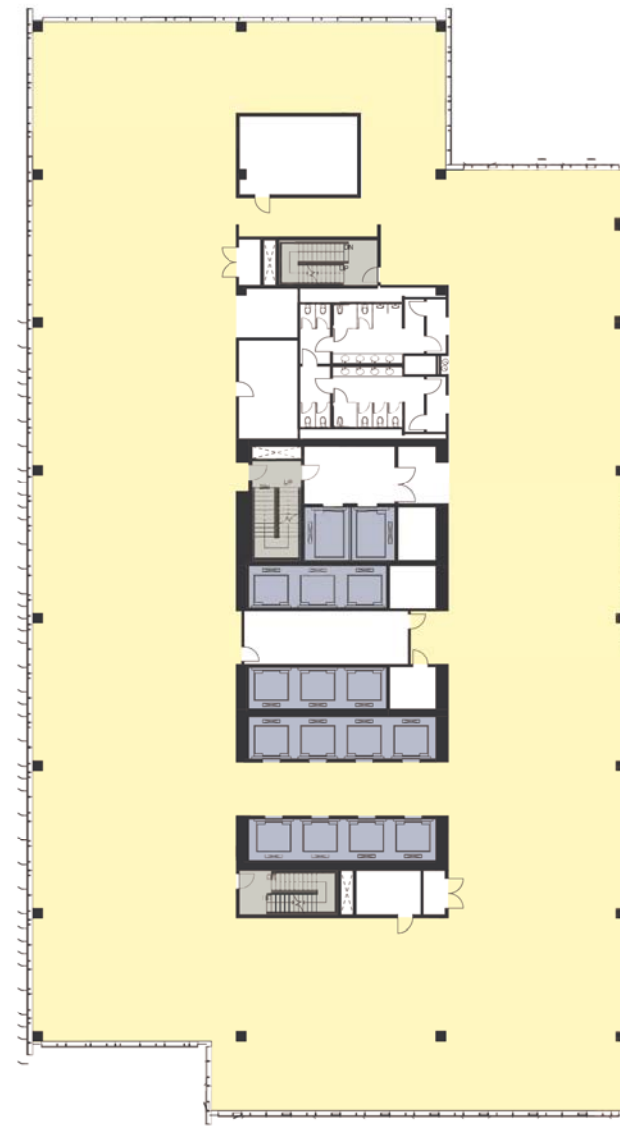
Level 2

Block 14
Typical Office Tower Plan

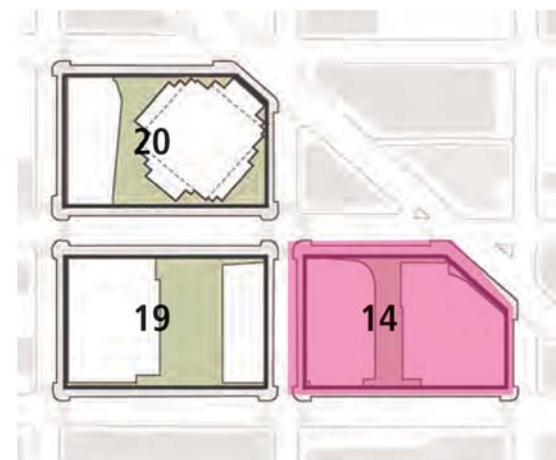
Office

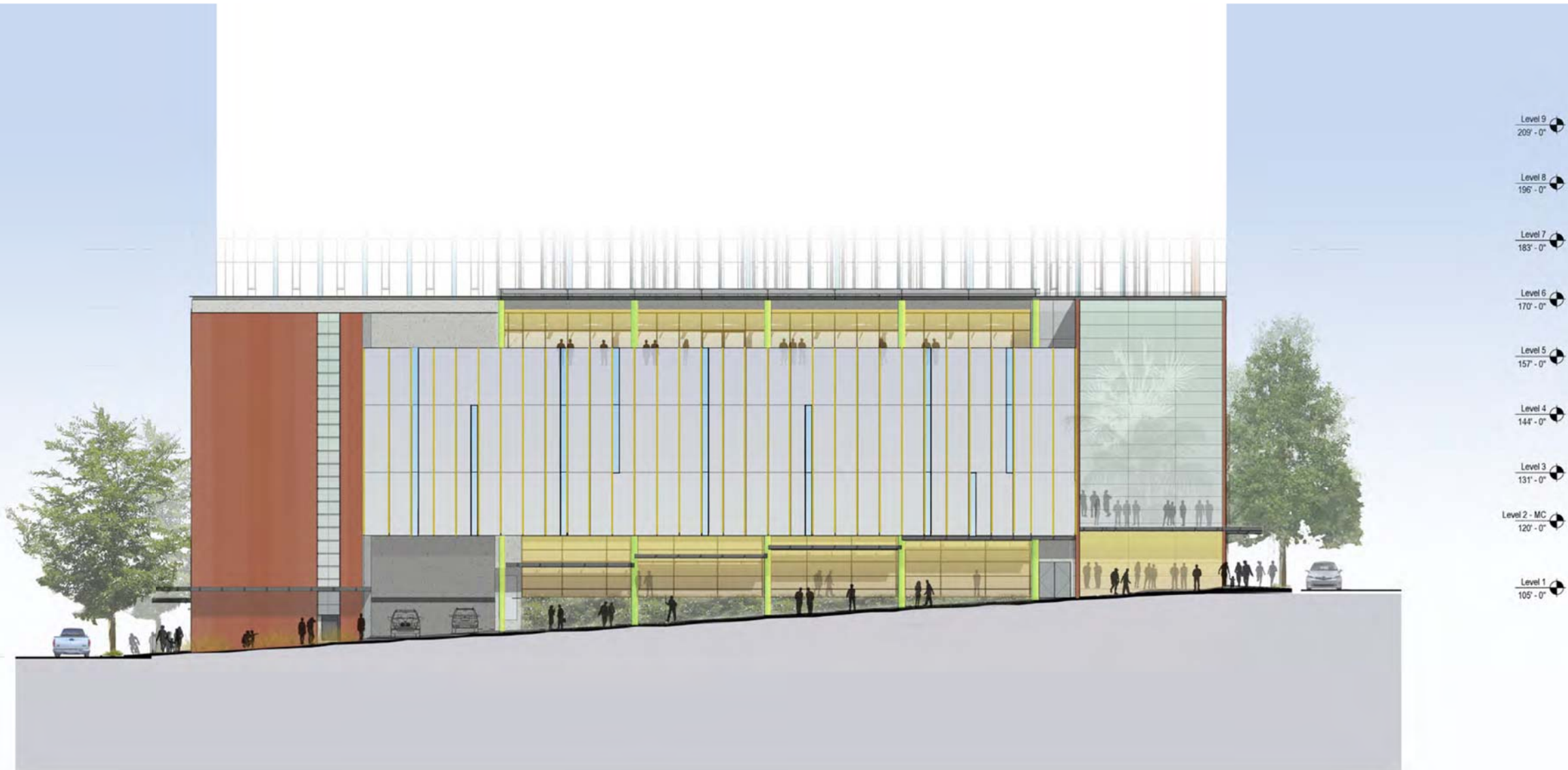


Level 7

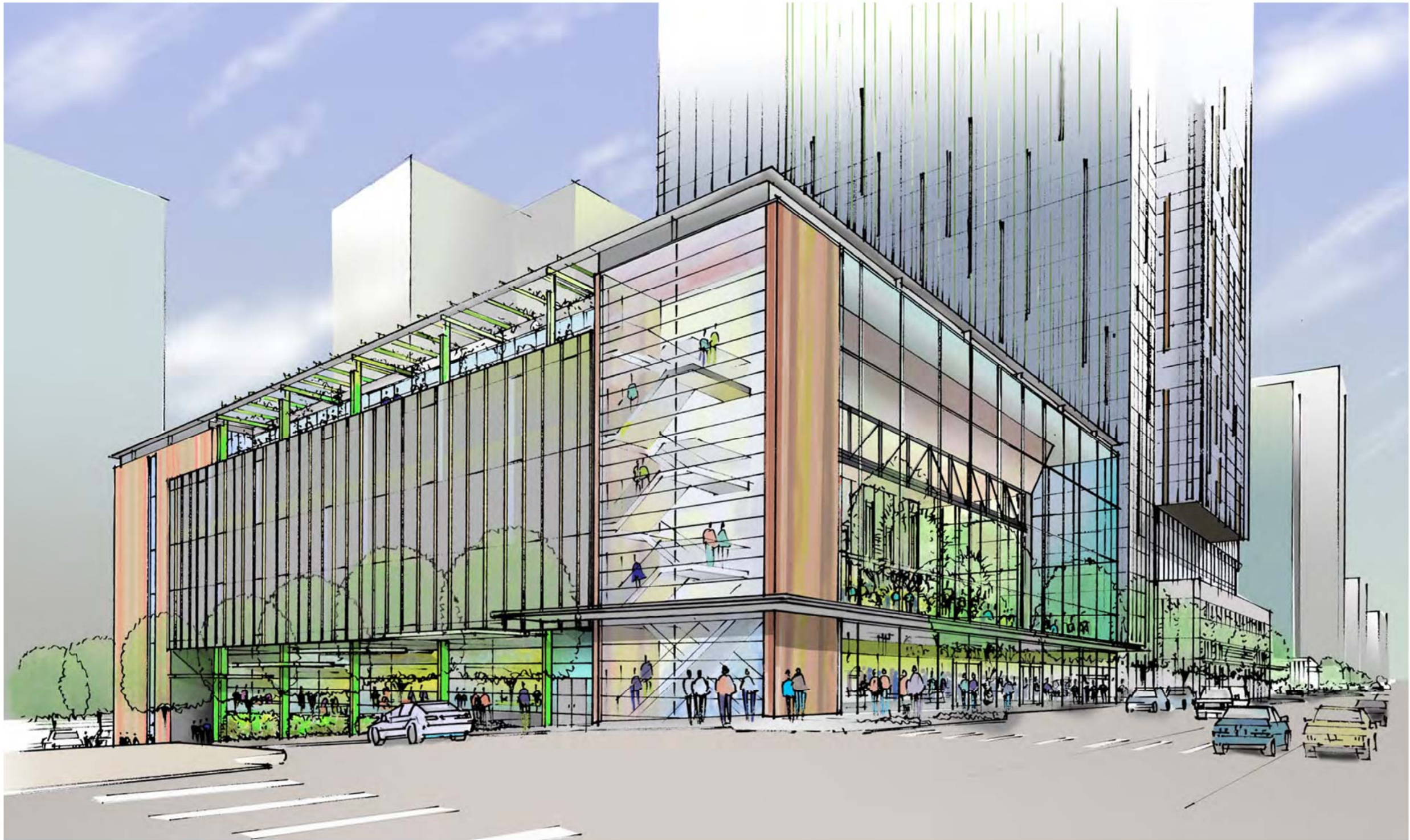


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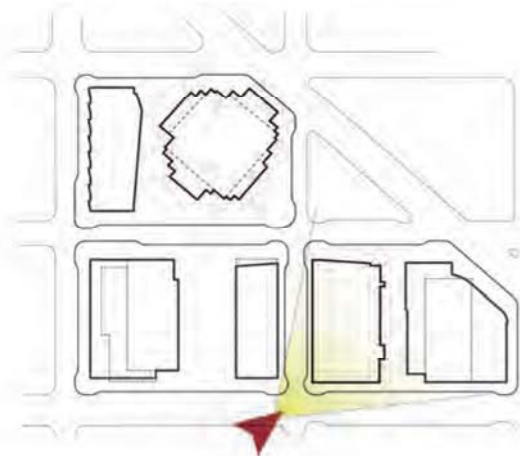




① WEST ELEVATION - MEETING SPACE - COLOR
1/16" = 1'-0"

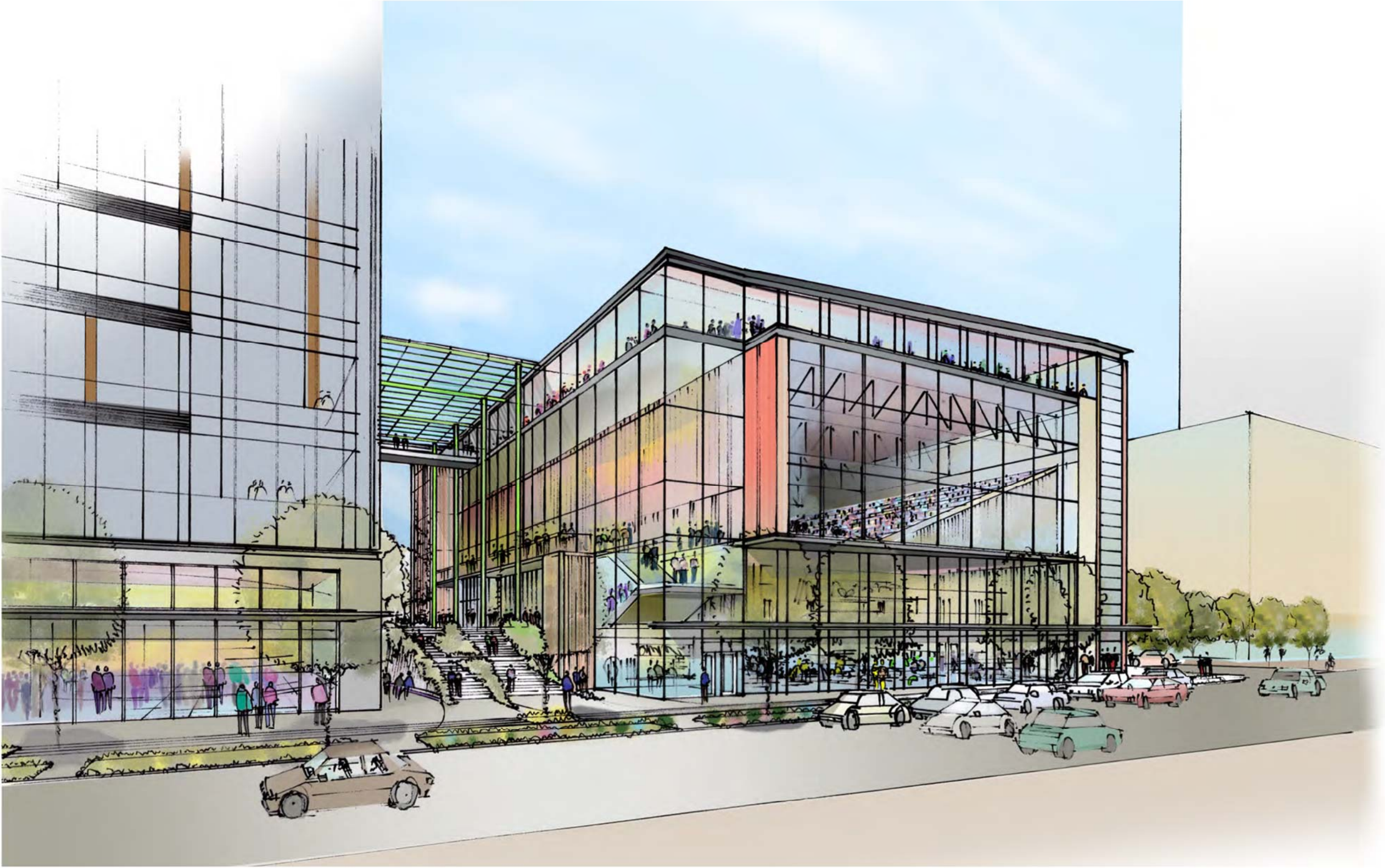
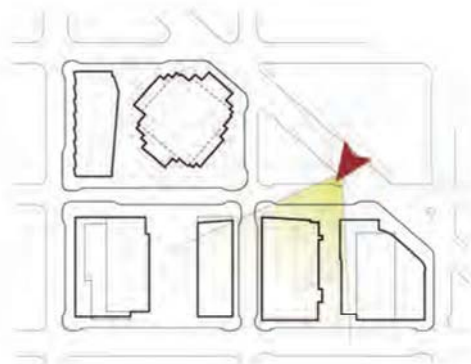


View from 6th Ave & Lenora St





② EAST ELEVATION - MEETING SPACE - COLOR
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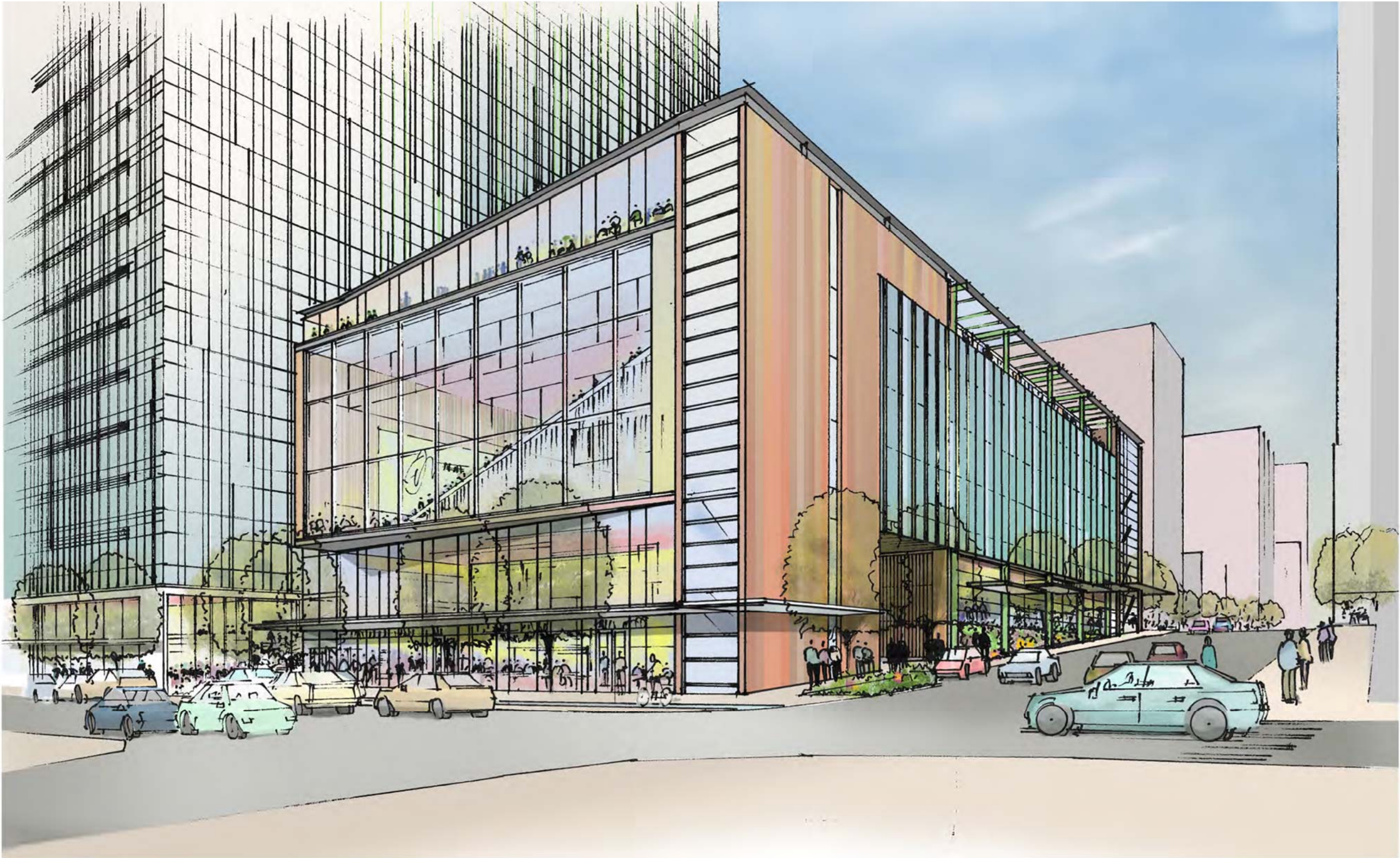
View of Meeting Center from 7th Avenue Mid-Block

5

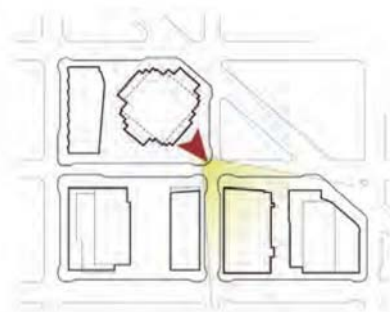
Block 14 Elevations



① NORTH ELEVATION - WHOLE BLOCK-COLOR
1/16" = 1'-0"

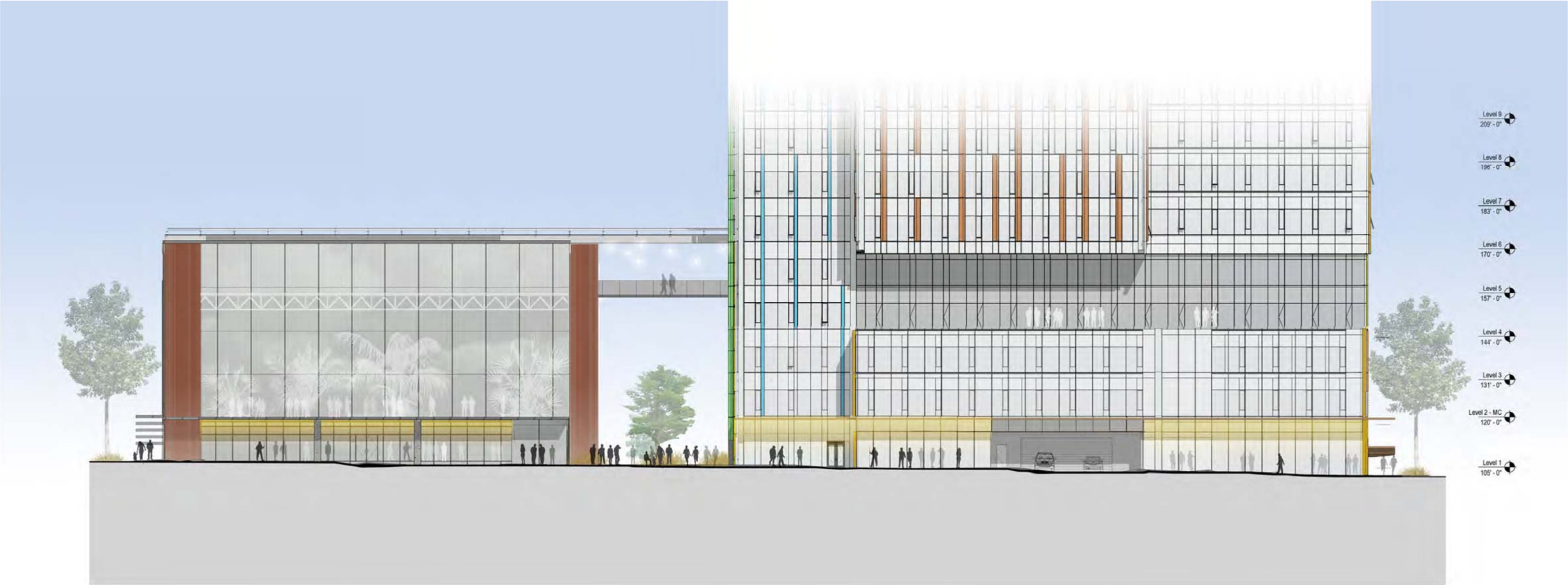


View of Meeting Center from 7th Ave & Lenora St



5

Block 14 Elevations



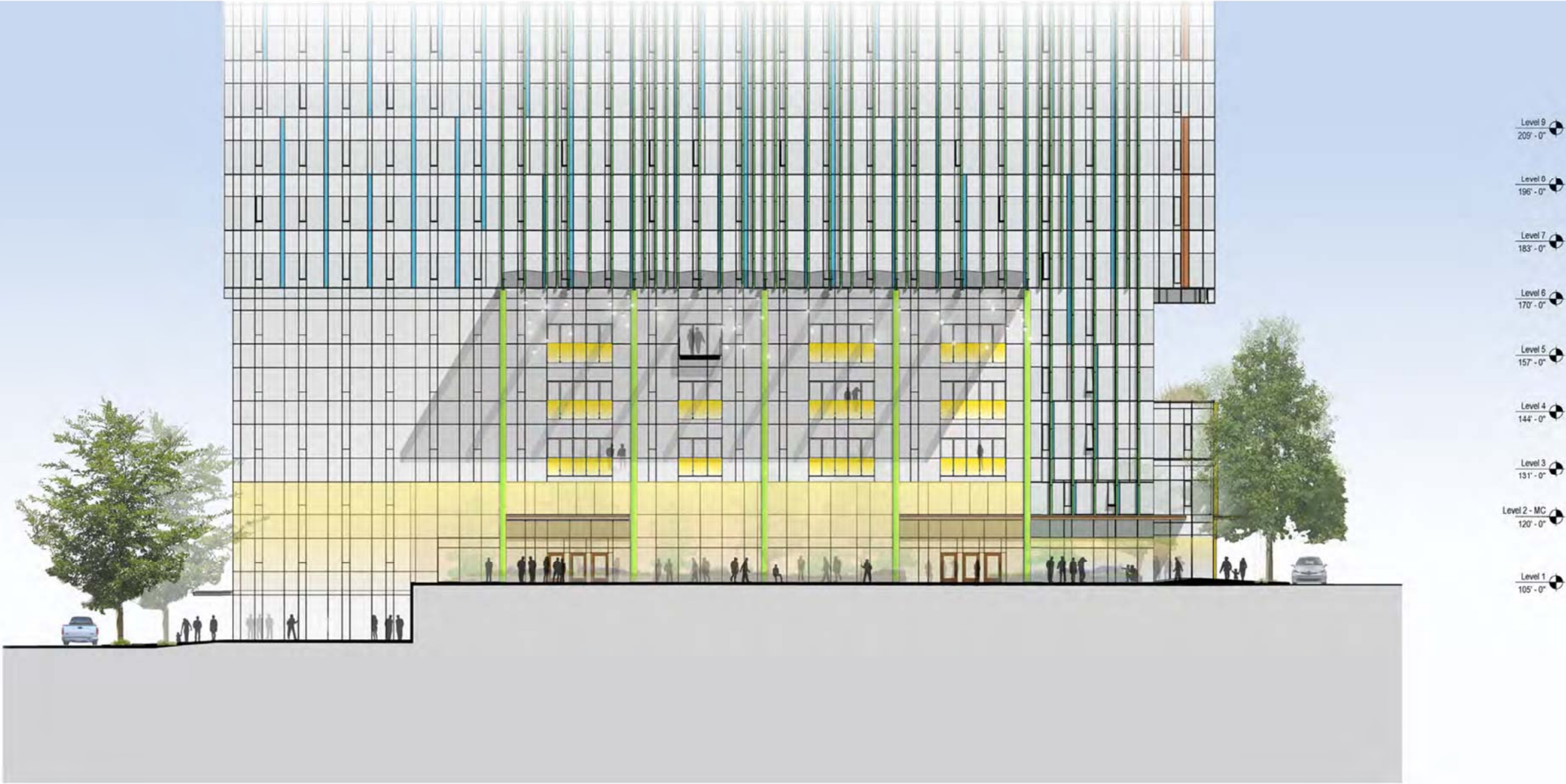
① SOUTH ELEVATION - WHOLE BLOCK-COLOR
1/16" = 1'-0"

