



**900, 912, 1130 RAINIER AVE. S.
SEATTLE, WA 98114**

EARLY DESIGN GUIDANCE #2
SDCI # 3036456-EG
11/25/2020

APPLICANT AND ARCHITECT:
JACKSON MAIN ARCHITECTURE
311 1st Ave S
Seattle, WA 98104
Contact: Che Fortaleza

OWNER:
1130 Rainier QOZB, LLC
159 S. Jackson St., Suite 300
Seattle, WA 98104
Contact: Lori McEwuen

LANDSCAPE ARCHITECT:
KKLA Landscape Architects Inc.
111 W John St
Seattle, WA 98119
Contact: Karen Kiest

SDCI CONTACT:
Greg Johnson
Greg.Johnson@seattle.gov

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PROJECT SITE

PROJECT GOALS:

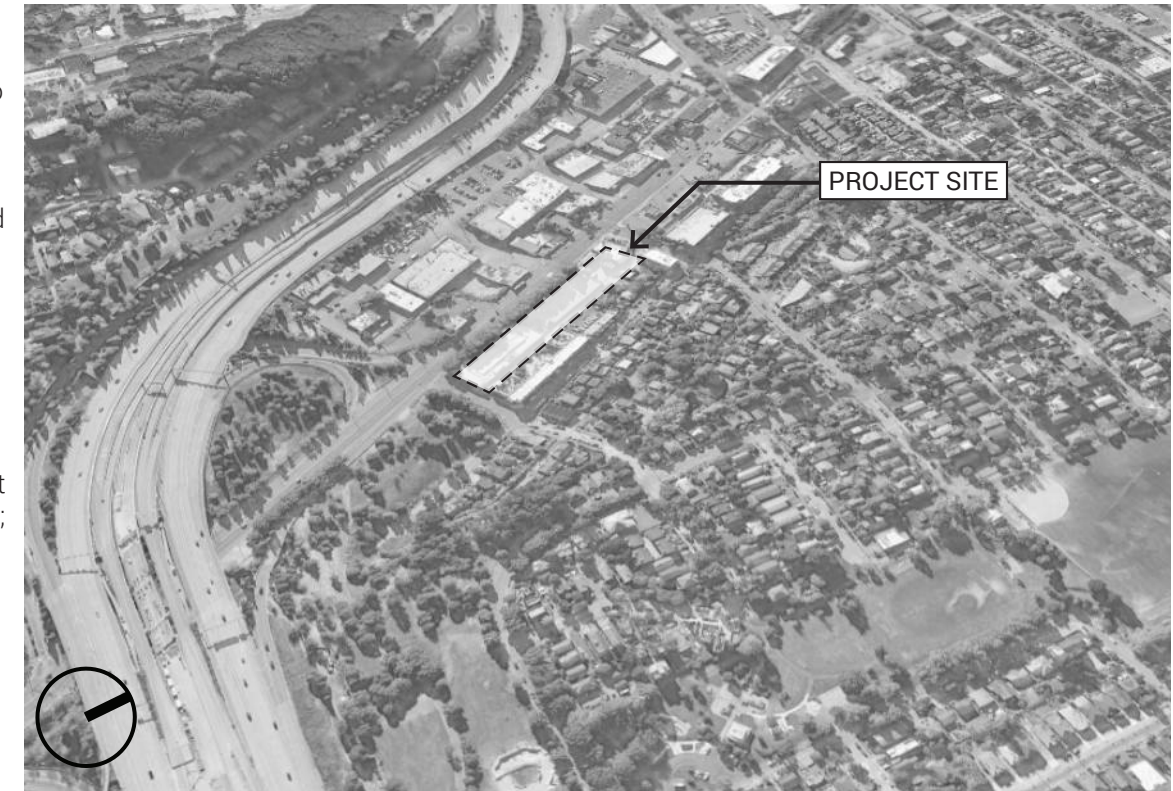
OZ Navigator is a partnership between Nitze-Stagen and Housing Diversity Corporation focused on developing Opportunity Zone projects that contribute to the vibrancy and economic diversity of the communities in which they are located.

This project will build much needed, high-quality mixed-income workforce housing in the Rainier neighborhood. It will link to the future light rail station and is designed as a transit-oriented mixed-use development. As part of the design, it will create community connections that preserve a landmark building and celebrate the rich history of the neighborhood.

Ground floor retail will be a mix of authentic, neighborhood goods and services, and the selection of retail tenants will be informed by input from the surrounding community members.

DEVELOPMENT OBJECTIVES:

The applicant proposes to build an eight story multi-family apartment building over a one-story parking garage. This multi-family development will support approximately 398 units, 3,300 sf of ground floor retail spaces, 2,492 sf of rooftop deck, and 5,293 sf of outdoor amenity spaces composed of courtyards; 21,400 sf car parking and 3,170 sf bike parking with double stacked parking (approximately 136 spaces). The total project will be roughly 252,400 sf.



EXISTING SITE:

The project site comprises of 3 parcels (APN's: 713230-0370 (49,000 SF), 713230-0435 (8,000 SF), 713230-0445 (8,000 SF)) with a total length of approximately 650' by 100' wide. The 3 parcels are located east of Rainier Ave S and between S. Bush Place to the south and S. Charles Street to the north, as well as an unnamed alley on the east side of the property. There is an existing office building - The Black Manufacturing Building - located on the 1130 parcel. It has a historic landmark status and will be preserved. There is a restaurant at 900 Rainier Ave, a 2-story commercial building at 912 Rainier Ave and a 2-story parking structure on northern portion of 1130- parcel, all of which will be demolished.

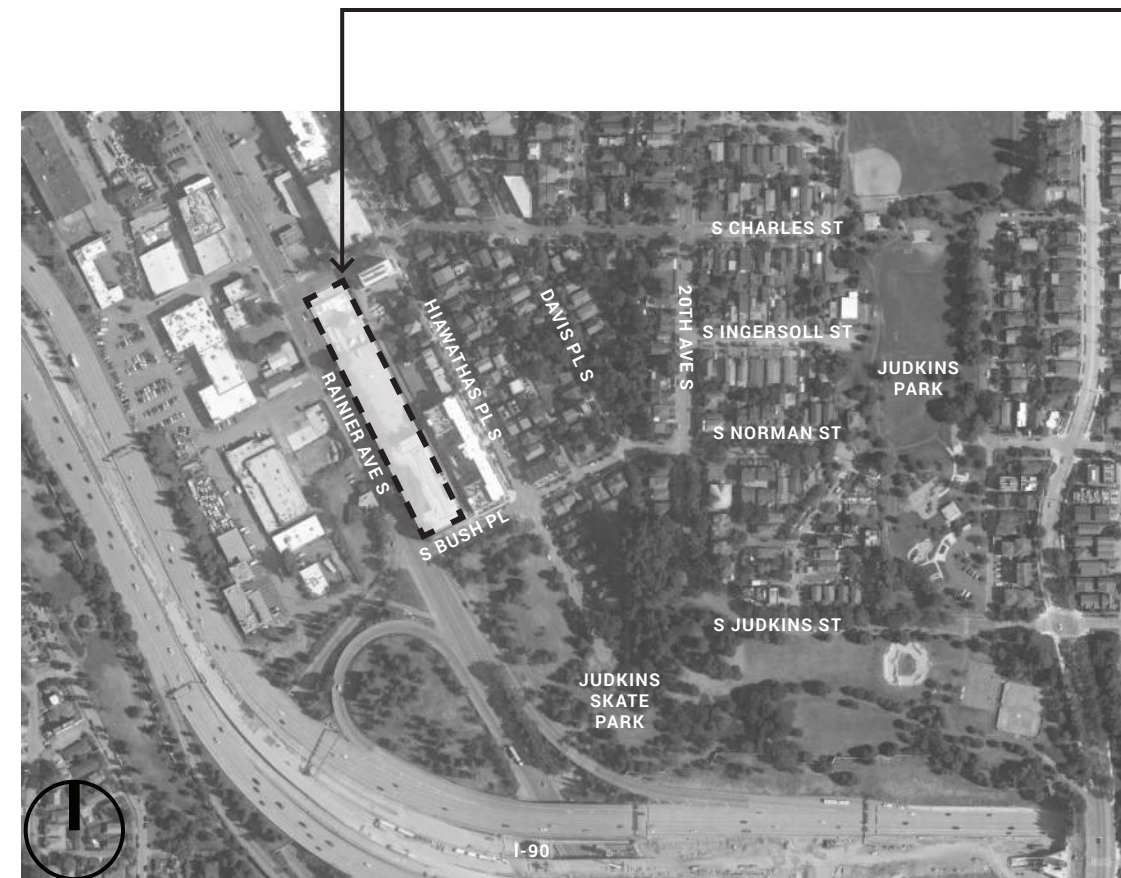
The approximate length of developable land of the 3 parcels is 410'-0" by 100'-0". There is an approximate 14'-0" grade change over this developable land with the lowest point being at the center of the southeast property line and the highest being at the northeast corner. Power lines exist along the entire length of the alley, requiring a 14'-0" setback.

ZONING AND OVERLAY:

The project parcels are all located within the NC3-75 (M1) zone, indicating that the structure may go up to 75'-0" and contains a mandatory housing affordability requirements. It is located within the 23rd & Union-Jackson Residential Urban Village Overlay.

NEIGHBORHOOD DEVELOPMENT:

Surrounding the proposed project are a variety of project types, from small markets to apartments, connected by a number of various transportation modes, both existing and proposed. The neighborhood is within an opportunity zone with a strong emphasis on serving the community.



STREET ADDRESS:

900, 912, 1130 RAINIER AVE. S.
SEATTLE, WA 98114

PROJECT PROFILE:

SITE AREA: 64,995 SF

PROPOSED USE: APARTMENTS + LODGING
+ RETAIL

MAX. FAR: 5.5
(5.5)(64,995)
= 357,472 SF

ZONING: NC3-75 (M1)
OVERLAY: 23RD &
UNION-JACKSON
RESIDENTIAL URBAN
VILLAGE

DEVELOPMENT OBJECTIVES

SUMMARY OF COMMUNITY OUTREACH

EDG COMMUNITY OUTREACH SUMMARY: www.oznavigator900rainier.com

OZ Navigator is committed to developing Opportunity Zone projects that contribute to the vibrancy and economic diversity of the communities in which they are located. Community engagement is part of their development DNA, especially in identifying cultural placemaking opportunities as part of the design and working with the community to seek authentic neighborhood retail.

Due to COVID-19, the project relied on digital outreach and a 500-foot mailing for both 900 and 912 Rainier Avenue South. The mailing included a letter translated in Spanish, Mandarin and Cantonese that provided basic project information and directed people to an interactive website and community survey. Both the website information and the survey were also translated into Spanish, Mandarin and Cantonese. The survey was in lieu of an in-person meeting. In total, the project team received 14 responses to the survey and 1 comment from the website form fill.

SURVEY RESULTS SUMMARY:

Most participants within the survey live very close to the property, while a couple just care about the growth of Seattle.

Participants of the survey have suggested the following ideas for street level retail:

coffee shops, independent bookstores, art studios, a Trader Joes, Amazon Go, 24 hour fitness, clothing stores and more small local restaurants, while prioritizing existing businesses in the area and POC owned businesses.

Regarding potential art to bring into the project, participants suggested the following ideas:

Murals, parks and landscaped pedestrian walkways with plants/trees, performance spaces, local and cultural art from the community, promoting art by women or people of color and artists work from Hiawatha Art Lofts across the street from the project.

Regarding potential cultural elements to bring into the project, participants suggested the following ideas:

anything related to African American, Native American and Asian culture, all while telling the honest story about how the community came to be and whose roots are there.

Regarding potential historical elements to bring into the project, participants suggested the following ideas:

references to local immigrant history on Rainier Ave. and acknowledging the Native land being occupied.

ONLINE SURVEY:

Email

Email Confirmation

1. What is your connection to this development project? (select all that apply)

☐ I live very close to the project

☐ I live in the general area

☐ I own a business nearby

☐ I visit the area often for work or leisure

☐ I do not have a direct connection, but I care about growth and development in Seattle

☐ Other (please specify)

Other

2. The project will include street-level retail. What types of retail do you think will be most valuable to bring into the neighborhood?

3. If we integrate art into the project, what types of art would you like to see?

4. If we integrate cultural elements into the project, what would you like to see?

5. If we integrate historical elements into the project, what would you like to see?

Submit

MAILING LETTERS:


June 3, 2020

Dear Neighbor,

OZ Navigator, a partnership between Seattle-based real estate firms Nitze-Stagen and Housing Diversity Corporation, is designing a new mixed-use residential project at 900 and 912 Rainier Avenue South, in association with and preservation of a historic property at 1130 Rainier Avenue South.

The vision for the project is to build an eight-story apartment community with street-level retail and below-grade parking. The project will be pursuing the city of Seattle’s Multifamily Tax Exemption (MFTE) and Mandatory Housing Affordability Program (MHA) with a focus on transit oriented, equitable development.

Project Details



Address:

900 Rainier Avenue South, Seattle, WA 98144

Project Size:

289,000 square foot project, eight-stories

Number of Units:

Approximately 396 workforce and affordable apartments

Other Features:

Plaza, outdoor courtyards, and authentic retail along Rainer Avenue South

Applicant:

OZ Navigator

Project Number:

3036456-EG

Contact Information:

www.oznavigator900rainier.com

Type of building:

Mixed-Use


Great projects are informed by the people in their neighborhoods. At OZ Navigator, community outreach and input are important to us. Given that we cannot meet with you in person, due to social distancing requirements, we have created a survey to solicit community feedback on our project website. We also have a contact form for you to provide additional feedback and ask questions. We hope you take the time to send us your comments.

六月 3, 2020

亲爱的邻居,

OZ Navigator 的合作伙伴，有總部位於西雅圖的房地產公司 Nitze-Stagen 與 Housing Diversity Corporation，它正在設計和開發位於雷尼爾南大道 900 和 912 號的全新多用途住宅項目，並聯手參與並保育雷尼爾南大道 1130 號的一處歷史遺跡。這項目的願景是建立一個地面零售和地下停車場八層高的公寓社區，該項目將推行西雅圖市的多戶免稅（MFTE）和法定住房負擔能力計劃（MHA），重點是發展交通便利並公平的社區。

項目詳情



地址:

華盛頓州西雅圖市雷尼爾南大道 900 號，郵編 98144

項目規模:

289,000 平方英尺，樓高八層

單位數量:

約 396 間可負擔的公寓單位

其他功能:

廣場，室外庭院和雷尼爾南大道旁的當地手工藝零售

申請人:

OZ Navigator

項目編號:

3036456-EG

聯繫信息:

www.oznavigator900rainier.com

建築類型:

多用途

優良的項目應有鄰里參與並提供意見。OZ Navigator 極重視社區外展，也珍惜參與和意見。礙於近日疫情社交距離的限制，我們無法與鄰里親身面談，因此我們創建了一項調查，以徵詢社區鄰里的反饋。此外我們也有聯繫表格，供您反映其他反饋或提問問題 在我们的 网站。

Junio 3, 2020

Querido Vecino,

Oz Navigator, una sociedad entre las firmas de bienes raíces Nitze-Stagen y Housing Diversity Corporation, con sede en Seattle, están diseñando un nuevo proyecto residencial de uso mixto en 900 y 912 Avenida Rainier Sur, en asociación con la preservación de una propiedad histórica en 1130 Avenida Rainier Sur.

La visión del proyecto es de construir una comunidad de apartamentos de ocho pisos, con el nivel de la calle para tiendas de ventas al por menor y un estacionamiento subterráneo. El proyecto estará persiguiendo la Exención de Impuestos Multifamiliares de la ciudad de Seattle (MFTE) y el Programa Obligatorio de Vivienda Asequible (MHA) enfocado en el desarrollo equitativo en la orientación de tránsito.

Detalles del Proyecto



Dirección:

900 Avenida Rainier Sur, Seattle, WA 98144

Tamaño del Proyecto:

Proyecto de 289.000 pies cuadrados, ocho pisos.

Número de Unidades:

Aproximadamente 396 apartamentos asequibles.

Otras características:

Plaza, patios al aire libre, y auténticas tiendas al por menor a lo largo de la Avenida Rainier Sur.

Solicitante:

Oz Navigator

Número del Proyecto:

3036456-EG

Información de contacto:

www.oznavigator900rainier

Tipo de edificación:

Uso-Mixto

Grandes proyectos son informados por la gente de sus vecindarios. Para Oz Navigator, el alcance a la comunidad y su opinión son importantes para nosotros. Dado el caso que no podemos reunirnos con usted personalmente, por los requerimientos de distanciamiento social, hemos creado una encuesta, en nuestro sitio web, para solicitar la opinión de la comunidad. También tenemos una **forma de contacto** para que usted provea opiniones adicionales o hacer preguntas en nuestro sitio web.

六月 3, 2020

亲爱的邻居,

OZ Navigator 的合作伙伴，有总部位于西雅图的房地产公司 Nitze-Stagen 与 Housing Diversity Corporation，它正在设计和开发位于雷尼尔南大道 900 和 912 号的全新多用途住宅项目，并联手参与并保育雷尼尔南大道 1130 号的一处历史遗迹。

这项目的愿景是建立一个地面零售和地下停车场八层高的公寓社区，该项目将推行西雅图市的多户免税（MFTE）和法定住房负担能力计划（MHA），重点是发展交通便利并公平的社区。

项目详情



地址:

华盛顿州西雅图市雷尼尔南大道 900 号，邮编 98144

项目规模:

289,000 平方英尺，楼高八层

单位数量:

约 396 间可负担的公寓单位

其他功能:

广场，室外庭院和雷尼尔南大道旁的当地手工艺零售

申请人:

OZ Navigator

项目编号:

3036456-EG

联系信息:

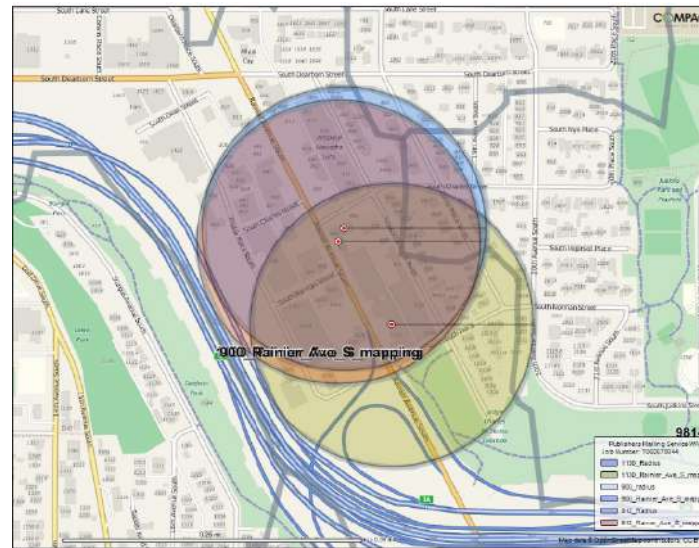
www.oznavigator900rainier.com

建筑类型:

多用途

优良的项目应有邻里参与并提供意见。OZ Navigator 极重视社区外展，也珍惜参与和意见。碍于近日疫情社交距离的限制，我们无法与邻里亲身面谈，因此我们创建了一项调查，以征询社区邻里的反馈。此外我们也有联系表格，供您反映其他反馈或提问问题 在我们的 网站。

INTERACTIVE WEBSITE:



SUMMARY OF MEETING NOTES AND DESIGN TEAMS RESPONSES:

Overall, the initial outreach meeting was very positive. We have incorporated the following feedback into our current proposal:

- Option One has been modified so that it would require no departures, and now has 30' clear between the two buildings.
- Proposed design options are now labeled on all relevant sheets for clarity.
- All plan sheets now also include a (true) north arrow.
- The Excel Matrix has been added back into the EDG packet.
- The representative images for each design option have been further reviewed and refined, for content and visual clarity.
- We will reach out to the local bike shop (The Bikery) for their feedback on incorporating bike lanes, connections to the future light rail nearby.
- Additional notes have been added to the EDG packet reinforcing the intent for bike lane connections, both in the direct vicinity and to the light rail station.
- The design team has added affordable information to this packet and can be found on page 24.
- The design team has noted the LEED inquiry and has added some options to achieve LEED silver on page 37.
- We will reach out to members of the nearby historically Italian-American community in Rainier Valley for additional community feedback and historic background, specifically with regards to "Garlic Gulch." Its analysis can be found on pages 34 & 35.

SITE PLAN

EXISTING SITE CONDITIONS

EXISTING SITE CONDITIONS

PROPOSED PROJECT SITE

- 3 parcels are located east of Rainier Ave S and between S. Bush Place to the south and S. Charles Street
- Site Area = 64,995 SF and measures roughly 650'-0" by 100'-0".

TOPOGRAPHY

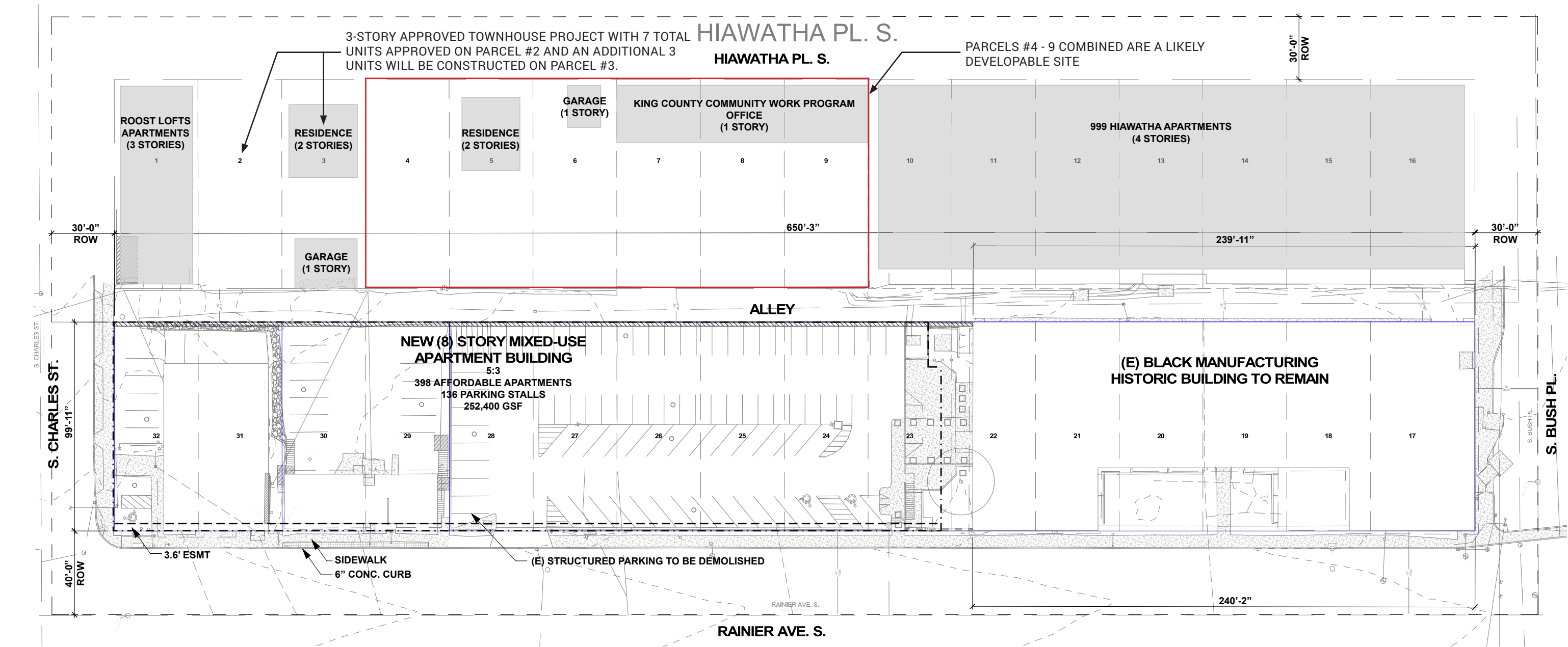
- There is an approximate 14'-0" grade change over this developable land with the lowest point being at the center of the southeast property line and the highest being at the northeast corner.

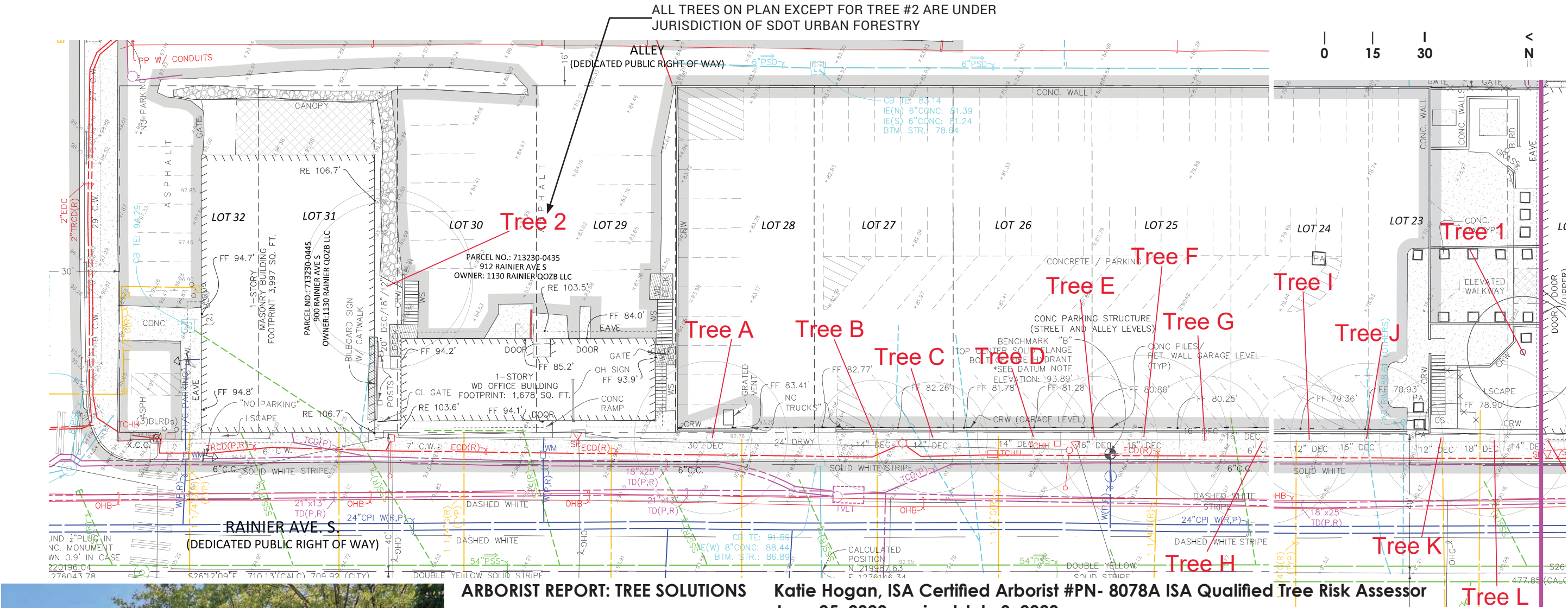
ADJACENT BUILDINGS AND USES

- There is an existing office building - The Black Manufacturing Building - located on the 1130 parcel. It has a historic landmark status and will be preserved.
- There is a restaurant at 900 Rainier Ave, a 2-story commercial building at 912 Rainier Ave and a 2-story parking structure on northern portion of 1130- parcel, all of which will be demolished.

LEGAL DESCRIPTION

- Parcel A: Lots 17 through 28, inclusive, in block 4, plat of Rainier Boulevard addition to the City of Seattle, according to the plat thereof recorded in volume 9 of plats, page 59, records of King County, Washington.
- Parcel B: Lots 29 and 30, inclusive, in block 4, plat of Rainier Boulevard addition to the City of Seattle, according to the plat thereof recorded in volume 9 of plats, page 59, records of King County, Washington.
- Parcel C: Lots 31 and 32, inclusive, in block 4, plat of Rainier Boulevard addition to the City of Seattle, according to the plat thereof recorded in volume 9 of plats, page 59, records of King County, Washington.
- All situate in the County of King, State of Washington.



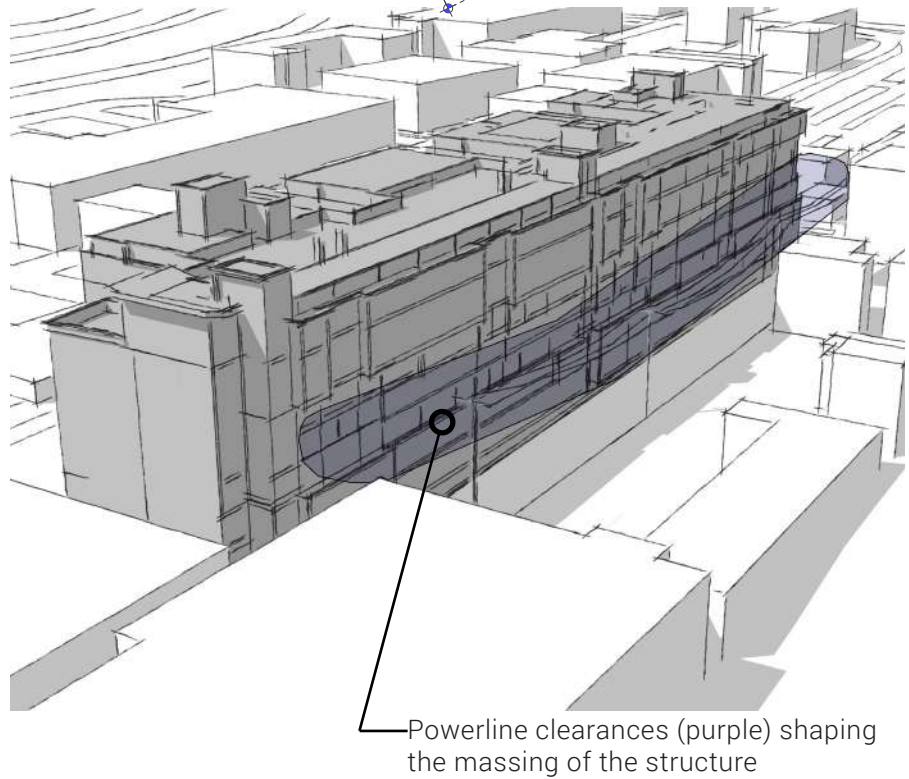
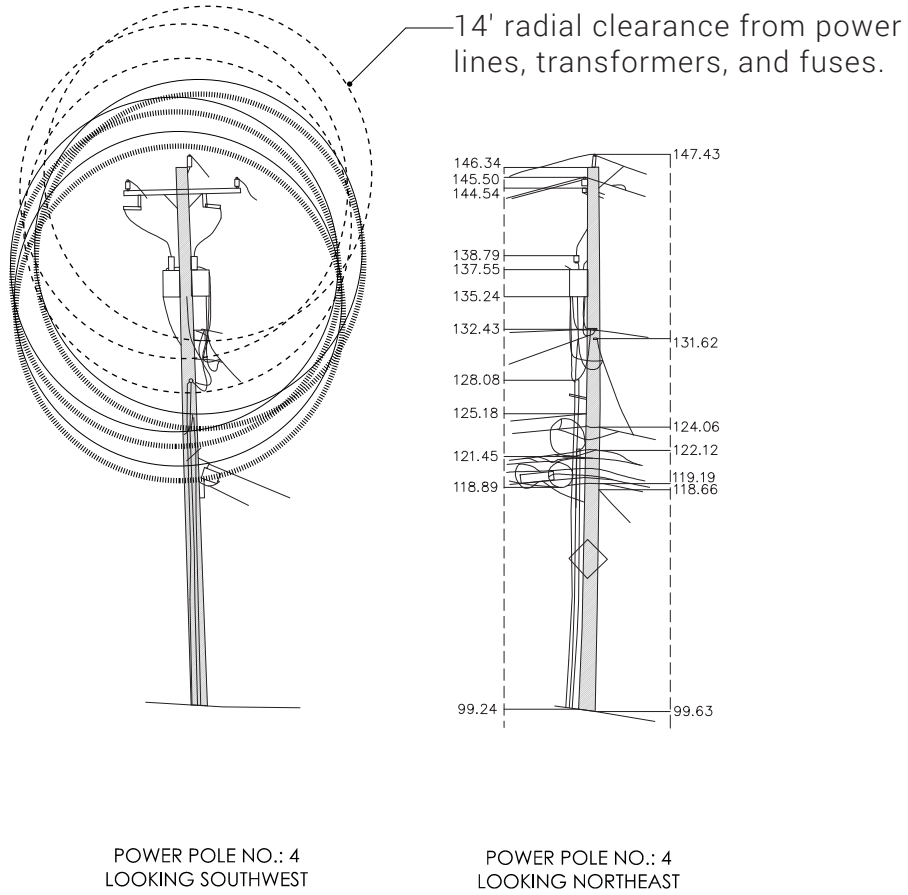
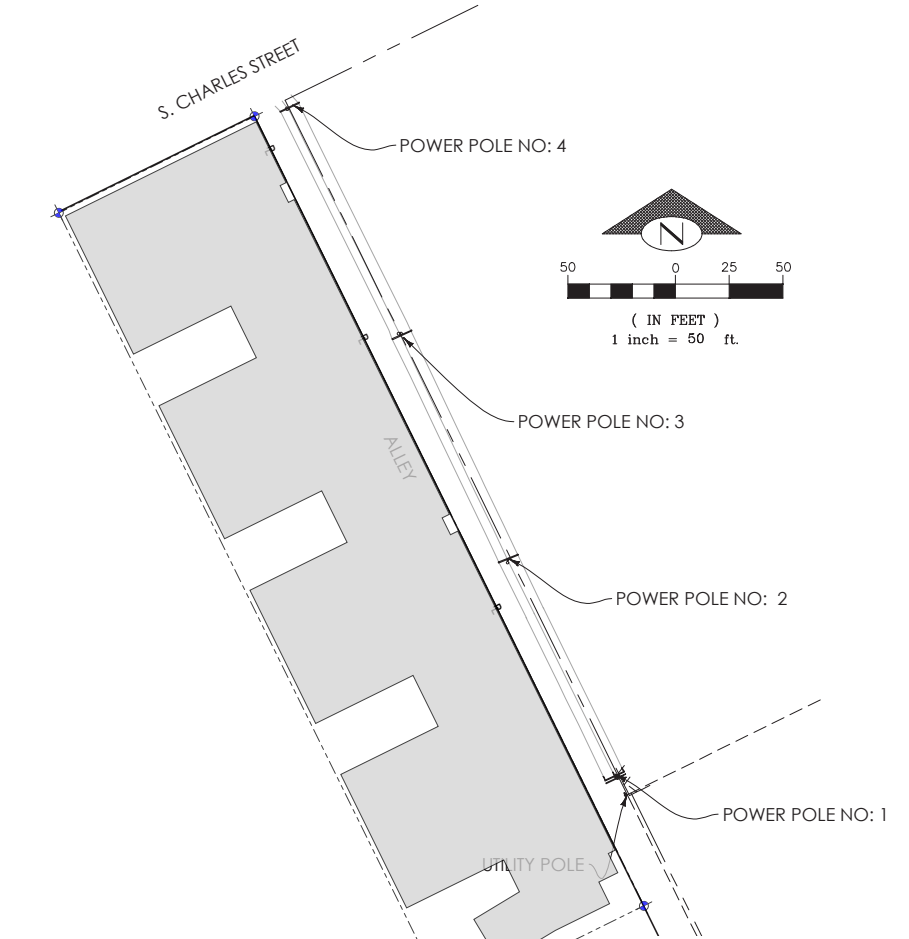
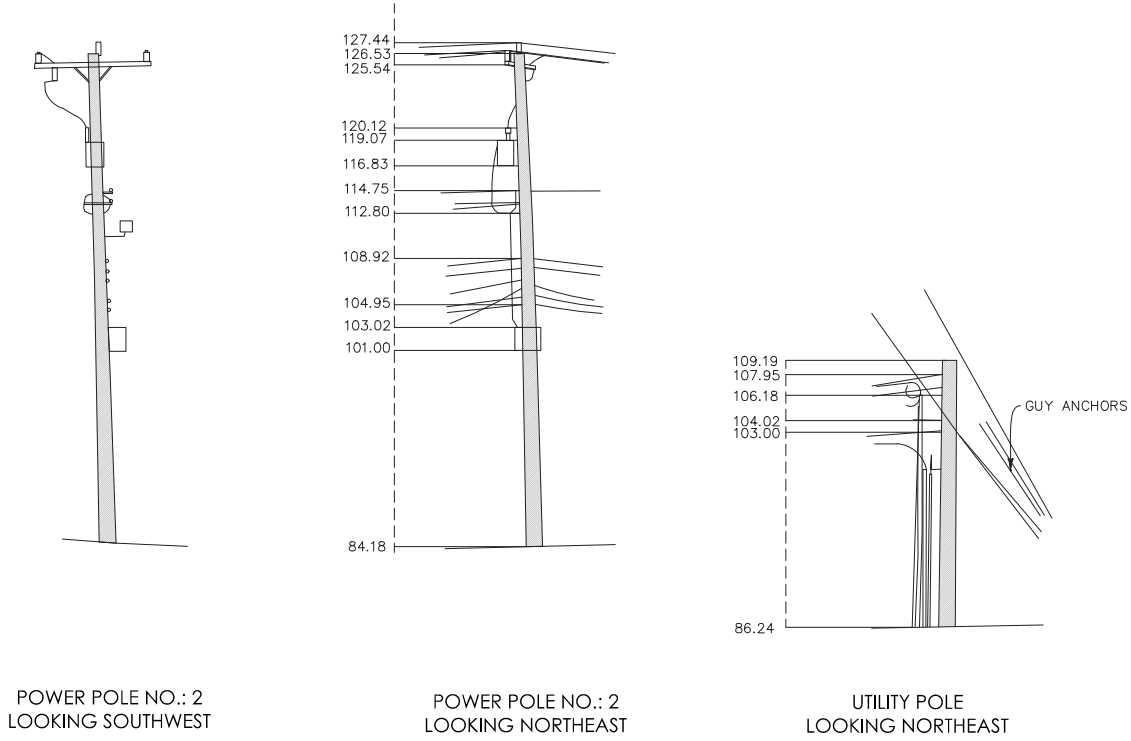


Scarlet Oak Trees: A through L

ARBORIST REPORT: TREE SOLUTIONS
Katie Hogan, ISA Certified Arborist #PN- 8078A ISA Qualified Tree Risk Assessor
June 25, 2020, revised July 9, 2020

TSI Tree ID	Parcel #	Scientific Name	Common Name	DSH (inches)	DSH Multistem	Health Condition	Structural Condition	Dripline Radius (feet)				Exceptional Threshold	Exceptional by Size	Notes
								N	E	S	W			
Trees located on or adjacent to project area														
1	713230-0370	<i>Pinus sylvestris</i>	Scots pine	18.0		Good	Good	16.8	19.3	11.8	12.8	24.0	-	Compacted soils, growing near building, no access, DSH estimated
2	713230-0445	<i>Acer macrophyllum</i>	Bigleaf maple	22.8	10,7,10,8,8,12	Fair	Fair	21.0	24.0	21.0	23.0	30.0	-	Dieback, no access, DSH estimated
A	713230-0370	<i>Quercus coccinea</i>	Scarlet oak	27.0		Good	Fair	20.6	25.1	23.6	31.1	SDOT	-	Narrow codominant unions, lifting sidewalk
B	713230-0370	<i>Quercus coccinea</i>	Scarlet oak	16.3		Good	Good	20.7	21.7	10.7	24.7	SDOT	-	
C	713230-0370	<i>Quercus coccinea</i>	Scarlet oak	14.0		Good	Good	10.6	20.6	10.1	25.6	SDOT	-	
D	713230-0370	<i>Quercus coccinea</i>	Scarlet oak	16.0		Good	Good	11.2	19.7	10.7	26.7	SDOT	-	
E	713230-0370	<i>Quercus coccinea</i>	Scarlet oak	14.4		Good	Good	9.6	21.1	10.1	25.6	SDOT	-	
F	713230-0370	<i>Quercus coccinea</i>	Scarlet oak	15.1		Good	Good	9.1	29.6	9.6	25.6	SDOT	-	
G	713230-0370	<i>Quercus coccinea</i>	Scarlet oak	15.6		Good	Fair	10.7	23.7	12.2	28.7	SDOT	-	Narrow codominant union
H	713230-0370	<i>Quercus coccinea</i>	Scarlet oak	16.5		Good	Good	12.7	22.2	12.2	28.7	SDOT	-	
I	713230-0370	<i>Quercus coccinea</i>	Scarlet oak	17.2		Good	Fair	13.2	20.7	9.7	28.7	SDOT	-	Narrow codominant union
J	713230-0370	<i>Quercus coccinea</i>	Scarlet oak	12.5		Good	Fair	10.0	24.0	8.5	26.5	SDOT	-	Previously topped
K	713230-0370	<i>Quercus coccinea</i>	Scarlet oak	15.4		Good	Fair	14.6	22.1	13.1	27.6	SDOT	-	Narrow codominant unions
L	713230-0370	<i>Quercus coccinea</i>	Scarlet oak	13.8		Good	Fair	13.1	25.6	11.6	27.6	SDOT	-	Narrow codominant unions

SITE ANALYSIS
ALLEY POWERLINE EXHIBIT





"The Fountain of Triumph", 23rd and Union
ARTIST: JAMES WASHINGTON, PHOTO: THE JAMES W. WASHINGTON, JR. & JANIE ROGELLA WASHINGTON



Pratt Fine Art Center

NEIGHBORHOOD HISTORY:

One of the first settlers of Central Area, William Grose, was an African American who arrived in Seattle in 1861, and soon became a successful businessman. The area attracted other African Americans and became one of the first Black settlements in Seattle.

Other ethnic groups also settled in the Central Area, creating a vibrant and diverse community. However after WWII housing discrimination forced Seattle's growing Black population into the Central Area. This, along with movement of the Central Area's Jewish, European American, and Japanese American residents to other parts of the city made the Central Area a primarily Black neighborhood.

As a consequence of redlining, the neighborhood suffered from neglect in the form of discriminatory investment practices, and African Americans were frequently limited in their access to banking, healthcare, retail merchandise, and even groceries.

The inequalities endured by Seattle's Black residents during these times makes preserving African American culture and community a high priority in the Central Area, wherein much of this history, culture, and community are contained.

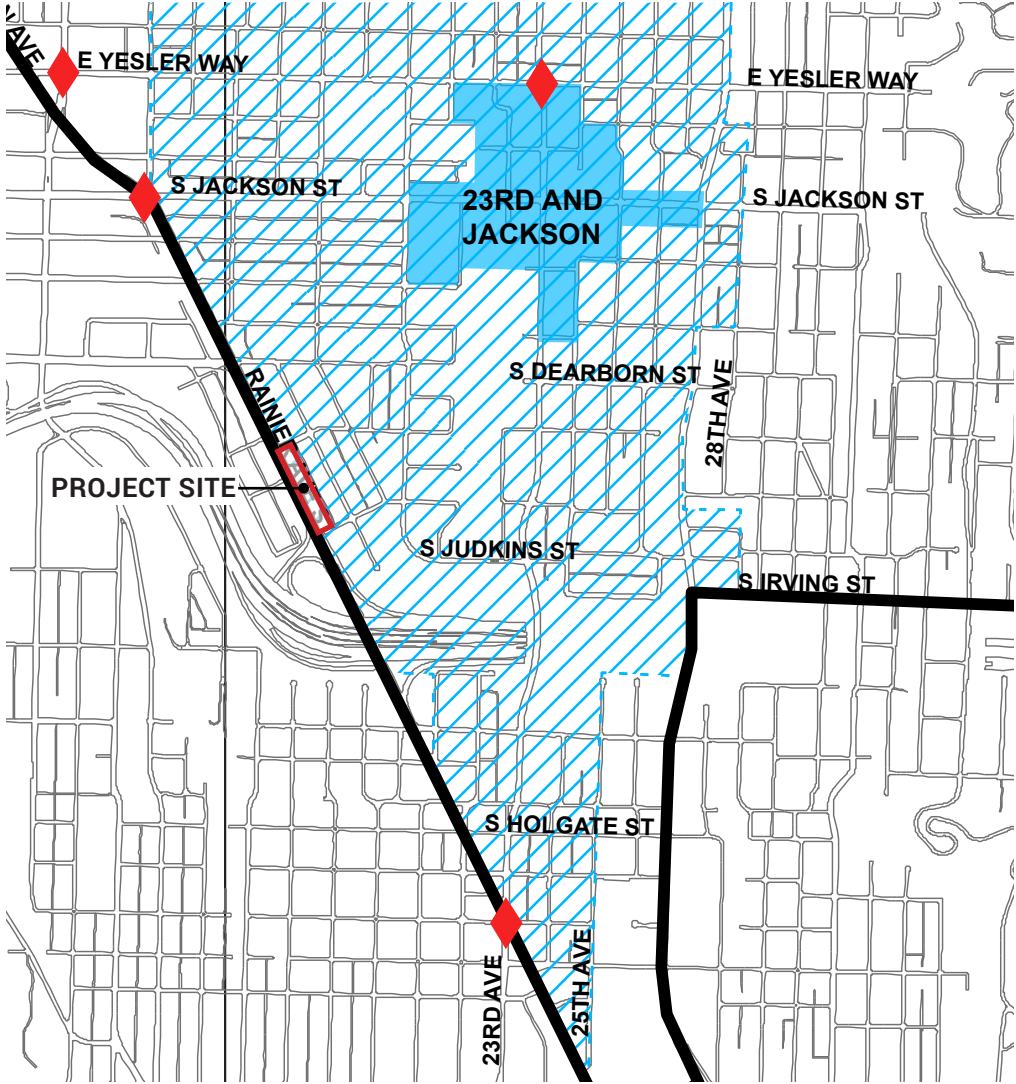
CENTRAL AREA NEIGHBORHOOD DESIGN GUIDELINES.
CITY OF SEATTLE, OFFICE OF PLANNING AND COMMUNITY DEVELOPMENT.
ADOPTED 2018.



"Struggle Against The Current", Liberty Bank Building at 24th and Union
ARTIST: ESTHER ERVIN, PHOTO: "ART AND POLITICS NOW", SUSAN NOYES PLATT



Mural Mosaic at 25th and Cherry



SITE ANALYSIS

HISTORICAL SIGNIFICANCE OF THE CENTRAL DISTRICT

A HUB FOR BLACK ART, BUSINESS, AND COMMUNITY:

Following Capitol Hill’s designation in 2014, the Central District is being planned as Seattle’s second official Cultural Arts District.

Historically, the Central District has been a hub for black art, business, and community. Between the 1930s and 60s - when African Americans in Seattle were mostly limited to living in the Central District ... there were jazz clubs in the neighborhood catering to the high demand for nightlife from soldiers and civilians stationed and working in the city during Seattle’s stint as a center for World War II-era defense industry.

The Central District’s Jackson Street was called home by over a dozen clubs were located in 1948, according to Paul de Barros in his book Jackson Street After Hours: The Roots of Jazz in Seattle. The Seattle jazz scene also sparked the careers of several notable black jazz musicians during this time period such as Quincy Jones (who attended Garfield High School), Ray Charles, and Ernestine Anderson. The late 60s and early 70s produced black funk bands who gained national recognition such as Cold and Bold Together and Black on White Affair.

<https://www.capitolhillseattle.com/2015/11/a-hub-for-black-art-business-and-community-cd-planned-as-seattle-arts-district/>



The Rocking Chair, a Seattle nightclub near 14th and Yesler, 1940
A young Ray Charles played here for a couple of years, starting in 1948.
The site is now the location for Bailey Gatzert Elementary School.
Al Smith / MOHAI, Al Smith Collection, 2014
<https://www.seattletimes.com/seattle-news>



Mural at Jackson Street
FLICKR PHOTO/CURTIS CRONN (CC BY NC ND)/HTTP://BIT.LY/1W5D0P4



Edythe Turnham and her Knights of Syncopation, c. 1925.
Image courtesy of the University of Washington Library Digital Collections.
Image courtesy of the University of Washington Library Digital Collections.

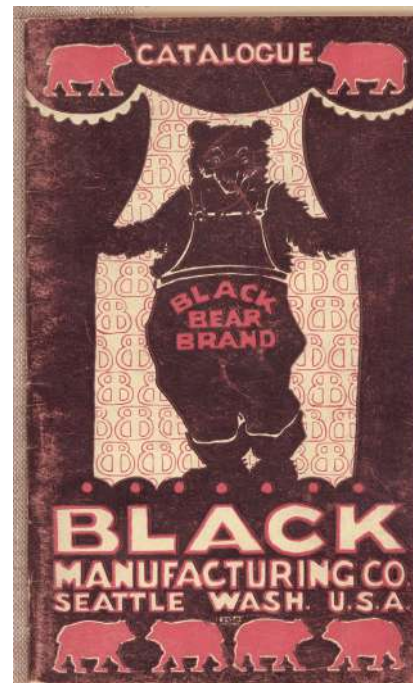


The Odean Jazz Orchestra, c. 1925.
Photo courtesy of the University of Washington Special Collections and the Black Heritage Society of Washington State

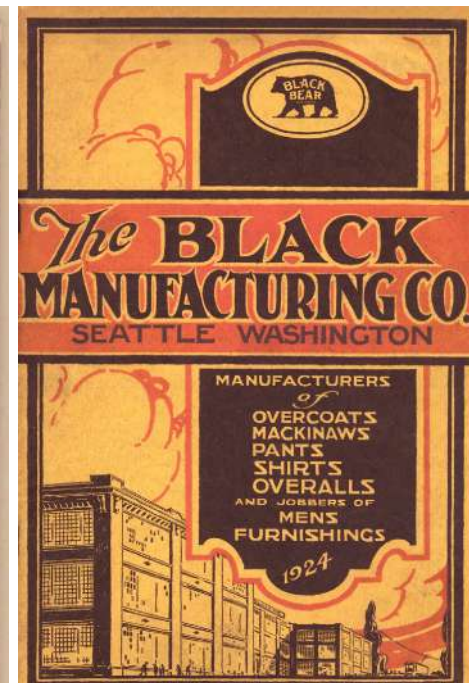
Nitze-Stagen and Housing Diversity Corporation are forerunners in the conservation of iconic, heritage buildings and will be bringing their expertise to preserve the Black Manufacturing Building. Specifically, Nitze-Stagen has been a partner in the successful adaptive reuse of Sears Roebuck now Starbucks Center, Union Station, Merrill Place, and the Ainsworth & Dunn Warehouse.

