2407 1ST AVENUE

Mixed Use Development in the Belltown Neighborhood

Early Design Guidance

Downtown Design Review Board
September 2020 Submission

Project Address:
2407 1st Avenue, Seattle, US.

Owner:
Archetype Belltown LLC

Architects:
Hewitt Architects, Inc.

Design Consultants:
Herzog & de Meuron US Inc.

ADDRESS: 2407 1st Avenue, Seattle, WA 98121.

SDCI PROJECT NO: 3036130-EG

LEGAL DESCRIPTION: The land claim of WM. H. Bell, and the northwestern extremity of the claim of A.A. Denny (commonly known as Bell and Denny's addition to the city of Seattle), according to the plat thereof recorded in volume 1 of plats, page 29, in King County, Washington.
Except that portion thereof heretofore condemned in King County District Court Cause no. 7092 for front street (now 1st Avenue) as provided under Ordinance no. 1129 of the city of Seattle.
Situate in the City of Seattle, County of King, State of Washington.

PARCEL NO: 0653000111

PROJECT TEAM:

Owner:
Archetype Belltown LLC
1924 1st Avenue
Suite 300
Seattle, WA
United States 98101
CONTACT: Matt Motland

Architect:
Hewitt Architects, Inc.
101 Stewart Street
Suite 200
Seattle, WA
United States 98101
CONTACT: Julia Nagele

Design Consultant:
Herzog & de Meuron US Inc.
199 Lafayette Street
Suite 5B
New York, NY
United States 10012
CONTACT: Lukasz Szlachcic

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ABOUT HERZOG & DE MEURON

Established in Basel in 1978, Herzog & de Meuron is a partnership led by Jacques Herzog and Pierre de Meuron together with Senior Partners Christine Binswanger, Ascan Mergenthaler, Stefan Marbach, Esther Zumsteg, and Jason Frantzen. An international team of nearly 500 collaborators including the two Founders, five Senior Partners, eight Partners, and 44 Associates are working on projects across Europe, the Americas and Asia. The main office is in Basel with additional offices in London, New York, Hong Kong, Berlin and Copenhagen.

The practice has designed a wide range of projects from the small scale of a private home to the large scale of urban design. Many projects are highly recognized public facilities, such as museums, stadia, and hospitals, as well as distinguished private projects including offices, laboratories and apartment buildings.

Herzog & de Meuron has also established itself along the West Coast with projects such as the Dominus Winery in Napa Valley and the de Young Museum in San Francisco. Currently under development are the Berggruen Institute in Los Angeles and the new Vancouver Art Gallery.

The firm has received acclaim for projects that are very accessible to the general public while also housing private programs. Noteworthy among those are 1111 Lincoln Road in Miami Beach and the Public Hotel in New York City. With the Tate Modern in London, the former Central Police Station in Hong Kong, or the Park Avenue Armoury in New York City, Herzog & de Meuron has demonstrated a particular aptitude for respecting legacy buildings and their historical context while transforming them into something new.

201 Caixa Forum, Madrid
2008

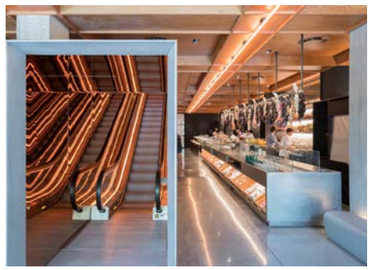
356 Musée Unterlinden, Colmar
2015

279 1111 Lincoln Road, Miami
2010

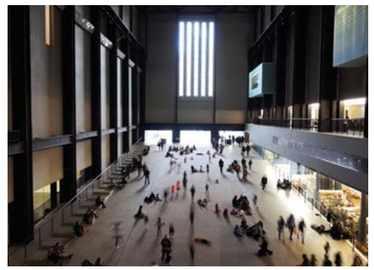
253 Bond St, New York City
2007

200 Museum der Kulturen, Basel
2005

400 Serpentine Pavilion, London
2012



409 Public Hotel, New York City
2017



126 Tate Modern, London
2000

438 Vancouver Art Galley, Vancouver Project

306 Perez Art Museum, Miami
2013

165 Rehab Hospital, Basel
2002

149 Rue des Suisses, Paris
2000

1.0 Project Objectives and Background

DEVELOPMENT QUANTITIES

• Construct one 95’ high mixed-use structure including
• Approximately 166-170 rental apartments
• 1-3 stories of below grade parking with approximately 30-50 parking stalls
• Approximately 165 bicycle parking spaces
• Indoor and outdoor amenities at rooftop (approx. 5,000-10,000 sq ft), alley and/or 1st Avenue level
• Approximately 7,500 sq ft of commercial area at 1st Avenue and alley level

The Neighborhood

• Understand the strategic location of the site relative to the new Battery Portal Park, linking into the future Waterfront Park.

• Understand and respect the scale, history and diversity of the site's immediate surroundings within the greater Belltown neighborhood.

• Recognize the importance and value of Pike Place Market and Post Alley within the neighborhood to emulate its quality into the site's alley.

The Block

• Transform the streetscape on 1st Avenue between the historical Hull and Glaser Buildings into an engaging community destination.

• Provide a variety of pedestrian-friendly street level uses, including neighborhood serving retail and potentially a "parklet".

• Be committed to activating and enhancing the character and safety of the alley by introducing active program and architectural character on this level.

The Building

• Propose a building that is architecturally distinct, yet draws inspiration from its historically significant neighbors through materiality and detailing.

• Propose a thoughtfully designed building that considers all exterior elevations, not only the primary street facing facade.

• Seek to provide a direct connection between 1st Avenue and the alley.

SUMMARY

The project team for 2406 1Ave. submitted an outreach plan to the Department of neighborhoods on February 4th, 2020. All community outreach requirements were fulfilled and approved by the Department of Neighborhoods on February 7th, 2020. The team deployed three outreach methods: A project hotline, a project poster, and a community meeting.

OUTREACH METHODS OVERVIEW

All outreach components as part of our outreach plan, followed and were consistent with Section II.A in the Director's Rule. All outreach methods provided a disclaimer that information shared by the public may be made available to the public.

OUTREACH METHOD - ELECTRONIC / DIGITAL (Project Hotline)

A project hotline 206-452-2774 was created. The hotline's scripted message was as follows:

"Hello! Thank you for calling our 2407 1st Avenue project design review hotline.
To bypass this message, please press 1. Located at 2407 1st Avenue, the project proposes construction of a new 10-story mixed-use building. The existing structure will be demolished. The contact person for this project is Natalie Quick and additional information can be found at the Seattle Services Portal on the Seattle.gov website using the project address. To provide direct feedback for the project applicant, you may leave detailed comments, questions, or concerns at the conclusion of this message. Please make sure you also clearly state your name, phone number and email address. This line is monitored daily and we try to return phone calls within two business days. You may also email us at 2407FirstAvenue@earlyDRoutreach.com. Additionally, you are invited to join us for a community meeting about the project on Thursday, January 30 from 6pm to 7pm at Makers Workspaces located at 92 Lenora Street. The development team will be on site to discuss the project vision and approach. If you choose to leave a message, please remember that all comments are subject to public disclosure, and any information collected may be made public.
Thank you and have a great day."

OUTREACH METHOD – PRINT (Project Poster)

On January 16th, 2020 15 project posters were placed within 108ft to 0.4 of a mile from the project site:

- 1/16/20 Cyclops 2421 1st Ave 125 feet No Poster placed on community announcements wall.
- 1/16/20 Buckley's 2331 2nd Ave 0.2 mile No Poster placed in establishment's entryway.
- 1/16/20 Bedlam Coffee 2231 2nd Ave 0.2 mile No Poster placed community announcements wall.
- 1/16/20 Starbucks 2601 Elliott Ave #101 0.2 mile No Poster placed on community bulletin board.
- 1/16/20 Top Pot 101 Stewart St 0.4 mile No Poster placed on community bulletin board.
- 1/16/20 Light/Telephone Pole #1 1st Ave & Blanchard 0.2 mile Yes Poster placed on pole.
- 1/16/20 Light/Telephone Pole #2 2nd Ave & Blanchard St 0.2 mile Yes Poster placed on pole.
- 1/16/20 Light/Telephone Pole #3 2nd Ave & Bell St 0.2 mile Yes Poster placed on pole.
- 1/16/20 Light/Telephone Pole #4 1st Ave & Wall St 253 feet Yes Poster placed on pole.
- 1/16/20 Light/Telephone Pole #5 1st Ave & Battery St 108 feet Yes Poster placed on pole.
- 1/16/20 Light/Telephone Pole #6 1st Ave &. Bell St 0.1 mile Yes Poster placed on pole.
- 1/16/20 Light/Telephone Pole #7 Western Ave & Wall St 0.1 mile Yes Poster placed on pole.
- 1/16/20 Light/Telephone Pole #8 2nd Ave & Lenora St 0.3 mile Yes Poster placed on pole.
- 1/16/20 Light/Telephone Pole #9 1st Ave & Stewart St 0.4 mile Yes Poster placed on pole.

OUTREACH METHOD – (In Person)
On January 30th, 2020 at 6pm the project team hosted a community meeting at the Makers Workspace in Belltown. Members of the development and design team were present to meet members of the community and field any questions they may have regarding the project. Presentation materials of the project site, project description, project values / goals, and introductory information about the design team were displayed. There were no attendees, no design related questions, non-design related questions or miscellaneous questions.

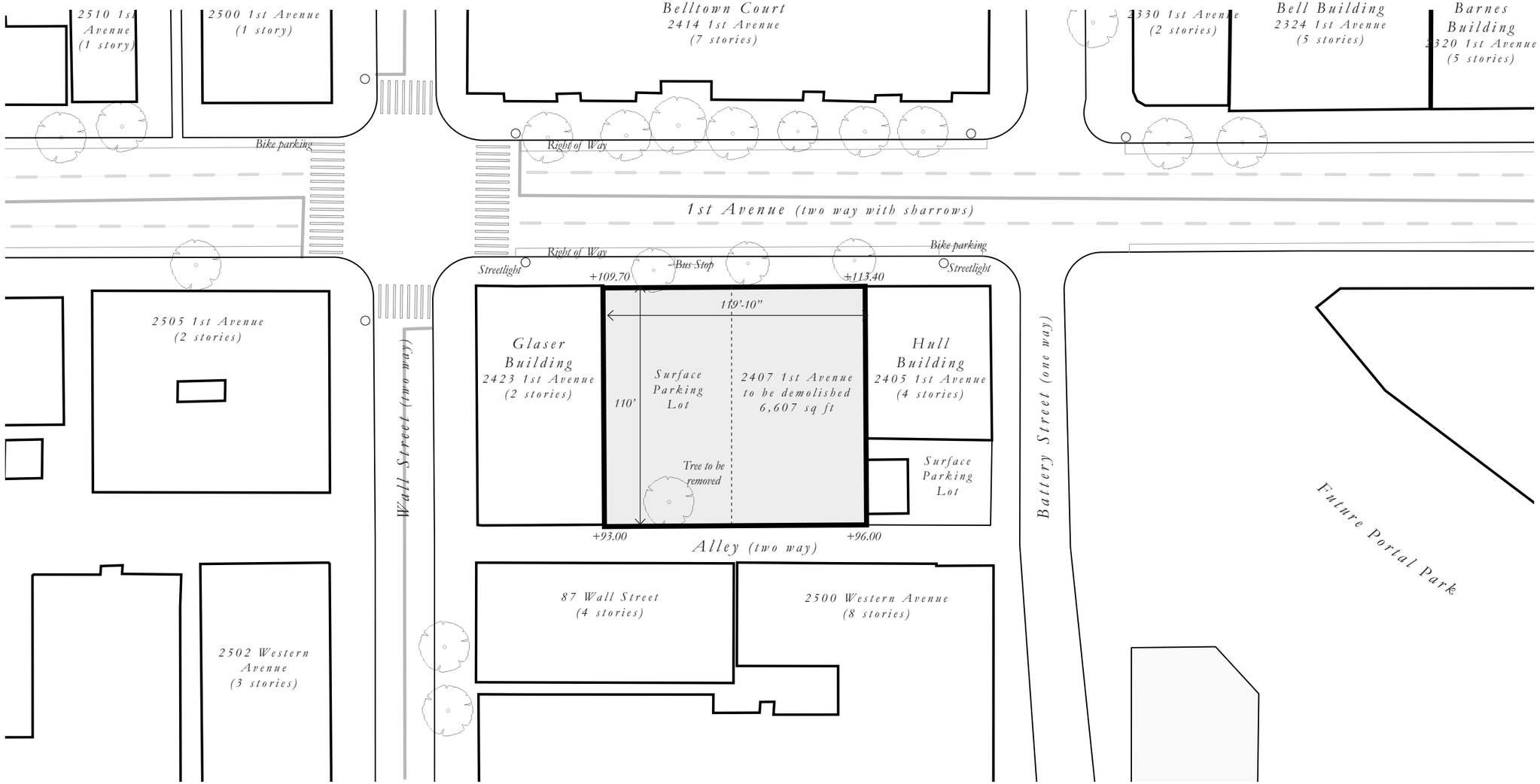
Community Meeting: 2407 1st Ave Project
Photos
Event Date: Thursday, January 30, 2020 6pm
Event Location: Makers Workspaces

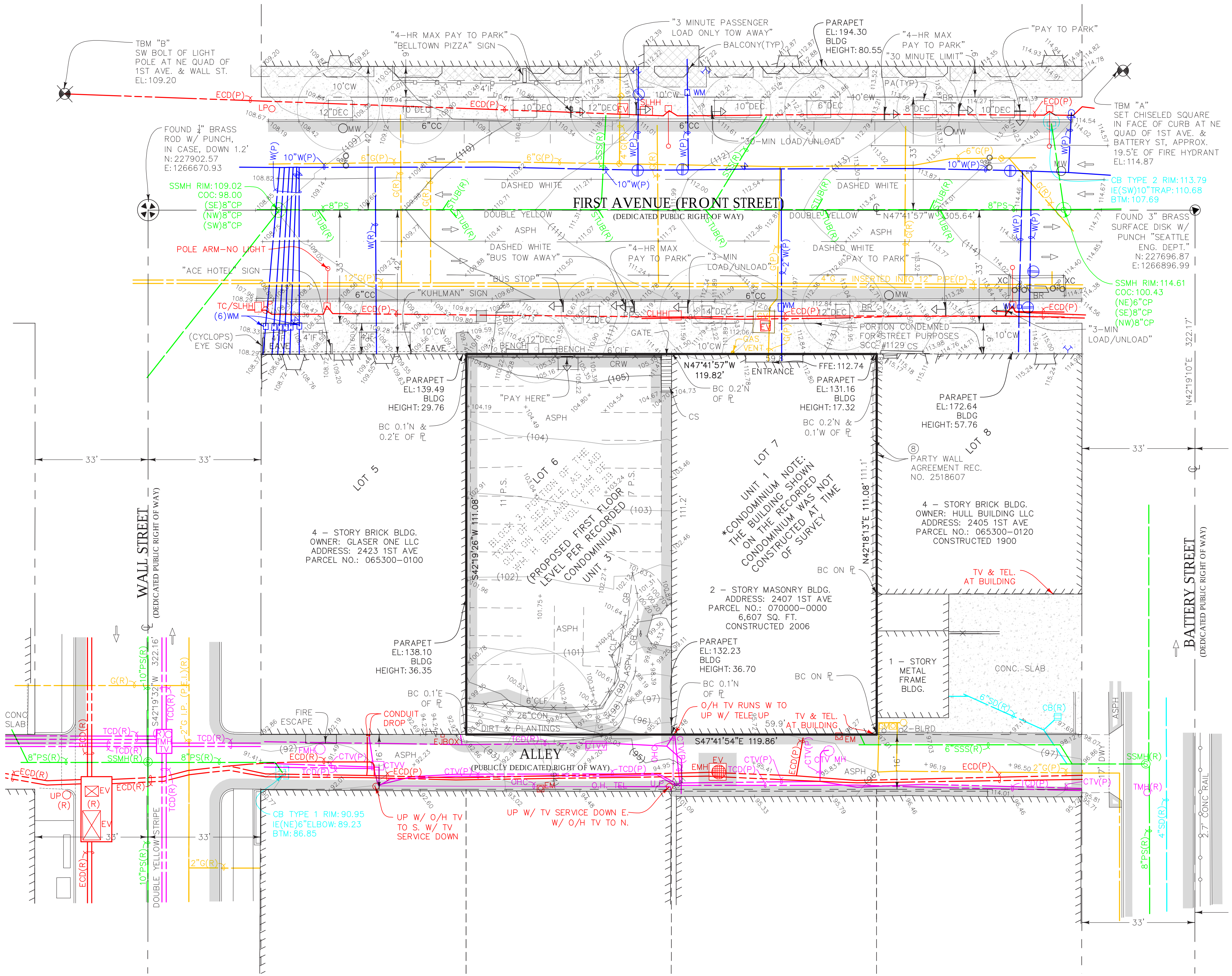
Project Address:	2407 1st Ave, Seattle, WA 98121
Brief Description:	This project proposes construction of a new 10-story mixed-use building. The existing structure will be demolished.
Contact:	Natalie Quick
Applicant:	Archetype Belltown LLC
Contact Information:	2407FirstAvenue@earlyDRoutreach.com
Type of building:	Mixed use
Neighborhood:	Belltown
In Equity Area:	No

Outline of Belltown neighborhood

2407 1st Avenue Surroundings

SITE PLAN


2510 1st Avenue (1 story)
2500 1st Avenue (1 story)
Belltown Court
2414 1st Avenue
(7 stories)
2330 1st Avenue (2 stories)
Bell Building
2324 1st Avenue
(5 stories)
Barnes Building
2320 1st Avenue
(5 stories)
Bike parking
Right of Way
1st Avenue (two way with sharrows)
Right of Way
Bike parking
Streetlight
Bus Stop
+109.70
+113.40
Streetlight
2505 1st Avenue
(2 stories)
Wall Street (two way)
Glaser Building
2423 1st Avenue
(2 stories)
119'-10"
110'
Surface Parking Lot
2407 1st Avenue to be demolished
6,607 sq ft
Hull Building
2405 1st Avenue
(4 stories)
Tree to be removed
Surface Parking Lot
Battery Street (one way)
Future Portal Park
+93.00
+96.00
Alley (two way)
87 Wall Street
(4 stories)
2500 Western Avenue
(8 stories)
2502 Western Avenue
(3 stories)
0' 12'-6" 25' 50'



LEGEND

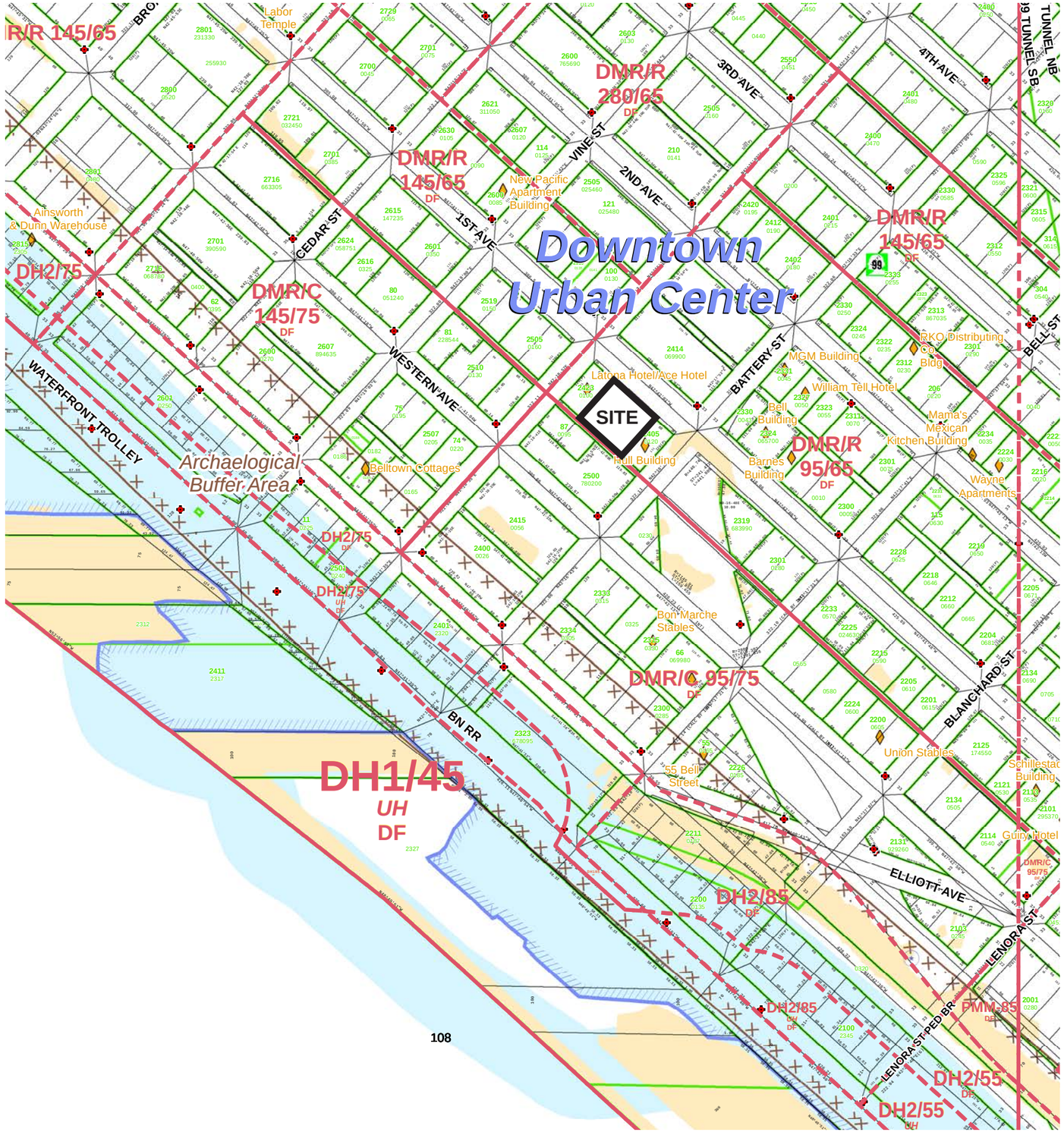
⊕	AREA DRAIN
ABAN/RET	ABANDONED/RETIRED
	ASPHALT (ASPH)
BLRD	BOLLARD
	BUILDING LINE
BC	BUILDING CORNER
BR	BIKE RACK
	CANOPY
	CATCH BASIN (CB)
	CONCRETE SURFACE
CW/BW	CONCRETE/BRICK WALK
CRW/WRW	CONCRETE/WOOD RETAINING WALL
CC/XC	CONCRETE/EXTRUDED CURB
CP/IP	CONCRETE/IRON PIPE
—×—×—	CHAIN LINK FENCE (CLF)
CTV	CABLE TV
COL	COLUMN
℄/M	CENTERLINE/MONUMENT LINE
CS/WS	CONCRETE/WOOD STAIRS
CMP	CORRUGATED METAL PIPE
DWY/CD	DRIVEWAY
ECD	ELECTRICAL CONDUIT
ED	ELECTRICAL DUCT
EHH	ELECTRICAL HANDHOLE
EMH	ELECTRICAL MANHOLE
EM	ELECTRICAL METER
EV/ET	ELECTRICAL VAULT/TRANSFORMER
	FOUND SURVEY MONUMENT (AS NOTED)
	FIRE HYDRANT
	FIRE DEPT. CONNECTION (FDC)
G	GAS MAIN
GM	GAS METER
	GAS VALVE
GV	GAS VAULT
GB	GRADE BREAK
	LIGHT POLE (METAL)
LSCAPE/PA	LANDSCAPE/PLANTER
	MANHOLE
OHP/OHT	OVERHEAD POWER/TELEPHONE
OHG/OHB	OVERHEAD GUYWIRE/BUS (TROLLEY)
P.S.	PARKING SPACE(S)
ℙ	PROPERTY LINE (PL)
(P)	PAINTED UTILITY LOCATION
PM/PPS	PARKING PAY STATION
PS/PSS	COMBINED/SANITARY SEWER
PSD	STORM DRAIN
	PRIVATE CATCH BASIN
(R)	RECORD DATA
SCL/CLHH	SEATTLE CITY LIGHT HANDHOLE
SD	SERVICE DRAIN (STORM)
CO	CLEANOUT
SSS	SANITARY SIDE SEWER (RECORD)
	SIGN/STREET NAME SIGN
TC/SL	TRAFFIC CONTROL/STREET LIGHT HANDHOLE
TCD	TELEPHONE CONDUIT (BURIED)
TD	TELEPHONE DUCT
TV	TELEPHONE VAULT
TMH	TELEPHONE MANHOLE
TS	TELEPHONE SENTRY
	TRAFFIC FLOW DIRECTION
WV	WATER VAULT
W	WATER MAIN
WM	WATER METER
⋈	WATER VALVE
	WATER GATE VALVE/CHAMBER
VO/CO	VACATION/CONDEMNATION ORDINANCE

20 0 10 20

(IN FEET)
1 inch = 20 ft.

2.0 Zoning Data

ZONING



ADDRESS: 2407 1st Avenue, Seattle, WA 98121.

