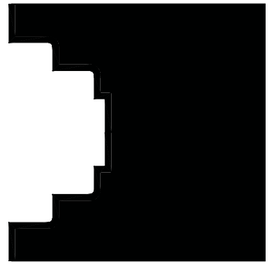


2407 1ST AVENUE

Mixed Use Development in the Belltown Neighborhood

MUP Project Number: 3036133-LU

Design Recommendation Meeting

DOWNTOWN DESIGN REVIEW BOARD

DECEMBER 7, 2021

Data

ADDRESS:

2407 1st Avenue, Seattle, WA 98121.

SDCI PROJECT NO:

EDG: 3036130-EG

MUP: 3036133-LU

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:

065300-0111

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

Content

A.
Project Overview

The Neighborhood

Belltown is the most densely populated neighborhood in Seattle, located on the downtown waterfront, near Pike Place Market, Seattle Center, Lower Queen Anne and the rest of Downtown. 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. All this makes for an active, well connected and desirable neighborhood.

Outline of Belltown neighborhood

12 story mixed-use building
129 residential apartment units
37 short-term rental units

Street level and alley level commercial spaces
Rooftop pavilion with common recreation area and eating and drinking establishment
Below-grade parking for 31 vehicles

View of the 1st Avenue Elevation

View of the 1st Avenue commercial frontage

B.

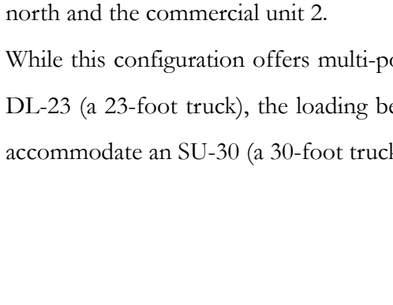
Design Update: Laneway

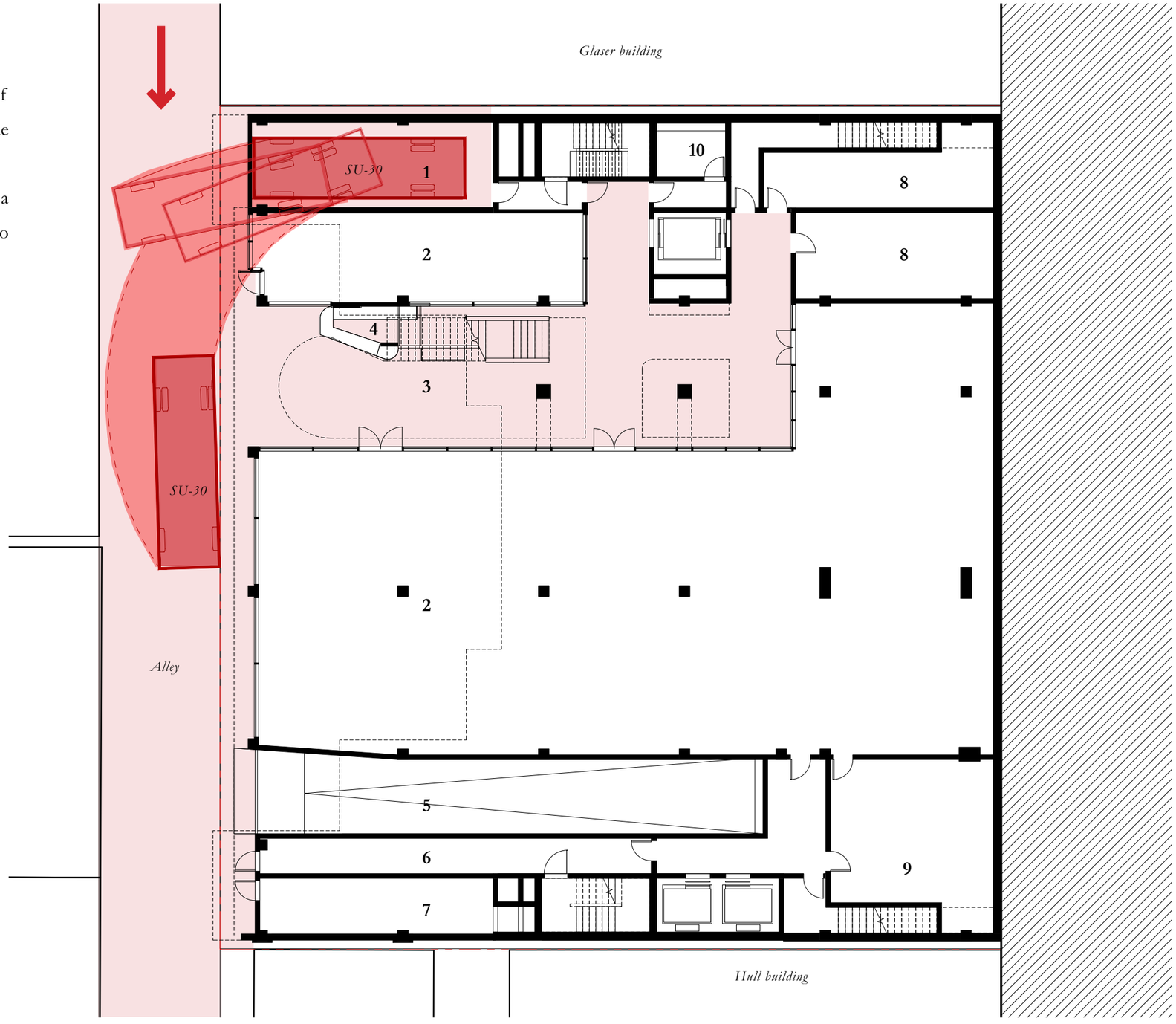
SU-30 Loading Berth

At recommendation Meeting 1, a “medium-demand” Loading Berth of 10’x35’ dimension was shown, flanked by the neighbor’s property to the north and the commercial unit 2.

While this configuration offers multi-point maneuverability access for a DL-23 (a 23-foot truck), the loading berth configuration was unable to accommodate an SU-30 (a 30-foot truck), the SDOT design vehicle.

1 Loading Berth
2 Commercial / Retail
3 Laneway
4 Retail Kiosk
5 Ramp to Resident Parking
6 Resident Alley Entrance
7 Bicycle Parking
8 WC
9 Package Room
10 BOH



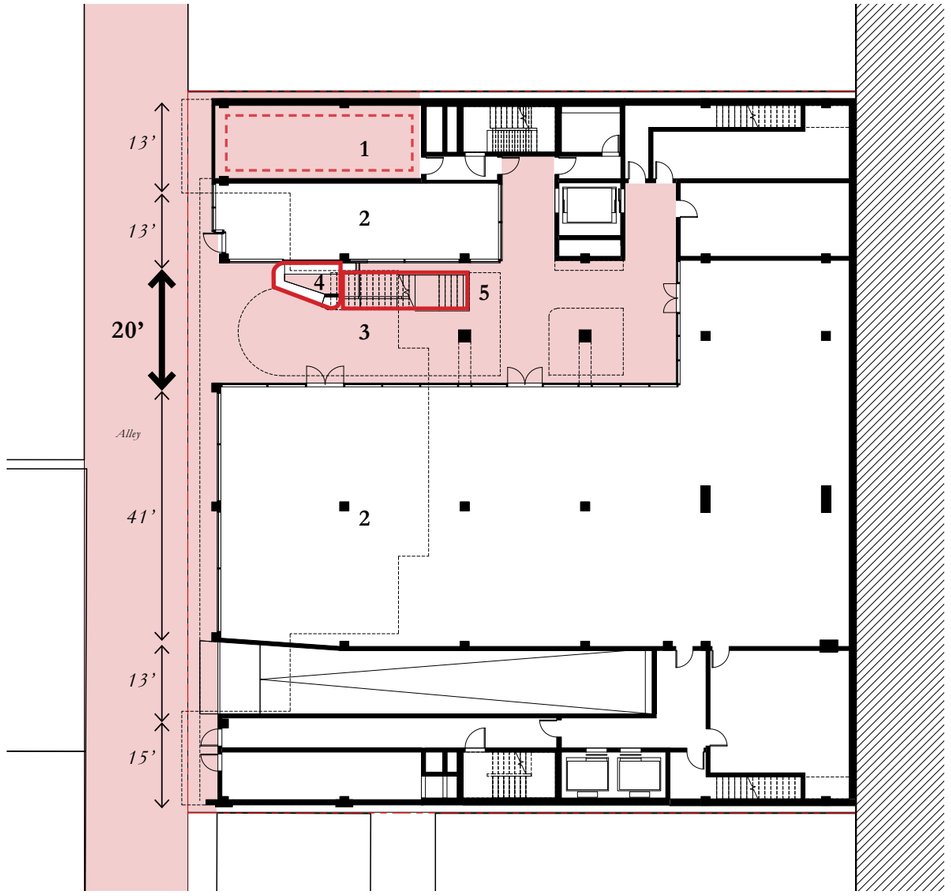


Laneway Update

DRB1 Alley Plan (L-1)

The loading berth is unable to accommodate the turning radius

required for a SU-30 truck access



1 Loading Berth

2 Commercial / Retail

3 Laneway

4 Retail Kiosk

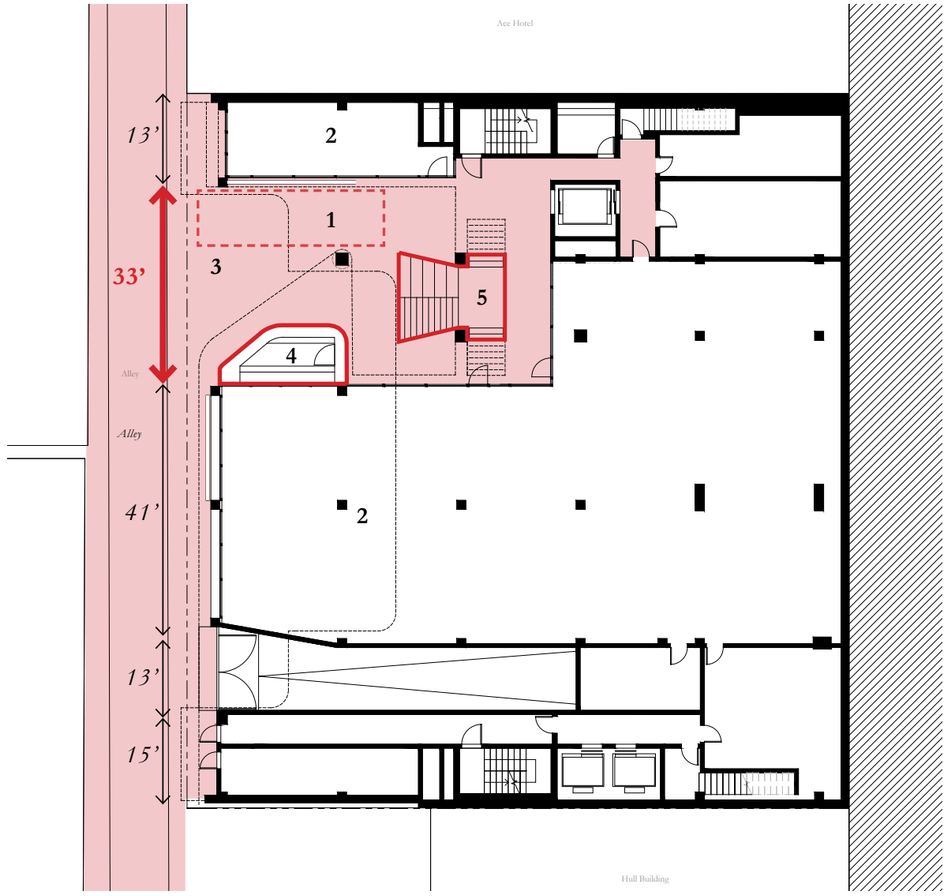
5 Stairway to 1st Ave

Updated Alley Plan (L-1)

Commercial unit and loading berth exchange places in order to widen

the laneway entry at the alley while accommodating an SU-30 truck.

Kiosk and stairway move and gain a more prominent, active presence.



