



Rufus 2.0 - Block 19

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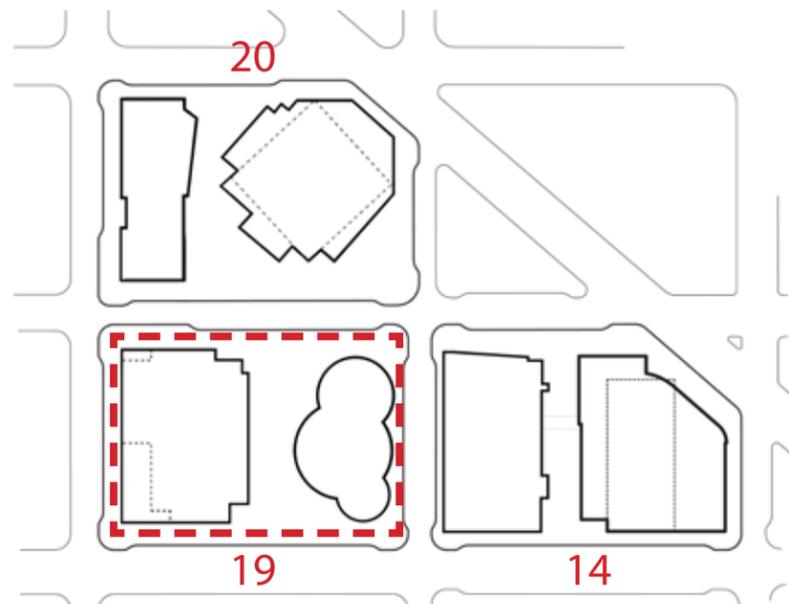
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1

Purpose of Recommendation Meeting #1

Goals for Session

The intent behind the new design shown in the MUP revision is to create an alternative environment on Block 19, in the center of the 3 block development where employees can work and socialize in a more natural, park-like setting. The generative idea is that a plant-rich environment has many positive qualities that are not often found in a typical office setting. Therefore, the MUP revision modifies the low rise office building from a six story 84,000 SF rectilinear structure to a series of intersecting spheres with ample space for a wide range of planting material, as well as individuals working alone or in groups.

While the form of the building will be visually reminiscent of a greenhouse or conservatory, plant material will be selected for its ability to co-exist in a microclimate that also suits people. To encourage growth and maintain the health of the plants, the building’s interior will include high bay spaces on five floors totaling approximately 65,000 SF and capable of accommodating mature trees. The exterior enclosure will be highly transparent and be composed primarily of multiple layers of glass supported by a metal framework.

In addition to a variety of workplace environments, the facility will incorporate dining, meeting and lounge spaces, as well as a variety of botanical zones modeled on montane ecologies found around the globe. The building will be anchored at either end by publically accessible retail spaces entered from 6th and 7th Avenues.

With its revised geometry, the low-rise building on Block 19 enhances the streetscape along Lenora Street, 6th Avenue and 7th Avenue by providing landscaping and paved areas between the building and sidewalk. Due to its lower height, it also has a positive impact on the adjacent midblock open space by reducing shadow and shade impacts as well as widening the entrances along 6th and 7th Avenue to the Public Plaza and Commercial Parcel Park.

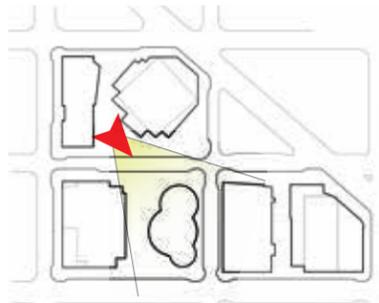
No new design departures will be sought for the revised design. We are also not seeking the Board’s recommendation for approval of our revised design at this meeting. We look forward to your questions and guidance and intend to seek approval at our next recommendation meeting. Note that the massing and design of the elevations of the high-rise office tower will conform to the approved design guidelines established during the initial MUP.

2

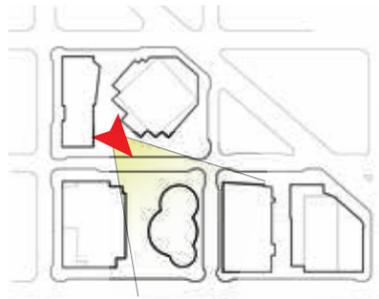
Block 19 Masterplan Aerial View - Proposed Design



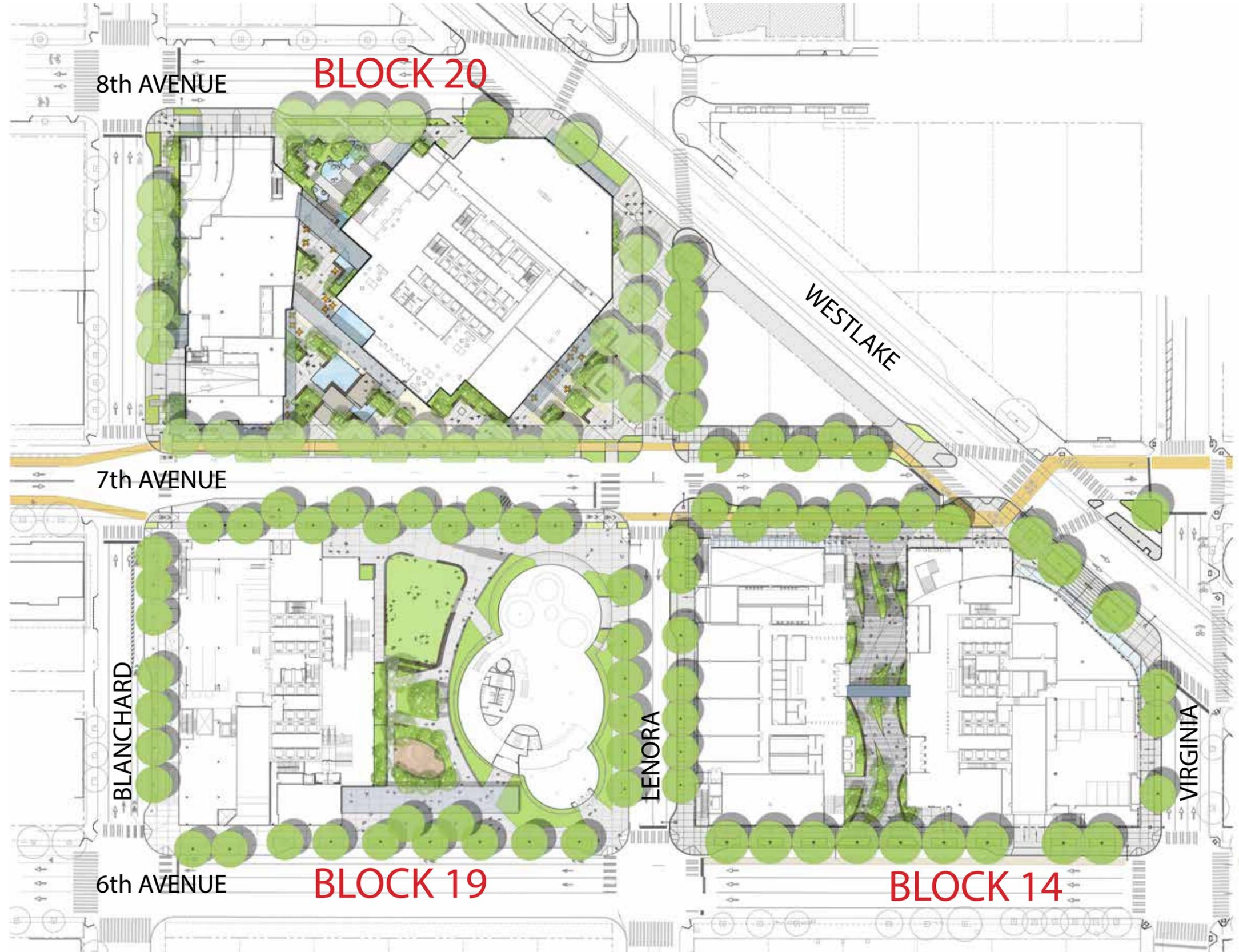
Block 19
Open Space Aerial View - Previously Approved