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Block 14
Elevations



① EAST ELEVATION - TOWER- COLOR
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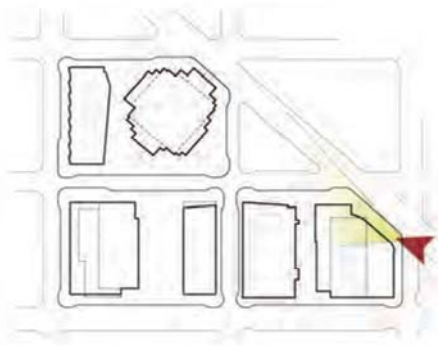
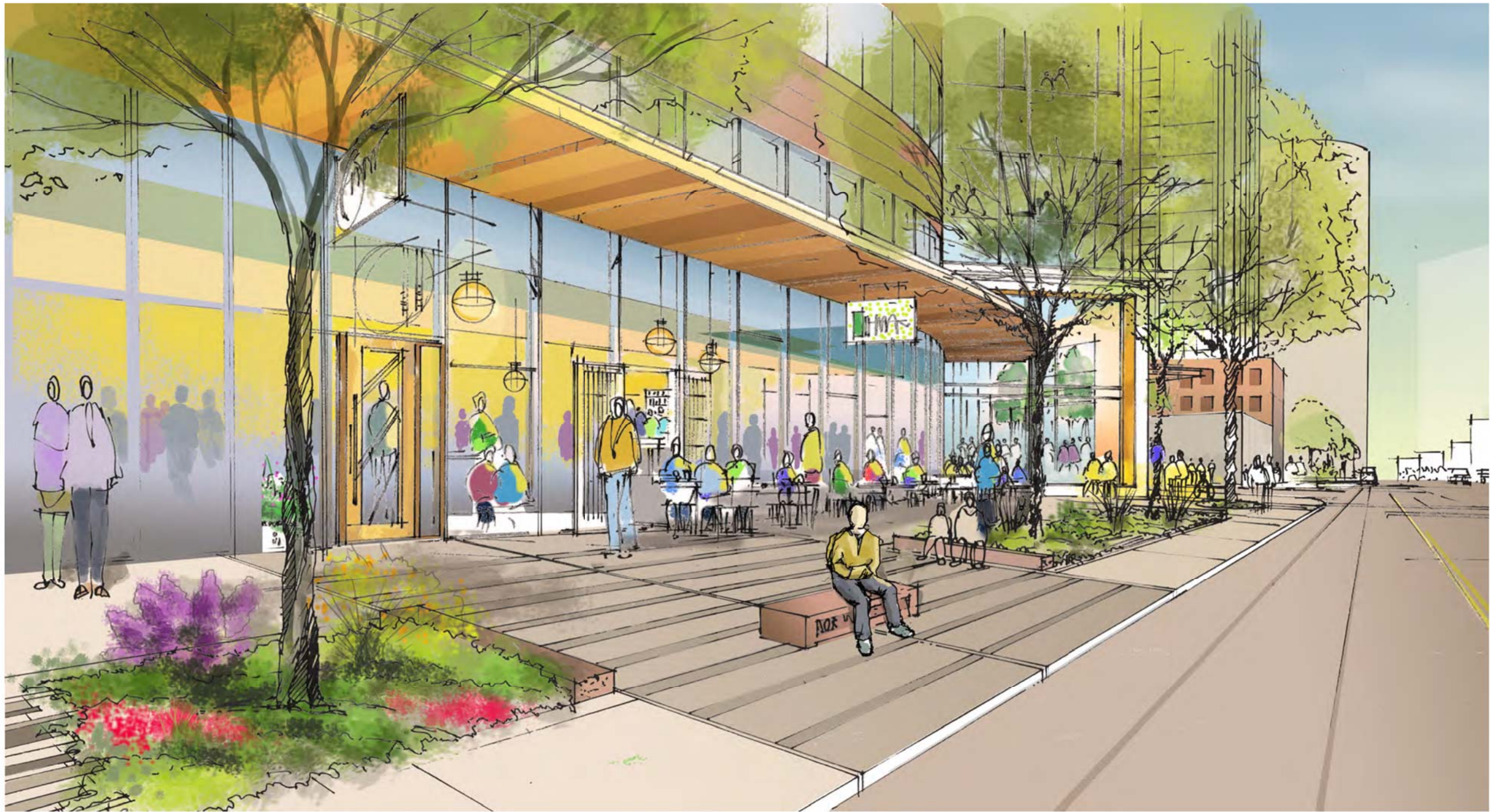
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Block 14
Elevations



① WEST ELEVATION - TOWER
1/16" = 1'-0"



Block 14
Enhanced Streetcar Stop at Westlake Ave

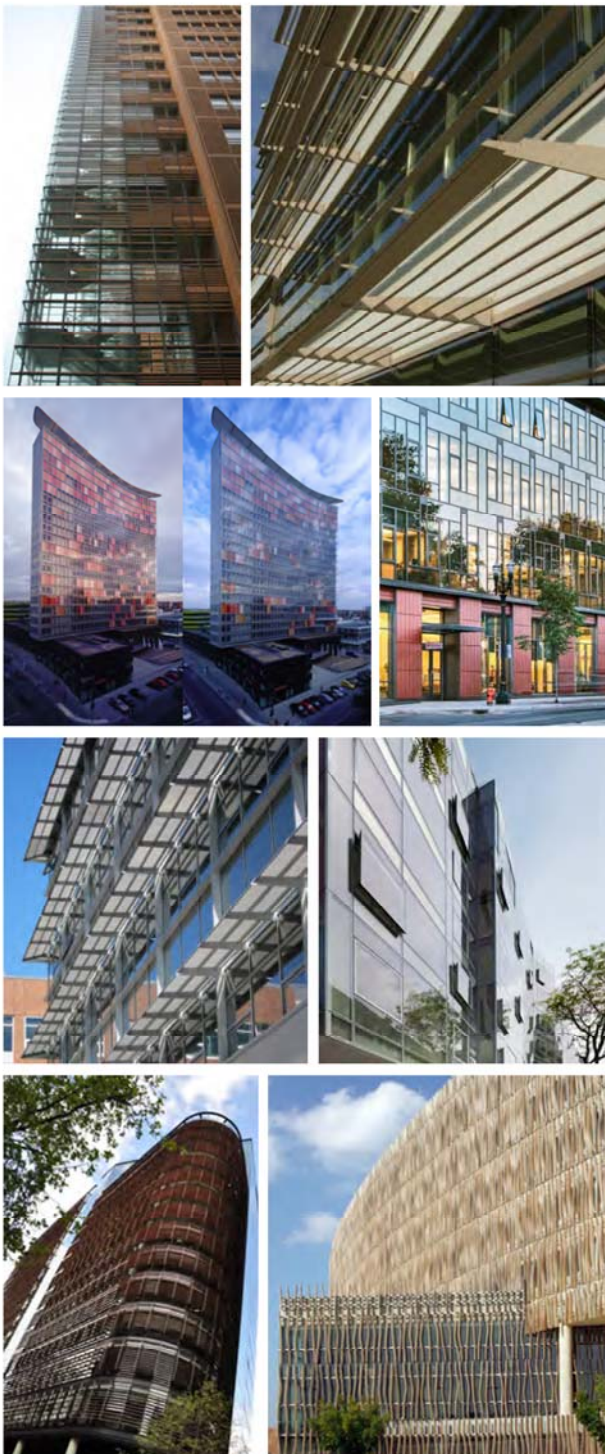


iew of Improved Westlake Ave Streetcar Stop at Block 14

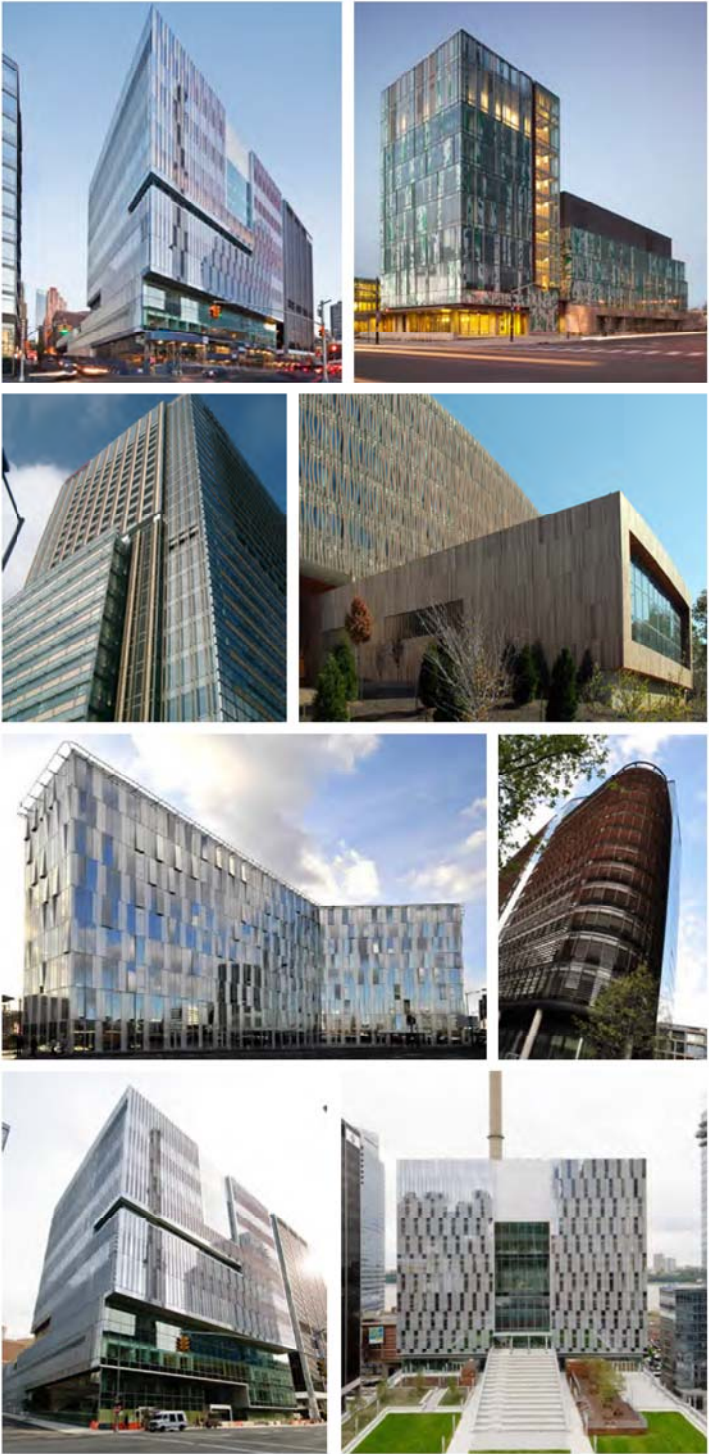
Block 14
Reference Images



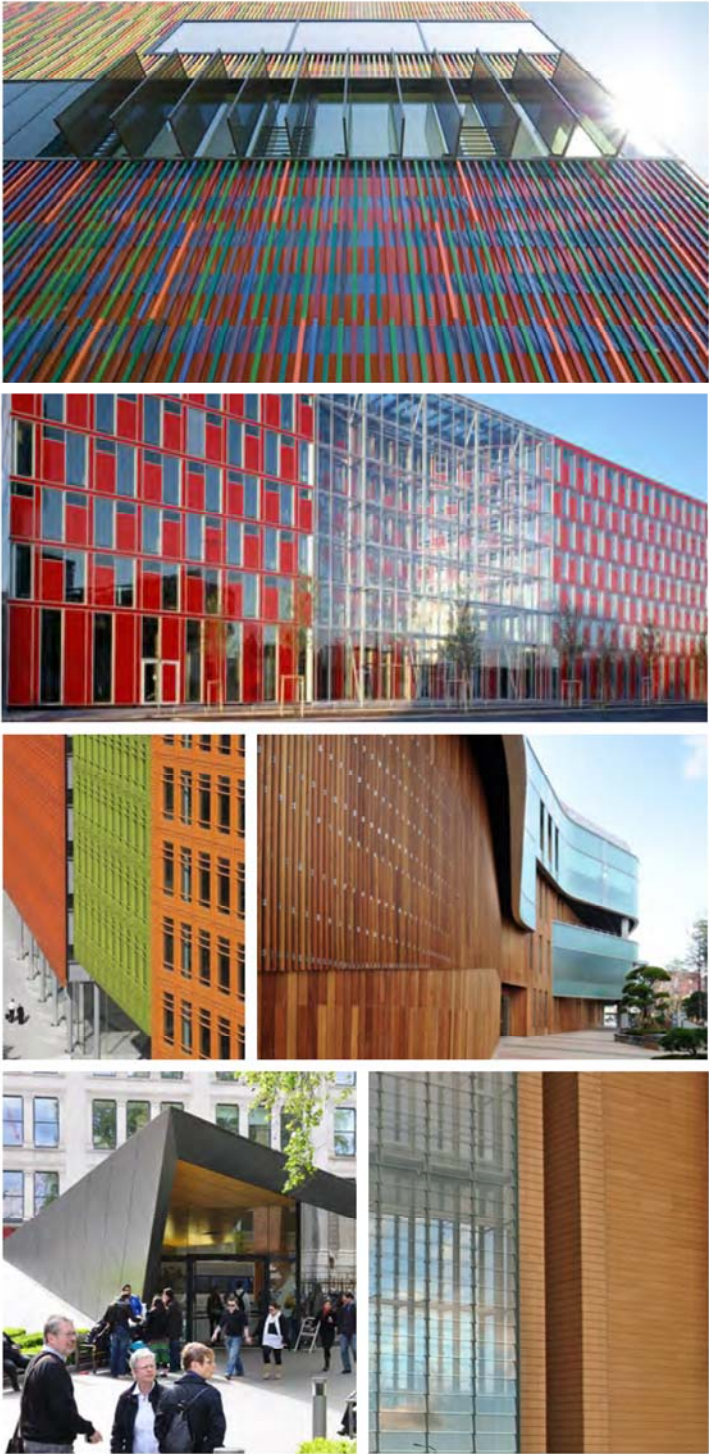
volumetric ideas



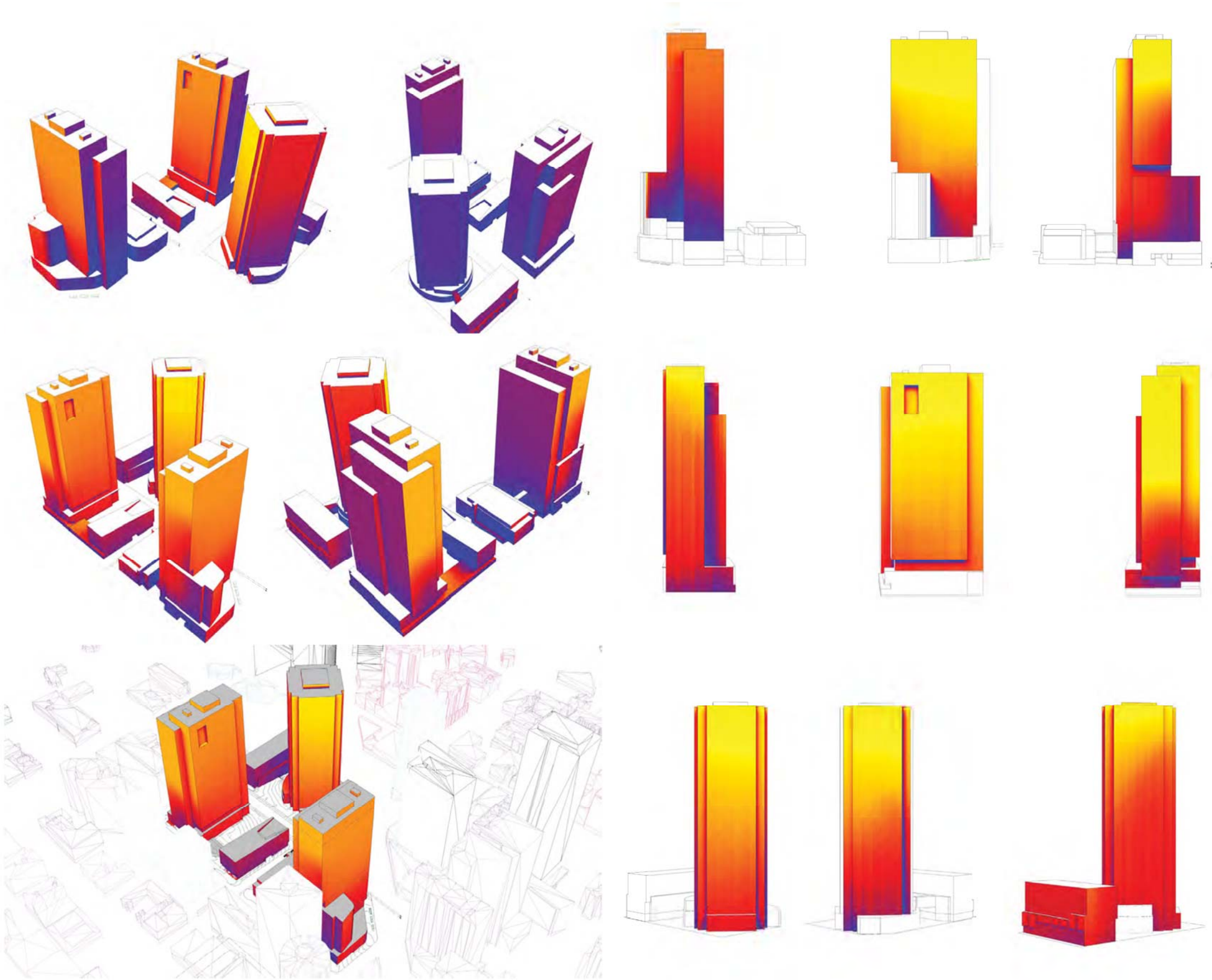
environmental control systems ideas



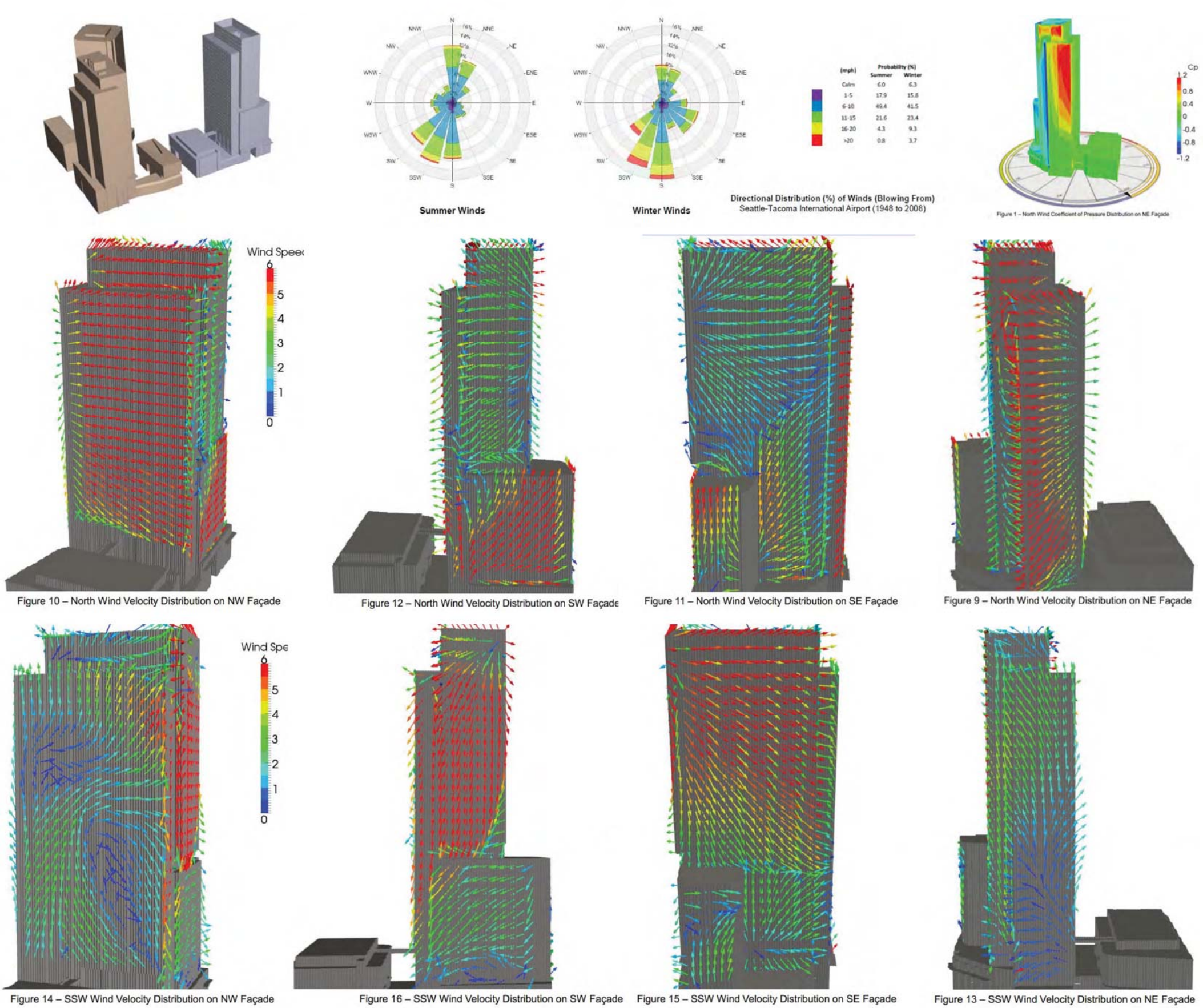
skin ideas



color and material ideas



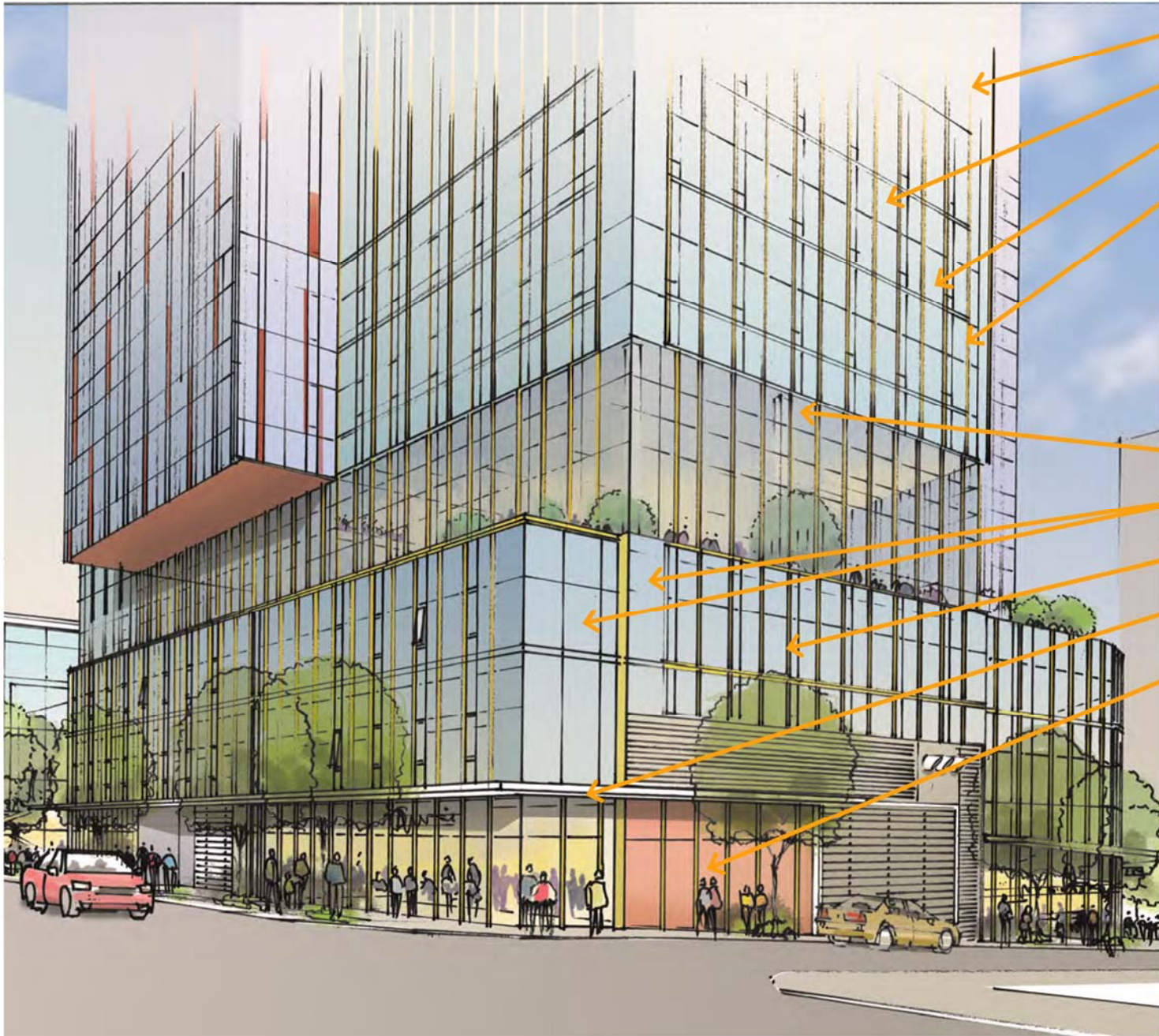
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Block 14
Wind Analysis



5

Block 14
View looking South along Westlake Avenue





unitized curtain wall system

spandrel glass 2

vision glass 2

accent trim

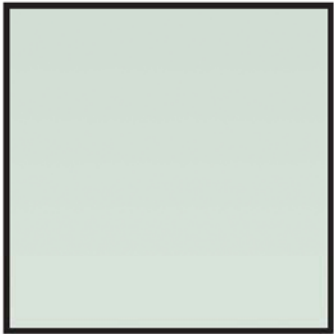
vision glass 2

spandrel glass 2

accent trim

panelized canopy soffit

panelized wall system



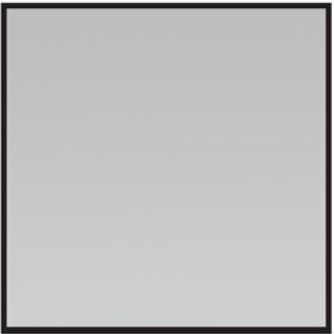
vision glass 1 (clear substrate)



vision glass 2



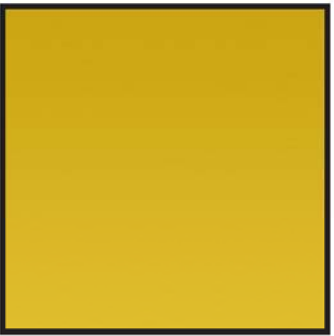
spandrel glass 1 (clear substrate)



spandrel glass 2



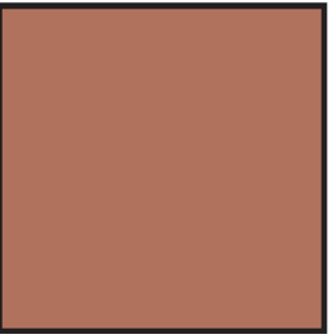
panelized canopy soffit



accent trim



panelized wall system



panelized wall system

5

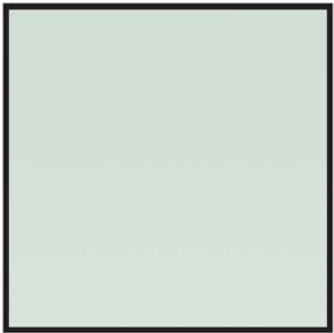
Block 14
View Looking North Along Westlake Avenue