KING COUNTY PARCEL NUMBERS: 0653000111

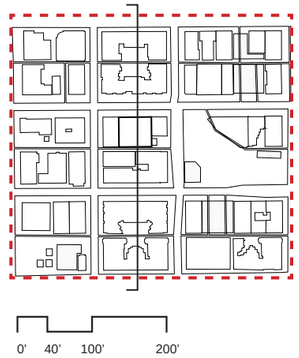
SITE AREA: 13,320 sq ft (King County Records)

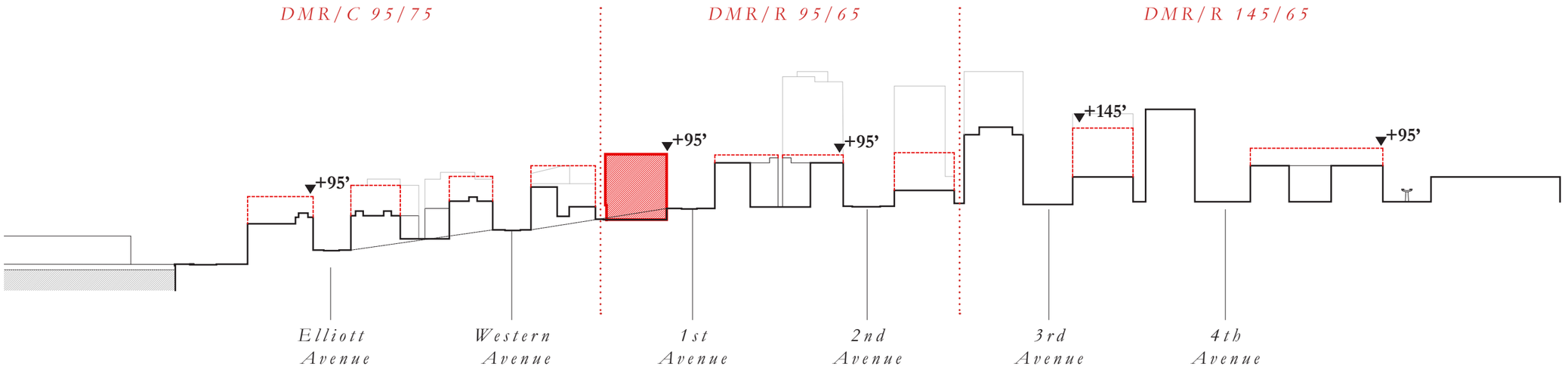
OVERLAY DISTRICT: Downtown (Urban Center)

ZONING CLASSIFICATION: DMR/R 95/65

STREET CLASSIFICATION: 1st Ave. Minor Arterial

ZONING - ENVELOPE SECTION





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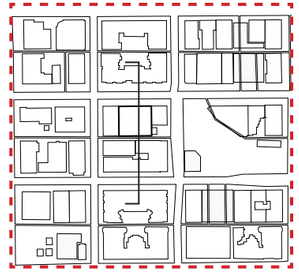
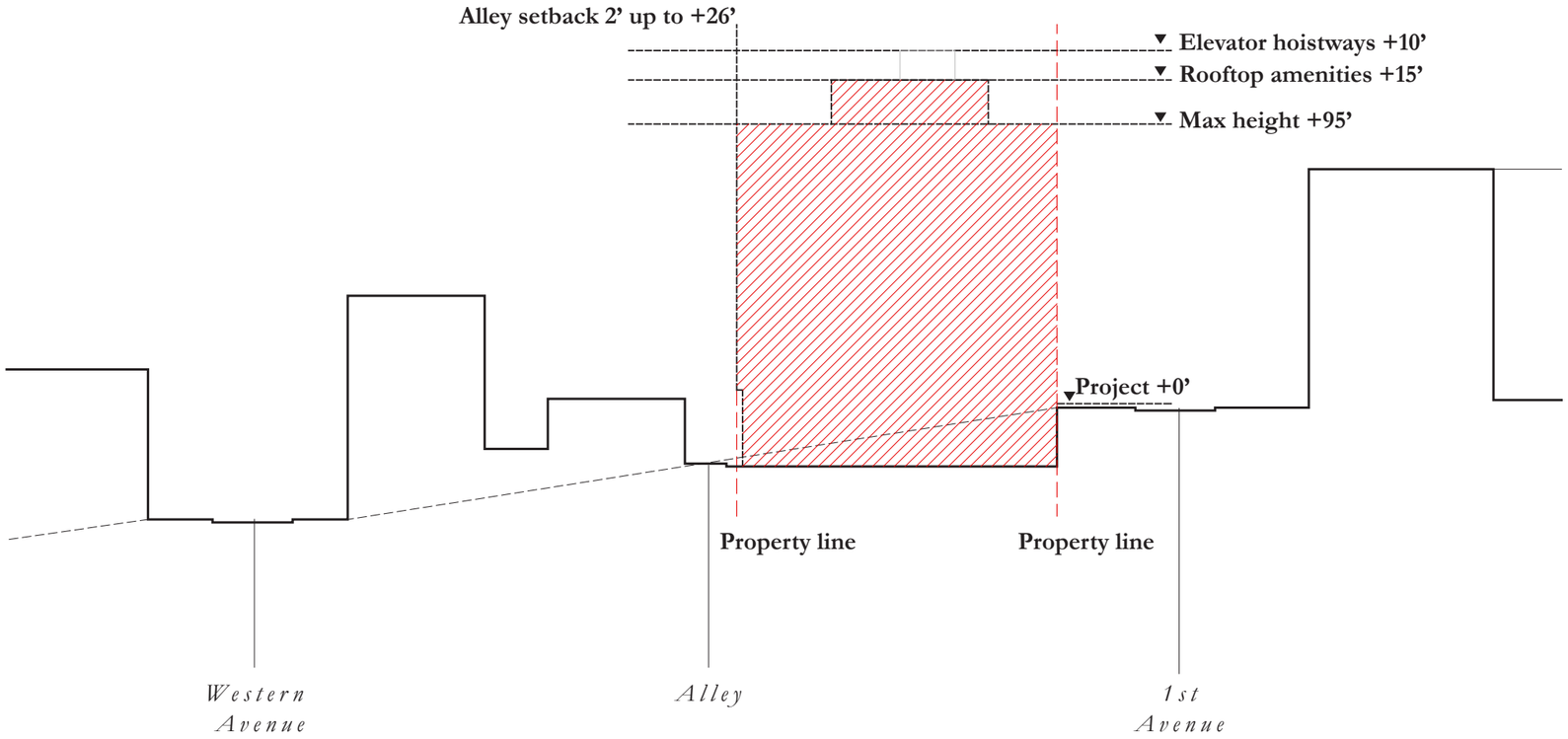
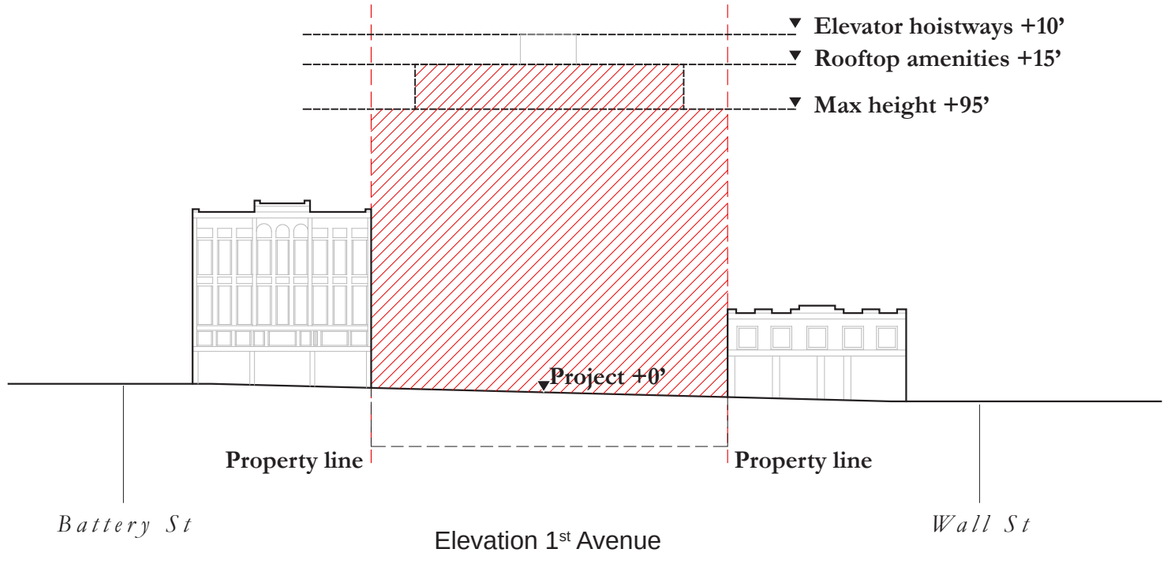
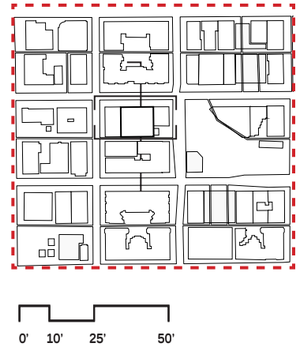


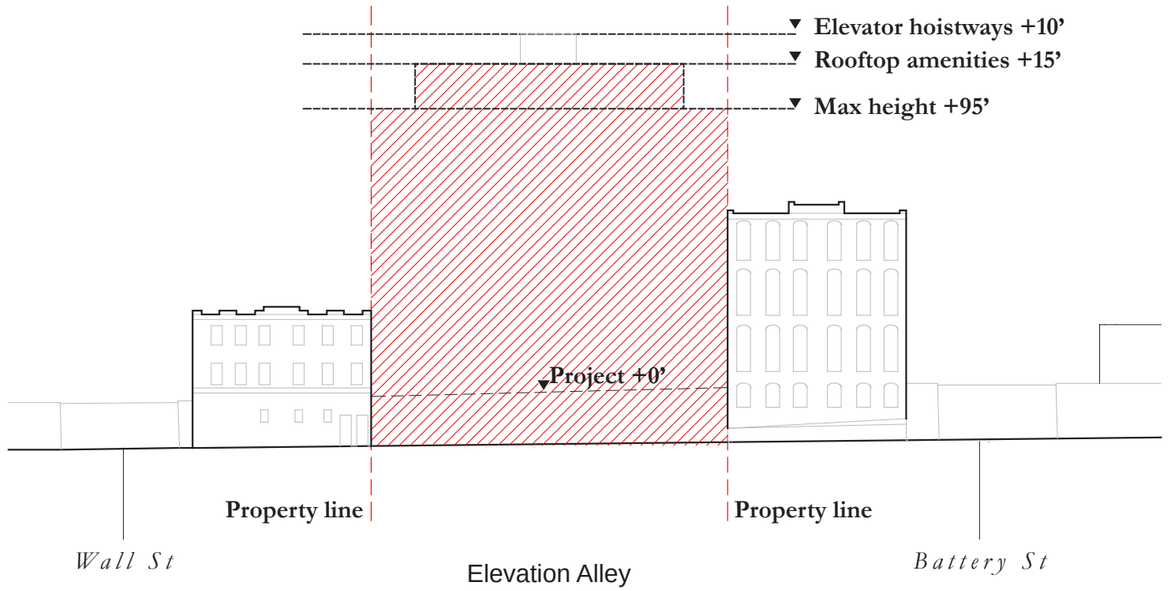


ZONING - ENVELOPE ELEVATION



Elevation 1st Avenue





Elevation Alley

23.49.009 - Street-level Use Requirements

One or more of the uses listed in subsection 23.49.009.A are required at street level on all lots abutting streets designated on Map 1G. Required street-level uses shall meet the standards of this Section 23.49.009.

A. Types of uses. The following uses qualify as required street-level uses:
   1. General sales and services;
   2. Human service uses and child care centers;
   3. Retail sales, major durables;
   4. Entertainment uses;
   5. Museums, and administrative offices within a museum expansion space meeting the requirement of subsection 23.49.011.B.1.h;
   6. Libraries;
   7. Elementary and secondary schools, and colleges, except on lots zoned DRC;
   8. Public atriums;
   9. Eating and drinking establishments;
   10. Arts facilities; and
   11. Religious facilities; and
   12. Bicycle parking, provided that the use does not exceed 30 percent of the frontage 23.49.009.B or 50 feet, whichever is less.

B. General standards
   1. The amount of street frontage required to be occupied by street-level uses is as follows:
      a. Except as provided in subsection 23.49.009.B.1.b, a minimum of 75 percent of each street frontage at street level where street-level uses are required must be occupied by uses listed in subsection 23.49.009.A. The remaining 25 percent of the street frontage at street level may contain other permitted uses and/or pedestrian or vehicular entrances.
   3. Required street-level uses shall be located within 10 feet of the street lot line,
   4. Except for child care centers, pedestrian access to required street-level uses shall be provided as follows:
      a. Pedestrian entrances shall be provided directly from the street and shall be located no more than 3 feet above or below sidewalk grade; or

23.49.011 - Floor Area Ratio

A. General standards
   1. The base and maximum floor area ratio (FAR) for each zone is provided in Table A for 23.49.011.

Table A for 23.49.011
Base and maximum floor area ratios (FARs)

Zone designation	Base FAR	Maximum FAR
Downtown Mixed Residential/Residential (DMR/R)	1 in DMR/R 85/65 1 in DMR/R 125/65 1 in DMR/R 240/65	1 in DMR/R 85/65 2 in DMR/R 125/65 2 in DMR/R 240/65

B. Exemptions and deductions from FAR calculations
   1. The following are not included in chargeable floor area, except as specified below in this Section 23.49.011:
      b. Street-level uses meeting the requirements of Section 23.49.009, Street-level use requirements, whether or not street-level use is required pursuant to Map 1G, if the uses and structure also satisfy the following standards:
         1) The street level of the structure containing the exempt space has a minimum floor-to-floor height of 13 feet, except that in the DMC 160 zone the street level of the structure containing the exempt space has a minimum floor-to-floor height of 18 feet;
         2) The exempt space extends a minimum depth of 15 feet from the street-level, street-facing facade; a
         3) Overhead weather protection is provided satisfying Section 23.49.018.
      f. Residential use, except in the PMM zone, and provided that allowable residential floor area is limited on lots from which TDP is transferred in accordance with Chapter 23.58A;

23.49.018 - Overhead Weather Protection and Lighting.

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.

23.49.008 - Structural Height

D. Rooftop features
   1. The following rooftop features are permitted with unlimited rooftop coverage and may not exceed the height limits as indicated:
      a. Open railings, planters, clerestories, skylights, play equipment, parapets, and firewalls up to 4 feet above the applicable height limit;
      b. Insulation material, rooftop decks and other similar features, or soil for landscaping located above the structural roof surface, may exceed the maximum height limit by up to two feet if enclosed by parapets or walls that comply with subsection 23.49.008.D.1.a;
      c. Solar collectors up to 7 feet above the applicable height limit; and
      d. The rooftop features listed below shall be located a minimum of 10 feet from all lot lines and may extend up to 50 feet above the roof of the structure on which they are located or 50 feet above the applicable height limit, whichever is less, except as regulated by Chapter 23.64, Airport Height Overlay District:
         1) Religious symbols for religious institutions;
         2) Smokestacks; and
         3) Flagpoles.
   2. The following rooftop features are permitted up to the heights indicated below, as long as the combined coverage of all rooftop features, whether or not listed in this subsection 23.49.008.D.2, does not exceed 55 percent of the roof area for structures that are subject to maximum floor area limits per story pursuant to Section 23.49.058, or 35 percent of the roof area for other structures.
      a. The following rooftop features are permitted to extend up to 15 feet above the applicable height limit:
         1) Solar collectors;
         2) Stair penthouses;
         3) Play equipment and open-mesh fencing, as long as the fencing is at least 15 feet from the roof edge;
         4) Covered or enclosed common recreation area or eating and drinking establishment;
         5) Mechanical equipment; and
         6) Wind turbines.
      b. Elevator penthouses as follows:
         1) In the PMM zone, up to 15 feet above the applicable height limit;
         2) Except in the PMM zone, up to 23 feet above the applicable height limit for a penthouse designed for an elevator cab up to 8 feet high;
         3) Except in the PMM zone, up to 25 feet above the applicable height limit for a penthouse designed for an elevator cab more than 8 feet high;
         4) Except in the PMM zone, if the elevator provides access to a rooftop designed to provide usable open space, an additional 10 feet above the amount permitted in subsections 23.49.008.D.2.b.2 and 23.49.008.D.2.b.3 shall be permitted.
      c. Minor communication utilities and accessory communication devices, regulated according to Section 23.57.013, shall be included within the maximum permitted rooftop coverage.
      d. Greenhouses that are dedicated to food production are permitted to extend 15 feet above the applicable height limit, as long as the combined total coverage of all features gaining additional height listed does not exceed 50 percent of the roof area.
      e. Mechanical equipment, whether new or replacement, may be allowed up to 15 feet above the roof elevation of a structure existing prior to June 1, 1989.
   3. Screening of rooftop features
      a. Measures may be taken to screen rooftop features from public view through the design review process or, if located within the Pike Place Market Historical District, by the Pike Place Market Historical Commission.
      b. Except in the PMM zone, the amount of roof area enclosed by rooftop screening may exceed the maximum percentage of the combined coverage of all rooftop features as provided in subsection 23.49.008.D.2.
      c. Except in the PMM zone, in no circumstances shall the height of rooftop screening exceed ten percent of the applicable height limit, or 15 feet, whichever is greater. In the PMM zone, the height of the screening shall not exceed the height of the rooftop feature being screened, or such greater height necessary for effective screening as determined by the Pike Place Market Historical Commission.

23.49.019 - Parking Quantity

The regulations in this Section 23.49.019 do not apply to the Pike Market Mixed zones.

A. Parking quantity requirements
   1. No parking, either long-term or short-term, is required for uses on lots in Downtown zones,

23.54.030 - Parking Space Standards

D. Driveways. Driveway requirements for residential and nonresidential uses are described below. When a driveway is used for both residential and nonresidential parking, it shall meet the standards for nonresidential uses described in subsection 23.54.030.D.2.
   1. Residential uses.
      a. Driveway width. Driveways less than 100 feet in length that serve 30 or fewer parking spaces shall be a minimum of 10 feet in width for one-way or two-way traffic.

23.49.162 - Downtown Mixed Residential, Street Facade Requirements

Standards for the facades of structures are established for the following elements:

Minimum facade heights;

Setback limits;

B. Facade Setback Limits.
   1. Setback Limits for Property Line Facades. The following setback limits shall apply to all streets designated on Map 1H as requiring property line facades:
      b. Structures greater than fifteen (15) feet in height shall be governed by the following standards:
         (1) No setback limits shall apply up to an elevation of fifteen (15) feet above sidewalk grade.
         (2) Between the elevations of fifteen (15) and thirty-five (35) feet above sidewalk grade, the facade shall be located within two (2) feet of the street property line, except that:
            i. Any exterior public open space that satisfies the Downtown Amenity Standards, whether it receives a bonus or not, and any outdoor common recreation area required for residential uses, shall not be considered part of a setback.
            ii. Setbacks between the elevations of fifteen (15) and thirty-five (35) feet above sidewalk grade at the property line shall be permitted according to the following standards (See Exhibit 23.49.162 B.):
               (a) The maximum setback shall be ten (10) feet.
               (b) The total area of a facade that is set back more than two (2) feet from the street property line shall not exceed forty (40) percent of the total facade area between the elevations of fifteen (15) and thirty-five (35) feet.
               (c) No setback deeper than two (2) feet shall be wider than twenty (20) feet, measured parallel to the street property line.
               (d) The facade of the structure shall return to within two (2) feet of the street property line between each setback area for a minimum of ten (10) feet. Balcony railings and other nonstructural features or walls shall not be considered the facade of the structure.

23.49.158 - Coverage and Floor Size Limits

23.49.158 - Downtown Mixed Residential, coverage and floor size limits

A. Coverage.

1. Except on lots located in DMR/R 85/65 zones, and except as provided in subsection 23.49.158.C, portions of structures above 65 feet shall not exceed the coverage limits in Table A for 23.49.158:

Table A for 23.49.158
Percent Coverage Permitted by Lot Size

Elevation of Portion of Structure (in feet)	0—19,000 Square Feet	19,001—25,000 Square Feet	25,001—38,000 Square Feet	Greater Than 38,000 Square Feet
65 feet or less	100%	100%	100%	100%
Greater than 65 feet up to 85 feet	75%	65%	55%	45%
Greater than 85 feet up to 125 feet	65%	55%	50%	40%
Greater than 125 feet up to 240 feet	Not applicable	45%	40%	35%

The site is in DMR 95/65 and therefore this standard is not applicable.

23.49.164 - Maximum Width, Depth and Separation Equipment

23.49.164 - Downtown Mixed Residential, maximum width, depth and separation requirements

A. Width and Depth Limits. Except as provided in subsections 23.49.164.B, 23.49.164.C, and 23.49.164.D, a maximum width and depth for the portion of a structure above 65 feet in height is established in Table A for 23.49.164, and this portion of the structure shall be separated horizontally from any other portion of a structure on the lot above 65 feet in height by at least 20 feet at all points. The maximum applies to the width and depth of portions of structures as measured parallel to any street lot line.

Table A for 23.49.164
Maximum Width and Depth by Lot Size

Height of Portion of Structure (in feet)	0—19,000 Square Feet	Greater Than 19,000 Square Feet
Greater than 65 up to 125	90 feet on avenues 120 feet on east/west streets	120 feet
Greater than 125 up to 240	Not applicable	100 feet

B. In a DMR/R 85/65 zone, width of portions of structures above a height of 65 feet is not limited.

The site width is 120’ and therefore this standard is not applicable.

23.49.166 - Side Setbacks and Green Street Setback Requirements

23.49.166 - Downtown Mixed Residential, side setback and green street setback requirements

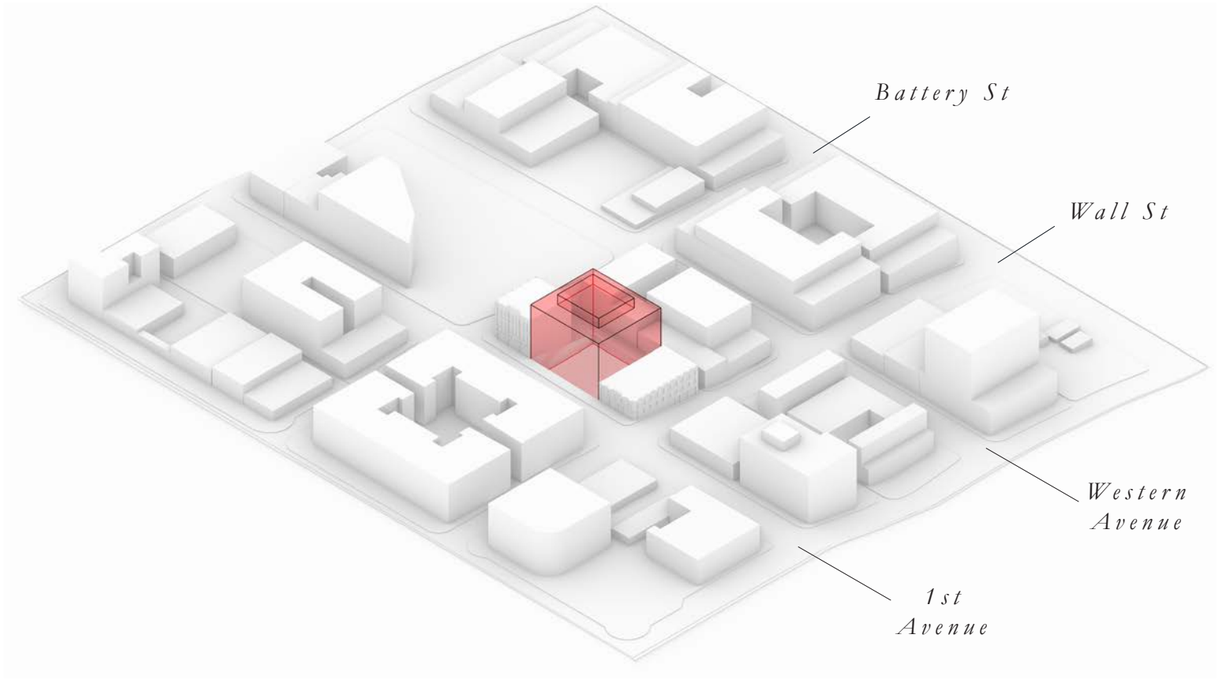
A. Side Setbacks.

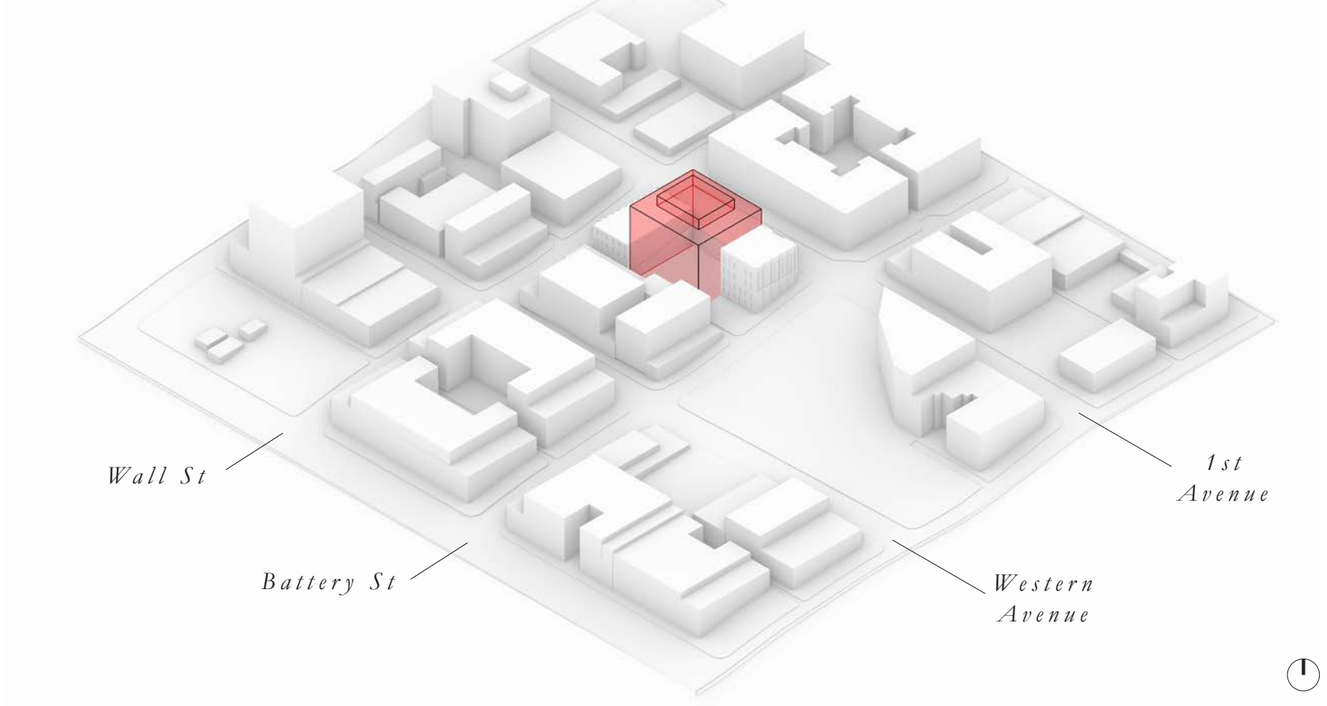
1. In DMR zones outside South Downtown, except in DMR/R 85/65 zones, setbacks are required from side lot lines that are not street lot lines as established in Table A for 23.49.166. The setback requirement applies to all portions of the structure above a height of 65 feet. The amount of the setback requirement is determined by the length of the frontage of the lot on an avenue:

Table A for 23.49.166
Required Side Setbacks Above 65 Feet, DMR Zones Outside South Downtown Except DMR/R 85/65 Zones

Frontage on Avenue	Required Setback Above 65 Feet
120 feet or less	Not required
Greater than 120 feet up to 180 feet	20 feet
Greater than 180 feet	40 feet

The proposed height is less than 120’ and therefore this standard is not applicable.


Battery St
Wall St
Western Avenue
1st Avenue


Wall St
Battery St
1st Avenue
Western Avenue

3.0 Design Guidelines

A1 RESPOND TO THE PHYSICAL ENVIRONMENT

Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found nearby or beyond the immediate context of the building site.

RESPONSE

Please see p. 32 for a description of the urban pattern and form of the neighborhood along the avenues. It is noted that the street edges are consistent while the roof lines undulate and vary in heights. The proposed 95' high street facade would be consistent with the existing urban pattern and form along the avenues where the tallest portions of the block are located at the center and steps down at the street corners.

B1 RESPOND TO THE NEIGHBORHOOD CONTEXT

Develop an architectural concept and compose the major building elements to reinforce desirable urban features existent in the surrounding neighborhood.

RESPONSE

A description, facade analysis, and interpretation of the adjacent, historical structures can be found on pp. 29-31. The studies suggest that these structures value clear, well defined street edges and consistent facades with transparent bases. Fenestrations and tin accents are carefully integrated into their masonry facades. On the interior, they both utilize timber structure. These design elements will offer inspiration to our project, allowing us to create a compatible, yet differentiated, design solution.

B2 CREATE A TRANSITION IN BULK AND SCALE

Compose the massing of the building to create a transition to the height, bulk, and scale of development in nearby less-intensive zones.

RESPONSE

The site's zone DRM/R 95/65 is less intense than the adjacent zone across the alley to the southwest. (DMR/C 95 75) Furthermore, the zone increases in intensity to DMR/R 145 / 65 to the northeast, at the alley between 2nd and 3rd Avenues. In the opposite direction the zone intensifies to the northwest to DMR/R 145/65 and to the southeast remains DMR 95/65 for several blocks. (Please see pp. 14-15 for additional information)

C2 DESIGN FACADES OF MANY SCALES

Design architectural features, fenestration patterns, and material compositions that refer to the scale of human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation.

RESPONSE

The massing alternatives proposes variety at the street level with active uses within a highly transparent facade. The preferred alternative proposes the residential entry without street frontage, located behind the street level uses. The entry is accessed via the laneway, an open air passage from 1st Avenue to the alley. By doing so, a maximum amount of retail and commercial uses can front the street. The transparent facade allows for view of the commercial activity and through the site to the courtyard. (please see pp. 41; 43-46)

C6 DEVELOP THE ALLEY FACADE

To increase pedestrian safety, comfort and interest, develop portions of the alley facade in response to the unique conditions of the site or project.

RESPONSE

Due to the square shape of the site and residential program, several massing alternatives offer significant relief along the alley by proposing 'C-shape' configurations. At the alley level the alternatives propose minimizing service areas and activating the alley with pedestrian friendly uses. In addition, the alternatives propose to visually connect 1st Avenue to the alley with an open air "Laneway". (please see pp. 41-46; 53-54; 61-62;69-70)

4.0 Site Context and Urban Analysis

1ST AVENUE ELEVATION (LOOKING SOUTH)

1ST AVENUE ELEVATION (LOOKING NORTH)

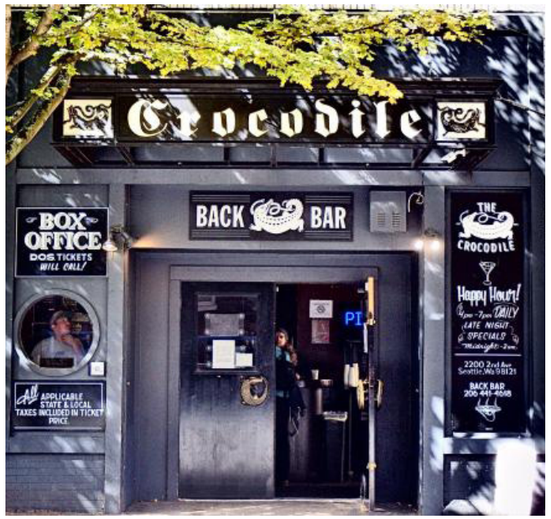
BELLTOWN

Belltown is the most densely populated neighborhood in Seattle. Originally a brick warehouse district of low-rent, semi-industrial uses, the area has transformed into a walkable, mixed use neighborhood with galleries, restaurants, shops, residential towers, warehouse lofts, schools and colleges including the Art Institute of Seattle. Belltown is an active, well-connected, pedestrian-friendly and desirable neighborhood.

It is also culturally rich. That richness coming from small, independent neighborhood business which very much define the character of the streets.

Our current block is rather inactive. The partially open plot is sandwiched by two landmarked buildings, and the immediate context lacks the rich cultural and commercial diversity that is present in the rest of Belltown.

The design team aspires to re-activate the block with small street retail and cultural programs. We strongly believe in the power of low threshold, public, urban spaces and easily accessible buildings.



