Rufus 2.0





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Purpose of Recommendation Meeting #2

Goals for Session

In response to Board comments at our last presentation, we have made substantive changes to the design of the Meeting Center on Block 14, as well as the office tower base and lower office building on Block 20. In addition, portions of the project have progressed significantly since our last meeting and we will review the design evolution of each individual building, as well as the project as a whole.

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

- Material selections for the Meeting Center
- The further development of transparency in the Meeting Center elevations, especially on 6th and Lenora
- The expansion of retail on Block 14 to the corners of the block
- Elevations of the tower podiums and lower buildings
- The relationship between the office towers and to their podiums or bases
- Evolution of the base of the office tower on Block 20, including the ground level wall projections and how the affiliation between the tower and neighboring office structure has been strengthened
- Evolution of the lower office building on Block 20, including the Blanchard Street facade
- Enlarged plans and elevations of the garage and loading dock entries, including examples of door type and pedestrian safety provisions
- More detail regarding the Block 14 screen and trellis, including its materiality and color
- Examples of where synthetic turf has been used for passive recreation
- Discussion of how color will be used to accent the building elevations, illustrated by Block 14
- Detailed design of the overhead canopies
- Clarification of the ADA pathways in the through-block connections on each block

As specifically requested for this meeting, we have provided:

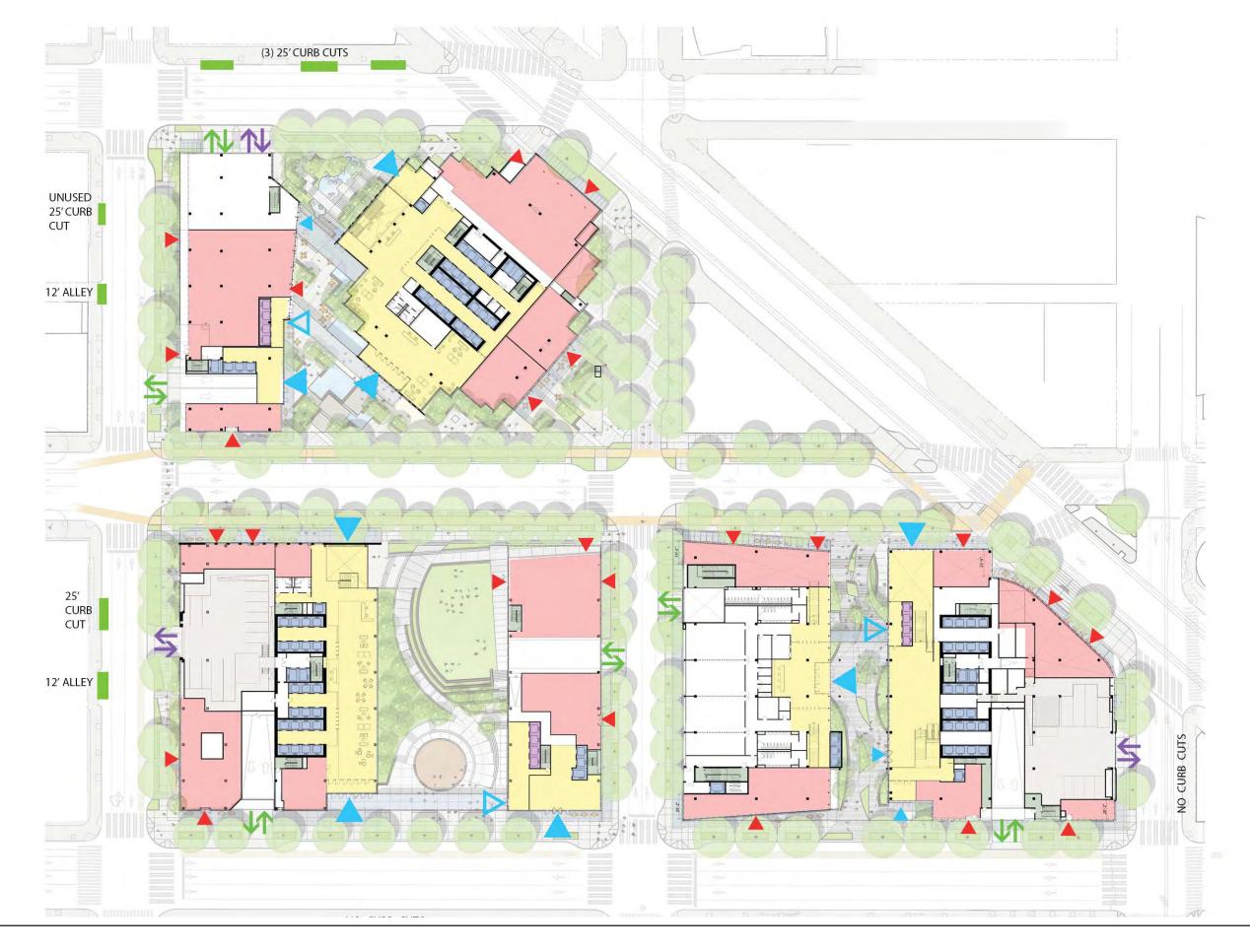
- A physical model of the buildings and landscape in context
- The material palettes, including physical samples, for the building podiums and lower building elevations on each block as well as for the Block 14 office tower.
- Axonometric views of the towers individually and the three blocks together
- Street elevations showing the full buildings on each block
- Update on discussions with the Public Art Advisory Committee (PAAC)

In response to the board's comments, we have updated and expanded the Design Guidelines developed to inform the later advancement of the office towers on Blocks 19 and 20. As requested, the Guidelines have also been made more specific to the future design evolution of the towers elevations above their podiums.

We have not replicated images from past presentations, so we encourage you to also reference booklets from past presentations, particularly the booklet from our last session, Recommendation Meeting #2, to acquire a more complete picture of the project and to answer any questions that relate to topics previously discussed (e.g. urban design, massing, lighting, maintenance, security, etc.)

We are seeking the Board's recommendation for approval of our design.

Composite Site Plan



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.

<u>B. Architectural Expression – Relating to the Neighborhood Context</u>

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 arrangment 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.

<u>D. Public Amenities - Enhancing the Streetscape and Open Space</u>

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.

D-3 Provide Elements that Define the Place

- 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)
- Evinronmental Grphics 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.

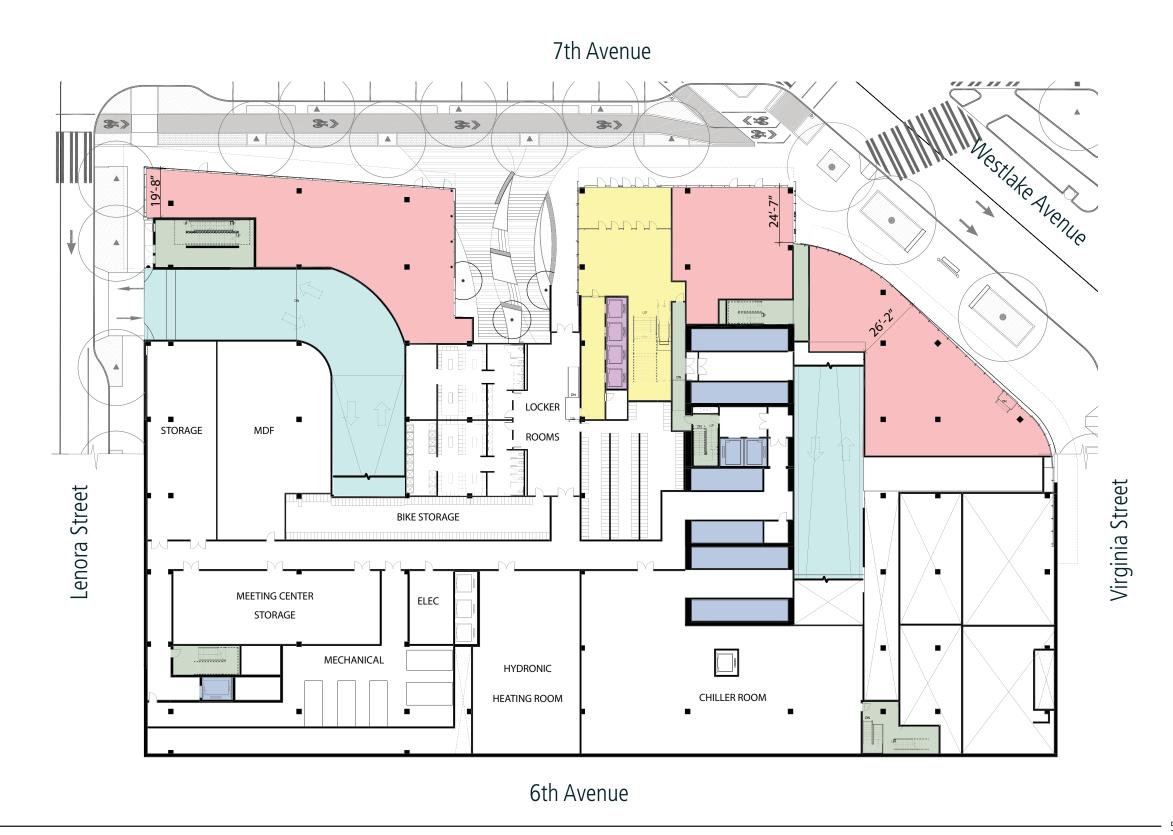
E. Vehicular Access and Parking — Minimize the Adverse Impacts

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.

Block 14 Level G



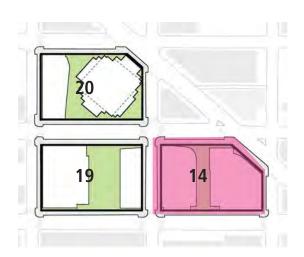


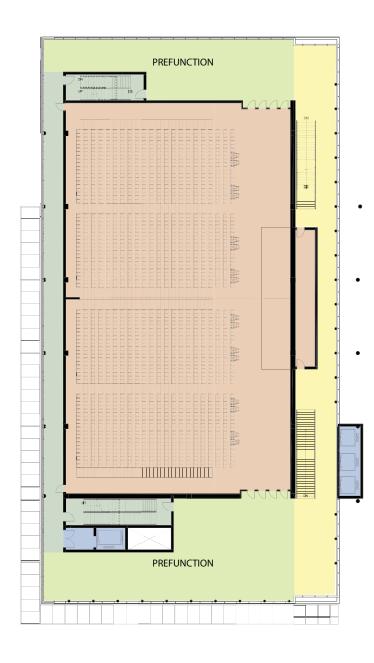


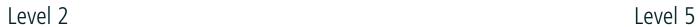
Block 14

Meeting Center



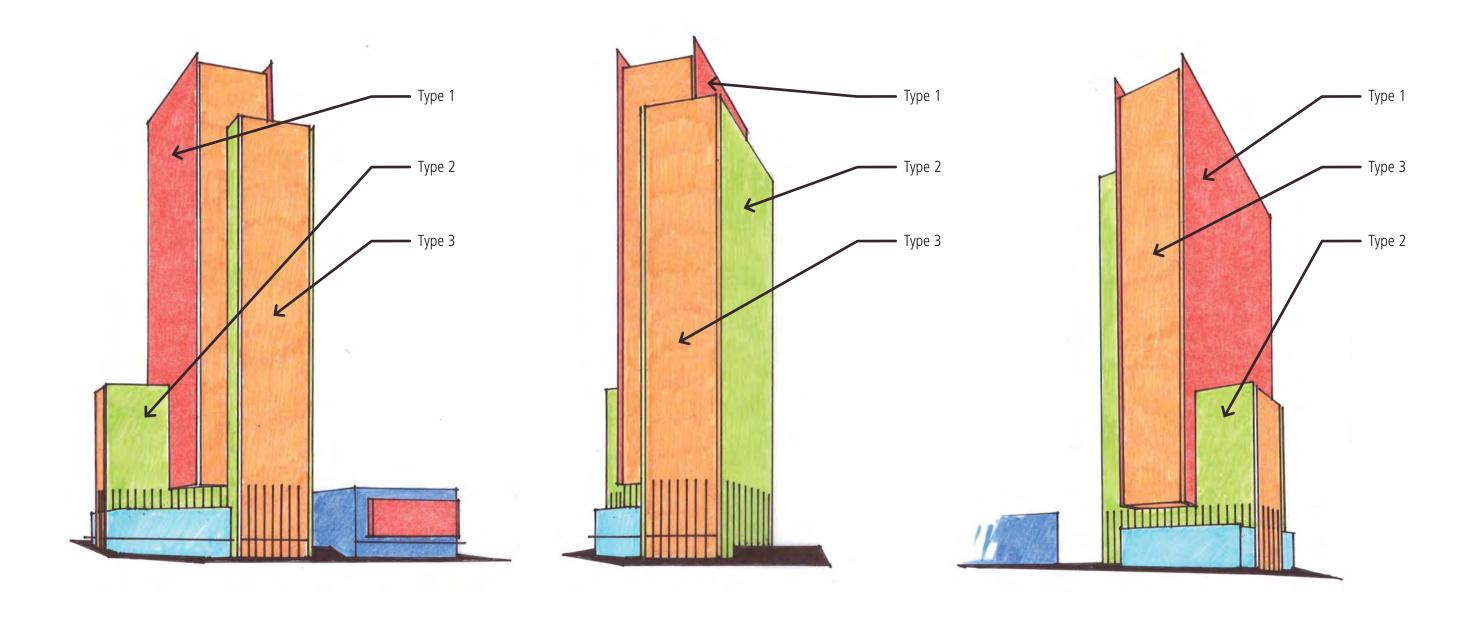




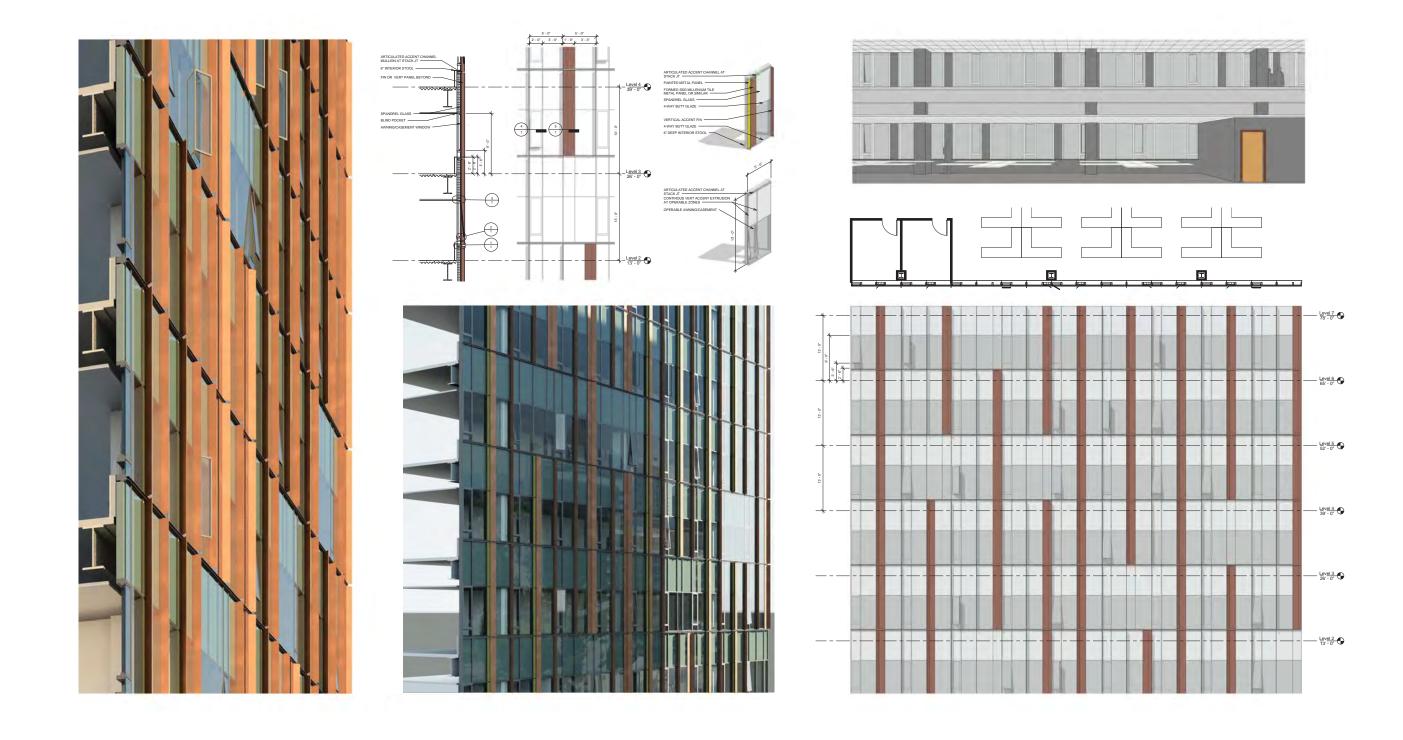




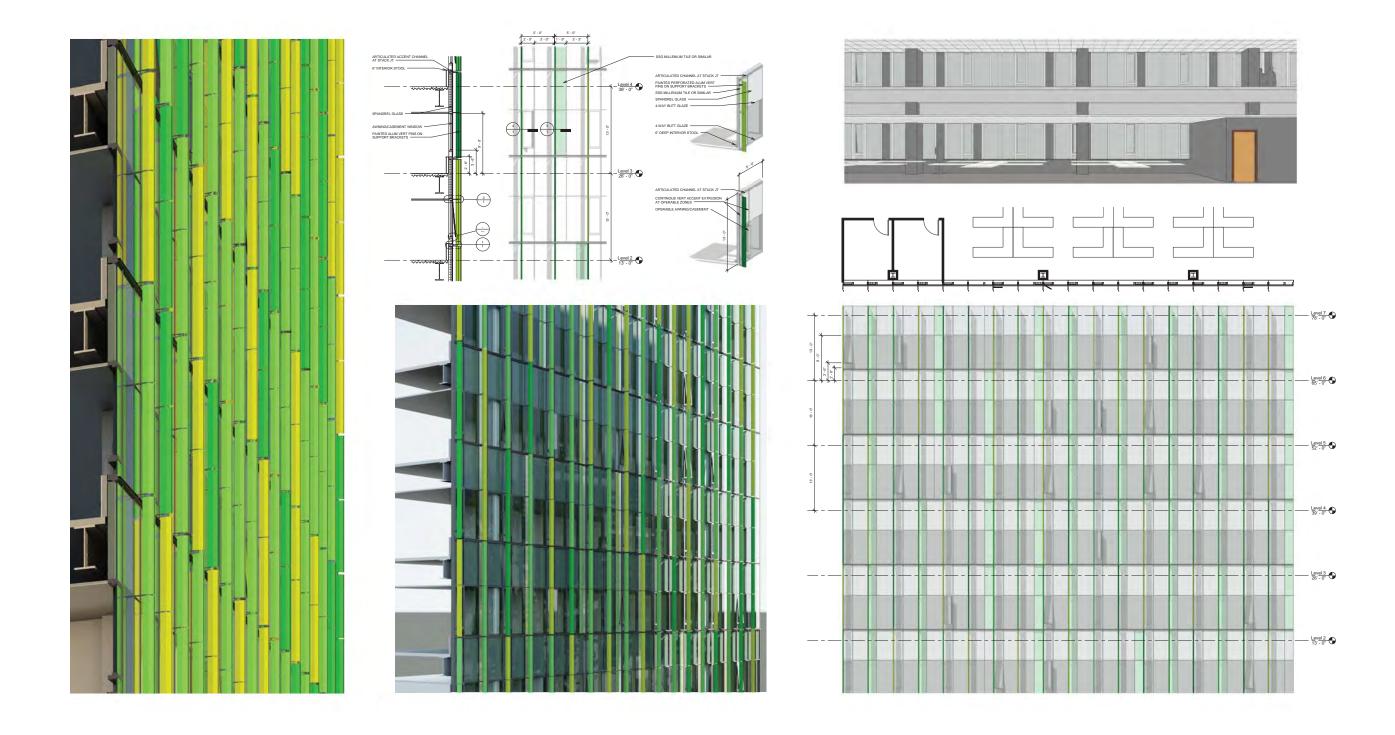
2 Block 14 Concept Skin Map



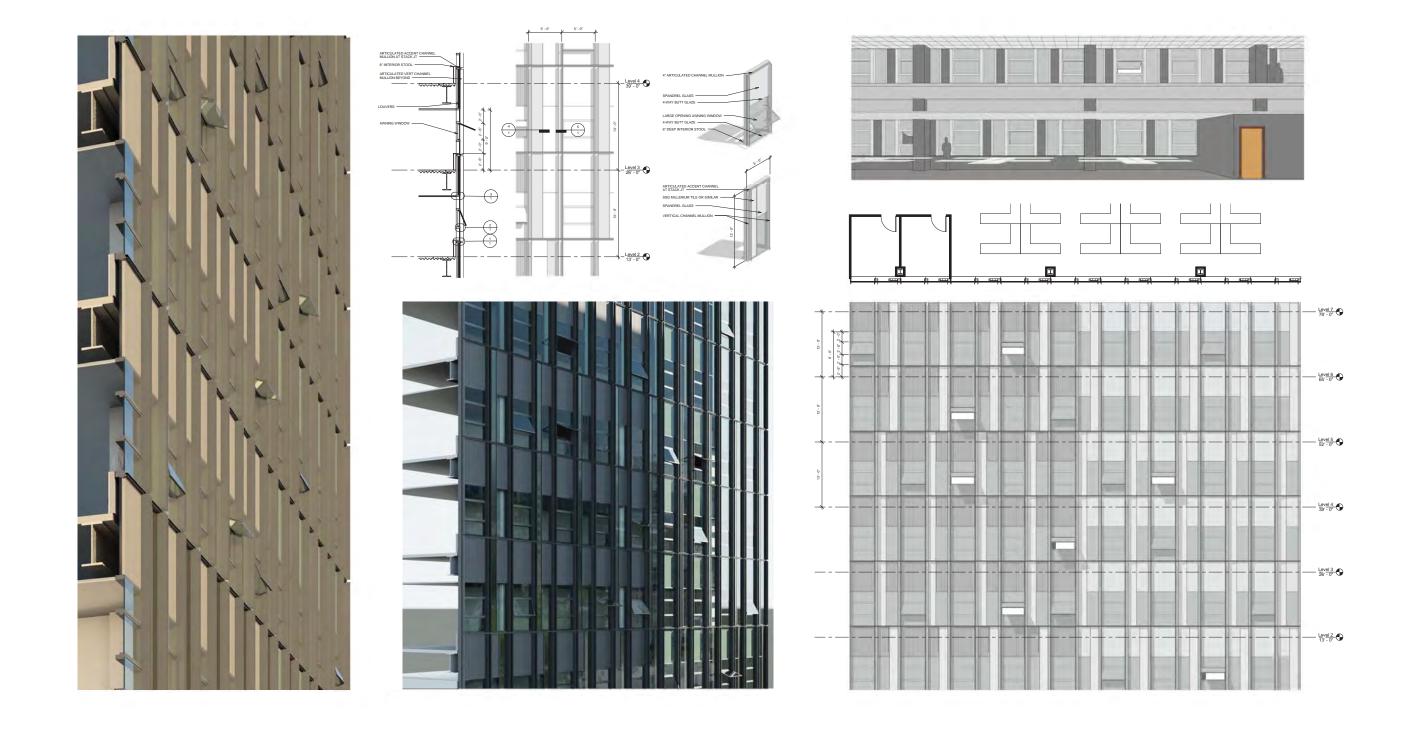
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Block 14
Curtain Wall Type 1