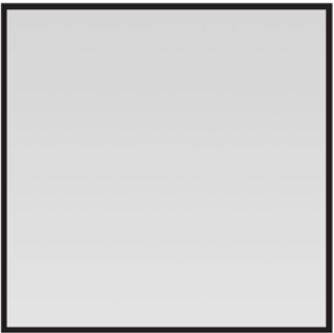


unitized curtain wall system
spandrel glass 1
vision glass 1 (clear substrate)
prefinished metal panel

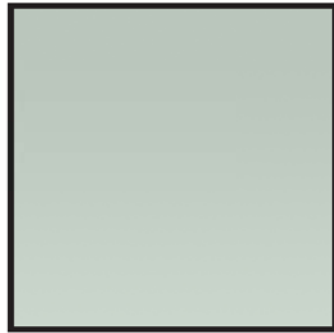
spandrel glass 2
vision glass 2
accent trim
soffit panel (accent color)
accent trim



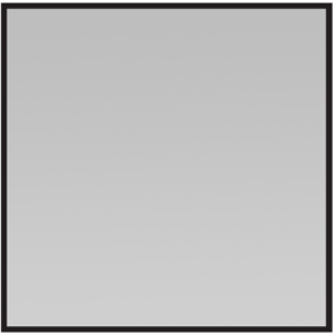
vision glass 1 (clear substrate)



vision glass 2



spandrel glass 1 (clear substrate)



spandrel glass 2



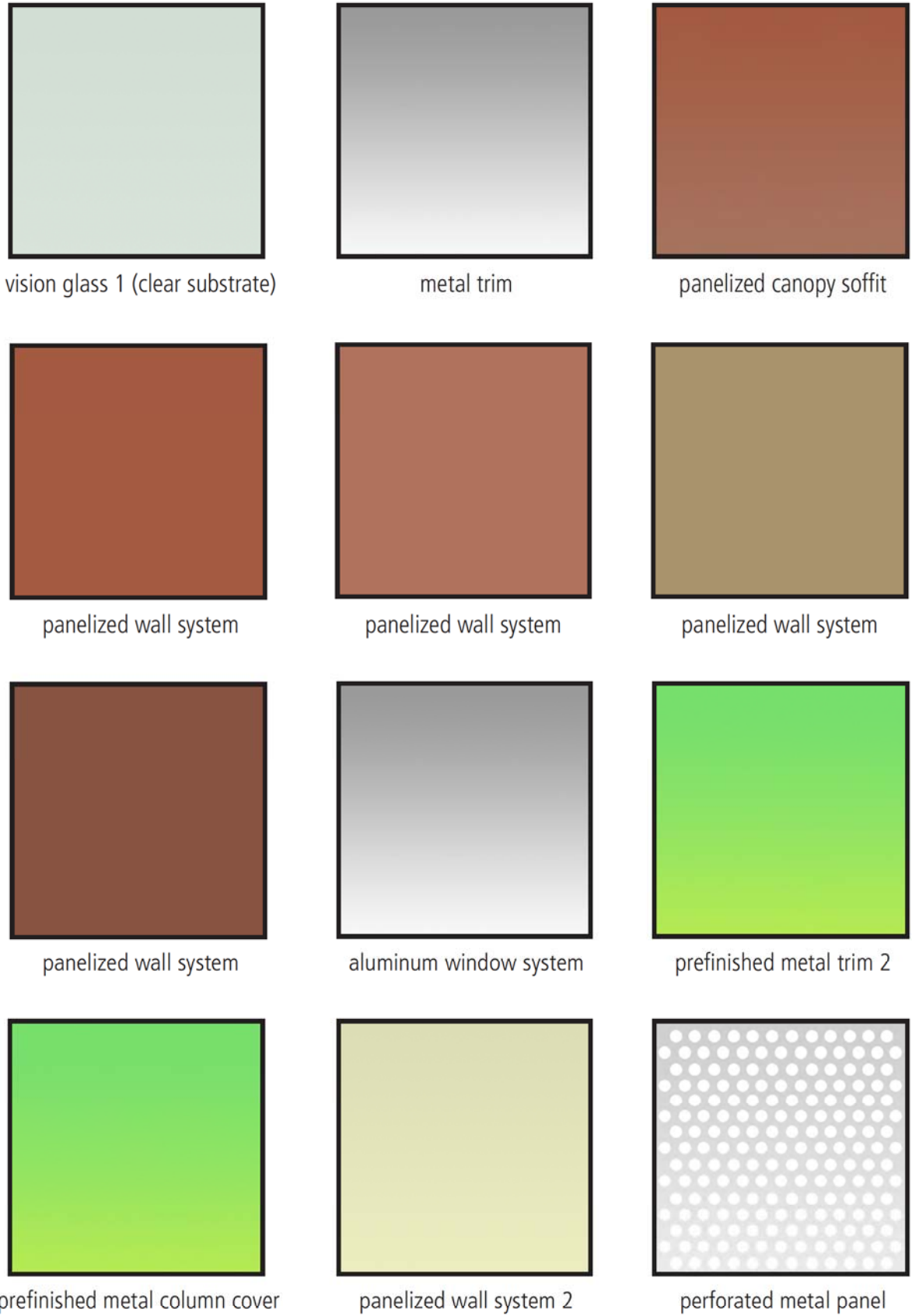
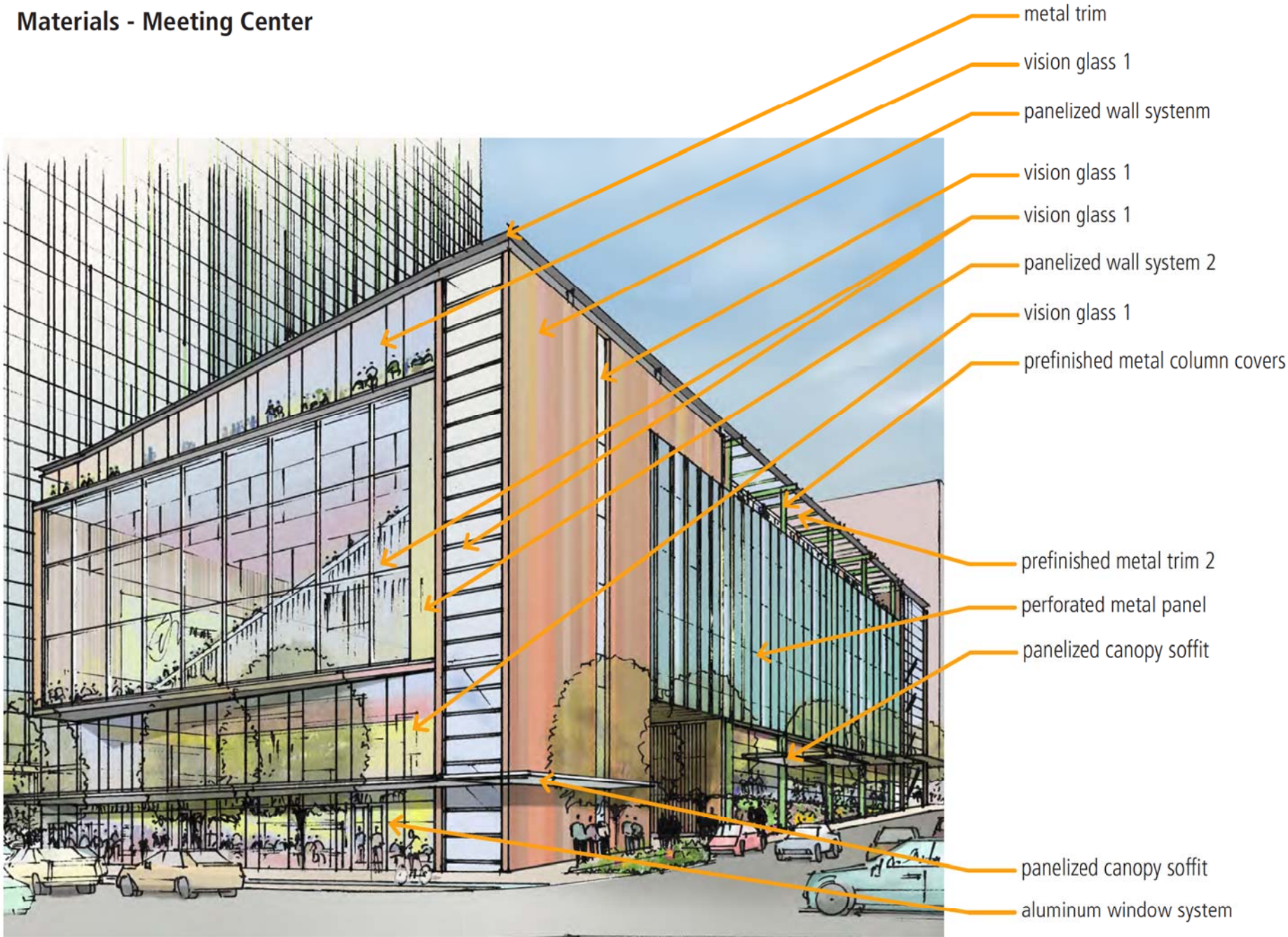
prefinished metal panel



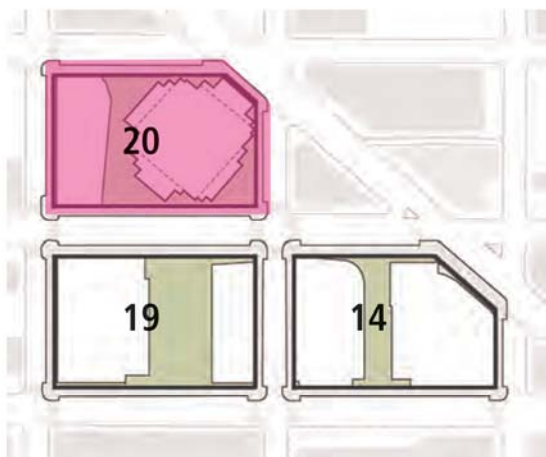
accent trim



Block 14
Materials - Meeting Center












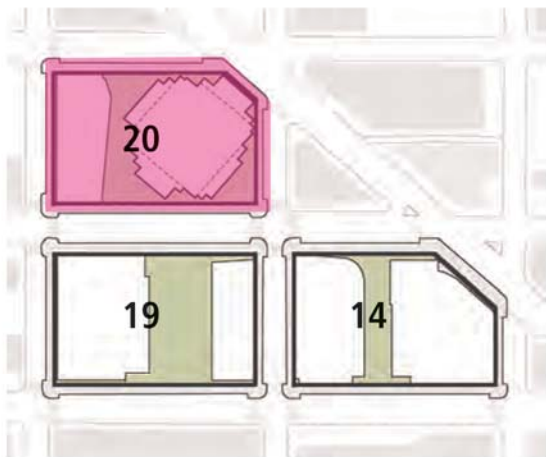
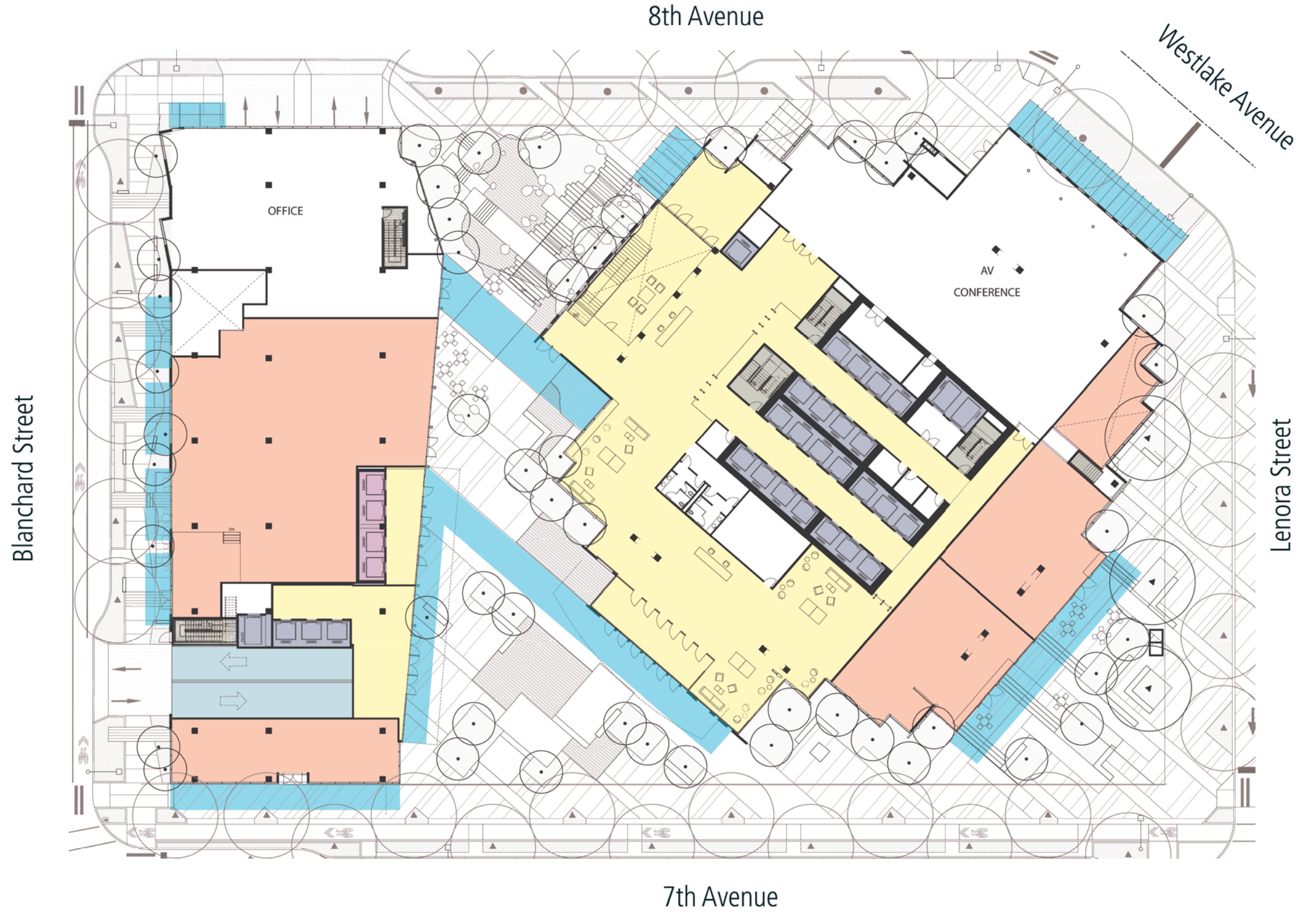
- Stairs
- Elevator
- Parking Elevator
- Retail
- Lobby
- Parking Ramp
- Loading Dock
- Meeting Space



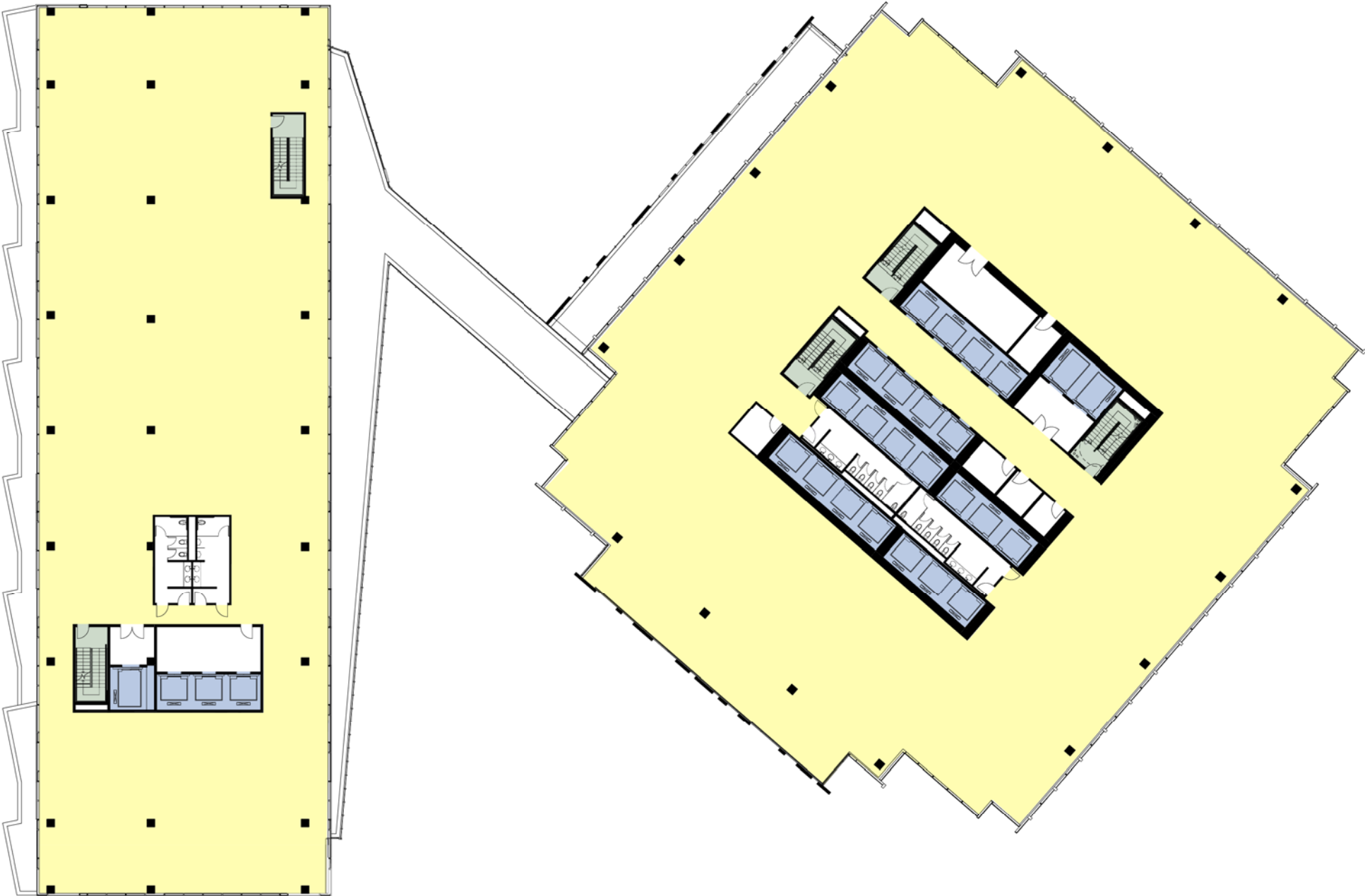
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Block 20 Level 1

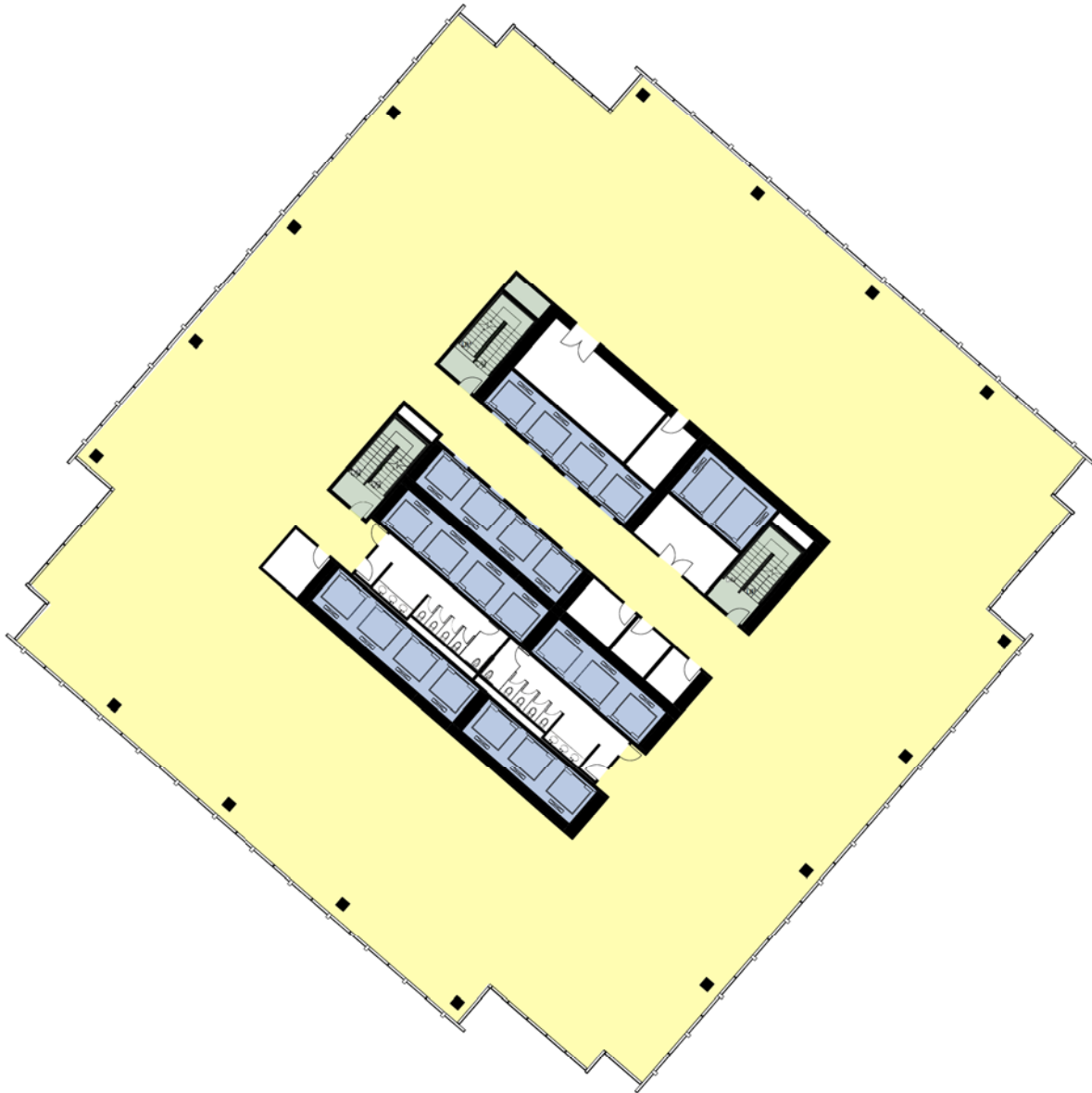
-  Stairs
-  Elevator
-  Parking Elevator
-  Retail
-  Lobby
-  Parking Ramp
-  Loading Dock
-  Meeting Space
-  Canopies



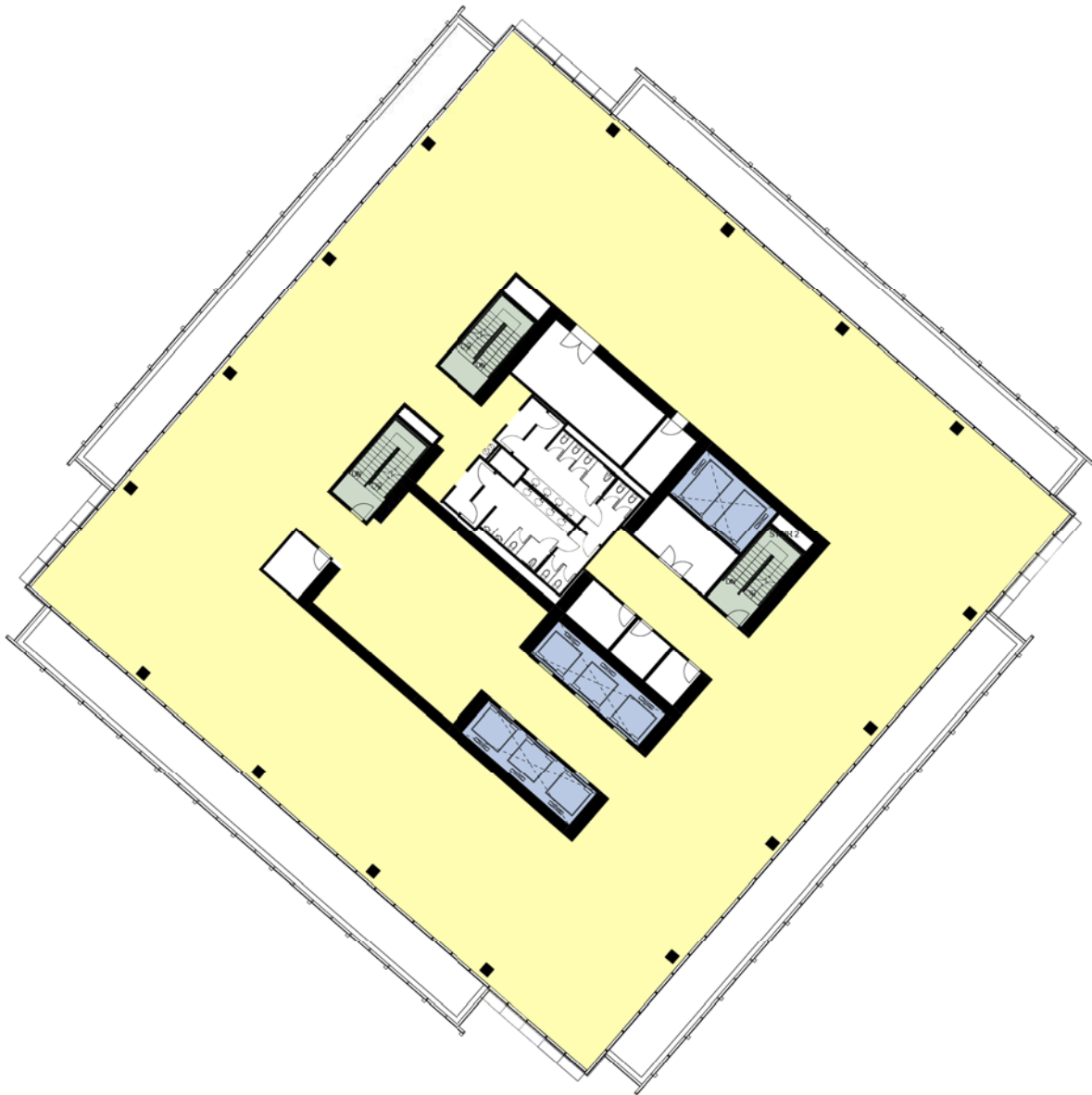
Office



Office



Level 9

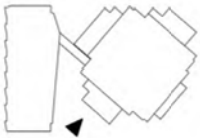


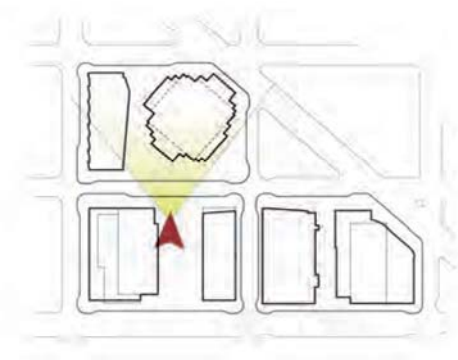
Level 37



① SOUTHWEST TOWER ELEVATION
1/16" = 1'-0"

