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# Rufus 2.0 - Block 19

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## Purpose of Recommendation Meeting #3

### Goals for Session

In our past two presentations, we have addressed the intent and purpose of the Spheres, as well as our response to the Downtown Design Guidelines specifically referenced by the Board as applying to the full block project. In the meantime, we have further advanced the design of the tower base, outdoor public spaces and the spheres.

As part of this evening's presentation, we will describe the further development of the design – including any subsequent changes – and address each of Priorities and Board Recommendations from our last Recommendation meeting on 8.20.13; these include:

- Building Base and Building Form – demonstrating our progress in design of the 'Catalan Module' for greater efficiency, transparency and constructability
- Lenora Street Pedestrian Experience – illustrating the design approach as the Spheres meet grade along Lenora as well as detailing the retail experiences at the corners of 6th and 7th Avenues
- Development of the Ground Level Open Space – showing the further development of the greenscape on the east side of Lenora, the plaza canopy along 6th avenue, as well as our approach to overhead weather protection at building entries, including retail entries
- Ground Level Retail – focusing on the retail expression and entry experience at the Spheres, but also providing details and dimensions of the retail spaces in both the tower and the Spheres
- Access – describing the selected alternative to a garage entrance on Lenora Street that has been agreed upon by the design team, DPD and SDOT
- Exterior Treatment of Tower – providing comparative elevations of the new elevations and the earlier elevations of the tower base

We are seeking the Board's recommendation for approval and are providing additional material to complete the members understanding of the project, including:

- A collage of alternatives studied for the 'Catalan' geometry
- Diagrams showing the conceptual evolution of the outdoor canopy design
- A large scale model of the retail entry on 7th avenue to demonstrate the entry experience and how the spheres meet grade
- Sample sections through the spheres and tower podium that show the relationship between indoor and outdoor landscaping, as well as between pedestrian and sphere enclosure
- Additional perspective sketches of the Spheres and tower base with particular focus on the improvements on Blanchard Street
- Material and color palette for the Spheres and tower base

**Building Form**  
Catalan Pattern and Materials

- ① Rolled Steel Tube Members
- ② Flat Plate Steel Webbing
- ③ Cast Steel Nodes
- ④ Exterior Mullion & Glazing Overlay

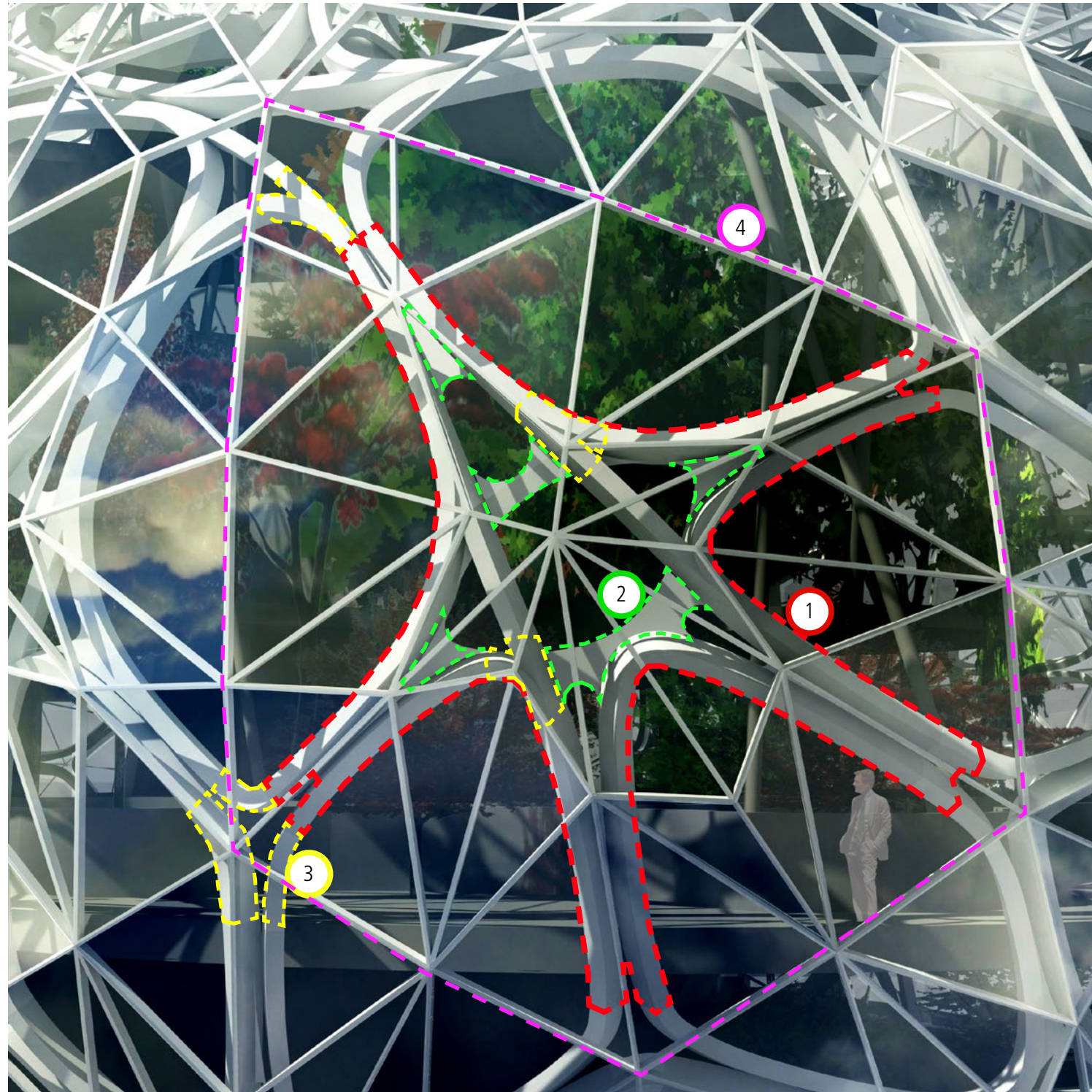


FIGURE 1A

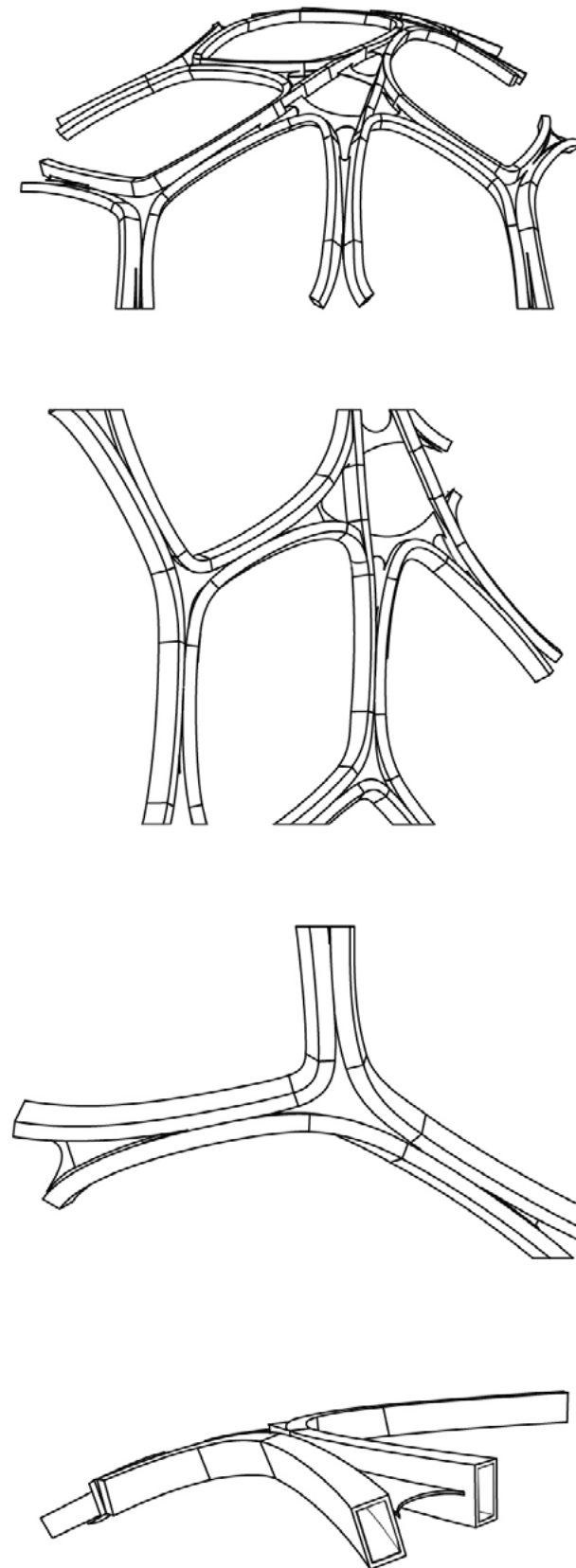


FIGURE 1B

**BOARD RECOMMENDATIONS**

**1 Building Base and Building Form:**

a. The Board agreed that the evolved form of the spheres included a very interesting and innovative structural system. The Board noted the juxtaposition of the transparent, flat glass panel glazing system of the skin with the interior freestanding structural system. (B-4, C-2)

The structural system of the Spheres has continued to evolve to be both more elegant and efficient. The integration of the structural and glazing system maintains a faceted enclosure supported by a freestanding interior modular structure. See Figure 1A which outlines the current catalan modules. Page 1 and Figure 1C depict the updated Spheres skin in an aerial view. The design of the Catalan will continue to evolve and the actual design of the structural module may be varied.

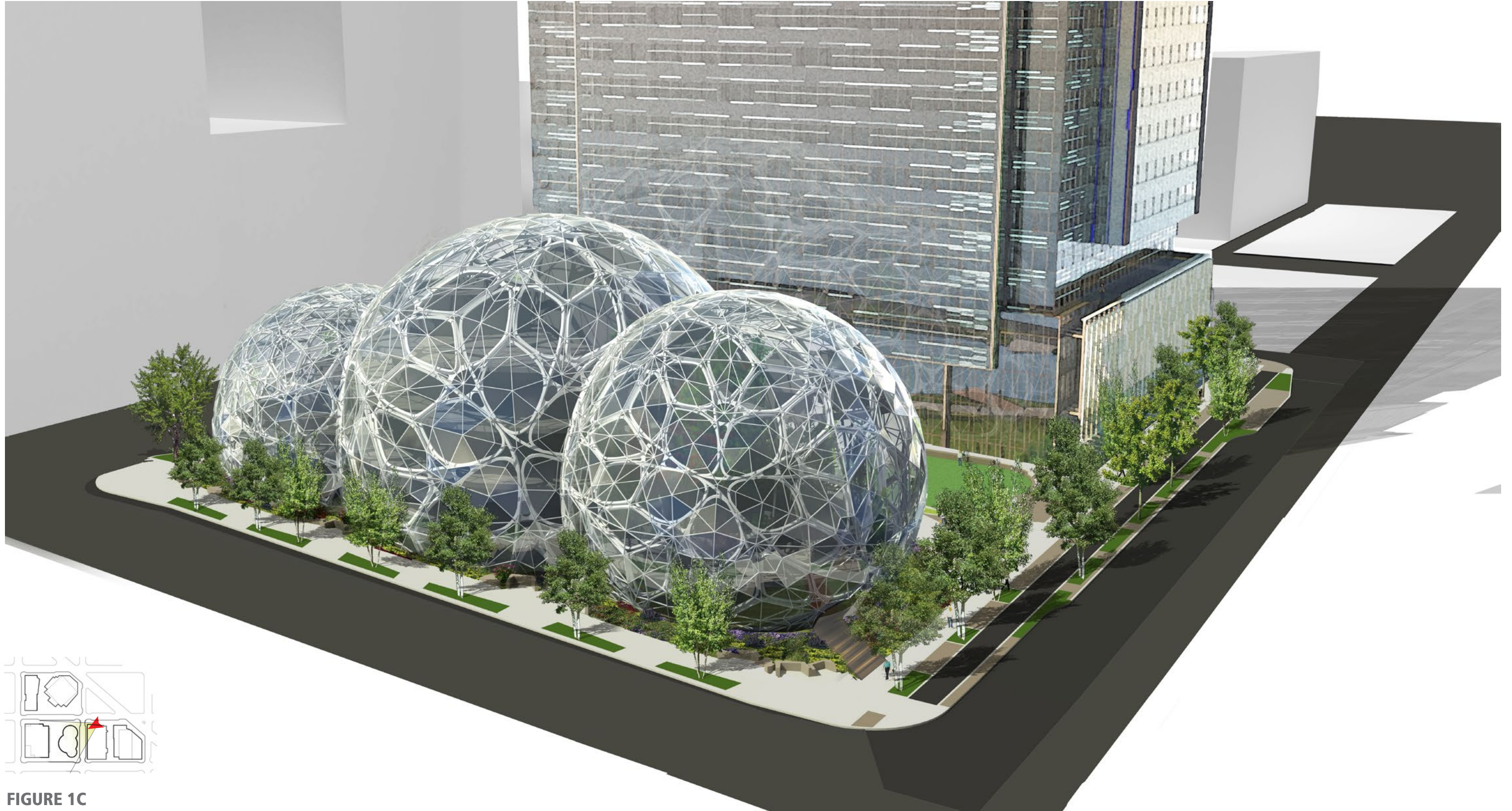
b. The Board encouraged exploration of the structural members using varying depths to further express the organic design concept. (B-4, C-2)

By combining cast steel, rolled sections, and flat plate steel the current catalan structural module maximizes the various benefits of each manufacturing type. Cast members seen in Figure 1A make up the geometrically complex nodes which join the more consistently shaped rolled steel sections. Plate steel forms the rigid webbing in each module. The evolution of the catalan module is shown in Figures 1D & E. When compared to the previously presented design, the overall effect of the current catalan module is visually lighter, and geometrically organic and sculptural.

c. The Board encouraged the building to be as energy efficient as possible in an effort to support and enhance the bold innovative architecture.