Crocodile Lounge

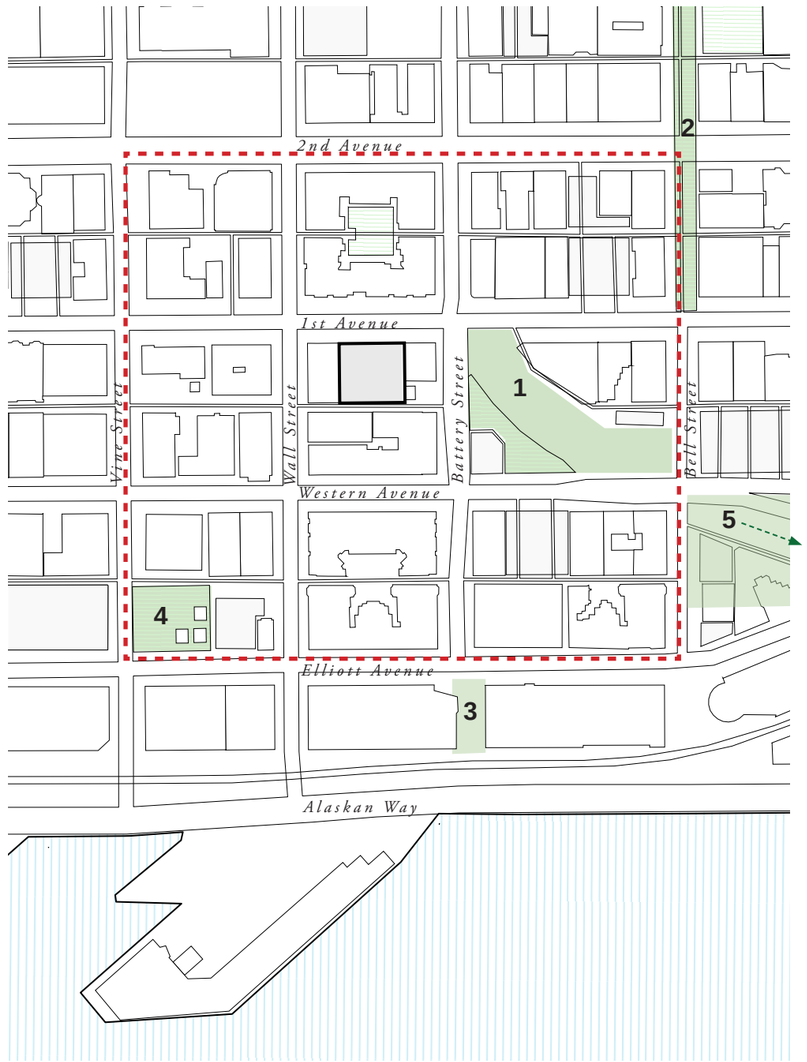
1. Future Portal Park

2. Bell Street Park

3. Bell Street Pier Pedestrian Connection

4. Belltown P-Patch

5. Future Waterfront Park



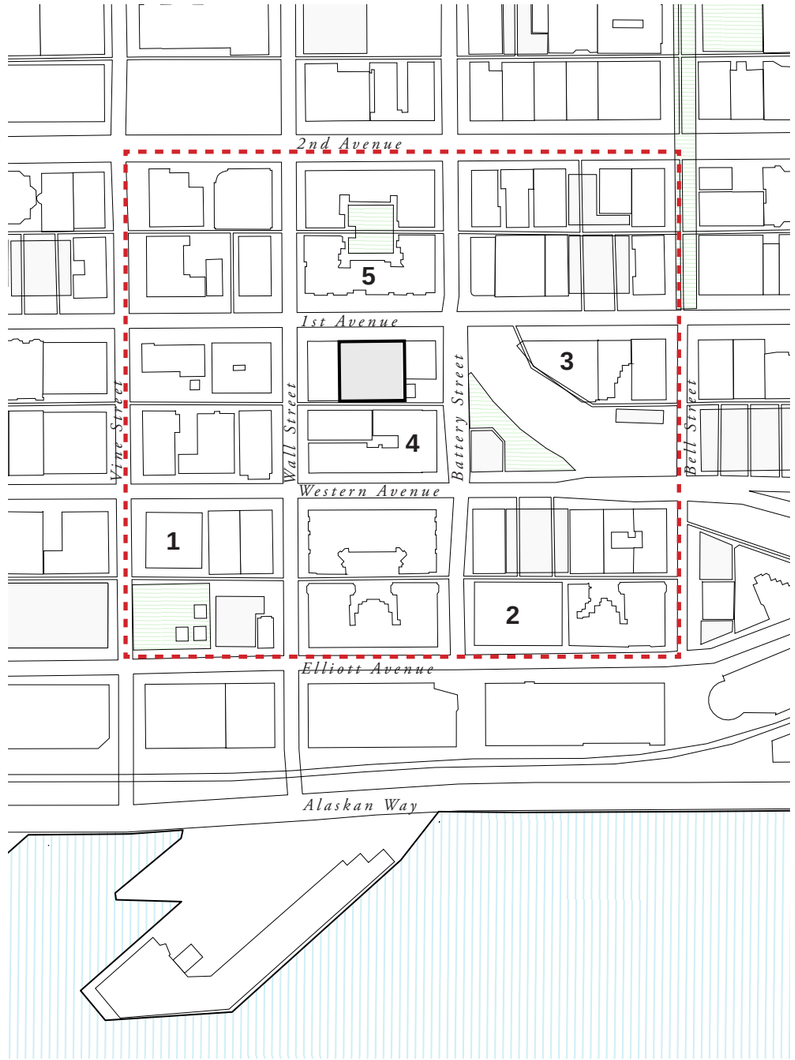
1. 75 Vine St (2015)

2. 2334 Elliott Ave (2014)

3. 2319 1st Ave (2000)

4. 2400 Western Ave (1998)

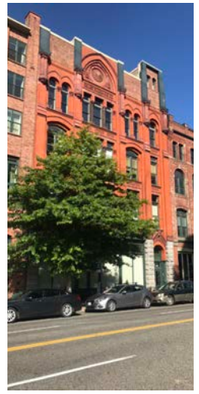
5. Belltown Court (1995)



HISTORICAL LANDMARK BUILDINGS

1. Hull Building

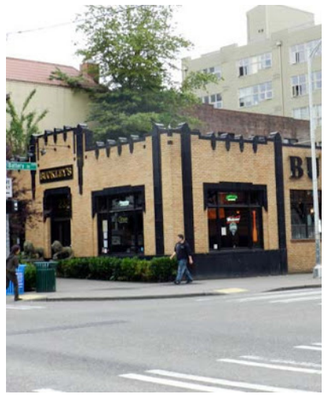
2. Glaser Building (Ace Hotel)



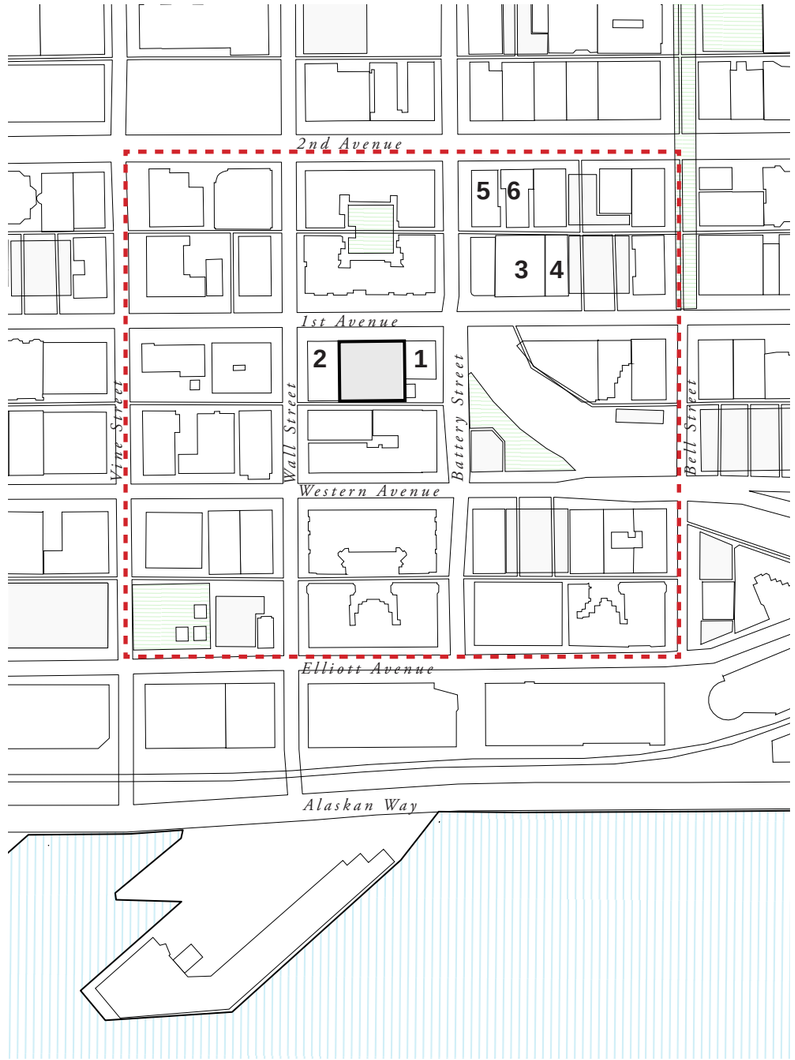
3. Bell Building

4. Barnes Building

5. William Tell Building



6. MGM Building



HISTORICAL CONTEXT

We are privileged to be located next to the historical Hull and Glaser Buildings. We are inspired by the material clarity, variation, proportions and richness of these neighbors.

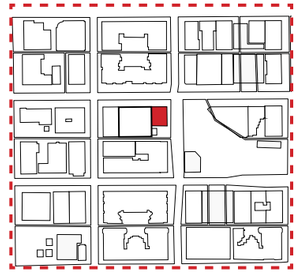
These two historical buildings are wood frame structures wrapped with a brick skin. We are very interested in further exploring this traditional standardized living typology with a contemporary interpretation.

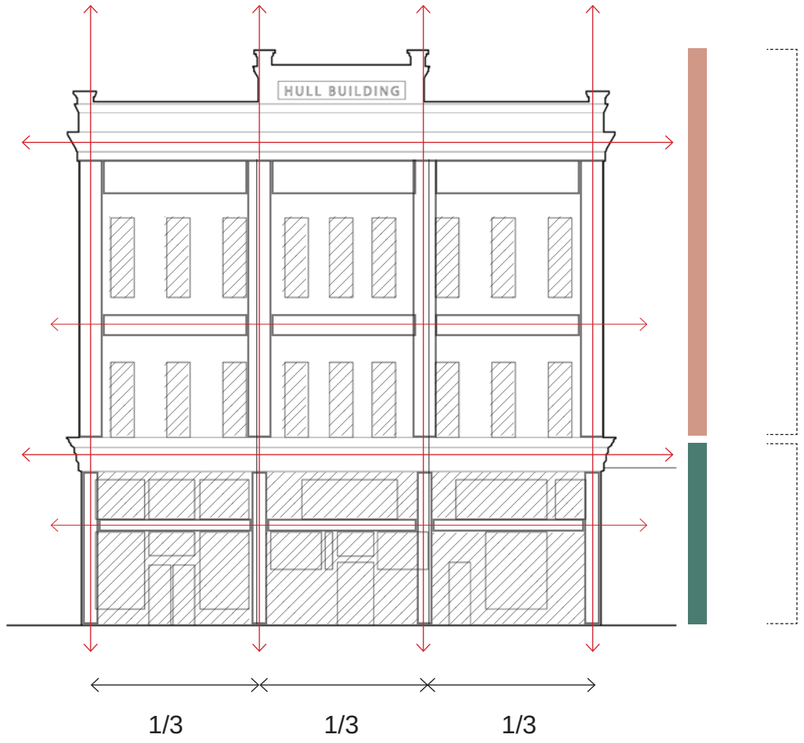
The street level of both buildings is more porous and open with larger openings and commercial functions. The design team is inspired to continue this tradition and extend the open and public nature of the streetscape along 1st Avenue between Wall Street and Battery Street.

Hull Building
E. Fisher - 1889

Glaser Building
1909

ADJACENT HISTORICAL BUILDING FACADE ANALYSIS





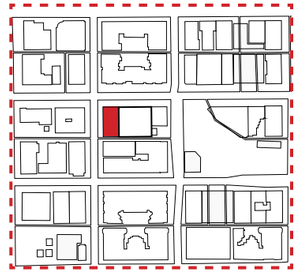
The Hull Building has a layered facade of vertical piers and horizontal spandrels. These layers are a woven arrangement. The windows are tall and generous in size.

The street-front facade (public base) is more open, lighter and inviting.

Hull Building (A-1 Laundry Building), 1889

The Hull Building was one of the first notable brick building in the neighborhood. It has two storefronts on 1st Avenue while the two upper levels have been left vacant for many years now. The exposed corbeled brick, pressed tin trimmings and cast iron storefront columns present in the Hull building are very representative of Elmer H. Fisher's architectural style prior to the Great Seattle Fire of 1889.

ADJACENT HISTORICAL BUILDING FACADE ANALYSIS



Similarly the Glaser Building is an interwoven arrangement of layers. There is a distinct equal arrangement of square windows on the upper level.

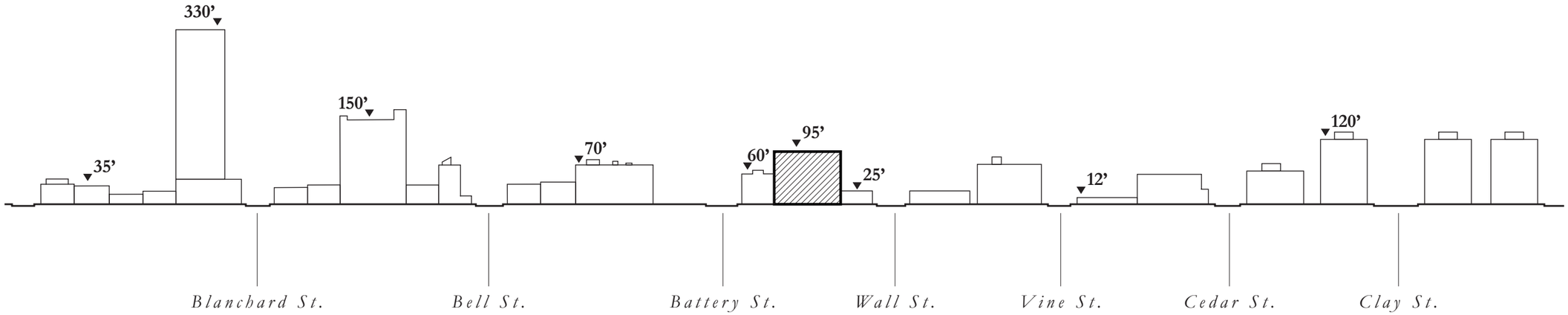
The street-front facade has a unique open corner condition and an off-centered main entrance.

Glaser Building (Ace Hotel), 1909

‘‘The Glaser Building is of solid brick construction, with an exterior of dark red brick. It has two stories on First Avenue, and an additional level with another storefront down the hill, on the north elevation. It has three storefronts, restored with recessed doorways and display windows with multi-light transoms. Windows on the second story are wood frame double-hung sash, in pairs. There is little ornament, except for terra cotta belt course between the stories and a lintel above the recessed entry. Below the prominent stepped parapet is a row of dentils and corbeled brick.’’

SEATTLE DEPARTMENT OF NEIGHBORHOODS

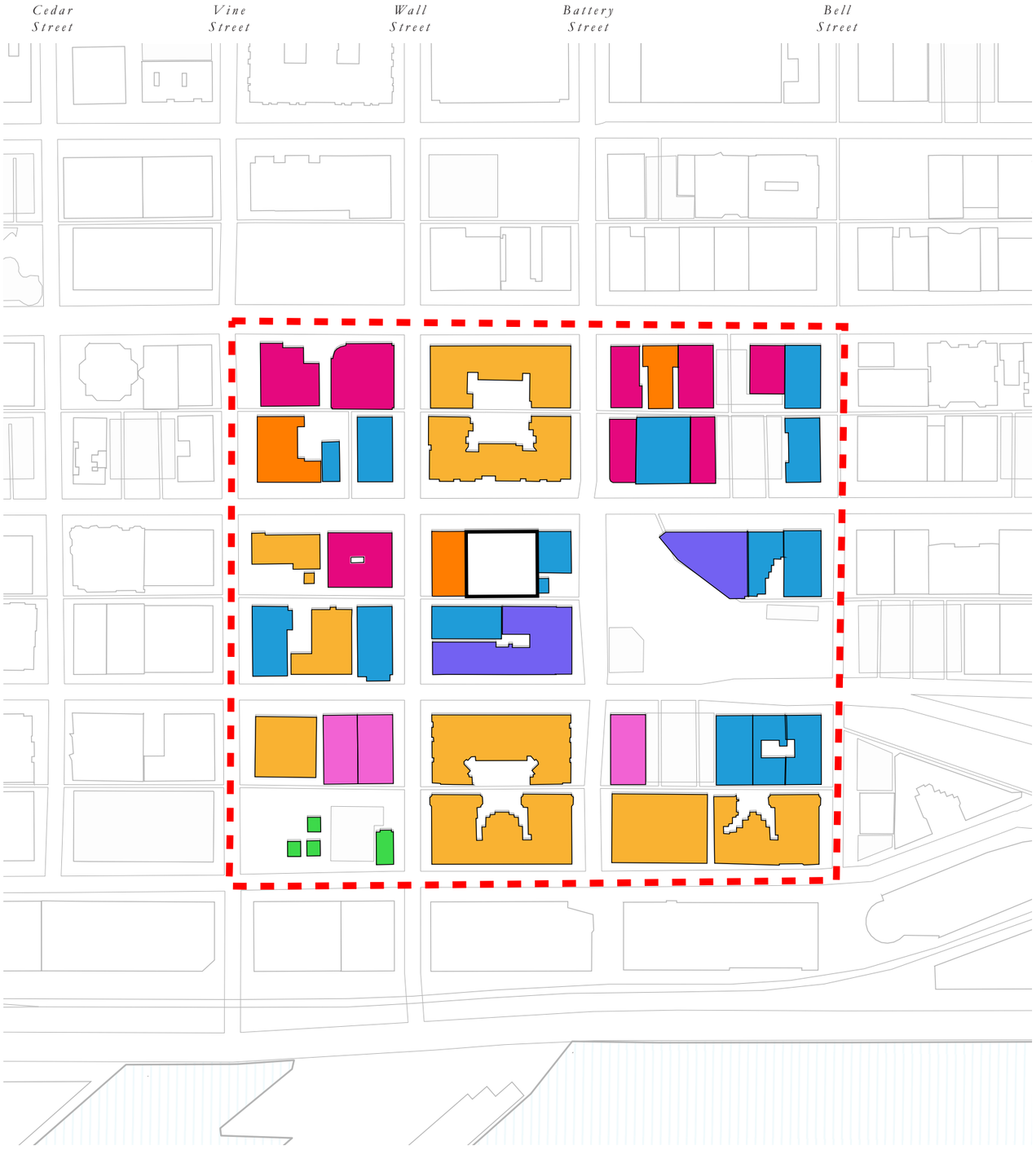
BLOCK URBAN PATTERN AND FORM STUDY

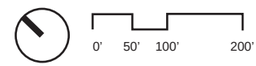


Like most organically growing cities, Seattle features a great variety of building heights along its arterials. This phenomenon is especially visible in 1st Avenue’s characteristic streetscape where high-rise and low-rise constitute the dynamism of the area’s urban fabric.

In fact, the height difference between the proposed building and its abutting neighbor, the Hull Building, is in essence very similar to the one Hull and Glaser Buildings have had since the city’s early days (approx 30’). By the same token, most of Seattle’s city blocks tend to feature a tripartite podium structure where the lowest buildings occupy the side positions, maximizing the view corridors’ quality.

SURROUNDING USES

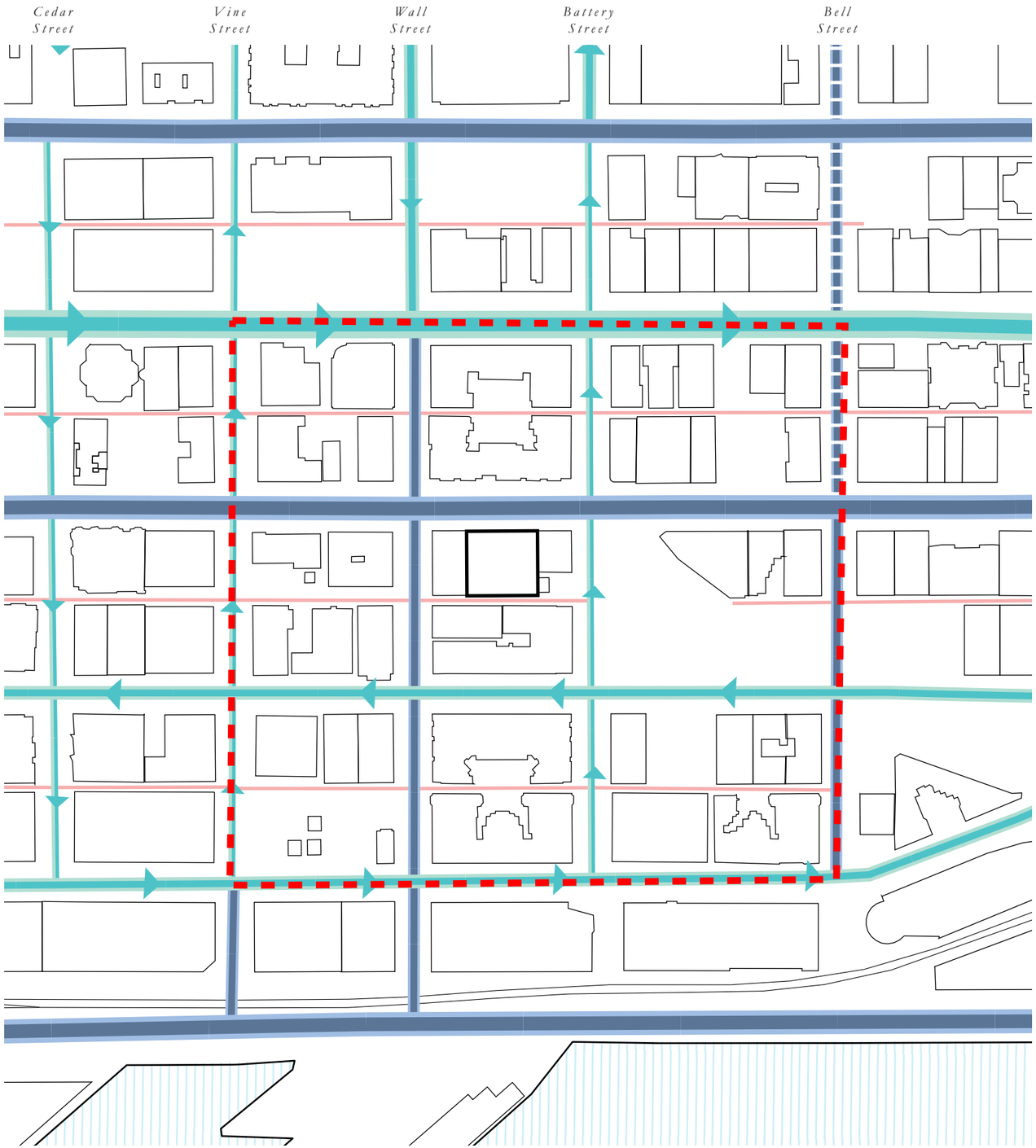




LAND USE

- Commercial
- Residential
- Educational
- Civic
- Hotel
- Restaurant/Bar
- Mixed Use
- Recreational
- Parking
- Nine Block Area

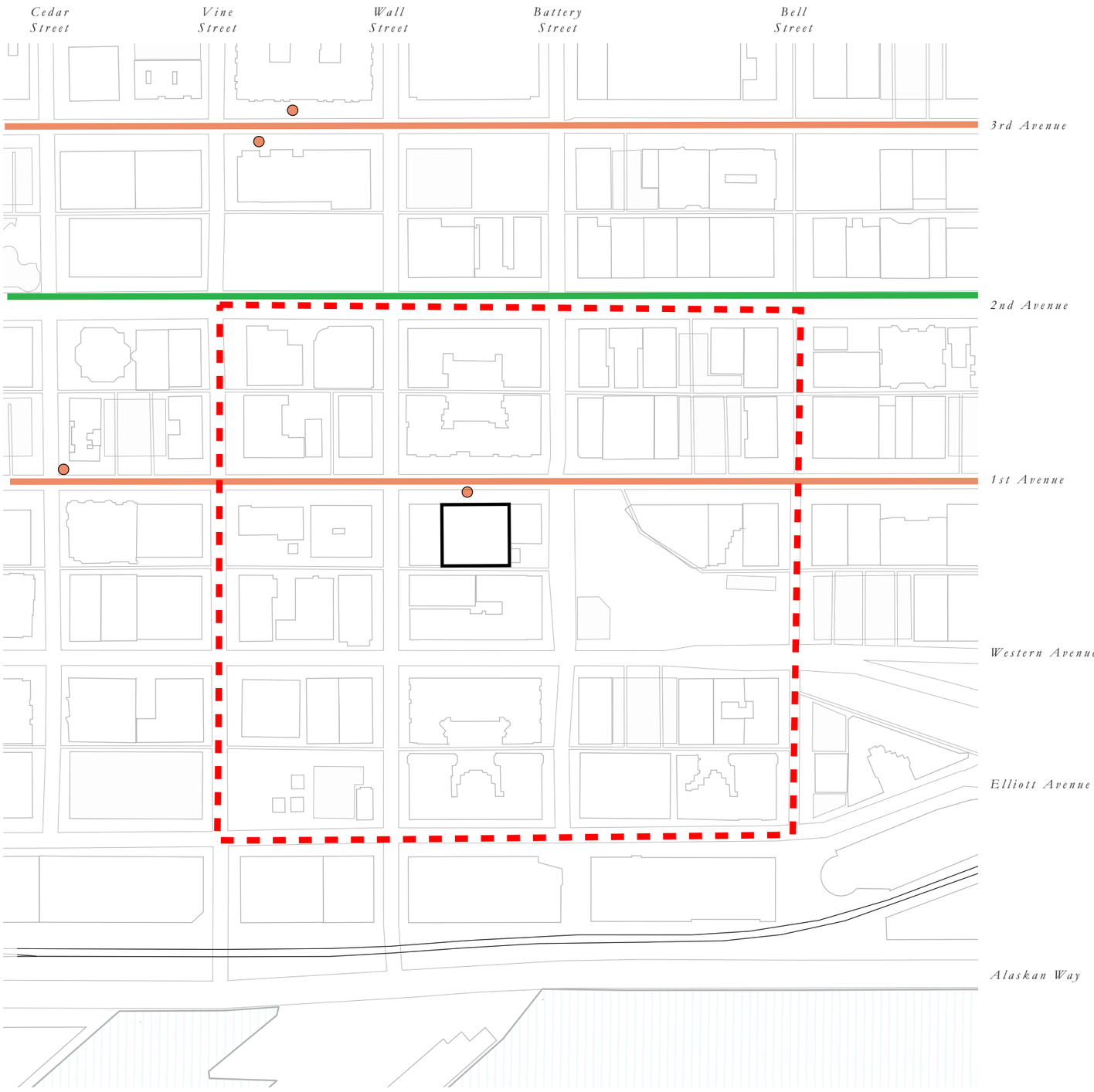
TRAFFIC PATTERN



TRAFFIC PATTERN

- Double lane one way street, parking on both sides
- One way street, parking on both sides
- One way street, parking on single side
- Double lane two way street, parking on both sides
- Two way street, parking on both sides
- Protected two way bicycle path
- Alley
- Nine Block Area

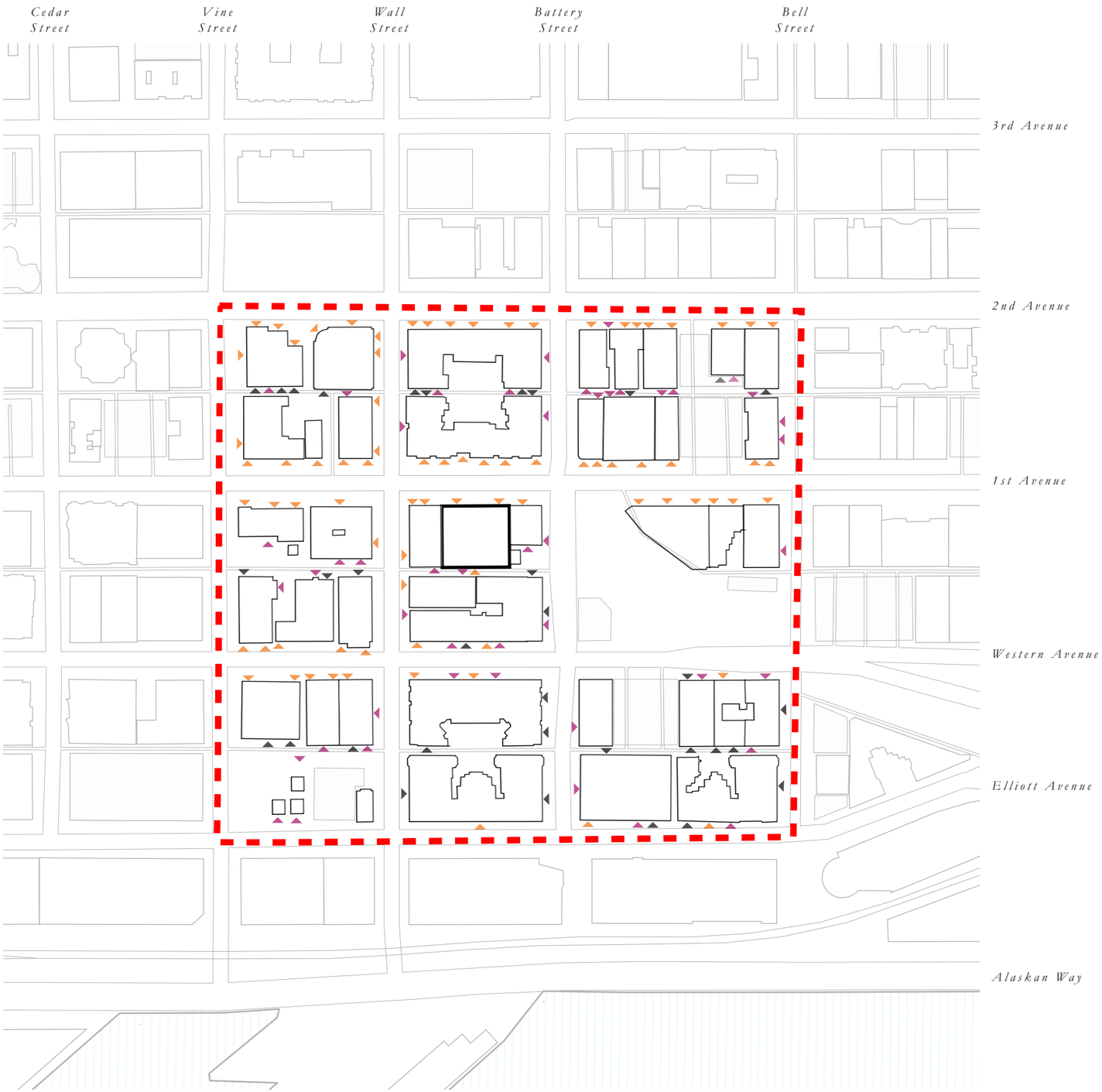
PUBLIC TRANSIT



PUBLIC TRANSIT

- Bus Route
- Bus Stop
- Two-way Protected Bike Lane
- Nine Block Area

VEHICULAR & PEDESTRIAN ACCESS



0' 50' 100' 200'