HISTORY OF BUILDING:

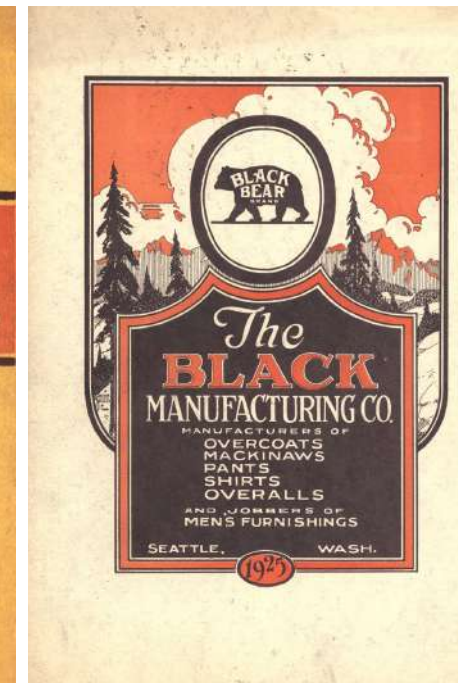
- A tract of land was secured on Rainier Boulevard, where the permanent factory was constructed during the year 1914, the equipment was moved in, and on **January 1, 1915**, the Black Manufacturing Company was established in a home of its own.
- When it was built, it was the largest overall factory west of Chicago.
- Architect **Andrew Willatsen**, who designed the building in 1914, was already established as an exceptionally talented residential architect after a number of years generating outstanding residential projects.
- The building featured more than 15,000 SF of windows and a shed roof skylight provided healthy daylight for the employees.
- The company continued its successful operation until 1981 when the company was disbanded. The building was vacant from 1981 until 1984, when it was extensively remodeled as corporate headquarters for Darigold LLC.
- On September 8, 1987, The Seattle City Council, by a 9-0 vote designated the building as a **Seattle landmark**.
- The building was renovated in 1999 and 2000 by CMGI. George Black was quite proud to be able to make the claim that his building was the most up-to-date factory building in America, built entirely of Washington-made materials and by Washington workers.



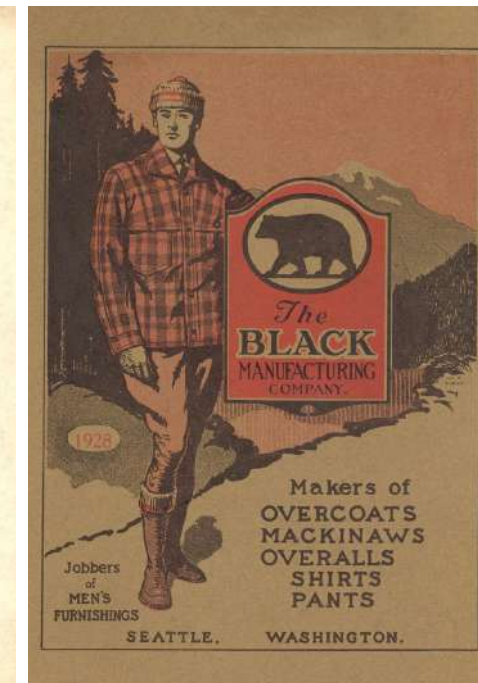
BLACK CATALOGUE - 1920



BLACK CATALOGUE - 1924



BLACK CATALOGUE - 1925



BLACK CATALOGUE - 1928

INFORMATION AND IMAGES COURTESY OF JOHN B. COLLINS "BLACK (BLACK BEAR) MANUFACTURING COMPANY HISTORICAL HIGHLIGHTS/TIMELINE" WRITTEN ON 12/21/2017.

WOMEN WANTED 481
EXPERIENCED
WOMEN
OPERATORS
WANTED
LIMITED OPENINGS
NOW
IN THE OVERALL SHIRT
AND PANTS DEPARTMENT
BLACK BEAR
Manufacturing Co.
THESE ARE REGULAR, FULL-
TIME JOBS AVAILABLE ONLY
TO EXPERIENCED, RELIABLE
WORKERS. THEY OFFER
STEADY, PLEASANT AND
WELL-PAID POSITIONS WITH
ONE OF SEATTLE'S OLDEST
AND MOST RESPECTED CLOTH-
ING MANUFACTURING FIRMS.
In Addition
1—Large, pleasant dining room in
factory; hot meals available at
cost.
2—Modern, fully equipped hospital
room and medical facilities.
3—Large, airy, daylight working
rooms.
4—Latest up-to-date equipment and
modern working methods used
throughout the factory.
5—Free coffee at rest periods; smok-
ing permitted in lounges; sanitary
rest rooms.
6—Convenient hours, 7:30 to 4; reg-
ular city transit buses pass fac-
tory every 3 minutes.
STEADY YEAR-ROUND EMPLOY-
MENT; PAID VACATIONS; FULL
SECURITY BENEFITS.
Please Apply in Person
Black Manufacturing Co.
1130 RAINIER AVENUE

1951 ADVERTISEMENT FOR
BLACK BEAR/BLACK MANF. CO.

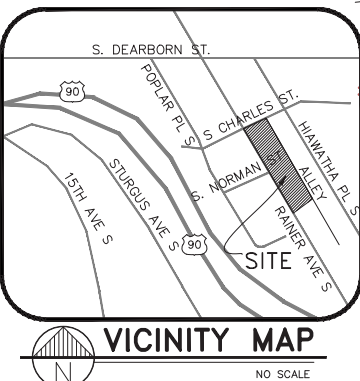
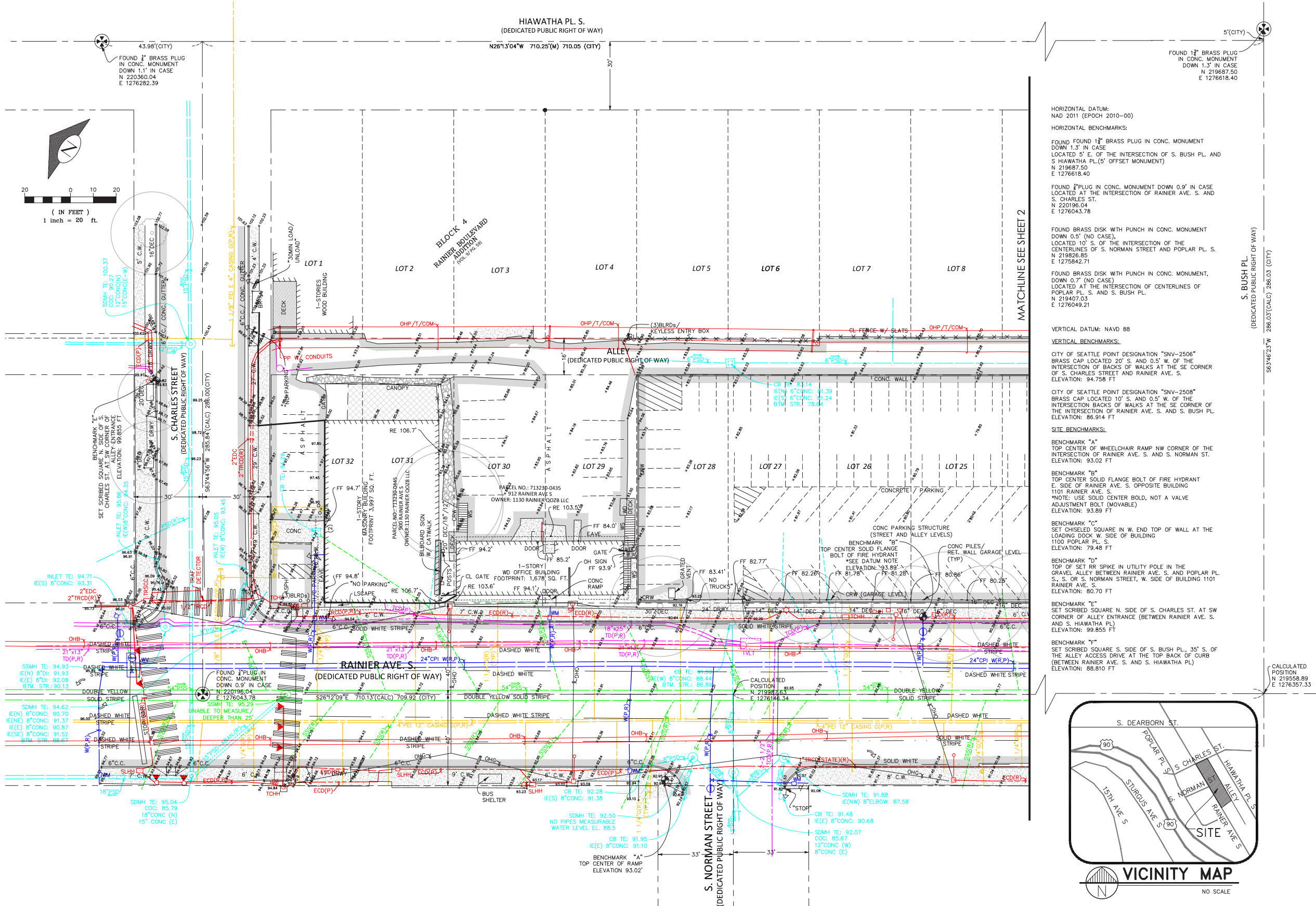


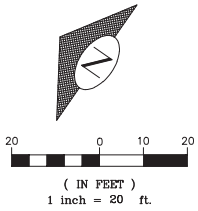
ROOF GARDEN



CAFETERIA

SITE ANALYSIS
SITE SURVEY





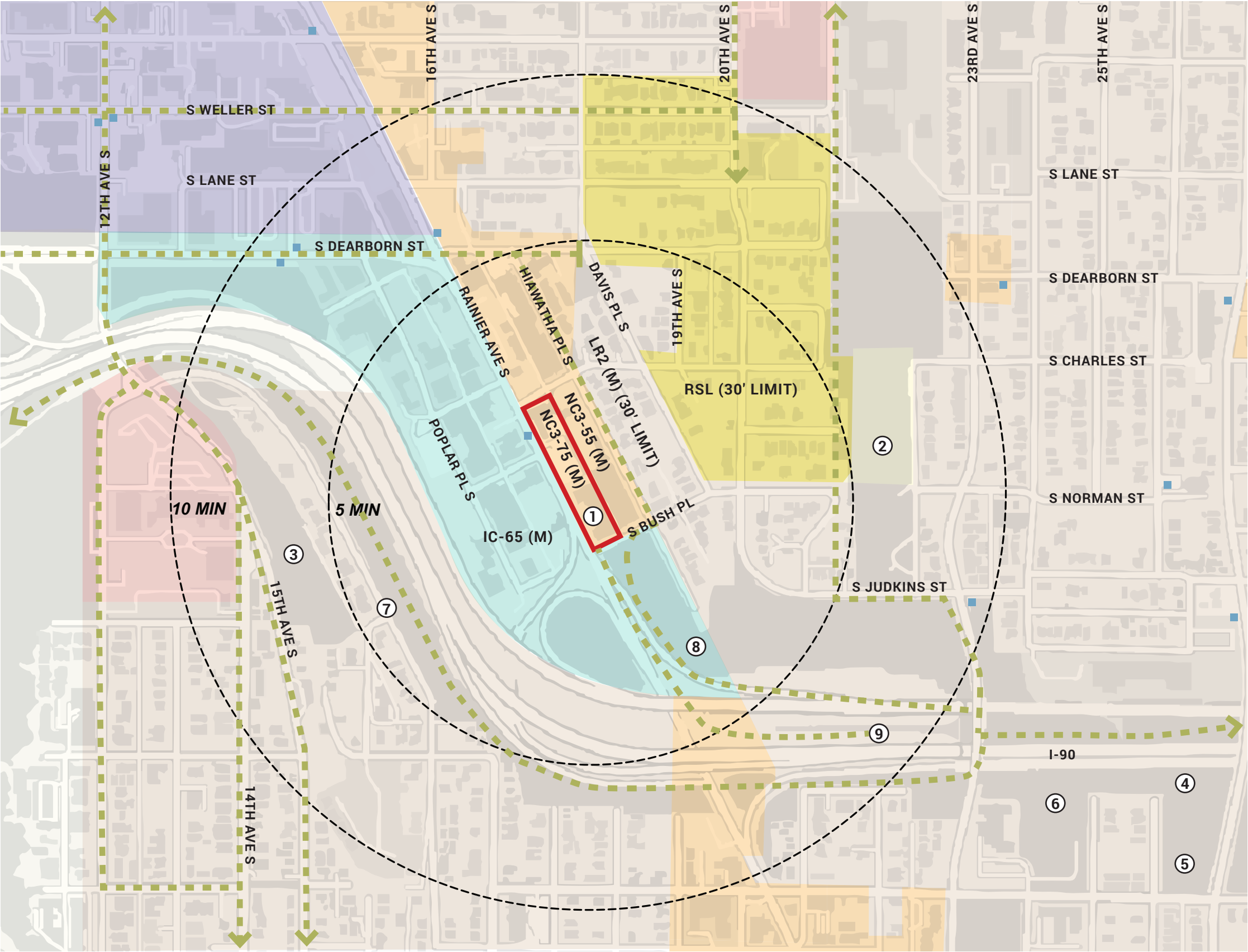
URBAN DESIGN ANALYSIS
VICINITY MAP

KEY:

- PRIMARY ACCESS ROAD
- PRIMARY BICYCLE/ PEDESTRIAN ROUTE
- POINT OF INTEREST
- WALKSHED
- PROJECT SITE
- BUS STOP
- SF 5000 ZONE
- RSL ZONE
- NC ZONE
- LR ZONE
- DOWNTOWN ZONE
- MIXED USE ZONE
- INDUSTRIAL ZONE

POINTS OF INTEREST

- 1 BLACK MANUFACTURING BUILDING
- 2 JUDKINS PLAYFIELD
- 3 LEWIS PARK
- 4 SAM SMITH PARK
- 5 BLUE DOG POND
- 6 JIMI HENDRIX PARK
- 7 DAEJEON PARK
- 8 JUDGE CHARLES M. STOKES OVERLOOK
- 9 FUTURE LIGHT RAIL STATION





① BLACK MANUFACTURING COMPANY



④ SAM SMITH PARK



⑥ JIMI HENDRIX PARK



② JUDKINS PLAYFIELD



⑤ BLUE DOG POND



⑦ DAEJEON PARK



③ LEWIS PARK



① JUDGE CHARLES M. STOKES OVERLOOK

URBAN DESIGN ANALYSIS
MULTI-FAMILY CONTEXT



① RAINIER APARTMENTS - 622 RAINIER AVE S



② MUIR APARTMENTS - 718 RAINIER AVE S



③ HIAWATHA APARTMENTS - 999 HIAWATHA PL S



④ PLYMOUTH APARTMENTS - 501 RAINIER AVE S



⑤ PRATT PARK APARTMENTS - 1800 S JACKSON ST



⑥ MODERA JACKSON - 1801 S JACKSON S



PROJECT SITE



① JUDKINS PARK



② JUDKINS SKATE PARK



③ THE BORO SCHOOL



④ GOODWILL TRAINING AND EDUCATION CENTER



⑤ SEA SELF STORAGE II



⑥ THE PONDETERA CONDO COMPLEX



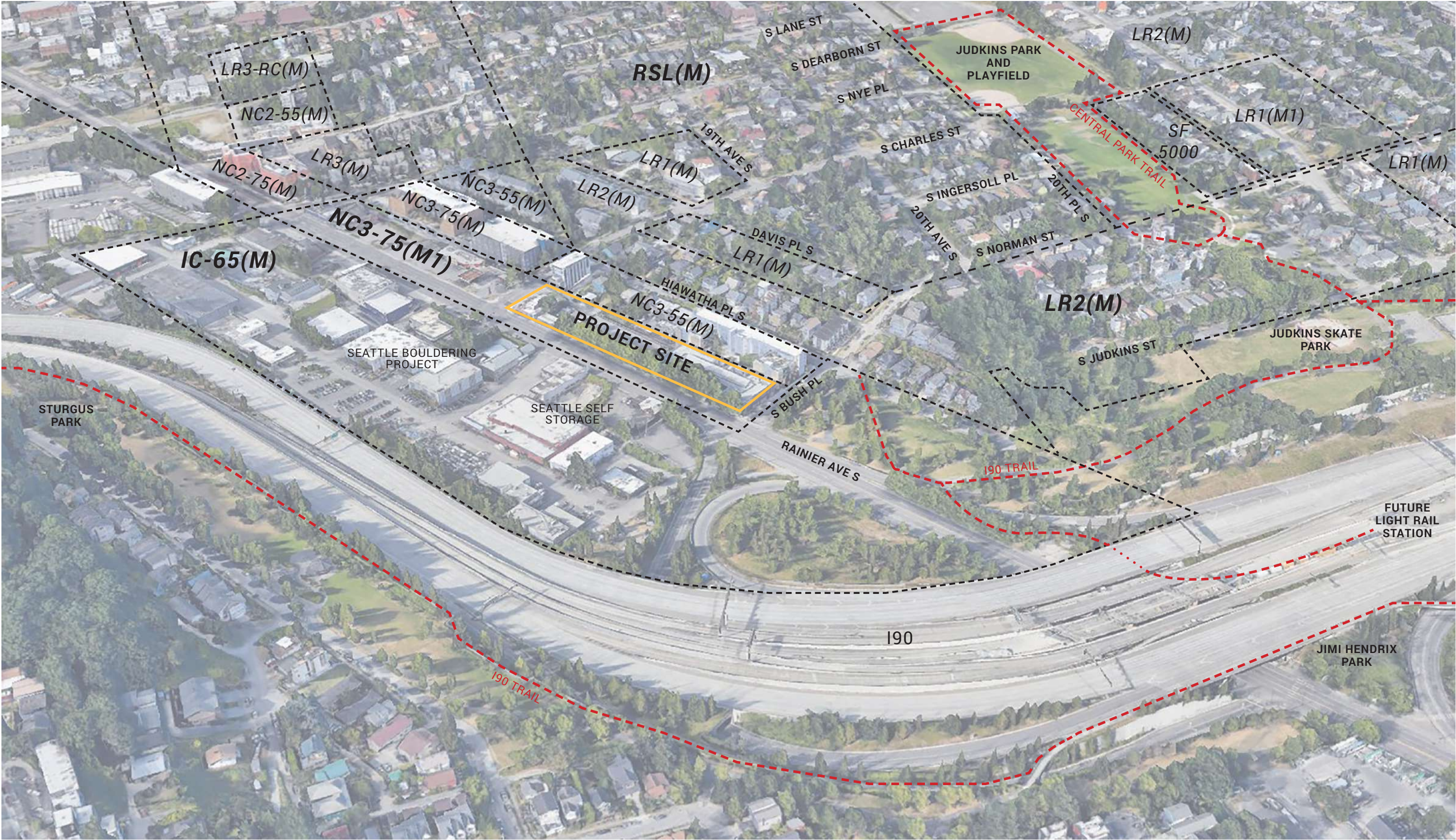
⑦ SEATTLE BOULDERING PROJECT



⑧ GOODWILL SEATTLE



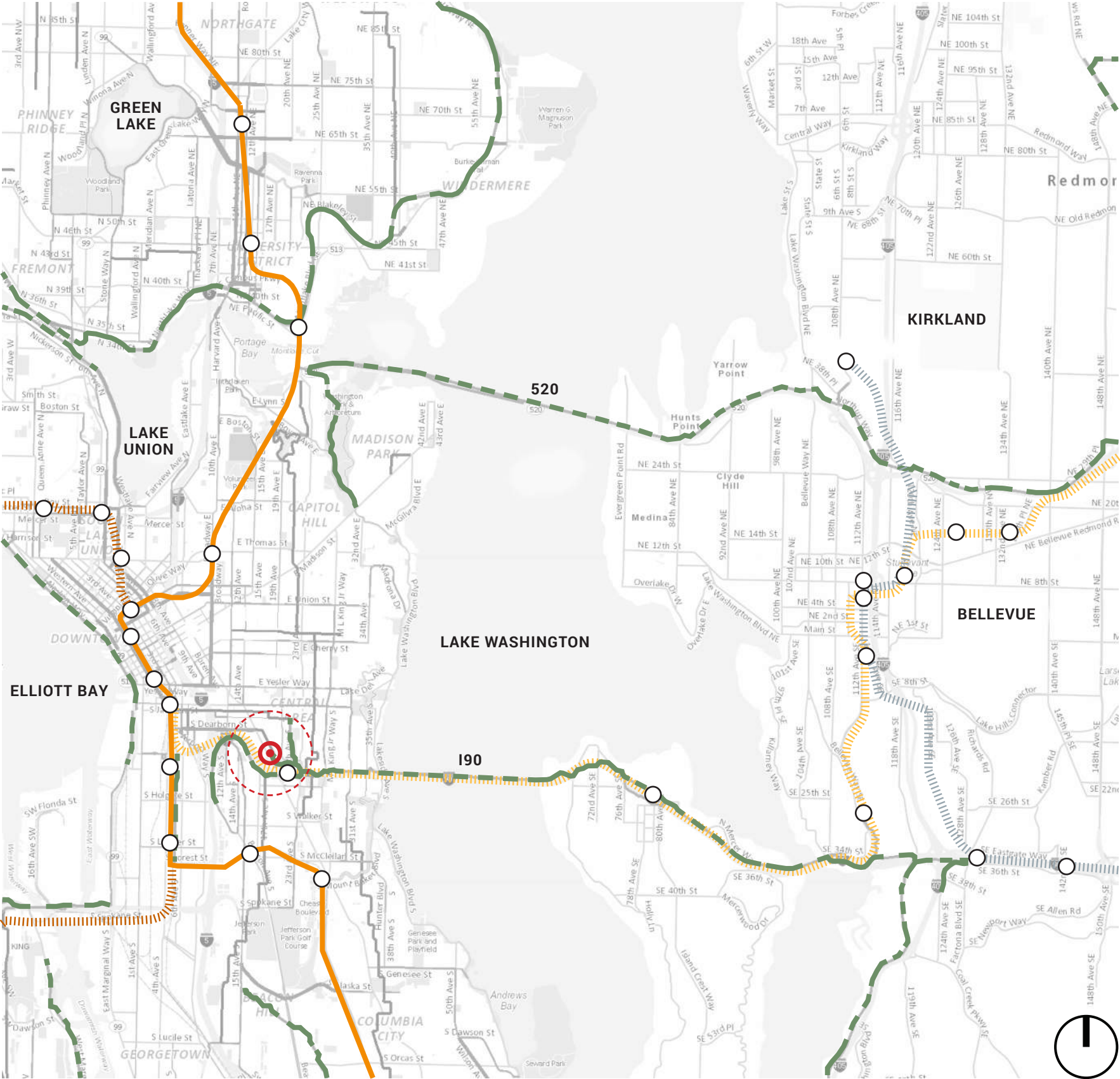
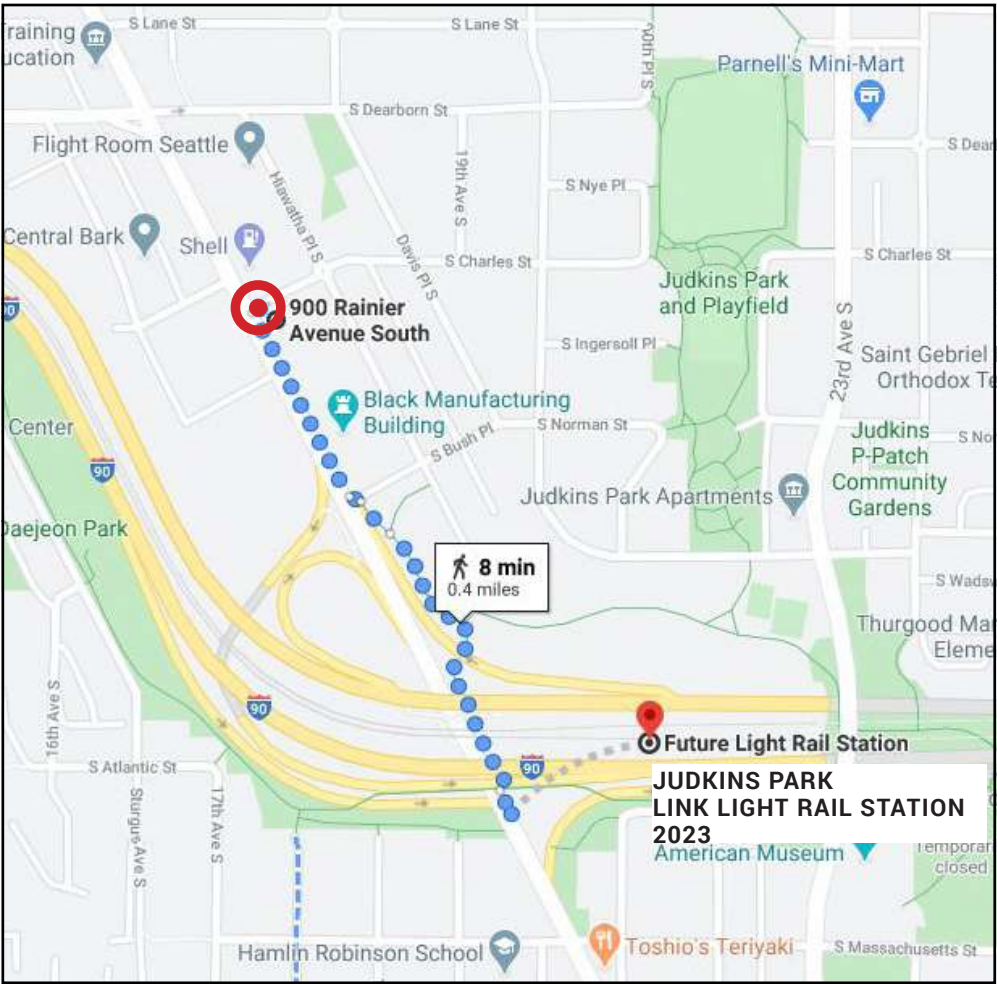
PROJECT SITE



KEY:

- PROJECT SITE
- PAVED REGIONAL TRAILS (BIKES AND WALKING PATHS)
- LINK LIGHT RAIL
- LINK LIGHT RAIL EXPANSION - WEST SEATTLE AND BALLARD
- LINK LIGHT RAIL EXPANSION - ISSAQUAH
- LINK LIGHT RAIL EXPANSION - DOWNTOWN REDMONT
- BIKE PEDESTRIAN PATHWAY TO FUTURE LINK LIGHT RAIL STATION

IMMEDIATE SITE:



URBAN DESIGN ANALYSIS
STREET VIEWS



SITE

← RAINIER AVE S LOOKING NORTHEAST →



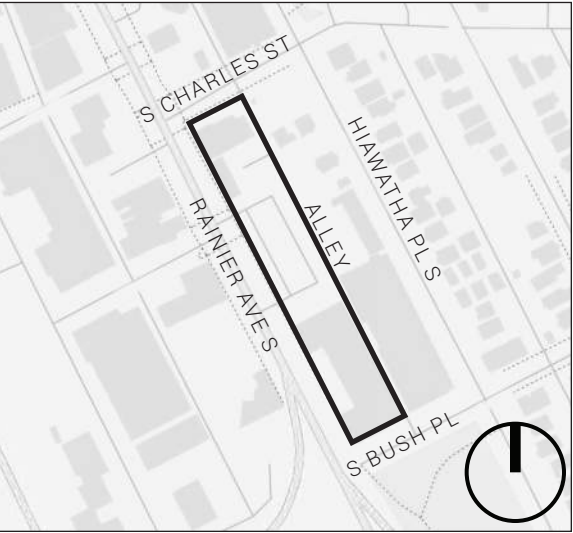
ACROSS FROM SITE

← RAINIER AVE S LOOKING SOUTHWEST →



ACROSS FROM SITE

← LOOKING NORTHEAST TO ALLEY →





SITE

S BUSH PL LOOKING NORTHWEST



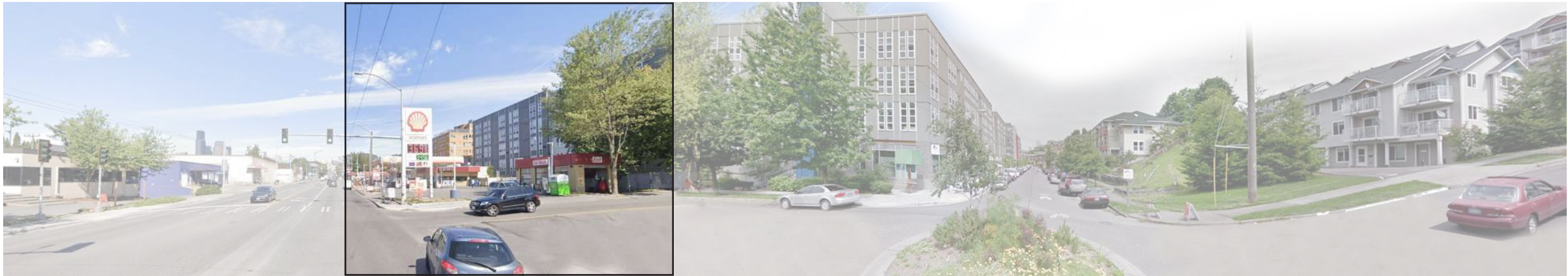
ACROSS FROM SITE

S BUSH PL LOOKING SOUTHEAST



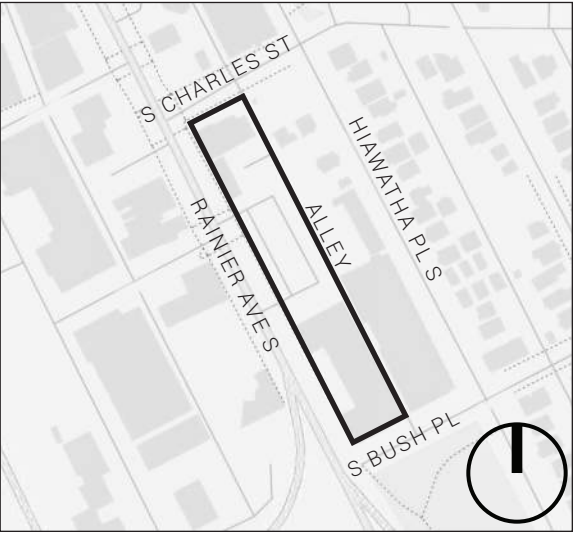
SITE

S CHARLES ST LOOKING SOUTHEAST



ACROSS FROM SITE

S CHARLES ST LOOKING NORTHWEST



URBAN DESIGN ANALYSIS
SITE IMAGES



① LOOKING NORTH ADJACENT TO SITE ON ALLEY SIDE



② LOOKING SOUTH ADJACENT TO SITE IN ALLEY



③ LOOKING SOUTHEAST IN BLACK MANUFACTURING BUILDING COURTYARD



④ LOOKING SE ADJACENT TO SITE ON ALLEY SIDE



⑤ LOOKING SOUTH ADJACENT TO SITE IN ALLEY



⑥ LOOKING NW FROM PARKING LOT



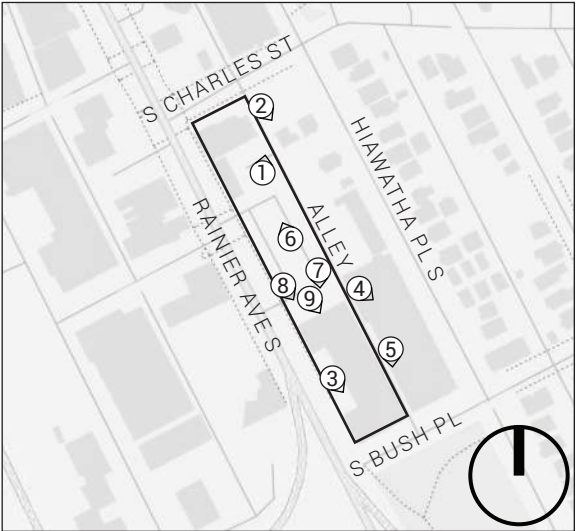
⑦ LOOKING SE FROM PARKING LOT TOWARDS BLACK MANUFACTURING BUILDING



⑧ LOOKING SE FROM PARKING LOT TOWARDS BLACK MANUFACTURING BUILDING



⑨ BLACK MANUFACTURING BUILDING ENTRY



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ZONING DATA

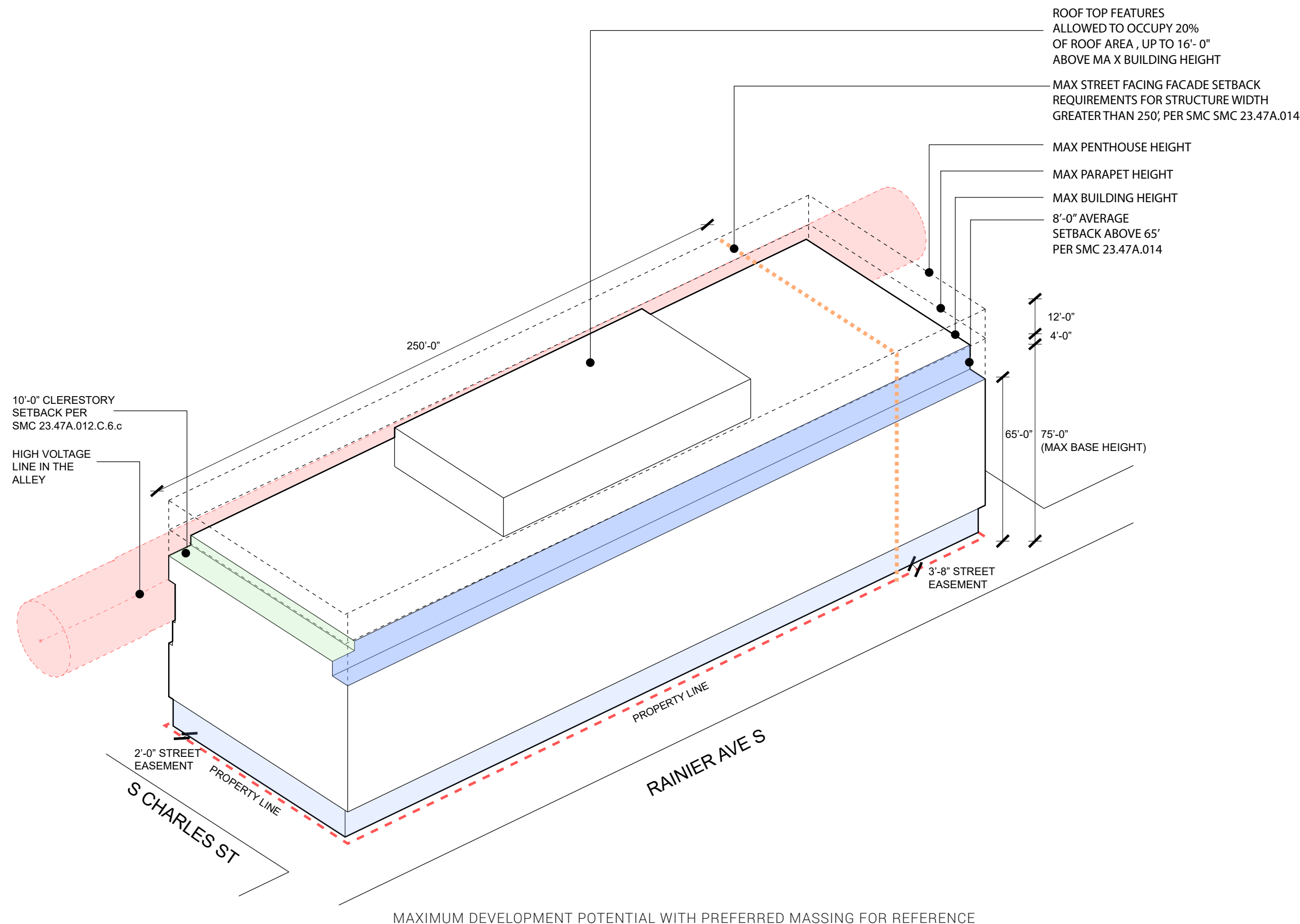
ADDRESS: 900, 912, 1130 RAINIER AVE. S. SEATTLE, WA 98114
PARCEL #'S: 713230-0370 (49,000 SF); 713230-0435 (8,000 SF); 713230-0445 (8,000 SF)
ZONING: NC3-75 (M1)
OVERLAY: 23RD & UNION-JACKSON RESIDENTIAL URBAN VILLAGE
SITE AREA: 64,995 SF

[SMC 23.47A.004] PERMITTED USES - [TO COMPLY]	• PERMITTED OUTRIGHT: RESIDENTIAL APARTMENTS AND TRANSIENT LODGING		
[SMC 23.47A.005] STREET LEVEL USES - [TO COMPLY]	• RESIDENTIAL USES MAY OCCUPY, IN THE AGGREGATE, NO MORE THAN 20% OF THE STREET-LEVEL STREET-FACING FACADE IN THE FOLLOWING CIRCUMSTANCES OR LOCATIONS: A. IN A PEDESTRIAN-DESIGNATED ZONE, FACING A DESIGNATED PRINCIPAL PEDESTRIAN STREET (RAINIER AVENUE SOUTH)		
[SMC 23.47A.008] STREET LEVEL DEVELOPMENT STANDARDS	STREET-LEVEL DEVELOPMENT STANDARDS - [TO COMPLY] BLANK FACADES <ul style="list-style-type: none">BLANK SEGMENTS OF THE STREET-FACING FACADE BETWEEN 2 FEET AND 8 FEET ABOVE THE SIDEWALK MAY NOT EXCEED 20 FEET IN WIDTH.THE TOTAL OF ALL BLANK FACADE SEGMENTS MAY NOT EXCEED 40% OF THE WIDTH OF THE FACADE OF THE STRUCTURE ALONG THE STREET.STREET-LEVEL, STREET-FACING FACADES SHALL BE LOCATED WITHIN 10 FEET OF THE STREET LOT LINE. NON-RESIDENTIAL STREET-LEVEL REQUIREMENTS - [TO COMPLY, SEE DEPARTURE 1] <ul style="list-style-type: none">TRANSPARENCY<ul style="list-style-type: none">60% OF THE STREET-FACING FACADE BETWEEN 2 FEET AND 8 FEET ABOVE THE SIDEWALK SHALL BE TRANSPARENT.DEPTH PROVISIONS FOR NEW STRUCTURES OR NEW ADDITIONS TO EXISTING STRUCTURES<ul style="list-style-type: none">NON-RESIDENTIAL USES GREATER THAN 600 SQ. FEET SHALL EXTEND AN AVERAGE DEPTH OF 30 FEET AND A MIN. DEPTH OF 15 FEET FROM THE STREET-FACING FACADE.NON-RESIDENTIAL USES LESS THAN 600 SQ. FEET IN SIZE SHALL EXTEND AN AVERAGE DEPTH OF 20 FEET AND A MIN. DEPTH OF 10 FEET FROM THE STREET-FACING FACADE.IF NON-RESIDENTIAL USE GREATER THAN 50% OF THE STRUCTURE'S FOOTPRINT, THE DIRECTOR MAY MODIFY THE STREET-FACING FACADE / DEPTH REQUIREMENTS TO ADHERE.NON-RESIDENTIAL USES AT STREET LEVEL SHALL HAVE A FLOOR-TO-FLOOR HEIGHT OF AT LEAST 13 FEET.MAX. WIDTH = 250' (EXCLUSIVE OF LANDMARK STRUCTURE(S) PER 23.47A.008.C.5.C.1) - SEE DEPARTURE 1FACADE MODULATION: FOR STRUCTURES WITH A WIDTH OF MORE THAN 250 FEET, ONE PORTION OF THE STRUCTURE 30 FEET OR GREATER IN WIDTH MUST BE SET BACK A MIN.OF 15 FEET.		
[SMC 23.58C] MANDATORY HOUSING AFFORDABILITY (MHA)	• MHA “HIGH” PERFORMANCE/PAYMENT AREA PER MAP A 23.58.C.050 • PER 23.58.C.050 TABLE B AND M-1 SUFFIX AND HIGH-PERFORMANCE AREA MHA REQUIRES (MIN.) 10% OF TOTAL UNITS SET-ASIDE TO BE DEVELOPED IN (EACH) STRUCTURE: <ul style="list-style-type: none">DISTRIBUTED THROUGHOUT (EACH) STRUCTURESHALL BE COMPARABLE TO OTHER UNITS		
[SMC 23.58B] MANDATORY HOUSING AFFORDABILITY (MHA) FOR COMMERCIAL DEVELOPMENT	• ADDITIONAL 8% OF COMMERCIAL 'CHARGEABLE AREA' SF (BEYOND FIRST 4,000 GSF OF STREET LEVEL COMMERCIAL USES) SHALL BE PROVIDED IN THE FORM OF HOUSING UNIT(S) WITH SAME REQUIREMENTS RE: COMPARABILITY AS ABOVE.		
[23.47A.012] STRUCTURE HEIGHT	ALLOWED MAXIMUM BASE HEIGHT: PEAT HEIGHT BONUS: CLERESTORY HEIGHT BONUS: TOTAL MAXIMUM BASE BUILDING HEIGHT: 15’ ADDITIONAL ALLOWED FOR STAIR AND ELEVATOR PENTHOUSES:	75'-0" 3'-0" 4'-0" 82'-0" [ALLOWED] / 82'-0" [PROPOSED] 97'-0"	
[SMC 23.47A.013] FLOOR AREA RATIO (FAR)	• BASE FAR: 5.50 • (5.50)(64,995 SF) = 357,472 SF [ALLOWED] / 305,500 total SF [PROPOSED] (4.70 FAR)		
[SMC 23.47.A.014] SETBACK REQUIREMENTS	UPPER-LEVEL SETBACKS FOR STREET-FACING FACADES - [TO COMPLY] <ul style="list-style-type: none">PORTIONS OF STRUCTURES ABOVE 65 FEET MUST BE SET BACK FROM THE FRONT LOT LINE BY AN AVERAGE DEPTH OF 8 FEET.NO MORE THAN 20 PERCENT OF THE PORTION OF THE STRUCTURE THAT MUST BE SET BACK MAY HAVE A SETBACK OF LESS THAN 5 FEET. STRUCTURES AND PROJECTIONS IN REQUIRED SETBACKS - [TO COMPLY] <ul style="list-style-type: none">DECKS AND BALCONIES WITH OPEN RAILINGS MAY EXTEND INTO THE REQUIRED SETBACK, BUT ARE NOT PERMITTED WITHIN 5 FEET OF A LOT IN A RESIDENTIAL ZONE, EXCEPT IF NO MORE THAN 18 INCHES ABOVE EXISTING OR FINISHED GRADE.EAVES, CORNICES, AND GUTTERS PROJECTING NO MORE THAN 18 INCHES FROM THE STRUCTURE FACADE ARE PERMITTED IN REQUIRED SETBACKS.EXTERIOR SITUATED DUMPSTERS AND OTHER TRASH RECEPTACLES ARE NOT PERMITTED WITHIN 10 FEET OF ANY LOT LINE THAT ABUTS A RESIDENTIAL ZONE AND MUST BE SCREENED.WHERE ACCESS TO A LOADING BERTH IS FROM THE ALLEY, AND TRUCK LOADING IS PARALLEL TO THE ALLEY, A SETBACK OF 12 FT. IS REQ. FOR THE LOADING BERTH, TO A HEIGHT OF 12 FEET.		

[23.47A.016] LANDSCAPING AND SCREENING STANDARDS	<div>LANDSCAPING REQUIREMENTS - [TO COMPLY]</div> <div><ul style="list-style-type: none">LANDSCAPING THAT ACHIEVES A GREEN FACTOR SCORE OF 0.3 OR GREATER, PURSUANT TO SECTION 23.86.019.</div> <div>STREET TREE REQUIREMENTS - [TO COMPLY]</div> <div><ul style="list-style-type: none">STREET TREES REQUIRED (EXCEPTIONS IN SUBSECTION 23.47A.016.B.2 AND SECTION 23.53.015). EXISTING STREET TREES CAN BE REMOVED PER APPROVAL BY DIR. OF TRANSPORTATION.IF IT IS NOT FEASIBLE TO PLANT STREET TREES IN A RIGHT-OF-WAY PLANTING STRIP, A 5-FOOT SETBACK SHALL BE PLANTED WITH STREET TREES ALONG THE STREET PROPERTY LINE OR LANDSCAPING OTHER THAN TREES SHALL BE PROVIDED IN THE PLANTING STRIP, SUBJECT TO APPROVAL BY THE DIRECTOR OF TRANSPORTATION.</div> <div>GENERAL STANDARDS FOR SCREENING AND LANDSCAPING WHERE REQUIRED FOR SPECIFIC USES - [TO COMPLY]</div> <div><ul style="list-style-type: none">SCREENING SHALL CONSIST OF FENCES, WALLS, OR LANDSCAPED AREAS, INCLUDING BIORETENTION FACILITIES OR LANDSCAPED BERMS. MIN. HEIGHT PER SUBSECTION 23.47A.016.D.LANDSCAPED AREAS REQUIRED UNDER SUBSECTION 23.47A.016.D MUST MEET RULES PROMULGATED BY THE DIRECTOR PURSUANT TO SUBSECTION 23.47A.016.A.1.</div> <div>OTHER USES OR CIRCUMSTANCES. SCREENING AND LANDSCAPING IS REQUIRED ACCORDING TO TABLE B FOR 23.47A.016 - [TO COMPLY]</div> <div><ul style="list-style-type: none">GARBAGE DUMPSTERS IN NC1, NC2, OR NC3 ZONES, OR ASSOCIATED WITH STRUCTURES CONTAINING A RESIDENTIAL USE IN C1 OR C2 ZONES REQUIRE A MINIMUM 6' HIGH SCREENING</div>																				
[SMC 23.47A.022] LIGHT AND GLARE STANDARDS - [TO COMPLY]	<div><ul style="list-style-type: none">INTERIOR LIGHTING IN PARKING GARAGES MUST BE SHIELDED TO MINIMIZE NIGHTTIME GLARE AFFECTING NEARBY USES.TO PREVENT VEHICLE LIGHTS FROM AFFECTING ADJACENT PROPERTIES, DRIVEWAYS AND PARKING AREAS FOR MORE THAN TWO (2) VEHICLES SHALL BE SCREENED FROM ADJACENT PROPERTIES BY A FENCE OR WALL BETWEEN FIVE (5) FEET AND SIX (6) FEET IN HEIGHT, OR SOLID EVERGREEN HEDGE OR LANDSCAPED BERM AT LEAST FIVE (5) FEET IN HEIGHT.</div>																				
[SMC 23.47A.024] AMENITY AREA - [TO COMPLY]	<div>MIN. 5% TOTAL GFA IN RESIDENTIAL USE; BIORETENTION DOES QUALIFY AS AMENITY AREA; ACCESS TO AT LEAST ONE COMMON OR PRIVATE AMENITY AREA; SHALL NOT BE ENCLOSED; COMMON AMENITY AREAS = MIN. HORIZ. DIM OF 10-FEET AND NO LESS THAN 250 SF; PRIVATE AMENITY AREAS = MIN. 60 SF AND MIN. HORIZ. DIM OF 6-FEET</div> <div><ul style="list-style-type: none">COMMON AMENITY SPACE (FOR PROPOSED RESIDENTIAL GSF OF APPROX. 217,000 SF) = 10,850 SF [REQUIRED] / 10,850 SF [PROPOSED]</div>																				
[SMC 23.47A.032] PARKING LOCATION AND ACCESS - [TO COMPLY]	<div><ul style="list-style-type: none">PARKING IS NOT REQUIRED FOR THIS PROJECT, BUT WHEN PROVIDED IT SHALL MEET THE STANDARDS OF THE SEATTLE ZONING CODE.ACCESS SHALL BE FROM ALLEY (INCLUDING SOLID WASTE/TRASH ACCESS)BERTH(S): 10-FT WIDE X 14-FT CLEAR HEIGHT X 35-FT LENGTH (POTENTIAL REDUCTION TO 25-FT LENGTH WITH DIRECTOR'S APPROVAL);<div>"LOW DEMAND":<div>60K TO 160K (EXCLUSIVE OF PARKING AREAS) = 2 BERTHS</div>160K TO 264K SF = 3 BERTHS; 264K TO 388K SF = 4 BERTHS</div></div>																				
[SMC 23.54.015] PARKING RATIOS	<div>VEHICLES:</div> <div><ul style="list-style-type: none">SITE IS WITHIN CURRENT FREQUENT TRANSIT SERVICE AREA: NO PARKING REQUIRED.</div> <div>BICYCLES:</div> <div><ul style="list-style-type: none">MULTIFAMILY:<div>- 1/DU + 1/SEDU LONG TERM; 1/20 DU SHORT TERM</div>LODGING - 3 PER 40 RENTABLE UNITSNON-RESIDENTIAL:<div>- OFFICE: 1/2,000 SF GFA LONG TERM; 1/10,000 SF GFA SHORT TERM</div><div>- GENERAL SALES/SERVICE, MEDICAL SERVICES: 1/4,000 SF LONG TERM; 1/2,000 SF SHORT TERM</div><div>- EATING/DRINKING ESTAB.: 1/5,000 SF LONG TERM; 1/1,000 SF SHORT TERM</div></div>																				
[SMC 23.54.030.L.] ELECTRIC PARKING	<div><ul style="list-style-type: none">RESIDENTIAL: MIN. 20% OF SPACES IN STRUCTURED PARKING SHALL BE EV-READYNON-RESIDENTIAL USES: MIN. 10% OF SPACES SHALL BE EV-READY</div>																				
[SMC 23.54.030] PARKING LAYOUT AND DRIVE AISLES	<div><div><div><div><div>RESIDENTIAL USES:</div><div>- MIN. 60% MEDIUM, 40% ANY SIZE BUT IF STRIPED FOR LARGE THAN MIN.</div><div>- AISLE WIDTH SHALL BE PER MEDIUM STALLS</div></div><div><div>NON-RESIDENTIAL USES:</div><div>- LESS THAN 10 SPACES: SMALL = MAX. 25%; LARGE = MIN. 75%</div><div>- 11 TO 19 SPACES: SMALL = MIN. 35% / MAX. 65% SMALL; LARGE = MIN. 35%</div><div>- 20 OR MORE: SMALL = MIN. 35% / MAX. 65% SMALL; LARGE = MIN. 35%</div></div><div><div>FOR ALL: MAX. 50-FOOT BACKING DISTANCE, NO TANDEM PARKING</div></div></div><table><tr><td></td><td>WIDTH</td><td>LENGTH</td><td> AISLE WIDTH @90 DEG.</td></tr><tr><td>"LARGE" VEHICLE SPACE</td><td>8.5'</td><td>19.0'</td><td>24.0'</td></tr><tr><td>"MEDIUM" VEHICLE SPACE</td><td>8.0'</td><td>16.0'</td><td>22.0'</td></tr><tr><td>"SMALL" VEHICLE SPACE</td><td>7.5'</td><td>15.0'</td><td>20.0'</td></tr><tr><td>ADA/ BARRIER FREE</td><td>8.0' + ACCESS AISLE</td><td>19.0'</td><td>22.0'</td></tr></table></div></div>		WIDTH	LENGTH	AISLE WIDTH @90 DEG.	"LARGE" VEHICLE SPACE	8.5'	19.0'	24.0'	"MEDIUM" VEHICLE SPACE	8.0'	16.0'	22.0'	"SMALL" VEHICLE SPACE	7.5'	15.0'	20.0'	ADA/ BARRIER FREE	8.0' + ACCESS AISLE	19.0'	22.0'
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ADA/ BARRIER FREE	8.0' + ACCESS AISLE	19.0'	22.0'																		
[SMC 23.54.040] SOLID WASTE AND RECYCLABLE MATERIALS STORAGE	<div>575 SQUARE FEET PLUS 4 SQUARE FEET FOR EACH ADDITIONAL UNIT ABOVE 100, PLUS A REDUCTION OF 15% FOR DEVELOPMENTS CONTAINING >100 UNITS WHEN STORAGE SPACE PROVIDED HAS A MINIMUM HORIZONTAL DIMENSION OF 20 FEET</div> <div><ul style="list-style-type: none">RESIDENTIAL: 398 UNITS = 575 SF + (4 SF X 298 UNITS) = 1,767 SF - 15% = 1,502 SFCOMMERCIAL: 0-5,000 SQUARE FEET: 82 SF, MIXED USE 50% REDUCTION = 41 SFTOTAL REQUIRED: 1,543 SF</div>																				

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EDG OPTION 4 - "UNFOLDING CONNECTION"
MAXIMUM DEVELOPMENT POTENTIAL



CS1. NATURAL SYSTEMS & SITE FEATURES

SDG: USE NATURAL SYSTEMS AND FEATURES OF THE SITE AND ITS SURROUNDINGS AS A STARTING POINT FOR PROJECT DESIGN.

