

# Seventh & South Jackson<sup>st.</sup>



INTERNATIONAL SPECIAL REVIEW DISTRICT  
CERTIFICATE OF APPROVAL CYCLE 2  
701 S JACKSON ST BRIEFING PACKET  
DONH-COA-00278

NOVEMBER 1, 2021

 **NEIMAN TABER**  
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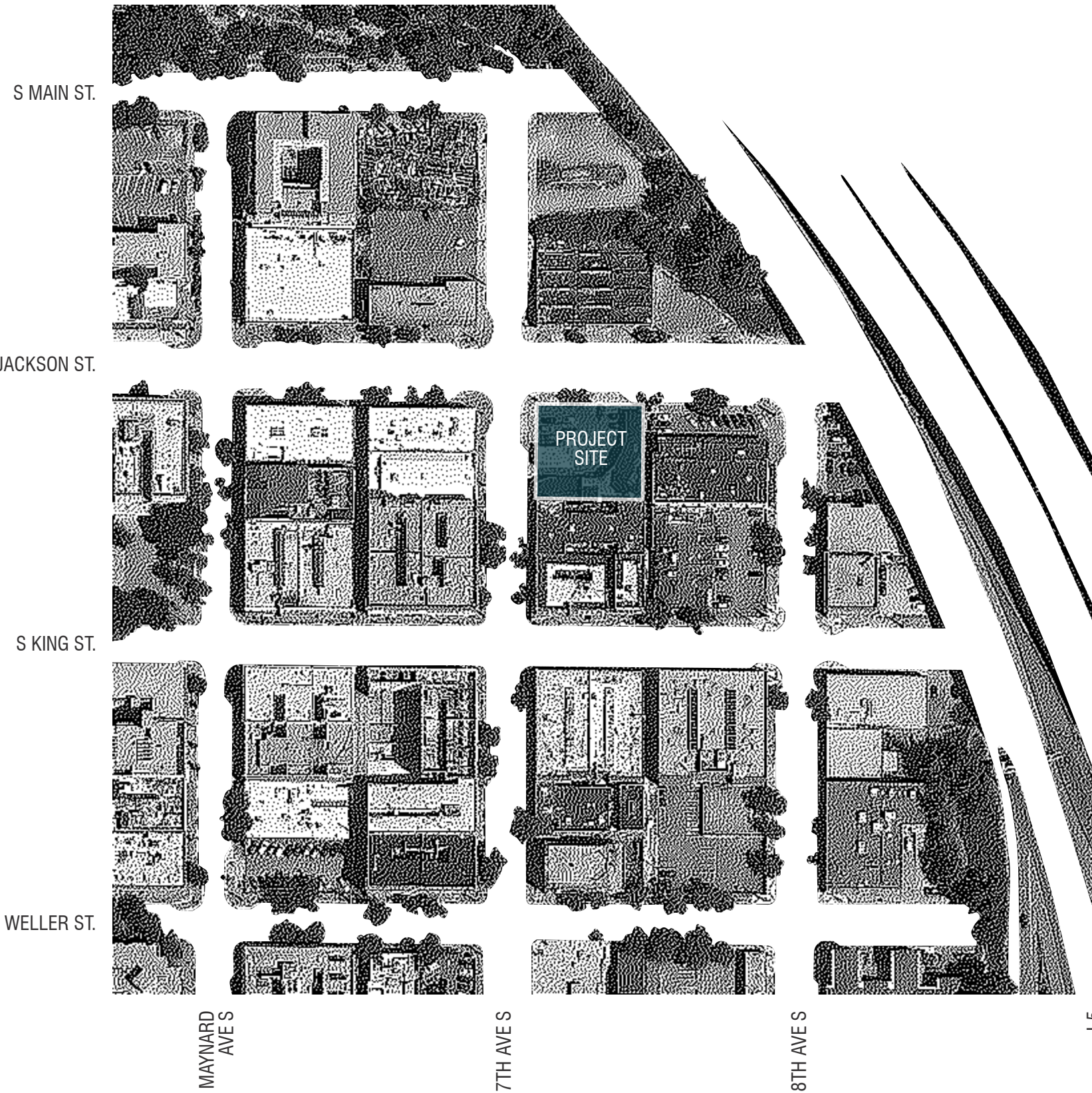
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## PROJECT GUIDING PRINCIPLES

1. Engage with community stakeholders, businesses, and civic organizations to learn what is important through design, art, and public spaces to celebrate the District’s place as the center of Asian culture in Seattle past, present, and future.
2. Contribute to a just and inclusive community that serves all incomes and all ages with a mix of rental rates that promote economic diversity and are attainable for current C-ID residents.
3. Provide financially attainable new housing that is affordable for existing members of the community.
4. Design housing that appeals to seniors, professionals, and students who want to live at the center of Asian community and culture in Seattle.
5. Develop a project that serves as a public gateway to easily connect pedestrians along South Jackson Street to the neighborhood.
6. Work with the CIDBIA and SCIDpda to identify community-desired ground-floor retail tenants.
7. Play a role in maintaining a neighborhood where residents and visitors feel at home speaking many different languages.
8. Provide safe, accessible, and welcoming public spaces that invite visitors to linger and are designed for families, especially grandparents and grandchildren.
9. Provide long-term support for C-ID initiatives by participating on community boards and being involved with neighborhood groups.

## PROPOSAL

### Changes to Building or Site

The existing buildings on site will be demolished. The proposed building will require excavation of the entire lot, and the existing contamination associated with past on-site vehicular uses will be removed in coordination with the Washington State Department of Ecology.

### Effect on Public Right-Of-Way

Existing sidewalk will be replaced, and numerous curb cuts associated with on-site vehicular uses will be removed. A new, smaller curb cut will be added along 7th Avenue for waste removal access. Existing street trees and street lamps will be preserved.

### New Construction

The proposed project is an 8-story (approximately 100,000 SF) mixed use building with small-scale efficiency residential units (congregate dwellings and SEDUs) throughout and 3,000 SF of commercial tenant spaces at street level. The building will be constructed as 5 stories of Type IIIA wood construction on top of 4 stories of Type IA concrete construction with one basement story below. No parking is provided.

### Proposed Use & Change of Use

Existing use on site has historically been automotive related, but the garage and service station are longer in use. There is an existing retail use on site located in the tenant space on 7th Avenue. The site use will change from light industrial automotive to residential and commercial uses.

## PROJECT INFORMATION

SITE ADDRESS	701 S Jackson St Seattle, WA 98104
PARCEL NUMBER	524780-2725
APPLICANT	Neiman Taber Architects 1435 34th Avenue Seattle, WA 98122 (206) 760-5550
CONTACT	David Neiman dn@neimantaber.com
ZONING	IDM-75-85
LOT SIZE	13,439 SF
ALLOWABLE FAR	3.0
PROPOSED UNITS	238 units 70 Congregate Dwellings 168 SEDUs
ALLOWABLE HEIGHT	75’ commercial / 85’ residential
<b>DESIGN TEAM</b>	
OWNER	OZ Navigator 159 S Jackson St, Suite 300 Seattle, WA 98104 (206) 889-5949
ARCHITECT	Neiman Taber Architects 1435 34th Ave Seattle, WA 98122 (206) 760-5550
LANDSCAPE ARCHITECT	Murase Associates 210 E Boston St Seattle, WA 98102 (206) 322-4937

# CERTIFICATE OF APPROVAL ROAD MAP

## FIRST MEETING WITH ISRD BOARD

September 28, 2021

Feedback we heard from the Board:

- 1. GENERAL SUPPORT FOR REMOVAL OF EXISTING BUILDINGS**
- 2. BOARD ENCOURAGEMENT FOR ADDITIONAL OUTREACH TO KEY STAKEHOLDERS**
- 3. SUGGESTION TO DEVELOP PARKING STRATEGY WITH COMMUNITY INPUT**
- 4. DESIRE TO SEE MORE DEVELOPMENT OF THE PROJECT'S MASSING STRATEGY AND RESPONSES TO C-ID CONTEXT**

## SECOND MEETING WITH ISRD BOARD

December 14, 2021

What we will cover:

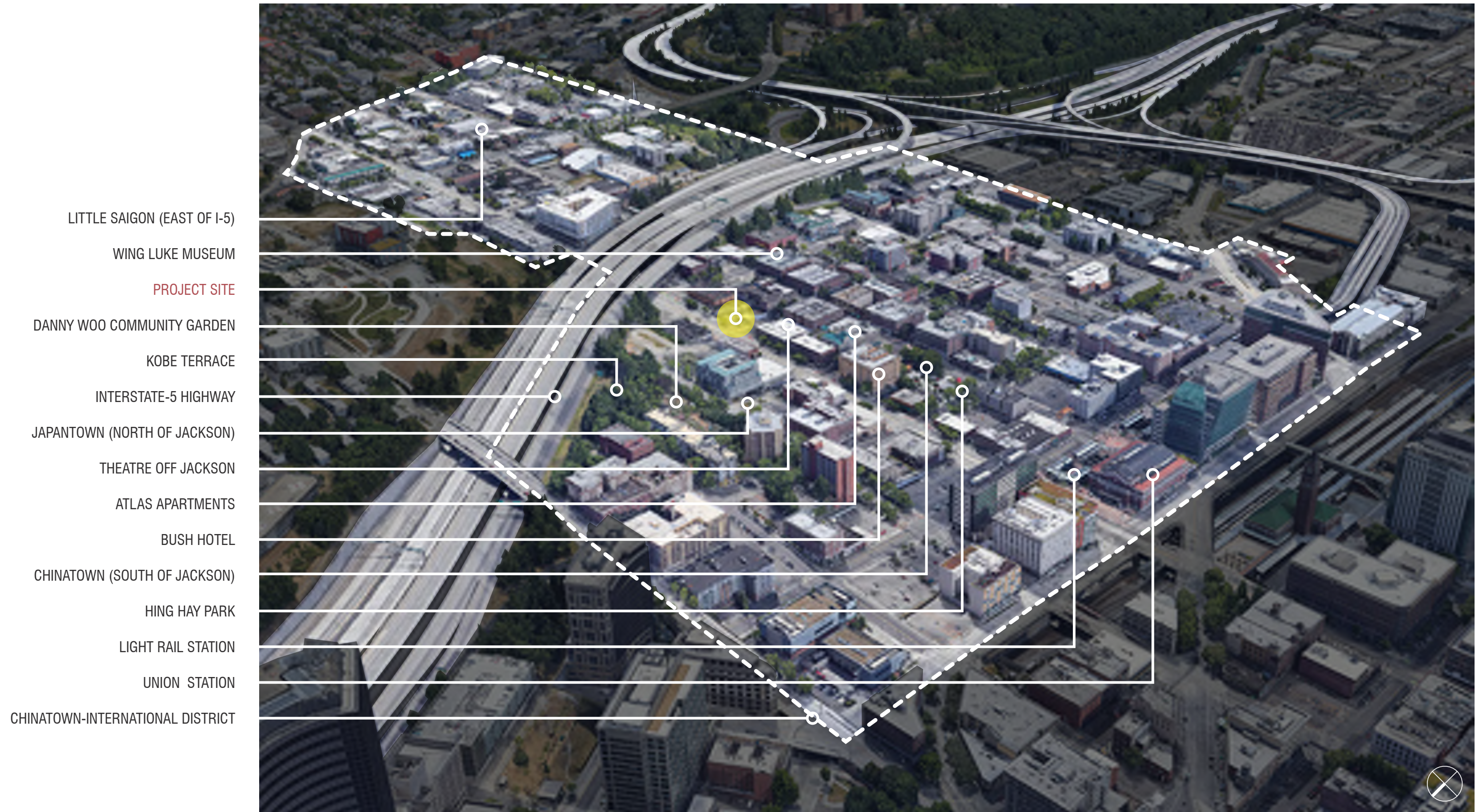
- 1. UPDATE ON COMMUNITY OUTREACH AND ENGAGEMENT**
- 2. PRESENT OFF-SITE PARKING STRATEGY**
- 3. SHARE FURTHER EVOLUTION OF MASSING CONCEPT AND APPROACH TO DISTRICT-SPECIFIC DESIGN ELEMENTS**



## **SITE & NEIGHBORHOOD**

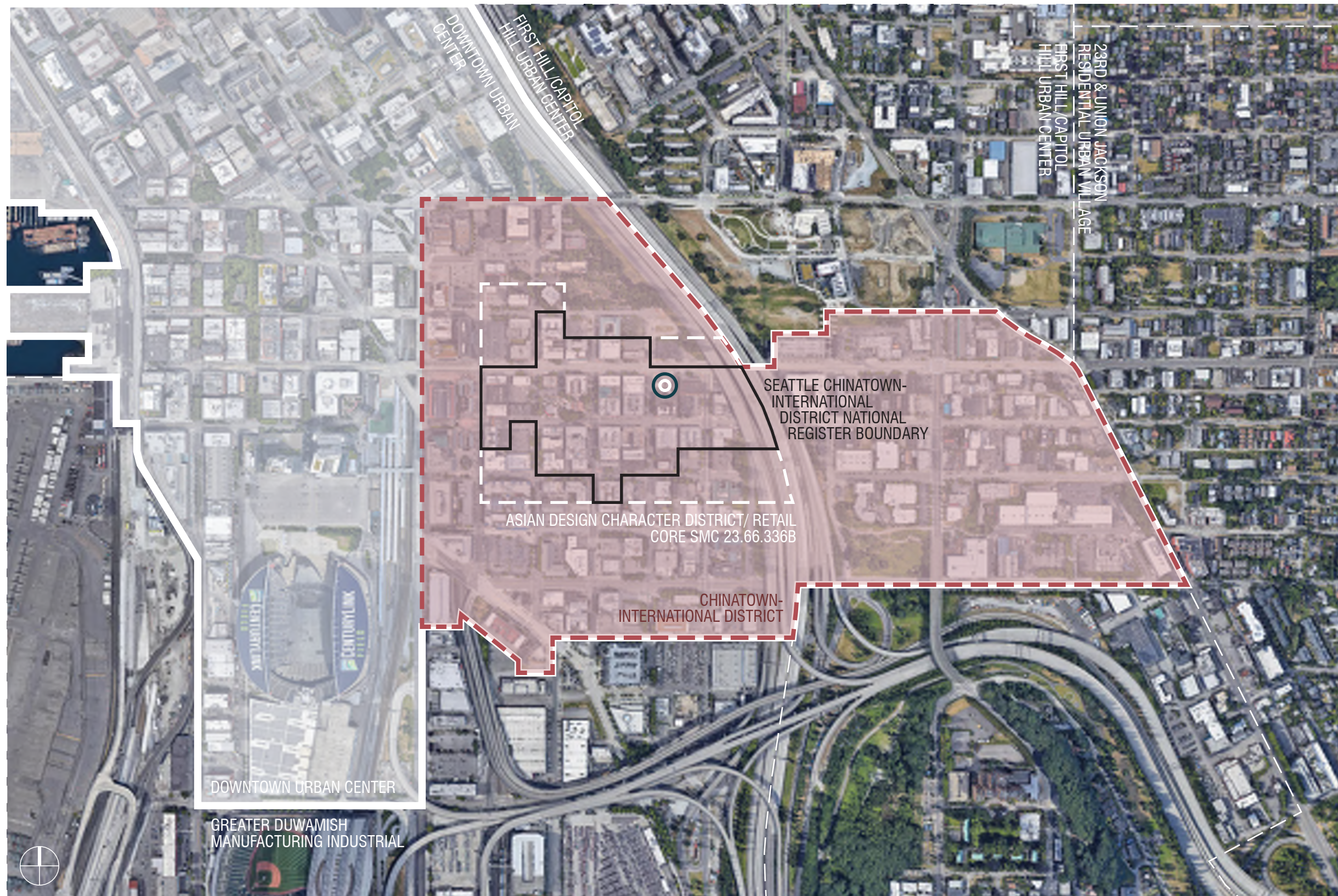


# SITE & NEIGHBORHOOD NEIGHBORHOOD FEATURES





# SITE & NEIGHBORHOOD INTERNATIONAL SPECIAL REVIEW DISTRICT



## CHINATOWN-INTERNATIONAL DISTRICT

The Chinatown-International District (C-ID) spans from Pioneer Square to the west to the Central Area to the east, and is comprised of a number of smaller cultural nodes such as Japantown and Chinatown west of I-5 and Little Saigon east of I-5. The cultural heritage of the C-ID is both wide and deep, and throughout its history the neighborhood has also been a community hub for African Americans, Filipinos, and immigrants from countries such as Thailand, Korea, Vietnam, and more.

The rich history of the C-ID was formally acknowledged in 1973 when the Seattle Chinatown Historic District was nominated to the National Register of Historic Places (NRHP) with the goal of promoting and preserving the cultural, economic, and historical features of the neighborhood, particularly those features derived from its Asian American heritage. The proposed project located at 701 South Jackson Street falls within the NRHP boundary.



# URBAN DESIGN ANALYSIS

## STREET ELEVATIONS

### SOUTH JACKSON STREET FACING NORTH

OPPOSITE FROM PROJECT SITE



### SOUTH JACKSON STREET FACING SOUTH

PROJECT SITE





**SEVENTH AVENUE SOUTH  
FACING EAST**

**PROJECT SITE**



**SEVENTH AVENUE SOUTH  
FACING WEST**

**OPPOSITE FROM PROJECT SITE**



# SITE & NEIGHBORHOOD

## SITE PHOTOS

### LEGAL DESCRIPTION

LOT 1 & 2, BLOCK 55, TOWN OF SEATTLE, AS LAID OUT BY D.S. MAYNARD, COMMONLY KNOWN AS D. S. MAYNARD'S PLAT OF SEATTLE, TOGETHER WITH A PORTION OF VACATED ALLEY ADJOINING, LESS STREET, AS RECORDED IN VOLUME 1 OF PLATS, PAGES 23, RECORDS OF KING COUNTY, WASHINGTON.

### LOCATION

701 S Jackson St, Seattle, WA 98104

Located on the southwest corner of S Jackson St and 7th Ave S. The lot is bordered by S Jackson St to the north; 7th Ave S to the west; a vacated alley and an adjoining parcel (Diamond Bay Restaurant) to the east; and an adjoining parcel (Republic Hotel) to the south.

### LOT SIZE

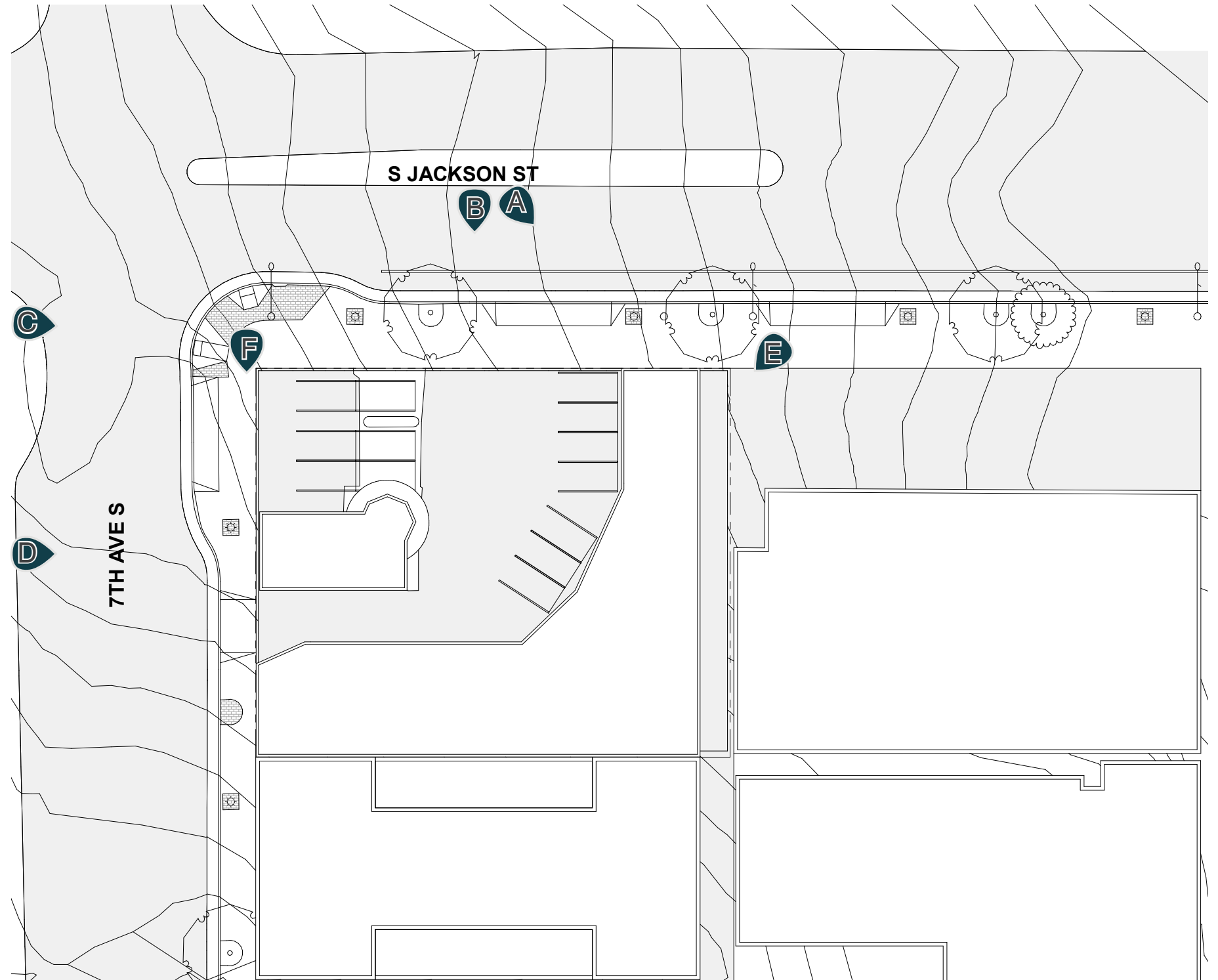
13,439 SF

### USES

The single story gas station at the northwest corner of the site is no longer in use. The single story auto repair garage occupying the south and east edges of the site is mostly vacant as well, with the exception of a tenant space in the southwest corner that is currently being used as an annex for New Century Tea Gallery whose primary location is at 416 Maynard Ave S. A large portion of the lot is paved and is currently being used for surface parking.