1 Loading Berth (intermittent use)

2 Commercial / Retail

3 Laneway

4 Retail Kiosk

5 Stairway to 1st Ave

Laneway Update

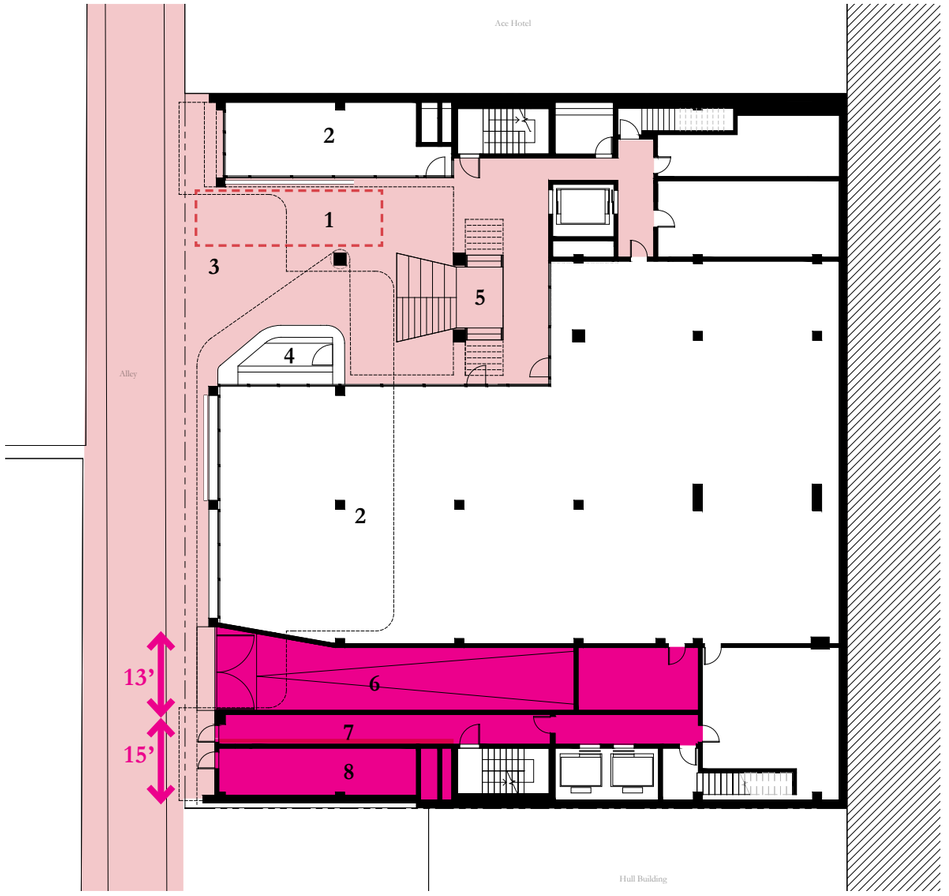
DRB1 Alley Plan (L-1)

Service area and alley frontage diagram

1 Loading Berth
2 Commercial / Retail
3 Laneway
4 Retail Kiosk
5 Stairway to 1st Ave
6 Ramp to Resident parking
7 Resident Alley Entrance
8 Bicycle Parking

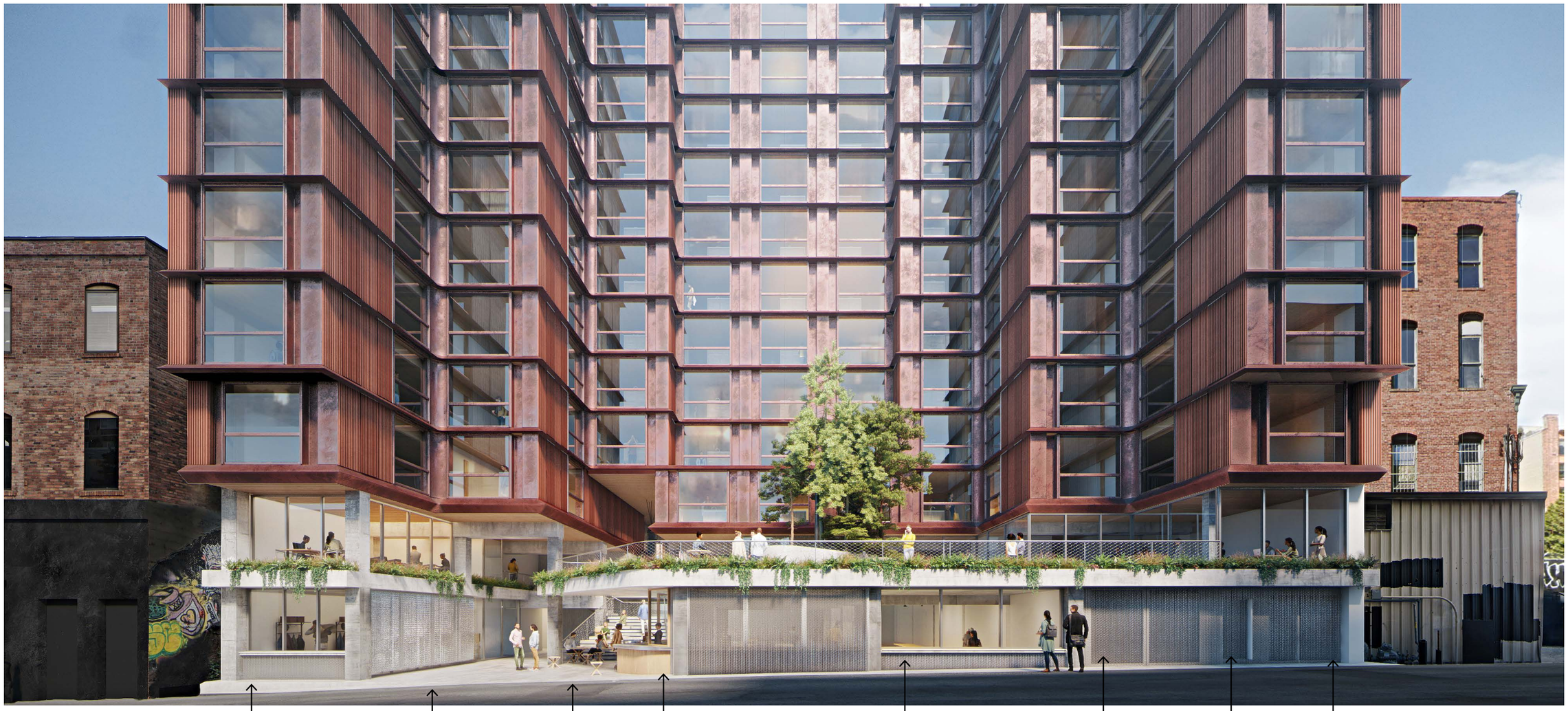
Updated Alley Plan (L-1)

Service area and alley frontage diagram



1 Loading Berth (intermittent use)
2 Commercial / Retail
3 Laneway
4 Retail Kiosk
5 Stairway to 1st Ave
6 Ramp to Resident parking
7 Resident Alley Entrance
8 Bicycle Parking

Alley Elevation Update



Commercial Retail

Loading Berth (intermittent use)

Laneway Entry

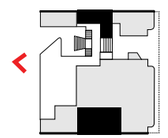
Retail kiosk

Commercial Retail

Resident Parking Entrance

Residents Entrance

Bicycle Parking



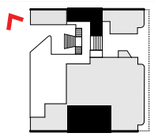
C-1: Promote Pedestrian Interaction

C-6 Develop the Alley Façade

View along the Alley looking into the laneway entrance and the kiosk

C-1: Promote Pedestrian Interaction

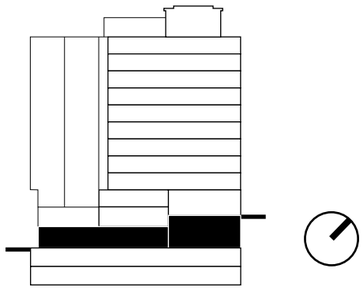
C-6 Develop the Alley Façade

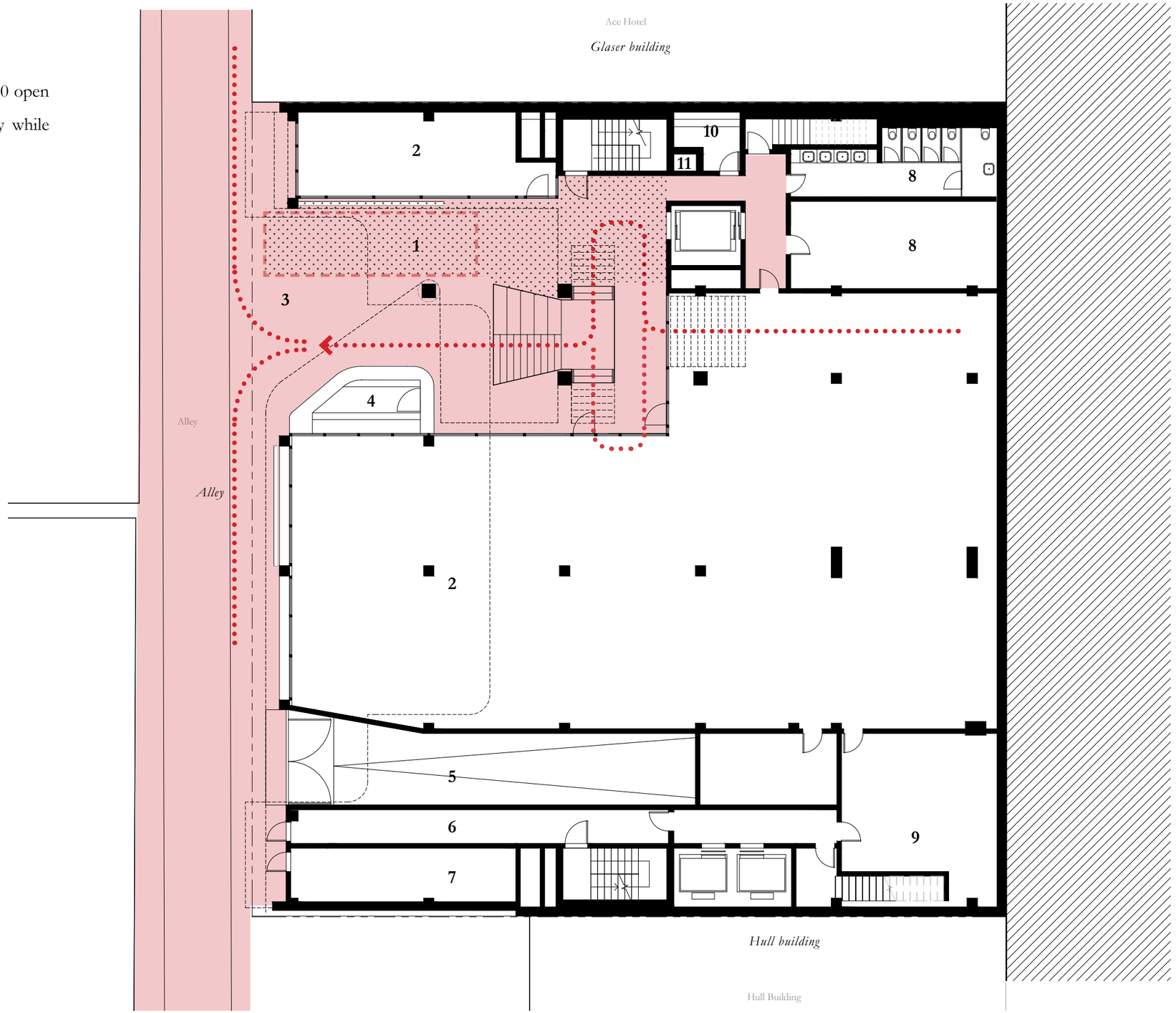


Alley Level Update

Design refinements to accommodate SDOT design vehicle SU-30 open opportunities to enhance the public experience of the laneway while offering expanded activation of the alley.

1 Loading Berth (occasional daily use)
2 Commercial / Retail
3 Laneway
4 Retail Kiosk
5 Ramp to Resident Parking
6 Resident Alley Entrance
7 Bicycle Parking
8 WC
9 Package Room
10 BOH
11 Remote Fuel Port





Loading Dock Multi-purpose Space

Herzog & de Meuron's Shaulager in Basel, Switzerland. The loading dock is a flexible space that houses events and art openings when not in use for pure loading purposes.

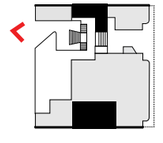
View of the loading dock in use across the shop/cafeteria

Cafeteria overlooking the loading dock

View from the Alley looking into the laneway and the new central stair

B-4.3. Architectural Details

C-1: Promote Pedestrian Interaction

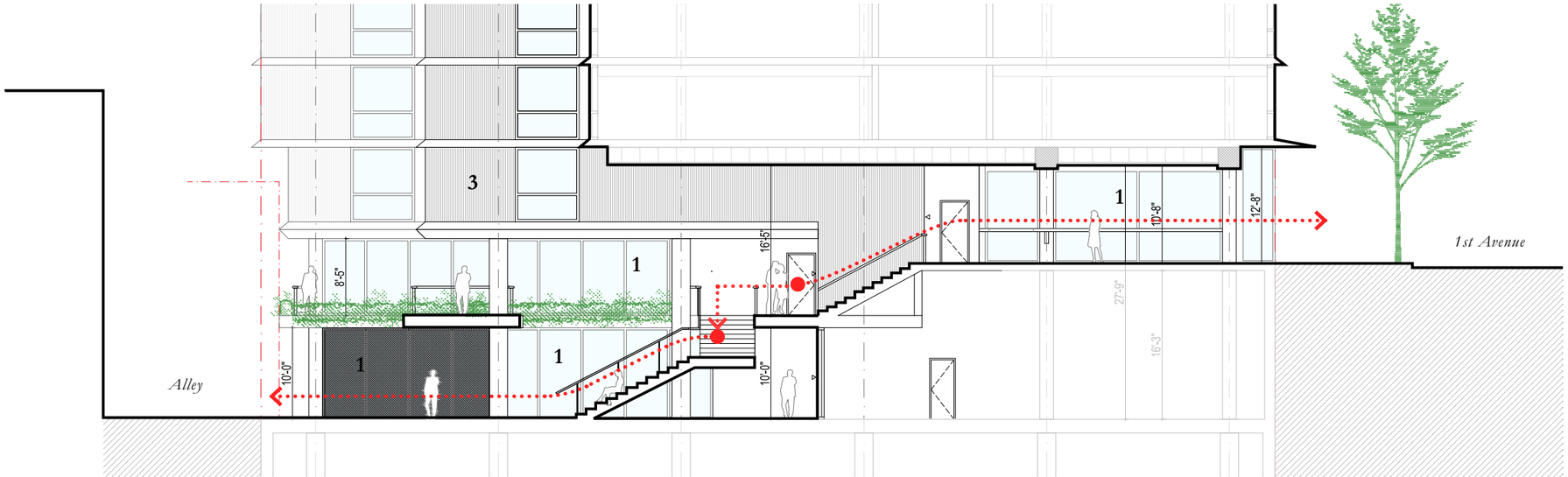


Laneway Elevations Update

The 1st Avenue streetfront is punctuated by the entry to the Laneway. The size of the opening allows for a visual connection to the Terrace level as well as the Alley. A generous stair takes the public down to the Terrace. The new central stair guides the visitors down to the Laneway retail area on the Alley level and becomes a feature for people to sit and gather around.

This continuous connection through the building adds active programming at the 1st Avenue and Alley levels. From the Alley, the Laneway draws visitors through the building from the future Portal Park up to 1st Avenue, activating the Alley and Laneway along the way. The massing of the building aims to maximize natural light within the Laneway and open garden space on the Terrace level.

The height of the Laneway varies as it steps down towards the Alley. The space opens up on the stair and compresses at the entry point below the terrace deck. Notwithstanding those portions of the laneway with unrestricted vertical dimension, at its maximum the Laneway is more than 27' tall.