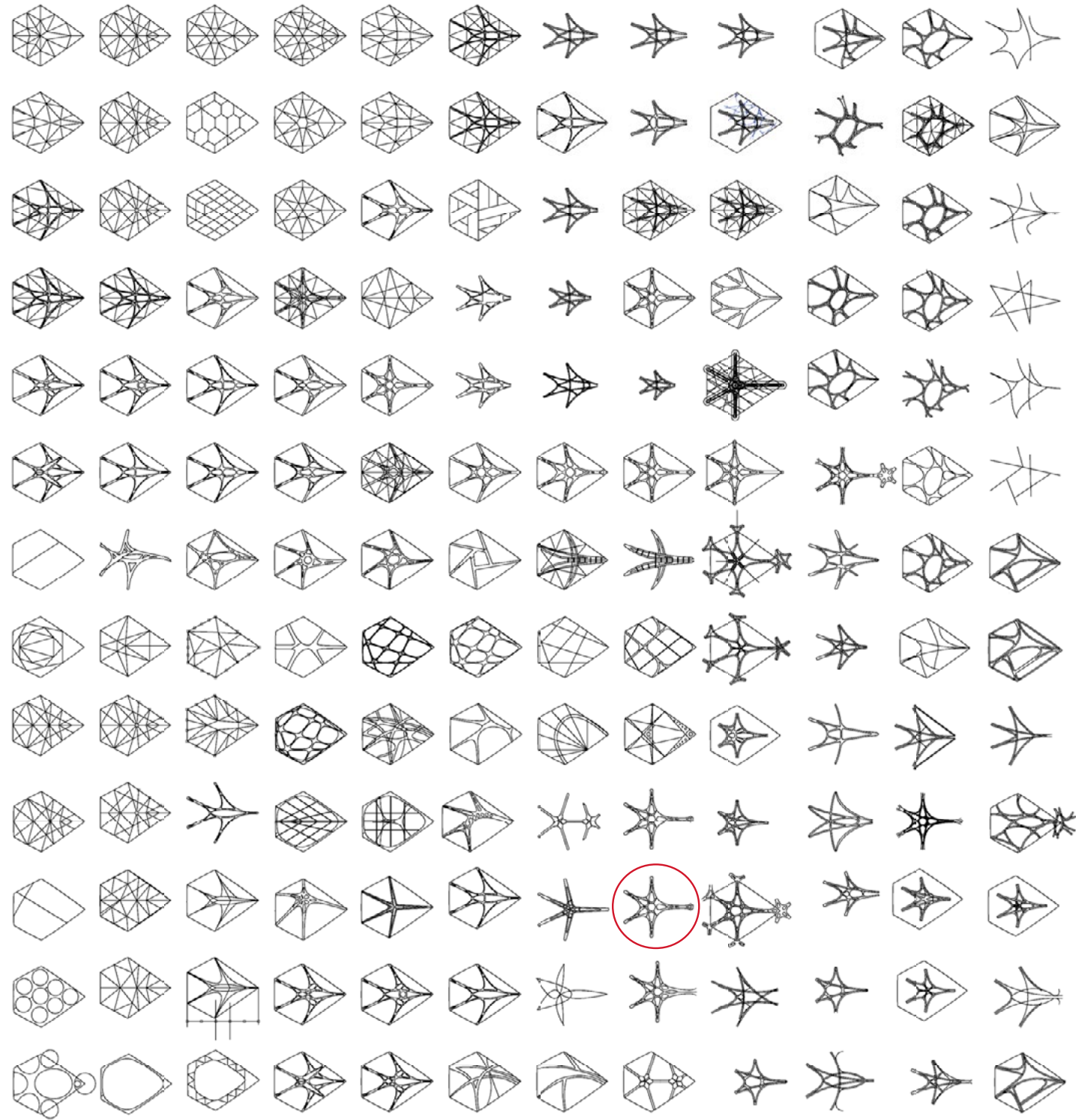
Efficient building systems are being incorporated throughout the Spheres in order to ensure that the targeted LEED Gold rating is achieved for Block 19. See Figure 1F for samples of materials being proposed in the design.

**Building Form**  
Exterior Aerial View



**FIGURE 1C**

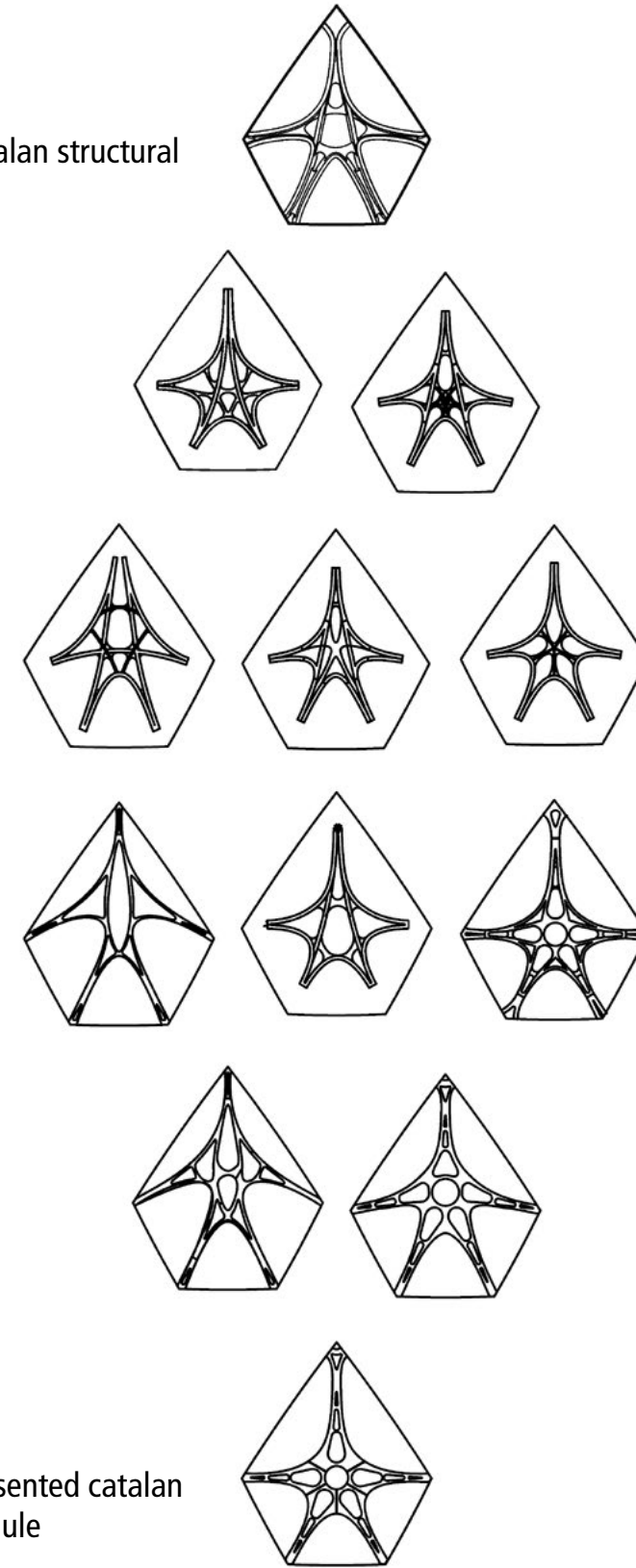
**Building Form**  
Catalan Evolution and Construction



Catalan structural module studies - Previously presented module shown circled

FIGURE 1D

Proposed catalan structural module



Previously presented catalan structural module

FIGURE 1E

# 1

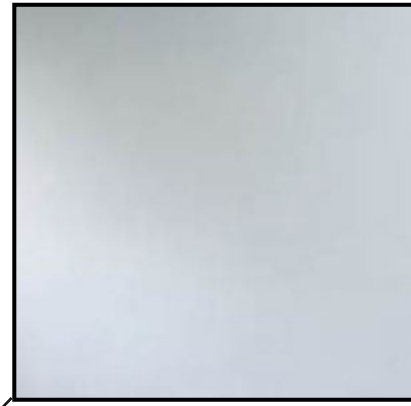
## Building Form Street Level View & Materials



Dark Concrete denotes Entries



White Mullion - Matches Steel



Vision Glass



White Painted Steel



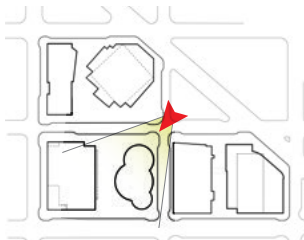
Light Concrete Site Walls



Plant Environment

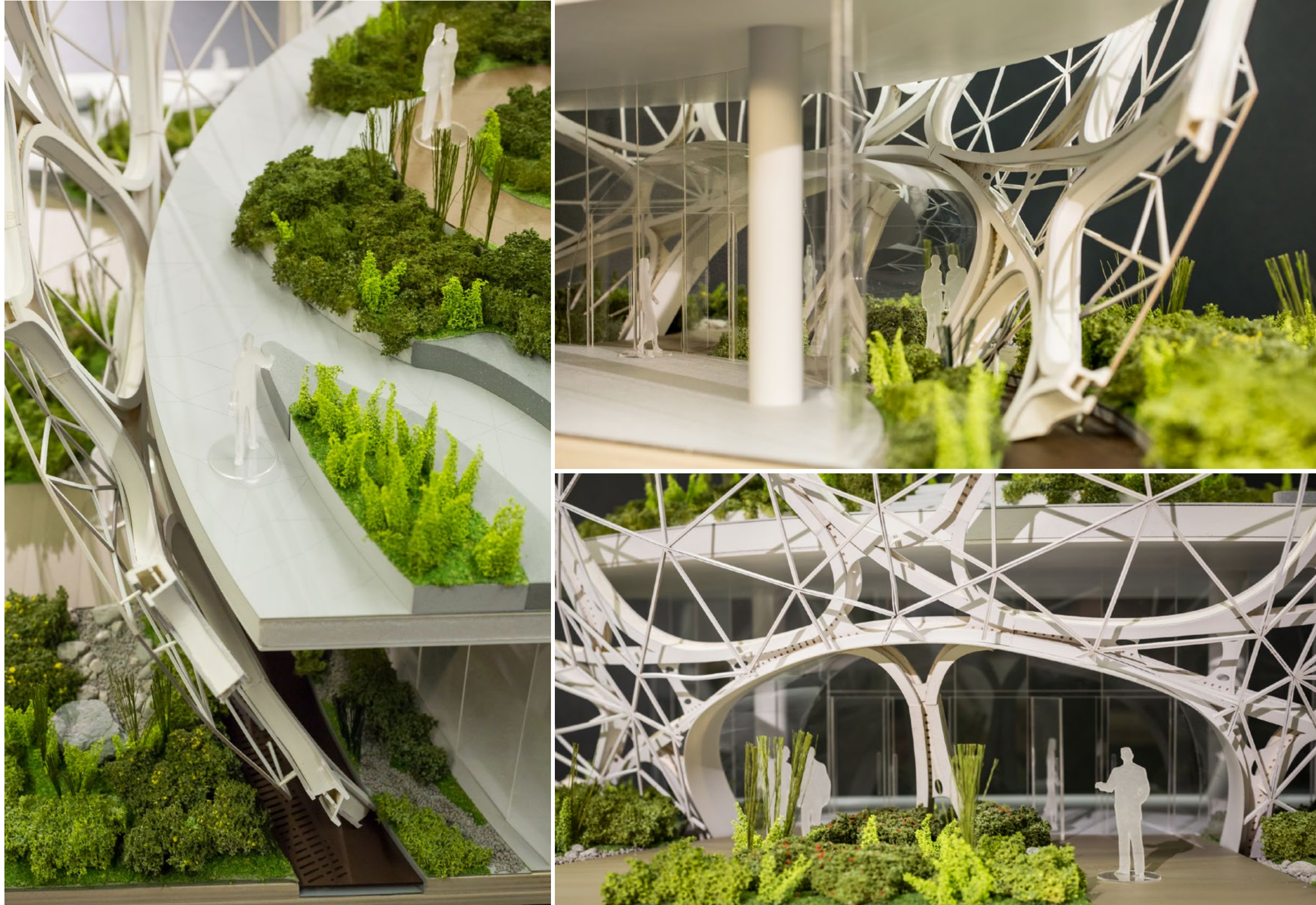


FIGURE 1F



# 2

## Experience Along Lenora Street Physical Model Photographs



## BOARD RECOMMENDATIONS

### 2 Lenora Street Pedestrian Experience:

a. The Board agreed that continuous overhead protection along Lenora would detract from the architecture of the spheres. (C-5)

No overhead weather protection will be provided adjacent to the Spheres along Lenora. See Figure 2A for images showing the construction of the Spheres at the condition along 7th and Lenora.

b. The Board felt, however, that overhead protection should be provided at the entry points or at the seating areas along Lenora. The Board also encouraged enhancing the overhead protection across Lenora on Block 14. (C-5)

Recessed alcoves provided at all entry points to the Spheres offer overhead weather protection as shown in Figure 4B. Across Lenora, continuous overhead weather protection is provided by canopies along the Meeting Center facade as shown in Figure 3A.

c. The Board was pleased with the seating opportunities provided along Lenora to provide pocket spaces for moments of pause and further developing the concept of the object within a park with the landscaping and seating wrapping around to the Lenora side of the block. (A-1, B-1)

Further development of the landscape plan around the Spheres, including along Lenora, is shown in Figure 2B. Note enhancement of outdoor seating opportunities.

FIGURE 2A

# 2

## Ground Level Open Space Building Elevation Along Lenora

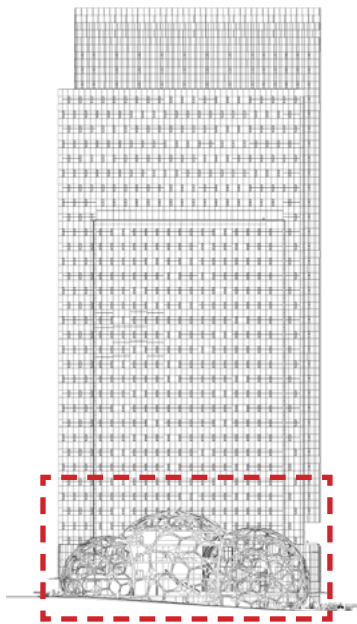
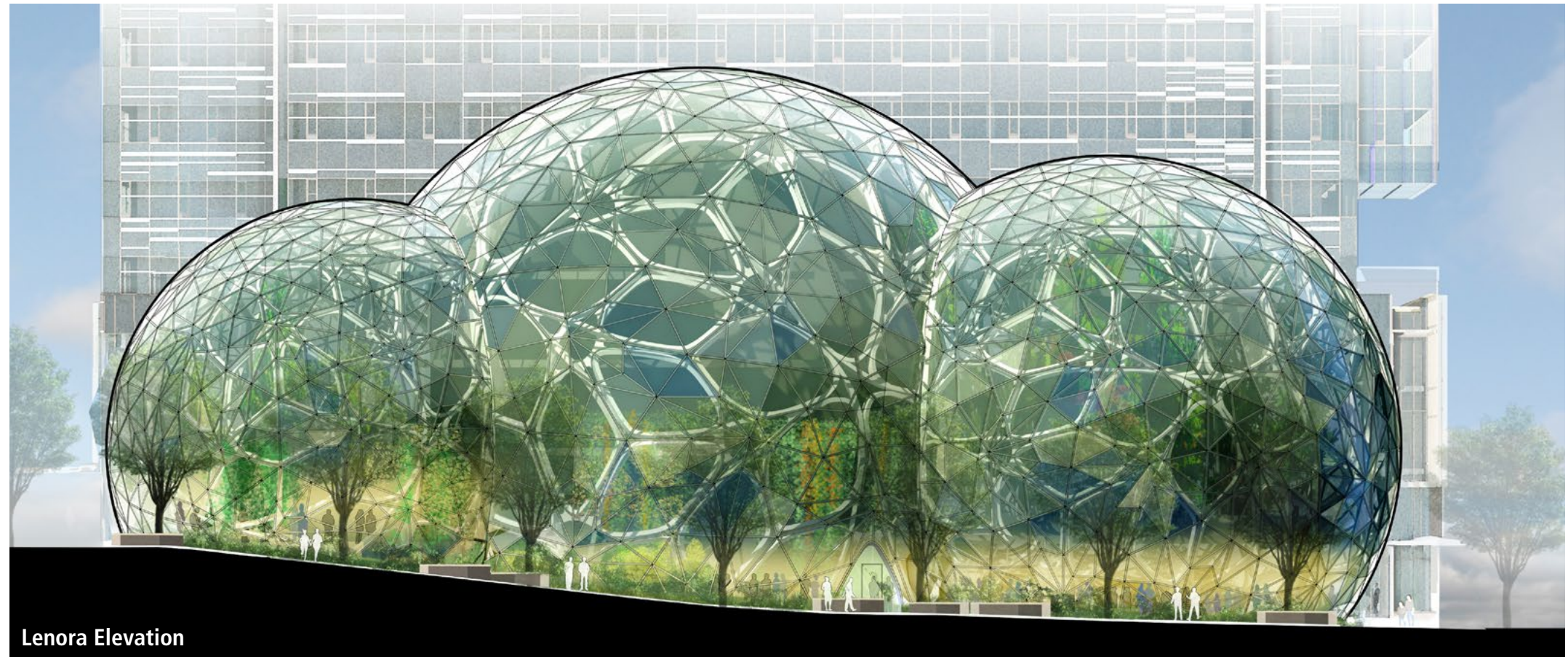


