

RAINIER SQUARE REDEVELOPMENT RECOMMENDATION MEETING

Design Review Submittal # 2



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Project Information

Address: 1301 5th Ave., Seattle, WA 98101

DPD Project #: 3017644

Owner: Wright Runstad

Architect: NBBJ

DPD Contact: Bruce Rips

DRB #2 Review Date: June 23, 2015

Statement of Development Objectives

Metro Tract: A Vision

Currently, the project site is an underdeveloped property with struggling retail situated in outdated structures. It is a rare occasion in the evolution of a city to make a single move that paves the way for the reinvigoration of an entire area. This project aims to be nothing short of such a move. It is our intent to seize the opportunity afforded by this singular site to create a unique offering to the city: a block with vibrant at-street destination retail activity, highly desirable residential units and hotel rooms, and world-class office space. Its impact will reach well beyond the boundaries of the block, to the entire Metropolitan Tract. As an attractor, an urban catalyst, a center of downtown, it will revitalize the pedestrian realm and bring long-term value to the surrounding blocks. Its bold and unique form, inspired by its relationship with Rainier Tower, will give the development an iconic quality to stand as a distinctive structure in Seattle's skyline. Together, both Rainier Tower and Rainier Square will forge a combined strength of extraordinary architecture within the city.

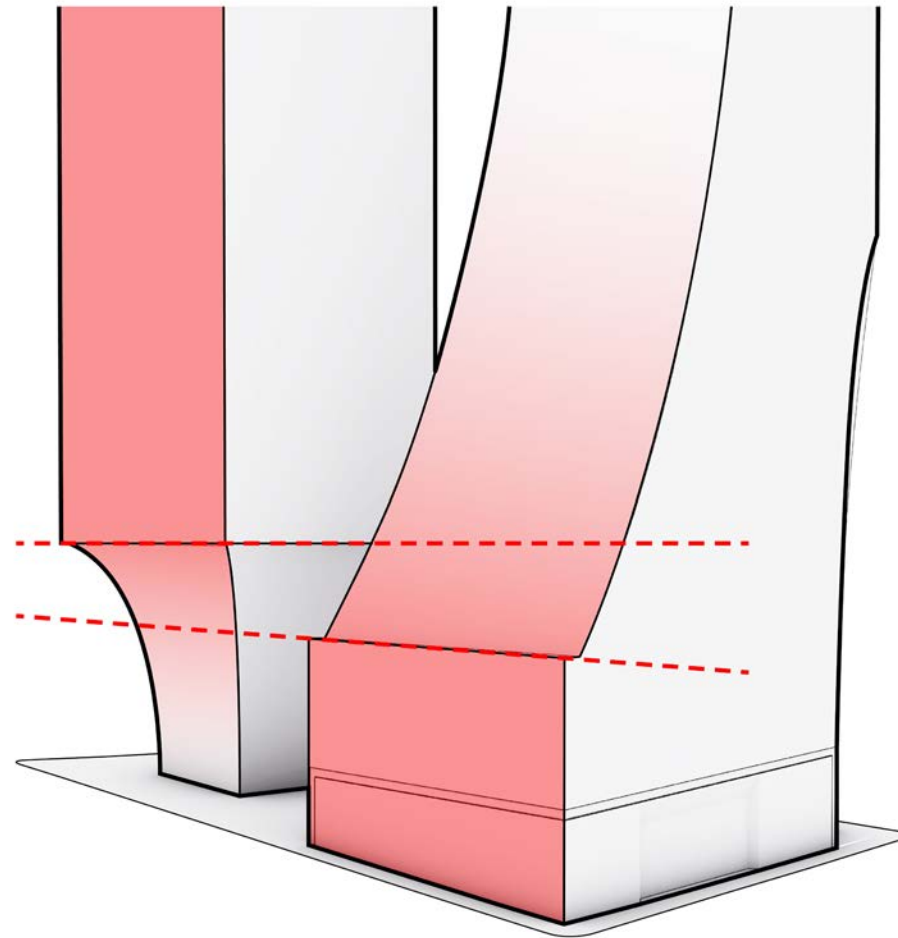
A.1 Major Scoop - DRB # 2 Proposed (Level 7)

RECOMMENDATION MEETING #1:

The Board continued to question the use of the top edge of the Rainier Tower plinth as a datum line to determine where the proposed tower's dominant curve begins its upsweep. The curved portion of the proposed building mass disassociates itself from Rainier Tower because its height above the datum line fails to engage with the base of the existing tower. Beginning the swoop lower allows the opposing concave curves to form an interesting visual dialogue as they intersect one another from a perspective north or south of the two structures. The Board sees this change in the scoop as beneficial to the tower's proportions and will preserve much of the existing view to Rainier Tower. A setback along Fifth may not be needed if the geometry of the curve opens up the views to the tower.

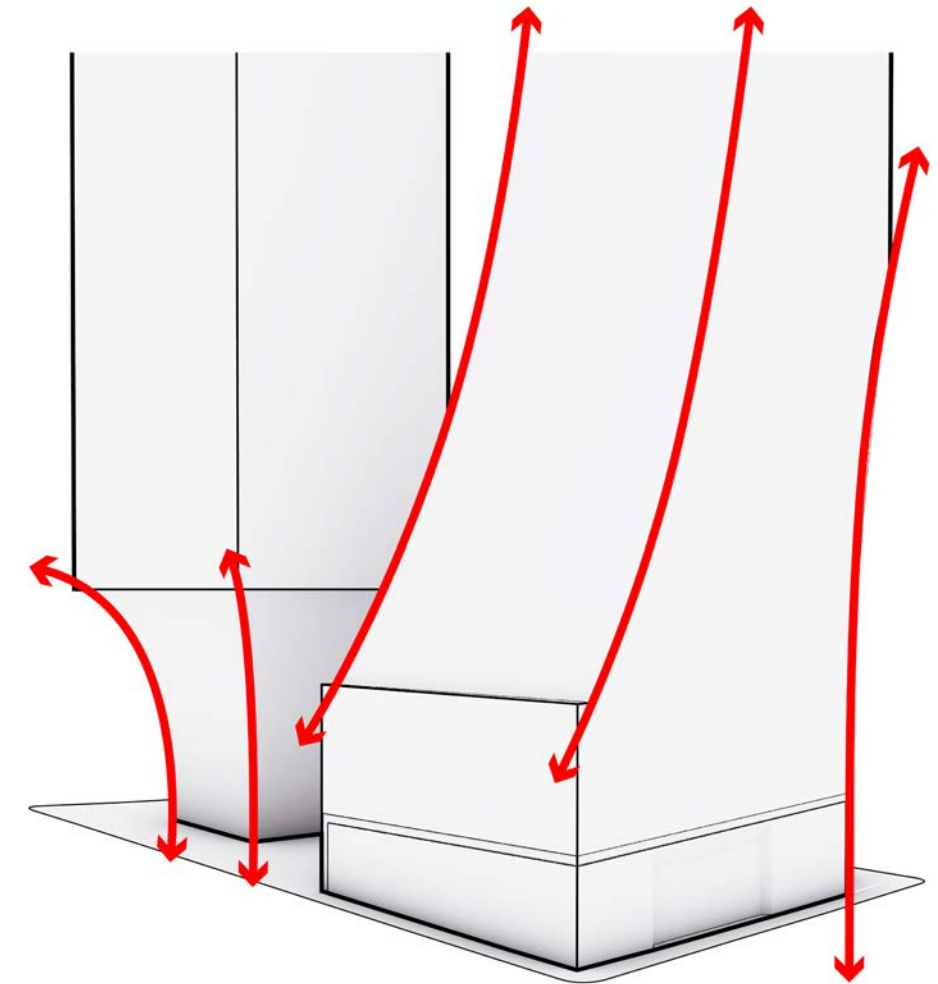
DESIGN TEAM RESPONSE:

- A number of revisions to the datum elevation along 5th Avenue have been considered as well as its relationship to the existing Rainier Tower and the spring point for the dominant curve in the new tower.
- The proposed alternative lowers the datum elevation to level 7 (previously level 10), allowing a more dynamic visual dialogue between the opposing concave curves of the two structures as viewed from the south and the north along 5th Avenue.



East Elevation - Level 7

- 5th Avenue façade datum has been significantly lowered to better engage the geometry of the two towers while maintaining a dynamic curve above the 7th floor.
- Proportional massing of the street wall at the base and its relationship to the urban context is improved.



Overall - Level 7 datum

- Balanced composition of overlapping massing geometry at the base improves visual interest.
- Maintains and balances proportional relationship with northwest curve on the Union Street elevation.



Street level view looking southwest - Level 7 datum



Birds eye view looking southwest - Level 7 datum

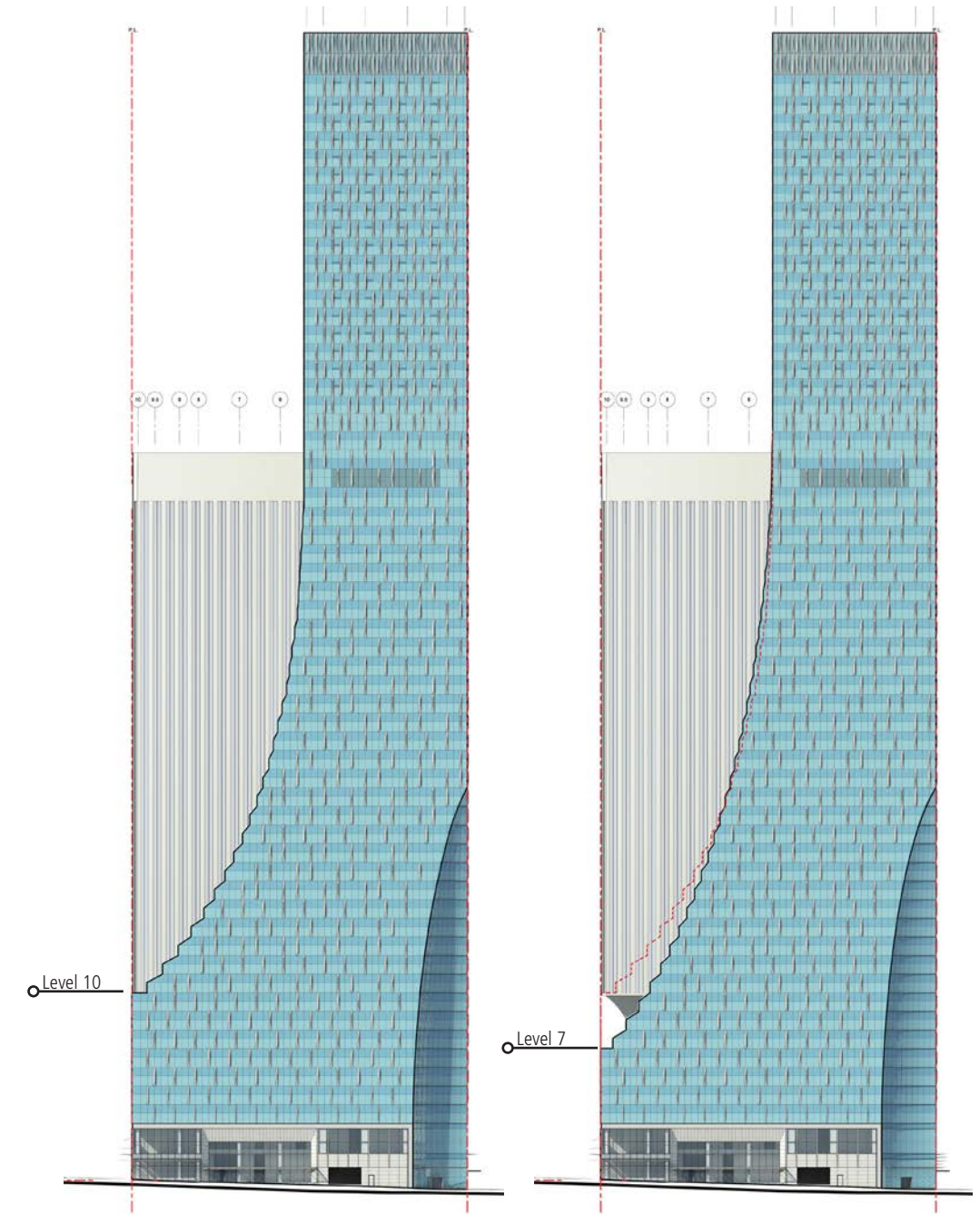
A.1 Major Scoop - DRB # 2 Proposed (Level 7)



DRB #1 - Previous Massing - Level 10



DRB #2 - Proposed Massing - Level 7



DRB #1 - Previous (Level 10)

DRB #2 - Proposed (Level 7)



DRB #1 - Previous (Level 10)
View looking South on Fifth Avenue



DRB #2 - Proposed (Level 7)
View looking South on Fifth Avenue

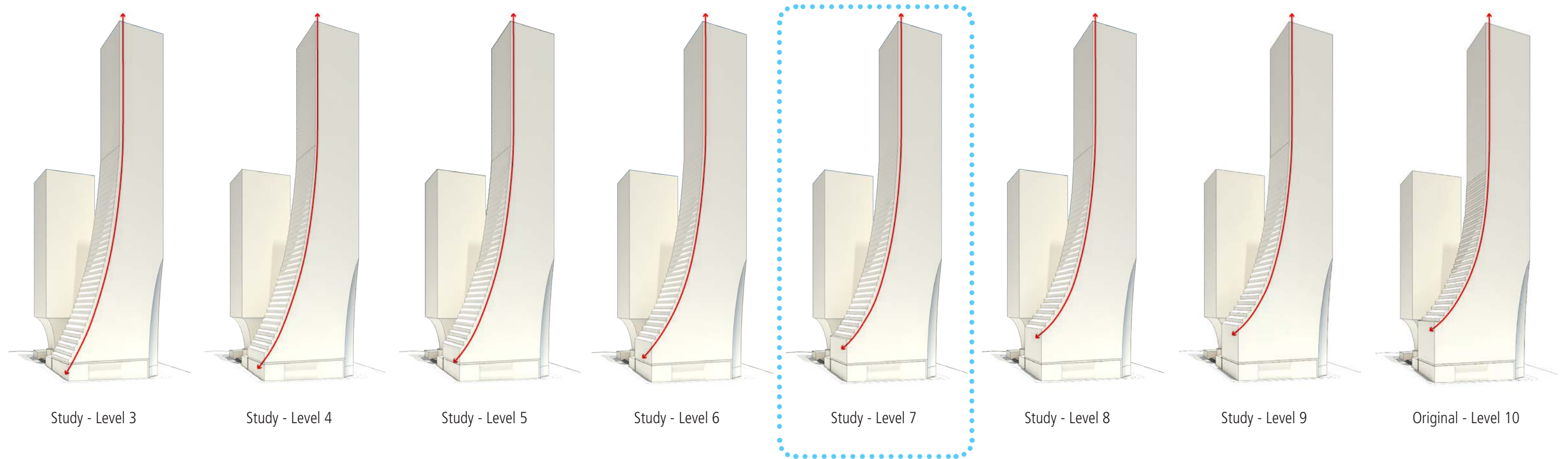


DRB #1 - Previous (Level 10)
View looking North on Fifth Avenue



DRB #2 - Proposed (Level 7)
View looking North on Fifth Avenue

A.1 Major Scoop Studies



- The spring point at Level 7 achieves an optimal balance between visibility of Rainier Tower base and the geometry of the "major scoop" of the new tower. Spring points at lower levels dilute the elegance of this curve and the integrity of the street wall on 5th Avenue.

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B.1 Southeast Carve

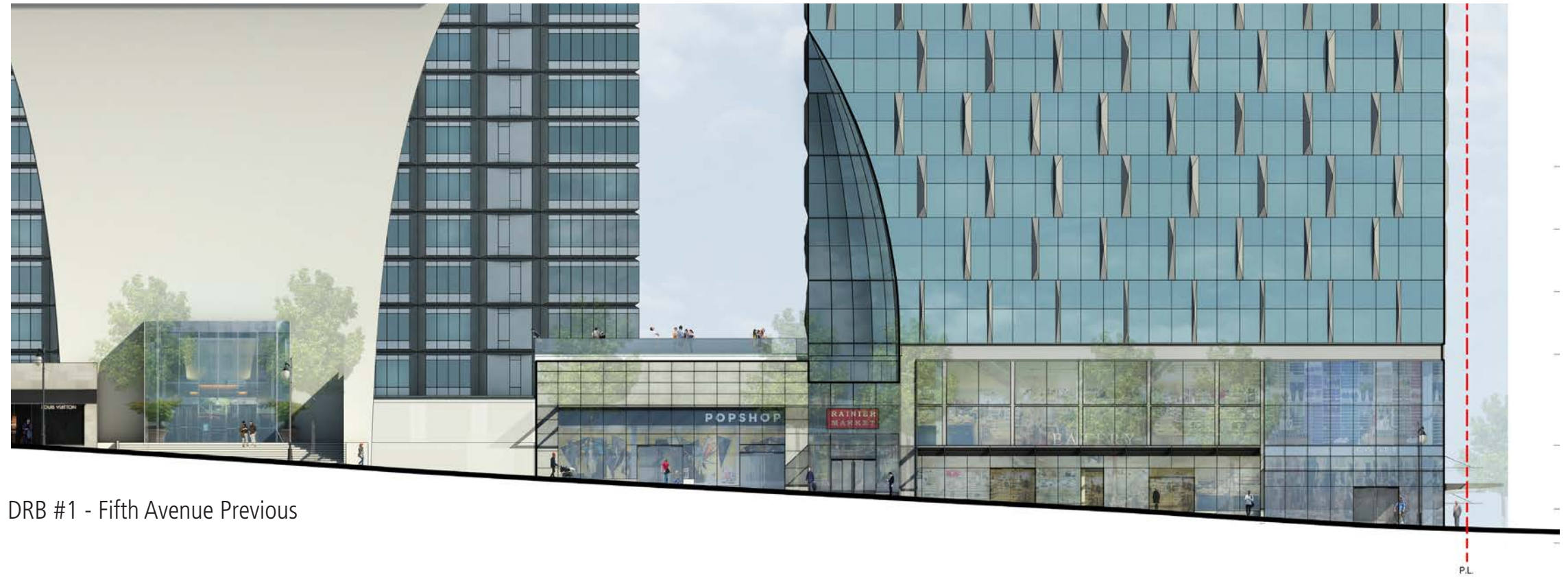
RECOMMENDATION MEETING #1:

The Board, after reviewing four alternative studies of the terraced east wall, agreed that the applicant's preferred accordion like pleats or folds forming the outer skin of the prevailing scoop met its expectation. The angled metal panels, scattered along the other facades, would fold along with the angled glazing. The pleats and the projecting metal panels would provide a texture beyond that of a smooth slope as illustrated in Study #4.

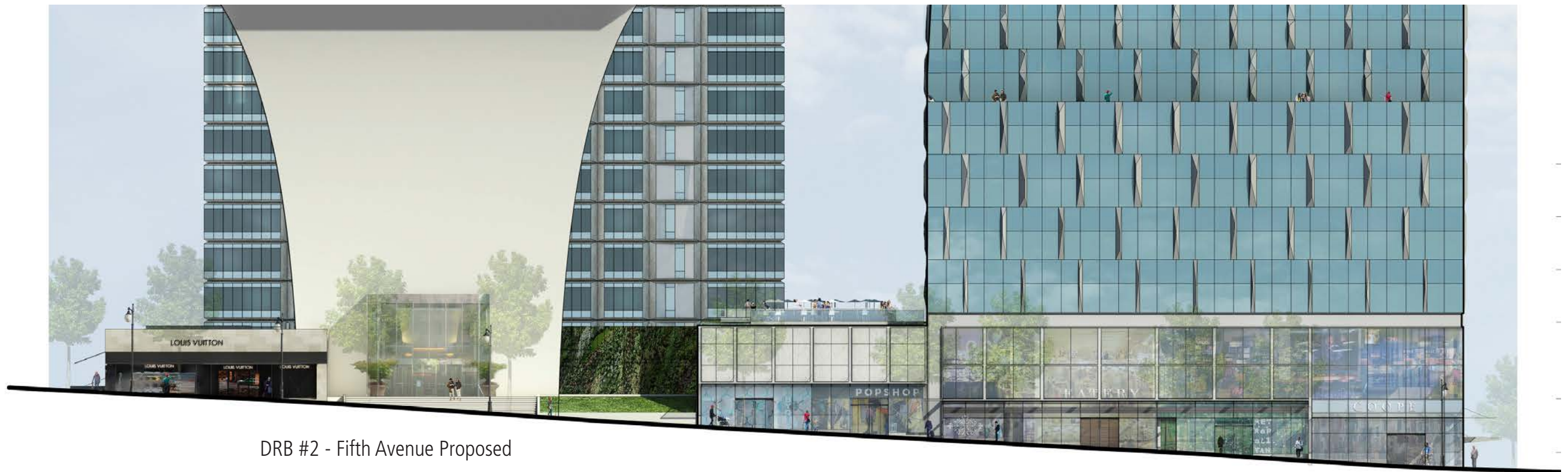
While commending the revised corner elevations at Fifth and Union, the Board found the applicant's attempt to carve into the tower's southeast corner unsatisfactory as it breaks the predominant datum line above the two-story retail base. The presence of the southeast scoop pales in contrast to the dramatic lift expressed by the Rainier Tower base.

DESIGN TEAM RESPONSE:

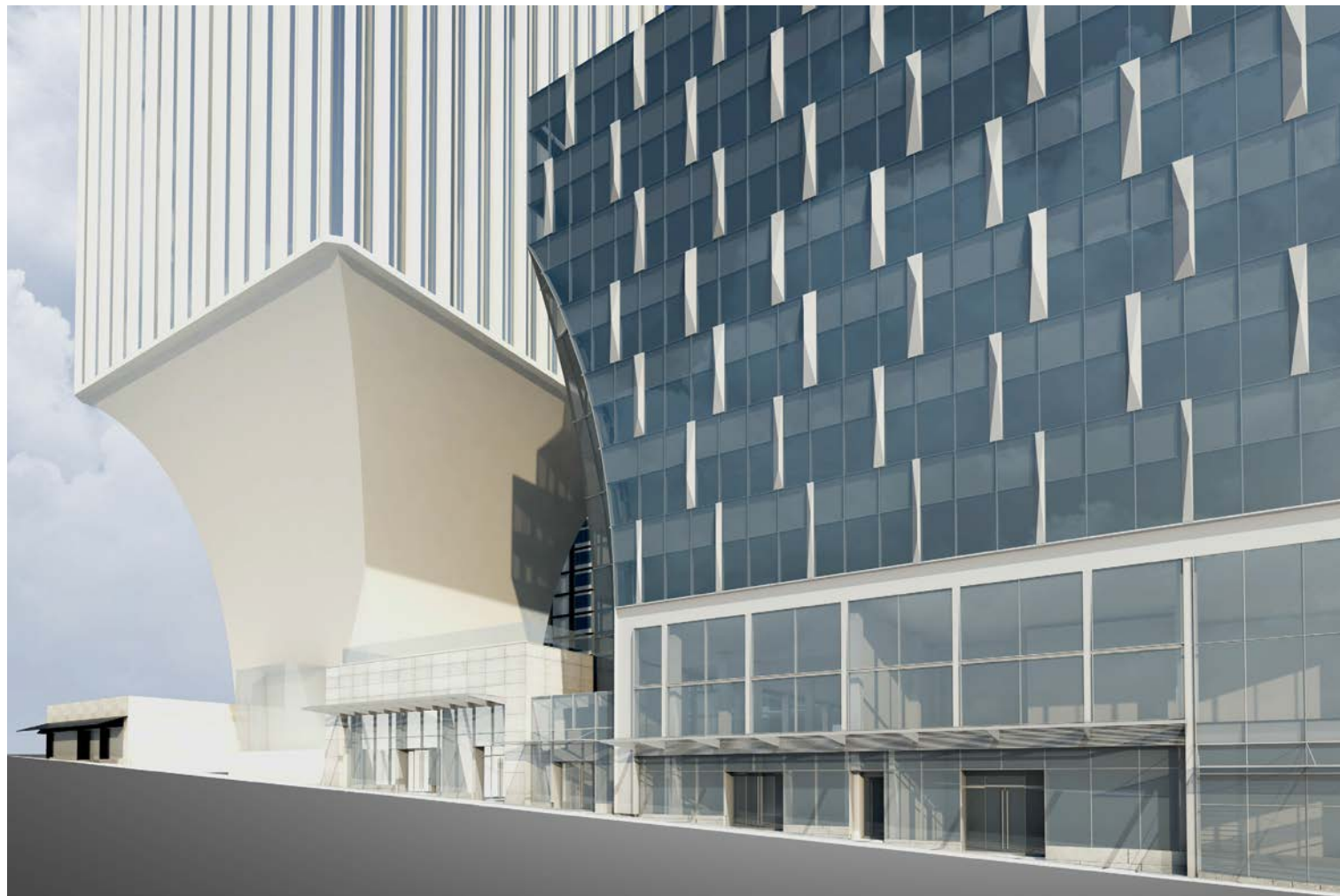
- The southeast carve has been eliminated as requested by the Board in order to strengthen the massing composition at the base and its relationship to the new tower.



DRB #1 - Fifth Avenue Previous



DRB #2 - Fifth Avenue Proposed



DRB #1 - Fifth Avenue Previous



DRB #2 - Fifth Avenue Proposed

B.4 / C.2 Northwest Carve / Fourth Avenue Update

RECOMMENDATION MEETING #1:

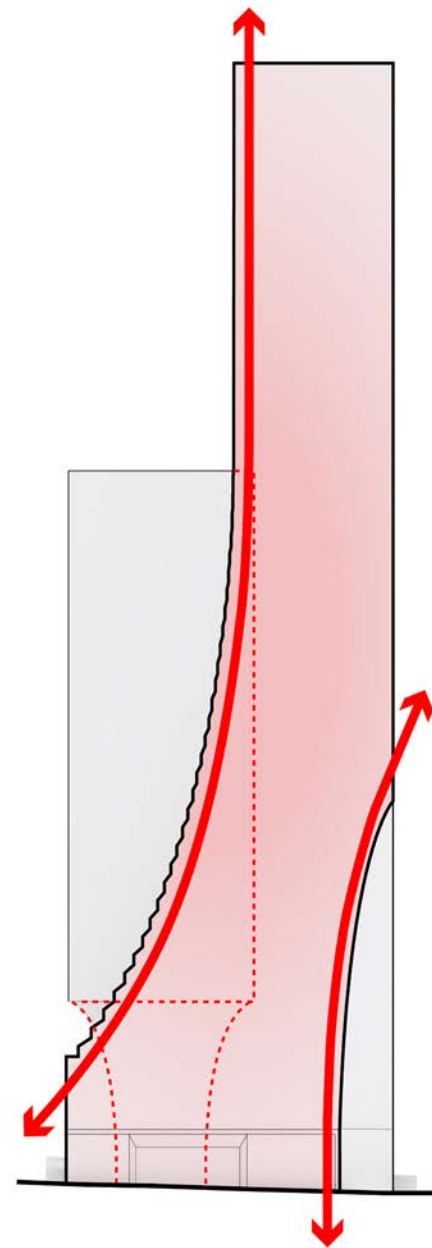
B-4 Guidance, Recommendation Meeting: The two-story base, composed of storefront glazing, stone at the entries and a grey metal band at its cornice, loses its presence along the Fourth Ave. elevation due to its lower height. The Board directed the applicant to revise the lower façade to achieve a two-story base similar to the Union St. and Fifth Ave. elevations.

The hotel design received considerable praise. With detailing of its facades responding to subtle elements of Rainier Tower, the hotel is both fully resolved as a stand-alone structure while visually engaged with the larger complex. The proposed hotel complements the existing tower but avoids actively flattering it.

C-2 Guidance, Recommendation Meeting: The long vertical scoop forming the proposed tower's northwest corner needs to extend to grade. This will heighten its visual drama and create a modest open space or entry plaza at a significant corner. The Board added that this scoop could be eliminated if the revised geometry of the major swoop facing Fifth Ave was found to be satisfactory.

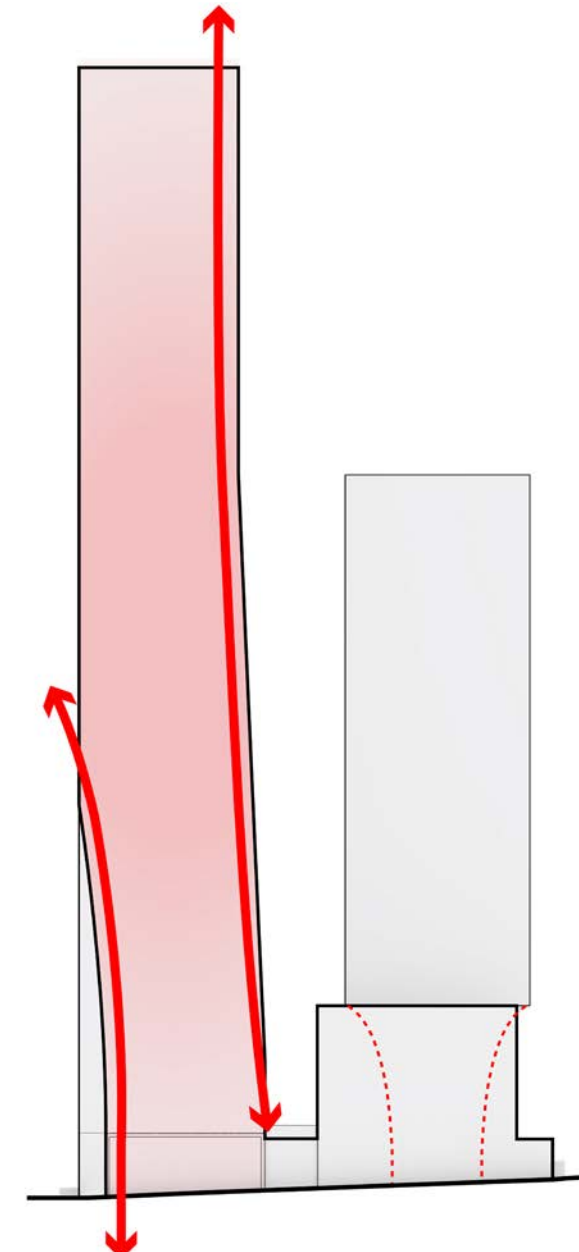
DESIGN TEAM RESPONSE:

- C-2 Guidance: The scoop at the northwest corner has been extended to grade as requested by the Board. See page 26-27 for proposed ground plane development at new pedestrian plaza area.
- B-4 Guidance: The lower façade has been revised as requested by the Board to achieve better alignment along 4th Avenue, Union Street, and 5th Avenue elevations.
- Massing has been adjusted slightly at the upper levels of the office tower to maintain the relationship between the south façade and the revised northwest carve.



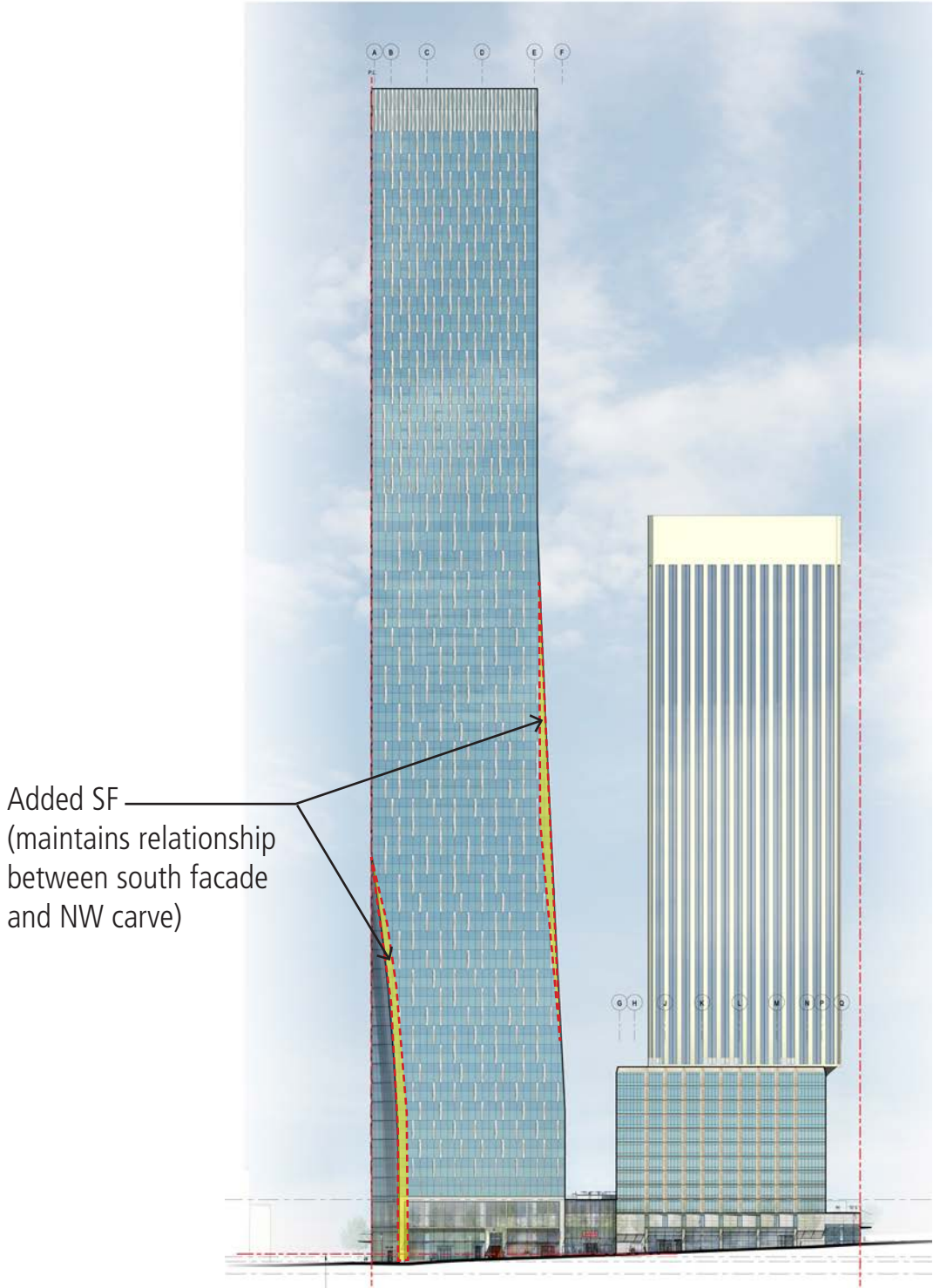
Union Ave Carves

- The NW carve increases the quality of the office space program by:
 - Introducing two corner office spaces on each floor at the NW corner.
 - Creating a façade of the tower that offers maximized views
 - Creating a powerful formal edge in the context of the city that is highly visible in direct line with the Space Needle and Elliot Bay.
 - Creating a dynamic experience with pedestrians gazing upwards



4th Ave Carves

- Rather than fill out the zoning envelope at the base, we shift the tower as quickly as possible to the north, via a soft curve, to maximize light and views for both towers.
- The base language of the NW corner is again a reciprocal response, as well as a common language to the base of the existing Rainier Tower.