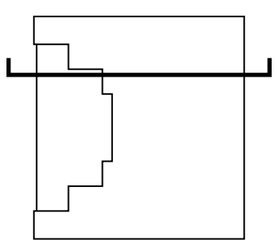


Section through the Laneway, looking west

1 Commercial / Retail

2 Retail Kiosk

3 Residential Beyond



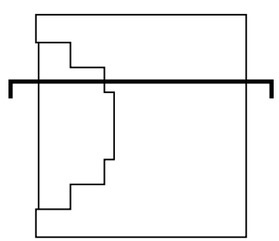
Aside from the commercial and retail components, the Laneway is surrounded by landscape elements which give it a lighter and fresher atmosphere. A slab planter surrounds the Laneway, with ample places to sit and mingle.

Section through the Laneway, looking east

1 Commercial / Retail

2 Retail Kiosk

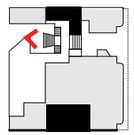
3 Residential Beyond



View of the new central stair and its public character.

B-4.3. Architectural Details

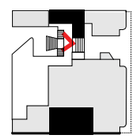
C-1: Promote Pedestrian Interaction



View from the Terrace level looking down into the alley. Stairs to the left and right of the image lead the pedestrians down to the laneway.

B-4.3. Architectural Details

C-1: Promote Pedestrian Interaction



1st Avenue and Terrace Level Update

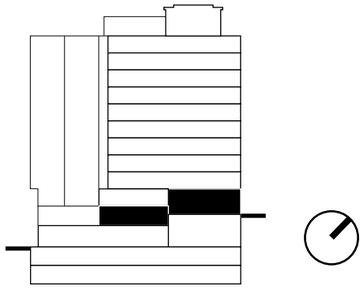
The 1st Avenue streetfront, composed of three commercial units and an entry to the urban passage, the Laneway, remains as presented at the Recommendation Meeting 1.

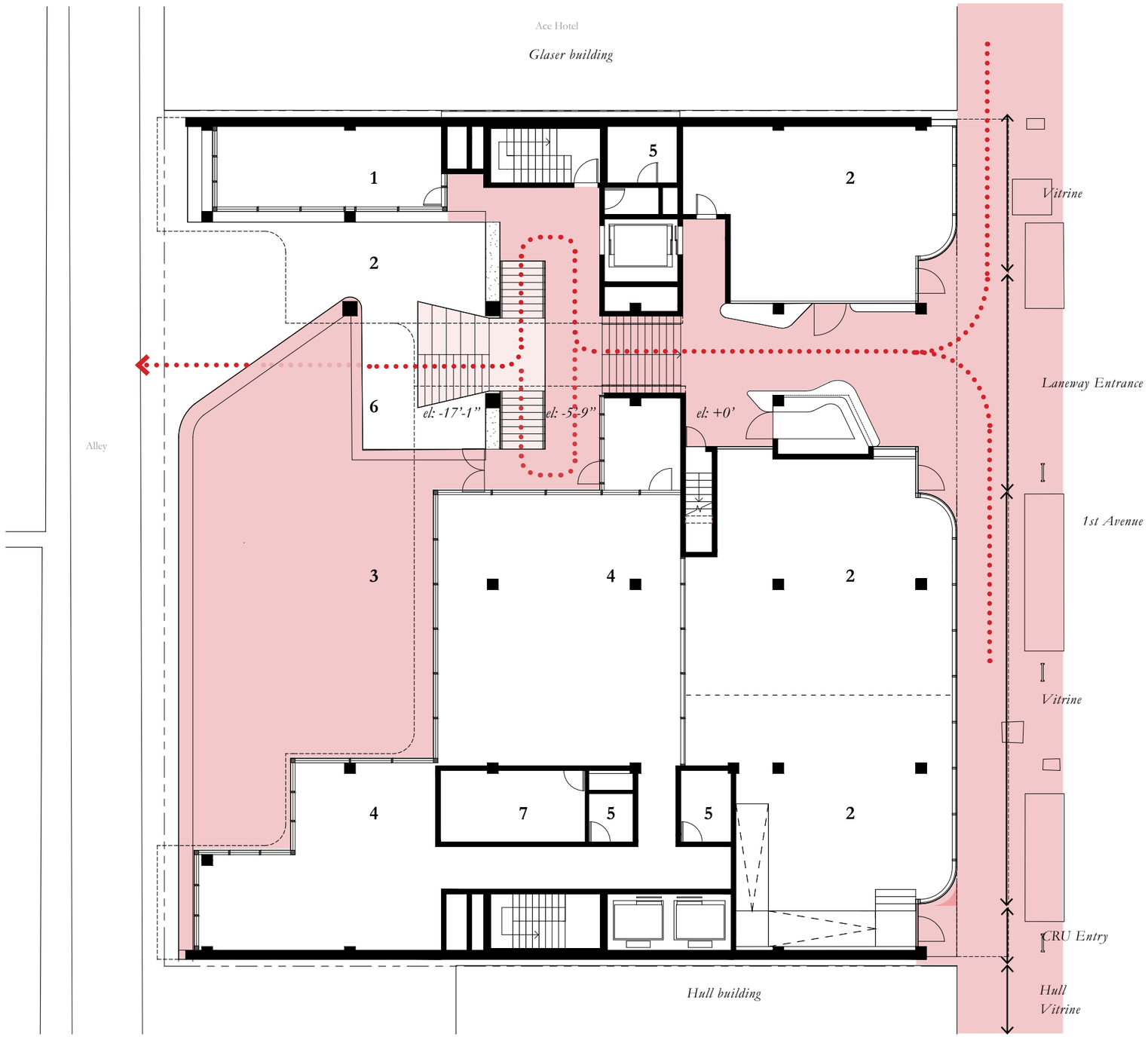
As the pedestrian walks into the laneway a new stairway leads downstairs to the alley level through a more central and efficient itinerary.

The increase of the laneway width by 13' has a positive impact on the daylight conditions downstairs and opens an opportunity for the new stairway to grow and take a more prominent role: The stair becomes an active feature with spaces for people to sit on and gather around.

The new kiosk is strategically located at the intersection of the laneway and the alley, beneath a slab which behaves both as a weather protection feature as well as an extension of the terrace deck area above on 1st Ave level.

1 Loading Berth
2 Commercial / Retail
3 Terrace
4 Resident Amenity Space
5 BOH
6 Open to below
7 Fire Command Center

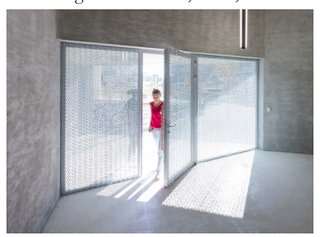


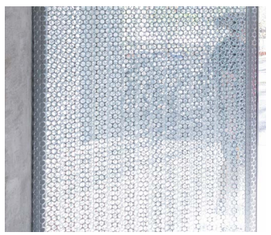


Alley Elevation Update

Night view of the alleyway elevation with closed gates. Gates will be operated to control public acces depending on the hours.

Example of a semitransparent perforated metal gate. Herzog & de Meuron, Basel, Switzerland.





B-4.3. Architectural Details

C-1: Promote Pedestrian Interaction

Summary

DRB1 Laneway

Laneway Update

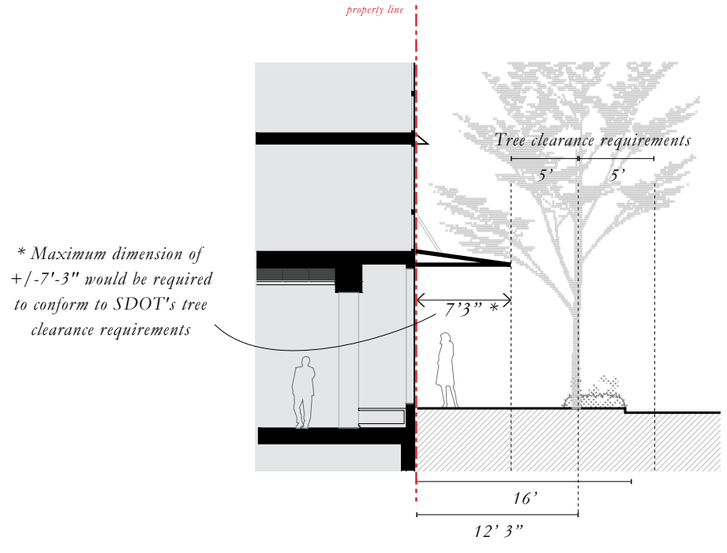
SU 30 CAPABILITY	🔴		🟢	
LANEWAY WIDTH AT ALLEY	🟠	*20'*	🟢	*34'*
PUBLIC CIRCULATION - ALLEY ACTIVATION	🟢		🟢	
STAIRS AS AN ACTIVE FEATURE	🔴		🟢	
OPENNESS AND DAYLIGHT	🟠		🟢	
LANEWAY AREA	🟠	*1,360 SF*	🟢	*1,910 SF*
TERRACE AREA	🟠	*1,722 SF*	🟢	*2,100 SF*

C.
Departure Requests

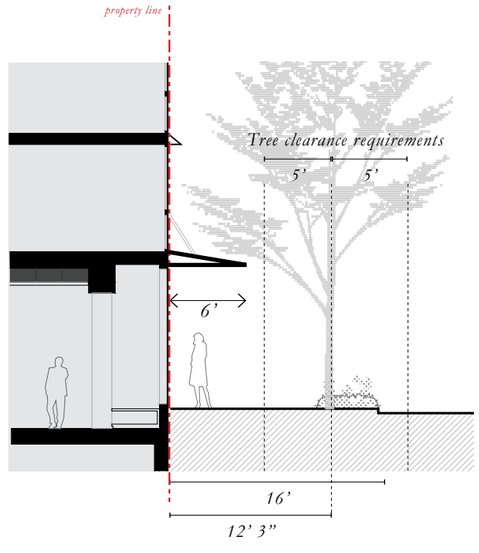
1.
Overhead Weather Protection Departure Request