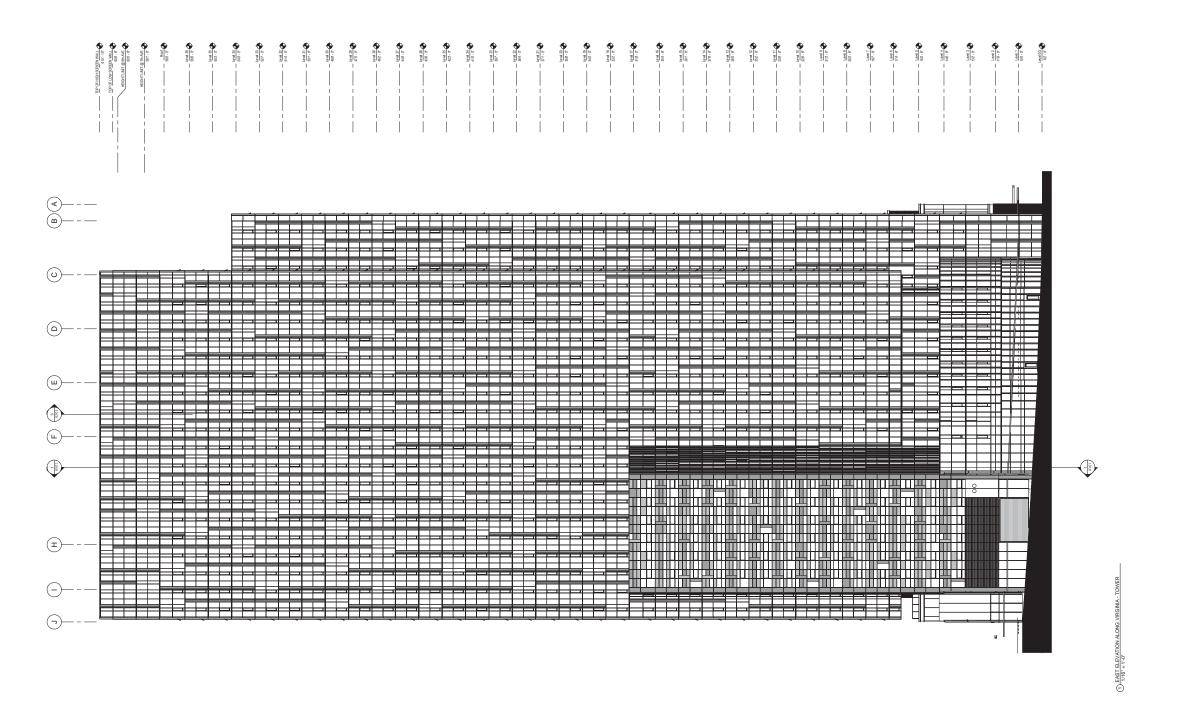
2
Block 14
Curtain Wall Type2



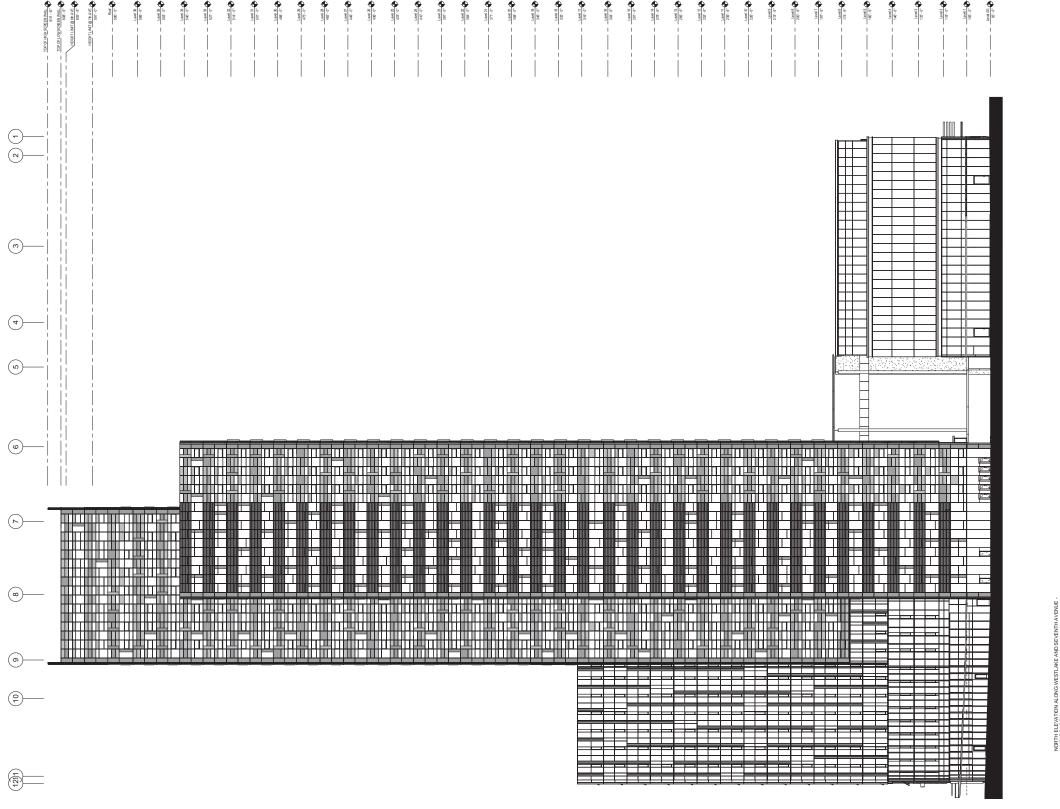
2
Block 14
Curtain Wall Type 3



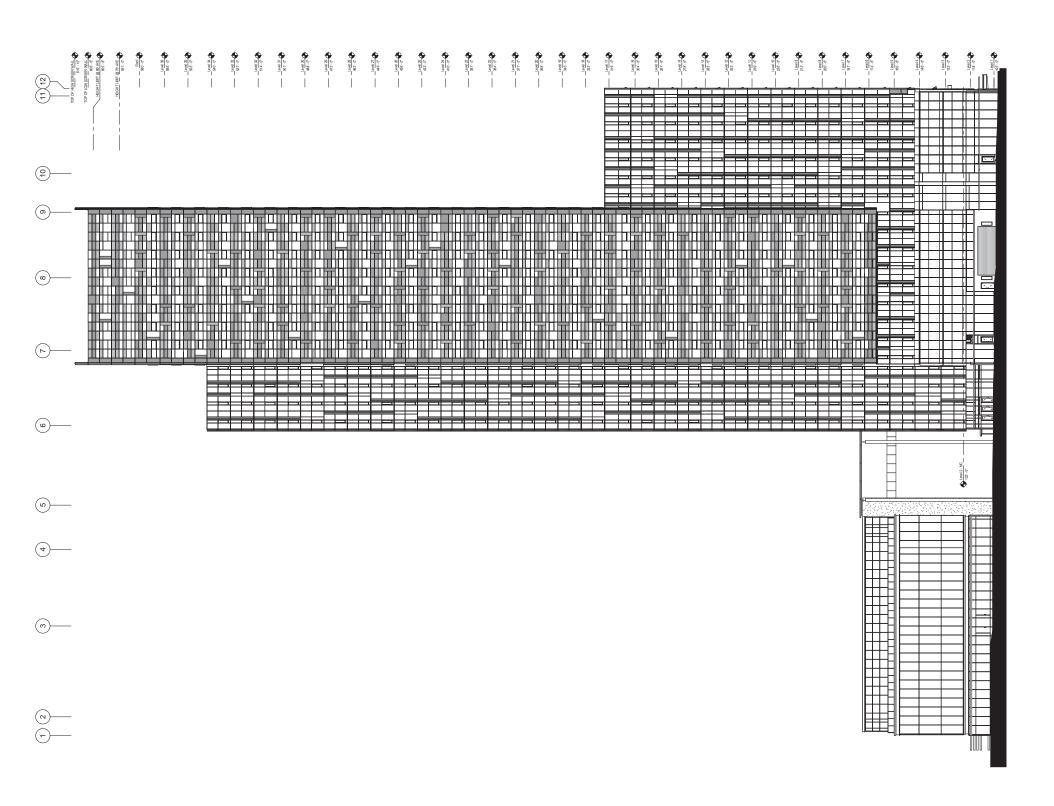
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Block 14
East Elevation



Block 14 **North Elevation**

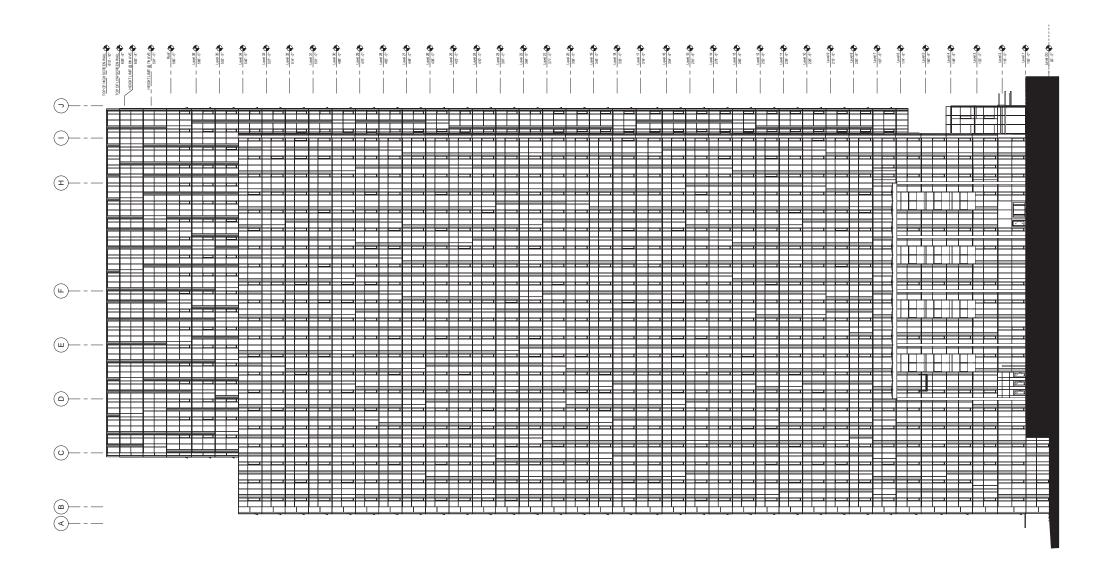


2
Block 14
South Elevation



(1) SOUTH ELEVATION ALONG SIXTH AI 1/16" = 1".0"

Block 14
West Elevation



2
Block 14
View Along 7th Avenue



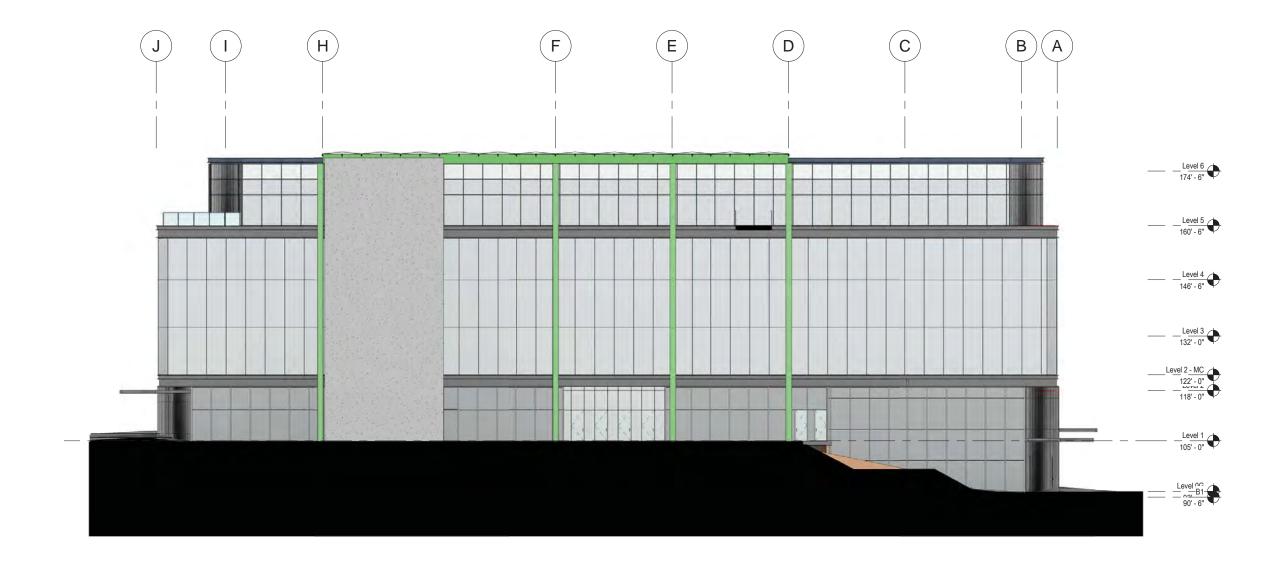
2 Block 14 View Along 6th Avenue



2

Block 14

Elevations: Meeting Center



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

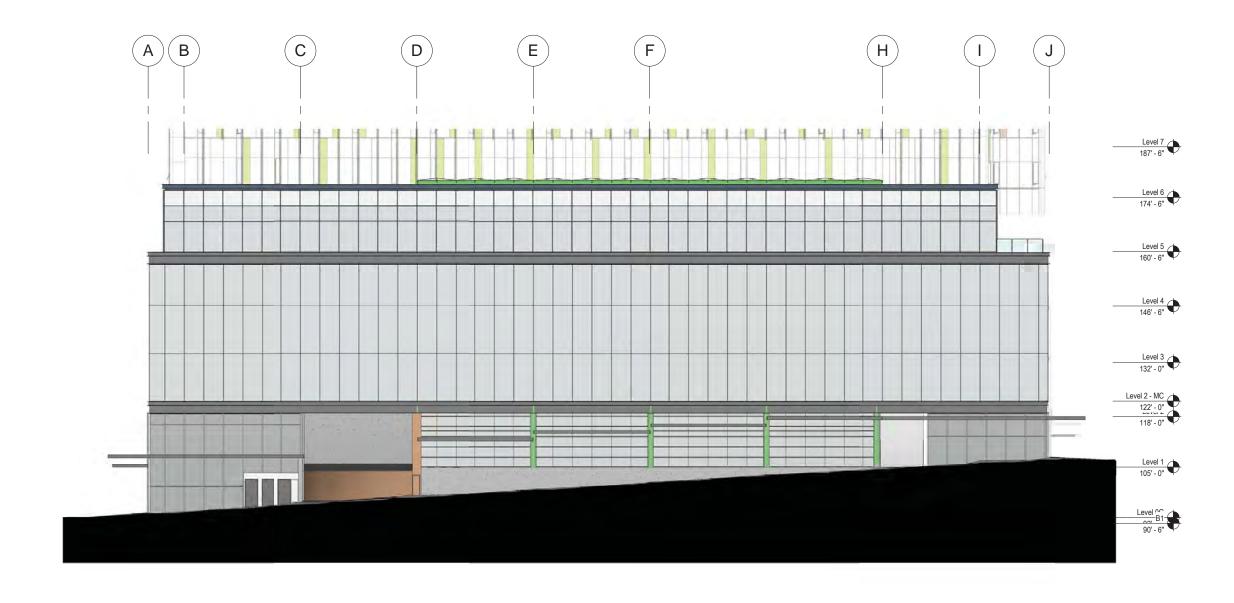
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Block 14
Trellis Perspective