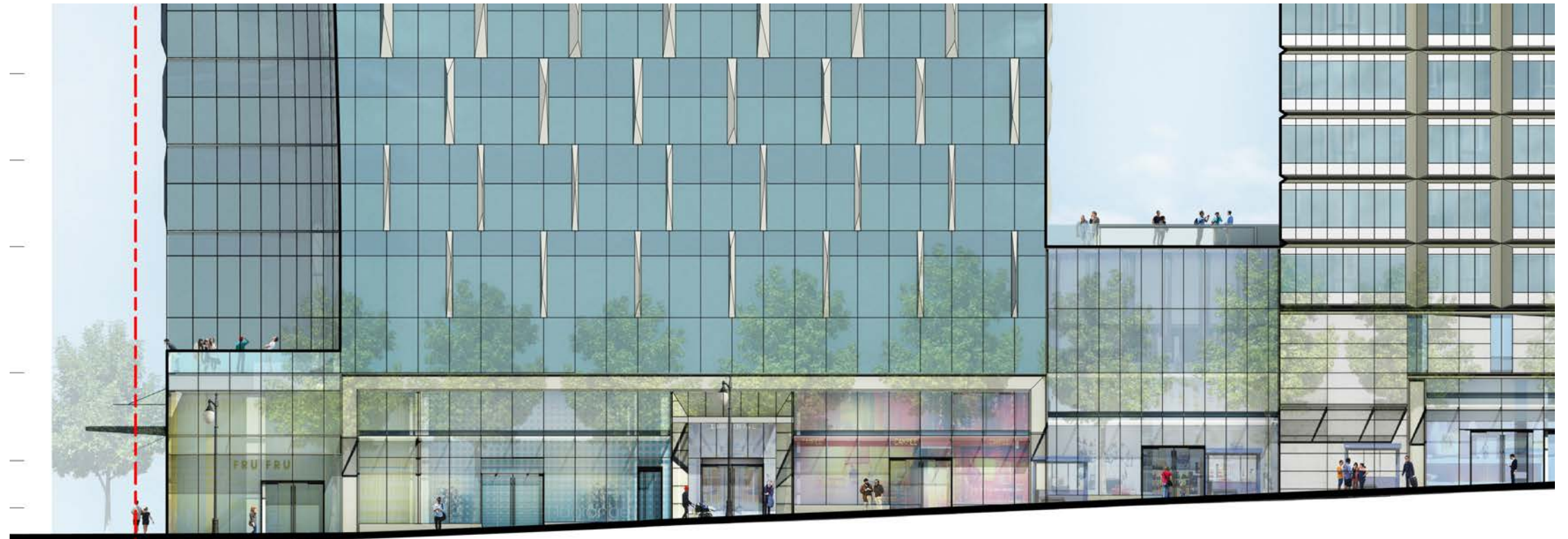


Fourth Avenue - Added SF (in yellow)



Northwest Carve Updated - Corner of Union Street and Fourth Avenue

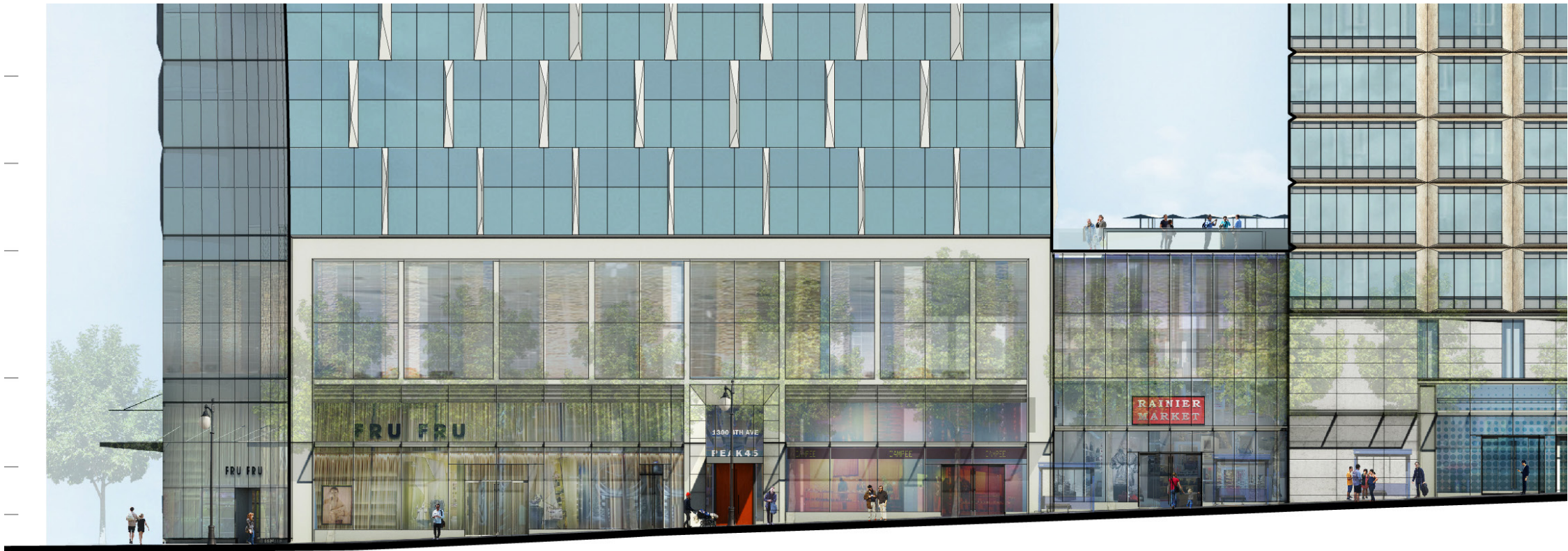
B.4 / C.2 Northwest Carve / Fourth Avenue Update



DRB #1 - Fourth Avenue Previous



DRB #1 - Corner of Fourth Avenue and Union Street Previous



DRB #2 - Fourth Avenue Proposed



DRB #2 - Corner of Fourth Avenue and Union Street Proposed

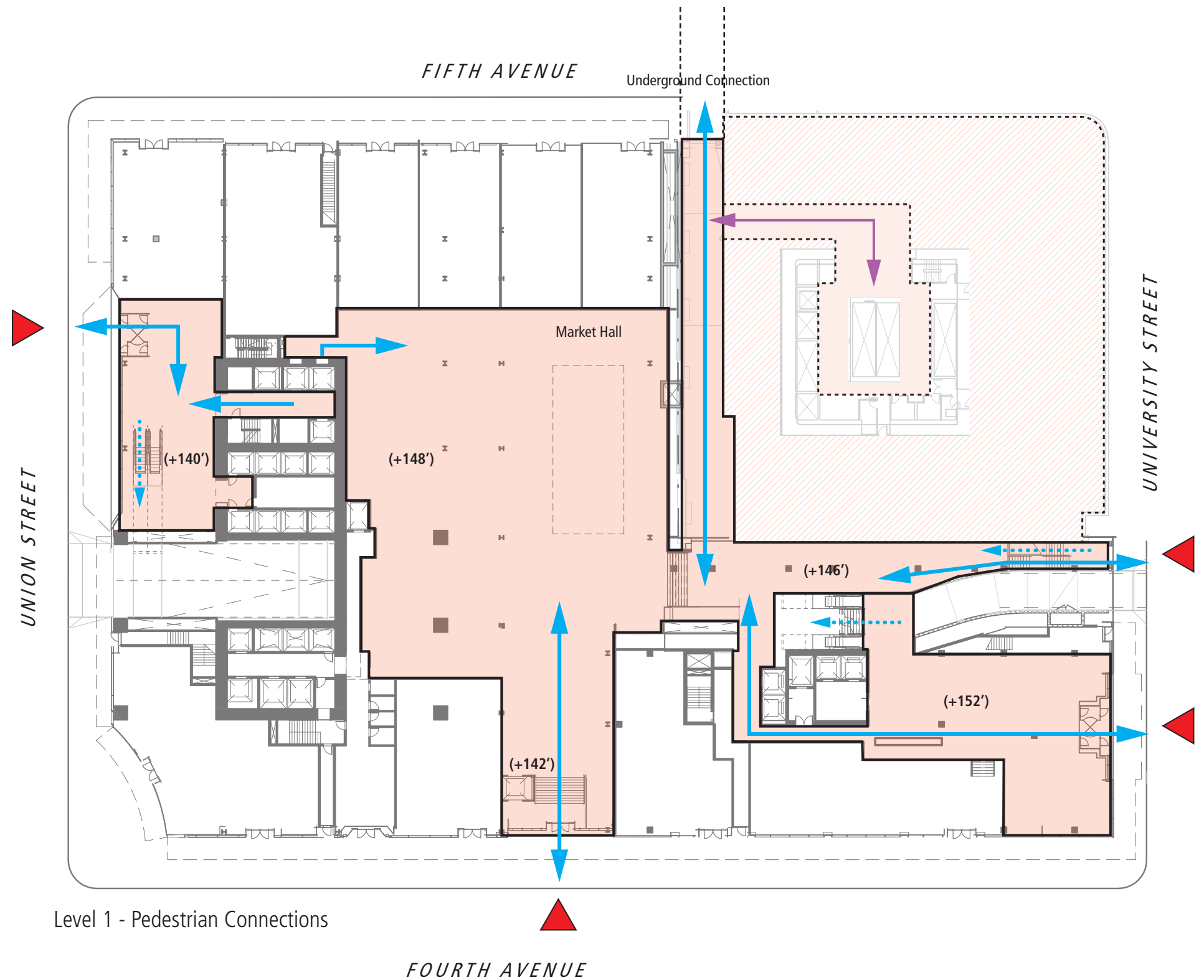
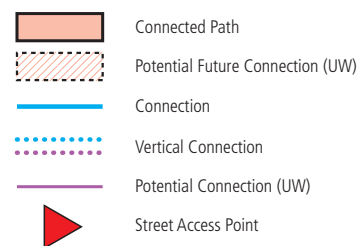
D.1 Relationship to Existing Rainier

RECOMMENDATION MEETING #1:

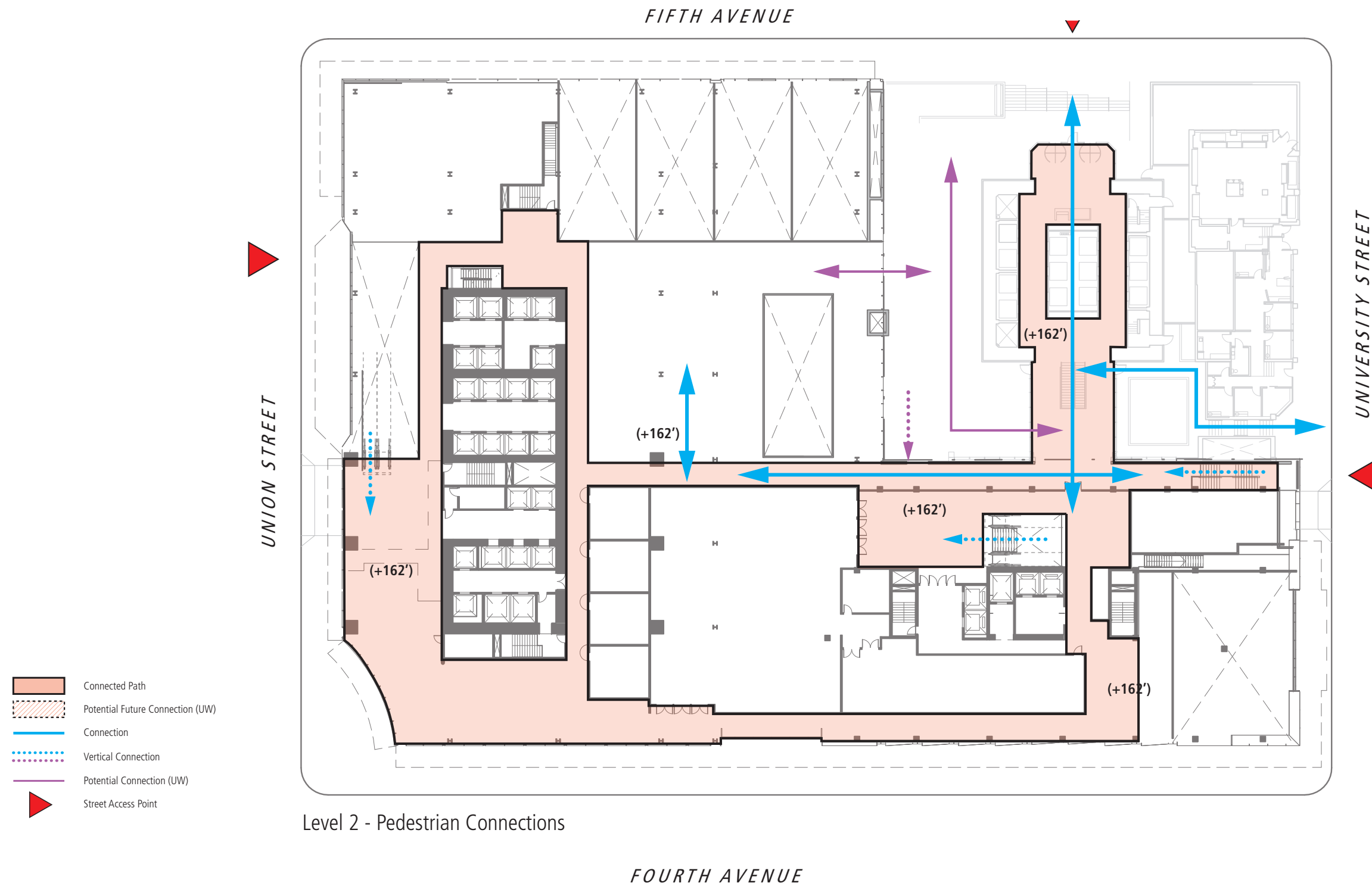
The design of the rooftop above the second floor, which wraps the Rainier Tower's perimeter on the north and west, feels piecemeal according to the Board. It does little to engage the landscaping surrounding the tower and at street level. The size and shape of the skylight above the atrium nearly cuts off the users' ability to circulate within the outdoor area. The landscape gestures forming this outdoor plaza need refinement to produce a sense of place. The Board noted that any new spaces created at the lower levels should be well integrated into the overall landscape design.

DESIGN TEAM RESPONSE:

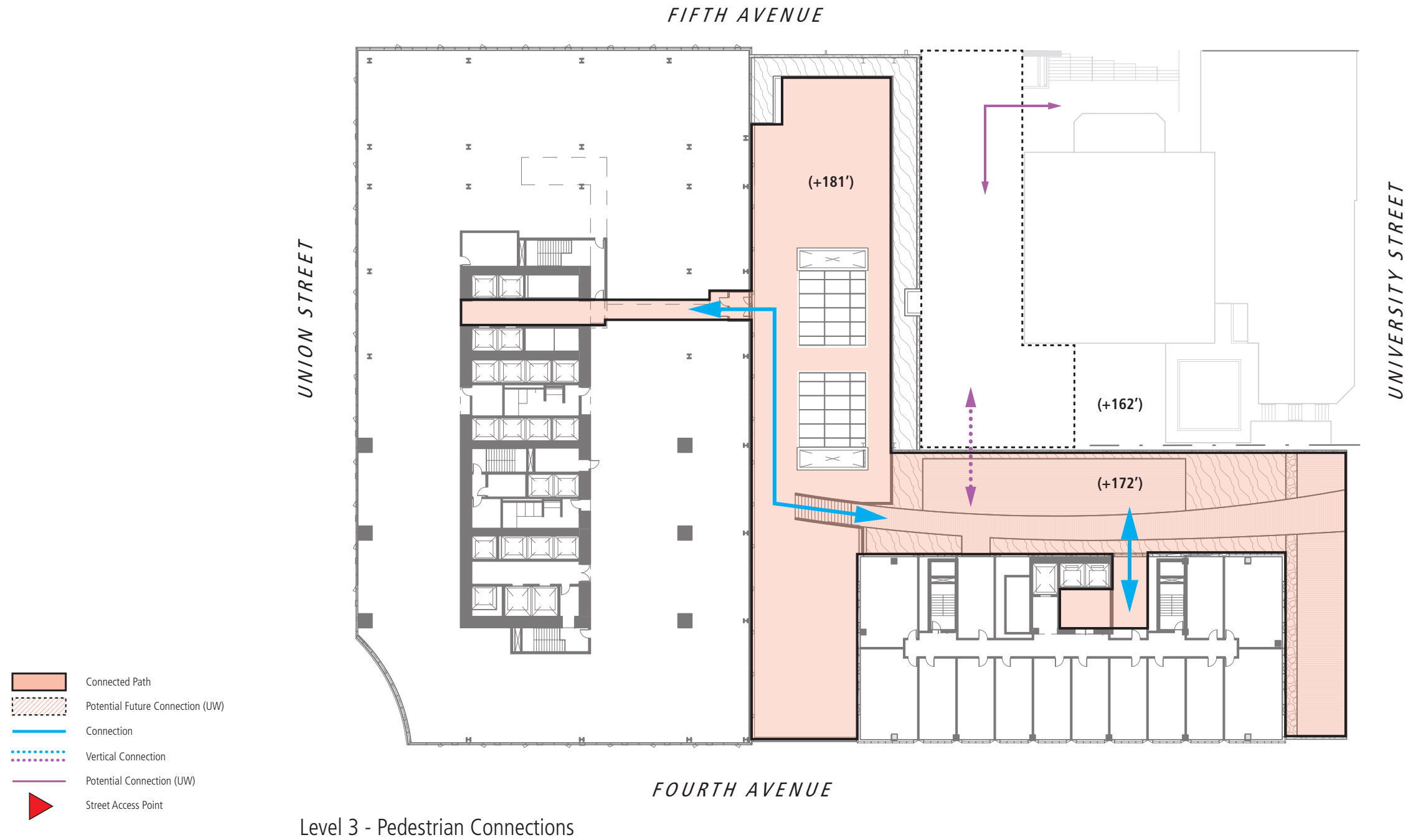
- The proposed design provides a multitude of interconnected spaces accessible to customers, tenants, guests and the public during business hours, in addition to extensive retail streetfront spaces. See circulation diagrams on the following pages. Connections between the new development, the existing pedestrian tunnel under 5th Avenue, sidewalk entrances, and the existing Rainier Tower lobby have been carefully considered.
- Skylight areas over the second level retail spaces have been reduced at the request of the Board to improve circulation and outdoor open spaces at the Level 3 Roof Deck areas.



Level 1 - Pedestrian Connections



D.1 Relationship to Existing Rainier



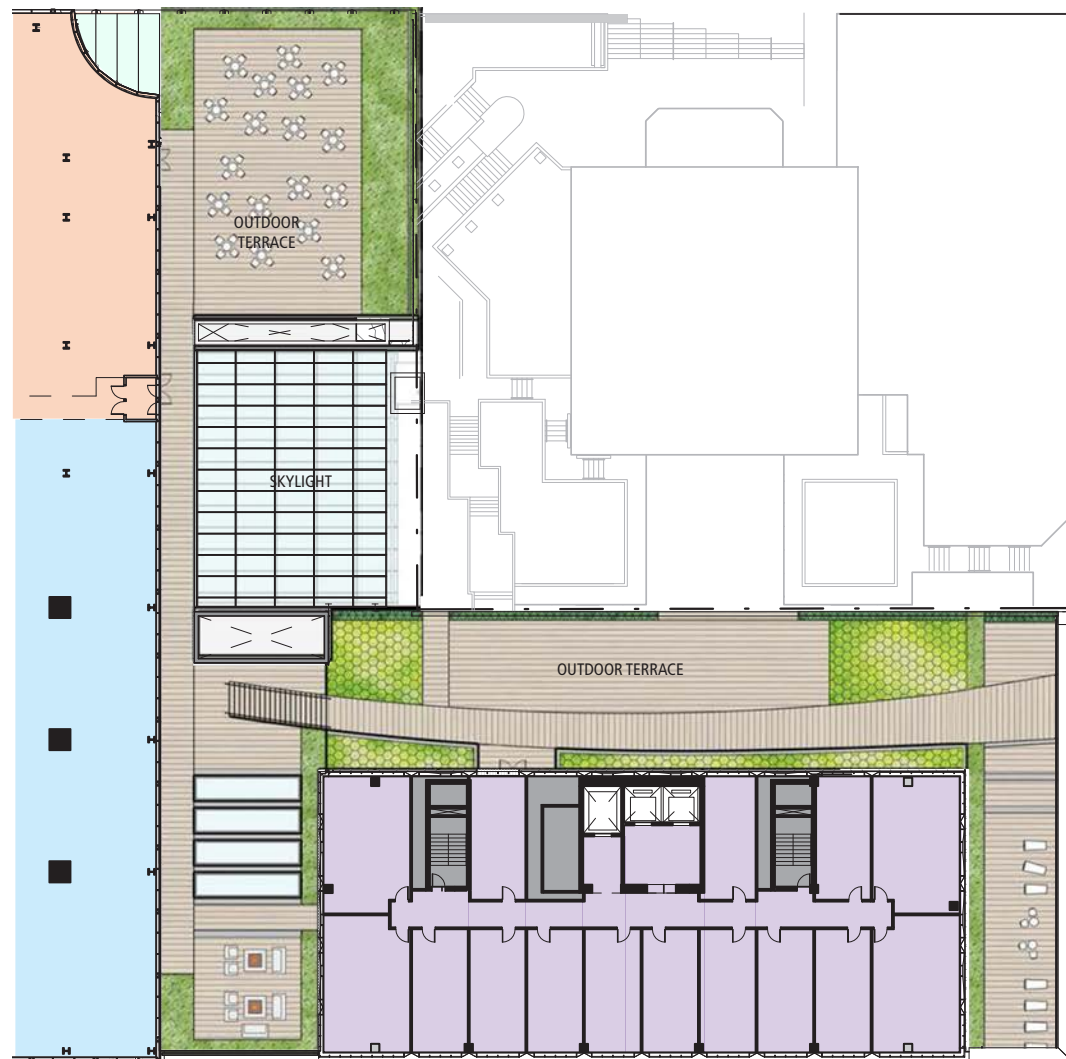
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D.1 Relationship to Existing Rainier

THE OUTDOOR ROOFDECK IS ORGANIZED USING THE FOLLOWING PRINCIPLES:

The outdoor roof deck is organized using the following principles:

- A. Creatively Connecting Spaces: “Two Bars and A Room” – The upper deck area is made up of two long rectangular destination spaces, or “Bars”, with territorial views of surrounding architecture. These Bars frame an exterior “Room” on the east side of the hotel, which provides a daily pass-through space between the Bar spaces but also acts as a flexible outdoor space for special events.
- B. A Frame to Rainier Tower – A level wall creates a neat frame to the base of Rainier Tower from street level while also disguising the views of the mechanical equipment and other unsightly elements that sit on the Rainier Tower retail’s rooftops. The wall matches the height of the office tower roof deck (deck elevation 182) and continues at the same height along the east side of the hotel deck (deck elevation 172). Maintaining a level wall elevation also creates a more intimate special event room for the hotel and guides views up toward the dramatic underside of Rainier Tower.
- C. Maximize Views of Eras of Architecture – The destination Bars are elevated and positioned to achieve sweeping views of the varied eras of building architecture surrounding the site. Passive program, such as seating, allows for prime viewing opportunities as well as socializing, sunning, working, and eating.



DRB #1 - Level 3 Roof Deck Previous



DRB #2 - Level 3 Roof Deck Proposed (Updated Skylight)

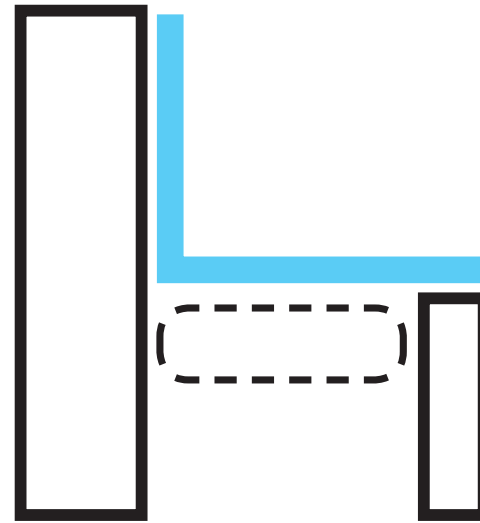


SPATIAL DIAGRAMS

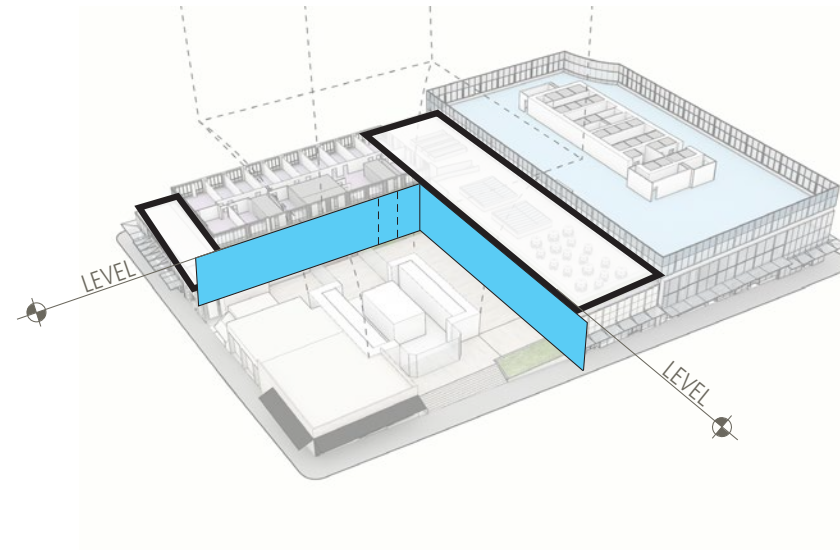
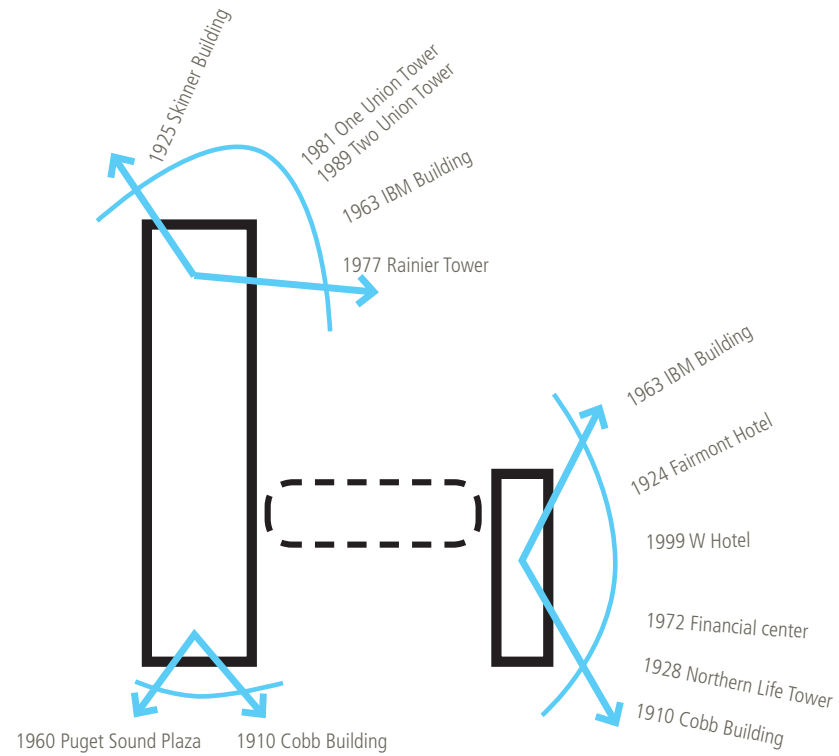
A. "TWO BARS & A ROOM"



B. "A FRAME TO RAINIER TOWER"



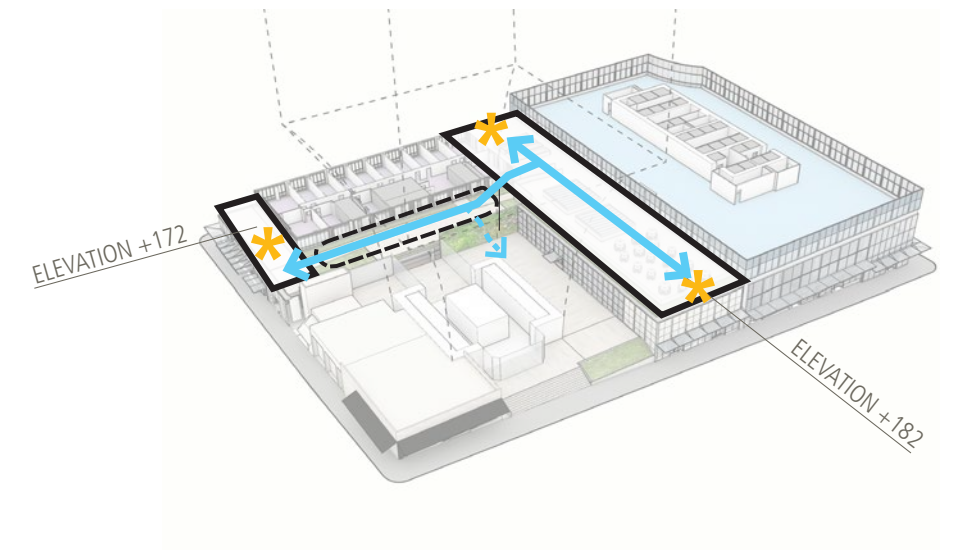
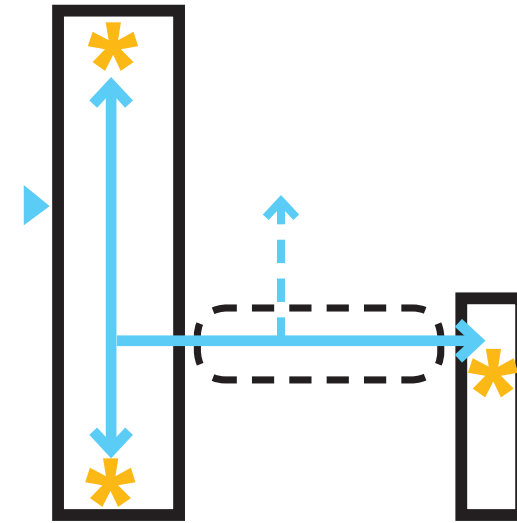
C. "MAXIMIZE VIEWS OF ERAS OF ARCHITECTURE"



Relationship to Existing Rainier D.1

CIRCULATION

Circulation is T-shaped, ending in destination points at each circulation path.