Departure Request 1: Overhead Weather Protection

Requirement

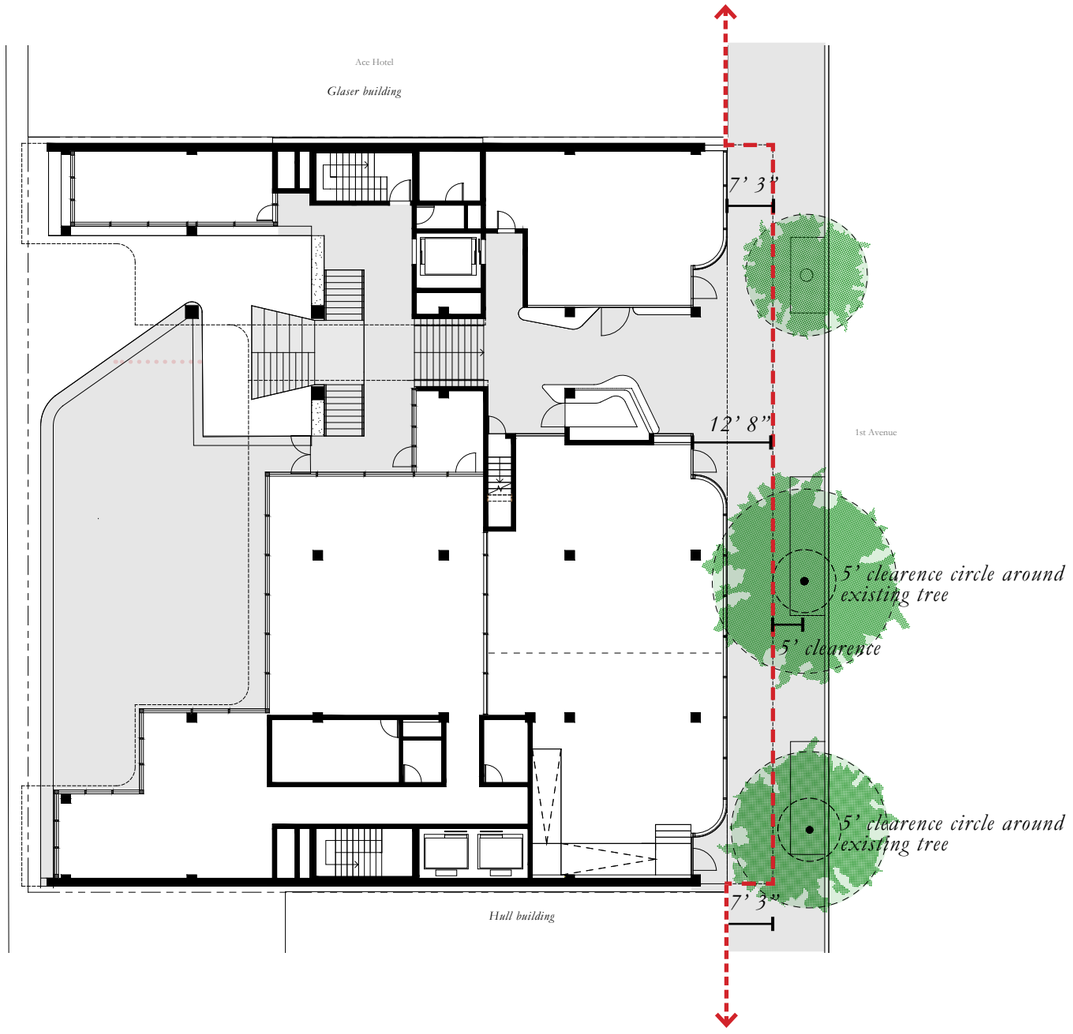


Proposed

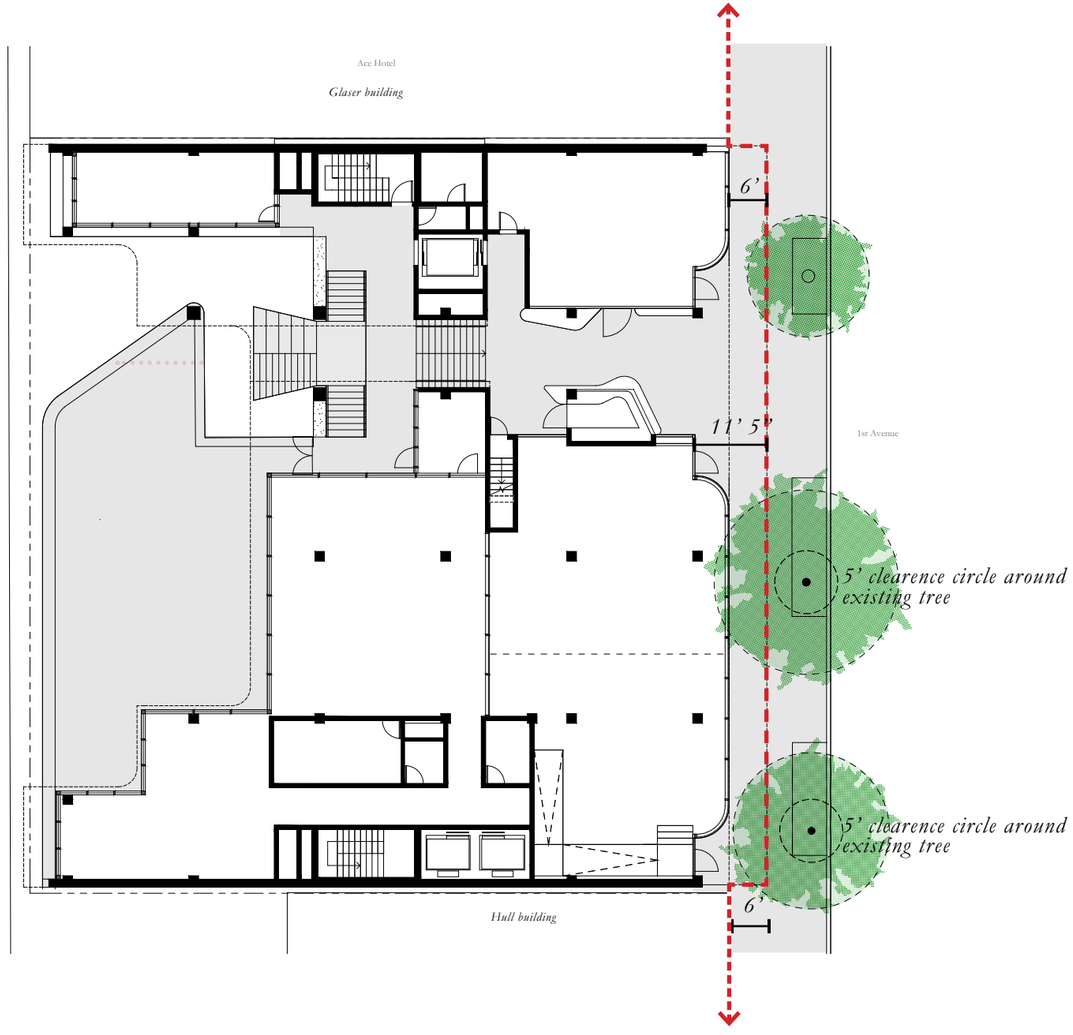


ZONING CODE	REQUIREMENT	PROPOSED	DEPARTURE	DESIGN REVIEW GUIDELINES
SMC 23.49.018.B **Overhead Weather Protection**	Overhead weather protection shall have a minimum dimension of eight (8) feet measured horizontally from the building wall or must extend to a line two (2) feet from the curb line, whichever is less.	The applicant proposes limiting the dimension of the overhead weather protection element on 1st Avenue to 6' to balance between the conflicting requirements.	Departure requested to preserve continuity throughout the streetscape, especially relative to the two immediate historic 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 page 28 which illustrates 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. Additionally, SDOT clearance standards of 5' min from center of tree to face of overhead weather protection would be readily achievable and potential pruning due to a deeper canopy could be minimized.	B-1 Respond to the Neighborhood Context C-2 Design Facades of Many Scales
SMC Section 25.05.675. H.2.d **Specific Enviornmental Policies**	When a project is proposed adjacent to a designated (historic) structure... mitigation may be required to insure the compatibility of the proposed project with the color, material and architectural character of the designated landmark and to reduce impacts on the character of the landmark's site. Mitigating measures may be required and are limited to the following: 1.Sympathetic facade treatment. 2.Sympathetic street treatment. 3.Sympathetic design treatment.			

7’3” OVERHEAD WEATHER PROTECTION
(REQUIREMENT)



6’ OVERHEAD WEATHER PROTECTION



Sensitivity to the Historic Adjacent Buildings.

1st Ave elevation: Relationship to the historic adjacent buildings.

A-1 Respond to the Physical Environment

B-1.a. Compatible Design

B-1.b. Historic Style

Overhead Weather Protection: Street View

7’3” OVERHEAD WEATHER PROTECTION
(REQUIREMENT)

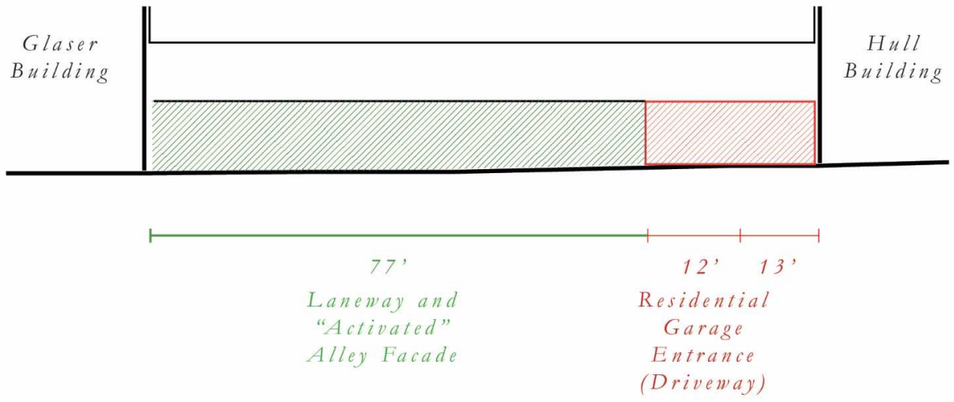
6’ OVERHEAD WEATHER PROTECTION

2.
Driveway Width Departure Request

Departure Request 2: Driveway Width

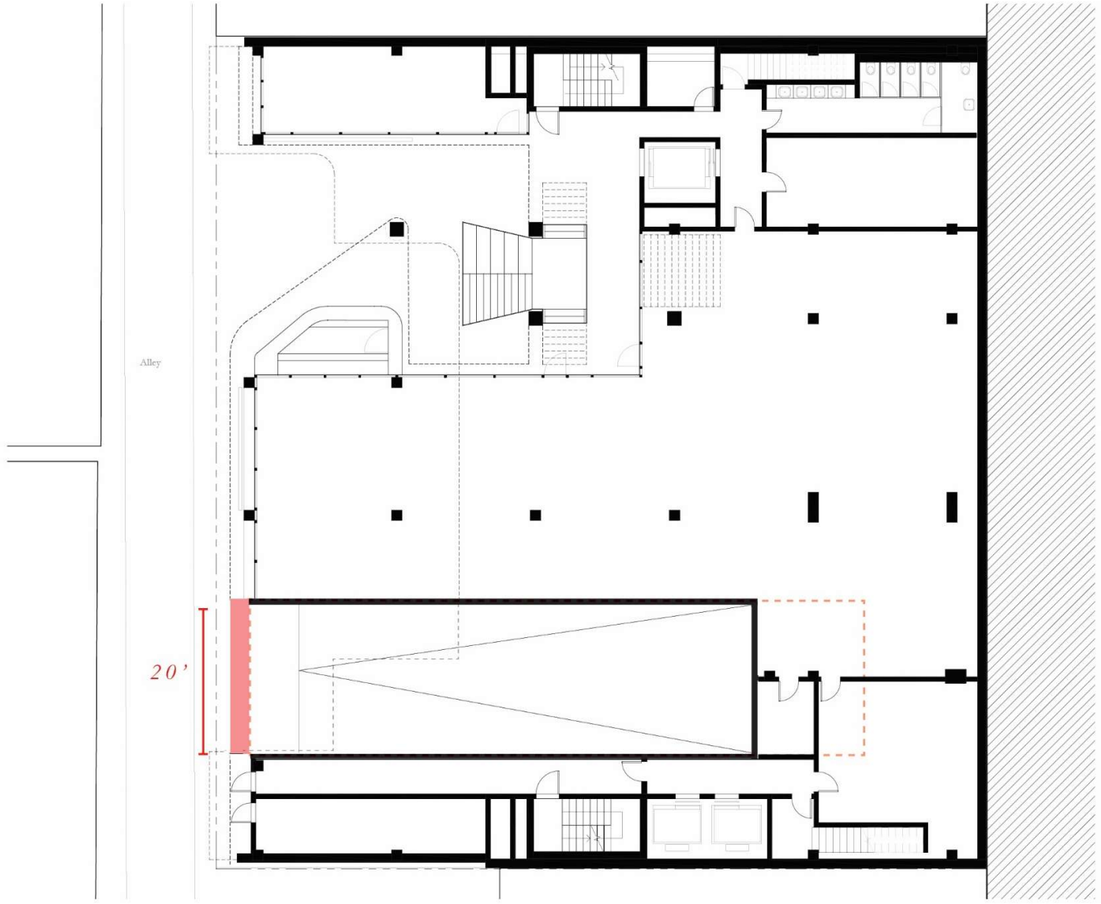
TWO-WAY TRAFFIC 20' WIDE DRIVEWAY
(REQUIREMENT)

TWO-WAY TRAFFIC 12' WIDE DRIVEWAY
(DEPARTURE REQUEST)

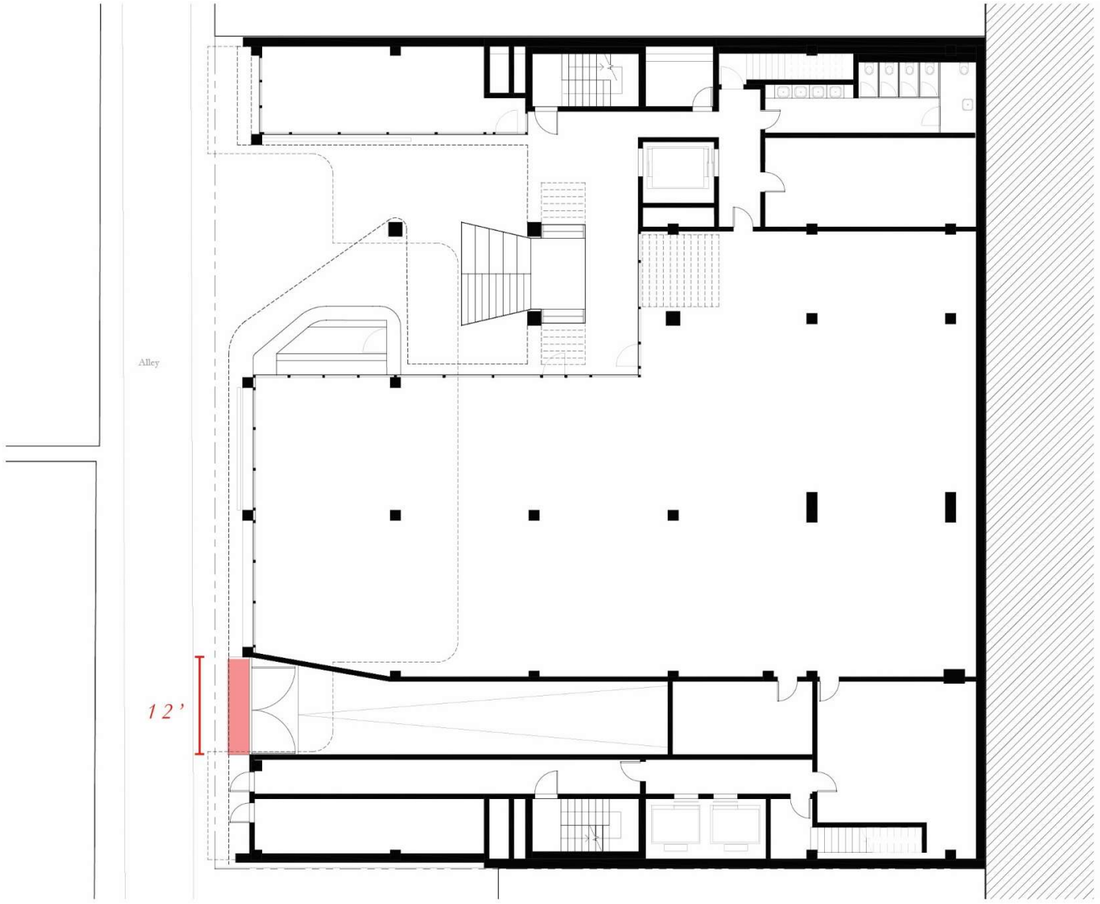


ZONING CODE	REQUIREMENT	PROPOSED	DEPARTURE	DESIGN REVIEW GUIDELINES
SMC 23.54.030.D.1.c **Driveway**	D. Driveways. 1. Residential uses. c. Driveways of any length that serve more than 30 parking spaces shall be at least 10 feet wide for one-way traffic and at least 20 feet wide for two-way traffic.	Request to reduce the width of the Driveway serving 31 parking spaces to a width of 12 feet for two-way traffic,	A 12' DRIVEWAY width FOR TWO-WAY traffic contributes to the increased activation of the alley and alley-level uses that face the alley and the laneway by minimizing services and service spaces making up the alley facade. Driveways, under 23.54.030.D.1.a, are permitted to be 10' wide when serving 30 or fewer parking spaces. this proposed DRIVEWAY will serve 31 spaces. THE DRIVEWAY, AS WELL AS access points at the bottom of "aisle", OR vehicle parking ramp (NOTE THAT AISLES ARE DEFINED AS BEING INTERIOR TO THE BUILDING, WHEREAS DRIVEWAYS ARE FROM THE PROPERTY LINE TO THE EXTERIOR FACE OF THE BUILDING), will be provided with vehicle safety/ signal signage to ensure that the DRIVEWAY AND CORRESPONDING aisle is ACCESSED by only 1 vehicle at a time.	B-4.2 Coherent interior/exterior design C-6 Develop the Alley facade E-3.1 Methods of integrating service areas