CENTRAL AREA NEIGHBORHOOD SUPPLEMENTAL GUIDANCE:

- 1. **LOCAL TOPOGRAPHY**
 - Respond to local topography with terraces, stoops, stepping facades. Use appropriately scaled rookeries, stairs, and landscaping to transition between the sidewalk, building façade, and entrances in keeping with local topographic conditions.
- 2. **CONNECTION TO NATURE**
 - Be sensitive to the project's impact on solar access to adjacencies. Consider setting taller buildings back at their upper floors, or pushing buildings back from the street.
 - Provide vegetated spaces, vertical green walls, and landscape beds.
 - Unify streets through street trees and landscaping:
 - 1. Consider tree species as a unifying feature.
 - 2. Incorporate an irrigation plan.
 - Create protected sidewalks by utilizing planter strips with lush landscaping.



RESPOND TO LOCAL TOPOGRAPHY



CONNECTION TO NATURE: PROTECTED SIEWALKS



CONNECTION TO NATURE: PROTECTED SIEWALKS

CS2. URBAN PATTERN & FORM

SDG: STRENGTHEN THE MOST DESIRABLE FORMS, CHARACTERISTICS, AND PATTERNS OF THE STREETS, BLOCK FACES, AND OPEN SPACES IN THE SURROUNDING AREA.

CENTRAL AREA NEIGHBORHOOD SUPPLEMENTAL GUIDANCE:

- 1. **TRANSITION AND DELINEATION OF ZONES**
 - Provide privacy layering and scale for ground related entrances, porches, and stoops.
 - In addition to building height, use building massing and articulation to transition to single-family scaled fabric, including setbacks, building footprint size and placement on the site, building width, façade modulation, and roof line articulation.
 - The use of appropriately scaled residential elements with regards to the context.
 - The use of breezeways, portals, and through-block connections help to lessen the mass of the overall building.



MASSING ARTICULATION: RESIDENTIAL BALCONIES

CS3. ARCHITECTURAL CONTEXT & CHARACTER

SDG: CONTRIBUTE TO THE ARCHITECTURAL CHARACTER OF THE NEIGHBORHOOD.



PRESERVING EXISTING STRUCTURES



HIGHLIGHTING NEIGHBORHOOD ART



PROMOTING NEIGHBORHOOD CHARACTER

CENTRAL AREA NEIGHBORHOOD SUPPLEMENTAL GUIDANCE:

- 1. **NEIGHBORHOOD CONTEXT**
 - Retain and encourage the extension of existing positive attributes of the historic Black Manufacturing Building and surrounding neighborhood character.
 - Encourage the preservation of existing structures as a way to continue the existing neighborhood fabric.

PL1. CONNECTIVITY

SDG: COMPLEMENT AND CONTRIBUTE TO THE NETWORK OF OPEN SPACES AROUND THE SITE AND THE CONNECTIONS AMONG THEM.

UDG SUPPLEMENTAL GUIDANCE:

1. ACCESSIBLE OPEN SPACE

- Provide safe and well connected open spaces. Use linkages to create and contribute to an active and well-connected open space network.
- Larger projects around important neighborhood nodes should create generous recessed entries, corner plazas, and more usable open space adjoining the streets.
- Incorporate transparent and open indoor community meeting spaces at the ground level of larger projects.



ACCESSIBLE OPEN SPACE



OUTDOOR COMMUNITY SPACES

2. CONNECTION BACK TO THE COMMUNITY

- Provide cultural and place-specific open spaces that can be used for a variety of uses.
- When providing open gathering spaces for the community, include weather protection to ensure the space can remain active all year long.
- Enhance gathering places with lighting, art, and features.
- Prioritize common, accessible, ground level open space at the building street fronts and/or with courtyards that are not restricted or hidden from street.
- Hardscapes are encouraged when sized and designed to encourage active usage. At these locations, building edges should be inviting. These spaces are especially important close to prominent intersections, streets, and Cultural Placemaker locations (shown on page 17). In areas where it is not feasible to be open to physical pedestrian access, visual openness should be provided.

1. LIVABILITY FOR FAMILIES AND ELDERLY

- Provide safe areas for children to play where they can be seen. Incorporate seating areas nearby for parents, guardians, and other community members to congregate.
- Consider utilizing building rooftops as an opportunity for family gathering and gardening.
- Where applicable, preserve alleys for pedestrian access and service use. Provide adequate lighting, transparency and entrances to ensure active usage.



SPACES ENHANCED WITH ART



SPACES ENHANCED WITH LIGHTING



INVITING HARDSCAPES



PEDESTRIAN PATHS PRESERVED



SPACES ENHANCED WITH ART

PL3. STREET- LEVEL INTERACTION

SDG: ENCOURAGE HUMAN INTERACTION AND ACTIVITY AT THE STREET LEVEL WITH CLEAR CONNECTIONS TO BUILDING ENTRIES AND EDGES.

CENTRAL AREA NEIGHBORHOOD SUPPLEMENTAL GUIDANCE:

1. FRONTAGES
- Encourage color, material, and signage variation in storefront design.
 - Design ground floor frontages in commercial and mixed-use areas that emulate or improve upon the surrounding pedestrian-oriented context.
 - Promote transparency and “eyes on the street.”
 - Avoid grade separations at retail.
 - Provide frequent entrances and expressed breaks along storefronts through columns or pilasters at regular intervals.
 - Live/work spaces should be designed to activate street frontage, maintain transparent windows, and arrange the interior to place work space at the street windows.
 - At residential projects, provide coupled entries where possible to foster a sense of community and visual interest in building entry ways.
 - Provide exterior access to ground floor residential units.
2. STREETScape TREATMENT
- Emphasize the relationship between buildings and their entrances to the street, pedestrians, and neighboring buildings both adjacent and across the street.
 - Provide recessed business entries to encourage a slower pedestrian pace where people have sheltered space to stop and gather.
 - To protect pedestrians along the sidewalk, provide awnings or overhead weather protection at all non-residential frontages, neighborhood nodes, and on west-facing facades.
 - Encourage a quality pedestrian environment that provides safe, comfortable routes for pedestrians that reflect the existing character of the building fabric.
 - Encourage activation of the planter zone to include community gardens, as well as street trees and pedestrian furniture (with SDOT concurrence).
 - Limit the placement of solid barriers or blank walls next to the sidewalk. Consider using landscape buffers instead.
 - Porches and stoops are the life of the street. Encourage human activity by providing opportunities for neighbors to connect, walk, and talk together on the sidewalk.
 - To facilitate usable stoops and patios, and to encourage pedestrian-to-resident interaction, buffer private outdoor spaces from the public sidewalk with low walls, planters and landscape layering that defines the private space yet allows for face to face conversations.



ON-GRADE RETAIL



PROMOTE TRANSPARENCY



PEDESTRIAN-ORIENTED STOREFRONTS



PROMOTE TRANSPARENCY



PROMOTE TRANSPARENCY



SIGNAGE VARIATION



ACTIVATED PLANTER ZONE, OUTDOOR CAFES

DC2. ARCHITECTURAL CONCEPT

SDG: DEVELOP AN ARCHITECTURAL CONCEPT THAT WILL RESULT IN A UNIFIED AND FUNCTIONAL DESIGN THAT FITS WELL ON THE SITE AND WITHIN ITS SURROUNDINGS.

CENTRAL AREA NEIGHBORHOOD SUPPLEMENTAL GUIDANCE:

1. BUILDING LAYOUT AND MASSING

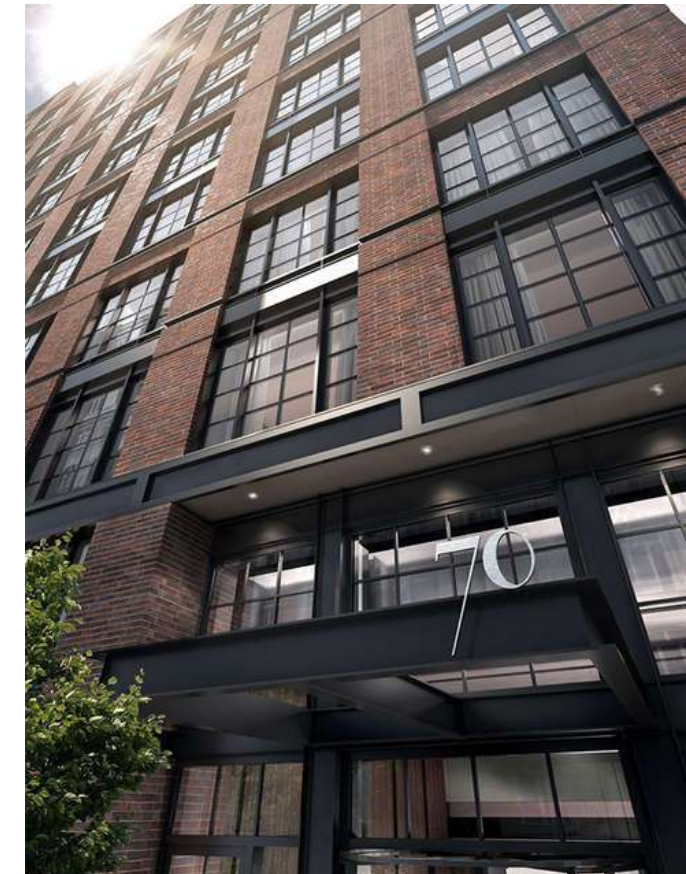
- Project concepts should be intelligible and clear which makes the design accessible and relatable to the community.
- Building design should relate to the earth, using building forms and massing that engage the ground plane, rather than 'float above'.
- Smaller and varied building forms are encouraged. Larger building forms should divide their mass up so that it does not appear as one, monolithic building. These breaks in massing and differentiation should take cues from the surrounding fabric. Modulated façades for large buildings keep the building inviting and consistent with the finer-grain fabric found in the Central Area neighborhood.
- Appropriately scale buildings so that they relate to the scale and form of the adjacent public realm.
- Consider all sides of the building and the impacts each façade has on its immediate neighboring context.
- Consider how each façade may respond to climate conditions such as solar shading and prevailing winds.
- Consider upper floor setbacks along secondary retail zones. Walkable urban places can be achieved at a smaller scale with buildings that have visual texture through their retail frontage, pedestrian scaled signage, the details, and accented knee walls, as demonstrated by the businesses along Union St, west of 23rd Avenue.
- Family sized, ground related apartment units (2 and 3 bedrooms) with usable adjacent open spaces are encouraged.
- Encourage clusters of small and local businesses together.
 1. Reduce the scale of commercial façades so that they are conducive to small business tenants.
 2. Include commercial spaces with smaller footprints.
 3. Set the maximum length of street frontage for individual businesses to be consistent with the existing business character of the area.
 4. Where there is not a strong existing character for the area, follow guidance provided in frontage section (PL3-I).



FIRST FLOOR USE AND MASSING RELATES TO GROUND PLANE



FACADE RESPONDS TO CLIMATE: SUNLIGHT & SHADING



FACADE LANGUAGE RELATES TO NEIGHBORING CONTEXT



FACADE LANGUAGE RELATES TO NEIGHBORING CONTEXT

DC4. EXTERIOR ELEMENTS & FINISHES

SDG: USE APPROPRIATE AND HIGH-QUALITY ELEMENTS AND FINISHES FOR THE BUILDING AND OPEN SPACES.

CENTRAL AREA NEIGHBORHOOD SUPPLEMENTAL GUIDANCE:

1. SCREENING
 - Screening or fencing should be designed as an artistic opportunity.
 - Design screening height, porosity, and materials to allow for views in and out of the site.
2. BUILDING MATERIALS
 - Consider uses of color, materials, texture, and light to reinforce local cultural references.
 - Encourage variation in building materials and employ high quality materials.
 - Salvage building materials from the site when possible.
3. BUILDING DETAILS AND ELEMENTS
 - Provide operable windows in a way that promotes natural ventilation.
 - Incorporate building materials, elements, and details that reflect human scale and the craftsmanship of the building process (ex: use of brick or wood for exterior cladding).
 - Façades should exhibit a rhythm of fenestration, and transparency of the inside program out to the public realm.



TEXTURED METAL PANELS
BOX RIB PROFILE



variation in building materials



human-scale materiality



natural ventilation



LAP PLANK SIDING
BRUSHWORK RED (HARDIE)



LAP PLANK SIDING
URBAN GRAY (HARDIE)



LAP PLANK SIDING
GOLDEN LEAVES (HARDIE)



BRICK AND ACCENT FINISH
EXISTING AT BLACK
MANUFACTURING BUILDING



CMU - GRAY



HORIZONTAL BOARD-FORMED
CONCRETE



variation in building materials

A2. CULTURAL PLACEMAKERS

SDG: CONTRIBUTE TO ARCHITECTURAL AND PLACEMAKING CHARACTER WITH LOCAL HISTORY AND CULTURAL REFERENCES.

CENTRAL AREA NEIGHBORHOOD SUPPLEMENTAL GUIDANCE: CULTURAL PLACEMAKERS

The following additional guidance applies to all projects with street frontage within 200 feet of the street corner, in any direction, at the designated Cultural Placemaker locations as identified in image below. 900 Rainier also included placemaking and art as part of their community survey in order to engage the local neighbors.

1. CULTURAL PLACEMAKERS

- Emphasize Cultural Placemakers within the community. The Cultural Placemaker map identifies several key intersections in the Central Area that serve as cultural anchors for their surrounding areas:
 2. Provide street furniture, public art, landscape elements, pedestrian lighting, mosaics, varied paving patterns, etc.
 3. Create façade enhancements.
 4. Create a building layout with setbacks that provide opportunities for open space that expand the usable space beyond the width of the sidewalks.
 5. Provide larger landscape buffers along heavier trafficked streets.



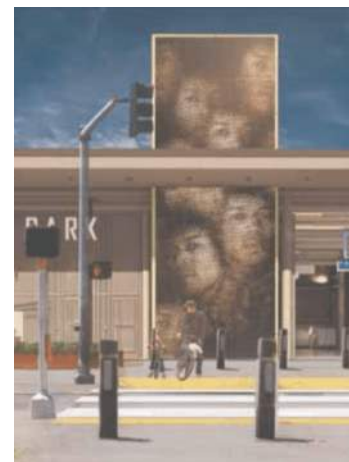
STRONG CORNER



STRONG CORNER



LANDSCAPE BUFFERS WITH BIKE LANES



PEDESTRIAN-ORIENTED ART



PEDESTRIAN-ORIENTED ART

A1. CHARACTER AREAS

SDG: CONTRIBUTE TO ARCHITECTURAL AND PLACEMAKING CHARACTER WITH LOCAL HISTORY AND CULTURAL REFERENCES.

CENTRAL AREA NEIGHBORHOOD SUPPLEMENTAL GUIDANCE: CHARACTER AREAS

1. HISTORY AND HERITAGE

- Create 'pockets of culture' to represent both the Black American identity within the Central Area, as well as other heritages that have had a large impact on the Central Area's past.
- Consider including visual arts as an integral part of the design concept.
- Use any resulting blank walls and surfaces for the visible expression of art that references the community.
- Encourage the building design to reflect the character of the community.
- Developments are encouraged to provide housing and/or amenities for the Black Veteran community.
- Provide amenities appropriate to the activities and interests of the local community.
- Bicycle use and parking should be encouraged to promote a healthy and active neighborhood and to support local businesses.



NEIGHBORHOOD ART



UNIQUE BIKE RACKS



EXISTING LANDMARK BUILDING, AS PUBLIC ART INSPIRATION



(BLACK CATALOGUE - 1925)

DESIGN GUIDANCE VIA HISTORY

GUIDANCE FROM LOCAL HISTORICAL ARCHITECTURE AND MOVEMENTS

NEIGHBORING HISTORICAL ELEMENTS:

At the beginning of the 20th century, a certain style of architecture came into existence hailing from Chicago, hence known as the Chicago Style. The style consists of steel framed buildings with masonry cladding allowing large-plate glass window areas and limiting the amount of exterior ornamentation. Andrew Wallitsen was chiefly remembered for bringing this style to the Pacific Northwest. His aesthetic mixed the Chicago style with the Prairie style, due to his tutelage under Frank Lloyd Wright. The Black Manufacturing Co. building incorporates this style - a style which is still relevant today.

OZ Navigator brings an expertise and sensitivity to design that will ensure The Black Manufacturing Co. building is honored as part of the new mixed-use development.

(ARCHITECTURE: THE FIRST CHICAGO SCHOOL - [HTTP://WWW.ENCYCLOPEDIA.CHICAGOHISTORY.ORG/PAGES/62.HTML](http://www.encyclopedia.chicagohistory.org/pages/62.html))
(ANDREW WILLATSEN - [HTTP://PCAD.LIB.WASHINGTON.EDU/PERSON/1973/](http://pcad.lib.washington.edu/person/1973/))



CONCEPTUAL BUILDING TIE



MIX OF LARGE GLAZING SECTIONS AND DURABLE MATERIALS AT LOWER LEVELS



STRUCTURAL (PIER) ELEMENTS ARE BROUGHT TO THE FRONT

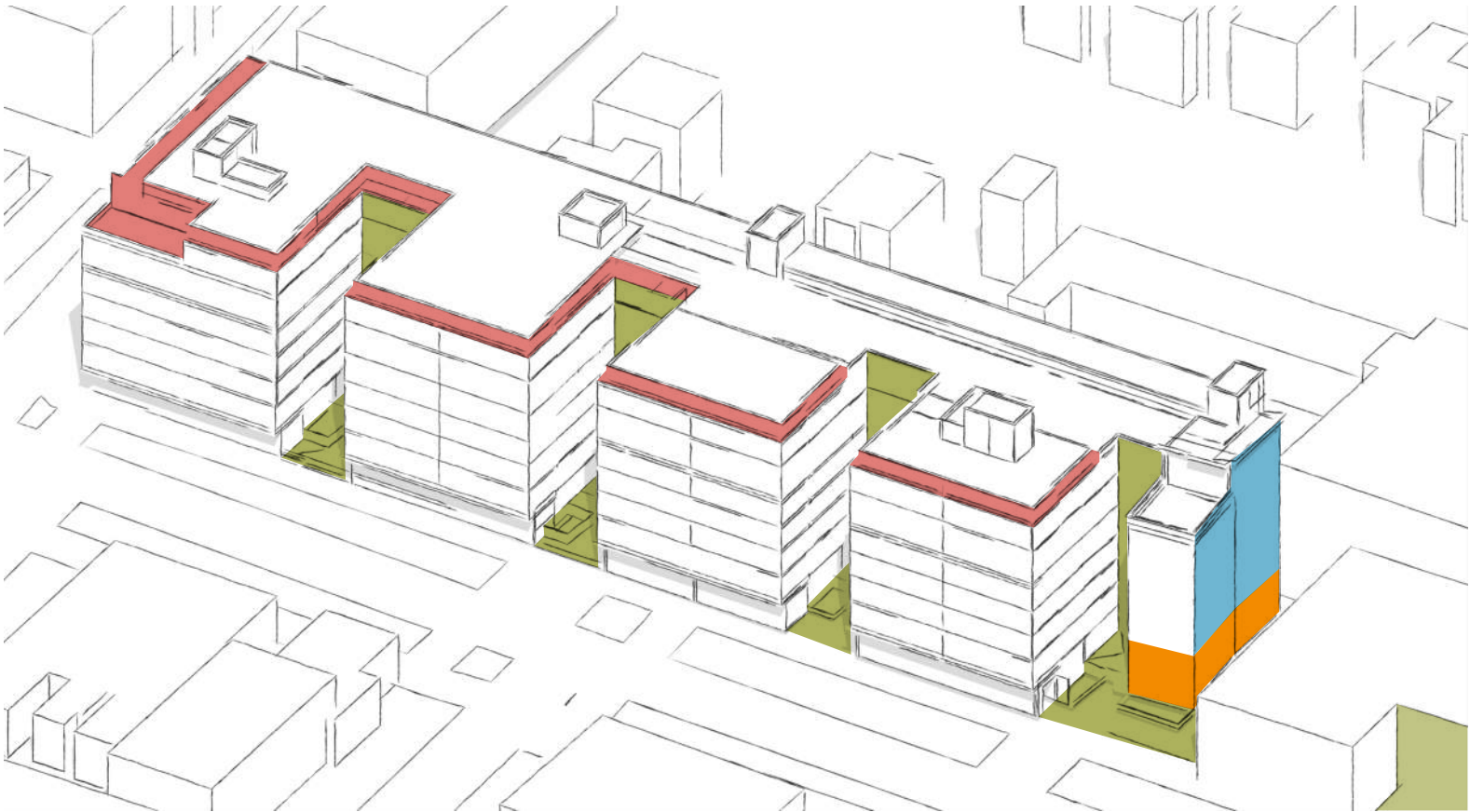


CLEAR DELINEATION OF LEVELS

NEIGHBORING CONTEXTUAL ELEMENTS:

Large composite reinforced fiber plank siding, wood plank siding, metal panel, sharp corners, a push and pull in facade depth, and an overall minimalist approach is what new architecture consists of today. It can best be summed up by the phrase "Form Follow Function." This language is used on projects throughout the city and world bringing with it a sense of efficiency, simplicity, cleanliness, and overall peacefulness.

AERIAL PERSPECTIVE LOOKING NORTHEAST FROM RAINIER AVE S



AESTHETIC CUES FROM NEIGHBORING ARCHITECTURAL BUILDINGS:

- SETBACK FROM RAINIER AVE, CREATING COURTYARD
- UPPER LEVEL MODULATION AND CLERESTORY
- MODERN MATERIAL ADJACENCIES
- MATERIAL HONORING THE BLACK MANUFACTURING BUILDING



CLERESTORY BRINGS IN DAYLIGHT



SETBACK AND CLERESTORY AT UPPER LEVEL



MATERIAL ADJACENCIES - HONORING THE BLACK MANUFACTURING BUILDING



LANDSCAPED COURTYARD CONNECTION

DESIGN GUIDANCE - CODE REVIEW - BLACK MANUFACTURING BUILDING - NORTH ELEVATION

LBA AND ALLOWABLE OPENINGS CODE REVIEW TO MAINTAIN NORTH ELEVATION OPENINGS AT HISTORIC LANDMARK

PROJECT IS SEEKING A LOT BOUNDARY ADJUSTMENT (PERMIT # 005528-20PA_LBA) WITH THE PROPOSED PROPERTY LINE BEING 15' AWAY FROM THE BLACK MANUFACTURING BUILDING PER SITE PLAN BELOW. THIS 15' AWAY IS NECESSARY TO MAINTAIN ALL EXISTING OPENINGS ON THE BLACK MANUFACTURING BUILDING'S NORTH FACADE.

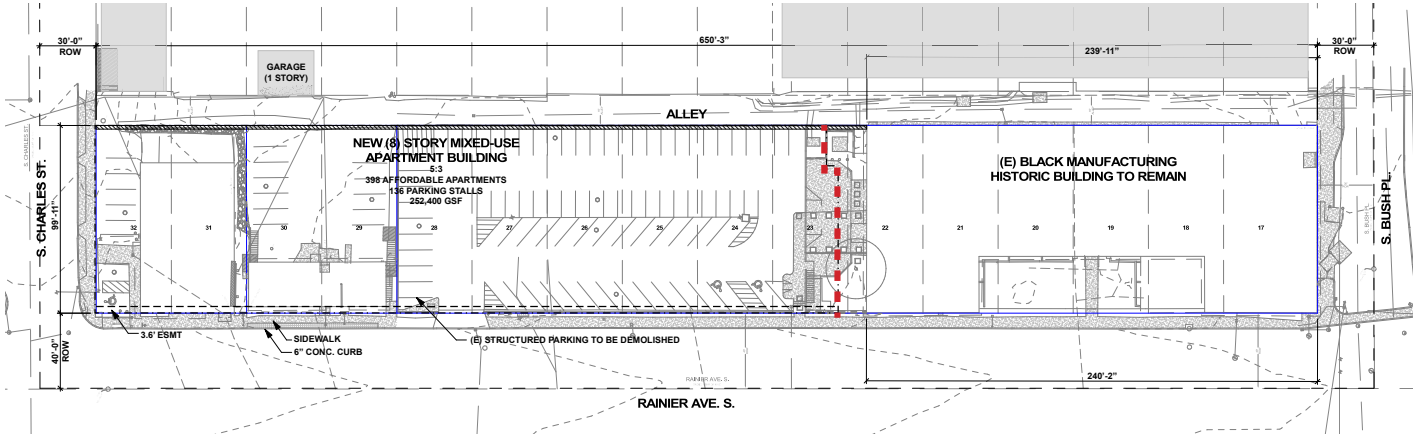


TABLE 705.8 MAXIMUM AOS BASED ON FIRE SEPARATION DISTANCE AND DEGREE OF OPENING PROTECTION		
FIRE SEPA	DEGREE OF OPENING PROTECTION	ALLOWABLE AREA ^a
0 ft	Unprotected, Nonsprinklered (UP, NS)	Not Permitted ^b
	Unprotected, Sprinklered (UP, S) ⁱ	Not Permitted ^b
	Protected (P)	Not Permitted ^b
3 ft	Unprotected, Nonsprinklered (UP, NS)	Not Permitted
	Unprotected, Sprinklered (UP, S) ⁱ	15%
	Protected (P)	15%
5 ft	Unprotected, Nonsprinklered (UP, NS)	10% ^b
	Unprotected, Sprinklered (UP, S) ⁱ	25%
	Protected (P)	25%
10 ft	Unprotected, Nonsprinklered (UP, NS)	15% ^b
	Unprotected, Sprinklered (UP, S) ⁱ	45%
	Protected (P)	45%
15 to less than 20 ^{f, g, j}	Unprotected, Nonsprinklered (UP, NS)	25%
	Unprotected, Sprinklered (UP, S) ⁱ	75%
	Protected (P)	75%

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2015 SEATTLE BUILDING CODE

PROPERTY LINE AT 10' NORTH OF BLACK MANUFACTURING BUILDING - 45% ALLOWABLE OPENINGS				
LEVEL	FACADE AREA OF BLACK MANUFACTURING BUILDING NORTH FAÇADE (SF)	GLAZING AREA OF BLACK MANUFACTURING BUILDING (SF)	ALLOWABLE OPENINGS ON BLACK MANUFACTURING BUILDING (45%)	AREA OVER MAX. ALLOWABLE OPENINGS (SF)
L1	1,223	633.77	550.35	83.42
L2	1,453	663.76	653.85	9.91

PROPERTY LINE AT 15' NORTH OF BLACK MANUFACTURING BUILDING - 75% ALLOWABLE OPENINGS				
LEVEL	FACADE AREA OF BLACK MANUFACTURING BUILDING NORTH FAÇADE (SF)	GLAZING AREA OF BLACK MANUFACTURING BUILDING (SF)	ALLOWABLE OPENINGS ON BLACK MANUFACTURING BUILDING (75%)	AREA OVER MAX. ALLOWABLE OPENINGS (SF)
L1	1,223	633.77	917.25	0
L2	1,453	663.76	1089.75	0



BLACK MANUFACTURING ALLOWABLE OPENINGS NORTH ELEVATION @ 15' ASSUMED PROPERTY LINE

OPTION ONE - "TWO BUILDINGS"

DISTINGUISHING FEATURES:

- Two 8-Story buildings with 1 level of parking below grade

PROS:

- No departures requested
- Courtyards face quieter residential area
- 30' gap significantly separates the building mass

CONS:

- Courtyards facing NE
- Lack of connection to Black Manufacturing Building
- Lack of modulation along Rainier Ave S
- No podium creates 2 separate buildings that are inefficient in terms of parking and vertical circulation
- This option will throw the Black Manufacturing Building current north openings into non-compliance requiring removal of several existing windows on the north facade.
- Proximity of Black Manufacturing Building has significant impacts on the proposed building's south facade.

APPROXIMATE GSF:

L0:	36,350 SF
L1:	35,450 SF
L2 - L7:	29,000 SF
L8:	26,000 SF
TOTAL:	271,800 SF

DEPARTURES:

- None requested.

OPTION TWO - "SCULPTED"

DISTINGUISHING FEATURES:

- 8-Story building with 1 level of parking below grade

PROS:

- Courtyards facing SW
- Some modulation along Rainier Ave S
- No operable window reduction on Black Manufacturing's northern facade

CONS:

- Built up right to the Black Manufacturing Building
- Departure requested
- Most massive out of the 3 options
- Narrow separation between two buildings
- Proximity of Black Manufacturing Building has significant impacts on the proposed building's south facade. No openings will be allowed on this facade.

APPROXIMATE GSF:

L0 - L1:	36,150 SF
L2 - L7:	31,450 SF
L8:	29,780 SF
TOTAL:	290,780 SF

DEPARTURES:

[SMC 23.47A.008] STREET LEVEL DEVELOPMENT STANDARDS

Facade modulation: For structures with a width of more than 250 feet, at least one portion of the structure 30 feet or greater in width must be set back a minimum of 15 feet from the front property line. (exclusive of Landmark structure(s) per 23.47A.008.C.5.c.1)

PROPOSED FACADE: 390'-0"

PREFERRED OPTION IN EDG #1:

OPTION THREE - "UNFOLDED"

DISTINGUISHING FEATURES:

- 8-Story building with 1 level of parking below grade

PROS:

- Modulation on all 4 sides of building
- Maximizing light and views with 'fins' extruding from building
- Open plaza connecting proposed building to Black Manufacturing Building
- Courtyards facing SW
- No operable window reduction on Black Manufacturing's northern facade
- Building mass steps down adjacent to the Black Manufacturing Building
- Varied facade depths on southern side of proposed building will allow for openings

CONS:

- 2 departures requested

APPROXIMATE GSF:

L0:	30,600 SF
L1:	8,300 SF
L2:	31,200 SF
L3 - L7:	32,120 SF
L8:	31,300 SF
TOTAL:	262,200 SF

DEPARTURES:

[SMC 23.47A.008] STREET LEVEL DEVELOPMENT STANDARDS

- Facade modulation: For structures with a width of more than 250 feet, at least one portion of the structure 30 feet or greater in width must be set back a minimum of 15 feet from the front property line. (exclusive of Landmark structure(s) per 23.47A.008.C.5.c.1)
- PROPOSED FACADE: 388'-00"

[SMC 23.47.A.014] SETBACK REQUIREMENTS

- For zones with a height limit of 75 feet, portions of structures above 65 feet must be set back from the front lot line by an average depth of 8 feet.
- SETBACK OVER 65': 3'-6'

PREVIOUSLY AT:

EDG #1

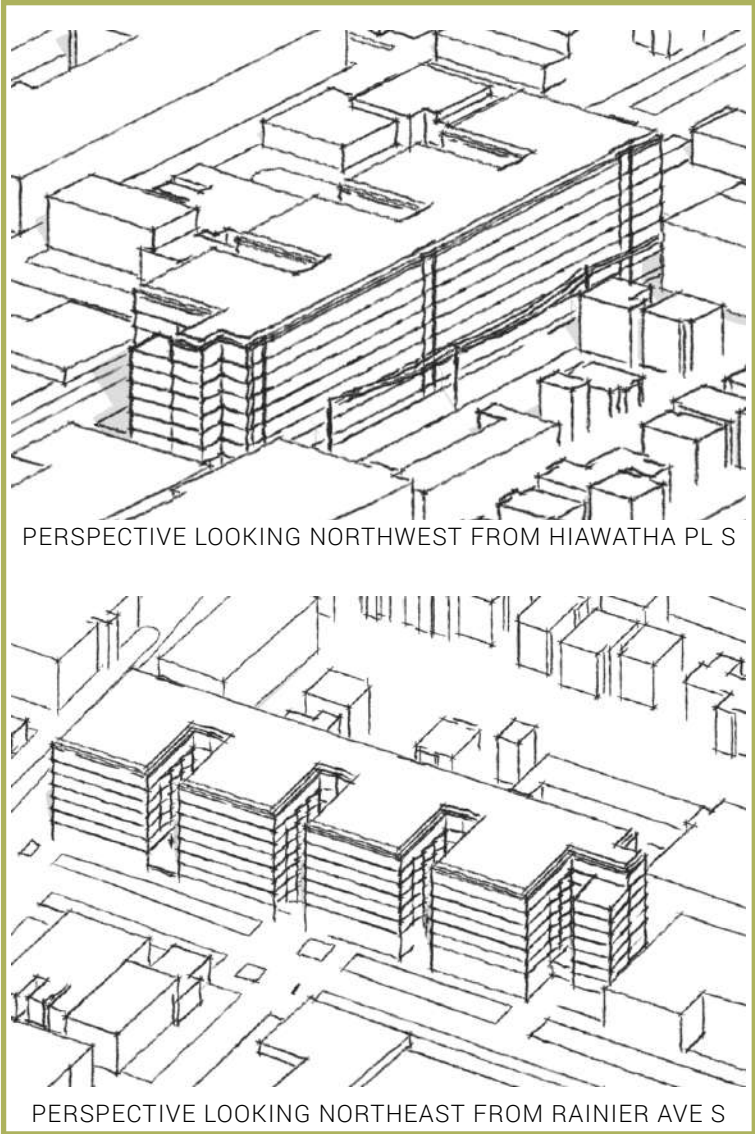
CURRENTLY AT:

EDG #2

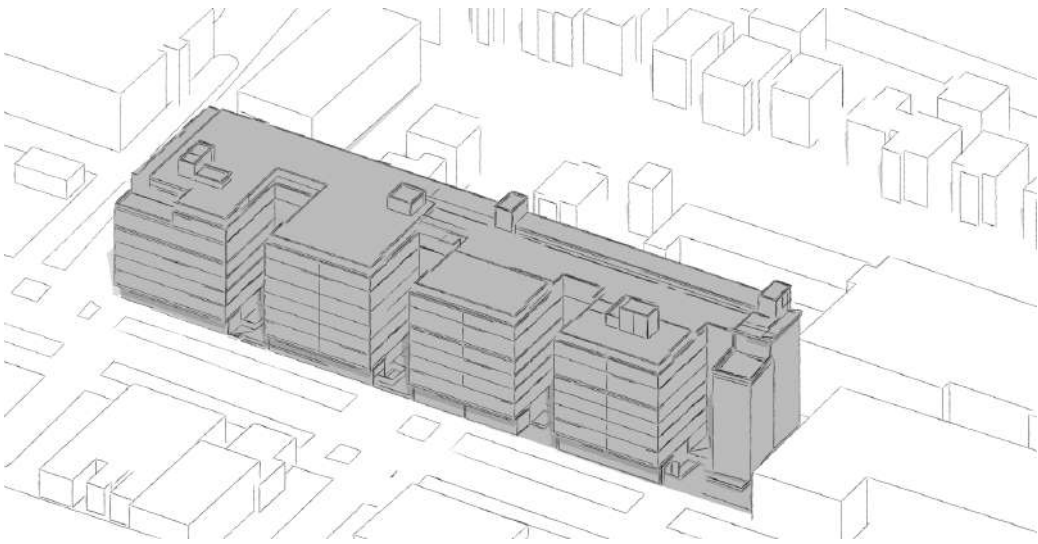
SUMMARY OF EDG #2 OPTION 4 CHANGES:

- Greater modulation on east side of building
- Vertically oriented facade modulation correlates on both the east and west
- Greater roof line articulation demonstrated by the addition of NW level 8 roof deck and the large roof deck at roof level
- Zone Transition at alley: Facade modulation along with material changes breakup large massing at alley facing low-rise zone
- Courtyards have been widened and reduced in depth to create a more human scale at the sidewalk.

PREFERRED OPTION IN EDG #1:



EDG #2 OPTION FOUR:



OPTION FOUR - "UNFOLDING CONNECTION"

DISTINGUISHING FEATURES:

- 8-Story building with 1 level of parking below grade

PROS:

- Modulation on all 4 sides of building
- Maximizing light and views with unit placement around the multiple courtyards
- Open plaza connecting proposed building to Black Manufacturing Building
- Courtyards facing SW
- No operable window reduction on Black Manufacturing's northern facade
- Building mass steps down adjacent to the Black Manufacturing Building
- Varied facade depths on southern side of proposed building will allow for openings
- Zone Transition at alley: Facade modulation along with material changes breakup large massing at alley facing residential zone
- Large rooftop amenity deck at roof level.
- Courtyards have been widened and reduced in depth to create a more human scale at the sidewalk.

CONS:

- 1 departure requested

APPROXIMATE GSF:

- L0: 35,920 SF
- L1: 9,084 SF
- L2 - L7: 30,453 SF
- L8: 31,654 SF
- ROOF: 7,229
- TOTAL: 266,605 SF

DEPARTURES:

[SMC 23.47A.014] SETBACK REQUIREMENTS

NO LONGER NEEDED - SEE RESPONSE ON PAGE 44.

- Facade modulation: For structures with a width of more than 250 feet, at least one portion of the structure 30 feet or greater in width must be set back a minimum of 15 feet from the front property line. (exclusive of Landmark structure(s) per 23.47A.008.C.5.c.1)

[SMC 23.47.A.014] SETBACK REQUIREMENTS

- For zones with a height limit of 75 feet, portions of structures above 65 feet must be set back from the front lot line by an average depth of 8 feet.

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1400 NE MUITNOMAH, PORTLAND:

- Folded ground level facades provide scale and space along sidewalk
- Folded upper facades reduce massive appearance, allow for light into courtyard.

OPTION 4 HAS INCORPORATED SIMILAR 'FOLDS' INTO THE GROUND LEVEL, HELPING TO CREATE A HUMAN SCALE AT THE BASE.



LEE PLAZA APARTMENTS, SEATTLE:

- Incorporation of massing shifts and facade modulation to provide human scale within courtyard.
- Roofline shifts and facade transition to allow additional light into courtyard.

OPTION 4:

- HUMAN SCALE IS ACHIEVED THROUGH EXPANDING CONNECTION TO PEDESTRIAN ENVIRONMENT AT COURTYARDS AND STEPPING UP OF PRIVATE RES. HALF OF THE COURTYARD SIMILAR TO LEE PLAZA APTS.
- CANOPIES AT STREET LEVEL RETAIL SERVE TO ENHANCE HUMAN SCALE ACTIVITY AT RETAIL ENTRANCES.



TRACE NORTH APARTMENTS, SEATTLE:

- Generous courtyard dimensions
- Incorporation of landscaping into courtyard
- Some facade modulation along courtyard

OPTION 4:

- COURTYARD WIDTH OF PROPOSED PROJECT IS SIMILAR TO TRACE NORTH APARTMENTS. LANDSCAPING INCORPORATED INTO UPPER AND LOWER COURTYARDS FOSTERS PRIVACY AND CONNECTION TO NATURAL ELEMENTS.



MODA APARTMENTS, SEATTLE:

- Similar courtyard and bay widths to EDG massing Option 3
- Overly narrow courtyards with few elements of scale along exterior walls
- Livability concerns with close proximity of residential units across courtyards
- Few massing elements providing scale along street frontage

OPTION 4:

- COURTYARD WIDTH EXPANDED TO 26' AND IS SIGNIFICANTLY WIDER THAN REPRESENTATIVE IMAGE.
- RESIDENTIAL BAYS DO NOT PROTRUDE INTO THE COURTYARD ENHANCING OPPORTUNITY FOR DAYLIGHT.
- COURTYARD IS AT STREET LEVEL EXPANDING OPEN SPACE AT SIDEWALK & CONNECTIVITY AT STREET.

CRESTON AVE RESIDENCES, NYC:

- Significant massing shifts that could be utilized along a zone transition
- Significant setback of upper levels
- significant bay expression
- General stepping down of height from middle to edge of site with significant depth of steps

OPTION 4:

- MODULATION SIMILAR TO CRESTON AVE RES. IS INCORPORATED ALONG EAST ELEVATION AND TURNING THE CORNERS.
- HIGH CORNERS OF SOUTH AND NORTH ARE SIGNIFICANTLY STEPPED TO LESSEN WEIGHT OF MASS. UPPER LEVEL STEPPED AT EAVES AROUND ENTIRE STRUCTURE TO REDUCE OVERALL MASS.

EDG OPTION 4 - "UNFOLDING CONNECTION"

SDCI PRIORITIES & RECOMMENDATIONS

MASSING OPTIONS AND DESIGN CONCEPTS

ADMINISTRATIVE EDG#2 COMMENTS

Although Option 3 has strengths in its conceptual street frontage design, the overall massing lacks sufficient massing response to the following elements:

i. Street Frontages and Courtyard. The massing of Option 3 includes minimal use of secondary massing elements to aid in the visual reduction of building scale and to provide human-scaled elements along street frontages and courtyards. Courtyard dimensions are narrow in relation to the building height and for use as spaces for congregation (Central Area PL3-2-h. Comfortable Pedestrian Environment, DC2-D-1. Human Scale, Central Area DC3-1-c. Common Open Space).

#1 We have modified the courtyards to: remove the canted bays, widen the courtyards and reduce the depth from east to west, and added balconies and other elements that help humanize the space.

#2 The revised EDG submittal clarifies the public and private areas of the courtyard, separated by landscaped bio-retention planters and a raised partial level. The public courtyard areas are located at street level, expanding the public active space, and connecting it to the retail and building amenity spaces. This approach serves to clean roof runoff, provide a softening of the urban realm and demarcate private, semi private and public spaces.

#3 The project team has worked with SDOT and urban forestry to integrate the existing trees into the courtyard rhythm and supplement it with proposed street trees that meet SDOT current standards.

ii. Zone Transition Massing Response. The massing design shows a minimal massing transition to the height of current and permitted building height to the east (Central Area CS2-1-b. Transition and Delineation of Zones, CS2-D-3. Zone Transitions).

The project proposes significant modulation on the west side demonstrated by the courtyard elements. Prior EDG massing options considered more significant massing shifts on the east façade. Administrative EDG feedback was to advance prior Option #3 which responds to the urban context with west-facing courtyards, places of pedestrian street activity and a private refuge for residents that will also achieve the greatest amount of light and air into residences.

Since EDG#1, the east facade has been further articulated in response to the minor zone transition of 20' in height on the east edge. This is represented as Option #4. Option #4 is consistent with the design guidelines that encourage facade modulation and roof line articulation to transition scale. The project site is not adjacent to a single-family zone. It is immediately adjacent to a NC 3-55 (M) zone to the east, which is then adjacent to a LR2 (M) zone further east. The proposed project is significantly downslope from lower density zones. Given this context, the design response is appropriate.

iii. Landmark Building Massing Response. Option 3 does not identify clear strategies to provide a massing transition to the existing landmark building (CS3-A-1. Fitting Old and New Together, CS3-B-2. Historical/Cultural Resources).

As depicted in the EDG#2 response submittal sketches show how the proposed project takes cues from the masonry texture and horizontal rhythm of brick window bays and turns this concept vertically along the south end of the building. The high corner of the proposed project steps down at the south edge.

Additional strategies are to place the largest courtyard between the project and the existing Black Manufacturing Building, to create a visual separation between the two buildings and to allow a clear view of the north side of the Black Manufacturing Building without obscuring it by the new building.

STREET FRONTAGES AND COURTYARDS

ADMINISTRATIVE EDG#2 COMMENTS

a. Enlarge courtyard dimensions and incorporate upper-floor setbacks with the inclusion of secondary massing elements to improve the relationship of the courtyard spaces to human scale. Include additional study in the design packet to show that the proposed massing results in functional courtyards that meet the intent of the design guidelines. Staff notes that the outdoor spaces of Option A, have more generous proportions that appear to be more appropriate with the building height (Central Area PL3-2-g. Voluntary Spaces, DC2-A-2. Reducing Perceived Mass, DC2-D-1. Human Scale, Central Area DC3-1-c. Common Open Space).

As mentioned above, the courtyard widths have increased (from 23' to 26') and the depth has decreased from 60' to 53'. The canted bays have been eliminated to open up the courtyards, allowing for more light and to improve the functionality of the private residential area of the courtyards. The courtyards are intended to be well-connected at the street level allowing for retail spill-out at the street level and safe, private places of refuge from Rainier Avenue at the upper residential level of the courtyard.

The largest courtyard, between the proposed building and Black Manufacturing Building, includes additional area that will be usable by the community for a variety of activities. This courtyard is intended to be the central, common open space of the proposed project with horizontal links to active spaces along Rainier Avenue.

b. Staff notes the relatively wide street width and the lack of on-street parking along the Rainier Ave. S. frontage. These characteristics combined with the relatively narrow pedestrian frontage are likely to reduce the comfort of the pedestrian environment. Development of the site should take the following actions to create a safe and comfortable walking environment:

The project is confronted with a situation where street parking along the street is not advised with regard to its proximity to the I-90 off ramp. Recent coordination between SDOT and the project team produced the revised streetscape shown on landscape plans. The sidewalk is expanded where possible to afford ease of movement around existing trees and streetlights. The project incorporates a 3-6" sidewalk easement along Rainier Avenue to ensure sufficient sidewalk width and a comfortable pedestrian experience.

Additionally, each courtyard serves to expand the street level pedestrian experience with the western most half of each courtyard publicly accessible.

i. Maintain the regular spacing of ground-level courtyard setbacks of Option 3, for the purposes of providing pedestrian relief areas along the street frontage with spaces for pedestrian seating and congregation (PL1-B-2. Pedestrian Volumes, PL2-A-2. Access Challenges, Central Area PL3-2-h. Comfortable Pedestrian Environment, PL3-C-1. Porous Edge, PL4-C. Planning Ahead for Transit, Central Area DC3-1-c. Common Open Space, DC3-C-2. Amenities and Features).

Revised option #4 provides pedestrian relief areas along the street frontage and regular spacing of ground-level setbacks has been maintained per staff direction. Updated landscape plans indicate areas of pedestrian seating within each courtyard.

ii. Incorporate secondary massing elements into the building design along the street frontage and courtyard spaces to create massing elements that emphasize human-scale within these spaces (CS2-C-3. Full Block Sites, DC2-D-1. Human Scale).

Secondary elements reinforced in Option #4 includes removal of canted bays to open up the courtyards, addition of balconies on courtyard units, weather protection over the retail entries, human scale storefront glazing, and landscape planters, and benches to help emphasize the human scale.

iii. Maintain additional building setbacks from the right-of-way as shown on packet page 72 to increase the width of the pedestrian space along Rainier Ave. S. (PL3-2-h. Comfortable Pedestrian Environment).

In addition to the required sidewalk width along the existing right of ways, the project proposes a sidewalk easement of 3'-6" along Rainier Ave. S. and a 2'-0" sidewalk easement along S. Charles Street to expand available pedestrian space.

As mentioned above, the street level access to all courtyards further increases the width of the pedestrian space along Rainier Ave.

iv. Ensure that the proposed non-residential uses maintain a high-level of transparency along the street frontage (PL2-B-3. Street-Level Transparency).

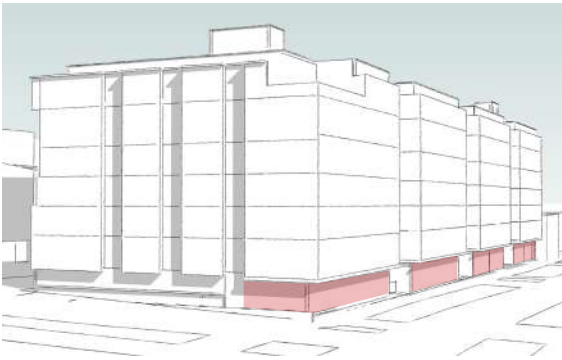
The proposed project intends to provide a high level of transparency at non-residential uses along Rainier Ave with storefront glazing at all retail and lobby spaces. Additionally, storefront glazing or similar will turn the corner at north and south corners at each courtyard where street level activity is intended. Internal connections are intended between lobby and retail spaces to further activate street front spaces along Rainier Ave. Details of a similar storefront system are shown on page 30.