VEHICULAR & PEDESTRIAN ACCESS

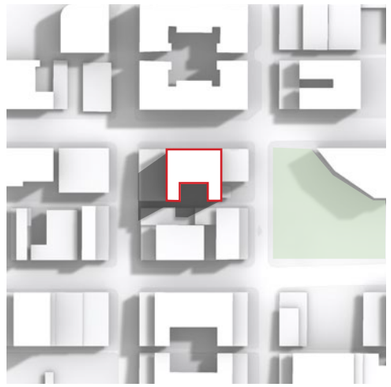
- Primary Pedestrian Entries
- Secondary Pedestrian Entries
- Vehicular Entries
- Nine Block Area

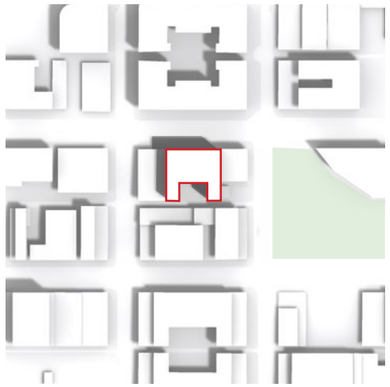
9:00 AM

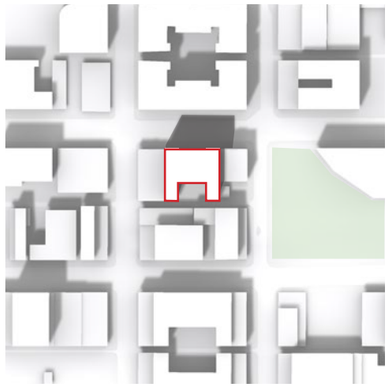
12:00 AM

3:00 PM

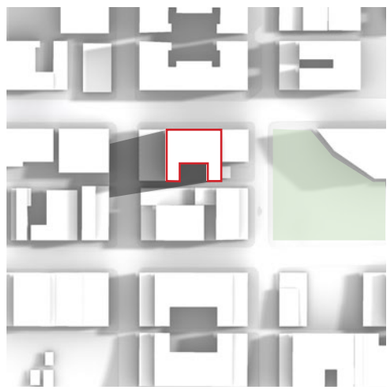
Summer Solstice

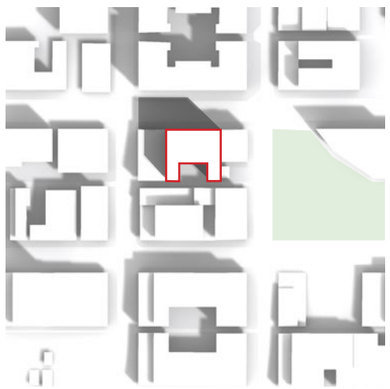


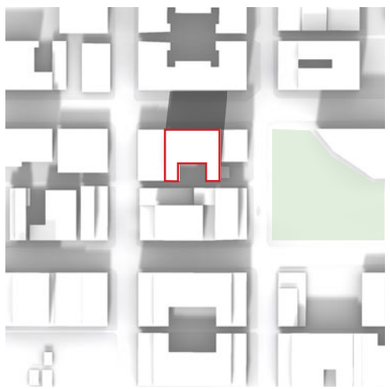




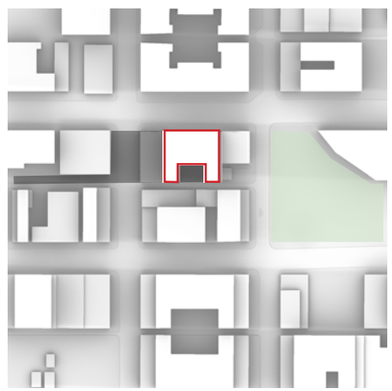
Equinox

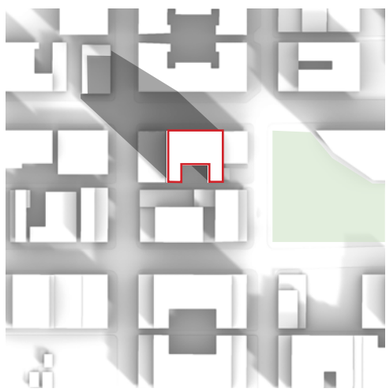


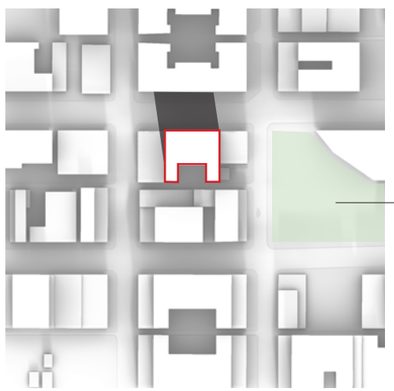




Winter Solstice







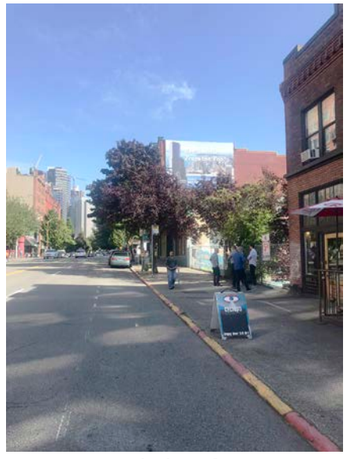
*No shadow ever cast by the proposed building on Portal Park.

SITE PHOTOS - 1ST AVENUE

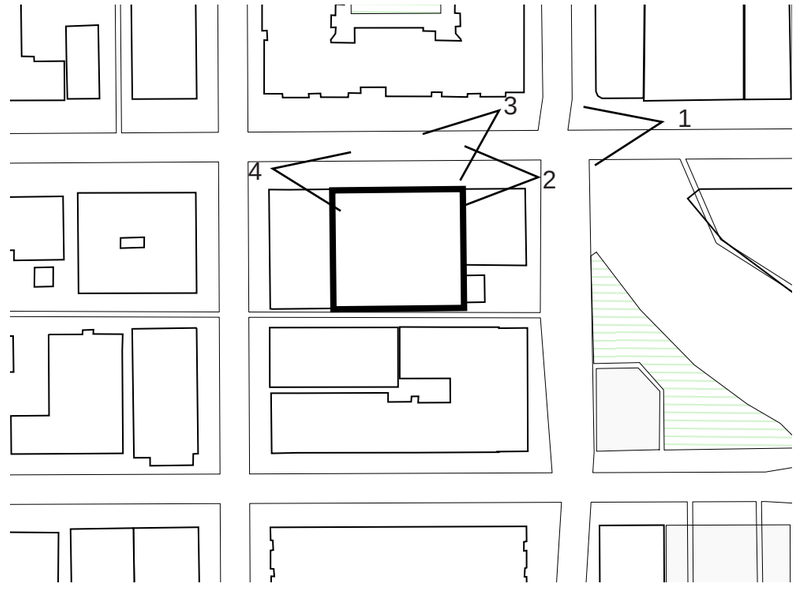
1. Westward view from 1st Avenue

2. Westward view from 1st Avenue / Battery St

3. Southward view from 1st Avenue



4. Eastward view from 1st Avenue



SITE PHOTOS - ALLEY

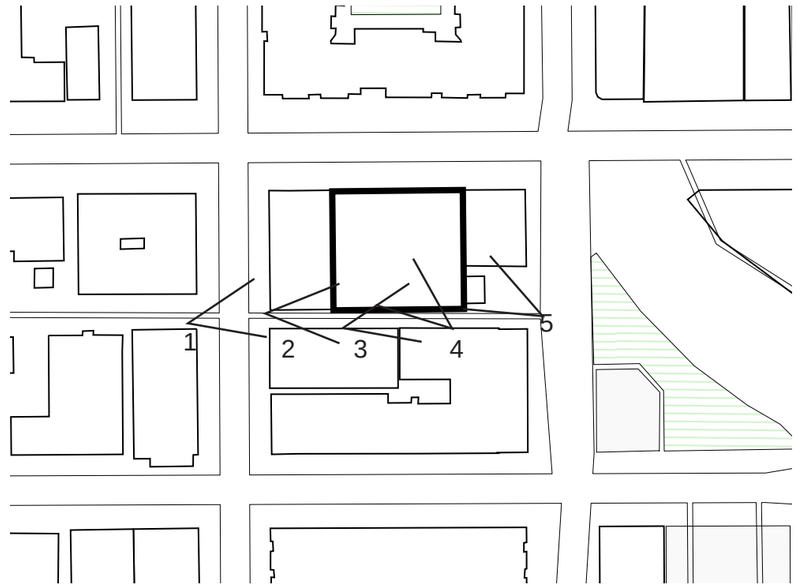
1. Western alley entrance

2. Western alley entrance

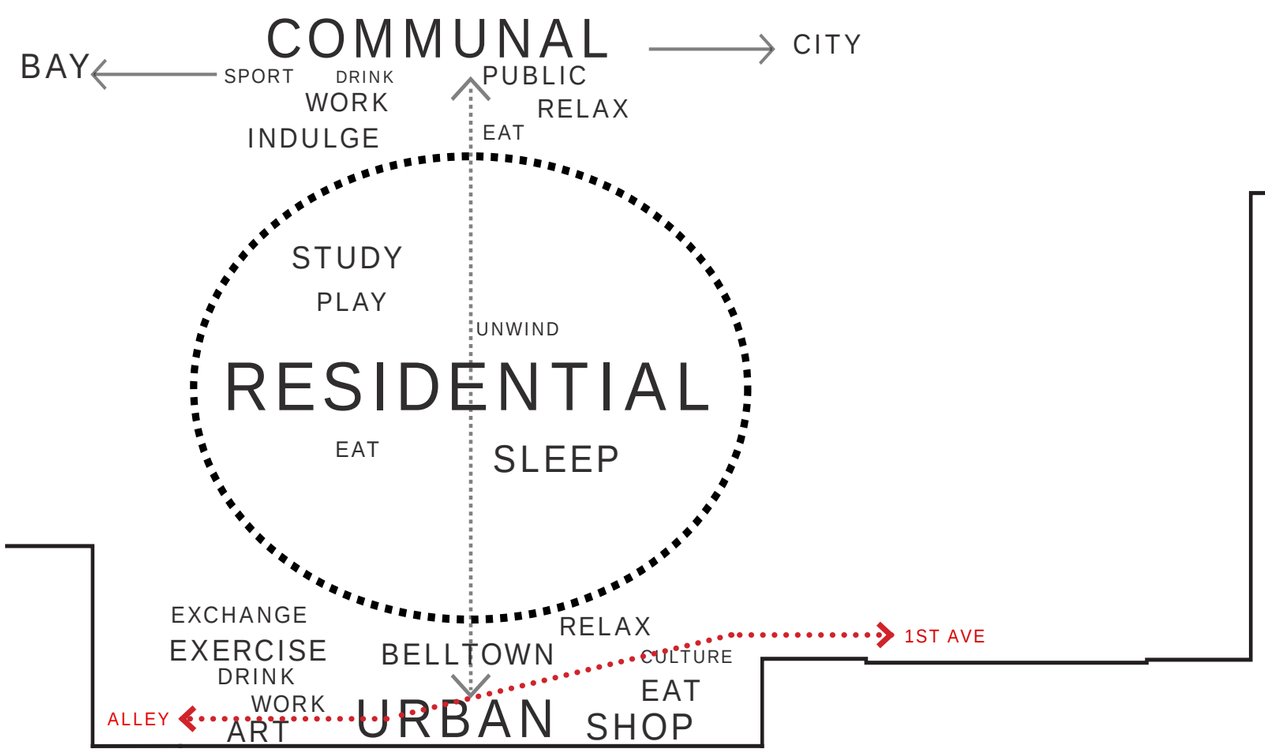
3. Eastward view from alley

4. Northward view from alley

5. Westward view from alley



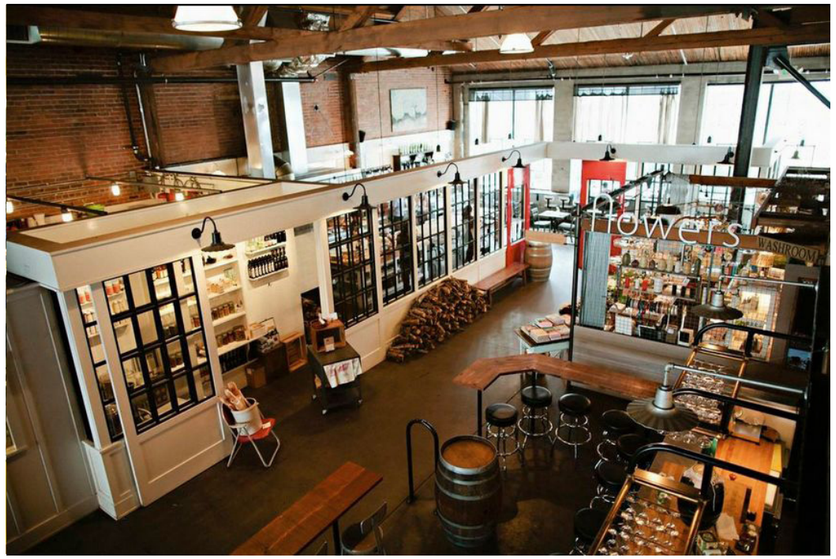
5.0 DESIGN STRATEGIES



The proposal combines a primarily residential building with a publicly accessible low threshold urban environment where both tenants and the local population can mix, gather for events or simply walk through as part of their daily trajectory in the neighborhood. A residential project supported by and linked into an active 24/7 urban community.

The scheme organises itself into three vertically stacked components arranged around a garden:

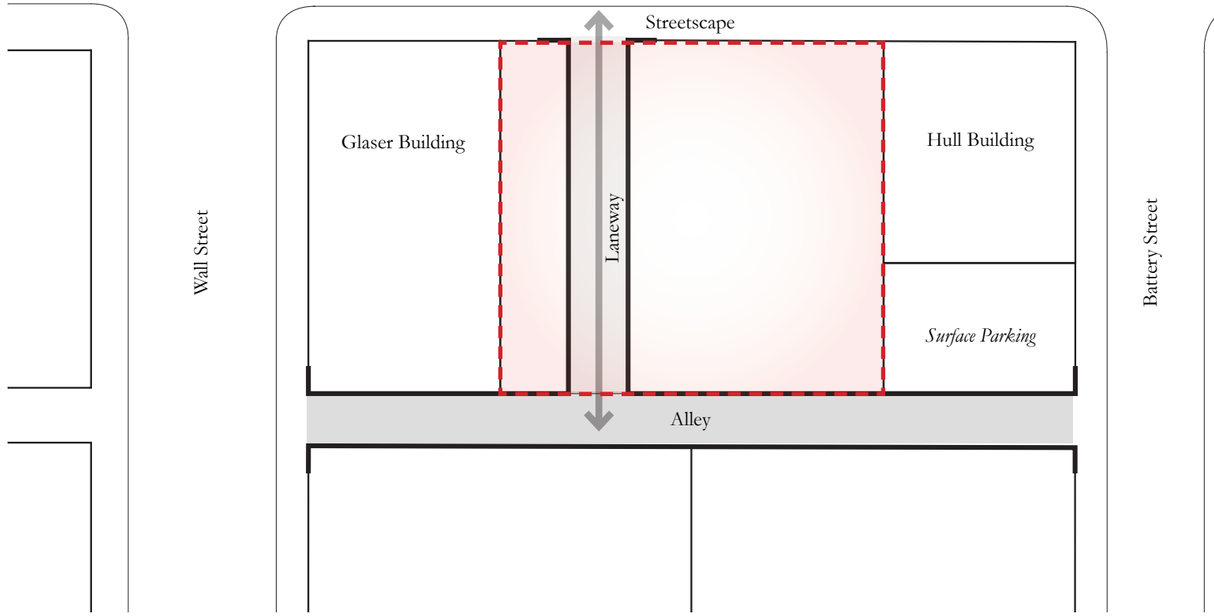
1. The Public Forum and Courtyard
2. The Apartment House
3. The Roof Terrace and Pavilion



Street

Living

Rooftop



The design team is interested in pursuing a low threshold, public, urban ground level experience. The idea is to connect the 1st Avenue level and the Alley with a commercially and culturally active “Laneway”. There is potential within this scheme to activate the Alley with programs and uses which bring people from 1st Avenue.

ALLEY AND PARK CONNECTION

Alleys of Seattle are urban spaces with a rich cultural history. They present an abundance of opportunities for programmatic activation and connectivity. We are inspired by the development of Post Alley and Chophouse Row, as examples of dense, active, pedestrian, public spaces which are popular and highly utilized.

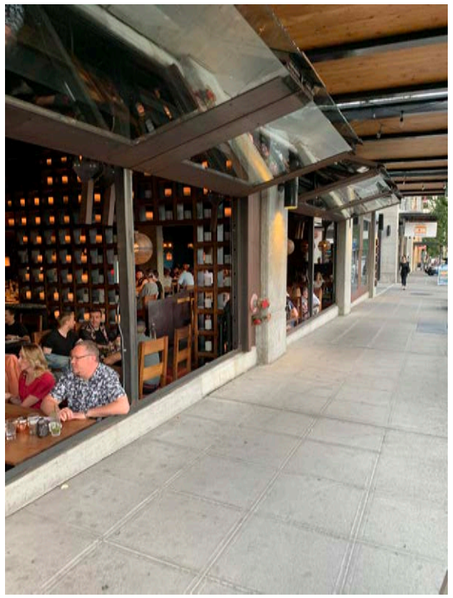
The site presents an unique opportunity to connect the alley with 1st Avenue: a “Laneway”. This connection can be activated with commercial and cultural programs and activities. Furthermore, it allows for an activation of the alley and creation of a communal space.

We also see an opportunity for an urban connection to the future development of the Portal Park, and by extension downtown Seattle. We want to introduce green space in the project which has a public character and creates a link with urban park spaces.

Post Alley

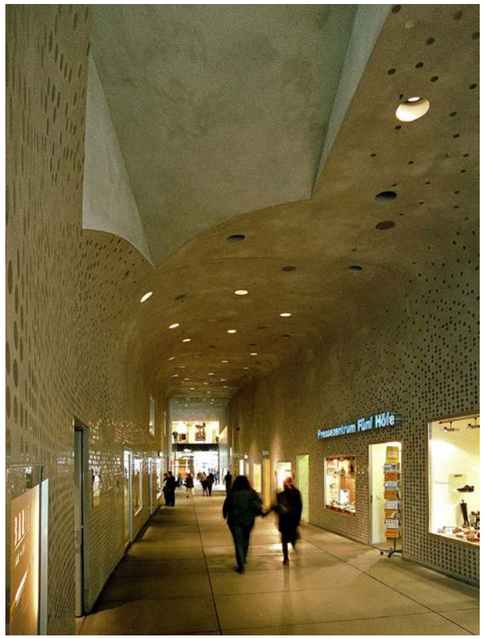
Chophouse Row

Linden Alley (Blue Bottle Cafe)
San Francisco

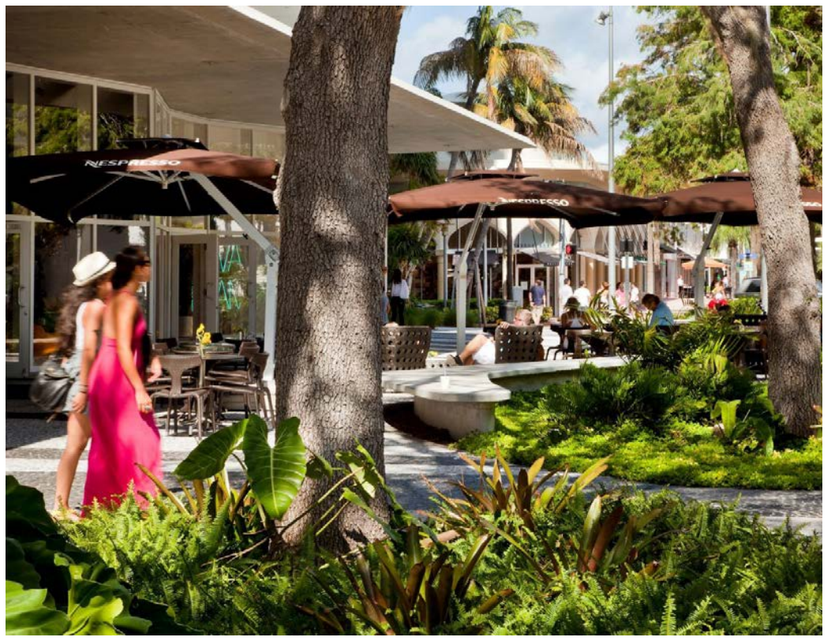


Barrio Restaurant
Seattle

Ace Hotel
London



143 Fünf Höfe, Munich
2003



279 1111 Lincoln Road, Miami
2010

ART

Bumblebee, Seattle

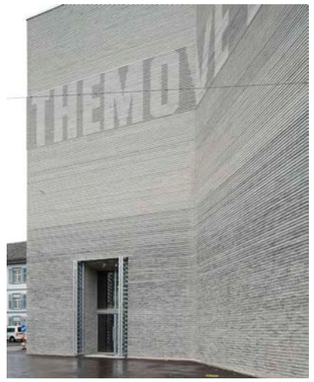
Anonymous, Seattle

GREEN (NATURE)

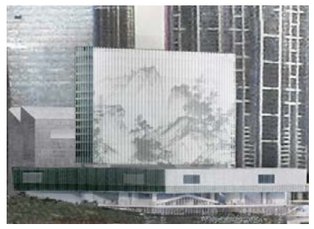
149 - Rue des Suisses, Paris

201 - Caixa Forum, Madrid

MULTIMEDIA



Kunstmuseum, Basel

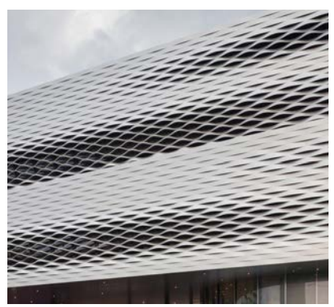


415 - M+ Museum, Hong Kong

MATERIAL

175 - De Young Museum, San Francisco

048 - Signal Box, Basel



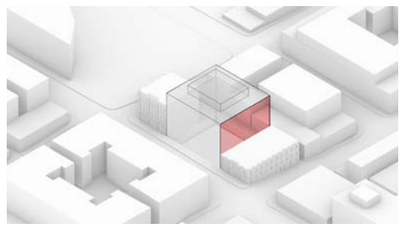
213 - Messe, Basel

HISTORICAL

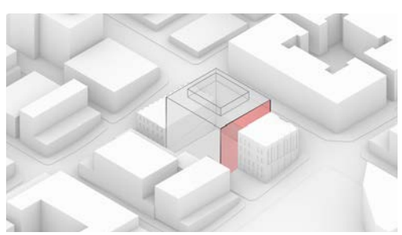
1902 - 2nd Av. & Yesler Av.

1905 - 1st Av. & Madison St

1906 - 2nd Av. & James St



1st Avenue Side (looking South)



Alley Side (looking North)

Over the course of the twentieth century, the 1st Avenue block between Wall St and Battery St has never been fully built out. The Hull and Glaser Buildings have been erected on the corner lots, leaving an unfinished center to the block. Except for Hull's low 1920's neighbor, the gap between Hull and Glaser is now essentially more than a century old.

The zoning code regulations for this plot (DMR/R 95/65) allow for 95' high building to be developed between the two historical neighbors. Taller buildings framed by lower corner developments are quite common in Seattle, as well as and in the Belltown neighborhood.

These windowless party walls are often animated. In Seattle, we have seen many historical examples of this. This also becomes a theme for this project. Here the design team sees an opportunity to use a more contemporary method for party wall activation. We see an opportunity to work with either a site specific art installation, a natural green wall, a multimedia feature or material articulation.

6.0 ARCHITECTURAL MASSING CONCEPTS

DESIGN PARAMETERS FOR ALL ALTERNATIVES

The three alternatives proposed share these design parameters:

1. A clear, consistent and well defined street edge on 1st Avenue
2. A “Laneway” connection between 1st Avenue and the Alley.

Please Note:
For additional alternatives studied but not selected as the three for the EDG package, please refer to page 76.
For 1st Avenue Facade Concept development please refer to chapter starting on page 79.

ALTERNATIVE 1

Full Site + Central Core

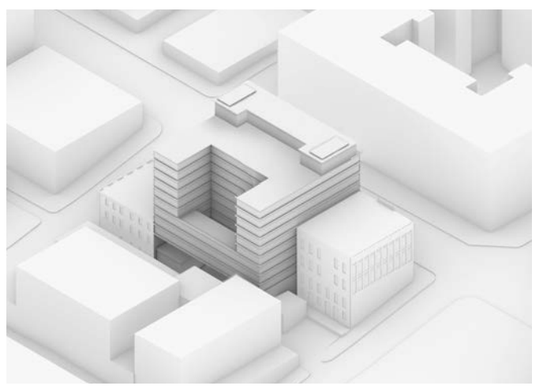
1st Avenue Side (looking South)

Alley Side (looking North)

ALTERNATIVE 2

Inner Courtyard + Split Core

1st Avenue Side (looking South)



Alley Side (looking North)

ALTERNATIVE 3 (PREFERRED)

Garden Exposed to Alley

1st Avenue Side (looking South)

Alley Side (looking North)

ALTERNATIVE 1 - FULL SITE + CENTRAL CORE

1st Avenue Side (looking South)

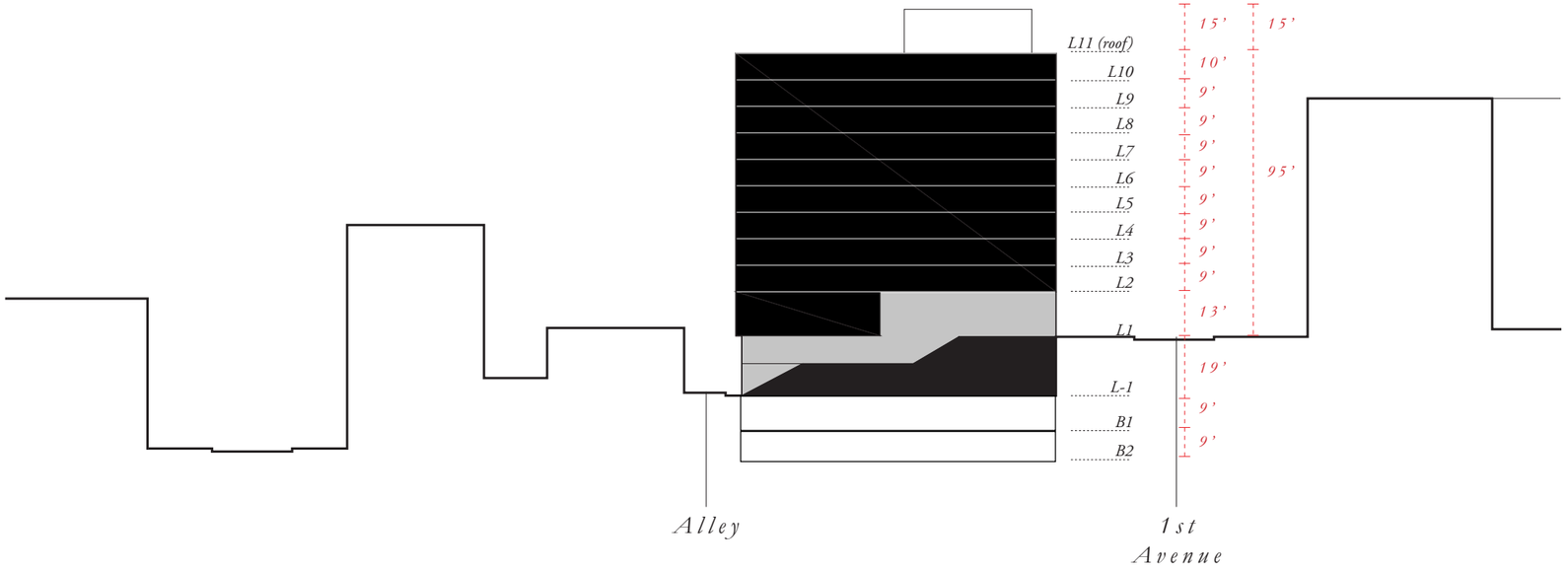
Alley Side (looking North)

Alternative 1 is a zero lot line building that occupies the entire site with the maximum height allowed in the Zoning Code.