2

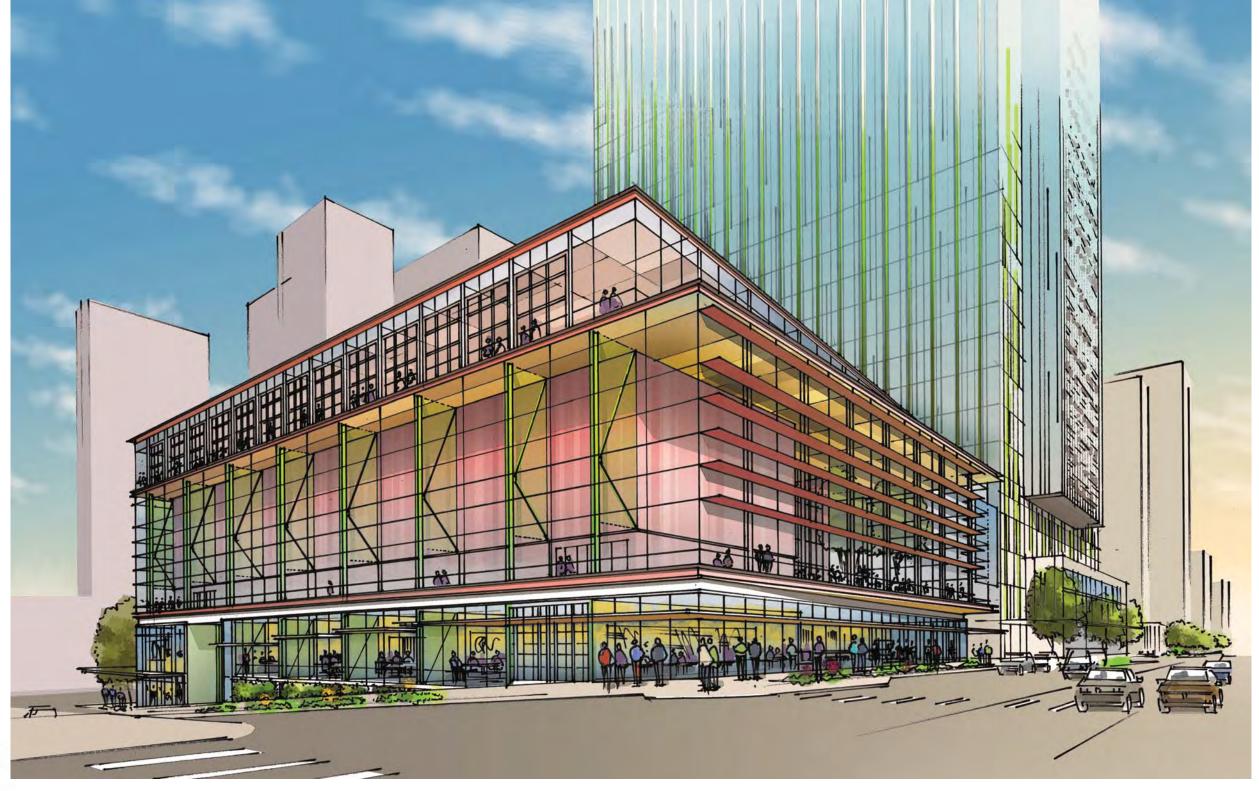
Block 14

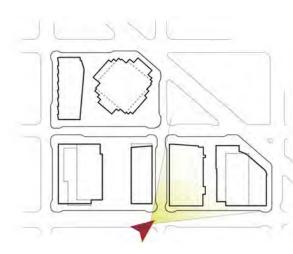
Elevation: Meeting Center



 $\underbrace{ 1/16" = 1'\text{-}0"}$

Block 14Meeting Center





View from 6th Ave & Lenora St

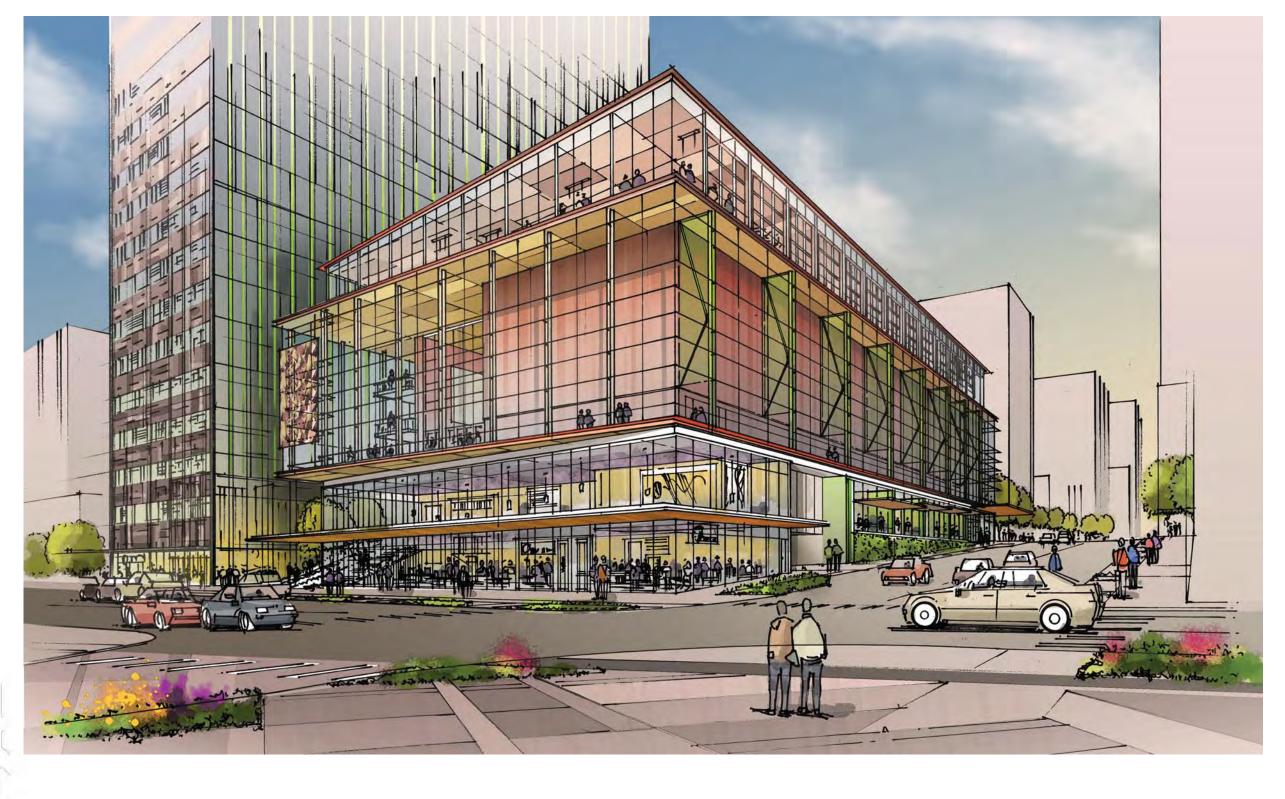
2
Block 14
Elevations

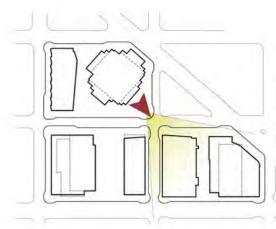


1) NORTH ELEVATION - WHOLE BLOCK-COLOR 1/16" = 1'-0"

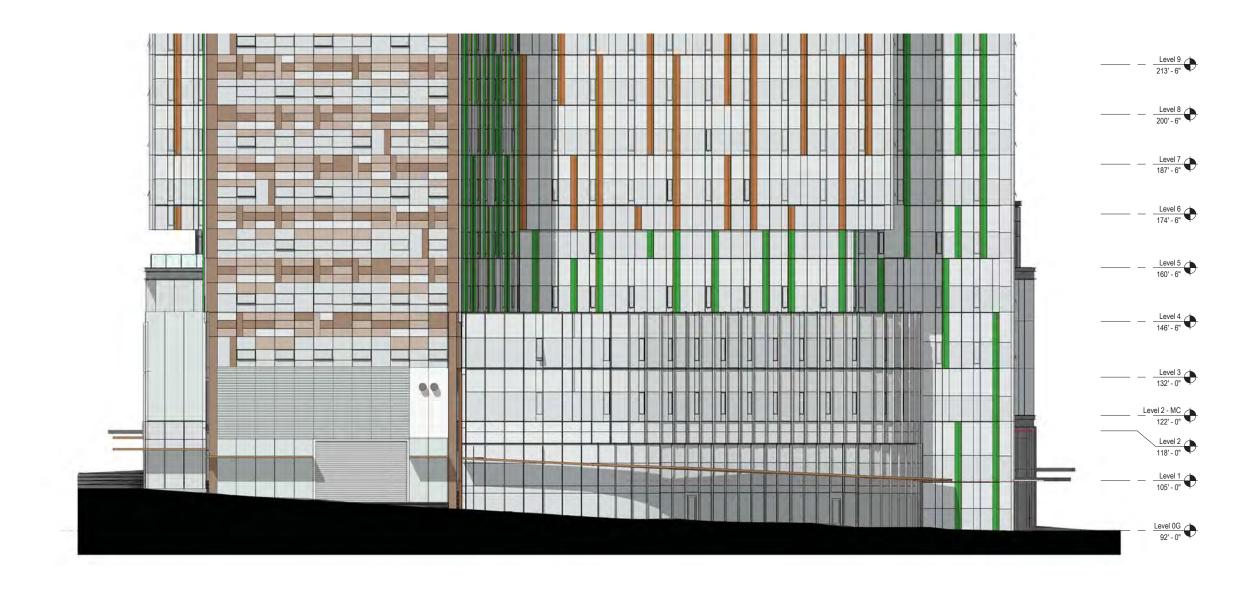
22

Block 14Meeting Center





View from 7th Ave & Lenora St

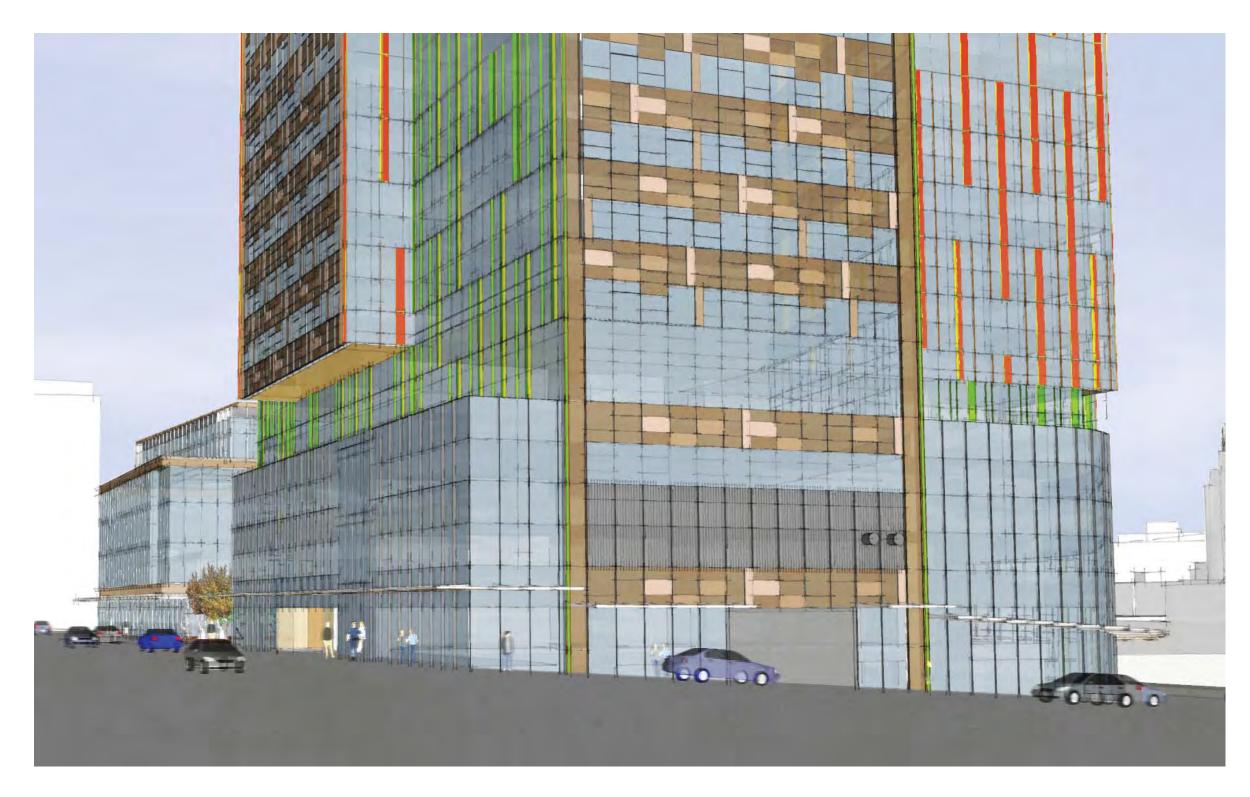


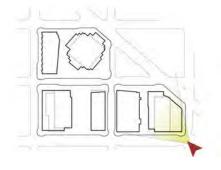
1/16" = 1'-0"

2

Block 14

View from 6th Ave & Virginia Street





2 Block 14 Elevations

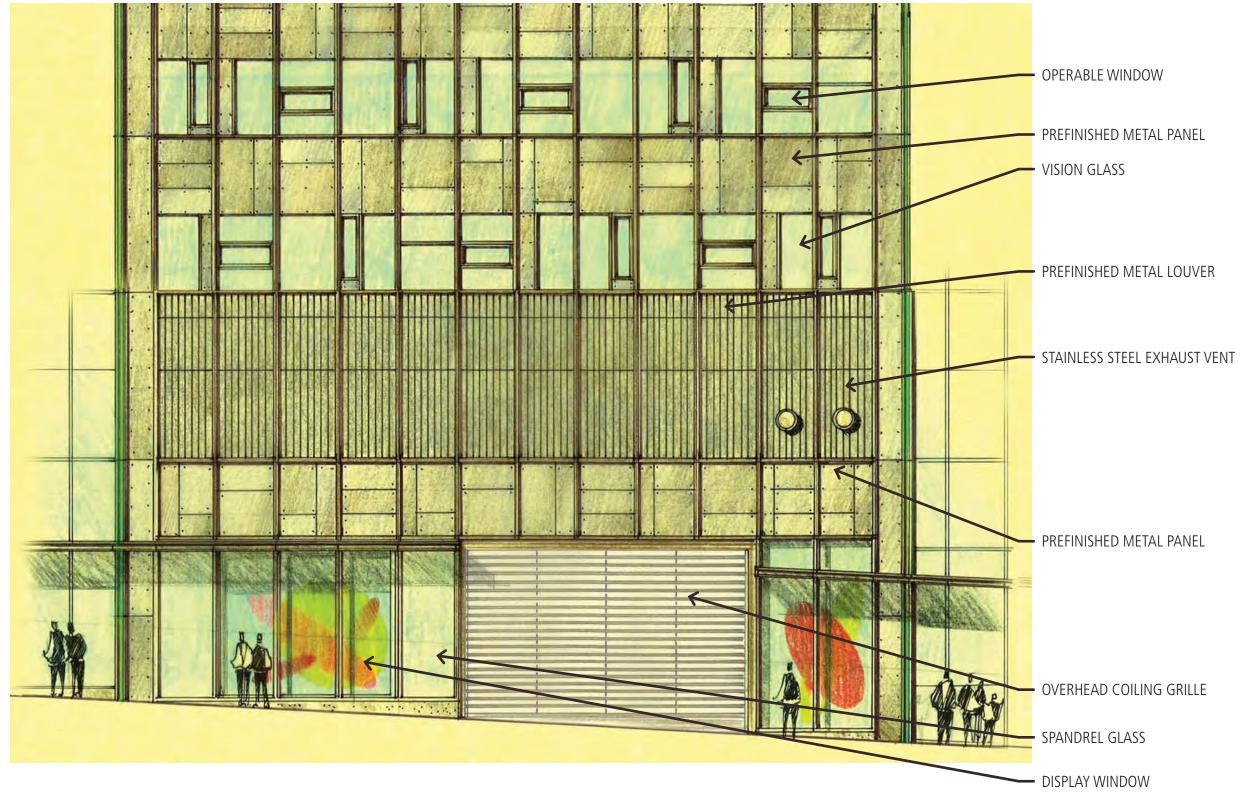


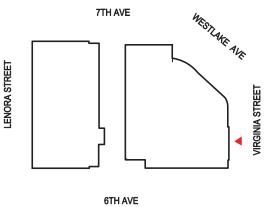
1/16" = 1'-0"



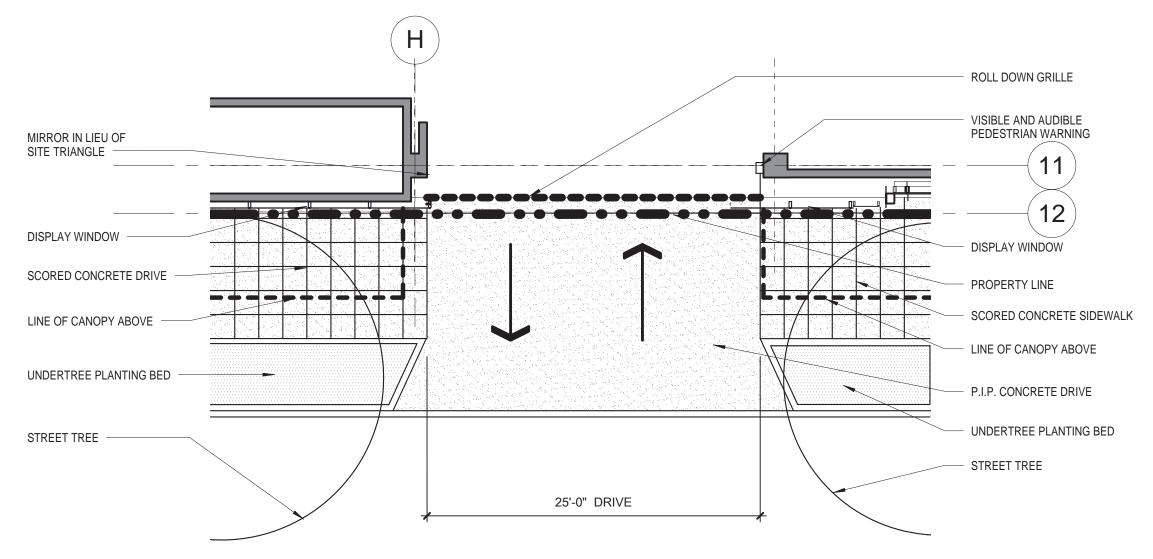
1/16" = 1'-0" WEST ELEVATION - TOWER-COLOR