STREET FRONTAGES AND COURTYARDS CONT'D.

v. Create recessed entries from the sidewalk or utilize courtyard spaces for side entries to ground-level non-residential uses, to avoid creating barriers between entries and the public sidewalk (Central Area PL2-1.b. Ground-Floor Frontages, Central Area PL3-2-b. Recessed Entries).

The primary entries for the above-mentioned retail and lobby spaces are either from a recessed entry (as with the north lobby) or accessed from a courtyard rather than the street front itself. This allows entrance and exit from these spaces without encumbering the public sidewalk. The project proposes that these entries have a recognizable paving pattern that spills out onto the sidewalk to help encourage a connection to the sidewalk.



c. Maintain the intent of Option 3 to incorporate existing trees into the design of courtyard spaces. However, incorporating existing trees should not result in forcing pedestrian movements closer to the street in a way that would conflict with guidance to above to improve pedestrian safety along the Rainier Ave. S. frontage (Central Area CS1-2-d. Street Trees, Central Area CS1-2-e. Protected Sidewalks, Central Area PL3-2-d. Safe Pedestrian Routes, CS1-D-1. On-Site Features, CS2-D-2. Existing Site Features, DC4-D. Trees, Landscape, and Hardscape Materials).

Along with coordination with SDOT, the project team has worked to incorporate existing trees into the design as much as possible. An effort has been made to orient the public sidewalk and make use of the courtyards at street level to minimize proximity of pedestrians to Rainier Avenue. The proposed sidewalk concept has been approved by SDOT.

The location of existing trees has also been incorporated into the landscape design of the courtyards thereby creating a cohesive design between courtyards and streetscape.

d. Staff encourages the use of one or more courtyard spaces to be designed to provide cultural or community space for larger gatherings. (Central Area PL1-2 Connection Back to the Community).

Courtyard #1 will serve as a community space for larger gatherings. The proposed project intends to create an art piece or garden to celebrate and recognize the history of this neighborhood in this courtyard.

ZONE TRANSITION

ADMINISTRATIVE EDG#2 COMMENTS

a. The Option C design shows minimal massing transition to the adjacent residential development to the east. The proposed upper-level setback and lower-level horizontal indentation are minor massing shifts and do not sufficiently address the monolithic building appearance along the zone transition to the east (Central Area CS2-1-b. Transition to Single-Family Fabric, CS2-D-3. Zone Transitions).

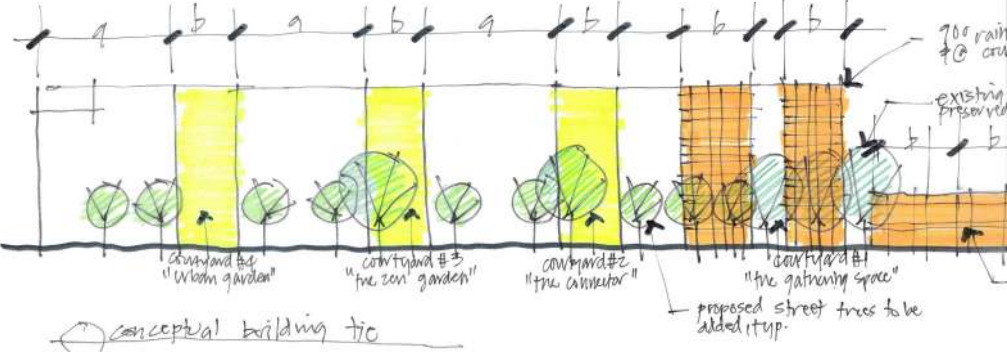
Additional vertical indentations have been incorporated into the east façade.

Option #4 is consistent with the design guidelines that encourage facade modulation and roof line articulation to transition scale. The project site is not adjacent to a single-family zone. It is immediately adjacent to a NC 3-55 (M) zone to the east, which is then adjacent to a LR2 (M) zone further east.

b. Utilize building height reductions and vertically-oriented façade modulation to aid in the transition to the adjacent residential development. Façade modulation along the zone transition should follow the modulation of the street-facing façade to allow for a consistent building expression (CS2-C-3. Full Block Sites, Central Area CS2-1-b. Transition to Single-Family Fabric, Central Area DC2-1-c. Smaller and Varied Building Forms, DC2-B-1. Façade Composition).

Vertically-oriented façade modulation has been added to Option #4 and follows the modulation of the street-facing façade. The project proposes significant modulation on the west side demonstrated by the courtyard elements consistent with Administrative EDG feedback recommending to advance prior Option #3 which responds to the urban context with west-facing courtyards, places of pedestrian street activity and a private refuge for residents.

Option #4 is consistent with the design guidelines that encourage facade modulation and roof line articulation to transition scale. The project site is not adjacent to a single-family zone. It is immediately adjacent to a NC 3-55 (M) zone to the east, which is then adjacent to a LR2 (M) zone further east.



c. In addition to building height transitions and façade setbacks, the use of secondary massing elements should be utilized at lower levels to address the significantly smaller scale of existing and proposed development to the east (CS2-C-3. Full Block Sites, Central Area CS2-1-b. Transition to Single-Family Fabric, DC2-D-1. Human Scale).

The combination of horizontal and vertical secondary massing elements on the east façade serves to break up the façade into a base, mid-base, and upper mass. The project intent is to further incorporate clear material transitions with a strong base at the parking level and a clear residential use of materials at the mid-base and upper levels.

In this way, Option #4 is consistent with the design guidelines that encourage facade modulation and roof line articulation to transition scale. The project site is not adjacent to a single-family zone. It is immediately adjacent to a NC 3-55 (M) zone to the east, which is then adjacent to a LR2 (M) zone further east.

The proposed project is significantly downslope from lower density zones as seen on page 37.



HISTORIC LANDMARK TRANSITION

ADMINISTRATIVE EDG#2 COMMENTS

a. The packet shows the intent to relate to the historic landmark structure using exterior materials and ground-floor transparency. The massing response to the landmark structure from the proposed development should be strengthened through the use of secondary massing along the street frontage to reference the landmark building height, continuation of bay widths of the historic structure along the street frontage, and a reduction of overall building height adjacent to the landmark structure (Central Area CS3-1. Neighborhood Context, CS3-A-1. Fitting Old and New Together).

As depicted in the EDG#2 response submittal, sketches show the proposed project takes cues from the masonry texture and horizontal rhythm of brick window bays and turns this concept vertically along the south end of the building. To this is added the secondary massing response of a step in massing at the southwest corner towards the height of the Black Manufacturing Building.

The proposed building mass has been deliberately pushed back away from the street to create a visual separation from the Black Manufacturing Building and create a larger courtyard and common public open space at sidewalk level along Rainier Avenue.

b. Provide additional information in the EDG 2 packet to clarify the intent of the massing transition between the proposed building and the historic landmark. (CS3-A-1. Fitting Old and New Together).

As depicted in the EDG#2 response submittal sketches have been added to show how the proposed project takes cues from the masonry texture and horizontal rhythm of brick window bays and turns this concept vertically along the south end of the building.

The visual separation of proposed building mass and the historic landmark is best evident in plan and in the 3D rendering of the courtyard between the buildings.

EDG OPTION 4 - "UNFOLDING CONNECTION"

DEPARTURE RESPONSES

DEPARTURE #1: NO LONGER NEEDED, SEE RESPONSE BELOW

CODE REQUIREMENT:
Façade Modulation (SMC 23.47A.014D): The Code requires the following massing modulation for buildings with a width of more than 250 feet: at least one portion of the structure must be set back a minimum of 15 feet for distance of 30 feet.

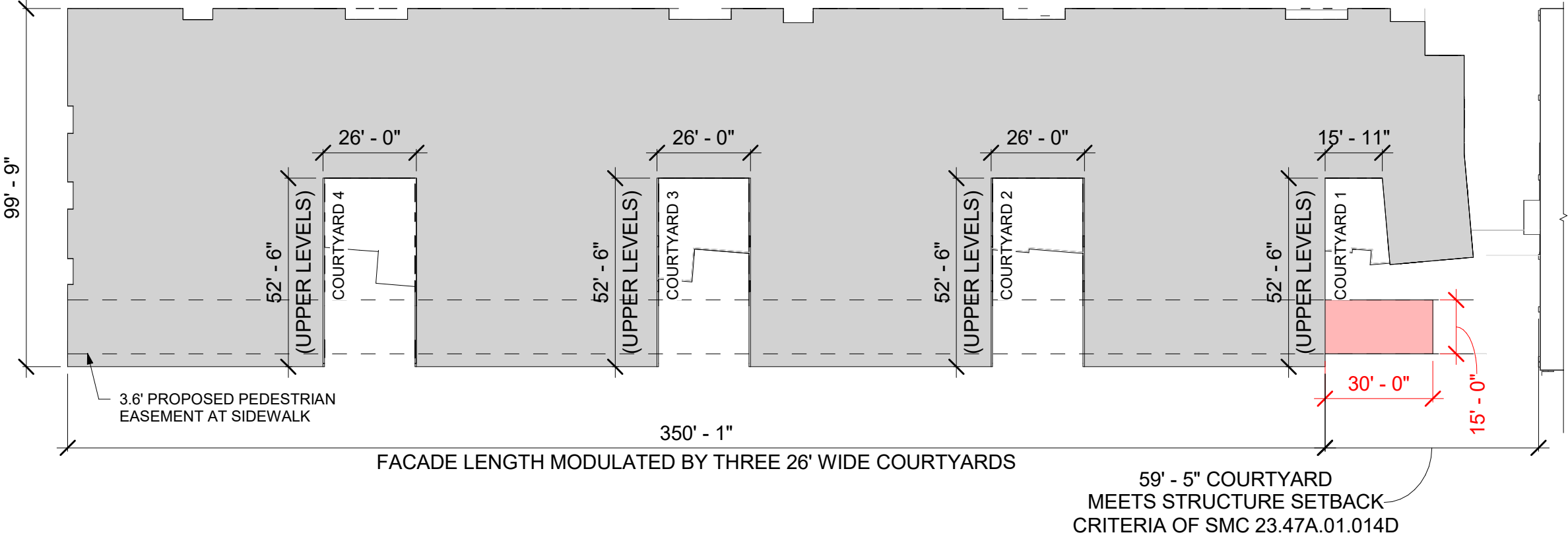
The applicant proposes three courtyards meeting the 15-foot depth requirement but with a width of 26 feet.

ADMINISTRATIVE EDG #2 REVIEW COMMENTS:
Staff does not support this departure at this time. Based on the proposed building height and the guidance provided herein, the minimum setback distance appears necessary in order to create courtyards that are scaled appropriately to the building height. If this departure is proposed at EDG2, the packet should include diagrams showing that the street-facing façade is sufficiently modulated and that the modulations effectively create usable courtyard spaces that are consistent with applicable design guidelines. (CS2-C-3. Full Block Sites, Central Area PL1-2 Connection Back to the Community, Central Area PL3-2-h. Comfortable Pedestrian Environment, DC2-D-1. Human Scale, Central Area DC3-1-c. Common Open Space).

RESPONSE:
In re-reading SMC 23.47A.014D, the design team interprets that this project meets the intent of the code. A structure setback of 15' deep for a distance of 30' is included in the project. Therefore, this departure is not needed.

The design of the courtyards has been advanced to increase the width to 26' and reduce the depth to 52.5' at three of the courtyards on the street facing façade. The southernmost courtyard is 59'-5" wide with a consistent 24'-10" depth, creating a stronger open space when compared to previous open space in this location (CS2-C-3)

The landscape and architectural plans clarify design intent toward creating comfortable, safe spaces for the public at street level courtyard areas (PL1-2, PL2-2-h) and private residential courtyard refuge areas. Design elements creating a human scale at these courtyards demonstrates that they meet the intent of DC2-D-1, DC3-1-c guidelines with emphasis on courtyard "usability" and relationship to the urban realm. (CS2-C-3)



EDG OPTION 4 - "UNFOLDING CONNECTION"

GENERATIVE DIAGRAMS

DISTINGUISHING FEATURES:

- 8-Story building with 1 level of parking below grade

PROS:

- Modulation on all 4 sides of building
- Maximizing light and views with unit placement around the multiple courtyards
- Open plaza connecting proposed building to Black Manufacturing Building
- Courtyards facing SW
- No operable window reduction on Black Manufacturing's northern facade
- Building mass steps down adjacent to the Black Manufacturing Building
- Varied facade depths on southern side of proposed building will allow for openings
- Zone Transition at alley: Facade modulation along with material changes breakup large massing at alley facing residential zone
- Large rooftop amenity deck at roof level.
- Courtyards have been widened and reduced in depth to create a more human scale at the sidewalk.

CONS:

- 2 departures requested

APPROXIMATE GSF:

- L0: 35,920 SF
- L1: 9,084 SF
- L2 - L7: 30,453 SF
- L8: 31,654 SF
- ROOF: 7,229
- TOTAL: 266,605 SF

DEPARTURES:

[SMC 23.47A.008] STREET LEVEL DEVELOPMENT STANDARDS

- Facade modulation: For structures with a width of more than 250 feet, at least one portion of the structure 30 feet or greater in width must be set back a minimum of 15 feet from the front property line. (exclusive of Landmark structure(s) per 23.47A.008.C.5.c.1)

[SMC 23.47.A.014] SETBACK REQUIREMENTS

- For zones with a height limit of 75 feet, portions of structures above 65 feet must be set back from the front lot line by an average depth of 8 feet.

PODIUM BASE

UPPER MASS

MODULATION

PEDESTRIAN GATHERING SPACES

STUDIO

URBAN 1-BED

1-BED

2-BED

LIVE/WORK

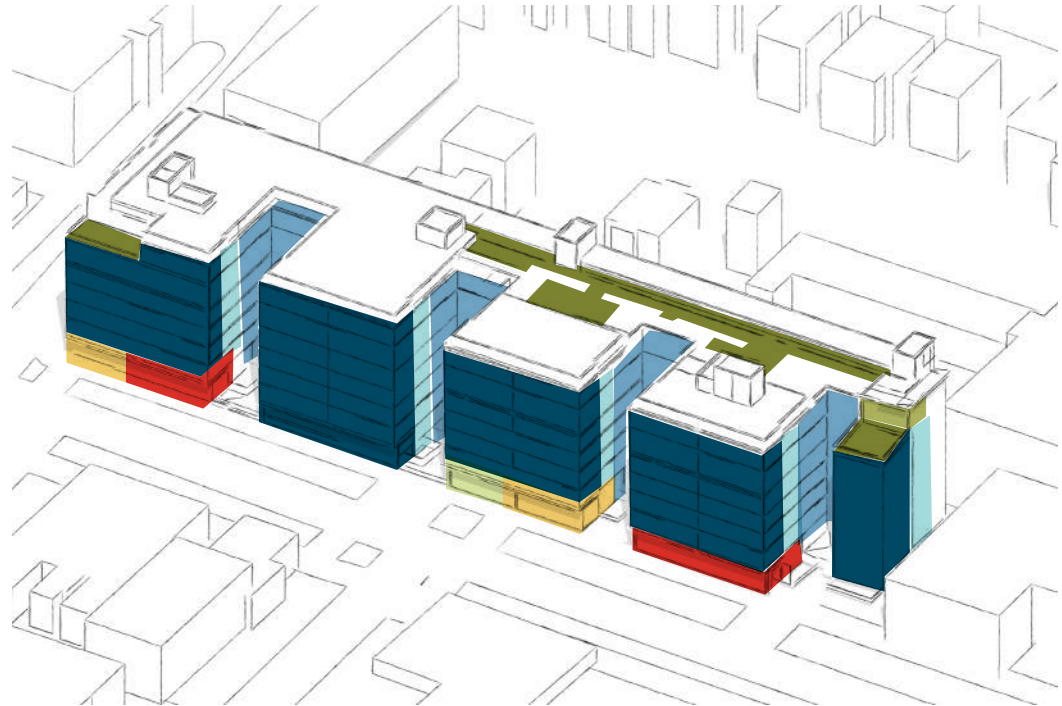
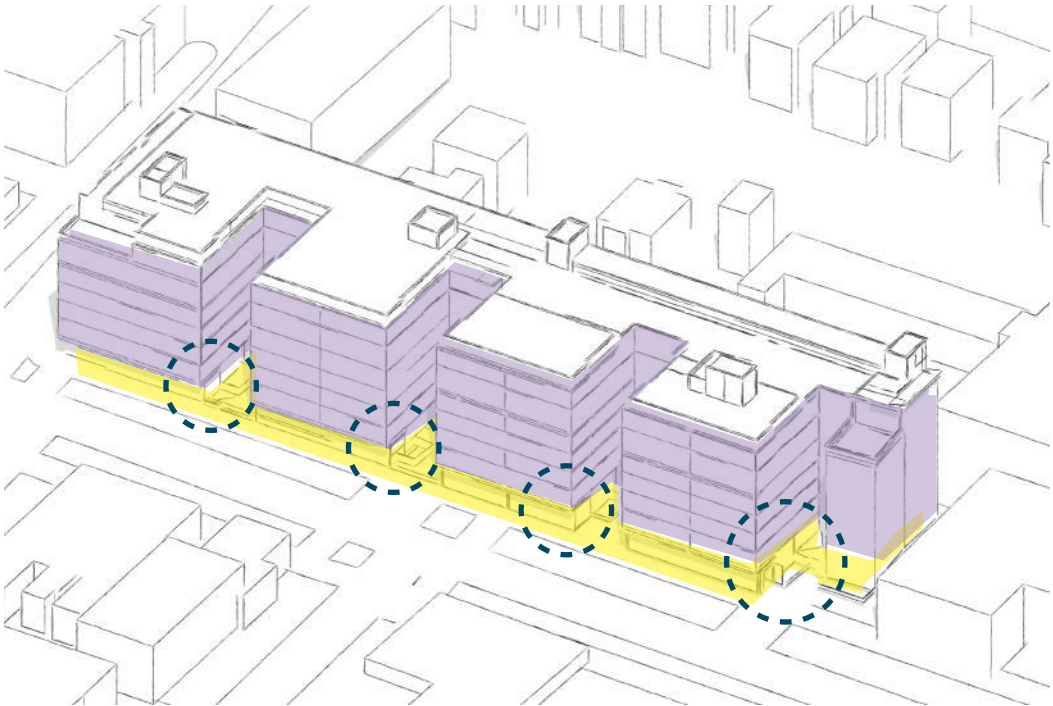
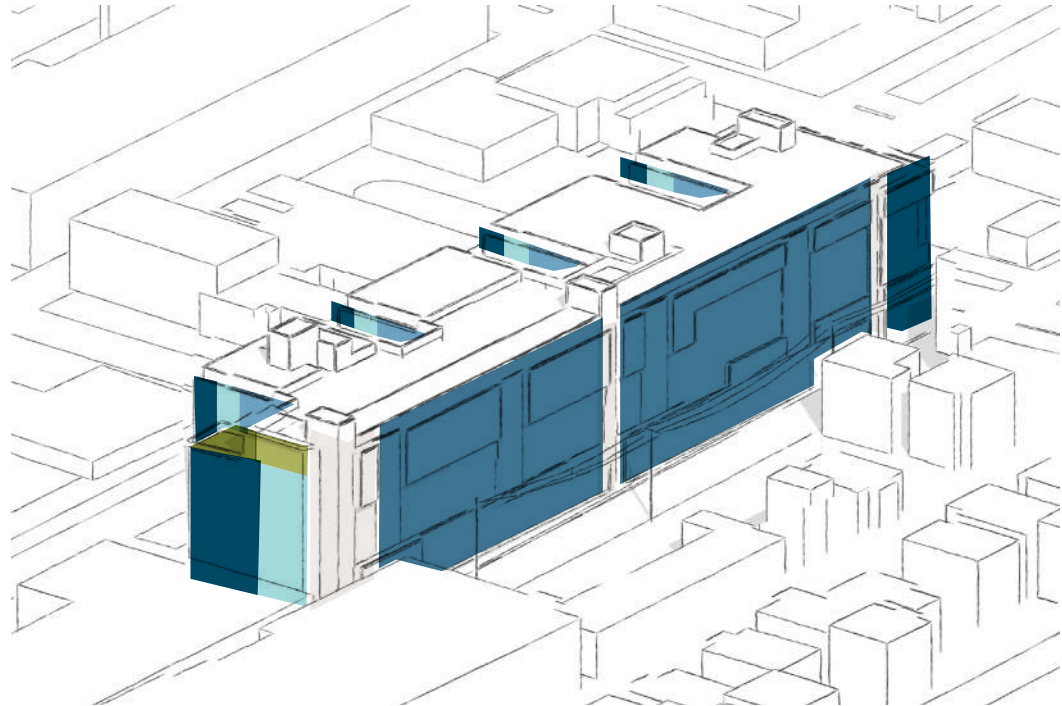
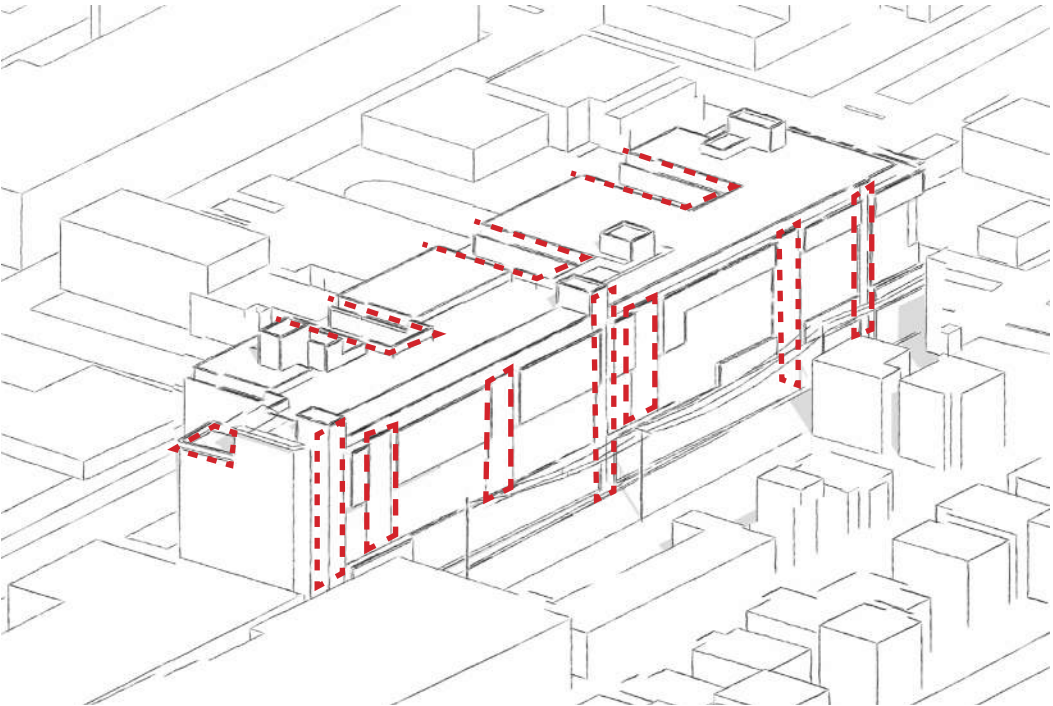
INDOOR AMENITY

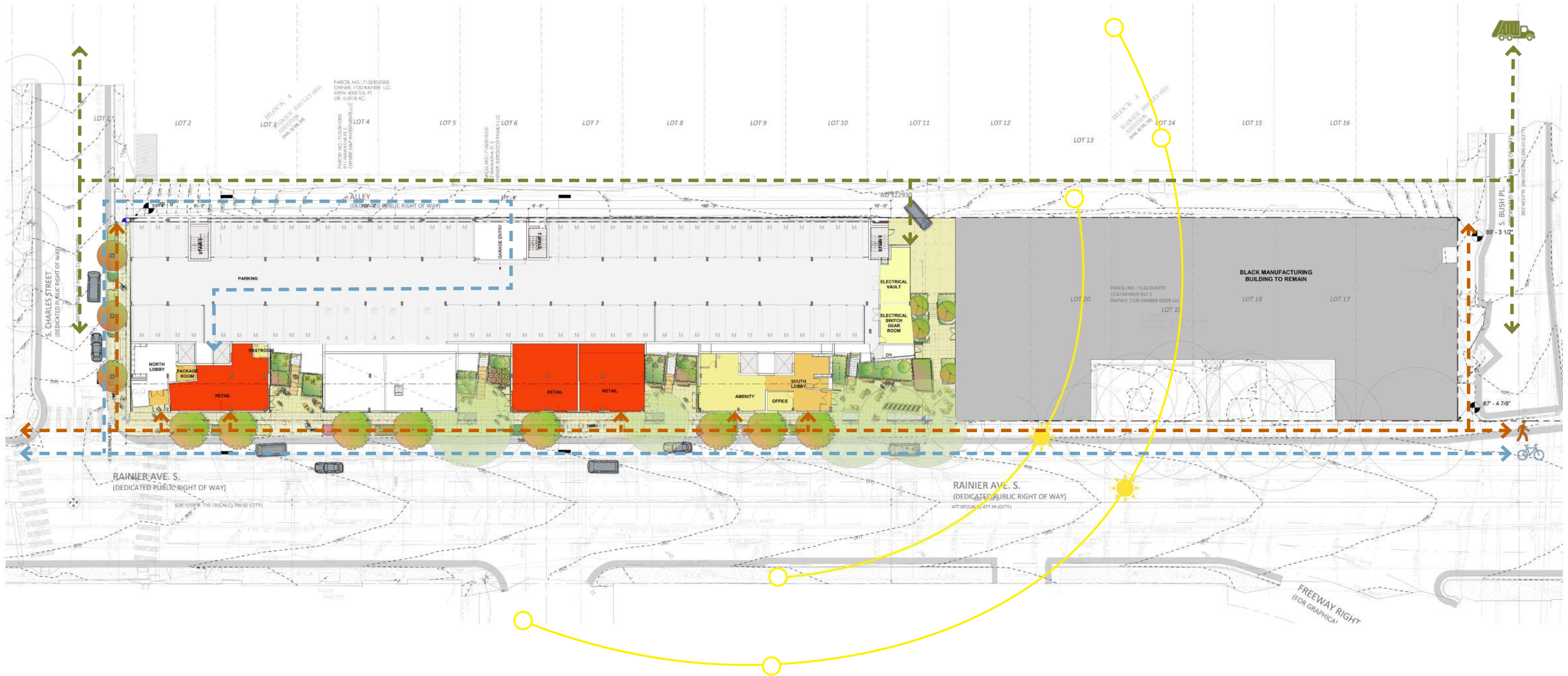
ROOF AMENITY

RETAIL

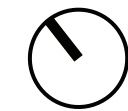
CIRCULATION

LOBBY

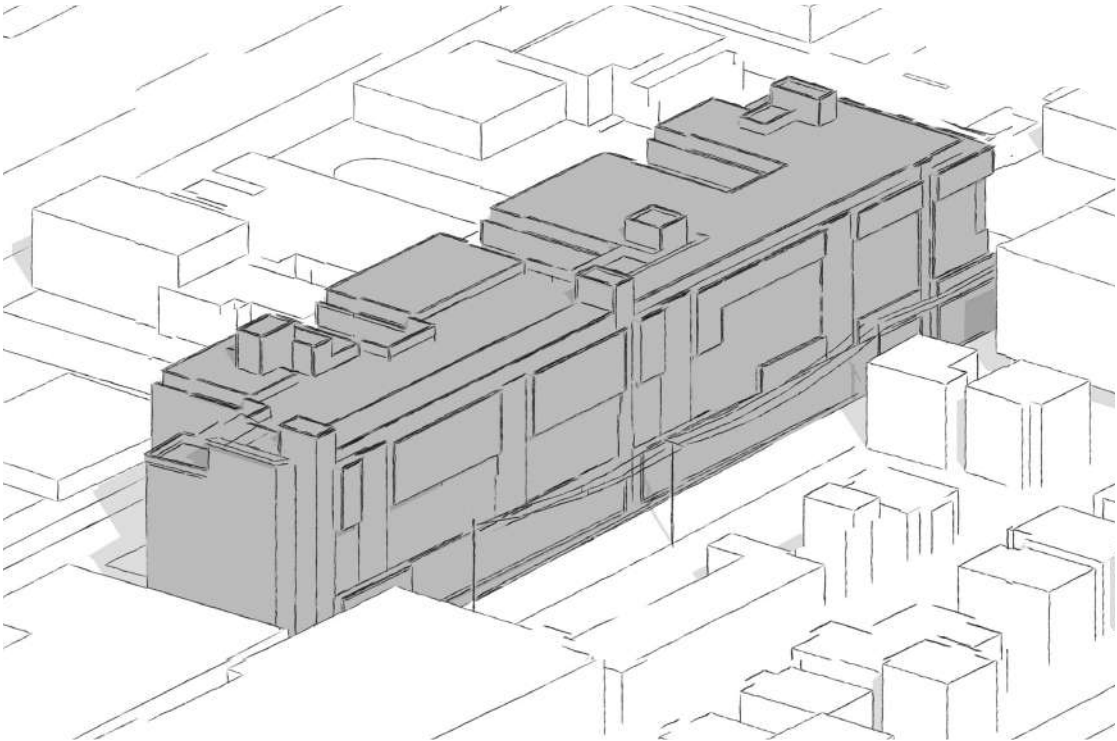




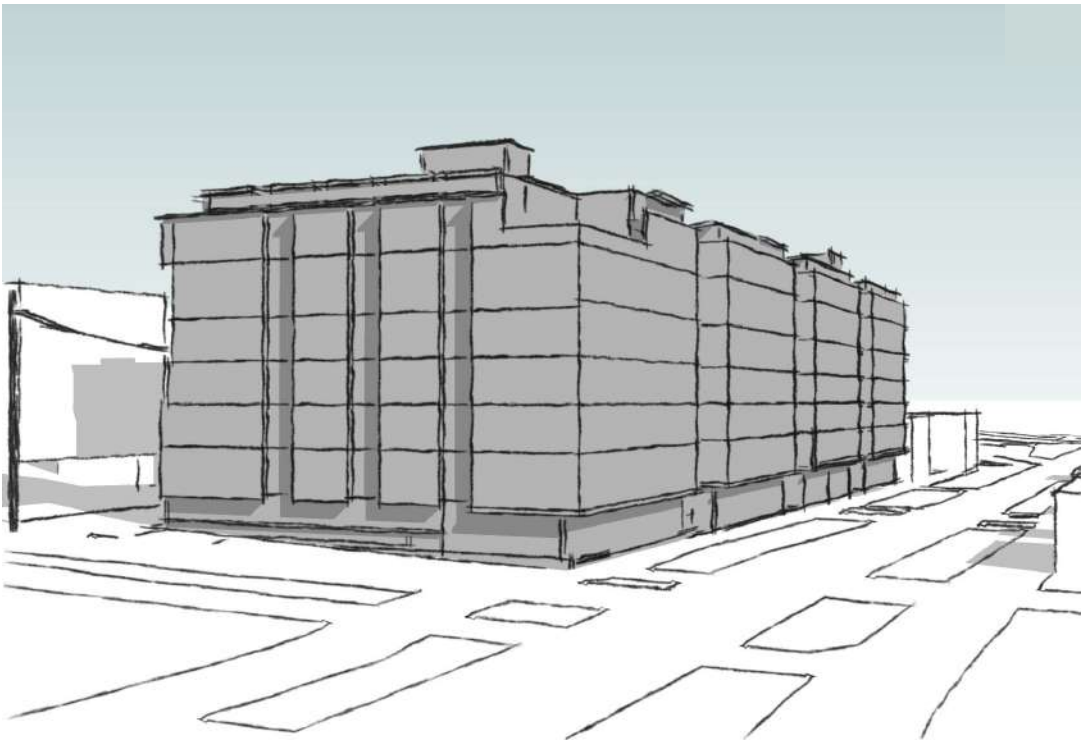
OPTION 4 SITE PLAN



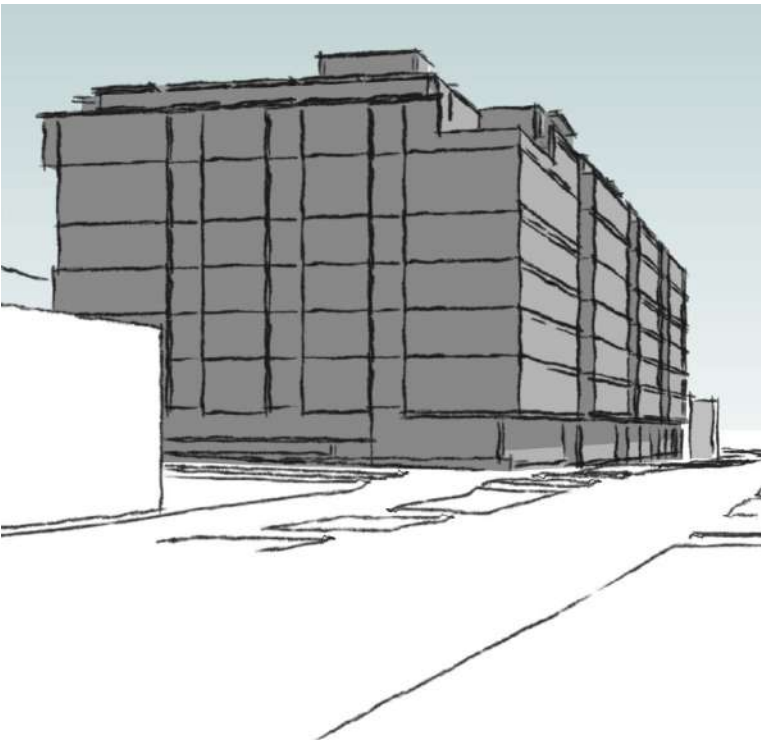
EDG OPTION 4 - "UNFOLDING CONNECTION"
PERSPECTIVE VIEWS



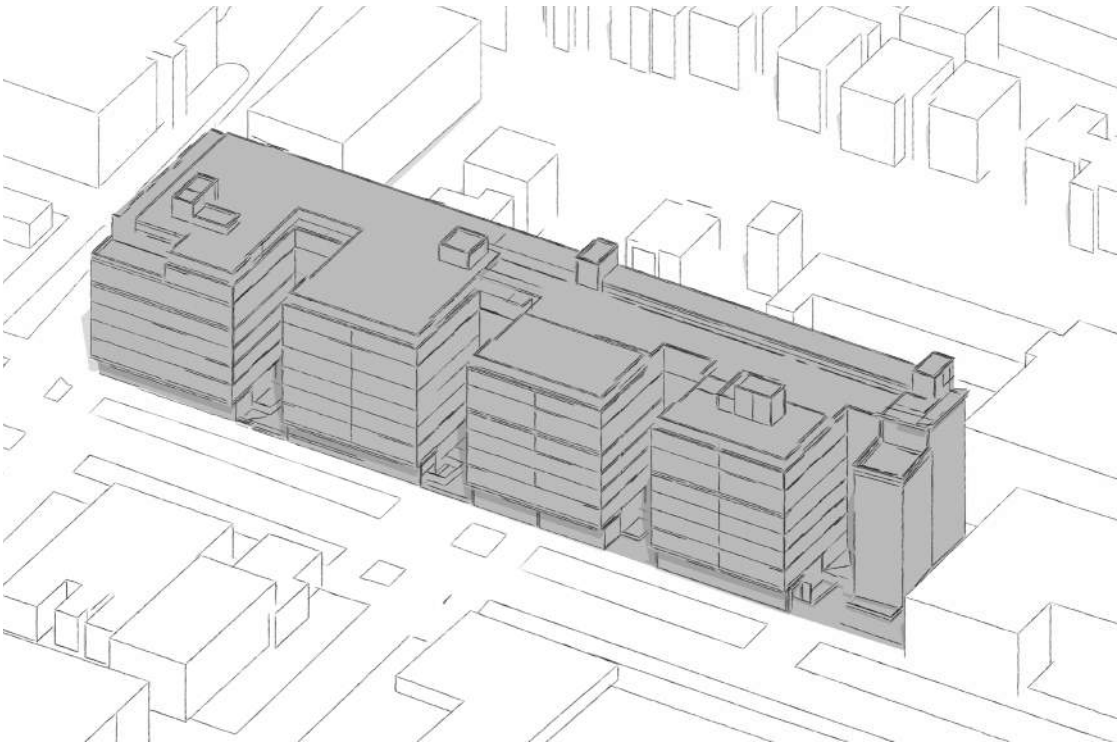
PERSPECTIVE LOOKING NORTHWEST FROM HIAWATHA PL S



EYE LEVEL PERSPECTIVE LOOKING SOUTHEAST FROM RAINIER AVE S



STREET-LEVEL PERSPECTIVE LOOKING SOUTHEAST FROM RAINIER AVE S



PERSPECTIVE LOOKING NORTHEAST FROM RAINIER AVE S



EYE LEVEL PERSPECTIVE LOOKING NORTH FROM RAINIER AVE S

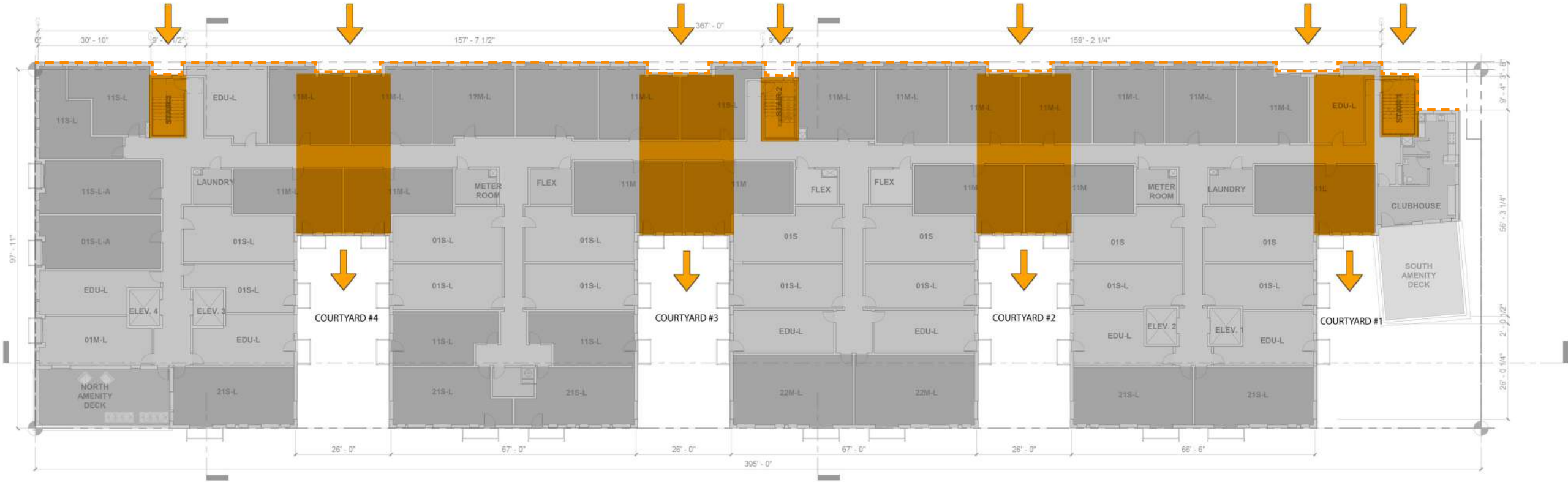


STREET-LEVEL PERSPECTIVE LOOKING NORTH FROM RAINIER AVE S

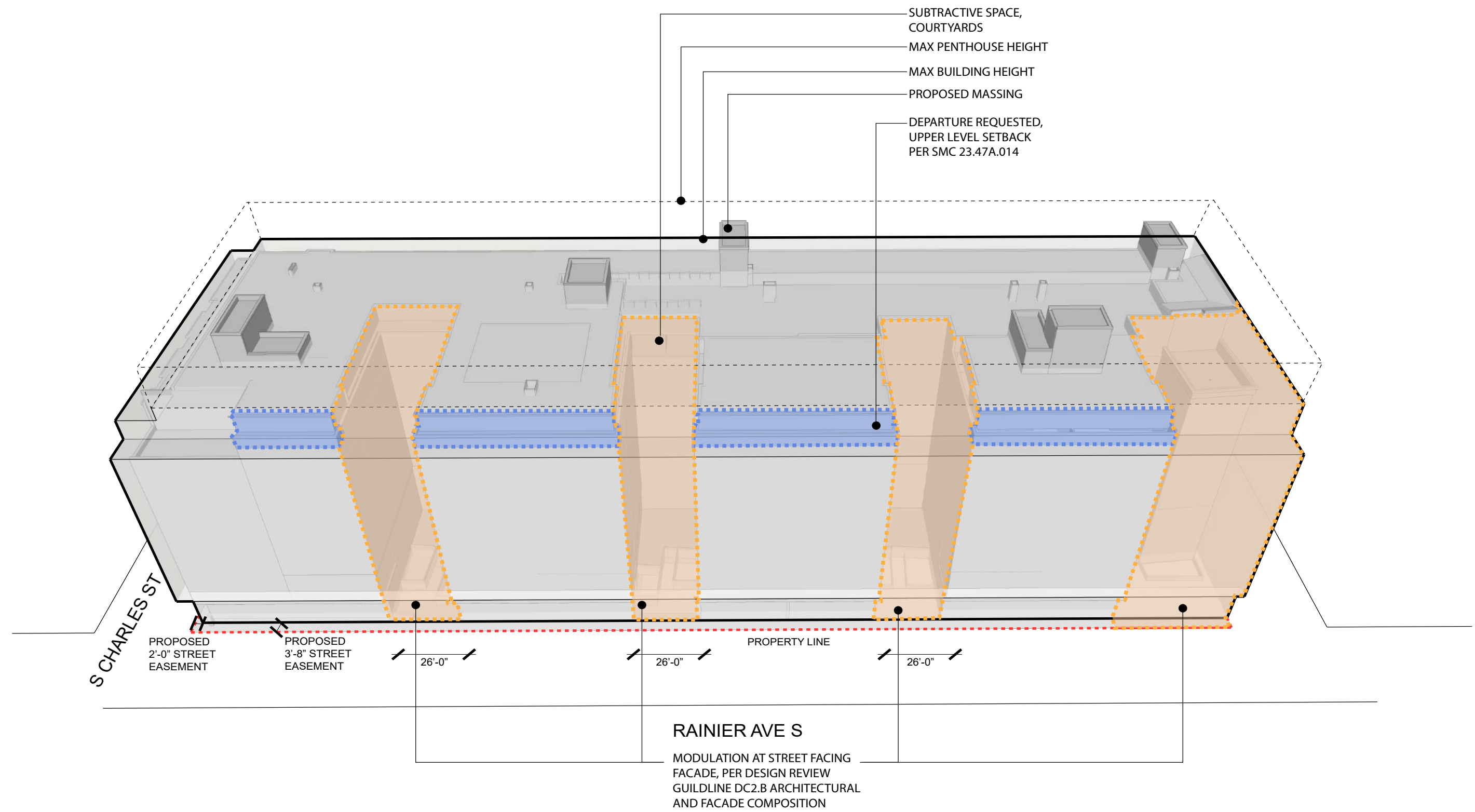
EAST ELEVATION DEVELOPMENT:



upper level set back
bay expression



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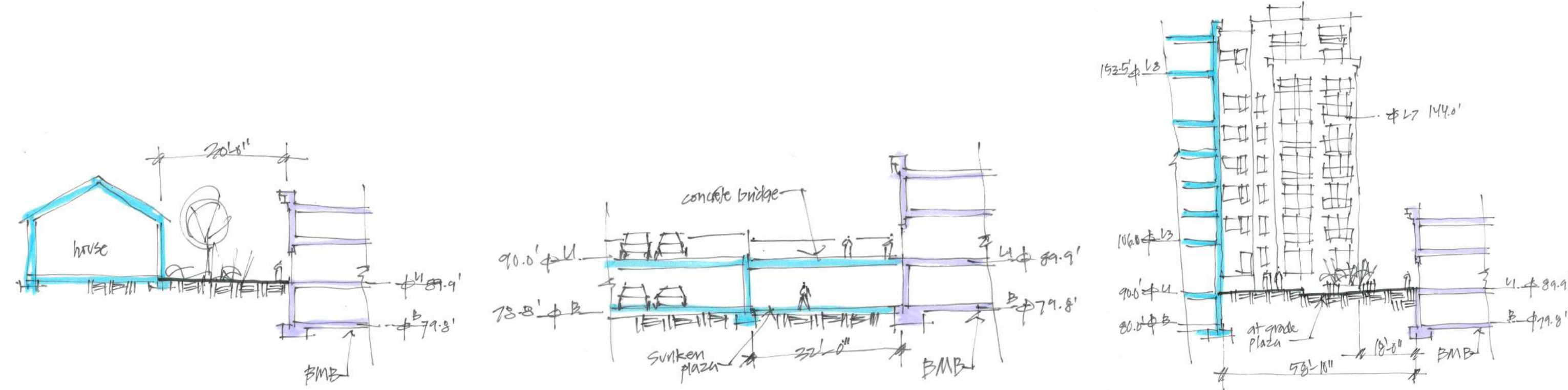


NOTE: THE PROPOSED OPTION #4 MASSING PROPOSES MORE MODULATION THAN IS REQUIRED BY ZONING

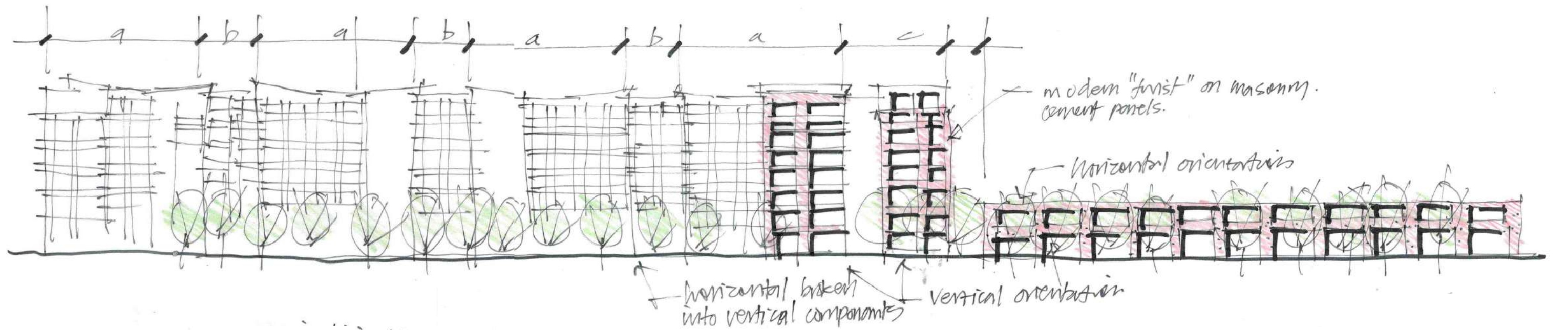
EDG OPTION 4 - "UNFOLDING CONNECTION"

EVOLUTION OF THE COURTYARDS

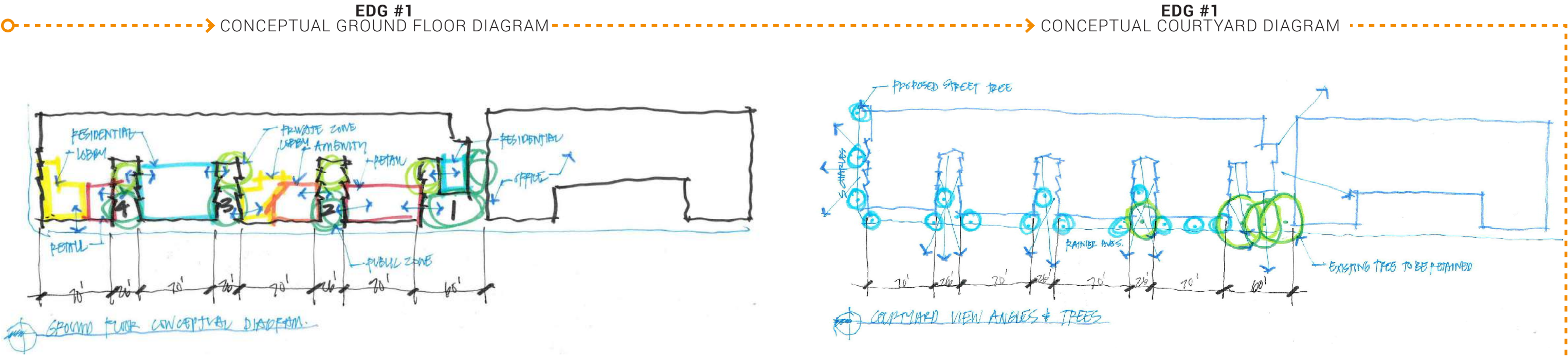
OPEN SPACE SECTION AT BMB:



CONCEPTUAL BUILDING TIE:



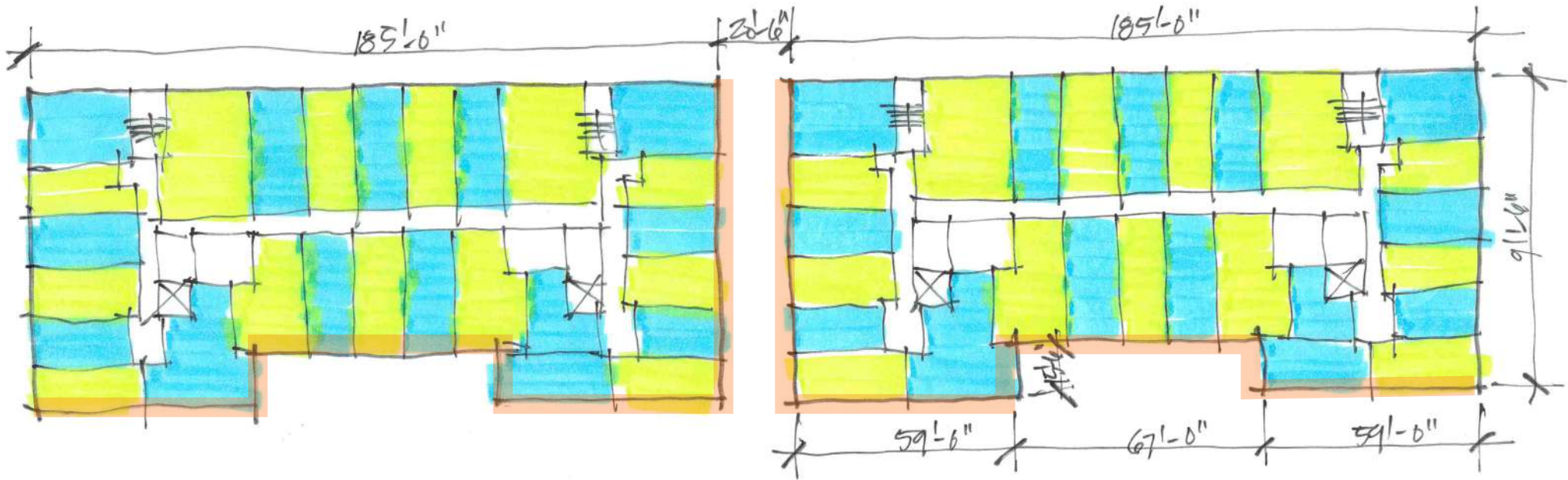
GROUND LEVEL COURTYARD EVOLUTION:



EDG #2:
OPTION 4 PROPOSED COURTYARD DESIGN

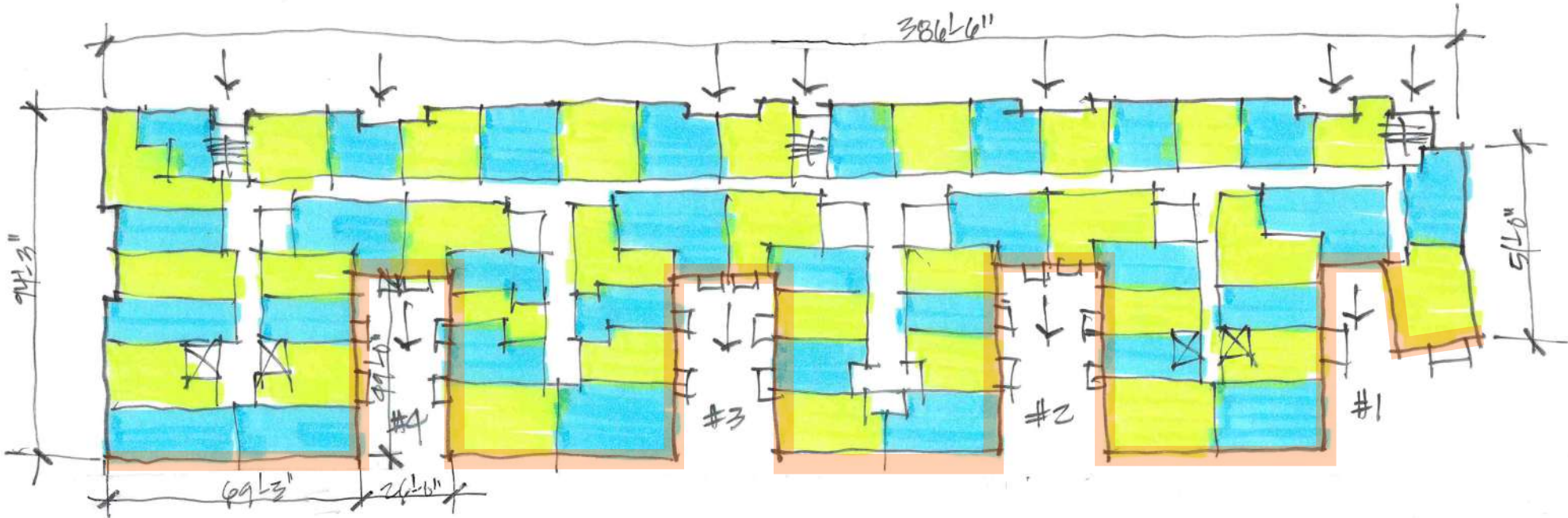


EDG OPTION 4 - "UNFOLDING CONNECTION"
EVOLUTION OF THE COURTYARDS ACCESS TO DAYLIGHT



OPTION 2 COURTYARD DESIGN
1,057 FT. OF PERIMETER WALL ACCESS TO LIGHT

38 units with approx. 680 linear feet of street/courtyard facade



OPTION 4 COURTYARD DESIGN
1,315 FT. OF PERIMETER WALL ACCESS TO LIGHT

43 units with approx. 960 linear feet of street/courtyard facade

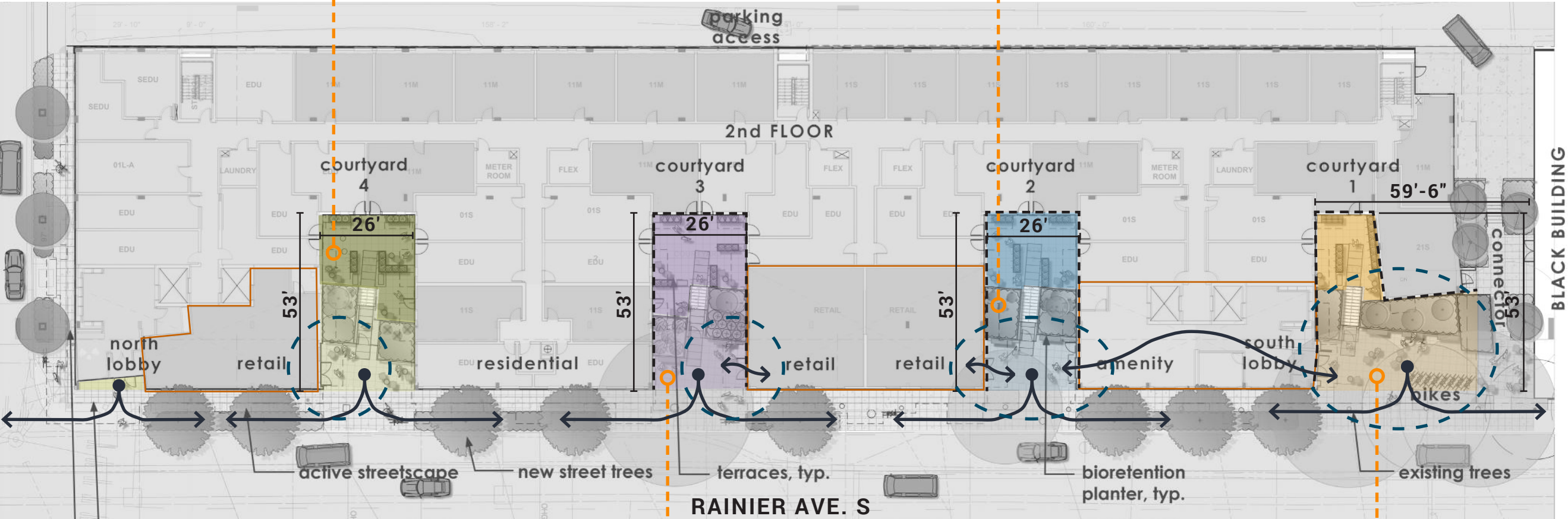
OPTION 4 HAS A 24% INCREASE OF PERIMETER WALL ACCESS TO LIGHT

"URBAN COURT"

- PRIVATE OUTDOOR SPACE TO BE USED BY RESIDENTS AT UPPER PORTION OF COURTYARD
- GATHERING SPACE AT BOTTOM OF COURTYARD FOR PUBLIC

"THE CONNECTOR"

- CONNECTS RETAIL, AMENITY AND LOBBY
- RETAIL AND AMENITY SPILL OUT SPACE
- TABLES FOR 2 OR 4 AT BOTTOM OF COURTYARD



- PRIVATE REALM (DARKER SHADE)
- PUBLIC REFUGE (LIGHTER SHADE)
- PEDESTRIAN GATHERING SPACES
- PEDESTRIAN CIRCULATION



"ZEN GARDEN"

- SOFTEN MIDDLE OF BUILDING
- SEATING SPACES FOR RETAIL TO SPILL OUT ON
- LOTS OF WOOD BENCHES, PLUSH GRASSES
- REFUGE FROM STREET
- COURTYARDS LOCATED TOWARDS RAINIER WHICH RESPONDS DIRECTLY TO CENTRAL AREA DESIGN GUIDELINES L1-1-a, PL1-2-a

"COMMUNITY GATHERING SPACE"

- MOST PUBLIC COURTYARD
- NO LARGE BARRIERS
- OPEN TO THE SIDEWALK
- SMALL SCULPTURE/ ART SPACE DEDICATED TO THE BMB IN LINE WITH CENTRAL AREA DESIGN GUIDELINES
- CONNECT TO THE BMB

EDG OPTION 4 - "UNFOLDING CONNECTION"
PERSPECTIVE COURTYARD VIEW + INSPIRATION IMAGES



PUBLIC + PRIVATE COURTYARD



INTERIOR/ EXTERIOR GROUND LEVEL SPACES



INTIMATE SEATING IN COURTYARD



RENDERING OF "THE CONNECTOR" COURTYARD



URBAN SEATING OPTIONS



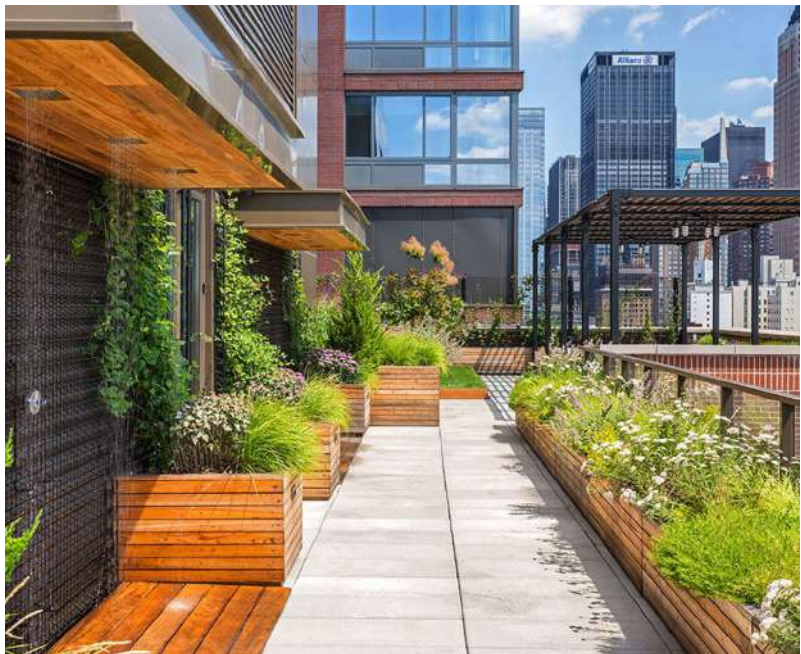
GARAGE DOORS AT RETAIL



URBAN COURTYARD



SIMPLE, INTIMATE LIGHTING



CONNECTION ALONG BUILDING



INTIMATE GATHERING



COURTYARD #1 RENDERING

LANDSCAPE PLAN
STREET LEVEL AND 2ND FLOOR



active streetscape



ex. trees and courtyard retail



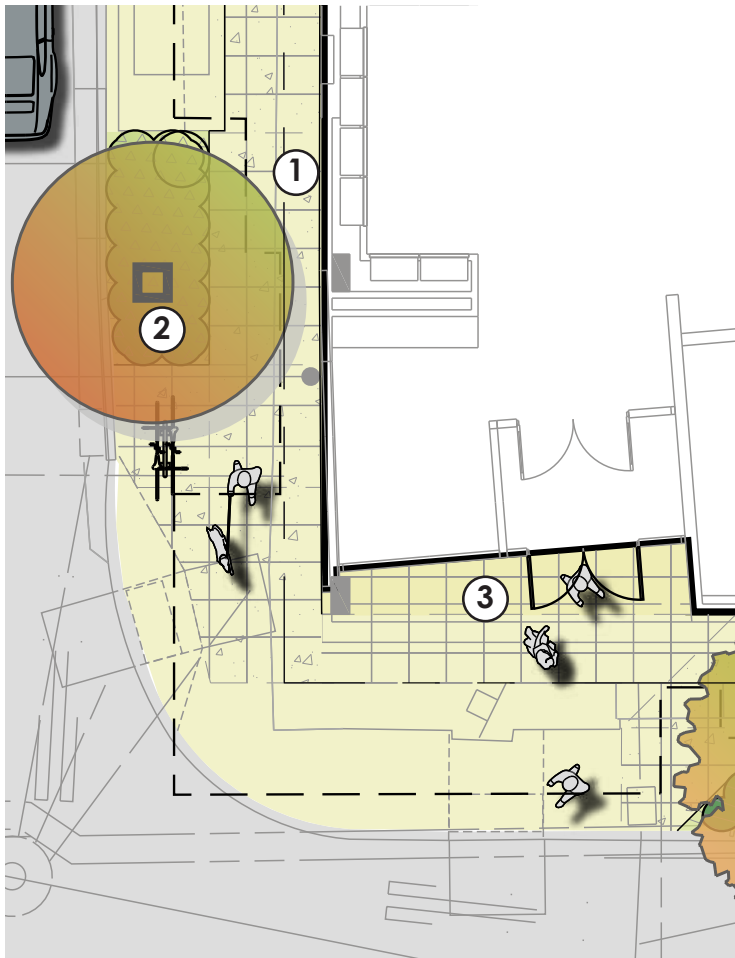
room for bikes



terraces



bioretention planters



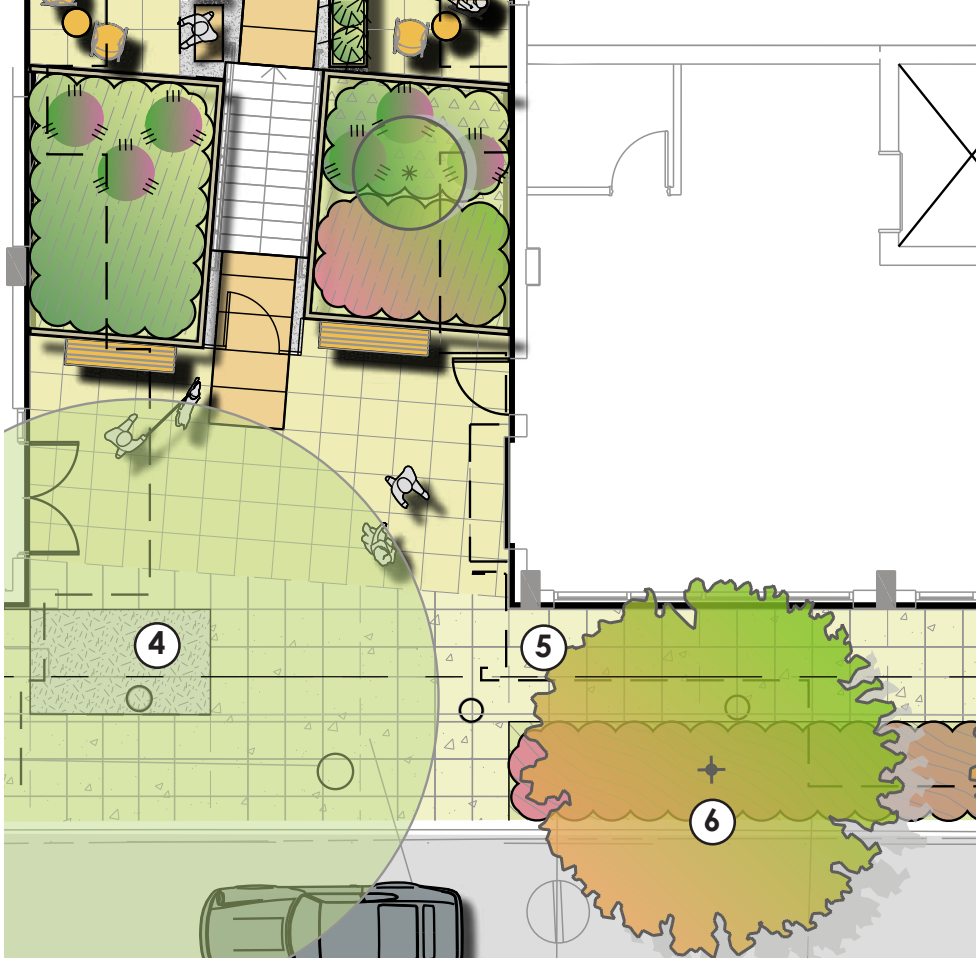
Charles Street to Courtyard 4

Charles Street

- 1 2' pedestrian easement permits standard 6' sidewalk
- 2 'Starlight' Dogwood, Kousa x nuttallii 'KN4 -43', SDOT 9/14
- 3 North Lobby Entry pulls back at corner

Rainier Avenue

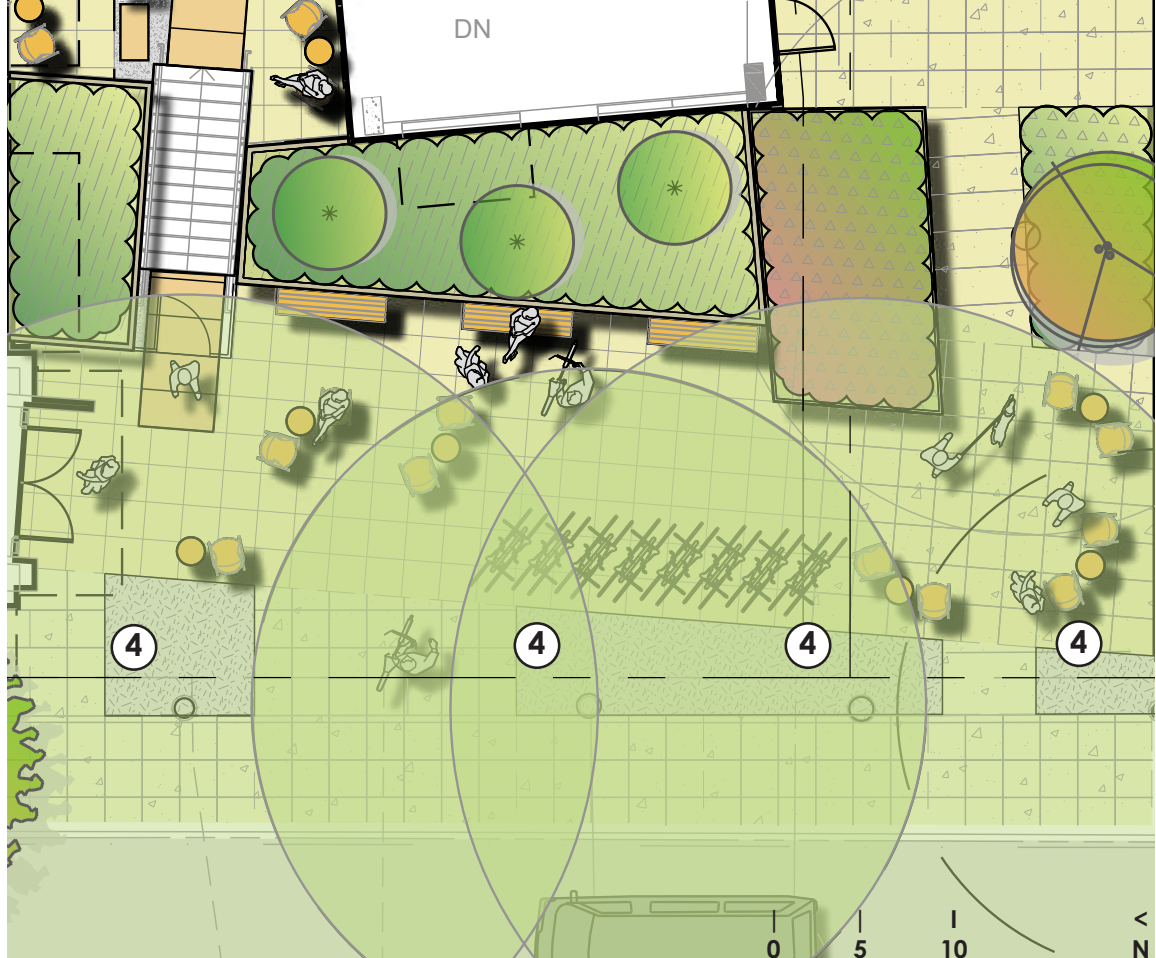
- 4 Existing tree proposed to be retained, back of walk notched at each tree –w flexible paving - SDOT 6/4, 9/14
- 5 3.6' pedestrian easement permits standard 6' sidewalk
- 6 Urban Pinnacle Oak, Quercus macrocarpa 'JFS-KW3', SDOT



Rainier Avenue - Courtyard 3



'Starlight' Dogwood



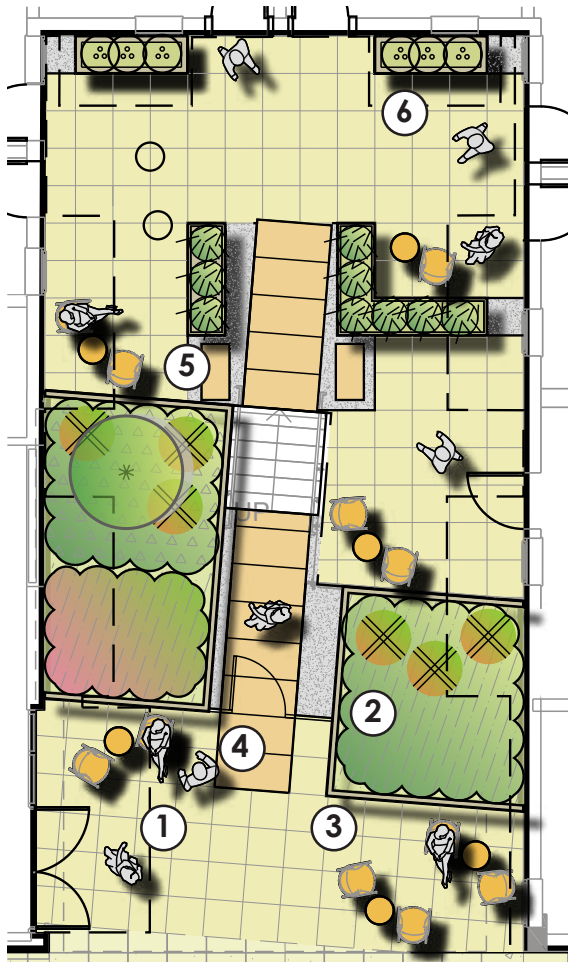
Rainier Ave. -Courtyard 1 at Black Building



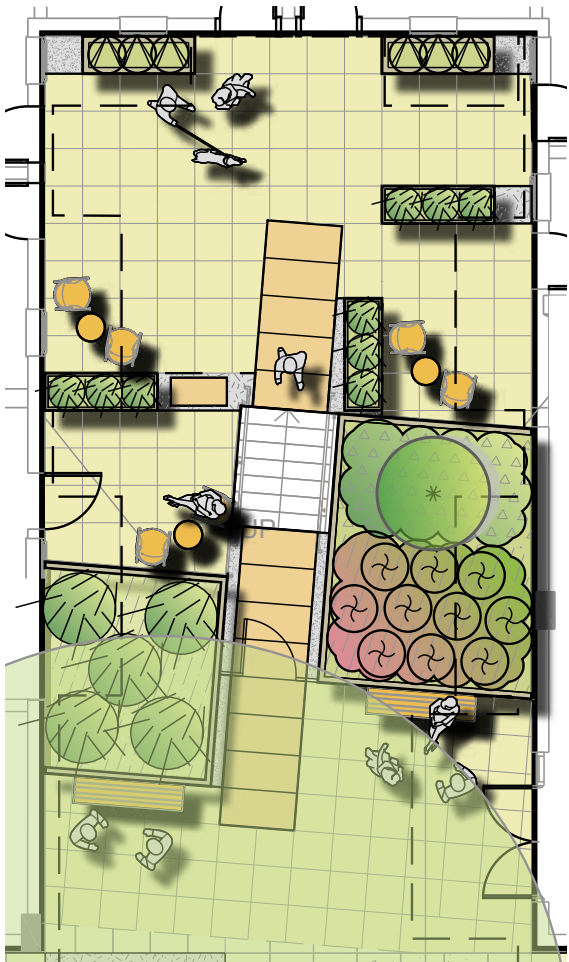
Existing Scarlet Oak Trees



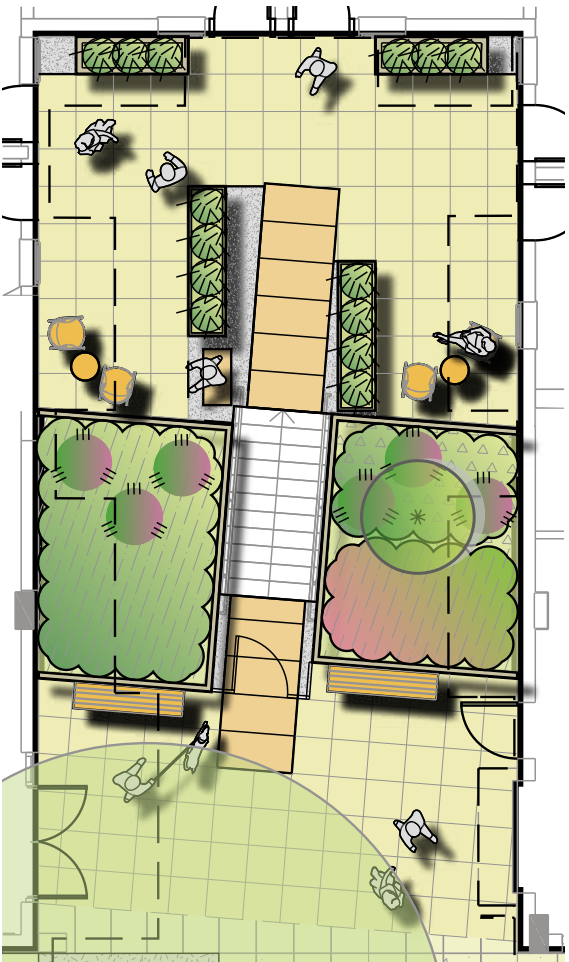
Urban Pinnacle Oak



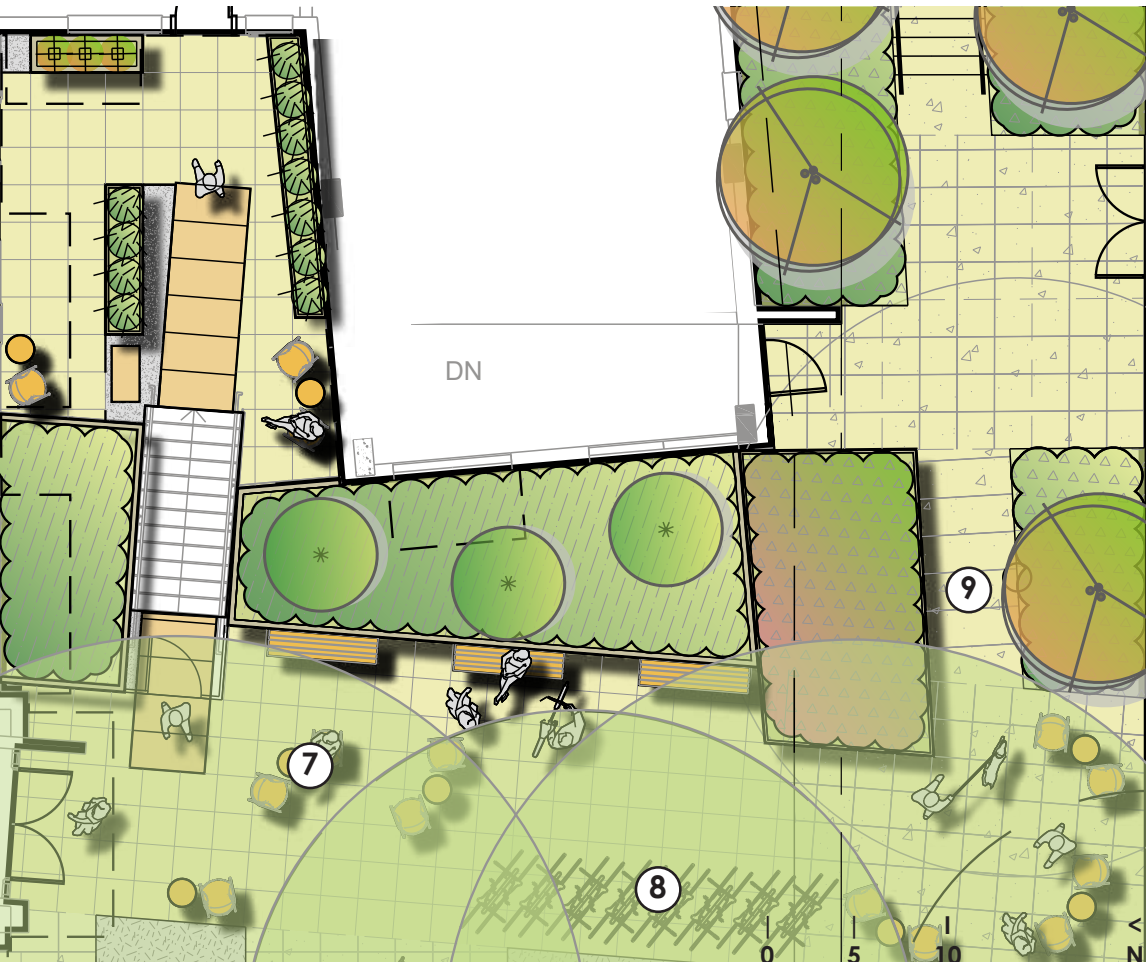
4 URBAN COURT



3 ZEN GARDEN



2 THE CONNECTOR



1 GATHERING SPACE

COURTYARDS

- 1 entry court - angled to street
- 2 bioretention planter
- 3 attached seating at bioplayers
- 4 gate to connector walk and stair
- 5 paver to private terrace
- 6 raised planters for privacy
- 7 flexible seating
- 8 bike corral
- 9 connector to Black Bldg., alley



2 bioretention planter



3 Attached seating at bioplayer



5 paver to private terrace



7 flexible seating



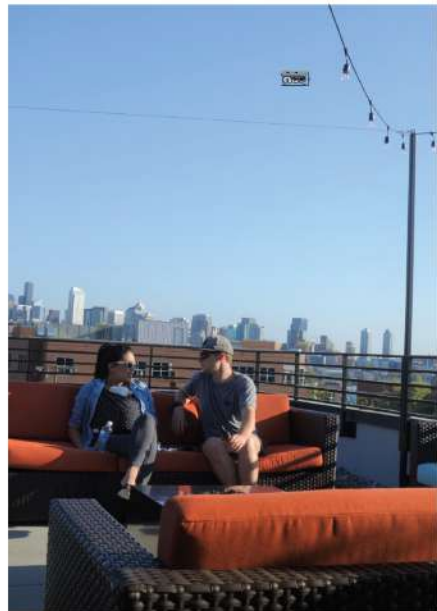
fire



friends



food

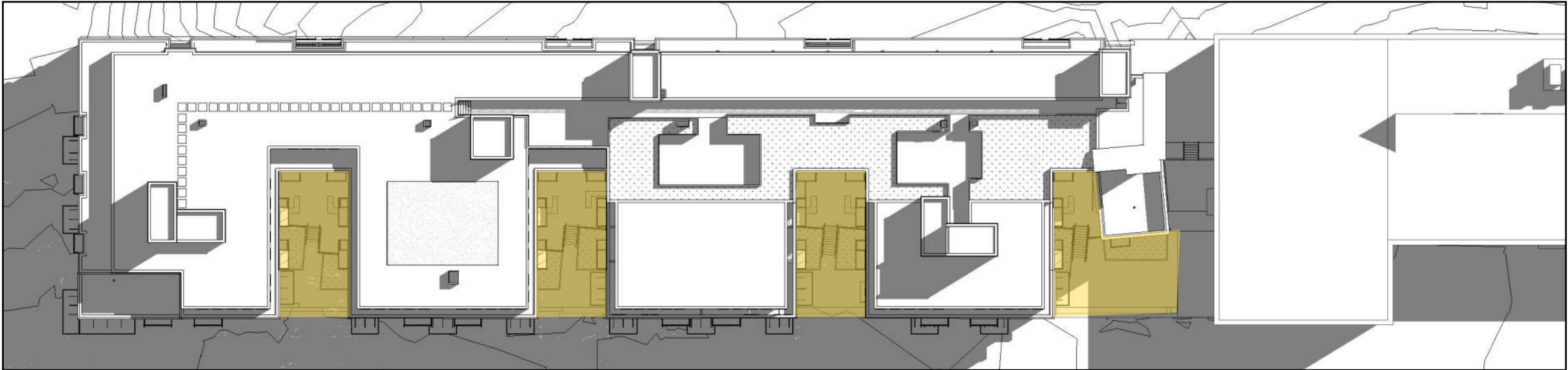


fun

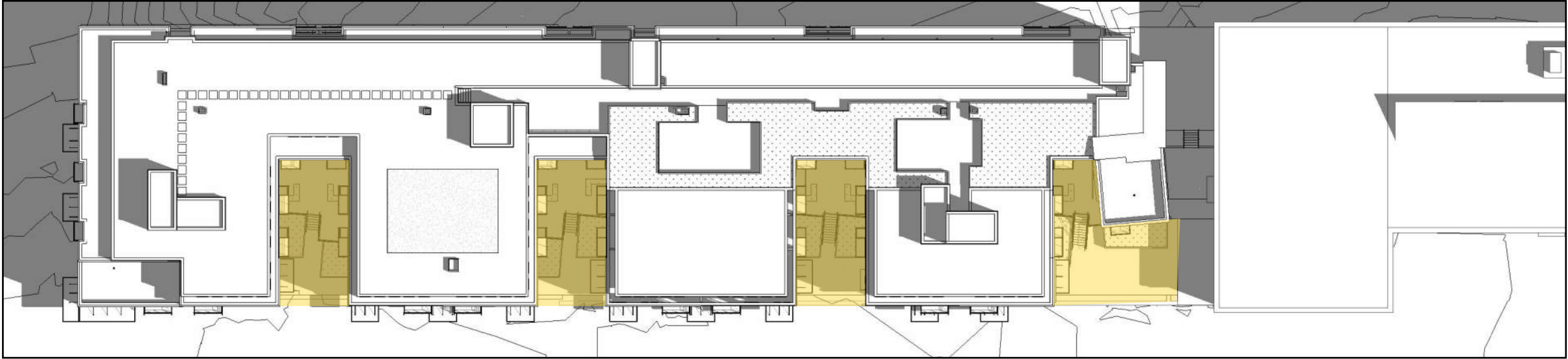
EDG OPTION 4 - "UNFOLDING CONNECTION"

COURTYARD SHADOW STUDIES

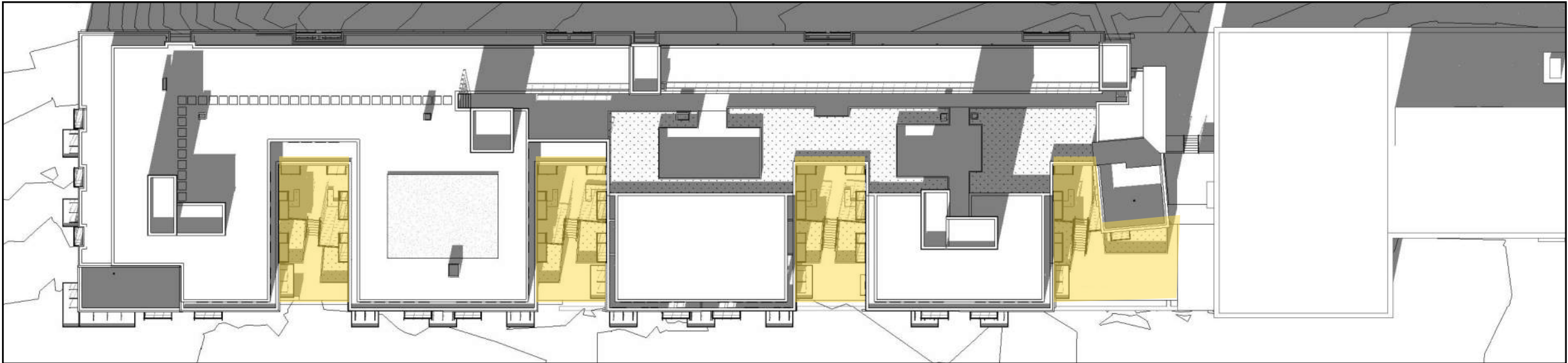
MARCH 21, 9 AM



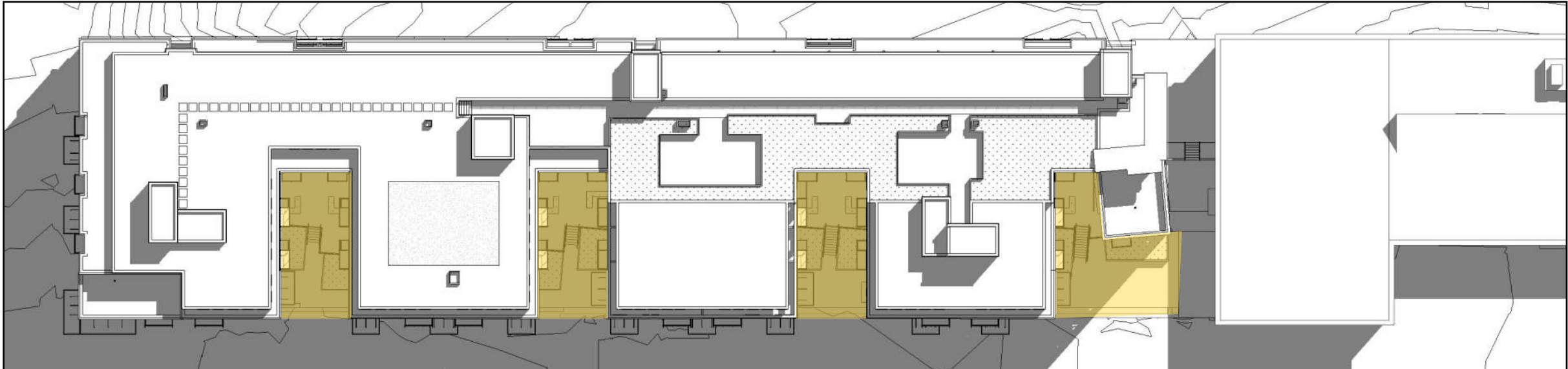
MARCH 21, 12 PM



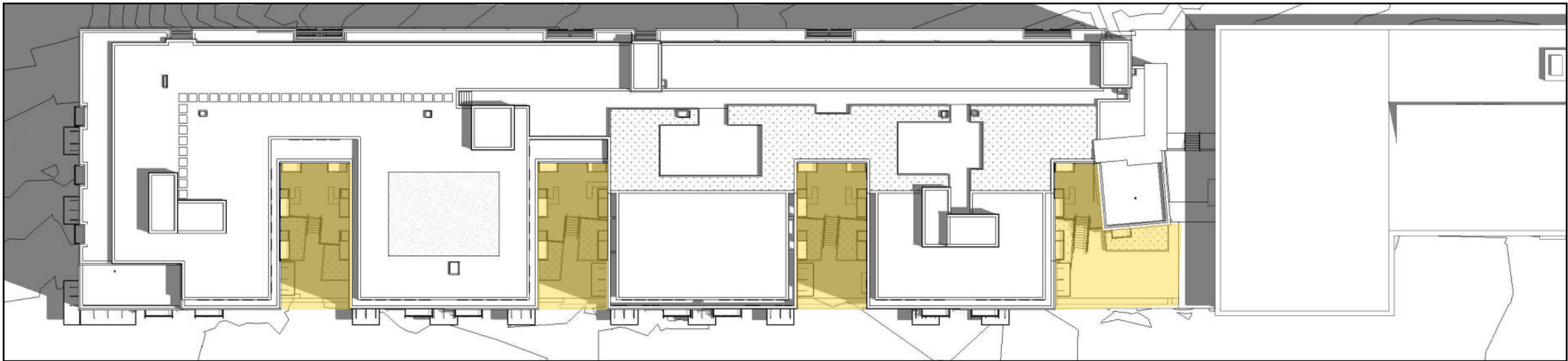
MARCH 21, 5 PM



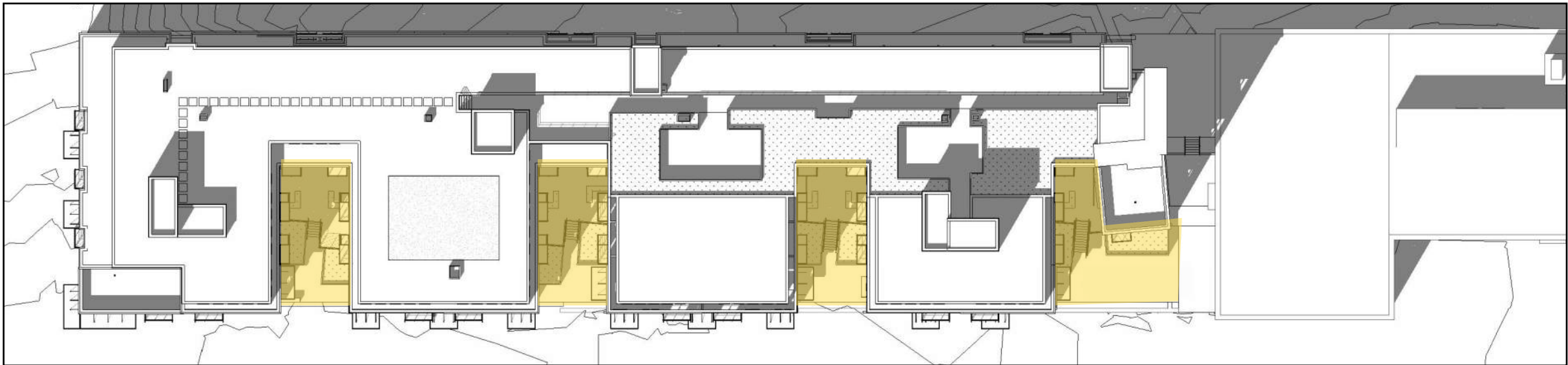
JUNE 21, 9 AM



JUNE 21, 12 PM

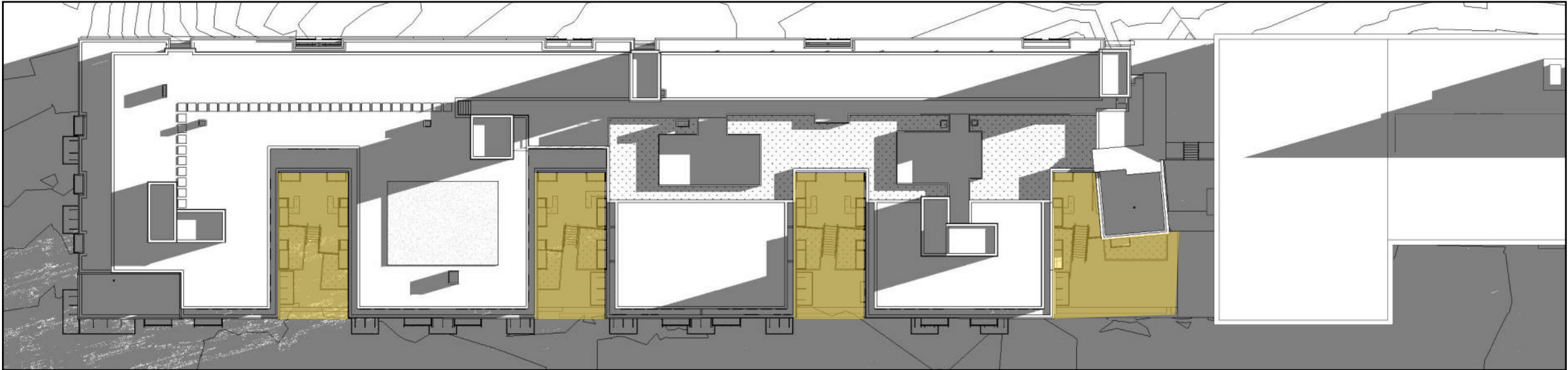


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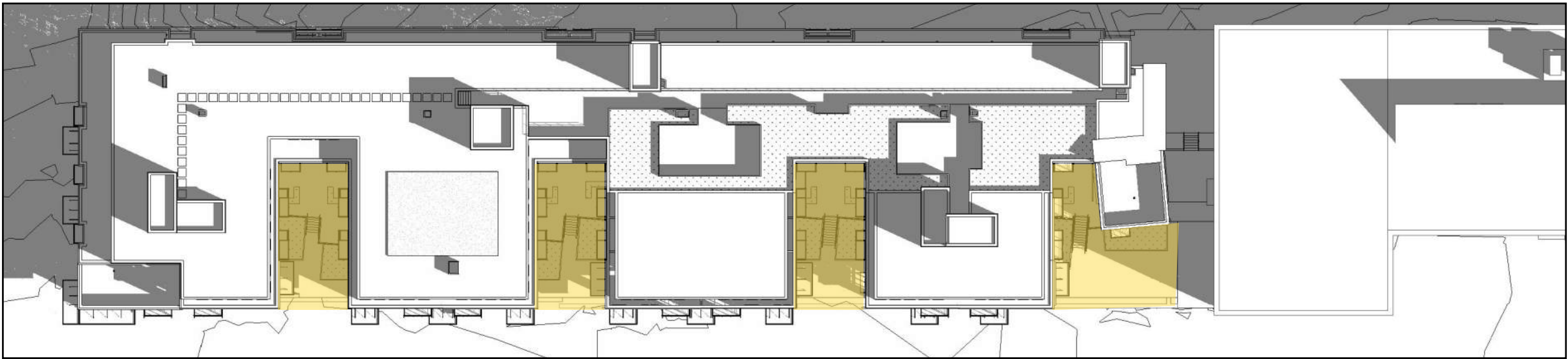


EDG OPTION 4 - "UNFOLDING CONNECTION"
COURTYARD SHADOW STUDIES

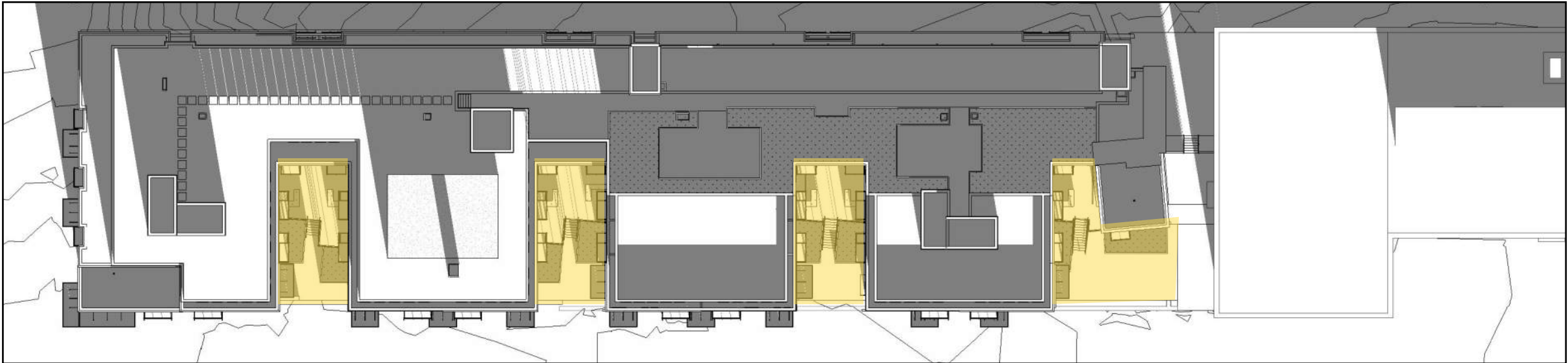
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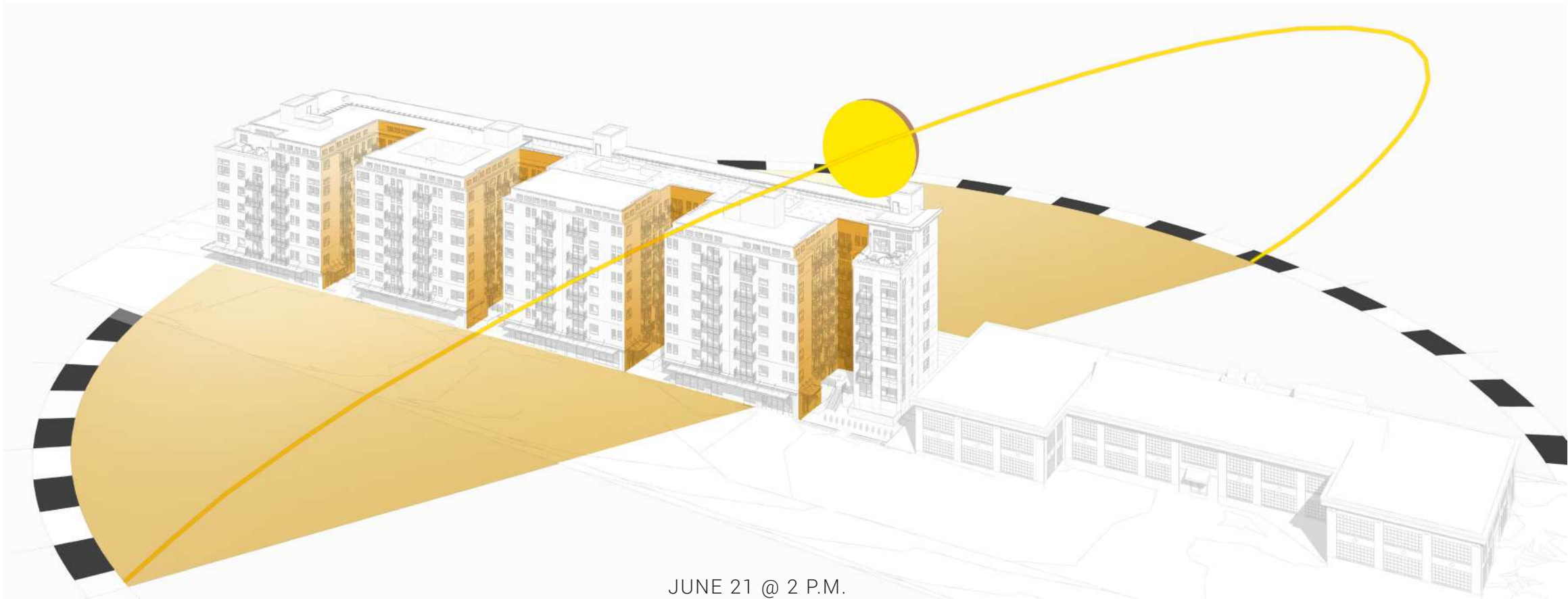