+ Simple building form
+ Large rooftop

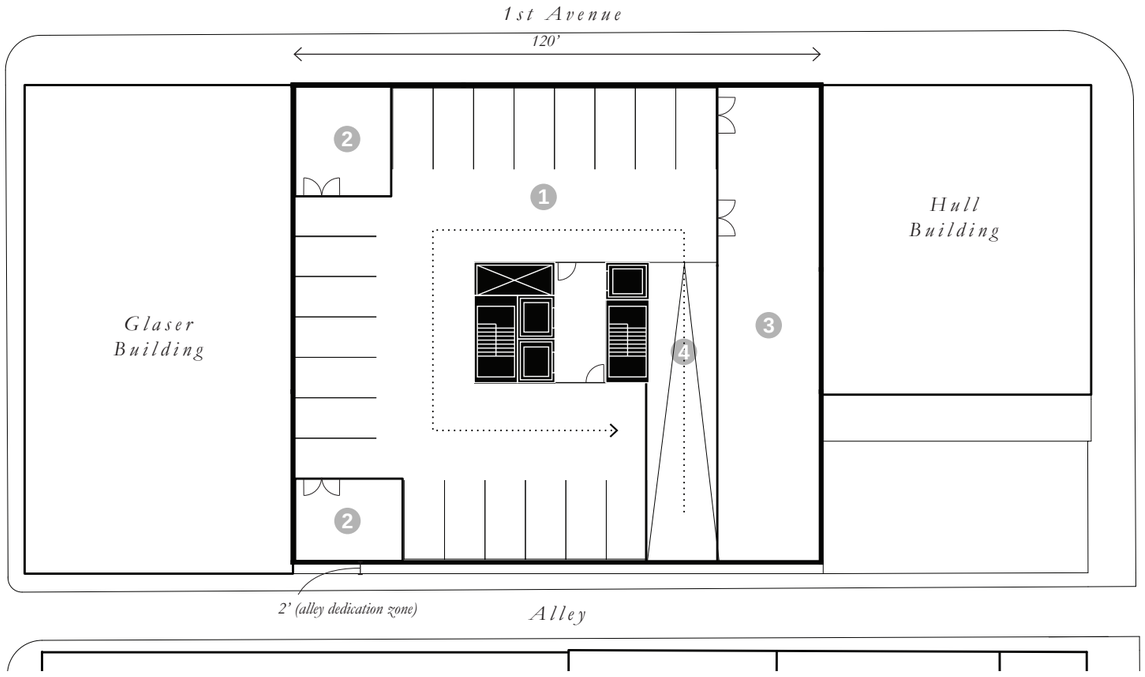
- No courtyard
- Continuous 120’ facade on the alley level
- More floor area at the lower level, which is less desirable from a residential standpoint
- Lack of natural light and fresh air penetration into the floor plates
- Large building volume on the alley level and towards Elliott Bay
- Design strategy no.2 not accomplished (commercial passage being fully internal)

ALTERNATIVE 1 - FULL SITE + CENTRAL CORE



Section with interior connection between Alley and 1st Avenue

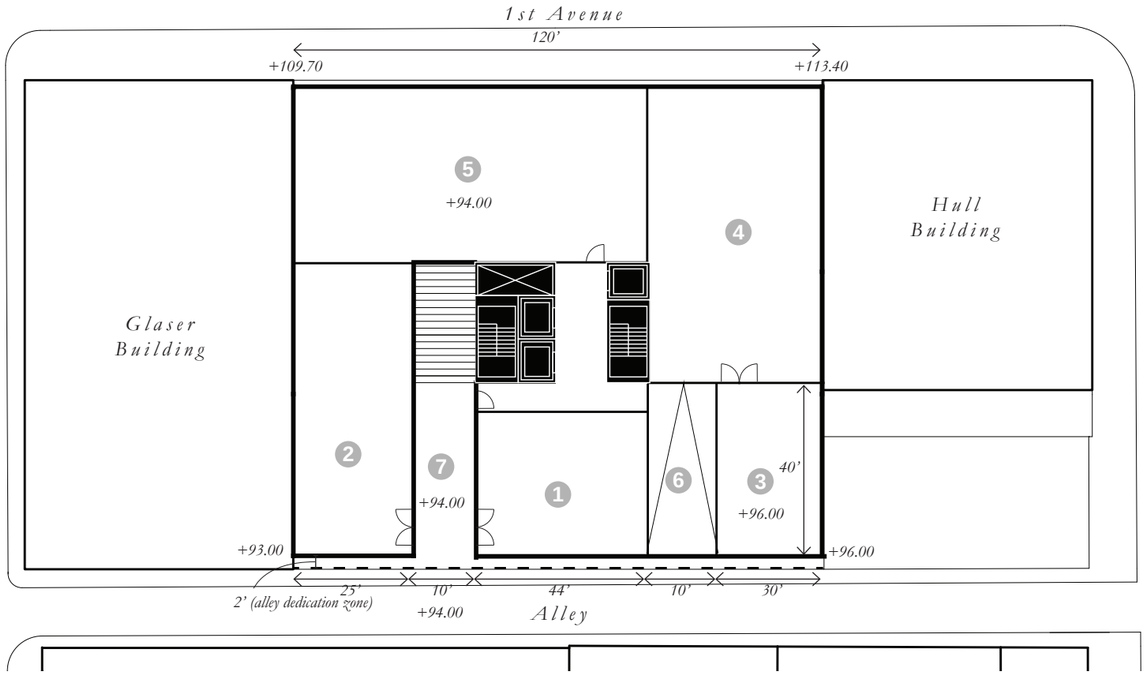
ALTERNATIVE 1 - FULL SITE + CENTRAL CORE



Basement (B1) plan

0' 5' 10' 20'

1. Parking
2. Storage / Bike Parking
3. Mechanical / Trash Rooms
4. Ramp

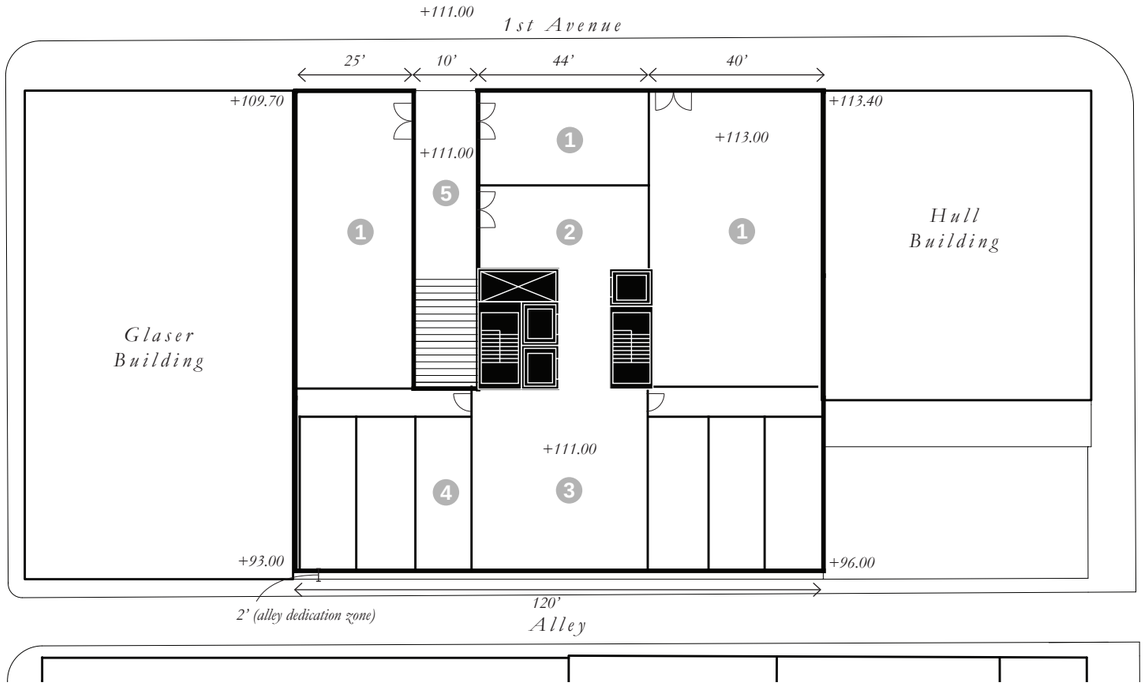


Alley (L-1) plan

0' 5' 10' 20'

1. Commercial / Retail
2. Commercial / Retail
3. Loading Dock
4. Storage / Services
5. Fitness Hall
6. Ramp to Basement
7. “Laneway”

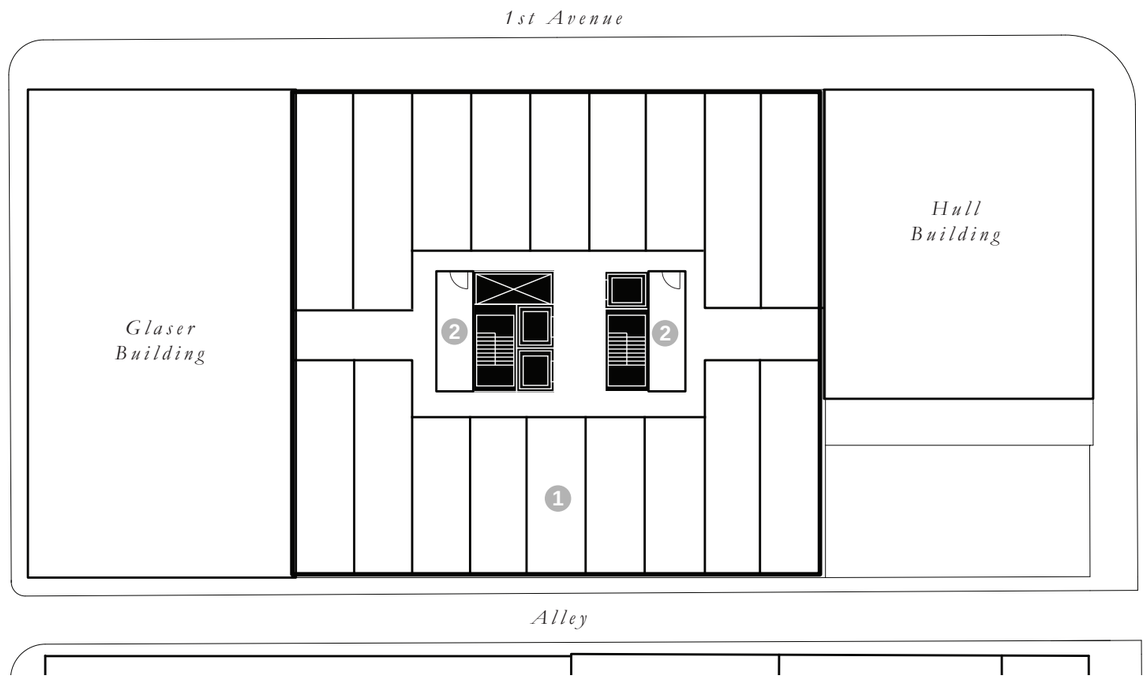
ALTERNATIVE 1 - FULL SITE + CENTRAL CORE



1st Avenue (L1) plan

0' 5' 10' 20'

1. Commercial / Retail
2. Residential Lobby / Mailroom
3. Residential Lounge
4. Residential Units
5. “Laneway”

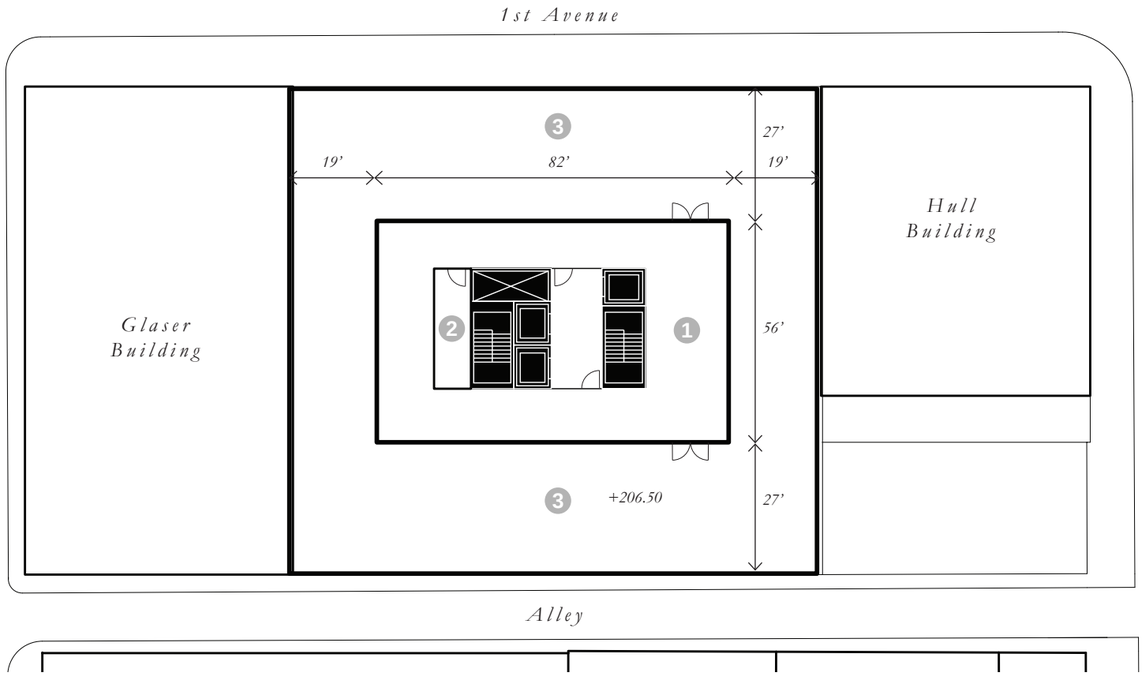


Typical Residential (L2-10) plan

0' 5' 10' 20'

1. Residential Units
2. Storage

ALTERNATIVE 1 - FULL SITE + CENTRAL CORE



Roof (L11) plan

0' 5' 10' 20'

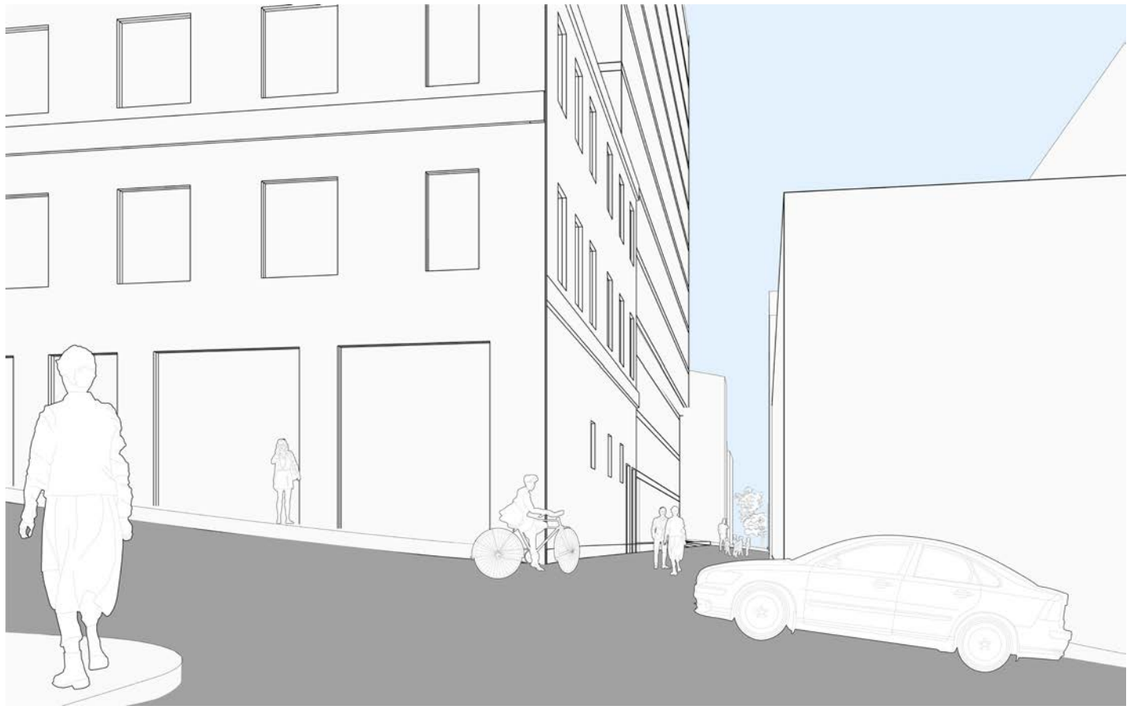
1. Bar / Restaurant
2. Services
3. Outdoor Terrace

ALTERNATIVE 1 - FULL SITE + CENTRAL CORE

1st Avenue looking West

1st Avenue looking East

ALTERNATIVE 1 - FULL SITE + CENTRAL CORE



Alley Looking East

Alley Close-up Looking East

ALTERNATIVE 1 - FULL SITE + CENTRAL CORE

Portal Park Looking West

ALTERNATIVE 2 - INNER COURTYARD + SPLIT CORE

1st Avenue Side (looking South)

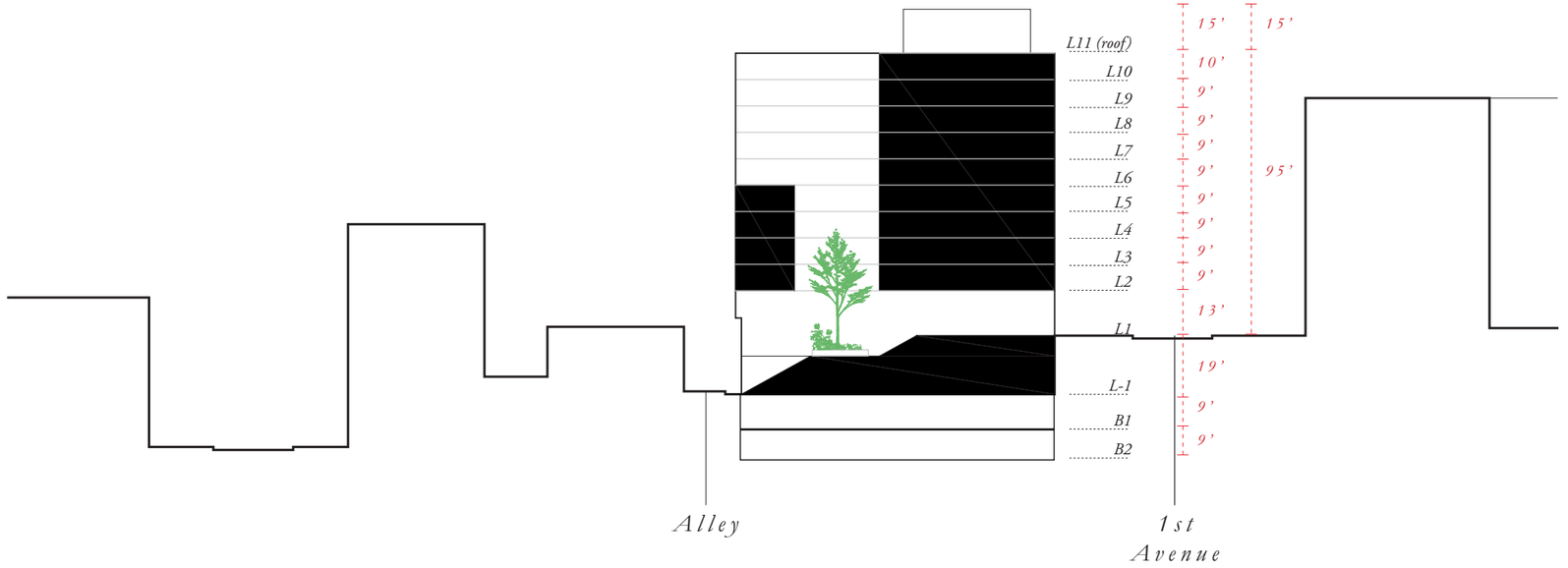
Alley Side (looking North)

The addition of an interior courtyard in the building brings light into the residential units and creates a less imposing volume from the alley.
The courtyard opens up on the higher levels to maximize the amount of light that comes onto the green and open courtyard.

+ Inner courtyard as an amenity
+ Light penetration into the building's courtyard
+ Better light and air penetration into the units
+ Slenderer mass towards the alley and towards Elliott Bay
+ Partially exterior laneway connection

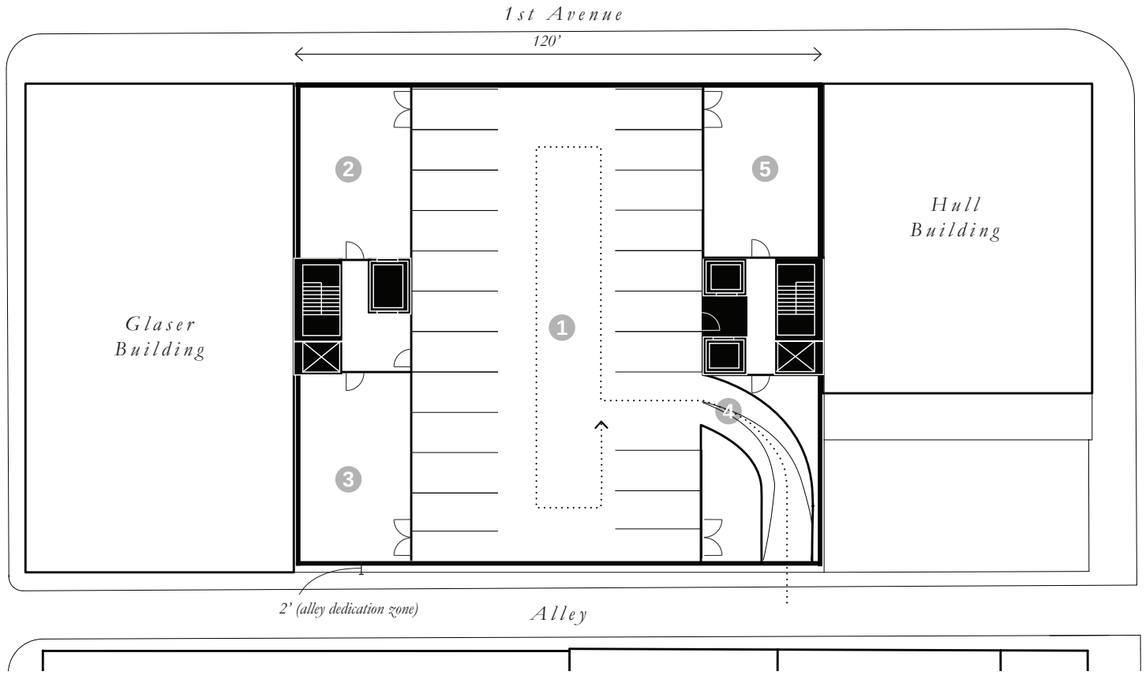
- Ground floor still mostly indirectly lit
- Introverted courtyard
- Smaller rooftop

ALTERNATIVE 2 - INNER COURTYARD + SPLIT CORE



Section with connection between Alley and 1st Avenue
and an inner courtyard

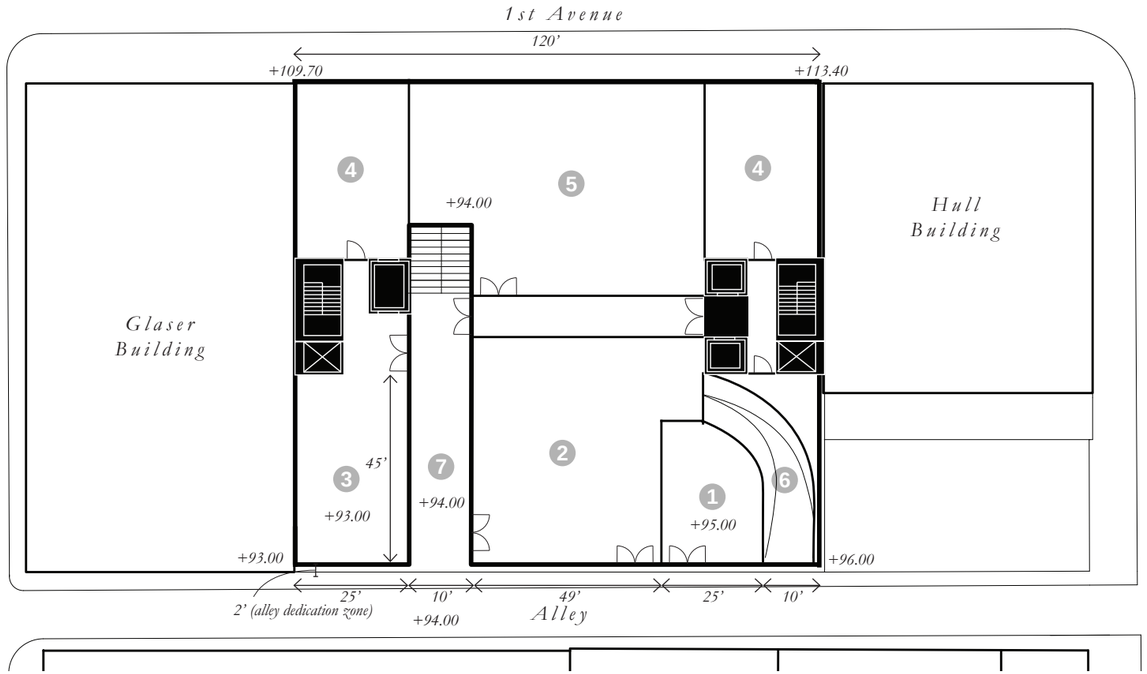
ALTERNATIVE 2 - INNER COURTYARD + SPLIT CORE



Basement (B1) plan

0' 5' 10' 20'

1. Parking
2. Storage / Bike Parking
3. Mechanical
4. Ramp
5. Trash Room

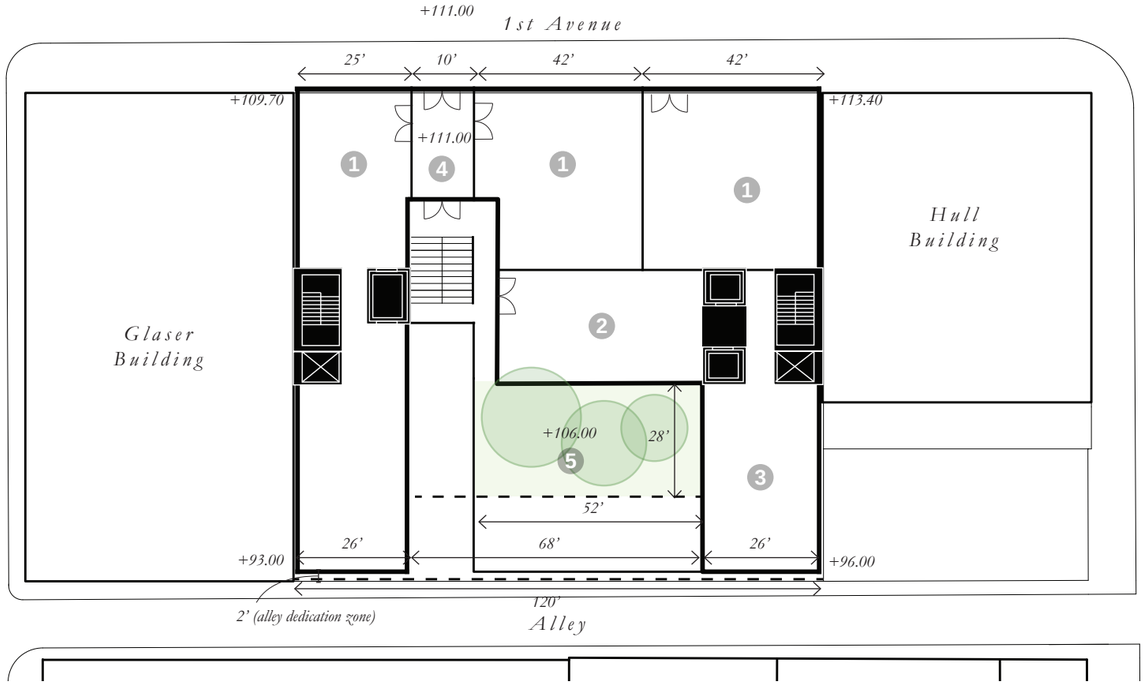


Alley (L-1) plan

0' 5' 10' 20'

1. Commercial / Retail
2. Commercial / Retail
3. Loading Dock
4. Storage / Services
5. Fitness Hall
6. Ramp to Basement
7. “Laneway”