Block 19
Open Space Aerial View - Proposed Design

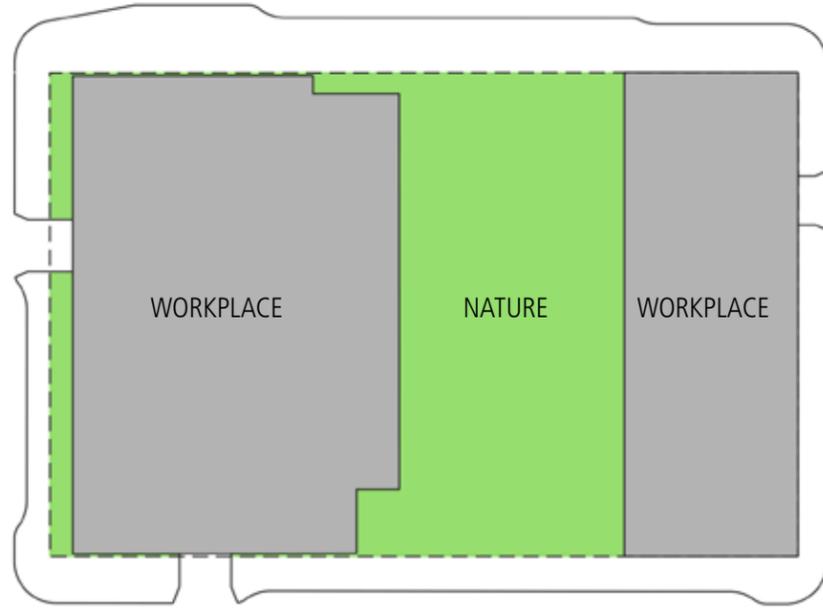


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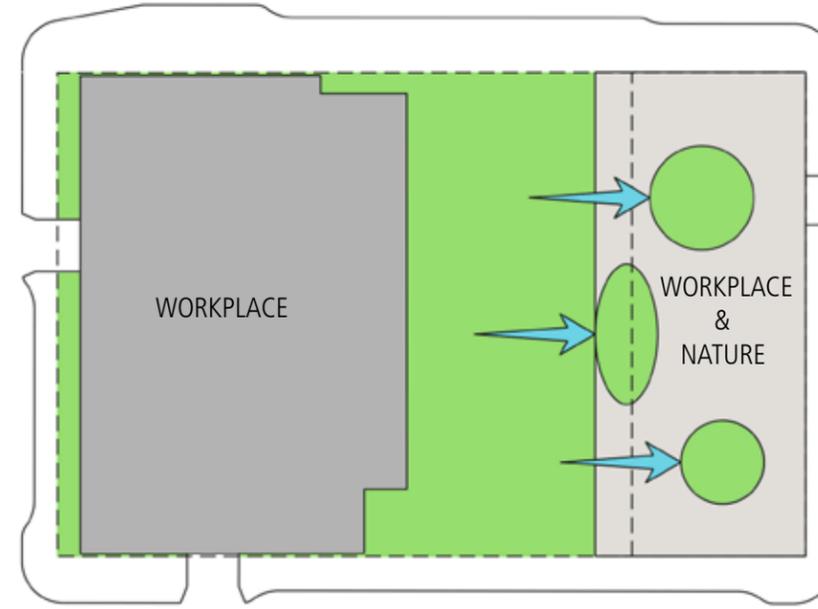


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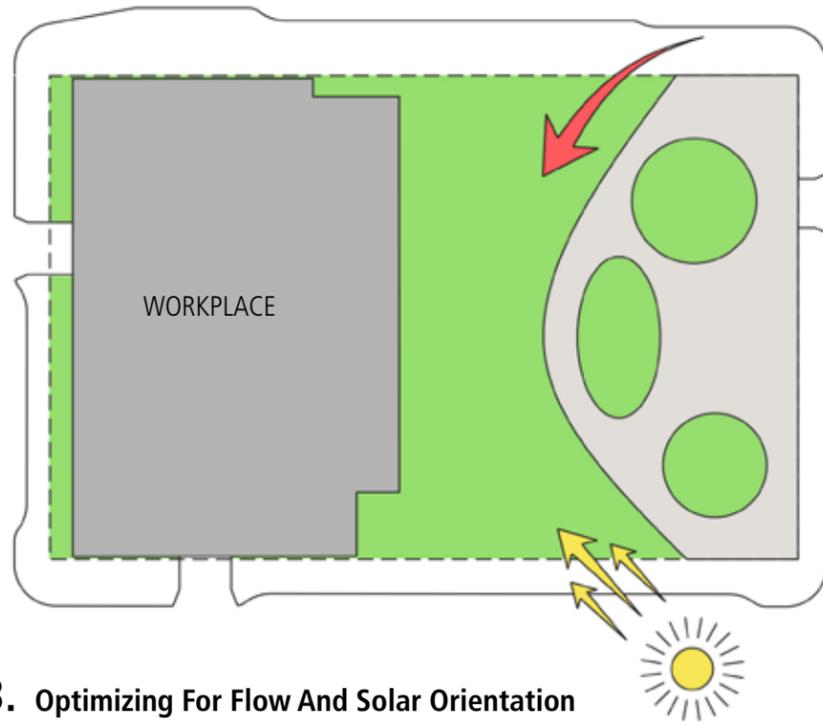
Block 19 Concept Diagrams



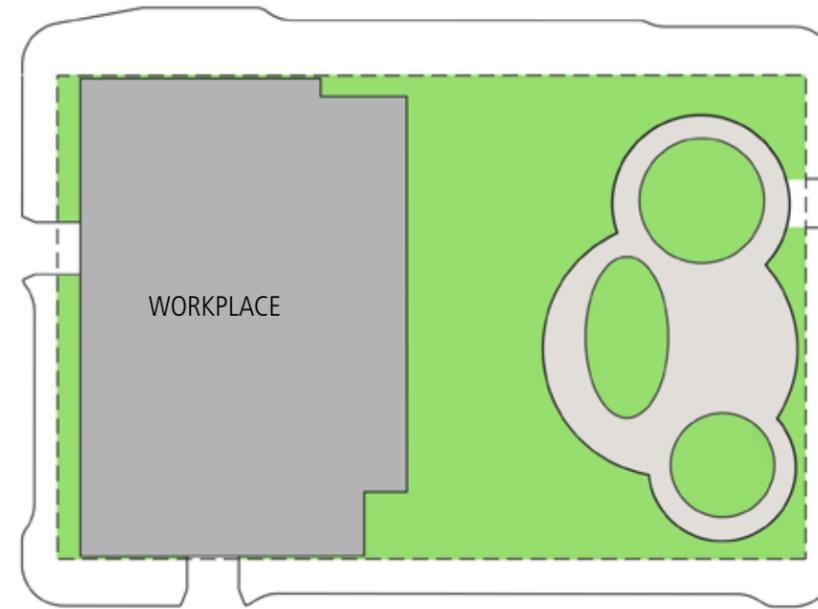
1. Previously Proposed



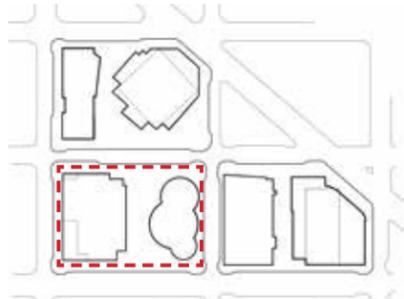
2. Generative Idea



3. Optimizing For Flow And Solar Orientation



4. Maximizing Nature on the Site



How Downtown Design Guideline Priorities from the EDG are Addressed Block 19

How the Proposed Design Address Prioritized Design Guidelines:

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

A-1 Respond to the physical environment:

- The modifications to the low-rise office building on Block 19 strive for an innovative and bold design that will be highly visible from all sides. Its distinctive appearance and location at the geographic center of the planned three block development establishes a new visual focus and “heart” for the three block project.

A-2 Enhance the skyline:

- The proposed design revision does not affect the highrise tower, so the skyline view would not change. However, the bold, curvilinear profile of the low office building promotes visual interest and adds to the variety of building form in the growing neighborhood. The revised building form and enhanced transparency effectively contrasts with the rectilinear massing and relative opaqueness of the adjacent office and residential towers.

B. Architectural Expression – Relating to the Neighborhood Context

B-1 Respond to the Neighborhood Context:

- The overall project massing remains responsive to the existing and future context of the site. The reduced height of the low building permits more daylight to penetrate into the public open space at the center of Block 19, as well as adjacent streets. The curvilinear form sets it apart from its immediate surroundings and consciously avoids the look of a typical corporate office building.

B-4 Design a Well Proportioned and Unified Building:

- Massing and scale transitions between each block and within Block 19 are maintained, and are now further enhanced by the new design. The spherical form of the low building is driven by the very different spatial requirements of large scale interior planting that includes trees and a variety of ecological zones.
- The intersecting spheres appear to emerge out of the ground and house the garden and work spaces in the most efficient geometric form for enclosing a specified volume. The low building is composed of three volumes with the largest volume

in the center and the two smaller volumes at the ends, so that the overall mass steps down towards the perimeter of the site.

C. The Streetscape- Creating the Pedestrian Environment

C-1 Promote Pedestrian Interaction :

- With its revised geometry, the low-rise building on Block 19 enhances the streetscape along Lenora Street, 6th Avenue and 7th Avenue by providing increased landscaping and wider sidewalks between the building and sidewalk. It is important to note that Lenora Street east of Westlake Ave is a designated Green Street. This green street environment will be extended to the West and strengthened with the proposed Lenora Shared use Street concept at Block 20 between Westlake and 7th Ave, the narrowing of Lenora Street, and the proposed landscape treatment at Block 19.
- Retail uses are now located not only along 7th Avenue and Lenora Street, but also along 6th Avenue, activating the two ends of the building and the street corners with spaces that are publically accessible.