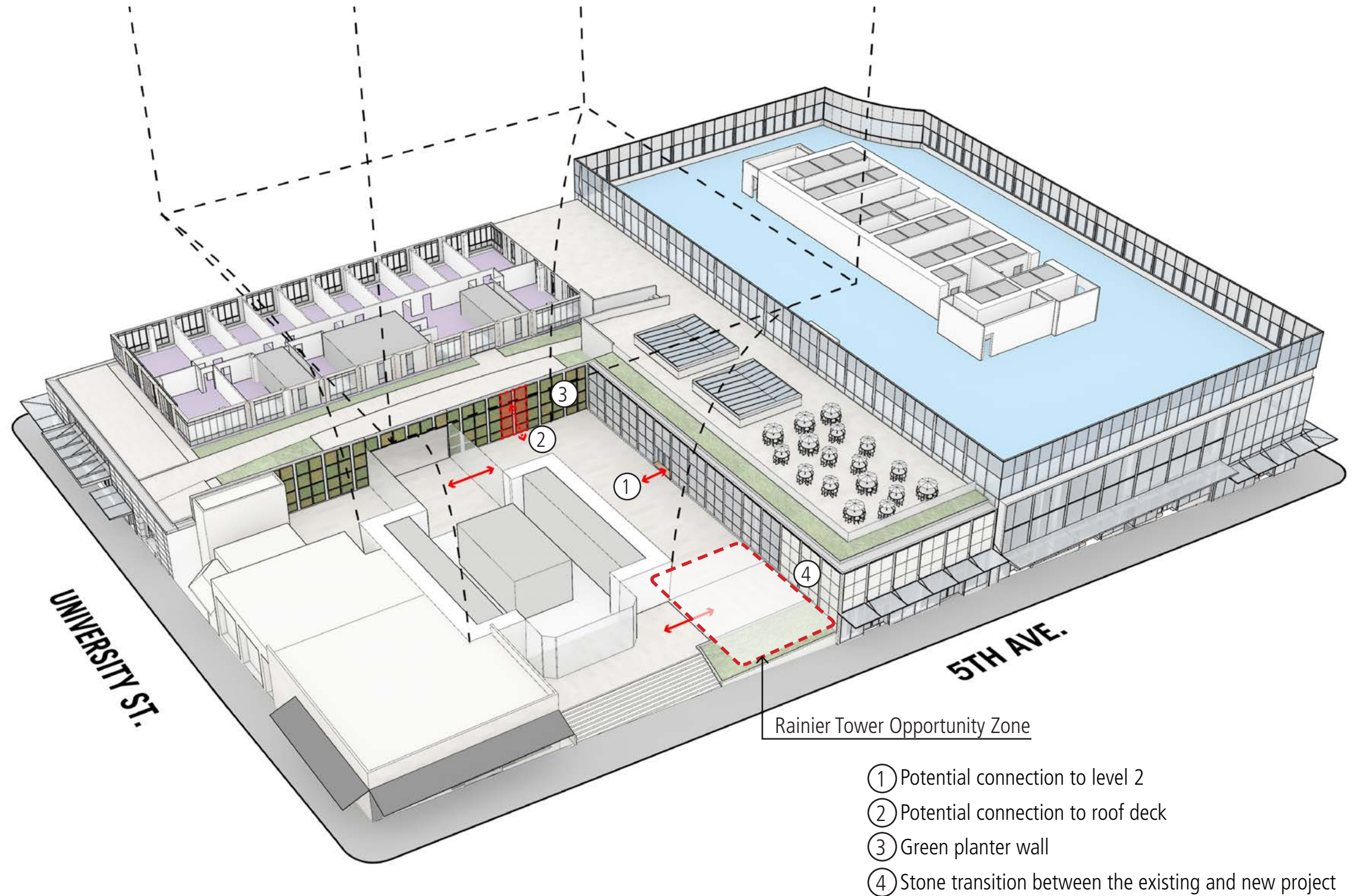
D.1 Relationship to Existing Rainier

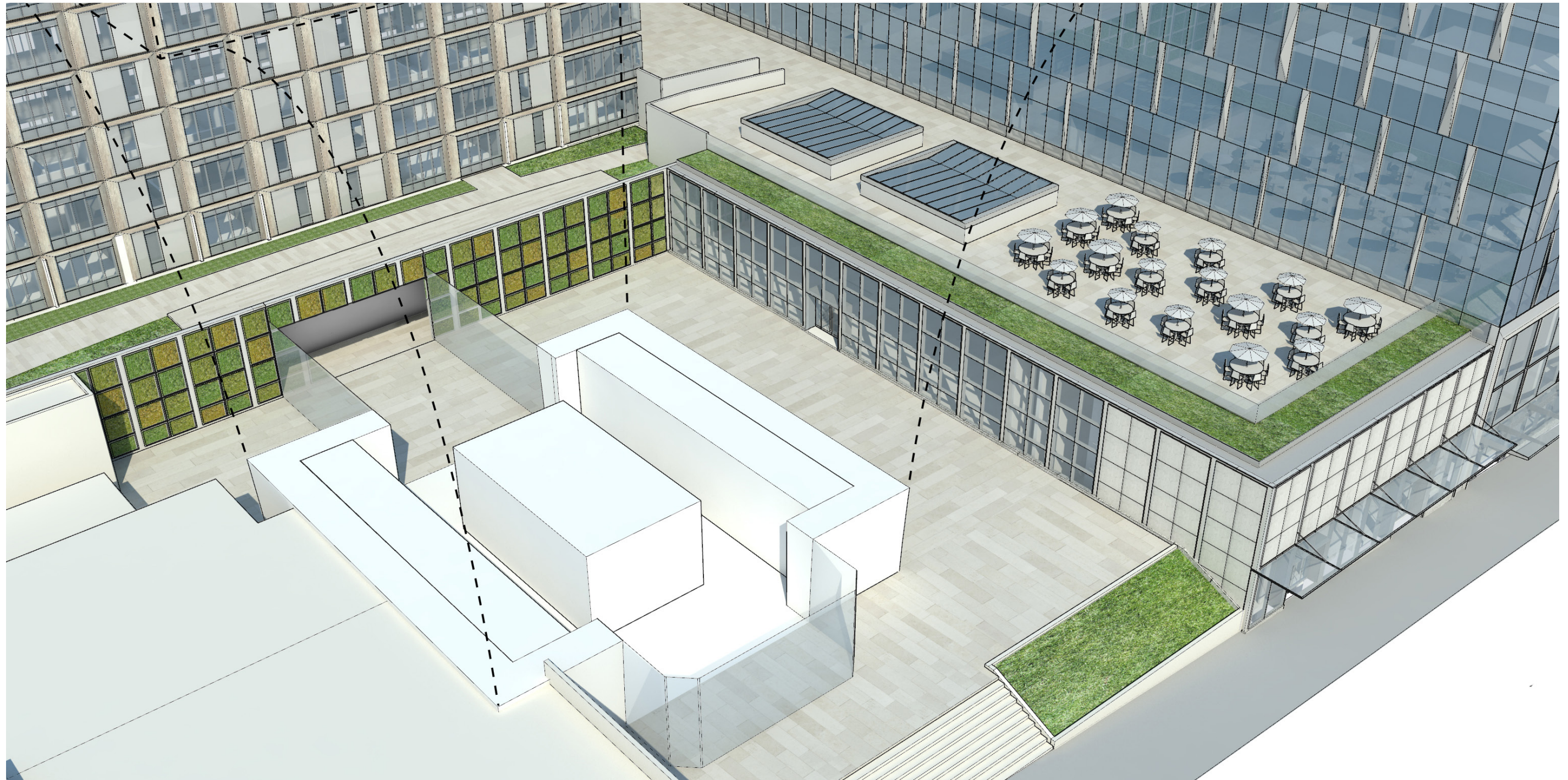
RECOMMENDATION MEETING #1:

The Board questioned the applicant on how the current landscaping surrounding the Rainier Tower base would connect with the new development. Stairs and other features would need to be redesigned. The south wall of the retail space facing Rainier Square would also have to be well detailed and presented to the Board.

DESIGN TEAM RESPONSE:

- While open spaces underneath the existing Rainier Tower are not part of this project, perimeter conditions have been developed to accommodate a variety of options for future connection and integration.
- Additional development and detail has been provided for the design of the south wall of the retail space facing the existing Rainier Tower.





Axon view of South and East elevations as they relate to existing Rainier Tower

D.2 Landscape

RECOMMENDATION MEETING #1:

More effort should be applied to creating a common and interesting landscape language at the entries and the tree pits. Street furniture should be added that complements the landscape design. The Fourth and Union corner plaza provides an opportunity for interesting landscaping and the introduction of street furniture.

DESIGN TEAM RESPONSE:

- Additional detailed design information has been provided for the planter fence lean rail details and at the tree pits.
- Detailed landscape design information has been provided for the new sidewalk plaza at 4th Avenue and Union Street.

Planting Fence

18" high, square steel tube, powder coated.

Design Intent: simple, elegant, timeless.

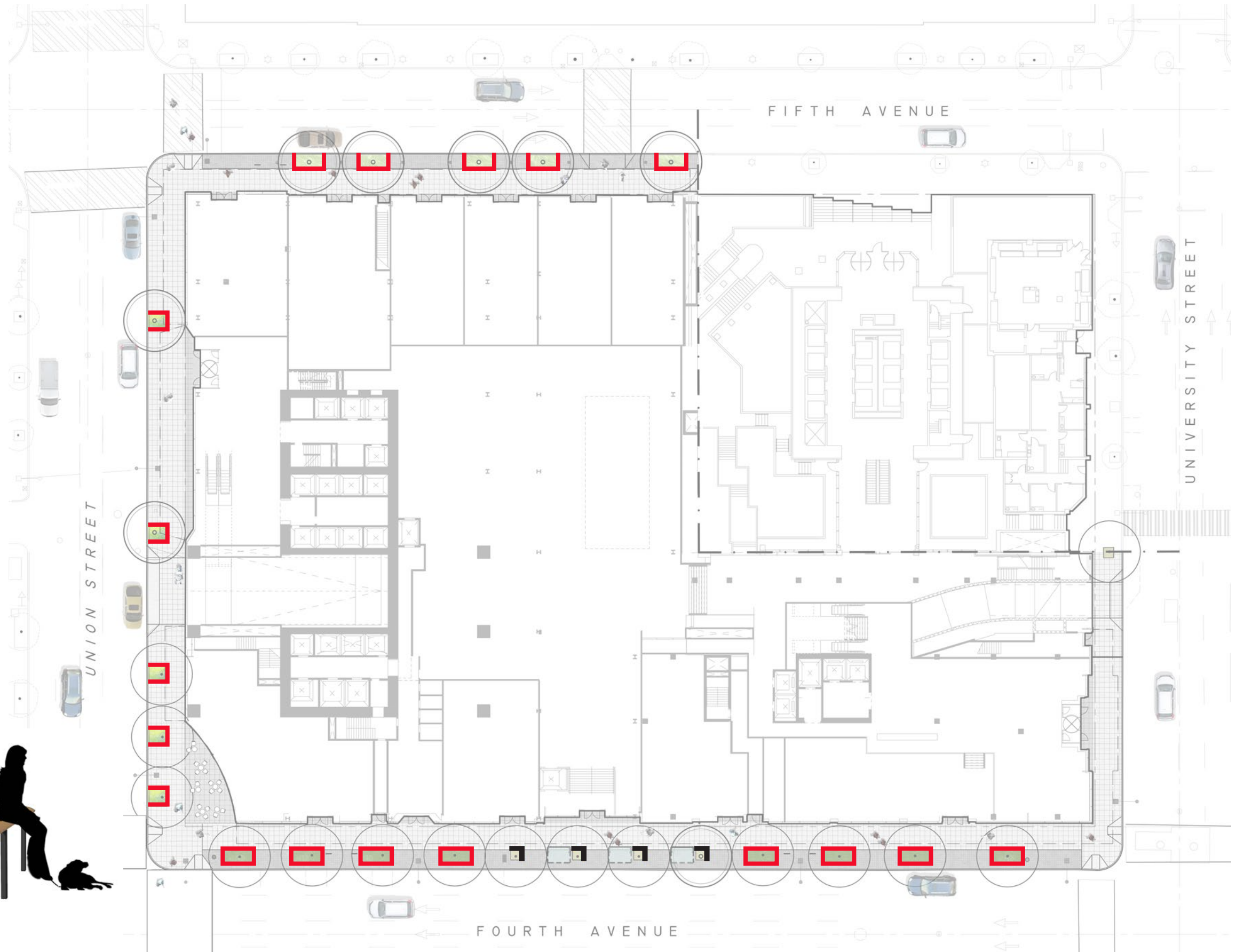
Located around planting area to provide adequate protection for shrubs and groundcover.



Lean rail

± 32" high, square and rectangle steel tubes, powder coated.

Design Intent: Same family with the planting fence. Located around gravel mulched tree wells near bus shelters to provide comfortable seating opportunities and provide additional tree protection.



D.2 Landscape

RECOMMENDATION MEETING #1:

More effort should be applied to creating a common and interesting landscape language at the entries and the tree pits. Street furniture should be added that complements the landscape design. The Fourth and Union corner plaza provides an opportunity for interesting landscaping and the introduction of street furniture.

DESIGN TEAM RESPONSE:

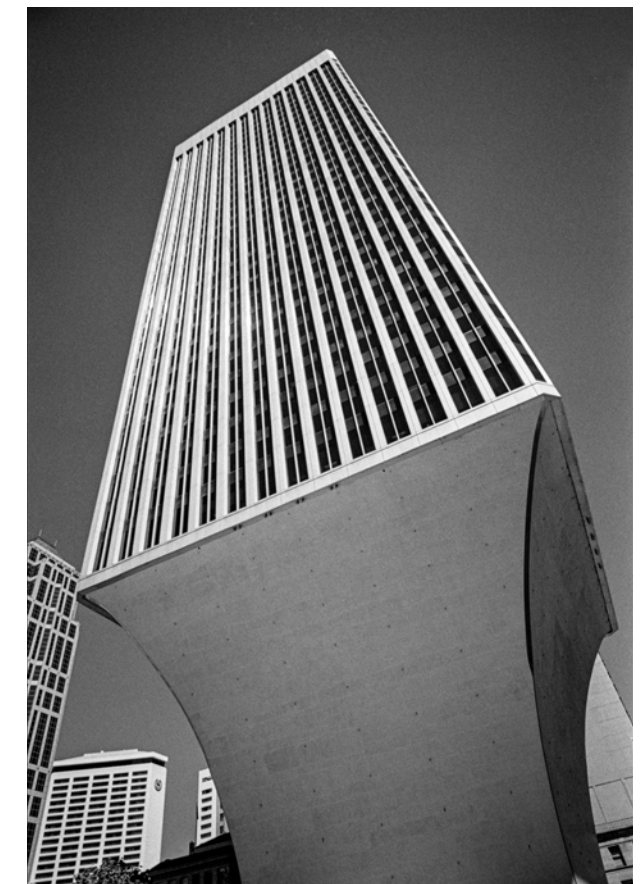
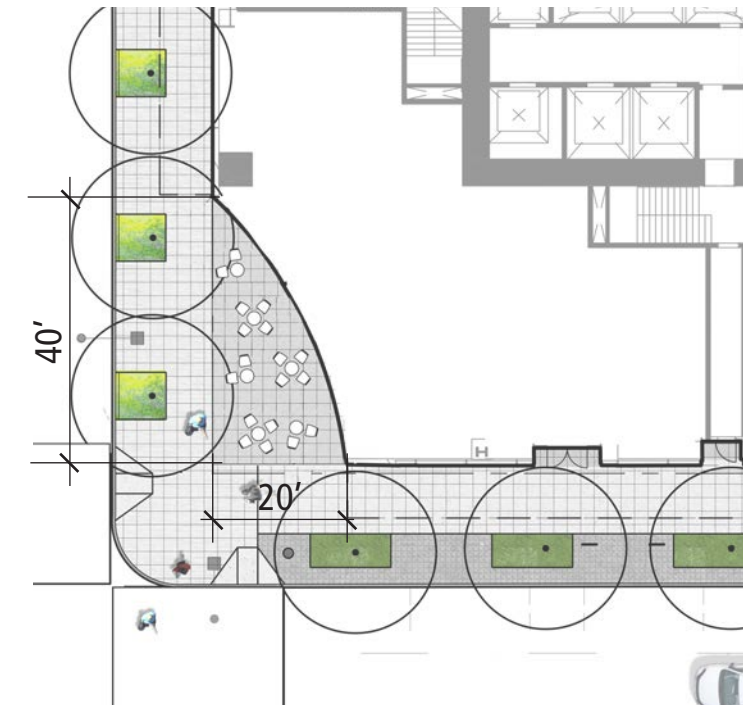
4th & Union Corner Options

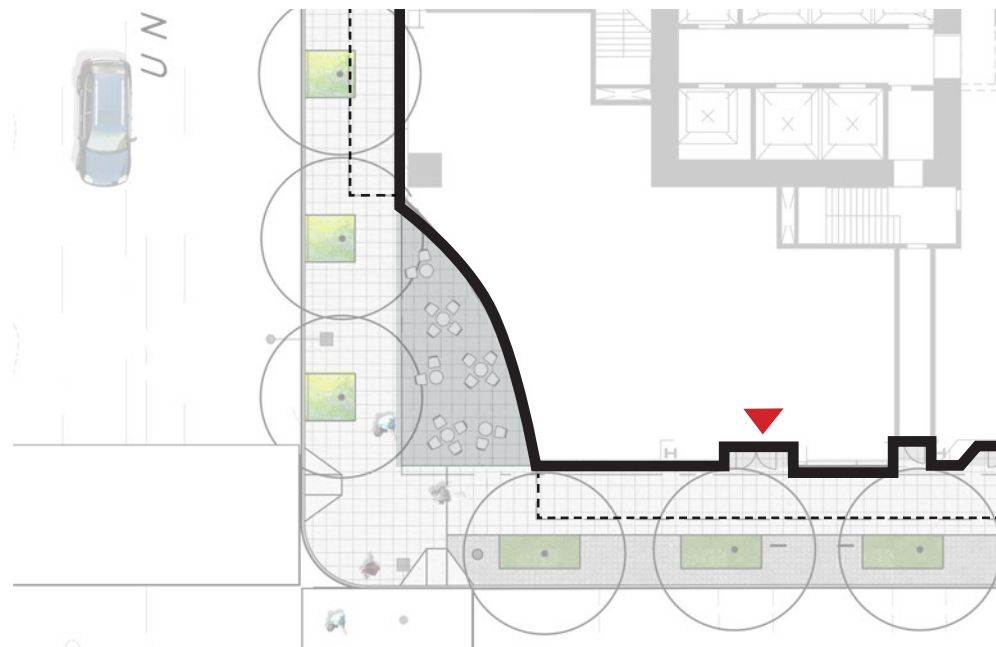
There are few areas in downtown Seattle where dynamic architecture intersects with the public realm, allowing one to experience the excitement that building form can provide. The prominent architectural language of the “carve” from this building façade presents an opportunity to engage the pedestrian with dynamic architecture.

Imagine the building footprint once filled up the site, property line to property line. Then the building is sculpted, resulting in the carve on 4th and Union. The open space formed by the carve is generally 20’ x 40’; an intimate space in its urban context with a dramatic view upwards of the building’s sculpted corner.

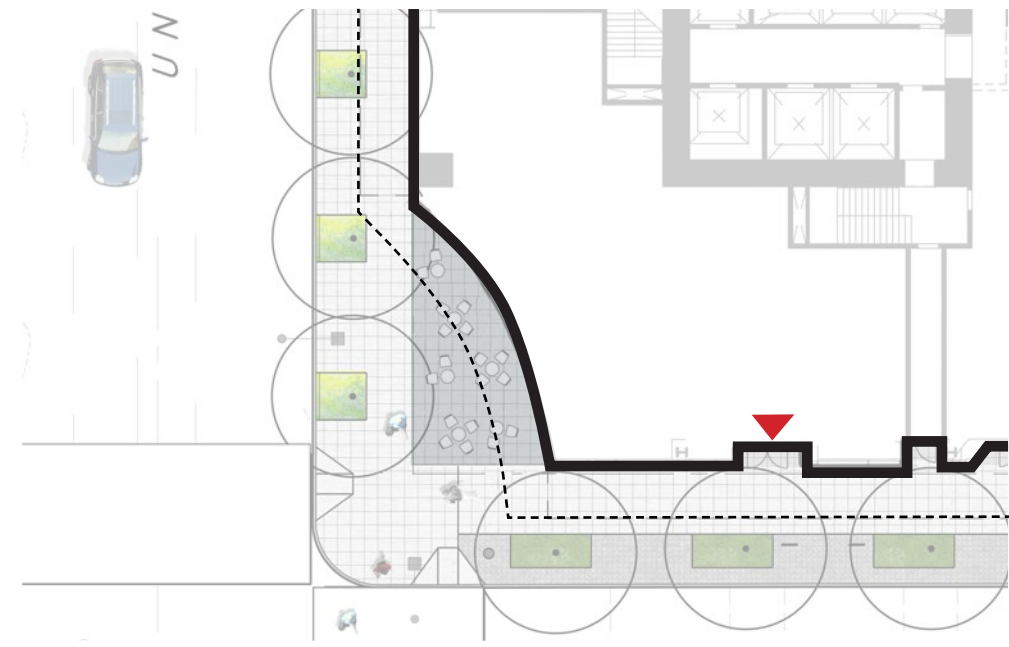
Our preferred design engages pedestrians and retail visitors with the building by creating a space that allows people to experience the dynamic nature of the building form. The corner is intentionally kept open so that one can move to the base of the building and look up at the dramatic form of the carve. In our preferred design, we have removed the canopy from this space. This enables full, clean, and clear viewing of the sculpted form. However, if the Design Review Board requires that a canopy is placed here, we will provide one (see alternate).

The corner is defined by the same specialty paving that marks all of Rainier Tower’s entries. Conceptually, the paving is part of the building mass. When the building was carved away, the building material remained on the ground plane. This further defines the corner space as a pedestrian zone and a place of interest. Movable tables and chairs provide seating to support the corner retail function.





Preferred Option
No Canopy, Movable Furniture, Special Paving



Alternate Option
With Canopy, Movable Furniture, Special Paving



D.4 / D.5 Signage / Lighting

RECOMMENDATION MEETING #1:

- The Board requested a signage concept plan along with elevations showing the location of signs at the office and retail base. The Board added that signage should not cover the piers that form the hotel.
- Provide special lighting at the hotel entry to enhance the sense of entry.

DESIGN TEAM RESPONSE:

- Detailed signage, lighting, and retail storefront design information has been provided in response to Board comments.
- On the following pages, more detailed design information has been provided for retail storefront design, residential and hotel entries, signage treatment and locations, and garage entrances.
- Design information has been shown for retail storefront treatment with individualized approaches to merchandise display and brand identity occurring within the overall storefront design vocabulary at the base of the development.

Note page 30, 31, 33, & 35: See following pages for overall base elevations showing proposed signage locations.



Retail example 1

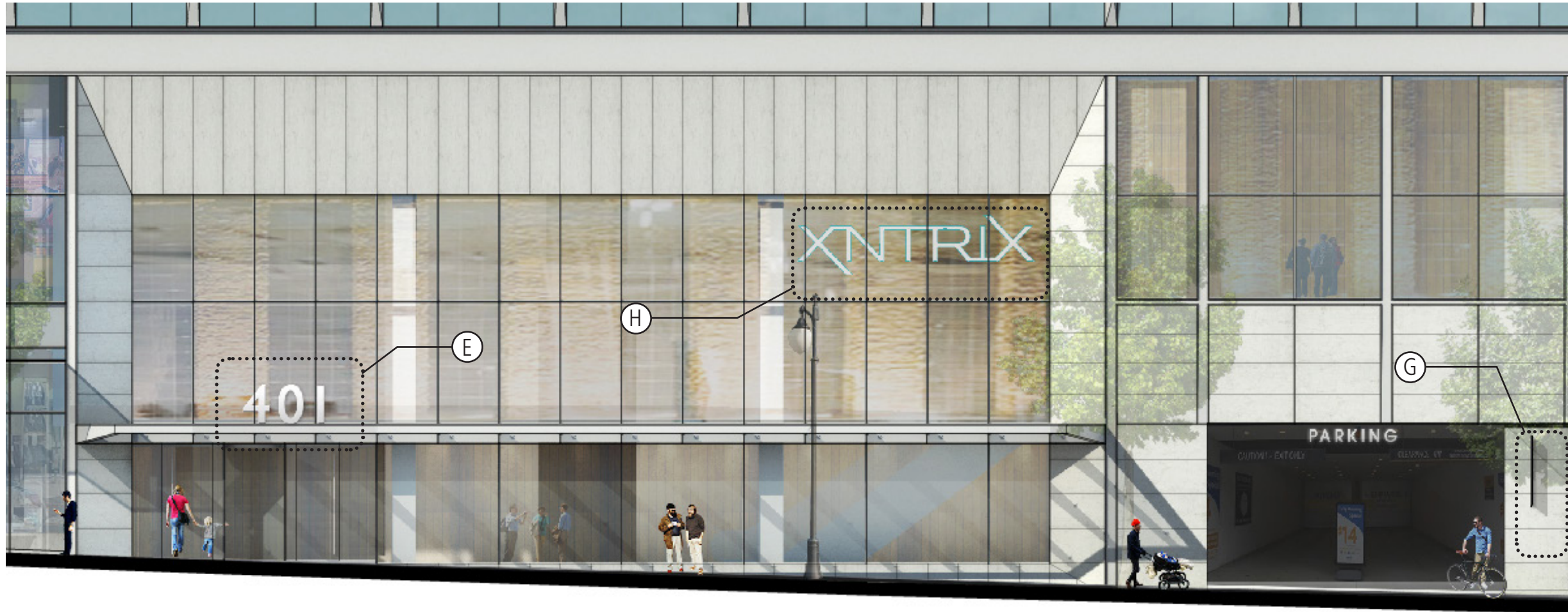


Retail example 2



Retail example 3

D.4 / D.5 Signage / Lighting



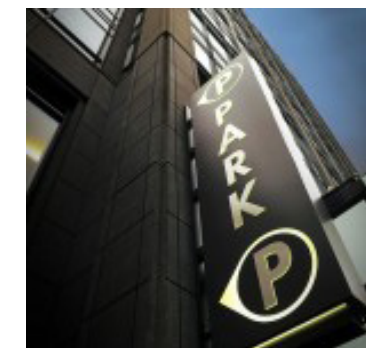
Office and Parking Entry - Union Street



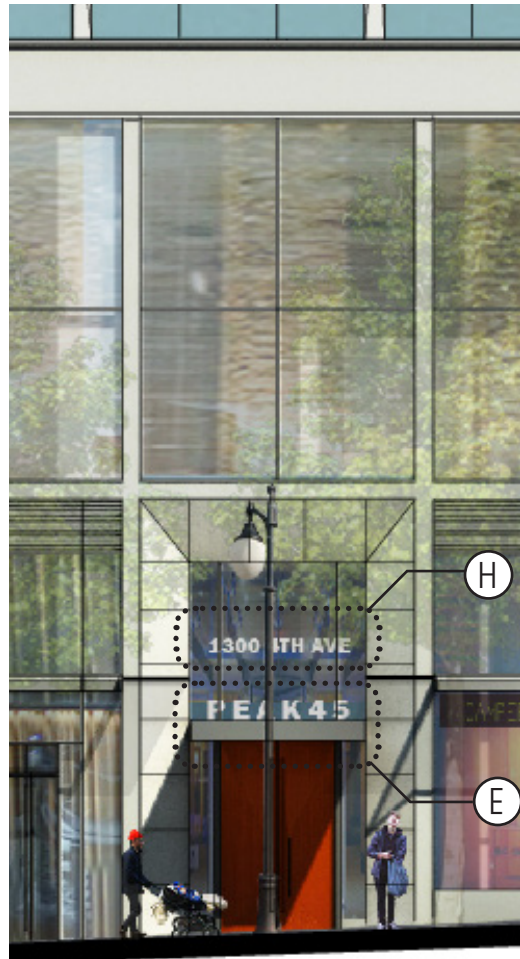
Sign Type E



Sign Type H



Sign Type G



Residential Entry - Fourth Avenue



Hotel Entry - University Street



Sign Type D



Sign Type A



Hotel Canopy Lighting - Point Lights

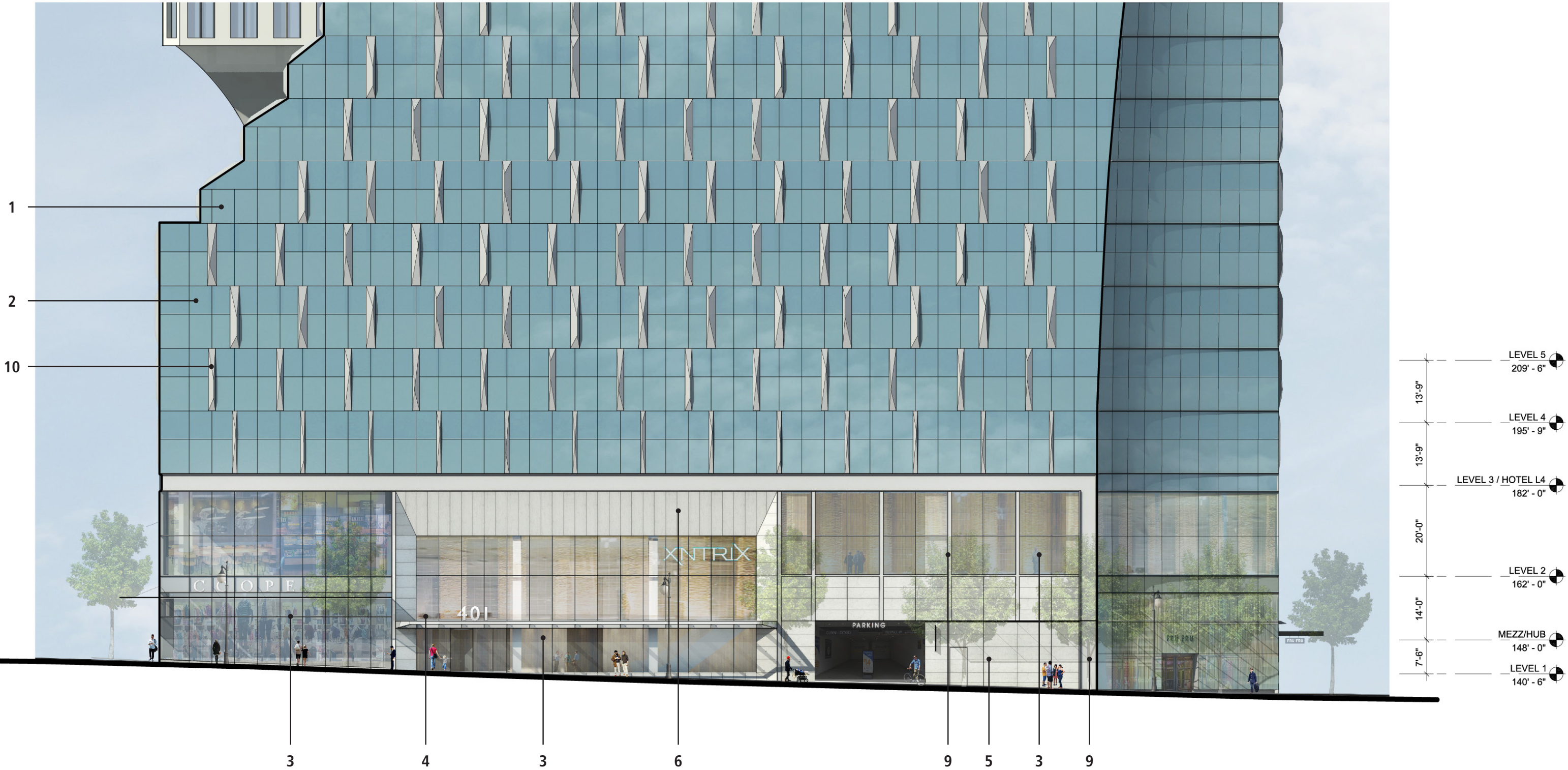
- The hotel entrance will be featured with distinctive canopy lighting as well as a warm, inviting glow from the lobby spaces.



