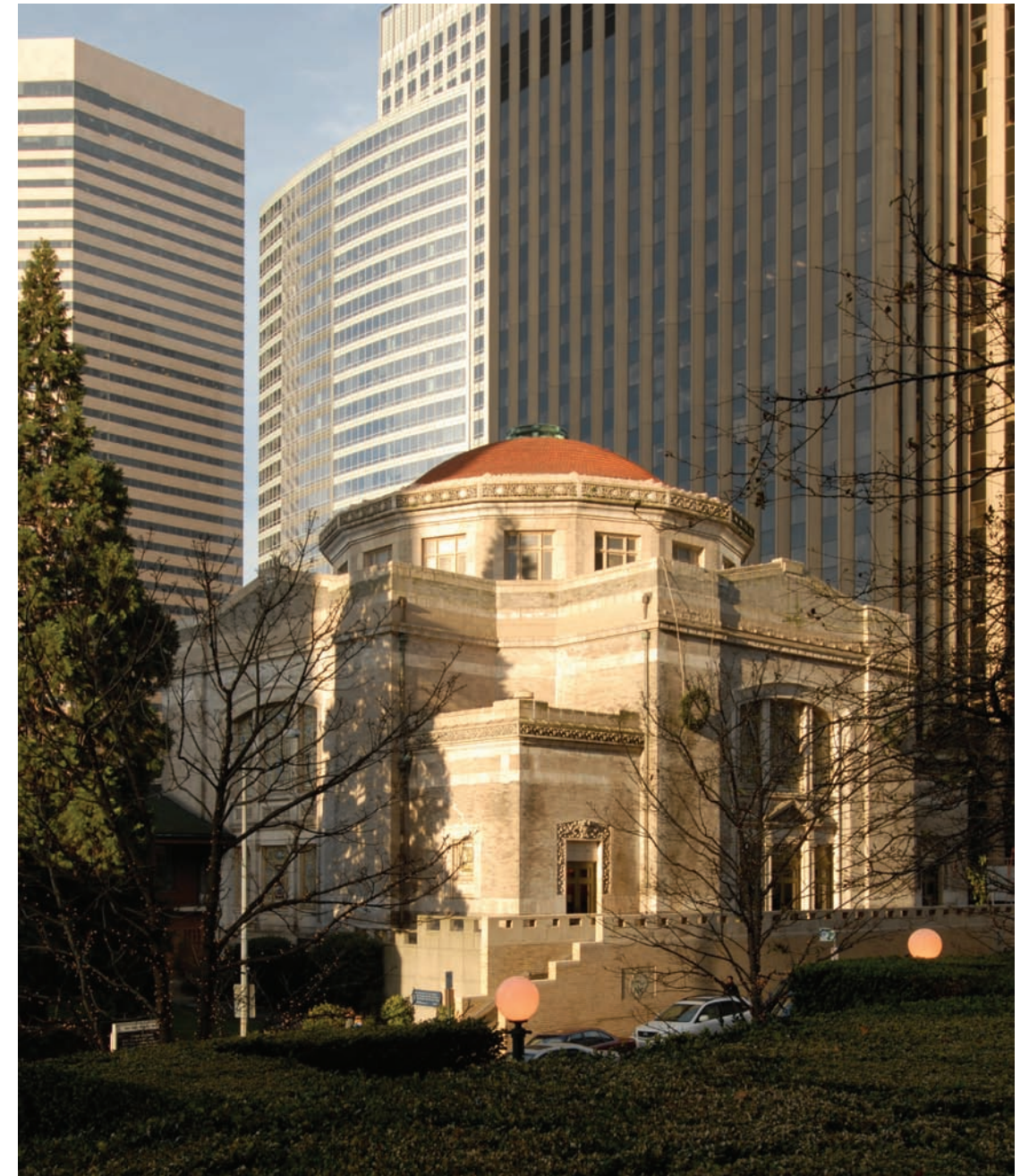




5th & COLUMBIA TOWER

811 FIFTH AVENUE
PROJECT NO. 3007582



Design Review Board Submittal

January 08, 2008

NITZE-STAGEN
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EXECUTIVE SUMMARY

This proposal constitutes a revision to an existing Master Use Permit for the development of a 33 story office tower of approximately 590,000 sf on the half block along 5th Avenue. The project includes below-grade parking for approximately 538 cars. The project also includes approximately 7500 sf of new space for the Rainier Club on the Rainier Club property. This current approved MUP also includes the demolition of the First United Methodist Church Sanctuary.

The project site is comprised of the full block bound by Marion Street to the north, 5th Avenue to the east, Columbia Street to the south, and 4th Avenue to the west. The site slopes steeply from Fifth Avenue to Fourth Avenue – approximately 39 feet along Columbia Street, and 38 feet along Marion Street. Fifth Avenue is a principal arterial and a major transit street. Fifth Avenue is also a Class I pedestrian street and Columbia Street is a Class II pedestrian street.

The new proposal is for a development which includes a 41 story office tower of approximately 760,000 sf, at the corner of Fifth Avenue and Columba Street. The tower development includes below-grade parking for approximately 290 cars, with vehicular and service access to the project at the mid-block of Marion and Columbia Streets. The project site also includes the 3-story sanctuary structure of the First United Methodist Church (1910) at the corner of Fifth Avenue and Marion Street, now to be preserved, and the 5-story Rainier Club building (1904) along Fourth Avenue, to remain in place.

This is the second DRB presentation for this project. The first meeting resulted in a recommendation for conditional approval of the current design, and approval of requested departures. The condition for this recommended approval was that the design team continue to work with

the Land Use Planner at DPD to: 1) address the Board's concerns regarding the top facet of the tower as the actual rooftop components are determined, 2) to arrive at a satisfactory strategy to allow for a greater separation between the north façade of the new tower and the existing south façade of the church structure, and 3) to arrive at a design for the courtyard between tower and church that provided a vibrant, inviting space that met the expectations regarding the space that had been voiced at the meeting.