Block 14Loading Dock Entrance on Virginia





2 Block 14 Garage Entrance



PARTIAL PLAN AT VIRGINIA STREET SERVICE ENTRY





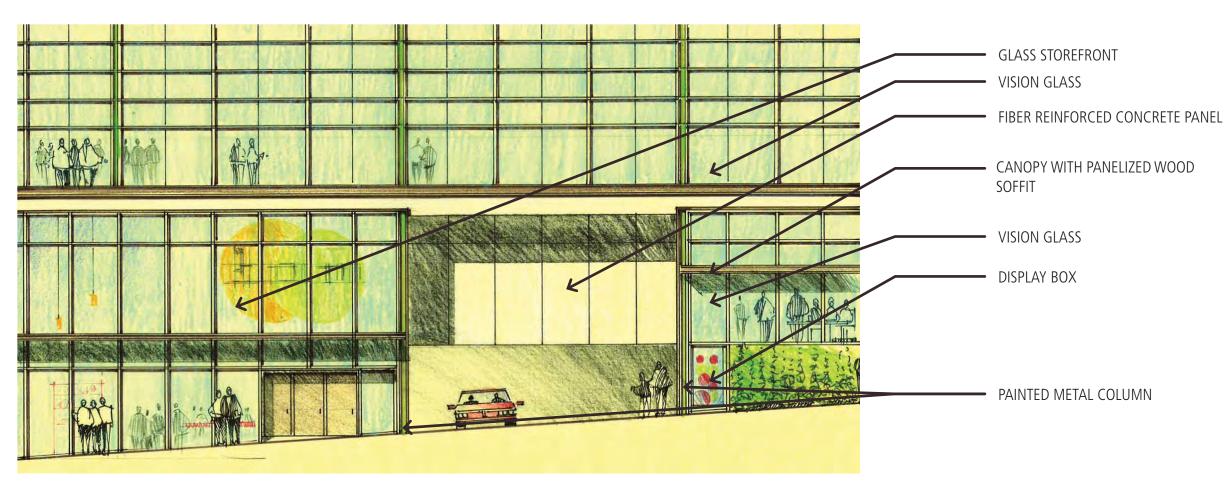


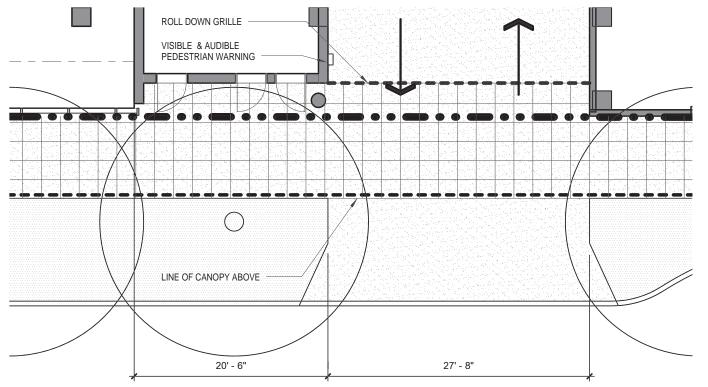
Mirror in Lieu of Site Triangle

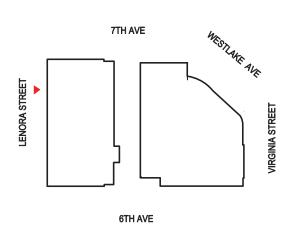


Display Case

2
Block 14
Garage Entrance

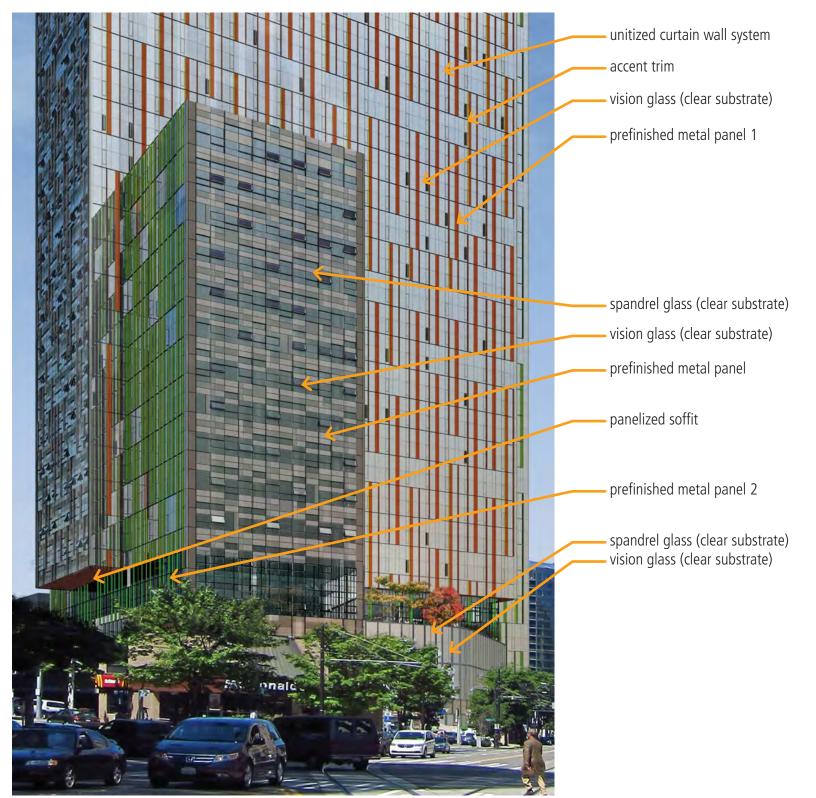




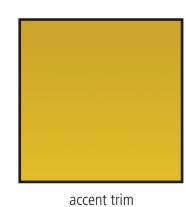


PARTIAL PLAN AT LENORA PARKING ENTRY

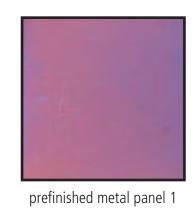
Block 14 **Materials - Tower**











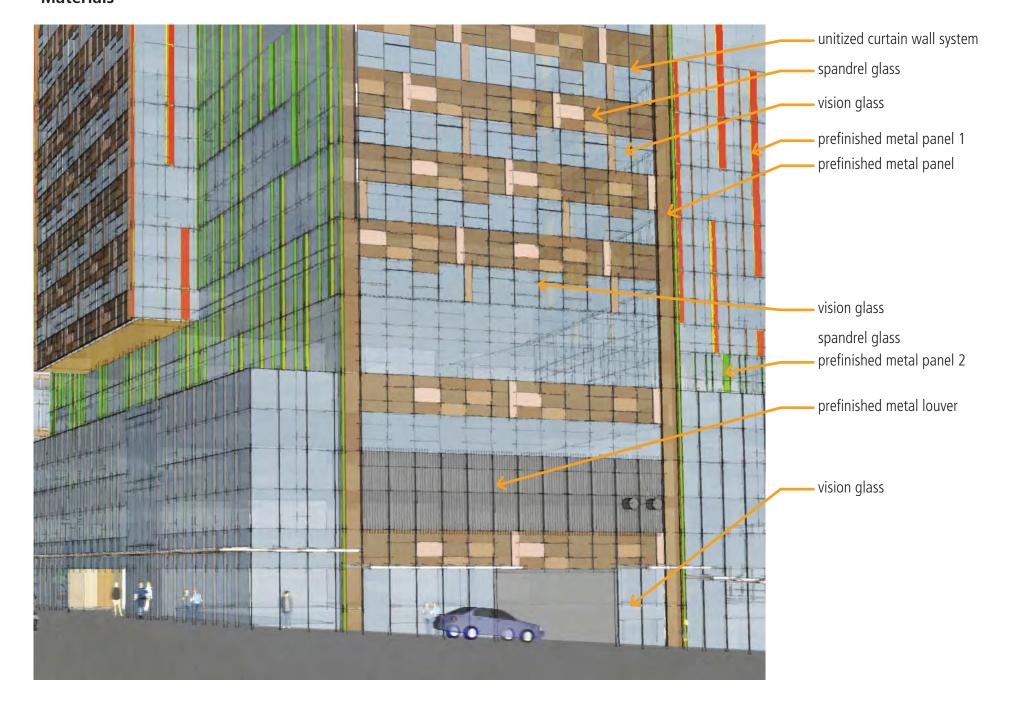


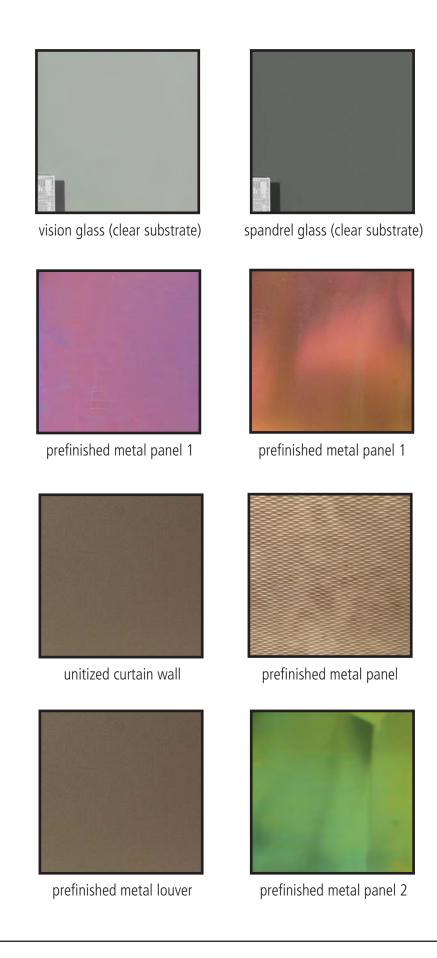


prefinished metal panel 2

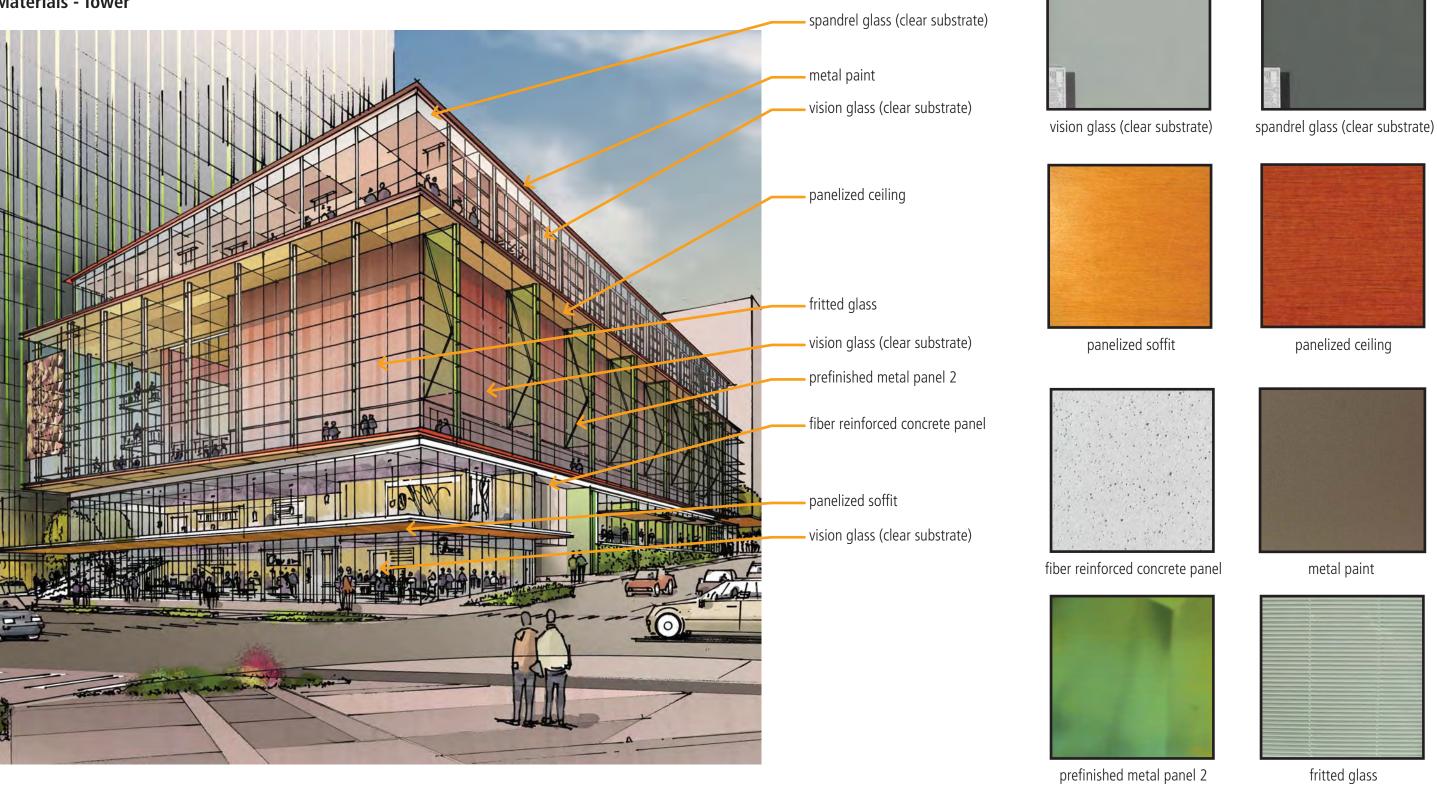
unitized curtain wall

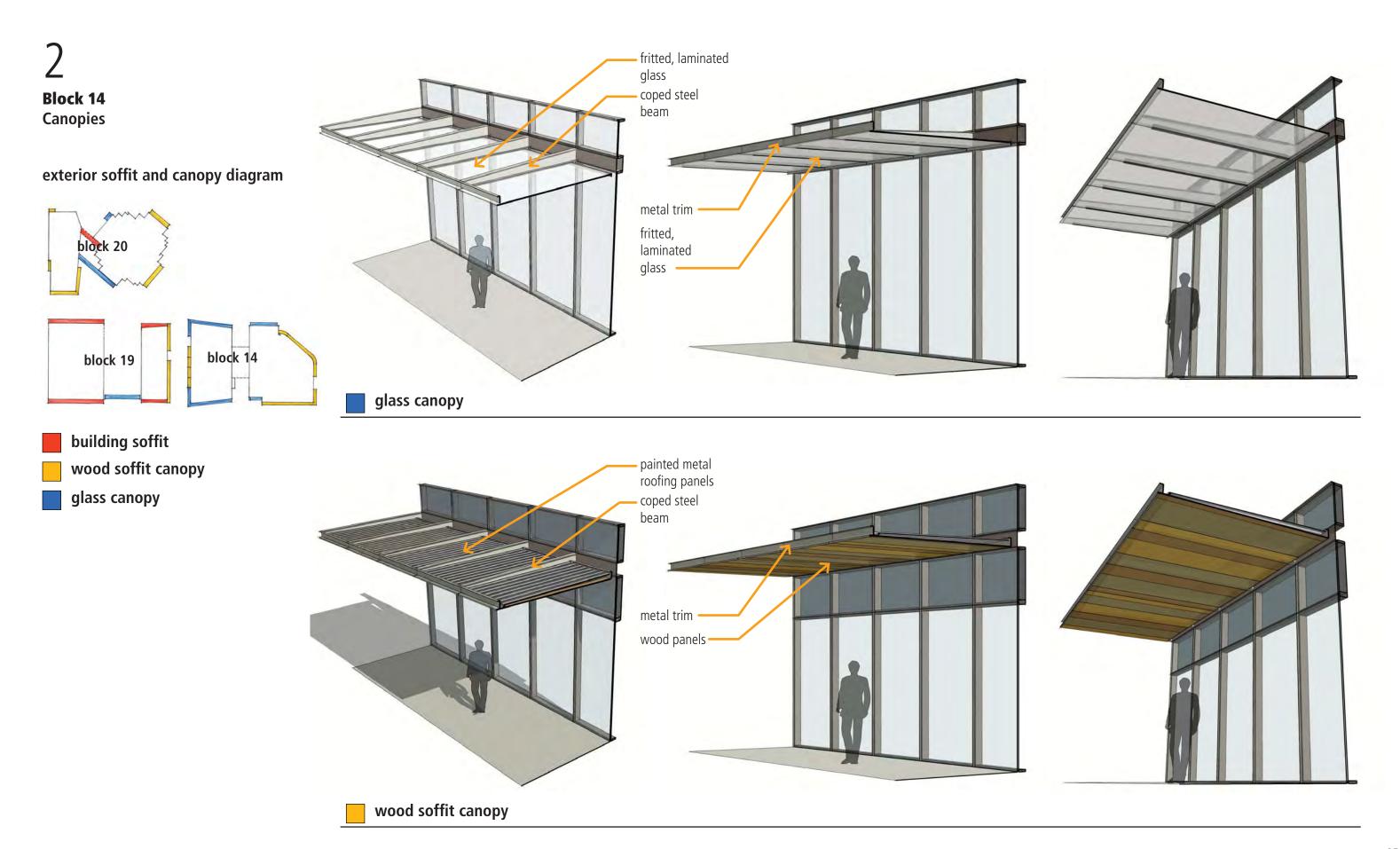
Block 14
Materials





Block 14 Materials - Tower





2

Block 14

View Looking North Along Westlake Avenue



How the DRB Downtown Design Guideline Priorities are Addressed Block 19

How the Proposed Design Address Prioritized Design Guide-

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

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 creates 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 facade 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 D-4 Provide Appropriate Signage: 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 D-5 Provide Adequate Lighting: 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
- Distinctive landscaping provided to provide texture such as specimen trees and varieties of low plantings.
- Art integrated into the design of the project
- Signage designed to unify project as a whole, facilitate rapid orientation and add interest to the street level environment.

- Architectural features of the building(eq.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.

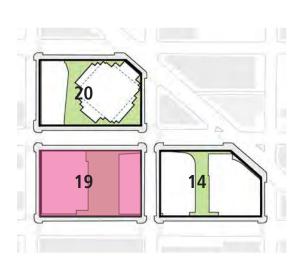
E. Vehicular Access and Parking – Minimize the Adverse Impacts

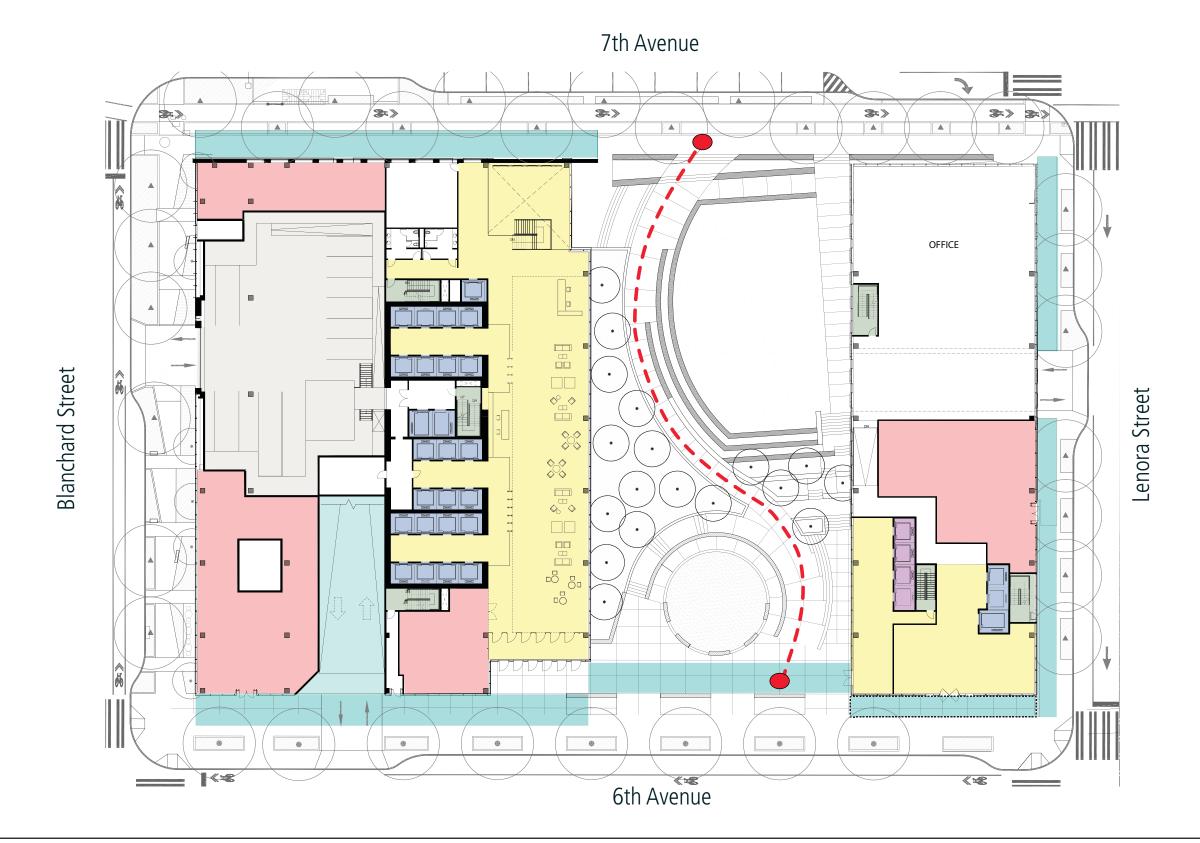
E-1 Minimize Curb Cut Impacts:

- 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.