FIGURE 2B



# 3

## Ground Level Open Space Site Plan

- Canopies
- Accessible Route of Travel
- Bicycle Access
- Dog Park
- Activity Field

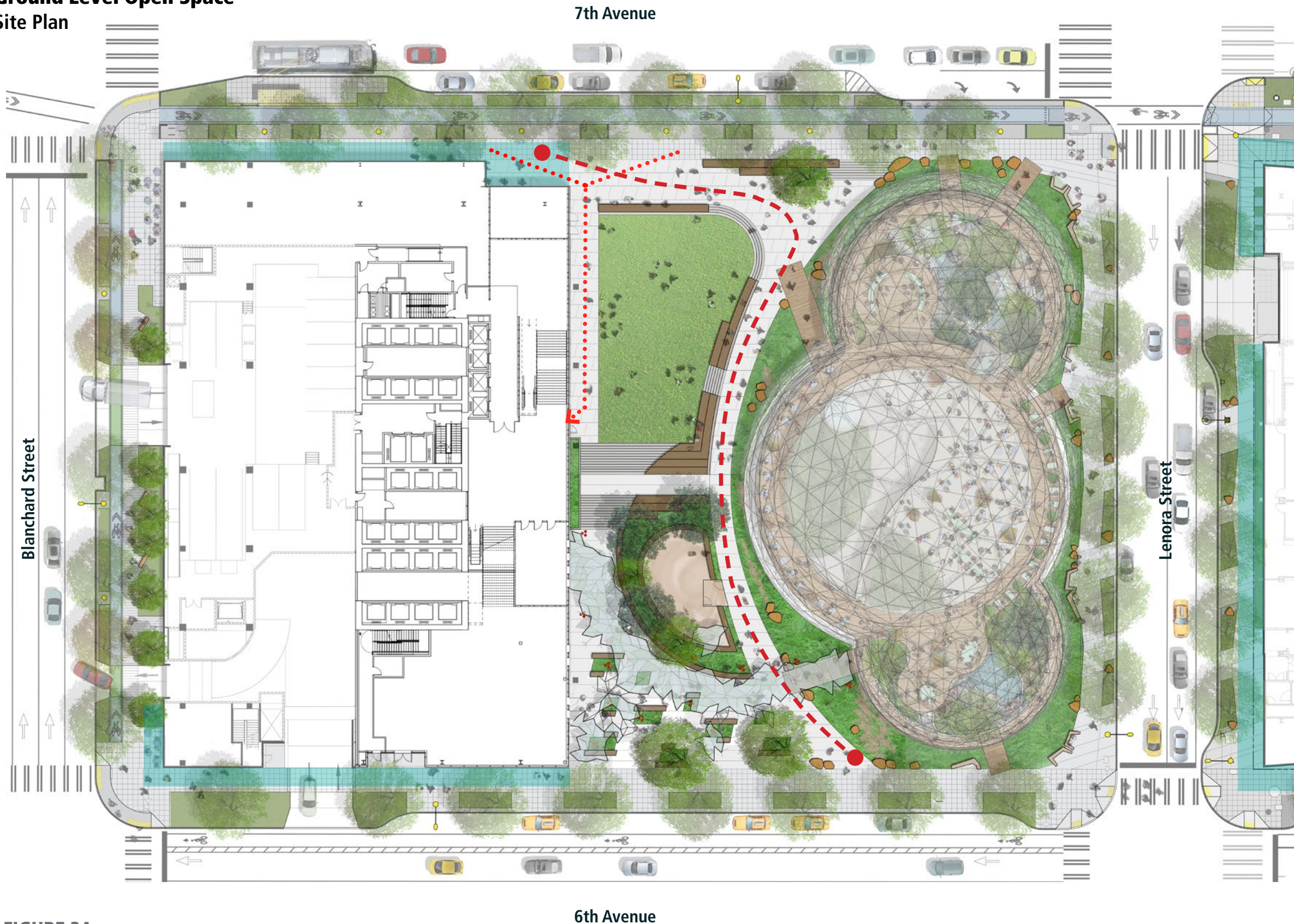


FIGURE 3A

## BOARD RECOMMENDATIONS

### 3 Development of the Ground Level Open Space:

a. The Board noted that the canopy structure connecting the spheres to the tower may be too thin in comparison with the structural members of the spheres. The Board encouraged the canopy fabrication system be expressed as a continuation of the sphere's internal structures. (C-1, D-1, D-2)

Conceptually, the canopy is born out of the idea of an unfolded catalan sphere. When unfolded, the loads of the skin system can be supported in a much more efficient manner than by using the heavy catalan module used inside the Spheres. See Figures 3B,D,E & F for diagrams showing the current design direction of the canopy.

b. The Board agreed that the design of the canopy and connecting element is elegant in the manner that it fans out over the plaza space and edges of the dog park to provide a combination of overhead protection and visual interest, while extending the architectural concept. (C-1, D-1, D-2)

Entry into the tower lobby from the plaza along 6th Avenue has shifted to a midblock location to allow retail to turn the corner and help activate the plaza. In response, the canopy extent has been adjusted to maintain overhead weather protection for people moving between the Spheres and tower as shown in Figure 3A. Additionally, a significant amount of plaza adjacent to retail space will be covered by the glass canopy.

c. The Board encouraged the vegetated buffer surrounding the perimeter of the building be less homogeneously dimensioned and instead be varied to create more organic shaped planting beds, as well as to respond to specific ground level conditions, such as entry pathways. The Board suggested inclusion of specific locations where pedestrians can come right to the building façade on hardscape, to encourage public interaction with the development. (C-1, D-1, D-2)

Areas are provided at each entry point of the Spheres which allow anyone to stand on hardscape and experience the Spheres close up. Due to the inwardly curving nature of the Spheres as they meet the ground, other points of interaction are restrictions by ADA requirements as shown in Figure 3C.

d. The Board would like to see detailed sections of the Lenora experience at the next meeting (similar to page 20 of the booklet) showing sidewalk, landscaped and hardscaped area, and building section. (C-1, D-1, D-2)

Detailed sections shown in Figures 3G and 3H and a physical section model shown in Figure 2A have been provided.

# 3

## Ground Level Open Space Open Space Canopy Design

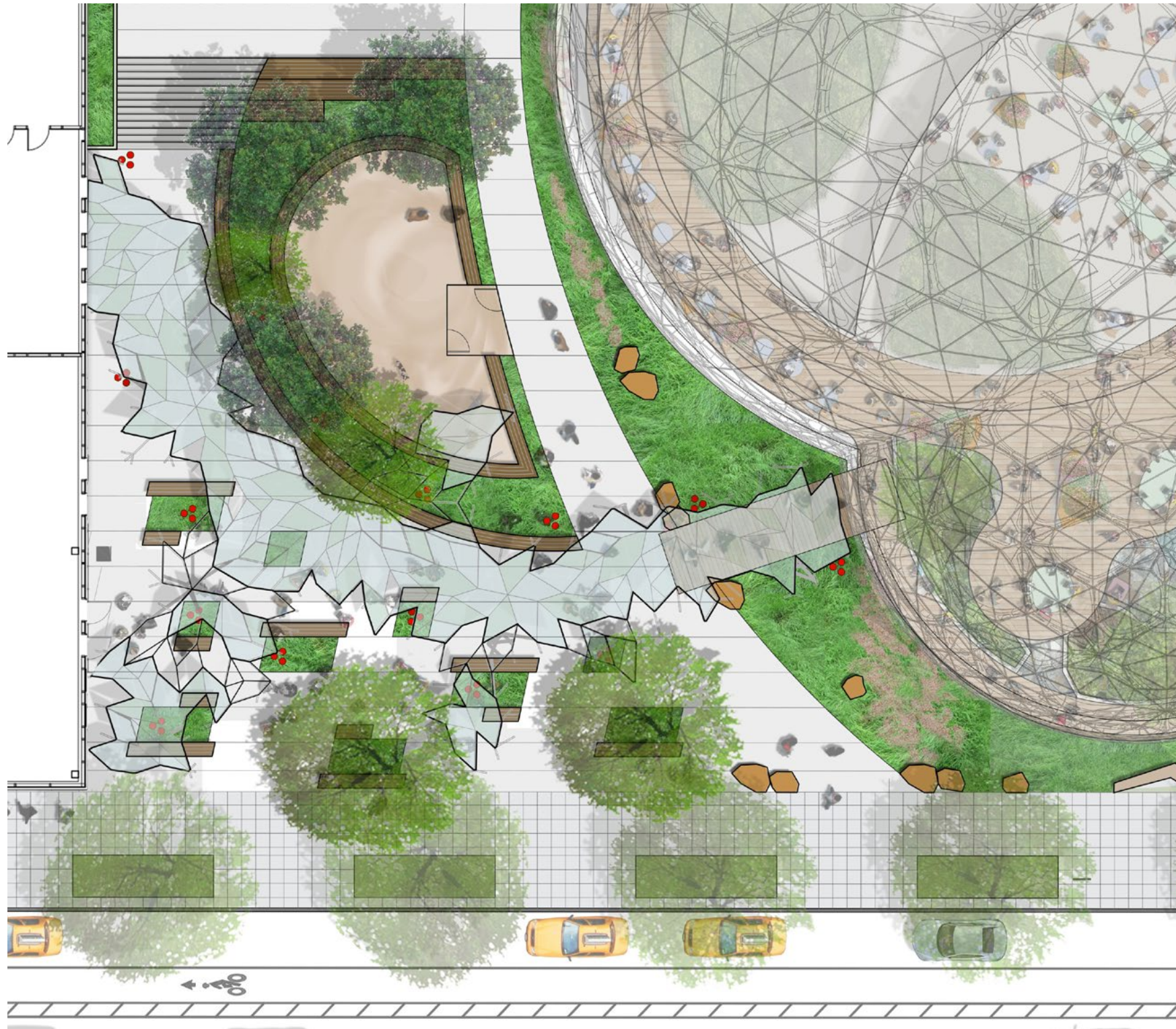


FIGURE 3B

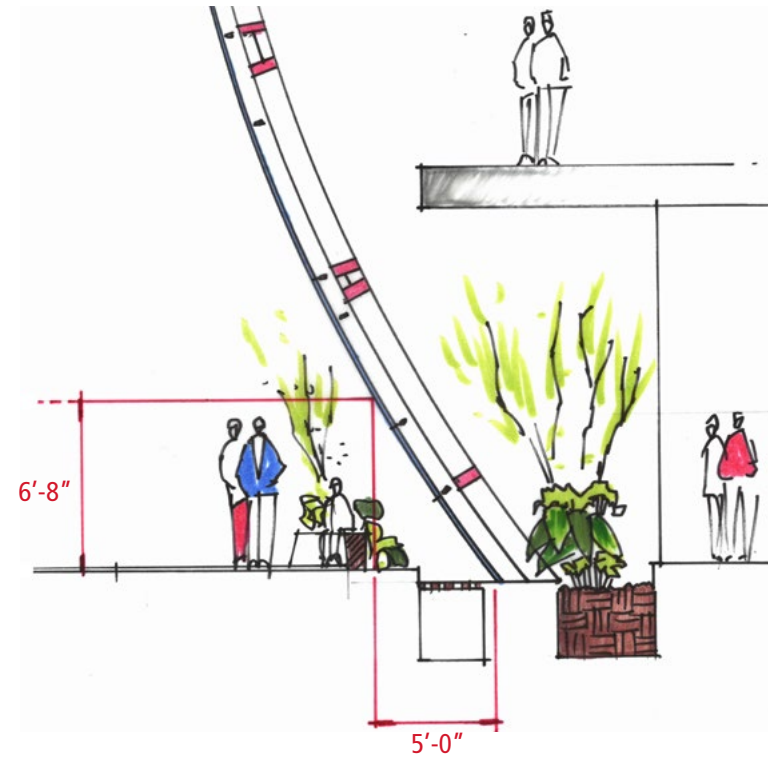


FIGURE 3C

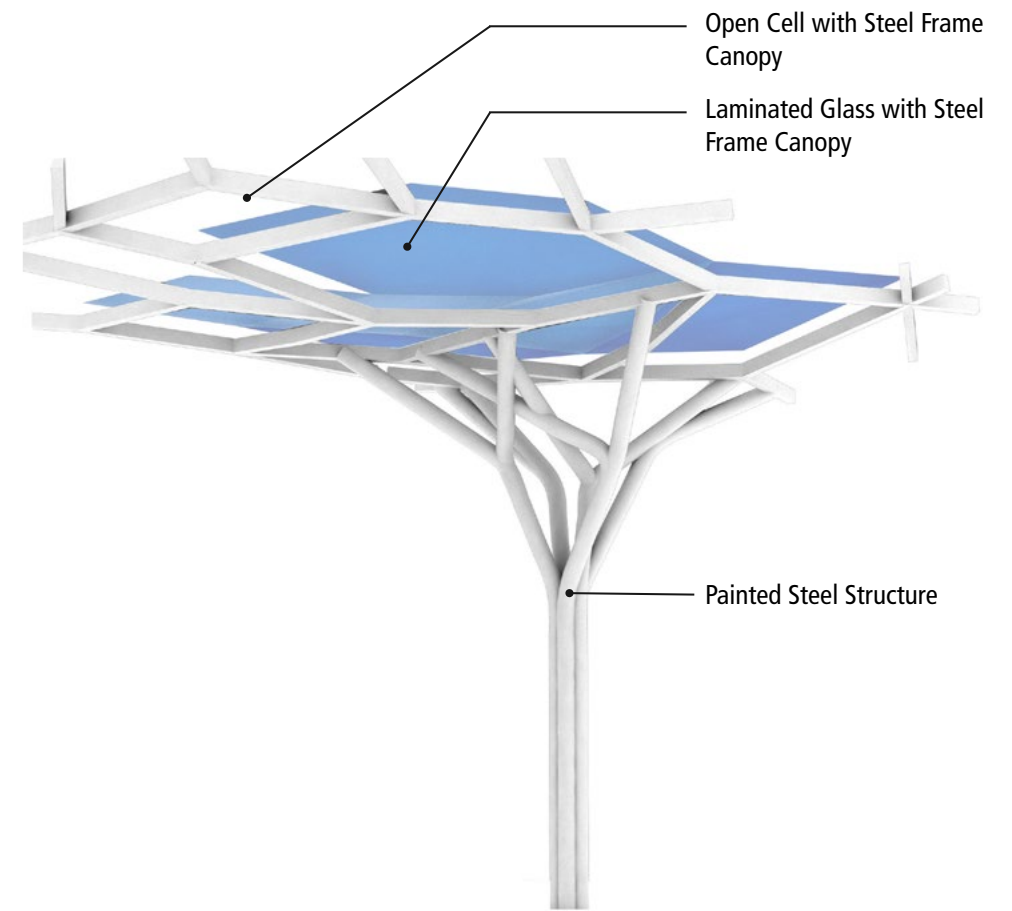
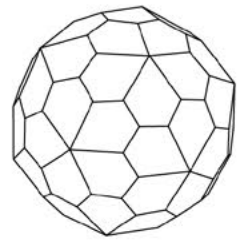