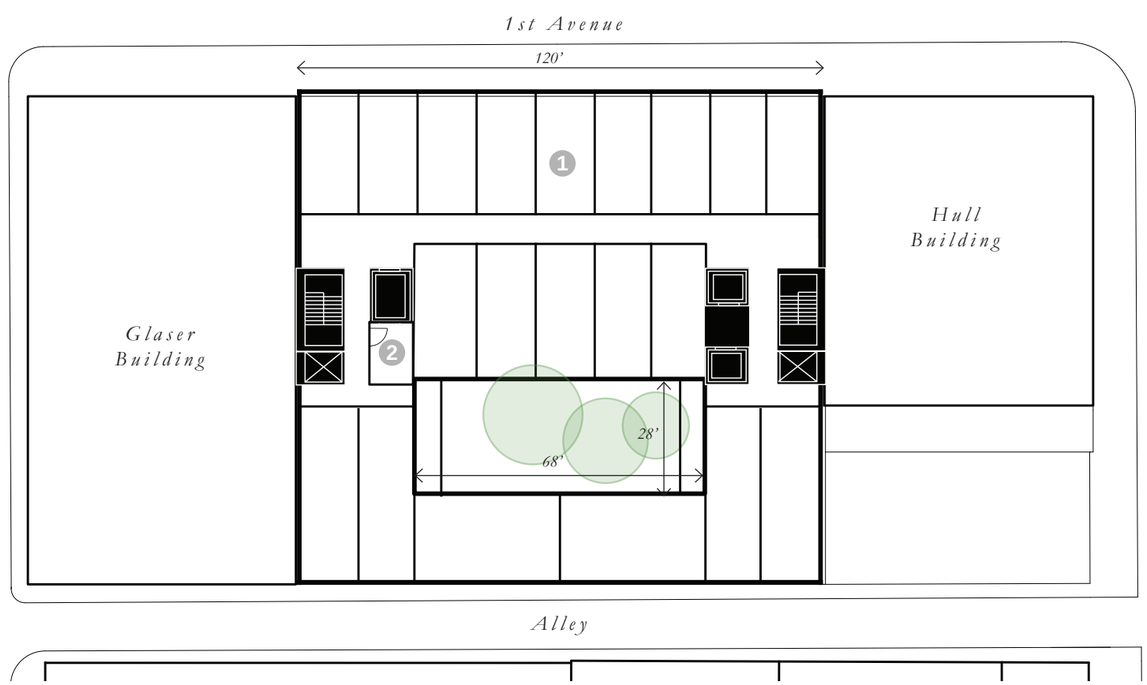
ALTERNATIVE 2 - INNER COURTYARD + SPLIT CORE



1st Avenue (L1) plan

0' 5' 10' 20'

1. Commercial / Retail
2. Residential Lobby / Mailroom
3. Residential Lounge
4. “Laneway”
5. Garden

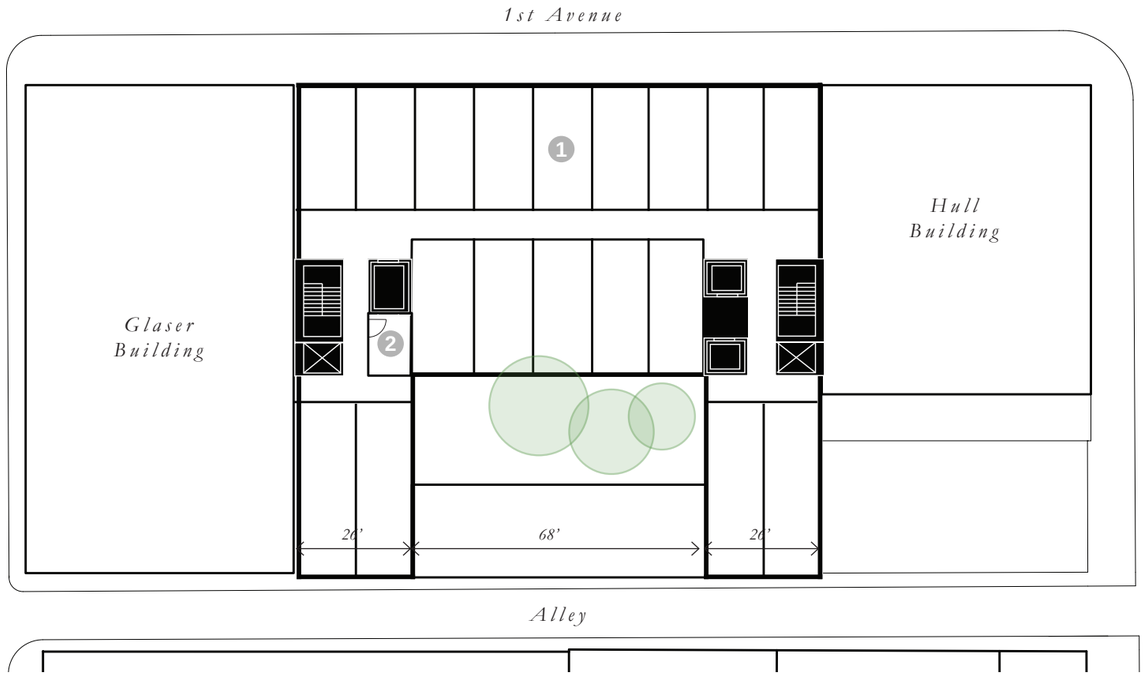


Typical Residential (L2-5) plan

0' 5' 10' 20'

1. Residential Units
2. Storage

ALTERNATIVE 2 - INNER COURTYARD + SPLIT CORE



Typical Residential (L5-10) plan

0' 5' 10' 20'

1. Residential Units
2. Storage

Roof (L11) plan

0' 5' 10' 20'

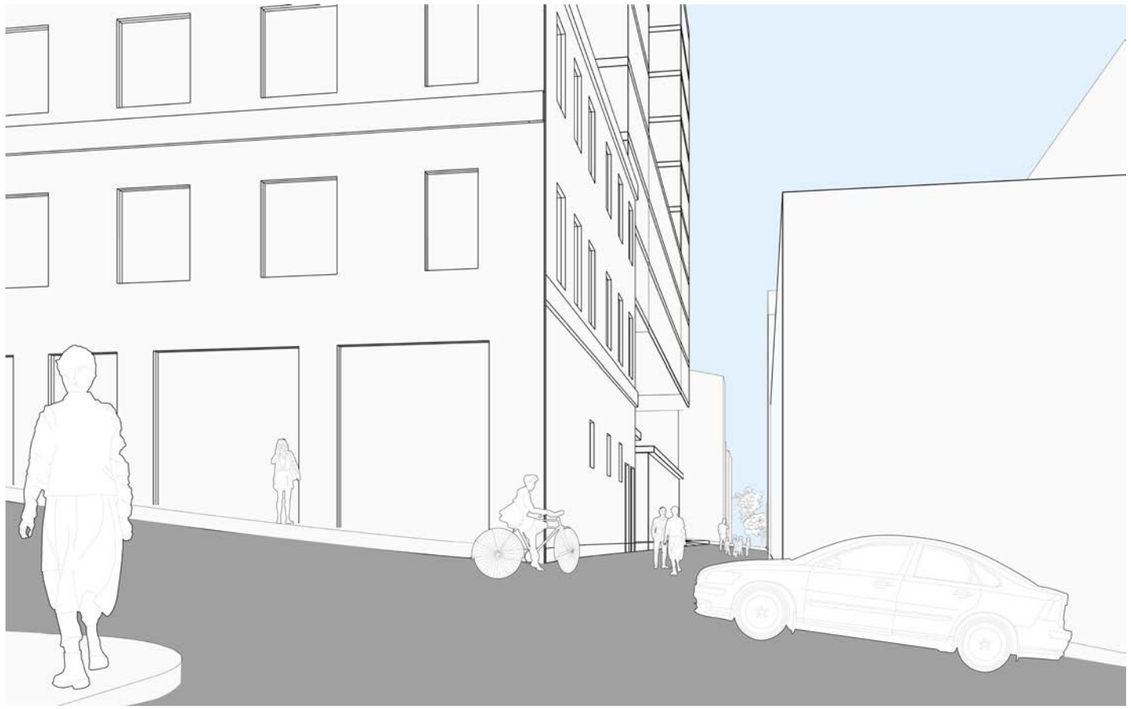
1. Bar / Restaurant
2. Services
3. Outdoor Terrace
4. Residential Terrace

ALTERNATIVE 2 - INNER COURTYARD + SPLIT CORE

1st Avenue looking West

1st Avenue looking East

ALTERNATIVE 2 - INNER COURTYARD + SPLIT CORE



Alley Looking East

Alley Close-up Looking East

ALTERNATIVE 2 - INNER COURTYARD + SPLIT CORE

Portal Park Looking West

ALTERNATIVE 3 (PREFERRED) - GARDEN EXPOSED TO ALLEY

1st Avenue Side (looking South)

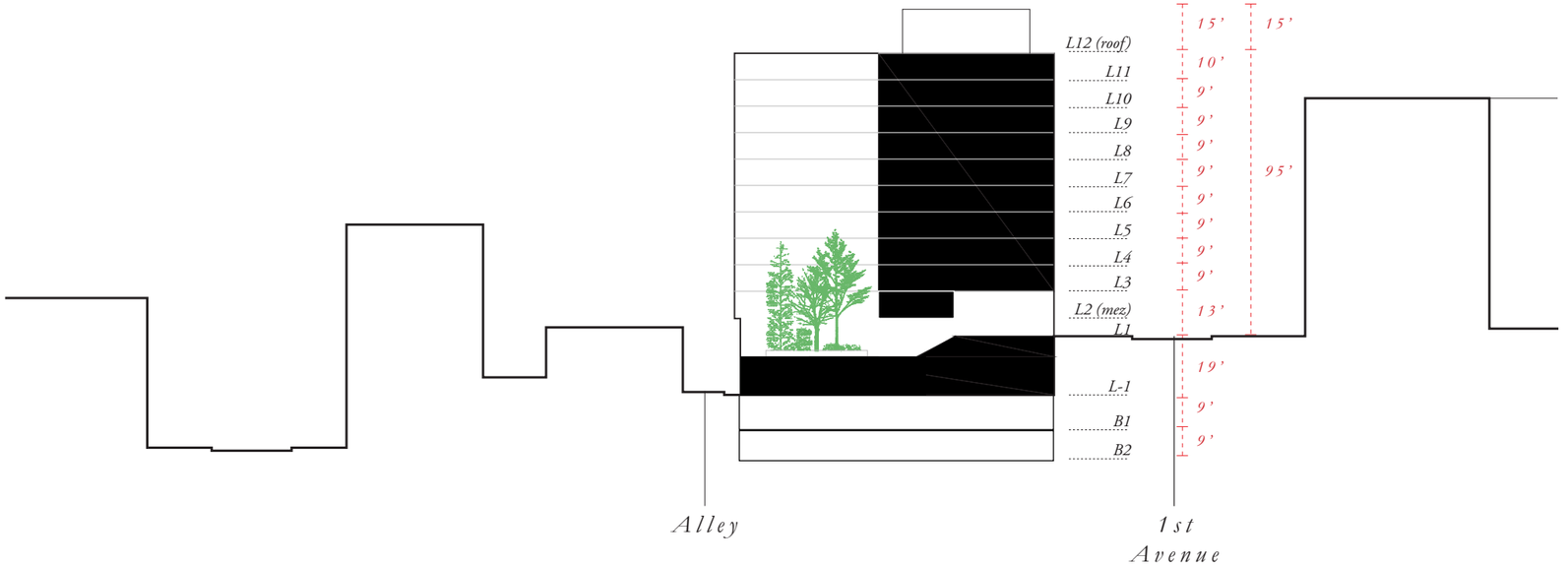
Alley Side (looking North)

The building responds to the alley by stepping back and framing an open garden with two slender wings along the party walls.
This garden is full of light and green space and relates to the future Portal Park extension. It is also accessible from both the alley and 1st Avenue.
A continuous connection through the building adds active programming at alley level and connects the alley with 1st Avenue.

+ Open courtyard as an amenity fronting the alley
+ Generous light and air penetration into the building’s courtyard
+ Better light and air penetration into the units
+ Setback mass towards the alley and towards Elliott Bay
+ Stronger connection between 1st Avenue and alley
+ Opportunity for alley activation
+ Fully exterior, sunlit laneway connection

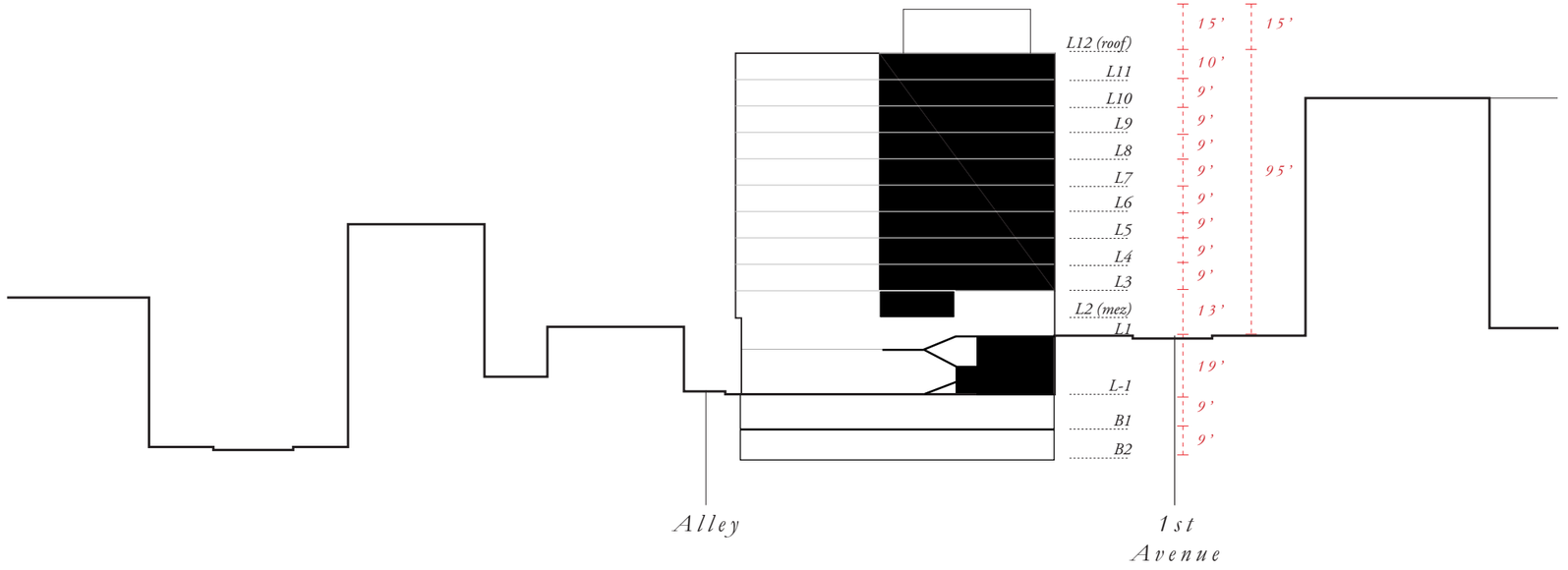
- Smaller rooftop

ALTERNATIVE 3 (PREFERRED) - GARDEN EXPOSED TO ALLEY



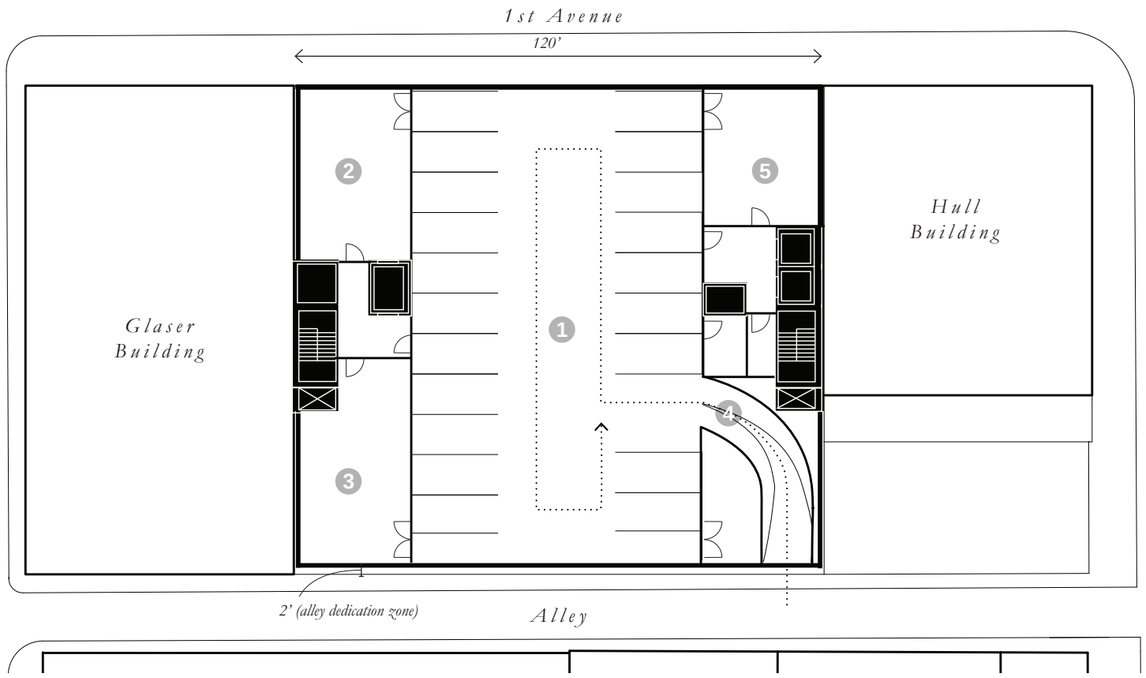
Section through garden showing the connection between Alley and 1st Avenue.

ALTERNATIVE 3 (PREFERRED) - GARDEN EXPOSED TO ALLEY



Section through laneway showing the connection between Alley and 1st Avenue.

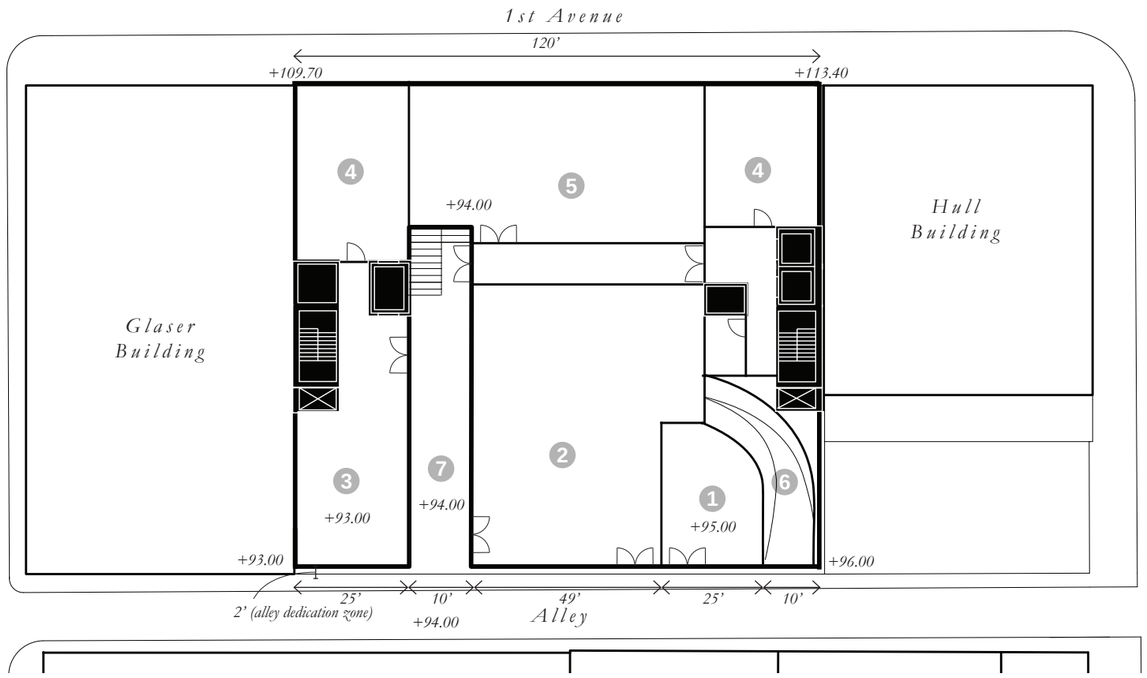
ALTERNATIVE 3 (PREFERRED) - GARDEN EXPOSED TO ALLEY



Basement (B1) plan

0' 5' 10' 20'

1. Parking
2. Storage / Bike Parking
3. Mechanical
4. Ramp
5. Trash Room

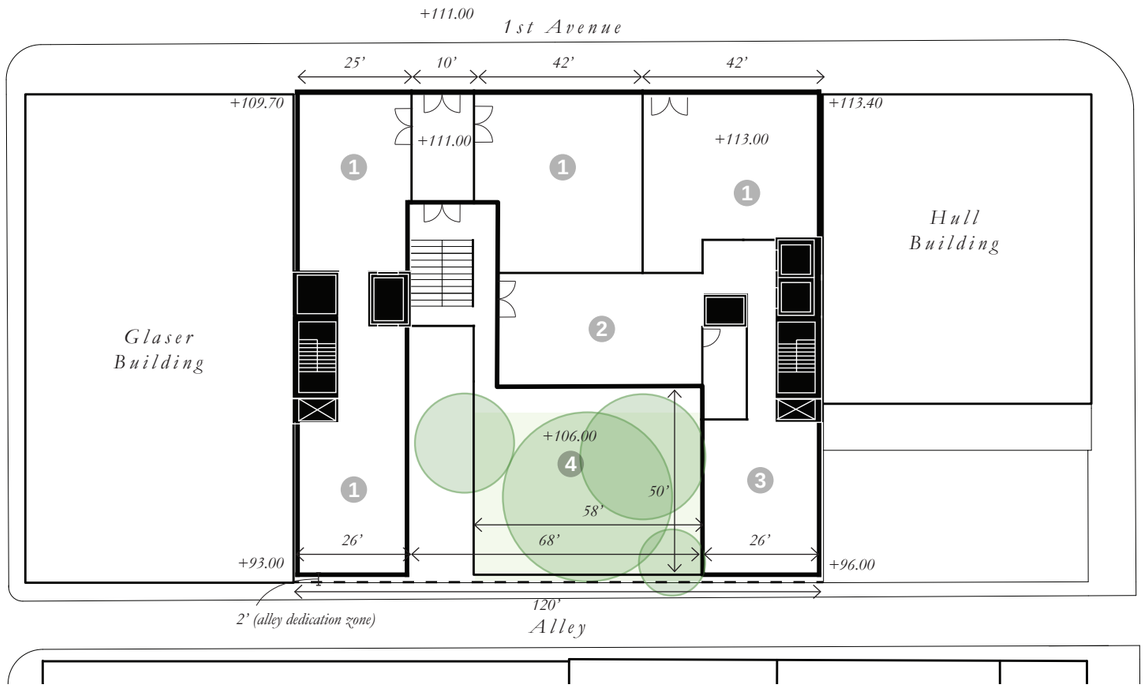


Alley (L-1) plan

0' 5' 10' 20'

1. Commercial / Retail
2. Commercial / Retail
3. Loading Dock
4. Storage / Services
5. Fitness Hall
6. Ramp to Basement
7. “Laneway”

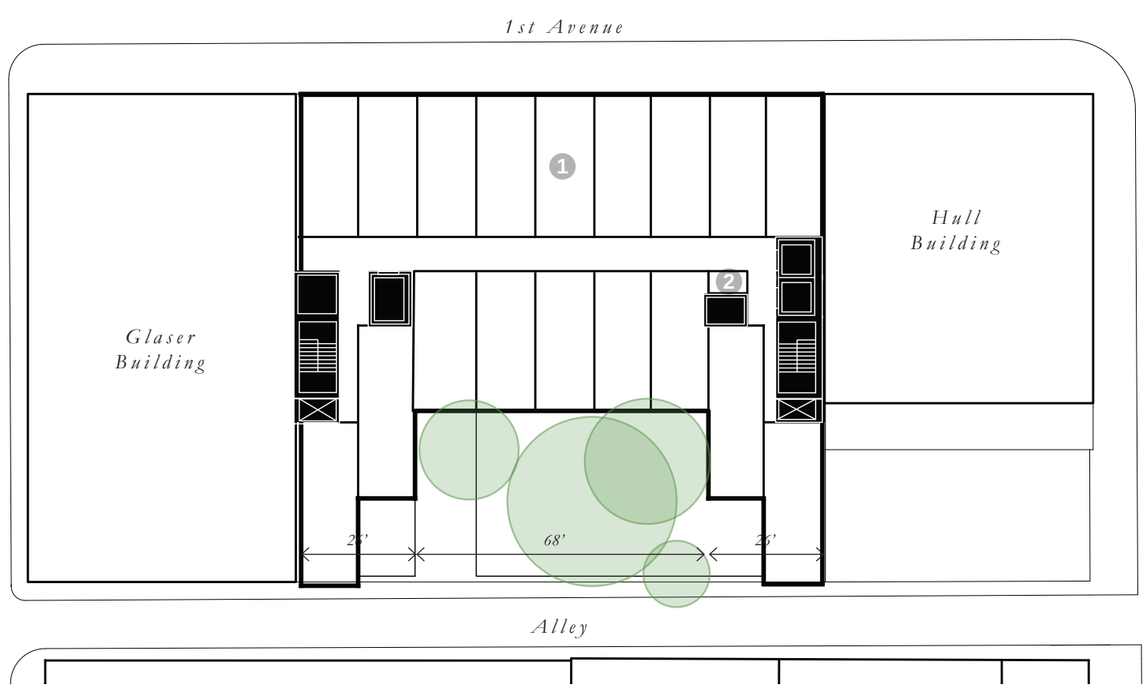
ALTERNATIVE 3 (PREFERRED) - GARDEN EXPOSED TO ALLEY



1st Avenue (L1) plan

0' 5' 10' 20'

1. Commercial / Retail
2. Residential Lobby / Mailroom
3. Residential Lounge
4. Terrace

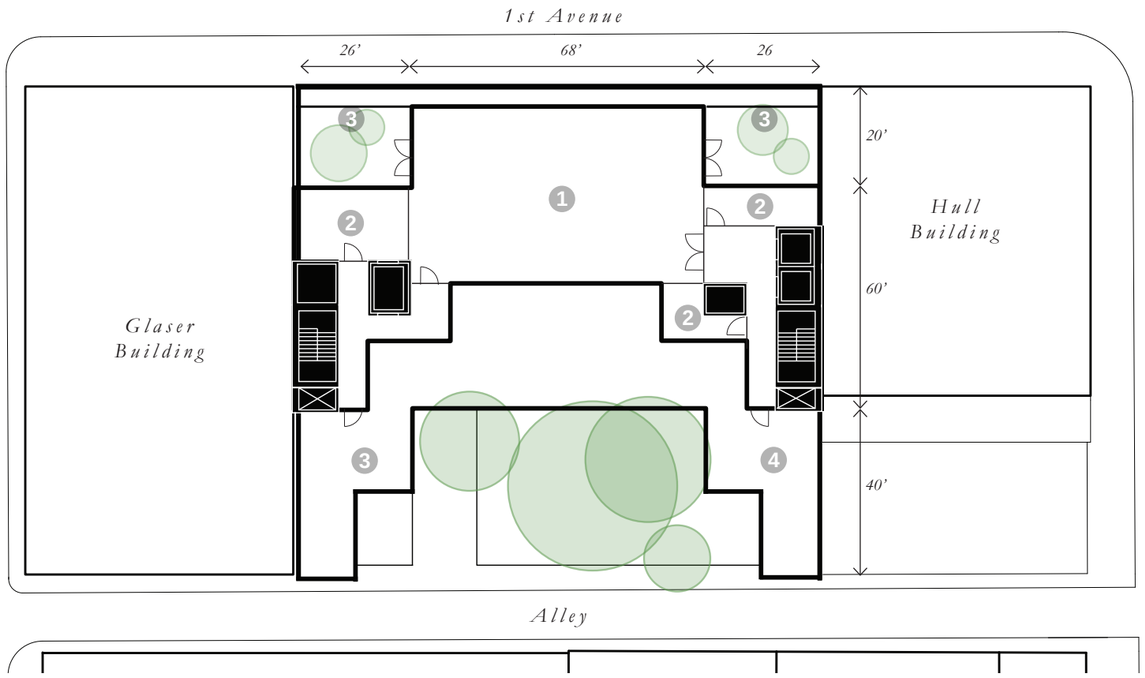


Typical Residential (L2-10) plan

0' 5' 10' 20'

1. Residential Units
2. Storage

ALTERNATIVE 3 (PREFERRED) - GARDEN EXPOSED TO ALLEY



Roof (L11) plan

1. Bar / Restaurant
2. Services
3. Outdoor Terrace
4. Residential Terrace

ALTERNATIVE 3 (PREFERRED) - GARDEN EXPOSED TO ALLEY

1st Avenue looking West

1st Avenue looking East

ALTERNATIVE 3 (PREFERRED) - GARDEN EXPOSED TO ALLEY

Alley Looking East

Alley Close-up Looking East

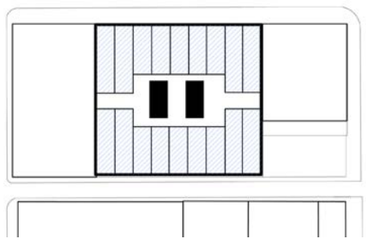
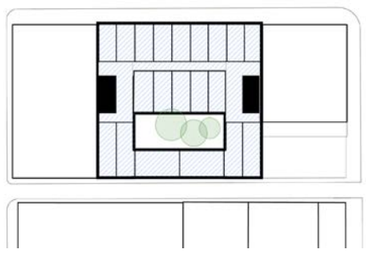
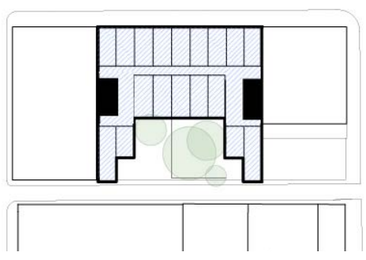
ALTERNATIVE 3 (PREFERRED) - GARDEN EXPOSED TO ALLEY

Portal Park Looking West

Portal Park from Western Avenue

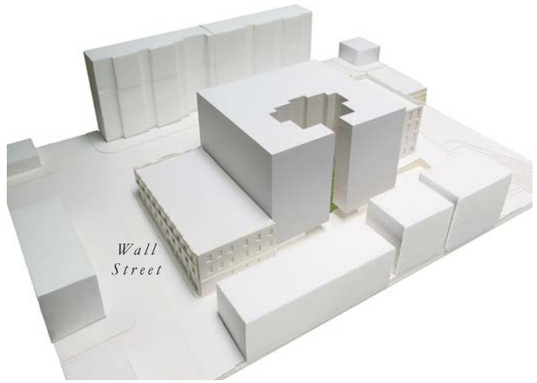
7.0 SUMMARY OF ARCHITECTURAL MASSING CONCEPTS

CONCEPTS COMPARISON

	DEVELOPMENT STRATEGY	PARKING	OUTDOOR AMENITIES	DEPARTURE
	**FULL SITE + CENTRAL CORE** Zero lot line building that occupies the entire site with the maximum height allowed in the Zoning Code. The “Laneway” connection between 1st Avenue and the alley is fully enclosed and does not receive natural light.	1-3 levels of below grade parking	Rooftop terrace Interior connection between 1st Avenue and Alley	As listed on pages 99-102
	**INNER COURTYARD + SPLIT CORE** The addition of an interior courtyard in the building brings light into the residential units and creates a less imposing volume towards the alley. The courtyard opens up on the higher levels to maximize the amount of light that comes onto the publicly accessible courtyard. The “Laneway” connection between 1st Avenue and the alley is partially enclosed and receives some natural light.	1-3 levels of below grade parking	Rooftop terrace Inner courtyard Partially exterior connection between 1st Avenue and Alley	As listed on pages 99-102
	**GARDEN EXPOSED TO ALLEY (PREFERRED)** The building responds to the alley by stepping back and framing an open and generous garden with two slender wings along the party walls. On the ground floor, this green garden is accessible to the public from both the alley and 1st Avenue. A continuous connection through the building adds active programming at alley level and connects the alley with 1st Avenue. The “Laneway” connection between 1st Avenue and the alley is open and receives an abundance of natural light.	1-3 levels of below grade parking	Rooftop terrace Open courtyard Fully exterior and sunlit connection between 1st Avenue and alley	As listed on pages 99-102

ALTERNATIVE 4 (REJECTED)

Internal Garden + Vertical Slot on Alley



DEVELOPMENT STRATEGY

An internalized, protected courtyard surrounded by residential units. The alley facade is broken into two distinct elements in order to minimize its scale.