### TOPOGRAPHY

Grade slopes upward as you head north on 7th Ave S. From the southwest corner of the site to the northwest corner of the site there is approximately 5' of vertical elevation gain along the 105' western frontage. Grade continues to slope upward as you head east on S Jackson St. From the northwest corner of the site to the northeast corner of the site there is approximately 7' of vertical elevation gain along the 128' northern frontage. The total elevation gain for the whole site is approximately 12'.







A



B



C



D



E



F



# SITE & NEIGHBORHOOD SITE PLAN

## SUMMARY OF DEVELOPMENT OBJECTIVES

The proposed project is an eight story mixed-use structure with efficiency dwelling units and congregate dwellings located on the upper levels with commercial spaces located at grade.

## PRIMARY PROJECT DESIGN GOALS

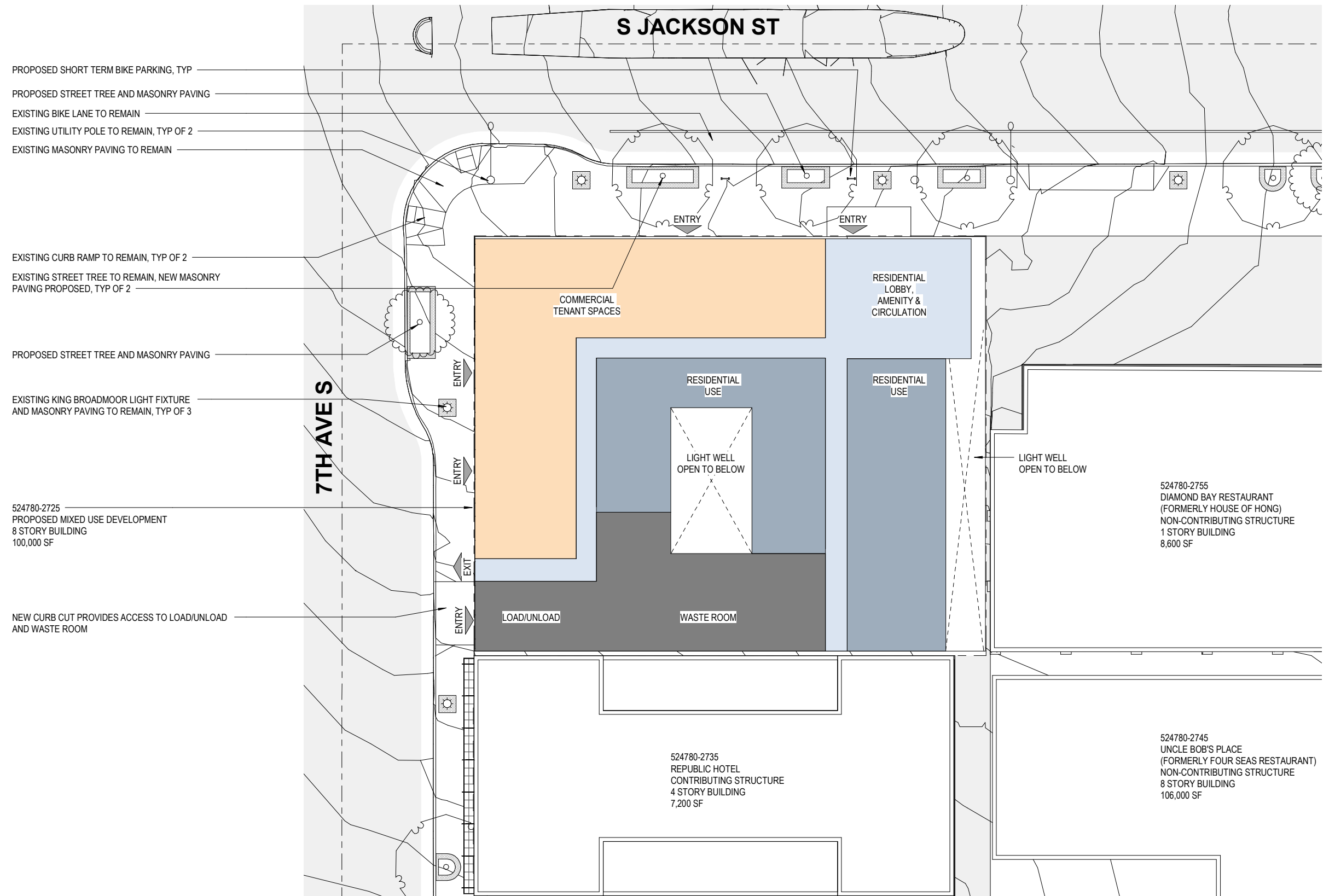
- Vibrant streetscape that is consistent with the neighborhood, prioritizing pedestrians and contributing to the C-ID's rich public realm.
- Quiet, understated upper level massing with material selection and fenestration layout that compliment the historic brick apartment buildings of the immediate neighborhood.
- Affordable, environmentally sustainable, walkable apartments where people can find community in addition to a place to live.

## KEY PROGRAM ELEMENTS

The ground level of the building will contain small commercial spaces, sized for the kind of businesses that have made the C-ID a popular destination. The upper level residences form a U-shape, creating a central courtyard that will be lushly planted.

## PARKING

In keeping with ISRD goals of enhancing the pedestrian character of the neighborhood and protecting the area from automobile-oriented uses (as noted in 23.66.302) off-street parking will not be provided within the proposed building.





## SITE & NEIGHBORHOOD REPUBLIC HOTEL

The Republic Hotel was designed by John Creutzer while working as an Architect for T. Ding Association. It was completed in 1920. With 75 single room units, it was built as a workforce hotel to house immigrants arriving in Seattle and people employed in seasonal labor. The second floor was designed to house the Chiu Lum Family Association headquarters. In 1934 the headquarters was replaced with the Little Harlem Club and later with the Twin Dragon's Cafe in 1939. The street level spaces supported retail businesses until 2016

The building is listed in the National Register of Historic Places nomination as a primary contributing structure. It was purchased by RAC Investments, LLC in 2015 and will be going through an exterior and interior rehabilitation in the near future.



THE REPUBLIC HOTEL, SEPTEMBER 2016



TWIN DRAGON CAFE - TWO BUSINESS STORE FRONTS - CHEW LUN ASSOCIATION - 40TH ANNIVERSARY OF REPUBLIC OF CHINA NATIONAL DAY (CIRCA OCTOBER 1951)  
IMAGE HISTORIC REPORT FOR DONH-COA-00083



1962  
IMAGE COURTESY OF WING LUKE MUSEUM



**DESIGN CONTEXT**





**ONGOING OUTREACH EFFORTS**

To ensure that the development of this project reflects the unique history and relevance of the Chinatown-ID neighborhood, the development team has contracted with David Della, Eco-Ready, LLC to assist in conducting comprehensive community outreach/engagement of all stakeholders including, non-profit organizations, businesses, community associations, property owners and residents prior to and during the design review process of the International Special Review District.

Thus far, we have held twenty-four preliminary development briefings with community organizations, groups, and individuals. We have taken community members on tours of residential units similar to those proposed on this development, and we have toured various C-ID properties and developments to look at similarly sized residential units in the neighborhood. We are planning to meet with more in the immediate future

- KEY COMMENTS / TAKEAWAYS**
- Accessible to people who live in the community i.e., mixed income levels, diverse ages, business owners and employees of neighborhood businesses and agencies
  - Affordable retail spaces that cater to small local businesses that serve community needs and desires
  - Spaces for community benefit – use for meetings, gatherings for non-profit organizations and community groups
  - Good street activity and access. Pedestrian friendly sidewalk presence that is walkable and safe.

**OUTREACH/ENGAGEMENT MEETINGS HELD**

- |  |   |
|--|---|
| <ol style="list-style-type: none"> <li>1. Kin On Healthcare Solutions for Asian Elders</li> <li>2. Northwest Asian Weekly/Seattle Chinese Post</li> <li>3. Chinatown-ID Business Improvement Association (CIDBIA)</li> <li>4. Interim Community Development Association (CDA)</li> <li>5. Edge Developers/Marpac</li> <li>6. Chinese Information &amp; Service Center (CISC)</li> <li>7. Denise Louie Education Center (DLEC)</li> <li>8. Seattle International District Preservation and Development Authority (SCIDpda)</li> <li>9. International Community Health Services (ICHS)</li> <li>10. Asian Pacific Islander Coalition Advocating Together for Health (APICAT)</li> <li>11. North American Post Newspaper</li> </ol> | <ol style="list-style-type: none"> <li>12. Uwajimaya, Inc.</li> <li>13. Friends of Little Saigon</li> <li>14. Wing Luke – Museum of the Asian Pacific American Experience (WLAM)</li> <li>15. Chong Wa Benevolent Association</li> <li>16. Ron Chew, former ED of the Wing Luke Museum, editor of the International Examiner</li> <li>17. Wing Luke Museum Neighborhood Walking and Virtual “Historic” Tour</li> <li>18. Friends of Japantown Meeting</li> <li>19. Leaders of Chinese Businesses, Associations, &amp; Groups</li> </ol> |
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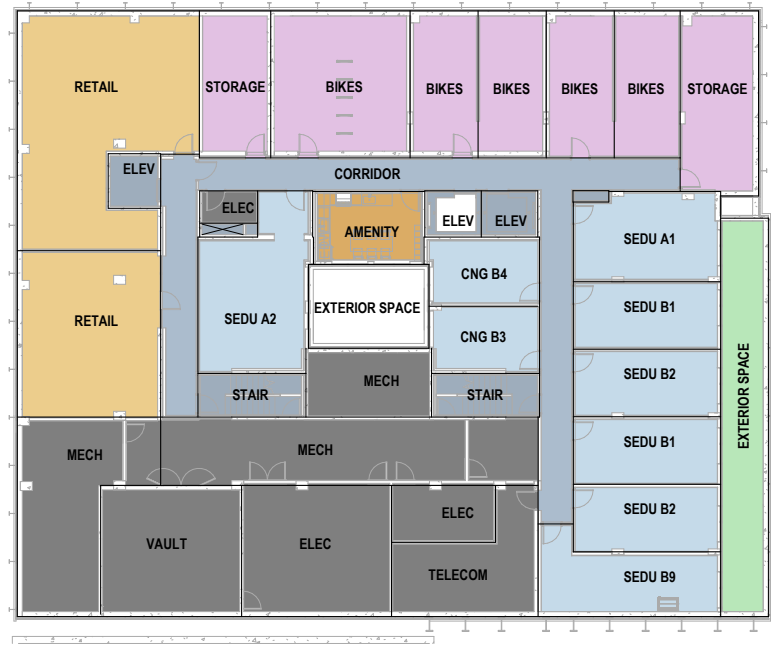
**FUTURE OUTREACH/ENGAGEMENT**

- Businesses & property owners within area near project development.
- Community advocacy groups – CID Coalition, public safety groups.
- Continue to report back to those we have already met with on what we heard, items and issues addressed, and meeting/activities to keep engaged on as the design evolves.
- Keep engaging with community media and key stakeholders on stories and action on the project as needed through ISRSD review process.

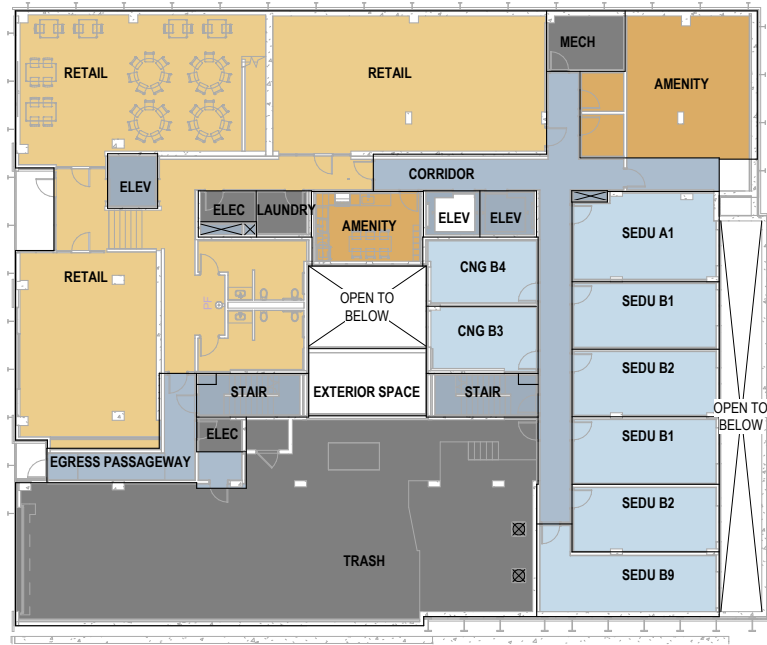
# DESIGN CONTEXT FLOOR PLANS

## PLAN LEGEND

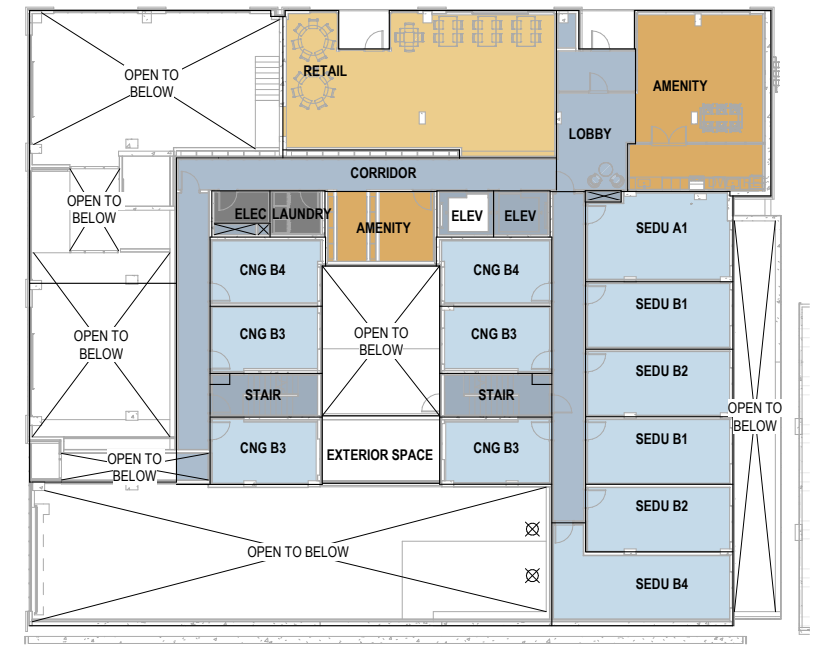
- CIRCULATION
- UTILITY
- UNIT
- RETAIL
- AMENITY
- EXTERIOR AMENITY



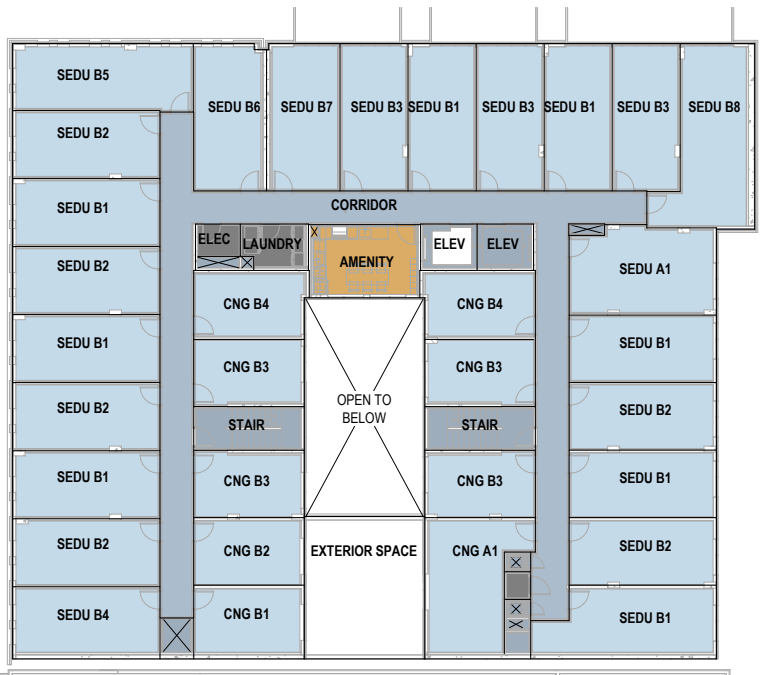
LEVEL B



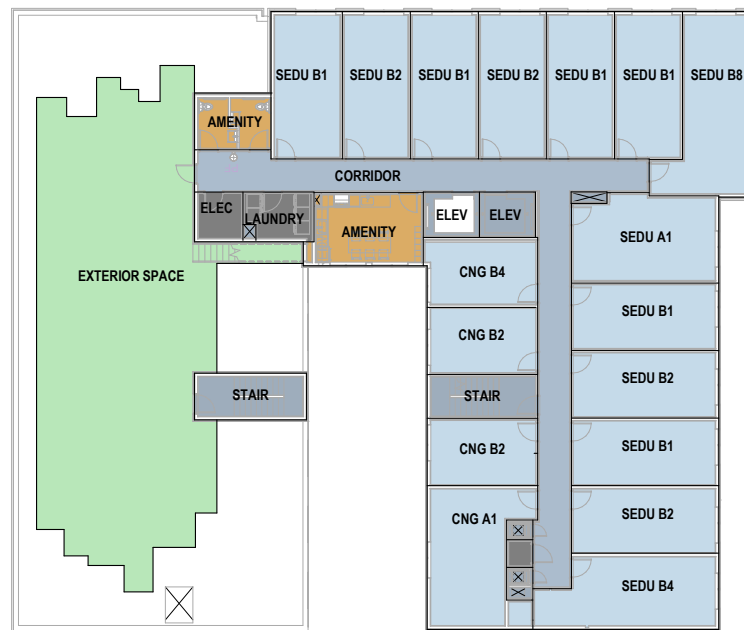
LEVEL 1



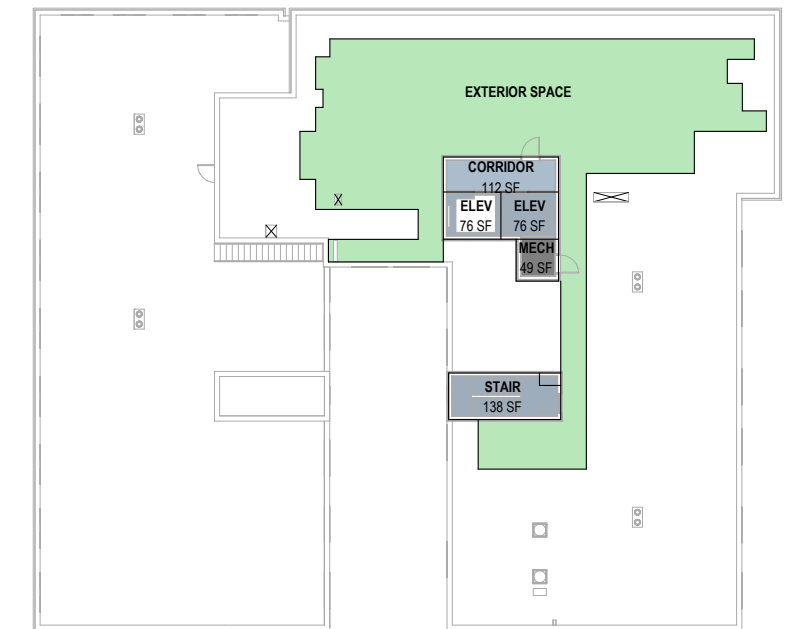
LEVEL 2



LEVELS 3 THROUGH 8



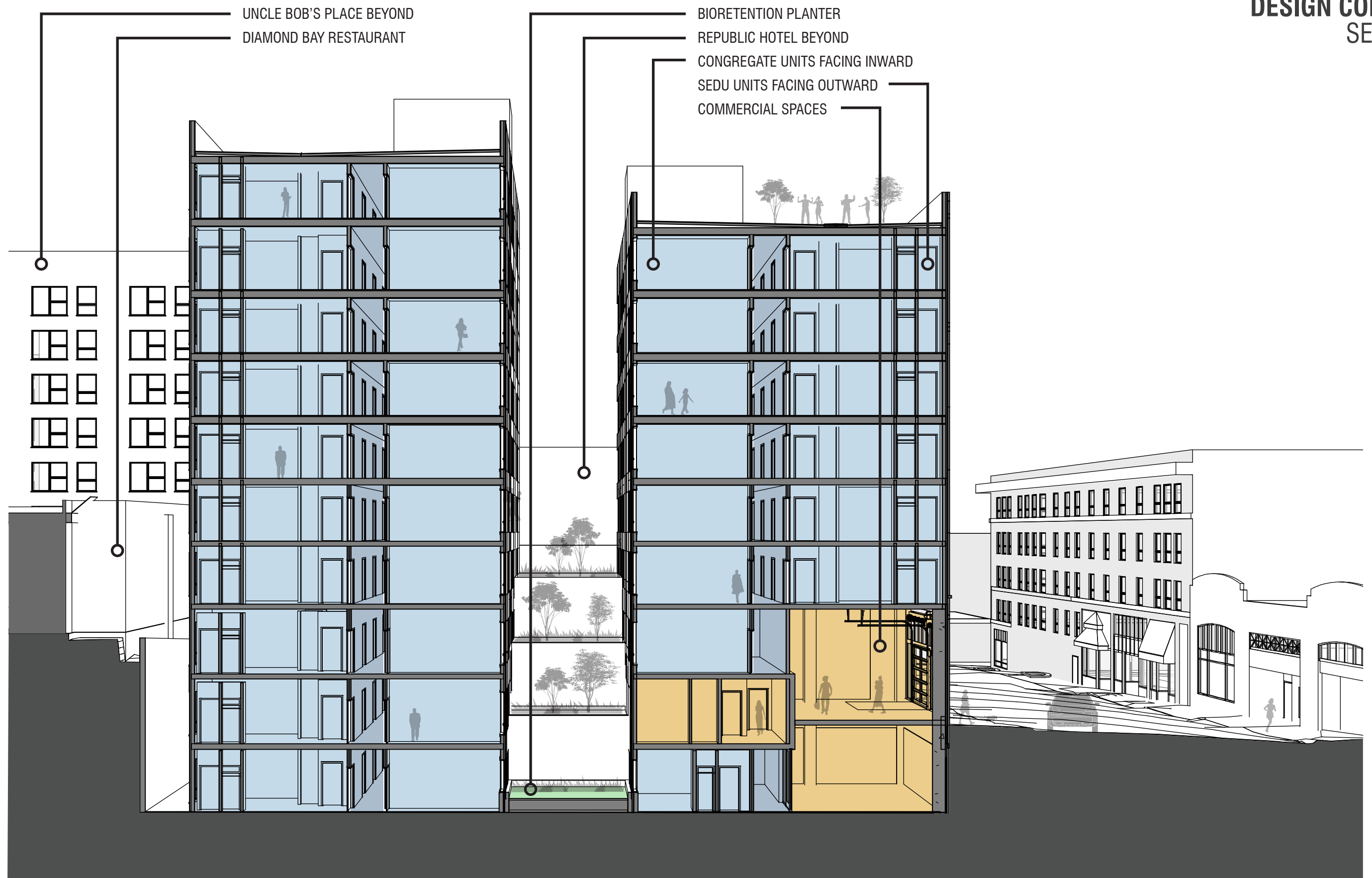
LEVEL 9



ROOF



# DESIGN CONTEXT SECTION





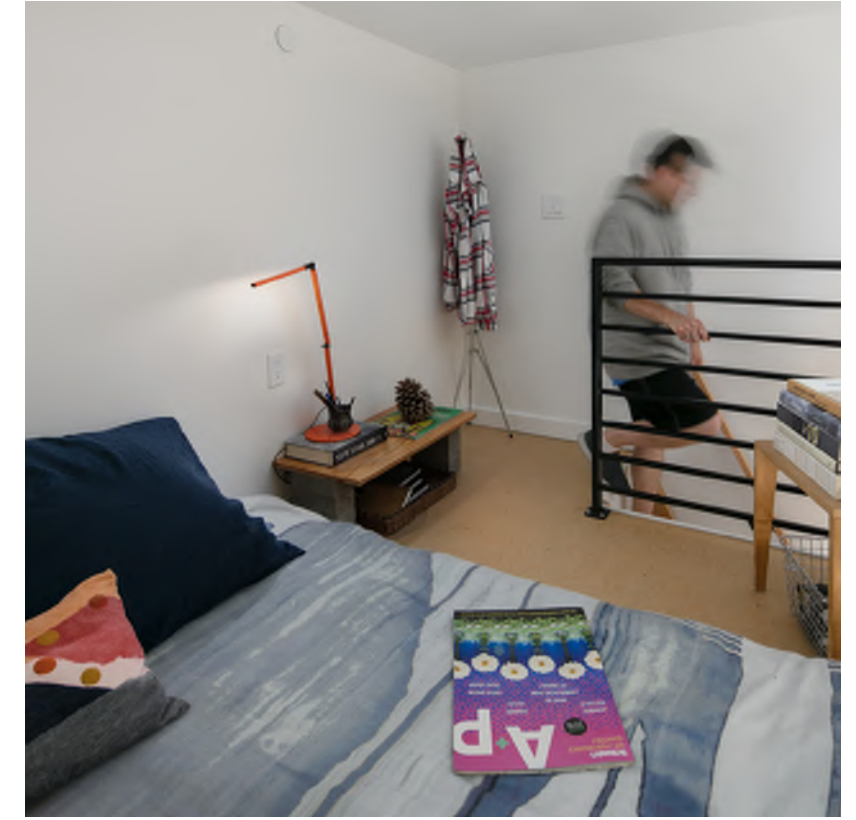
**DESIGN CONTEXT**  
PREVIOUS WORK: UNITS