KEYPLAN

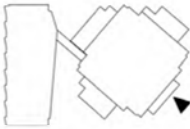


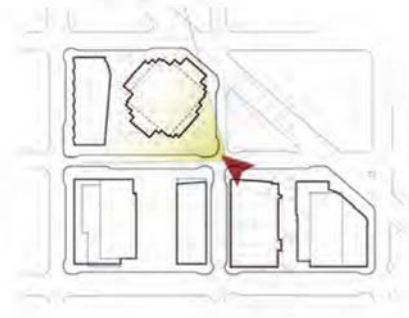




① SOUTHEAST TOWER ELEVATION
1/16" = 1'-0"

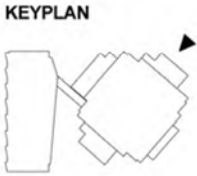
KEYPLAN







① NORTHEAST TOWER ELEVATION
1/16" = 1'-0"

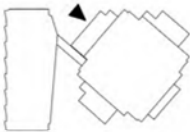


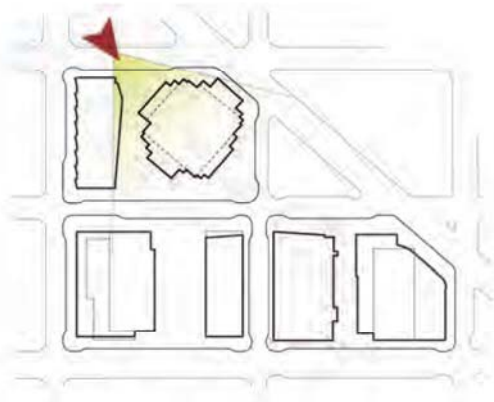
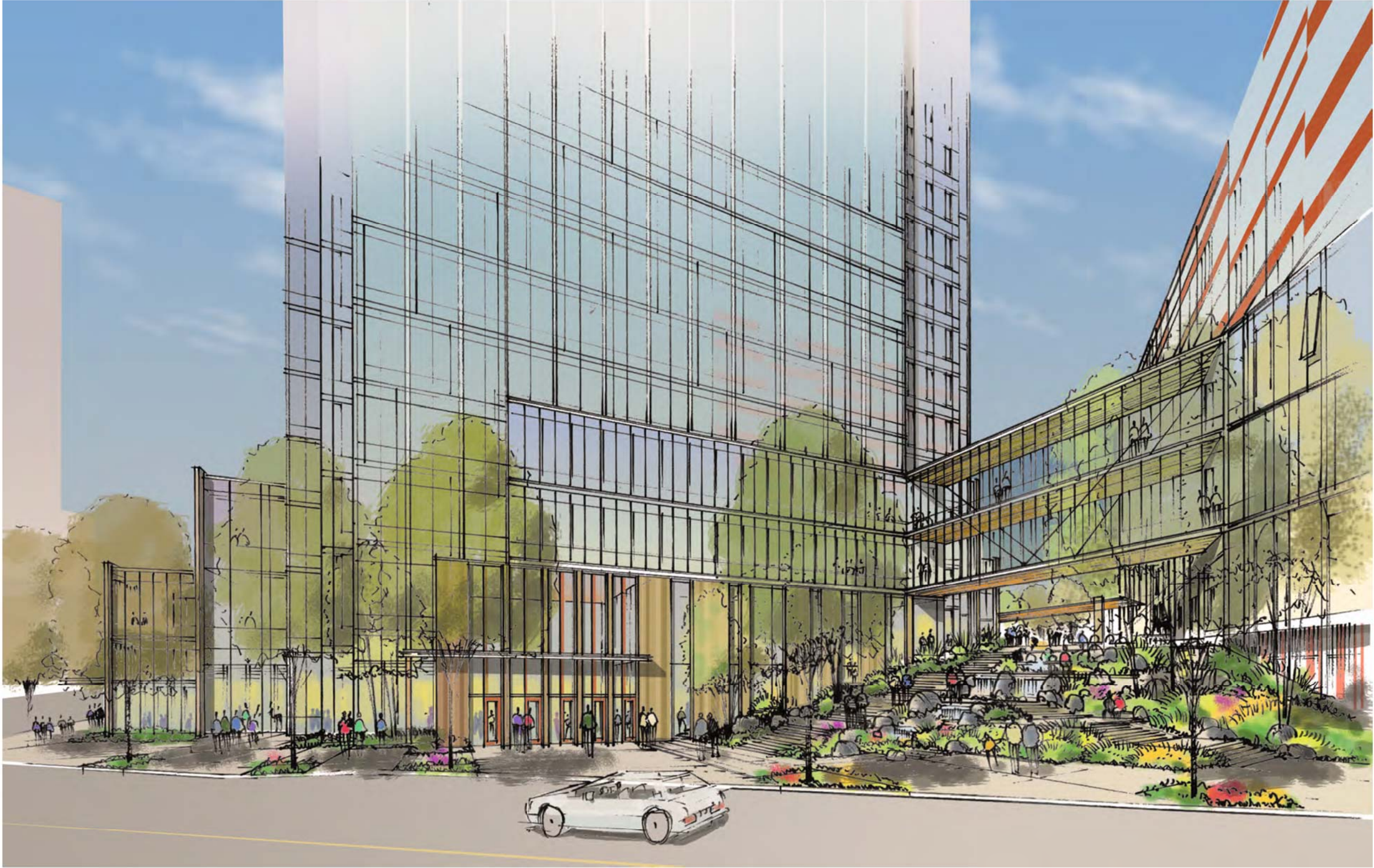




① NORTHWEST TOWER ELEVATION
1/16" = 1'-0"

KEYPLAN

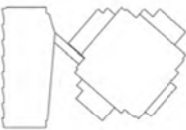


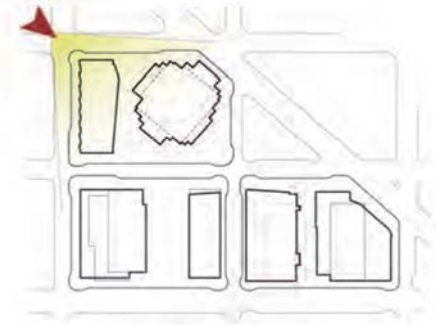




① WEST OFFICE BUILDING ELEVATION
1/16" = 1'-0"

KEYPLAN

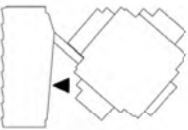






② EAST OFFICE BUILDING ELEVATION
1/16" = 1'-0"

KEYPLAN

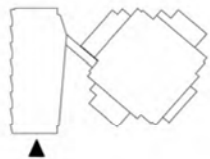






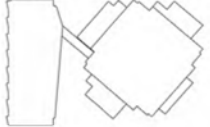
② SOUTH OFFICE BUILDING ELEVATION
1/16" = 1'-0"

KEYPLAN



ORTH OFFICE BUILDING ELEVATION
1/16" = 1'-0"

KEYPLAN



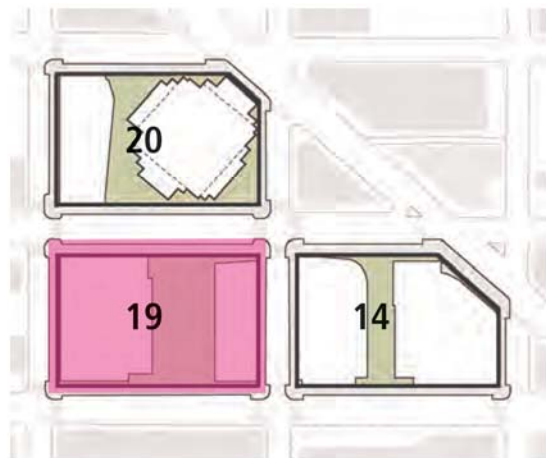
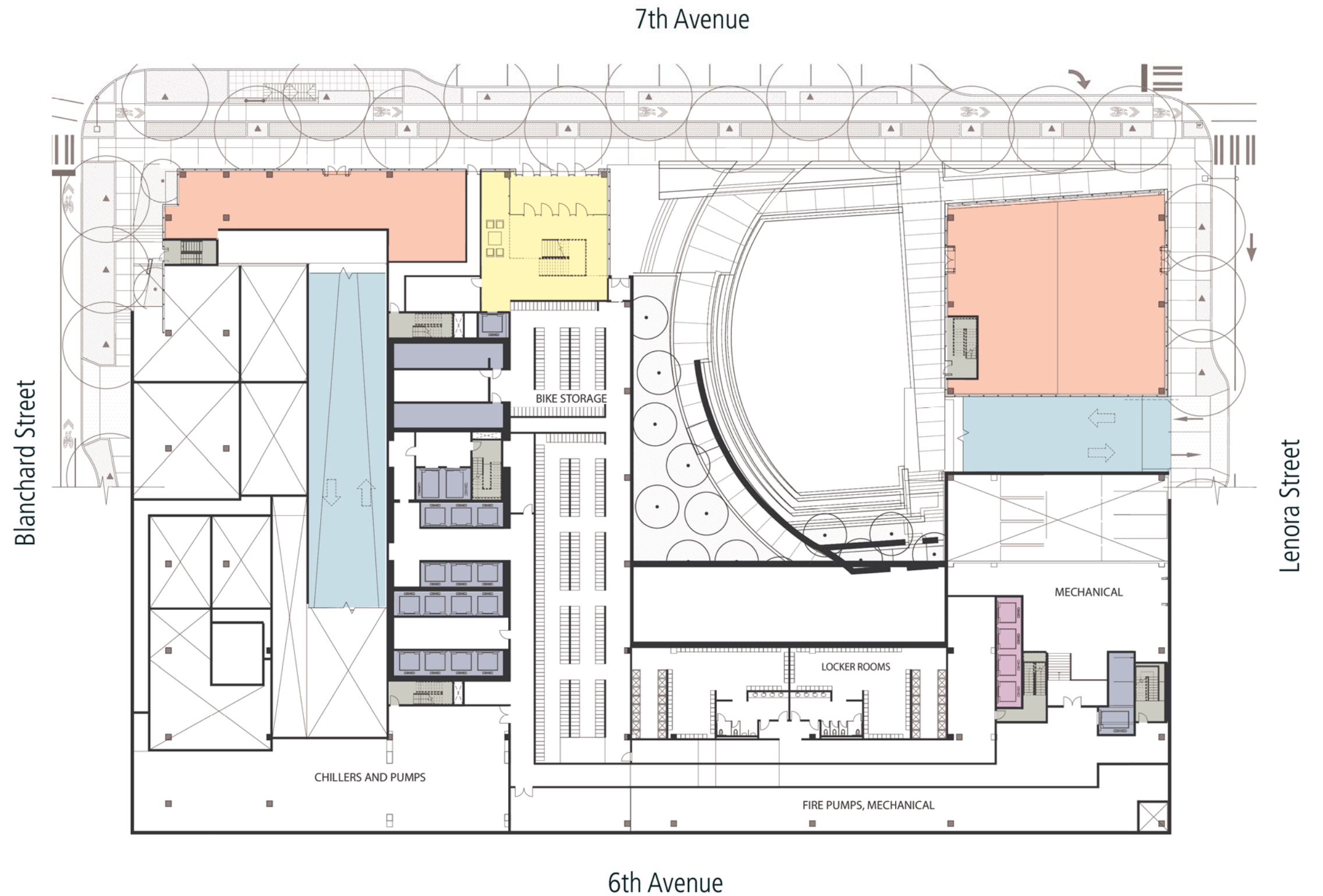











View looking West along Lenora Street

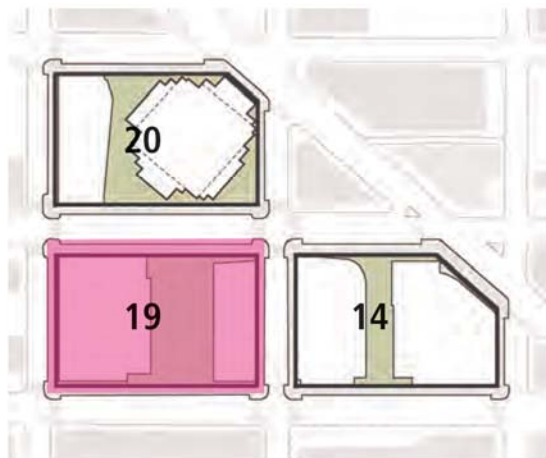
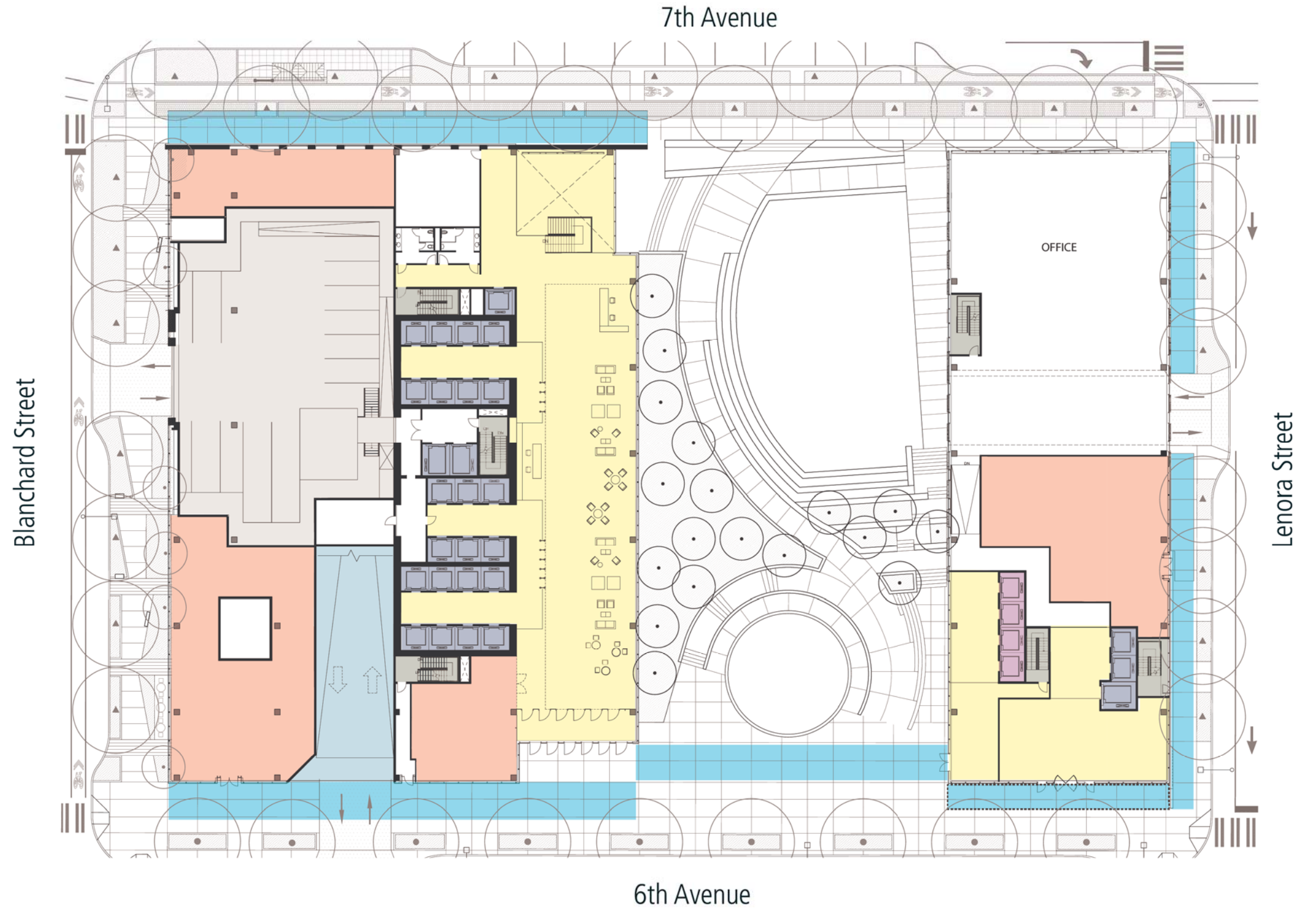


View looking South along Westlake

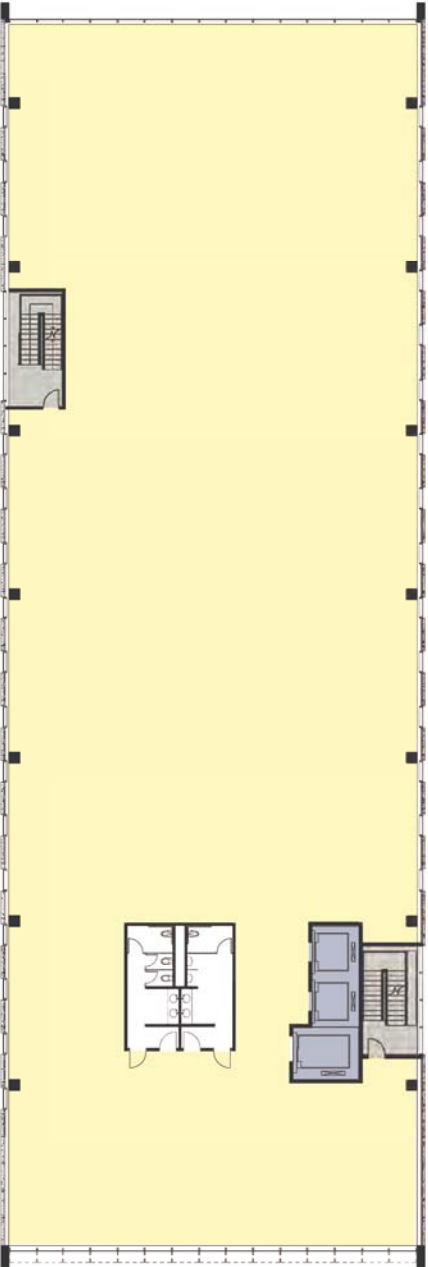
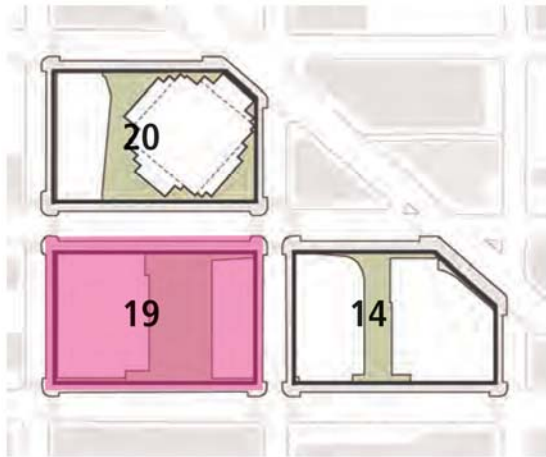
- Stairs
- Elevator
- Parking Elevator
- Retail
- Lobby
- Parking Ramp
- Loading Dock
- Meeting Space



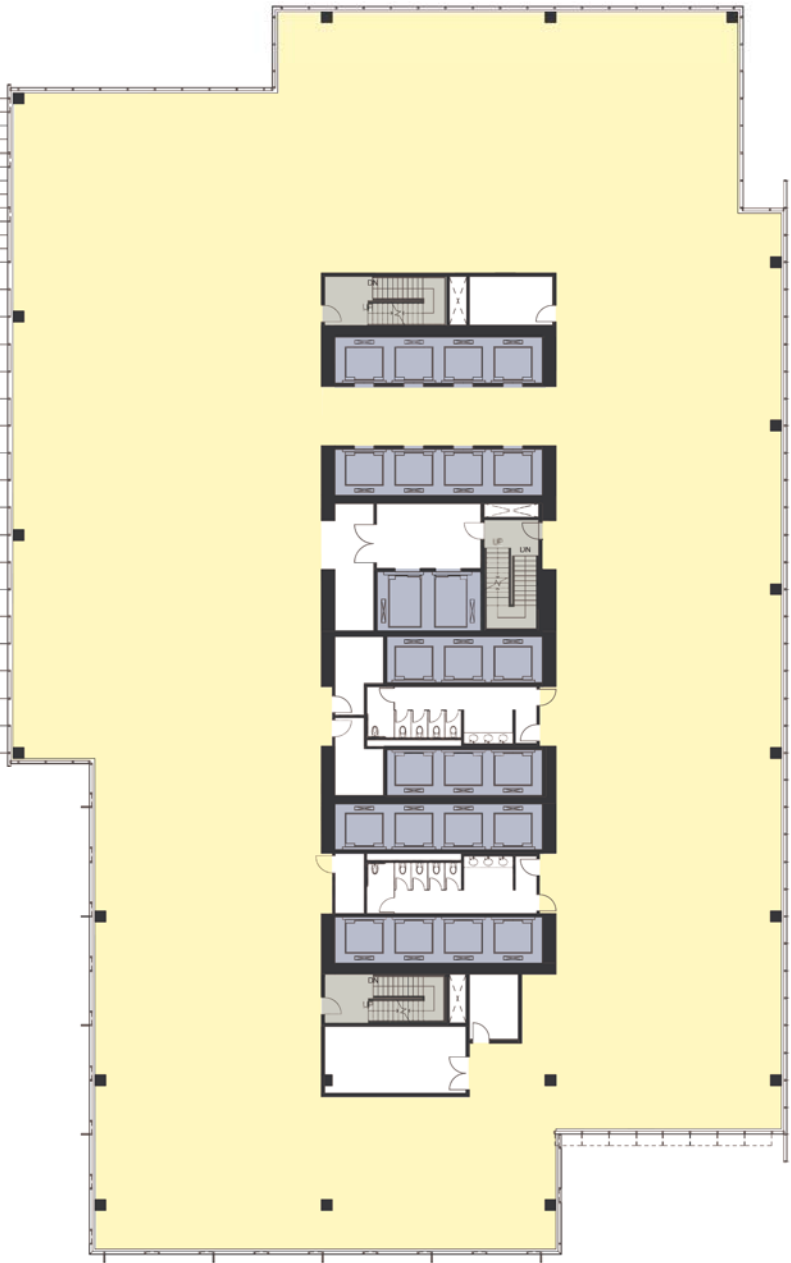
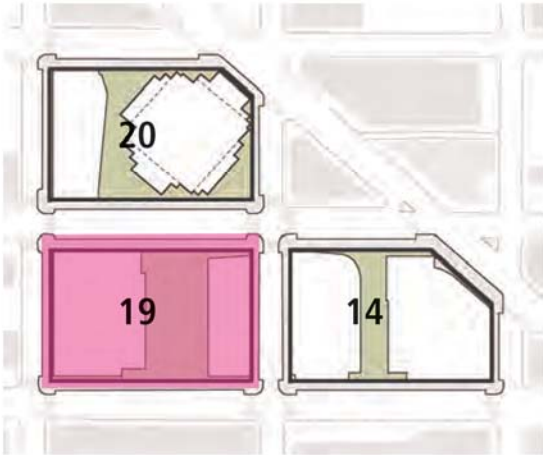
-  Stairs
-  Elevator
-  Parking Elevator
-  Retail
-  Lobby
-  Parking Ramp
-  Loading Dock
-  Meeting Space
-  Canopies



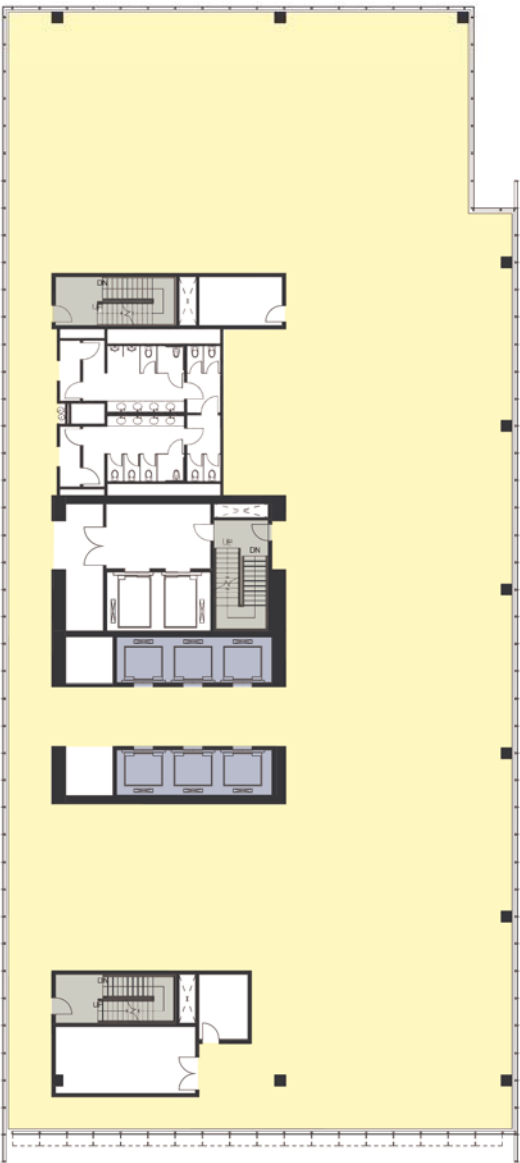
Office



Office



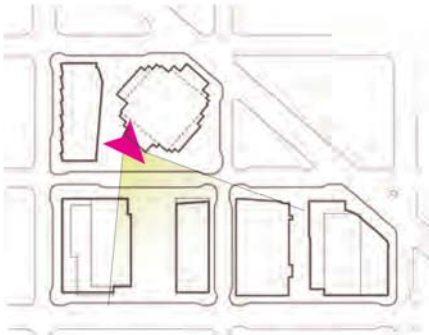
Tower Levels 5 - 35



Tower Levels 36 - 37

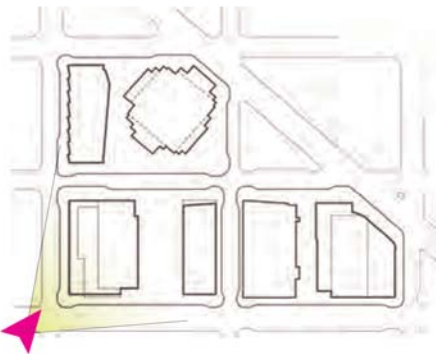


① NORTH ELEVATION - COLOR
1/16" = 1'-0"





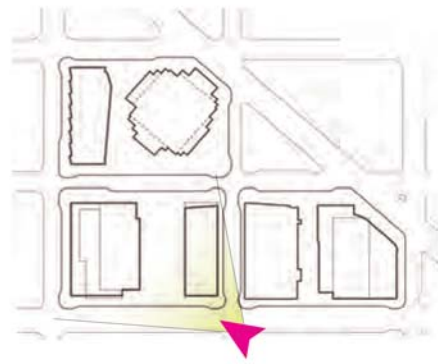
① WEST ELEVATION - TOWER - COLOR
1/16" = 1'-0"



View of Green Street Improvements along Blanchard St



① SOUTH ELEVATION - COLOR
1/16" = 1'-0"

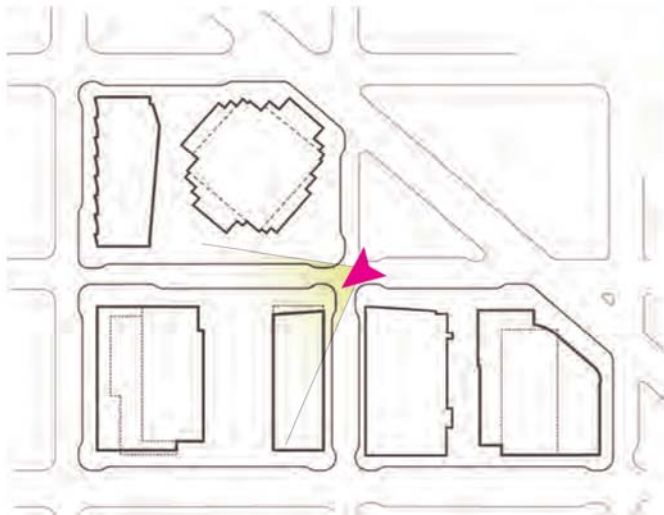




② EAST ELEVATION - COLOR
1/16" = 1'-0"