REASON FOR REJECTION

The residential units within the courtyard - especially on the lower floors - lack sufficient natural light. This massing gesture closes off the courtyard garden, blocking the visible connection to Portal Park and reducing the ability to activate the alley level.

ALTERNATIVE 5 (REJECTED)

Framed Opening on Alley side

DEVELOPMENT STRATEGY

The alley facade is composed of two distinct massing bars filled - one set horizontal and one vertical. These elements are positioned on the limits of the facade in order to create as large an opening as possible towards the recessed garden.

REASON FOR REJECTION

The overall gesture is overly monumental and grand. It draws attention away from the historical neighbors and does not open up the garden towards the alley.

ALTERNATIVE 6 (REJECTED)

Asymmetrical massing on Alley

DEVELOPMENT STRATEGY

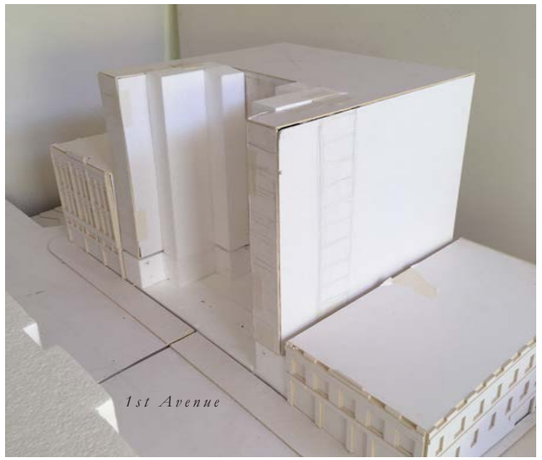
An asymmetrical massing on the alley stepping back from to align with the alley facade of the Hull building. The intent is to open up the alley towards the future Portal Park.

REASON FOR REJECTION

The potential future development on the surface parking lot of the Hull building takes away the meaning of this urban gesture. Furthermore, the massing does not allow sufficient area for all residential units, and therefore is not comparable in bulk to the other proposals.

ALTERNATIVE 7 (REJECTED)

Courtyard / Plaza towards 1st Avenue



DEVELOPMENT STRATEGY

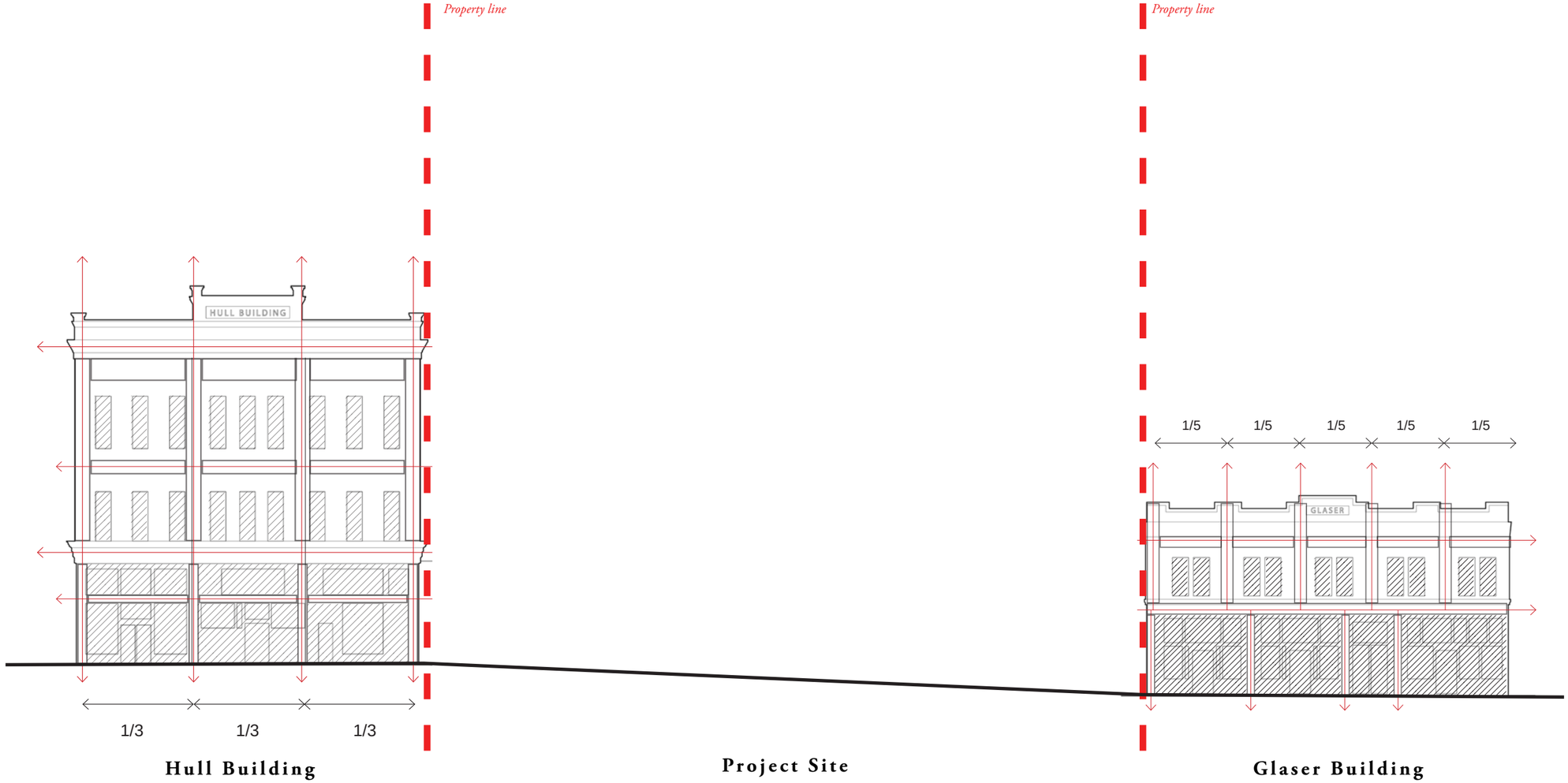
A scheme which steps back and opens up a plaza on 1st Avenue. This plaza can be lined with commercial and cultural programs. The alley facade is a straight extrusion which nevertheless steps back to allow for the alley dedication zone.

REASON FOR REJECTION

The scheme does not meet street edge requirements on 1st Avenue and does not follow the Belltown Design Guidelines. The increased number of units on 1st Avenue would be deprived of natural light (as the alley receives much more direct sunlight). This massing gesture creates a tall and heavy volume above the narrow alley. It would create a dark and uninviting space along the alley, reducing the ability to activate this level with program.

8.0 FACADE CONCEPT

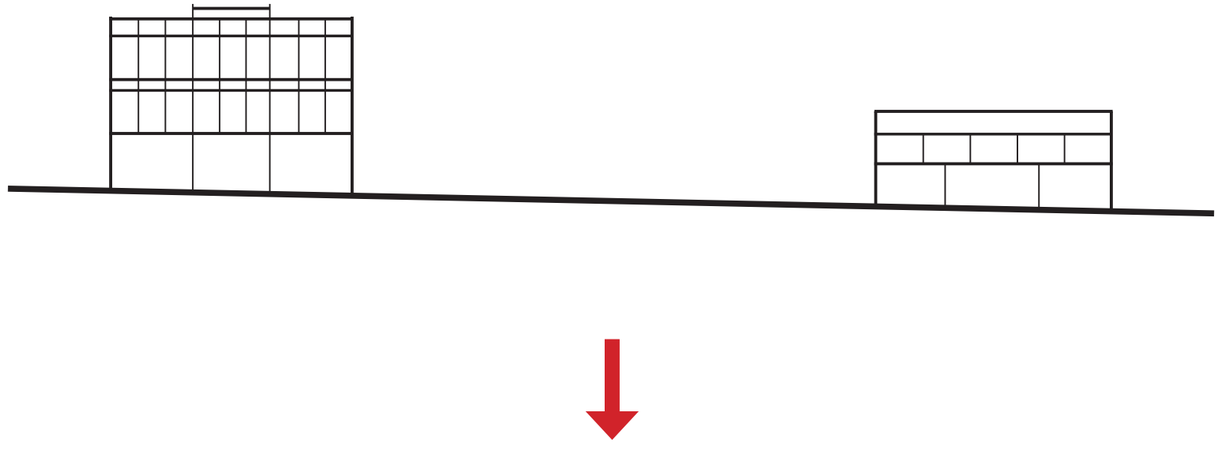
1ST AVENUE EXISTING ELEVATION

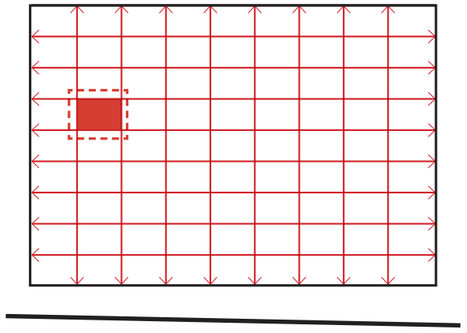


We are privileged to be located next to the historical Hull and Glaser Buildings. We are inspired by the material clarity, variation, proportions and richness of these neighbors.

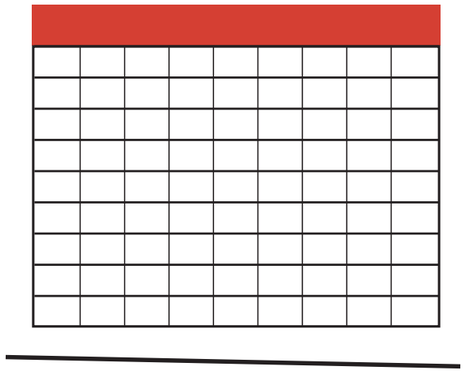
These two historical buildings are wood frame structures wrapped with a brick skin. We are very interested in further exploring this traditional standardized living typology with a contemporary interpretation.

The street level of both buildings is more porous and open with larger openings and commercial functions. The design team is inspired to continue this tradition and extend the open and public nature of the streetscape along 1st Avenue between Wall Street and Battery Street.

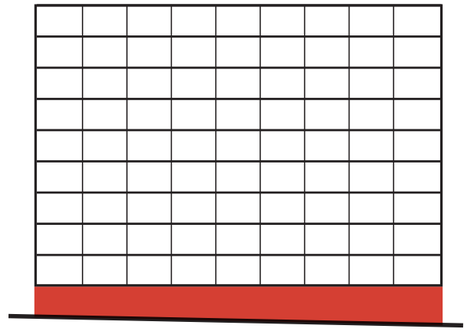




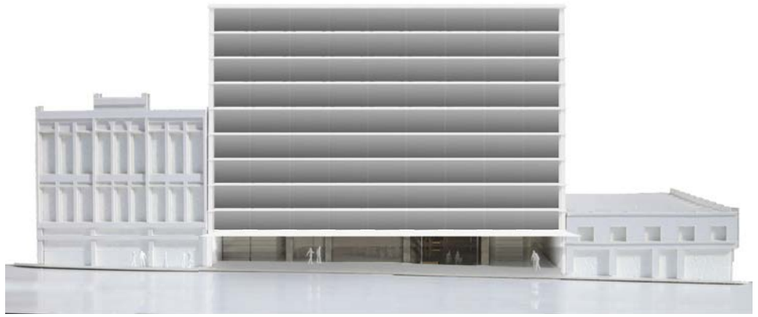
Expression



Rooftop

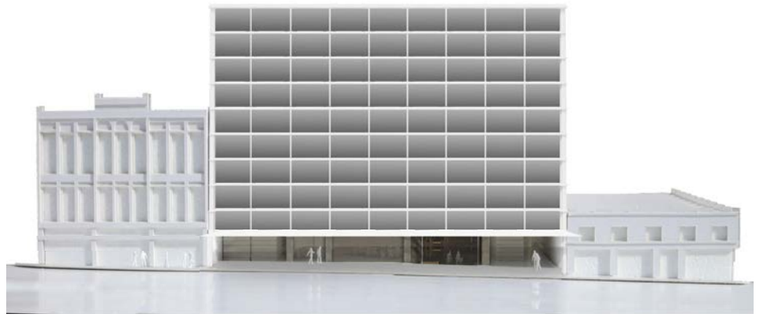


Streetscape



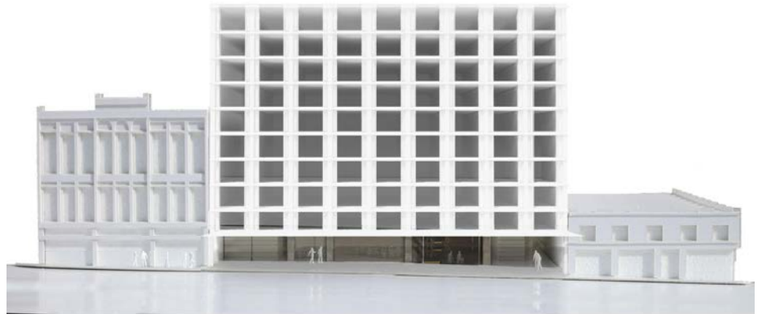
ALTERNATIVE 1

Ribbon Glazing



ALTERNATIVE 2

Grid



ALTERNATIVE 3 (PREFERRED)

Punched Windows

ALTERNATIVE 1

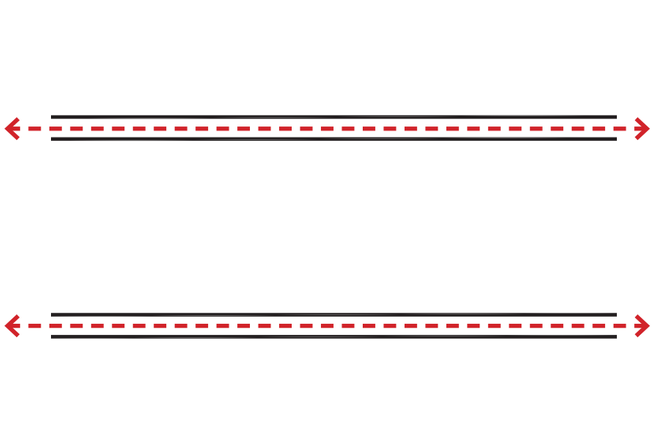
Ribbon Glazing

ALTERNATIVE 2

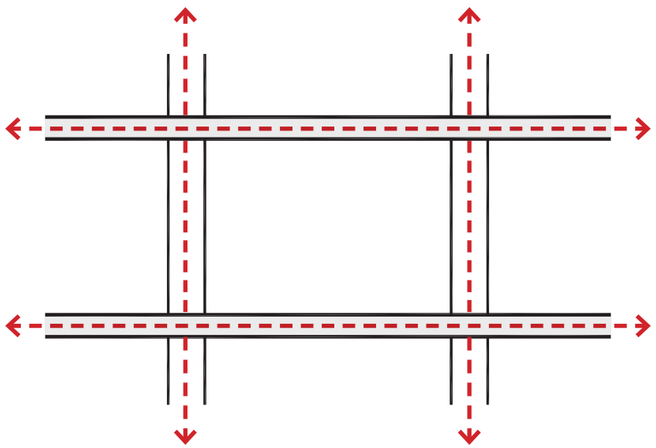
Grid

ALTERNATIVE 3 (PREFERRED)

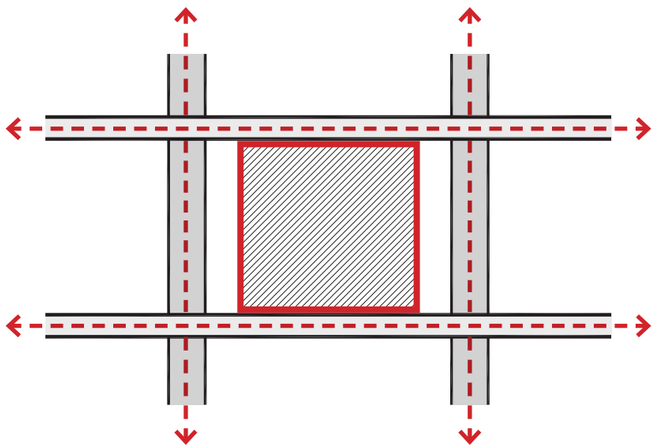
Punched Windows



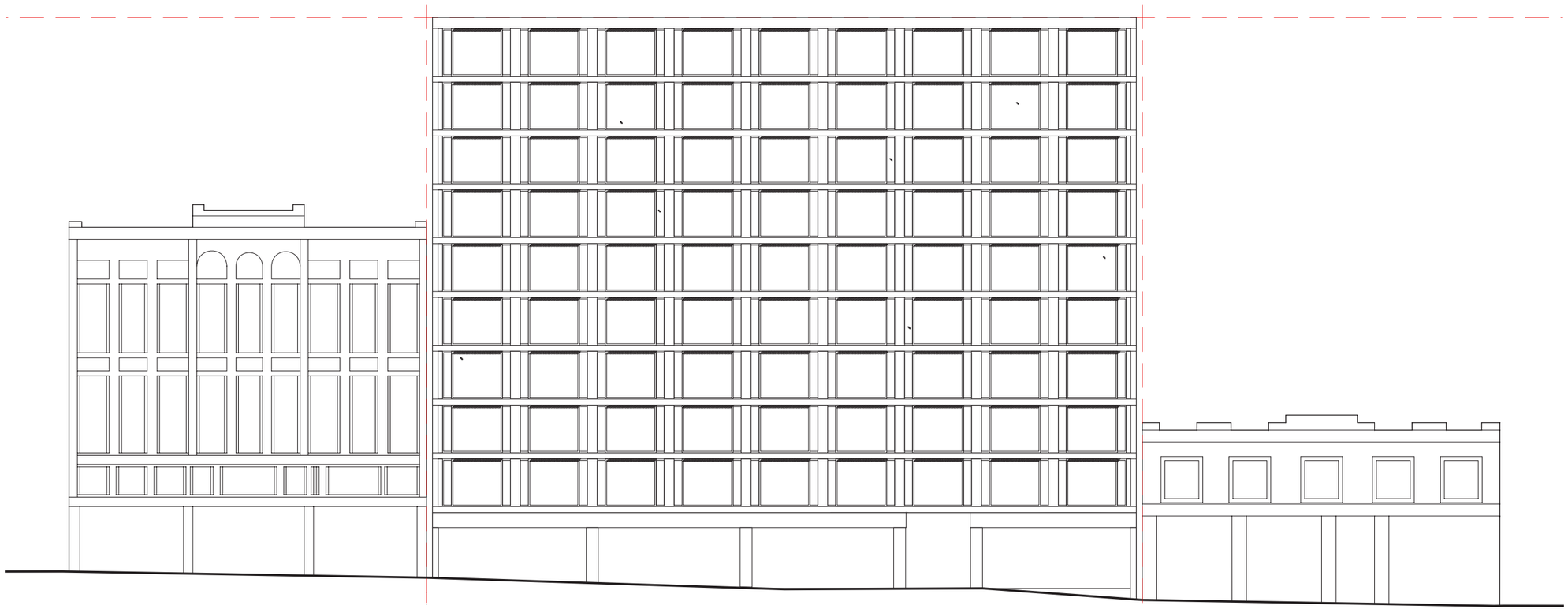
Horizontal Slab Expression



Vertical Unit Division



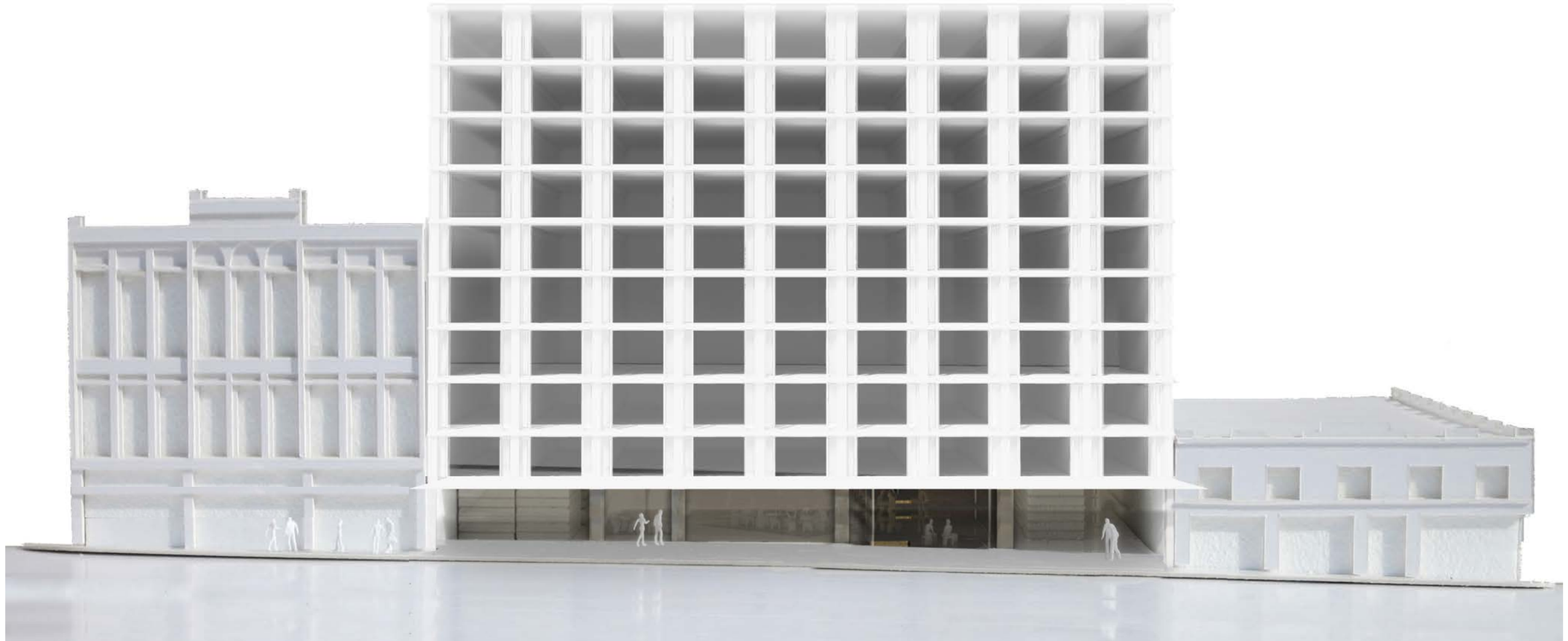
Window Frame



Hull Building

Project Site

Glaser Building



- The punched window facade relates to the depth of the glazing elements of Hull and Glaser Buildings
- It breaks down the scale of the building into smaller elements
- It offers a more homogeneous street-front with the neighboring structures

Horizontal Slab Expression

Hull Building

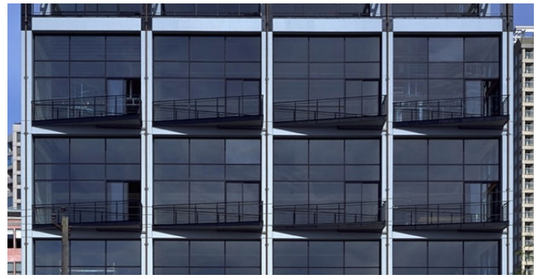
Glaser Building

Vertical Divisions

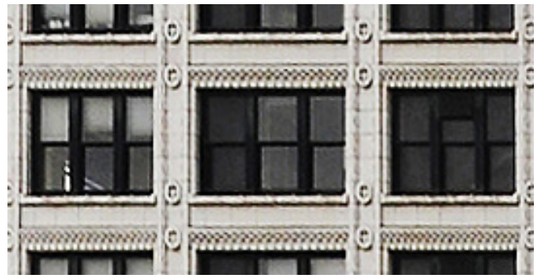
Hull Building

Bell Building

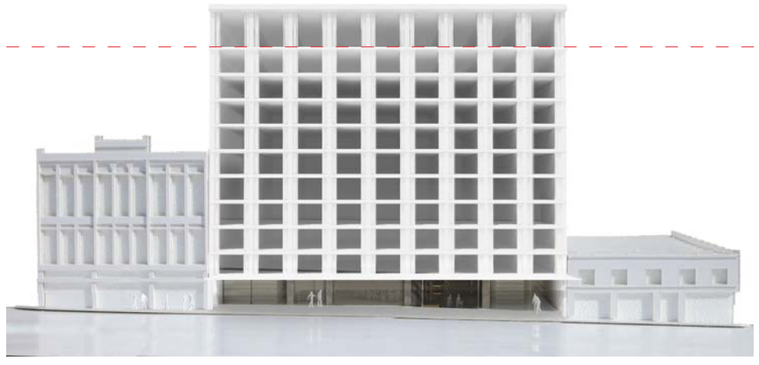
Window Frame

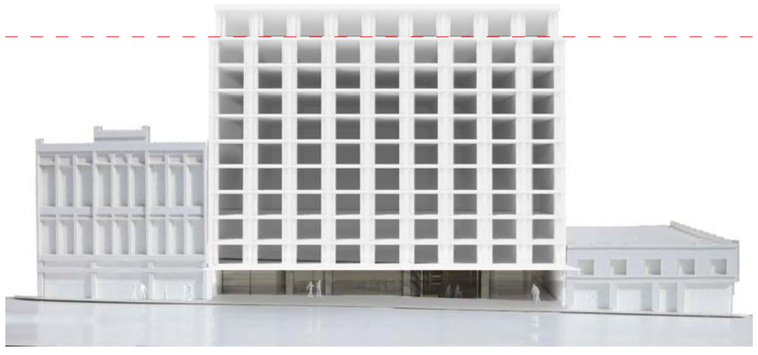


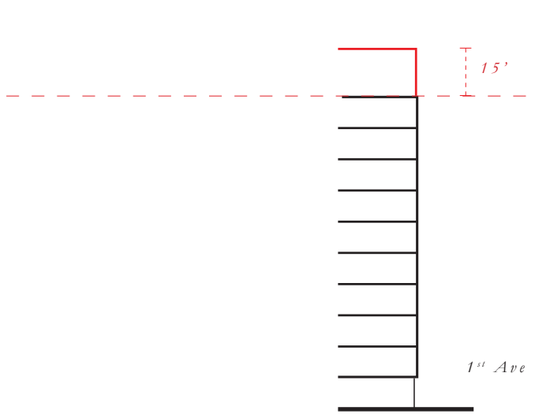
Banner Building

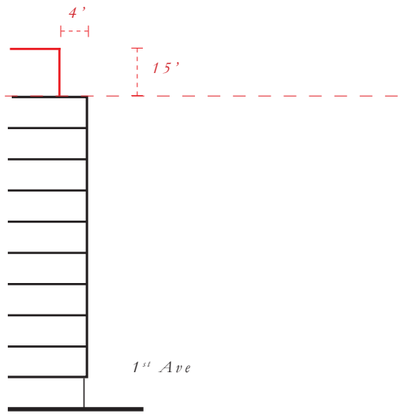


Smith Tower









ALTERNATIVE 1

Flush

ALTERNATIVE 2 (PREFERRED)

Recessed

ALTERNATIVE 1

Flush

ALTERNATIVE 2 (PREFERRED)

Recessed

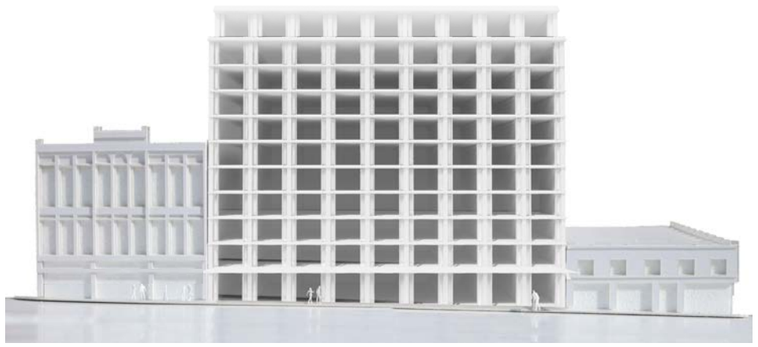
ALTERNATIVE 1

Flush

ALTERNATIVE 2 (PREFERRED)

Recessed

- A recessed rooftop decreases the appearance of height from the street perspective.
- It emphasizes the residential mass of the project.