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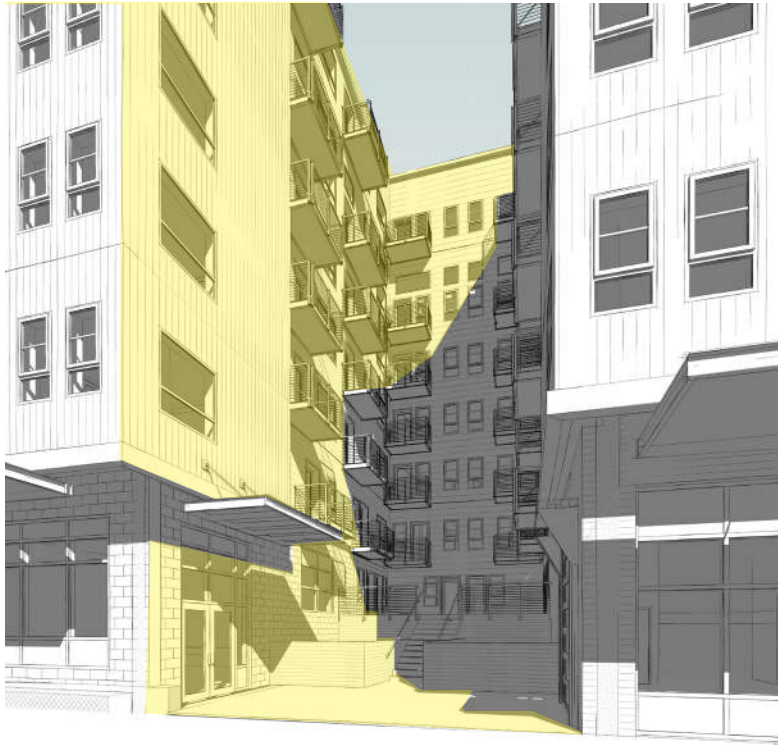


DECEMBER 21, 5 PM





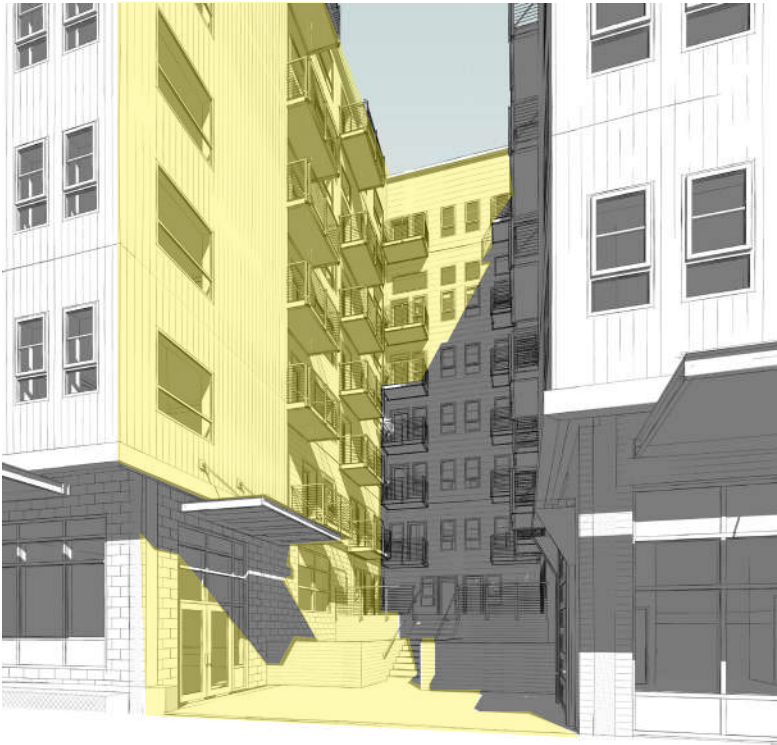
EYE LEVEL PERSPECTIVE VIEWS OF COURTYARD AT HIGH-SUN:



MARCH 21, 2 PM



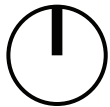
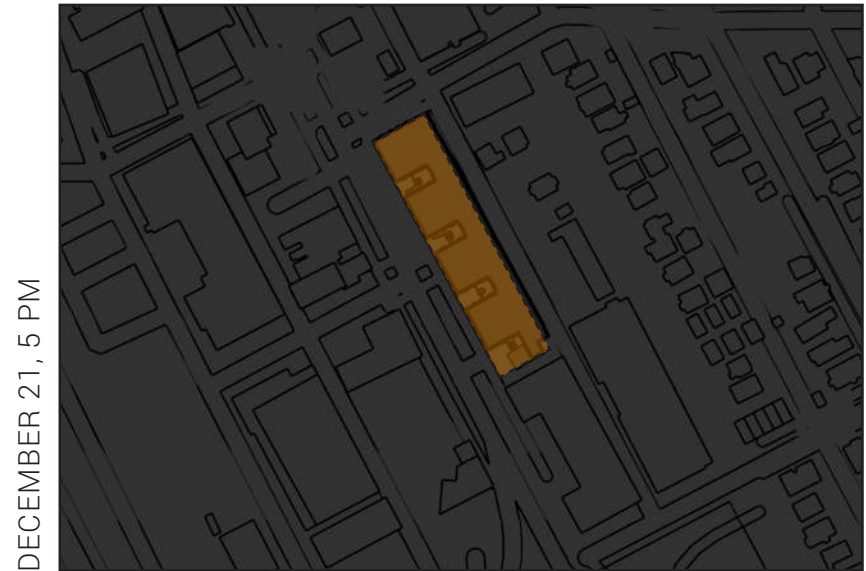
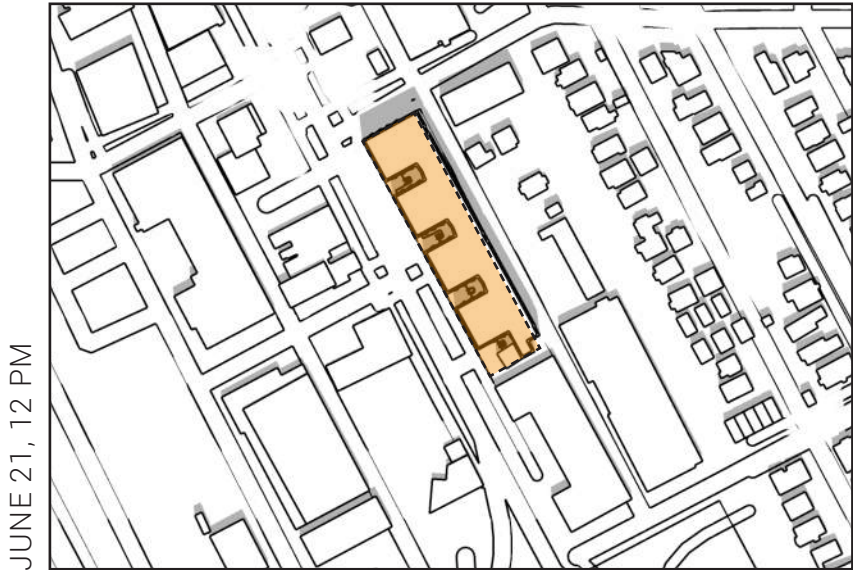
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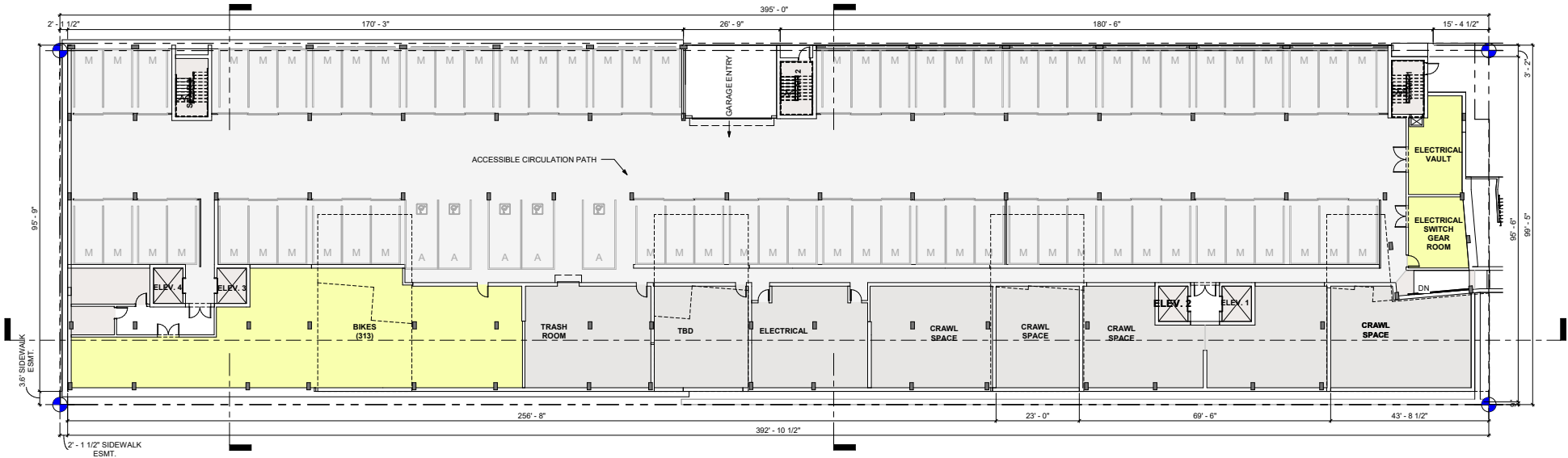


DECEMBER 21, 2 PM

EDG OPTION 4 - "UNFOLDING CONNECTION"

SHADOW STUDIES





BASEMENT FLOOR PLAN

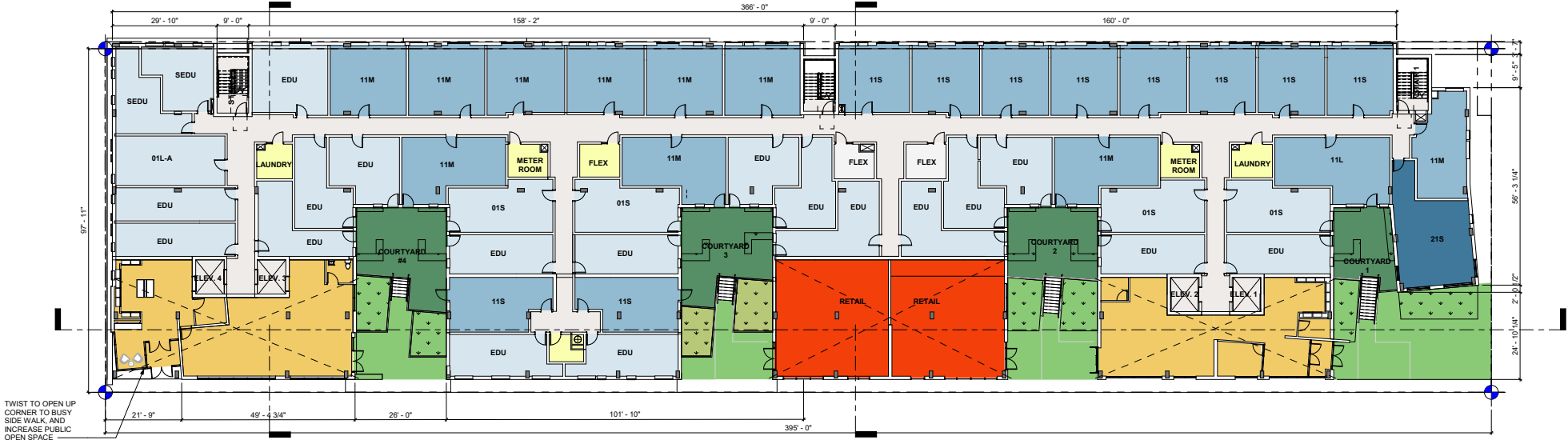


LEVEL 1 FLOOR PLAN

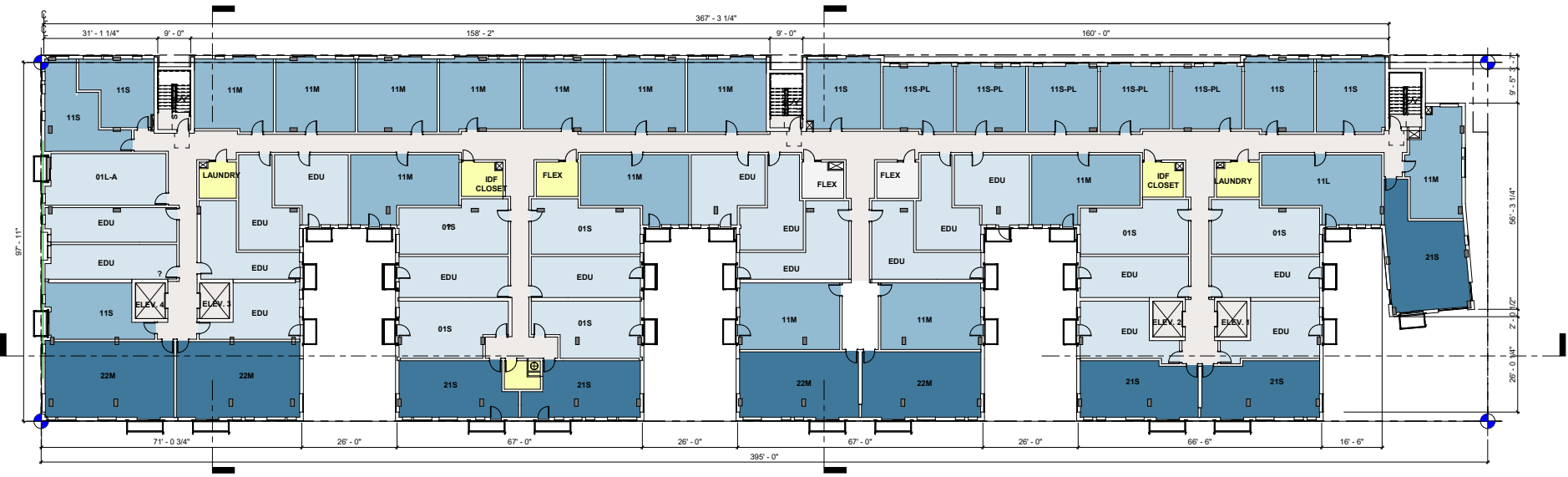


EDG OPTION 4 - "UNFOLDING CONNECTION"

FLOOR PLANS



LEVEL 2 FLOOR PLAN



LEVELS 3 - 7 FLOOR PLANS





EDG OPTION 4 - "UNFOLDING CONNECTION"
COLORED ELEVATIONS



WEST ELEVATION



EAST ELEVATION



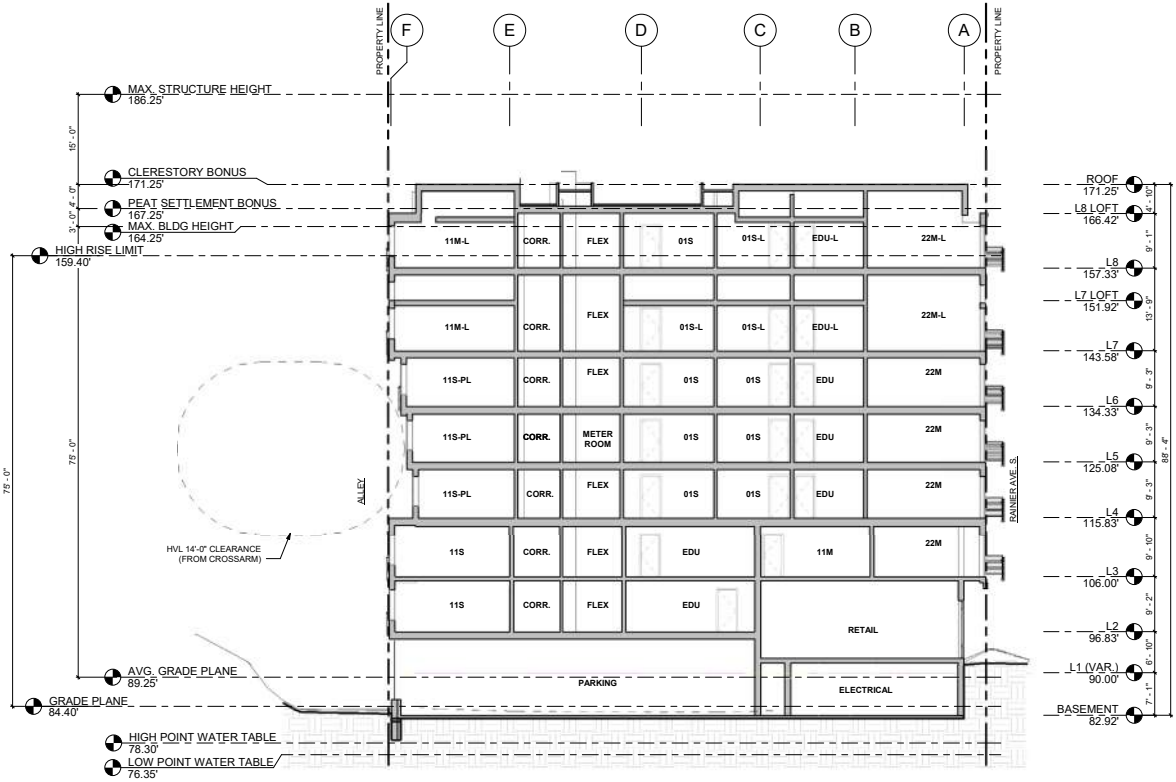
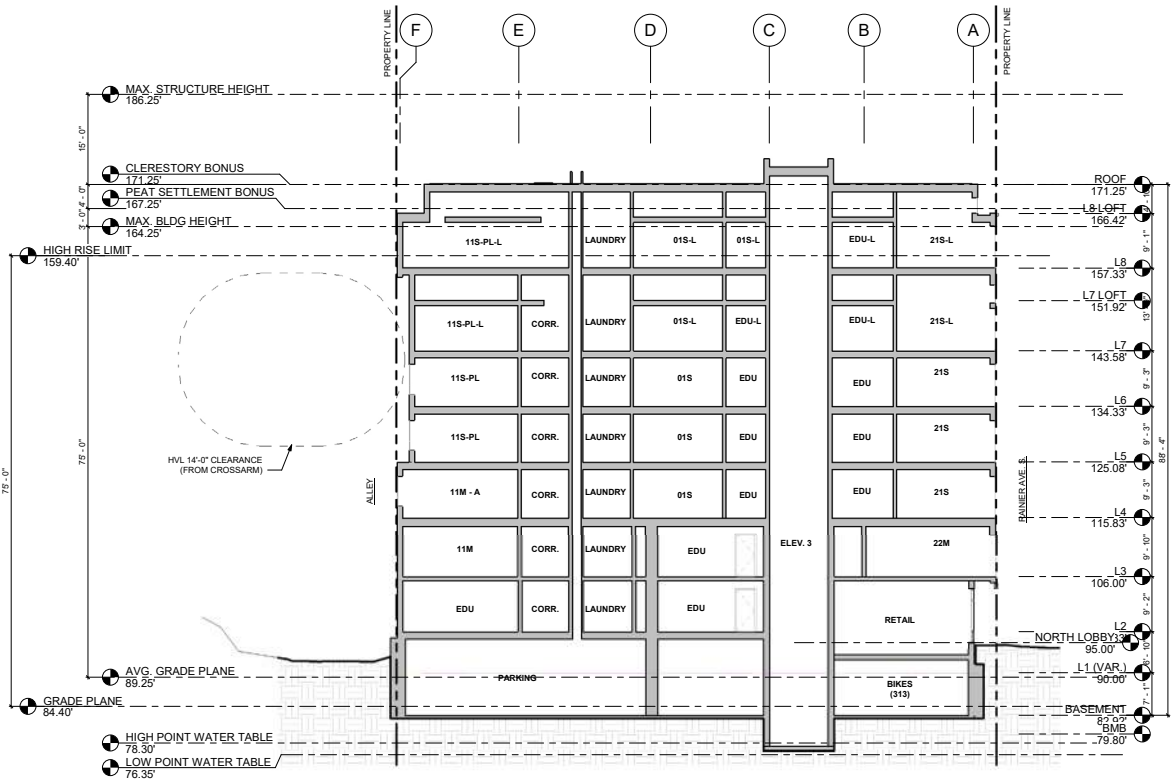
SOUTH ELEVATION



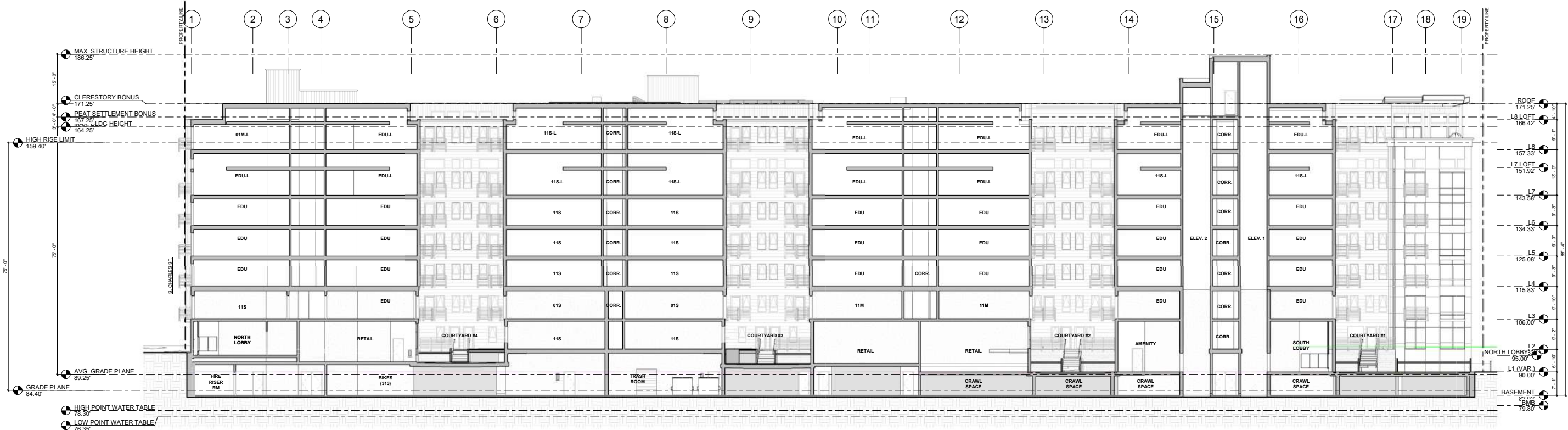
NORTH ELEVATION

EDG OPTION 4 - "UNFOLDING CONNECTION"

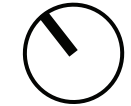
STACKING SECTIONS



STACKING SECTIONS - EAST - WEST



STACKING SECTION - NORTH - SOUTH



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EDG OPTION 1 - "TWO BUILDINGS"

GENERATIVE DIAGRAMS

DISTINGUISHING FEATURES:

- Two 8-Story buildings with 1 level of parking below grade

PROS:

- No departures requested
- Courtyards face quieter residential area
- 30' gap significantly separates the building mass

CONS:

- Courtyards facing NE
- Lack of connection to Black Manufacturing Building
- Lack of modulation along Rainier Ave S
- No podium creates 2 separate buildings that are inefficient in terms of parking and vertical circulation
- This option will throw the Black Manufacturing Building current north openings into non-compliance requiring removal of several existing windows on the north facade.
- Proximity of Black Manufacturing Building has significant impacts on the proposed building's south facade.

APPROXIMATE GSF:

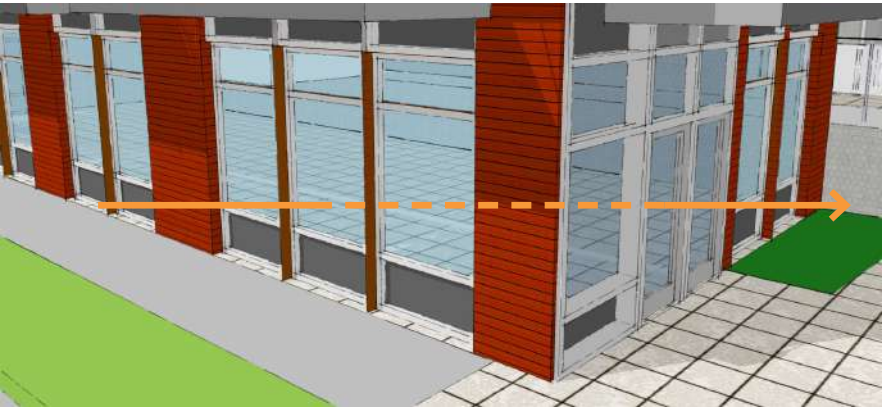
- L0: 36,350 SF
- L1: 35,450 SF
- L2 - L7: 29,000 SF
- L8: 26,000 SF
- TOTAL: 271,800 SF

DEPARTURES:

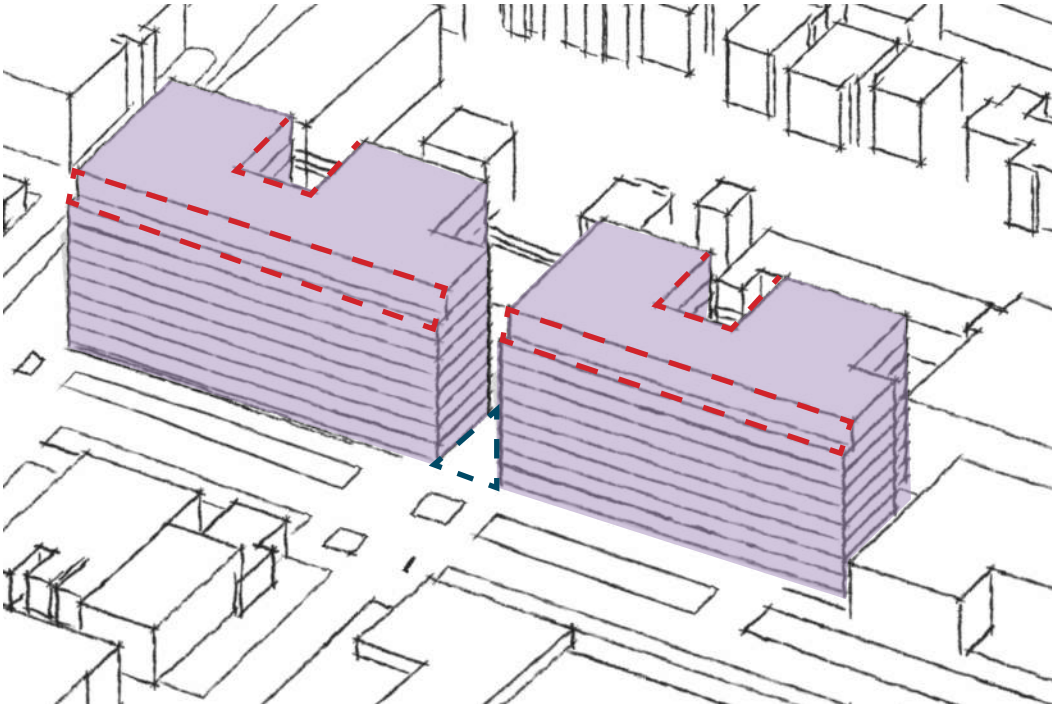
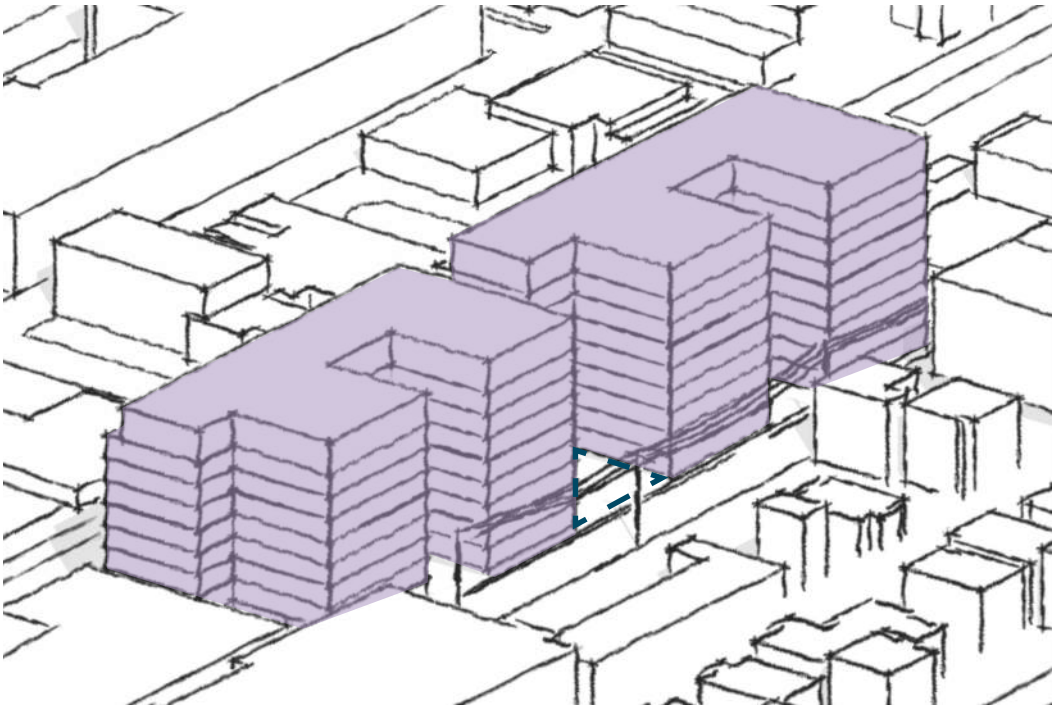
- None requested.

TRANSITION TO BLACK MANUFACTURING BUILDING:

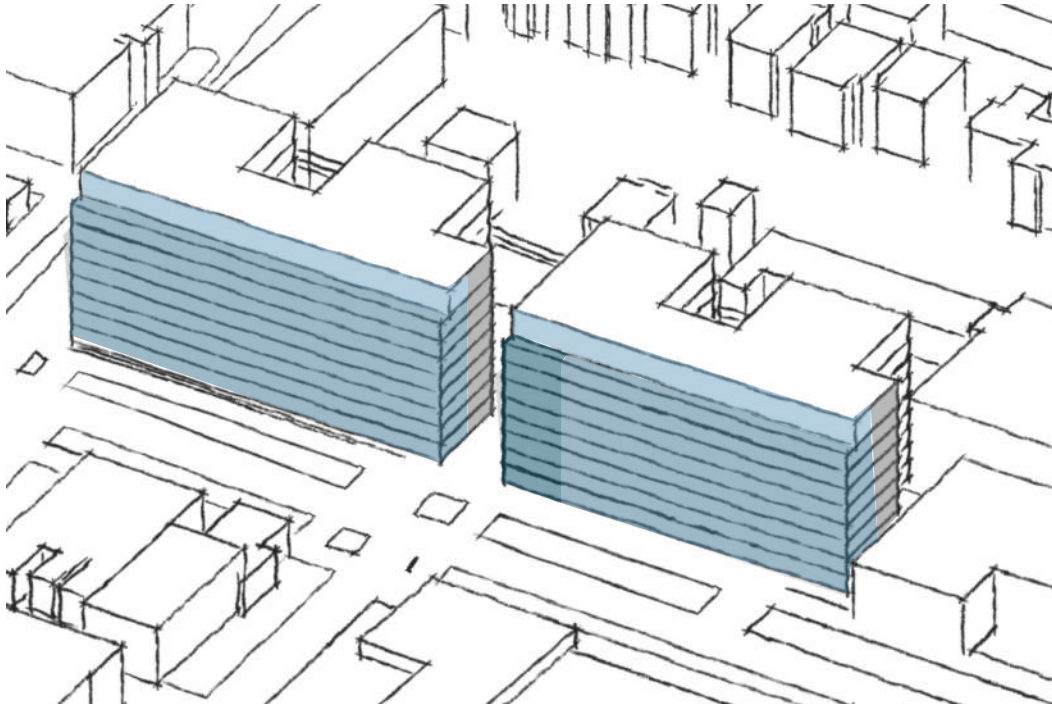
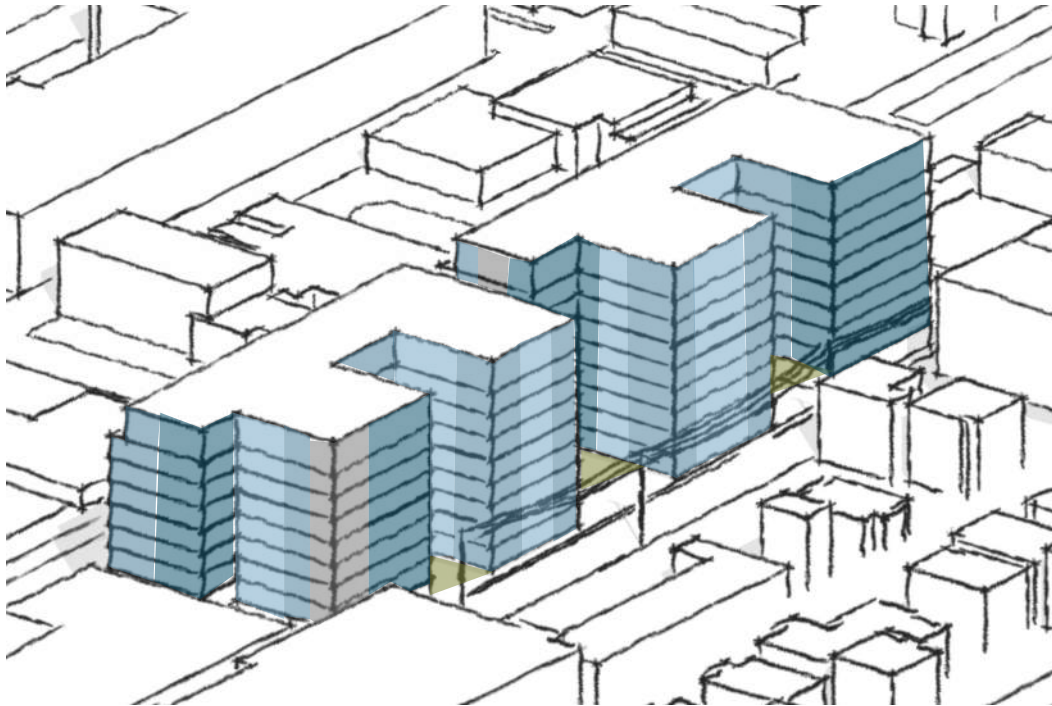
- Full height glazing at SW corner allows view through structure displaying the Black Manufacturing Building beyond.

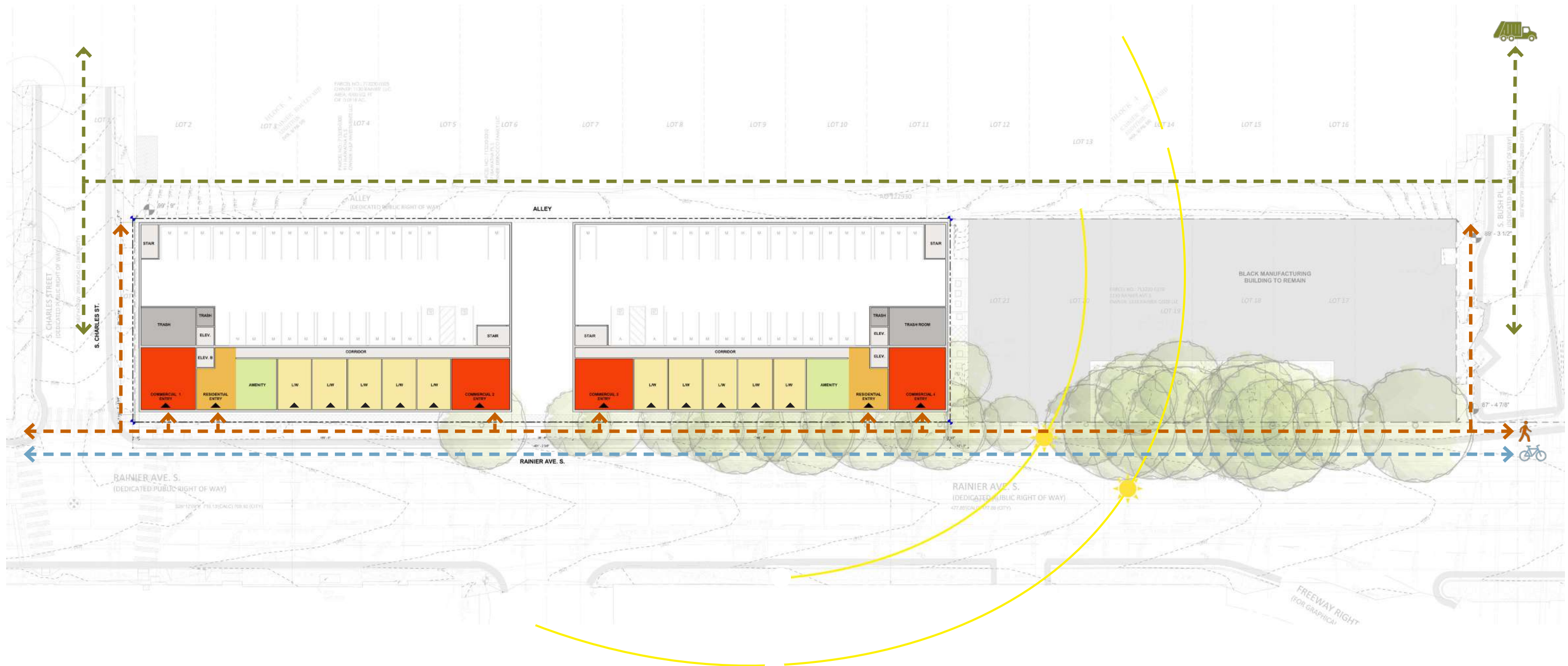


- PODIUM BASE
- UPPER MASS
- MODULATION
- PEDESTRIAN GATHERING SPACES



- STUDIO
- URBAN 1-BED
- 1-BED
- 2-BED
- LIVE/WORK
- INDOOR AMENITY
- ROOF AMENITY
- RETAIL
- CIRCULATION
- LOBBY



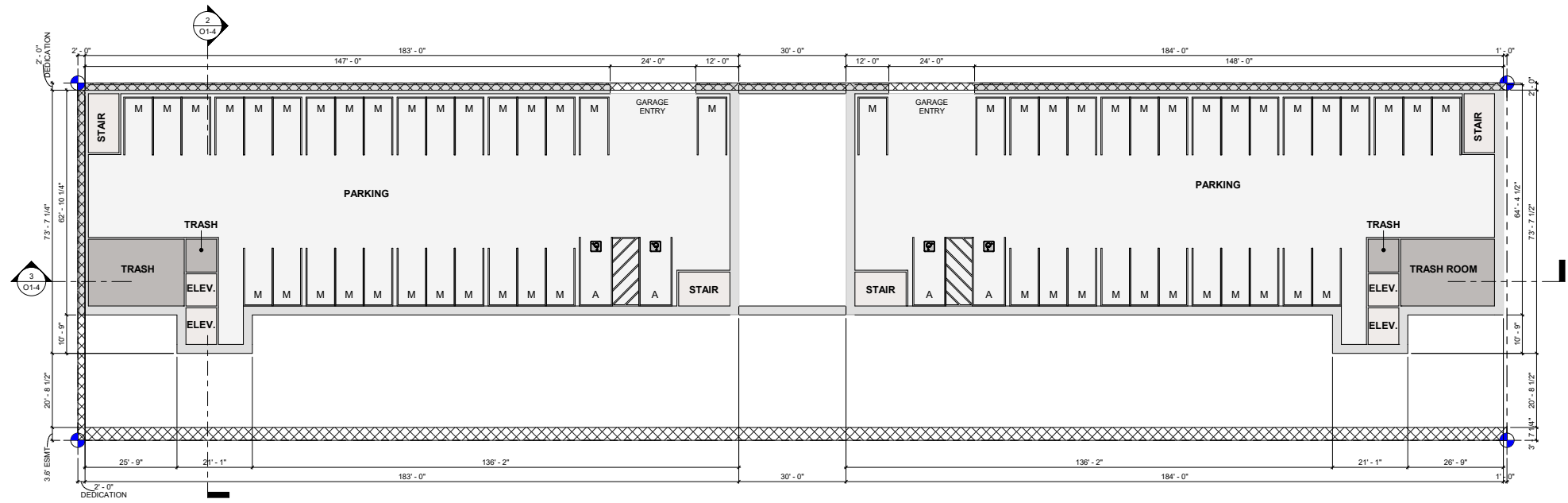


OPTION 1 SITE PLAN

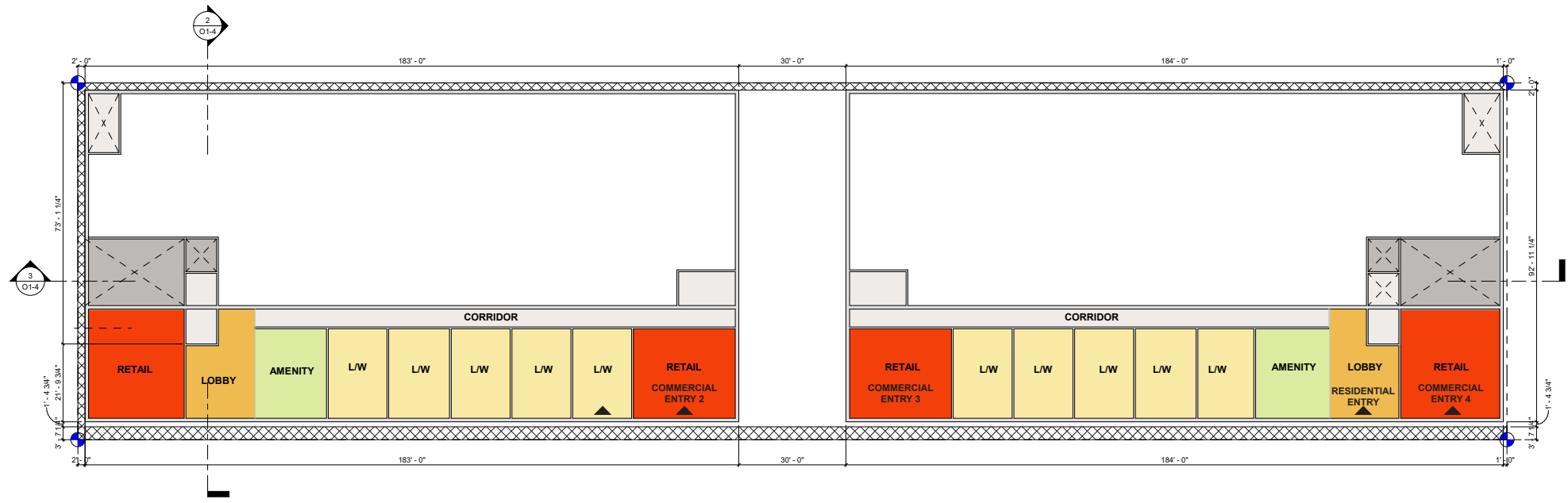


EDG OPTION 1 - "TWO BUILDINGS"

FLOOR PLANS



BASEMENT FLOOR PLAN

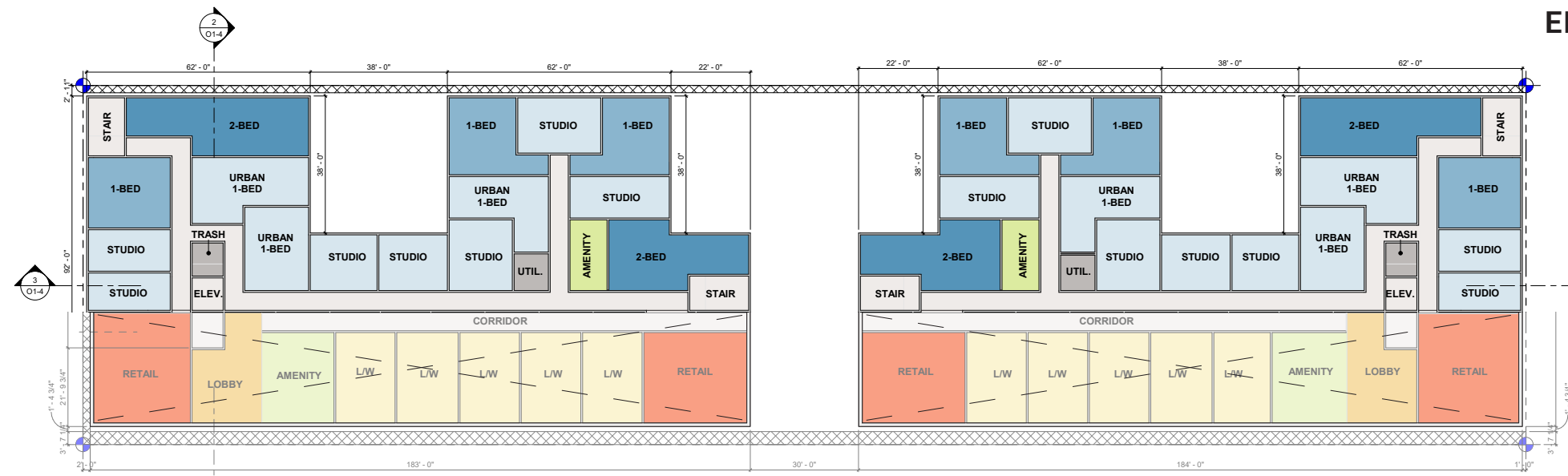


LEVEL 1 FLOOR PLAN

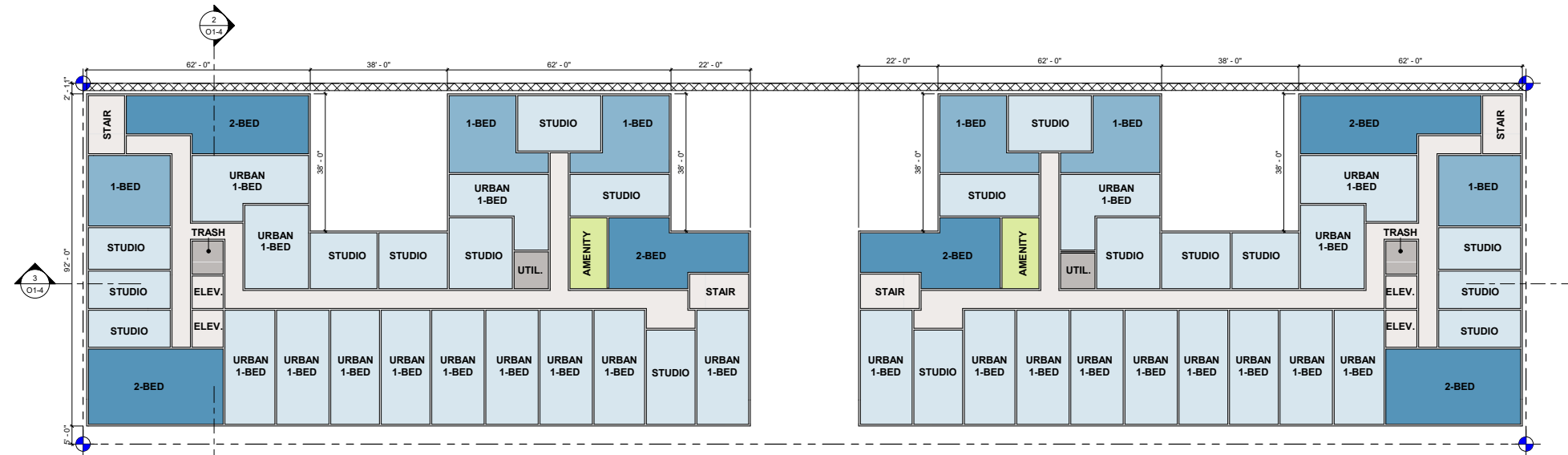


EDG OPTION 1 - "TWO BUILDINGS"