C-2 Design a Façade of Many Scales:

- The fenestration pattern of the low building is composed primarily of multiple layers of clear glass supported by a metal framework that can be perceived at multiple scales. When viewed close up, what appears as a homogenous skin stretched over the curved forms is perceived to be composed of a repeatable module that comprises the form of the entire building. Given the building’s highly transparent quality, the glazing system and pattern will fully integrated with the structural system that supports it, exposing the building tectonics to view, inside and out.

C-3 Provide Active-Not Blank Facades:

- The low building will offer a high degree of transparency that allows great visual access into the high bay spaces and lush garden environment that will distinguish the interior spaces. Retail uses along 6th, 7th and Lenora will activate both the surrounding streets and the midblock open space.

C-4 Reinforce Building Entries:

- Retail entrances into the low-rise building will be located at the street corners and mid-block on Lenora. The main office building entries are set back a short distance from the Avenues within the public open spaces. They are visually separated from the retail entries and are used to help activate the open space as well as to bring attention to the through-block pedestrian connection.

C-5 Encourage Overhead Weather Protection:

- The canopy structure connecting the lobby of the office tower along 6th Avenue to the low office building frames the opening into the midblock open space and has been expanded to include a publically accessible trellised area suitable for seating.

D. Public Amenities - Enhancing the Streetscape and Open Space

D-1 Provide Inviting and Usable Open Space:

- The proposed design revision maintains the key elements of the ground level open space concepts while improving upon the integration of the building uses with the open space and streetscape. The key open space elements include the playfield, off-leash dog park, and an accessible path through the site and a weather protected walkway between the buildings. Both street corners are now activated by ground level retail off public plazas with highly transparent storefronts. The entrances from 6th and 7th Avenue to the central public open space at midblock are wider than in the approved MUP and the design maintains an accessible through-block pedestrian connection. Solar access to the ground plane is much improved in the new design due to the spherical form and graduated height of the low building. Planters, benches, landscaping, walls and other street elements are designed to allow visibility into and out of the open space.

D-2 Enhance the Building with Landscaping:

- Generous landscaping and paved areas will also be designed for the space between the low building and the sidewalk along Lenora, 6th and 7th Avenue. The high transparency and conservatory quality of the revised low-rise building will visually extend the areas of planting, as well as expand the type and scale of planted material. As mentioned under C-1, the enhanced landscape treatment also acts as a natural extension of the designated Green Street East of Westlake Ave.

D-3 Provide Elements that Define the Place:

- The play field and a dog park, which are open to the public anchor the midblock open space and remain key elements of the design. Seating areas are still provided in the form of terraced ledges and benches that line the playfield in the midblock public open space. Distinctive landscaping will be provided to add texture such as specimen trees and varieties of low plantings.

D-4 Provide Appropriate Signage:

- As before, signage will be designed to unify the three block 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 (e.g., entries, signage, canopies) are illuminated in a distinctive way. Outdoor spaces and pathways will be lit for safety at all hours while incorporating cut-offs to limit light pollution from outdoor light fixtures. Light from the revised low-rise structure will be controlled by interior screening.

D-6 Design for personal safety and security:

- As before, spaces where public access can occur are designed based on the basic principles of Crime Prevention Through Environmental Design including:
 - Well-lit paths and walkways;
 - Locating garage elevators so that they discharge into the lower level public lobby 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:

- The number, size and location of curb cuts and vehicular entrances remains unchanged. The garage driveway entrances remain on Lenora Street and 6th Avenue. The loading entrance is still on Blanchard.

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

- This remains unchanged. There is no access to loading or the garage from 7th Avenue where the cycle track and a primary pedestrian walkway are proposed.

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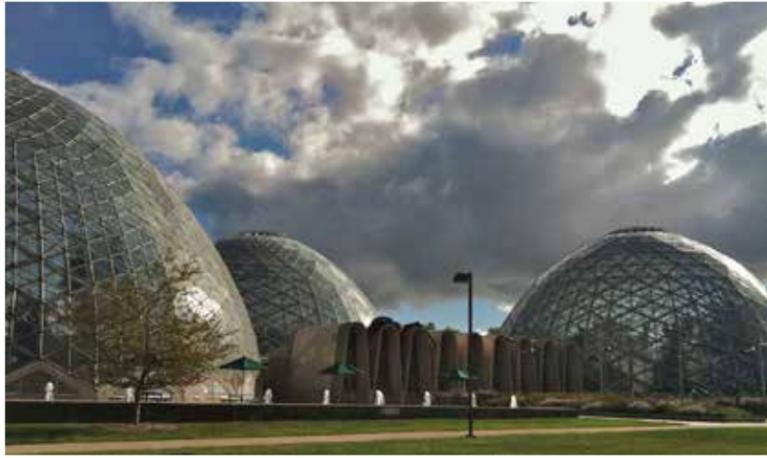
Block 19 Model Photographs