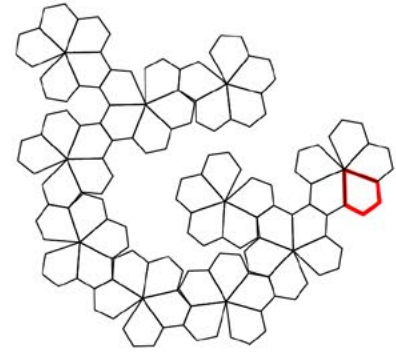
FIGURE 3D

# 3

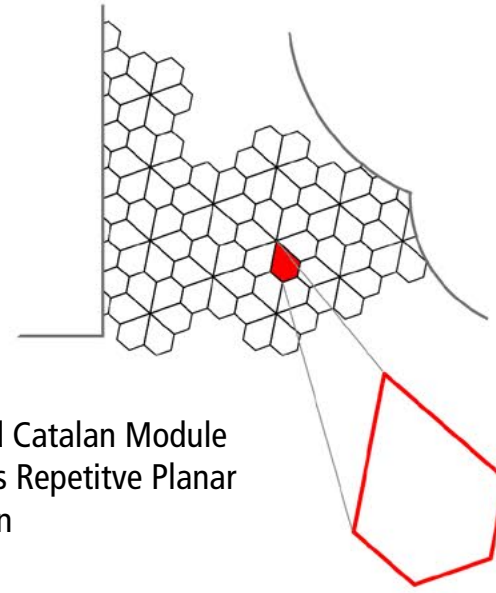
## Ground Level Open Space Open Space Canopy Design



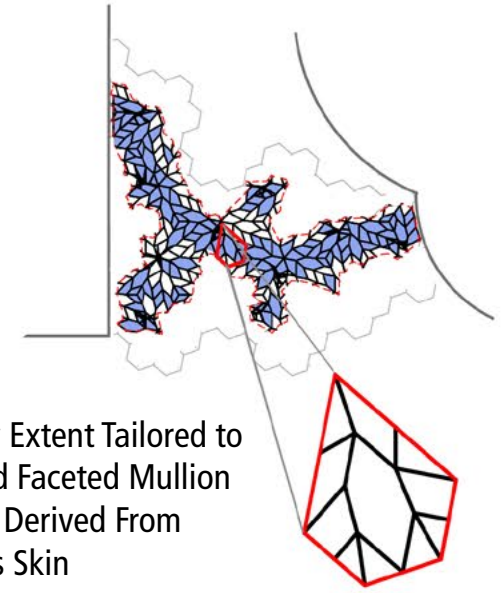
Catalan Sphere



Unfolded Catalan Sphere



Added Catalan Module  
Allows Repetitive Planar  
Pattern



Canopy Extent Tailored to  
Site and Faceted Mullion  
Pattern Derived From  
Spheres Skin

FIGURE 3E



FIGURE 3F

# 3

## Ground Level Open Space Building Sections Along Lenora

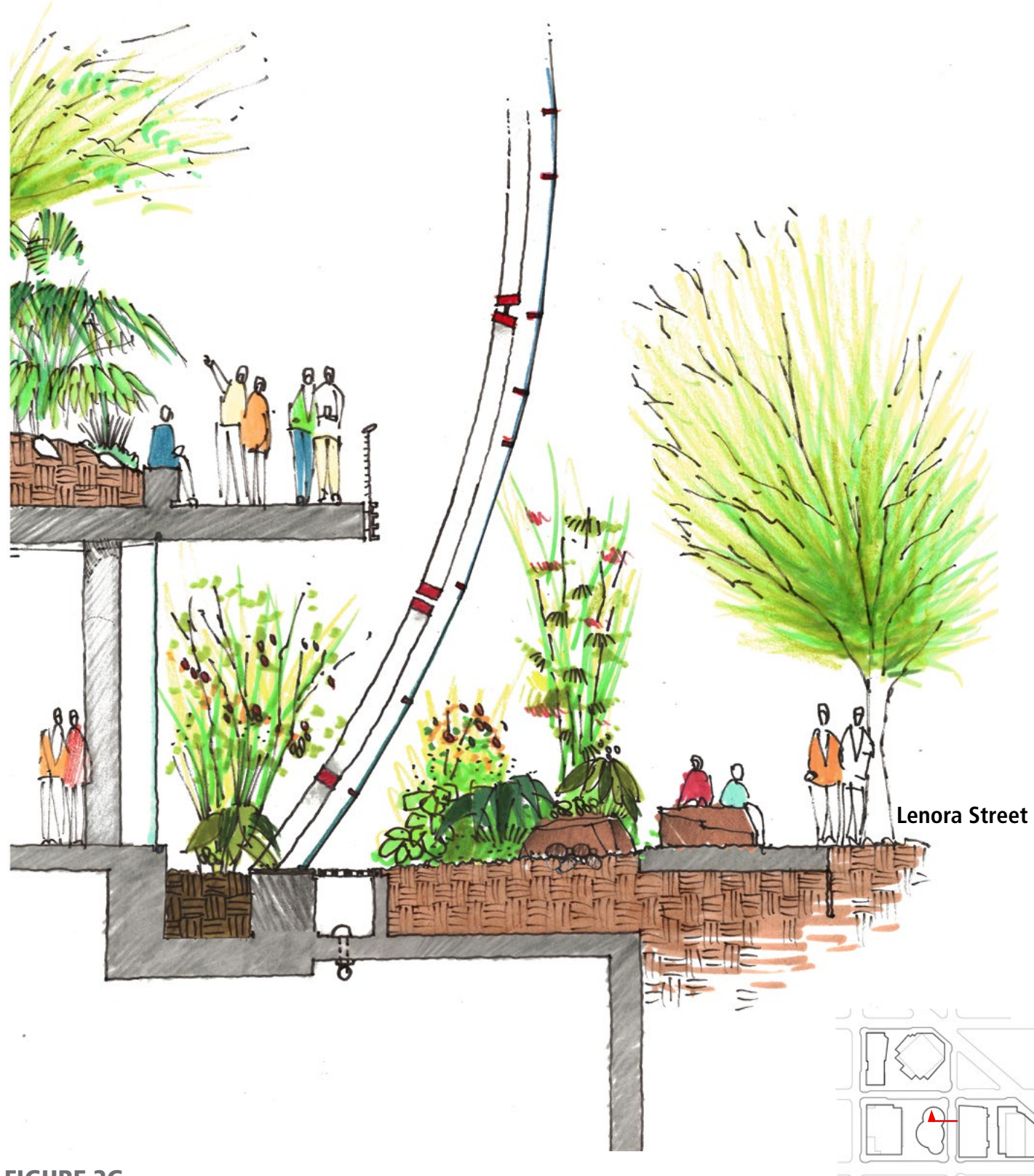


FIGURE 3G

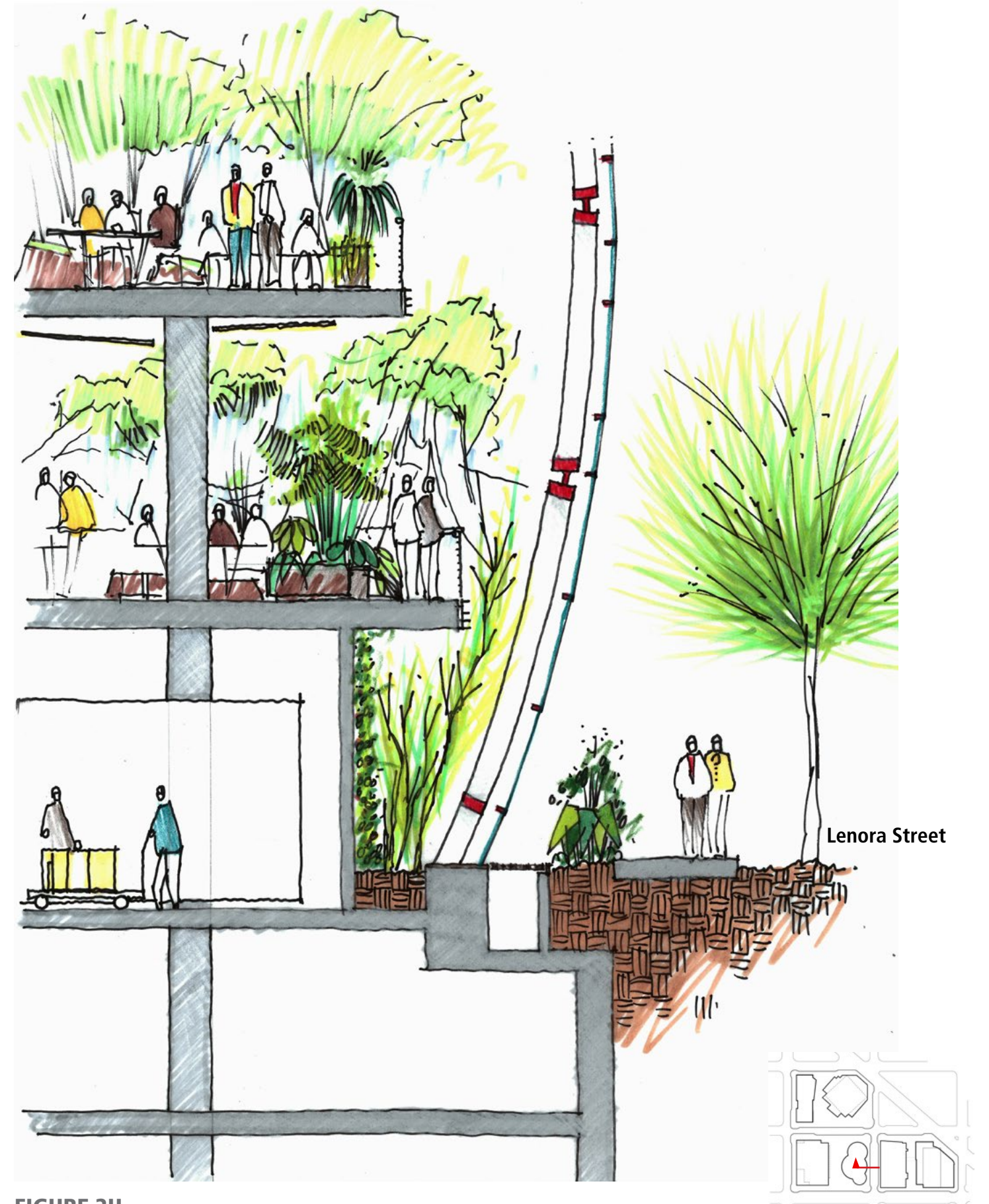


FIGURE 3H

# 4

## Ground Level Retail Retail Access Plan

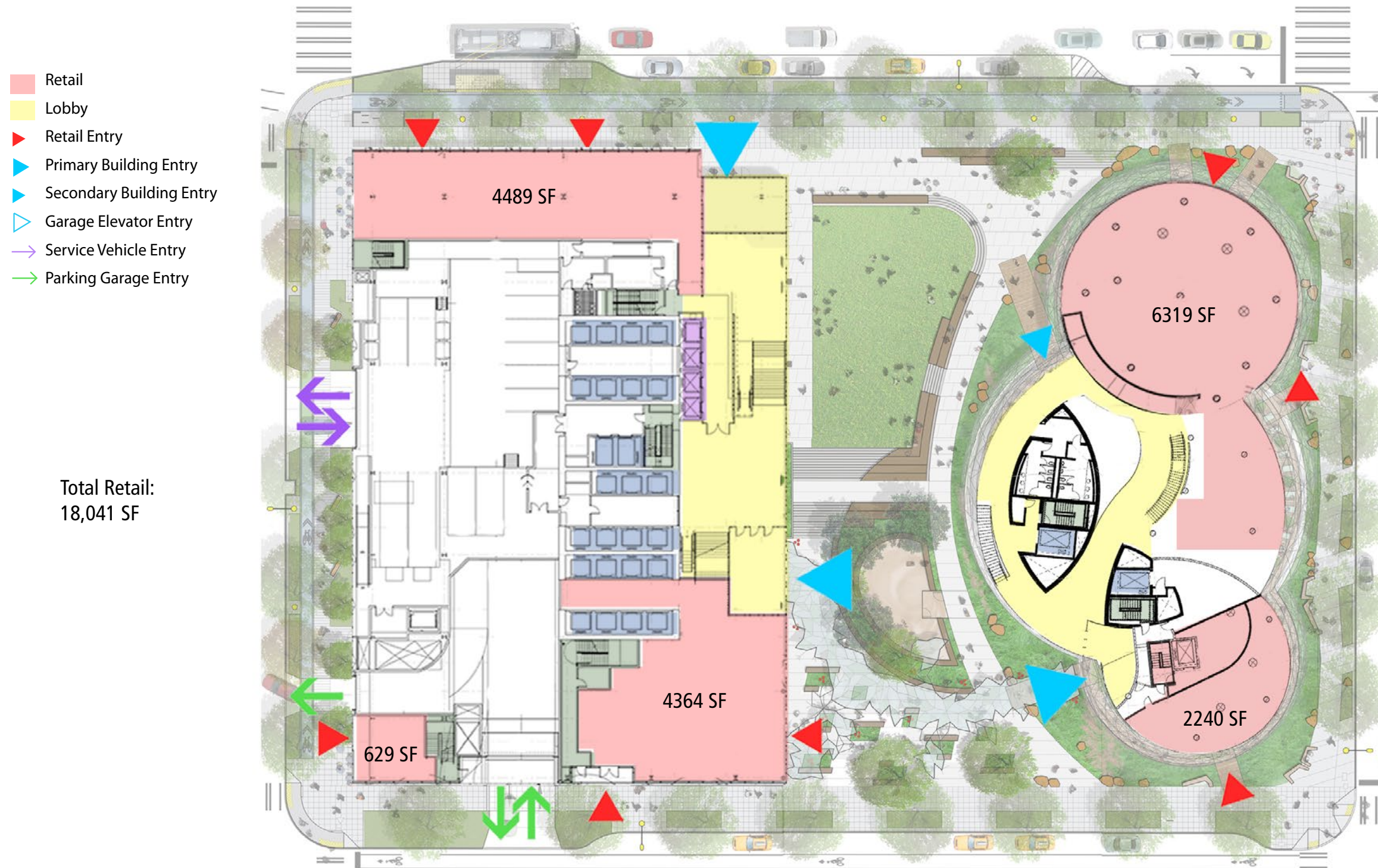


FIGURE 4A

## BOARD RECOMMENDATIONS

### 4 Ground Level Retail:

a. The Board emphasized that the retail entries should be treated with the same rigor and experiential details that are present throughout the development. The retail entries are the most apparent opportunities for public engagement to occur. (C-1, C-3, C-4, D-3)

A detailed rendering seen in Figure 4E shows the retail entry at the corner of 7th Avenue and Lenora. Figure 4C shows an enlarged plan of this entry. All retail entrances will have the same architectural character.

b. The Board would like to review detailed elevations associated with the actual entry points. (C-1, C-4, D-3)

In addition to the rendering provided in Figure 4E, a physical model showing the retail entry describes the architecture in detail. See Figure 2A for model photographs. Figure 4B shows a section cut through the retail entry and Figure 4D depicts the retail space at the corner of 6th and Lenora.

c. The Board encouraged an observable gap between the retail ceiling and the building skin as shown on page 20 of the presentation booklet to allow visibility at the retail entry points to the unique qualities of the structure and space. (C-1, C-4, D-3)

Figure 4B depicts the condition at a typical retail entry.

d. The Board clearly stated that the retail spaces should be well-considered to accommodate functional and successful retail activity. Part of this consideration demands that the pinch points within the retail configuration need to be resolved. (C-1, C-4, D-3)

An updated retail and access plan is shown in Figure 4A.