TWO-WAY TRAFFIC 20' WIDE DRIVEWAY
(REQUIREMENT)



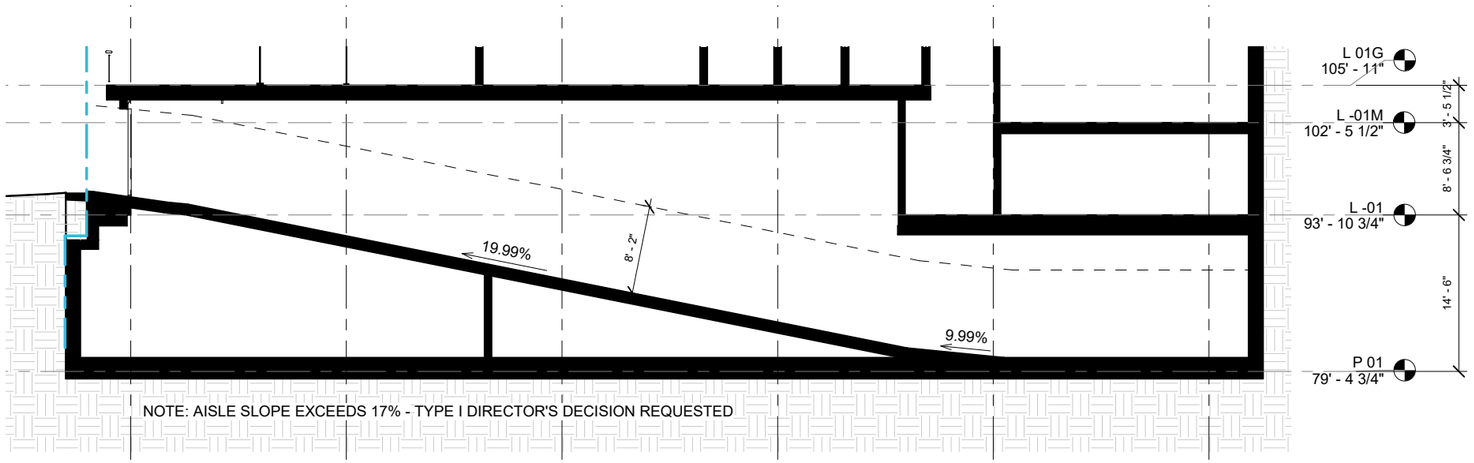
TWO-WAY TRAFFIC 12' WIDE DRIVEWAY
(DEPARTURE REQUEST)



3.

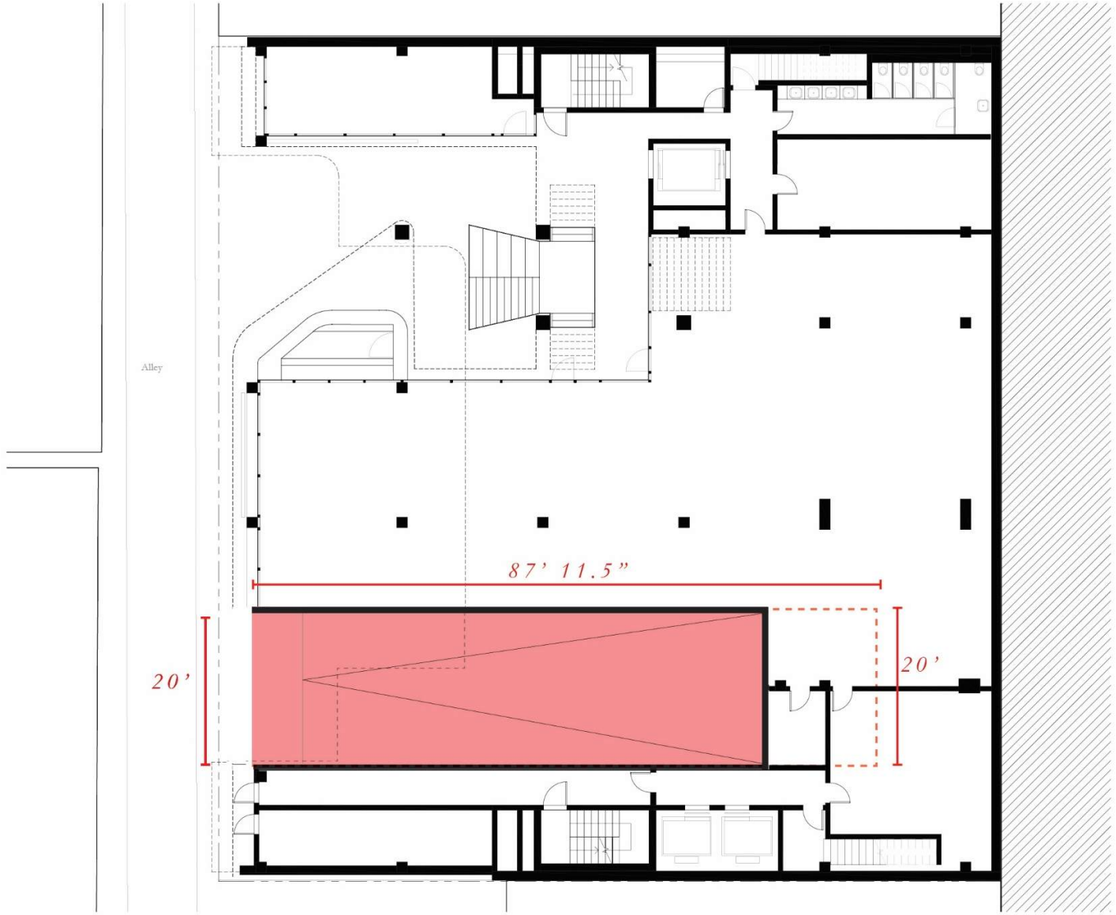
Aisle Width Departure Request

Departure Request 3: Aisle Width

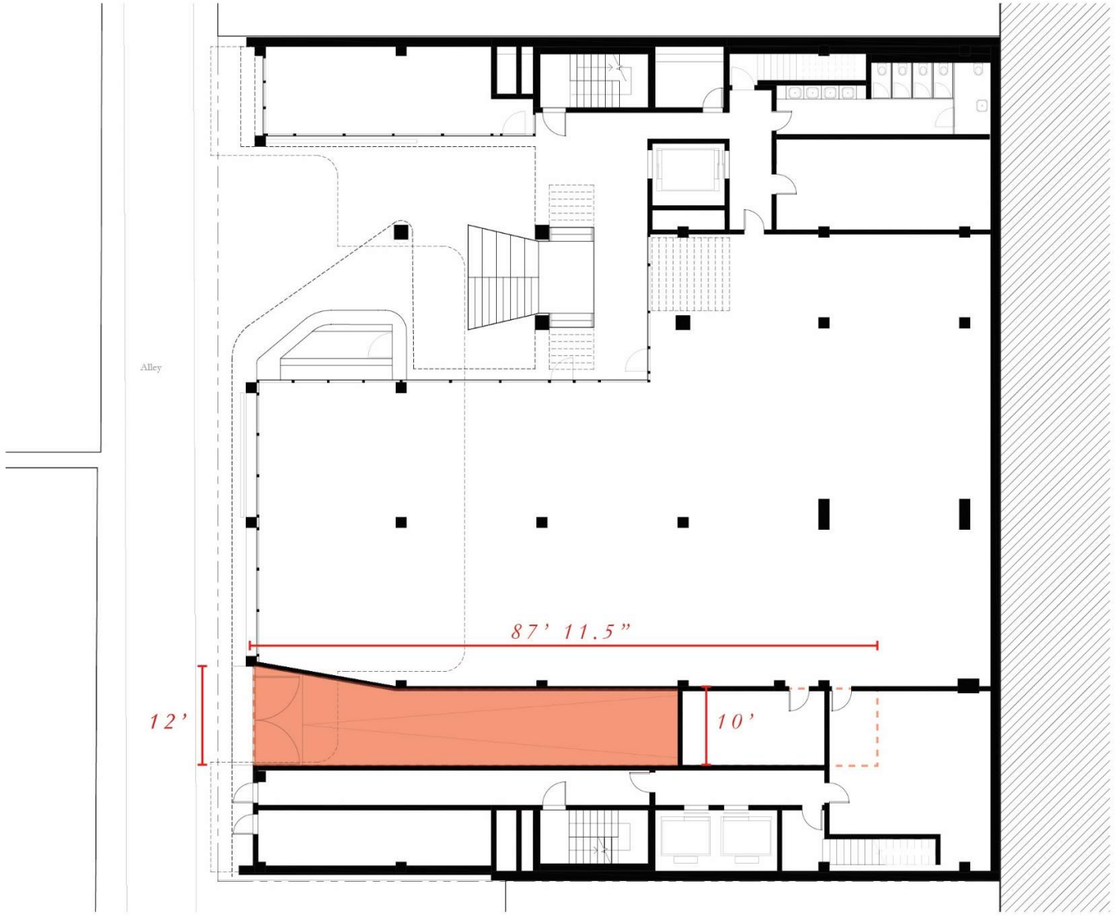


ZONING CODE	REQUIREMENT	PROPOSED	DEPARTURE	DESIGN REVIEW GUIDELINES
C.23.54.030.E.1 / EXHIBIT C, NOTE 1 **Aisle width**	Parking aisles shall be provided according to the requirements of Exhibit C for 23.54.030. EXHIBIT C, Note 1: If two-way traffic is proposed, then the minimum aisle width shall be 20 feet or greater.	Request to reduce the width of aisle (Vehicle parking ramp) serving 31 parking spaces to a width of 10 feet for two-way traffic.	A 10' AISLE width FOR TWO-WAY traffic contributes to the increased activation of the alley and alley-level uses that face the alley and the laneway by minimizing services and service spaces making up the alley facade. Driveways, under 23.54.030.D.1.A, are permitted to be 10' wide when serving 30 or fewer parking spaces. this proposed aisle (vehicle parking ramp) will serve 31 spaces and access points at the top and bottom of this aisle will be provided with vehicle safety/signal signage to ensure that the aisle is used by only 1 vehicle at a time.	B-4.2 Coherent interior/exterior design C-6 Develop the Alley facade E-3.1 Methods of integrating service areas

TWO-WAY TRAFFIC 20’ WIDE AISLE (VEHICLE PARKING RAMP)
(REQUIREMENT)



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



4.

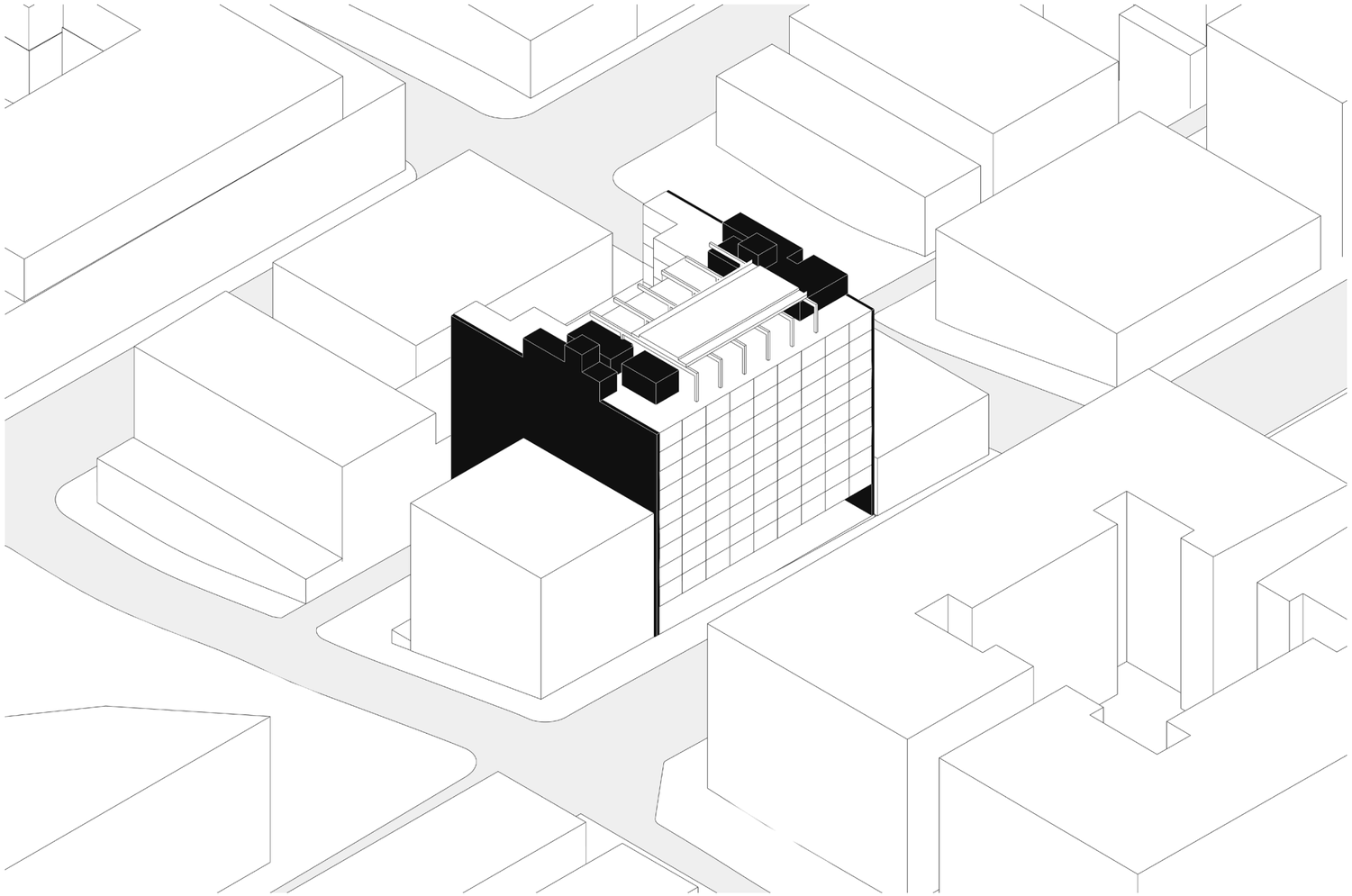
Coverage of Rooftop Features Departure Request