Block 19

View Looking West from Intersection of 7th Avenue & Lenora Street





① EAST ELEVATION - TOWER - COLOR
1/16" = 1'-0"

Block 19
Mid-Block Elevation Looking South



① WEST ELEVATION - COLOR
1/16" = 1'-0"

Block 19

View Looking Northwest Along 6th Avenue





Summary of Potential Development Standard Departures

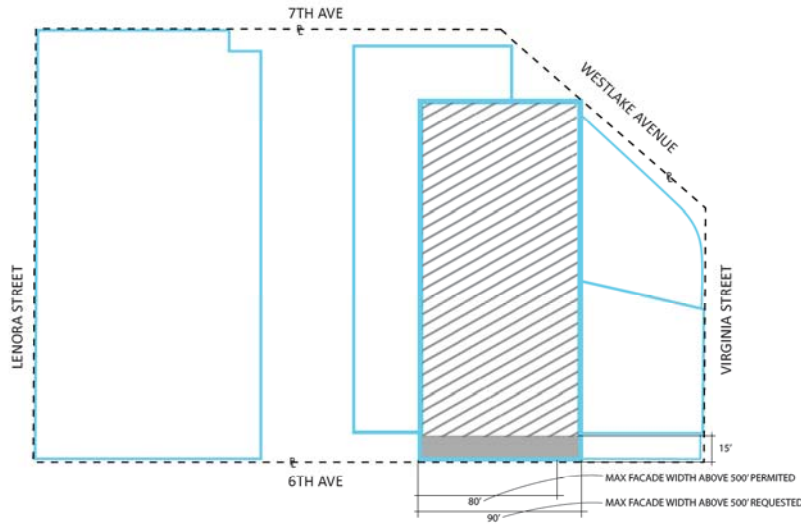
Item#	Development Standard	Requirement	Departure Amount Requested	Rationale	Downtown Design Guidelines Affected	Diagram
1	SMC 23.49.056.B.2 Upper Level Development Standards	The maximum length of a facade without modulation located within 15 feet of a property line is 80 feet long for the portion of a façade that is above an elevation of 500 feet.	On Block 14 the maximum length of a facade without modulation located within 15 feet of a property line is requested to be up to 90 feet long for the portion of a façade that is above an elevation of 500 feet.	This departure would permit the façade length of the tall office tower along Sixth Avenue to continue uninterrupted from level 6 all the way up to the top of the building at the screenwall, permitting the structure to more appropriately meet the sky	A-1 Respond to the physical environment A-2 Enhance the skyline B-4 Design a Well Proportioned and Unified Building	See Diagram 1A
			On Block 19 the maximum length of a facade without modulation located within 15 feet of a property line is requested to be up to 90 feet long for the portion of a façade that is above an elevation of 500 feet.	This departure would permit the façade length of the tall office tower along Seventh Avenue to continue uninterrupted from level 4 all the way up to the top of the building, permitting the structure to more appropriately meet the sky	A-1 Respond to the physical environment A-2 Enhance the skyline B-4 Design a Well Proportioned and Unified Building	See Diagram 1B
	SMC 23.49.058.C Upper Level Development Standard	Portion of building above 240 feet shall be no more than 145 feet along the general N_S axis of a site(in this case parallel to 7th and 8th Avenues. Note that Westlake Ave is oriented true north and is therefore not considered parallel to the general north-south axis of the Avenues).	On Block 20, the portion of building above 240 feet shall be approximately 216 feet along the general N_S axis of a site(in this case, parallel to 7th and 8th Avenues.	Block 20 is at the intersection between the general N-S grid of 7th and 8th Avenues as well and Westlake Avenue which is aligned true north. The main axis of the building is oriented along Westlake Avenue as the primary Avenue in this neighborhood and meets the spirit of the code. In addition, the Westlake orientation for the Block 20 tower would: 1) better address Westlake as a primary arterial connecting the Downtown Core with South Lake Union 2)create more open space at street level that has better solar access 3) create a large open space or "urban room" across the three sites when the office tower on Block 20 is oriented parallel to Westlake coupled with the office towers on Blocks 14 and 19 oriented parallel to the Streets	A-1 Respond to physical environment A-2 Enhance the skyline B-1 Respond to neighborhood context B-3 Reinforce the positive urban form and architectural attributes of immediate area	See Diagram 1C
2	SMC 23.49.056.B.2.d General Setback Limits	The maximum setback of the façade from the street lot lines at intersections is 10 feet. The minimum distance the façade must conform to this limit is 20 feet	On Block 20 a request is made to: i) set back a portion of the façade within 20' of the intersection of 8th and Westlake Avenues more than 10' beyond the street property line and ii) also set back a portion of the façade withing 20' of the intersection of Lenora Street and Westlake Avenue more than 10' beyond the street property line.	This will permit a smaller secondary pocket park with a retail entry to be located along 8th Avenue and permit the form of the office tower to directly meet the street. It will also permit a smaller secondary pocket park and wider sidewalk to be located along Lenora and permit the form of the office tower to directly meet the street.	B-1 Respond to neighborhood context B-3 Reinforce positive urban form and arch attributes of the immediate area D-1 Provide Inviting and Useble open space D-3 Provide elements that define the place	See Diagram 2A & 2B
3	SMC 23.49.058.F Upper Level Setbacks	Under Upper Level Setbacks in DOC-2, along a designated green street, a continous upper level setback of 15 feet shall be provided on the street frontage abutting the green street at a height of 45 feet.	A departure is requested to permit an architectural element that is approx 18 inches thick to intrude into the upper level setback zone at an elevation 45 feet above sidewalk level. This element is 5 feet deep and will be set back 10 feet from the street property line. It will extend 5'-6" into the upper level setback zone above 45 feet at the corner of Blanchard and Seventh Avenue and taper down to zero feet for a running distance of 112 feet along Blanchard.	This architectural element will permit a major horizontal architectural feature of the façade to continue uninterrupted along the entire length of Blanchard Street.	B-2 Create a transition in bulk and scale B-4 Design an well proportioned and unified building C-2 Design a façade of many scales C-3 Provide active-not blank facades	See Diagram 3

Summary of Potential Development Standard Departures

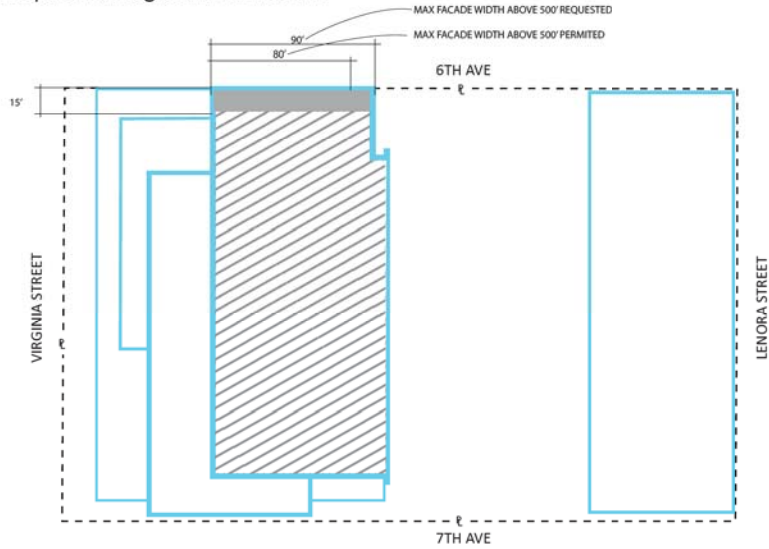
Item#	Development Standard	Requirement	Departure Amount Requested	Rationale	Downtown Design Guidelines Affected	Diagram
4	SMC 23.54.035.C.2 Loading Berth Requirements and Space Standards	The standard length of a loading berth shall be 10 feet x 35 feet.	On Block 14 at the main loading dock, two 10' x 35' deep loading berths and two 10' x 25' deep loading berths will be provided. A design departure is requested to permit five loading berths to be van sized spaces measuring 8'-6" x 19'-0". We further request that one additional van size stall measuring 8'-6" x 19'-0" and located on level P1 of the garage be provided to service the retail spaces on each block.	<p>A high percentage of the deliveries made to Amazon buildings are done by carriers such as Apex, UPS which smaller vans that do not require standard loading berths sized at 10' x 35'. This will enable to loading dock to be sized more efficiently to meet the true loading demands of the building user. A more compact loading dock will also permit more space for uses such as retail at the ground level.</p> <p>A study of dock capacity and loading requirements has been prepared by Heffron Transporatation dated June 1, 2012 to support the following:</p> <ul style="list-style-type: none">- 9 loading berths would adequate serve the peak office demand at each of the buildings.- 5 (or more) of those spaces could be reduced in size.- If the building were ever converted to a multi-tenant building, the loading dock is still adequate (and in fact would probably be oversized).	C-1 Promote pedestrian interaction. C-3 Provide active not blank facades	See Diagram 4A for layout of loading dock on Block 14. See Diagram 4B for proposed location of van parking stall for retail loading on P1 level of tl garage on Block 14.
			On Block 19 at the main loading dock, two 10' x 35' deep loading berths and two 10' x 25' deep loading berths will be provided. A design departure is requested to permit six loading berths to be van sized spaces measuring 8'-6" x 19'-0". We further request that one additional van size stall measuring 8'-6" x 19'-0" and located on level P1 of the garage be provided to service the retail spaces on each block.	<p>A high percentage of the deliveries made to Amazon buildings are done by carriers such as Apex, UPS which smaller vans that do not require standard loading berths sized at 10' x 35'. This will enable to loading dock to be sized more efficiently to meet the true loading demands of the building user. A more compact loading dock will also permit more space for uses such as retail at the ground level.</p> <p>A study of dock capacity and loading requirements has been prepared by Heffron Transporatation dated June 1, 2012 to support the following:</p> <ul style="list-style-type: none">- 9 loading berths would adequate serve the peak office demand at each of the buildings.- 5 (or more) of those spaces could be reduced in size.- If the building were ever converted to a multi-tenant building, the loading dock is still adequate (and in fact would probably be oversized).	C-1 Promote pedestrian interaction. C-3 Provide active not blank facades	See Diagram 4C for layout of loading dock on Block 19. See Diagrams 4D for proposed location of van parking stall for retail loading on P1 level of tl garage on Block 20.
			On Block 20 at the main loading dock, two 10' x 35' deep loading berths and three 10' x 25' deep loading berths will be provided. A design departure is requested to permit five loading berths to be van sized spaces measuring 8'-6" x 19'-0". We further request that one additional van size stall measuring 8'-6" x 19'-0" and located on level P1 of the garage be provided to service the retail spaces on each block.	<p>A high percentage of the deliveries made to Amazon buildings are done by carriers such as Apex, UPS which smaller vans that do not require standard loading berths sized at 10' x 35'. This will enable to loading dock to be sized more efficiently to meet the true loading demands of the building user. A more compact loading dock will also permit more space for uses such as retail at the ground level.</p> <p>A study of dock capacity and loading requirements has been prepared by Heffron Transporatation dated June 1, 2012 to support the following:</p> <ul style="list-style-type: none">- 9 loading berths would adequate serve the peak office demand at each of the buildings.- 5 (or more) of those spaces could be reduced in size.- If the building were ever converted to a multi-tenant building, the loading dock is still adequate (and in fact would probably be oversized).	C-1 Promote pedestrian interaction. C-3 Provide active not blank facades	See Diagram 4E for layout of loading dock on Block 20. See Diagrams 4F for proposed location of van parking stall for retail loading on P1 level of tl garage on Block 20.

Summary of Potential Development Standard Departures

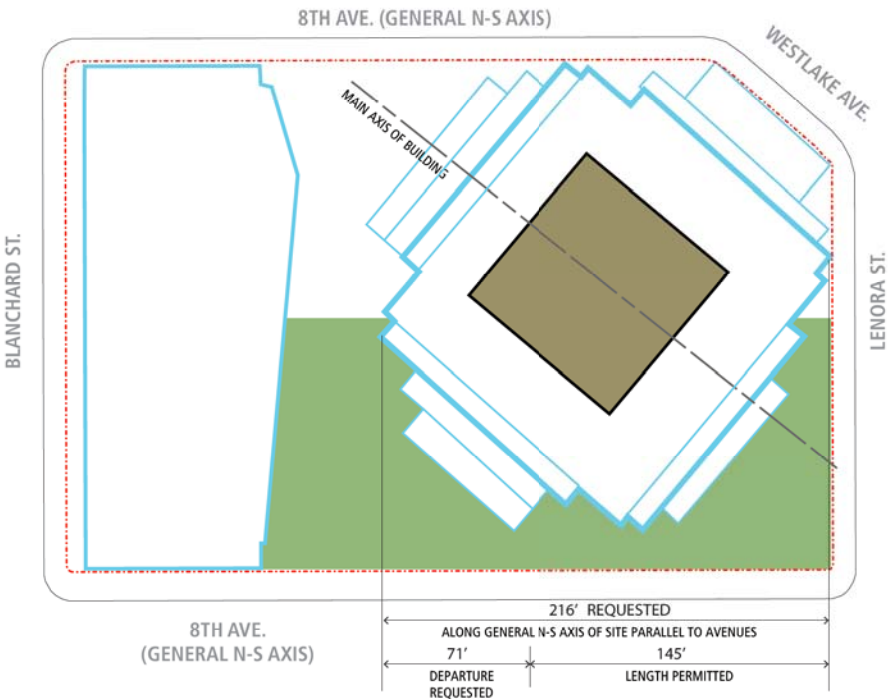
Departure Diagram #1A: Block 14



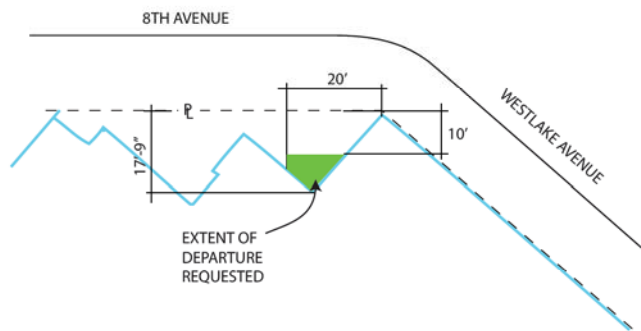
Departure Diagram #1B: Block 19



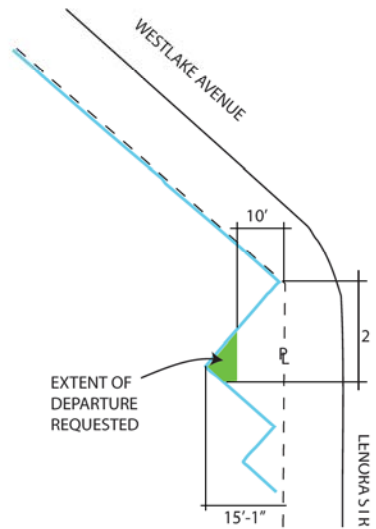
Departure Diagram #1C: Block 20



Departure Diagram #2A: Block 20

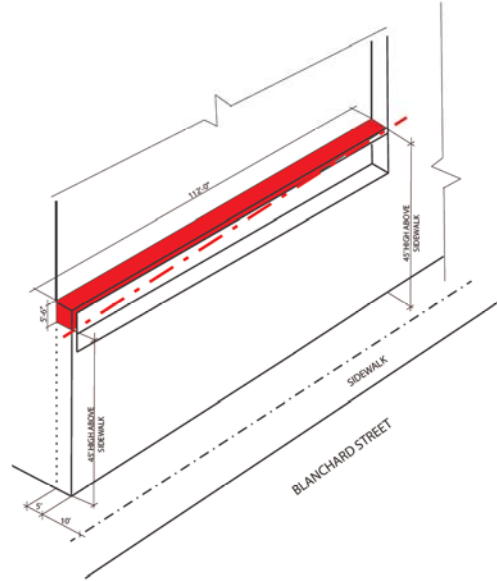


Departure Diagram #2B: Block 20

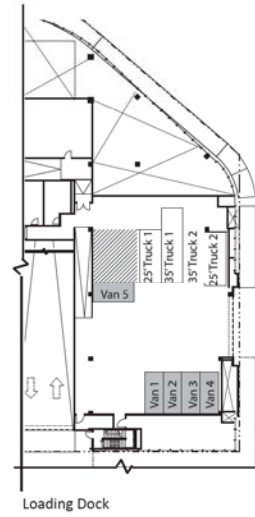


Summary of Potential Development Standard Departures

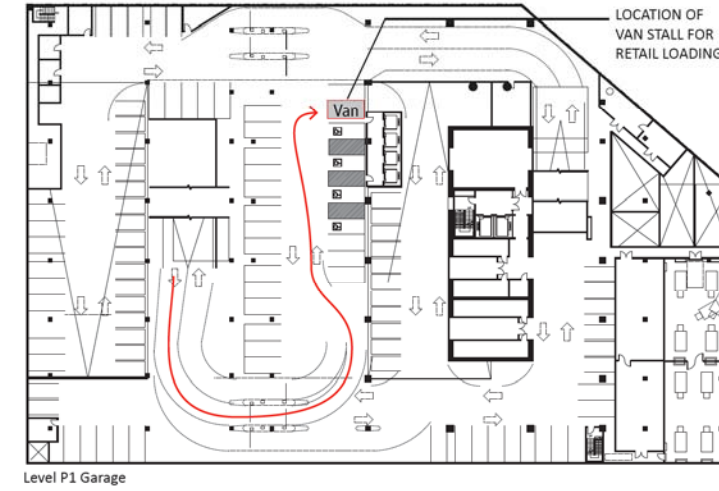
Departure Diagram #3: Block 19



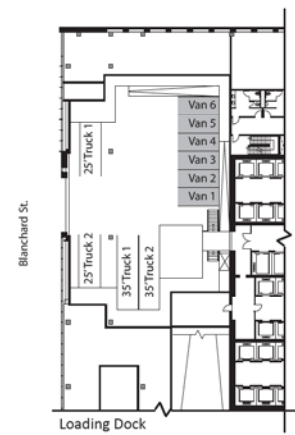
Departure Diagram #4A: Block 14



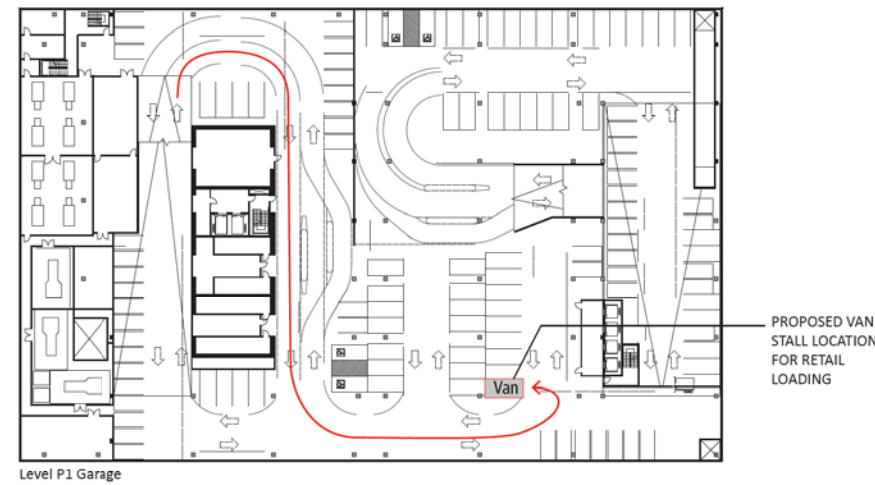
Departure Diagram #4B: Block 14



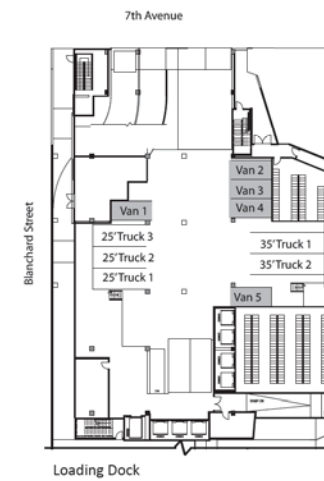
Departure Diagram #4C: Block 19



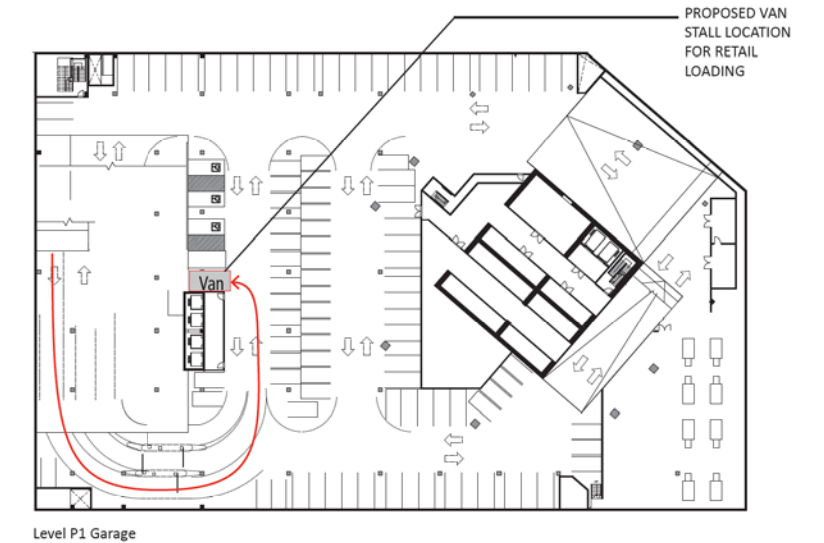
Departure Diagram #4D: Block 19



Departure Diagram #4E: Block 20



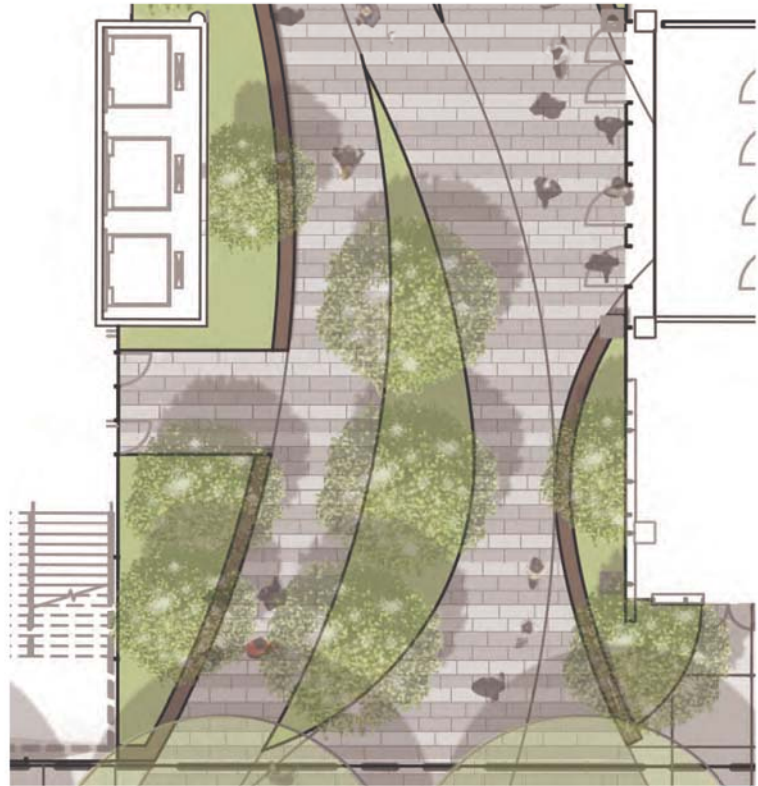
Departure Diagram #4F: Block 20



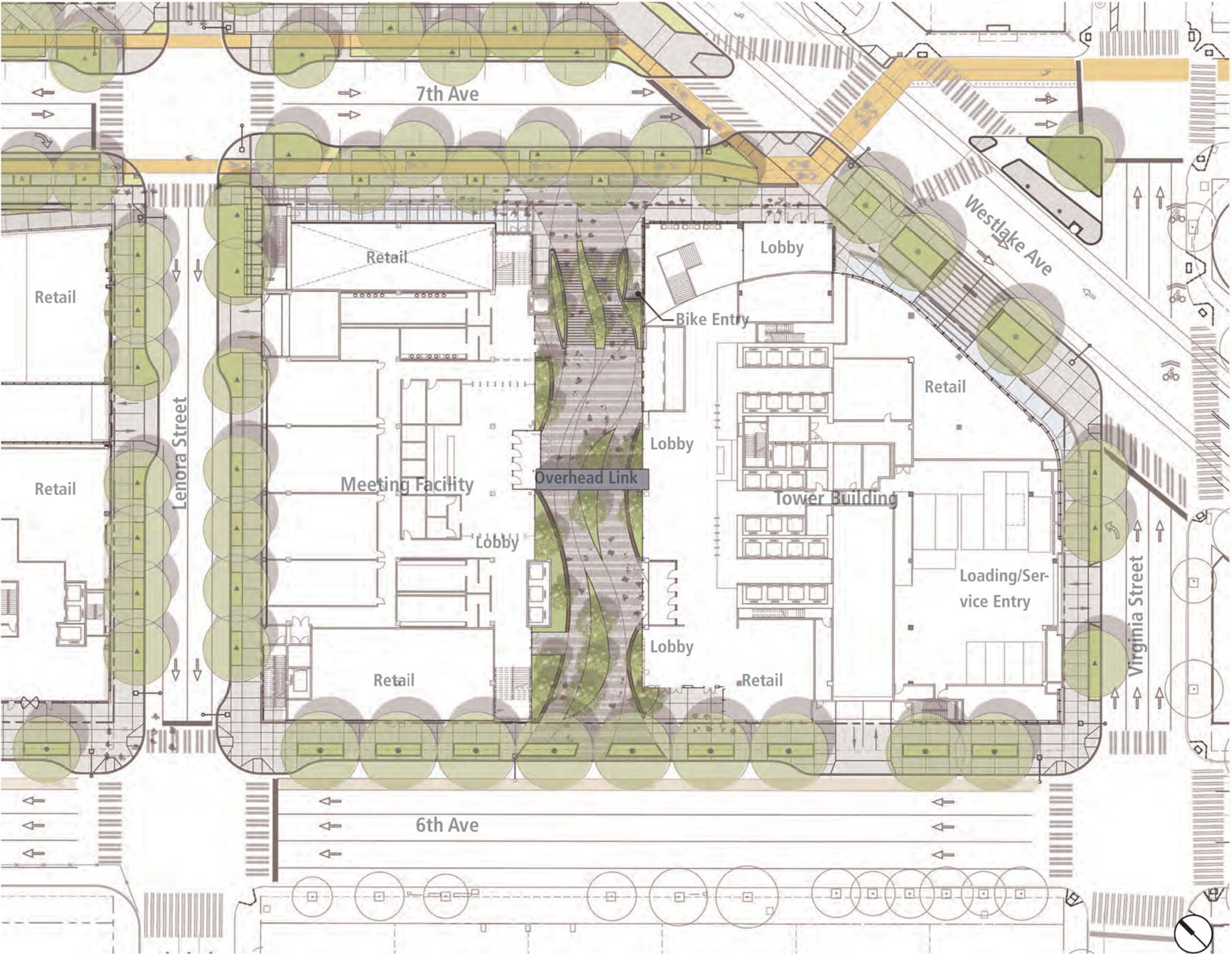
Landscape: Block 14
Concept Design Plan Overview