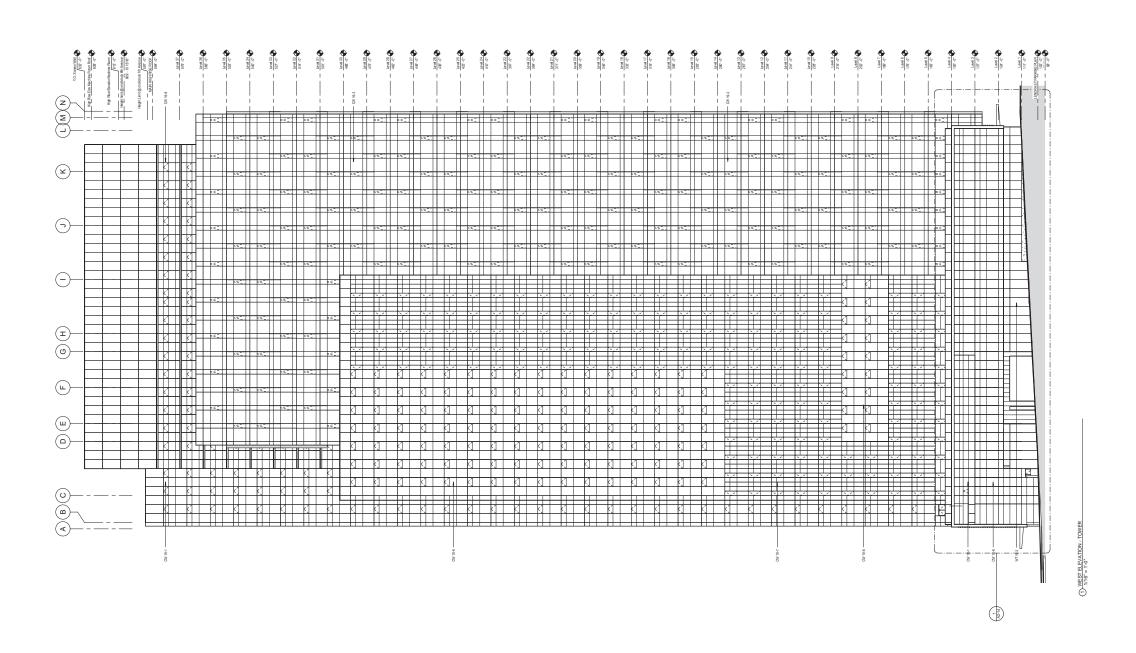
Block 19 Level 1



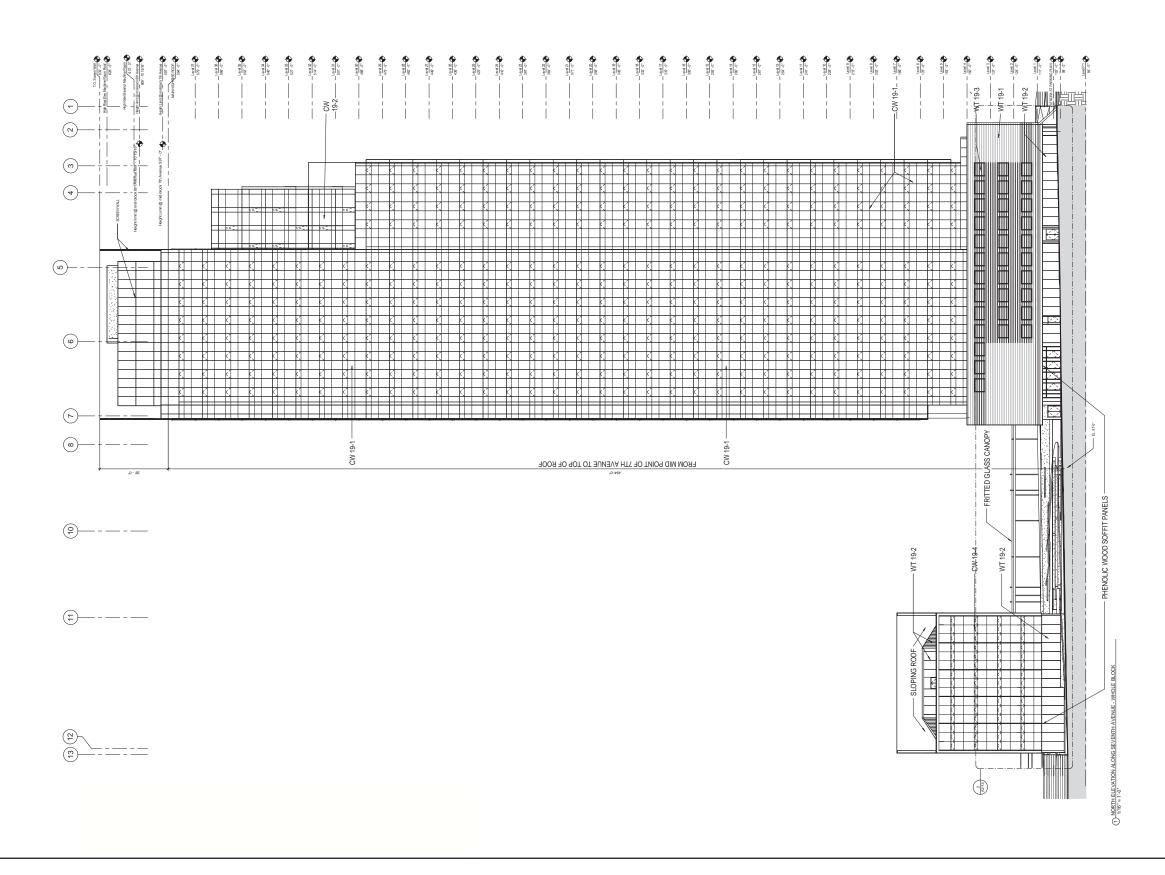




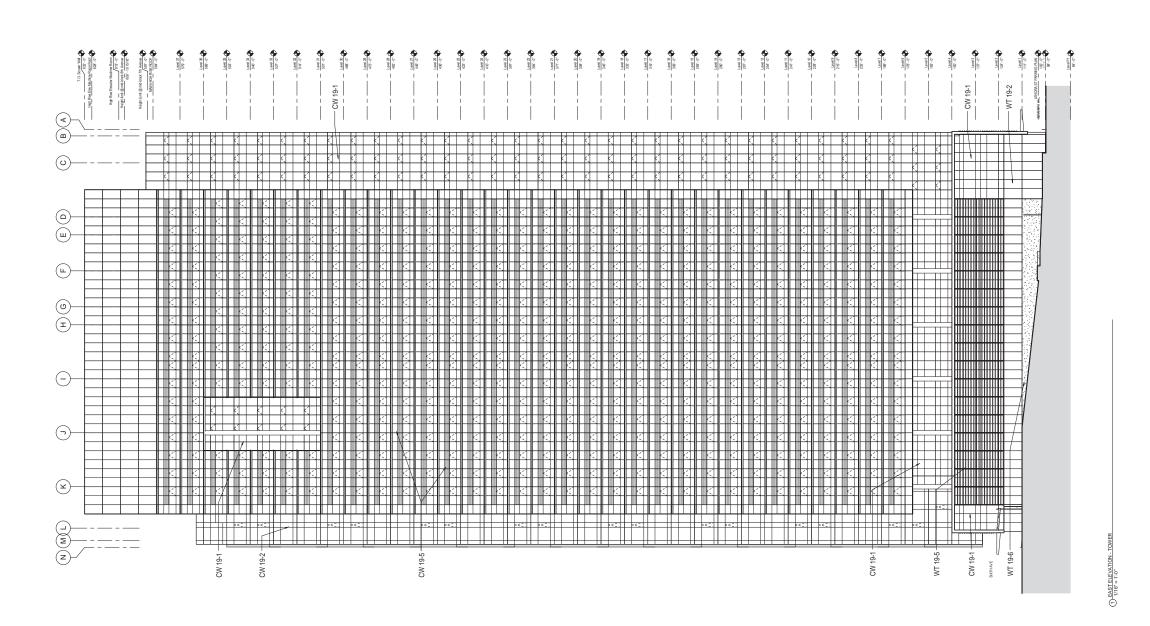
Block 19
West Elevation



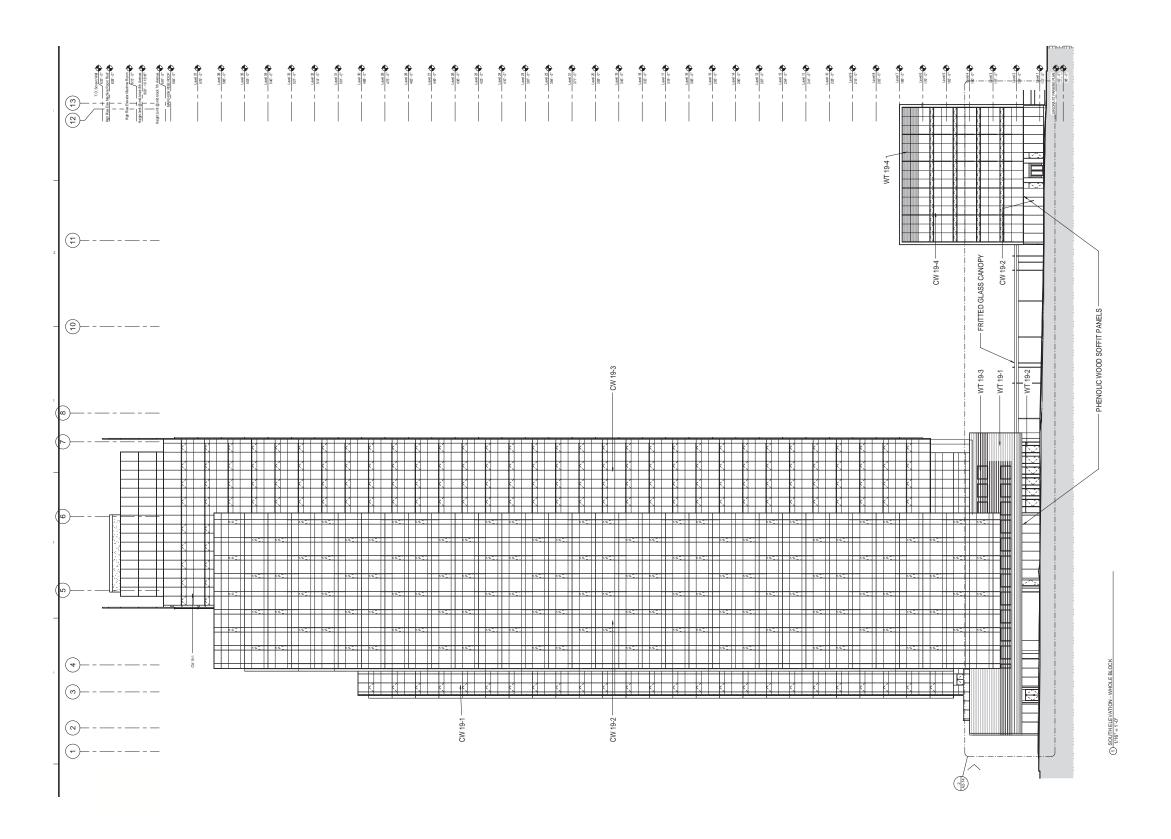
Block 19 North Elevation



Block 19
East Elevation



Block 19South Elevation



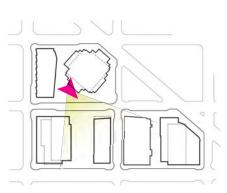


1/16" = 1'-0"

3 Block 19

View from 7th Avenue

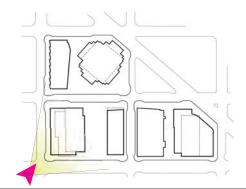






Block 19Blanchard Green Street



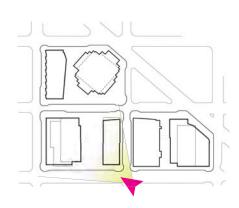


View of Green Street Improvements along Blanchard St



3
Block 19
View Along Sixth Avenue



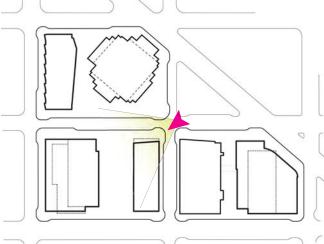




Block 19

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







1/16" = 1'-0"

Block 19Mid-Block Elevation Looking South

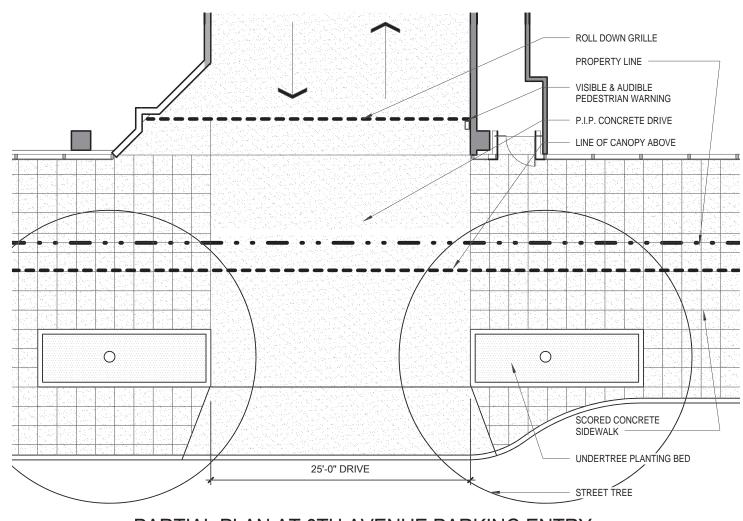


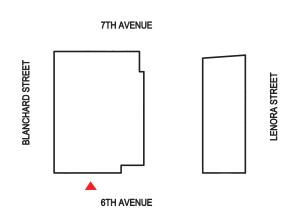
WEST ELEVATION - COLOR

Block 19
Garage Entrance

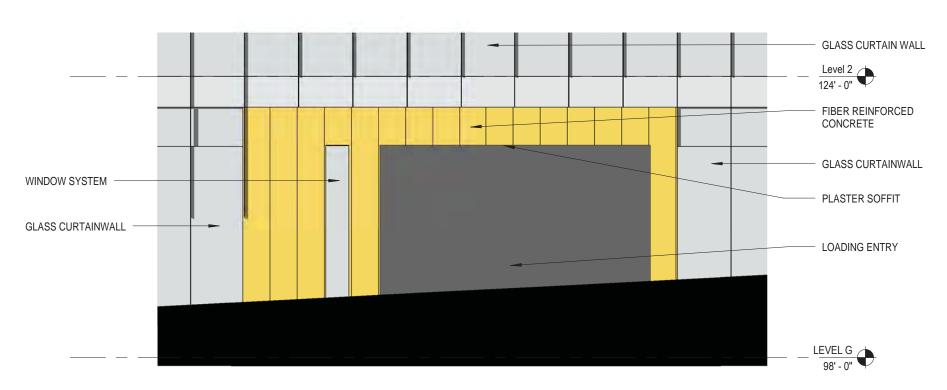


PARTIAL SOUTH ELEVATION AT 6TH AVENUE

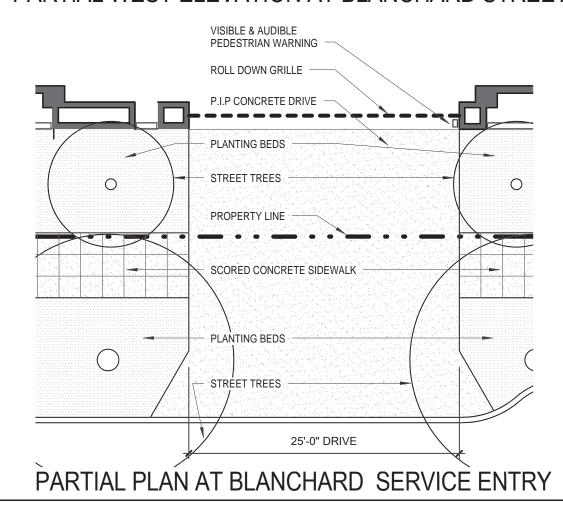


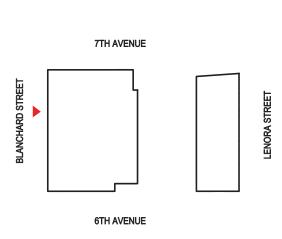


Block 19
Garage Entrance

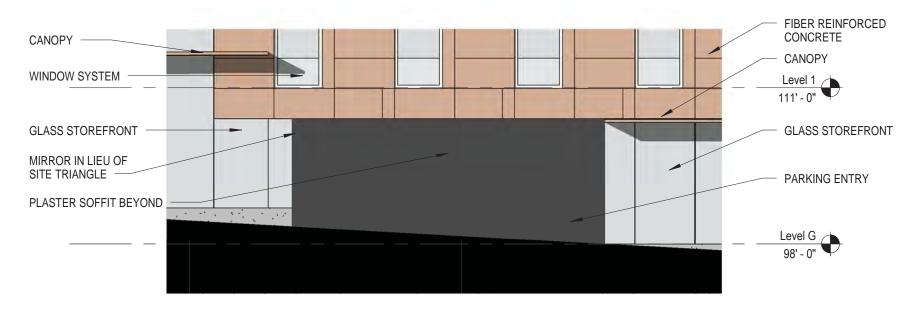


PARTIAL WEST ELEVATION AT BLANCHARD STREET

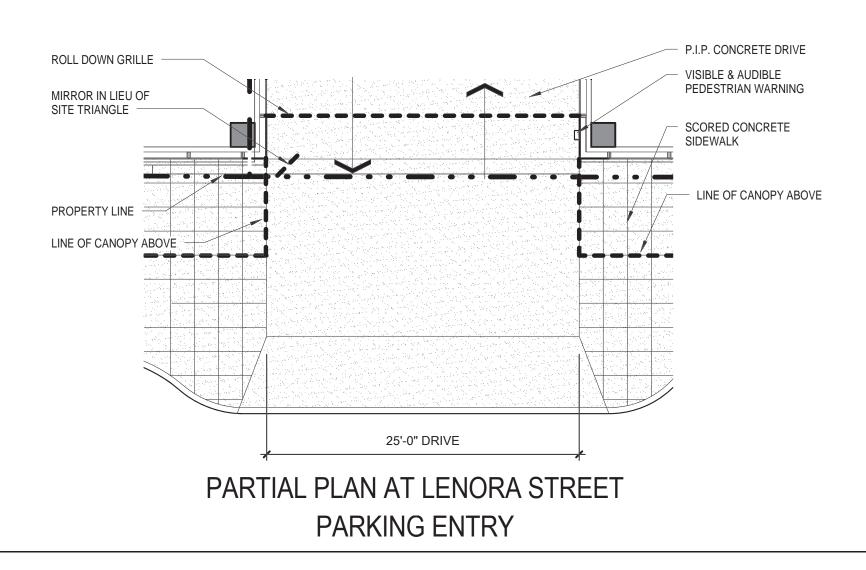








PARTIAL EAST ELEVATION AT LENORA STREET

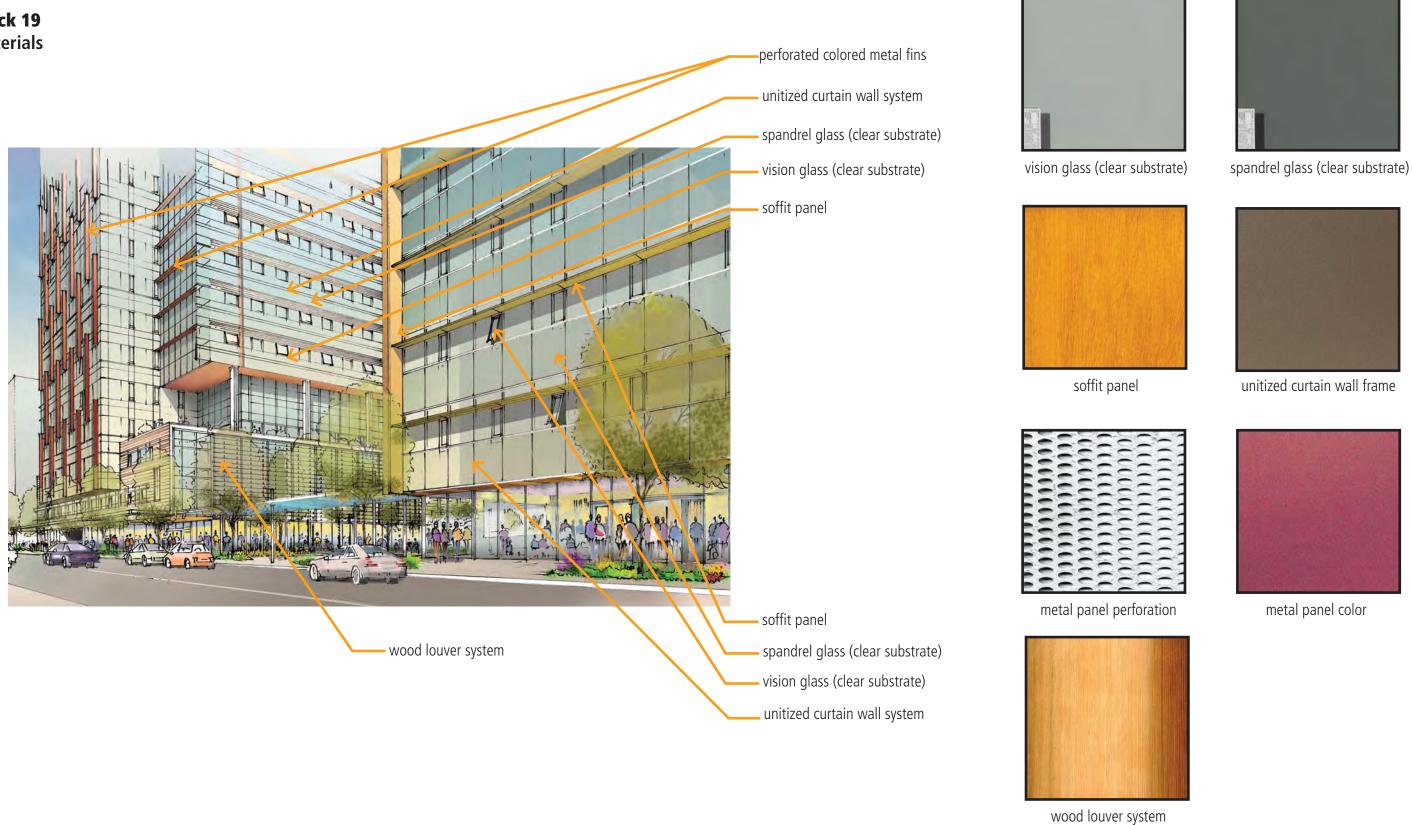


Block 19
Garage Entrance

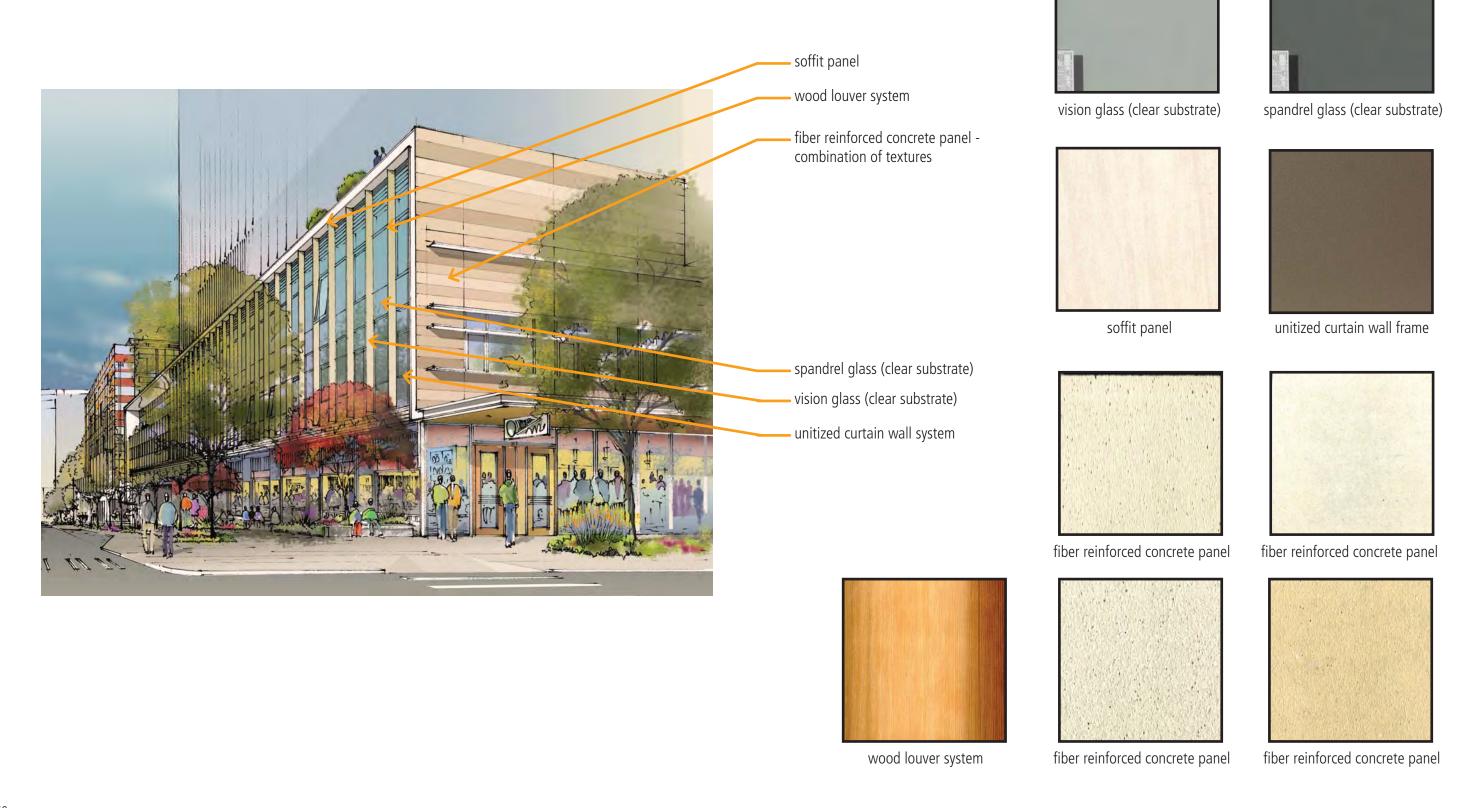


Block 19
Perspective





Block 19 Materials





spandrel glass (clear substrate)
 vision glass (clear substrate)
 fiber reinforced concrete panels - combination of textures
 vision glass (clear substrate)

unitized curtain wall system



vision glass (clear substrate)



spandrel glass (clear substrate)



fiber reinforced concrete panel



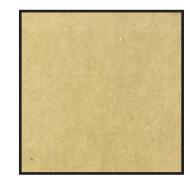
unitized curtain wall frame



fiber reinforced concrete panel



fiber reinforced concrete panel



fiber reinforced concrete panel

How the DRB Downtown Design Guideline Priorities are Addressed Block 20

How the Proposed Design Addresses Prioritized Design Guide-

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

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
- 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
- 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 arrangment 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
- Entry of the lower 8 story office building is a one story element adjacent to the retail use also off the midblock open

C-5 Encourage Overhead Weather Protection:

- Project incorporates canopies at all building entries and the D-4 Provide Appropriate Signage: 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
- 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
- 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.

• 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.

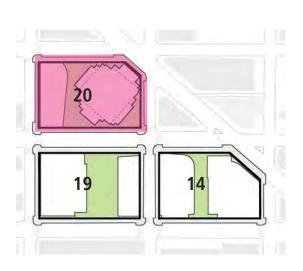
E. Vehicular Access and Parking – Minimize the Adverse Impacts

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

- Garage driveway entrances limited to Blanchard Street and
- 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.