THE ROOST



THE ROOST



THE ROOST



423 TERRY



1722 SUMMIT



423 TERRY



**DESIGN CONTEXT**  
PREVIOUS WORK: CONGREGATE HOUSING COMMON AREAS - LIVING ROOMS



THE FREYA



1722 SUMMIT



THE ROOST



**DESIGN CONTEXT**  
PREVIOUS WORK: CONGREGATE HOUSING COMMON AREAS



THE FREYA



1722 SUMMIT



THE ROOST



**DESIGN CONTEXT**  
PREVIOUS WORK: CONGREGATE HOUSING COMMON AREAS



THE FREYA



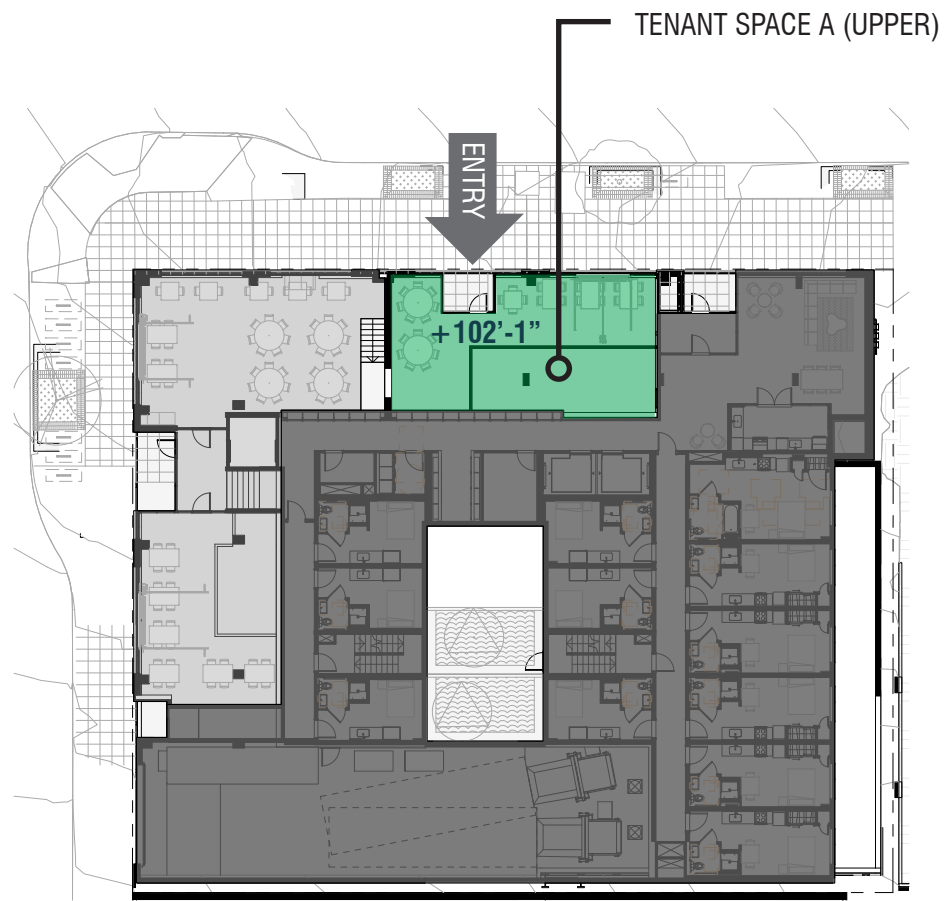
423 TERRY



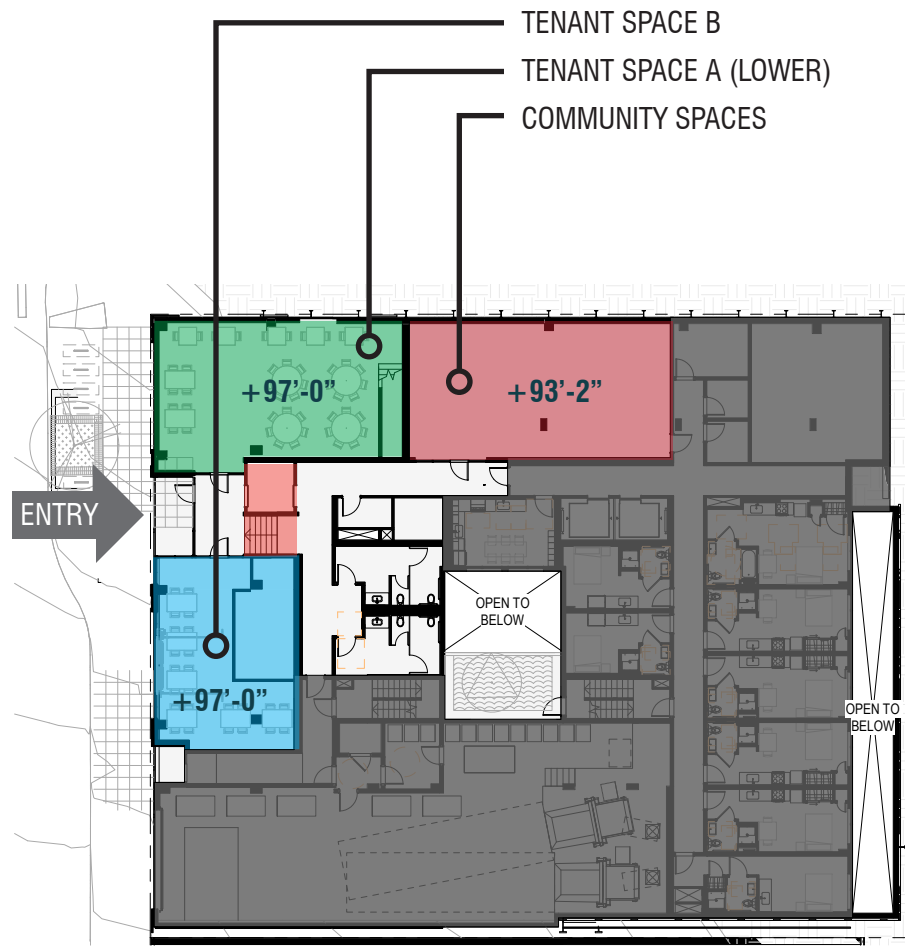
1722 SUMMIT



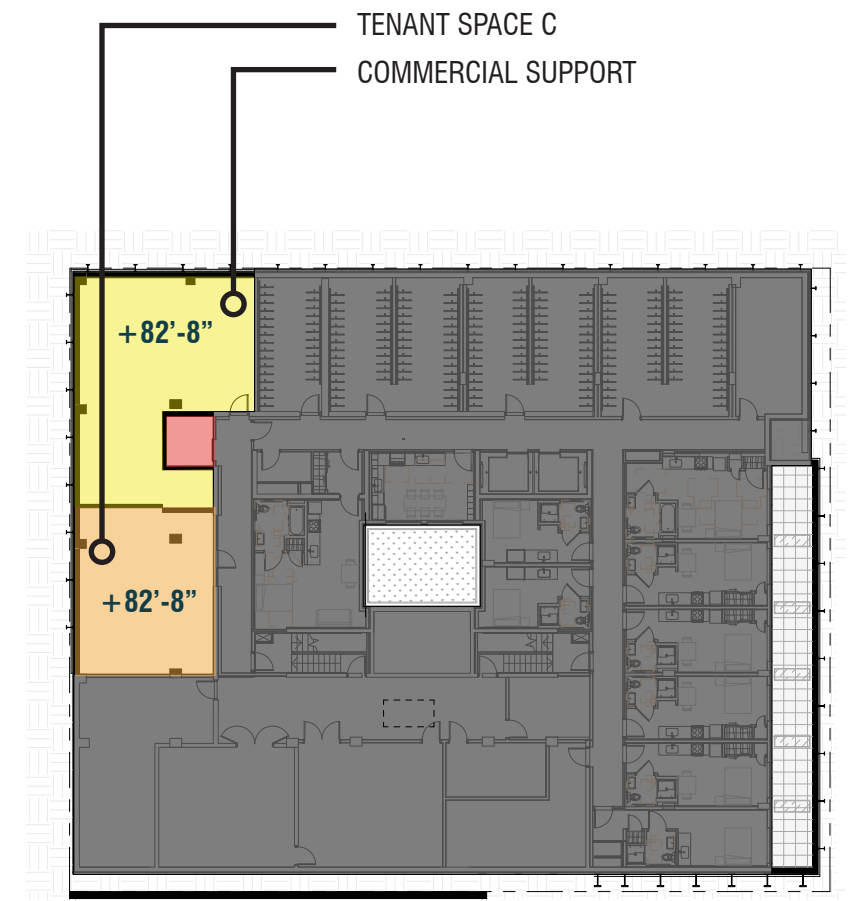
# DESIGN CONTEXT COMMERCIAL TENANTS



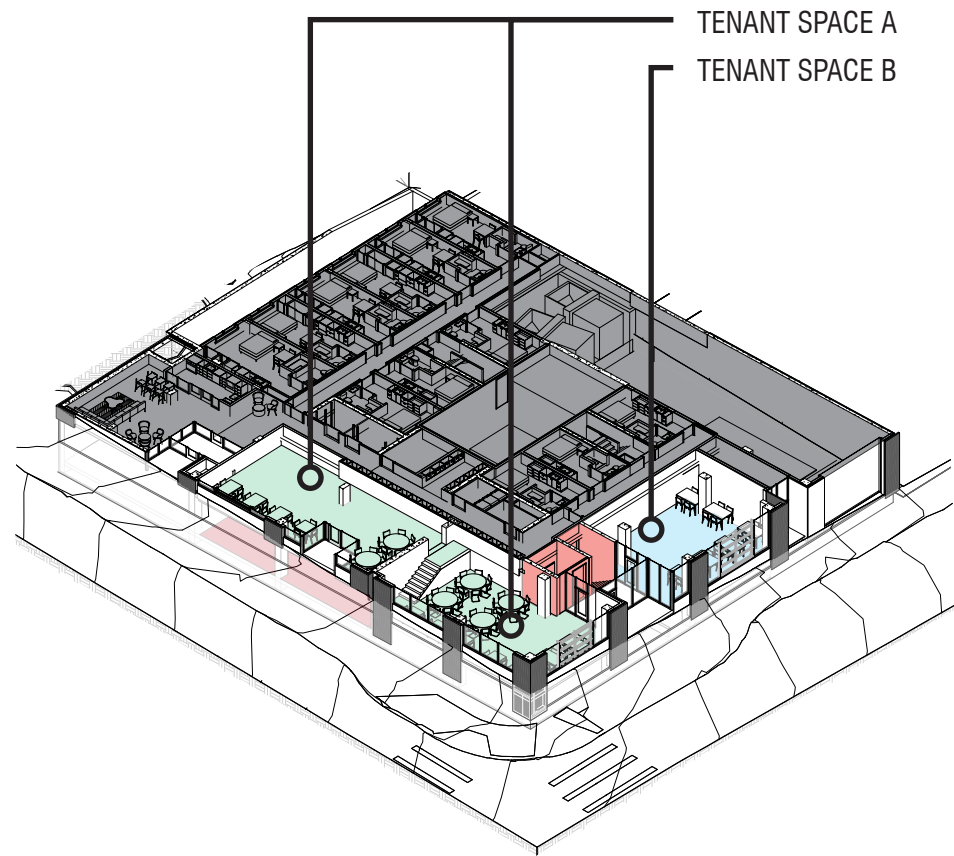
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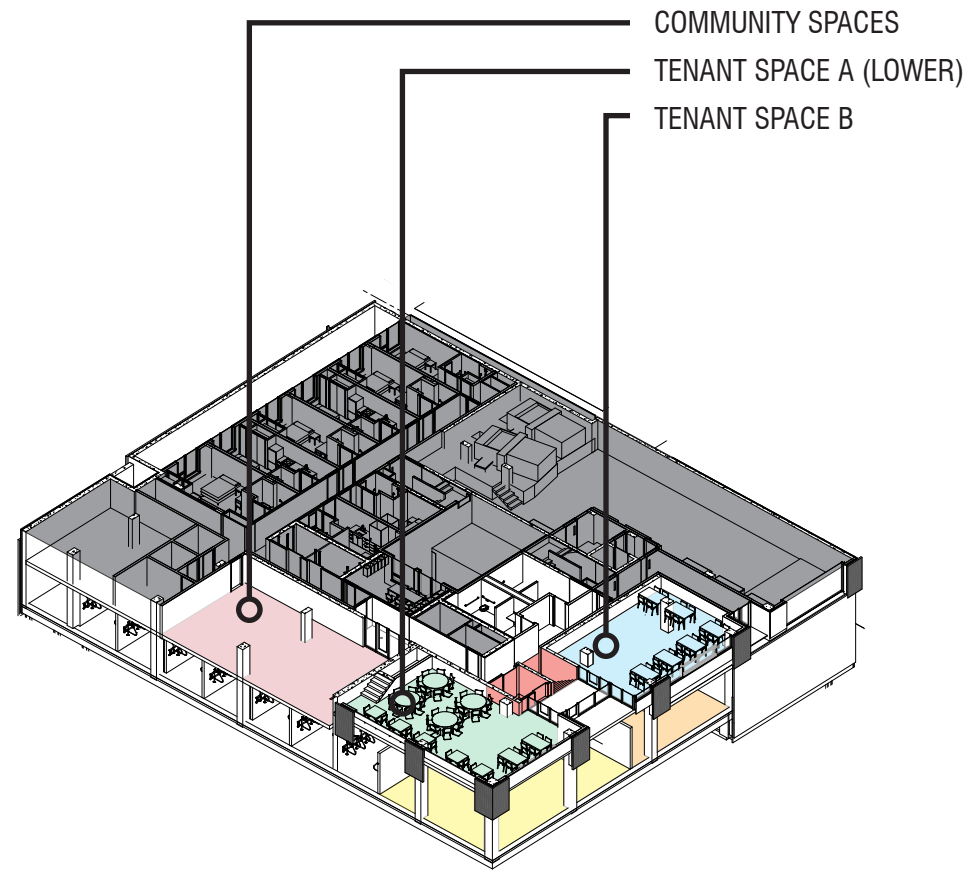
LEVEL 1



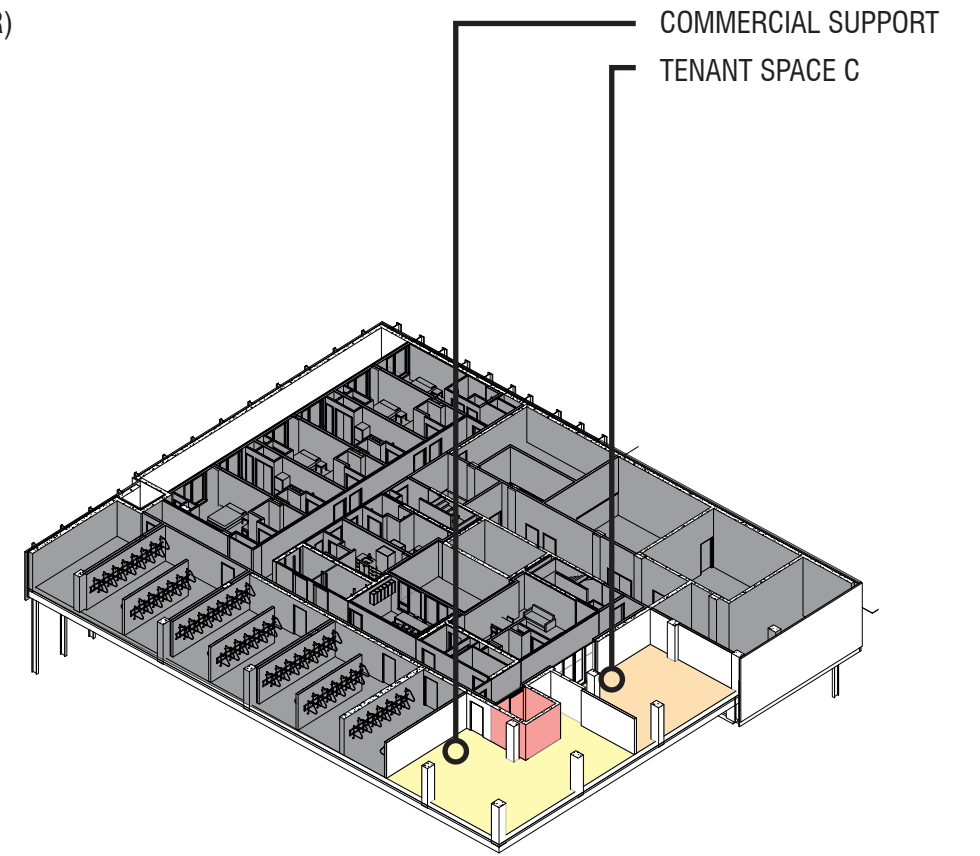
LEVEL B



LEVEL 2



LEVEL 1



LEVEL B



## DESIGN CONTEXT

### HONORING BARRY MAR AND PAT ABE

#### COLLABORATION WITH THE WING LUKE MUSEUM

The project team has begun talking with curators at the Wing Luke museum about developing interpretive content that would tell the stories of Barry Mar and Pat Abe and would convey the history of the 701 S Jackson St site. While conversations are still in early stages, the project team anticipates incorporating these narratives into an interpretive display located at the proposed building.



BARRY MAR WAS A MARTIAL ARTIST AND TEACHER OF NON-CLASSICAL GUNG FU  
IMAGE BY SEATTLE NCGF

#### BARRY MAR (1944 - 2021)

Barry M. Mar was an important member of the Chinatown community, as well as a representative of his family as the owner of the 701 S Jackson St property. The Mar family has owned the subject property for four generations.

Born and raised in Seattle, Barry Mar attended the University of Washington and graduated with a bachelor's degree in Chemistry and Chinese History and a master's in Educational Psychology. He later received a doctor's degree in Urban Education and established a management company in Seattle providing organizational leadership and consultant services. He also served on the Washington State Commission of Utilities and Transportation.

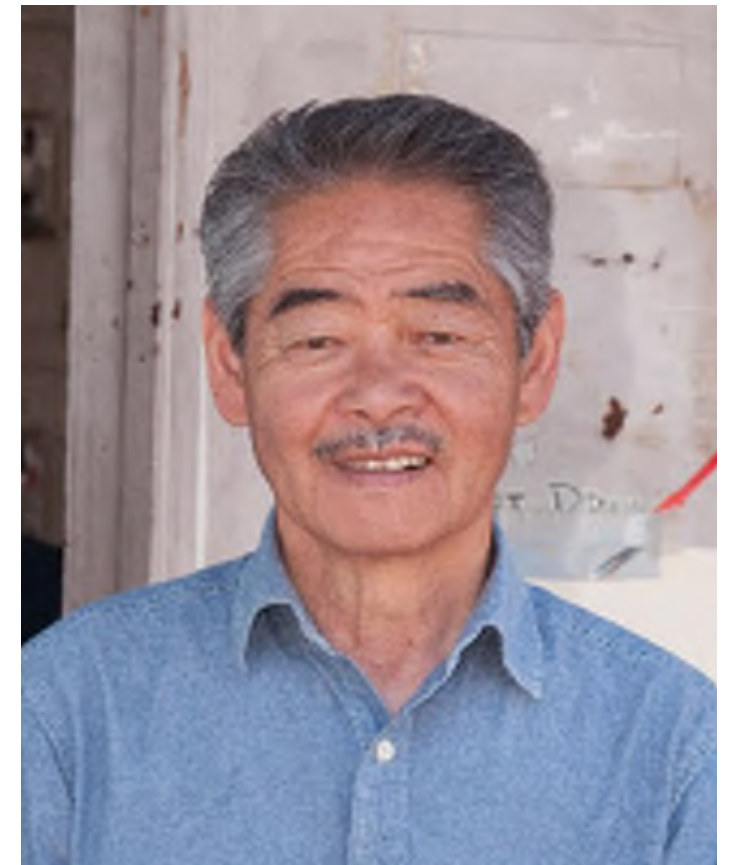
Mr. Mar resided in the Atlas Hotel for nearly four decades, after having managed its rehabilitation in the 1970s into housing for low-income residents. He generously offered up his time mentoring the community youth in basketball and martial arts. He was known by his family as the "Mayor of Chinatown," and he personally knew many in Chinatown including tenants of the hotel and the subject property.