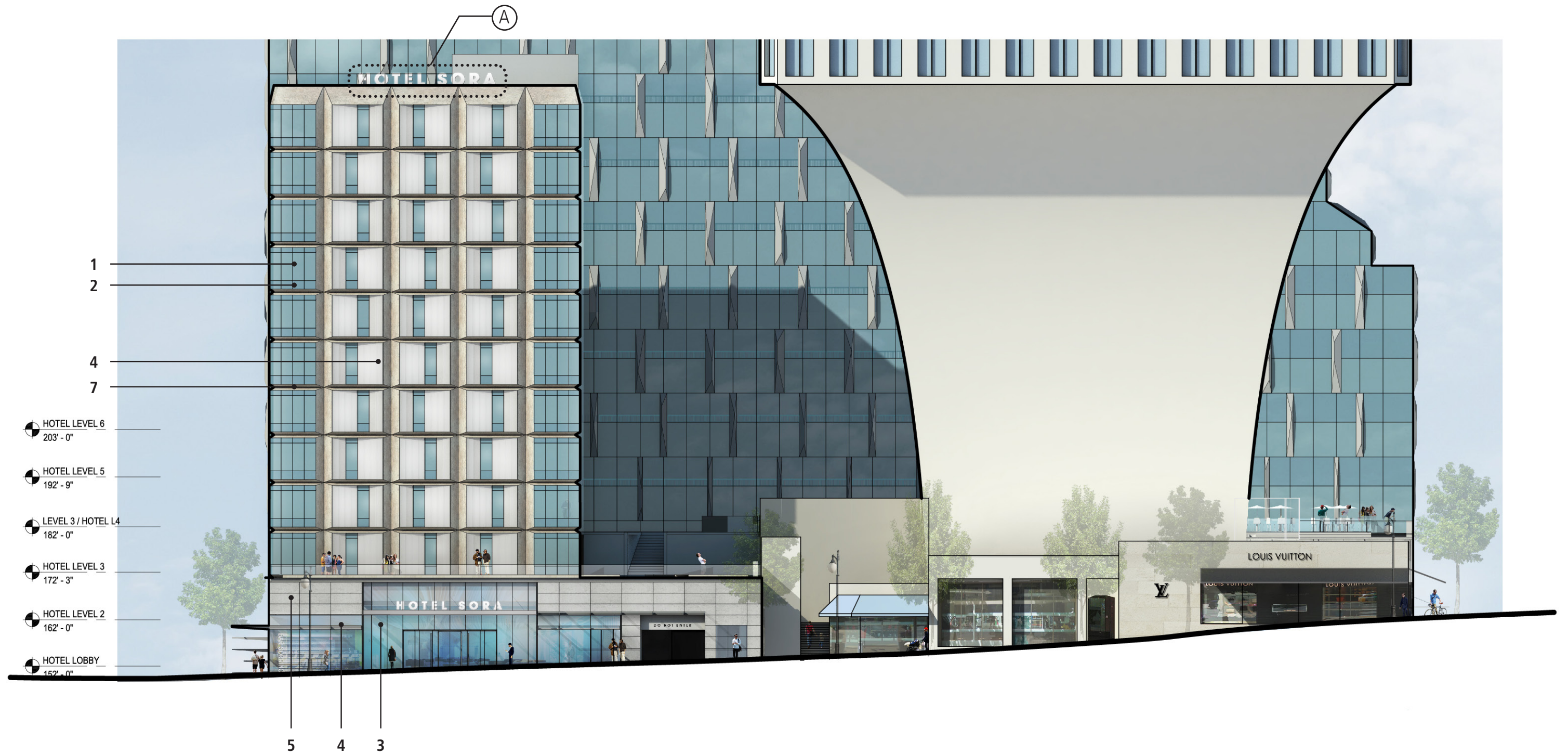
Hotel Canopy Lighting - Linear Lights

*See Design Review Submittal #1 for signage type detail - pg. 144 - 147

D.4 Enlarged Elevation - Union Street



*Materials key on page 116 in the DRB #1 book



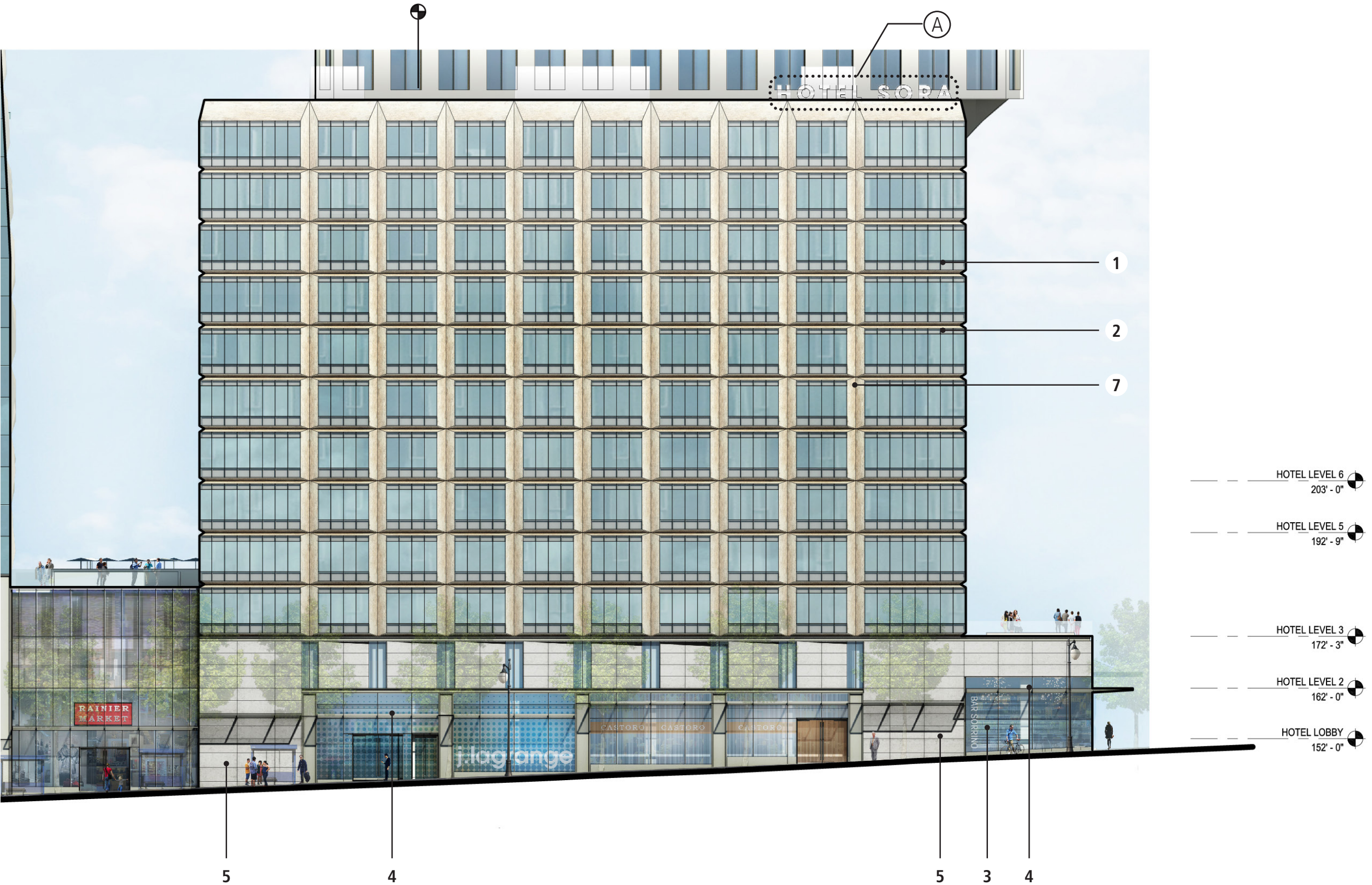
*Materials key on page 116 in the DRB #1 book

D.4 Enlarged Elevation - 4th Avenue



*Materials key on page 116 in the DRB #1 book

Enlarged Elevation - 4th Avenue D.4

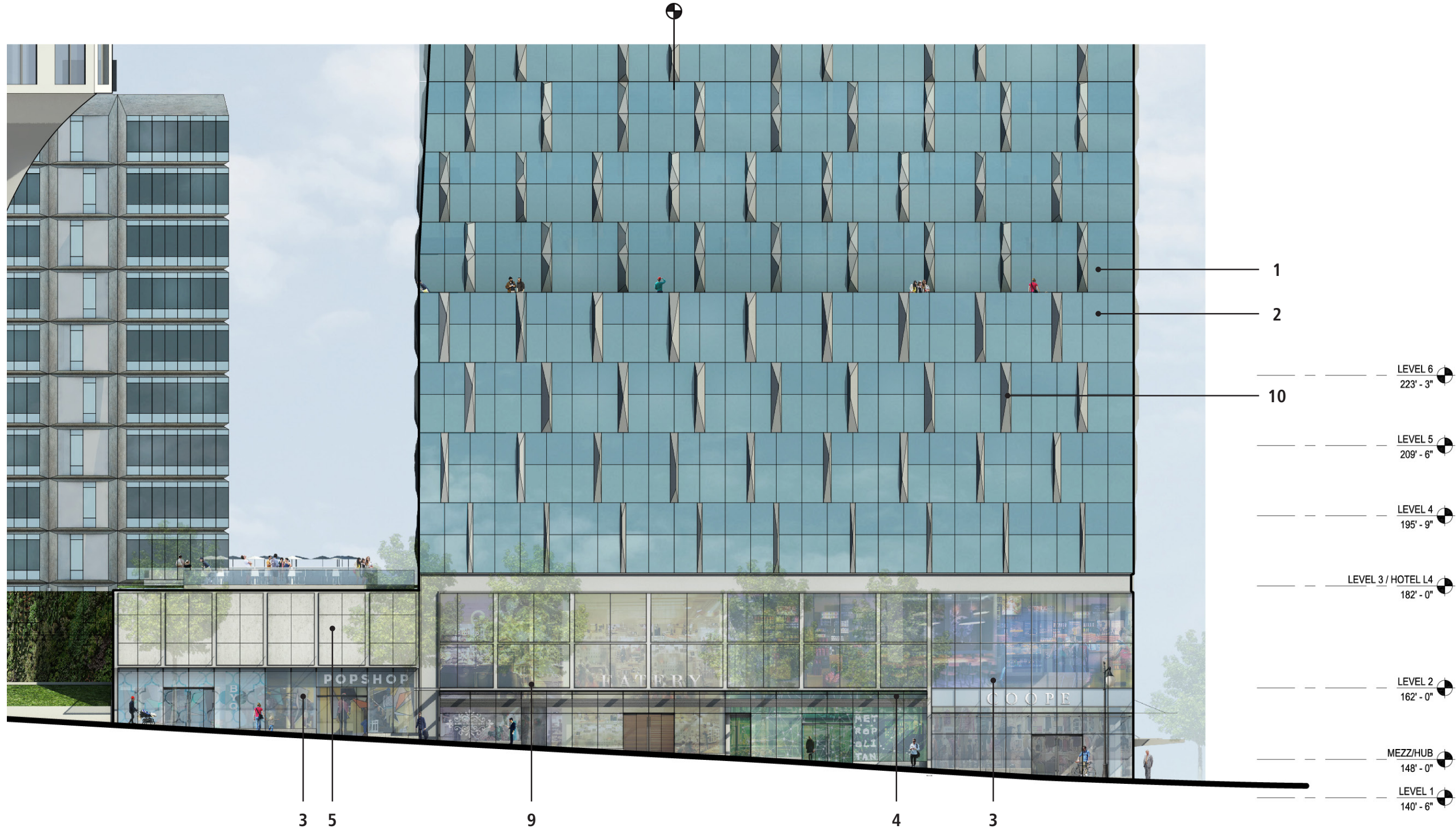


*Materials key on page 116 in the DRB #1 book

D.4 Enlarged Elevation - 5th Avenue

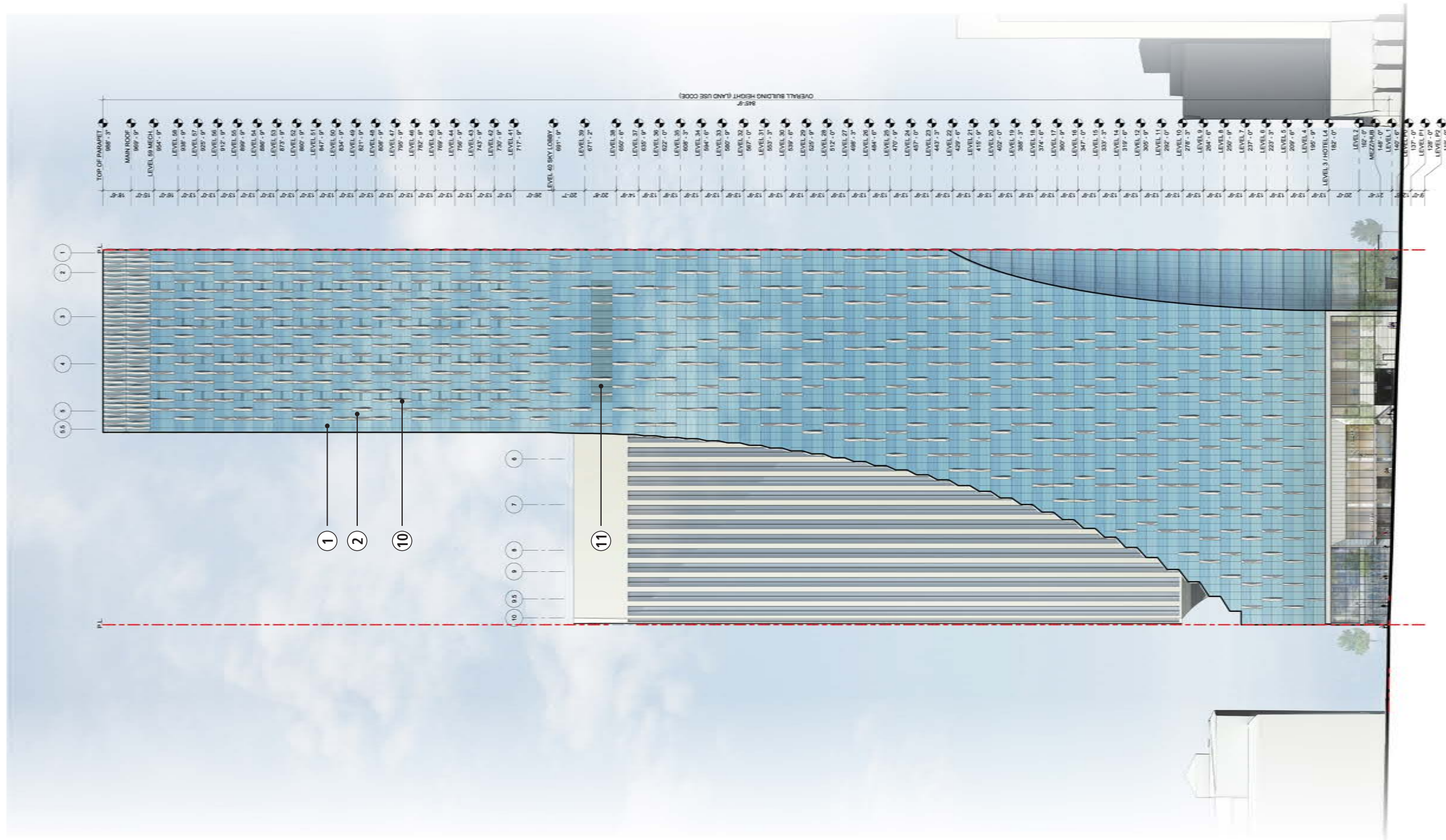


Enlarged Elevation - 5th Avenue D.4

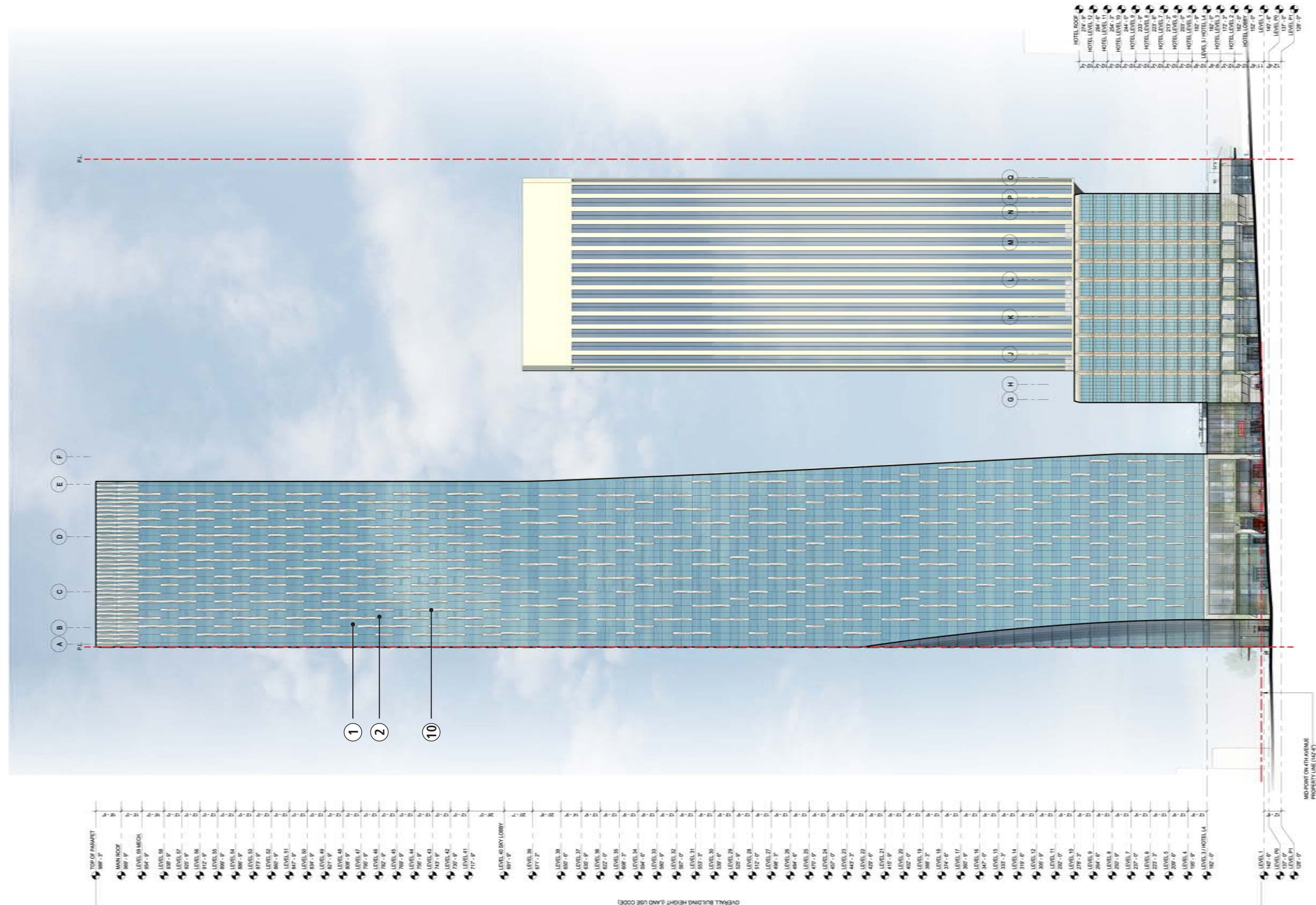


*Materials key on page 116 in the DRB #1 book

Elevations - Union Street Overall

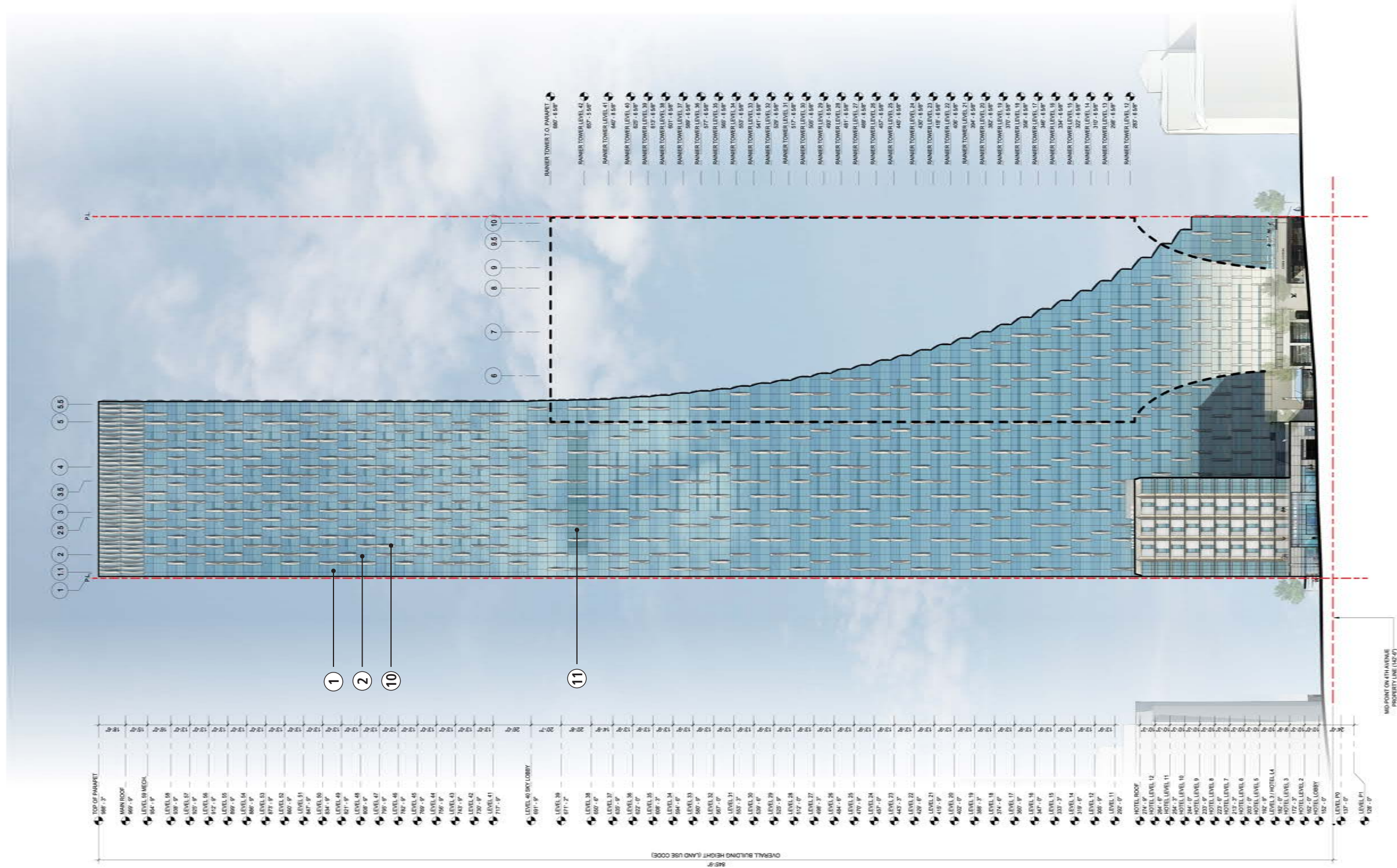


4th Avenue Overall - Elevations

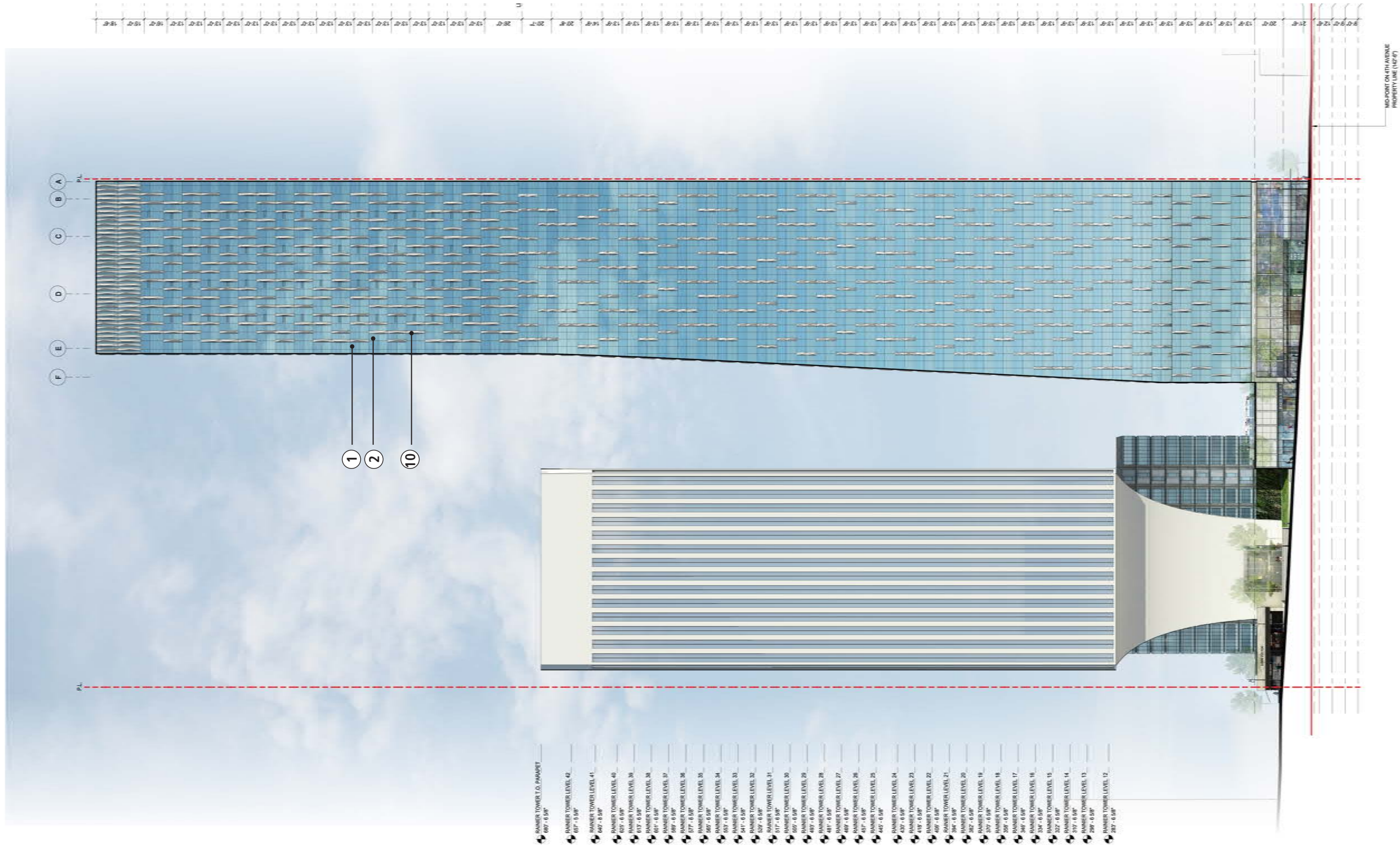


*Materials key on page T16 in the DRB #1 book

Elevations - University Street Overall



5th Avenue Overall - Elevations



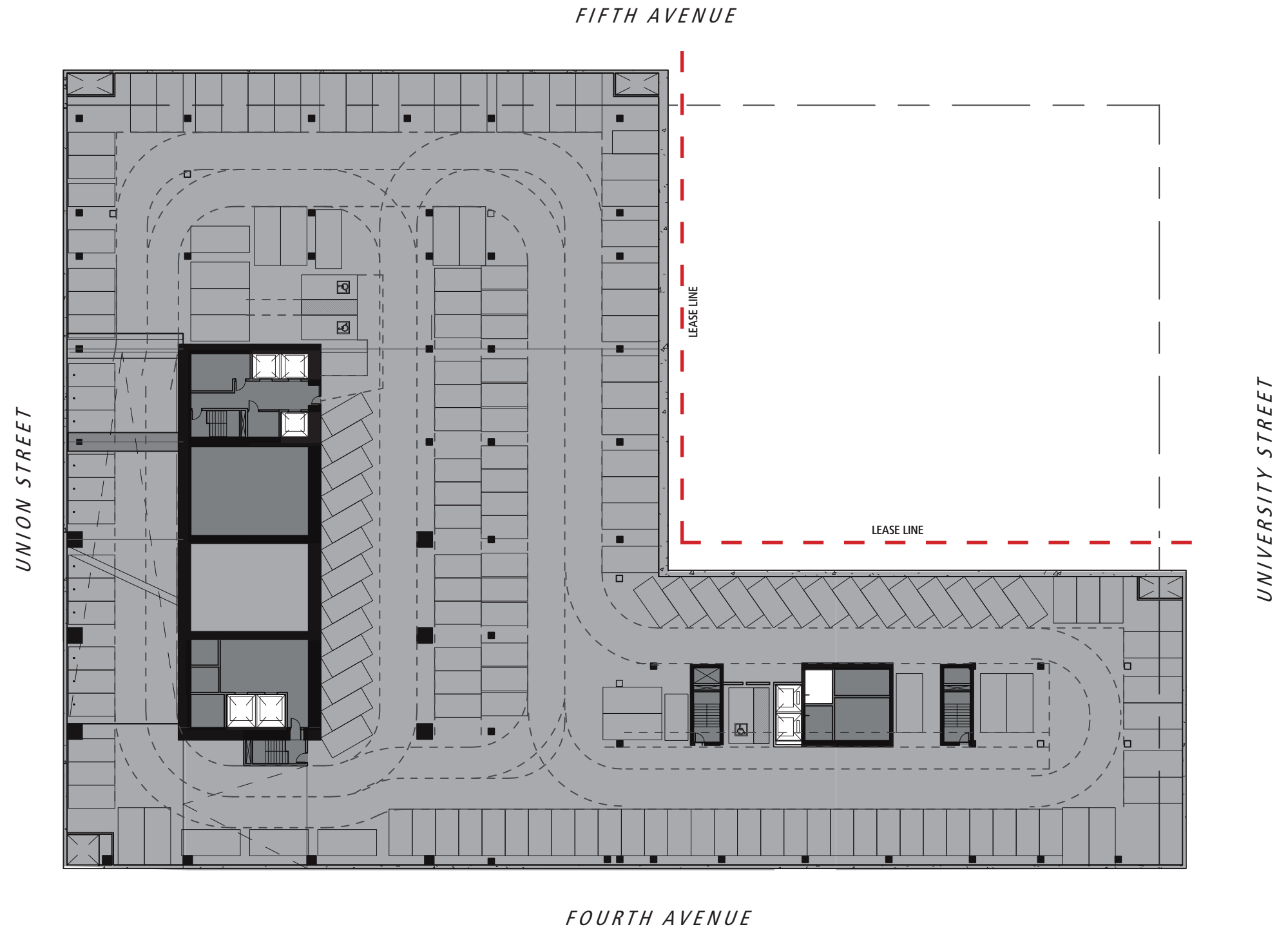
- BARRETT TOWER TO BARRETT
697 - 0.58'
- BARRETT TOWER LEVEL 42
697 - 0.58'
- BARRETT TOWER LEVEL 41
647 - 0.58'
- BARRETT TOWER LEVEL 40
625 - 0.58'
- BARRETT TOWER LEVEL 39
617 - 0.58'
- BARRETT TOWER LEVEL 38
601 - 0.58'
- BARRETT TOWER LEVEL 37
597 - 0.58'
- BARRETT TOWER LEVEL 36
577 - 0.58'
- BARRETT TOWER LEVEL 35
565 - 0.58'
- BARRETT TOWER LEVEL 34
557 - 0.58'
- BARRETT TOWER LEVEL 33
541 - 0.58'
- BARRETT TOWER LEVEL 32
527 - 0.58'
- BARRETT TOWER LEVEL 31
507 - 0.58'
- BARRETT TOWER LEVEL 30
502 - 0.58'
- BARRETT TOWER LEVEL 29
497 - 0.58'
- BARRETT TOWER LEVEL 28
481 - 0.58'
- BARRETT TOWER LEVEL 27
467 - 0.58'
- BARRETT TOWER LEVEL 26
457 - 0.58'
- BARRETT TOWER LEVEL 25
445 - 0.58'
- BARRETT TOWER LEVEL 24
437 - 0.58'
- BARRETT TOWER LEVEL 23
415 - 0.58'
- BARRETT TOWER LEVEL 22
405 - 0.58'
- BARRETT TOWER LEVEL 21
394 - 0.58'
- BARRETT TOWER LEVEL 20
382 - 0.58'
- BARRETT TOWER LEVEL 19
372 - 0.58'
- BARRETT TOWER LEVEL 18
358 - 0.58'
- BARRETT TOWER LEVEL 17
346 - 0.58'
- BARRETT TOWER LEVEL 16
334 - 0.58'
- BARRETT TOWER LEVEL 15
322 - 0.58'
- BARRETT TOWER LEVEL 14
312 - 0.58'
- BARRETT TOWER LEVEL 13
298 - 0.58'
- BARRETT TOWER LEVEL 12
287 - 0.58'