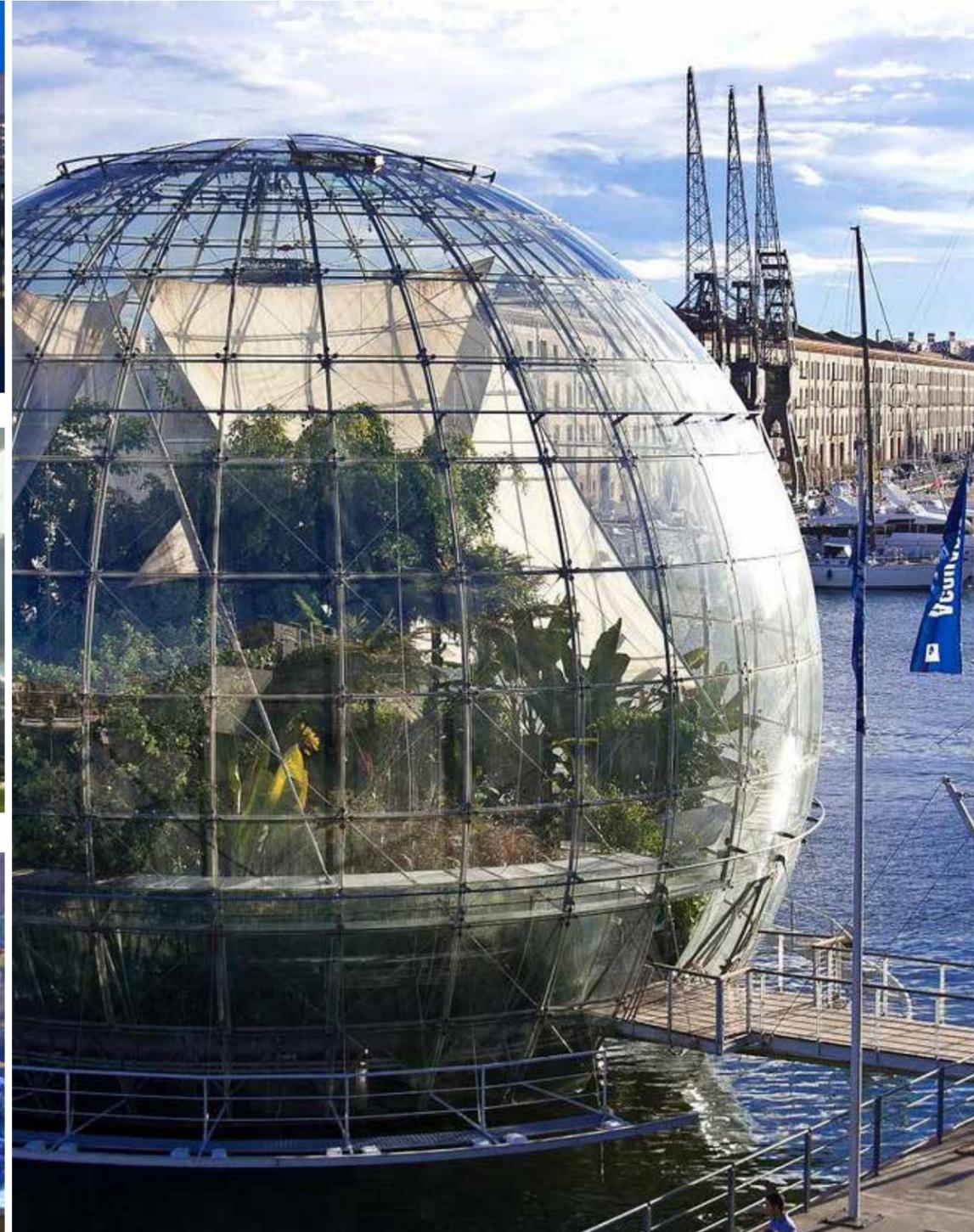
Block 19
Precedent Images



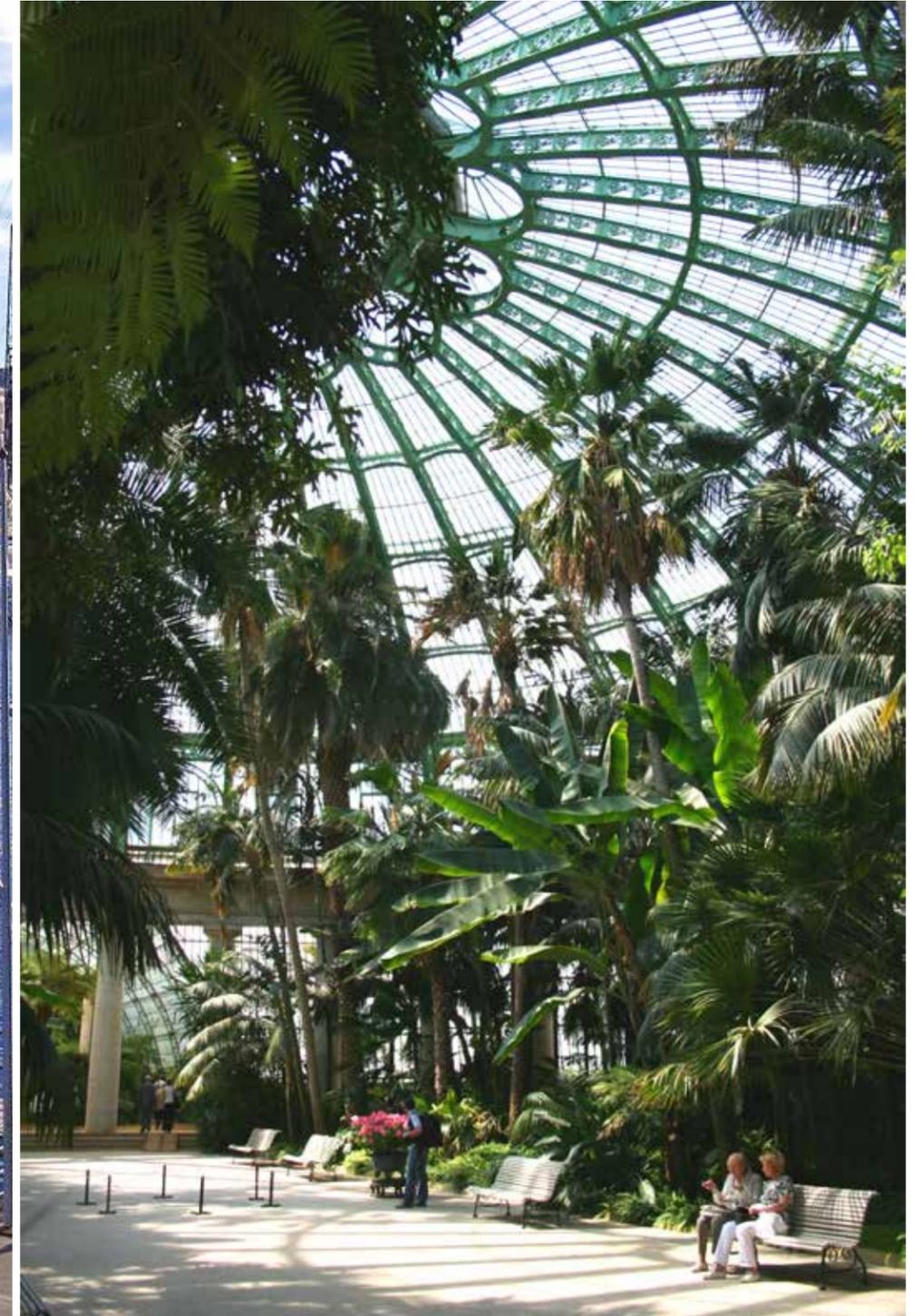
Convention Center - Ottawa, Canada



Mitchel Park Conservatory - Milwaukee, USA



Renzo Piano - "Bolla" Genoa, Italy



The Royal Greenhouses of Laeken - Brussels, Belgium

Block 19
Precedent Images



Gardens by the Bay - Singapore



Nabana-No-Sato - Nagashima, Japan



National Botanic Garden of Wales - St Austell, UK



Zoo - Leipzig, Germany



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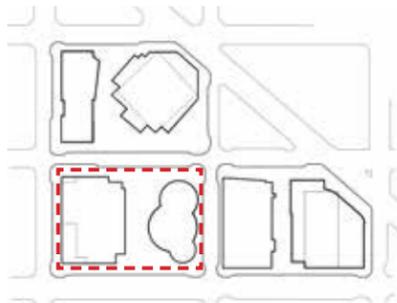
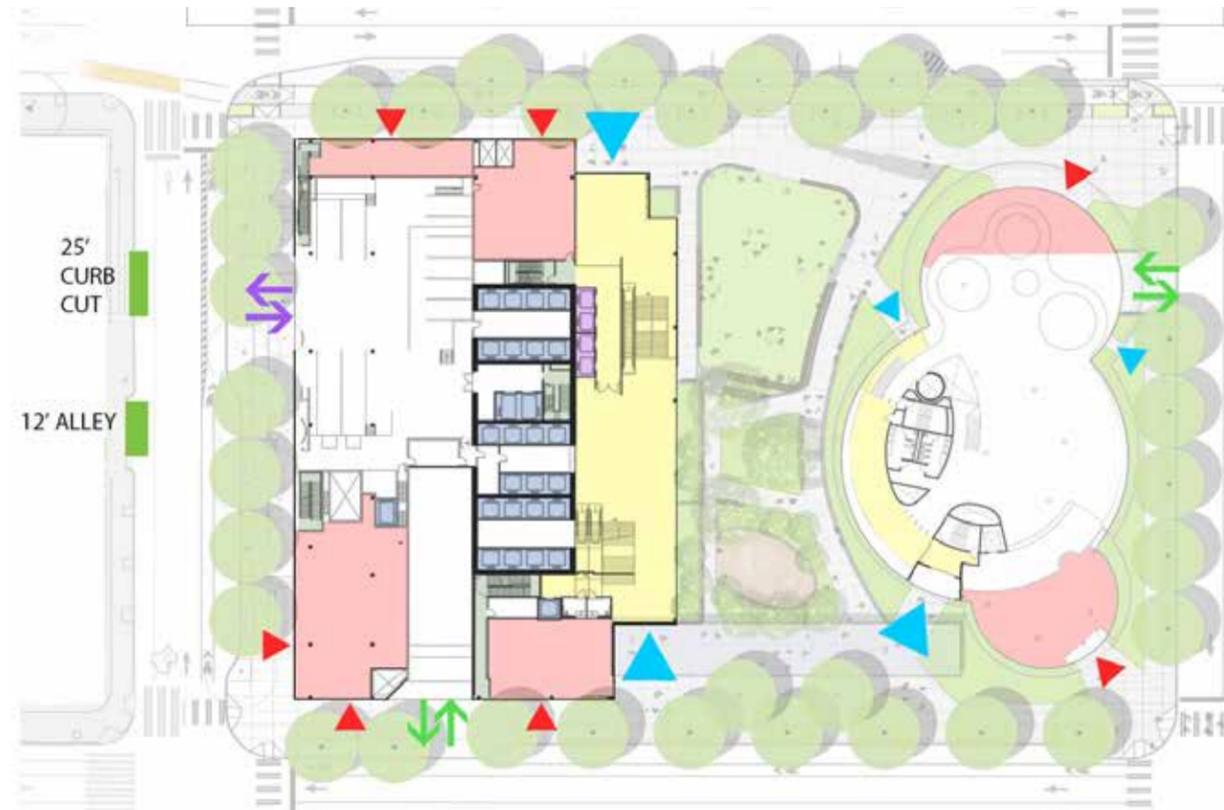
Block 19 Site Access Diagram

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

Previous Site Access
Composite Levels G&1



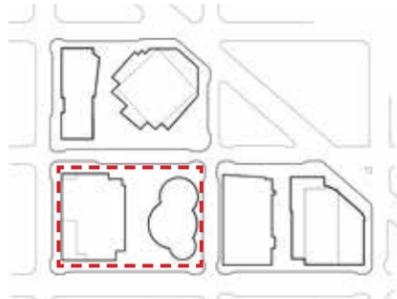
Proposed Site Access
Composite Levels G&1