The principal purpose of this second DRB meeting is to request one additional departure from the development standards, relating to blank façade and transparency requirements at the base of the building along Columbia Street. The design condition that requires departure has not fundamentally changed since the September 11 meeting, but the design team did not formally request a departure for this condition at that meeting.

In addition, the design team would like to update the Board on design progress in the three areas identified above for continued design development in concert with the DPD Land use Planner.

This document provides a very brief review of the project conditions and the status of the design as recommended for approval at the September 11 meeting. It also provides a summary of the approved departures, and an exposition of the conditions surrounding the remaining requested departure.

PROJECT OVERVIEW



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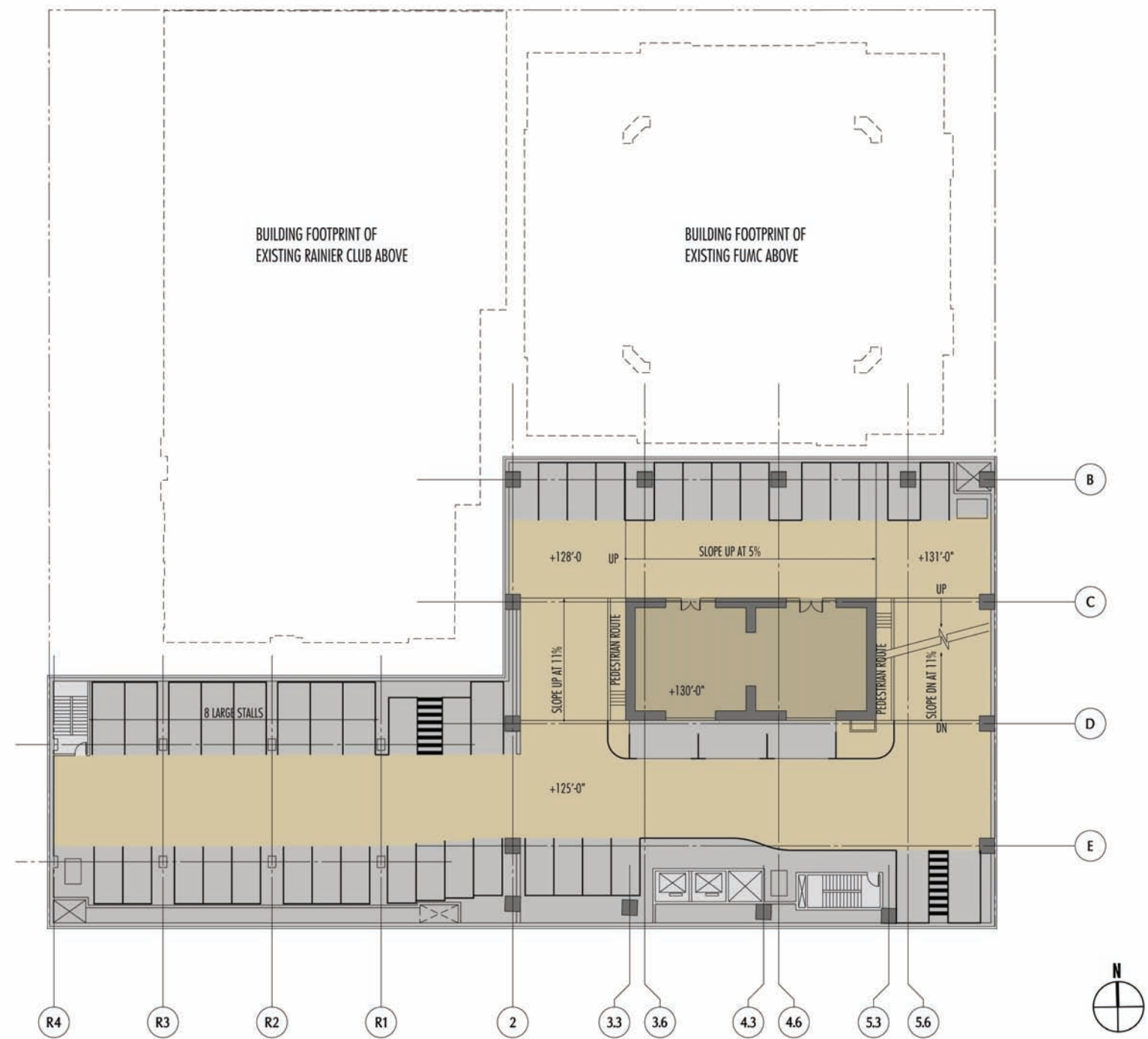
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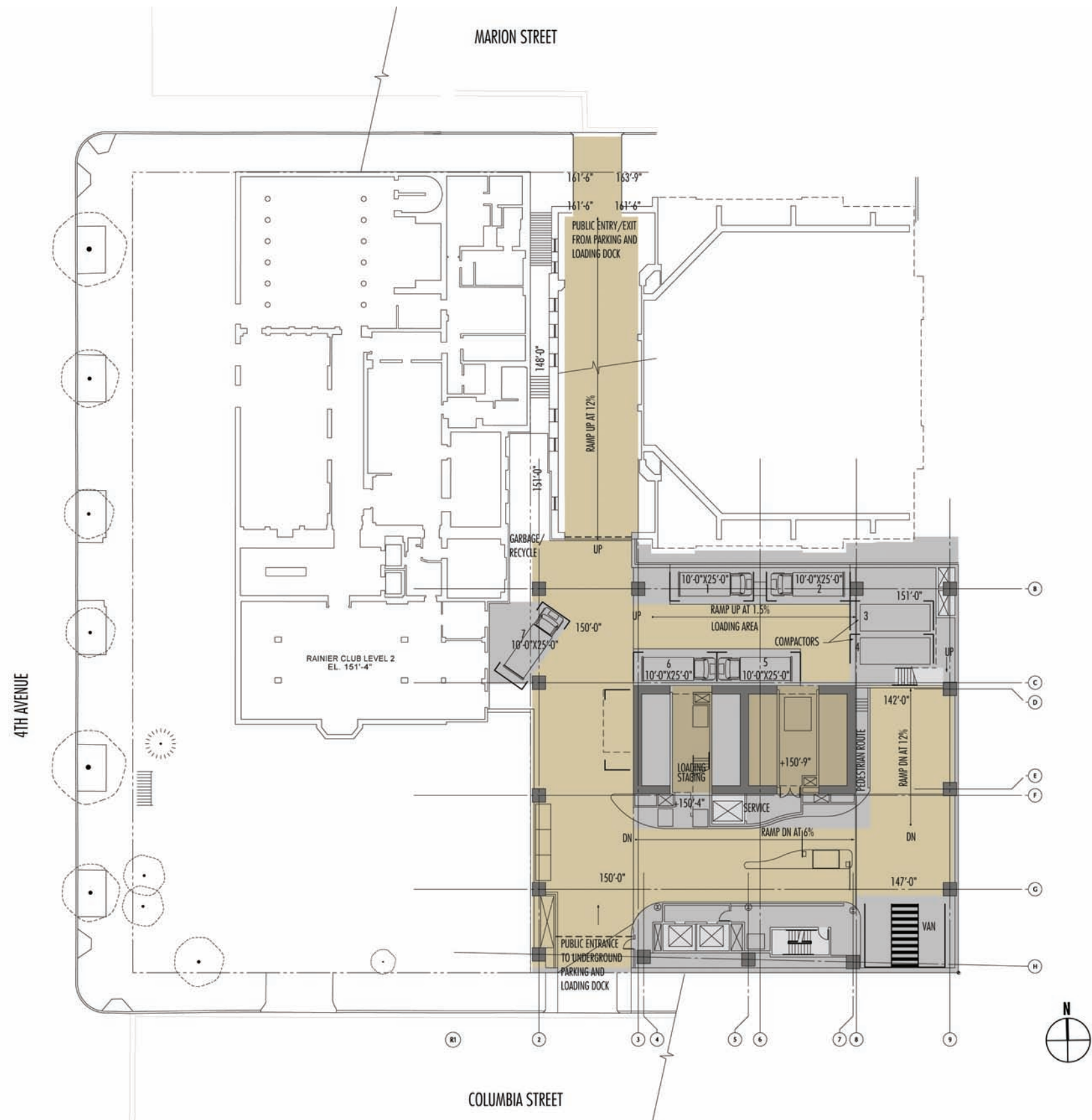
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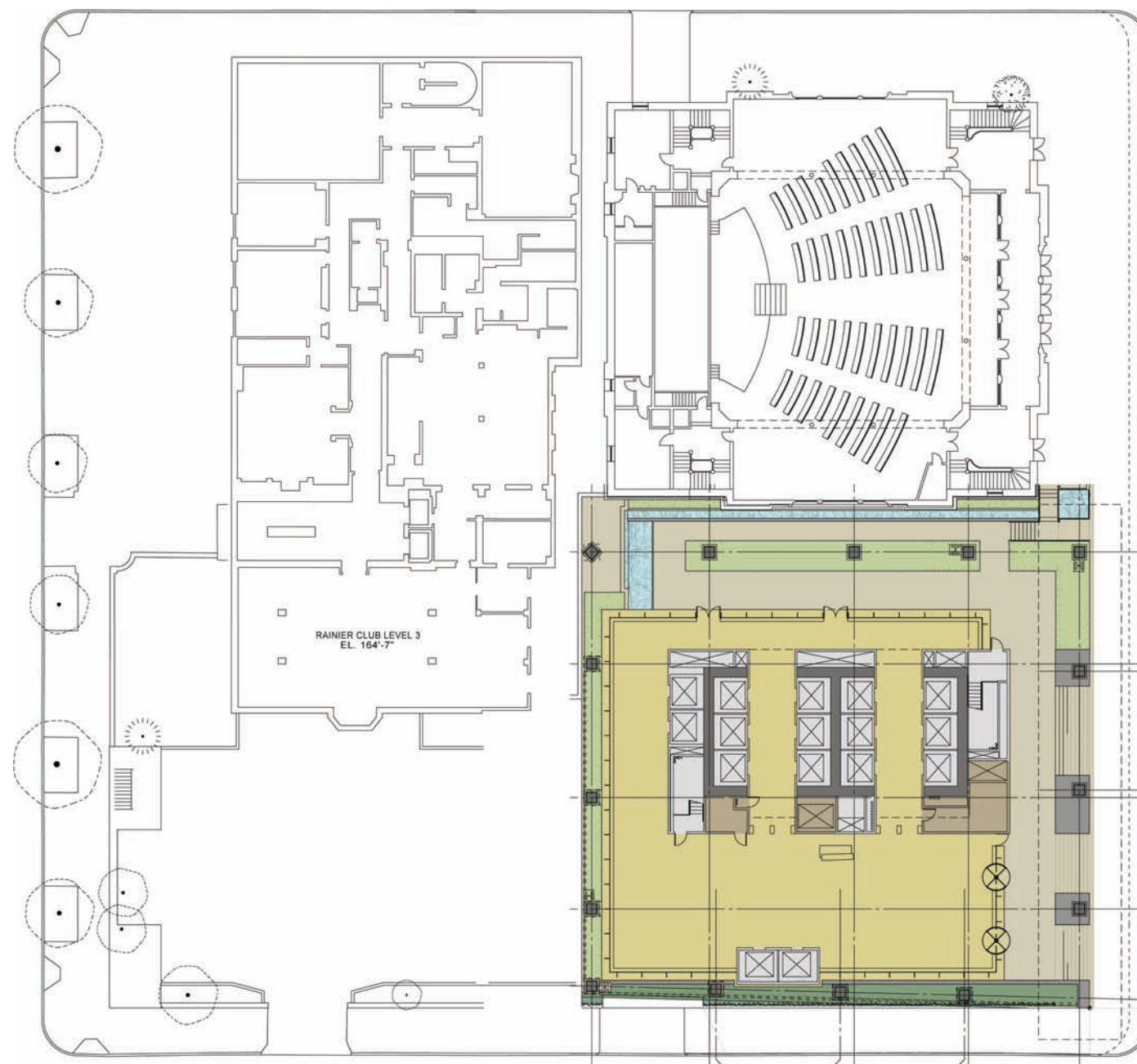
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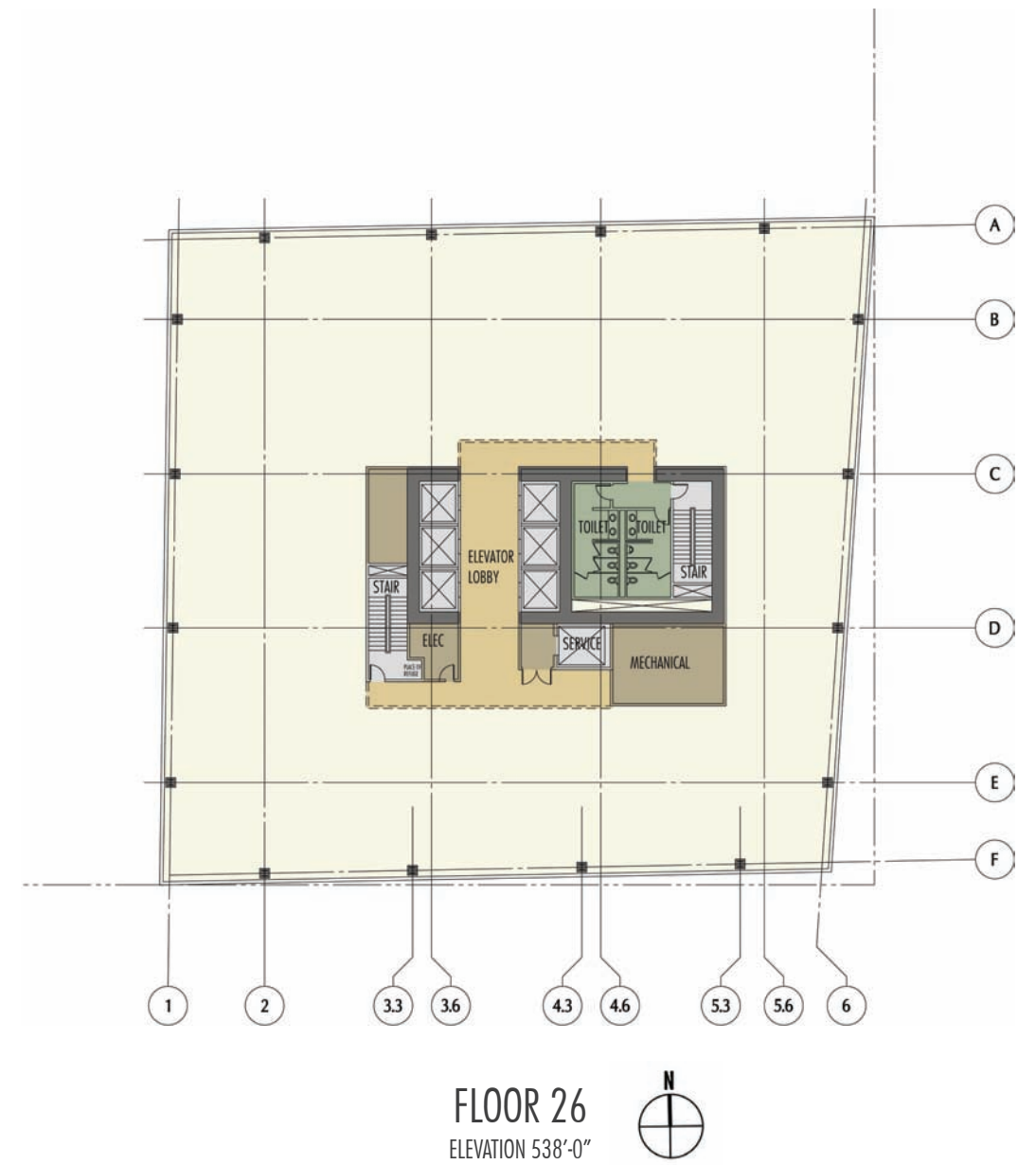
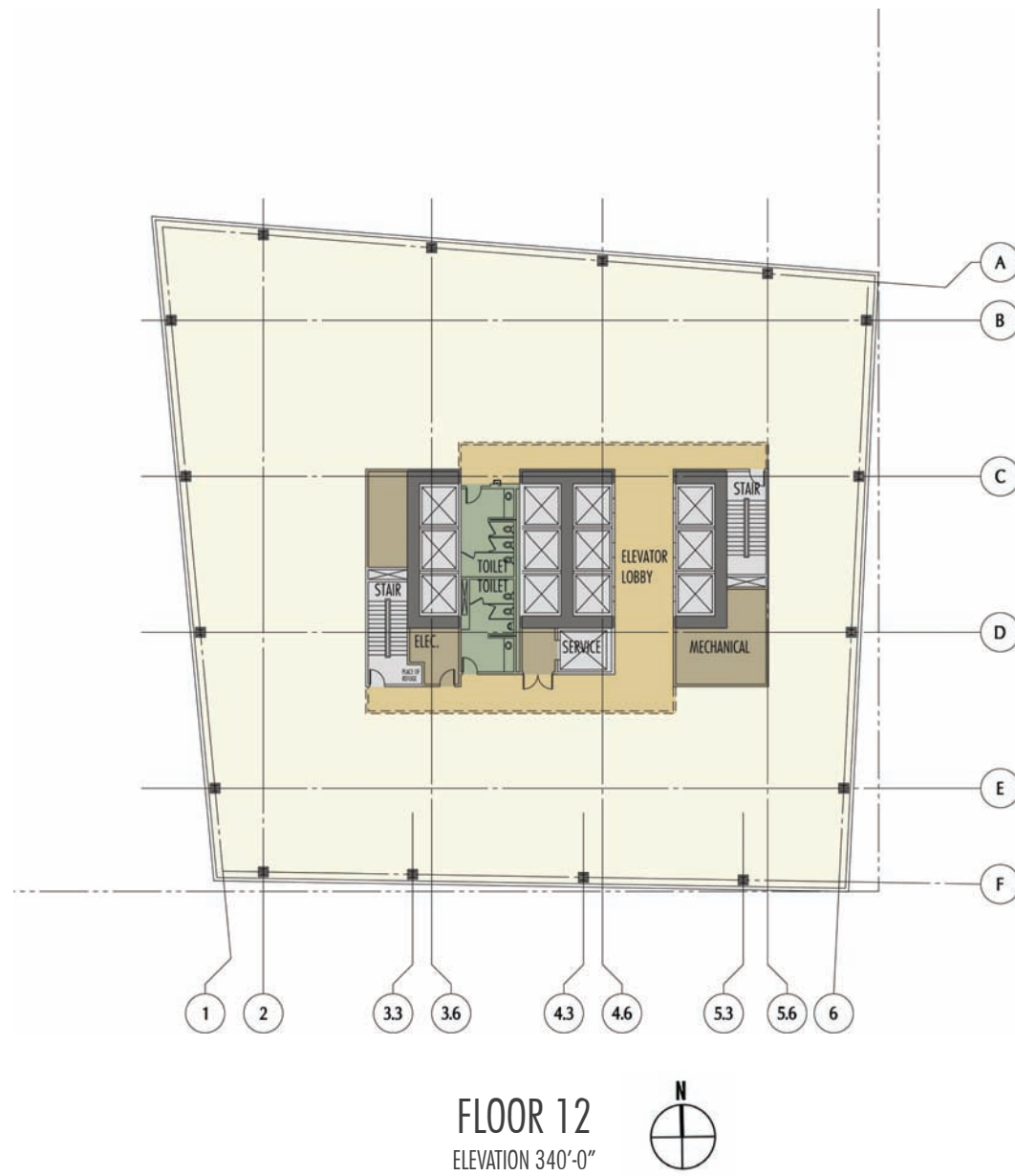
VIEW FROM ALKI BEACH