*Materials key on page 116 in the DRB #1 book

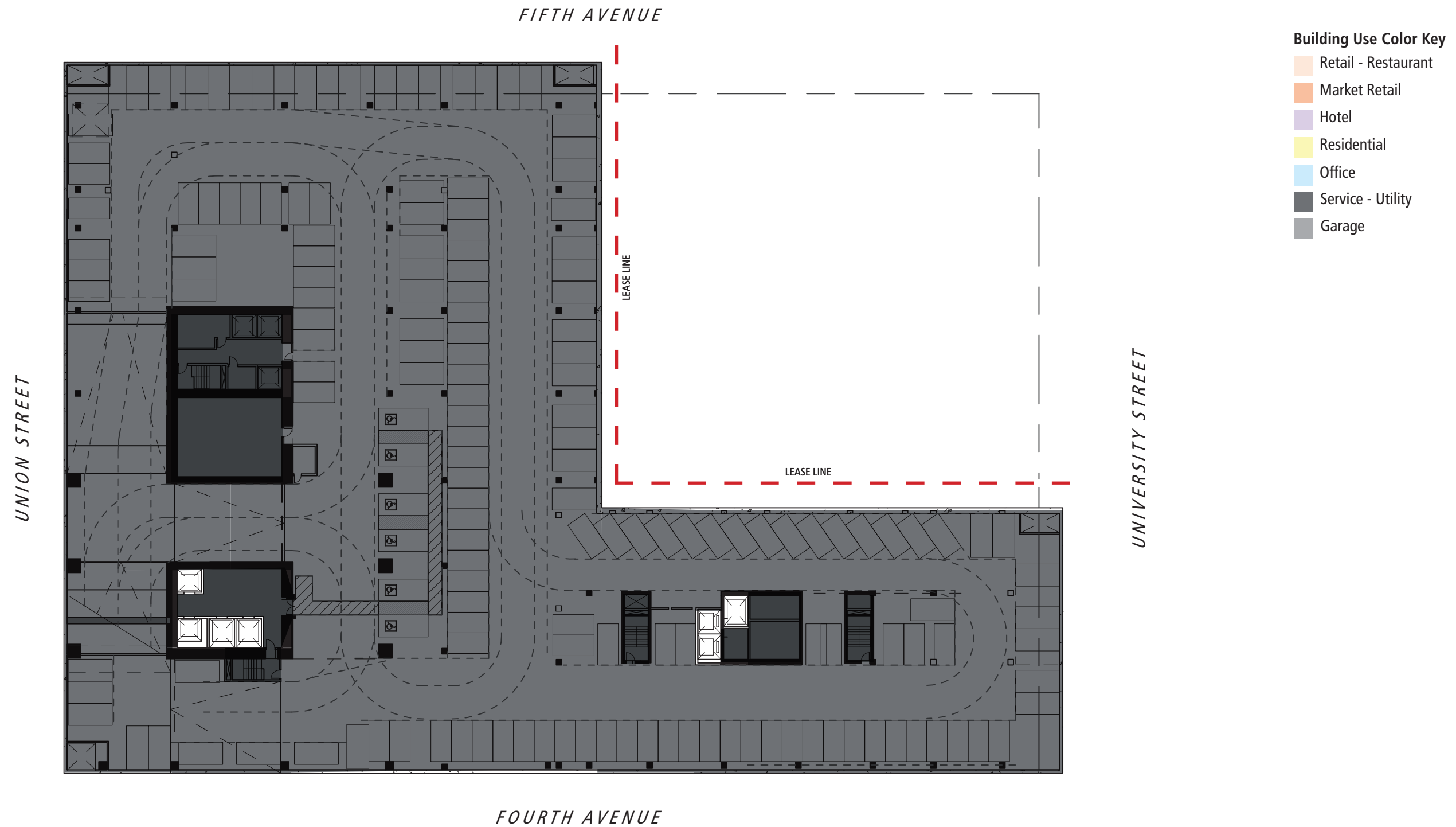
Floor Plans: Office Parking Level P3 - P5

Building Use Color Key

- Retail - Restaurant
- Market Retail
- Hotel
- Residential
- Office
- Service - Utility
- Garage

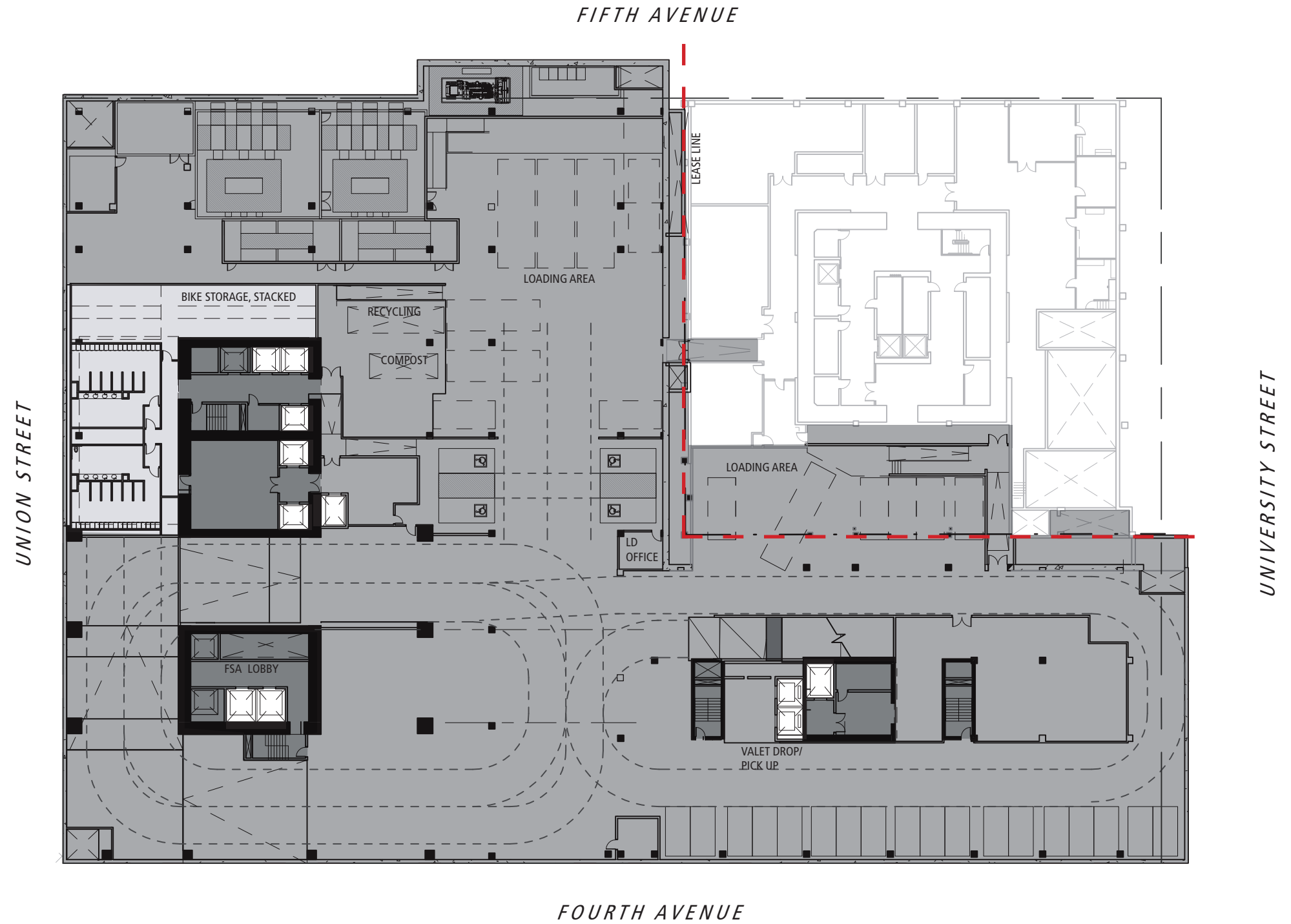


Floor Plans: Residential Only Parking Level P2



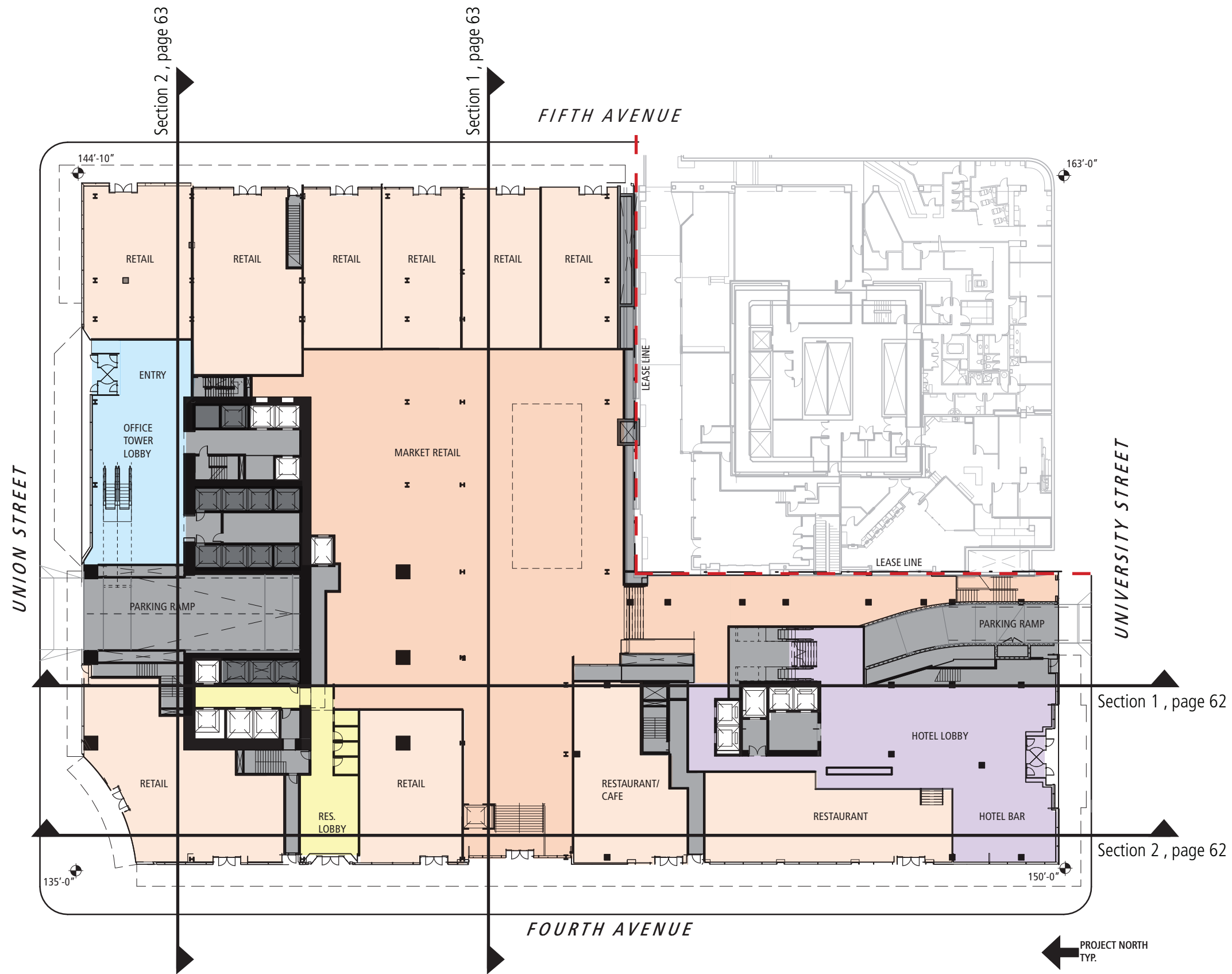
Floor Plans: Loading/Parking Level P1

- Building Use Color Key**
- Retail - Restaurant
 - Market Retail
 - Hotel
 - Residential
 - Office
 - Service - Utility
 - Garage
 - Locker Rooms & Bike Storage



← PROJECT NORTH
TYP.

Floor Plans: Level 1



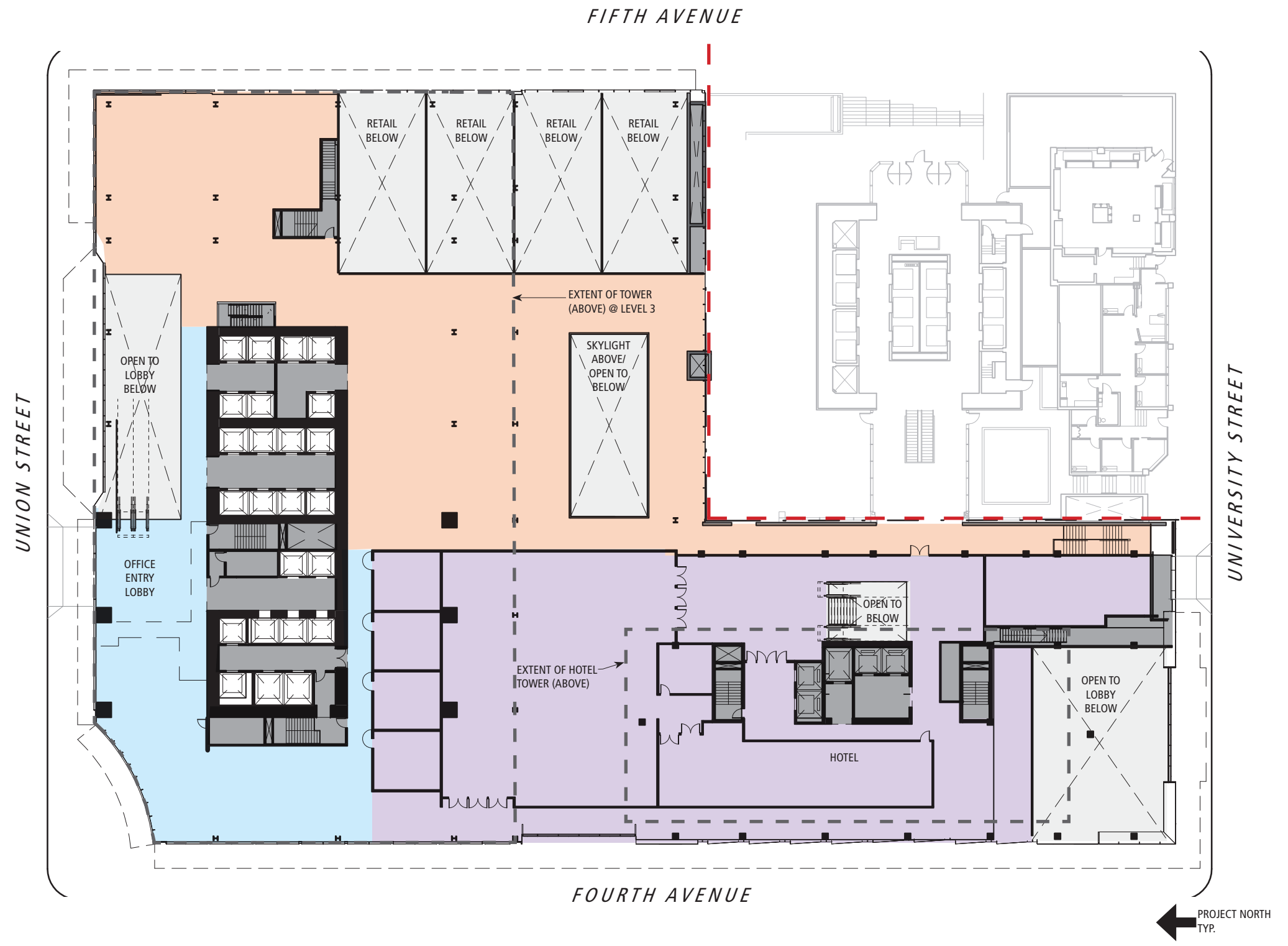
Building Use Color Key

- Retail - Restaurant
- Market Retail
- Hotel
- Residential
- Office
- Service - Utility

Floor Plans: Level 2

Building Use Color Key

- Retail - Restaurant
- Market Retail
- Hotel
- Residential
- Office
- Service - Utility



Floor Plans: Hotel Level 3



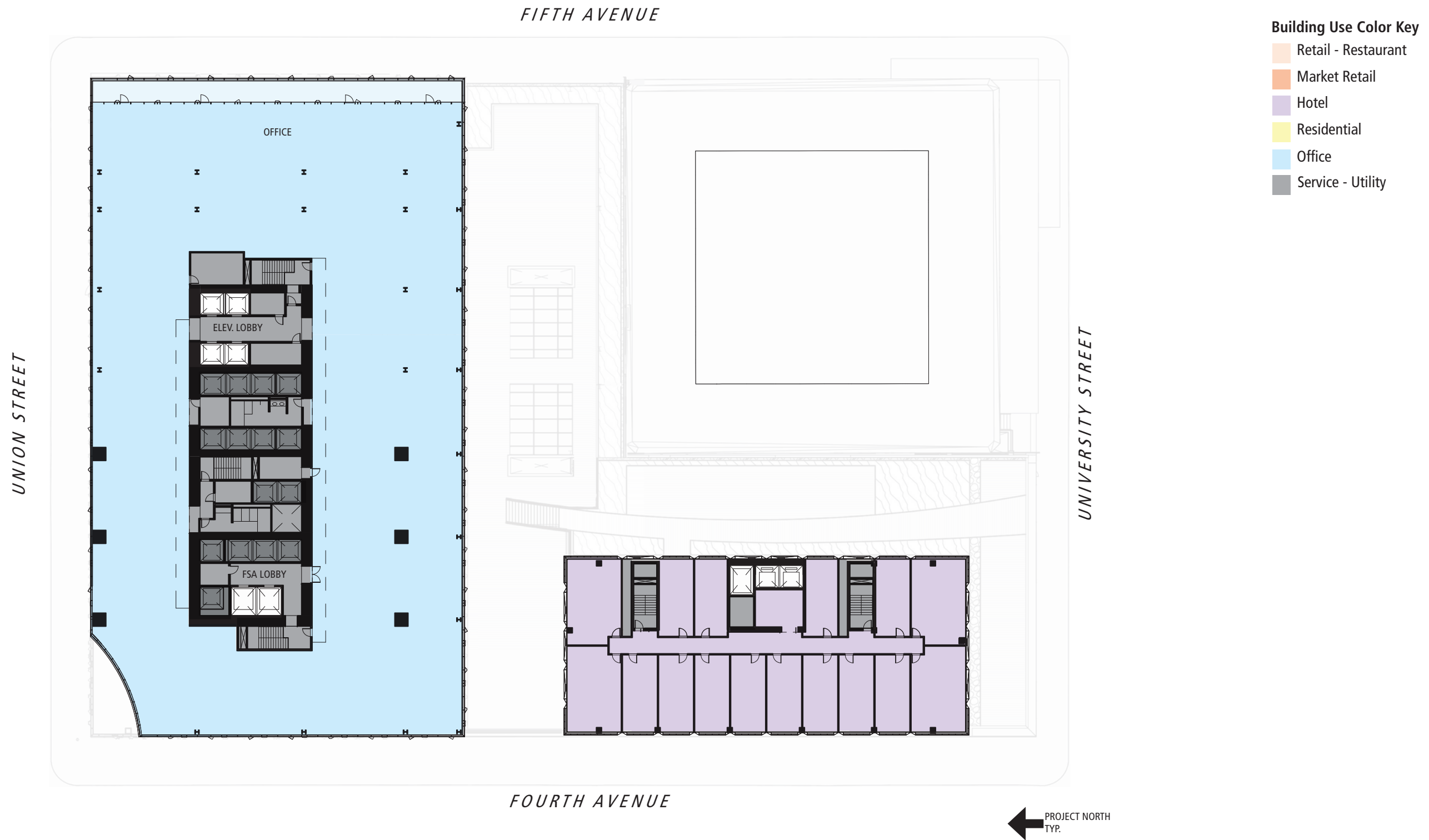
Floor Plans: Retail - Office Level 3 / Hotel Level 4

Building Use Color Key

- Retail - Restaurant
- Market Retail
- Hotel
- Residential
- Office
- Service - Utility



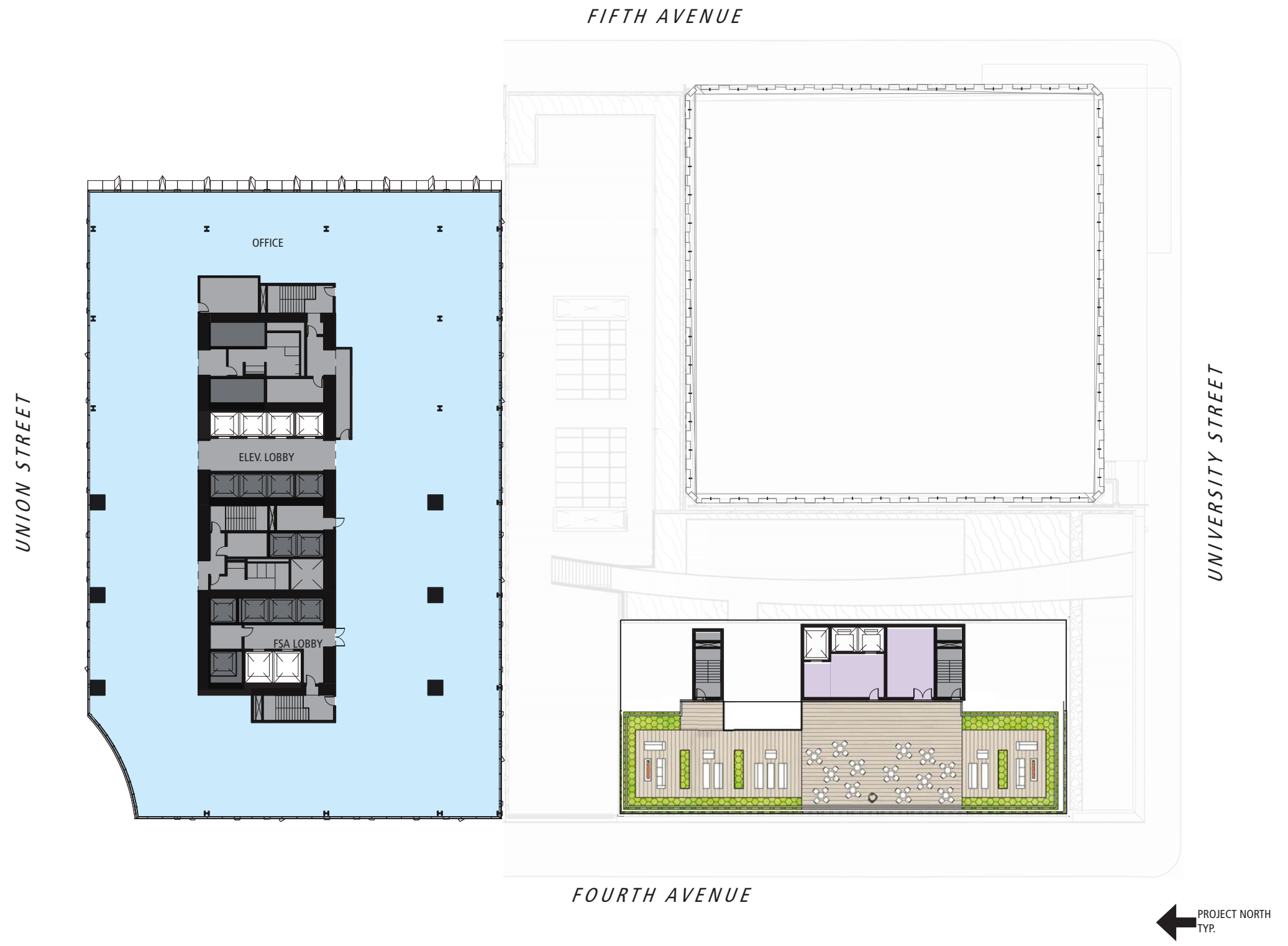
Floor Plans: Office Level 7



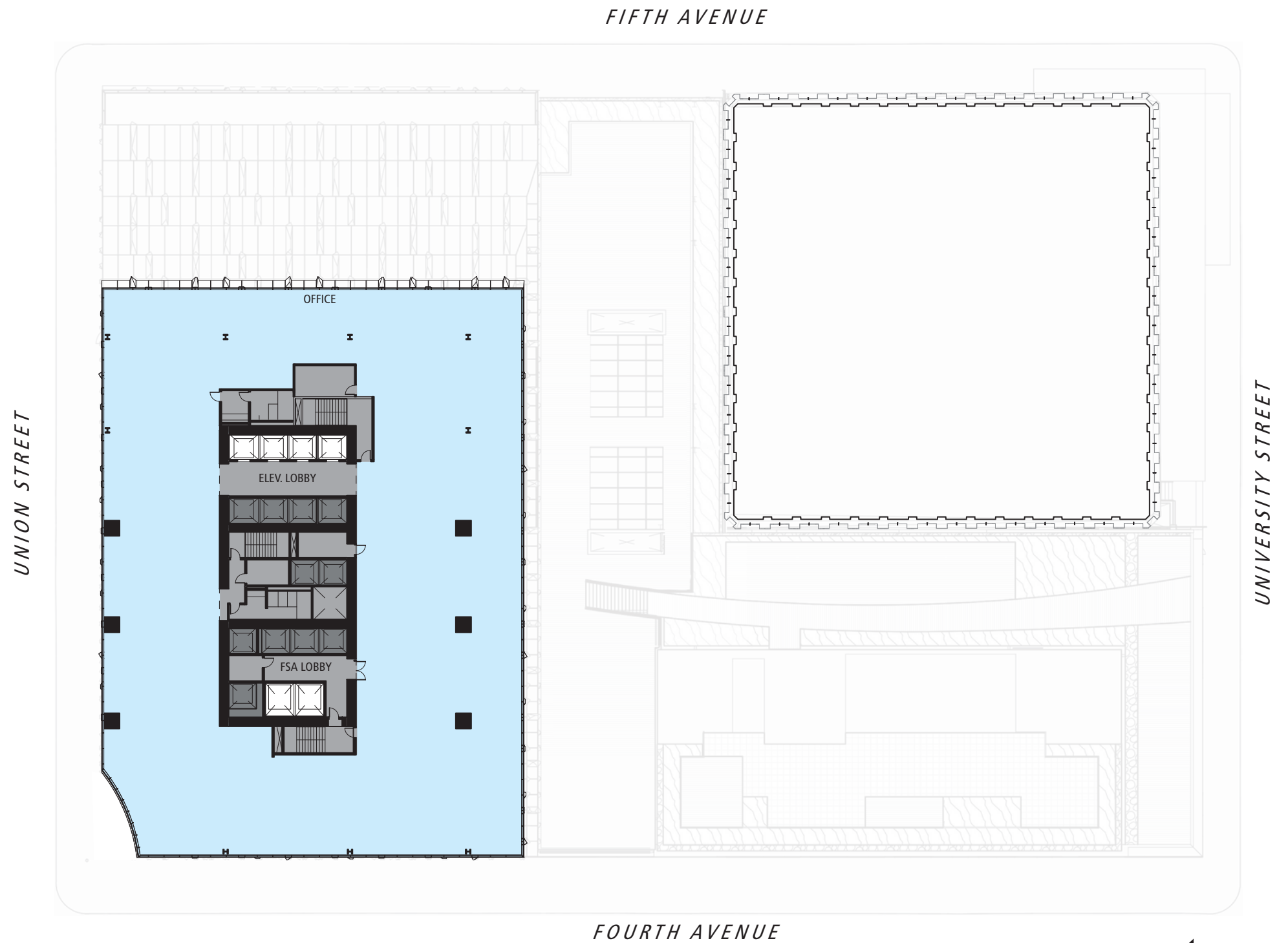
Floor Plans: Office Level 10

Building Use Color Key

- Retail - Restaurant
- Market Retail
- Hotel
- Residential
- Office
- Service - Utility



Floor Plans: Office Level 15



Building Use Color Key

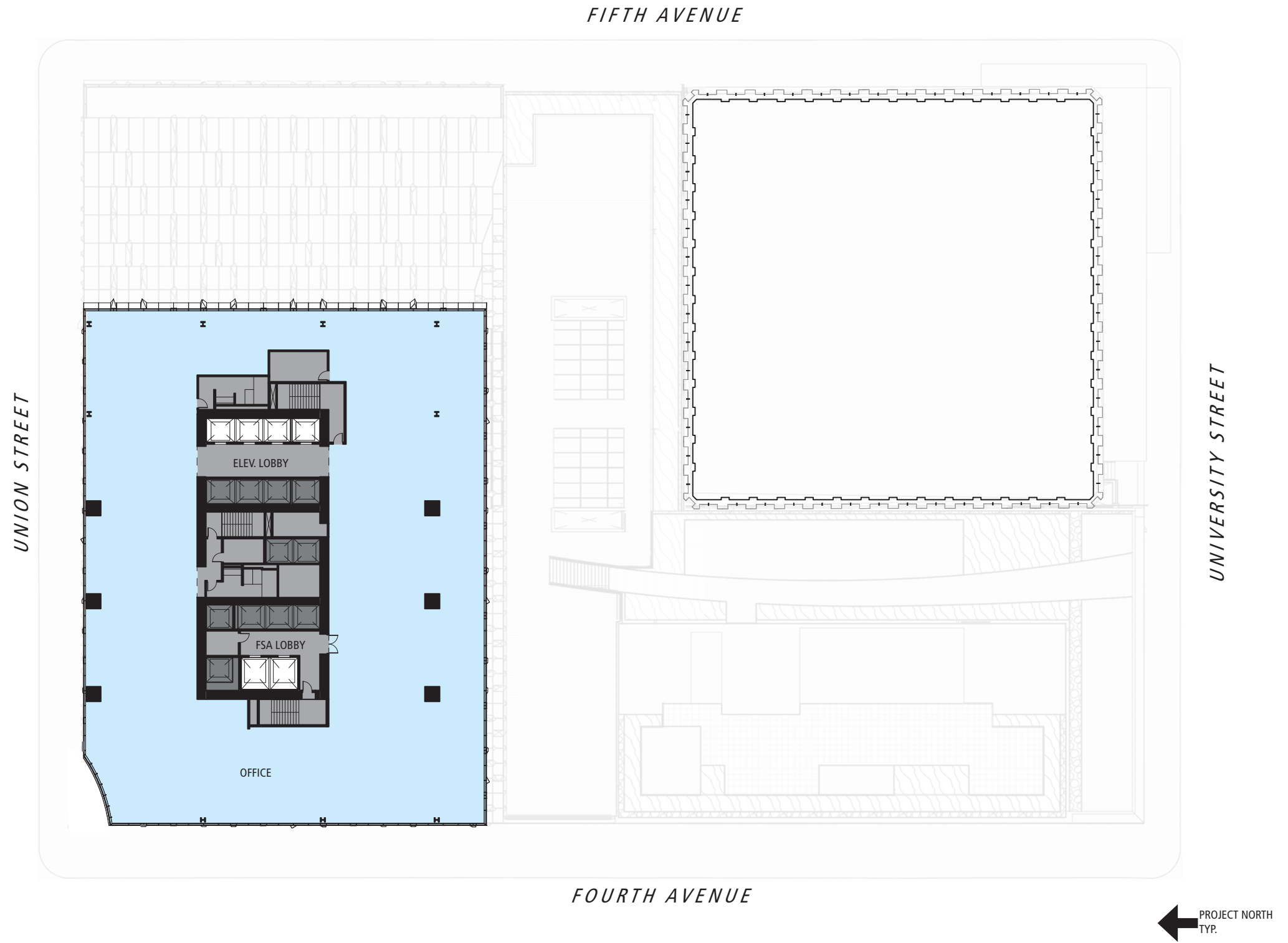
- Retail - Restaurant
- Market Retail
- Hotel
- Residential
- Office
- Service - Utility



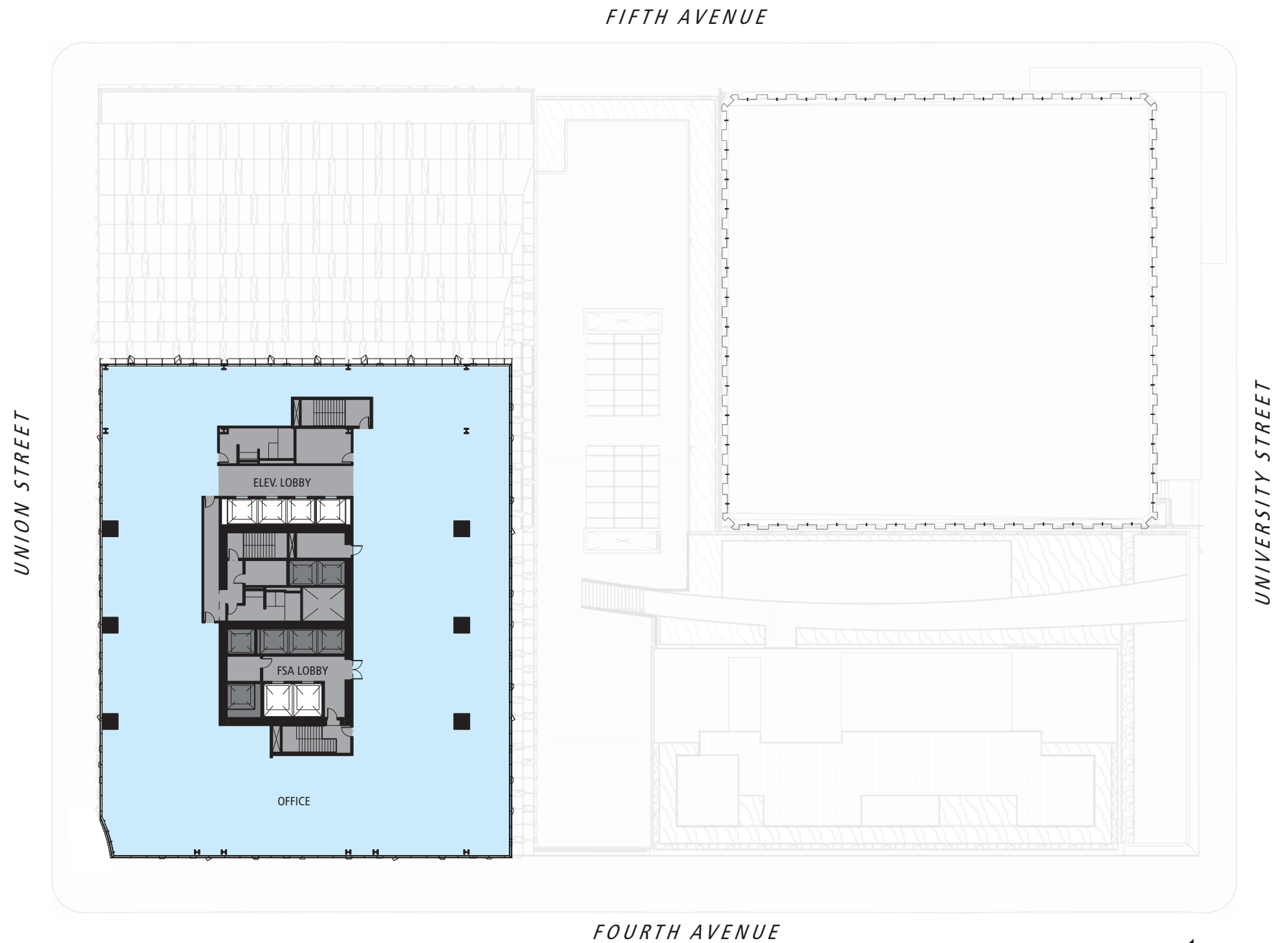
Floor Plans: Office Level 17

Building Use Color Key

- Retail - Restaurant
- Market Retail
- Hotel
- Residential
- Office
- Service - Utility