#### PAT ABE (1935 - )

Pat Abe operated the 7th Street Garage from 1973 to 2015. He was born and raised in Seattle as the eldest son of Mitsuji Abe who owned and ran the Dearborn Cash Grocery and Meat Market. At a young age he showed an interest in everything cars, teaching himself everything about them, from how they ran to how to race. In 1973 he purchased the shop from Ted Imanake and quickly won over the patronage of those in the area. After almost 70 years, Pat closed the 7th Street Garage in 2015.



PAT ABE INSPECTS THE UNDERSIDE OF A VEHICLE  
IMAGE BY TOM REESE / THE SEATTLE TIMES

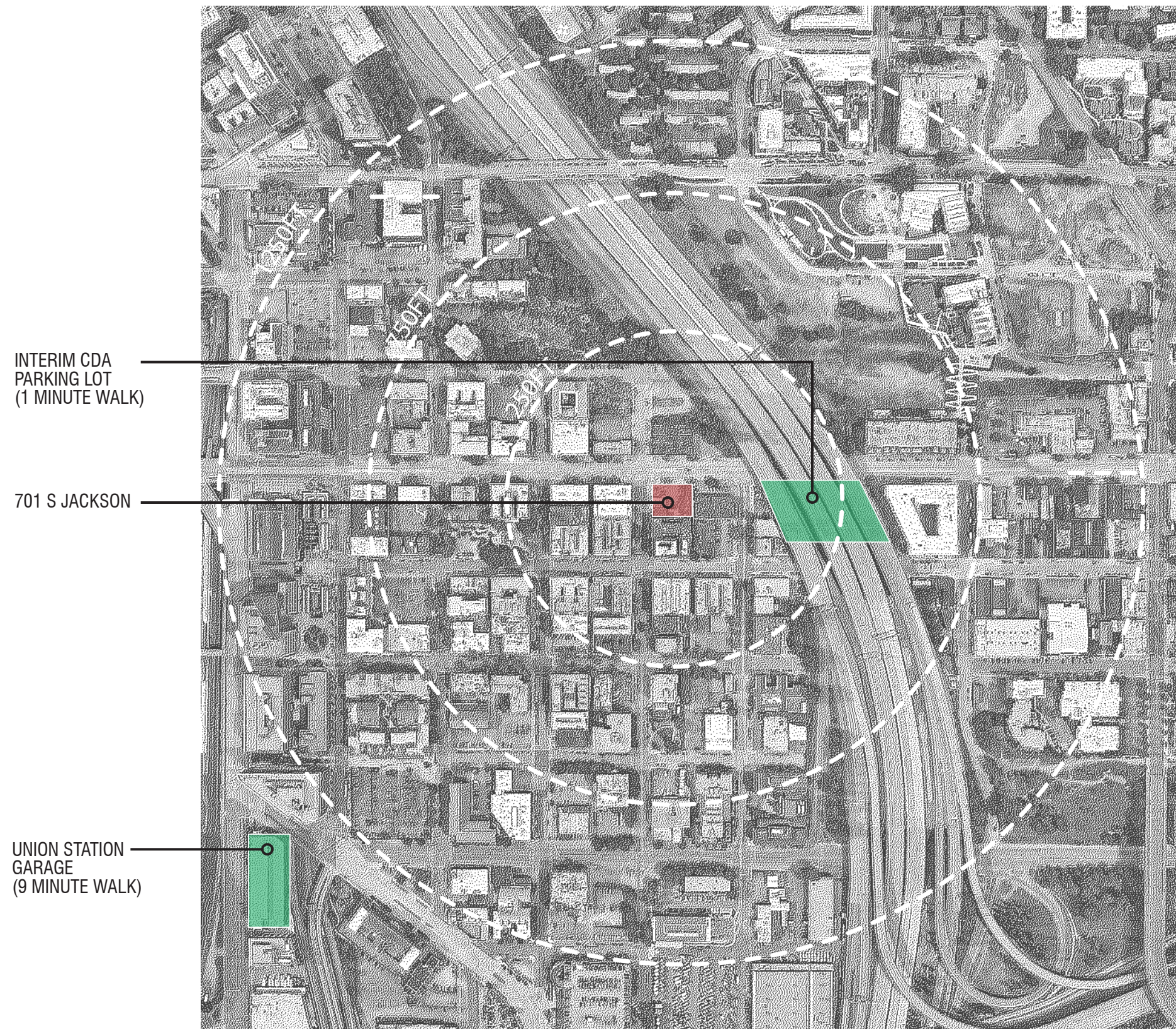




## DESIGN CONTEXT OFF-SITE PARKING STRATEGY

In a number of outreach meetings the project team has heard from community groups that parking should be provided for the new commercial and residential uses. While the code (SMC 23.49.019) does not require that on-site parking be provided, the team has developed a strategy to voluntarily provide off-site parking for the project and has worked out an agreement to provide 50 off-site parking stalls at the Union Station Garage to be used by commercial tenants and their patrons as well as residential tenants. The project is also located very close to the Interim CDA operated surface parking lot located off of Jackson underneath the I-5 overpass. The parking lot is available for community use and is a short walking distance from the project site.

This strategy of providing parking off-site and reducing automobile trips into the core of the C-ID is in keeping with the goals of the ISRD as outlined in SMC 23.66.302 B and D: "Protecting the area and its periphery from the proliferation of parking lots and other automobile-oriented use" and "Discouraging traffic and parking resulting from athletic stadium events and commuters working outside the District."





# DESIGN CONTEXT

## NEARBY RESIDENTIAL BUILDINGS - BULK AND SCALE



A / ATLAS APARTMENTS: 420 MAYNARD AVENUE S



E / KONG YICK BUILDING: 510 7TH AVENUE S





B/ BUSH HOTEL: 621 S JACKSON STREET



C/ MILWAUKEE APARTMENTS: 668 S KING STREET



D/ BING KUNG ASSOCIATION. APARTMENTS: 708 S KING STREET



F/ PULBIX HOTEL: 504 5TH AVE S



G/ ALPS APARTMENTS: 621 S KING STREET



H/ UNCLE BOB'S PLACE: 714 S KING STREET



# DESIGN CONTEXT

## MASONRY CONSTRUCTION OUTSIDE THE DISTRICT

### WINDOW GROUPING

Windows are often grouped together into larger openings within the masonry facade. Fiber cement or metal accent panels join the windows into these larger groupings.

### WINDOW SIZE

Window opening sizes vary.

### EXTENT OF MASONRY

Masonry often terminates four to five stories above grade.

### PERCEIVED WEIGHT OF MASONRY

Masonry feels lightweight and applied as areas of brick are reduced to thin vertical or horizontal strips between windows. Windows are nearly co-planar with masonry, giving the masonry a thin appearance.

### BRICK COLOR

The color of brick blends vary considerably. In some cases brick blends are high contrast, giving the facade a graphical quality.

### SECONDARY FACADE ELEMENTS

Decorative elements (balconies, sun shades) are applied to the facade. Secondary elements such as vent shrouds and louvers punctuate the masonry and add visual clutter.

### MODULATION

Facades are highly modulated with numerous plane and material changes.



IRON FLATS / ROOSEVELT



LYRIC APARTMENTS / CAPITOL HILL



NEPTUNE APARTMENTS / WESTLAKE



SAXTON APARTMENTS / FIRST HILL



# DESIGN CONTEXT

## MASONRY CONSTRUCTION INSIDE THE DISTRICT



FREEMAN HOTEL / WING LUKE MUSEUM



NORWAY HOTEL / BING KUNG ASSOCIATION APARTMENTS



PANAMA HOTEL



REX HOTEL

### WINDOW GROUPING

Each window lives within a discreet punched opening in the masonry.

### WINDOW SIZE

Window openings are typically the same size throughout and ordered in a repetitive arrangement.

### EXTENT OF MASONRY

Masonry is typically used for the entire facade, top to bottom.

### PERCEIVED WEIGHT OF MASONRY

Areas of opaque wall are generally wide and robust--especially at corners--giving the buildings a heavy, monolithic feel. Windows are deeply inset into the facade, accentuating the masonry's thickness and heft.

### BRICK COLOR

Brick blends are generally fairly monochromatic and low contrast.

### SECONDARY FACADE ELEMENTS

Decorative elements (projecting sills, masonry bands, cornices, etc) are typically masonry. These elements are often repetitive, ordered, and feel integrated into the facade.

### MODULATION

Modulation is modest and happens within the plane of the primary facade.



**MASSING DEVELOPMENT**



# MASSING DEVELOPMENT OVERVIEW

## MASSING DESCRIPTION

The allowable structure height in the IDR-75/85 zone is 85' for residential uses. While setbacks are not required, the building mass will be offset from the east property line by 10' to allow for increased window area on that side of the building and to set back from potential future development. An upper level setback is also provided on the west side of the building to reduce the structure height along 7th Avenue.

A central courtyard provides access to light and air for the building's interior-facing residential units. The massing takes the form of a U-shape in plan with the courtyard opening up to the south in order to maximize daylight during winter months when the sun is low in the sky and traces a more southern arc.

## OPPORTUNITIES

The upper level setback results in a building with a stepped roof line and creates an opportunity for breaking down the mass of the building.

The height of the building creates an opportunity for this project to make connections with taller buildings being developed east of I-5, helping to knit together the urban fabric of the C-ID.

## CONSTRAINTS

The lot size and need for a south-facing light well constrain alternative options for the building massing.



BEAM APARTMENTS  
1029 S JACKSON ST  
CONSTRUCTION COMPLETE

THÀI BINH  
913 S JACKSON ST  
CONSTRUCTION COMPLETE

HÀ TIÊN  
1005 S KING ST  
UNDER BOARD REVIEW

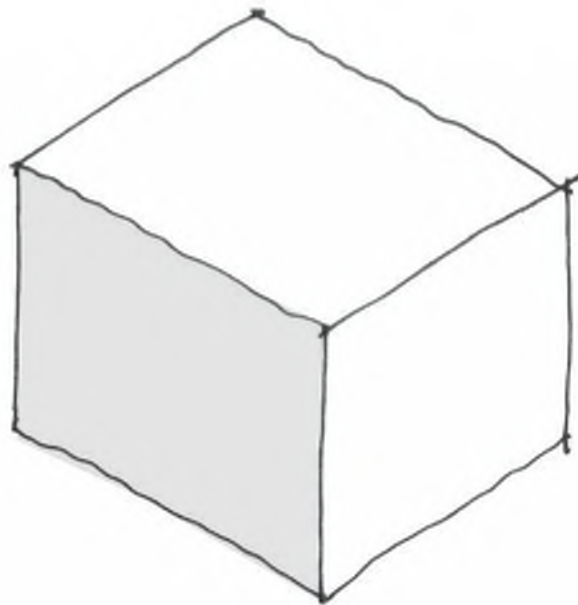
PROPOSED PROJECT

UNCLE BOB'S PLACE  
714 S KING ST  
APPROVED BY BOARD

616 8TH AVE S  
8TH & LANE  
UNDER BOARD REVIEW



# MASSING DEVELOPMENT EVOLUTION OF BUILDING FORM



## MAXIMIZE SITE POTENTIAL

Starting with a maximized building envelope advances the project’s mission of providing abundant, attainable housing.

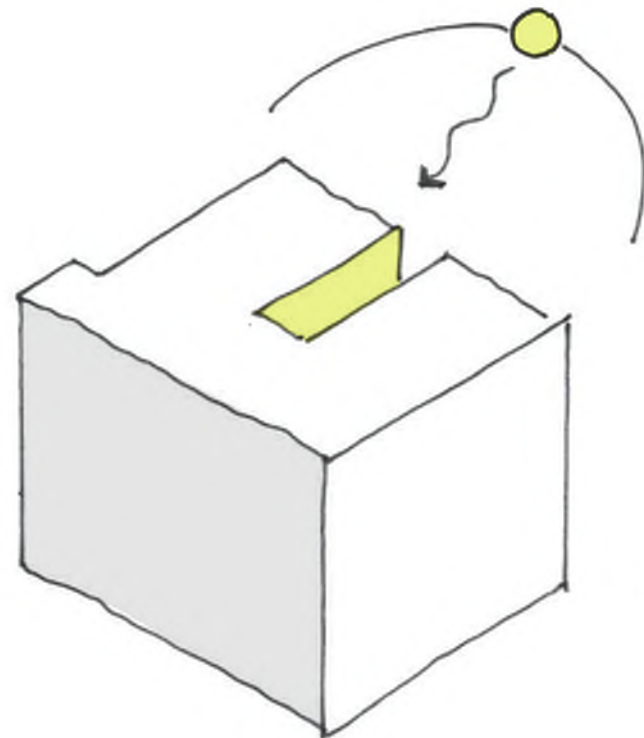
SMC 23.66.304.D

Specific objectives [of the International District Mixed (IDM) Zone] include the following: To encourage development of housing above street level

The simple massing and unmodulated urban frontage along both Jackson and 7th are in keeping with the historic fabric of nearby SRO apartments which (as noted on page 37 of the ISRD Design Guidelines) “are built right up to the property line and create a very strong urban street fronts.”

ISRD Design Guidelines 5.A.2

Assure new development is compatible in scale and character with existing buildings

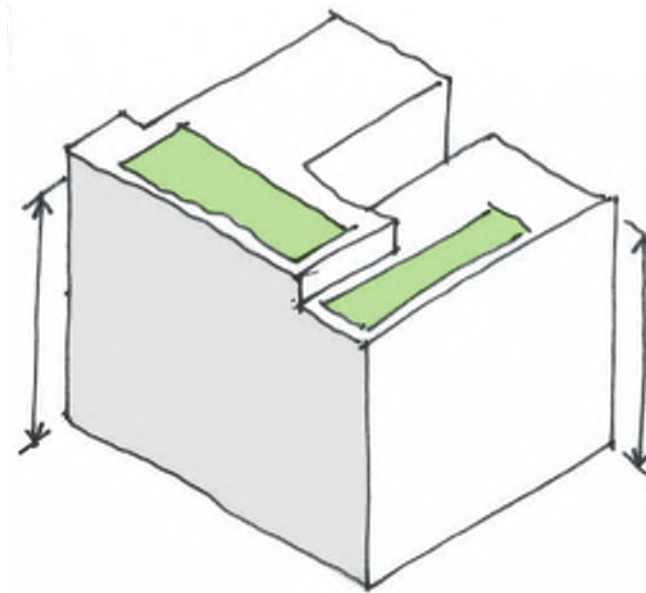


## PROVIDE FOR LIGHT AND AIR

Residential units are concentrated on the north and west sides of the building where access to light and air is greatest. The rectangular form is then carved away on the east and south to increase access to light and air for residential units that don’t front on Jackson or 7th. These setbacks from existing (and future) buildings help to modulate the massing.

ISRD Design Guidelines 3.C.2

When designing the massing (height, bulk, scale) of the building, consider the massing of adjacent buildings, characteristics of the site and nearby open spaces.



## SET BACK FROM WEST FRONTAGE

In order to stay within the Seattle Building Code’s maximum height constraints for non-highrise buildings, the upper level of the building is setback from the west property line. The resulting stepped building form puts the taller mass on Jackson, an arterial, where appropriate and the lower mass on 7th, a smaller street that connects Jackson to the core of Chinatown on King St.

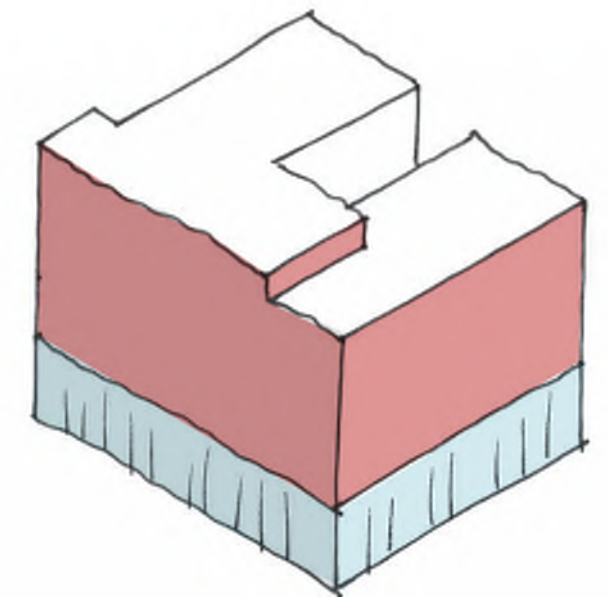
ISRD Design Guidelines 5.A.2

Assure new development is compatible in scale and character with existing buildings and positively contribute to the District’s sense of place.

The reduction in height along 7th allows the project to increase the amount of rooftop amenity area.

ISRD Design Guidelines 3.D.8

Integrate all rooftop elements and uses into the overall design.



## RESPOND TO CONTEXT

The building is split vertically into two volumes that correspond to the two primary uses on site: residential and commercial.

ISRD Design Guidelines 3.C.6

Incorporate welcoming and human-scaled design elements, especially at the lower stories, to engage pedestrians and create a vibrant street frontage.

The lower level retail spaces will be glazed with lots of transparency along the street.

ISRD Design Guidelines

Desirable storefront design features include large transparent storefront windows, entrances onto the street [...]

The upper residential levels will be clad in brick and have deep set windows that pick up on the character of the existing historic fabric.

ISRD Design Guidelines 5.D.4 & 5.D.5



# MASSING DEVELOPMENT

## FURTHER REFINEMENT OF MASSING



### PRELIMINARY MASSING

#### DESCRIPTION

The preferred massing from the previous review cycle embraced the step in the building height that is created by the interaction of code height limit with the sloping site. The building was split into two volumes separated by a glazed vertical slot.

#### FEATURES

- Reduced height along 7th Avenue.
- Split massing on north facade creates relief and interest along Jackson Street.
- Increased glazing height at east end of Jackson Street frontage.
- Pedestrian canopies protect retail and residential entries.



### ENHANCE PEDESTRIAN REALM

#### DESCRIPTION

The “floating” volumes are connected to the ground by extending the brick cladding down to the lower levels. Additional canopies are provided to increase weather protection. Large garage door openings are inserted into the storefront glazing to enhance the connection between the commercial spaces and the sidewalk.

#### FEATURES

- More grounded building massing.
- Increased canopy coverage.
- Enhanced connection to the public realm.



### ADJUST MASSING PROPORTIONS

#### DESCRIPTION

The location of the split in the massing along Jackson is modified to improve the proportions of the volumes and bring them more in alignment with the proportions of nearby buildings.

#### FEATURES

- Proportions are more in harmony with surrounding residential buildings.



### REDUCE APPARENT HEIGHT

#### DESCRIPTION

In keeping with masonry traditions of the C-ID, the facade of the building is expressed as three tiers -- a base, a middle, and a top. The upper tier is differentiated from the middle tier in order to reduce the perceived height of the building. The middle tier relates closely to the historic fabric in its scale, color, detailing, and fenestration, while the upper tier feels one step removed.

#### FEATURES

- Three-tier design relates to District architectural traditions
- Demarcation between middle and top tiers reduces building’s apparent height.



# MASSING DEVELOPMENT TALL BUILDING INVENTORY

There are a number of tall buildings (greater than 60' in height) within the C-ID and specifically within the Asian Character District (23.66.336 Map B). Most of these buildings are contributing resources listed in the NRHP nomination. These tall buildings generally follow design conventions typical of historical masonry construction with principle facades generally expressed as consisting of three distinct tiers:

## BASE TIER

One to two stories tall with large storefront openings and transom windows. Sometimes this tier is rendered with masonry of a different coursing and color. The top edge of the base is typically expressed as projecting masonry band at the sill of the middle tier windows above.

## MIDDLE TIER

Generally three to five stories tall and comprises the majority of the facade area. Whereas the base tier and upper tier are typically more ornate, the middle tier is often stripped down and characterized by a highly repetitive pattern of window openings.

## UPPER TIER

One story tall and tops off the building facade with a more ornate and celebrated expression. The bottom edge of the upper tier is typically defined with a horizontal masonry band, and the parapet is typically comprised of a projecting denticulated cornice.