2

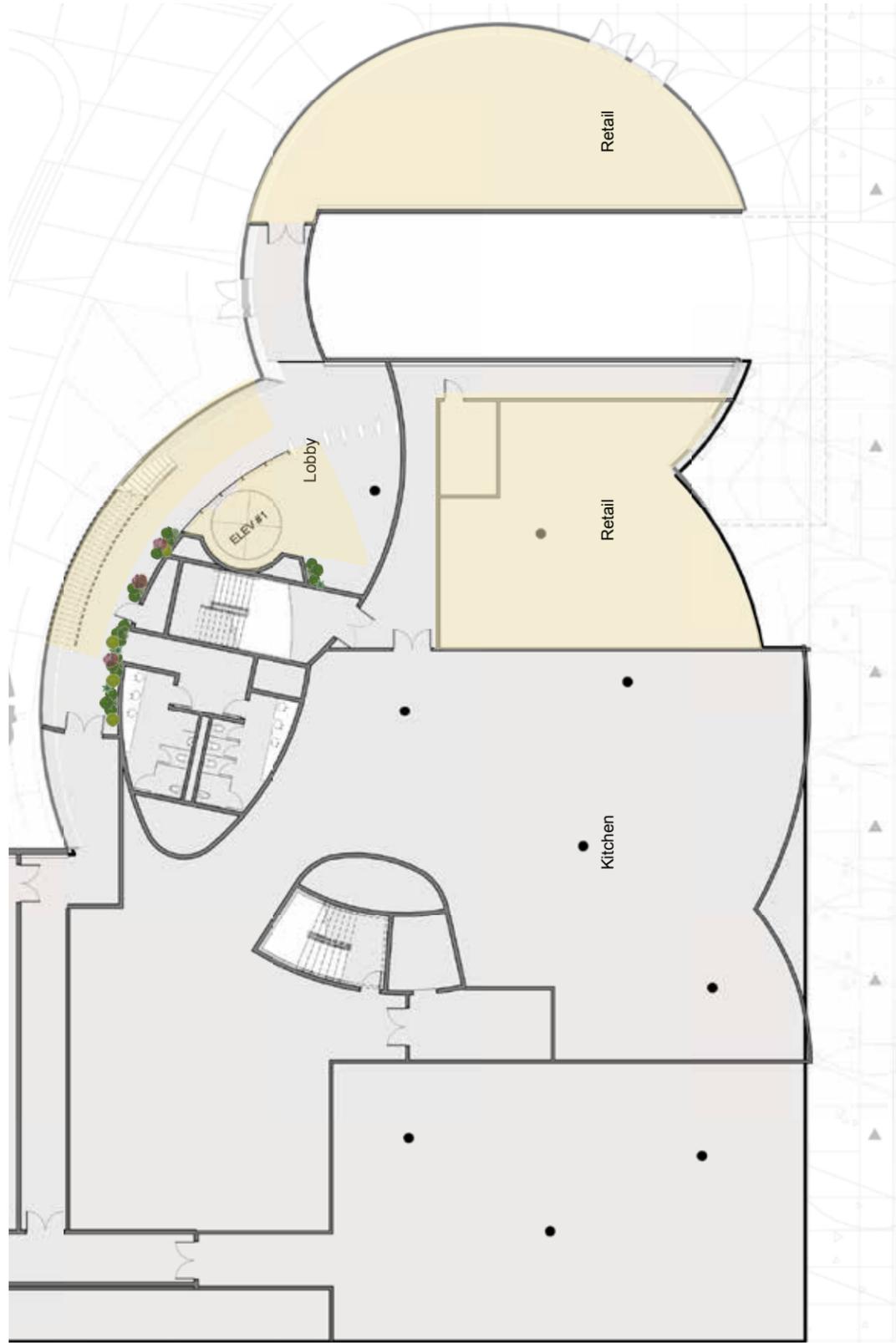
Block 19 Site Plan - Level 1

- Canopies
- Accessible Route of Travel
- Bicycle Access



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Block 19 Plans - Level G and 1