PROJECT OVERVIEW







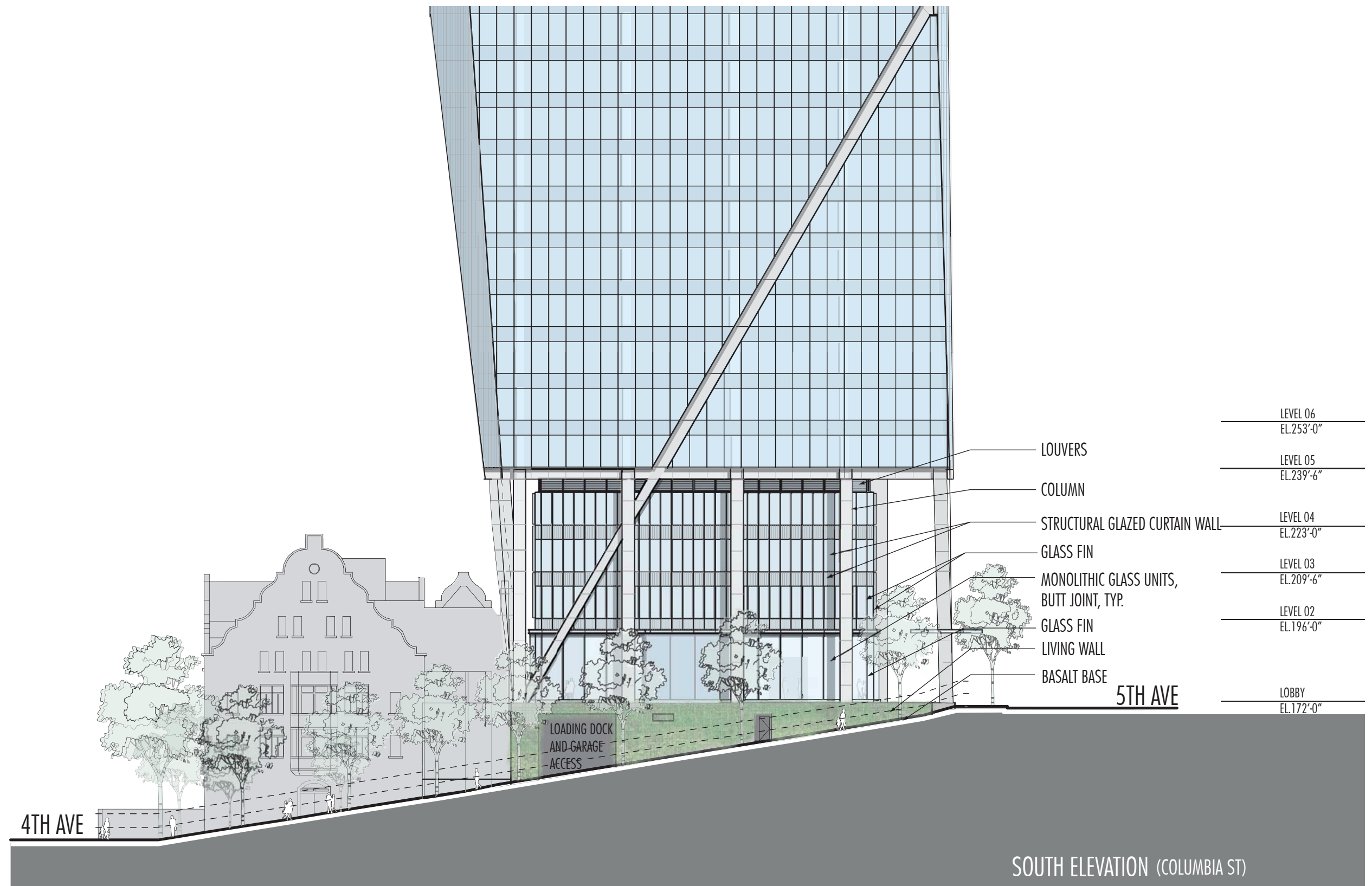


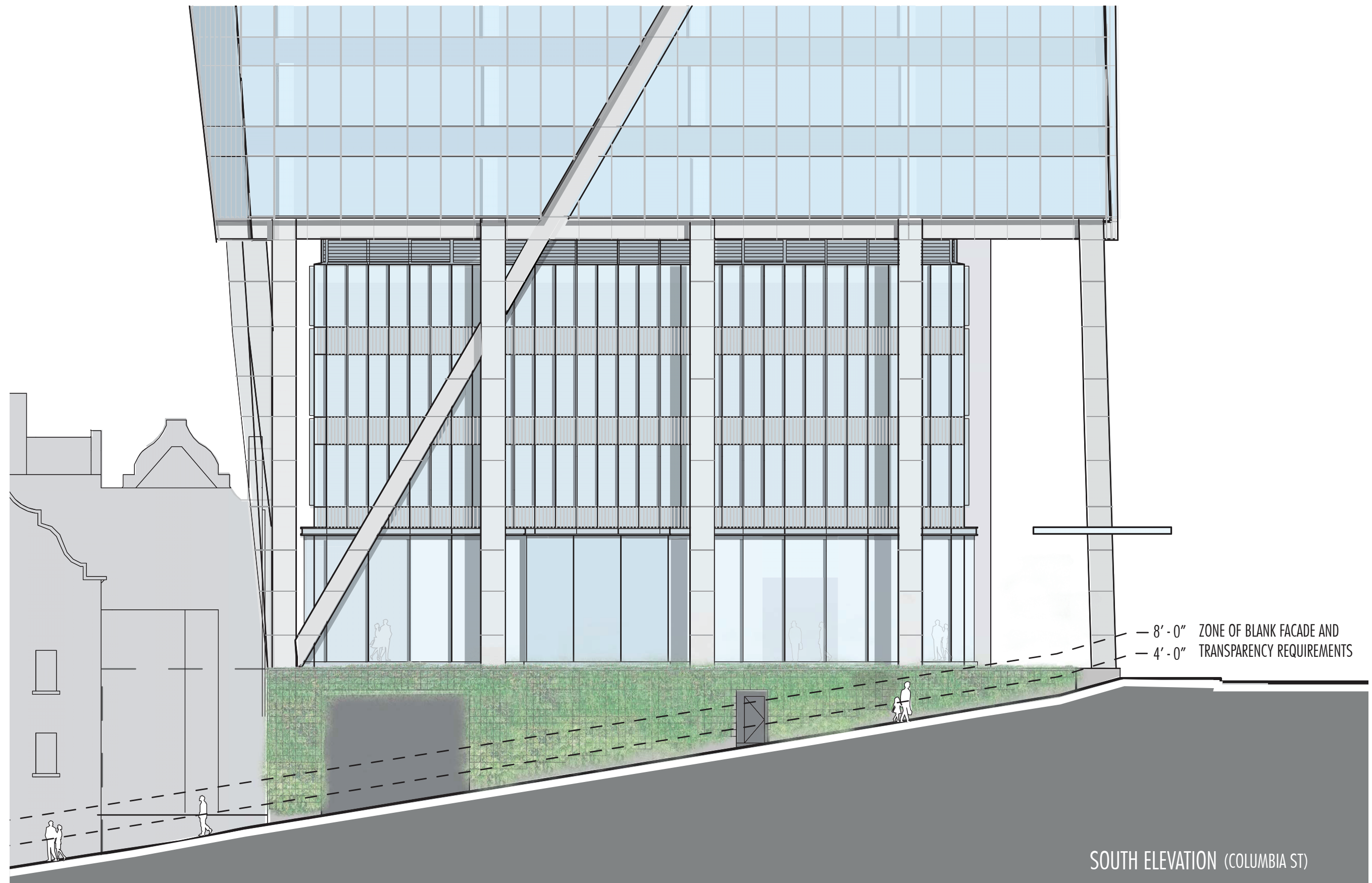
DESIGN DEPARTURES

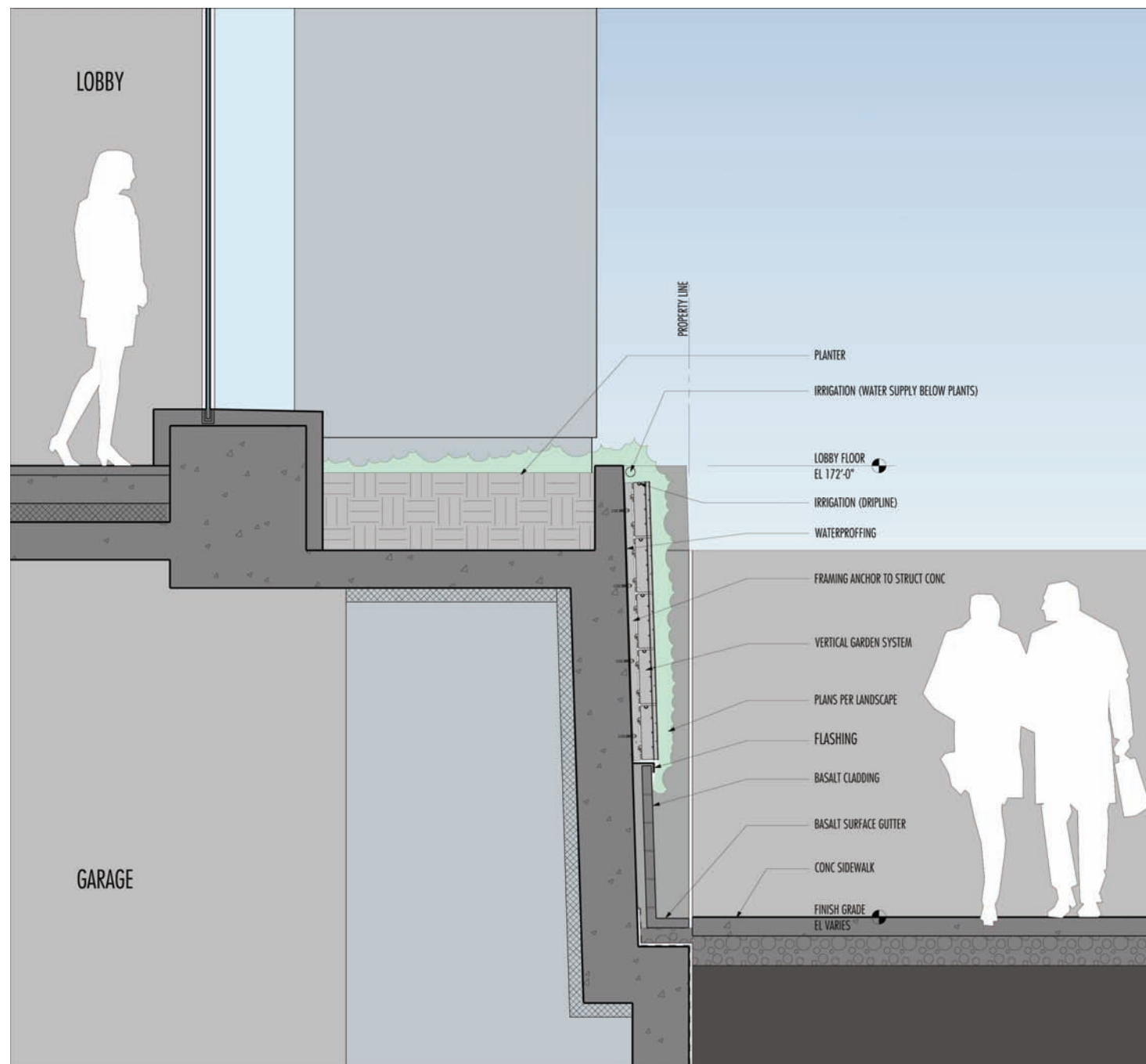


	Development Standard	Proposed MUP Amendment	Considerations	Status	
B	<p>23.49.056 Downtown Office Core 1, Downtown Office Core 2, and Downtown Mixed Commercial street facade and street setback requirements.</p> <p>C. Facade Transparency Requirements</p> <p>1. Façade Transparency requirements apply to the area of the façade between four (4) and eight (8) feet above sidewalk grade when the slope along the street frontage of the façade exceeds seven and one-half (7 ½) percent.</p> <p>4. Transparency Requirements are as follows:</p> <p>c. Where the slope along the street frontage of the façade exceeds seven and one-half (7 ½) percent, the required amount of transparency shall be reduced to 25% on Class II pedestrian streets.</p> <p>D. Blank Façade Requirements</p> <p>1. General Provisions.</p> <p>a. Blank Façade requirements apply to the area of the façade between four (4) and eight (8) feet above sidewalk grade when the slope along the street frontage of the façade exceeds seven and one-half (7 ½) percent.</p> <p>3. Blank Façade limits for Class II Pedestrian Streets.</p> <p>a. Blank Facades shall be no more than thirty (30) feet wide, except for garage doors.</p> <p>b. Any blank segments of the façade shall be separated by transparent areas at least two (2) feet wide.</p> <p>c. The total of all blank façade segments shall not exceed seventy five (75) percent if the slope of the street frontage of the façade exceeds seven and one-half (7 ½) percent.