ALPS HOTEL



BUSH HOTEL



# MASSING DEVELOPMENT TALL BUILDING INVENTORY



PANAMA HOTEL



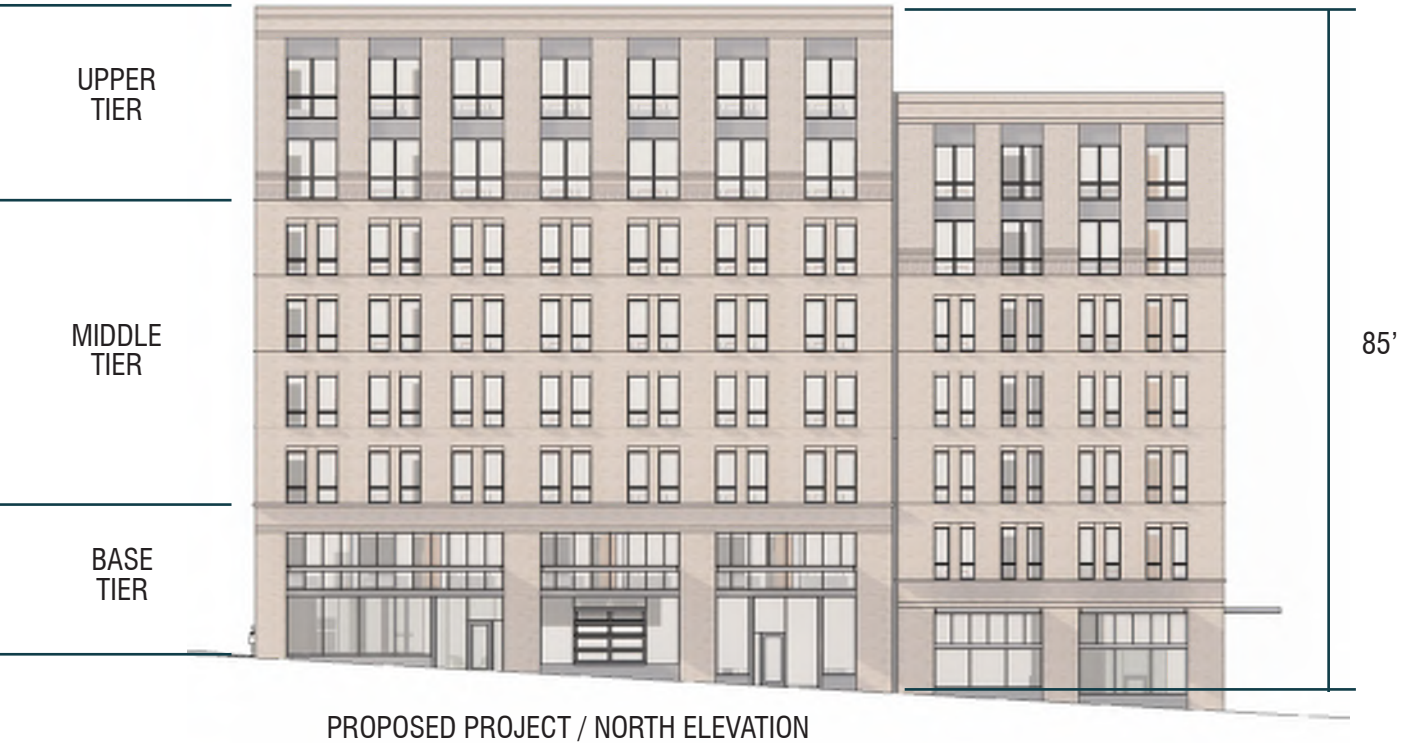
NP HOTEL



PUBLIX HOTEL



**MASSING DEVELOPMENT  
TALL BUILDING INVENTORY**





# MASSING DEVELOPMENT TALL BUILDING ADJACENCIES

Many of the tall buildings within the Chinatown-International District are directly adjacent and even share party walls with much smaller developments. How these buildings of different scales interact with and respond to one another is an important aspect of the urban fabric. In many instances, the middle tier of the taller structure is in dialogue architecturally with the middle or upper tier of the adjacent shorter structure.



\* Nearby buildings are rendered conceptually and may not be depicted with complete accuracy



NORWAY HOTEL 55'



UNCLE BOB'S PLACE\* 87'

PROPOSED PROJECT 85'

60'



REPUBLIC HOTEL\* 50'



# MASSING DEVELOPMENT FACADE LAYOUT AND COMMON ARCHITECTURAL ELEMENTS

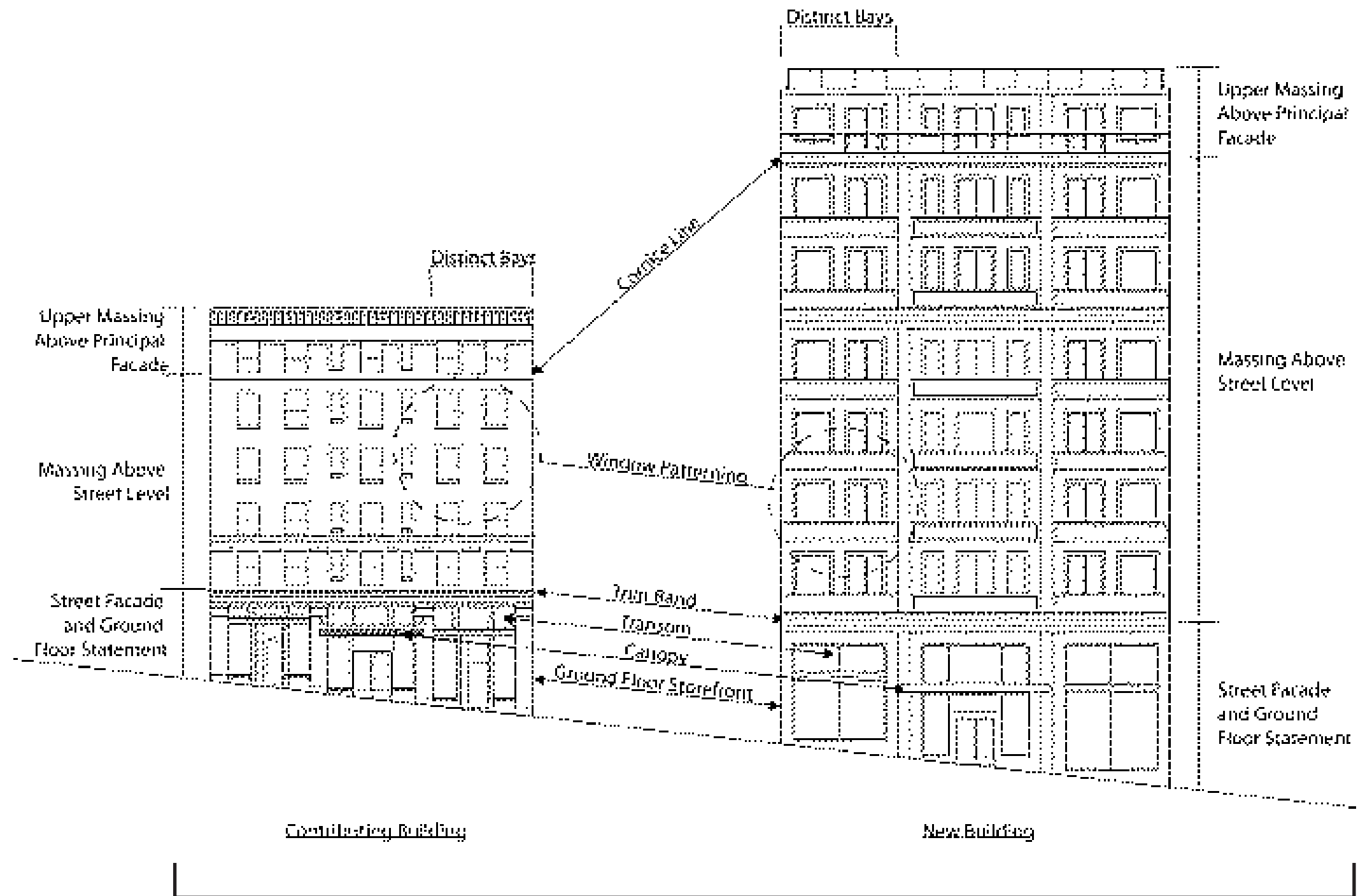
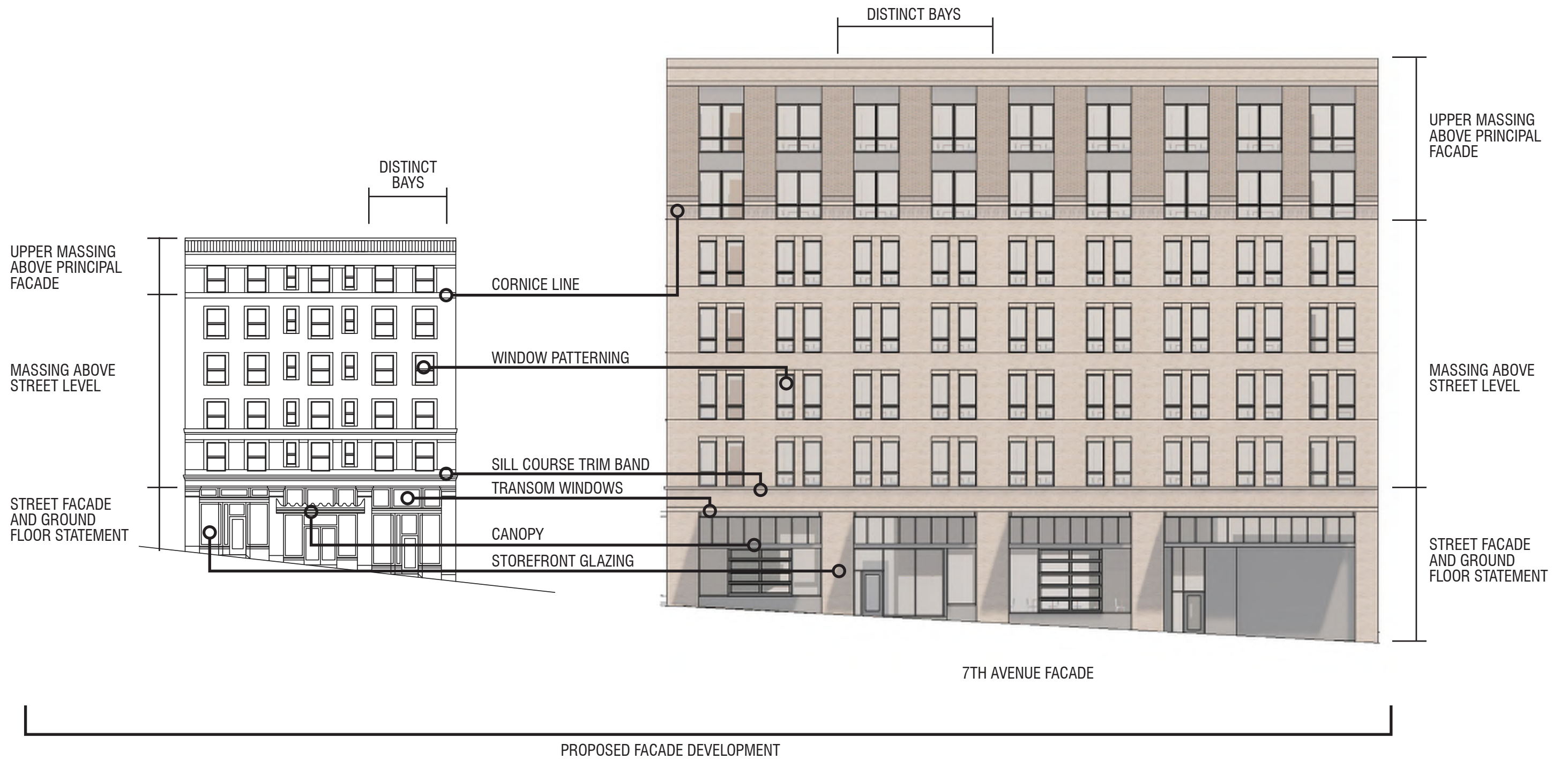


DIAGRAM FROM DRAFT ISRD DESIGN GUIDELINES, PAGE 31







# MASSING DEVELOPMENT

## EXPRESSION OF MIDDLE AND TOP

In accordance with 23.66.336 and the ISRD Design Guidelines, the facade of the proposed project is divided into three distinct tiers in order to create scalar relationships with surrounding structures and enhance the visual order of the District. As discussed in the section above titled “Tall Building Adjacency,” many of the existing tall buildings in the district are compatible in scale with their shorter neighbors because the height and detailing of their middle tier relates to the height and detailing of nearby low buildings.

The proposed project adopts the same architectural approach, creating a middle tier that is compatible in scale and character to the adjacent Republic and Norway Hotels as well as other nearby buildings. The middle tier of the proposed project is emphasized and differentiated from the top tier through a series of dark colored brick soldier courses. These horizontal bands establish the base of the top tier, a tier which is more ornamental in its brick detailing with a flemish bond pattern that uses the same darker brick as an accent color.

23.66.336 also states that “window proportions, floor height, cornice line, street elevations and other elements of the building facades shall relate to the scale of the existing buildings in the immediate area.” The proposed project is intentional in its use of smaller punched window openings. While the windows in the upper tier are large in size and more typical of modern apartment buildings, the windows that comprise the middle tier are smaller and grouped together in pairs, picking up on window size and layout queues of nearby historic structures. Here the window proportions are taller, but the increased window height allows for better daylight within the units. The slight deviation in window proportion also creates some subtle differentiation between historic and modern development.

In accordance with 23.66.336.B and in order to fit in with the architectural character of nearby buildings, the proposed project will be clad in a sandy colored brick. With the exception of Diamond Bay Restaurant, all of the buildings on the block are all clad with light, cream colored brick.

SPANDREL PANEL WITH ACCENT COLOR TIES UPPER LEVEL WINDOWS TOGETHER AND CREATES MORE UNIFIED EXPRESSION FOR BUILDING'S TOP TIER

BRICK PATTERNING CREATES DECORATIVE CORNICE MARKING UPPER EXTENT OF FACADE SIMILAR TO DENTICULATED CORNICES OF NEARBY BUILDINGS

FLEMISH BOND BRICK WITH DARKER COLOR BLEND ENHANCES DIFFERENTIATION BETWEEN MIDDLE AND TOP

MIDDLE TIER IS IN SCALE WITH ADJACENT REPUBLIC HOTEL AND EXISTING HISTORIC BUILDINGS

SANDY COLORED BRICK IN RUNNING BOND PATTERN RELATE MIDDLE TIER TO NEARBY HISTORIC BUILDING FABRIC

SMALLER WINDOW SIZE IN MIDDLE TIER KEEPS PUNCHED OPENINGS IN SCALE WITH EXISTING HISTORIC RESIDENTIAL HOTELS

REPUBLIC HOTEL\*





# MASSING DEVELOPMENT VIEWS OF PROJECT IN CONTEXT



VIEW FROM JACKSON LOOKING EAST

\* Nearby buildings are rendered conceptually and may not be depicted with complete accuracy



**MASSING DEVELOPMENT**  
VIEWS OF PROJECT IN CONTEXT



VIEW FROM CORNER OF 7TH AND KING



# MASSING DEVELOPMENT VIEWS OF PROJECT IN CONTEXT



VIEW FROM 7TH LOOKING SOUTH

\* Nearby buildings are rendered conceptually and may not be depicted with complete accuracy



**MASSING DEVELOPMENT**  
VIEWS OF PROJECT IN CONTEXT



DIAMOND BAY RESTAURANT\*

UNCLE BOB'S PLACE APPROVED BY BOARD\*

VIEW FROM JACKSON LOOKING SOUTH



# MASSING DEVELOPMENT VIEWS OF PROJECT IN CONTEXT



UNCLE BOB'S PLACE  
APPROVED BY BOARD\*

DIAMOND BAY  
RESTAURANT\*

VIEW FROM JACKSON BELOW I-5 OVERPASS LOOKING WEST

\* Nearby buildings are rendered conceptually and may not be depicted with complete accuracy



# MASSING DEVELOPMENT GROUND LEVEL CHARACTER



VIEW OF COMMERCIAL SPACES ON 7TH





VIEW OF COMMERCIAL SPACES ON JACKSON



**MASSING DEVELOPMENT**  
ARCHITECTURAL CHARACTER



VIEW OF NORTHWEST CORNER





VIEW OF NORTHWEST CORNER WITH ARTWORK ON UPPER LEVEL SPANDRELS



# CERTIFICATE OF APPROVAL ROAD MAP

## FIRST MEETING WITH ISRD BOARD

September 28, 2021

Feedback we heard from the Board:

- 1. GENERAL SUPPORT FOR REMOVAL OF EXISTING BUILDINGS**
- 2. BOARD ENCOURAGEMENT FOR ADDITIONAL OUTREACH TO KEY STAKEHOLDERS**
- 3. SUGGESTION TO DEVELOP PARKING STRATEGY WITH COMMUNITY INPUT**
- 4. DESIRE TO SEE MORE DEVELOPMENT OF THE PROJECT'S MASSING STRATEGY AND RESPONSES TO C-ID CONTEXT**

## SECOND MEETING WITH ISRD BOARD

December 14, 2021

What we will cover:

- 1. UPDATE ON COMMUNITY OUTREACH AND ENGAGEMENT**
- 2. PRESENT OFF-SITE PARKING STRATEGY**
- 3. SHARE FURTHER EVOLUTION OF MASSING CONCEPT AND APPROACH TO DISTRICT-SPECIFIC DESIGN ELEMENTS**



# APPENDIX



## EXISTING CONDITIONS BUILDING PHOTOS

### EXISTING AUTO REPAIR GARAGE

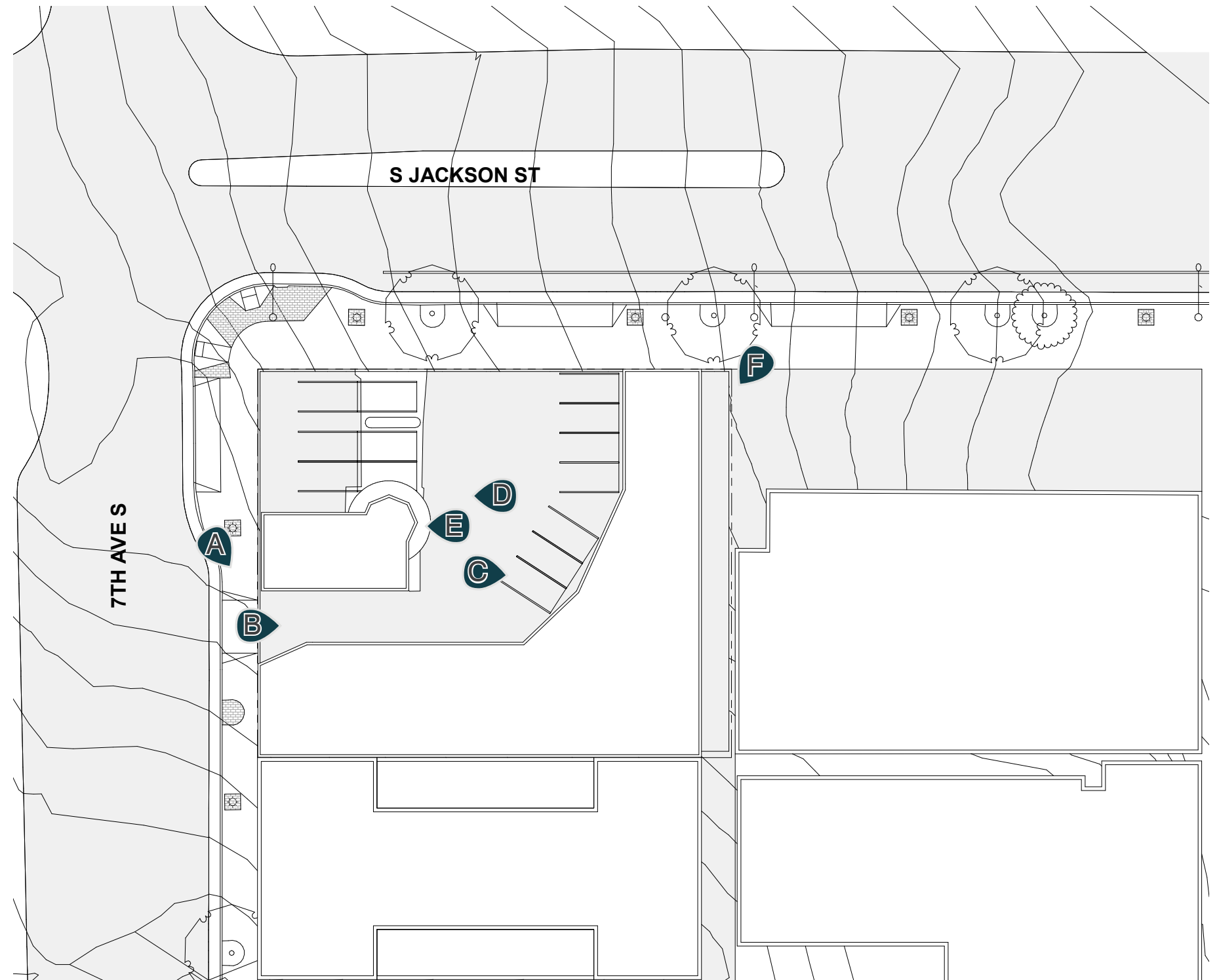
The City's permit record indicates the garage building was constructed in 1927. The garage is a one story, wood and heavy timber frame structure with unreinforced brick bearing walls with a total footprint area of approximately 5,700 square feet. The building is placed along the east and south property lines and its plan is generally L-shaped. BOLA Historic Report discusses the historic and architectural details of the building and concluded: "In its current condition the building reveals little of the original early 20th century structural framing or brick masonry construction techniques."

### EXISTING GAS STATION

The gas station was constructed originally at another location in the late 1940s and was moved to the present site circa 1956. Its date of construction and relocation place it outside of the period of historic significance for the Chinatown-International District, which is set by the National Register of Historic Places Nomination. The gas station has been cited in the NRHP nomination as a non-contributing building.

### CONDITION OF STRUCTURES

Both the auto repair garage and the gas station are in poor condition, exhibiting signs of deterioration: crumbling and spalling masonry; rusting metal cladding; broken parapets; leaking roofs causing water damage; broken and boarded up windows. The extent of changes and the existing conditions of the two structures raise considerable questions of architectural and physical integrity. The garage in particular, no longer retains some of its original character-defining features due to changes through time and general deterioration of the brick masonry.