Cascading Plants, Step Seating



Cor-ten Planter Edge, Curved Seat Wall, Pebble Mulch, Linear Pattern Unit Pavers, Metal Inlay Banding, Curved Trench Drain

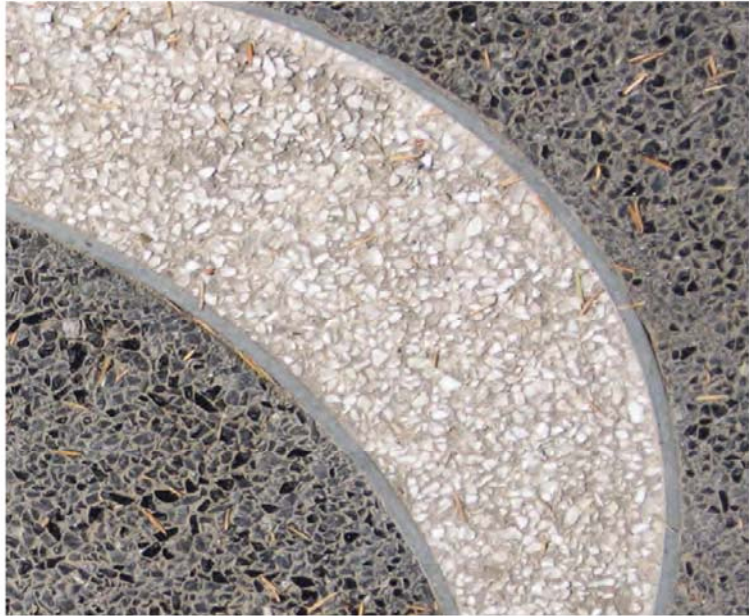


9

Landscape: Block 14 Materials



Linear Patterned Unit Pavers



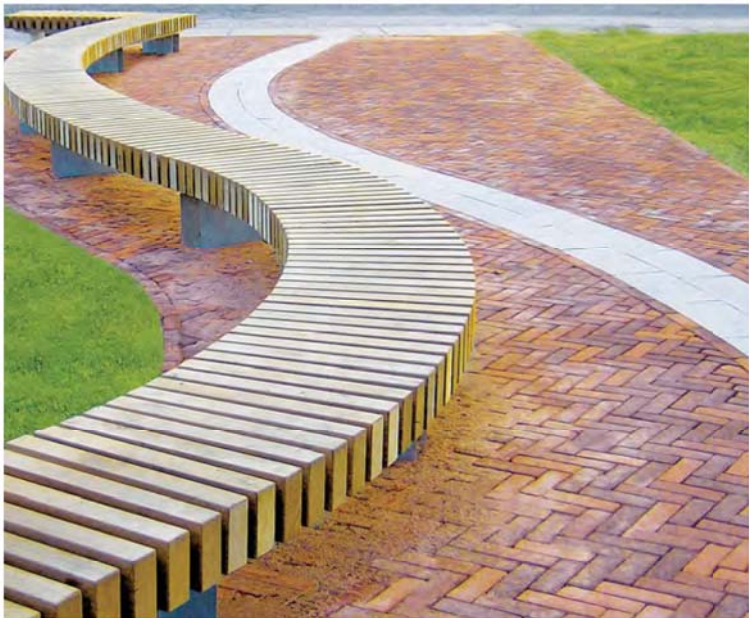
Metal Inlay Banding



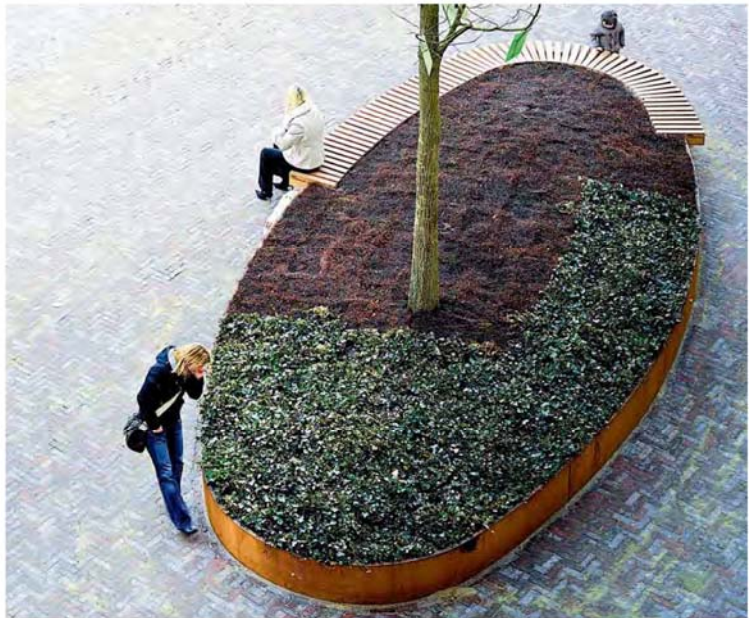
Curved Trench Drain



Step Seating



Curved Wooden Bench



Cor-ten Planter Edge and Wooden Seat Wall



Cascading Plants

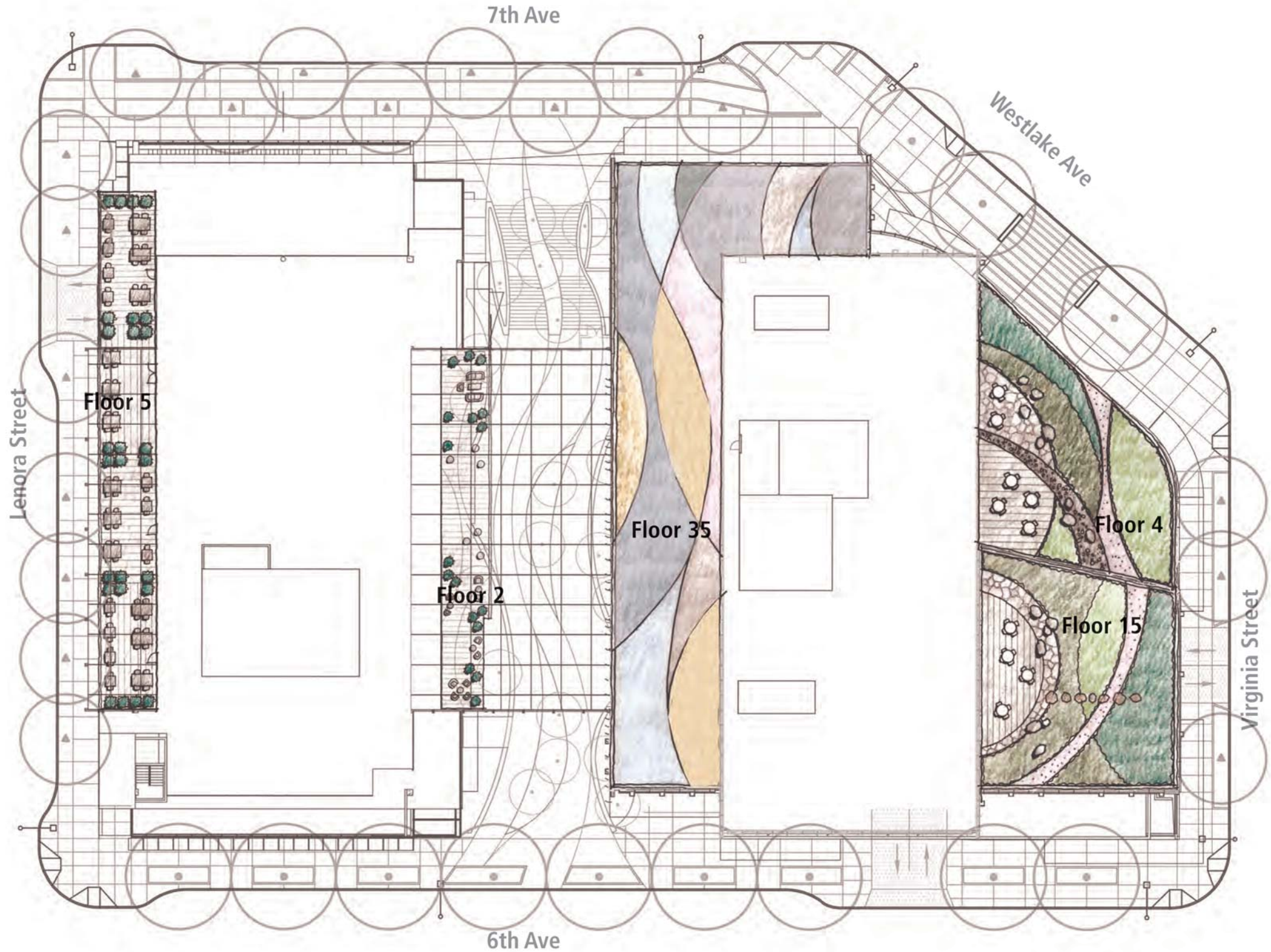
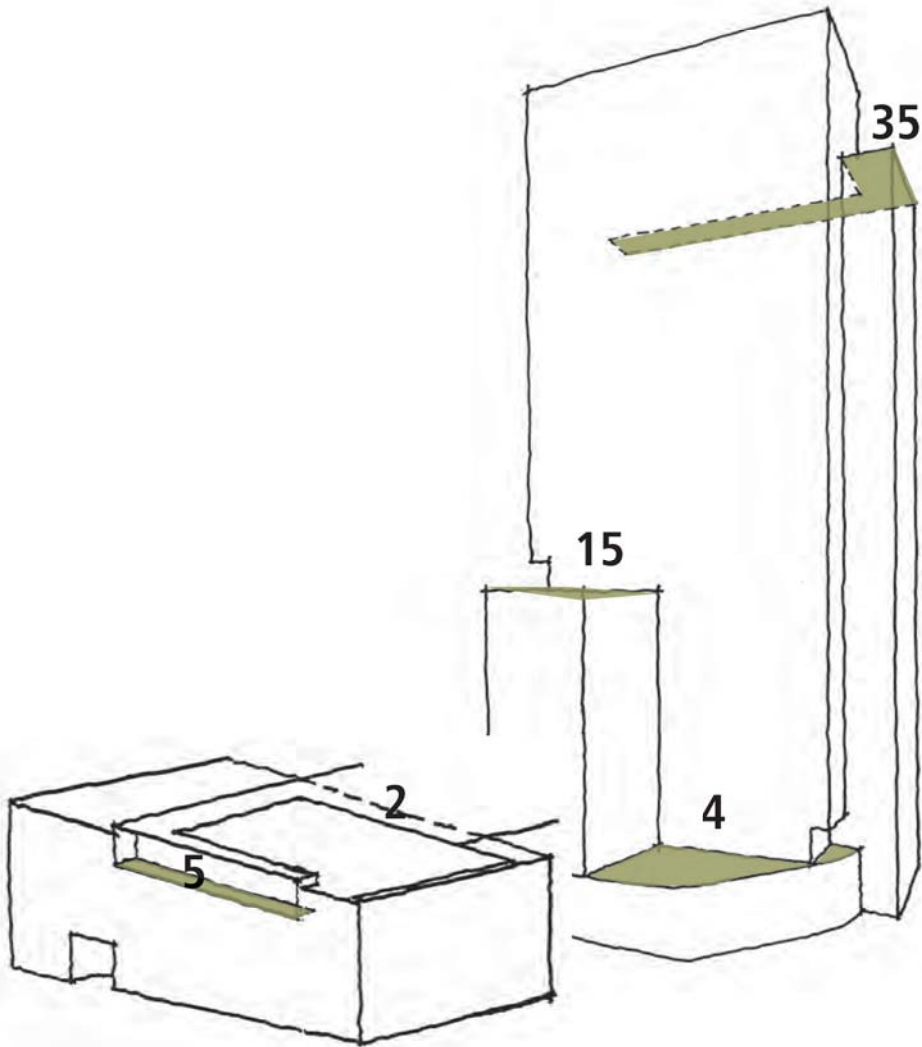


Pebble Mulch

Landscape: Block 14
Roofdeck

Overview

- Office Tower:
- Floors 4 and 15 have paver decks with tables and chairs, as well as planting, flagstone, pebbles, boulders, and crushed rock or glass mulch for pattern composition.
 - Floor 35 is to be a designed ballast roof.
- Conference Center:
- Floor 2 has a terrace off of the prefunction area
 - Floor 6 includes a dining terrace with potted plants



Landscape: Block 14
Planting



Trochodendron aralioides



Stewartia monadelphica



Stewartia monadelphica // bark



Arisaema consanguineum



Astelia chathamica



Trochodendron aralioides // foliage



Oxalis oregana // foliage & flower

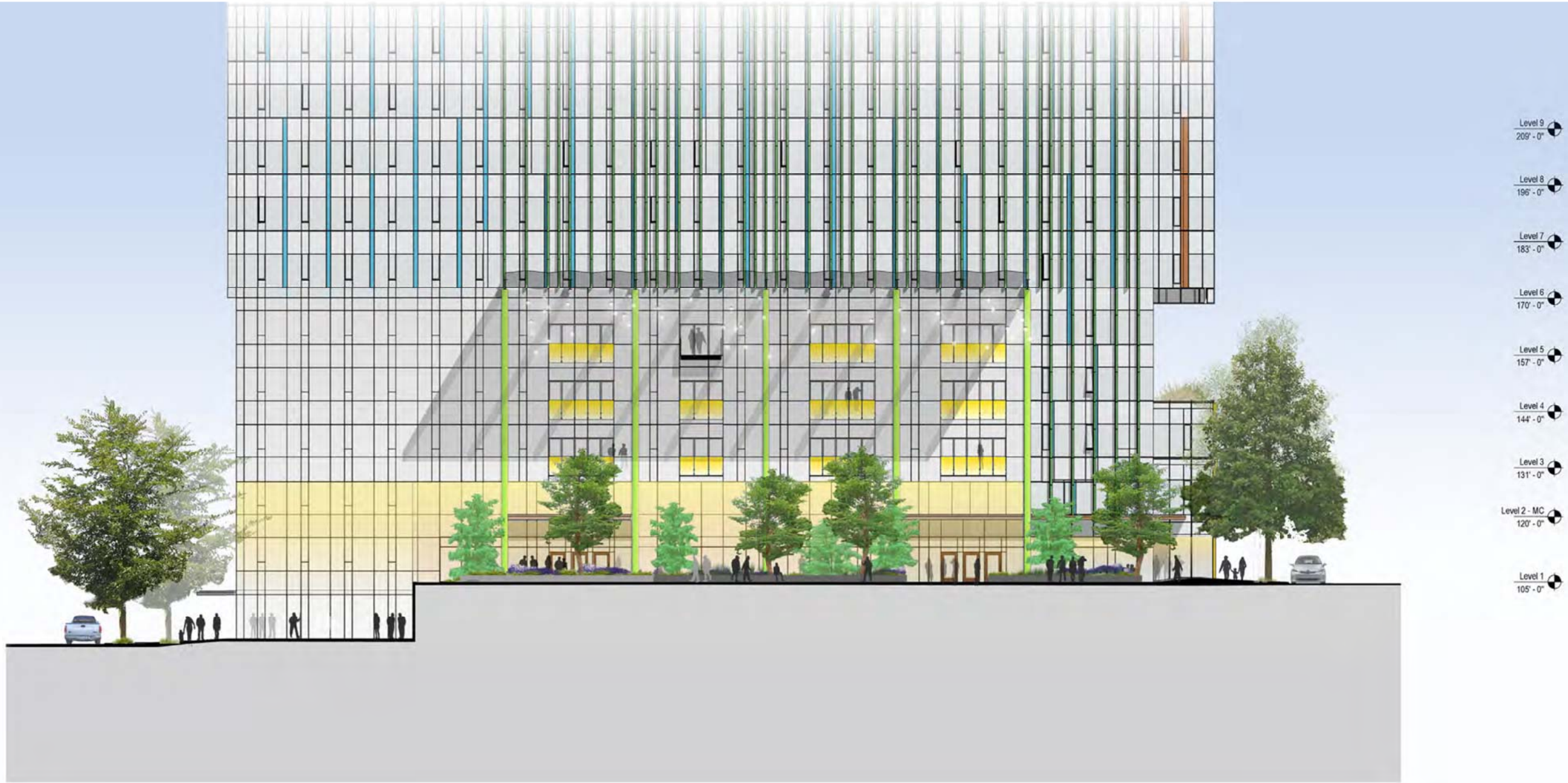


Polystichum setiferum divisilobum 'Plumoso Multilobum'



Mahonia nervosa

Landscape: Block 14
Mid-Block Elevation



① WEST ELEVATION - TOWER
1/16" = 1'-0"

Landscape: Block 14
Mid-Block Elevation

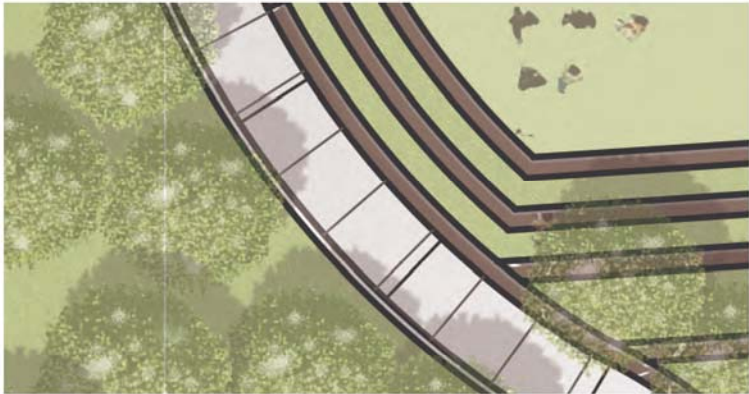


② EAST ELEVATION - MEETING SPACE - COLOR
1/16" = 1'-0"

Landscape: Block 19
Concept Design Plan Overview



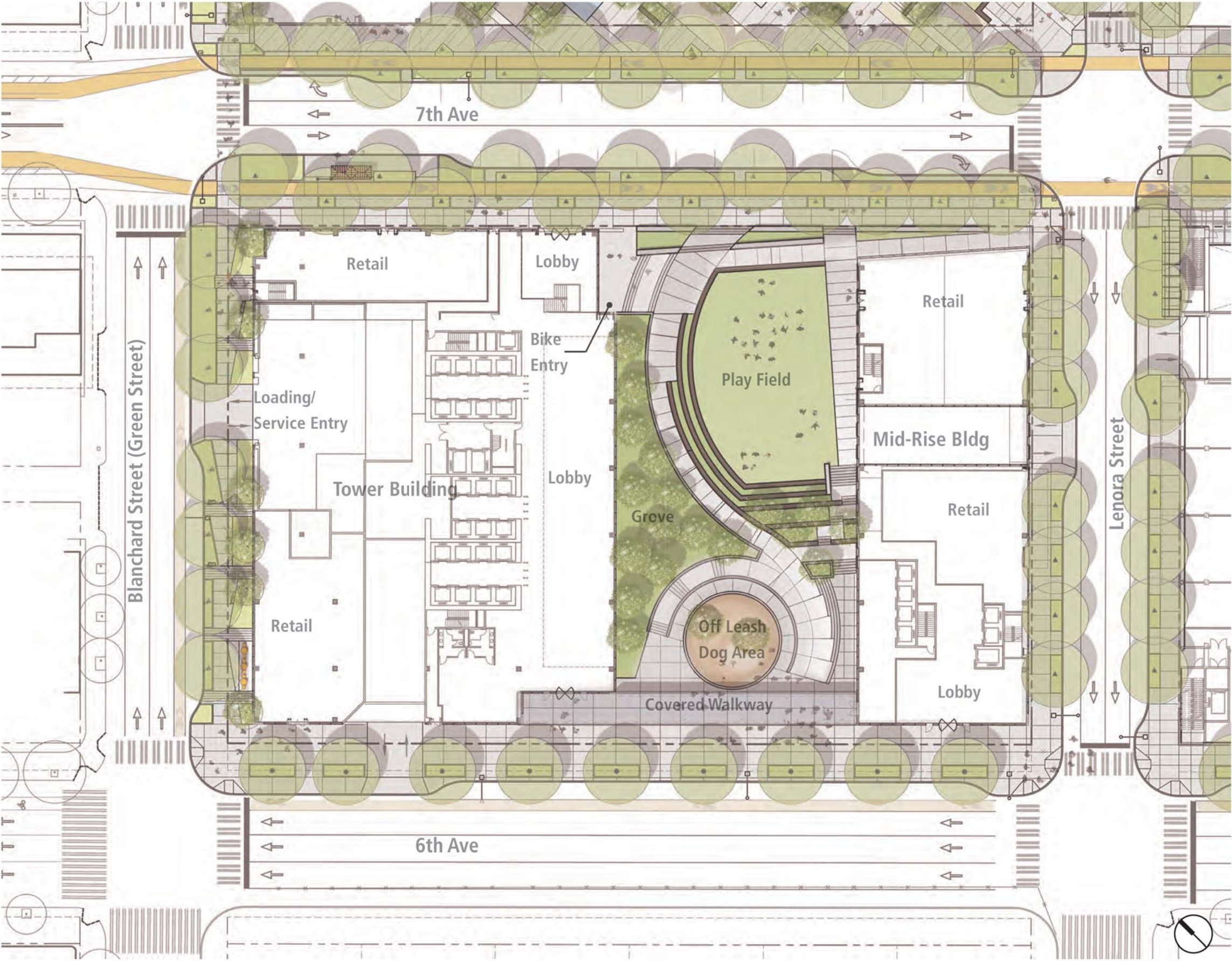
Synthetic Turf, Outdoor Seating



Terraced Seat Wall and Seating, Colored Concrete Paving



Off-Leash Dog Park, Fencing



Landscape: Block 19
Materials



Off-Leash Dog Park



Off-Leash Fence



Terraced Seat Wall with Wood Top



Terraced Seating



Tree Grove



Outdoor Seating



Synthetic Turf



Colored Concrete Paving

Landscape: Block 19
Planting



Nothofagus antarctica



Nothofagus antarctica // fall color



Nothofagus antarctica // bark



Cyclamen coum



Epimedium 'Lilafee'



Sesleria autumnalis



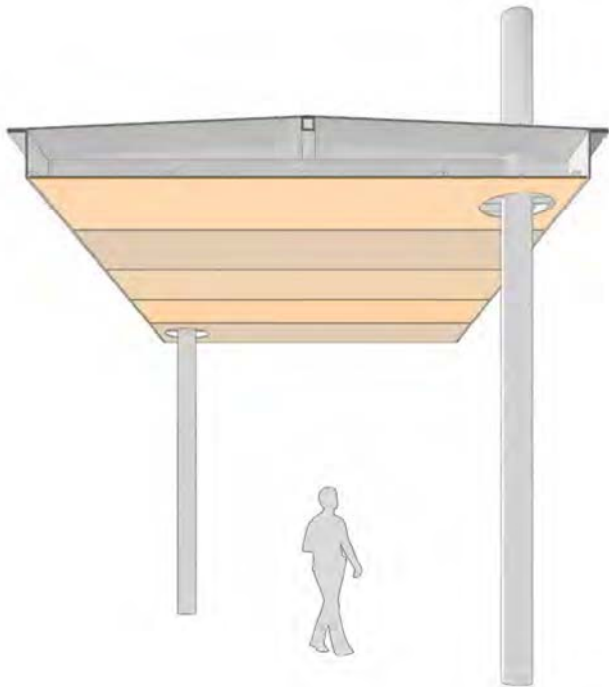
Selinum wallichianum



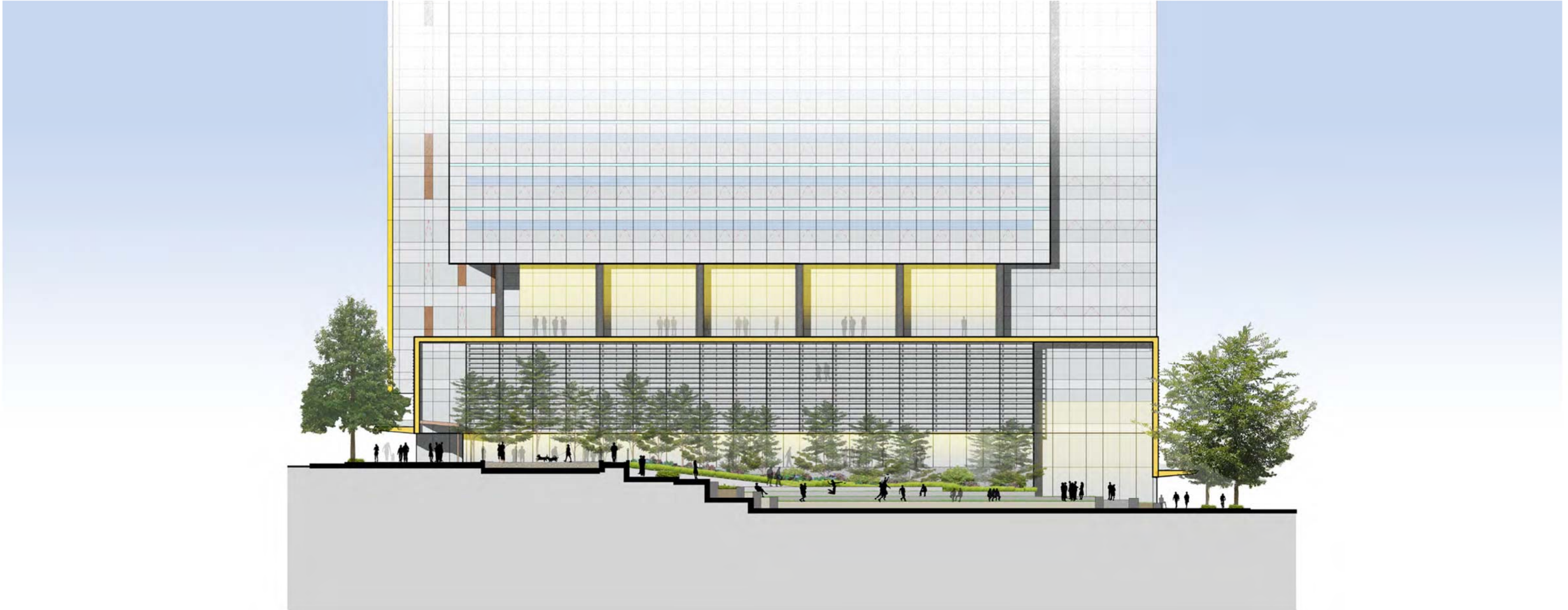
Astrantia maxima



Mahonia media 'Charity'



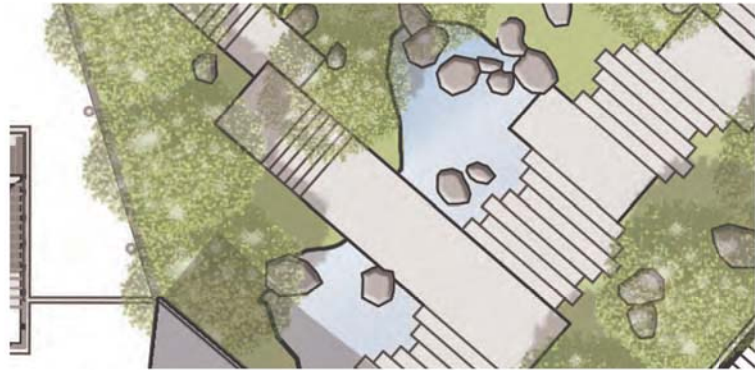
Landscape: Block 19
Mid-Block Section



① EAST ELEVATION - TOWER - COLOR
1/16" = 1'-0"