</p>	<p>The proposed MUP amendment requests a departure from the Façade Transparency and Blank Façade requirements, and proposes instead to provide a green or living wall installation along the entire south side of the building base, with openings for vehicular access and pedestrian egress.</p>	<p>Like many downtown development sites with steeply sloping side street facades, the required blank façade and transparency requirements are very difficult to accommodate on the proposed project due to the use of these sloping street fronts to provide access to parking and loading. The space in the proposed project behind the Columbia Street façade within the regulated zone is taken up entirely by mechanical spaces and vehicle access routes. The proposed design solution will meet the intent of the regulation by providing visual interest and a quality pedestrian environment.</p>	<p>The design direction proposed as part of this departure was discussed at the September 11, 2007 DRB presentation, but a departure was not formally requested by the design team.</p>	Pending Recommendation for Approval
B	<p>23.49.018 Overhead Weather Protection and Lighting</p> <p>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.</p>	<p>The proposed MUP amendment requests a departure from the height restriction for overhead weather protection. The canopy along the east façade is shown up to twenty (20) feet above the sidewalk.</p>	<p>The canopy along the east entry façade of the proposed project is placed at a height in proportion with the height of the glazing and interior volume of the building lobby.</p>	<p>At the September 11, 2007 DRB presentation, the Board supported the departure from the overhead weather protection standards.</p>	Recommended for Approval
A	<p>23.54.035 Loading Berth Requirements and Space Standards</p> <p>A. Quantity of Loading Spaces.</p> <p>1. The minimum number of off-street loading berths required for specific uses shall be set forth in Chart A. (See Chart A for Section 23.54.035.)</p> <p>Chart A</p> <p>Low and Medium Demand Uses between 784,001 to 920,000 GSF require 8 loading berths.</p>	<p>The proposed MUP amendment requests that the required number of the berths be reduced from 8 to 7.</p>	<p>The quarter block size site of the tower portion of the proposed MUP amendment is approximately half the size of the tower site of the approved MUP and significantly limits the size of the loading area that is possible on site. Building core and auto entry functions further restrict the space available for loading berths.</p>	<p>The Board cannot grant a departure from the required number of loading berths but they can grant a departure for one of the eight loading berths to be less than the minimum 25 feet in length, in effect to be a regular vehicle space dedicated for loading only. DPD believes the reduced-size loading space recommended by the Board as a departure must have the minimum size for a large vehicle (SMC 23.54.030 A1) and must be located in such a space as to provide for "loading."</p>	Recommended for Approval