Design Review Board: Rooftop

July 6, 2021

The Board supported the design teams approach to articulating the building terminus:

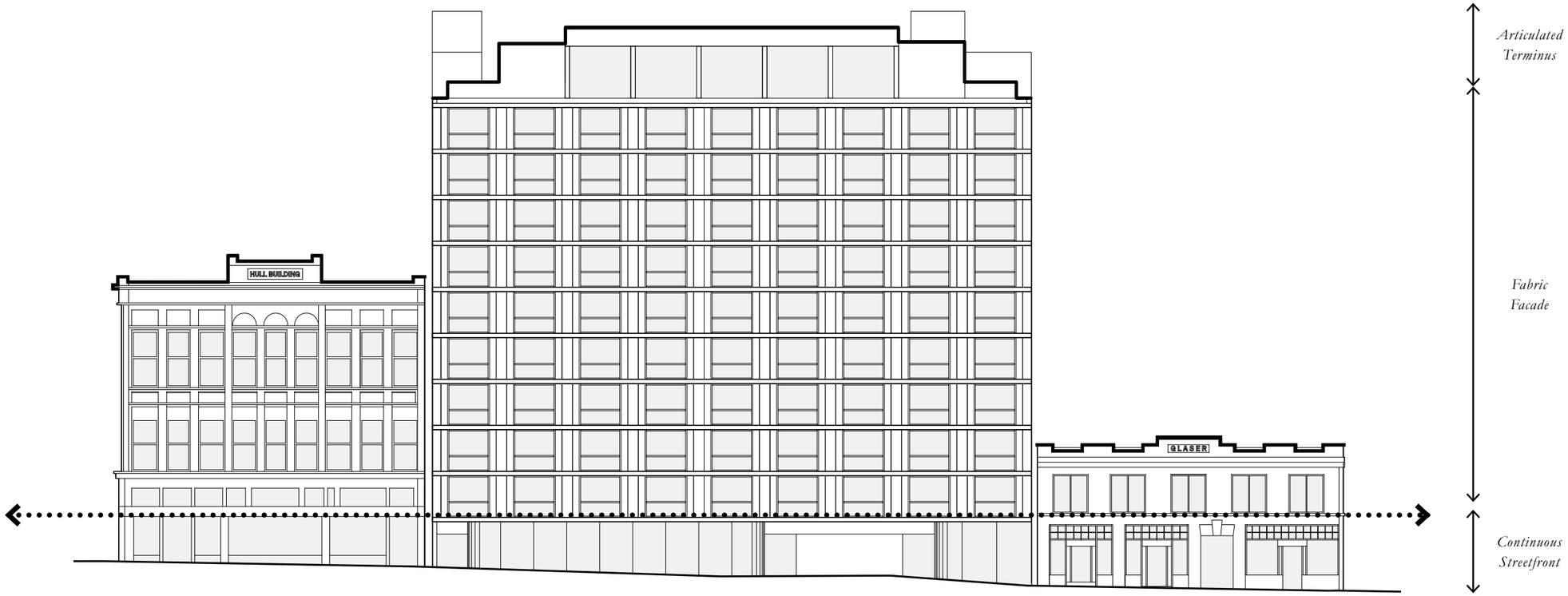
The terminus of the building takes inspiration from its neighbors, in the same way that a tri-partide facade expresses the street level and rooftop differently than the middle bulk of the building. The rooftop is more sculptural and organic, yet it follows the same principles as other elements on the massing and facade. The mineral side walls wrap around the edge of the rooftop and create a stepped massing which directly responds to the technical and operational requirements of the building. These are the stairs, lifts, mechanical and support spaces. The treatment of these volumes is the same as the side walls. In between these two stepped geometries is a column and beam structure which continues the structural grid of the building and expresses the regularity of the main facade. The continued structure is recessed 4' from the property line. Sitting on the beams and spanning between the side elements is a roofplate which forms the main rooftop pavilion. The facade of the pavilion is recessed a total of 9' from the edge of the roof, allowing for a small terrace along the 1st Avenue facade.



Sidewalls wrapping around the Service areas of the Roof Deck level with Pavilion in between

Rooftop Definition

July 6, 2021



A-2 Enhance the Skyline

Massing

DESIGN GUIDELINES

C-1 Promote Pedestrian Interaction

D-1 Provide Inviting & Usable Open Space

A-2 Enhance the Skyline

B-4 Design a Well-Proportioned & Unified Building

DESIGN RESPONSES

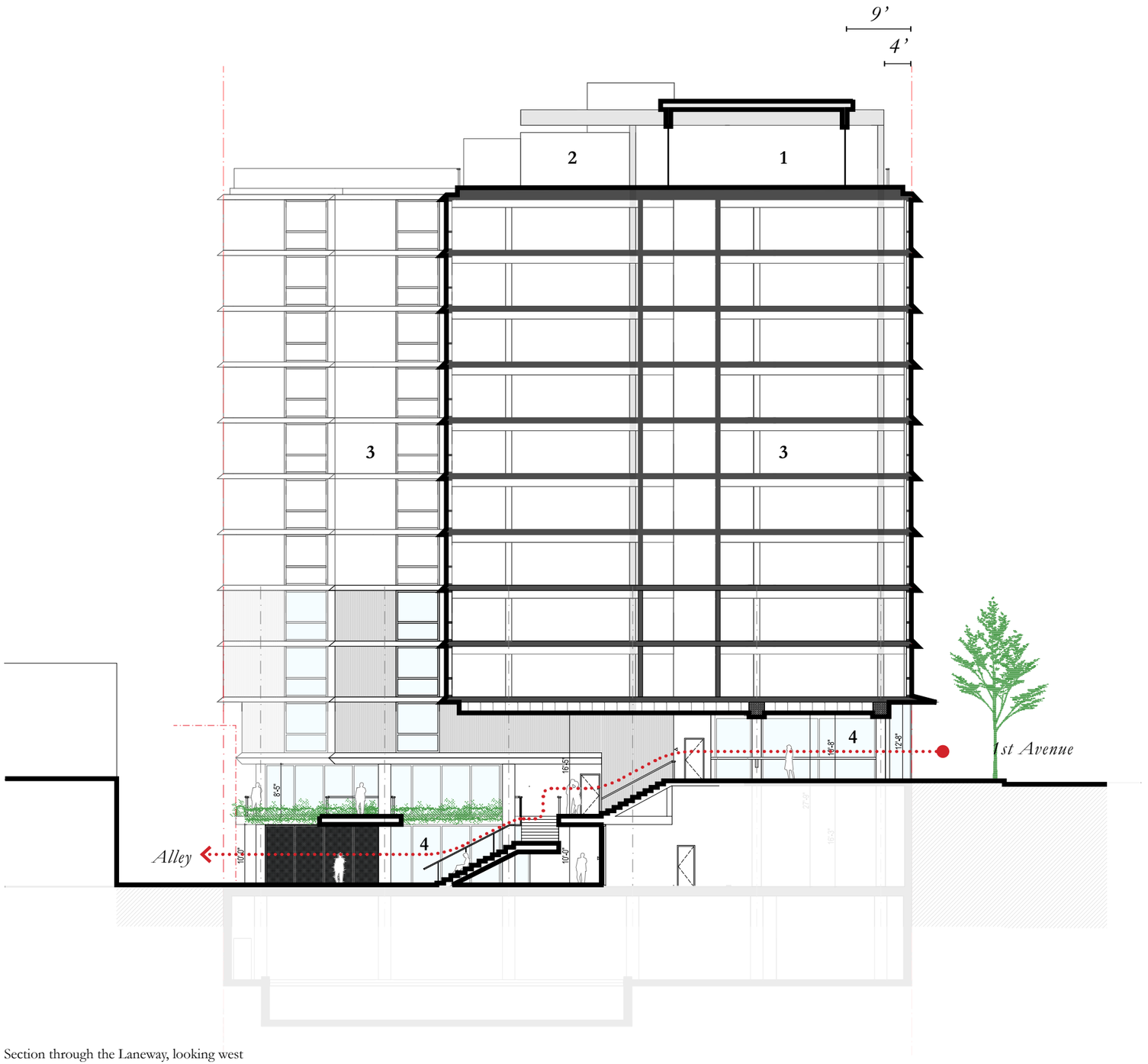
The rooftop design continues the massing principles outlined in the EDG packet. The residential mass is hovering above the open, low threshold, public ground level. Likewise, the roof pavilion is light, inset and porous. The structure of the building is clearly expressed and celebrated on the ground and roof levels. Those structural lines are picked up in the facade of the residential mass.

1 Rooftop Amenity Space

2 Rooftop Terrace

3 Residential Mass

4 Laneway



Section through the Laneway, looking west

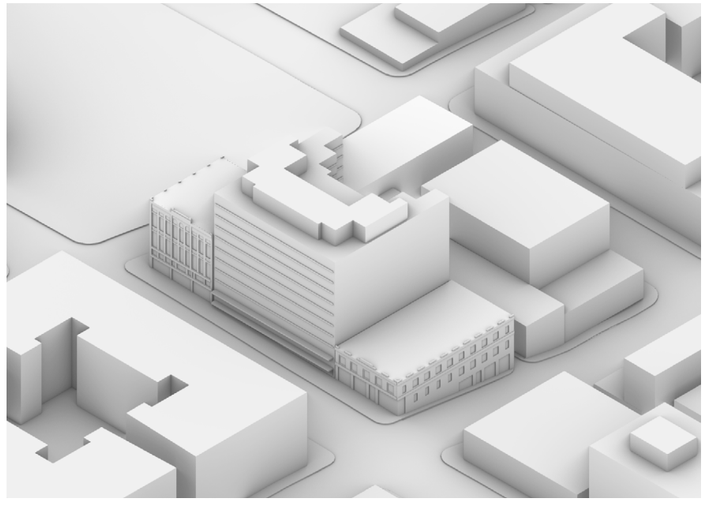
Design Review Board: Massing

July 6, 2021

During the July 6, 2021 recommendation meeting, the Board supported the design team's preferred massing direction. The presence of two historic neighbors has guided the design team in developing the mass as a complementary feature on 1st Avenue, while continuing an active streetfront predominant in the neighborhood.

The ground level continues the commercial nature of the streetfront, while the building's terminus is distinct and refined.

In between, residential units make up the bulk of the building's massing and are defined by hierarchy of facade elements. On the Alley side, the design team has further refined the massing with an articulation of the Terrace and Laneway, as well as an additional step on the residential facade.



1st Avenue Side (looking South)

Alley Side (looking North)