Landscape: Block 20
Concept Design Plan Overview



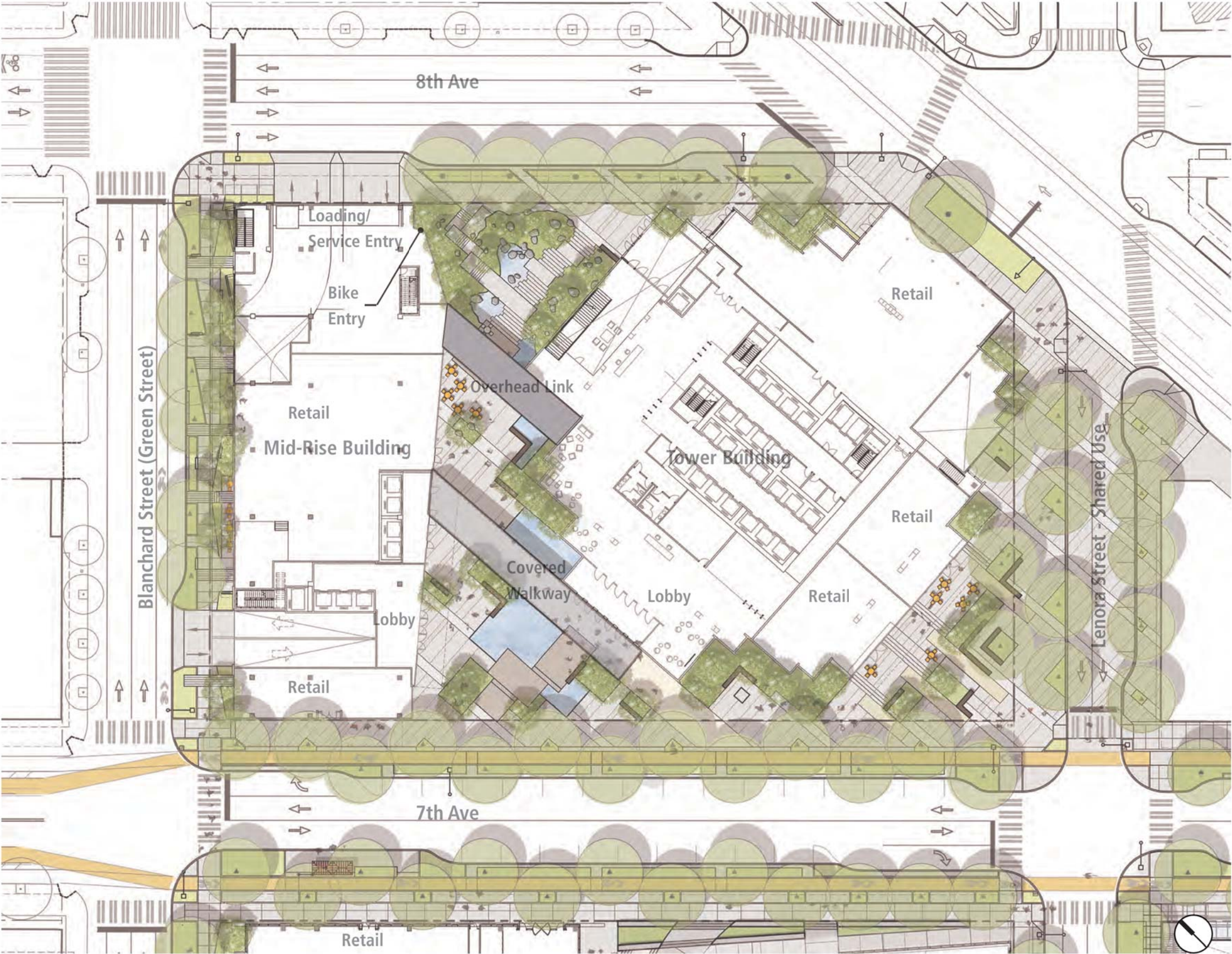
Cascading Water Feature, Boulders, Slab Steps



Concrete Paving Bands, Water Feature



Garden Seat Walls, Platform Seating, Garden Courtyard



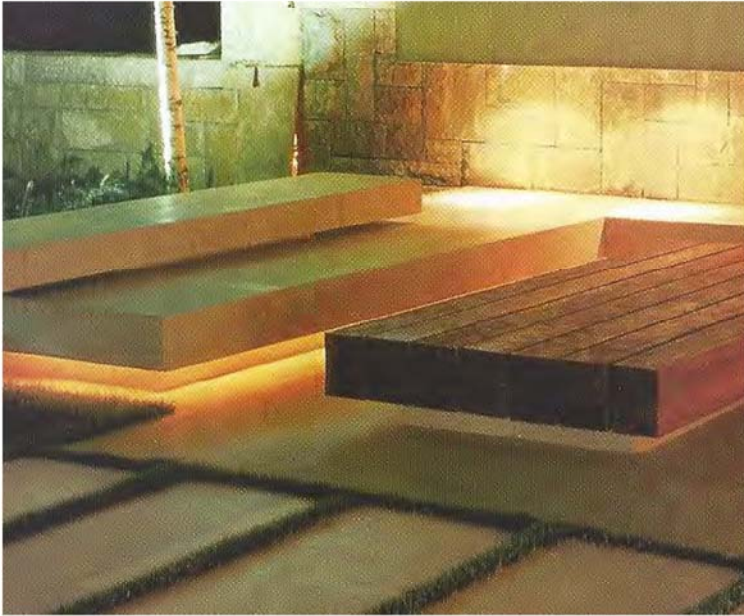
Landscape: Block 20
Materials



Cascading Water Feature



Water Feature



Platform Seating



Platform Steps



Garden Seat Walls with Wood Top



Concrete Paving Bands



Garden Courtyard

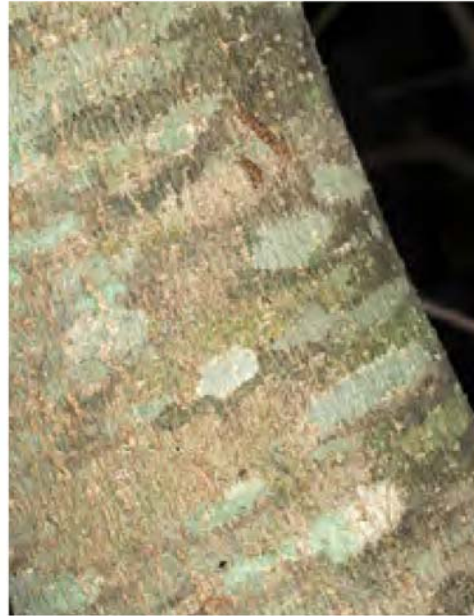


Boulders Set in Landscape

Landscape: Block 20
Planting



Magnolia denudata



Magnolia denudata // bark



Cercis chinensis 'Avondale'



Geranium macrorrhizum 'Ingwersen's Variety'



Lilium regale



Magnolia denudata // flowers



Campanula 'Birch's Hybrid'



Festuca mairei



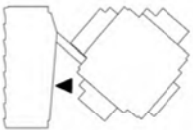
Disanthus cercidifolius

Landscape: Block 20
Mid-Block Section Looking East



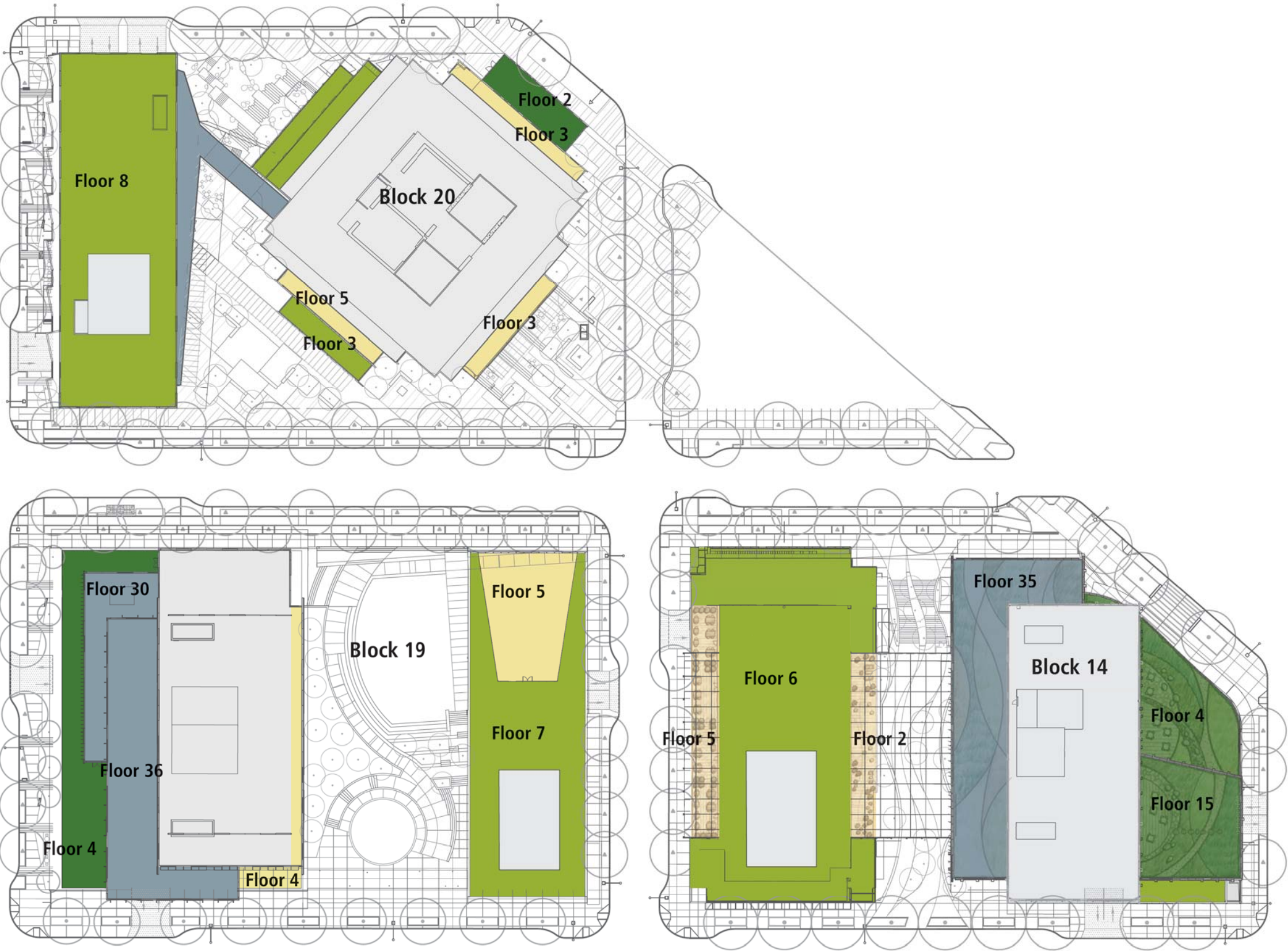
② EAST OFFICE BUILDING ELEVATION
1/16" = 1'-0"

KEYPLAN



Roofscape
3 Block Roofdeck Plan Diagram

Overview
The roofdecks are designed to create visually interesting spaces with integrated access on select rooftop decks.



10

Roofscape Materials & Planting



Pavers and Seating



Deck with Seating



Pebble, Gravel, and Flagstone



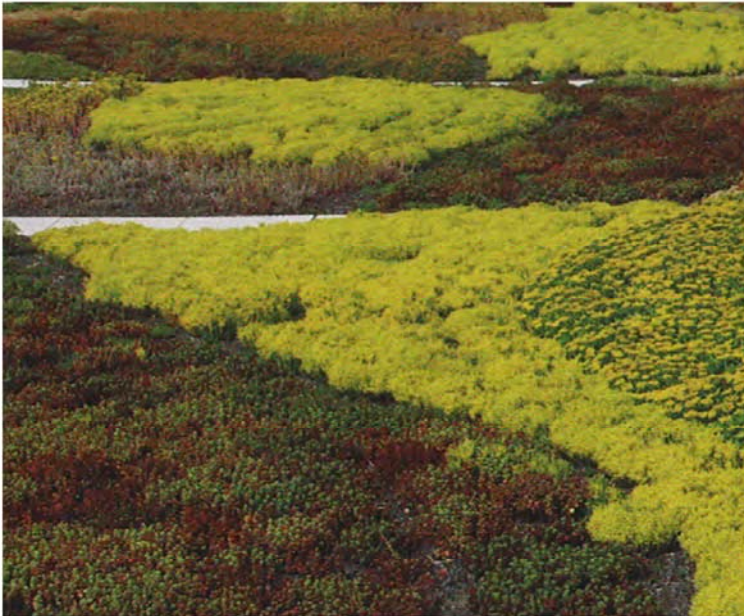
Glass Mulch



Boulders



Varying Height Planting



Low Planting



Potted Plants

Art Opportunities

Amazon envisions art as key to creating a sense of place. With the guidance of an experienced art advisor, Margery Aronson, the team is developing an overall plan for art in the Denny Triangle project. A minimum of two signature artworks, visible from a distance and located on Blocks 14 and 20, will draw people into the neighborhood. To invite a closer exploration of the new streetscapes and open spaces, the project will incorporate unexpected and found art in the form of permanent artwork and installations, artist-made building parts, temporary exhibitions in collaboration with local artists and selected work by art students and Amazon employees. The art program will be reinforced by an interpretive signage program highlighting local history and environment, as well as the art itself.

Prior to issuance of the building permit for each block, a final artwork plan will be reviewed with the Office of Arts and Cultural Affairs and its Public Arts Advisory Committee.

1 Signature Artwork

- Commissioned artworks
- Purchased artworks

2 Integrated Artwork

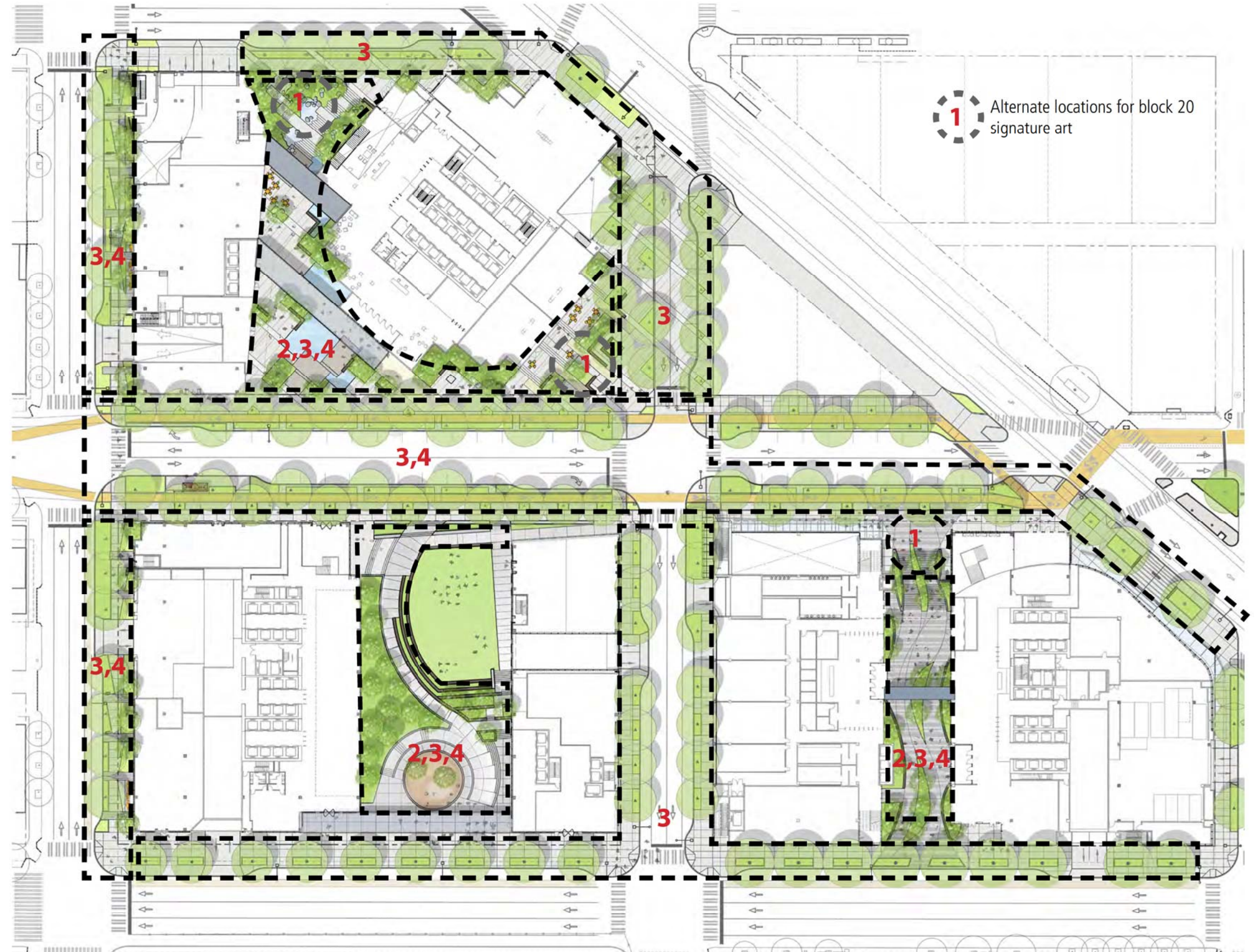
- Permanent art installations
- 'Easter Eggs' (unexpected or found art)
- Collaborations with art educators (student projects)
- Amazon.com art (employee art projects)

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
- Horticultural references



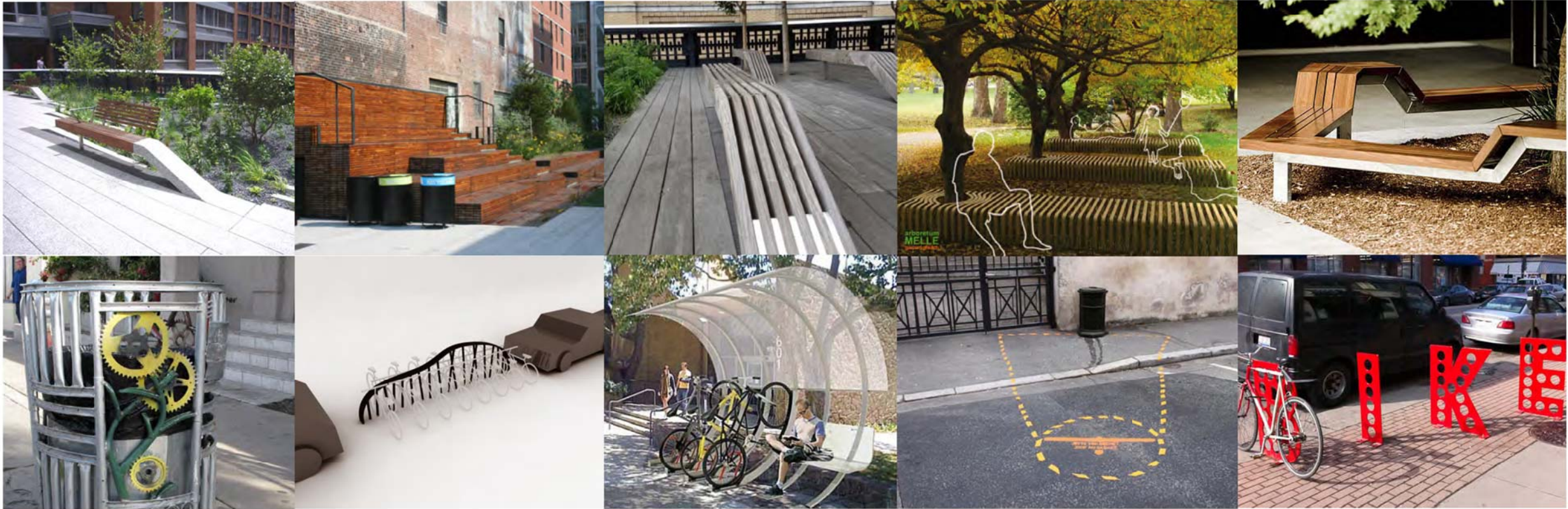
Tree Grates



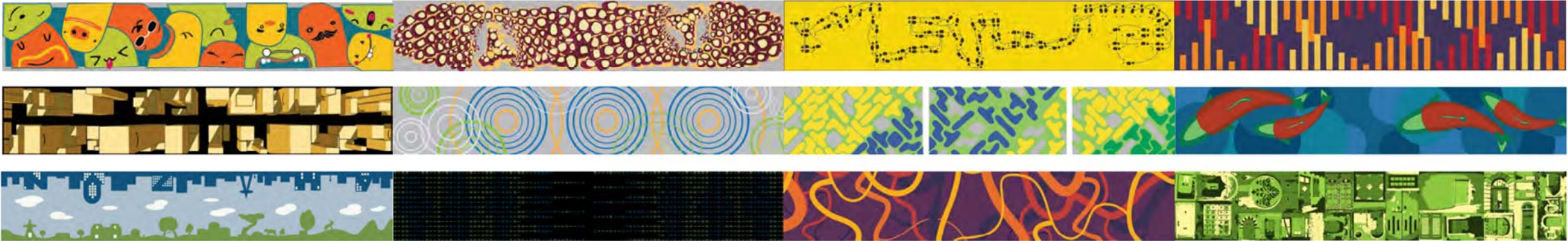
Fences and Screens



Street Furniture



Student Designs



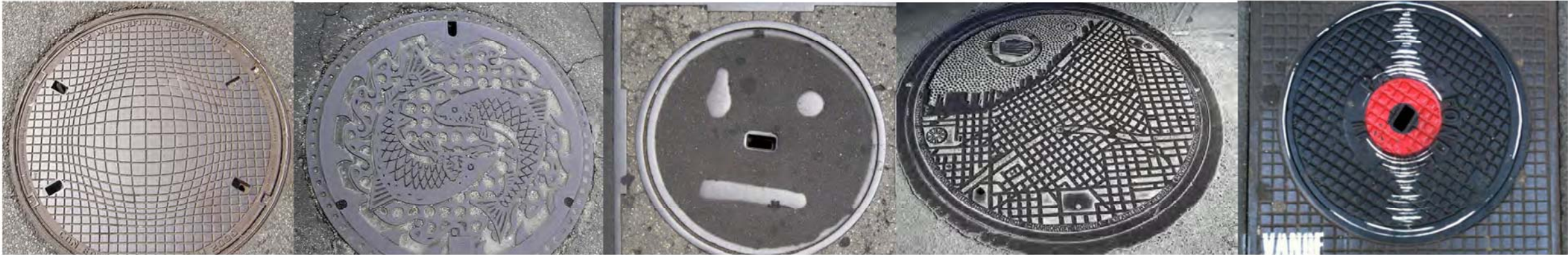
Paving



Lighting

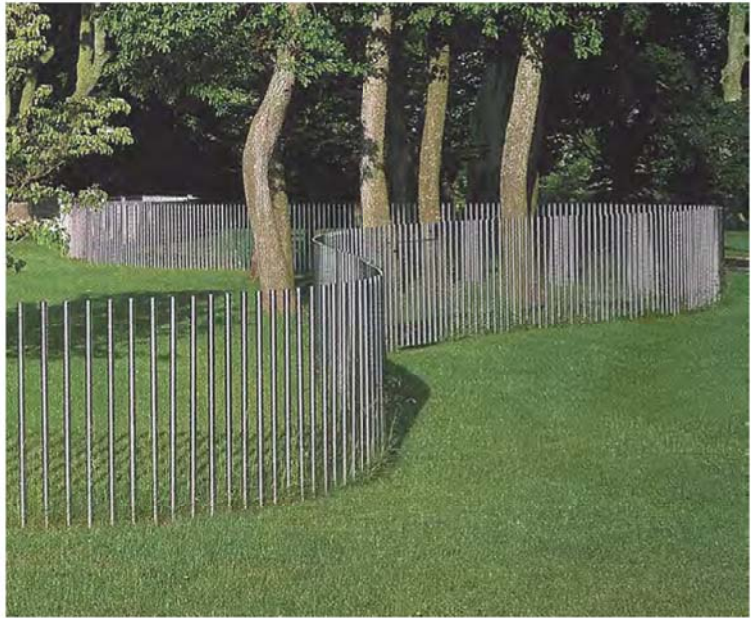


Manhole Covers





Linear Patterned Unit Pavers



Fences



Planting Patterns



Garden Furniture & Seat Walls



Platform Seating

Lighting Illustrated Plan

Exterior lighting will play a large role in the nighttime activity and appearance of the three projects. The primary lighting concept for each block creates a unique experience for each block while providing unity across the three projects. The exterior lighting fixtures will be incorporated into architectural and landscape elements to activate the sites and invite exploration of the new streetscapes and open spaces, and will provide function light levels to meet safety and security needs. Energy efficient fixtures will be used to minimize energy use, and fixtures will be selected, located, and controlled to minimize brightness and glare - both on the sites and to the surrounding buildings and neighbors.