**EXISTING CONDITIONS**  
**BUILDING PHOTOS**



A



B



C



D



E



F



# EXISTING CONDITIONS DEMOLITION PLAN

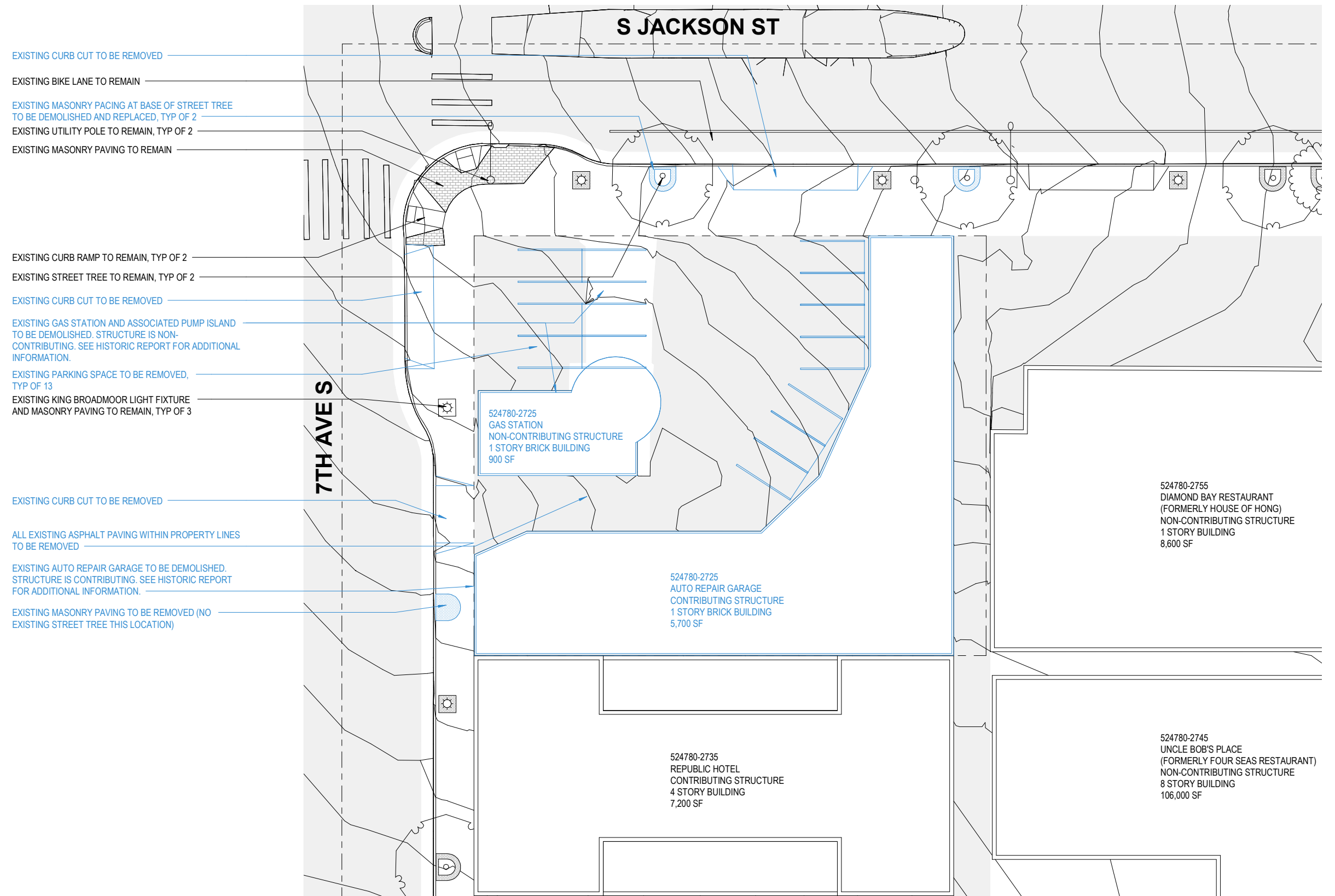
## REASON FOR DEMOLITION

The two existing structures on site have exceeded their useful lifespans and have for many years been in a state of disuse and disrepair. Both structures will be demolished and the associated below grade contamination will be remediated as part of the proposed redevelopment.

The historic report that accompanies this document — prepared by Susan Boyle of BOLA Architecture + Planning — provides more detailed descriptions of the existing structures' current conditions and concluded the architectural integrity of the auto repair garage: "In its current condition the building reveals little of the original early 20th century structural framing or brick masonry construction techniques."

The historic report also notes that the other two existing historic garages in the C-ID "appear to be in better condition than the subject garage, and as such they are more expressive character of their original construction and use."

The historic report should be referred to for a more detailed and complete accounting of the history and significance of the existing structures.





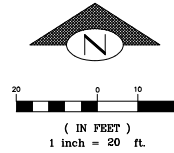
# EXISTING CONDITIONS SURVEY

SE 1/4 OF THE NW 1/4 OF SECTION 5, TOWNSHIP 24 NORTH, RANGE 4 EAST, W.M.

STATEMENT OF TOPOGRAPHIC MAP ELEMENTS (WAC 332-130-145)

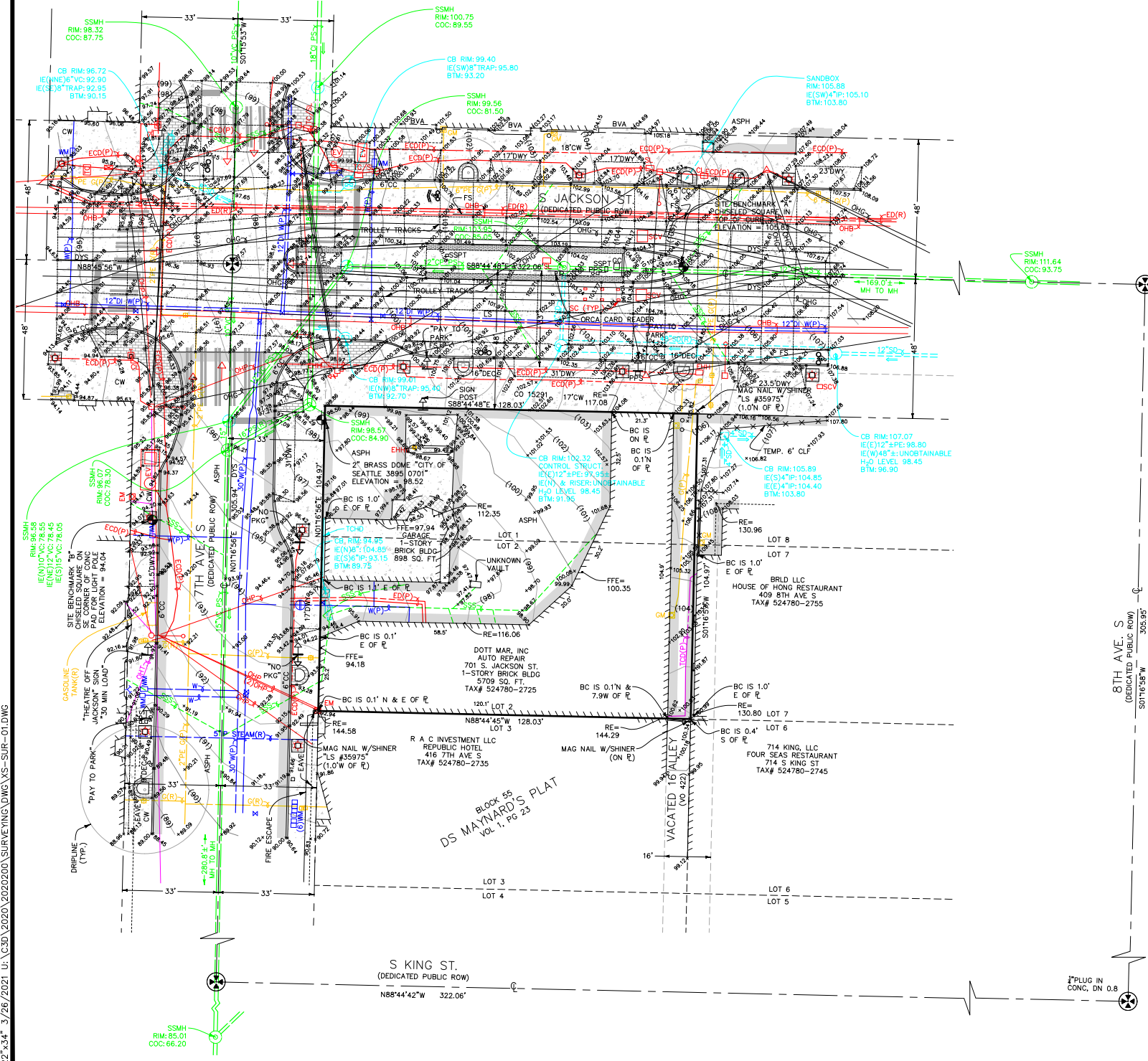
- 2(b) PURPOSE: CIVIL ENGINEERING DESIGN.
- 2(c) CONTOUR SOURCE: CONTOURS DERIVED FROM DIRECT FIELD OBSERVATIONS.
- 2(f) CONTOUR ACCURACY: COMPLIES WITH UNITED STATES NATIONAL MAP ACCURACY STANDARDS (90% OR GREATER OF ALL SURVEY POINTS CHECKED ARE CORRECT WITHIN HALF OF ONE CONTOUR INTERVAL).
- 2(g) LIMITATIONS: THIS TOPOGRAPHIC SURVEY IS TO SUPPORT SPECIFIC EFFORTS WITHIN THE AREA OF MAPPING SHOWN.
- 2(h) BOUNDARY SOURCE: FIELD SURVEY OF CONTROLLING MONUMENTS, AND CONSIDERATION OF EXISTING RECORDS OF SURVEYS FOR DETERMINING ON THE GROUND POSITIONS OF DEEDED PROPERTY AND EASEMENT LINES.

- 3(c) & 3(b) UTILITIES: UNDERGROUND UTILITIES ARE SHOWN BY ONE OR MORE OF THE FOLLOWING METHODS:
1. SURVEY FIELD OBSERVATION OF MARKINGS PRODUCED BY DIRECT UTILITY DETECTION WORK.
  2. DIRECT OBSERVATIONS OF UNDERGROUND, GRAVITY FLOW PIPES PERFORMED AT VISIBLE CONTROLLING STRUCTURES.
  3. SCALING OF AS-BUILTS, DESIGN DRAWINGS OR OTHER RECORDS.
- 3(c) SCOPE STATEMENT: AGREED UPON SCOPE BETWEEN PROJECT OWNER/AGENT AND SURVEYOR IS TO PROVIDE AN SDOT COMPLIANT TOPOGRAPHIC SURVEY.



## LEGEND

- ABAN/RET ABANDONED/RETIRED
- ASPH ASPHALT (ASPH)
- BOLLARD BOLLARD
- BRICK SURFACE BRICK SURFACE
- BUILDING LINE BUILDING CORNER
- BOTTOM BOTTOM
- CANOPY CANOPY
- CONCRETE SURFACE CONCRETE SURFACE
- CONCRETE/BRICK WALK CONCRETE/BRICK WALK
- CONCRETE/WOOD RETAINING WALL CONCRETE/WOOD RETAINING WALL
- CONCRETE/EXTRUDED CURB CONCRETE/EXTRUDED CURB
- CONCRETE/IRON PIPE CONCRETE/IRON PIPE
- CHAIN LINK FENCE (CLF) CHAIN LINK FENCE (CLF)
- CENTERLINE/MONUMENT LINE CENTERLINE/MONUMENT LINE
- DECIDUOUS TREE DECIDUOUS TREE
- DUCTILE IRON DUCTILE IRON
- DHW DHW
- DYS DOUBLE YELLOW STRIPE
- ECD ELECTRICAL CONDUIT
- ED ELECTRICAL DUCT
- EHH ELECTRICAL HANDHOLE
- EM ELECTRICAL METER
- EV/ET ELECTRICAL VAULT/TRANSFORMER
- FOUND SURVEY MONUMENT (AS NOTED)
- FINISH FLOOR ELEVATION
- FOG STRIPE
- GAS MAIN GAS MAIN
- GARBAGE CAN GARBAGE CAN
- GAS METER GAS METER
- GAS VALVE GAS VALVE
- LIGHT POLE (METAL) LIGHT POLE (METAL)
- LIGHT POLE (WOOD) LIGHT POLE (WOOD)
- LIGHT POLE (DECORATIVE) LIGHT POLE (DECORATIVE)
- LANE STRIPE
- MANHOLE
- MONITOR WELL
- OVERHEAD POWER/TELEPHONE OVERHEAD POWER/TELEPHONE
- OVERHEAD GUY/BUS(TROLLEY) OVERHEAD GUY/BUS(TROLLEY)
- PROPERTY LINE (PL)
- PAINTED UTILITY LOCATION
- POLYETHYLENE
- PIPE FLOW DIRECTION
- PEDESTRIAN SIGNAL
- PARKING PAY STATION
- COMBINED/SANITARY SEWER
- STORM DRAIN
- PRIVATE CATCH BASIN
- PEDESTRIAN SIGNAL/PEDESTAL
- RECORD DATA
- RE ROOF ELEVATION
- STREETCART HANDHOLE
- STREETCART VAULT
- SERVICE DRAIN (STORM)
- SSPT SIGN SUPPORT
- SSS SANITARY SIDE SEWER (RECORD)
- SIGN/STREET NAME SIGN
- TRENCH DRAIN
- TELEPHONE CONDUIT (BURIED)
- TRAFFIC SIGNAL
- TRAFFIC FLOW DIRECTION
- TRAFIC SIGNAL
- VITRIFIED CLAY
- WIRE ELEVATION
- WATER VAULT
- WATER MAIN
- WATER METER
- WATER VALVE
- WATER GATE VALVE/CHAMBER
- VACATION/CONDEMNATION ORDINANCE
- FUEL FILL CAP



HORIZONTAL DATUM: NAD 83/91

HORIZONTAL CONTROL:

OWNER: CITY OF SEATTLE  
 ID# NONE  
 DESCRIPTION: INTERSECTION OF 7TH AVENUE SOUTH AND SOUTH KING STREET  
 LOCATION: 221821.12  
 NORTHING: 1272718.48  
 EASTING: 1272718.48

OWNER: CITY OF SEATTLE  
 ID# NONE  
 DESCRIPTION: 1/2" TACK & LEAD IN CONC. IN CASE DOWN 1.0"  
 LOCATION: INTERSECTION OF 8TH AVENUE SOUTH AND SOUTH JACKSON STREET  
 NORTHING: 222119.34  
 EASTING: 1273047.31

OWNER: CITY OF SEATTLE  
 ID# NONE  
 DESCRIPTION: PUNCHED 1 3/4" BRASS DISK IN CONC. IN CASE DOWN 0.7"  
 LOCATION: INTERSECTION OF 7TH AVENUE SOUTH AND SOUTH JACKSON STREET  
 NORTHING: 222126.99  
 EASTING: 1272725.32

VERTICAL DATUM: NAVD 88

VERTICAL BENCHMARKS:

SOURCE: CITY OF SEATTLE  
 ID# SNV-5130  
 DESCRIPTION: BRASS CAP  
 LOCATION: 0.5 FEET SOUTH AND 0.5 FEET EAST OF INTERSECTION OF BACK OF SIDEWALKS AT THE NORTHEAST CORNER OF SOUTH DEARBORN STREET AND 6TH AVENUE SOUTH.  
 ELEVATION: 46.65'

SOURCE: CITY OF SEATTLE  
 ID# SNV-5129  
 DESCRIPTION: BRASS CAP  
 LOCATION: 0.5 NORTH OF APPROXIMATE MID POINT OF CURVE OF THE INTERSECTION OF BACK OF WALK IN THE SW CORNER INTERSECTION OF SOUTH DEARBORN STREET AND 9TH AVENUE SOUTH.  
 ELEVATION: 76.489'

UTILITY PROVIDERS:

SANITARY SEWER AND STORM DRAINAGE:  
 SEATTLE PUBLIC UTILITIES  
 PROJECT MANAGEMENT AND ENGINEERING  
 700 5TH AVENUE  
 PO BOX 34018  
 SEATTLE, WA 98124-4018  
 (206) 233-7900

NATURAL GAS:  
 PUGET SOUND ENERGY  
 10885 NE 4TH STREET, SUITE 1200  
 PO BOX 97034  
 BELLEVUE, WA 98009-9734  
 (425) 454-6363  
 (888) 225-5773

WATER:  
 SEATTLE PUBLIC UTILITIES  
 700 5TH AVENUE, SUITE 4900  
 PO BOX 34018  
 SEATTLE, WA 98124-4018  
 (206) 684-3000

POWER:  
 SEATTLE CITY LIGHT  
 700 5TH AVENUE, SUITE 3200  
 SEATTLE, WA 98124-4023  
 (206) 684-3000

DESCRIPTION:  
 LOTS 1 AND 2, BLOCK 55, PLAT OF THE TOWN OF SEATTLE, KING COUNTY, WASHINGTON TERRITORY LAID OFF BY D.S. MAYNARD, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 1 OF PLATS, PAGE 23, RECORDS OF KING COUNTY, WASHINGTON.

TOGETHER WITH THE WEST HALF OF VACATED ALLEY ABUTTING ON SAID LOTS;

ALSO EXCEPT THE NORTH 15 FEET OF SAID LOT 1 AND OF SAID PORTION OF VACATED ALLEY HERETOFORE APPROPRIATED BY THE CITY OF SEATTLE FOR WIDENING OF JACKSON STREET.

SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.

TITLE REPORT REFERENCE:  
 THIS SURVEY WAS CONDUCTED ACCORDING TO THE DESCRIPTION SHOWN, FURNISHED BY STEWART TITLE GUARANTY COMPANY, COMMITMENT NO. 20000200393, DATED JUNE 11, 2020. THE EASEMENTS SHOWN OR NOTED HEREON RELATE TO THIS COMMITMENT.

NOTE: EASEMENTS CREATED OR RESCINDED AFTER THIS DATE ARE NOT SHOWN OR NOTED HEREON.

TITLE REPORT SCHEDULE B EXCEPTIONS:  
 ITEMS CIRCLED ARE SHOWN ON MAP.  
 NONE NOTED OR SHOWN.



**BUSH, ROED & HITCHINGS, INC.**  
 LAND SURVEYORS & CIVIL ENGINEERS

2009 MINOR AVE. EAST  
 SEATTLE, Washington  
 98106-3919

(206) 323-4144  
 (800) 835-0008  
 WWW.BRHI.COM



NO.	REVISION	DATE

TOPOGRAPHIC & BOUNDARY SURVEY  
 HOUSING DIVERSITY  
 701 SOUTH JACKSON STREET  
 SEATTLE  
 KING COUNTY WASHINGTON

drawn by	checked by
JBK/FWH	DAB
scale	date
1" = 20'	3/24/21
job no.	
2020200.01	
sheet	1 of 1

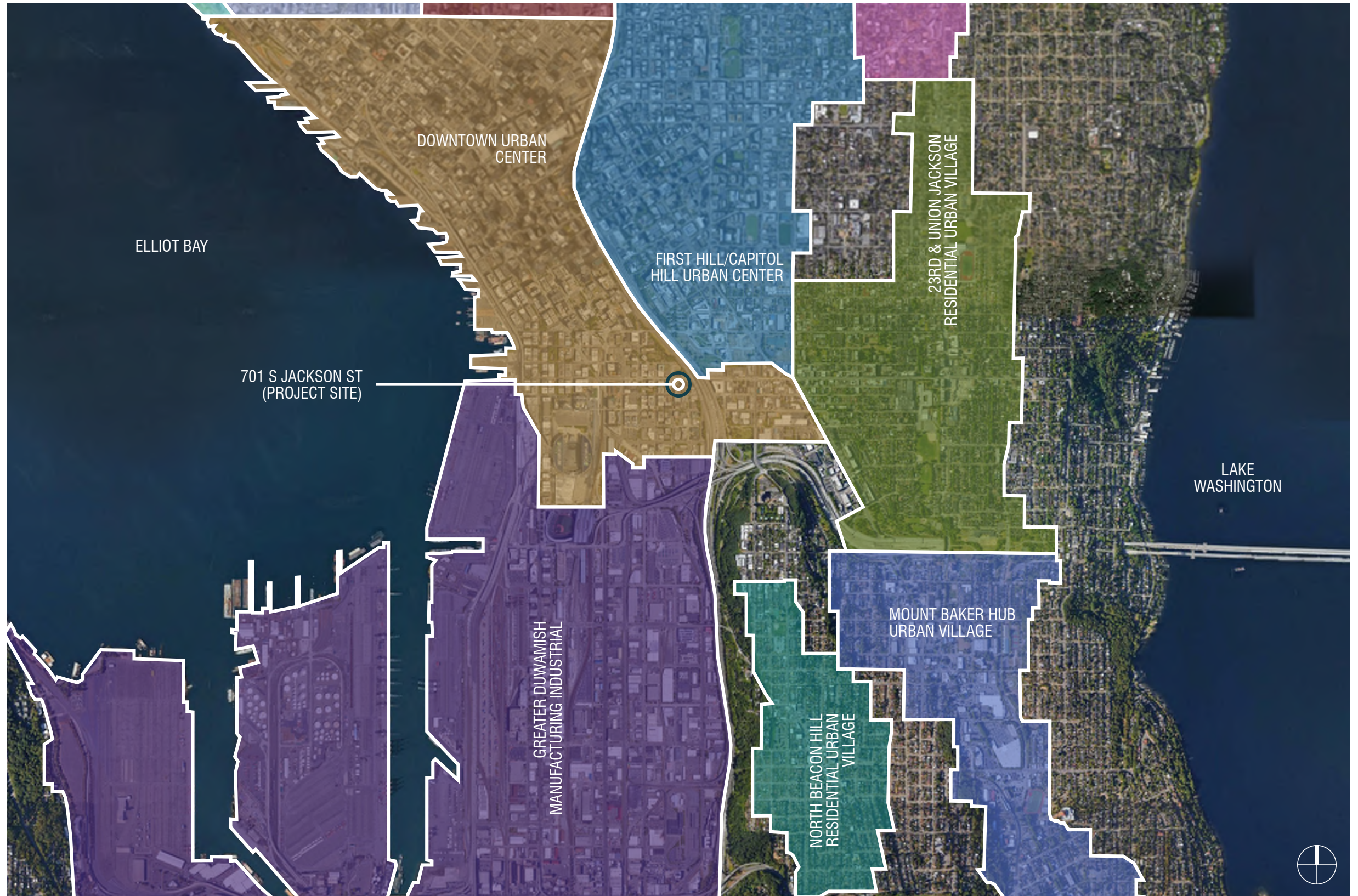


# URBAN DESIGN ANALYSIS

## URBAN VILLAGES

### DOWNTOWN URBAN CENTER

Downtown Seattle is home to 12 different neighborhoods and forms the dense urban core of the rapidly growing Seattle Metropolitan Area. Downtown Seattle is a major tourist destination and is poised to become even more so with the completion of the waterfront and convention center redevelopment projects. Downtown Seattle is a strong retail shopping magnet as well as the center of many cultural and entertainment activities. It is also home to an expanding technology industry that has spurred widespread redevelopment of more northern downtown neighborhoods like Belltown, Denny Triangle, and South Lake Union. Neighborhoods at the southern end of the Downtown Urban Center – Pioneer Square, SODO, and the C-ID – have also seen an increase in development activity in recent years.