Floor Plans: Office Level 20



Building Use Color Key

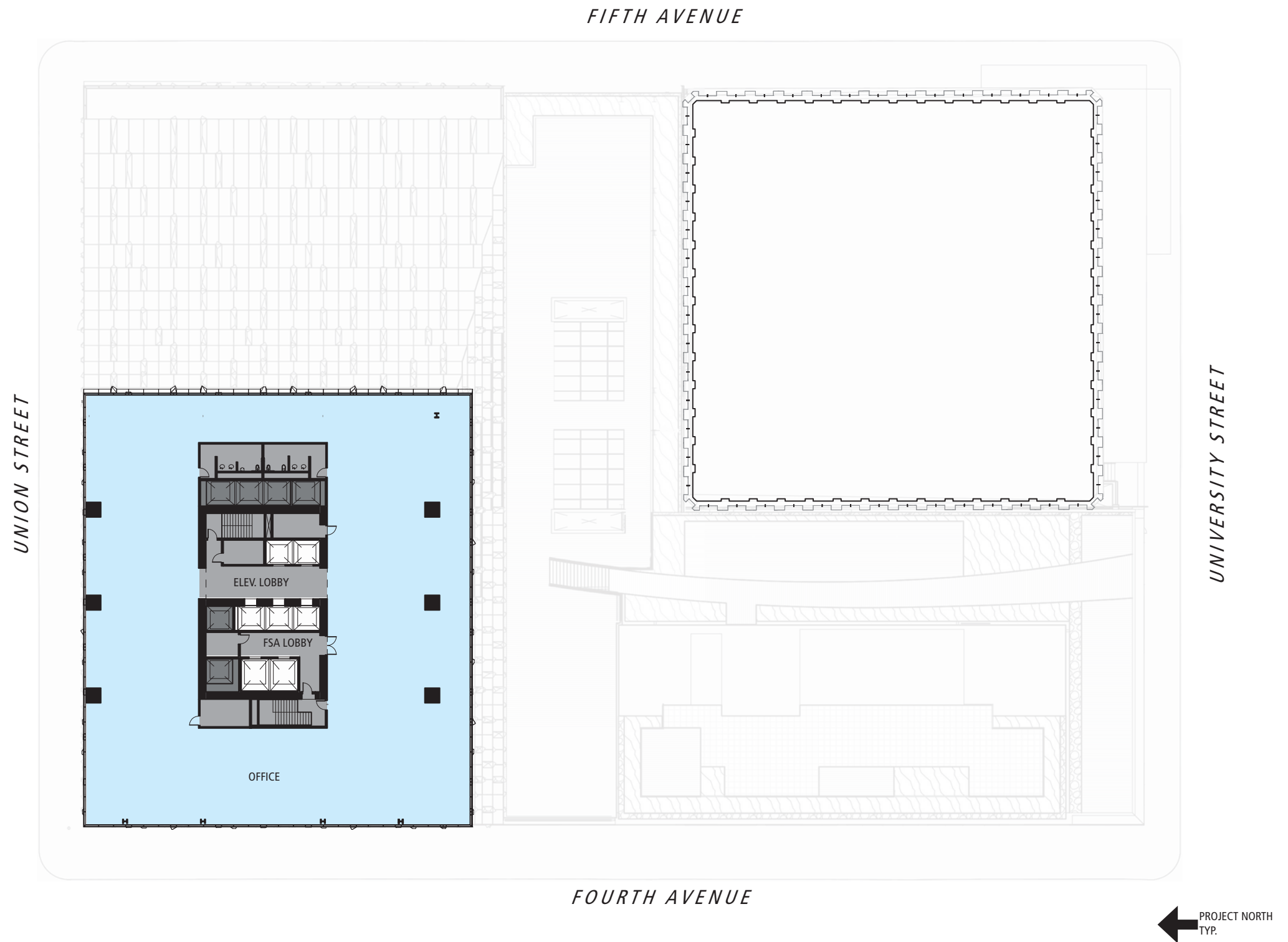
- Retail - Restaurant
- Market Retail
- Hotel
- Residential
- Office
- Service - Utility



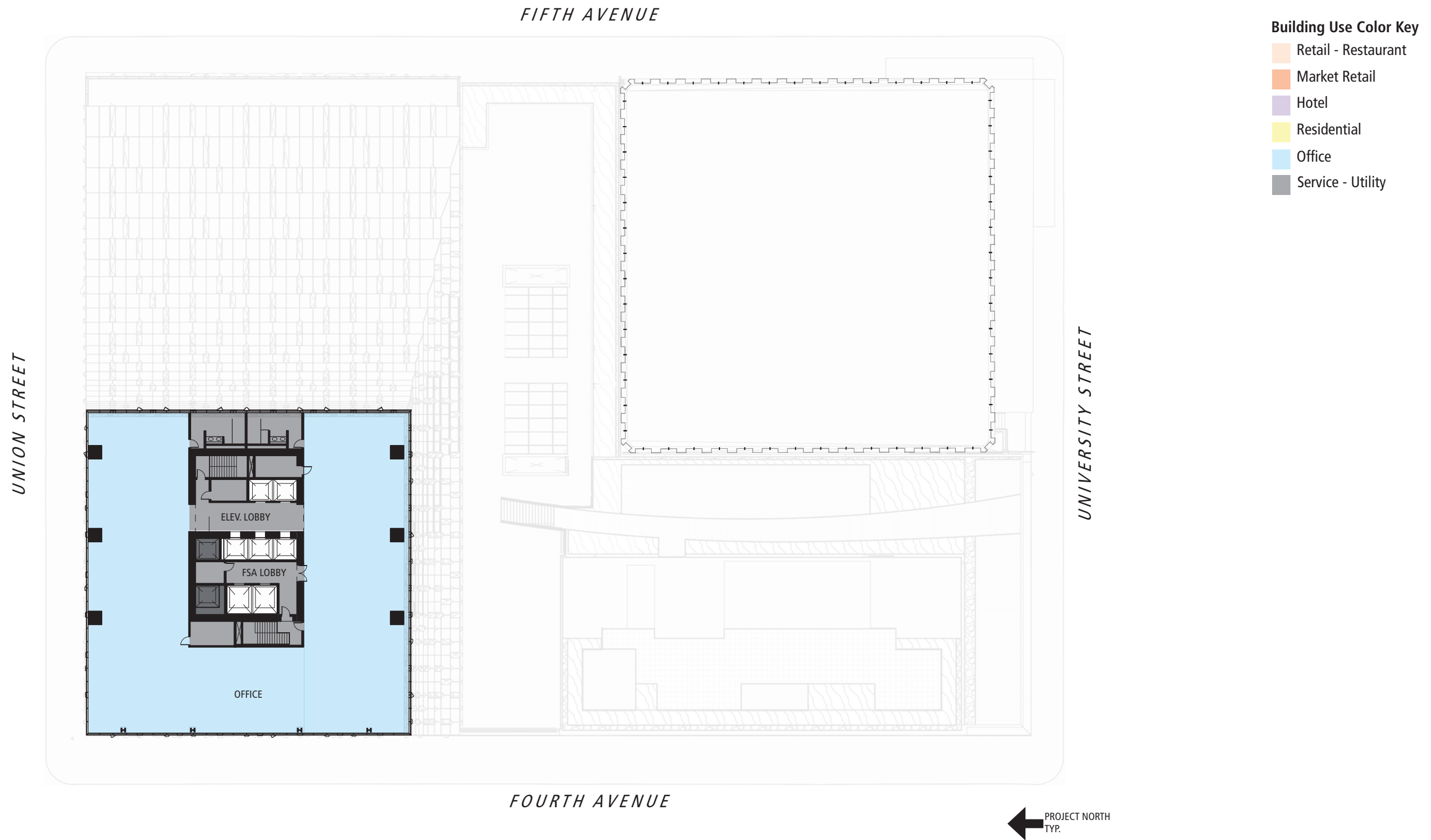
Floor Plans: Office Level 24

Building Use Color Key

- Retail - Restaurant
- Market Retail
- Hotel
- Residential
- Office
- Service - Utility



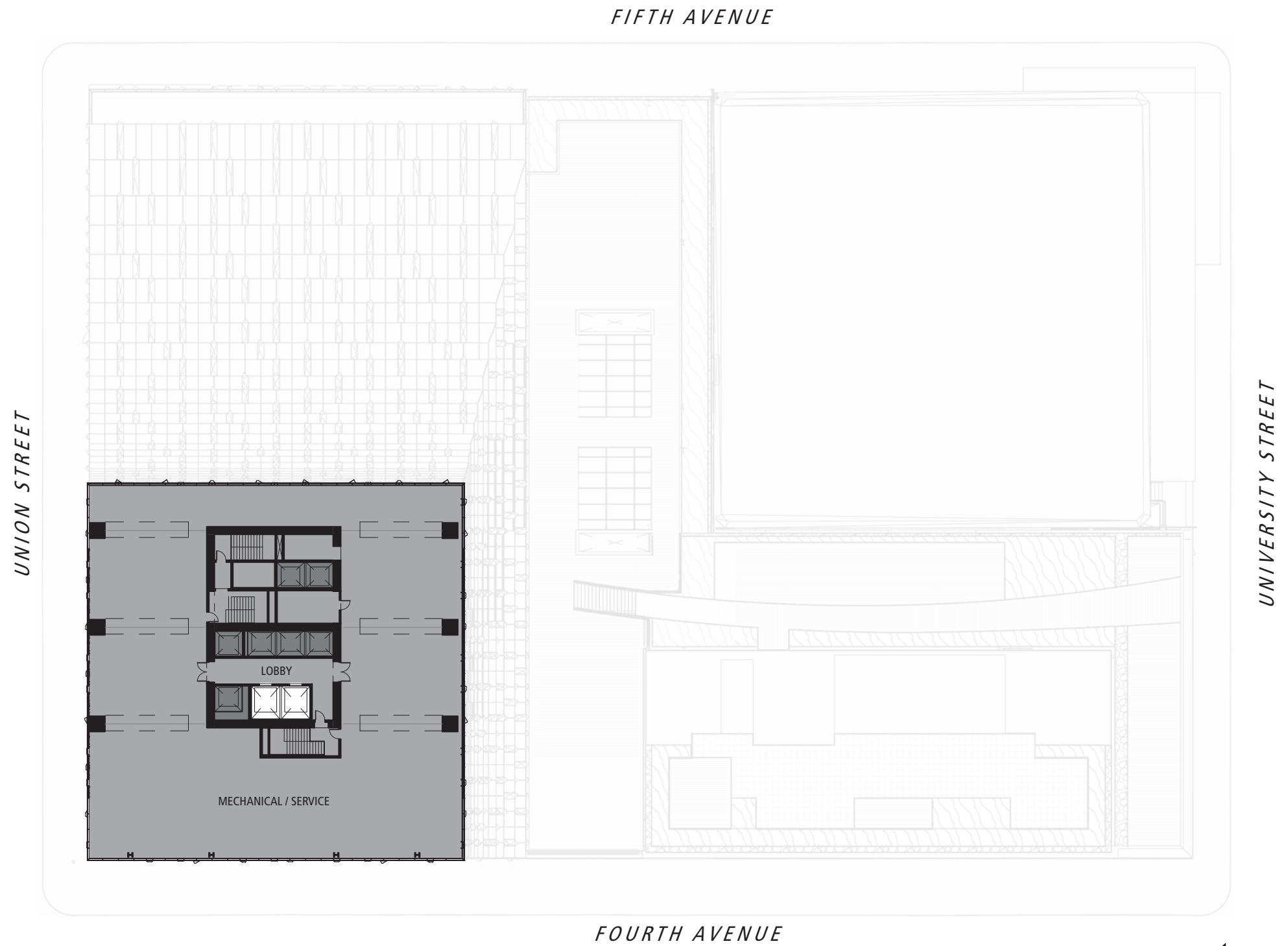
Floor Plans: Office Level 37



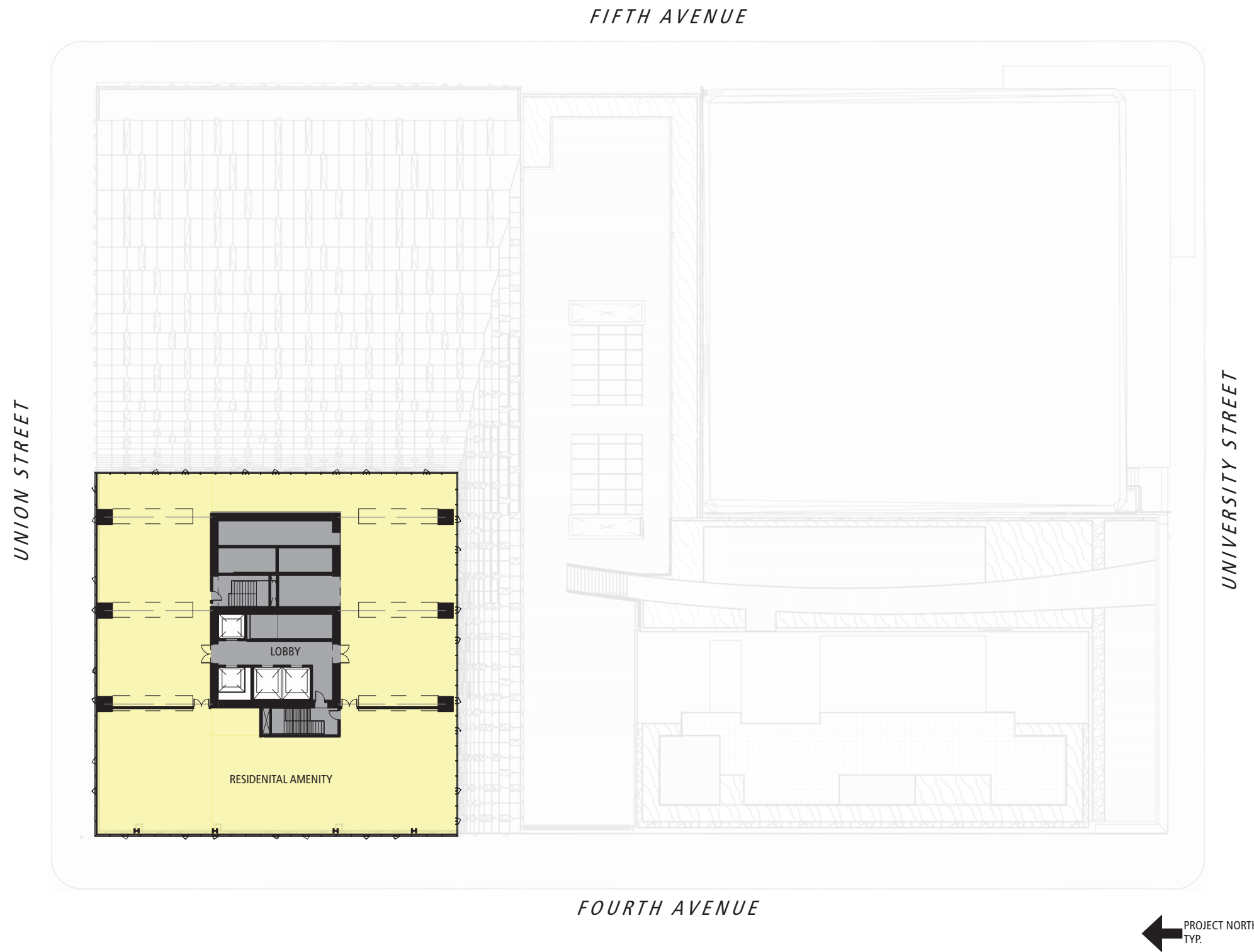
Floor Plans: Level 38

Building Use Color Key

- Retail - Restaurant
- Market Retail
- Hotel
- Residential
- Office
- Service - Utility



Floor Plans: Residential Level 39



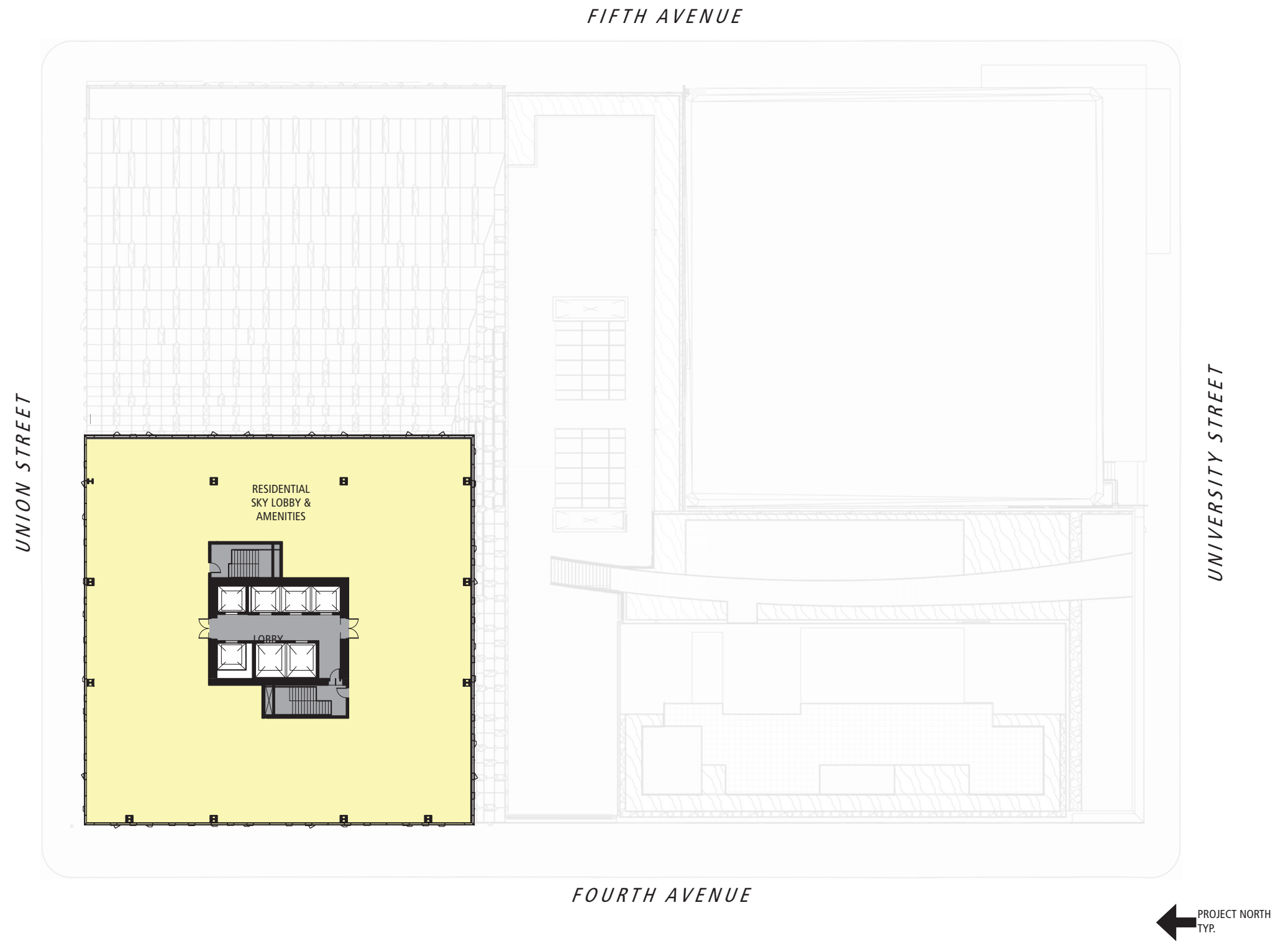
Building Use Color Key

- Retail - Restaurant
- Market Retail
- Hotel
- Residential
- Office
- Service - Utility

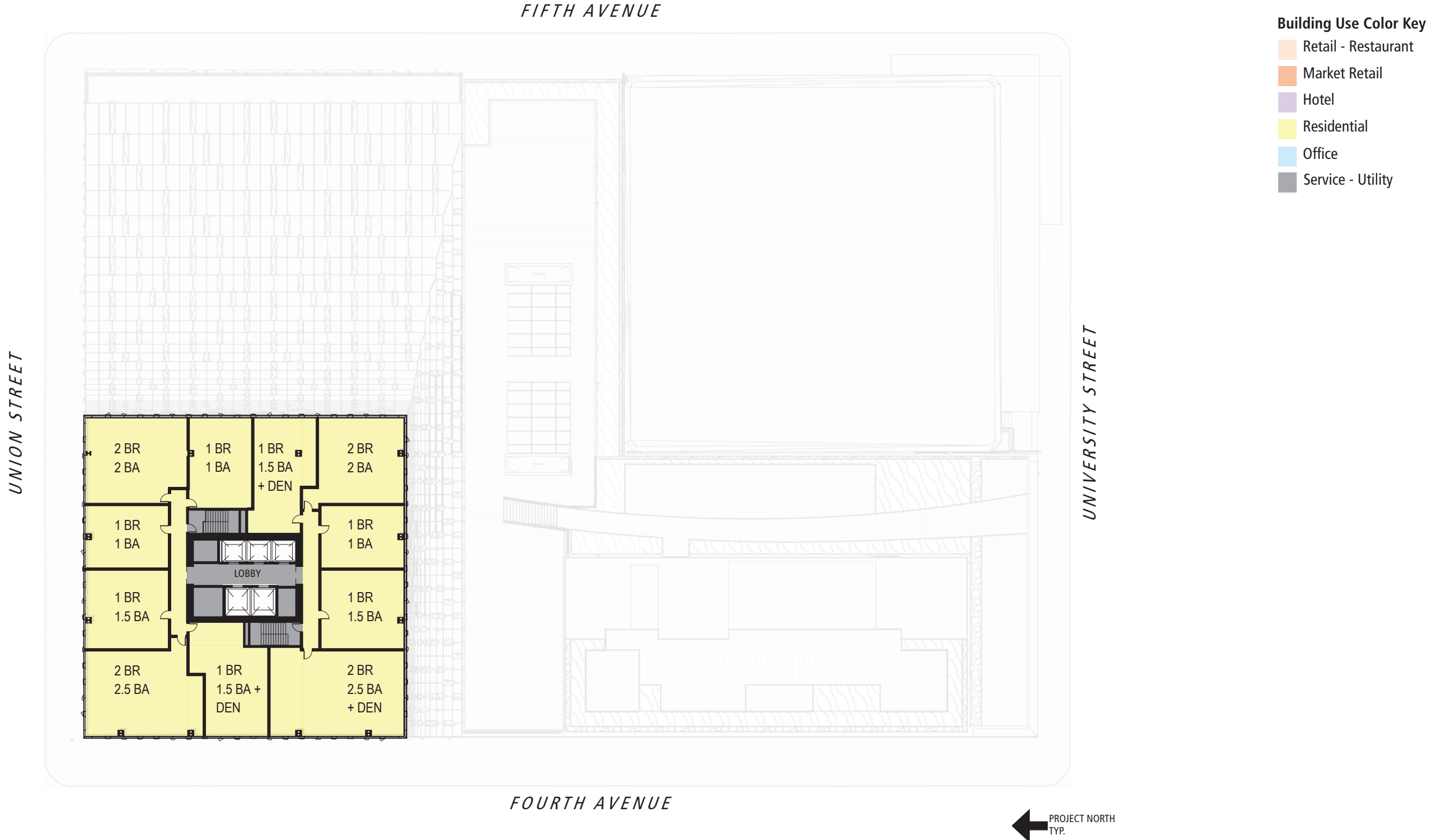
Floor Plans: Residential Level 40

Building Use Color Key

- Retail - Restaurant
- Market Retail
- Hotel
- Residential
- Office
- Service - Utility

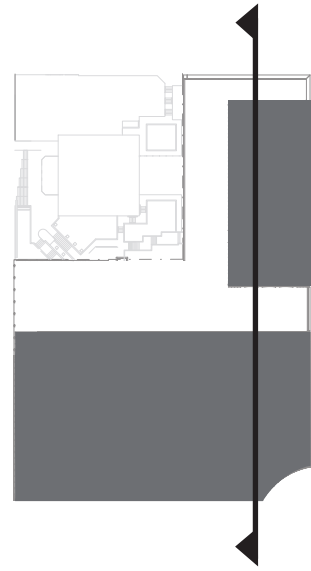


Floor Plans: Level 41 - 57 (Typical Residential)

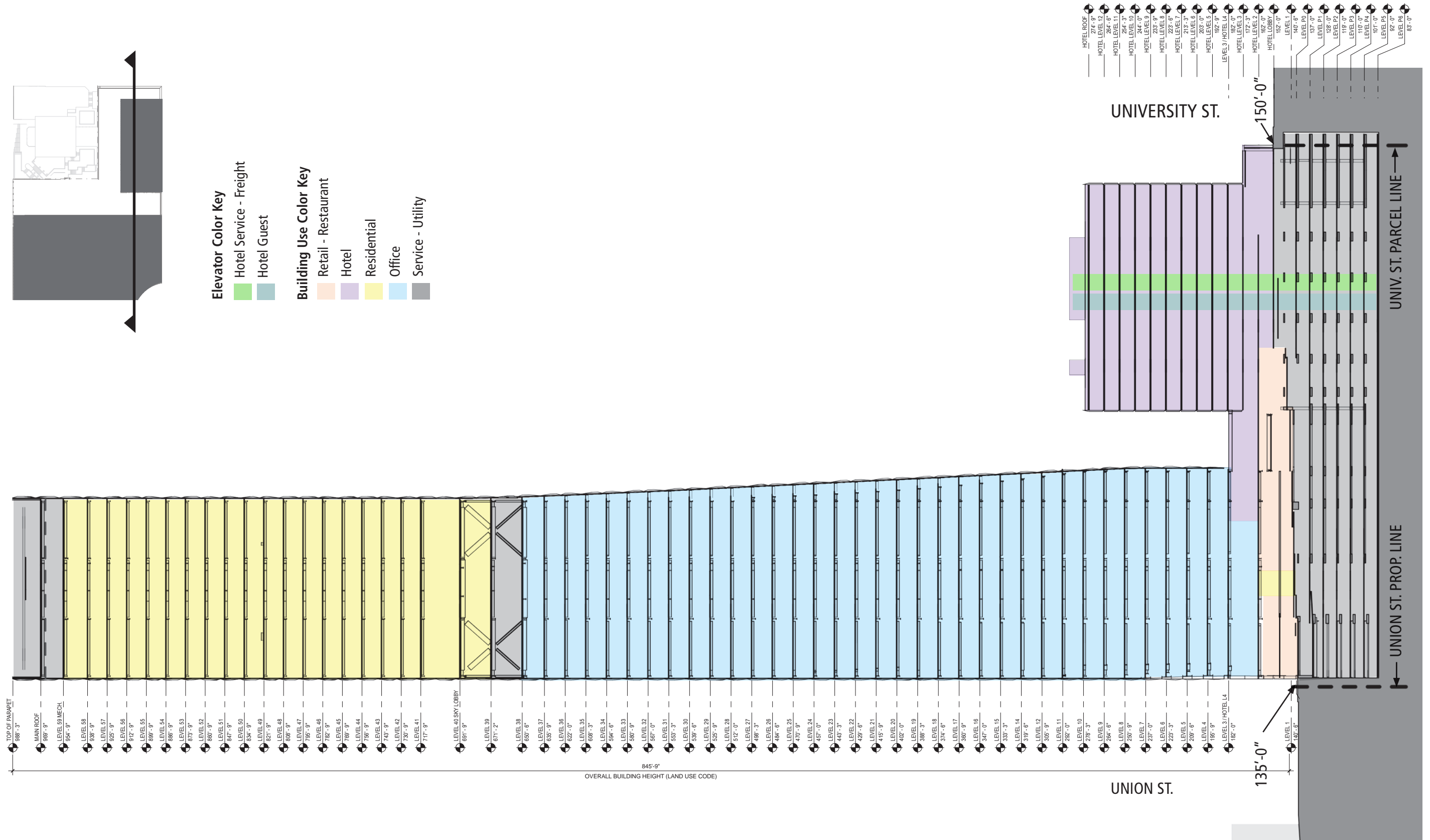


Building Sections

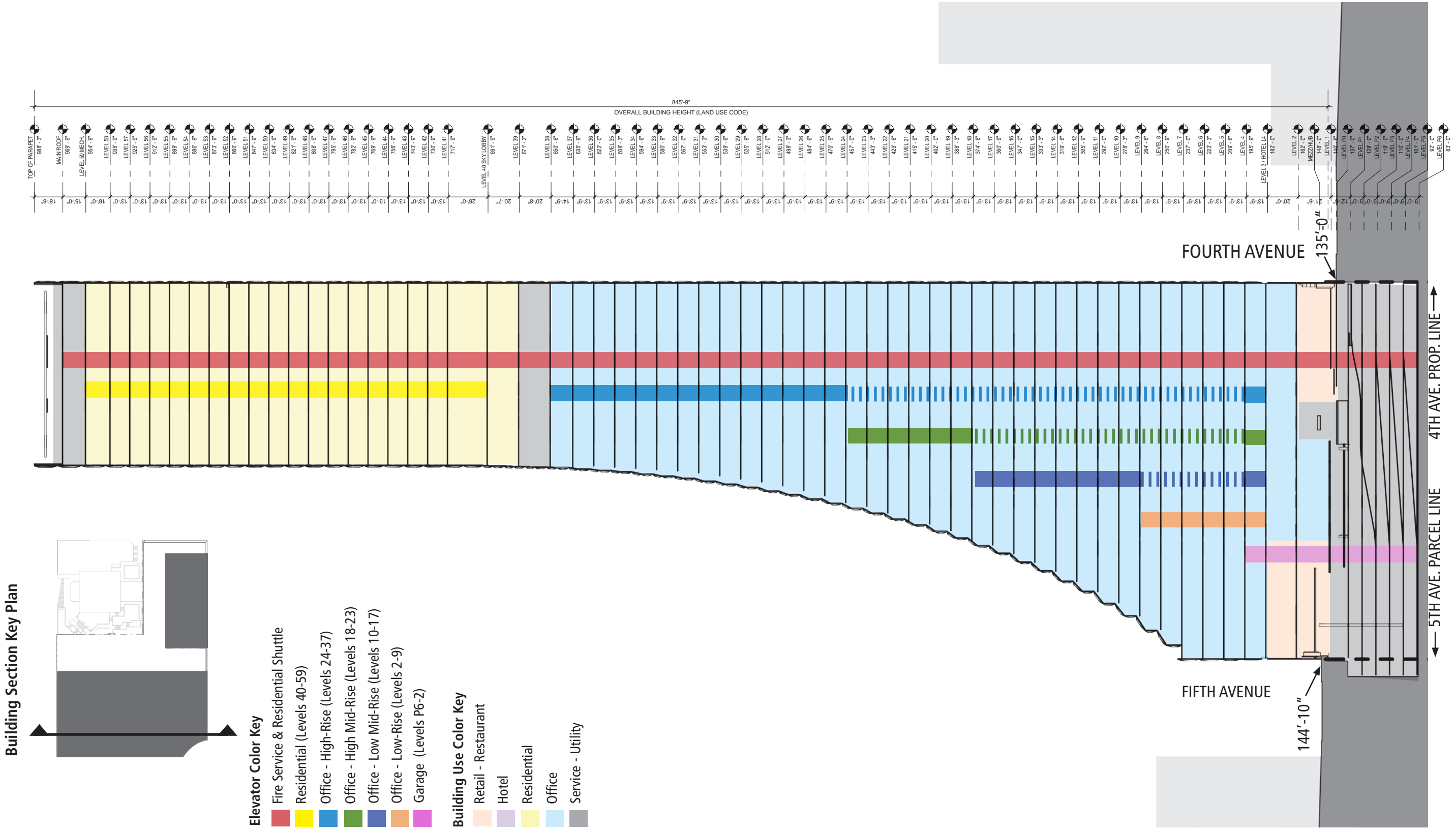
Building Section Key Plan



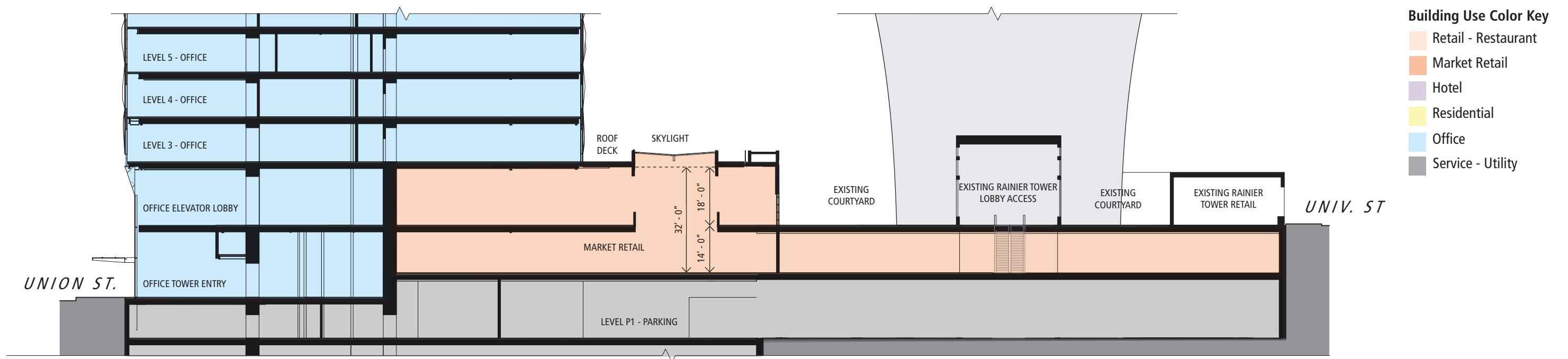
- Elevator Color Key**
- Hotel Service - Freight
 - Hotel Guest
- Building Use Color Key**
- Retail - Restaurant
 - Hotel
 - Residential
 - Office
 - Service - Utility