Block 14 - Gallery

- A Illuminated benches and site walls to highlight paths and stairs
- B "Twinkle lights" highlight gallery space
- C Supplemental downlights for functional lighting

Block 19 - Park

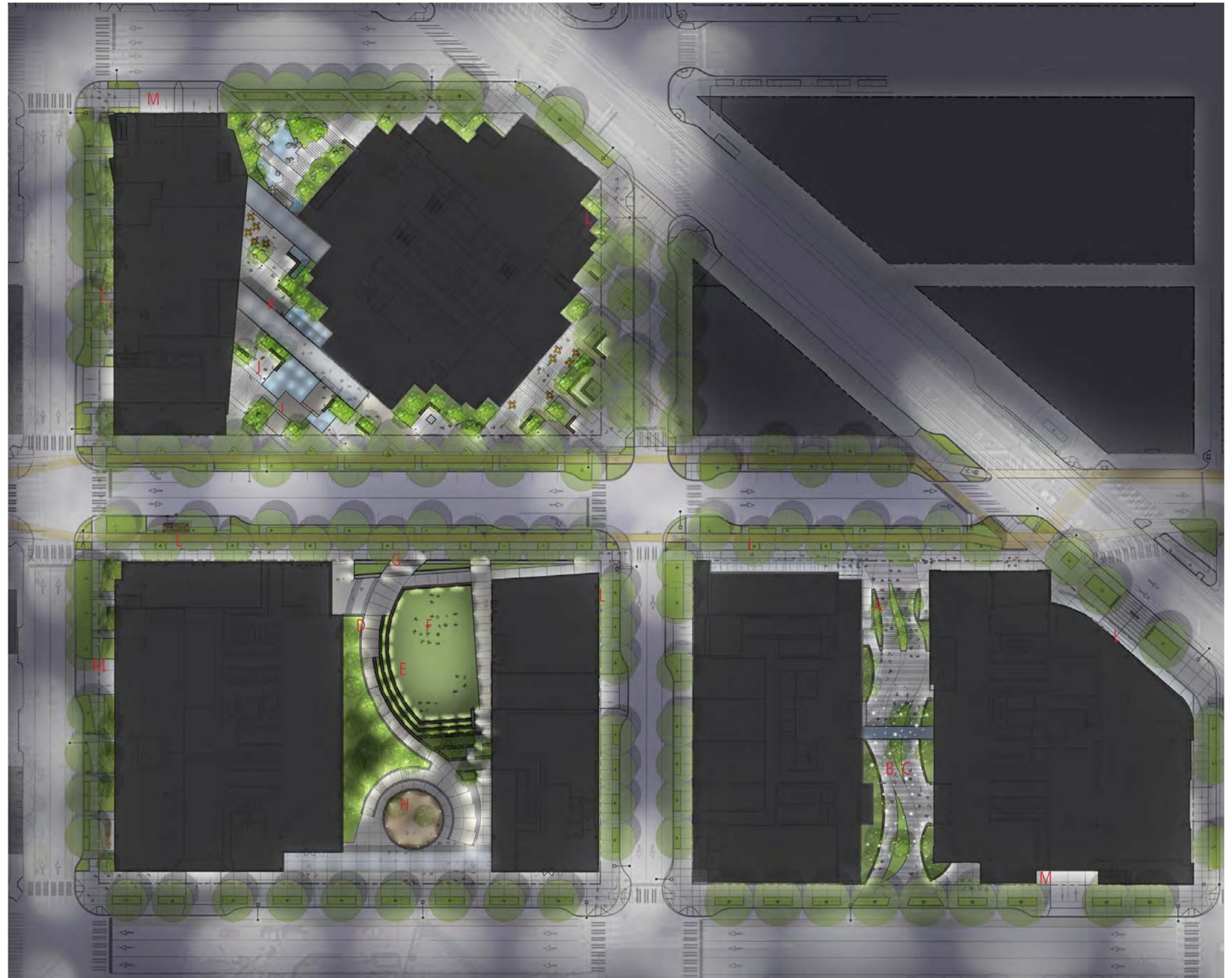
- D Pedestrian-scale pole fixtures to highlight curved path
- E Low-level steplights outline and reveal the playfield
- F Illuminated playfield to allow for nighttime activities (fixtures to be low-glare and switched off by a time clock)
- G Low-level steplights highlight stairs for safety
- H Bollards integrated into the fence illuminate the off-leash dog area

Block 20 - Garden

- I Illuminated groups of trees
- J Low-level landscape fixtures illuminate paths and stairs
- K Illuminated benches and site walls highlight path

Throughout

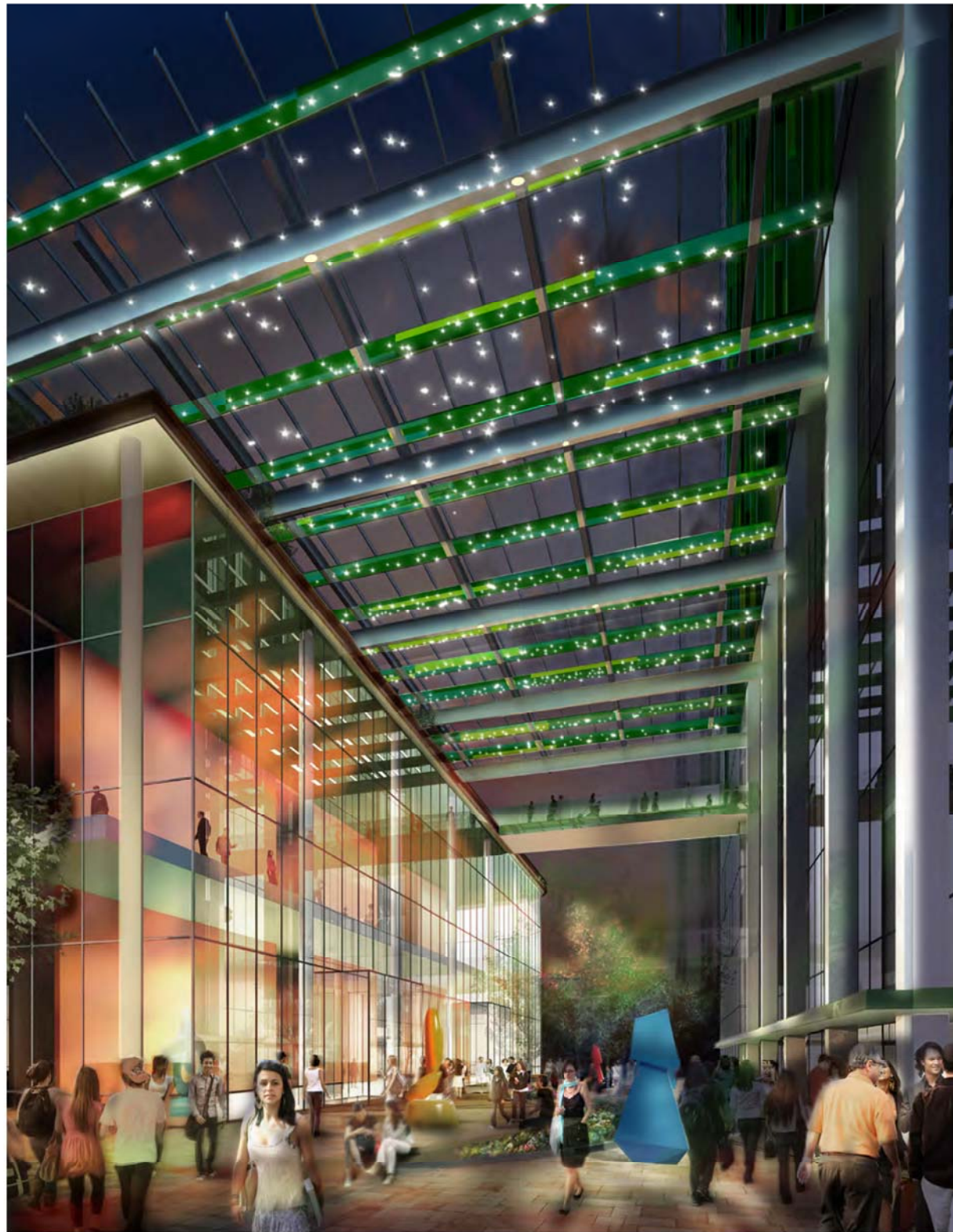
- L Canopy lighting at building perimeter
- M Brithly illuminated garage entries



12

Lighting

Block 14 Exterior Lighting Concept - Gallery



13

Maintenance & Security

Maintenance

The owner will maintain their property to Class A Office standards as well as the landscaping and street furniture/amenities in the adjacent right-of-way that will be constructed as part of the project.

Security Design Concepts for Public Spaces

The plans for the public spaces have been based on the basic principles of Crime Prevention Through Environmental Design (CPTED), which is an approach to crime prevention that takes into account the relationship between the physical environment and the users of that environment with the ultimate goal of making the public's use of our spaces a safe and enjoyable occasion.

A few examples of where we have leveraged CPTED include:

- Sizing and locating landscape materials to increase the visitor's ability to see and be seen
- Well-lit paths and walkways that permit identifying a person from a distance
- Locating garage elevator lobbies so that they empty into public open spaces rather than the office towers
- Site lighting that limits areas cast in shadow,
- Windows that permit a high degree of visibility into and from the building lobbies
- Designing paths between buildings to increase foot traffic in exterior public areas.

Security cameras will monitor the public areas and security professionals will be stationed at all times in the lobbies of the buildings as well as patrolling the outdoor areas. These same areas will also be equipped with highly visible emergency phone stations that connect directly to 911. If an emergency situation should occur outdoors during the evening hours, the security operations center will have the ability to increase the exterior lighting to assist the Seattle Police and Fire Departments.

Design Continuity & Diversity

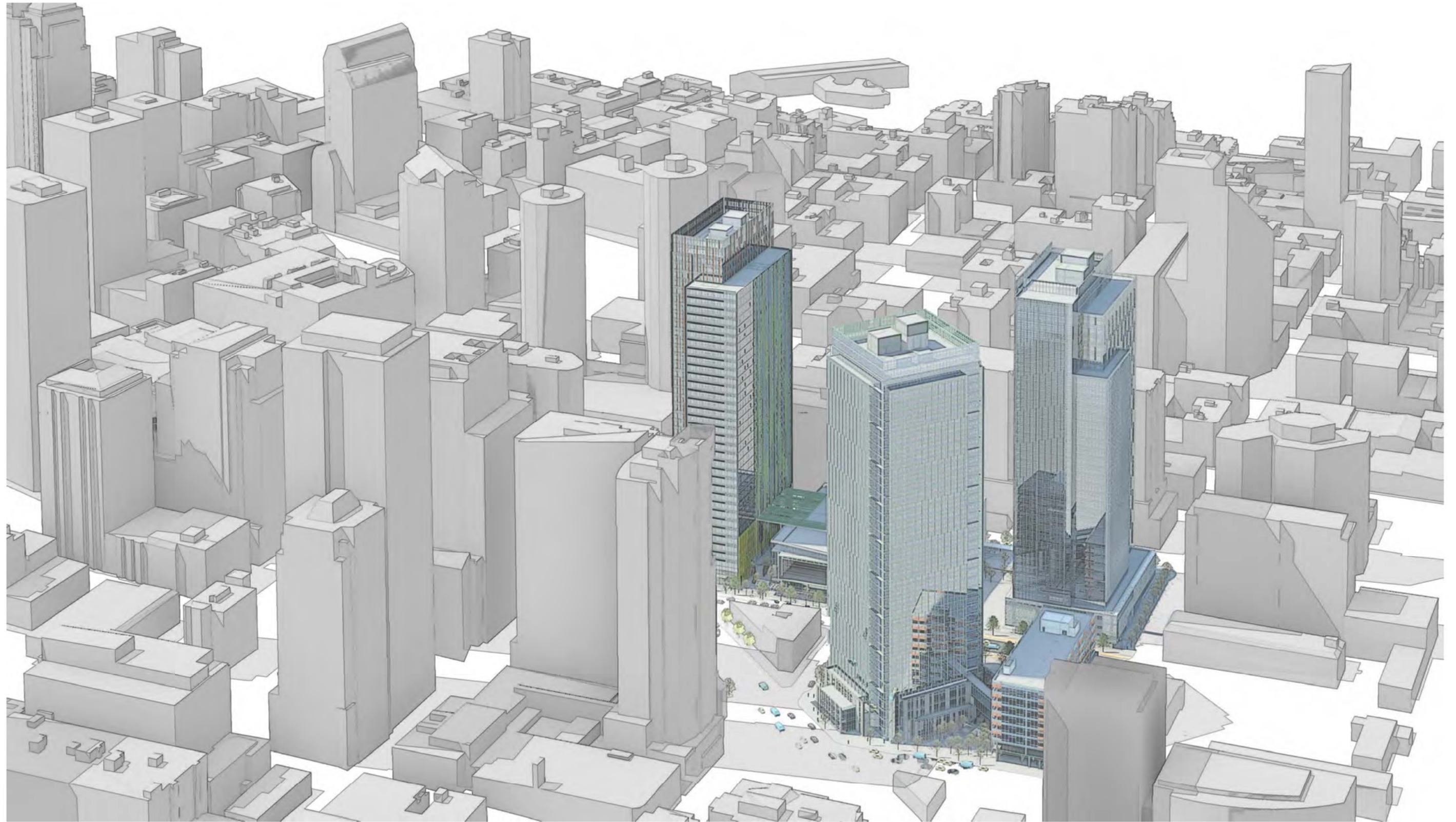
The project strives to attain an appropriate balance between design continuity and visual variety. Design continuity realizes the urban design opportunity inherent in a multi-block urban project, while visual variety recognizes the fact that the project is part of a vibrant mixed-use neighborhood.

ELEMENTS OF CONTINUITY

- Two buildings on each block of which one is a 38 story office tower
- Asymmetrical massing of towers
- Stepped form
- Unitized curtainwall
- Curtainwall extended to screen rooftop equipment
- Five foot planning module expressed in vertical mullion spacing
- Operable windows
- Integrated palette of glass colors and types across all buildings
- Generous entry vestibules rather than revolving doors
- Banked single (rather than double) entry doors
- Main entries off of numbered avenues (6th, 7th & 8th)
- Consistent street treatments block-to-block as development occurs (i.e. double tree alley and cycle track on 7th Avenue)
- Through-block pedestrian connections

ELEMENTS OF DIVERSITY

- No two buildings are identical
- Retail storefronts
- Expression of functional or programmatic differences between buildings and between individual floors (i.e. meeting center, cafeteria, center of energy, conference floors, etc.)
- Size and height of lower buildings
- Façade patterning of lower buildings
- Material character of lower buildings and tower podiums
- Material and/or color of tower spandrel panels
- Color of curtainwall and window framing systems
- Overhead weather protection material and color
- Open space programming and design



Aerial View Looking
South and West

Elements of Continuity



Two Buildings on Each Block Including a 38 Story Tower



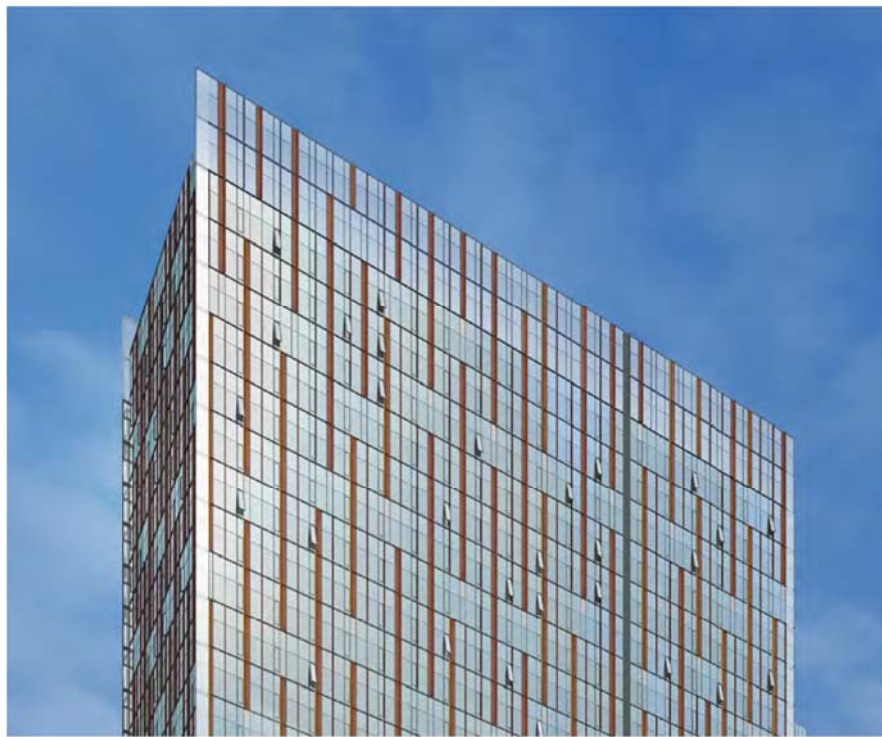
Asymmetrical Massing of Towers



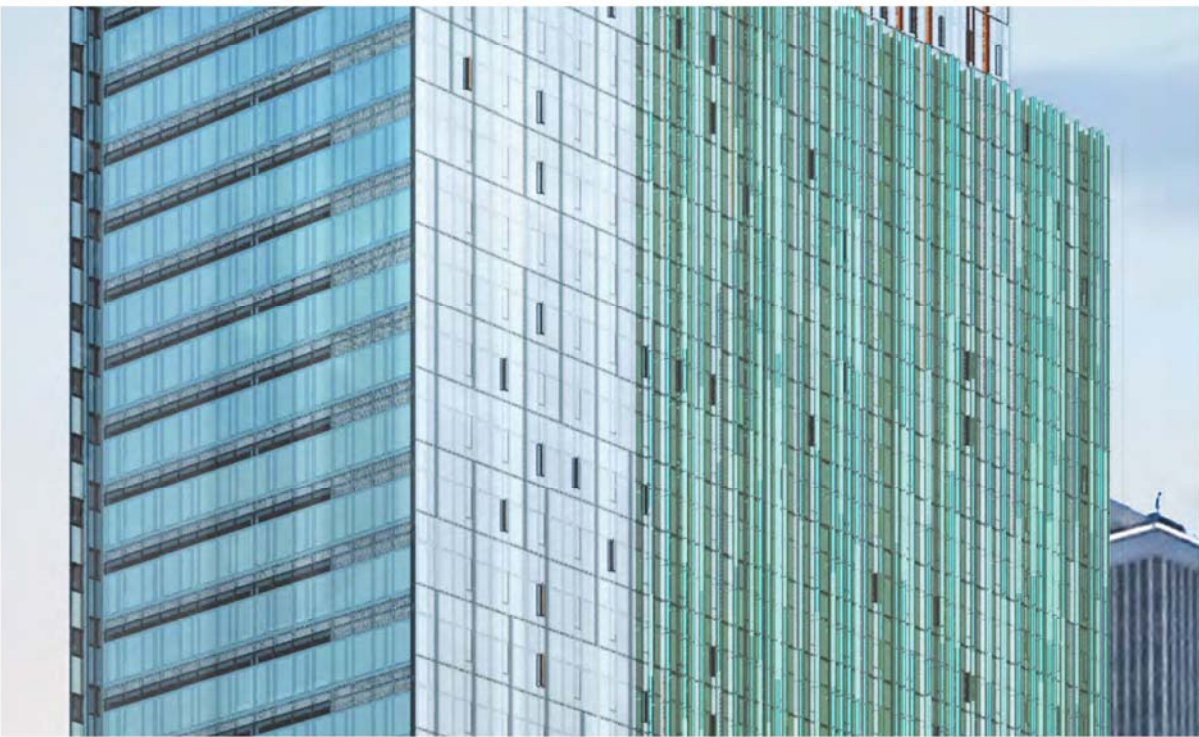
Stepped Form



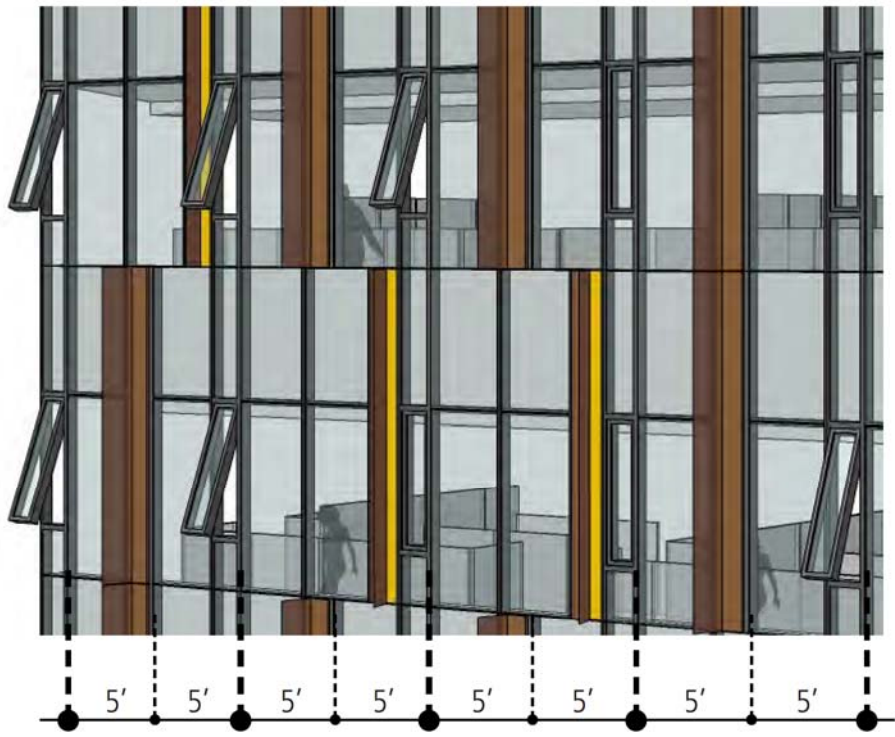
Unitized Curtainwall



Curtainwall Extended to Screen Rooftop Equipment



Operable Windows

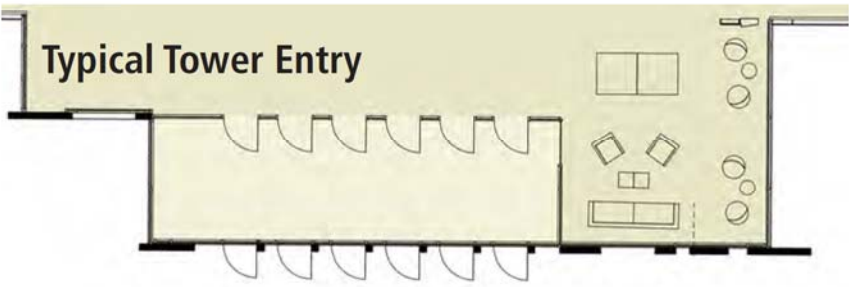


Five Foot Planning Module Expressed in Vertical Spacing

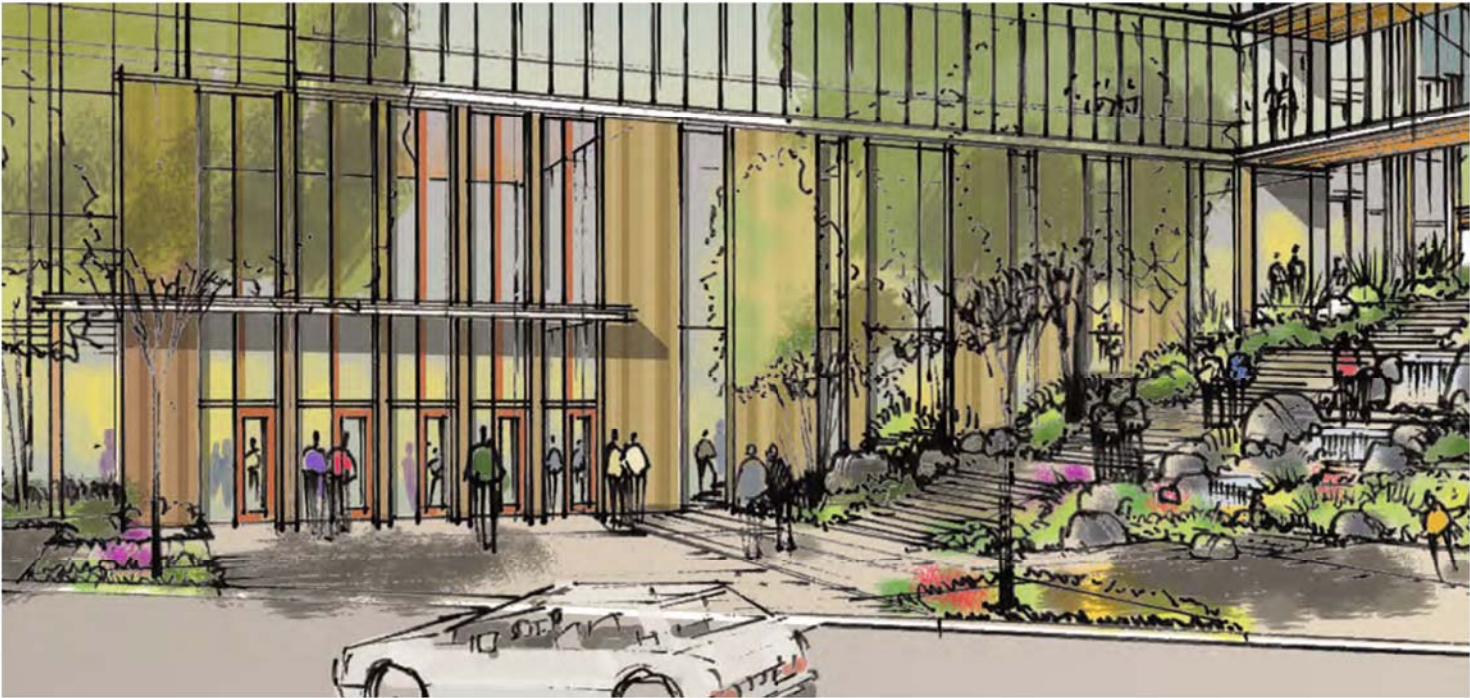
Elements of Continuity



Integrated Palette of Glass Colors and Types Across All Buildings



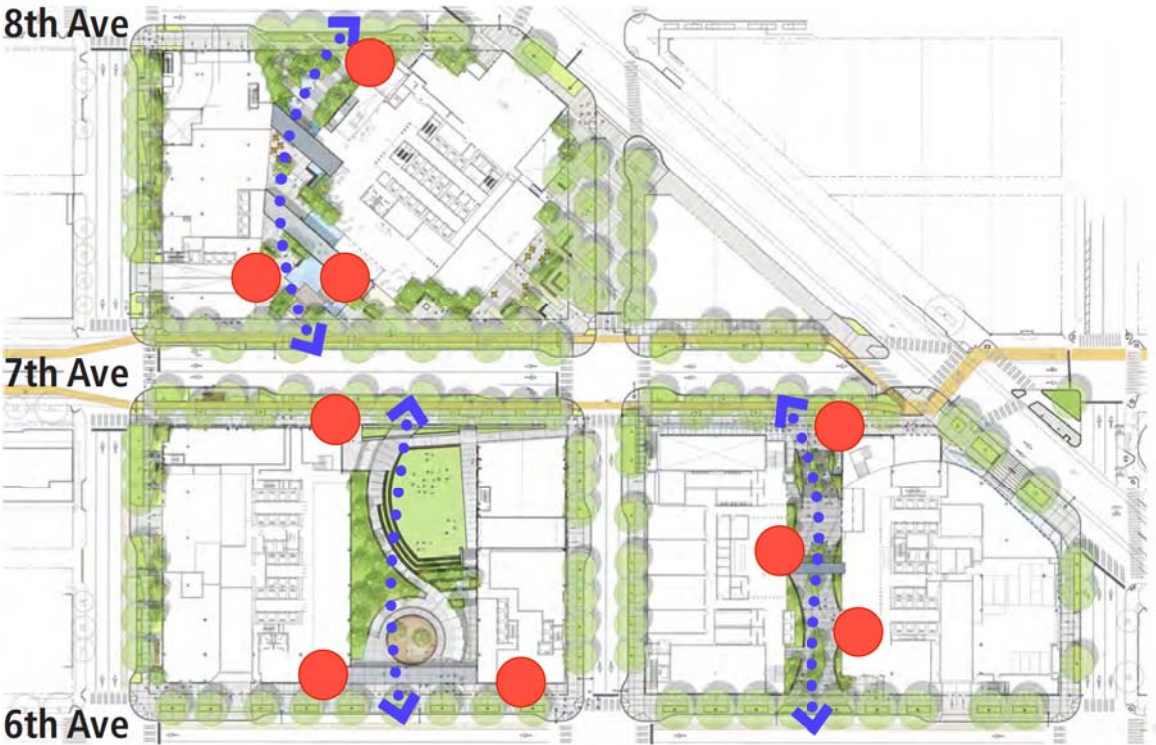
Generous Entry Vestibules Rather Than Revolving Doors



Banked Single (Rather than Double) Entry Doors



Consistent Street Treatment Block to Block



Main Entries off of Numbered Avenues

Through Block Pedestrian Connections

Elements of Diversity



No Two Buildings Are Identical



Retail Storefronts



Expression Of Functional or Programmatic Differences



Size and Height of Lower Buildings



Facade Patterns of Lower Buildings



Material Character of Lower Buildings and Tower Podiums

Elements of Diversity



Material and/or Color of Tower Spandrel Panels



Color of Curtainwall and Window Frame System



Overhead Weather Protection Material and Color



Open Space Programming and Design