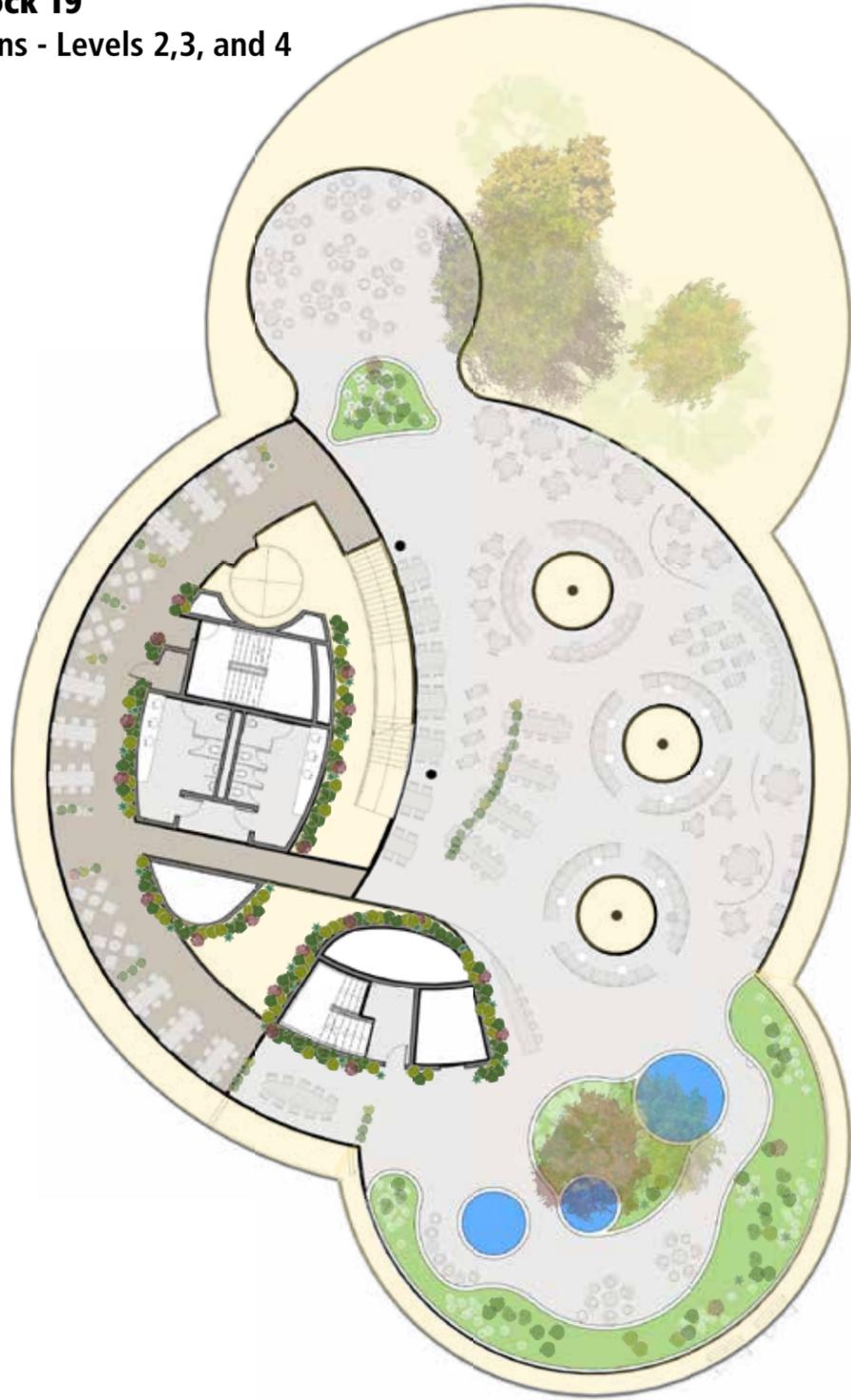
Level G



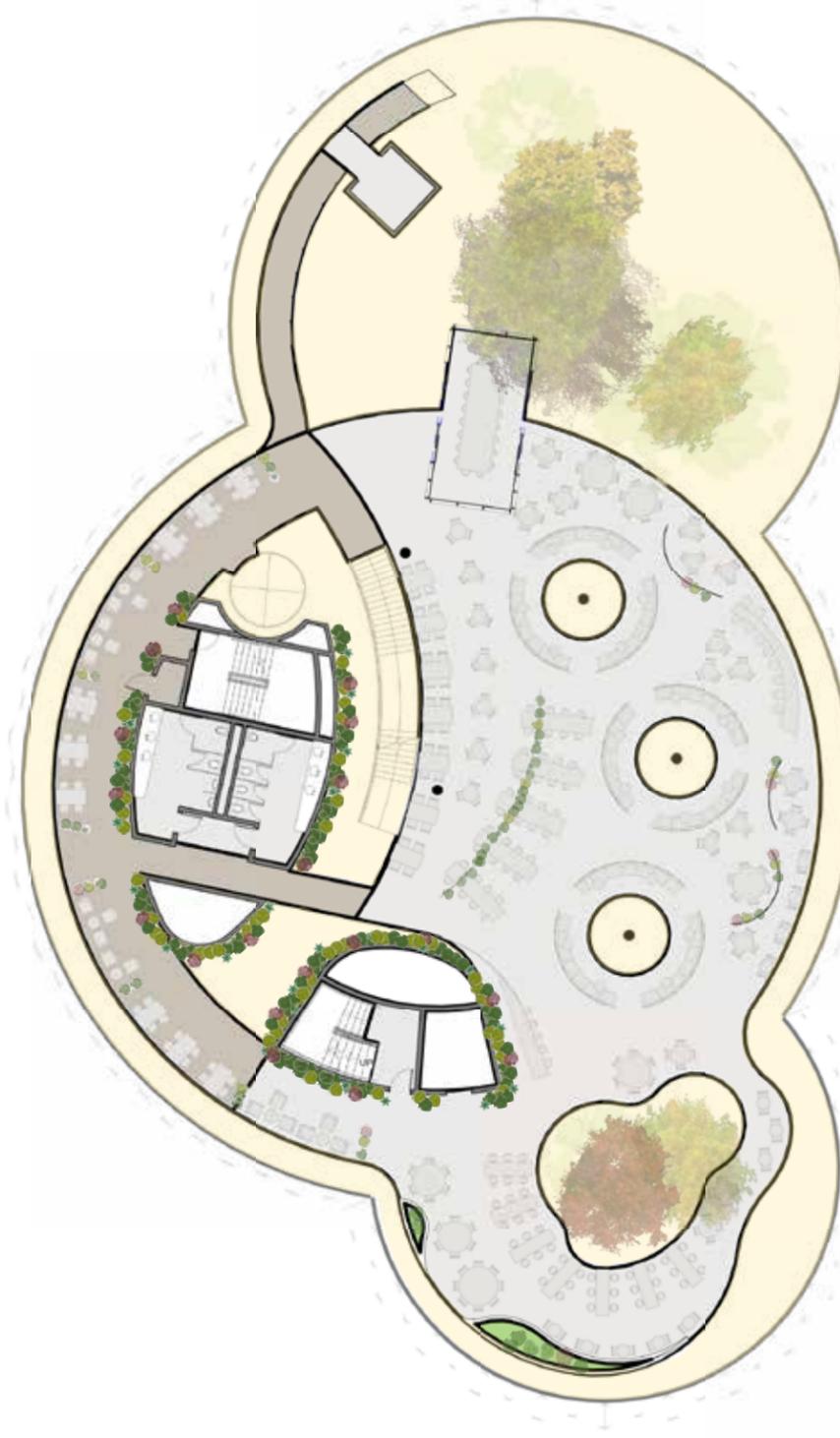
Level 1

2

Block 19 Plans - Levels 2,3, and 4



Level 2



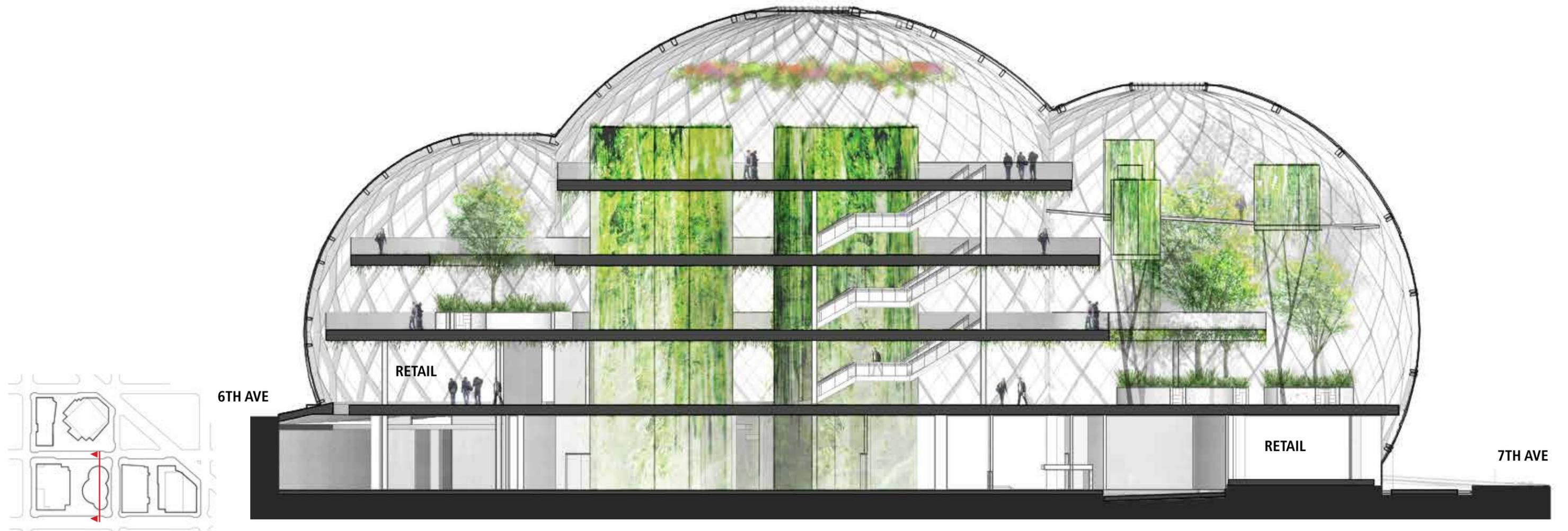
Level 3



Level 4

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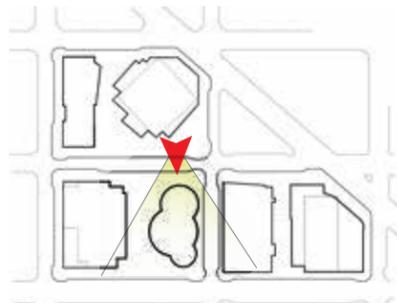
Block 19 North / South Section Along Lenora Street



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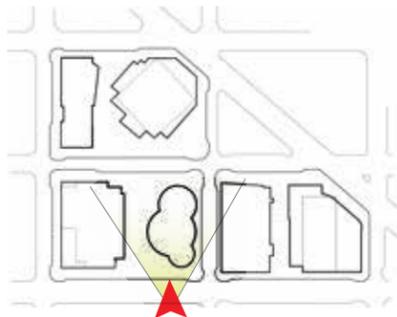
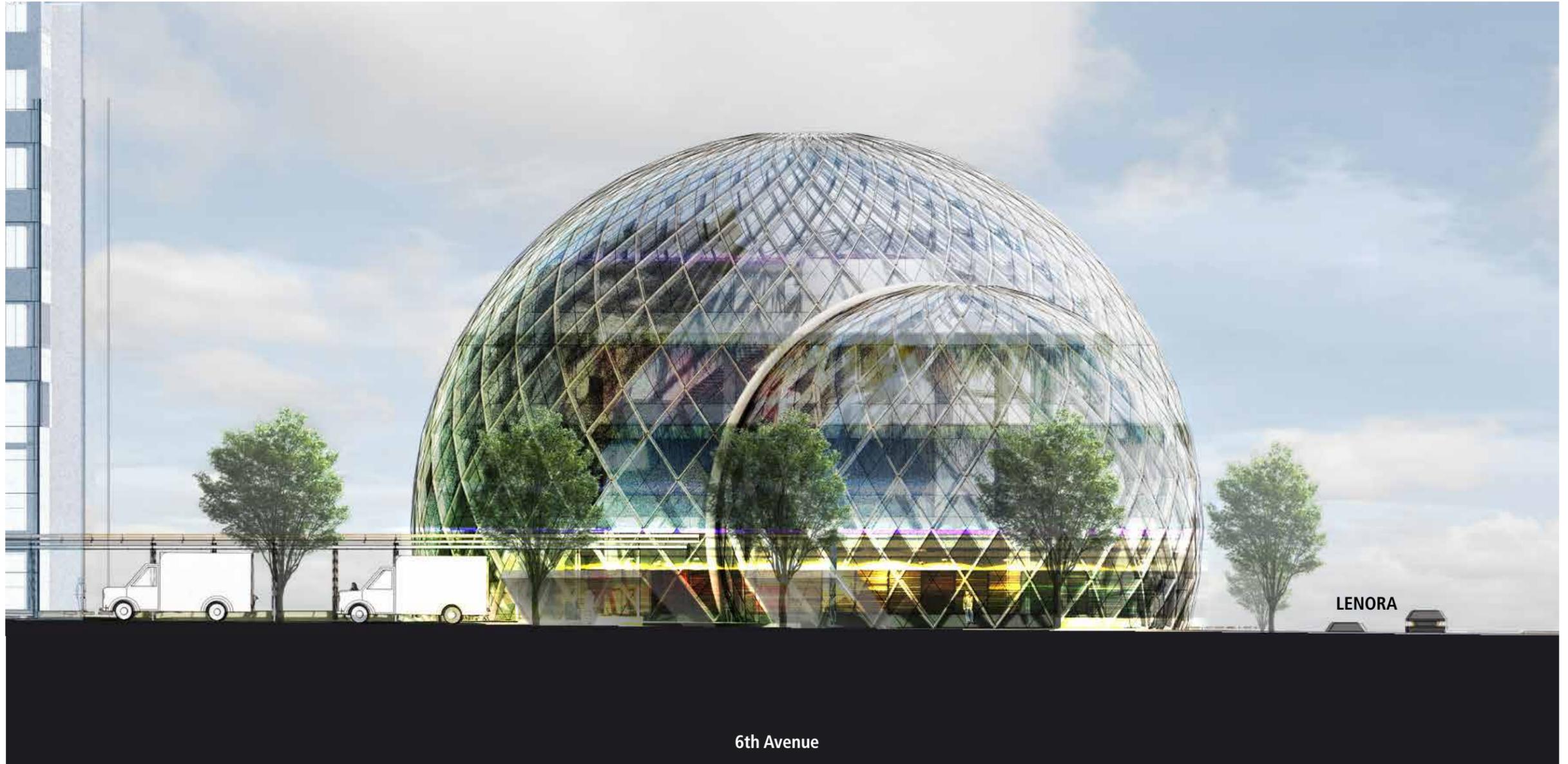
Block 19 East / West Section Through Midblock Open Space