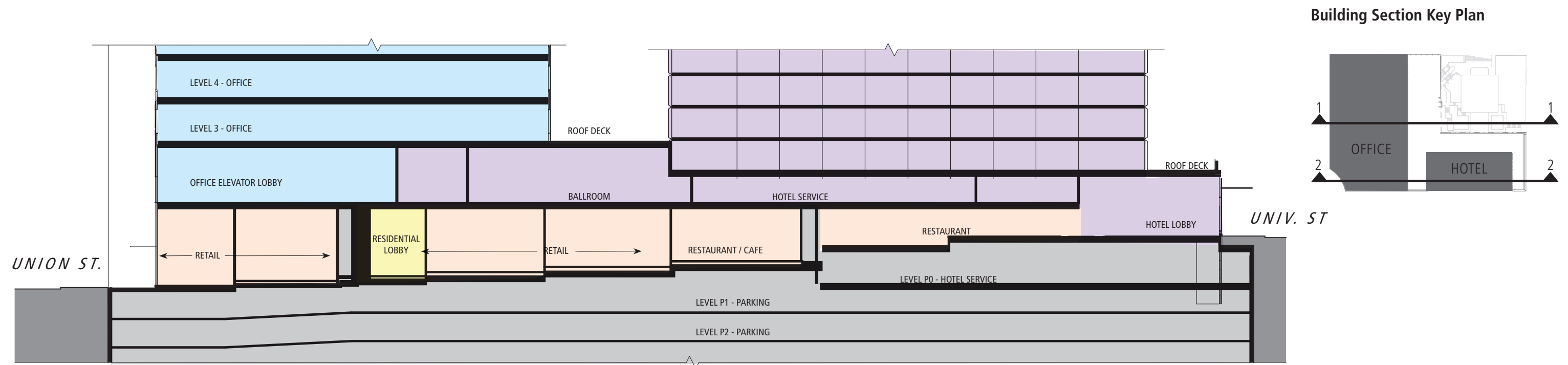
Building Sections



Building Sections - Podium Detail

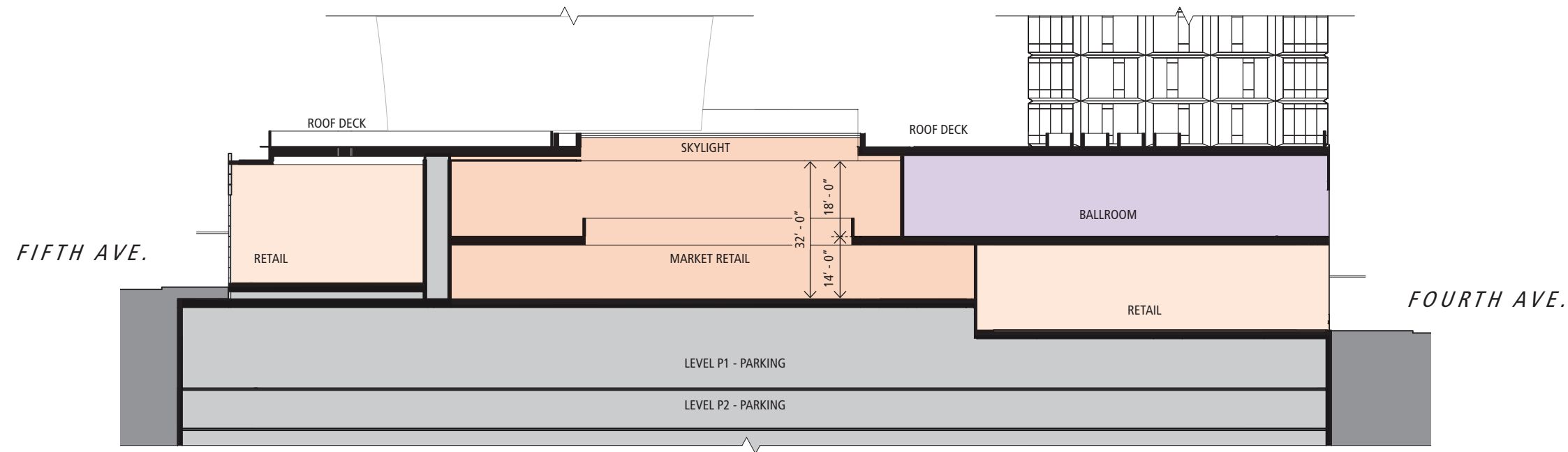


1. North-South Building Section through Podium - Rainier Tower



2. North-South Building Section through Podium - Hotel

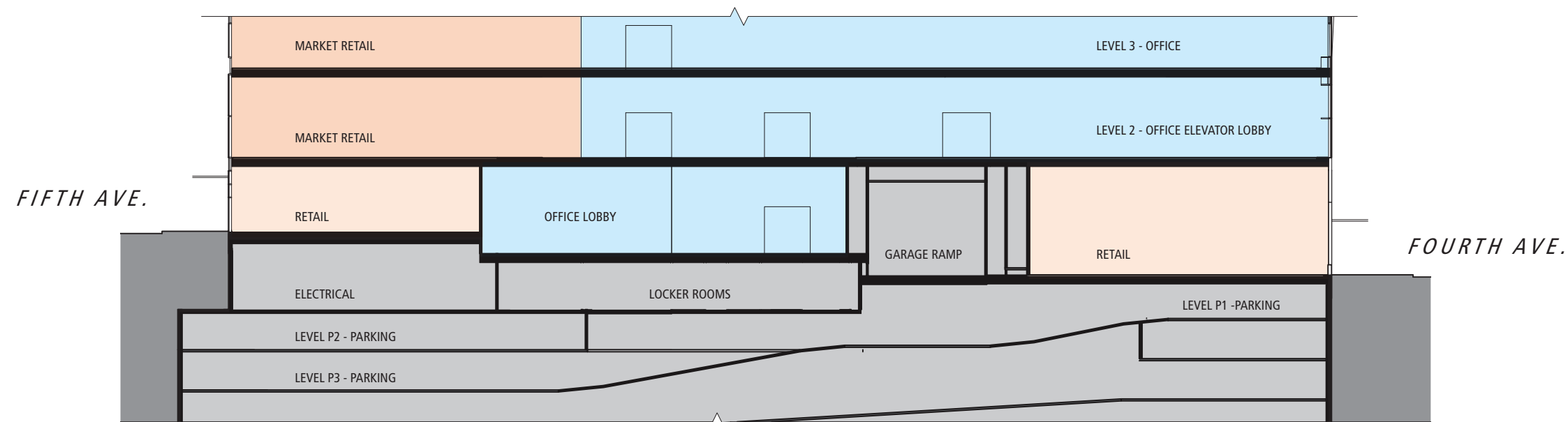
Building Sections - Podium Detail



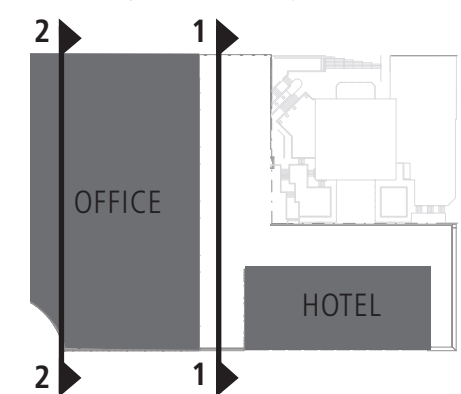
Building Use Color Key

- Retail - Restaurant
- Market Retail
- Hotel
- Residential
- Office
- Service - Utility

1. East-West Building Section through Market Retail



Building Section Key Plan



2. East-West Building Section through Office Lobby

Departure Requests

DEPARTURE #1

Development Standard:
23.49.058.B Façade Modulation

Requirement:
The maximum length of a facade without modulation is prescribed in Table 23.49.058A. This maximum length shall be measured parallel to each street property line, and shall apply to any portion of a facade, including projections such as balconies, that is located within fifteen (15) feet of street property lines.

Departure Amount Required:
Along Union Street and 4th Avenue, the dimensions of the tower façade exceed the maximum length of un-modulated façade within 15' of the property line as prescribed by Table 23.49.058A. See adjacent illustrative diagrams.

Departure 1.A: 11,539 cubic yards along 4th Avenue
Departure 1.B: 16,634 cubic yards along Union Street

Total volume of departure request = 28,173 cubic yards.

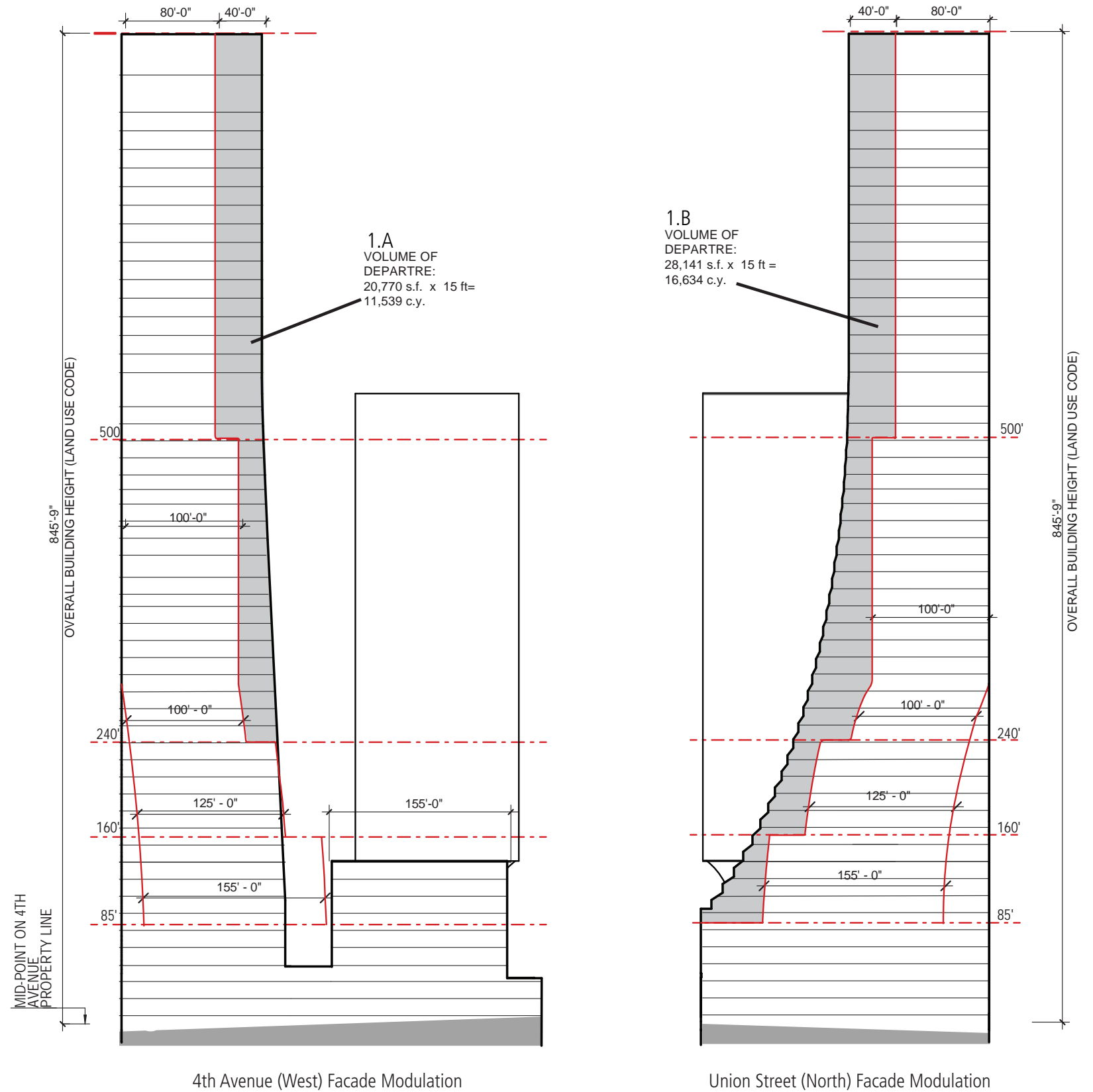
Rationale:
The proposed design is intended to become a bold, iconic building that complements and enhances the entire surrounding area. Its curvilinear geometry and massing is composed in a way that evokes both the neighboring architectural context as well as broader urban and topographical themes. The tower's position and dimensional configuration at the site's northwest corner gives the best possible buffer of space to Rainier Tower, and the sloping massing ensures that both towers benefit from the sweeping panoramic views afforded by the site's position as well as maximizing access to light and air at the street level. The proposed design results in a considerably smaller total building mass than allowed by the site's zoning envelope, creates a distinctive profile on the skyline, and provides a more appropriate response to the local urban context than would result from a code-compliant massing approach.

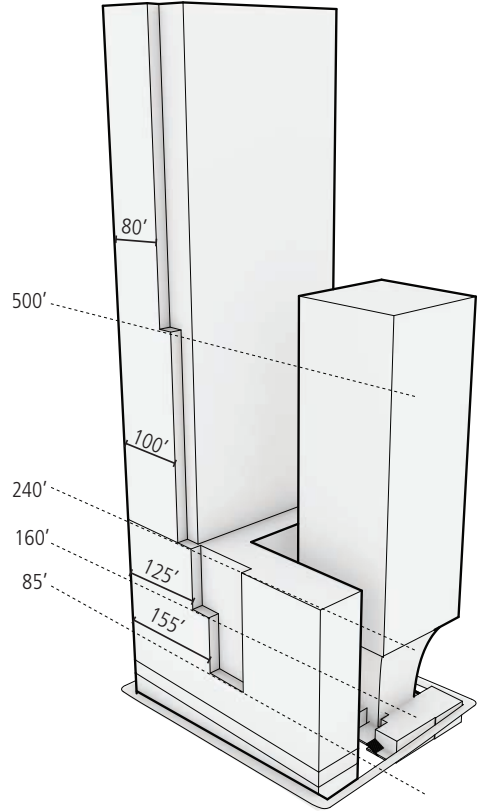
Alternative Massing:
When the proposed design is compared with a compliant massing alternative, the total cubic volume of the code-compliant massing is much greater than the proposed design. See adjacent illustrative diagrams.

- Code compliant alternative (of the same height as proposed scheme) = 1,072,000 cubic yards.
- Proposed massing = 742,600 cubic yards.

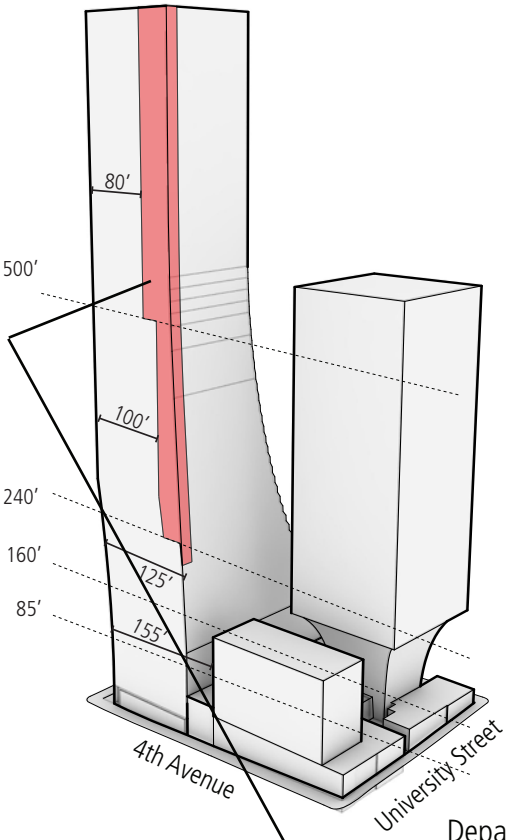
Downtown Design Guidelines Reinforced:

- 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
- B-4 Design a well-proportioned & unified building.

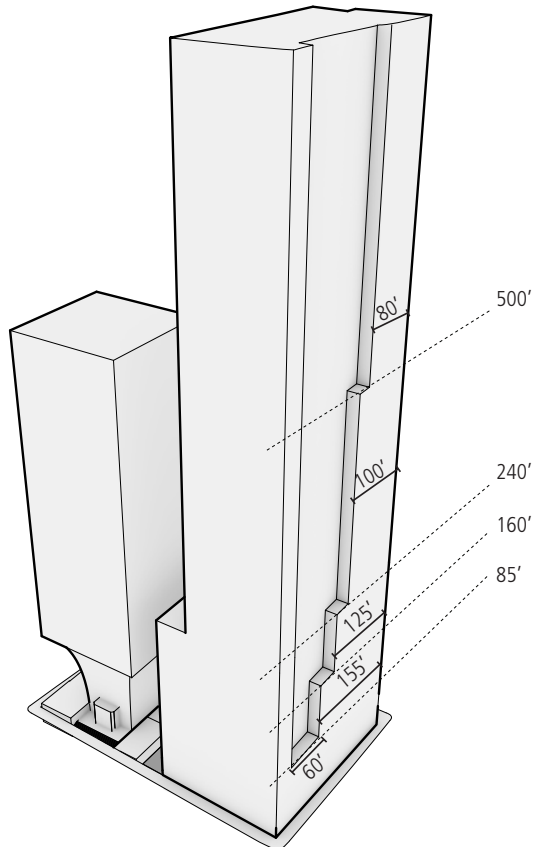




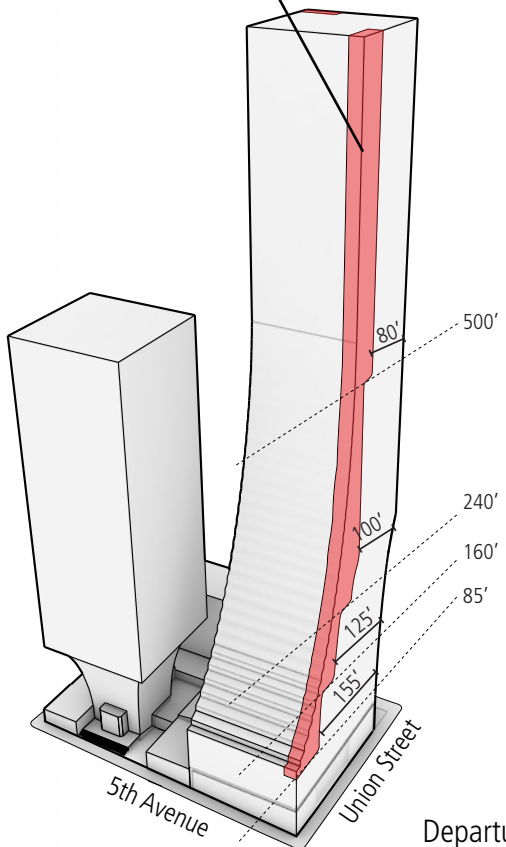
TOTAL DEPARTURE REQUEST:
 $11,539 + 16,634 = 28,173$ C.Y.



Departure 1.A



ZONING PERSCRIBED MASSING 1,072,000 C.Y. OF BUILDING



Departure 1.B

PREFERED MASSING 742,600 C.Y. OF BUILDING

Departure Requests

DEPARTURE #2

Development Standard:

- 23.54.035.A. Quantity of Loading Spaces
- 23.54.035.C. Standards for Loading Berths

Requirement:

The minimum number of off-street loading berths required for specific uses shall be set forth in Table A. (See Table A for Section 23.54.035.)

	Low Demand	Medium Demand
Office	755,240	
Office (existing)	584,000	
Hotel	123,980	
Retail		74,728
Retail (existing)		10,000
Total:	1,533,000	84,728
Required Loading Berths	12	2

Each loading berth shall be not less than ten (10) feet in width and shall provide not less than fourteen (14) feet vertical clearance.

Each loading berth for low- and medium-demand uses... shall be a minimum of thirty-five (35) feet in length unless reduced by determination of the Director as provided at subsection C2c.

Where the Director finds, after consulting with the property user, that site design and use of the property will not result in vehicles extending beyond the property line, loading berth lengths may be reduced to not less than the following:

(ii) Low- and Medium-demand Uses. Twenty-five (25) feet.

Summary of proposed loading space dimensions:

	20 feet long	30 feet long	35 feet long
9 feet wide	4		
10 feet wide	3	3	1
12 feet wide			3

Departure Amount Required:

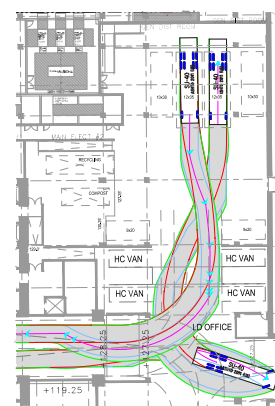
- Departure 2.A: 4 spaces 9 feet wide x 20 feet long.
- Departure 2.B: 3 spaces 10 feet wide x 20 feet long.

Rationale:

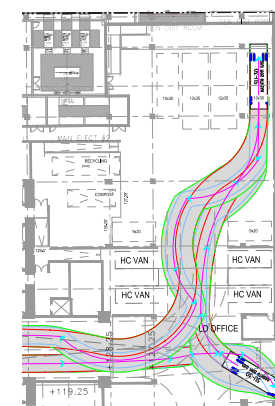
Due to the constraints of the site, circulation needs for parking, and practical structural limitations, 8 of the 15 loading spaces need to be less than stipulated dimensions. A loading dock manager will be on-site during business hours to direct and coordinate loading/unloading activities. Turning studies have been conducted to show that maneuvering space for all loading spaces can be accommodated within property lines.

Downtown Design Guidelines Reinforced:

- E-3 Minimize the presence of service areas.



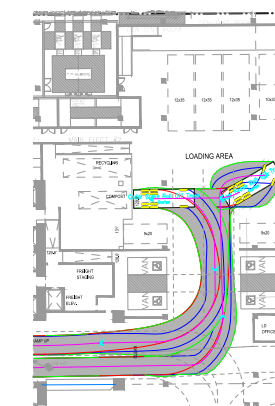
LB 2/3



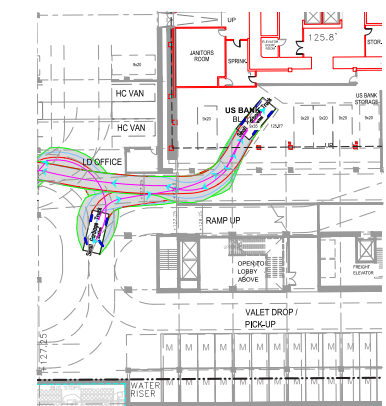
LB 4



LB 5



LB 6



LB 10

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Departure Requests

DEPARTURE #3

Development Standard:

23.49.018 Overhead weather protection and lighting.

Requirement:

A. Continuous overhead weather protection shall be required for new development along the entire street frontage of a lot except along those portions of the structure facade that:

1. are located farther than five (5) feet from the street property line or widened sidewalk on private property; or
2. abut a bonused open space amenity feature; or
3. are separated from the street property line or widened sidewalk on private property by a landscaped area at least two (2) feet in width; or
4. are driveways into structures or loading docks.

B. Overhead weather protection shall have a minimum dimension of eight (8) feet measured horizontally from the building wall or must extend to a line two (2) feet from the curb line, whichever is less.

C. The installation of overhead weather protection shall not result in any obstructions in the sidewalk area.

D. The lower edge of the overhead weather protection must be a minimum of ten (10) feet and a maximum of fifteen (15) feet above the sidewalk.

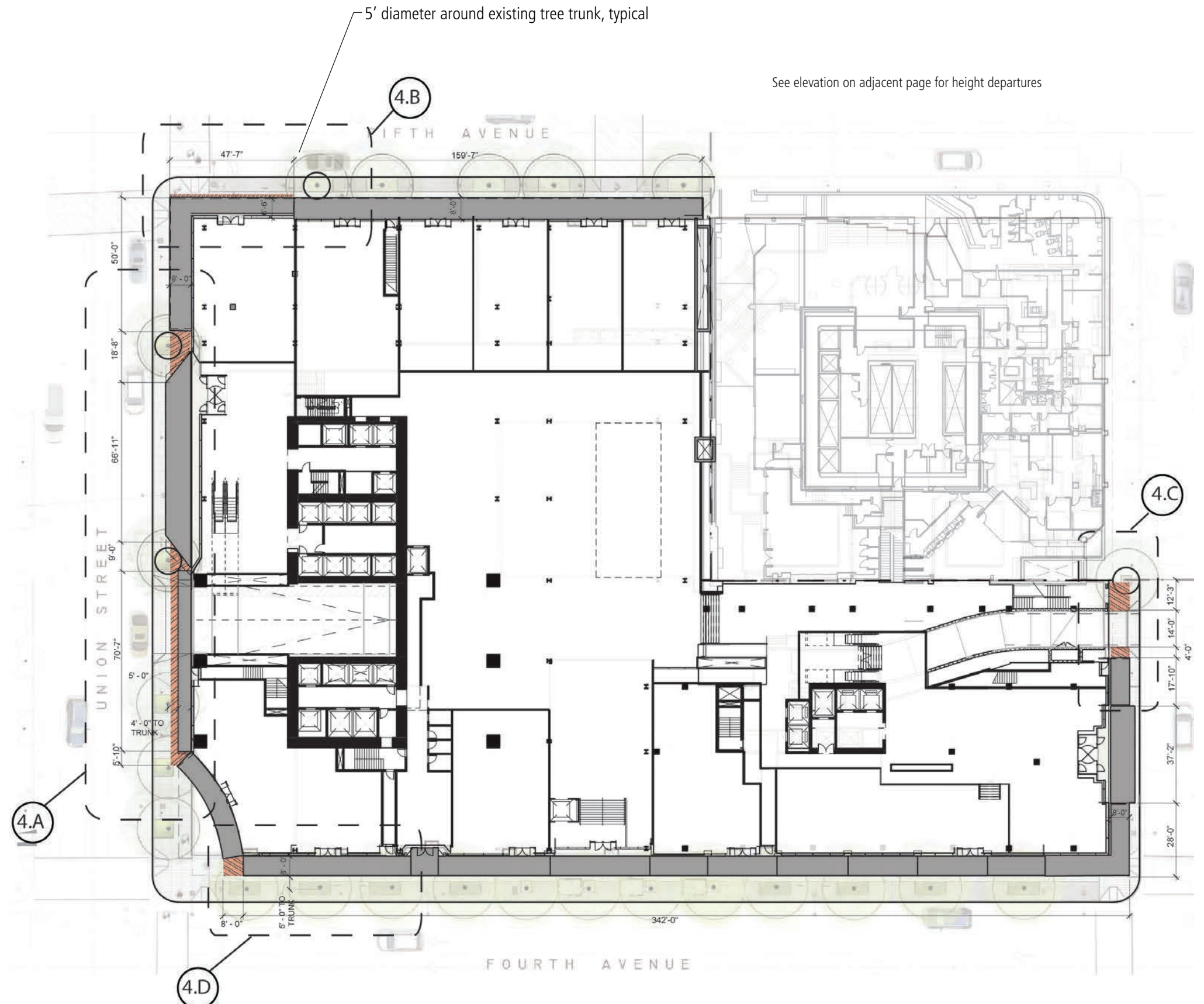
E. Adequate lighting for pedestrians shall be provided. The lighting may be located on the facade of the building or on the overhead weather protection.

Departure Amount Required:

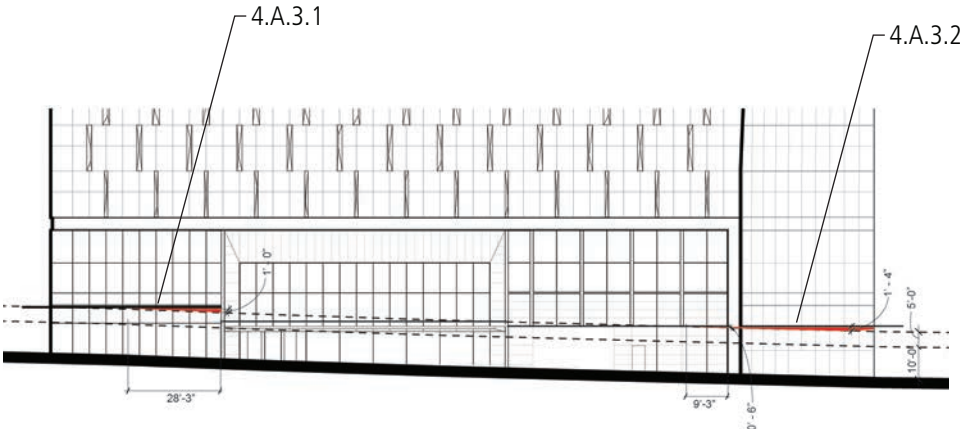
See adjacent illustrative diagrams.

- 4.A: Union Street Canopies
 - 4.A.1 Continuity: The building is set back 5 feet from the property line. Canopies are not continuous along this street front in order to coordinate with the overall architectural concept of the base, and to help emphasize the main entry to the tower.
 - 4.A.2 Width: Some portions of the canopy near Union St. do not meet minimum width requirements due to locations of existing street trees.
 - 4.A.3 Height: In order to coordinate with the proposed base and storefront retail configurations, small portions of the canopy along Union St. exceed the maximum height requirement as shown in the adjacent diagrams (4.A.3.1 & 4.A.3.2)
- 4.B: 5th Avenue Canopies
 - 4.B.1 Width: In order to provide design continuity, a portion of the canopy near Union Street does not meet minimum width requirement.
 - 4.B.2 Height: In order to coordinate with the proposed base and storefront retail configurations, a small portion of 5th Avenue exceeds the maximum height requirement as shown in the adjacent diagram.
- 4.C: University Street Canopies
 - 4.C.1 Continuity: Due to the 5' separation required between edge of canopy and the trunk of the existing tree, the extent of the canopy is limited near the boundary with the existing Rainier Tower
 - 4.C.2 Height: in order to coordinate with the proposed base and hotel entry configurations, small portions of the canopy along University St. do not meet the minimum height requirement as shown in the adjacent diagram.