Block 20 Level G



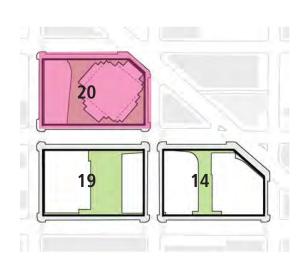


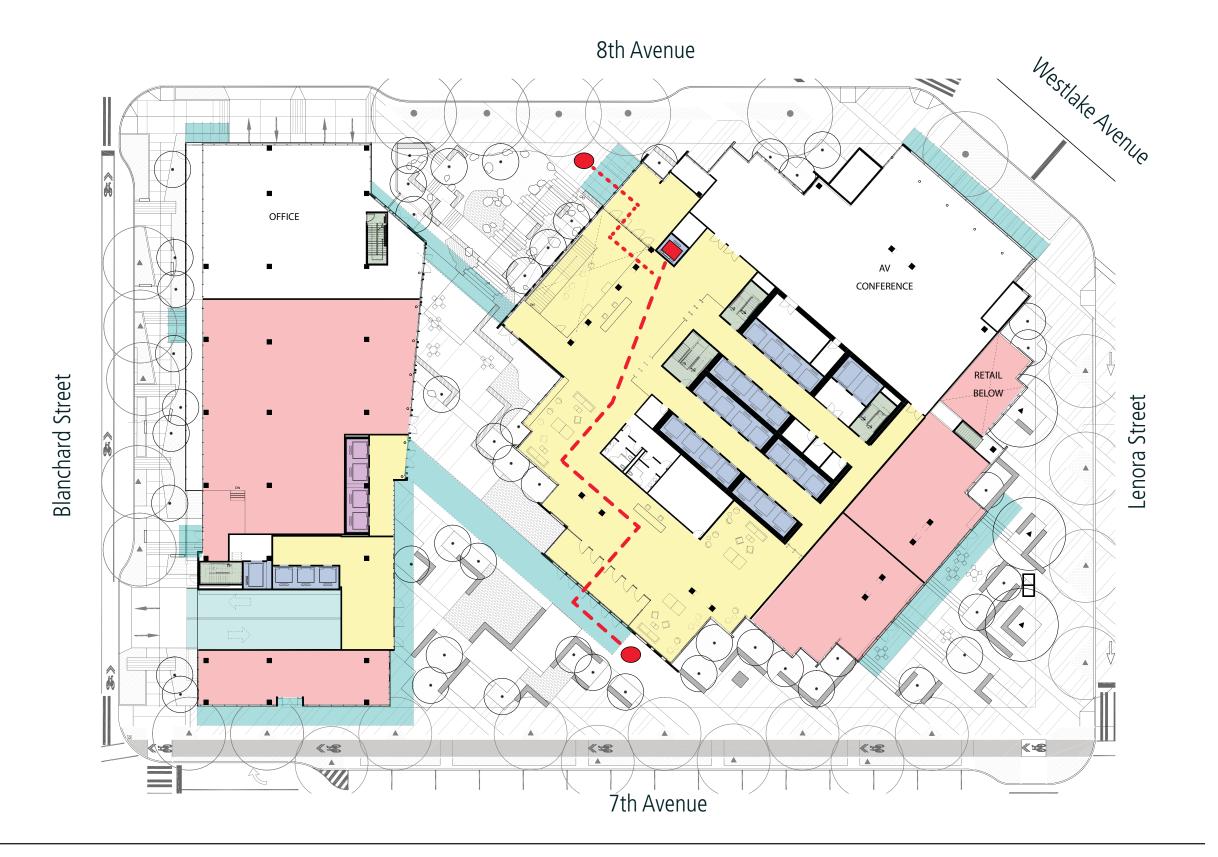


7th Avenue

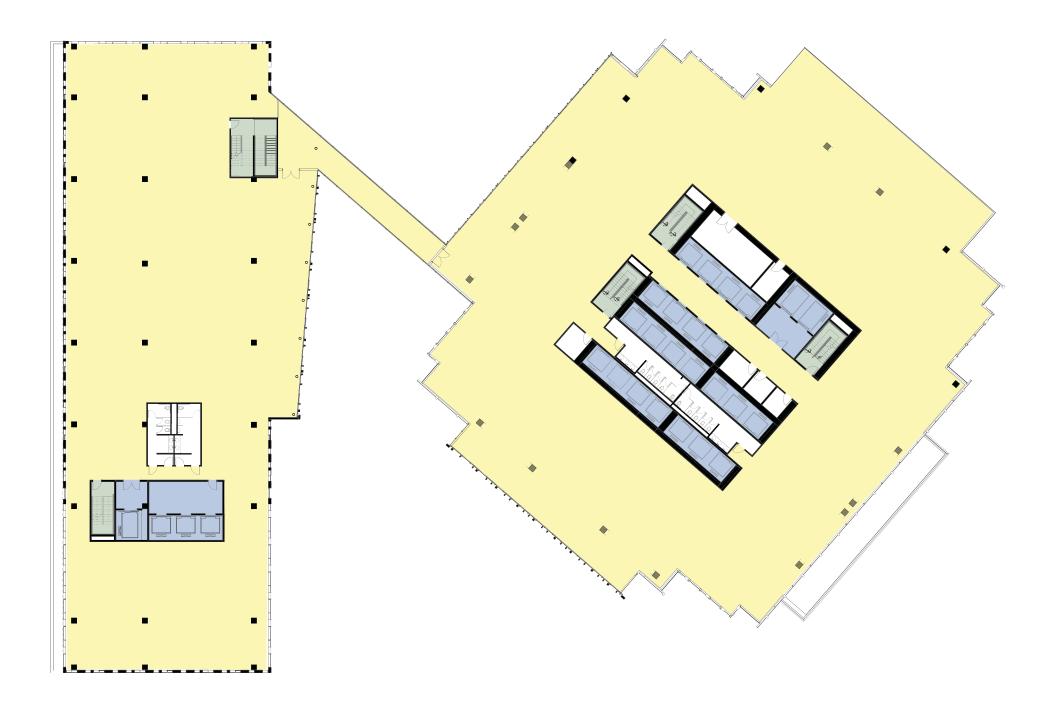
Block 20 Level 1



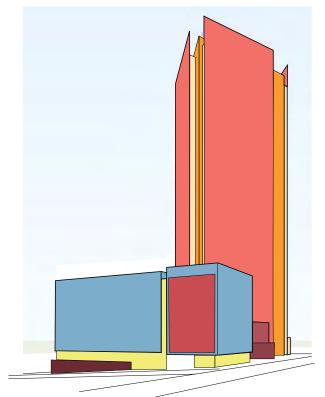




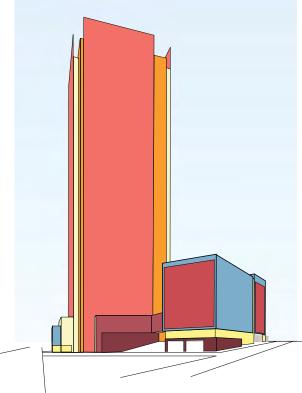
Office



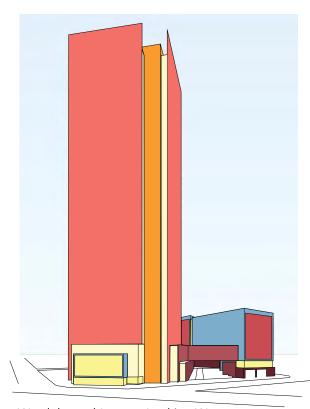
Block 20 Skin Diagrams



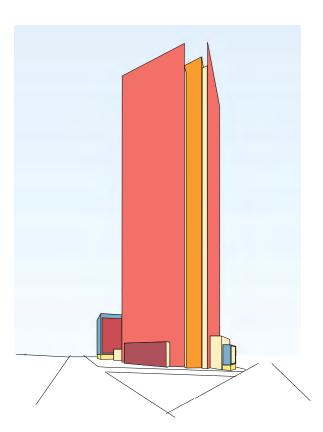
7th Avenue and Blanchard, Looking South



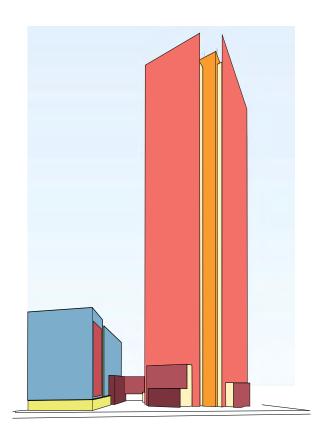
Blanchard and Westlake, Looking South



Westlake and Lenora, Looking West



7th Avenue and Westlake, Looking North

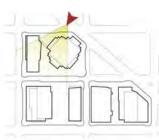


7th Avenue, Looking East

4

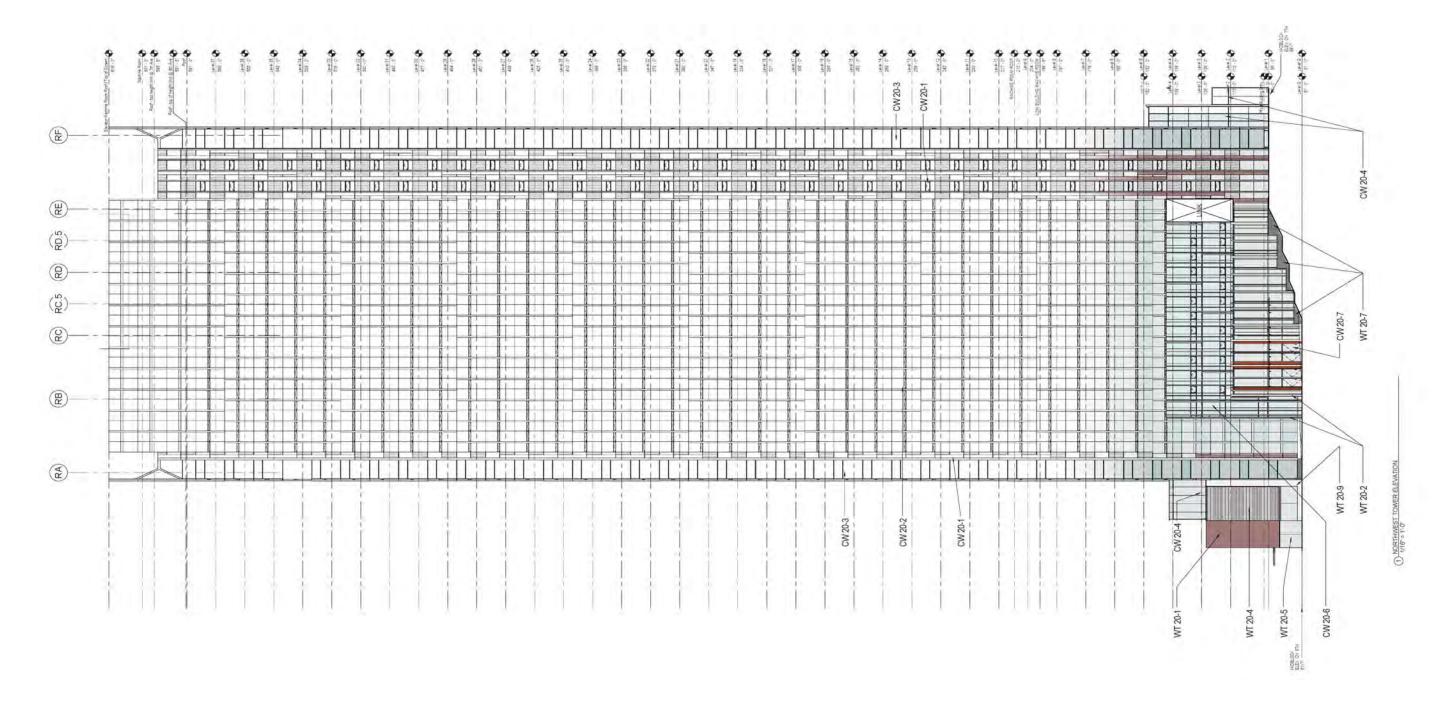
Block 20 View from Westlake





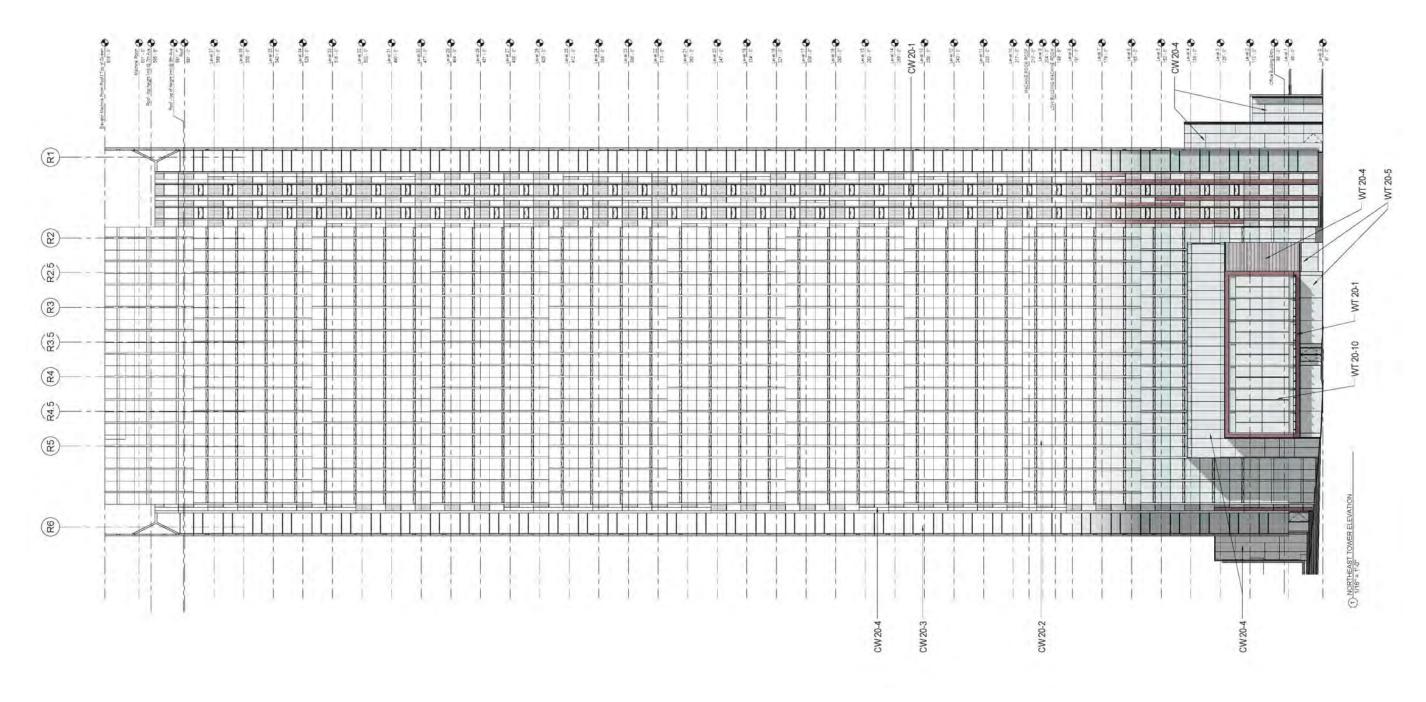
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Block 20Northwest Elevation

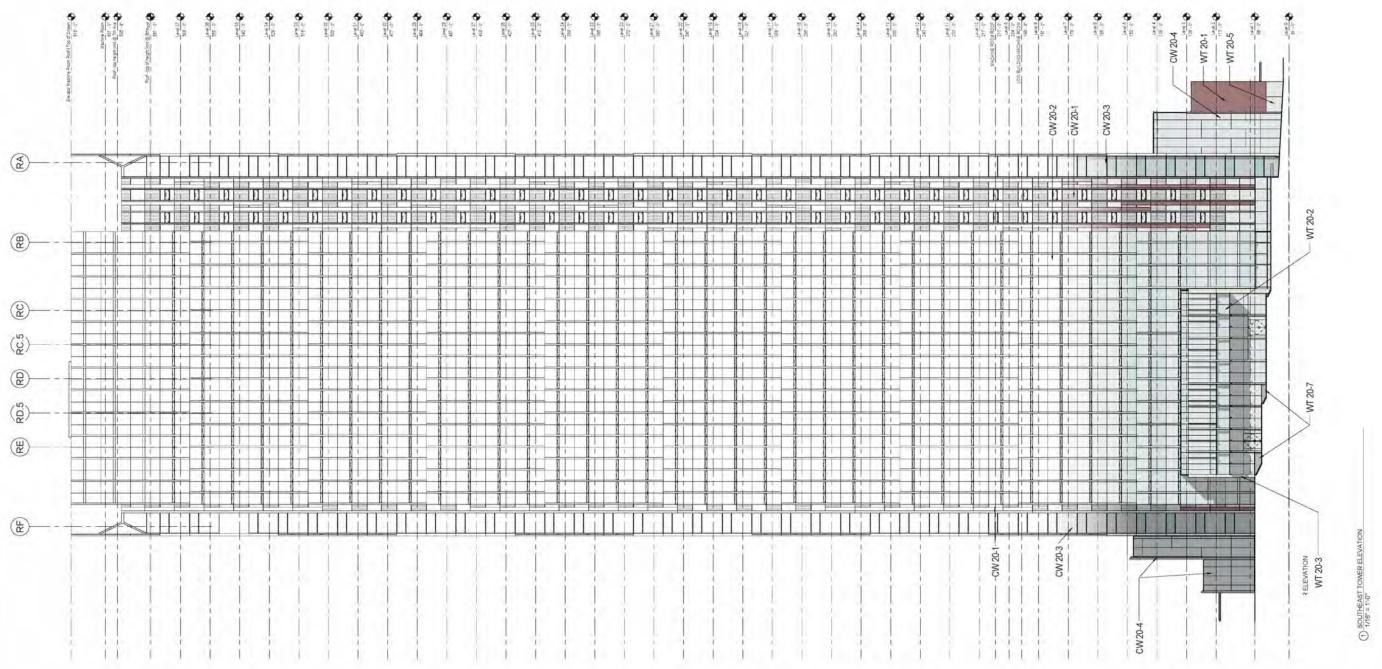


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Block 20Northeast Elevation

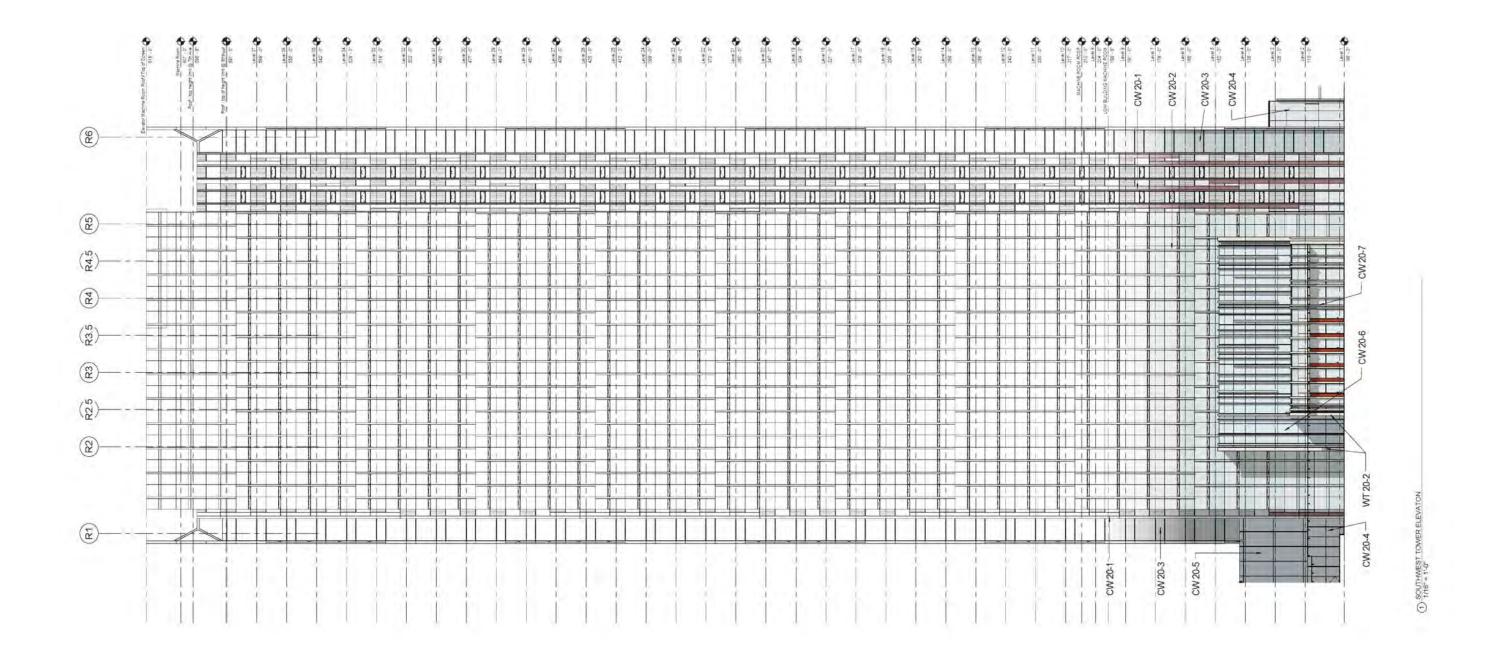


Block 20Southeast Elevation



4

Block 20Southwest Elevation

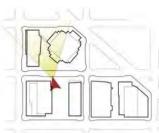




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Block 20 View from 7th Avenue