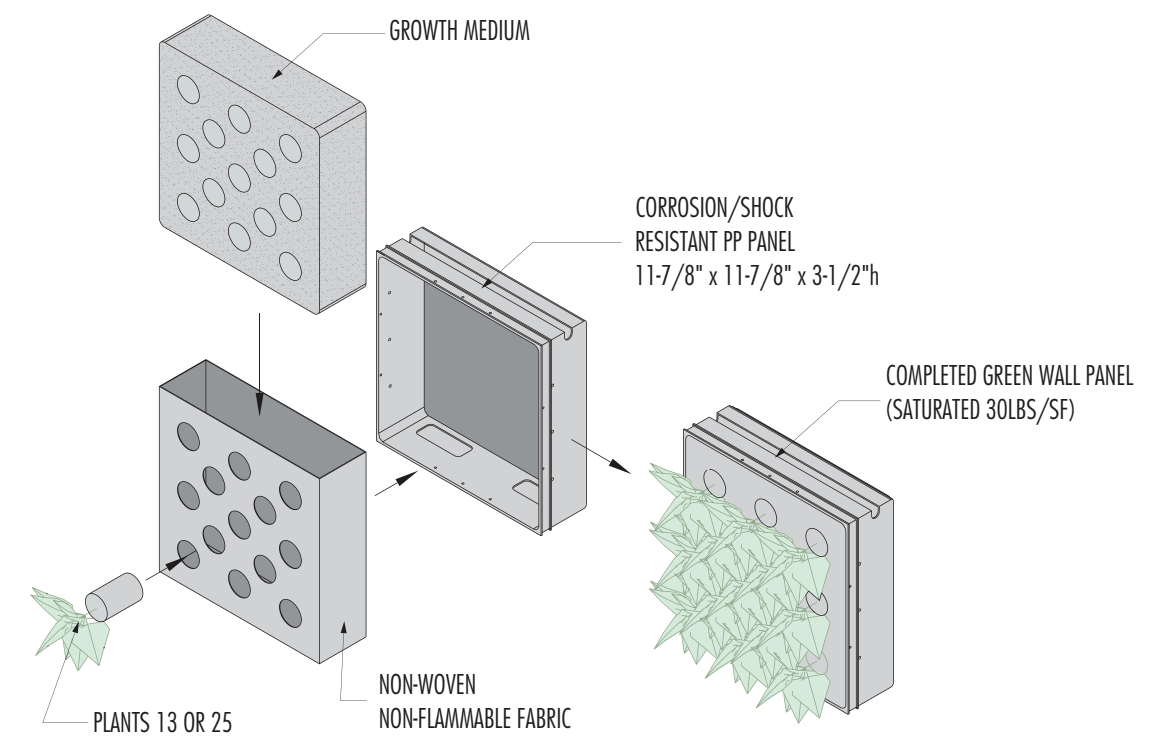
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B	<p>23.54.035 Loading Berth Requirements and Space Standards C. Standards for Loading Berths 2. Length Each loading berth for low- and medium-demand uses, except those uses identified in subsection C2d, shall be a minimum of thirty-five (35) feet in length unless reduced by determination of the Director as provided at subsection C2c.</p> <p>c. Exceptions to Loading Berth Length. 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</p>	As in the currently approved MUP, the proposed MUP amendment requests that the required length of the berths be reduced from 35’ to 25’ as permitted under 23.54.035 C 2cII.	The quarter block size site of the tower portion of the proposed MUP amendment is approximately half the size of the tower site of the approved MUP and limits the size of the loading area that is possible on site. Building core and auto entry functions further restrict the space available for loading berths.	Staff noted that the reduction in length of the loading berths was an administrative decision of the Director and not a subject for departure.	Board Approval Not Required																				
C	<p>“Chart 23.49.058A Maximum length of un-modulated facade within 15’ of street property line.”</p> <p>Columbia (Marion) Street Elevation</p> <table><tr><td>0 to 85 feet</td><td>No limit</td></tr><tr><td>86 to 160 feet</td><td>155 feet</td></tr><tr><td>161 to 240 feet</td><td>125 feet</td></tr><tr><td>241 to 500 feet</td><td>100 feet</td></tr><tr><td>Above 500 feet</td><td>80 feet</td></tr></table> <p>5th Avenue Elevation</p> <table><tr><td>0 to 85 feet</td><td>No Limit</td></tr><tr><td>86 to 160 feet</td><td>155 feet</td></tr><tr><td>161 to 240 feet</td><td>125 feet</td></tr><tr><td>241 to 500 feet</td><td>100 feet</td></tr><tr><td>Above 500 feet</td><td>80 feet</td></tr></table>	0 to 85 feet	No limit	86 to 160 feet	155 feet	161 to 240 feet	125 feet	241 to 500 feet	100 feet	Above 500 feet	80 feet	0 to 85 feet	No Limit	86 to 160 feet	155 feet	161 to 240 feet	125 feet	241 to 500 feet	100 feet	Above 500 feet	80 feet	<p>The proposed MUP amendment requests relief from the upper level façade length limits outlines in sections 23.49.058 as indicated below.</p> <p>Proposed MUP Amendment:</p> <p>n/a 125’; not exceeded 139’; 11% increase 137’-5”; 37% increase 125’-5”; 69% increase</p> <p>n/a 125’; not exceeded 129’-11”; 4% increase 134’-3”; 34% increase 132’-5”; 65% increase</p>	<p>“The proposed action encompasses the entire block, preserves the landmark and historic small scale of the Rainier Club and the First United Methodist Church Sanctuary and develops an office tower on one quarter of the overall block. As a result of prioritizing the preservation of the sanctuary space associated with the First United Methodist Church property, the footprint available for development is limited to less than 17,000 GSF of the overall 59,520 GSF lot. Required façade modulation further reduces the potential footprint and thus the viability of development on the site.</p> <p>By limiting the footprint of the tower to one quarter of the block, the remaining three quarters of the block will remain open above 85’ preserving visual corridors and providing greater access to daylight at the street level than would otherwise be possible if the allowable building mass was developed. The development approach proposed by this action better meets the intend of the standard by preserving view corridors and access to daylight across the majority of the site.”</p>	At the September 11, 2007 DRB presentation, the Board supported the departure from the upper level façade length standards.	Recommended for Approval
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SECTION THROUGH LIVING WALL



LIVING WALL COMPONENTS



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VIEW OF LIVING WALL FROM 5TH AVENUE

DESIGN DEPARTURES





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LIVING WALL EXAMPLES

DESIGN DEPARTURES