# 4

## Ground Level Retail Retail Entry Diagrams

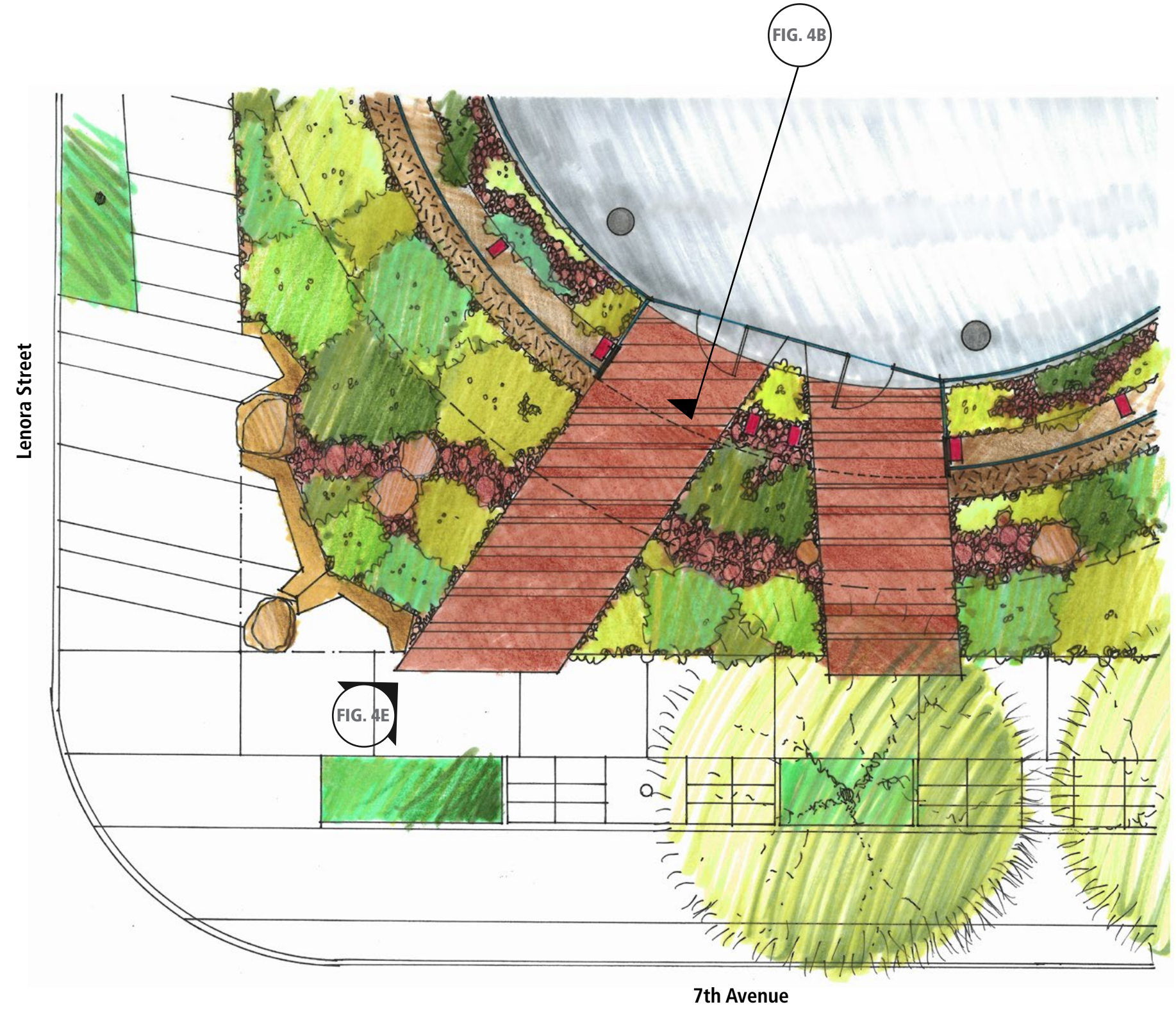
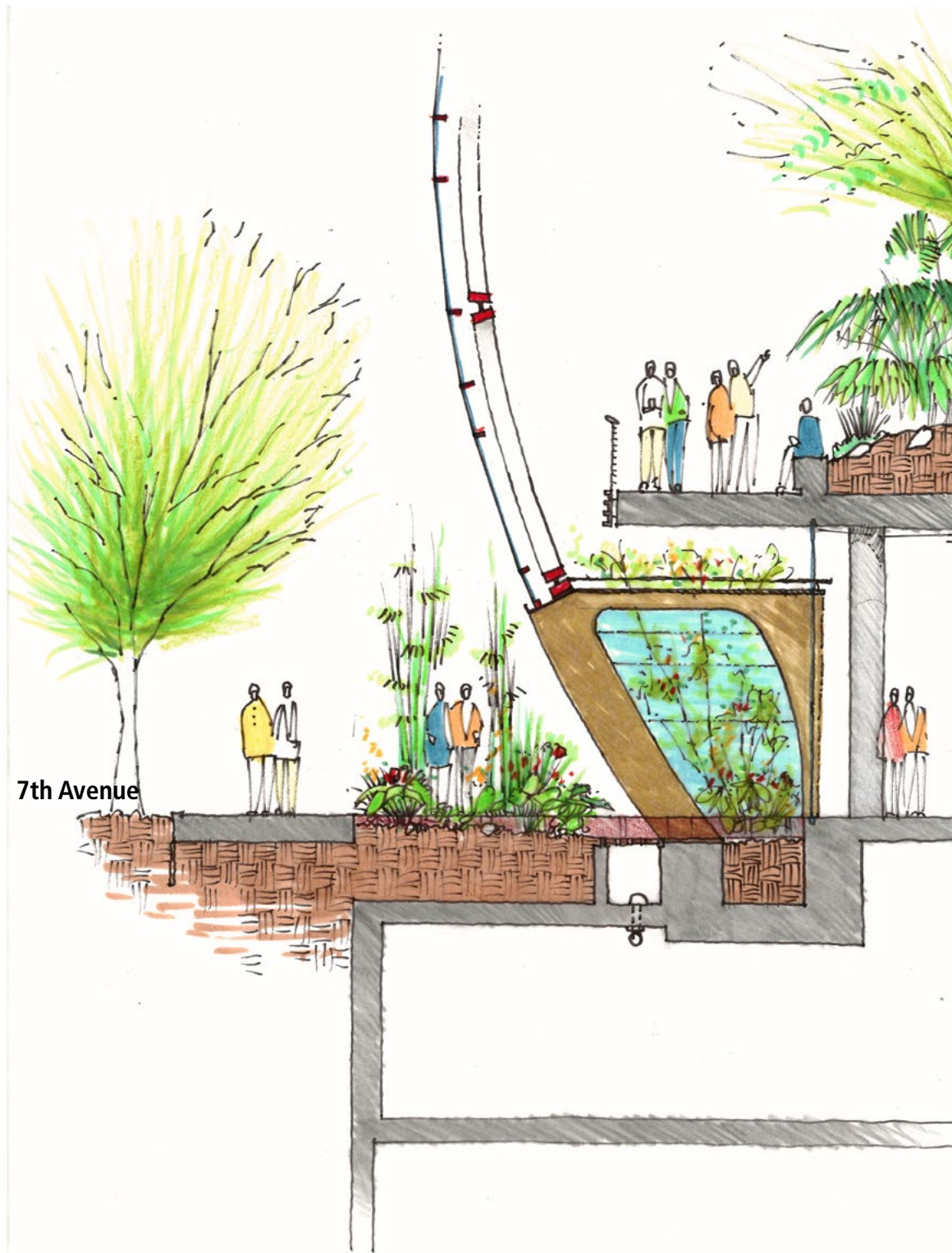
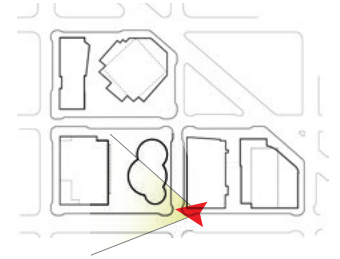


FIGURE 4B

FIGURE 4C

# 4

## Ground Level Retail Street Level View from 6th and Lenora



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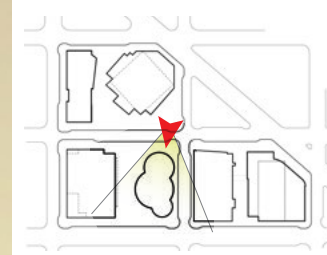
FIGURE 4D

# 4

## Ground Level Retail Retail Elevation Diagram



FIGURE 4E





# 5

## Access Enlarged Access Plan

## BOARD RECOMMENDATIONS

### 5 Access:

a. The Board was very supportive of moving the driveway away from Lenora to another location. The Board understanding that this is part of an on-going discussion with SDOT. (E-1, E-3)

Lenora remains free of curbcuts. The proposed relocation of the driveway now occurs on Blanchard Street near 6th Avenue. This new location is an exit only, one lane driveway. See Figures 5A and 5B which show the proposed curbcut.

b. The Board will continue to be interested in how pedestrian safety and ground level engagement and visual interest will be addressed in the revised driveway location. (E-1, E-3, D-6)

The Blanchard landscape plan has been redeveloped and is shown in Figure 5A. Additionally, each curbcut on the block is shown in an enlarged plan and elevation in Figures 5B,C and D. An experiential view walking along Blanchard is shown in Figure 5E along with a more wholistic night view of Blanchard seen in Figure 5F.