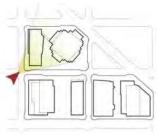
Block 20
West Elevation



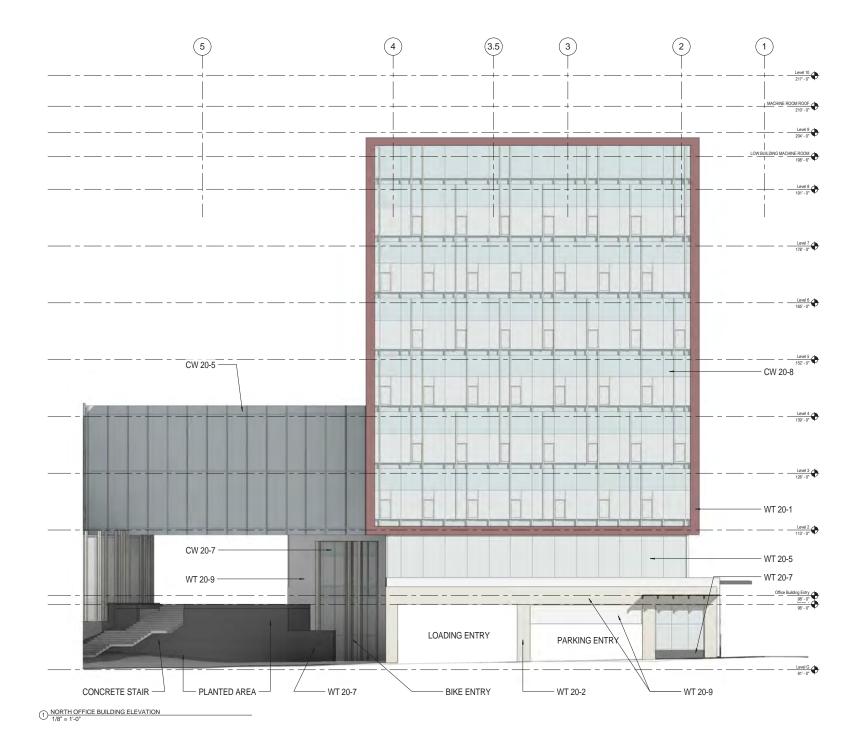
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Block 20 View from 7th Avenue





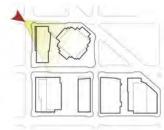
Block 20
North Elevation



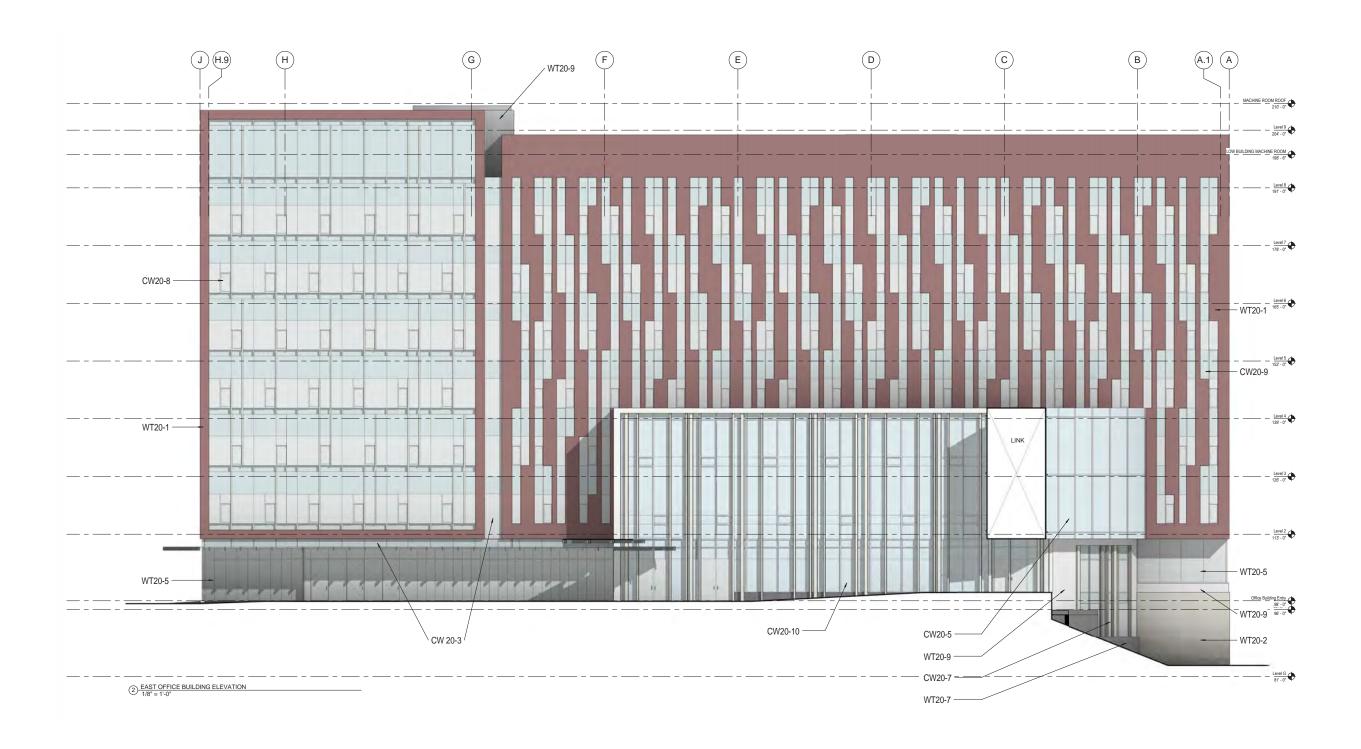
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Block 20View from Blanchard Street





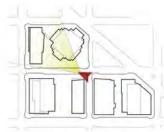
Block 20
East Elevation



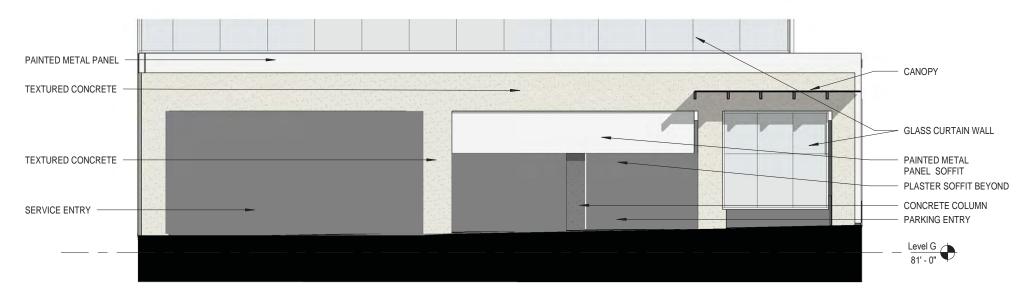
4

Block 20 View from 7th Avenue

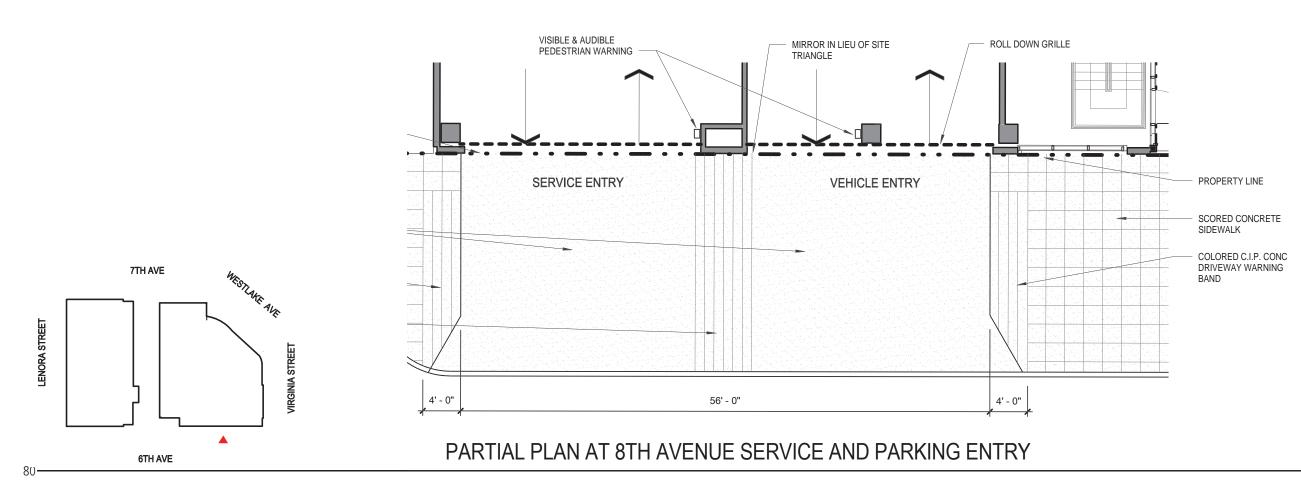


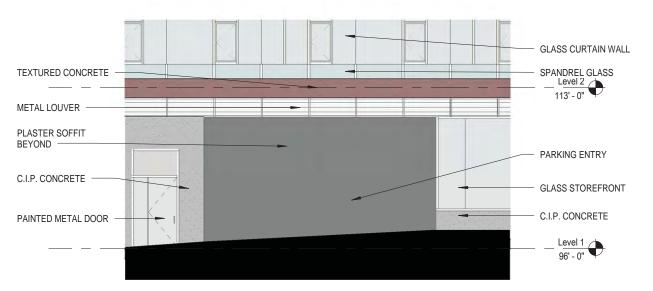


Block 20Garage Entrance

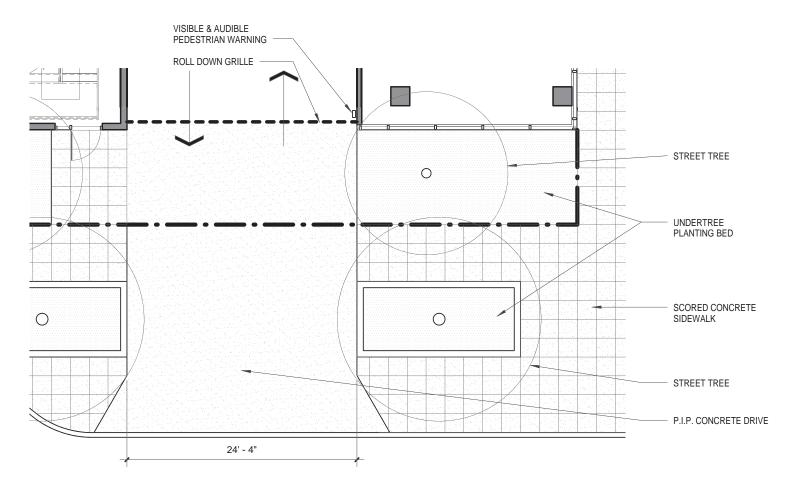


PARTIAL NORTH ELEVATION AT 8TH AVENUE





PARTIAL ELEVATION AT BLANCHARD STREET



PARTIAL PLAN AT BLANCHARD STEET PARKING ENTRY





metal panel fins

vision glass (clear substrate)



spandrel glass (clear substrate)



panel system



unitized curtain wall frame



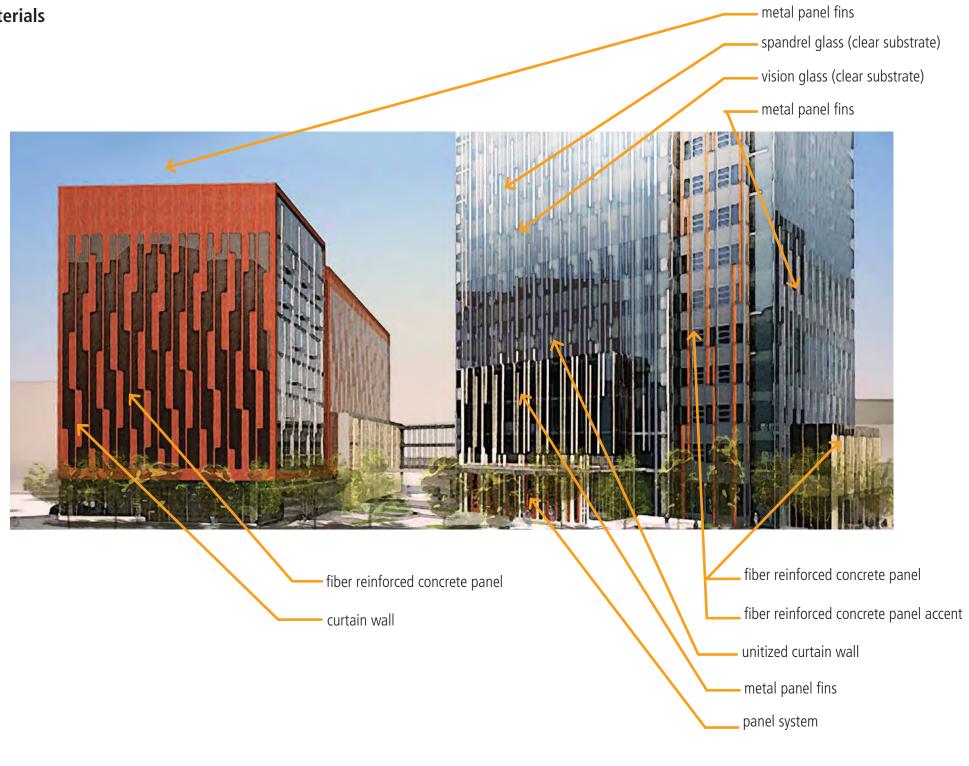
fiber reinforced cocncrete panel



metal panel fins



fiber reinforced concrete panel





vision glass (clear substrate)



spandrel glass (clear substrate)



panel system



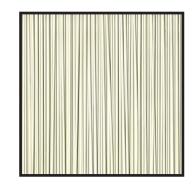
curtain wall frame



fiber reinforced concrete panel

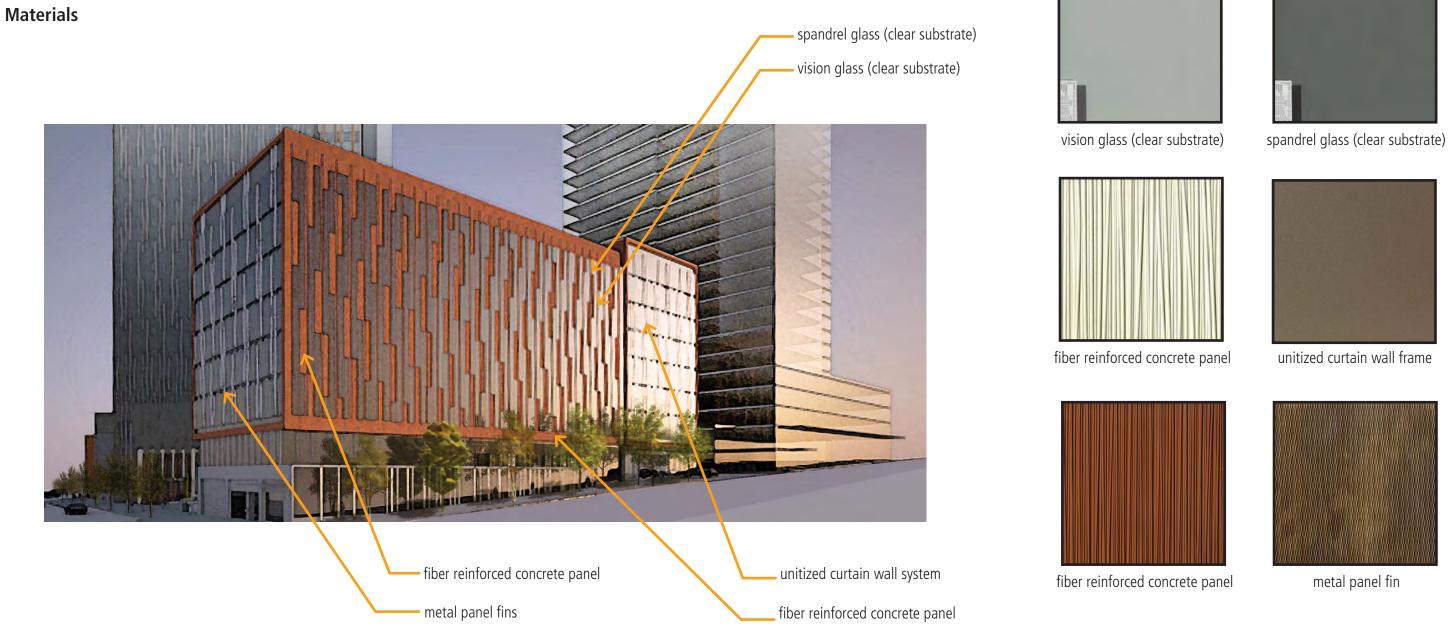


metal panel fin



fiber reinforced concrete panel





Multi-Generational Open Spaces Inspirational Images

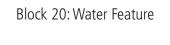






Block 14: Art

Block 19: Playfield









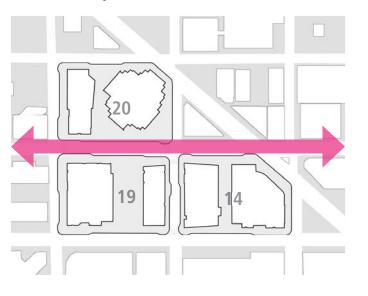
Block 19:Dog Park



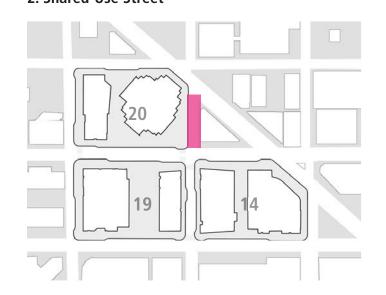
Block 20: Gardens

Multi-Generational Open Spaces Neighborhood Opportunities

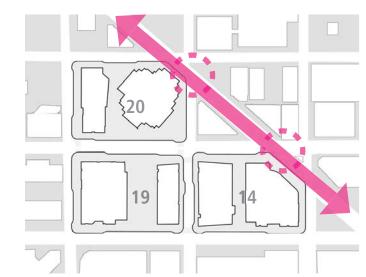
1: 7th Ave Cycle Track & Double Tree Allée



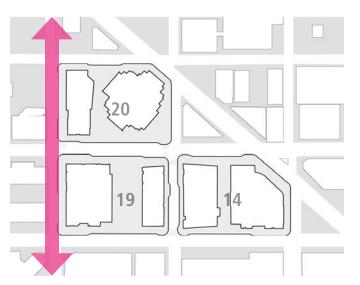
2: Shared-Use Street



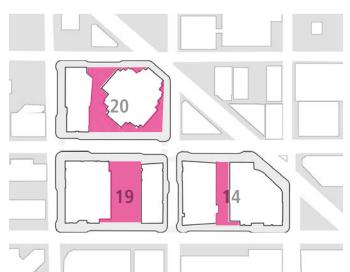
3: Westlake Plan & Intersection Improvements



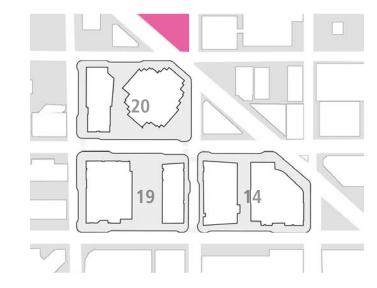
4: Blanchard Green Street



5: Mid-block Open Space



6. Enterprise Site: Future Park



3 **Turf**Example Projects





Cal Anderson Park, Capitol Hill, Seattle, WA







Multi-family rooftop installation, Shoreline, WA



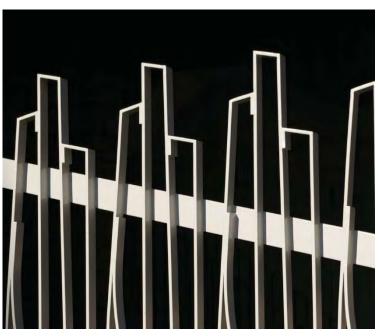
Discovery Park, Issaquah Highlands, WA

3 Dog Park Fencing Inspirational Images













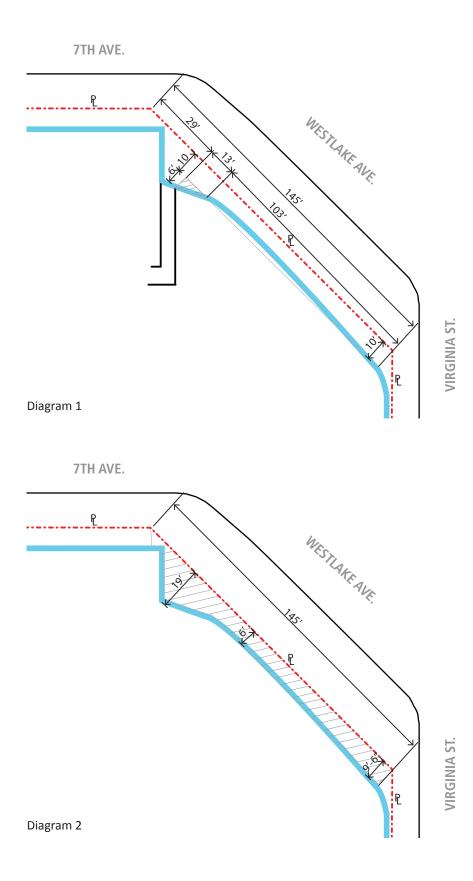
Item#	Block #	Development Standard	Requirement	Departure Amount Requested	Rationale	Downtown Design Guidelines Enhancement	Diagram
1	14	SMC 23.49.009 A.3	Required street level uses shall be located within 10 feet of the property line	· · · · ·	This departure would permit the a wider sidewalk along Westlake and permit the curved podium base to better transition into the massing of the tower as it comes down to the street.	B-1 Respond to the neighborhood context B-3 Reinforce urban form and arch attributes of the immediate area	See Diagram 1
2	14	SMC 23.49.056.B.1.b.2.b	Under Setback Limits for Property line Facades, the facades of structures between 15 and 35 feet above sidewalk, façade shall be located within 2 feet of property line.	façade be setback between 6 feet and 19 feet from the street lot	By setting the building façade back from preperty line, this creates a wider sidewalk and enhanced pedestrian environment along Westlake for enhancements at the street car stop.	B-1 Respond to the neighborhood context B-3 Reinforce urban form and arch attributes of the immediate area D-1 Provide inviting and useable open space D-3 Provide elements that define the place	See Diagram 2
3	14	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.	located within 15 feet of a property line is requested to be 90 feet long for the portion of a façade that is above an elevation of 500	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 3
4	19	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.	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	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 4

ltem#	Block #	Development Standard	Requirement	Departure Amount Requested	Rationale	Downtown Design Guidelines Enhancement	Diagram
5	20	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, 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. Note that Westlake Ave does not align with the general N_S axis of the site and any portion of a building above 240' that aligns with Westlake will require a departure.	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; and 4) Departure minimized by prefered massing scheme to better meet the intent of the design guidlines andintent of the code.	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 5
6	19	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.	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 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 6