Rooftop Areas

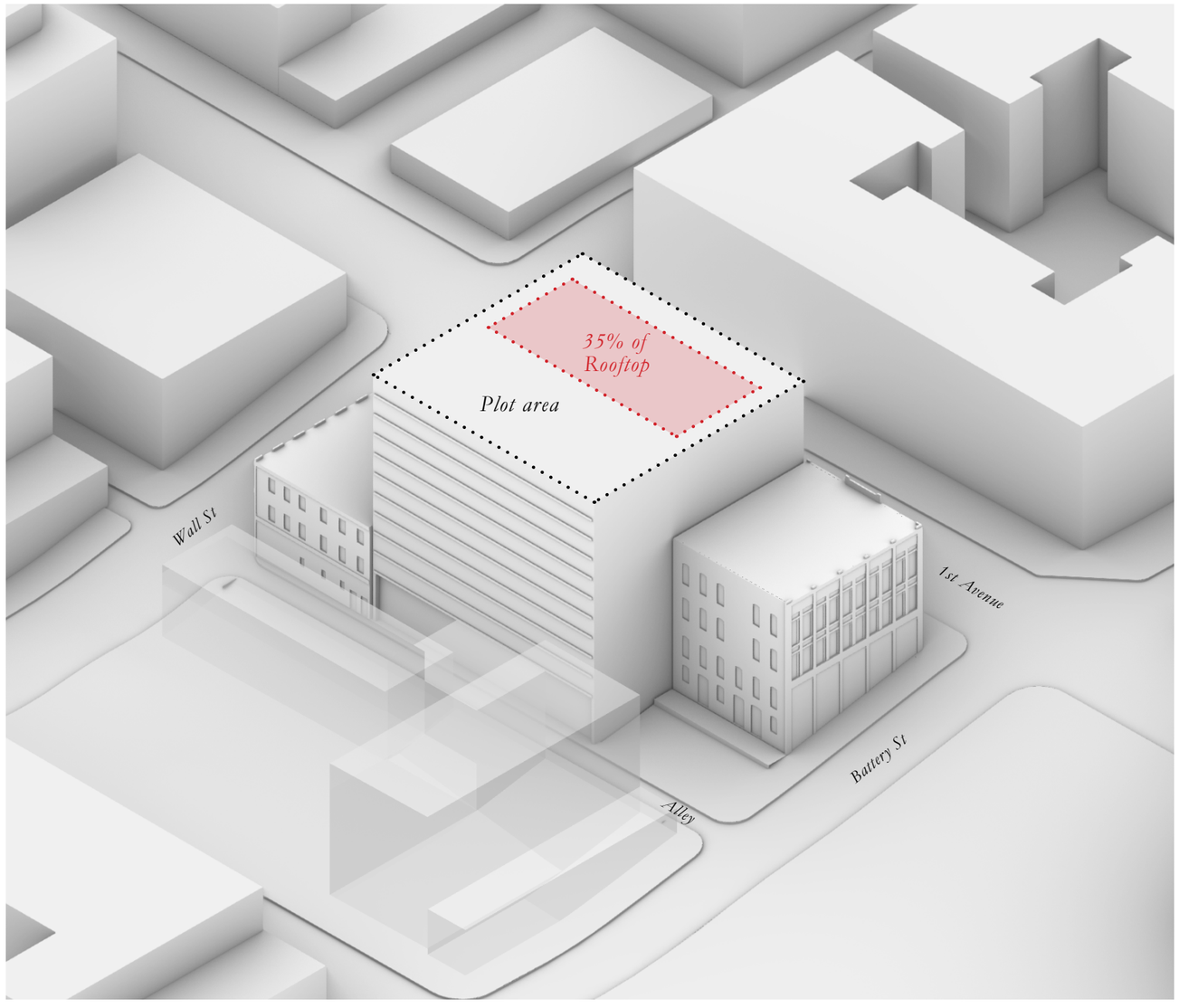
PLOT AREA

13’083 sqft

35% ROOFTOP AREA

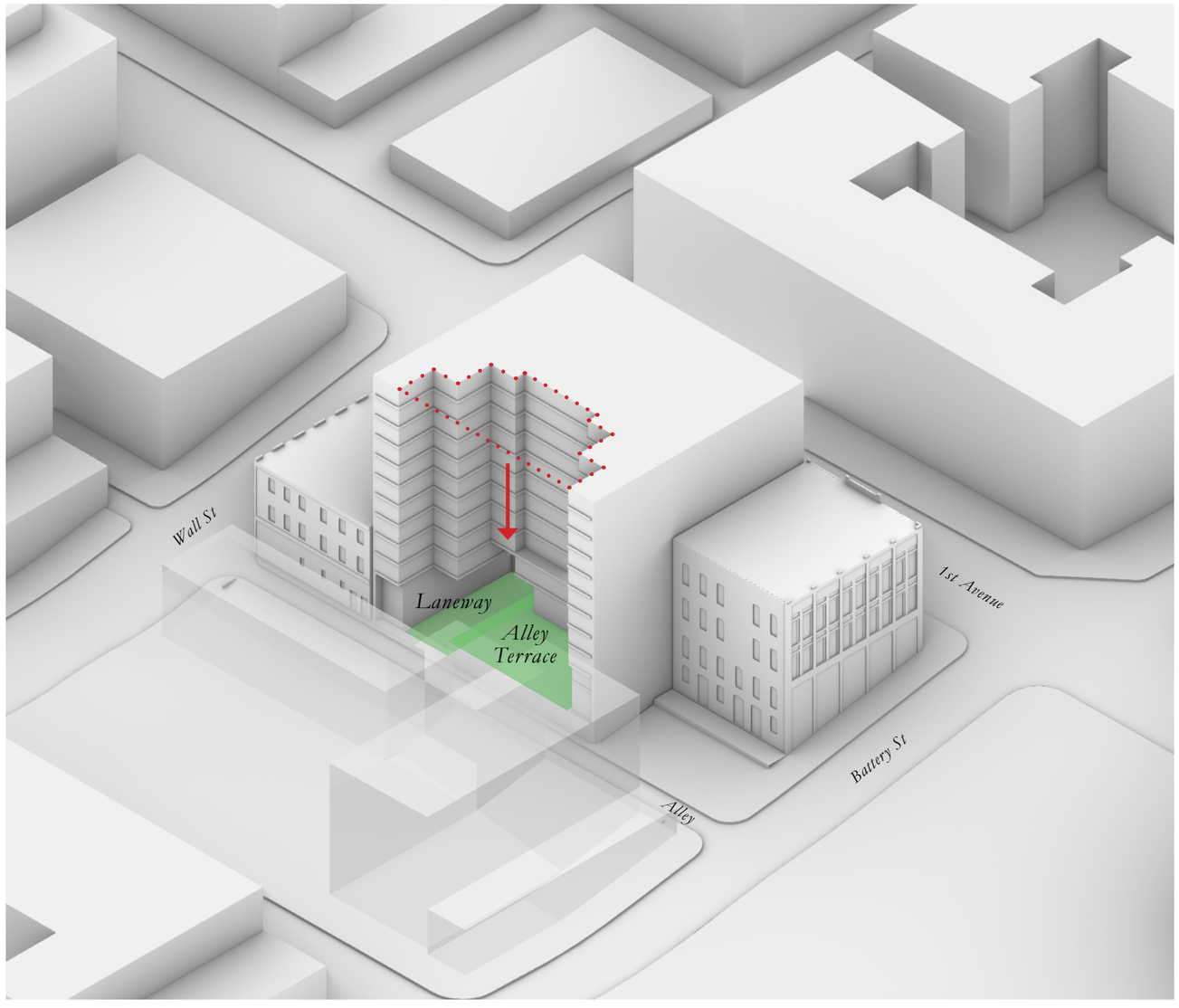
4’579 sqft

Maximum allowable massing with its corresponding 35% rooftop features coverage allowed.



Street-Level and Alley

The design team proposes an articulated massing that significantly reduces building mass while enhancing conditions at the alley by providing new usable open spaces and promoting pedestrian interaction.



C-1 Promote Pedestrian Interaction

D-1 Provide Inviting & Usable Open Space

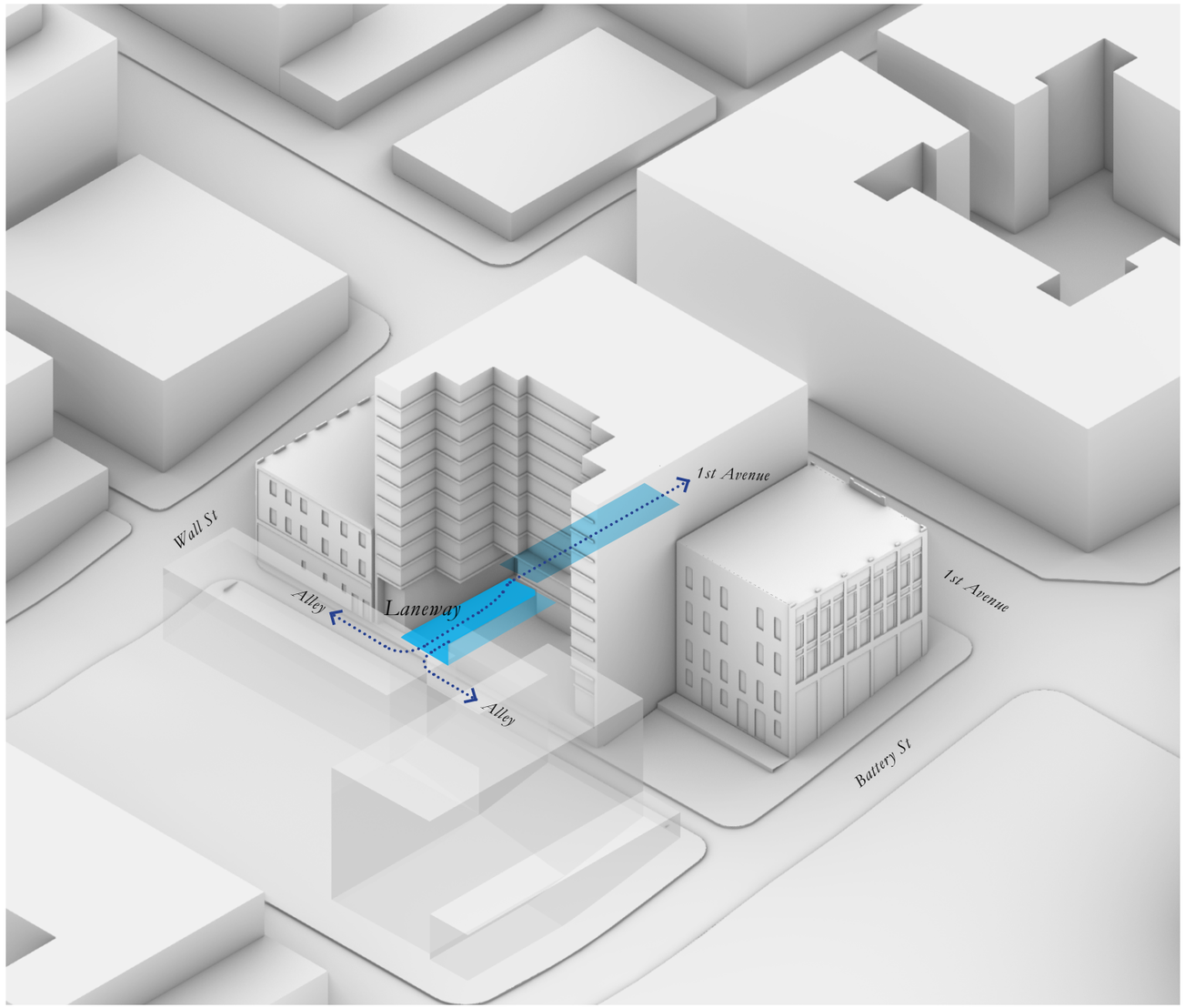
Street-Level and Alley

LANEWAY

AREA

3’334 sqft

A key feature for promoting pedestrian interaction is the Laneway. The Laneway is an urban passage that connects 1st Ave with the Alley while engaging with a variety of active commercial uses and open spaces.