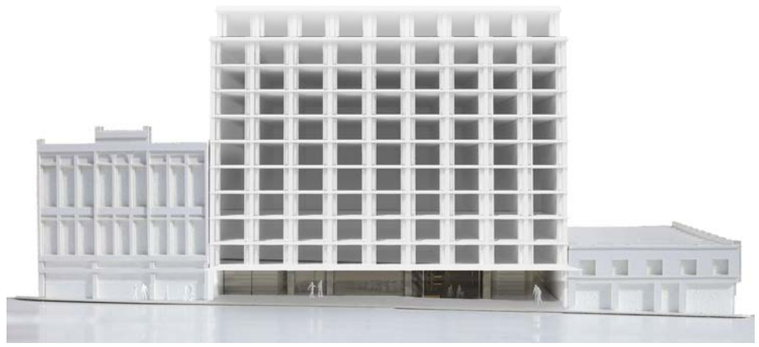


ALTERNATIVE 1

Grid Continuation

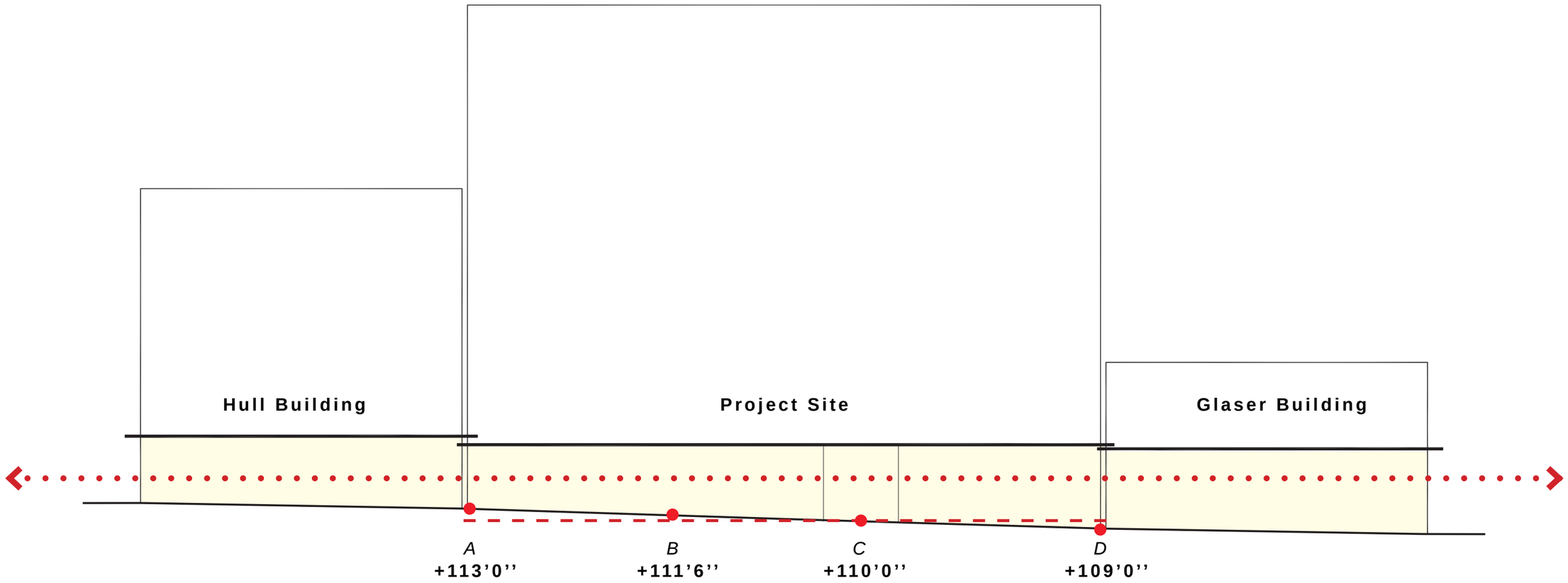
ALTERNATIVE 2

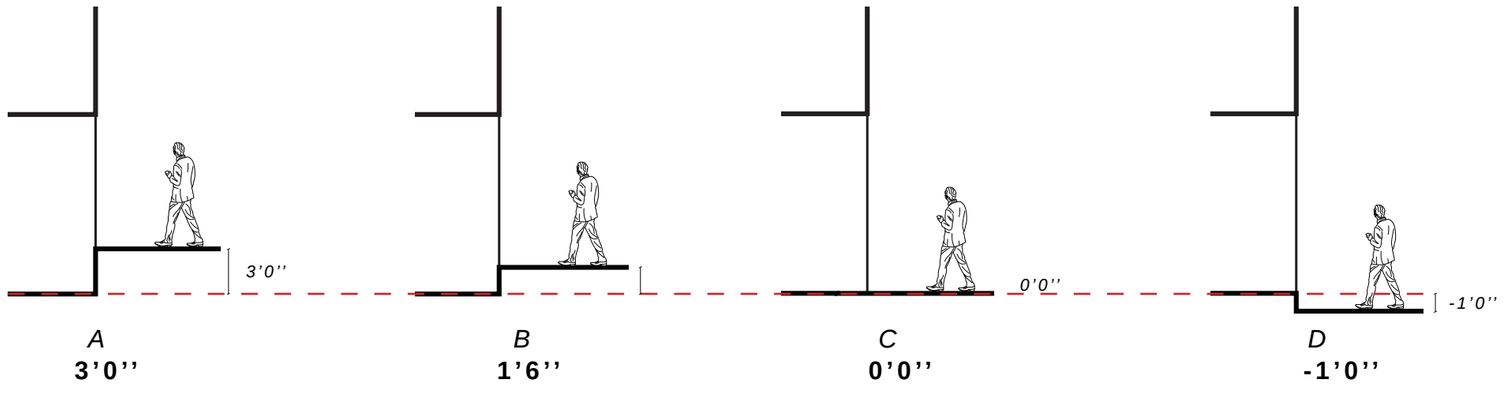
Glazing Between Columns

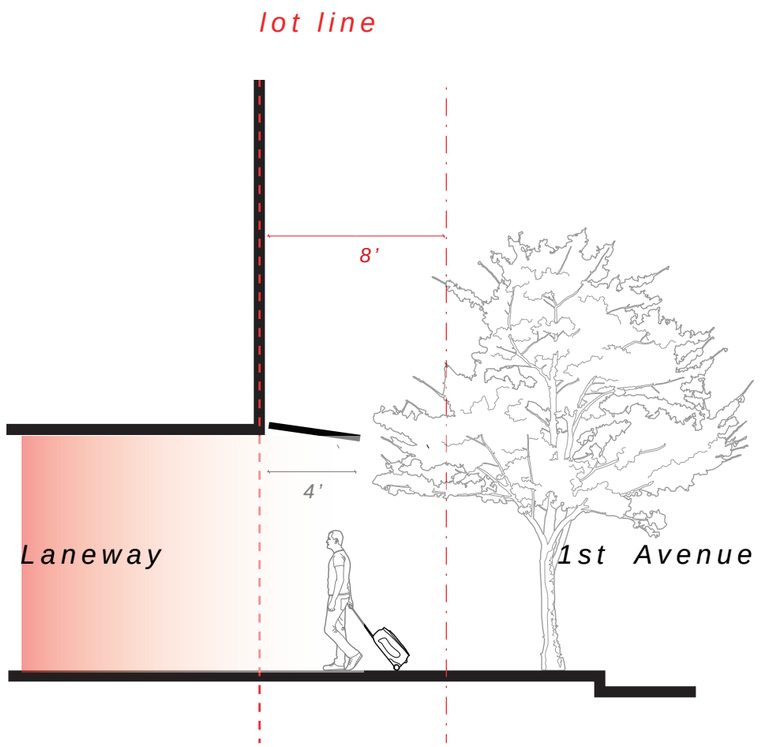


ALTERNATIVE 3 (PREFERRED)

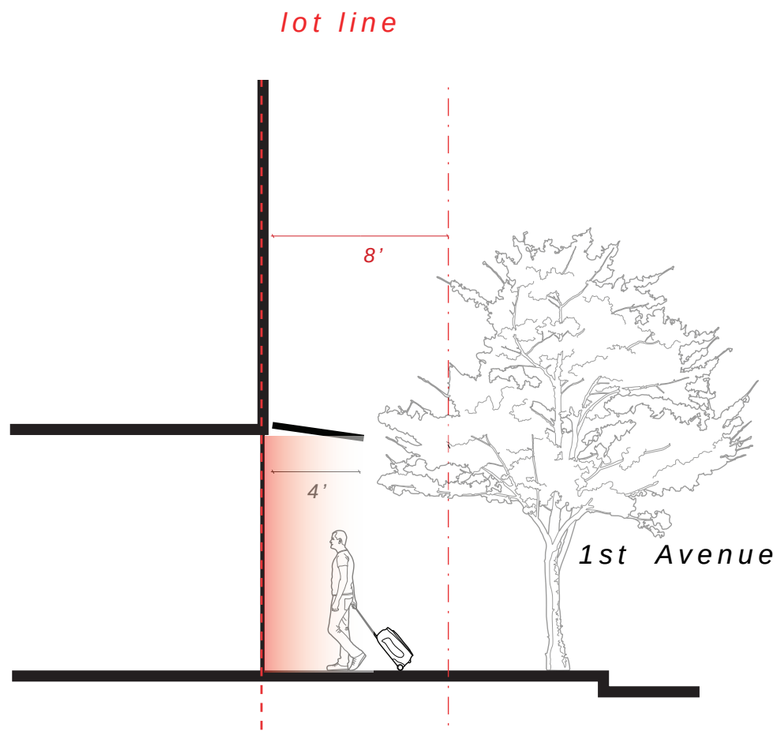
Glazing in Front


Hull Building
Project Site
Glaser Building
A
+113’0’’
B
+111’6’’
C
+110’0’’
D
+109’0’’


3’0’’
0’0’’
-1’0’’
A
3’0’’
B
1’6’’
C
0’0’’
D
-1’0’’



Section through the laneway



Section through the Retail Unit

PROPOSAL

4’ Canopy

- 4’ canopy continuous on 1st Avenue
- Deep protected area into the Laneway

Please refer to Departure Request on page 99-100

Punched Window Expression

Recessed Rooftop Level

Glazing in Front on Street Level (appearance of a floating mass)

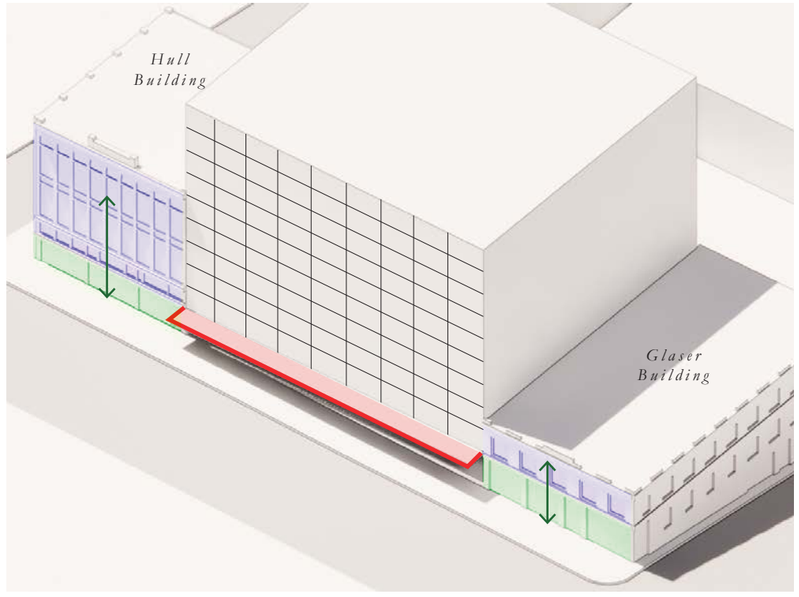
4’ Weather Protection Feature

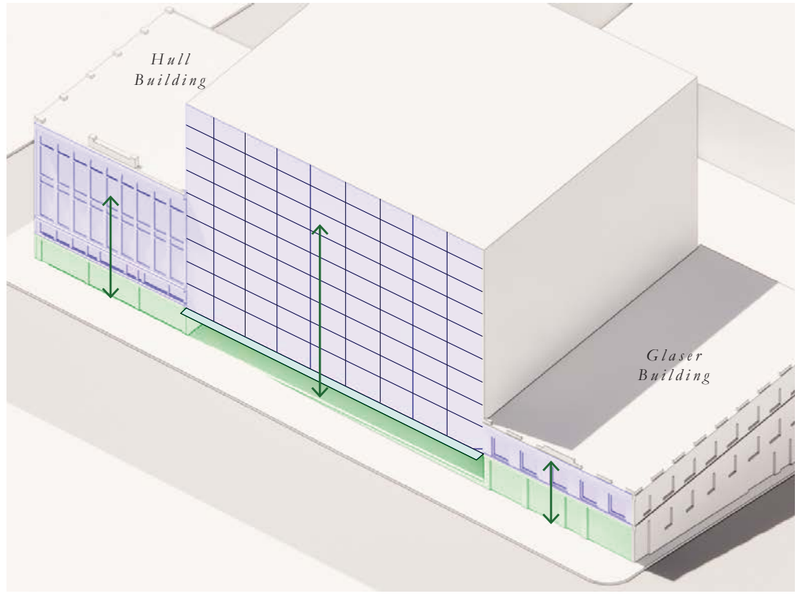
The building’s three components, the Forum (ground floor levels), the Apartment House (residential levels) and the Communal Roof (rooftop level) are all clearly legible on the 1st Avenue facade.

Along 1st Avenue, the Forum’s facade is transparent and porous, providing both a visual and physical connection to the alley and courtyard garden beyond. A “Laneway” through the building anchors this physical connection, welcoming both residents and the public to engage in program throughout the building and at the alley level. The Apartment House and Communal roof hover above the light and permeable base.

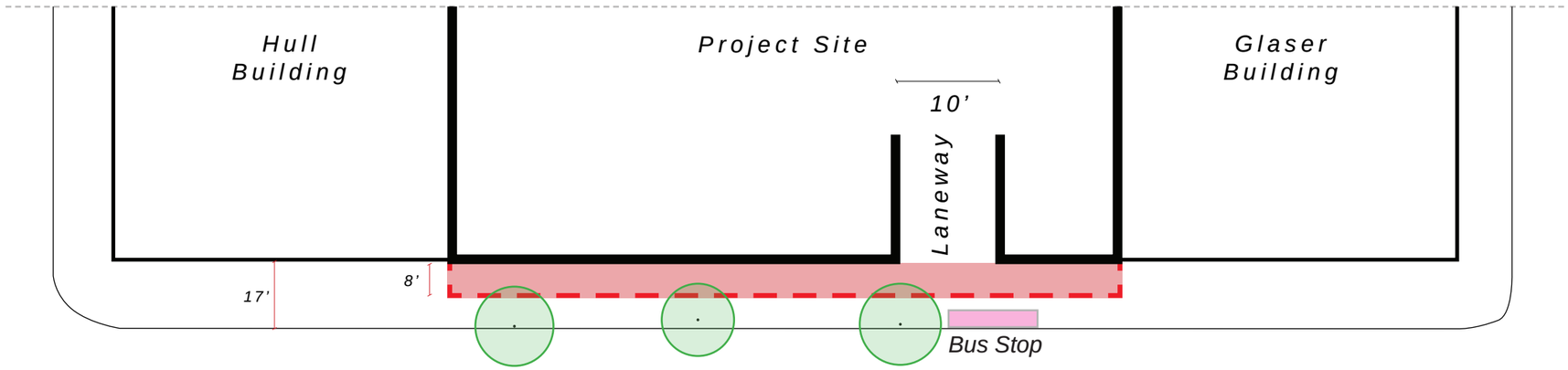
9.0 DEPARTURE REQUESTS

OVERHEAD WEATHER PROTECTION DEPARTURE

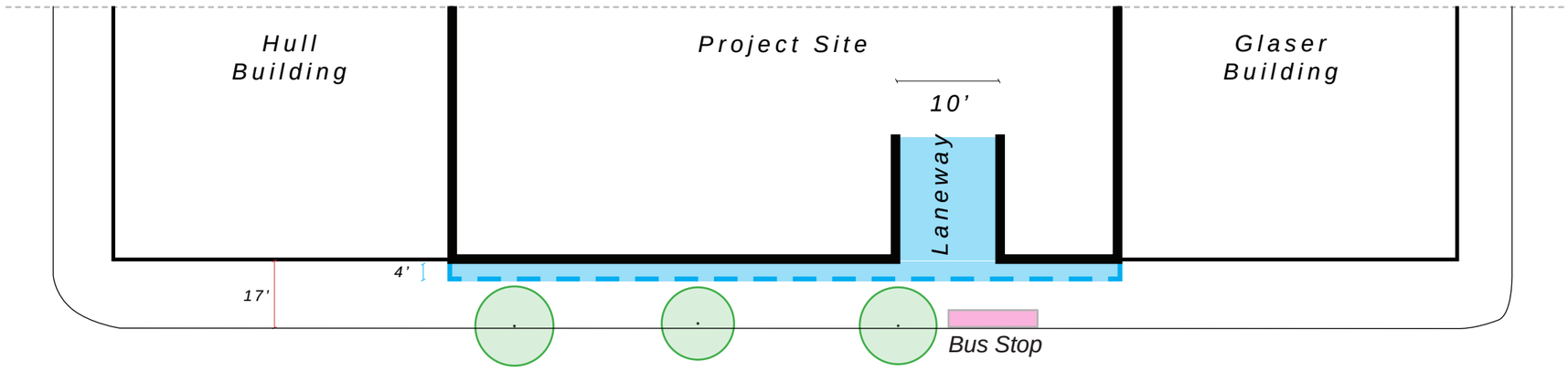




ZONING CODE	REQUIREMENT	PROPOSED	JUSTIFICATION
SMC.23.49.018 **Overhead Weather Protection Departure**	Continuous overhead weather protection shall be required for new development along the entire street frontage of a lot except along those portions of the structure facade that: 1.are located farther 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.	The applicant would like to limit the depth of the overhead weather protection element on 1st Avenue to 4'.	Departure requested to preserve continuity throughout the streetscape, especially relative to the two immediate neighbors which do not feature any weather protection element. Reducing the size of this element will help to unify the street block and preserve views of the two landmarked structures up and down 1st Avenue. Please refer to pages 29-31 which illustrate the facade analysis of the Hull and Glaser Buildings. The street-front levels of both buildings are open, transparent and inviting. The upper levels are more solid, and ordered. The ceiling of the ground level indicates a clear break between these two systems. An overhead weather protection element would break this vertical stratification and make it much more difficult to relate the facade to the two neighbor buildings. See Design Guidelines B1 and C2.

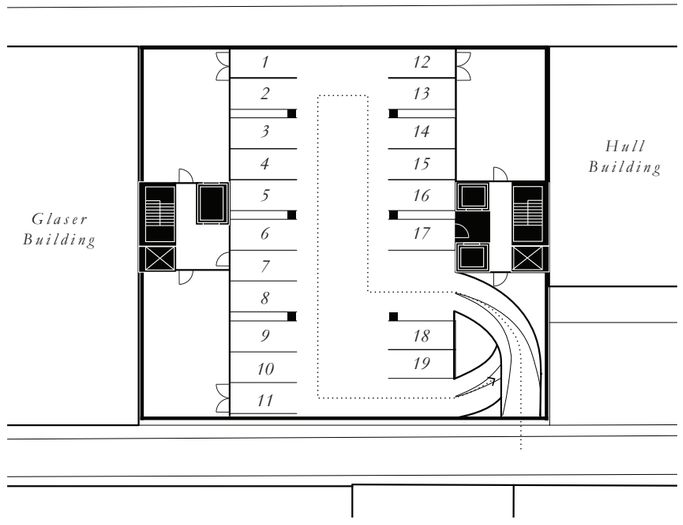


Full 8’ awning would interfere with the canopies of three trees on the site.

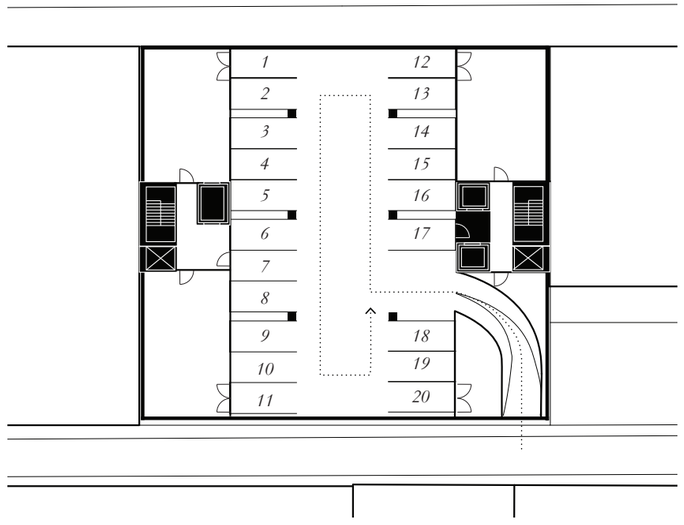


Departure Request: reduce awning to 4’. Laneway can provide further weather protection area on 1st Avenue.
The Laneway coverage is also located directly in front of the current bus stop.

PARKING RAMP WIDTH DEPARTURE



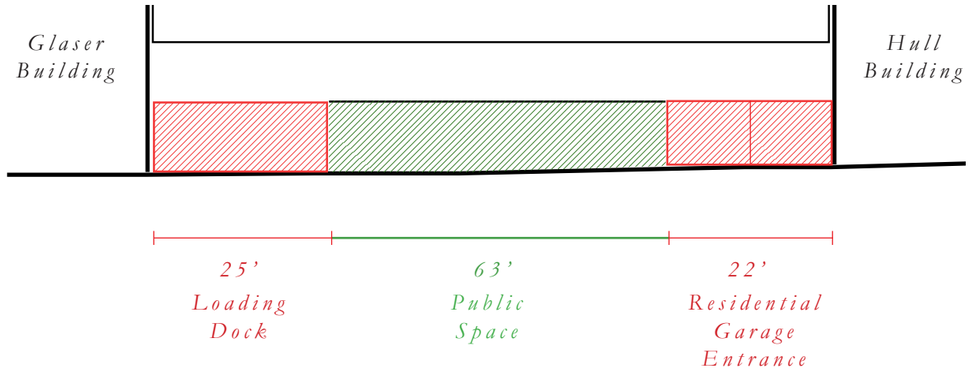
Level B1: 19 parking stalls



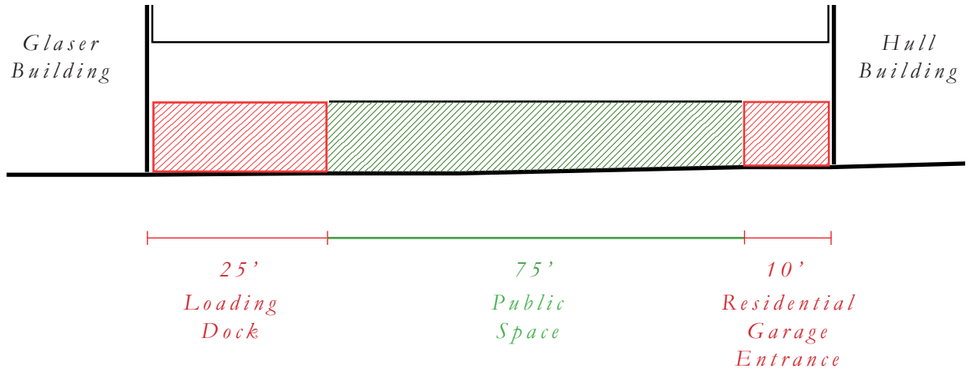
Level B2: 20 parking stalls

ZONING CODE	REQUIREMENT	PROPOSED	JUSTIFICATION
SMC.23.54.030.D.1 **Driveways** **Departure**	Driveway requirements for residential and non-residential uses are described below. When a driveway is used for both residential and non-residential parking, it shall meet the standards for non-residential uses described in subsection 23.54.030.D.2. 1. Residential uses: a. Driveway width: Driveways less than 100 feet in length that serve 30 or fewer parking spaces shall be a minimum of 10 feet width for one-way and two-way traffic.	The applicant would like to maintain a two-way traffic 10’ wide parking ramp to the below-grade levels given the total resident parking count of 39 stalls. A departure or Type I Director’s Decision may be pursued that allows the 10’-0” wide access aisle ramp to allow parking for greater than 30 vehicles in a private residential garage (a departure request would propose vehicle safety measures for users, and SDOT noted that ramp slope could be considered when Director evaluates such a request).	Departure requested to minimize the presence of service areas on the alley level and to remove parking load off the street. Allowing a 10’ garage entry would reduce the presence of service areas and allow the alley facing facades to be more pedestrian friendly and active. See Design Guidelines C1 and C6. Furthermore, the proposed parking garage will have a low frequency traffic, and only used by residents who are familiar with the garage. The applicant is willing to install signage and signaling for safety reasons. The applicant is also proposing a full size loading dock, which is not required for this project.

TWO-WAY TRAFFIC 22’ WIDE PARKING RAMP



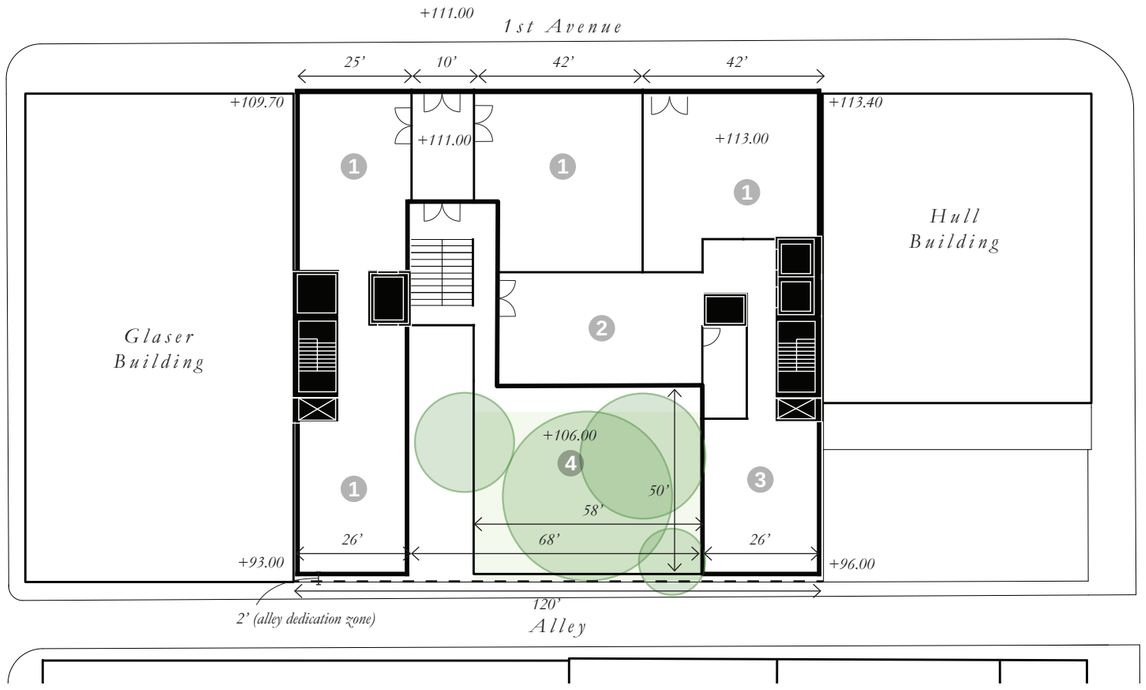
TWO-WAY TRAFFIC 10’ WIDE PARKING RAMP
(DEPARTURE REQUEST)



A 10’ wide two way traffic ramp decreases service area presence on the alley elevation.

10.0 SUMMARY

ALTERNATIVE 3: PREFERRED (GARDEN EXPOSED TO ALLEY)



1st Avenue (L1) plan

1. Commercial / Retail
2. Residential Lobby / Mailroom
3. Residential Lounge
4. Terrace

Alley Close-up Looking East

The design team's preferred alternative responds to the alley by setting back the upper mass and revealing an open, inviting and accessible garden. The garden relates to the future Portal Park extension and can also be accessed from 1st Avenue. The courtyard brings generous light and air penetration into the residential units and allows for sweeping views of Elliot Bay.

A continuous connection through the building adds active programming at the alley level and connects the alley with 1st Avenue. This exterior connection is sunlit and would draw people from the future park and 1st Avenue while allowing an alley activation and an active, urban, low threshold space.

The preferred massing alternative aims to maximize natural light which can come into the building and into the open garden space.