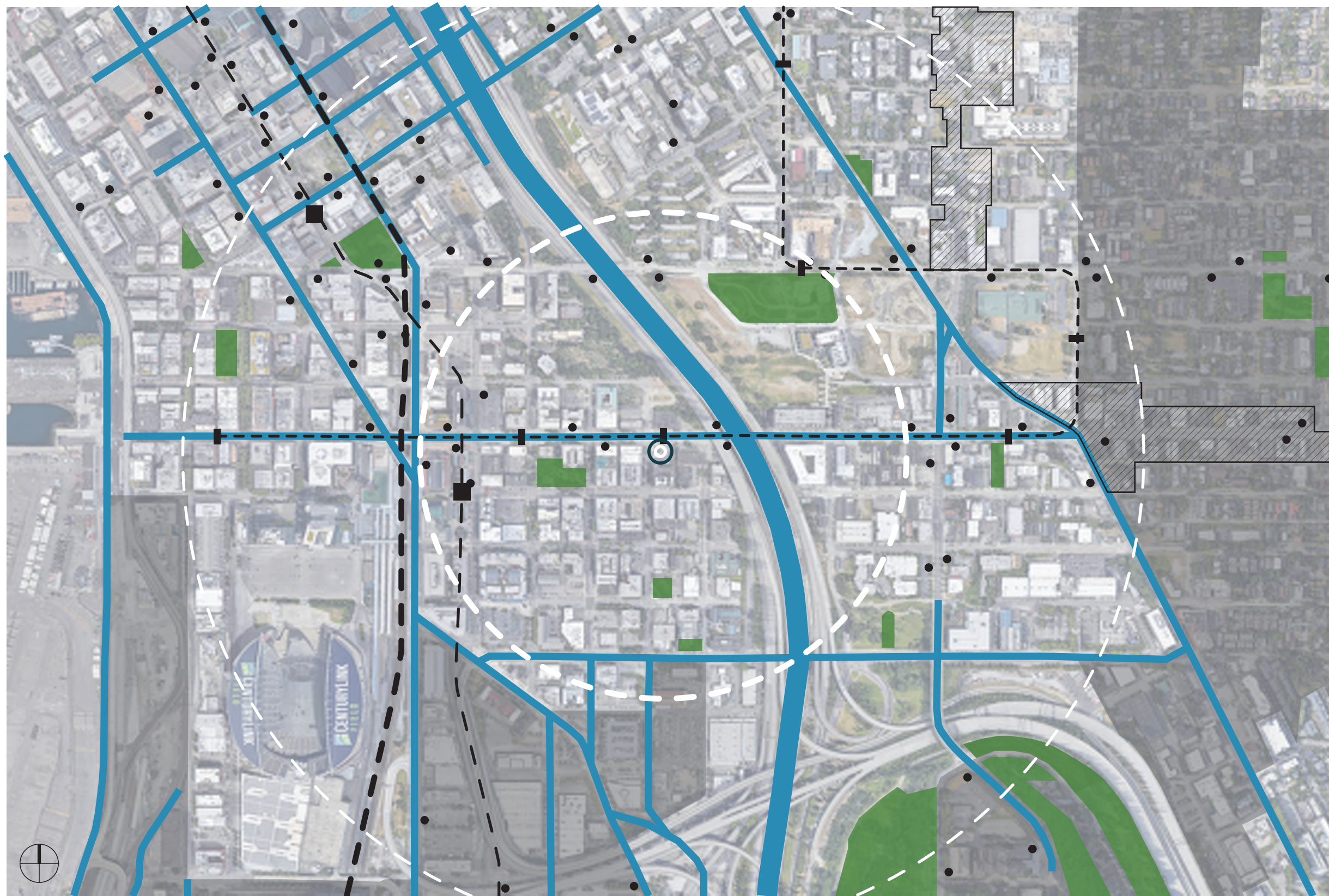













# URBAN DESIGN ANALYSIS

## NEIGHBORHOOD ACCESS + SERVICES

### CONTEXT MAP

The project site is located within walking distance from multiple frequent transit routes, such as the light-rail, the tram, express and regular busses. It is about four blocks from the Union Station; 10 minutes to the downtown core area, and 1 block from the highway I-5. Jackson Street is a principal arterial road on which there are many bus routes in addition to the tram.



-  5 MINUTE WALKING RADIUS
-  10 MINUTE WALKING RADIUS
-  PRINCIPLE ARTERIALS
-  FREQUENT TRANSIT CORRIDOR
-  BUS STOPS
-  PEDESTRIAN ZONES
-  PARKS
-  PROJECT SITE
-  TRAM ROUTE
-  LIGHT RAIL ROUTE
-  HEAVY RAIL ROUTE



# URBAN DESIGN ANALYSIS

## SEATTLE MUNICIPAL CODE (SMC) DEVELOPMENT STANDARDS

CITATION	TOPIC	SEATTLE MUNICIPAL CODE STATEMENT	NOTES
23.49.008	STRUCTURE HEIGHT	HEIGHT LIMIT IS 75' FOR COMMERCIAL, 85' FOR RESIDENTIAL.	
23.49.009	STREET LEVEL USE	SPECIFIC USES ARE PERMITTED	STREET LEVEL FACADE MUST BE OCCUPIED BY STREET LEVEL USES LISTED IN 23.49.009.A. NORTH: 75%; WEST: 50%.
23.49.010.B	RECREATION USE REQUIRED	YES	5% OF GROSS FLOOR AREA RESIDENTIAL USE. AREA COUNTS DOUBLE IF AT GRADE. 15' MINIMUM DIM; 10' IF AT GRADE. NO MORE THAN 50% ENCLOSED.
23.49.011	FAR	3.0; 6.0 FOR HOTELS	RESIDENTIAL USE IS EXEMPT IN DOWNTOWN ZONES
23.49.018	OVERHEAD WEATHER PROTECTION	REQUIRED. 8' DEEP, 10-15' ABOVE SIDEWALK	REQUIRED FOR ENTIRE LENGTH OF FACADE EXCEPT FOR GARAGE RAMPS WE WILL BE REQUESTING A DEPARTURE FROM THE CODE
23.49.019	PARKING	VEHICLE PARKING REQUIRED ONLY AS NOTED IN 23.66.342 (SEE BELOW); BIKE PARKING PER 23.54.015 TABLE D (SEE BELOW);	OFF-SITE PARKING WILL BE ACCOMIDATED AT UNION STATION GARAGE SEE PARKING SHEETS
23.49.031	GREEN FACTOR	0.30	
23.49.208	STRUCTURE HEIGHT	IN THE IDM 75-85 ZONE, STRUCTURES IN EXCESS OF 75 FEET IN HEIGHT, TO A MAXIMUM OF 85 FEET, ARE PERMITTED ONLY IF 50 PERCENT OR MORE OF THE GROSS FLOOR AREA ON THE LOT, EXCLUDING PARKING AND STREET-LEVEL RETAIL USES MEETING THE STANDARDS OF SECTION 23.66.326, IS RESIDENTIAL USE.	MORE THAN 50 PERCENT OF THE GROSS FLOOR AREA IS PROPOSED FOR RESIDENTIAL USE.
23.49.210	STREET FAÇADE REQUIREMENTS	ABUTTING STREETS ARE NOT CLASS I, CLASS II, OR GREEN STREETS PER MAP B FOR 23.66.326	
23.54.035	LOADING BERTH REQUIREMENTS	PER TABLE A IN EATING AND DRINKING ESTABLISHMENTS WITH AN AREA BETWEEN 10,000 AND 60,000 SQUARE FEET ARE REQUIRED TO ACCOMIDATE 1 LOADING BERTH	
23.66.302	INTERNATIONAL SPECIAL REVIEW DISTRICT GOALS AND OBJECTIVES	THE ISRD IS ESTABLISHED TO PROMOTE, PRESERVE AND PERPETUATE THE CULTURE, HISTORICAL AND OTHERWISE BENEFICIAL QUALITITES OF THE AREA BY: PROMOTING A MIXTURE OF HOUSING TYPES ENCOURAGING STREET-LEVEL, PEDESTRIAN-ORIENTED RETAIL SPECIALTY SHOPS W/ INTERESTING DISPLAYS DISCOURAGING THE ADDITION OF PARKING LOTS AND AUTOMOBILE-ORIENTED USES IMPROVING THE RELATIONSHIPS BETWEEN EXISTING AND FUTURE BUILDINGS	PROPOSING SMALL EFFICIENCY DWELLING AND CONGREGATE UNITS SCIDPDA HAS BEEN ASSISTING WITH PROGRAMMING FOR APPRIIATE RETAIL NO PROPOSED PARKING TO BE LOCATED ON SITE SEE FOLLOWING DESIGN CONTEXT SHEETS
23.66.306	INTERNATIONAL DISCTRICK RESIDENTIAL ZONE GOALS AND OBOCTIVES	THE IDR SHALL BE PREDOMINANTLY A RESIDENTIAL NEIGHBORHOOD WHICH MAY INCLUDE OTHER USES THAT REINFORCE AND NOT DETRACT FROM THE PRIMARY USE OF THE AREA. SPECIAL OBJECTIVES: MINIMIZE VIEW BLOCKAGE FROM KOBE TERRACE PARK AND EXISTING STRUCTURES ALLOW FOR REASONABLE SOLAR EXPOSURE AND AIR CIRCULATION TO ADJACENT PROPERTIES DESIGN, SITING AND CONSTRUCTION TO BE COMPATIBLE WITH THE AREA'S STEEP TOPOGRAPHY	SEE URBAN DESIGN ANALYSIS: VIEWS FROM KOBE TERRACE PARK SHEET SEE MASSING DESIGNS ON MASSING OPTIONS SHEETS
23.66.318	DEMOLITION APPROVAL	DISCOURAGE THE UNNECESSARY DEMOLITION OF USEFUL EXISTING STRUCTURES THAT CONTRIBUTE TO THE DISTRICT'S CULTURAL AND SOCIL CHARACTER	SEE EXISTING CONDITIONS: DEMOLITION PLAN SHEETS



**URBAN DESIGN ANALYSIS**  
SEATTLE MUNICIPAL CODE (SMC) DEVELOPMENT STANDARDS

CITATION	TOPIC	SEATTLE MUNICIPAL CODE STATEMENT	NOTES
23.66.326	STREET-LEVEL USES	STREET LEVEL USES LIMITED TO 50', 145' IF ON CORNER; NON-PEDESTRIAN USES LIMITED TO 25', 145' IF ON CORNER. PREFERENCE SHALL BE GIVEN TO PEDESTRIAN-ORIENTED RETAIL SHOPPING AND SERVICES THAT ARE HIGHLY VISABLE OR PROMINENTLY DISPLAY MERCHANDISE IN A MANNER THAT CONTRIBUTE COLOR AND ACTIVITY TO THE STREETScape	THE MAJORITY OF STREET LEVEL USE WILL CONSIST OF RETAIL SHOPPING, SCIDPDA HAS BEEN ASSISTING WITH PROGRAMMING FOR APPRIIATE RETAIL
23.66.332	HEIGHT	PARAPETS, CLERESTORIES, SKYLIGHTS LIMITED TO 4' ABOVE HEIGHT LIMIT; MECHANICAL EQUIPMENT, STAIRS, ELEVATOR PENTHOUSES MAY EXTEND 15' ABOVE HEIGHT, MUST NOT EXCEED 15% OF ROOF AREA; MECH EQUIPMENT MUST BE 15' FROM ROOF EDGE; RECOMMENDED TO SCREEN ROOFTOP FEATURES.	SEE MASSING DESIGNS ON MASSING OPTIONS SHEETS
23.66.336	EXTERIOR BUILDING FINISHES	EXTERIOR BUILDING FACADES SHALL BE OF A SCALE COMPATIBLE WITH THE SURROUNDING STRUCTURES. WINDOW PROPORTIONS, FLOOR HEIGHT, CORNICE LINE, STREET ELEVATIONS AND OTHER ELEMENTS SHALL RELATE TO THE SCALE OF THE EXISTING BUILDINGS IN THE IMMEDIATE AREA. FINISHES SHALL STRENGTHEN AND PRESERVE THE EXISTING ASIAN ARCHITECTURAL CHARACTER OF THE ASIAN DESIGN CHARACTER DISTRICT: PREFER TILED AWNINGS, RECESSED BALCONIES, HEAVY TIMBER CONSTRUCTION; TEXTURE, DEPTH AND RELIEF; FACADES LIMITED TO EARTHEN MATERIALS SUCH AS BRICK, CONCRETE, STUCCO AND WOOD; TRANSPARENT FACADE MIN. 50% OF EXPOSED STREET-FACING FACADE (FROM SIDEWALK TO 10' SECOND FLOOR LEVEL, WHICHEVER IS LESS); AVERAGE HEIGHT OF WINDOW SILLS NO GREATER THAN 3 FEET ABOVE THE SIDEWALK; AWNINGS MUST OVERHANG SIDEWALK 5' MINIMUM	SEE MASSING OPTIONS WITHIN SURROUNDING CONTEXT ON BUILDING MASSING SHEETS
23.66.342	PARKING	REQUIRED (BUT CAN BE WAVED) FOR ENTERTAINMENT, RESTAURANT, AND THEATER USES AS FOLLOWS: "PROVIDE ONE SPACE PER 500 SQUARE FEET FOR ALL GROSS FLOOR AREA IN EXCESS OF 2,500 SQUARE FEET; MOTION PICTURE THEATERS SHALL BE REQUIRED TO PROVIDE ONE SPACE PER 15 SEATS FOR ALL SEATS IN EXCESS OF 150; AND OTHER ENTERTAINMENT USES SHALL BE REQUIRED TO PROVIDE ONE SPACE PER 400 SQUARE FEET FOR ALL GROSS FLOOR AREA IN EXCESS OF 2,500 SQUARE FEET."	NO PROPOSED PARKING TO BE LOCATED ON SITE
23.54.015	BIKE PARKING (TABLE D)	1 LONG TERM PER UNIT, 1 SHORT TERM PER 20 UNITS, REDUCED TO 75% AFTER 50 SPACES.	SUFFICIENT BIKE PARKING TO BE PROVIDED



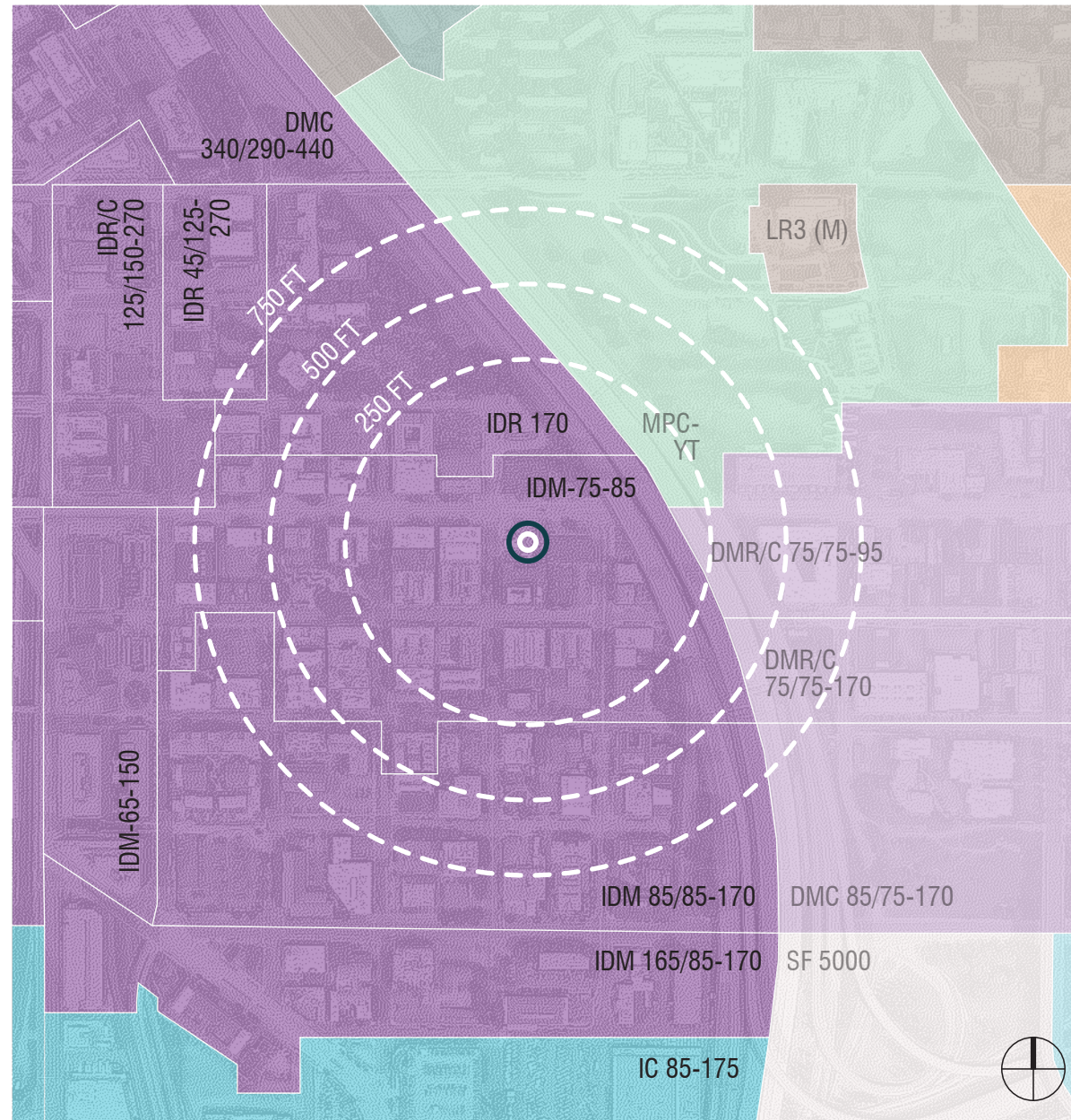
# URBAN DESIGN ANALYSIS

## ZONING + LAND USE

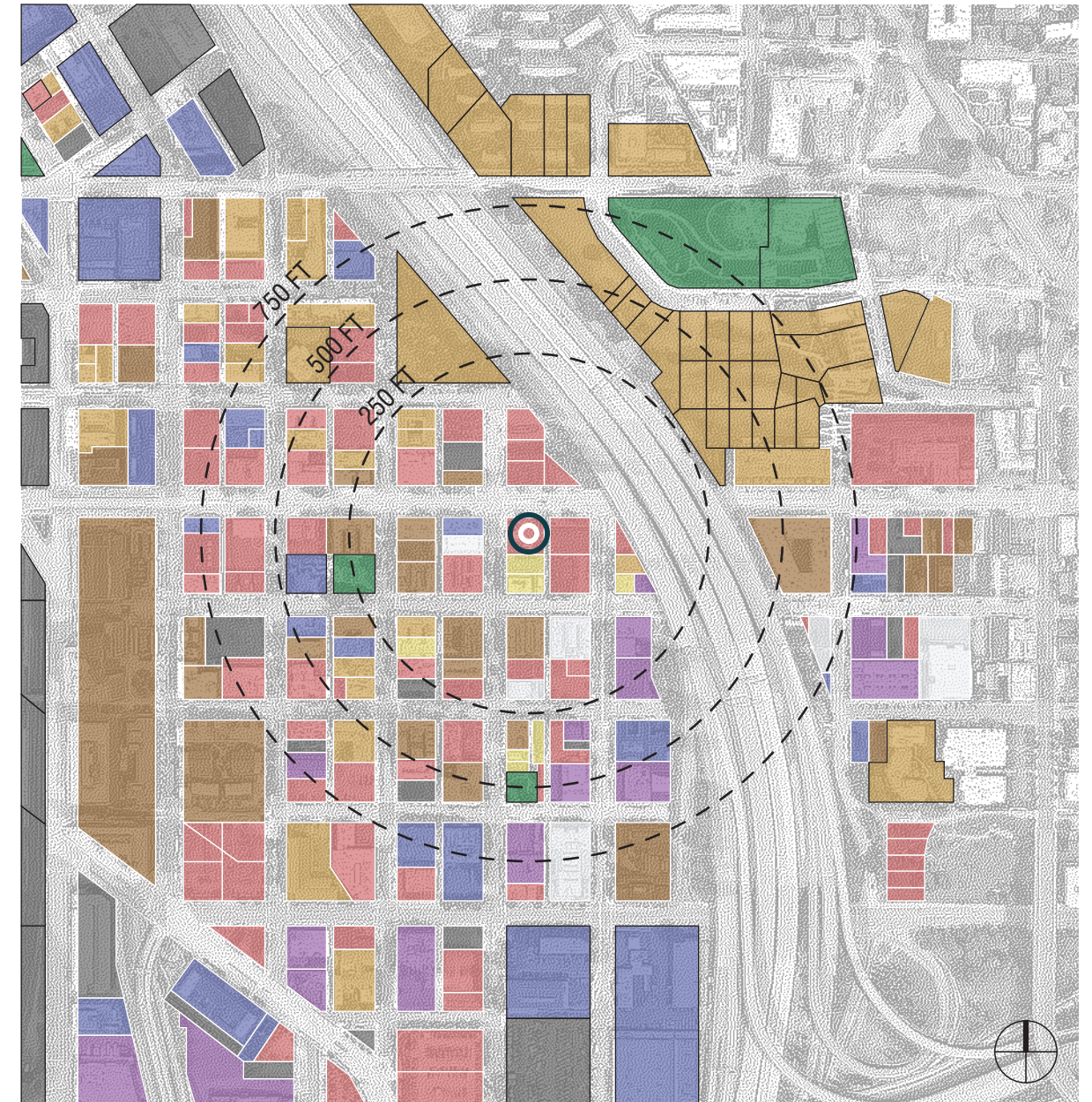
### CONNECTED NEIGHBORHOOD

The Chinatown-International District is one of Seattle's most connected neighborhoods. It ties together Chinatown, Japantown, Little Saigon, Pioneer Square, SODO, and Downtown. The prevalence and proximity of food, shopping, entertainment, and parks put many of amenities within walking distance—and for those who need to travel further, the neighborhood has ready access to a number of forms of transportation: commuter rail, light rail, street car, commuter busses, and metro busses. With high levels of pedestrians and transit riders sharing the streets and sidewalks, there is a need within the C-ID for increased attention to walkability and safety, especially for projects on major arterials with many overlapping modes of transportation.