C-1 Promote Pedestrian Interaction

D-1 Provide Inviting & Usable Open Space

Rooftop Massing

PLOT AREA

13’083 sqft

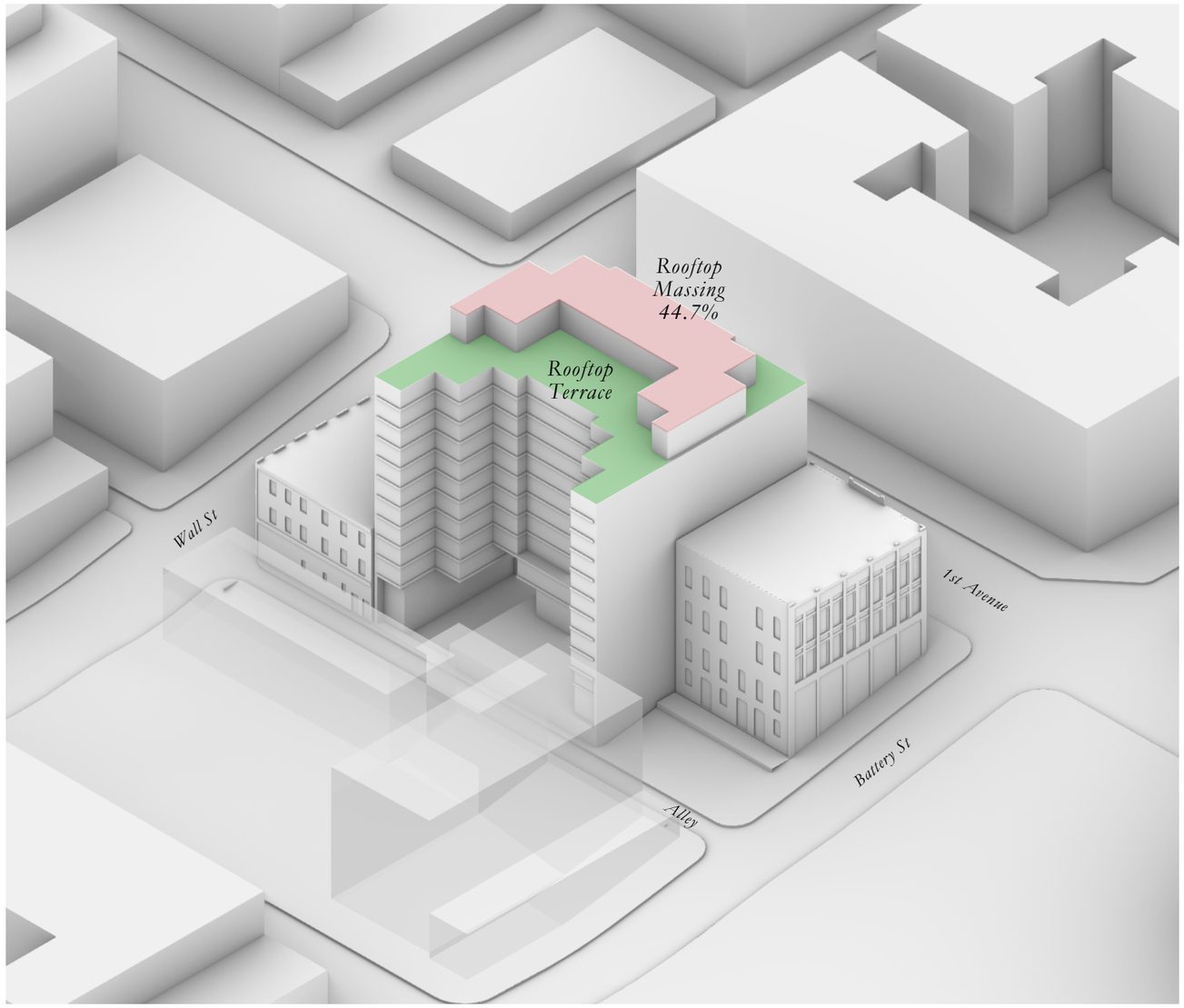
ROOF AREA

10’242 sqft

ROOFTOP PAVILION

4’579 sqft

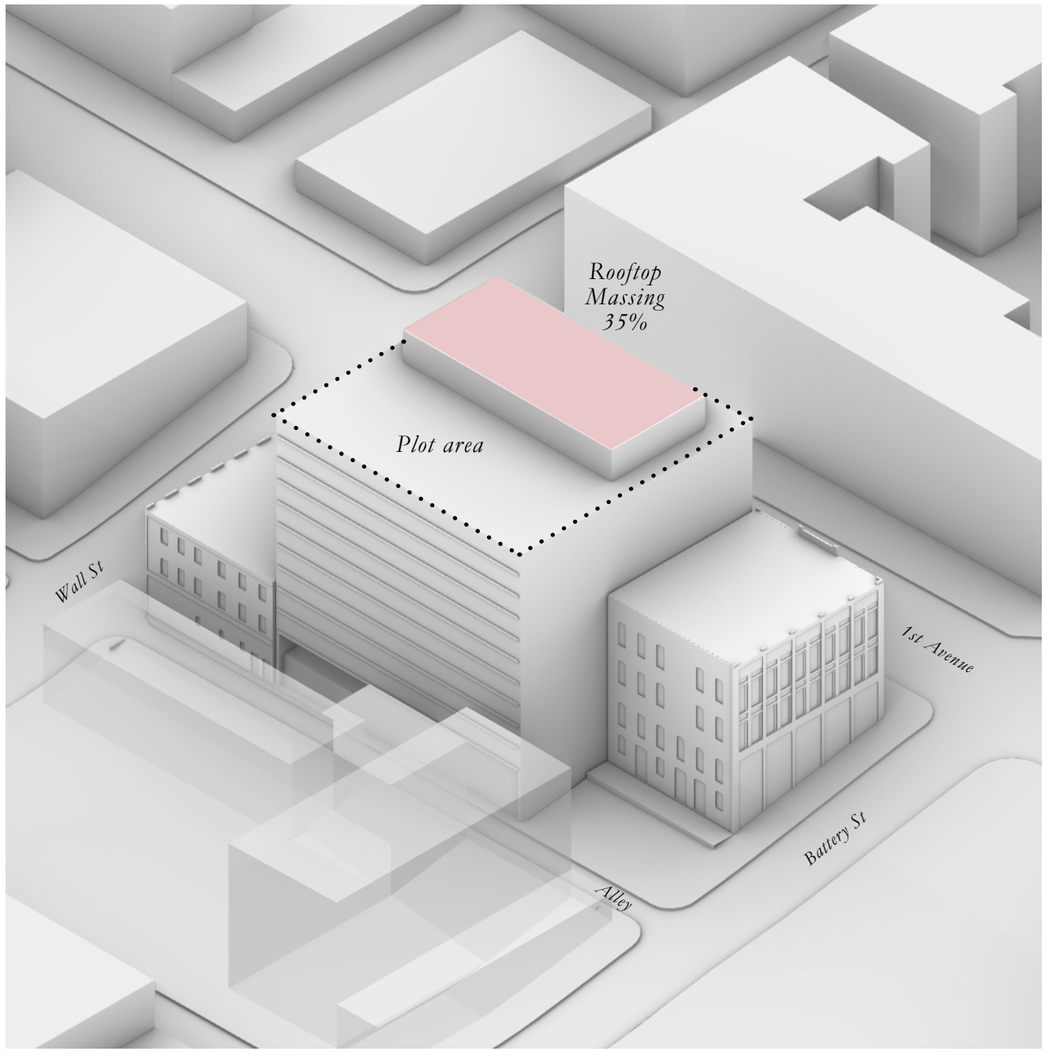
As a result of the massing articulation, the roof area decreases. The design team’s qualitative ambitions imply a reduction in the size of the rooftop pavilion, which hinders the use and feasibility of the project.



A-2 Enhance the Skyline

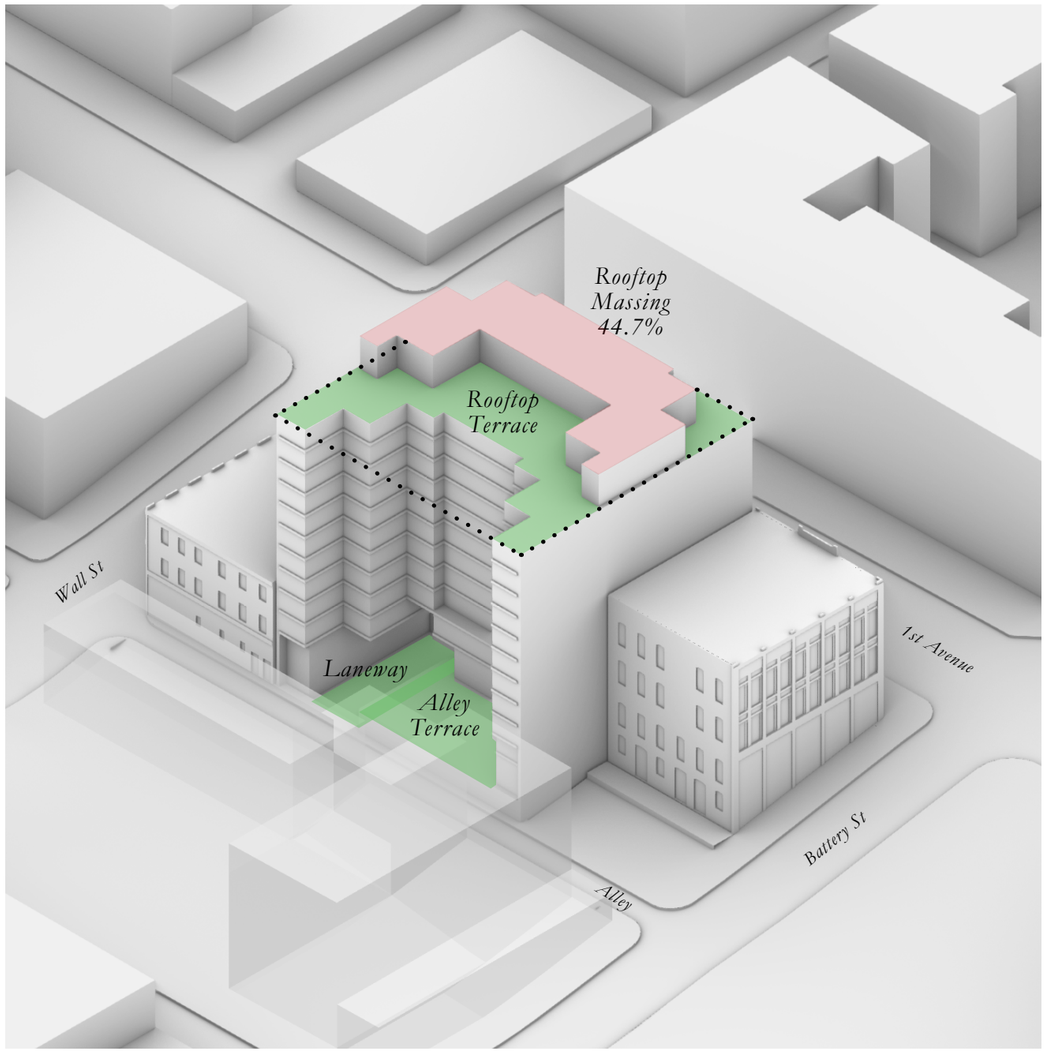
D-1 Provide Inviting & Usable Open Space

Rooftop Massing



Potential Roof Area - 13,083 sF
Allowable Roof Pavilion Coverage - **4,579** sF

35 % coverage



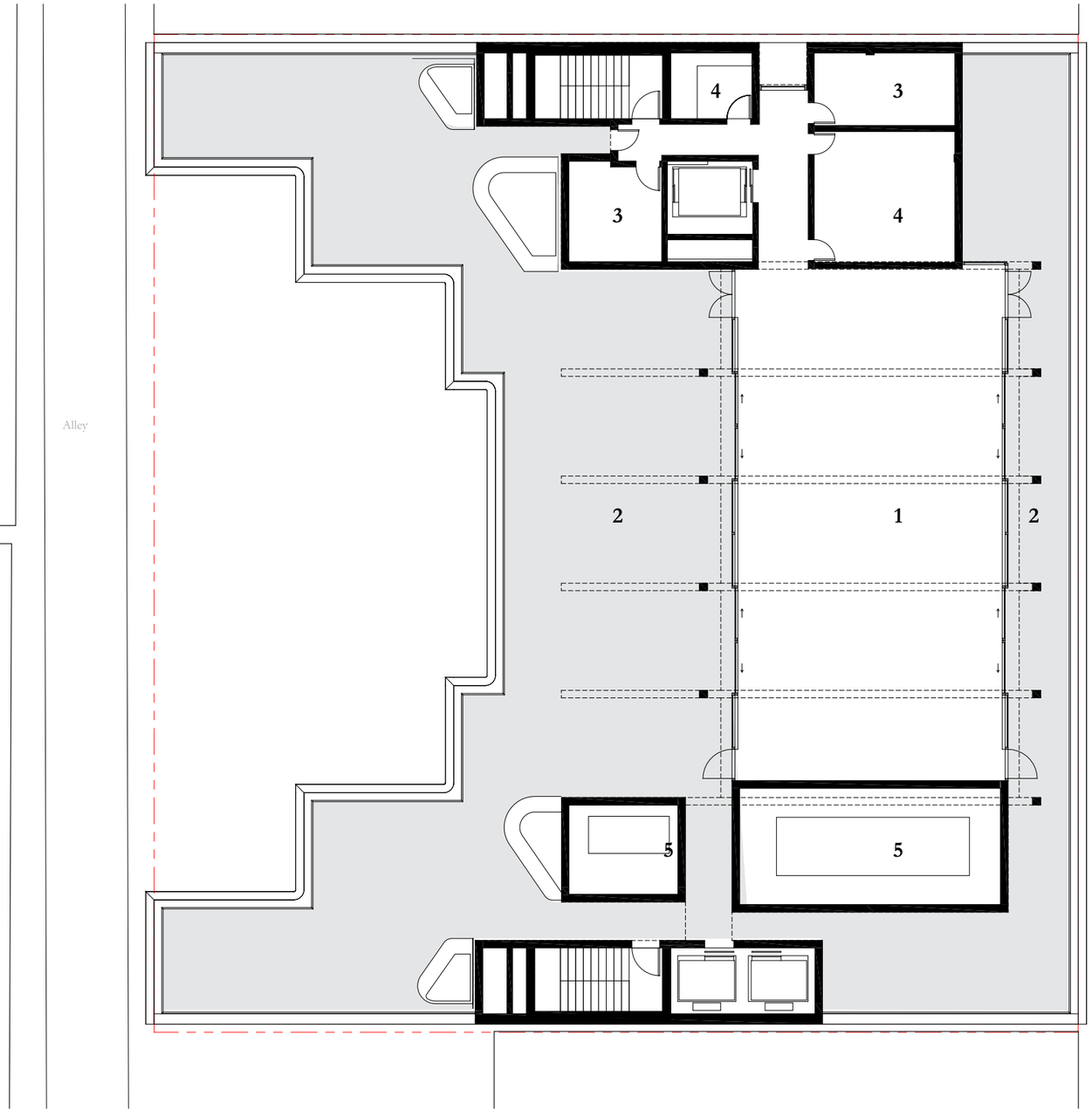
Roof Area - 10,242 sF
Roof Pavilion Coverage - **4,579** sF

44.7 % coverage

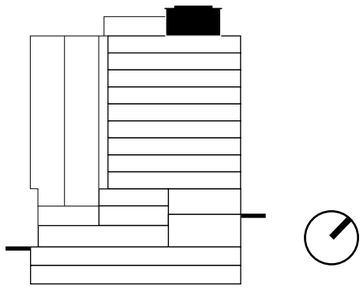
Proposed Rooftop Plan

The plan of the roof demonstrates a comprehensive terminus to the massing principles as well as the material composition of the facade. The central pavilion is light and airy - setback from the street - and expresses the structural bones of the building. The side volumes are mineral and solid, extending the side wall articulation.

Roof Pavilion Coverage - **4,579** sF

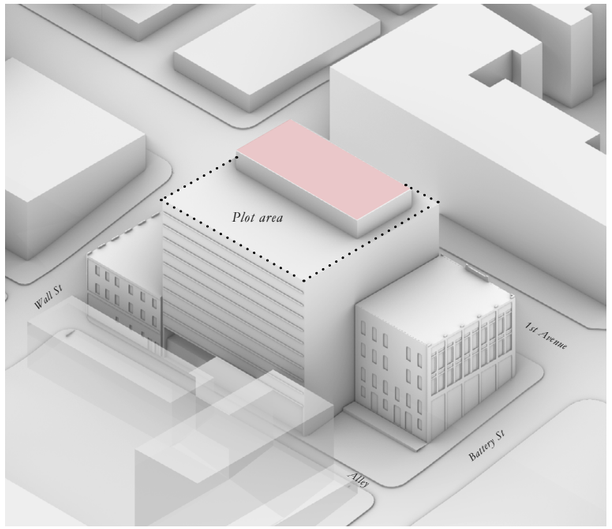


1 Rooftop Amenity Space
2 Rooftop Terrace
3 Toilets
4 BOH
5 Mechanical Space

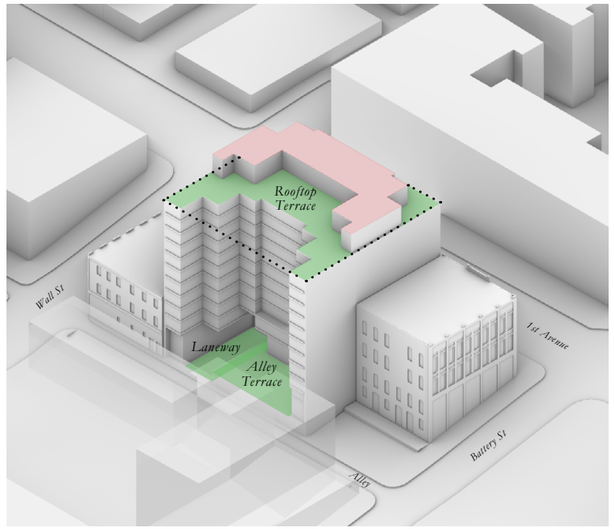


Departure Request 4: Rooftop Features Coverage Area

Zoning Code
35% coverage
4,579 sF



Proposed
44.7% coverage
4,579 sF



ZONING CODE	REQUIREMENT	PROPOSED	DEPARTURE	DESIGN REVIEW GUIDELINES
SMC 23.49.008.D.2.a **Rooftop Coverage Area**	The following rooftop features are permitted up to the heights indicated below as long as the coverage of all rooftop features, whether or not listed in this subsection 23.49.008.D.2 does not exceed 35 percent of the roof area for other structures. 2) Stair penthouses 4) Covered or enclosed common recreation area or eating and drinking establishment. 5) Mechanical equipment.	Request to increase allowable rooftop coverage to 44.7 percent.	Laneway design concept proposes more exterior square footage closer to grade to activate the alley. As a result, roof area at the top is reduced. Departure requested to provide a viable common recreation area / eating and drinking establishment that is consistent with the massing previously approved by the board and allowable per the full development potential of the site.	A-2 Enhance the skyline B-4 Design a well-proportioned and unified building C-1 Promote pedestrian interaction D-1 Provide inviting and usable open space