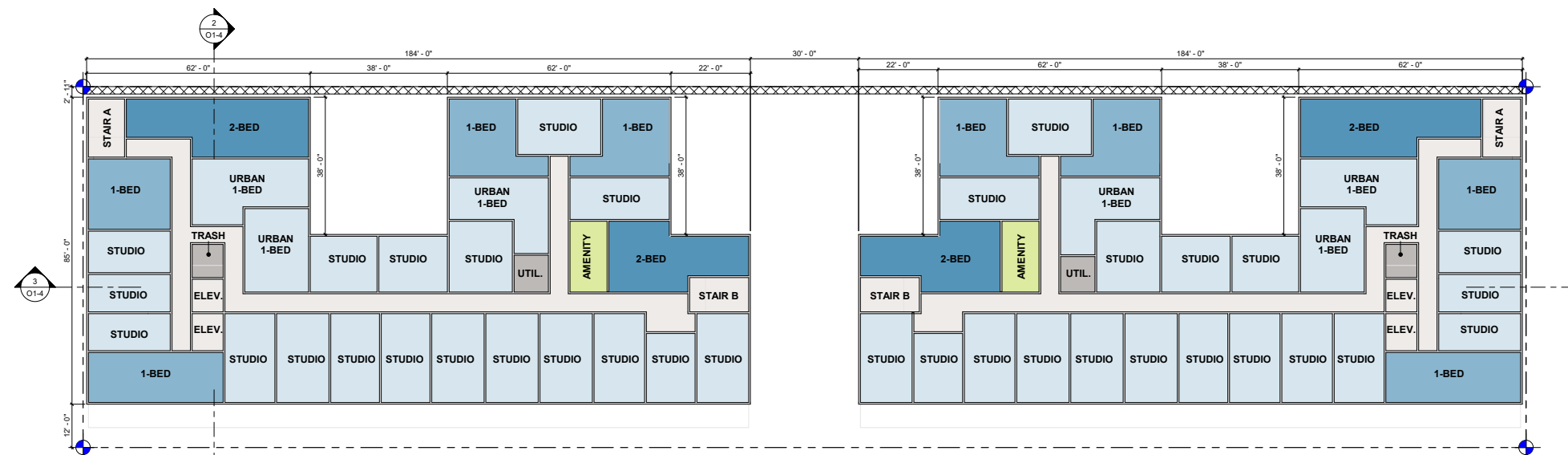
FLOOR PLANS



LEVEL 2 FLOOR PLAN



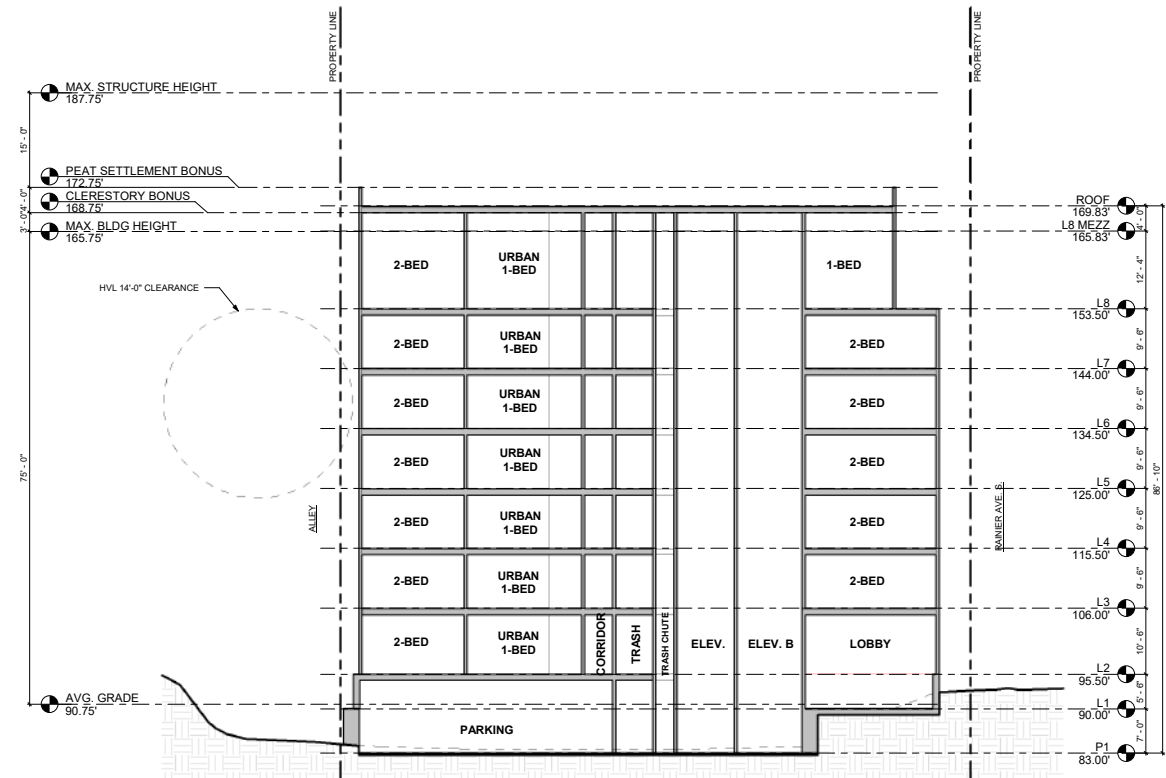
LEVELS 3 - 7 FLOOR PLANS



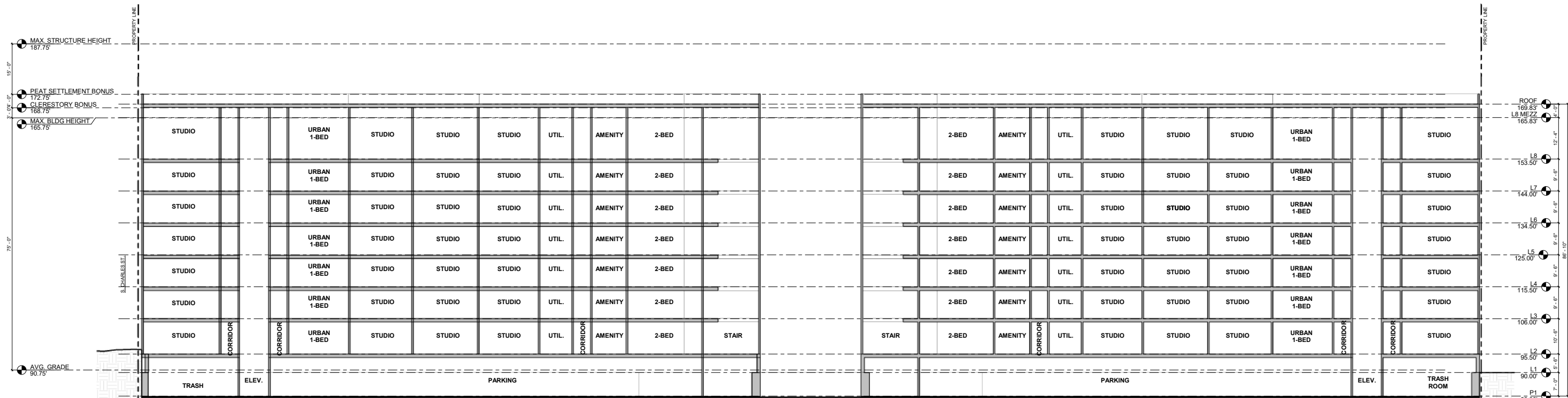
LEVEL 8 FLOOR PLAN

EDG OPTION 1 - "TWO BUILDINGS"

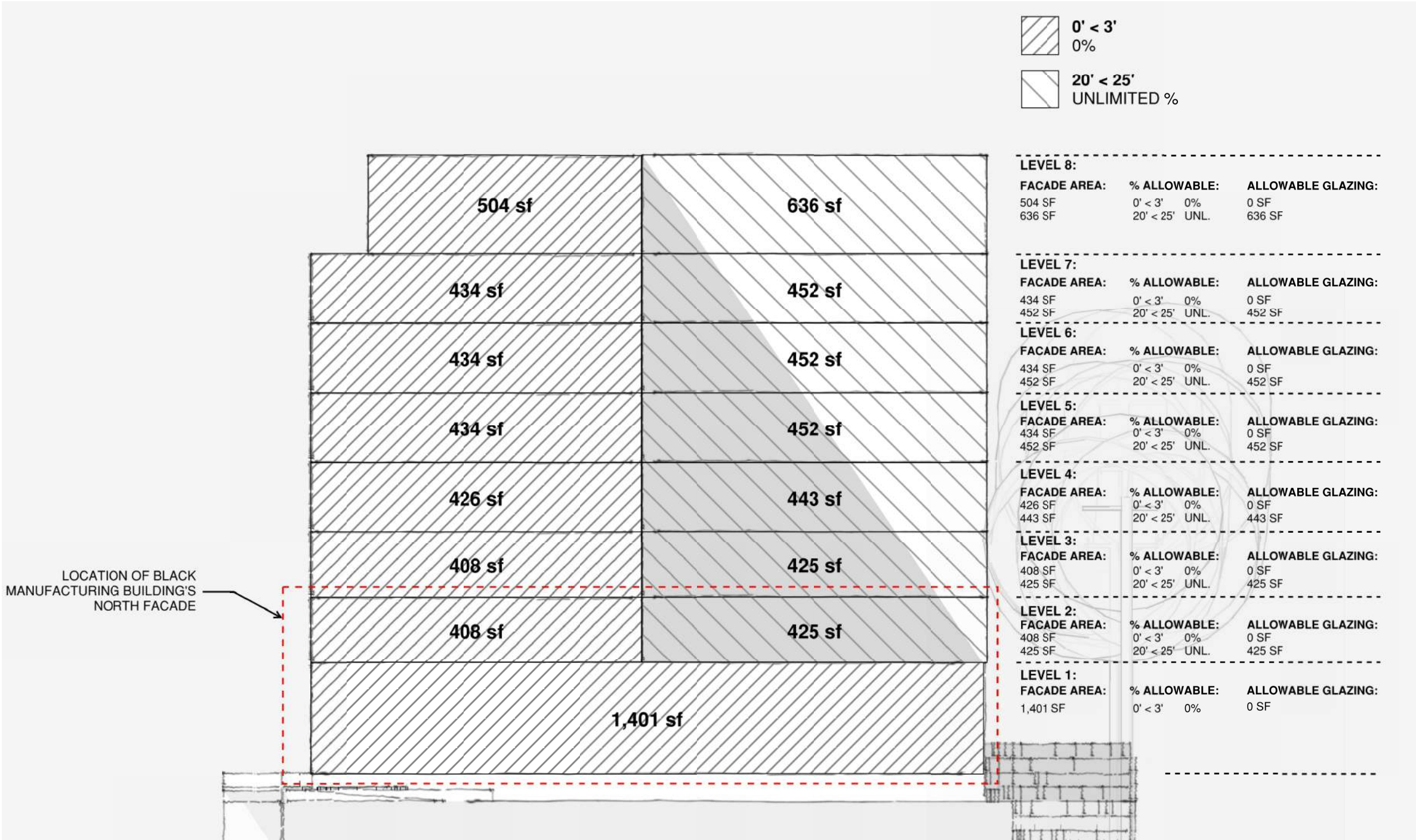
STACKING SECTIONS



STACKING SECTION - EAST - WEST



STACKING SECTION - NORTH - SOUTH



OPTION 1 ALLOWABLE OPENINGS SOUTH ELEVATION

EDG OPTION 1 - "TWO BUILDINGS"
SHADOW STUDIES

MARCH 21, 9 AM



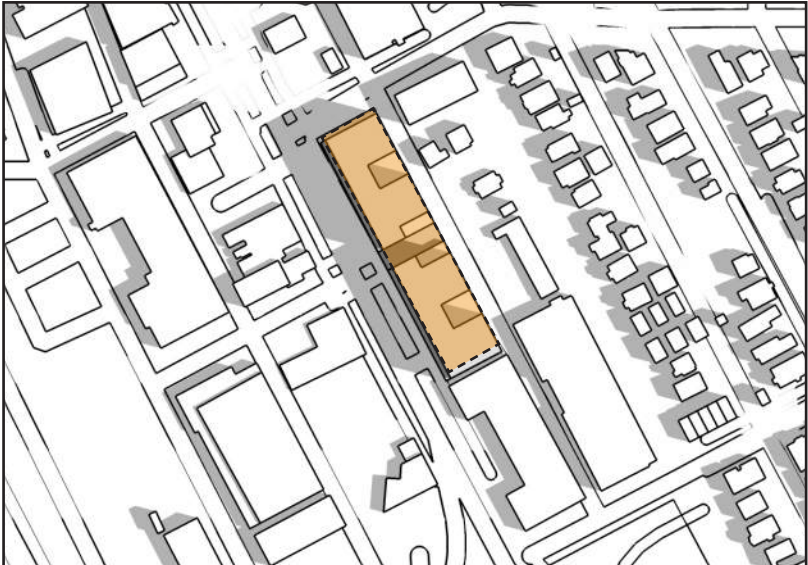
MARCH 21, 12 PM



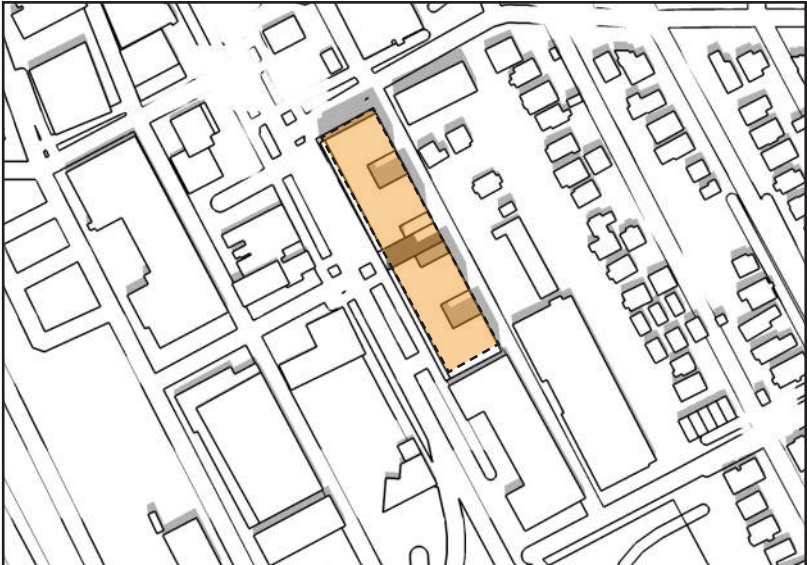
MARCH 21, 5 PM



JUNE 21, 9 AM



JUNE 21, 12 PM



JUNE 21, 5 PM



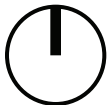
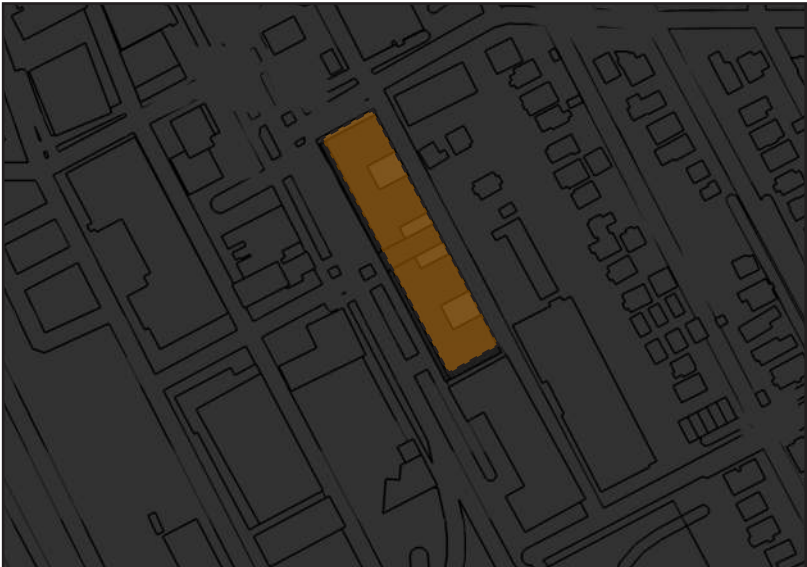
DECEMBER 21, 9 AM

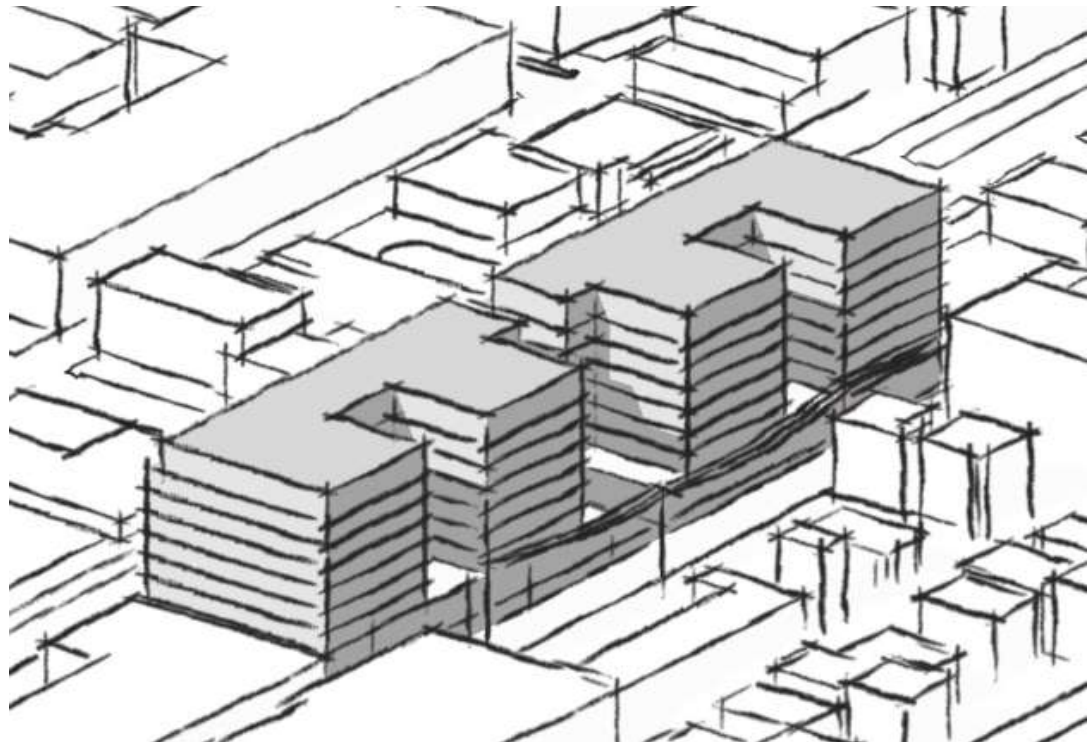


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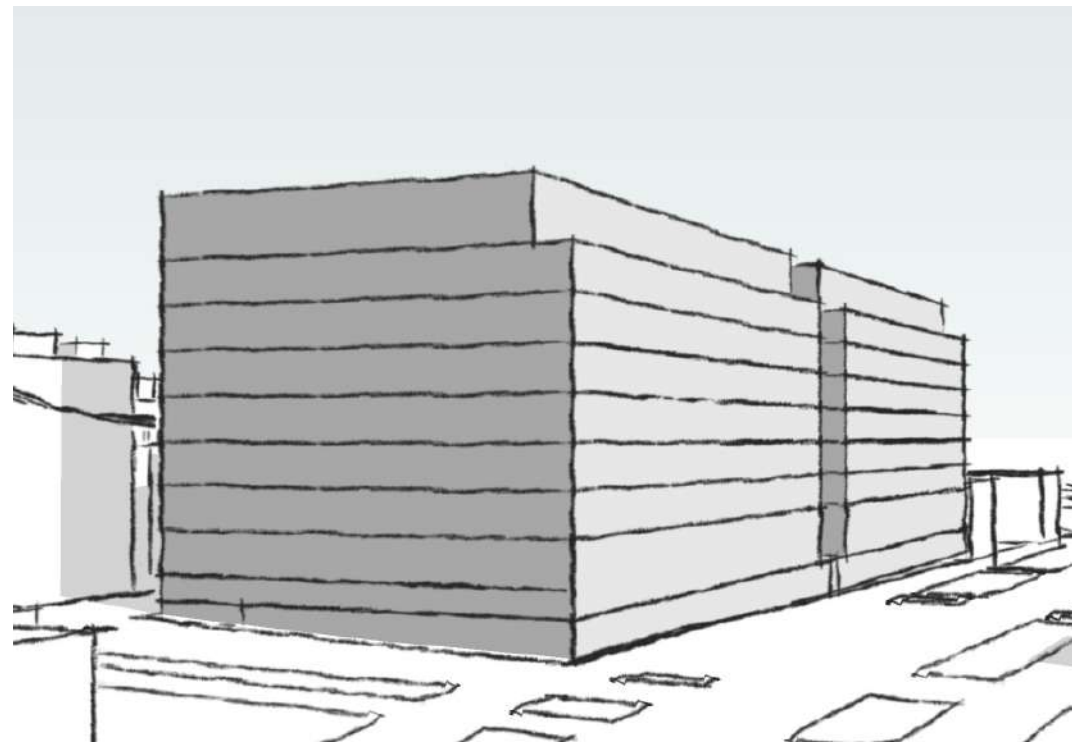


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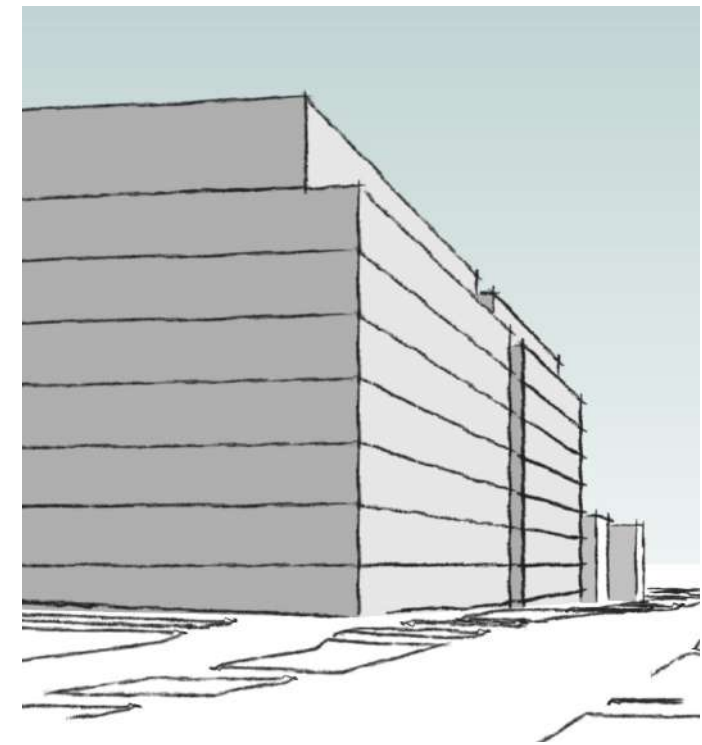




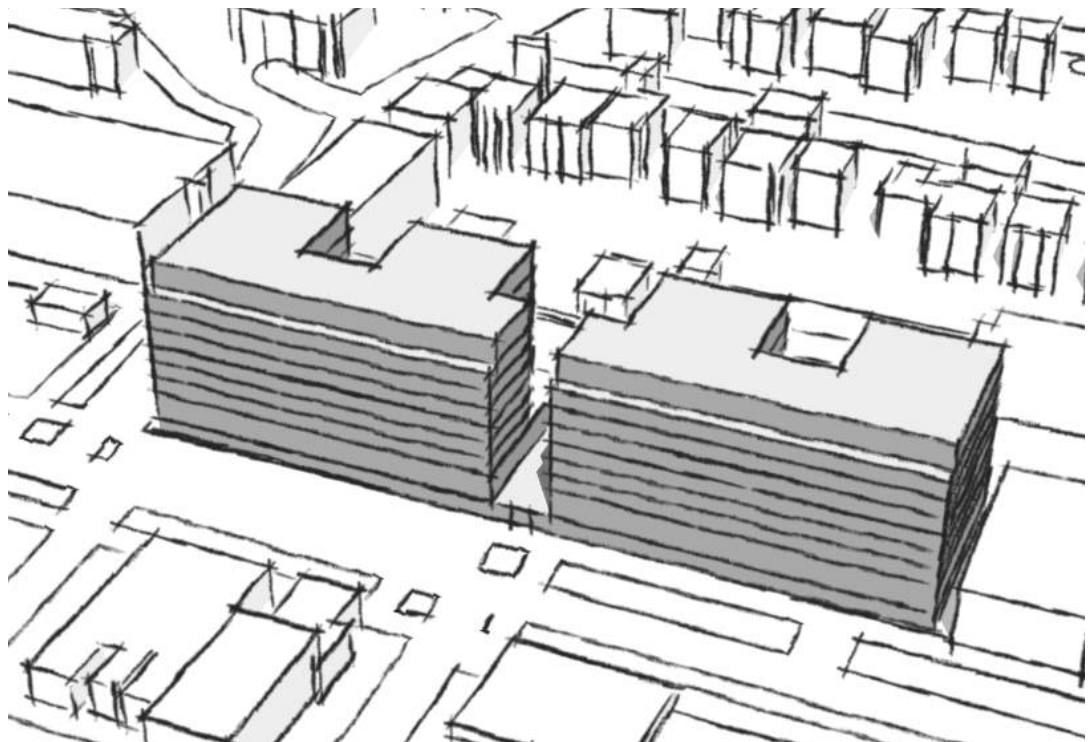
PERSPECTIVE LOOKING NORTHWEST FROM HIAWATHA PL S



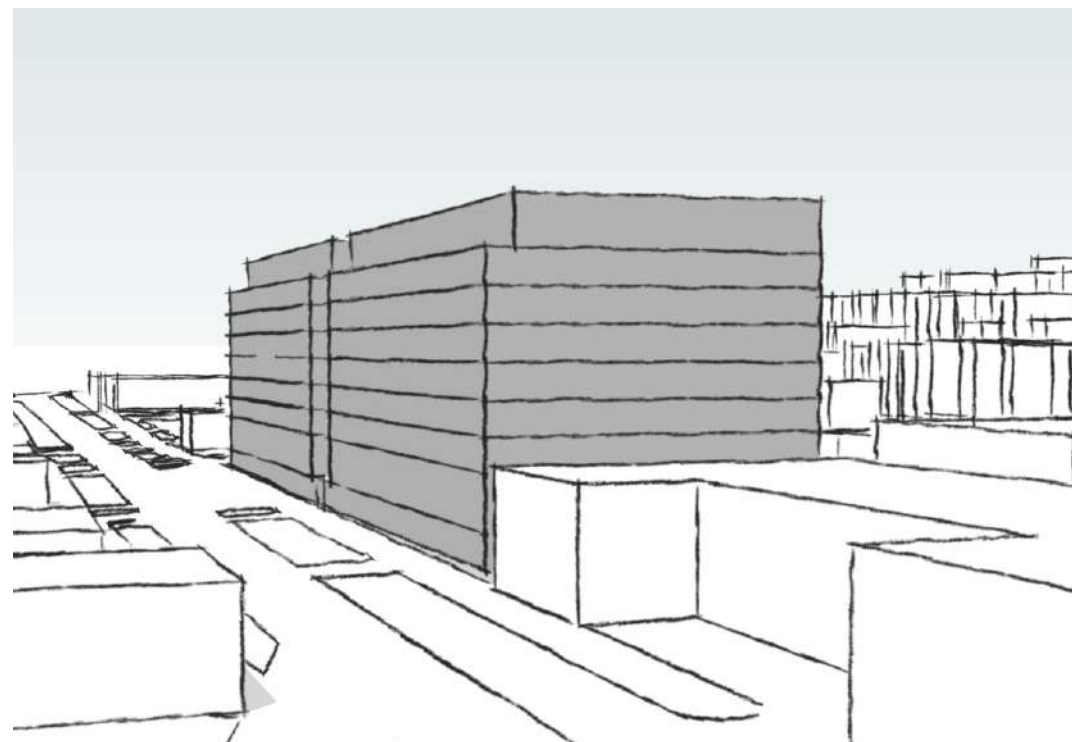
EYE LEVEL PERSPECTIVE LOOKING SOUTHEAST FROM RAINIER AVE S



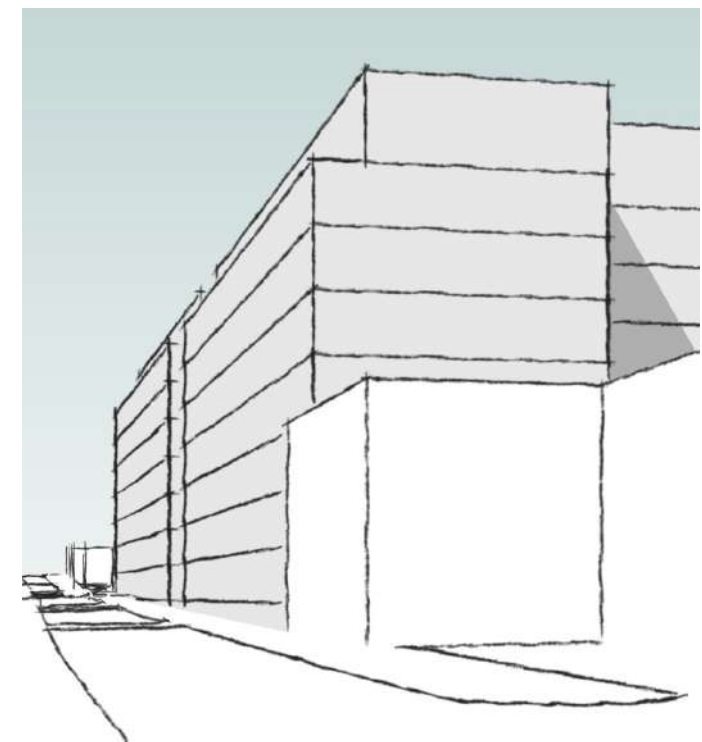
STREET-LEVEL PERSPECTIVE LOOKING SOUTHEAST FROM RAINIER AVE S



PERSPECTIVE LOOKING NORTHEAST FROM RAINIER AVE S



EYE LEVEL PERSPECTIVE LOOKING NORTH FROM RAINIER AVE S



STREET-LEVEL PERSPECTIVE LOOKING NORTH FROM RAINIER AVE S

EDG OPTION 2 - "SCULPTED"

GENERATIVE DIAGRAMS

DISTINGUISHING FEATURES:

- 8-Story building with 1 level of parking below grade

PROS:

- Courtyards facing SW
- Some modulation along Rainier Ave S
- No operable window reduction on Black Manufacturing's northern facade
- **Zone Transition at alley: Facade modulation along with material changes breakup large massing at alley facing residential zone**

CONS:

- Built up right to the Black Manufacturing Building
- Departure requested
- Most massive out of the 3 options
- Narrow separation between two buildings
- Proximity of Black Manufacturing Building has significant impacts on the proposed building's south facade. No openings will be allowed on this facade.

APPROXIMATE GSF:

- L0 - L1: 36,150 SF
- L2 - L7: 31,450 SF
- L8: 29,780 SF
- TOTAL: 290,780 SF

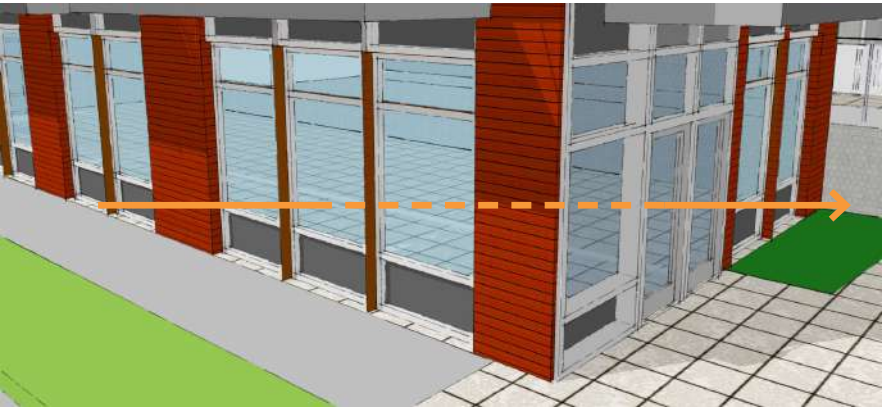
DEPARTURES:

[SMC 23.47A.008] STREET LEVEL DEVELOPMENT STANDARDS

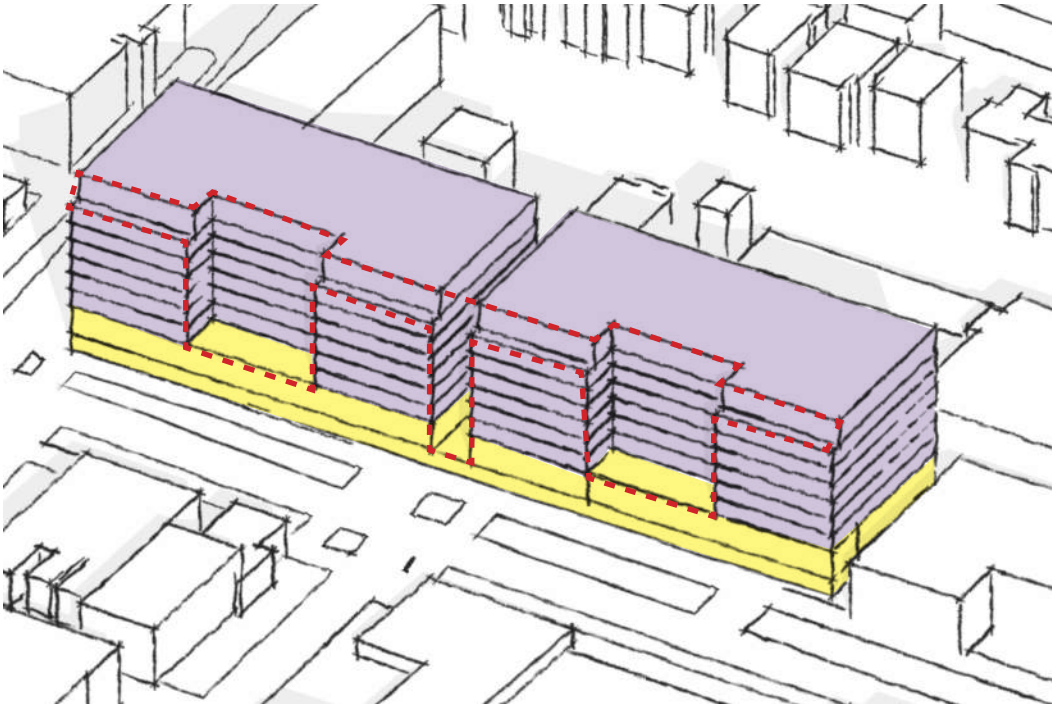
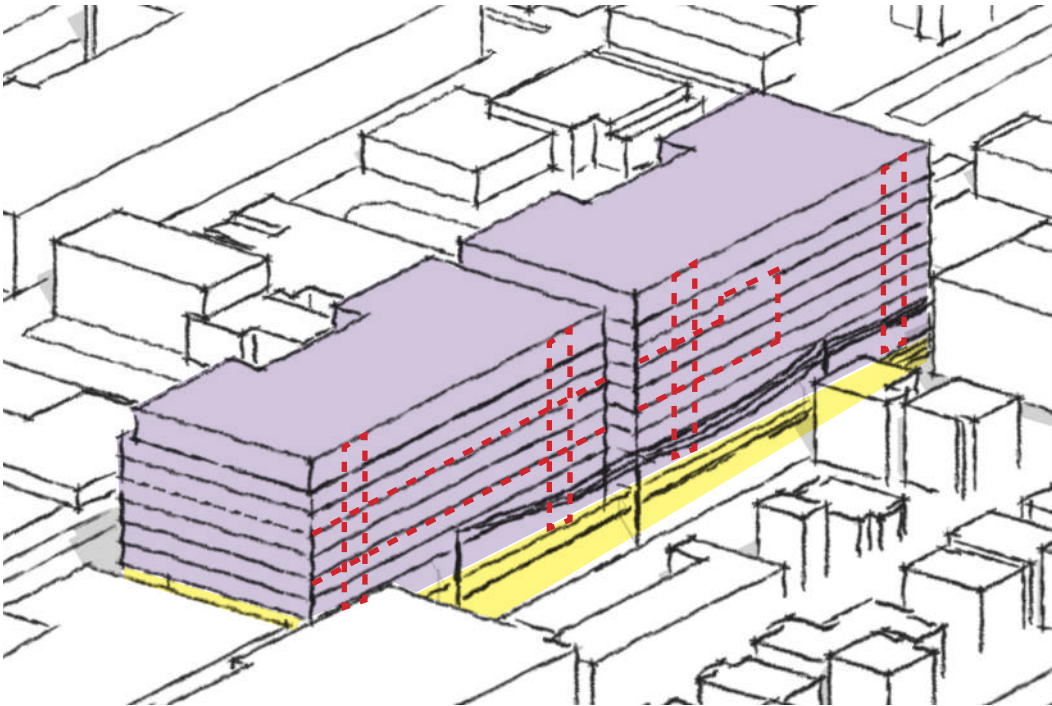
- Facade modulation: For structures with a width of more than 250 feet, at least one portion of the structure 30 feet or greater in width must be set back a minimum of 15 feet from the front property line. (exclusive of Landmark structure(s) per 23.47A.008.C.5.c.1)

TRANSITION TO BLACK MANUFACTURING BUILDING:

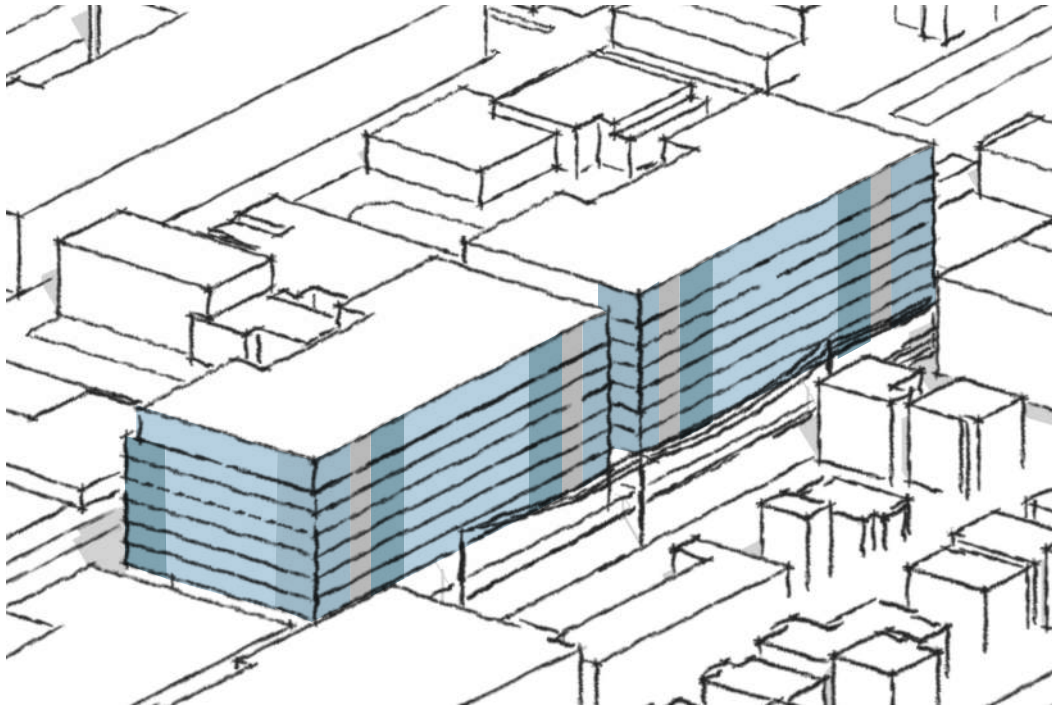
- Full height glazing at SW corner allows view through structure displaying the Black Manufacturing Building beyond.

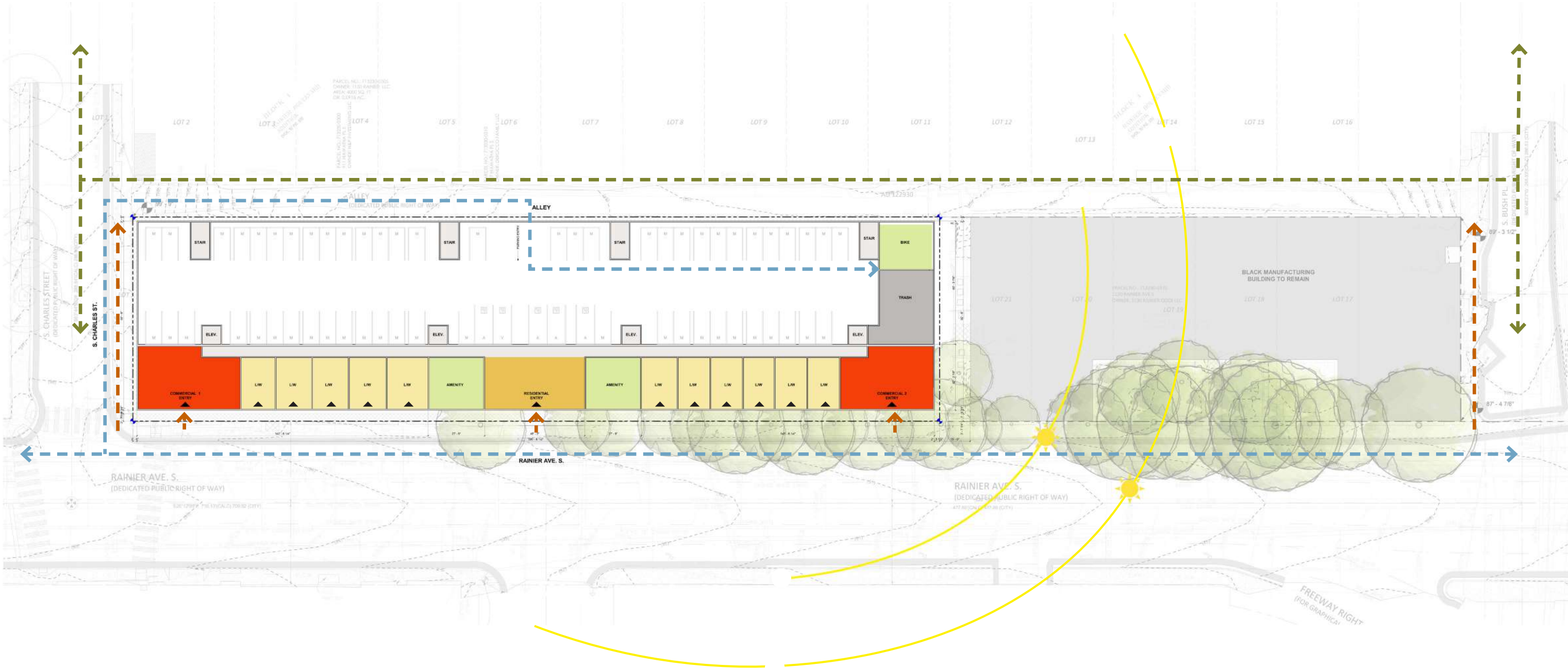


- PODIUM BASE
- UPPER MASS
- MODULATION
- PEDESTRIAN GATHERING SPACES



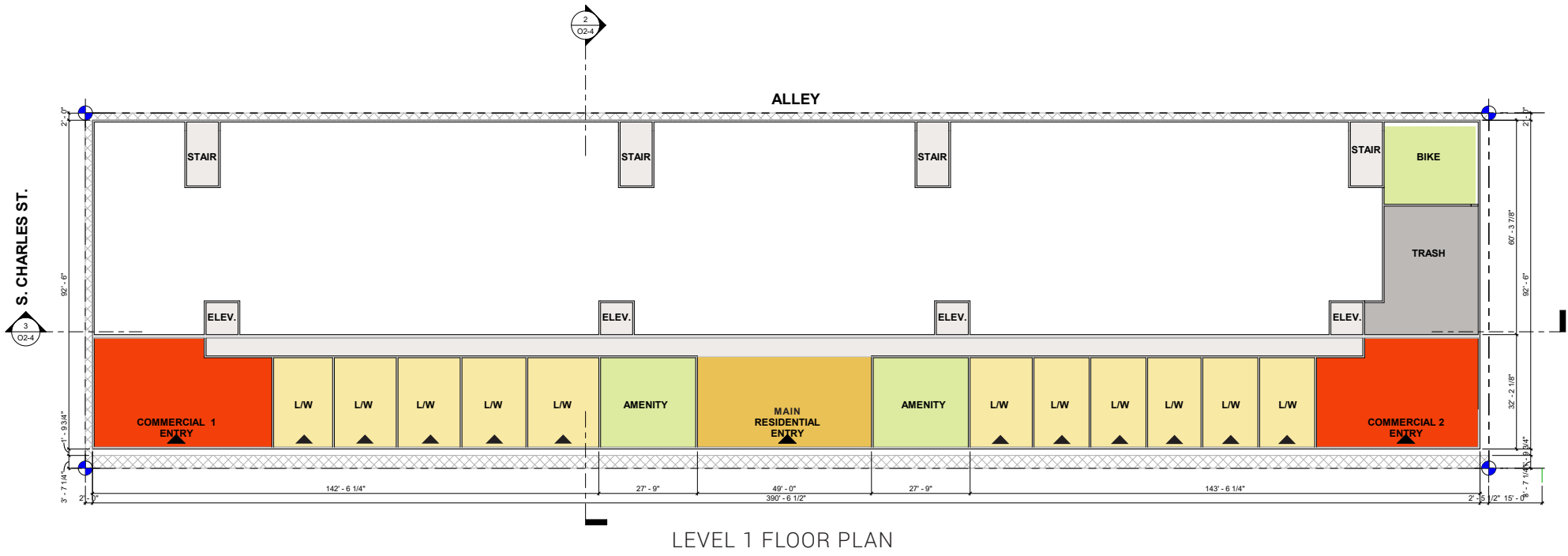
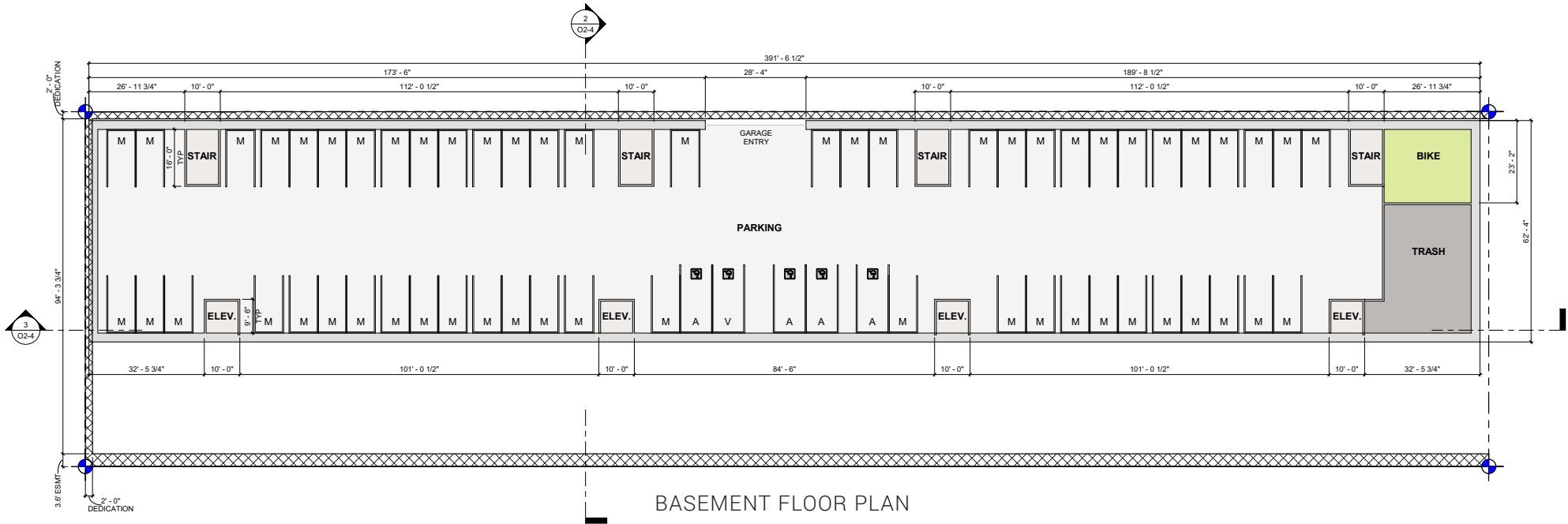
- STUDIO
- URBAN 1-BED
- 1-BED
- 2-BED
- LIVE/WORK
- INDOOR AMENITY
- ROOF AMENITY
- RETAIL
- CIRCULATION
- LOBBY