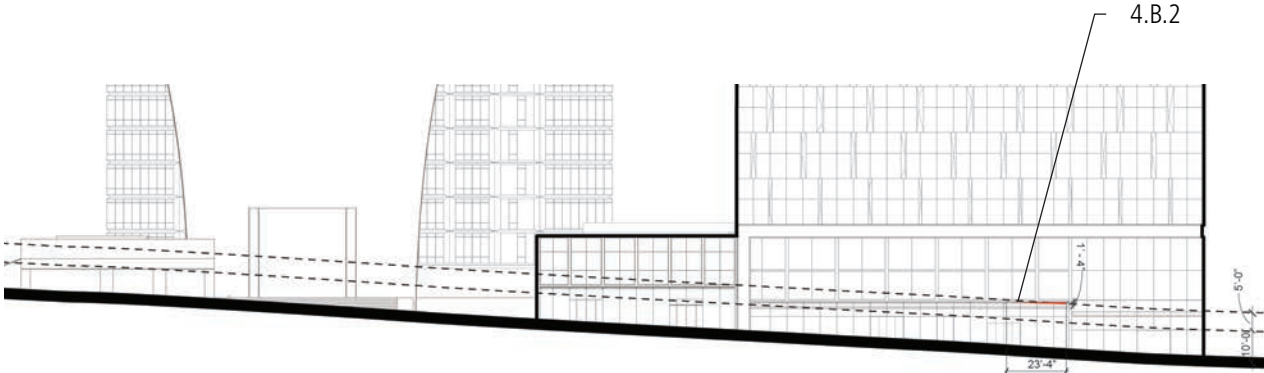
See elevation on adjacent page for height departures



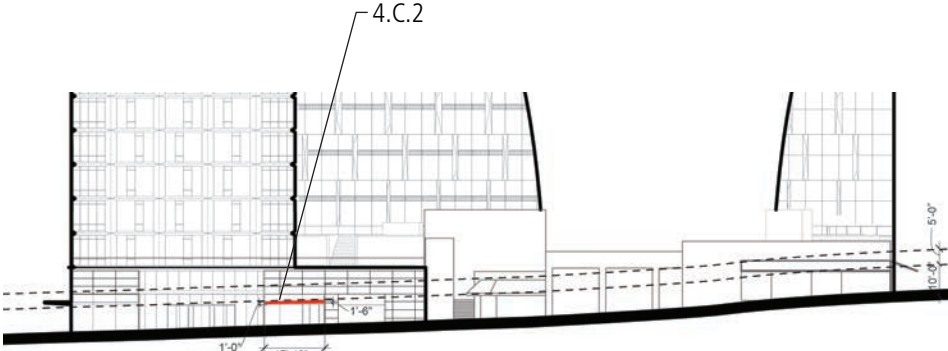
Departure Requests



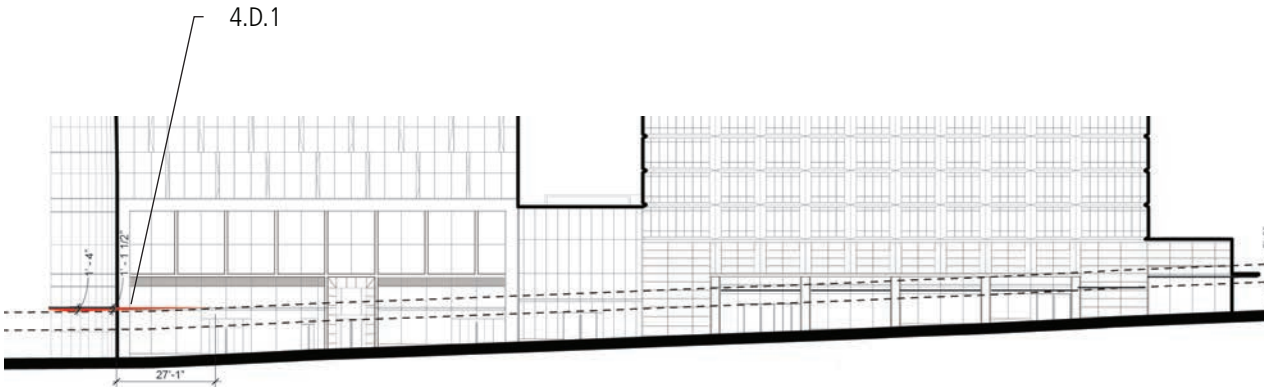
Union St. Elevation - See plan diagram for Departure 4.A.1 Continuity and 4.A.2 Width



5th Ave. Elevation - Departure 4.B.2 Height



University St. Elevation - See plan diagram for Departure 4.C.1 Continuity



4th Ave. Elevation - Departure 4.D.1 Height

- 4.D.1: 4th Avenue Canopies
 - 4.D.1 Height: In order to coordinate with the proposed base, storefront retail, and residential entry configurations, small portions of the canopy along 5th Avenue exceed the maximum height requirement as shown in the adjacent diagram.
 - 4.D.2 Continuity: Canopies are not continuous along this street front in order to coordinate with the overall architectural concept of the base

Rationale:
Canopies have been configured to reinforce the overall design concepts at the base of the building, and to coordinate with existing grade conditions at sidewalks and locations of existing street trees.

- Downtown Design Guidelines Reinforced:**
- C-5 Encourage overhead weather protection.

DEPARTURE HEIGHTS

Departure Requests

DEPARTURE #4

Development Standard:

23.49.056 Downtown Office Core 1: Street facade, landscaping, and street setback requirements.

Requirement:

Per map 1H, Property Line Facades are required on:

- Union Street
- Fifth Avenue
- Fourth Avenue

Minimum façade height: 35 feet. Façade setback limits apply per 23.49.056.B.1

General setback limits apply on streets not requiring property line facades per 23.49.056.B.2 (i.e. University Street).

Blank façade limits: 15 feet wide maximum; total width less than 40% of street frontage.

Departure Amount Required:

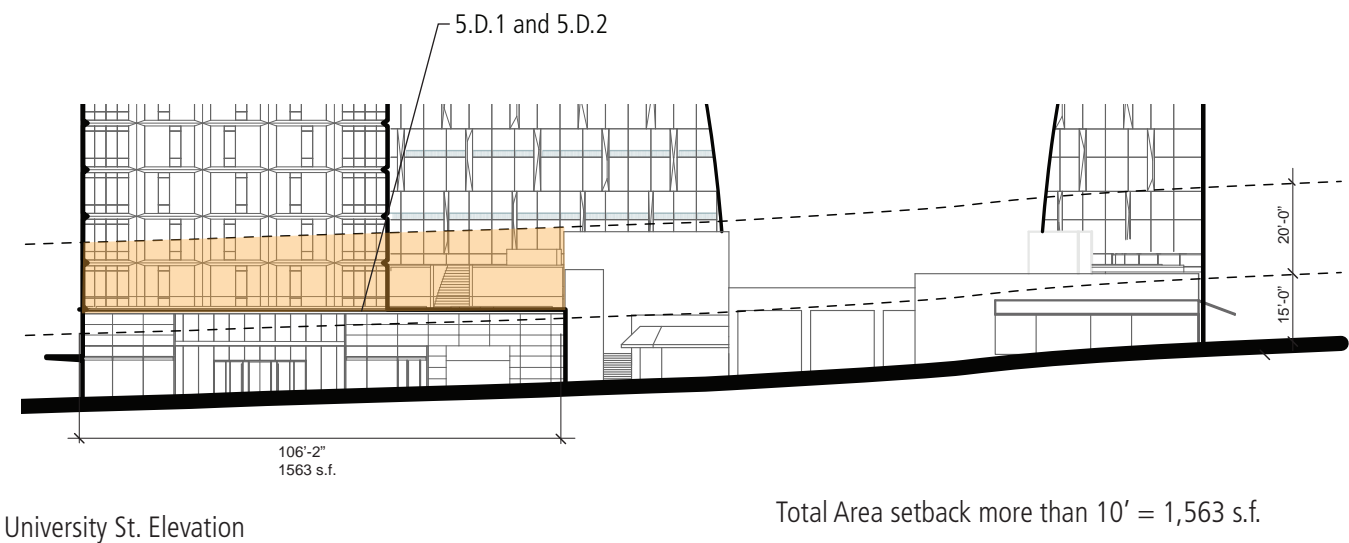
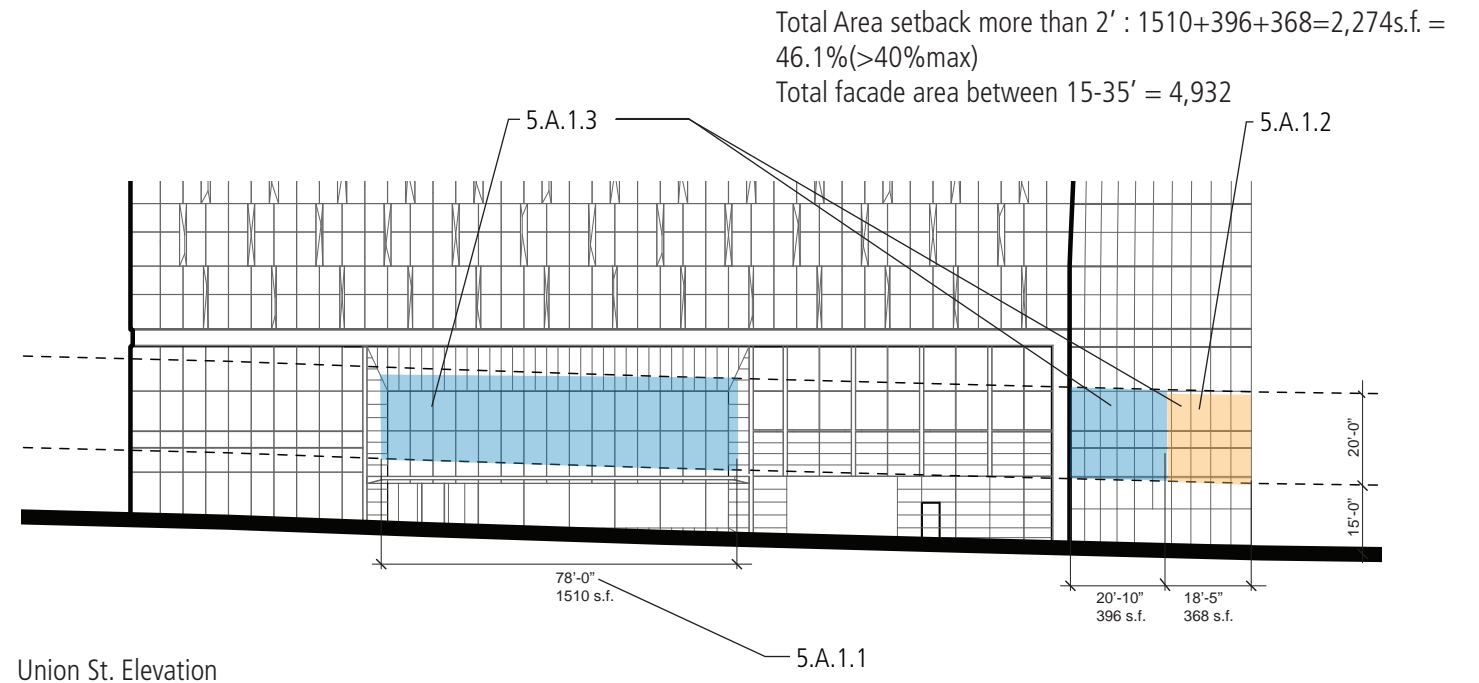
- Departure 5.A: Union Street
 - 5.A.1 Façade Setback Limits: 46.1% of the facade between 15 and 35 feet above sidewalk grade is setback more than 2 feet from the new sidewalk width established by the Union Street right-of-way line. The length of the setback at the main building entry exceeds 20 feet as shown in the adjacent diagram (5.A.1.1). A portion of the setback area is deeper than 10 feet from the sidewalk line (5.A.1.2). Total area of facade set back > 2' = 46.1% (5.A.1.3)
- Departure 5.B: 5th Avenue
 - 5.B.1 Minimum Façade Height: A portion of the facade is less than 35 feet above adjacent sidewalk grade as shown in the adjacent diagram.
 - 5.B.2 Small portions of the facade are set back more than 10 feet from the sidewalk line as shown in the adjacent diagram.
- Departure 5.C: 4th Avenue
 - 5.C.1 Façade Setback Limits: A small portion of the facade near Union Street is set back more than 10 feet from the sidewalk line, as shown in the adjacent diagram.
 - 5.C.2 Blank Facades: Two areas of the facade exceed the 20 foot width limit, as shown in the adjacent diagram (5.C.2.1 and 5.C.2.2).
 - 5.C.3 Minimum Façade Height: A portion of the facade is less than 35 feet above adjacent sidewalk grade due to the setback of the hotel facade at University St.
- Departure 5.D: University Street
 - 5.D.1 General setback limits - area: the area of facade setback is 1563 square feet. Maximum area of facade setback per 23.49.056.B.2.b = lot frontage x averaging factor = 106.167' x 5 (Class 1 pedestrian street) = 530.84 SF. See adjacent diagram 5.D.1.
 - 5.D.2 General setback limits - width: the width of the setback is 106.167'. Maximum width is (30% x 106.167' street frontage) = 31.85'. See adjacent diagram 5.D.2.

Rationale:

- Requested departures for setbacks and facade height will reinforce the main entry to the office tower (Union Street), align with important design features on adjacent properties (5th Avenue), provide additional visual access to the base of Rainier Tower as requested in EDG meetings (University Street), and support the overall architectural massing of the building as a unified concept (Union Street, 4th Avenue).

Downtown Design Guidelines Reinforced:

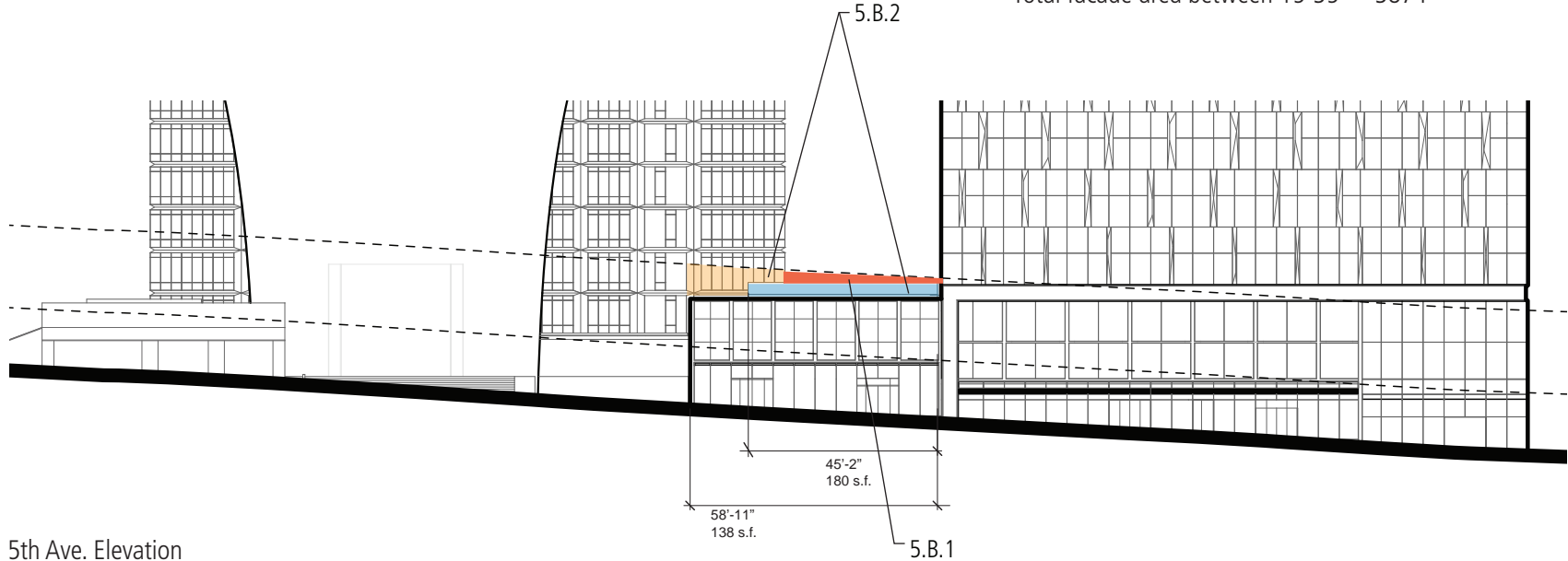
- B-1 Respond to the neighborhood context.
- B-3 Reinforce the positive urban form & architectural attributes of the immediate area.
- B-4 Design a well-proportioned and unified building.
- C-2 Design facades of many scales.
- C-4 Reinforce building entries.
- D-3 Provide elements that define the place.



Facade Setback Color Key

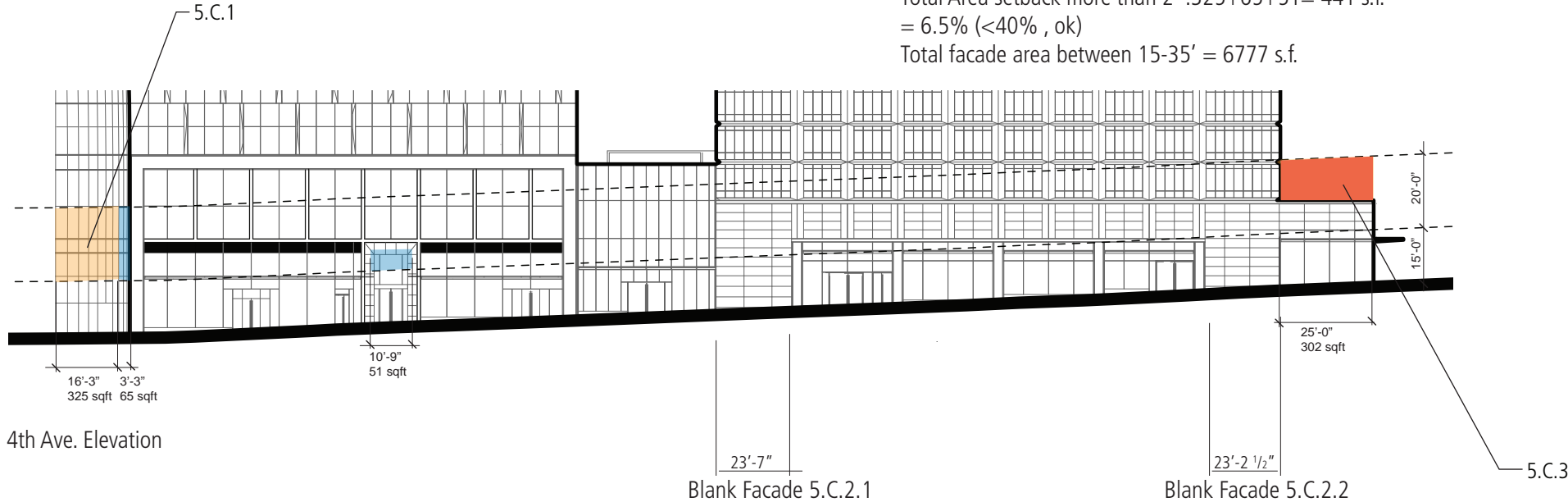
- Setback 2-10' from property line
- Setback more than 10' from property line

Total Area setback more than 2' : 138+180=318 s.f. = 8.2%
 Total facade area between 15-35' = 3874



5th Ave. Elevation

Total Area setback more than 2' : 325+65+51= 441 s.f.
 = 6.5% (<40% , ok)
 Total facade area between 15-35' = 6777 s.f.



4th Ave. Elevation

Facade Height Color Key
■ Area less than 35' above grade

Departure Requests

DEPARTURE #5

Development Standard:

23.49.009 Street-level use requirements.

Requirement:

- A minimum of seventy-five (75) percent of each street frontage at street-level requires street-level uses (retail).
- Required street-level uses shall be located within ten (10) feet of the street property line or shall abut a public open space that meets the eligibility criteria of the Downtown Amenity Standards.
- Per map 1G: Street Level Uses required on:
 - Union Street
 - 5th Avenue
 - 4th Avenue
 - University Street

Departure Amount Required:

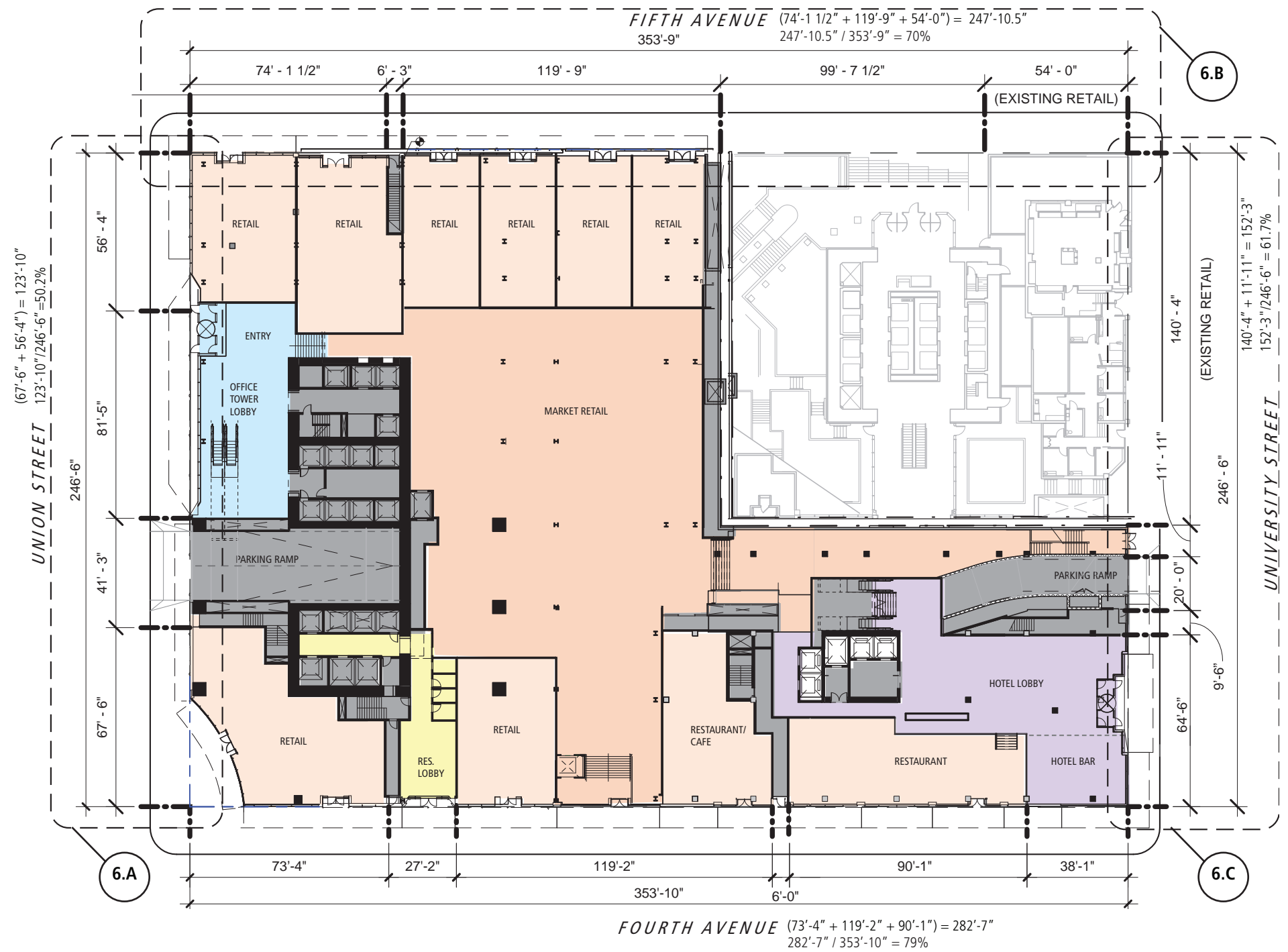
- Departure 6.A: Union Street = 50.2% street-level uses provided. (75% required)
- Departure 6.B: 5th Avenue = 70% street-level uses provided. (75% required)
- Departure 6.C: University Street = 61.7% street-level uses provided. (75% required)

Rationale:

- Union Street: Main entrances for the office tower and parking garage are required functional elements of the building program. Other available areas have been dedicated to retail use.
- 5th Avenue: Streetfront retail has been maximized. Total percentage is impacted by existing Rainier Tower setback for lobby.
- University Street: Retail has been maximized along the available street frontage. Garage entrance and hotel lobby are required functional elements of the building program.

Downtown Design Guidelines Reinforced:

- C-1 Promote pedestrian interaction.
- C-4 Reinforce building entries.



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Departure Requests

DEPARTURE #6

Development Standard:

23.49.058.D Upper-level width limit

1. On lots where the width and depth of the lot each exceed 200 feet, the maximum facade width for any portion of a structure above 240 feet shall be 145 feet along the general north/south axis of a site (parallel to the Avenues), and this portion of the structure shall be separated horizontally from any other portion of a structure on the lot above 240 feet by at least 80 feet at all points.

Departure Amount Required:

Encroachment varies from 0"-0" to 13'-5" maximum along the East façade.

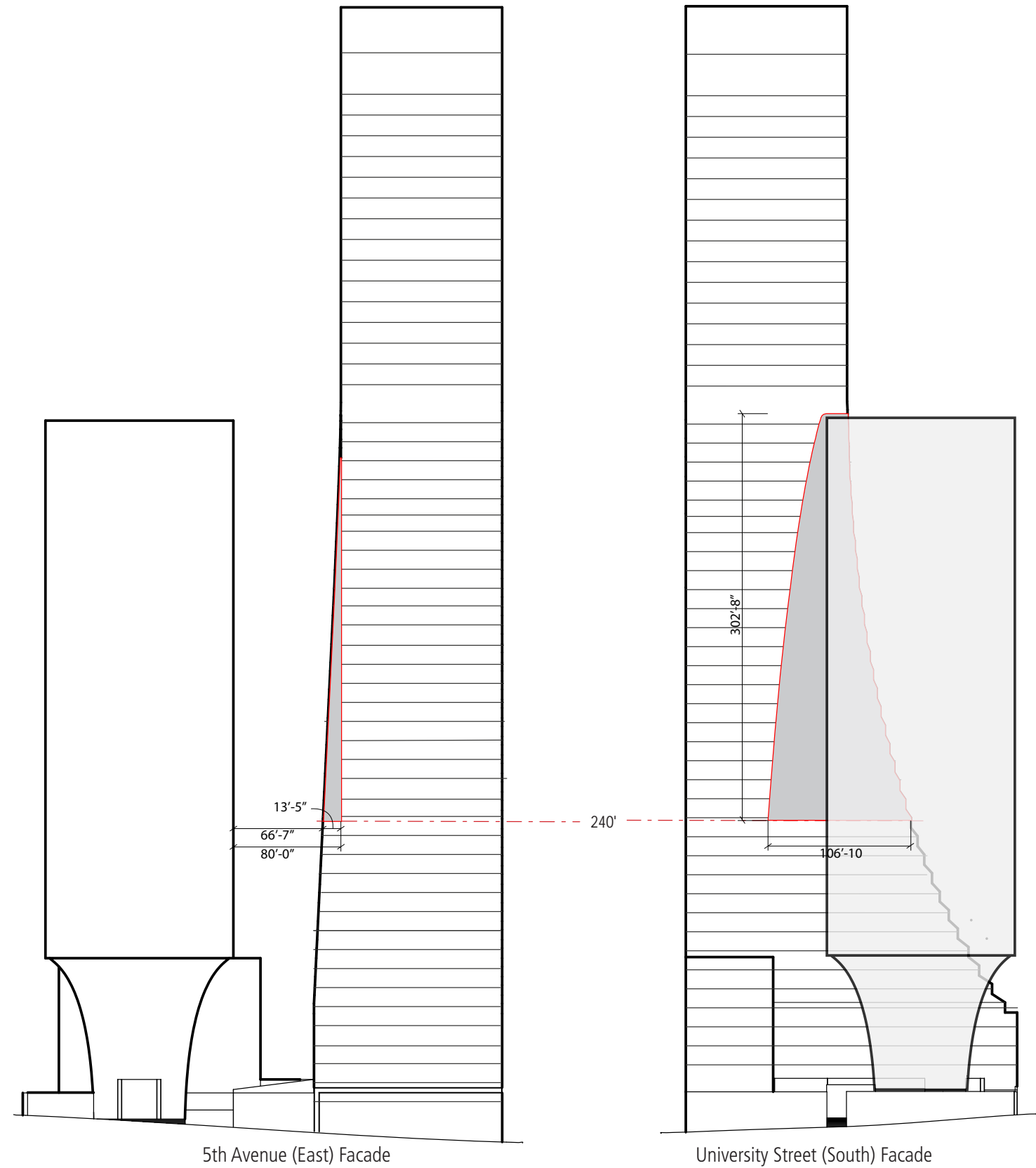
Rationale:

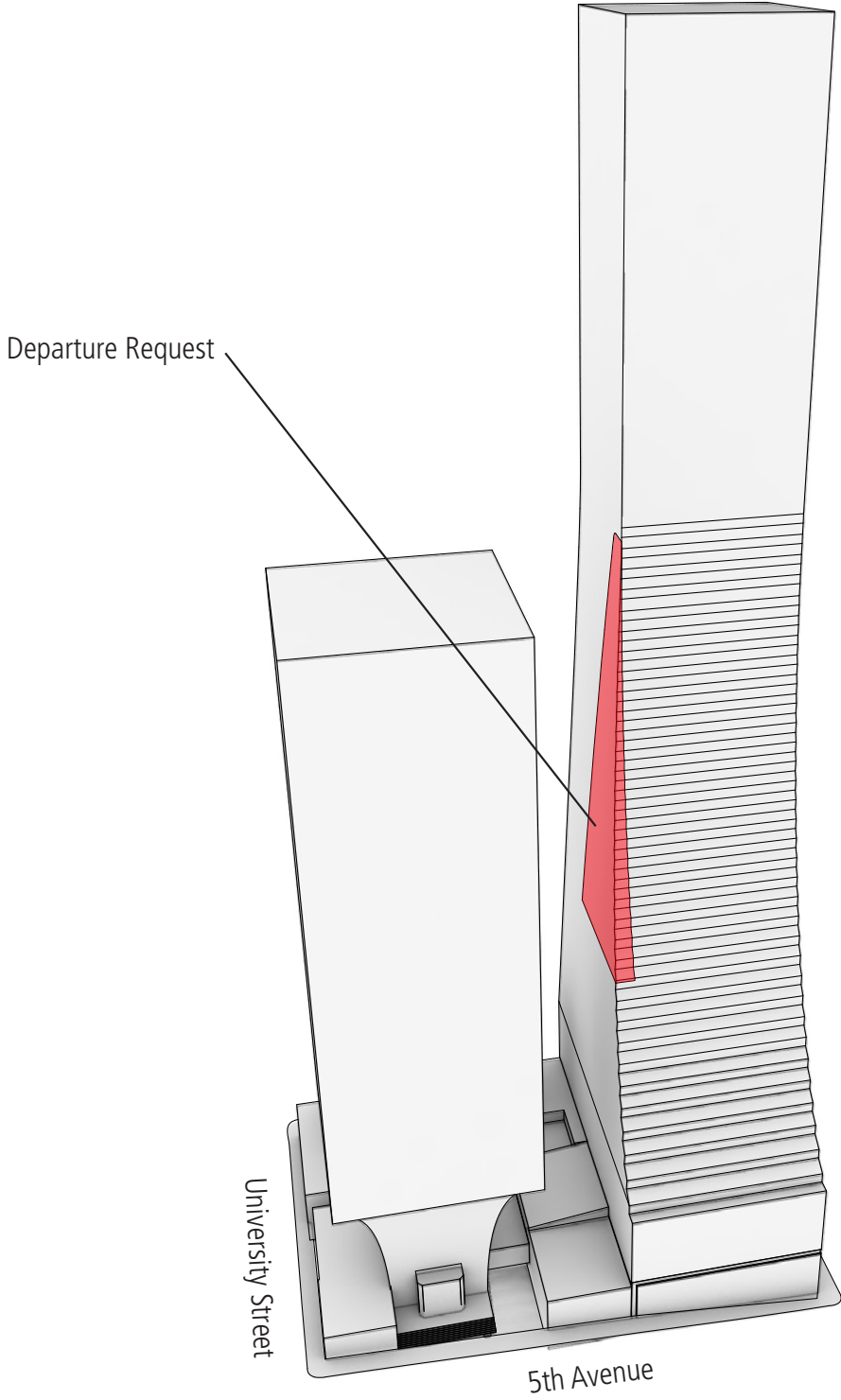
Massing has been adjusted slightly on the south façade to balance and complement massing modifications to the northwest carve requested by the Board.

Downtown Design Guidelines Reinforced:

B-4 Design a Well-Proportioned & Unified Building

C-2 Design Facades of Many Scales





Closing Thought

When Rainier Tower was constructed in 1977, it was a bold vision: one of the tallest towers in the city at the time, a distinctive, unique form in the city, a design that was as much about the experience at the ground plane as about a striking modern profile against the sky.

Today, we propose another tower—one that is both as bold and as thoughtfully sensitive as its neighbor. To the skyline, it is a dynamic, soaring figure, a silhouette unlike any other in Seattle. To the city, it is a symbol of Seattle's continued growth and vitality, a stimulator of urban activity, a concentrator of world-class retail, residential, and office space. To the pedestrian walking down the block, it is a lively and inviting center of quality shopping and dining experiences, a compelling reason to venture further south to the heart of the arts, offices and evolving retail. To the building occupants, it is a distinguished address, with panoramic views of the city, the water, and the mountains.



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