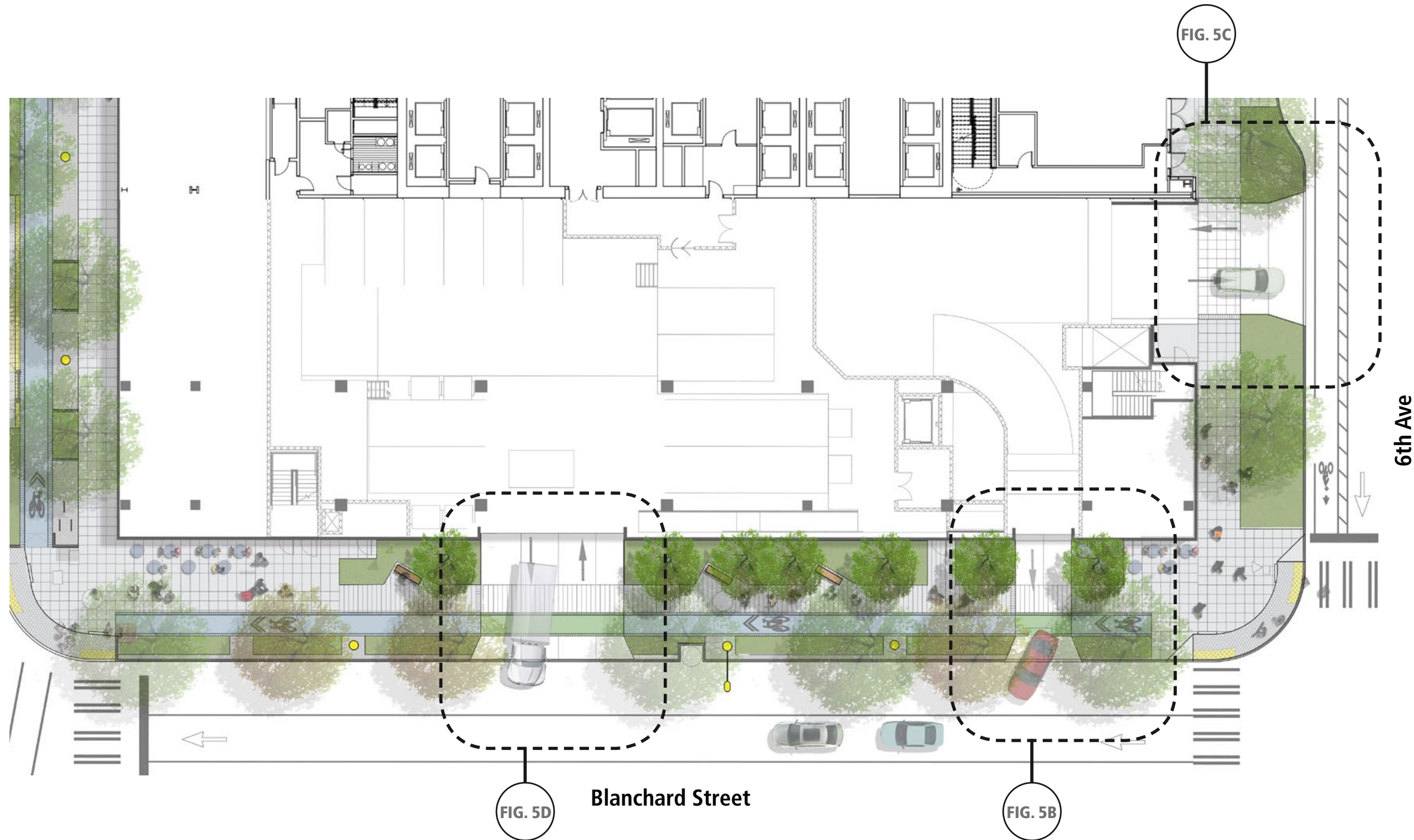


FIGURE 5A

# 5

## Access Parking Entry Diagram\ Blanchard Street

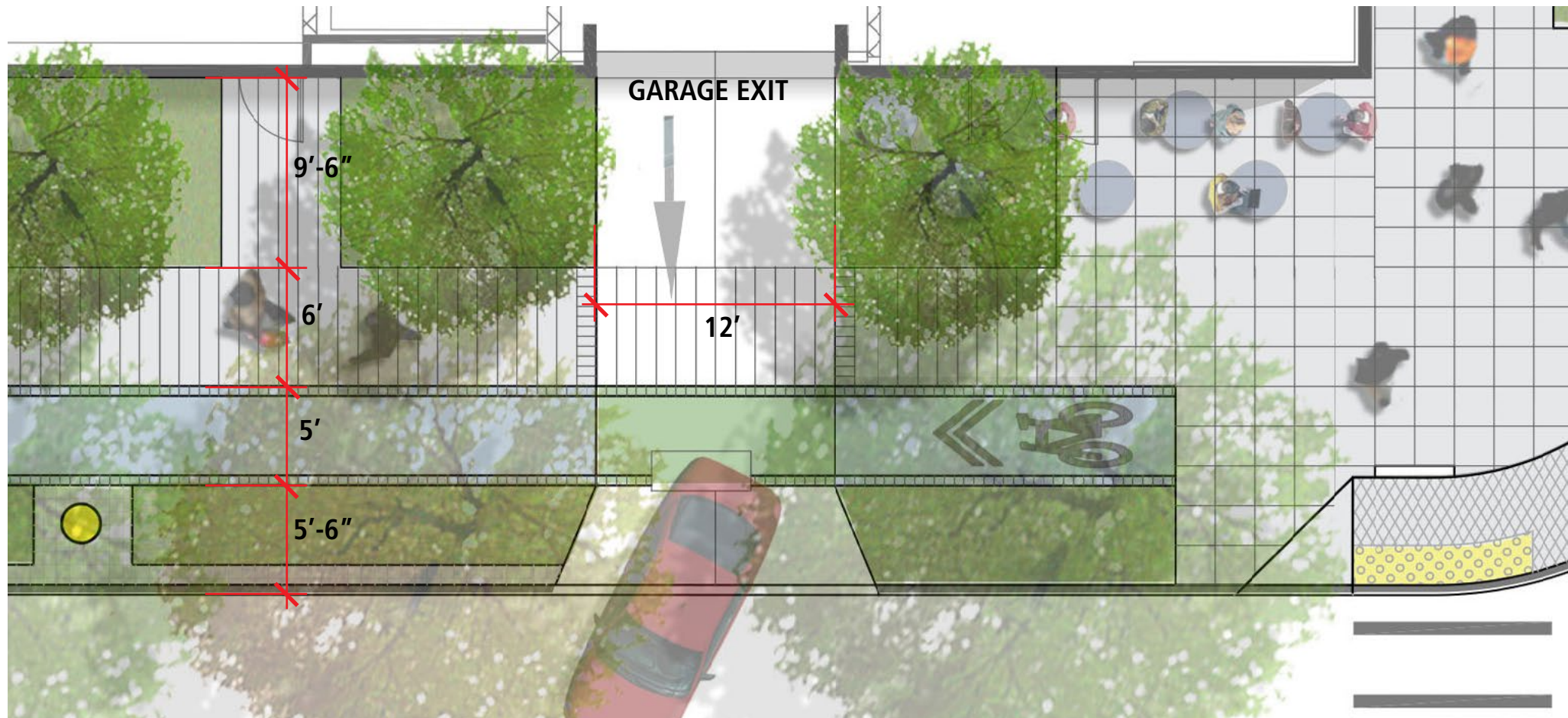
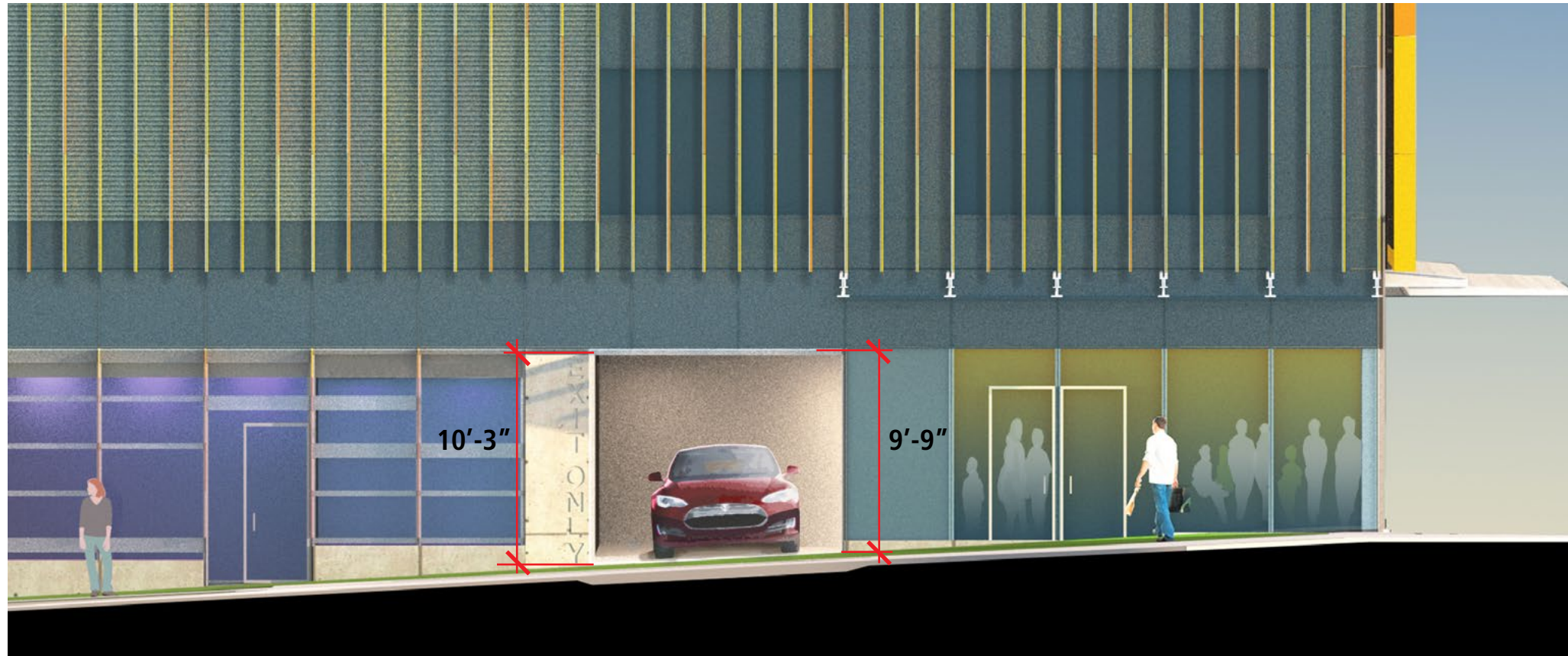


FIGURE 5B

# 5

## Access Loading Entry Diagram Blanchard Street

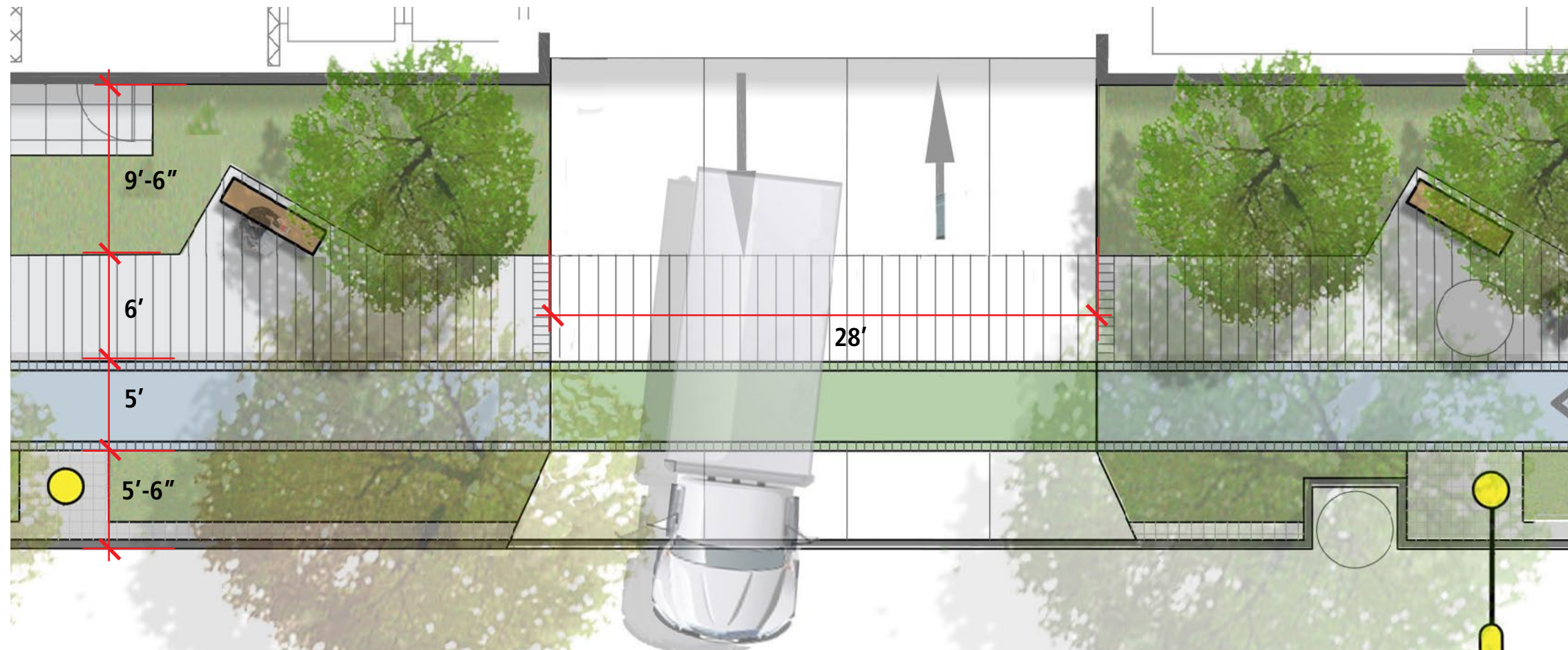


FIGURE 5C

# 5

## Access Parking Entry Diagram 6th Avenue

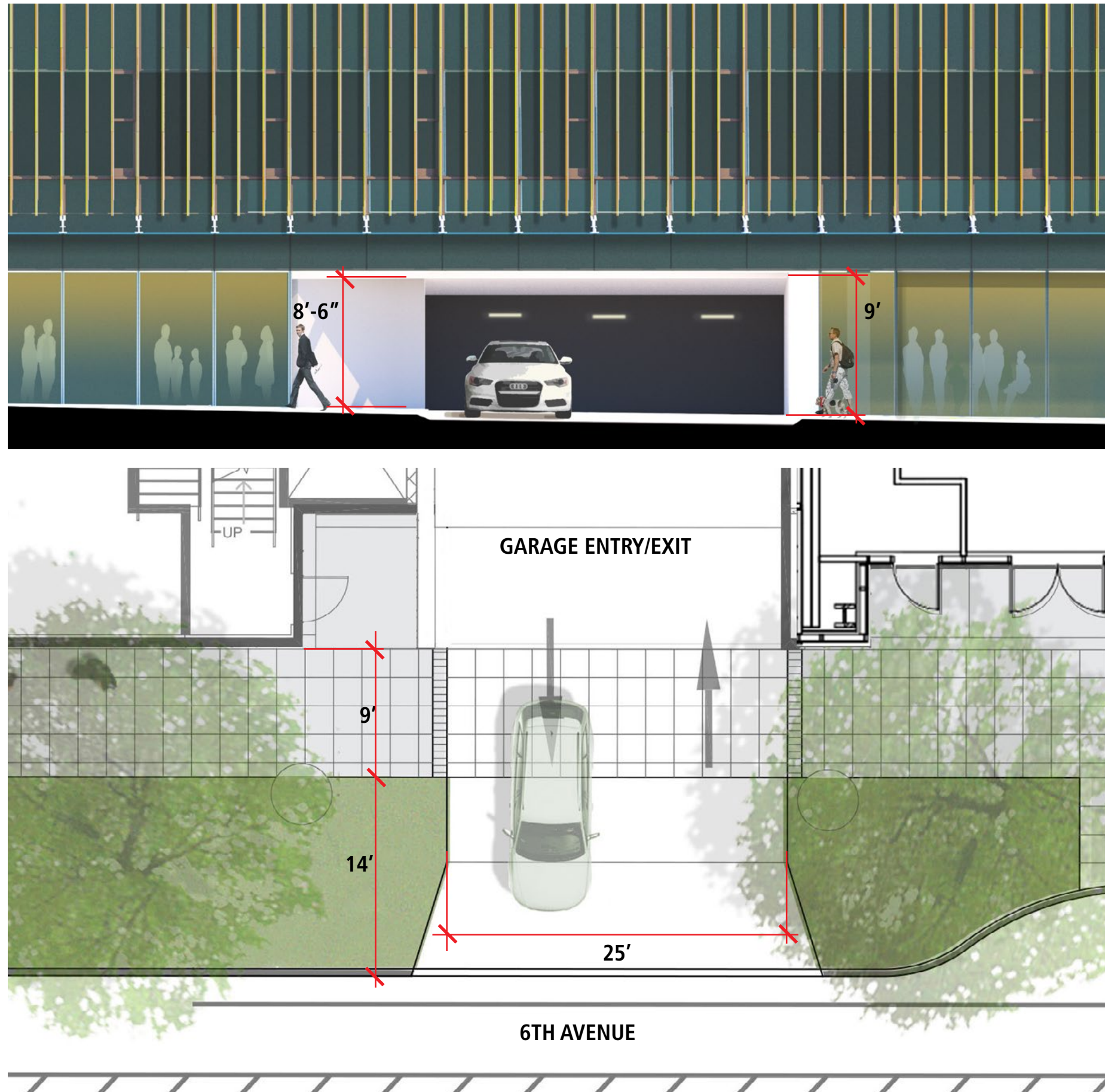


FIGURE 5D

# 5

## Access Street Level View Along Blanchard



FIGURE 5E

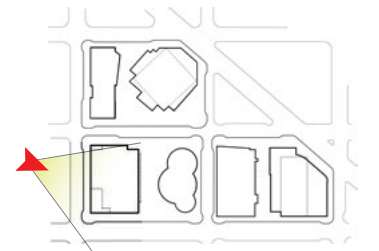
# 5

## Access

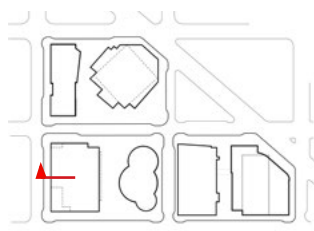
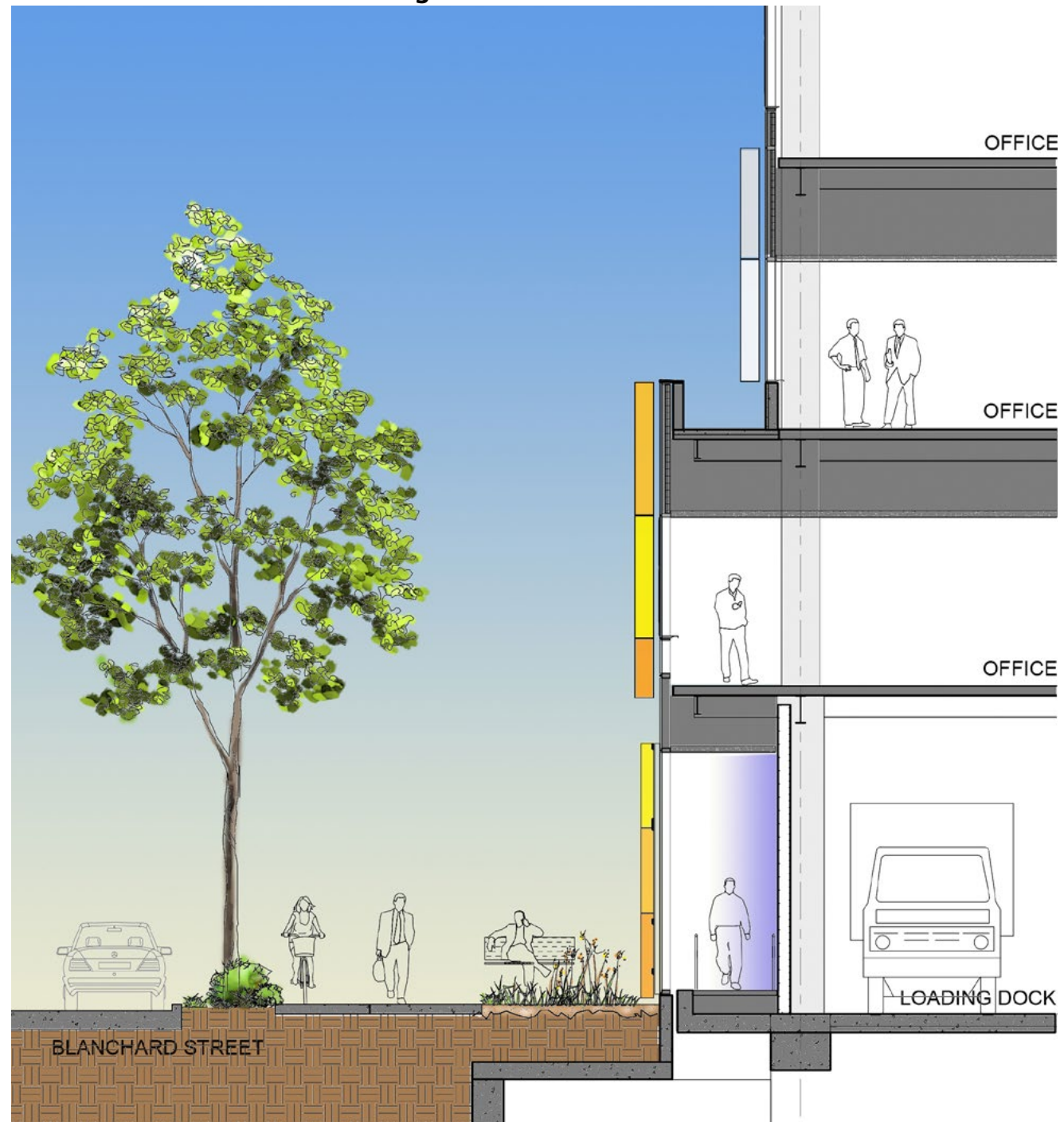
### Street Level View Along Blanchard