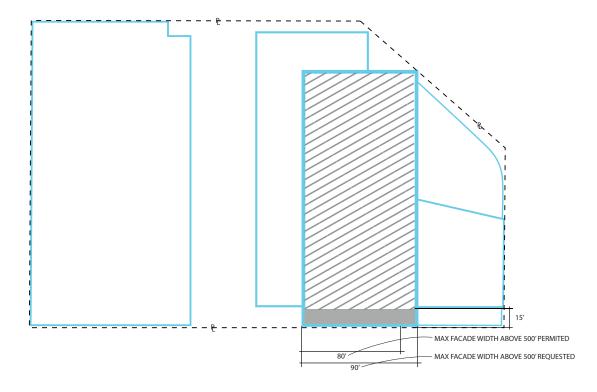
7	14	SMC 23.54.035.C.2 Loading Berth Requirements and Space Standards	The standard length of a loading berth shall be 10 feet x 35 feet.	On Block 14 at the main loading dock, two 10' x 35' deep loading berths and two 10' x 25' deep loading berths will be provided. A design departure is requested to permit 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.	IA study of dock canacity and loading requirements has been prepared by	C-1 Promote pedestrian interaction. C-3 Provide active not blank facades	See Diagram 7A for proposed location of van parking stall for retail loading on P1 level of the garage on Block 14. See Diagram 7B for layout of loading dock on Block 14.
8	19		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.	IA STUDY OF DOCK CANACITY AND IDADING REQUIREMENTS has been brenared by	C-1 Promote pedestrian interaction. C-3 Provide active not blank facades	See Diagram 8A for layout of loading dock on Block 19. See Diagrams 8B for proposed location of van parking stall for retail loading on P1 level of the garage on Block 20.
9	20		The standard length of a loading berth shall be 10 feet x 35 feet.	berths and three $10' \times 25'$ deep loading berths will be provided. A design departure is requested to permit five loading berths to be van sized spaces measuring 8'-6" $\times 19'$ -0'. We further request that	S .	C-1 Promote pedestrian interaction. C-3 Provide active not blank facades	See Diagram 9A for layout of loading dock on Block 20. See Diagrams 9B for proposed location of van parking stall for retail loading on P1 level of the garage on Block 20.

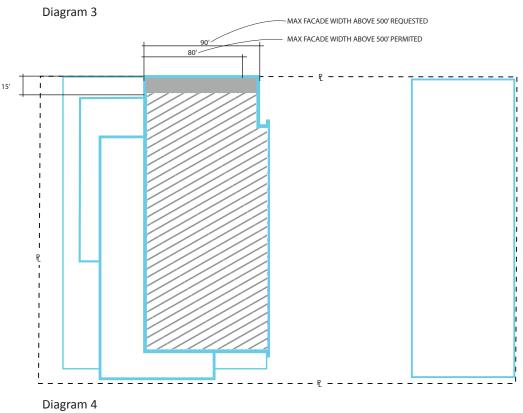


Widened sidewalk along Westlake Avenue at Block 14



5







Block 14 along 6th Avenue

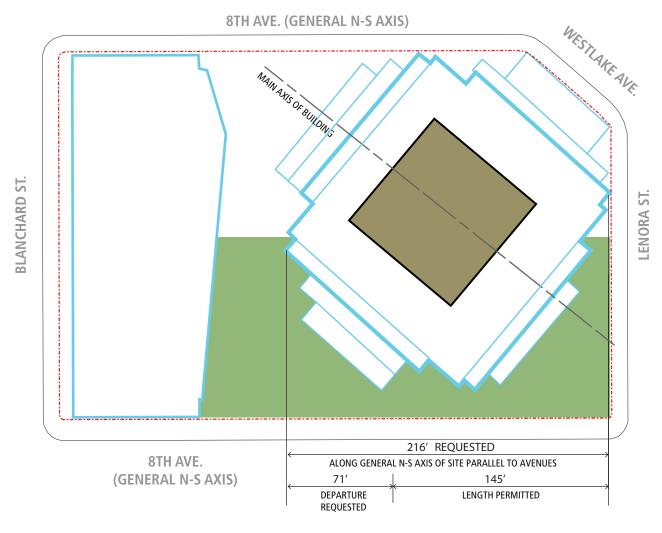
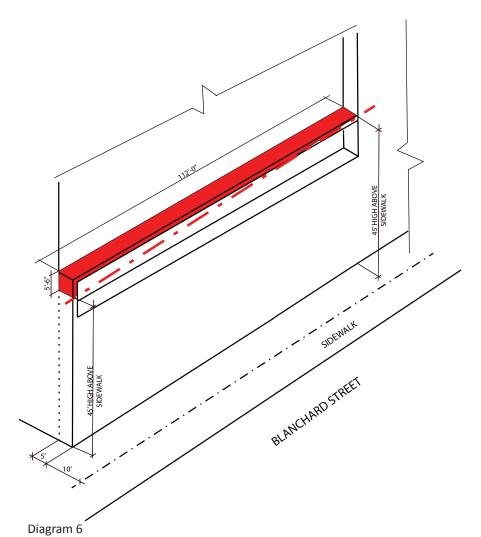


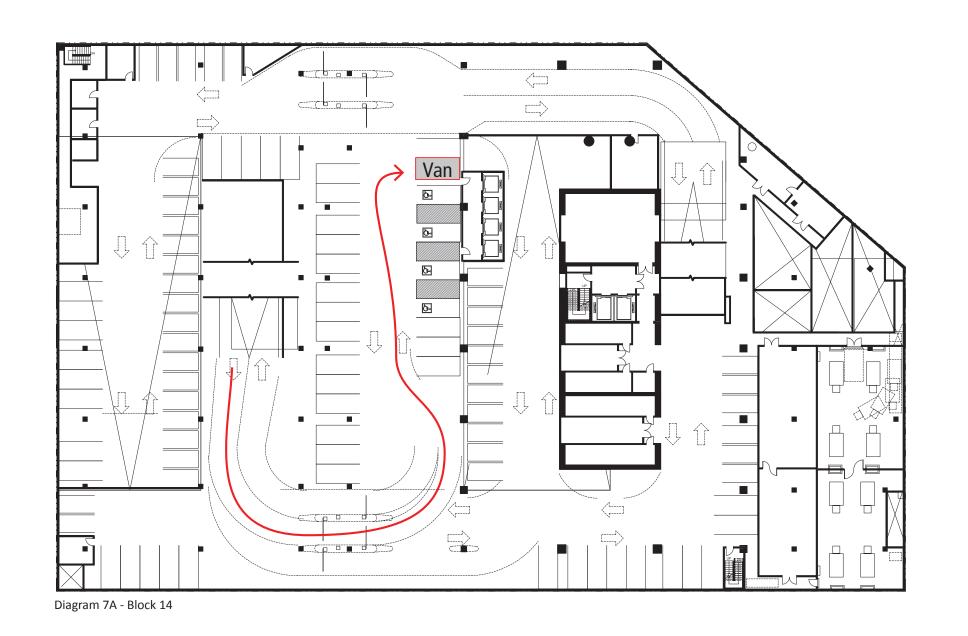
Diagram 5











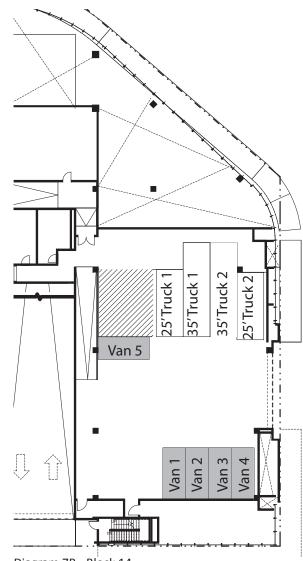
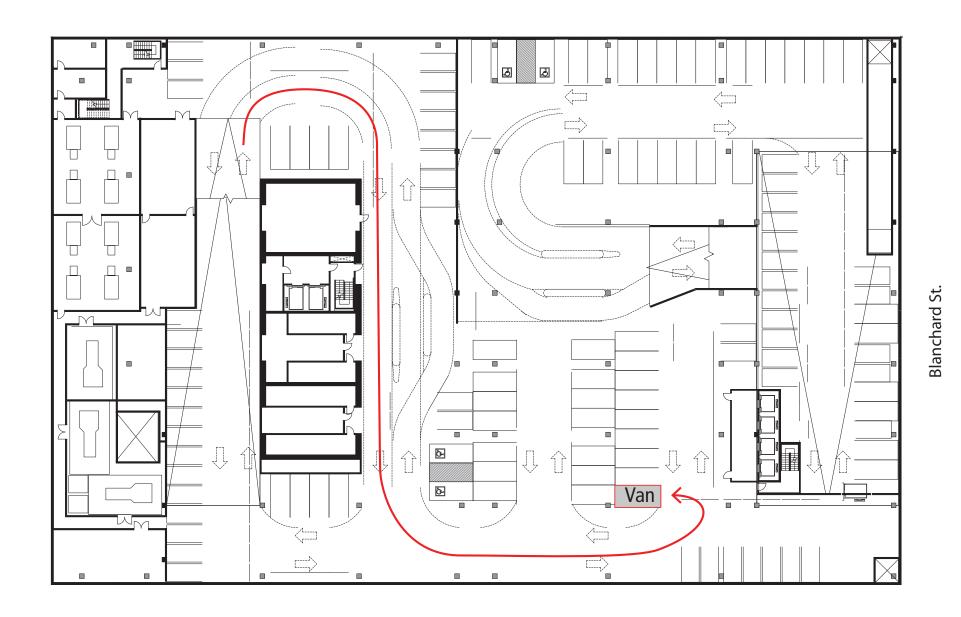


Diagram 7B - Block 14



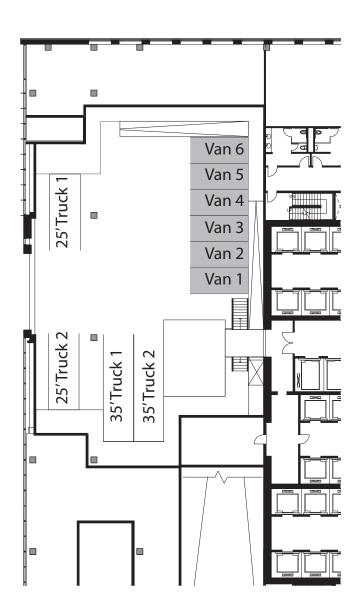
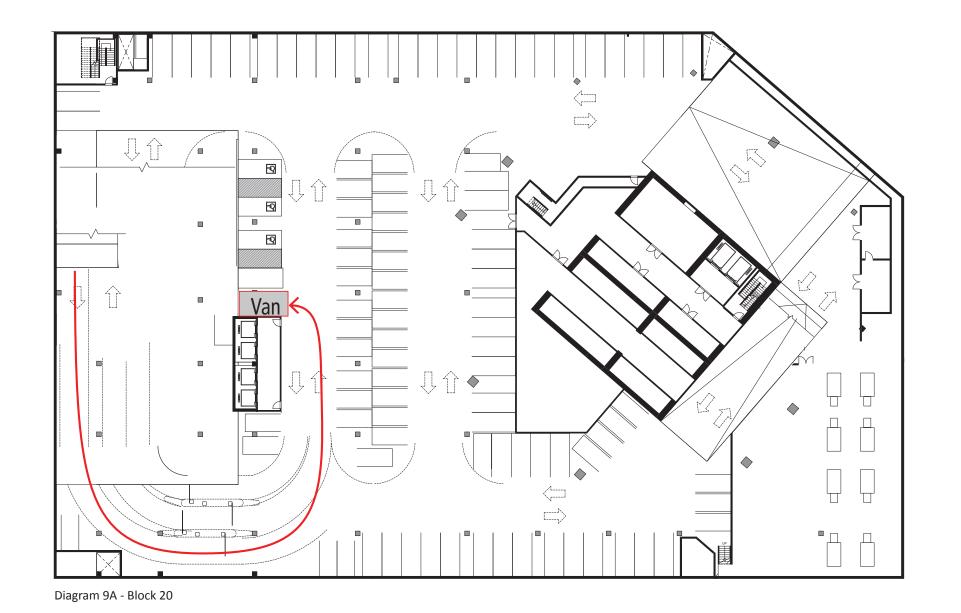


Diagram 8A - Block 19

Diagram 8B - Block 19



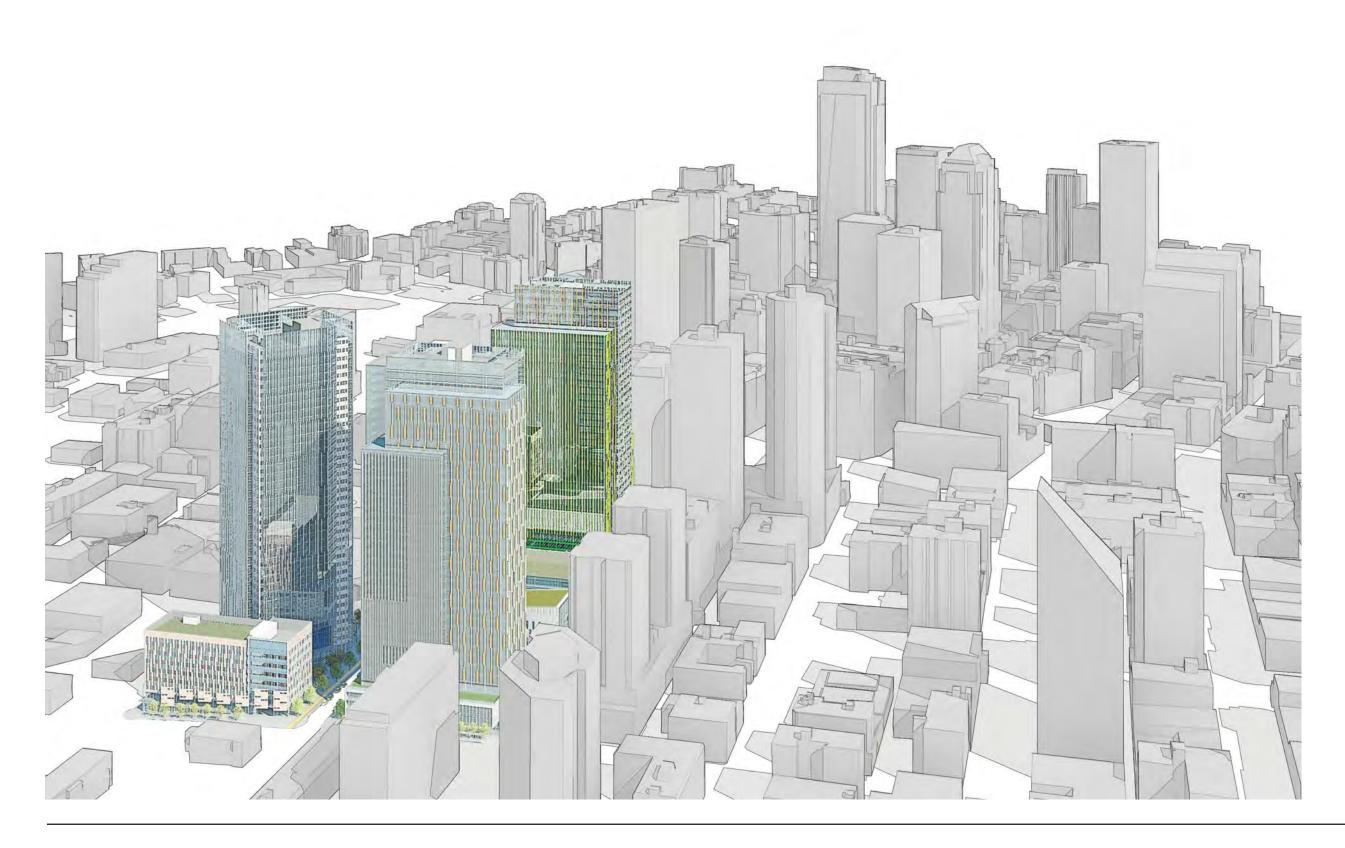
7th Avenue Van 2 Van 3 Van 4 Blanchard Street Van 1 25'Truck 3 35'Truck 1 25'Truck 2 35'Truck 2 25'Truck 1 Van 5

Diagram 9B - Block 20

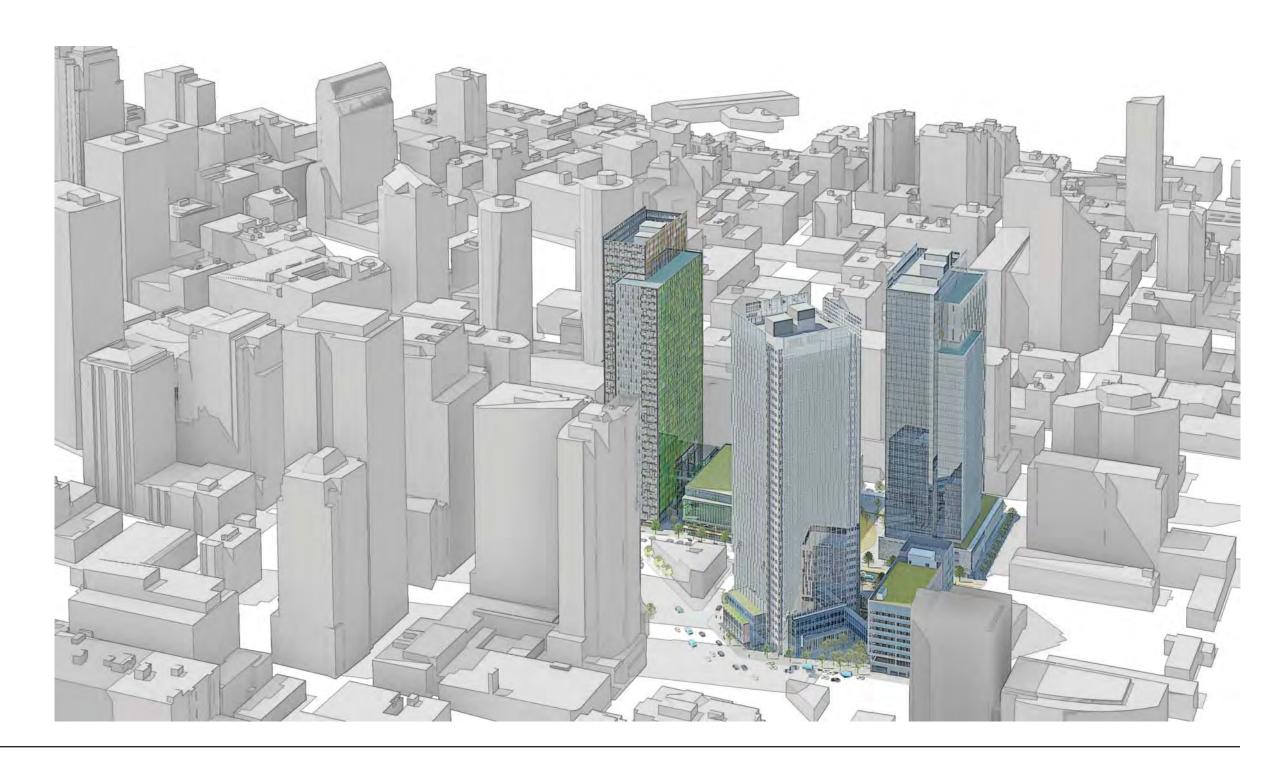
Aerial View Looking North and West



Aerial View Looking South and East



Aerial View Looking South and West



Aerial View Looking North and East

