Rufus 2.0 - Block 19



Rufus 2.0 - Block 19

- 1. Push forward a unique design and stretch the boundaries of architectural innovation
- 2. Create viable retail space and connect retail to the green interior
- 3. Give the public face on Lenora Street the same priority shown to 6th and 7th Avenues
- 4. Extend the innovative building design to the pedestrian environment
- 5. Address how the building meets the ground and overhead weather protection
- 6. Consider a midblock pedestrian connection through the building
- 7. Integrate seat walls at the perimeter of the open space

Block 19 Catalan Skin Concept Development





Montreal Biosphere - Montreal, Quebec - 1967







Enid A. Haupt Conservatory - Bronx, New York -

Geodesic Sphere

Lamella Sphere



Swiss Re Headquarters - London, England - 2004



Block 19 Catalan Skin Concept Development





Conjoined Catalan Spheres









Catalan Sphere



Block 19 Exterior Sphere Materials

Push forward a unique design and stretch the boundaries of architectural innovation

1 - Primary Structural Module

Block 19 Exterior Sphere Materials

Push forward a unique design and stretch the boundaries of architectural innovation

2 - Connecting Hubs

Block 19 Exterior Sphere Materials

Push forward a unique design and stretch the boundaries of architectural innovation

3 - Glazing System

Block 19 Updated Design Proposal

Push forward a unique design and stretch the boundaries of architectural innovation Create viable retail space and connect retail to the green interior

Block 19 Site Access Diagram

Push forward a unique design and stretch the boundaries of architectural innovation Create viable retail space and connect retail to the green interior

View looking West from 7th and Lenora

View looking West from 7th and Lenora

Push forward a unique design and stretch the boundaries of architectural innovation Create viable retail space and connect retail to the green interior

View looking West from 7th and Lenora

View looking West from 7th and Lenora

Create viable retail space and connect retail to the green interior Address how the building meets the ground and overhead weather protection

Give the public face on Lenora Street the same priority shown to 6th and 7th Avenues

Concrete Seatwalls

Concrete Seatwalls

Pre-Cast Concrete Pavers

Outdoor Seating

Sculptural Bollards

Stone Paving

Sculptural Bollards

Block 19 Site Plan

Address how the building meets the ground and overhead weather protection

Give the public face on Lenora Street the same priority shown to 6th and 7th Avenues Extend the innovative building design to the pedestrian environment Address how the building meets the ground and overhead weather protection

Block 19 **Perspective Views**

Block 19 Exterior Canopies & Materials

Extend the innovative building design to the pedestrian environment Address how the building meets the ground and overhead weather protection

Block 19 Spheres at the Ground Plane

Address how the building meets the ground and overhead weather protection

Block 19 Lighting Plan

RECESSED IN-GRADE UPLIGHT AT CANOPY & TREES

LED CONCEALED INTO STAIRS, WALLS, BENCHES, PATHS

CANOPY INTEGRATED DOWN LIGHT

Integrate seat walls at the perimeter of the open space

Integrate seat walls at the perimeter of the open space

Block 19 Elevations

Lenora Elevation Alternate 01

Give the public face on Lenora Street the same priority shown to 6th and 7th Avenues

Block 19 Alternative 1 -Blanchard Exit

Block 19 Tower and Podium - Elevations up to 60' Parking Entry Alternates

Blanchard Elevation

Blanchard Elevation Alternate 01

Block 19 Alternative 2 -6th Ave Exit

Block 19 Tower and Podium -Elevations up to 60' Parking Entry Alternates

6th Ave Elevation

6th Ave Elevation Alternate 02

Visible Light Transmission

Sustainable Development requires an integrated approach in the assessment of the energy performance of buildings that is a balance of:

- Light transmittance of the glass for photosynthetic benefit
- · Resistance to heat loss for environmental benefit

View From 7th Ave. at midblock open space

Block 19 Tower & Podium Views

View From 7th Ave. and Blanchard

Block 19 Tower & Podium Views

Character of podium screening

Block 19 Tower & Podium Views

APPENDIX

Summary of Development Standard Departures

Block 19

Item#	Development Standard	Requirement	Departure Amount Requested	Rationale	Downtown Design Guidelines Affected
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.	The maximum length of a facade without modulation located within 15 feet of a property line is requested to be up to 95 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
2	SMC 23.49.058.F Upper Level Setbacks	Under Upper Level Setbacks in DOC-2, along a designated green street, a continuous upper level setback of 15 feet shall be provided on the street frontage abutting the green street at a height of 45 feet.	We request a departure 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 <u>permit a major horizontal architectural</u> feature of the facade 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 unifie C-2 Design a façade of many scales C-3 Provide active-not blank facades
3	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 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.	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. A study of dock capacity and loading requirements has been prepared by Heffron Transportation dated May 17, 2012 to support the following: - 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
4	SMC 23.49.058.C Upper Level Width Limit	The maximum façade width for any portion of a building above 240 feet shall be 145 feet along the North/South axis of the site.	We request a departure to allow 10 feet of extra building width between floors 18 to 25, or approximately 110' feet in building height.	The staggered intersecting volumes which make up the massing of the tower have been carefully proportioned to step gracefully up to a slender final floorplate. By adding 10 feet of floor width between levels 18 to 25 we are able to keep the top of the tower from growing bulky. Additionally, the tower maintains a rational, vertical proportion on the lowest mass which steps down to the midblock open space. The proposed floorplate widths adhere to the highly efficient planning module established throughout the project.	A-2 Enhance the skyline B-4 Design a well proportioned and unified

	Diagram	
d Building	See Diagram 1	Previously Approved
ed building	See Diagram 2	Previously Approved; Not Required with Proposed Design
	See Diagram 3A for layout of loading dock on Block 19. See Diagrams 3B for proposed location of van parking stall for retail loading on P1 level of the garage on Block 20.	Previously Approved
ł building	See Diagram 4	Proposed Departure

APPENDIX

Development Standard Departure - Tower Width Above 240'

Departure #4 Diagram