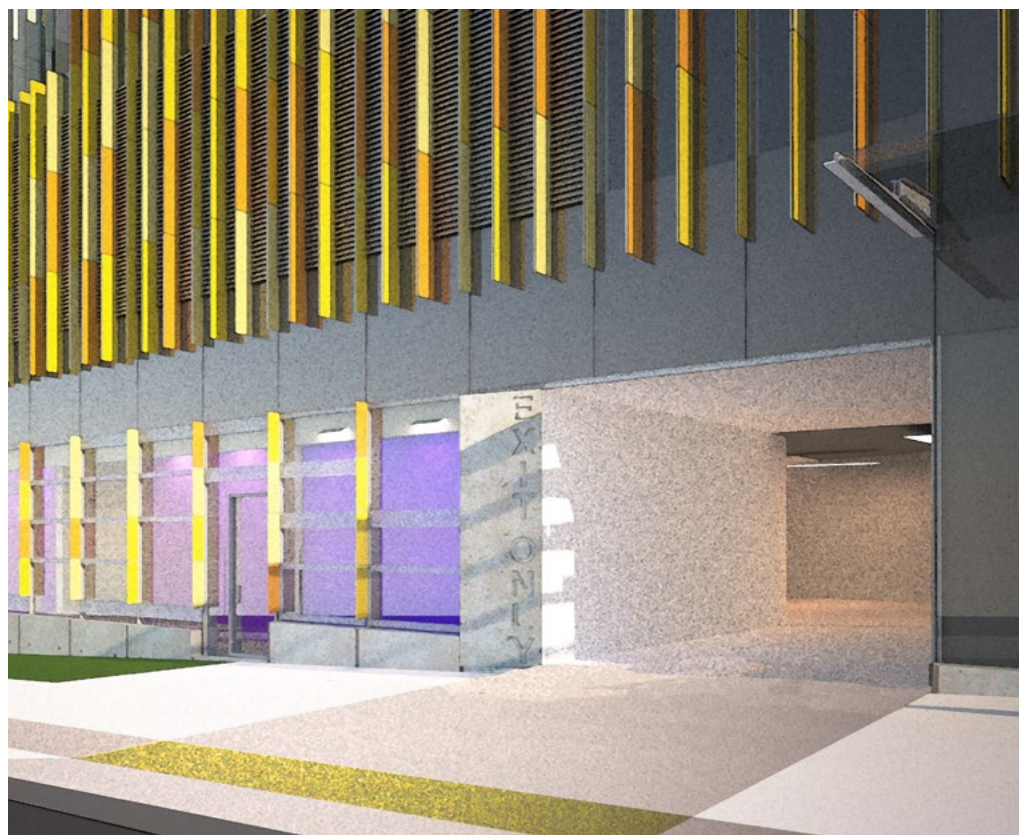
FIGURE 5F



**Exterior Treatment of Tower**  
**Podium Wall Section and Cladding Detail**



**FIGURE 6A**



**FIGURE 6B**

**BOARD RECOMMENDATIONS**

**6 Exterior Treatment of Tower:**

a. The Board agreed that proposed colors provided a dynamic and fresh palette, as well as combination of patterns and textures. (A-2, B-4, C-2)

Physical material samples and their associated location on the tower are shown in Figure 6C. A wall section through the tower podium along Blanchard Street is shown in Figure 6A and closer views showing screening elements are shown in Figure 6B.

b. The Board would like to see additional detail at the next meeting, including elevations of the previously approved design.

The previously approved building elevations are shown in Figure 6D. Proposed building elevations are shown in Figures 6E, F, G & H.

# 6

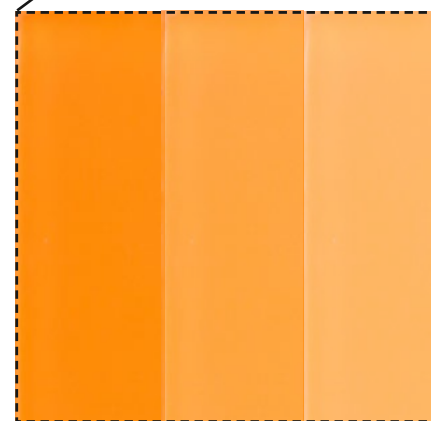
## Exterior Treatment of Tower Street Level View and Materials



Frosted Glass Screenwall



White Laminated Glass (3 Colors)  
One Side Only



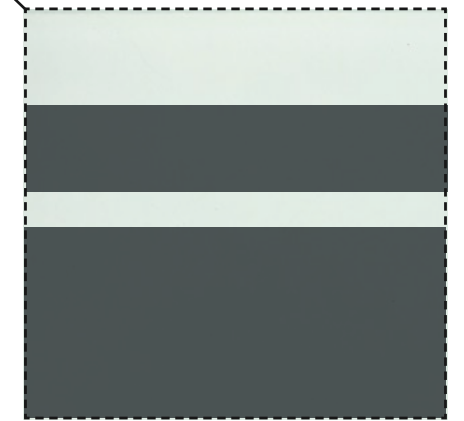
Orange Laminated Glass (3 Colors)  
One Side Only



Translucent Blue Laminated Glass



Aluminum Curtainwall Mullion



Dark Spandrel Glazing with  
Opaque White Frit Striations

FIGURE 6C



# 6

## Exterior Treatment of Tower Previous Tower Podium Elevations



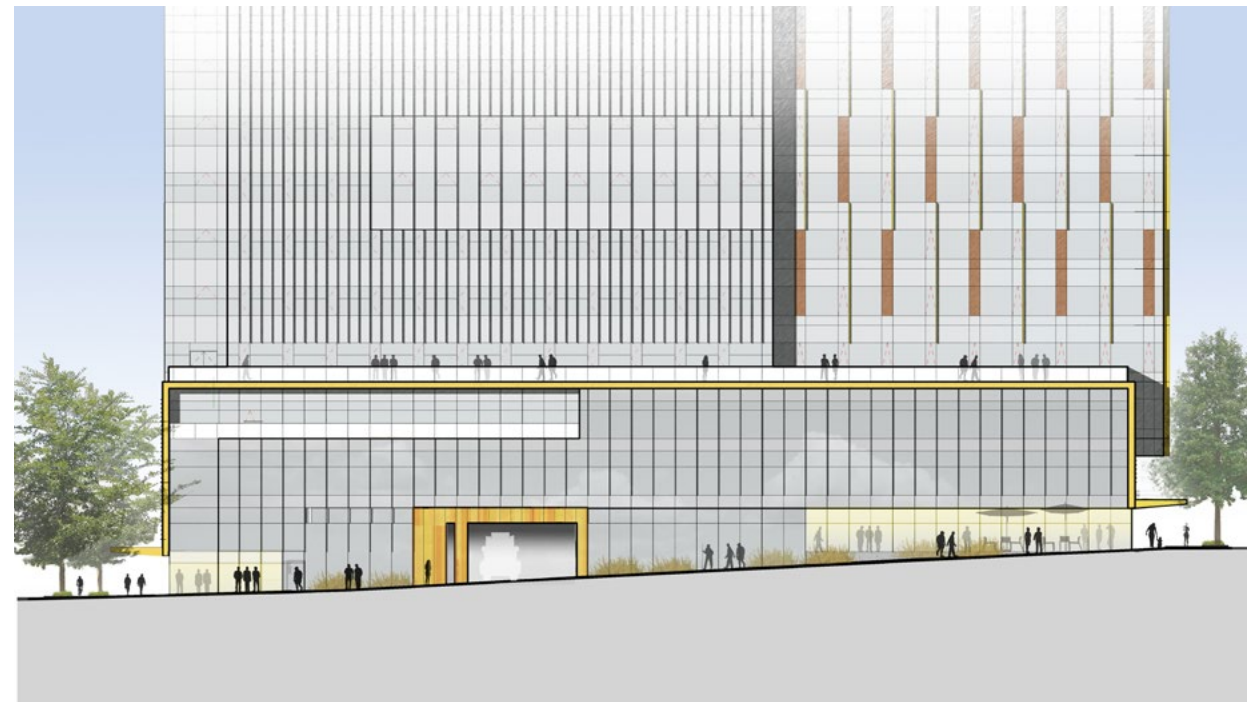
6th Ave Elevation



Lenora Elevation - Through Plaza



7th Ave Elevation

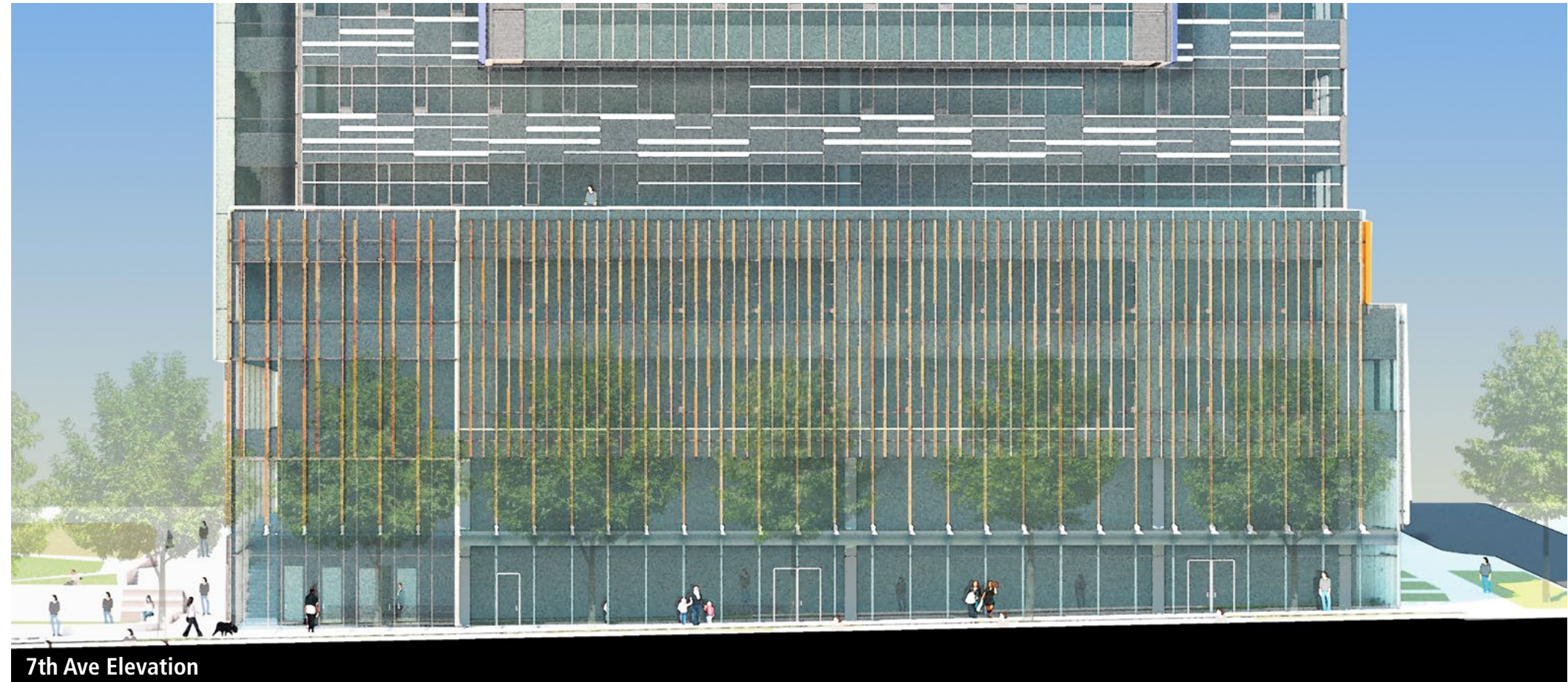
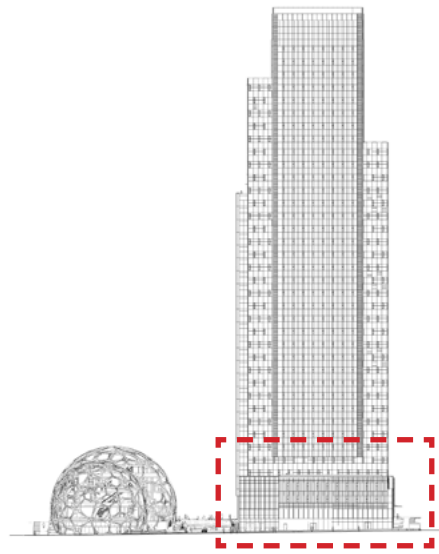