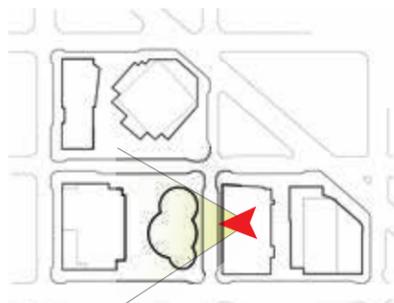


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Block 19 South Elevation - 6th Avenue



Block 19
East Elevation - Lenora Street

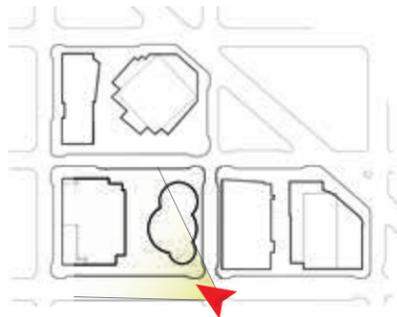


Block 19
West Elevation - Midblock Open Space



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Block 19 View Along 6th Avenue - Previously Approved



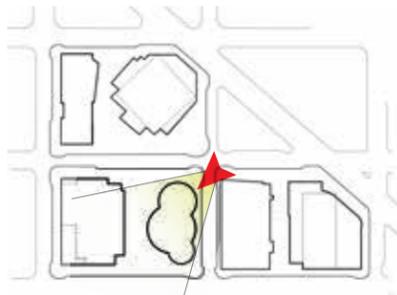
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Block 19 View Along 6th Avenue - Proposed Design



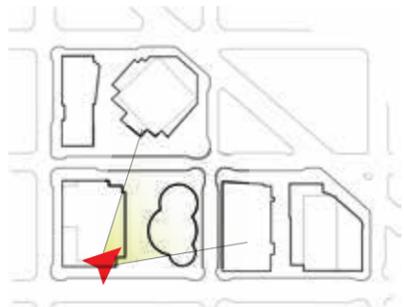
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Block 19 View Looking West from Intersection of 7th Avenue & Lenora Street



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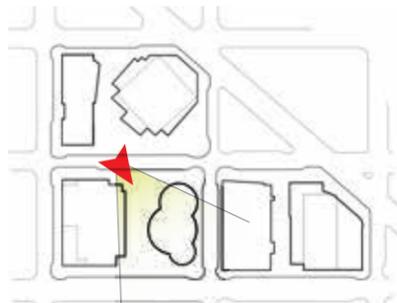
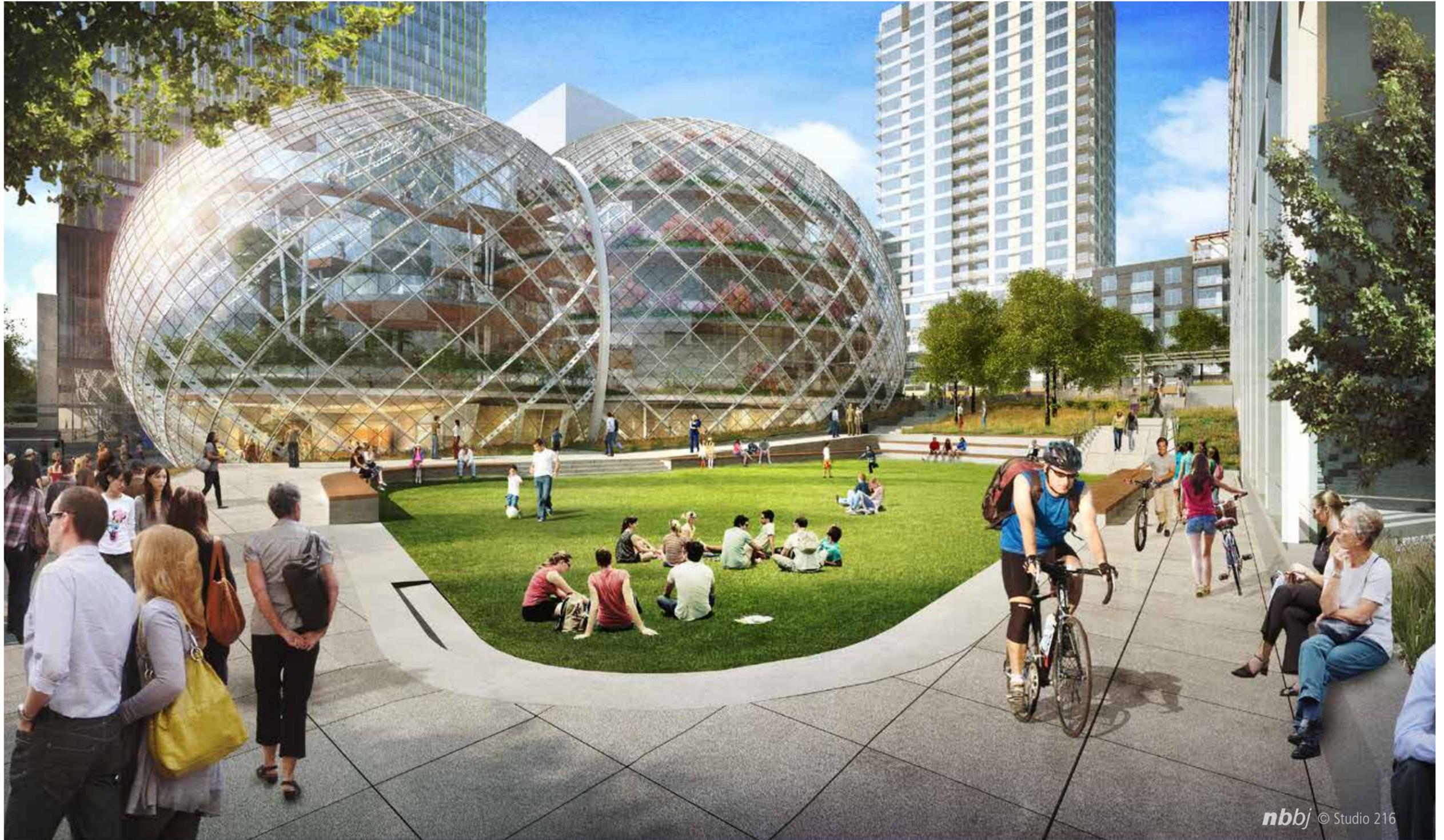
Block 19 View Looking Southeast along 6th Avenue



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Block 19 View Looking Southwest from 7th Avenue



2

Multi-Generational Open Spaces Inspirational Images



Block 14: Art



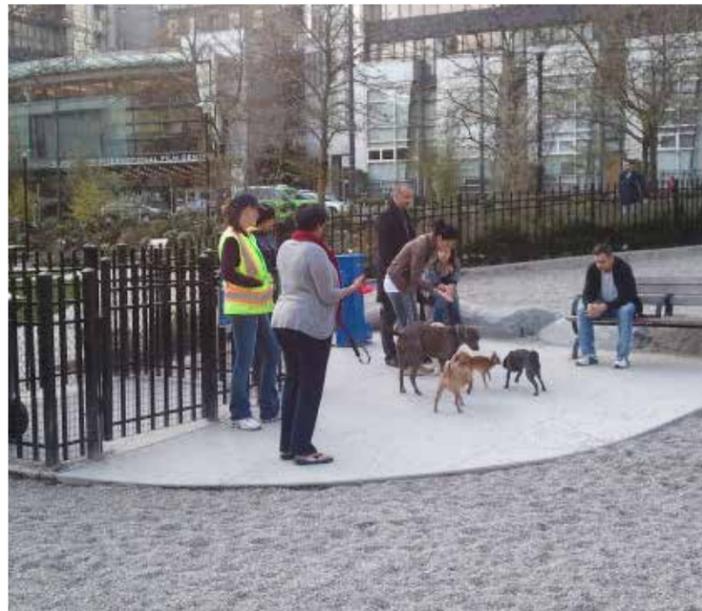
Block 19: Playfield



Block 20: Water Feature



Block 14: Lighting



Block 19: Dog Park



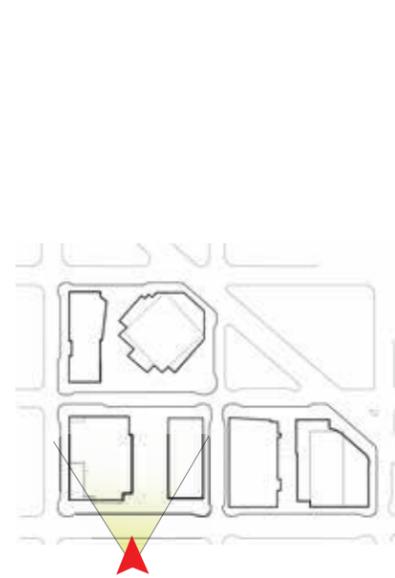
Block 20: Gardens

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Block 19 Tower and Podium - Previously Approved



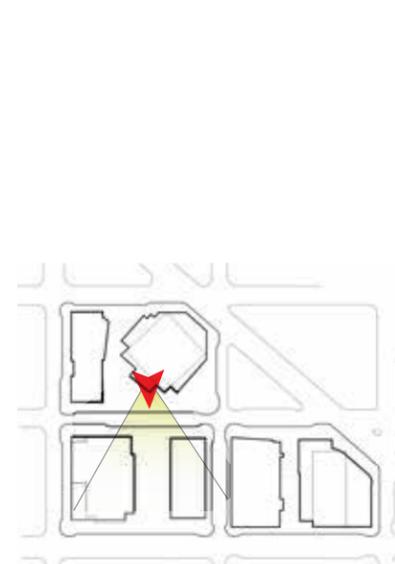
Previous Elevation - Blanchard St.