The project site at 701 South Jackson Street is centrally located within the C-ID, putting nearly the entire neighborhood within a 15 minute walking distance. South Jackson is a major arterial connecting parts of the city both east and west of I-5. The project site is directly adjacent to a street car station in the middle of the arterial.



ZONING MAP



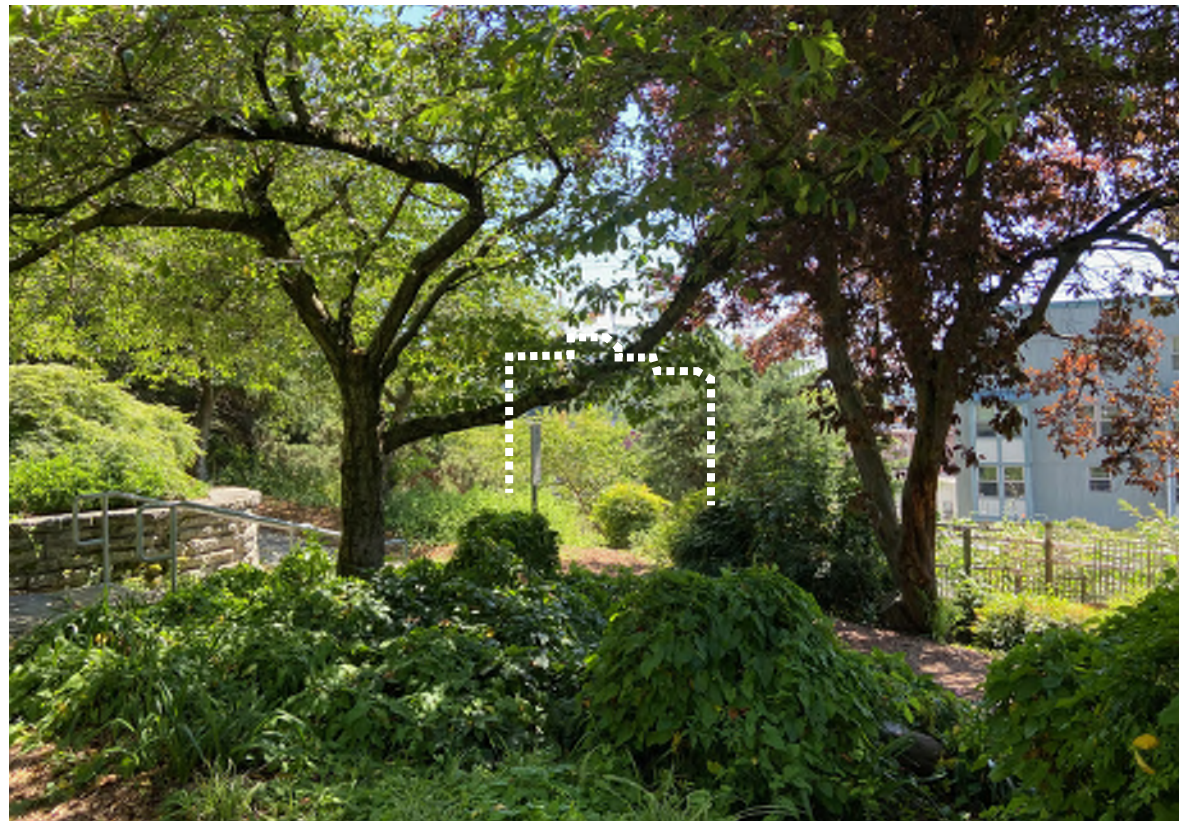
LAND USE MAP

<span style="background-color: #8e44ad; padding: 2px;">IDM</span> INTERNATIONAL DISTRICT MIXED	<span style="background-color: #3498db; padding: 2px;">IC</span> INDUSTRIAL COMMERCIAL
<span style="background-color: #9b59b6; padding: 2px;">IDR</span> INTERNATIONAL DISTRICT RESIDENTIAL	<span style="background-color: #2ecc71; padding: 2px;">MPC</span> MASTER PLANNED COMMUNITIES
<span style="background-color: #34495e; padding: 2px;">DMC</span> DOWNTOWN MIXED COMMERCIAL	<span style="background-color: #95a5a6; padding: 2px;">LR</span> LOW-RISE
<span style="background-color: #95a5a6; padding: 2px;">DMR</span> DOWNTOWN MIXED RESIDENTIAL	<span style="background-color: #f3f3f3; padding: 2px;">SF</span> SINGLE-FAMILY

<span style="background-color: #f1c40f; padding: 2px;">RESIDENTIAL - LOW-RISE</span>	<span style="background-color: #5dade2; padding: 2px;">INSTITUTIONAL</span>
<span style="background-color: #f39c12; padding: 2px;">RESIDENTIAL - HIGH-RISE</span>	<span style="background-color: #9b59b6; padding: 2px;">INDUSTRIAL</span>
<span style="background-color: #d35400; padding: 2px;">MIXED-USE</span>	<span style="background-color: #34495e; padding: 2px;">PARKING</span>
<span style="background-color: #e74c3c; padding: 2px;">COMMERCIAL</span>	<span style="border: 1px solid black; padding: 2px;">PUBLICLY-OWNED PROPERTY</span>



# URBAN DESIGN ANALYSIS VIEWS FROM KOBE TERRACE PARK



## ROOFTOP FEATURES (SMC 23.66.332.B)

The Special Review Board and the Director of Neighborhoods shall review rooftop features to preserve views from Kobe Terrace Park.

The outline of the proposed building is shown in the photos to the left in order to evaluate the impact of the building's rooftop features on views from Kobe Terrace Park. Views to the project site are largely obscured by trees and plantings during the summer (when the photos shown here were taken), but the proposed building will likely be partially visible through gaps in the foliage in winter months when vegetation is less dense. As one climbs to the park's higher elevations, to the extent that the building can be seen it will appear lower and further away with diminishing impact to views of Beacon Hill beyond.



A. VIEW FROM LOWER KOBE TERRACE

The top photo was taken from one of the terraces located toward the bottom of the park. The view to the proposed building is likely not visible from this location or from nearby terraces. Only when one reaches the far southern edge of the park (along S Main St) would more of the building become visible.



B. VIEW FROM UPPER KOBE TERRACE

This photo was taken from an upper terrace just north of the Danny Woo Community Garden. The location is an overlook platform with a wood bench. While views of the proposed building will likely be obscured by trees, only portions of the roof may be visible in winter months when vegetation is less dense.





# URBAN DESIGN ANALYSIS

## CULTURAL RESOURCES

### PUBLIC ART

There is great opportunity for public art to enhance the project's presence within the community. On this page are some examples of artwork in the C-ID, including murals that were recently installed. These are just some examples of artwork in the neighborhood. The team will be seeking community input and conducting outreach with local artists to understand how best to incorporate artwork on the project.



DRAGON SCULPTURES



TAI TUNG / JOSEPH AND SHARA LEE, AND PATRICK NGUYEN AKA DOZFY



WOODBURN COMPANY / TORI KIRIHARA



WING LUKE MUSEUM / MOSES SUN



ARTS & CULTURE



WING LUKE MUSEUM



CANTON ALLEY



SEATTLE PUBLIC LIBRARY C-ID BRANCH



THEATRE OFF JACKSON

PARKS & RECREATION



KOBE TERRACE



DONNIE CHIN CHILDREN'S PARK



DANNY WOO COMMUNITY GARDEN



C-ID COMMUNITY CENTER



HING HAY PARK



# DESIGN CONTEXT

## PRIORITY ISRD DESIGN GUIDELINES

### 1. CONTEXT AND SITE

#### A. RESPOND TO CONTEXT

1. Consider the neighborhood context, characteristics of the site, adjacent buildings plus open space, streets, alleys and proposed uses of the building.

2. Respond to datum lines, street edge relationships and proportions created by existing buildings.

#### B. PUBLIC REALM

1. Activate sidewalks and open spaces with pedestrian-oriented features that encourage walking, sitting and other activities. Consider activation strategies for various times of day and year.

#### C. BUILDING ORIENTATION

3. Activate vestibule and recessed entries to promote public safety. Examples of activation include lighting, plantings, artwork and seating.

#### D. PARKING AND SUPPORT SERVICES

3. Locate loading docks and other service entries along alleys or non-primary facades whenever possible.

#### GOALS FOR DEVELOPMENT WEST OF I-5

1. Use existing design features, materials and landscaping to create a consistent streetscape experience.

#### A NOTE ON THE DESIGN GUIDELINES

The ISRD guidelines (adopted 9/13/88, 10/9/90, 11/24/93) and the Secretary of the Interior's guidelines for rehabilitation (adopted 2/8/00) are currently in effect, but new draft ISRD design guidelines dated April 29, 2019 will likely soon be adopted. The proposed development will be designed in accordance with the new, more rigorous comprehensive standards with the understanding that these new standards build upon and in some cases exceed the requirements of the current guidelines that they will supercede.



LAKEFRONT BLOCKS - SOUTH LAKE UNION  
Sidewalk activated with pedestrian-oriented features.



CHOPHOUSE ROW - CAPITOL HILL  
Appropriately scaled retail bays with large transparent storefront windows.

### 2. PUBLIC LIFE

#### A. OPEN SPACE

1. Opportunities for creating vibrant, pedestrian-oriented open spaces to enliven the area and attract interest and interaction with the site and building should be prioritized. Consider including spaces that cater to the multigenerational population of the community.

3. Include pedestrian amenities such as seating, and other site furniture, lighting, year-round landscaping in addition to seasonal plantings, pedestrian-scale signage, art work, awnings, large storefront windows, and engaging retail displays.

#### B. STOREFRONT DESIGN

1. The size of retail bays should be appropriately scaled to support small and/or anchor businesses.

2. Desirable storefront design features include large transparent storefront windows, entrances onto the street, pedestrian-level signs, architectural detailing, and pedestrian lighting to engage passerby.

#### D. AWNINGS AND CANOPIES

1. Provide practical coverings, such as fabric awnings or metal canopies, for weather protection and screening from the sun.

2. Use awnings and canopies as decorative visual elements for a facade or storefront.

#### GOALS FOR DEVELOPMENT WEST OF I-5

1. Consider the neighborhood's historic and cultural heritage and include meaningful, authentic and culturally relevant art, signage, or ornamentation.

3. Screen and separate garbage/waste storage spaces from retail and residential uses.





**ARBOR BLOCKS - SOUTH LAKE UNION**  
 Creating vibrant, pedestrian-oriented open spaces.



**70 HENRY STREET - BROOKLYN HEIGHTS HISTORIC DISTRICT**  
 Use of materials and finishes that are compatible with adjacent contributing buildings

**3. BUILDING DESIGN**

**C. NEW BUILDINGS**

1. Where appropriate, make connections to neighboring buildings by using compatible materials, proportions, modulation, articulation, fenestration, color, landscaping, detailing, texture and relief.

2. When designing the massing (height, bulk, scale) of the building, consider the massing of surrounding buildings, characteristics of the site and nearby open spaces.

5. Building exteriors should be constructed of durable, high-quality and environmentally-sustainable materials that are compatible in color, texture and proportion with buildings in the immediate area.

6. Incorporate welcoming and human-scaled design elements, especially at the lower stories, to engage pedestrians and create a vibrant street frontage.

11. Consider visibility of the building from multiple key perspectives in the District.

**GOALS FOR DEVELOPMENT WEST OF I-5**

1. Consider existing design features, materials, and landscaping to create a consistent streetscape experience.

3. Modulate and scale street-level storefronts to be compatible with storefronts in adjacent contributing buildings.

4. Use durable, high-quality materials and finishes that are compatible with adjacent contributing buildings. Whenever possible, use brick to create texture, pattern and detail.

5. Design windows and window openings to respond to the depth, alignment, details and proportions of windows from nearby contributing buildings. Consider using similar materials such as wood, or materials with similar frame profiles, depth, and relationships to the exterior cladding.



**LUCILLE APARTMENTS - ROOSEVELT**  
 Welcoming human-scaled design elements at lower story to engage pedestrians.



**FISH ISLAND VILLAGE - LONDON**  
 Windows and window openings with appropriate depth and proportion.



**DESIGN CONTEXT**  
WINDOW DEPTH AND STACKING / HISTORIC



GOON DIP BUILDING / MILWAUKEE HOTEL (1911)



KONG YICK APARTMENTS (1910)



ALPS HOTEL (1910)



ATLAS HOTEL (1920)





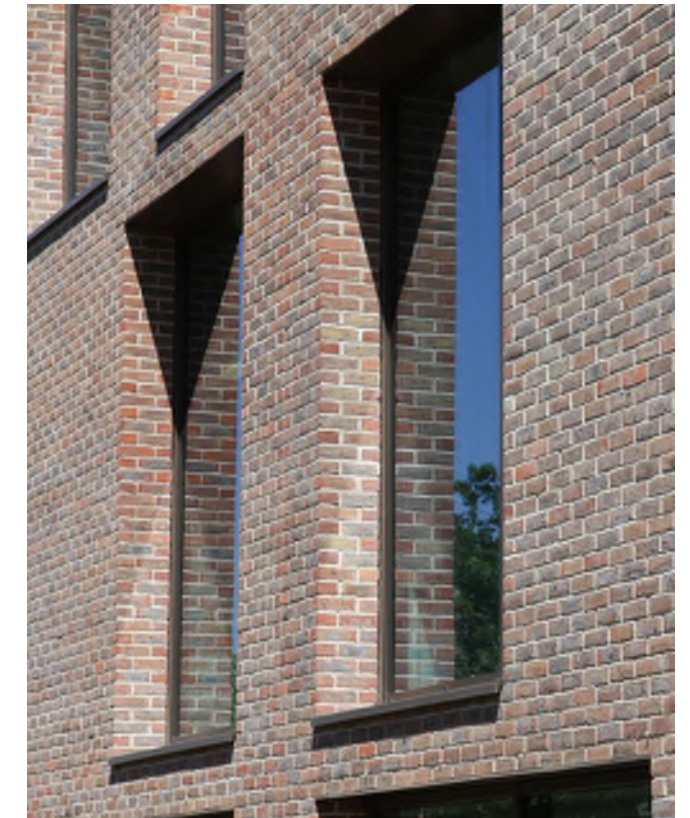
COLLEGE OF FASHION AND DESIGN / FCB STUDIOS



HANOVER APARTMENTS / KSW ARCHITEKTEN



ELWOOD APARTMENTS / GBD ARCHITECTS



DRAPER ACADEMY / FCB STUDIOS

**TAKEAWAYS**

- Stacking of windows creates quiet repetition that acts as a foil to the activity at street level.
- Deep set windows create texture and relief.



**DESIGN CONTEXT**  
GROUPING + BREAKING THE PATTERN / HISTORIC



WING LUKE MUSEUM / FREEMAN HOTEL (1910)



GOON DIP BUILDING / MILWAUKEE HOTEL (1911)



LOUISA HOTEL (1909)



**DESIGN CONTEXT**  
MODERN / GROUPING + BREAKING THE PATTERN



LL HAWKINS / GBD ARCHITECTS



390 STATE TOWNHOMES / BRH ARCHITECT



MIXED USE BUILDING / HAUSCHILD ARCHITEKTEN

**TAKEAWAYS**

- Interest and complexity can be created by grouping like elements together.
- Repetitive window layout provides opportunities for breaking the pattern or subtly altering the element that is repeated.



**DESIGN CONTEXT**  
HORIZONTAL BANDS / HISTORIC



WING LUKE MUSEUM / FREEMAN HOTEL (1910)



GOON DIP BUILDING / MILWAUKEE HOTEL (1911)



GEE HOW OAK TIN HOTEL (1907)

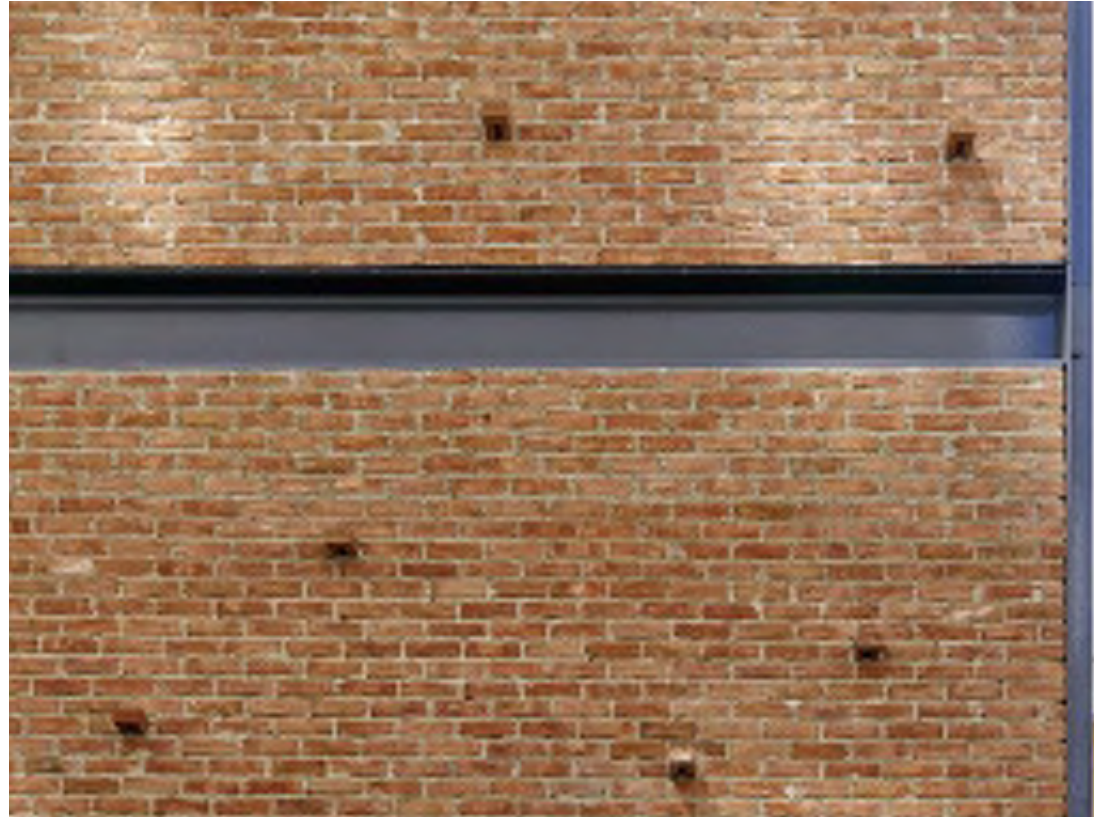


T & C BUILDING (1915)

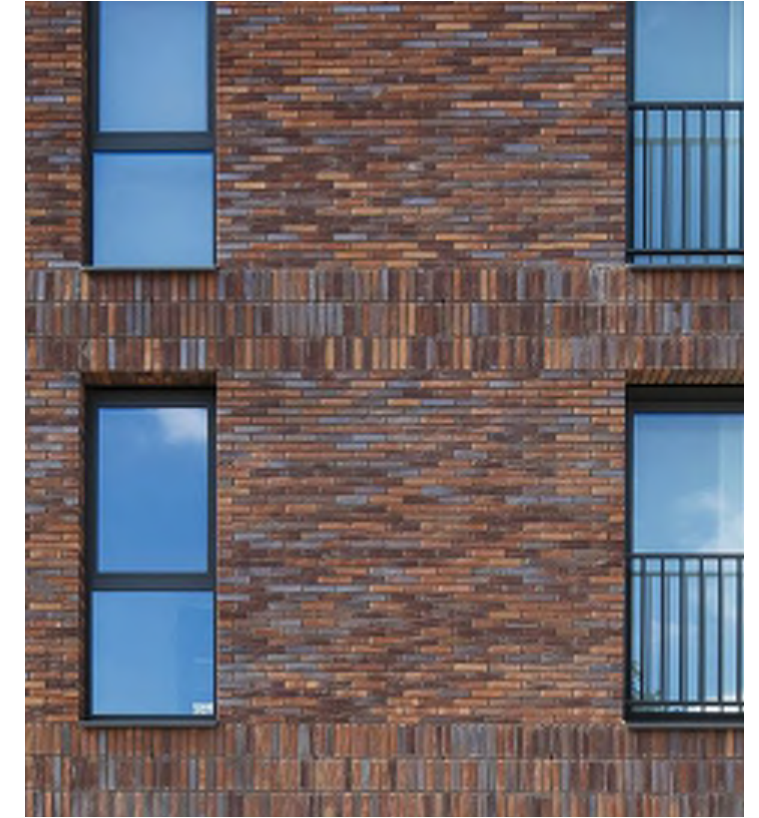




ARCHITEKCI PIOTR CZARNECKI



NOXX APARTMENT / CM MIMARLIK



SAINT-CAMILLUS / STRAMIEN

**TAKEAWAYS**

- Horizontal banding adds rhythm, depth and order to facade.
- Banding can be achieved by changing orientation of material, using a different material, or creating relief.



**DESIGN CONTEXT**  
STOREFRONTS / HISTORIC



KONG YICK APARTMENTS (1910)



LOUISA HOTEL (1909)





CHOP HOUSE ROW / GRAHAM BABA ARCHITECTS



FUMI / ALBERTO CAIOLA DESIGN



19TH & MERCER / WEINSTEIN A+U

**TAKEAWAYS**

- Storefront openings to activate public realm.
- Full height glazing with clerestory windows providing natural daylight into commercial spaces.
- Vibrant colors and tactile materials where building sees most traffic.



**DESIGN CONTEXT**  
RELEVANT PROJECTS: UNCLE BOB'S PLACE









**DESIGN CONTEXT**  
LANDSCAPE ARCHITECTURE / COURTYARD



ST. ANDREWS / TOWNSEND LANDSCAPE ARCHITECTS



WEST EDGE APARTMENTS / SITE WORKSHOP



GORBEA ATRIUM / URQUIJO KASTNER



SEATAC AIRPORT EXPANSION COURTYARD / SOM



**DESIGN CONTEXT**  
LANDSCAPE ARCHITECTURE / STREETScape & ROOF DECK



GOOGLE HEADQUARTERS / HEWITT



BELL STREET / MIG SVR



DENNING APARTMENTS / MURASE ASSOCIATES



ALLEY 24 / MURASE ASSOCIATES

**TAKEAWAYS**

- Densely vegetated courtyard area to enliven space and provide privacy for lower units.
- Plantings and seating to create pedestrian scale sidewalk experience.
- Creating buffer to improve pedestrian safety.