Blanchard Elevation

FIGURE 6D

# 6

## Exterior Treatment of Tower Tower and Podium - Elevations up to 60'



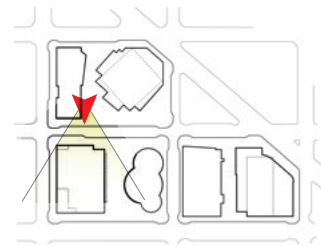
7th Ave Elevation



7th Ave

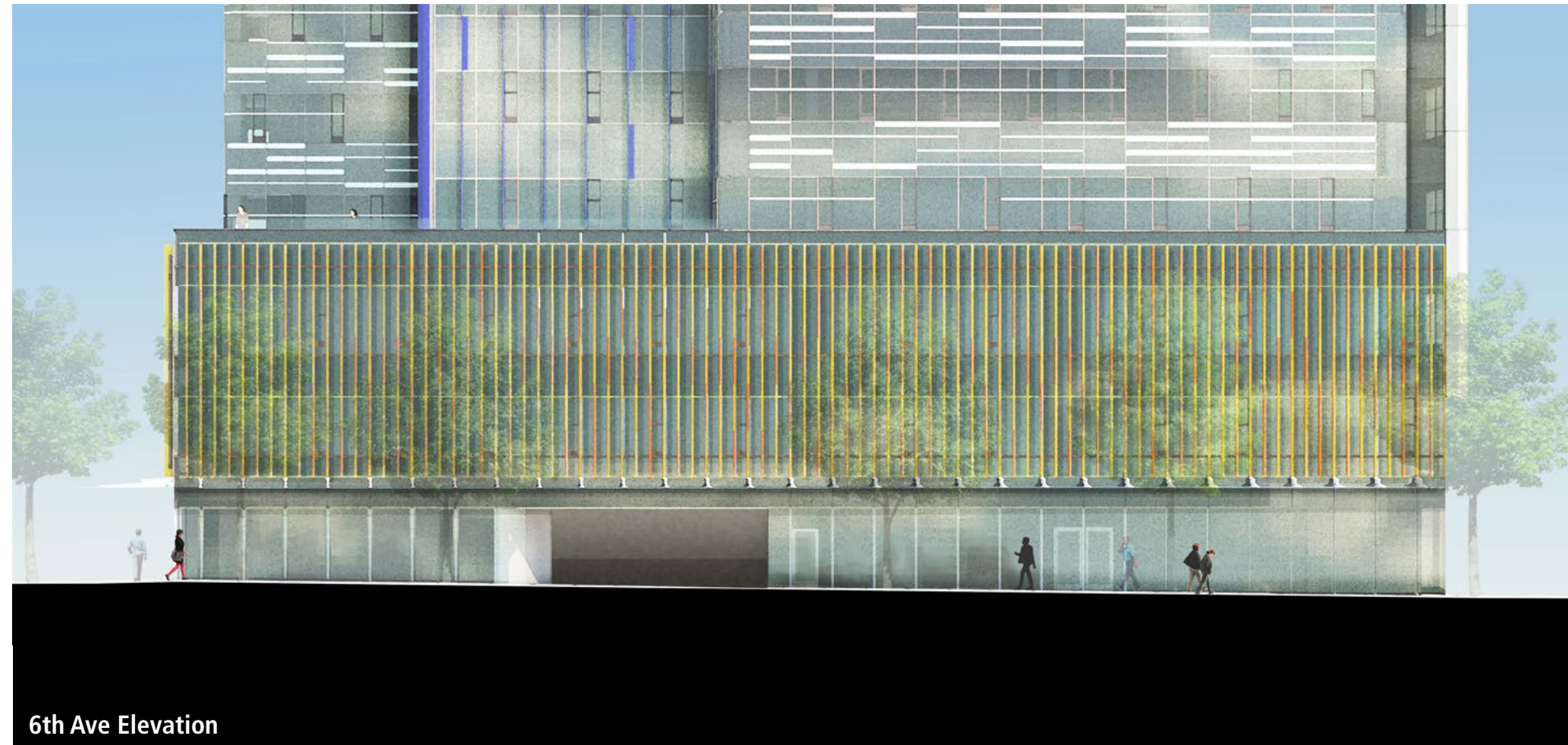
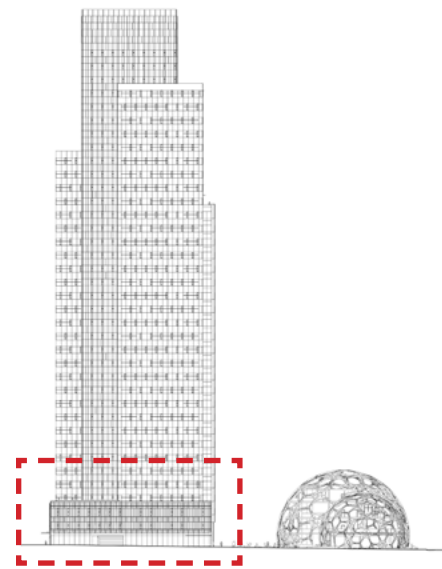
Blanchard

FIGURE 6E



# 6

## Exterior Treatment of Tower Tower and Podium - Elevations up to 60'



6th Ave Elevation



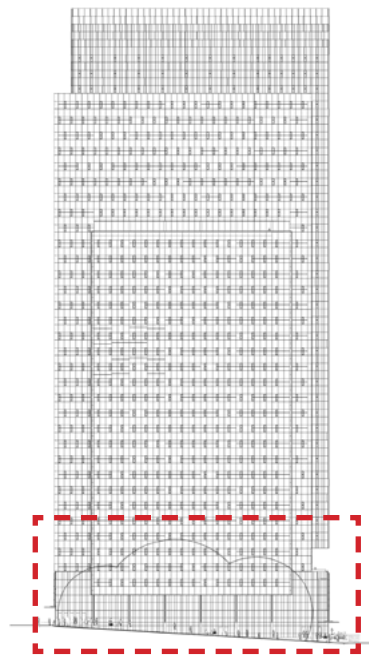
Blanchard

6th Ave

FIGURE 6F

# 6

## Exterior Treatment of Tower Tower and Podium - Elevations up to 60'



Lenora Elevation from Midblock Open Space

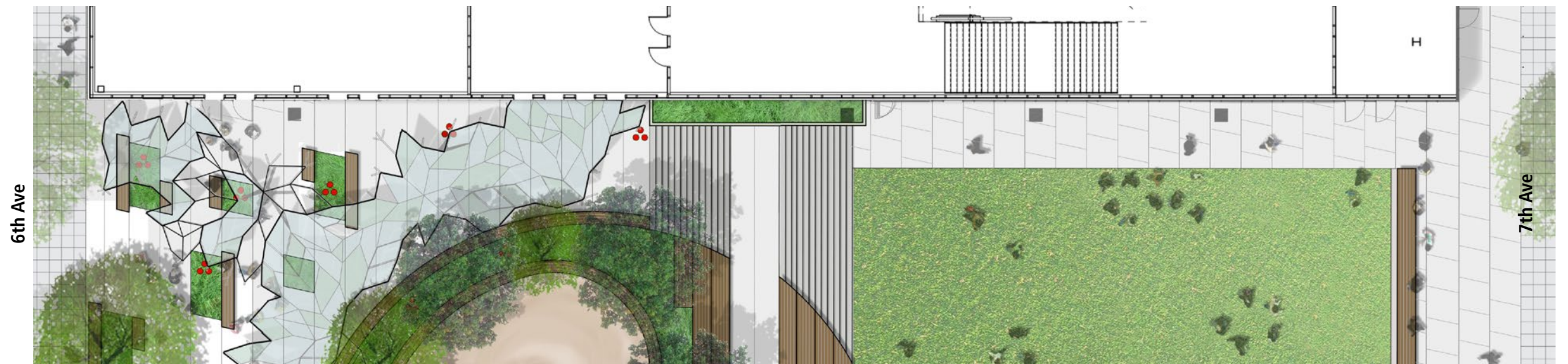
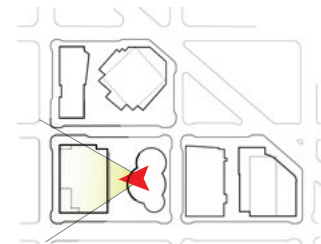
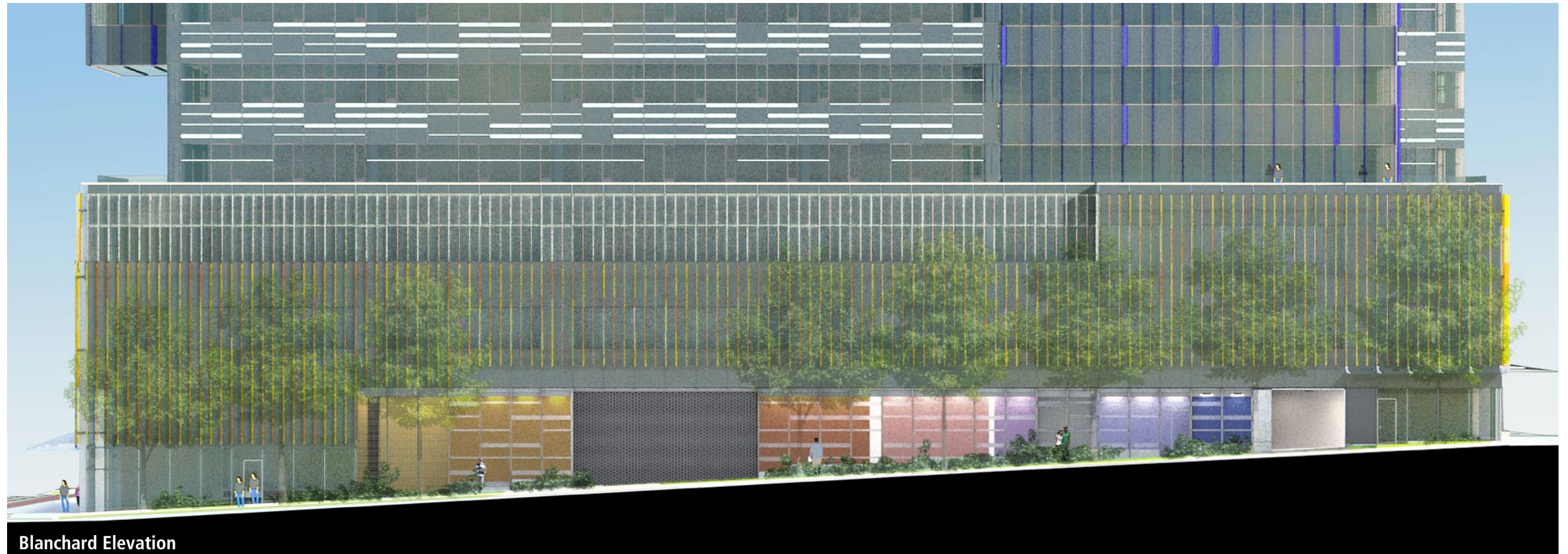
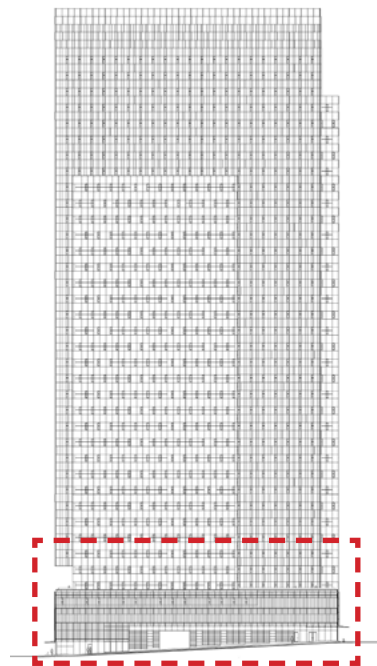


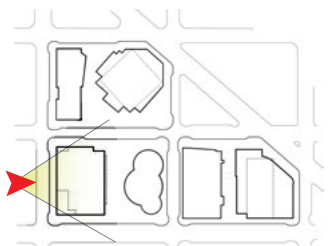
FIGURE 6G

# 6

## Exterior Treatment of Tower Tower and Podium - Elevations up to 60'



Blanchard Elevation



7th Ave

6th Ave

Blanchard

FIGURE 6H

# APPENDIX

## Summary of Development Standard Departures

### Block 19

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 facade 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 facade that is above an elevation of 500 feet.	This departure would permit the facade 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 1
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 permit a major horizontal architectural 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 unified building C-2 Design a facade of many scales C-3 Provide active not blank facades	See Diagram 2
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	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.
4	SMC 23.49.058.C Upper Level Width Limit	The maximum facade 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 building	See Diagram 4

Previously Approved

Previously Approved;  
Not Required with  
Proposed Design

Previously Approved

Proposed Departure

# APPENDIX

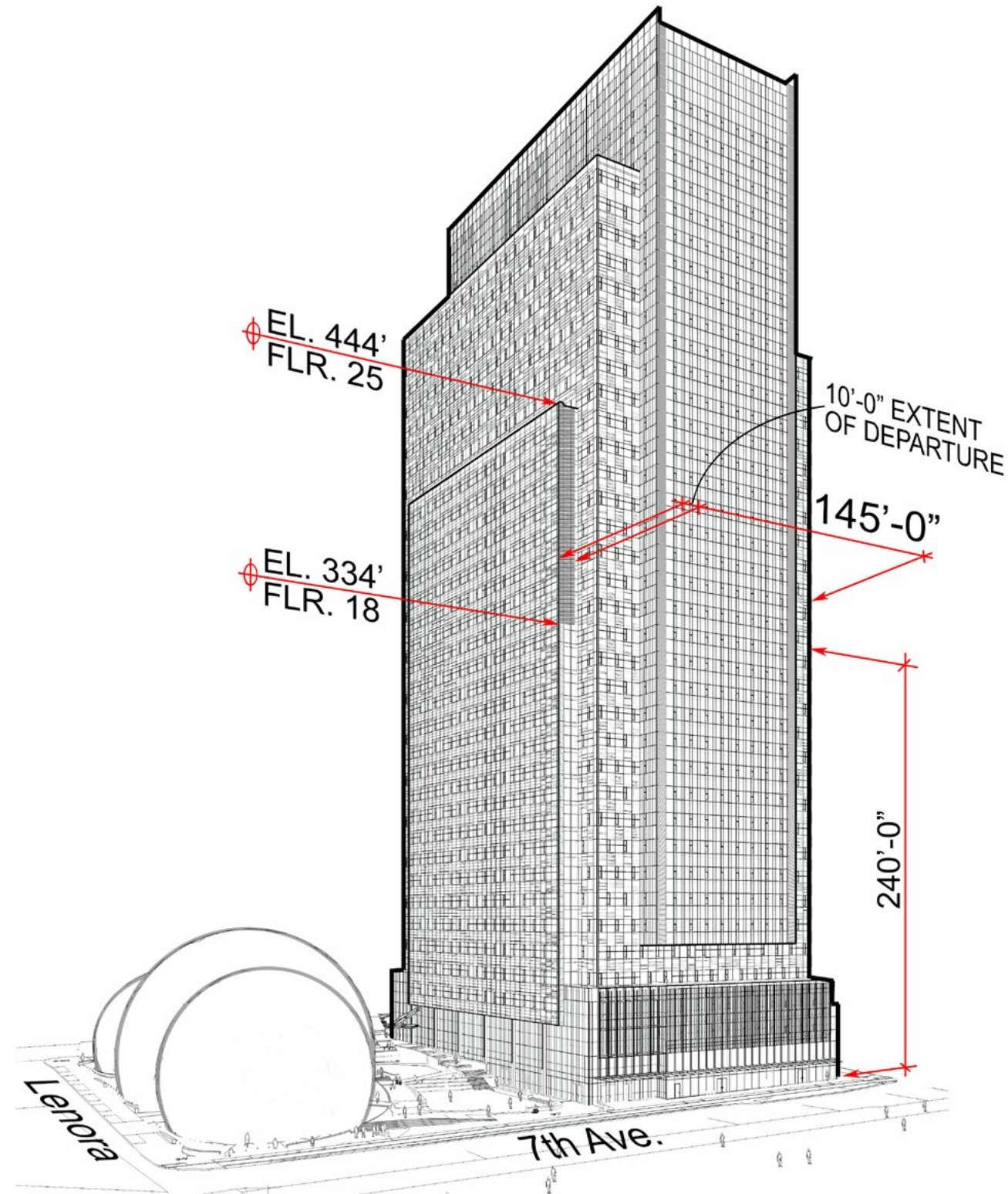
## Development Standard Departure - Tower Width Above 240'

## BOARD RECOMMENDATIONS

### A Upper Level Tower Width Limits:

This is a new departure proposed as part of the re-design effort. The Board was inclined towards such a departure as it results in better tower massing and proportions. (B-4)

Departure request unchanged.



Departure #4 Diagram