Previous Elevation - 6th Avenue



Previous Elevation - Midblock Open Space



Previous Elevation - 7th Avenue

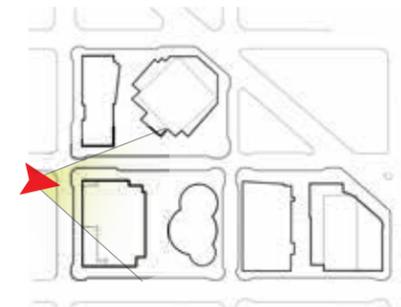
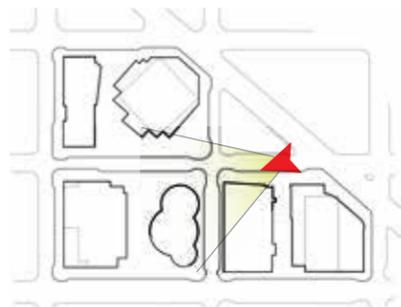
Block 19
Tower and Podium Development - Proposed Design



View From 7th Ave. and Westlake



View From 7th Ave. and Blanchard - Green Street and Loading Dock Character



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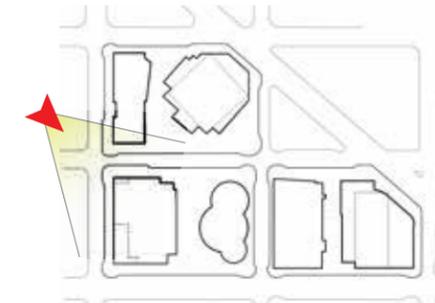
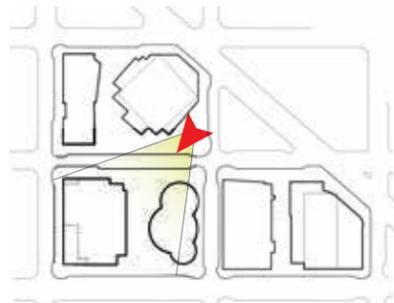
Block 19 Tower and Podium Development - Proposed Design



View From Lenora - Render View & Massing Concept

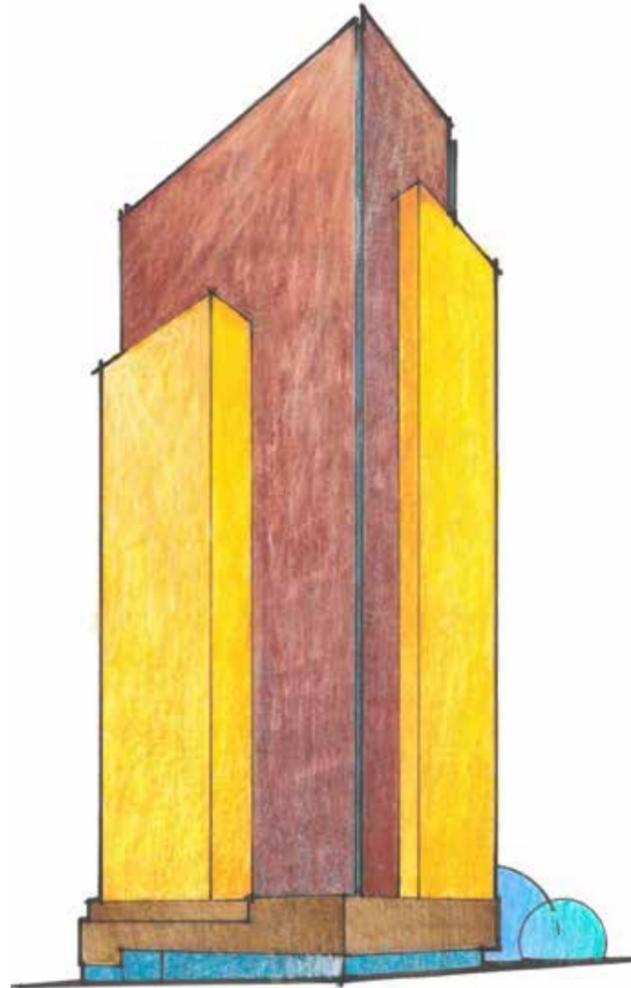


View From 7th Ave. and Blanchard - Render View & Massing Concept

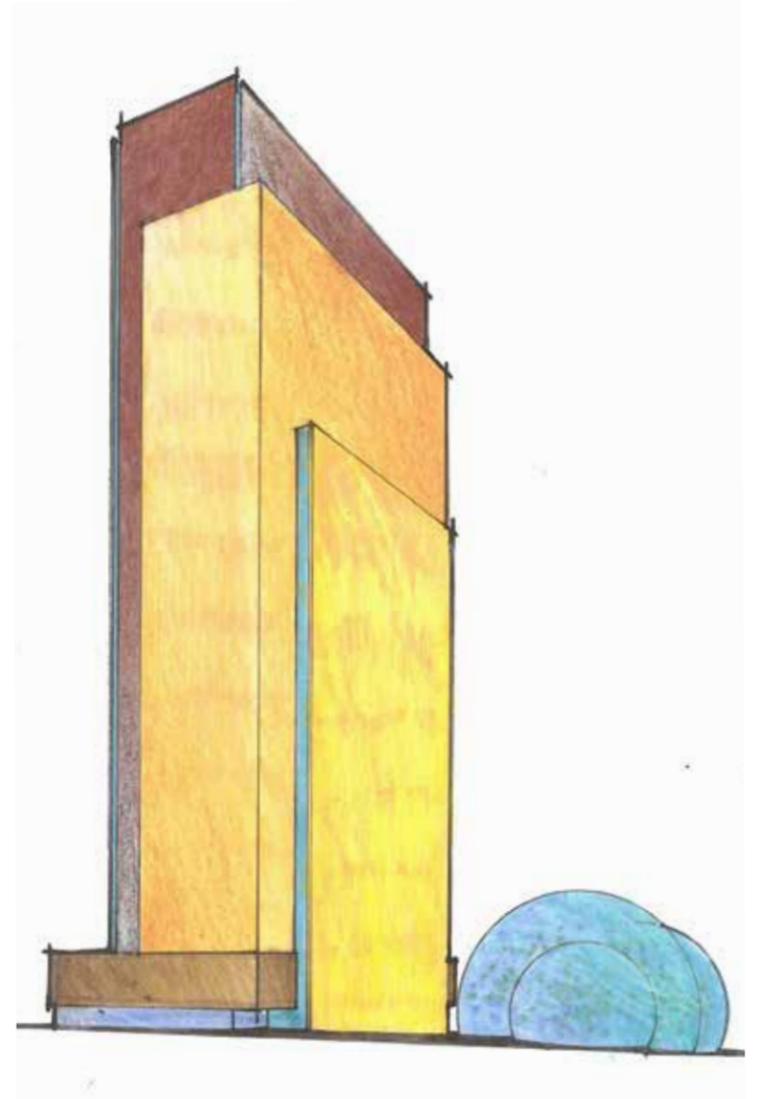


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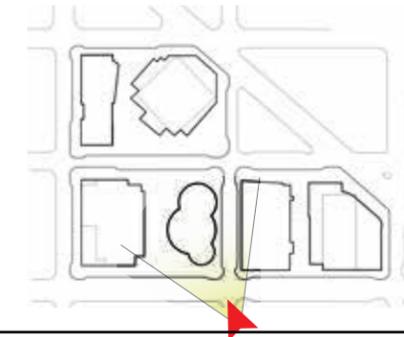
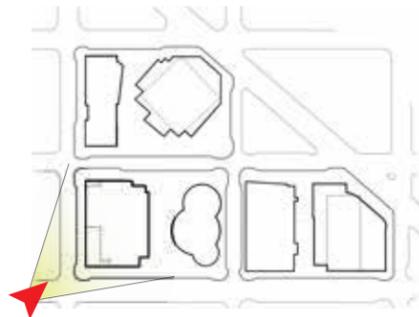
Block 19 Tower and Podium Development - Proposed Design



View From 6th Ave. and Blanchard - Render View & Massing Concept



View From 6th Ave. and Lenora - Render View & Massing Concept



APPENDIX

Summary of Development Standard Departures - Previously Granted

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 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 90 feet long for the portion of a façade that is above an elevation of 500 feet.	This departure would permit the façade length of the tall office tower along Seventh Avenue to continue uninterrupted from level 4 all the way up to the top of the building, permitting the structure to more appropriately meet the sky	A-1 Respond to the physical environment A-2 Enhance the skyline B-4 Design a Well Proportioned and Unified Building	See Diagram 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 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 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.

Previously Approved

Previously Approved;
Not Required with
Proposed Design

Previously Approved