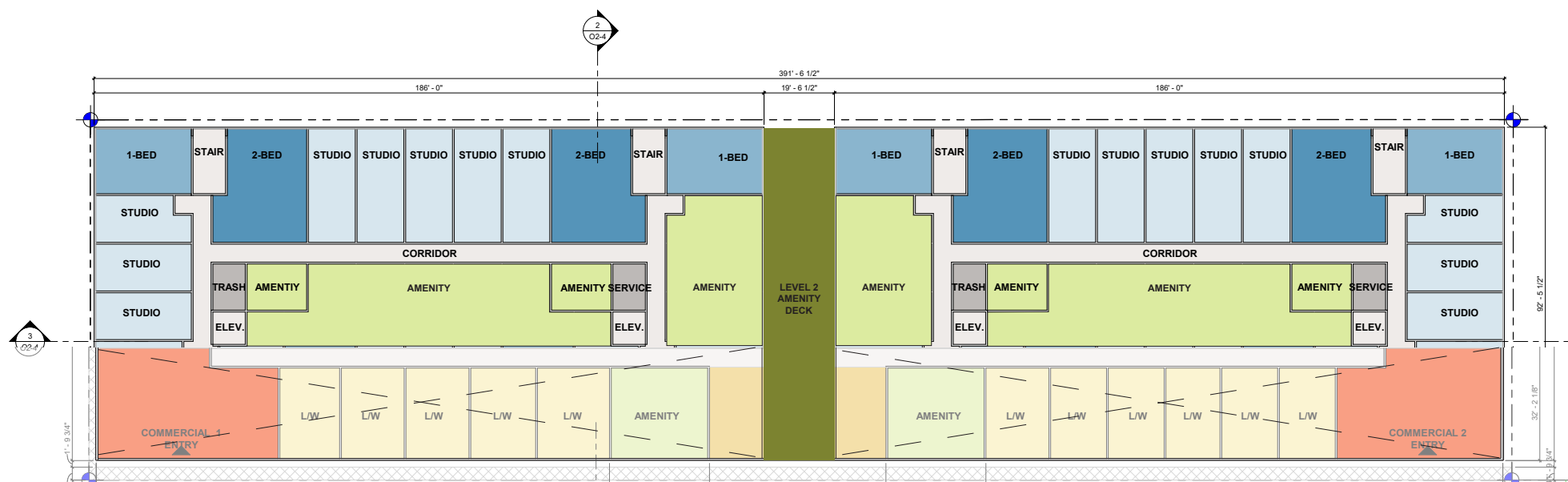




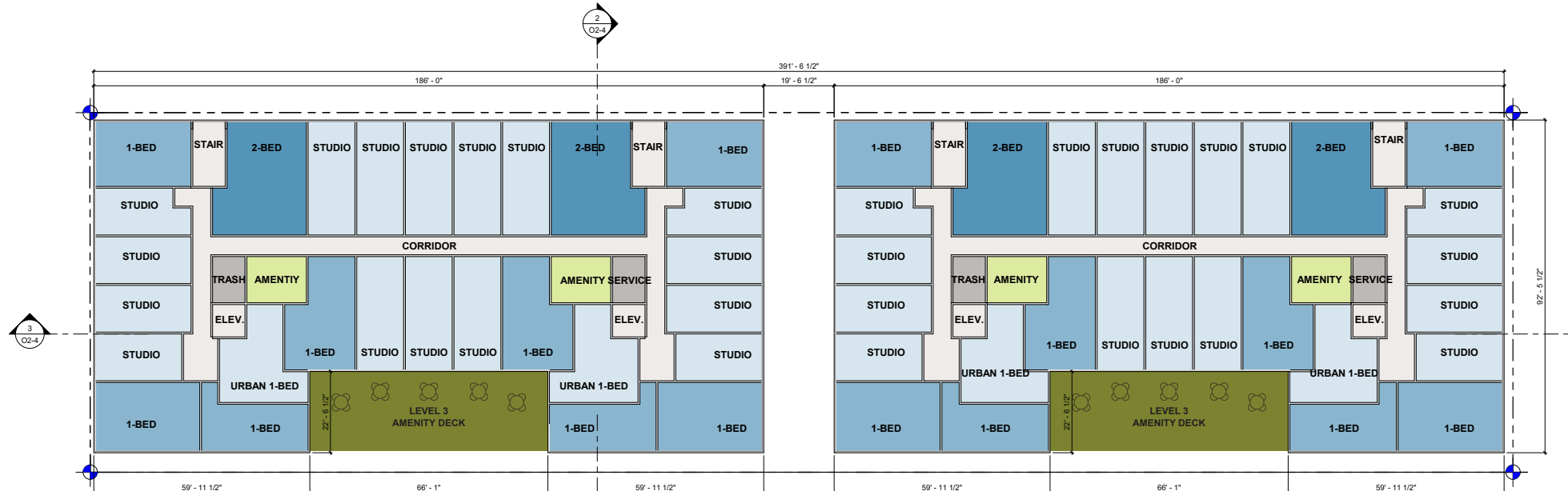
OPTION 2 SITE PLAN

EDG OPTION 2 - "SCULPTED"
FLOOR PLANS

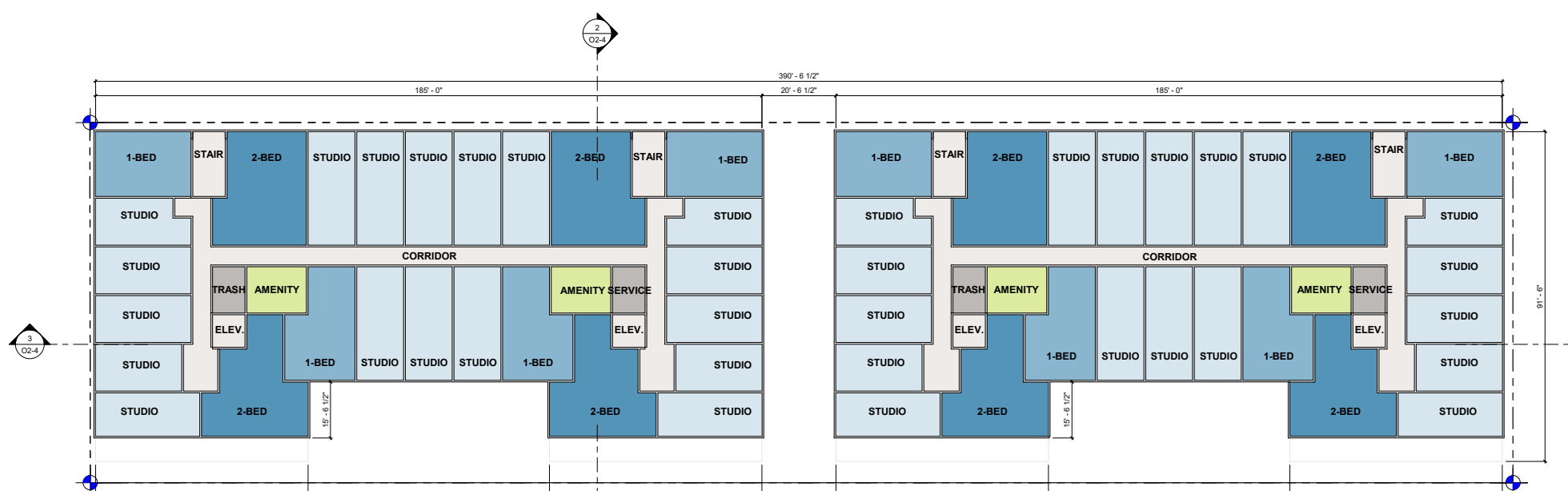




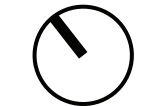
LEVEL 2 FLOOR PLAN



LEVELS 3 - 7 FLOOR PLANS

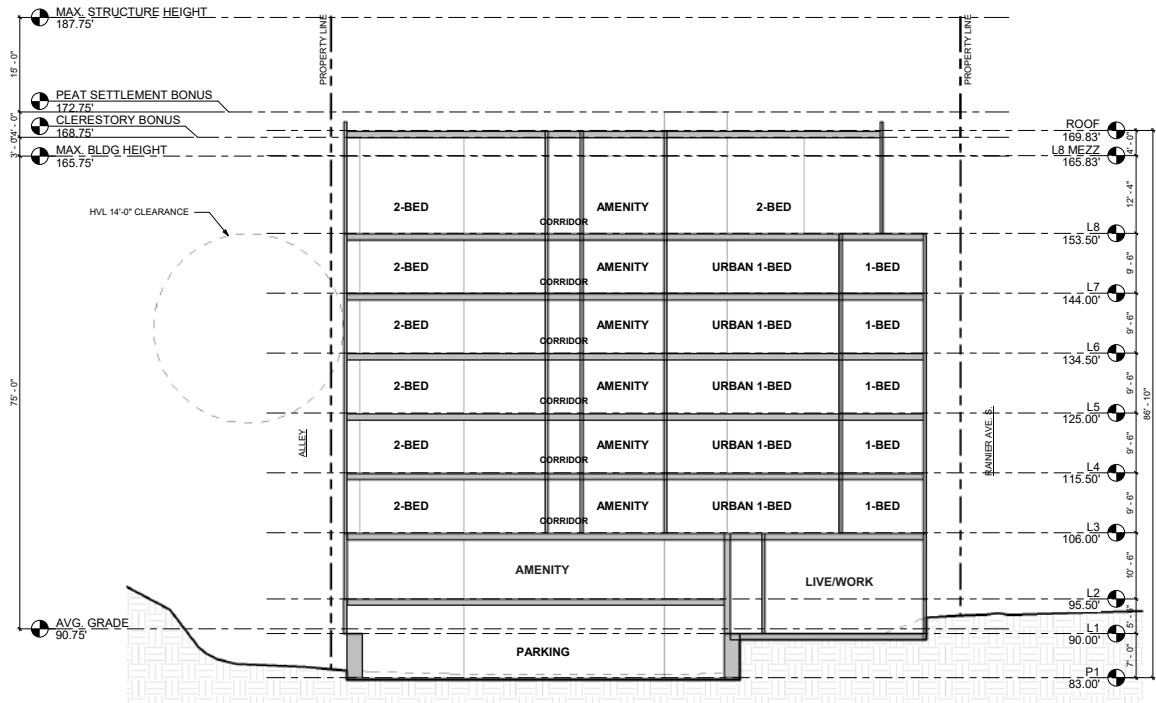


LEVEL 8 FLOOR PLAN

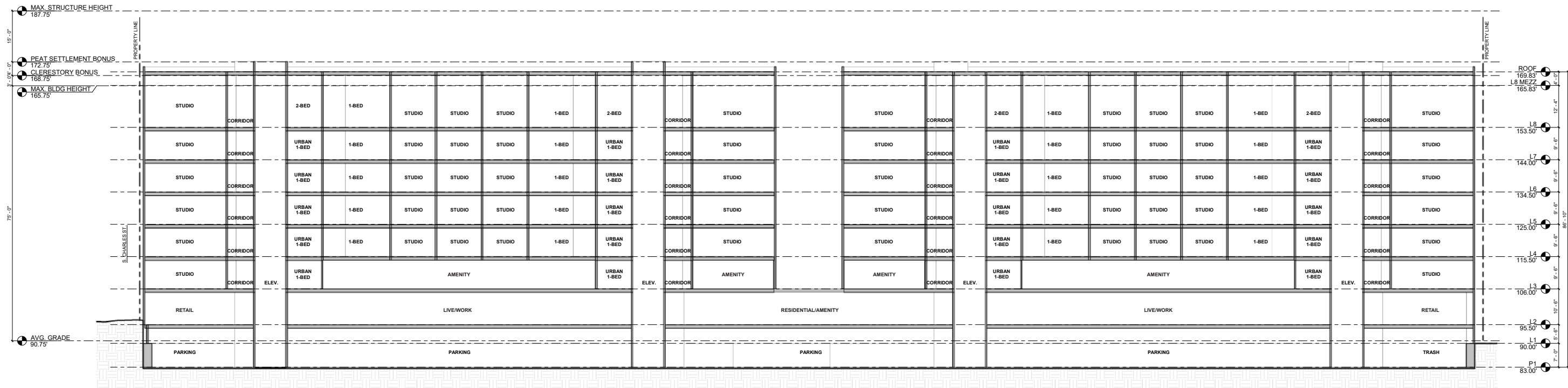


EDG OPTION 2 - "SCULPTED"

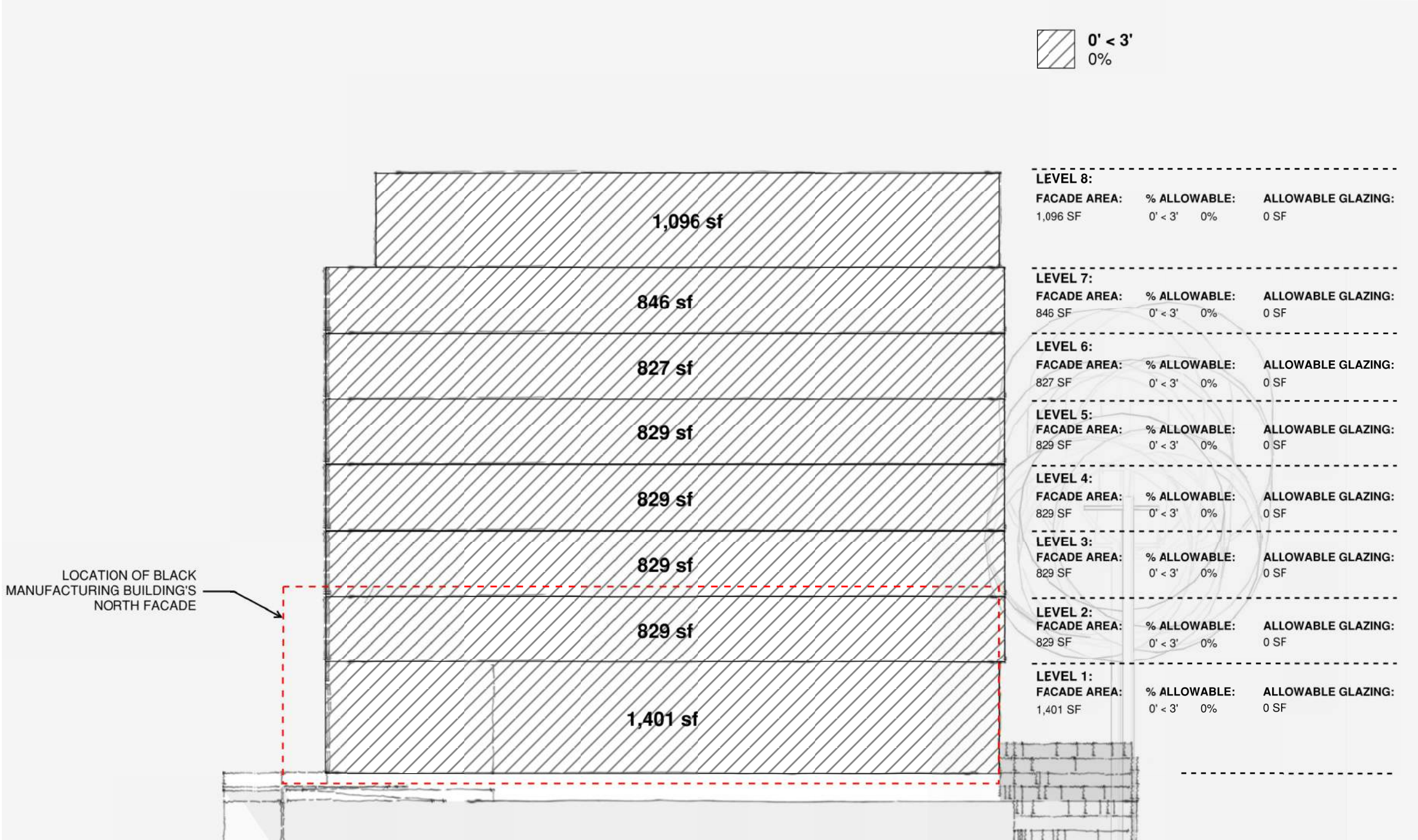
STACKING SECTIONS



STACKING SECTION - EAST - WEST



STACKING SECTION - NORTH - SOUTH

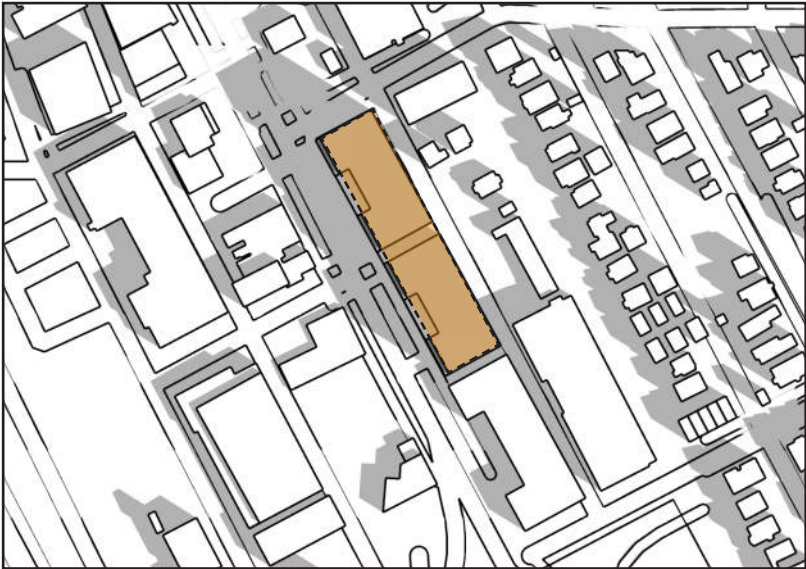


OPTION 2 ALLOWABLE OPENINGS SOUTH ELEVATION

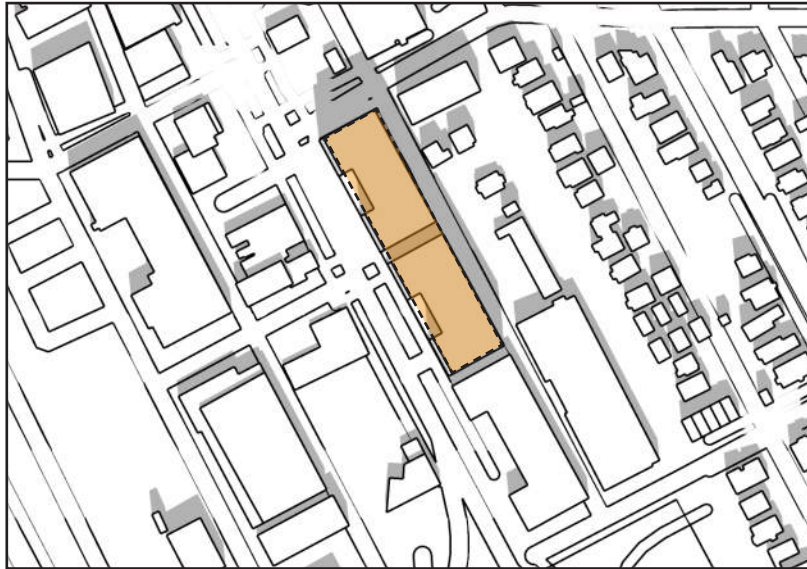
EDG OPTION 2 - "SCULPTED"

SHADOW STUDIES

MARCH 21, 9 AM



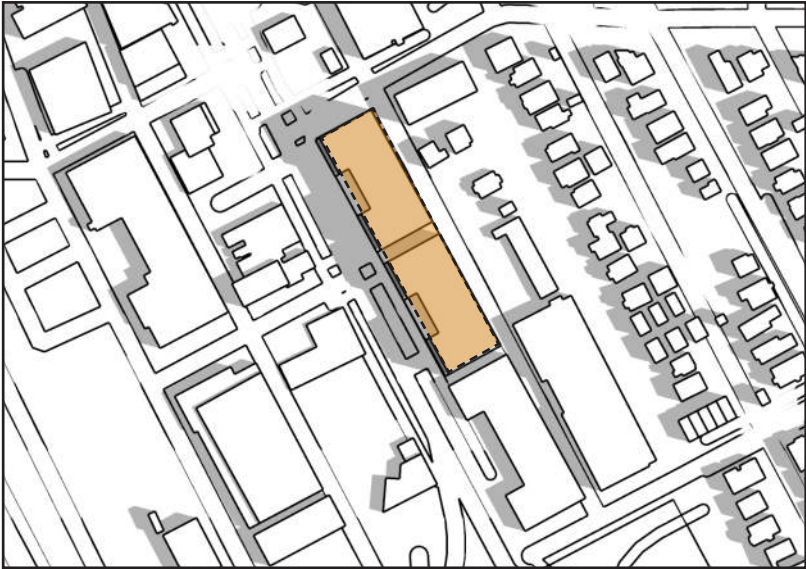
MARCH 21, 12 PM



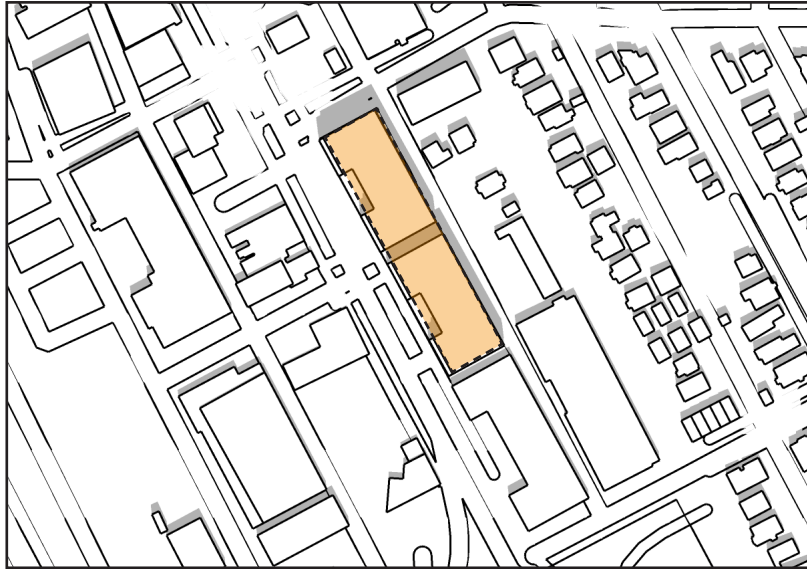
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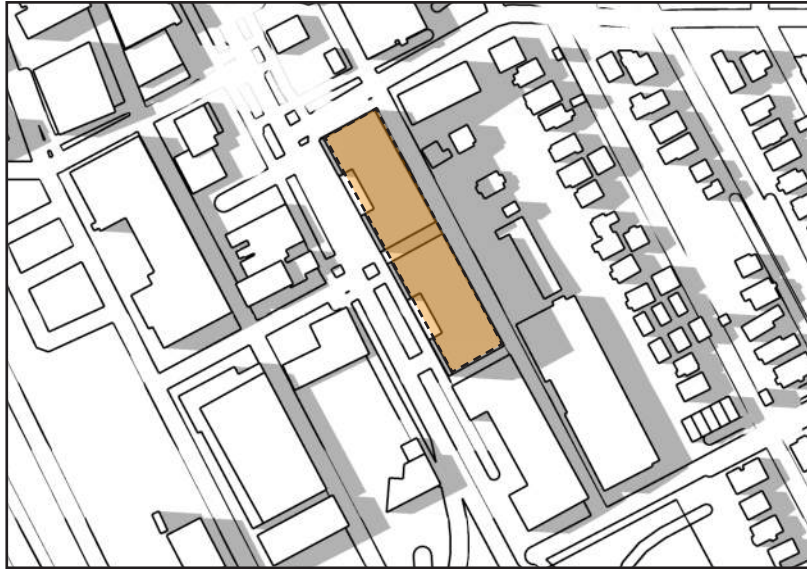
JUNE 21, 9 AM



JUNE 21, 12 PM



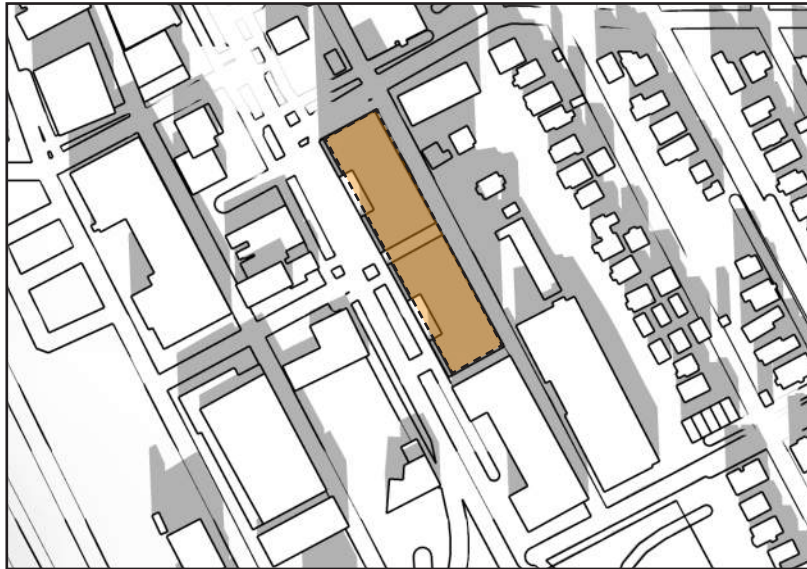
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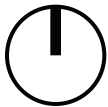
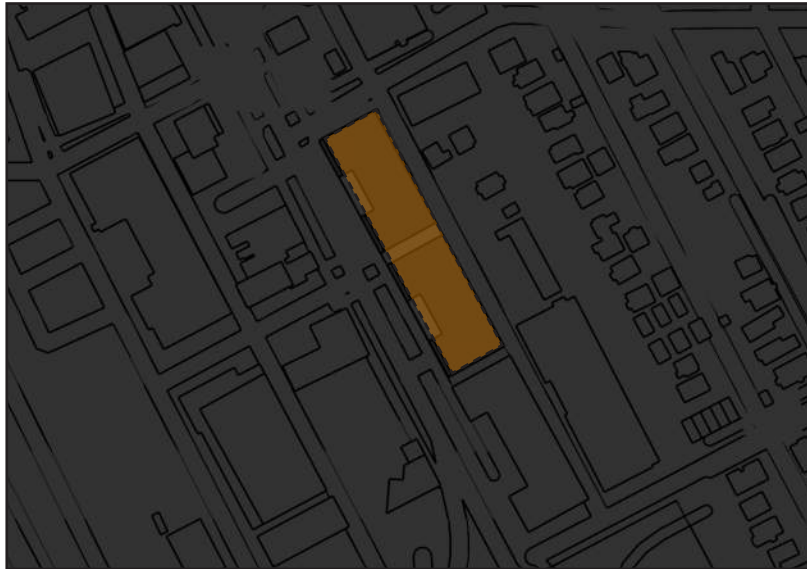
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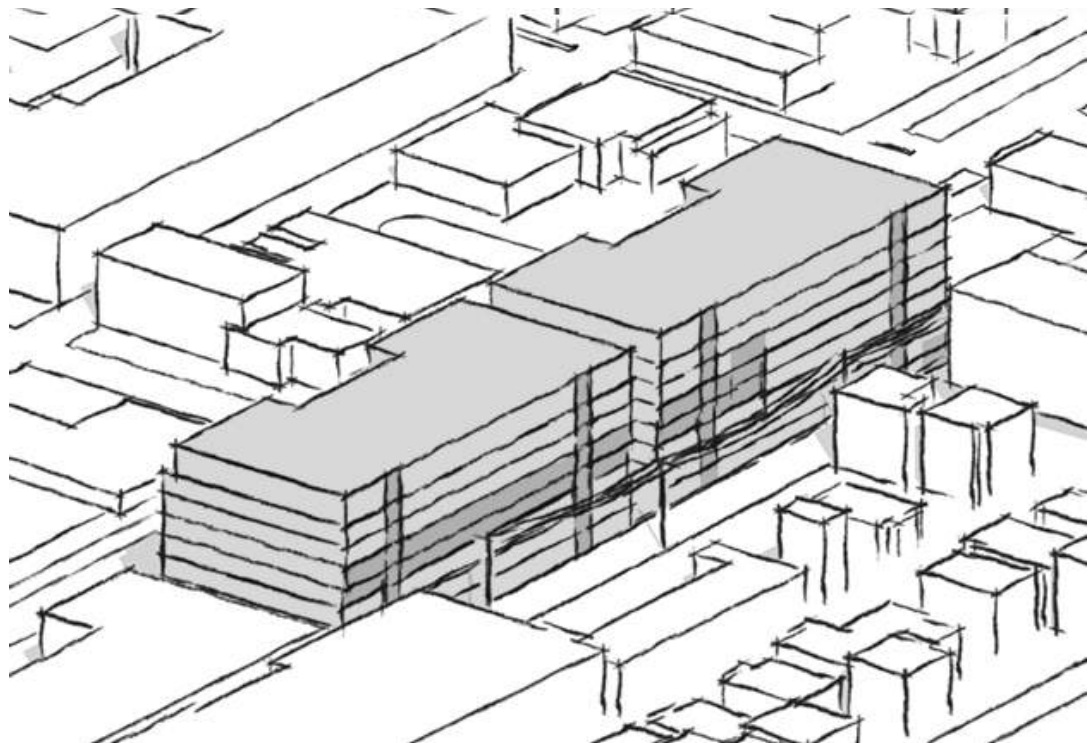


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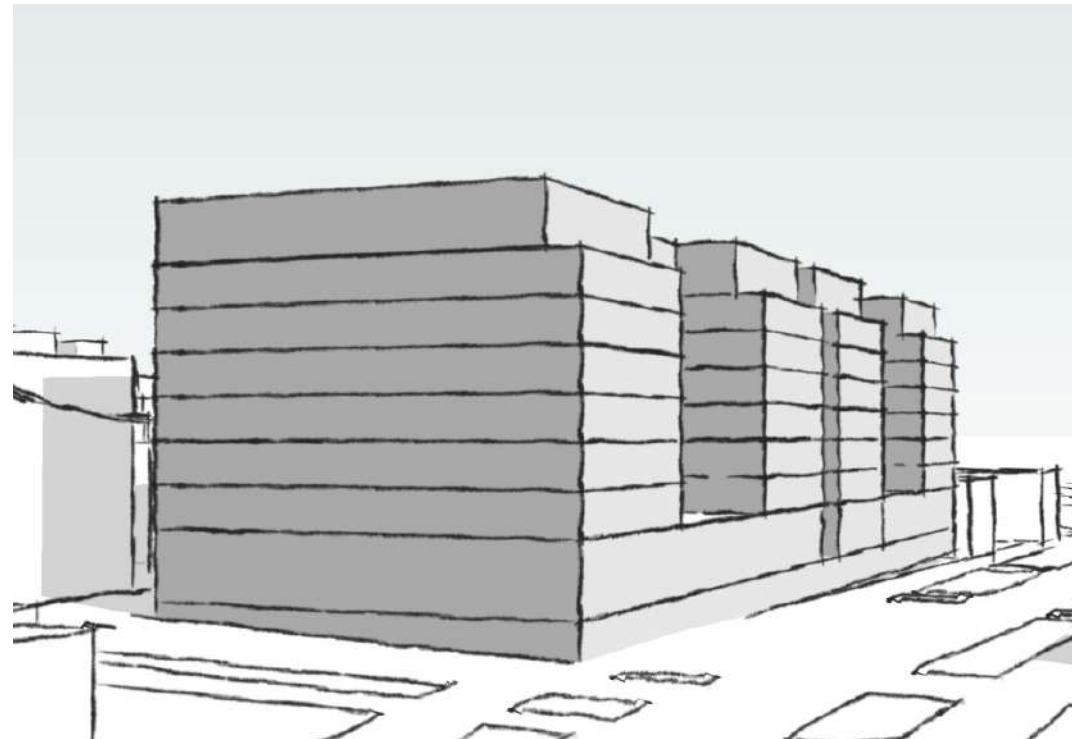


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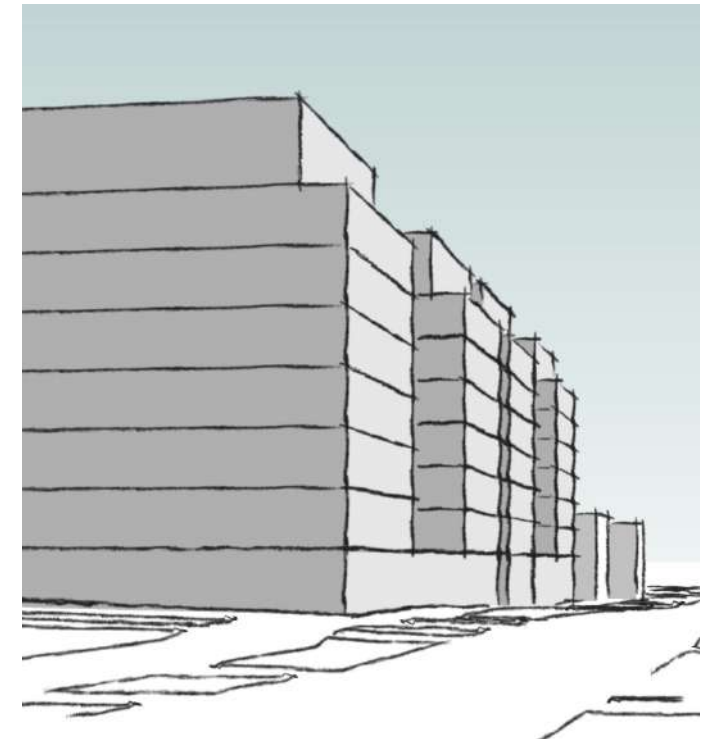




PERSPECTIVE LOOKING NORTHWEST FROM HIAWATHA PL S



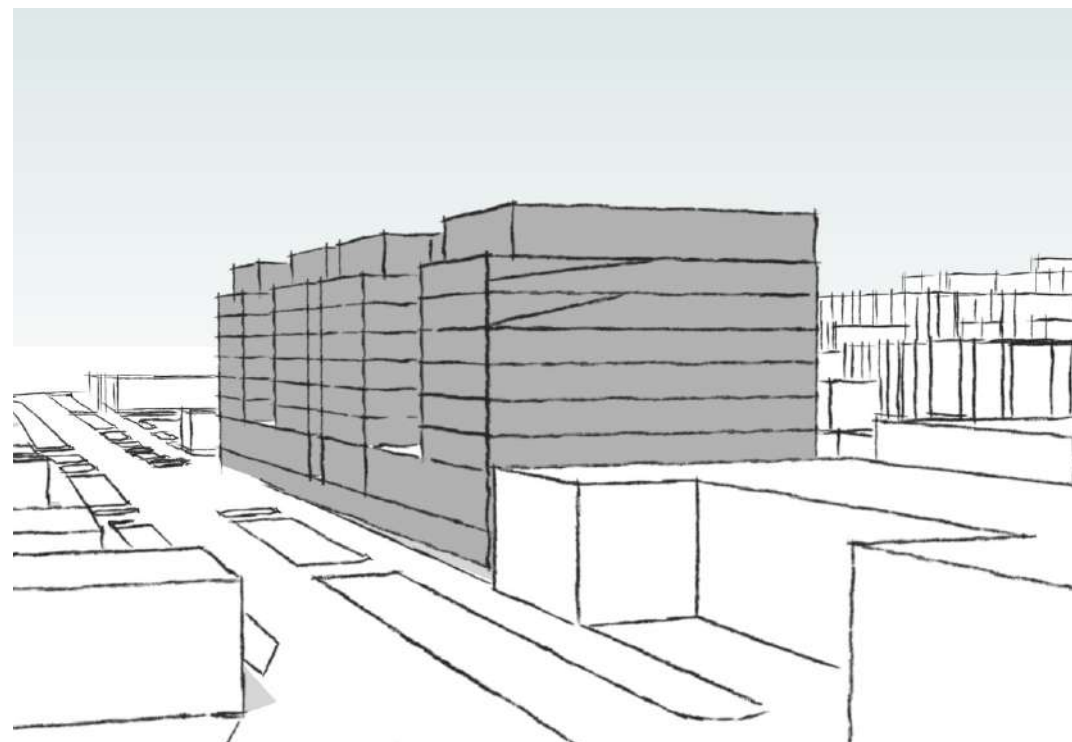
EYE LEVEL PERSPECTIVE LOOKING SOUTHEAST FROM RAINIER AVE S



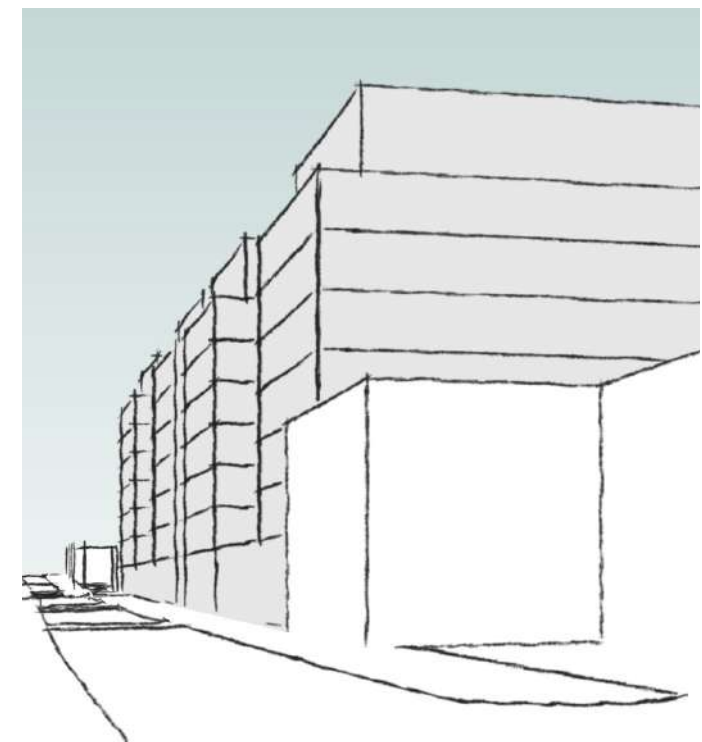
STREET-LEVEL PERSPECTIVE LOOKING SOUTHEAST FROM RAINIER AVE S



PERSPECTIVE LOOKING NORTHEAST FROM RAINIER AVE S



EYE LEVEL PERSPECTIVE LOOKING NORTH FROM RAINIER AVE S



STREET-LEVEL PERSPECTIVE LOOKING NORTH FROM RAINIER AVE S

EDG OPTION 3 - "UNFOLDED"

GENERATIVE DIAGRAMS

DISTINGUISHING FEATURES:

- 8-Story building with 1 level of parking below grade

PROS:

- Modulation on all 4 sides of building
- Maximizing light and views with 'fins' extruding from building
- Open plaza connecting proposed building to Black Manufacturing Building
- Courtyards facing SW
- No operable window reduction on Black Manufacturing's northern facade
- Building mass steps down adjacent to the Black Manufacturing Building
- Varied facade depths on southern side of proposed building will allow for openings
- **Zone Transition at alley: Facade modulation along with material changes breakup large massing at alley facing residential zone**

CONS:

- 2 departures requested

APPROXIMATE GSF:

- L0: 30,600 SF
- L1: 8,300 SF
- L2: 31,200 SF
- L3 - L7: 32,120 SF
- L8: 31,300 SF

- TOTAL: 262,200 SF

DEPARTURES:

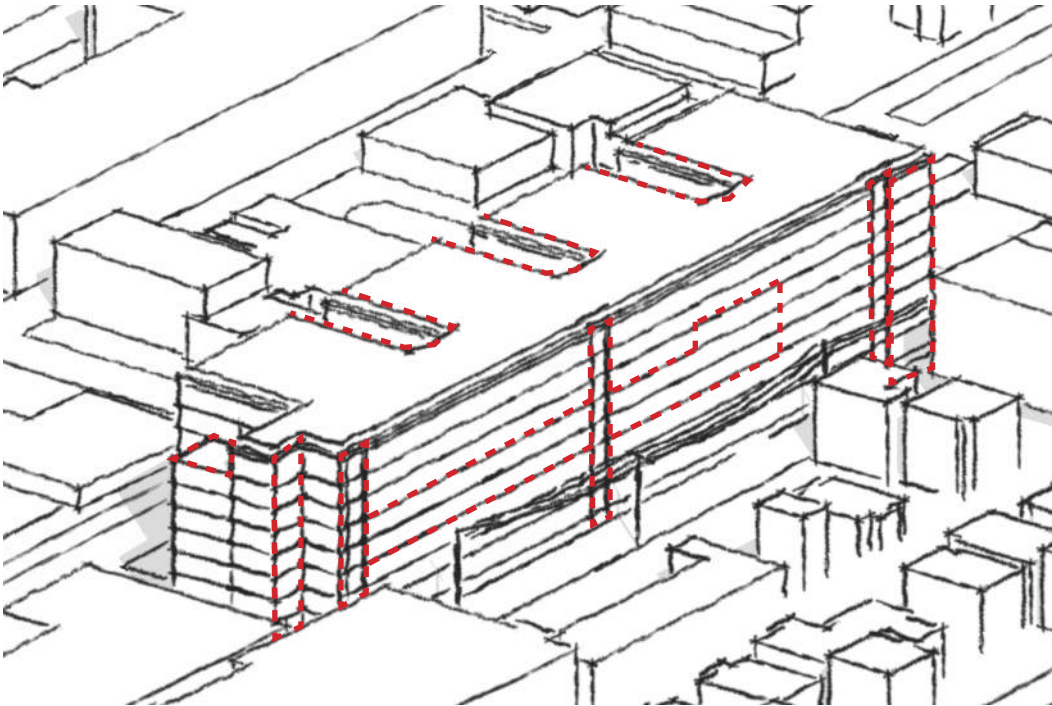
[SMC 23.47A.008] STREET LEVEL DEVELOPMENT STANDARDS

- Facade modulation: For structures with a width of more than 250 feet, at least one portion of the structure 30 feet or greater in width must be set back a minimum of 15 feet from the front property line. (exclusive of Landmark structure(s) per 23.47A.008.C.5.c.1)

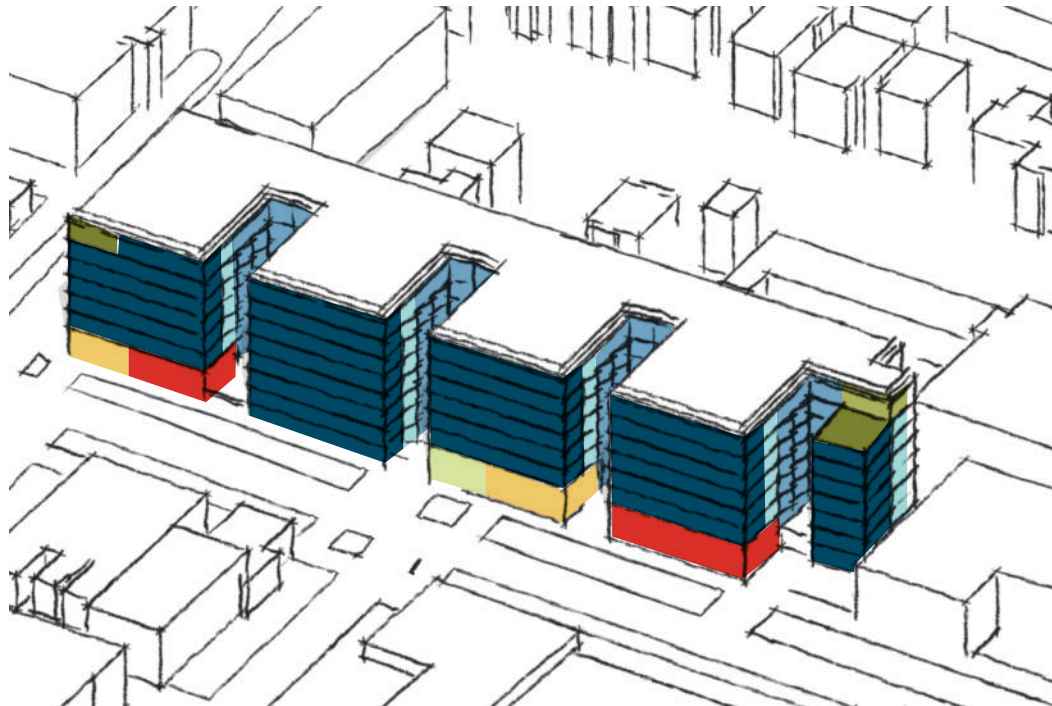
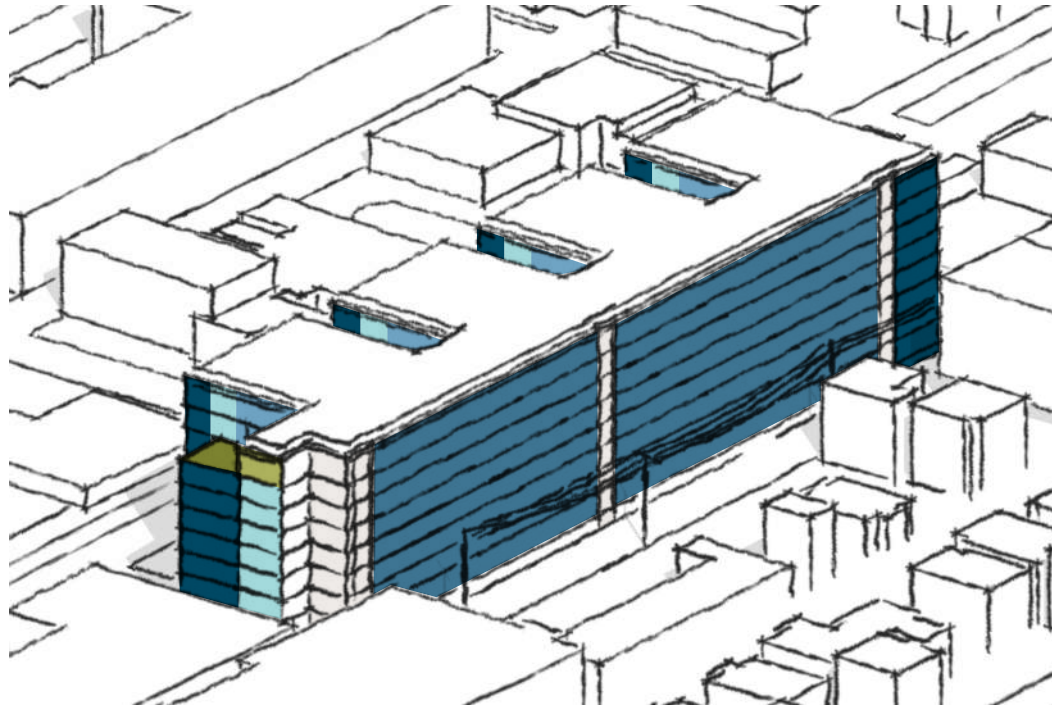
[SMC 23.47.A.014] SETBACK REQUIREMENTS

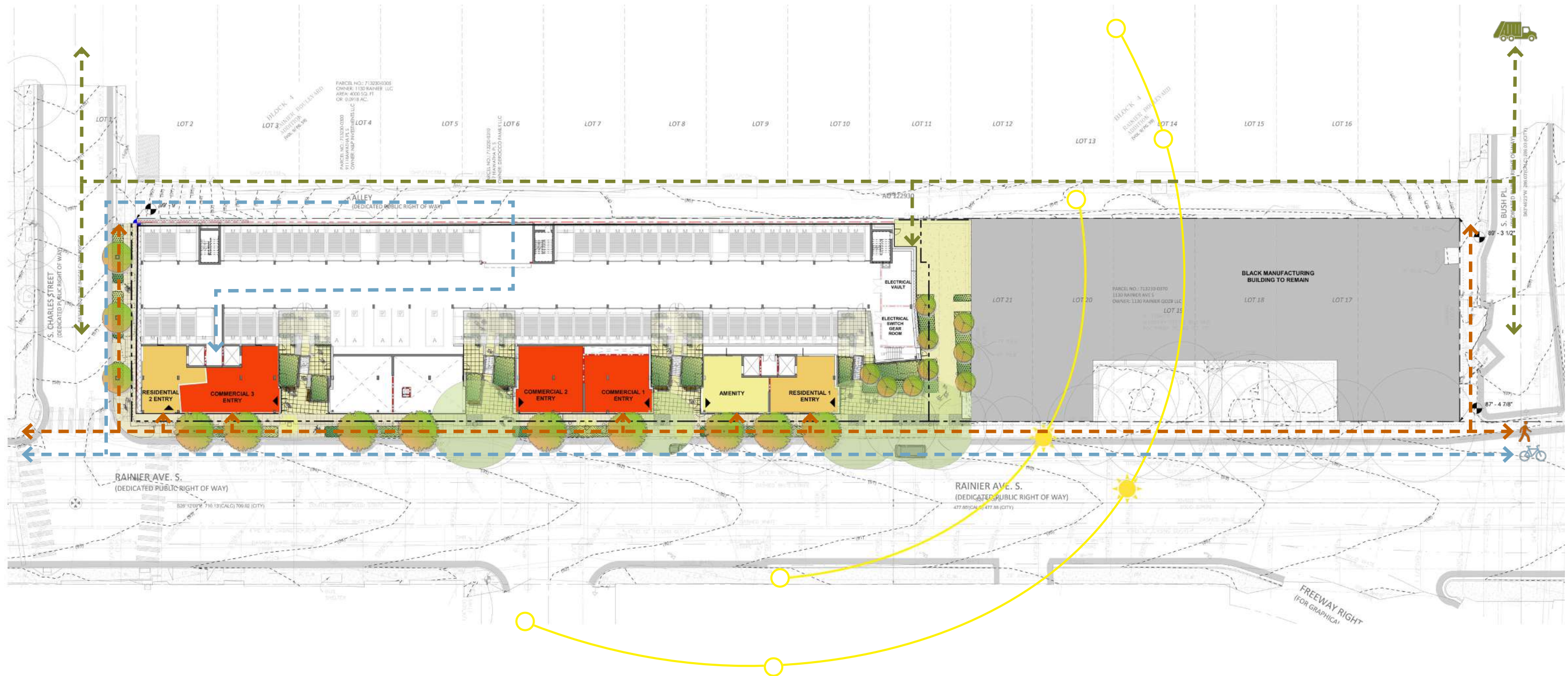
- For zones with a height limit of 75 feet, portions of structures above 65 feet must be set back from the front lot line by an average depth of 8 feet.

- PODIUM BASE
- UPPER MASS
- MODULATION
- PEDESTRIAN GATHERING SPACES



- STUDIO
- URBAN 1-BED
- 1-BED
- 2-BED
- LIVE/WORK
- INDOOR AMENITY
- ROOF AMENITY
- RETAIL
- CIRCULATION
- LOBBY



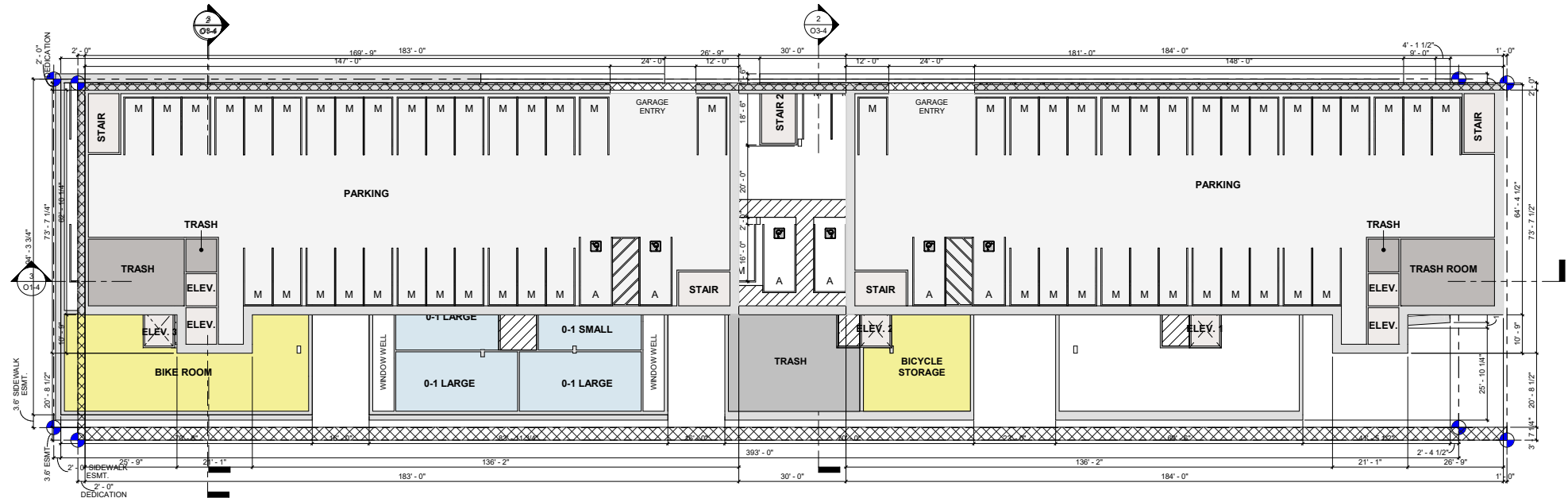


OPTION 3 SITE PLAN

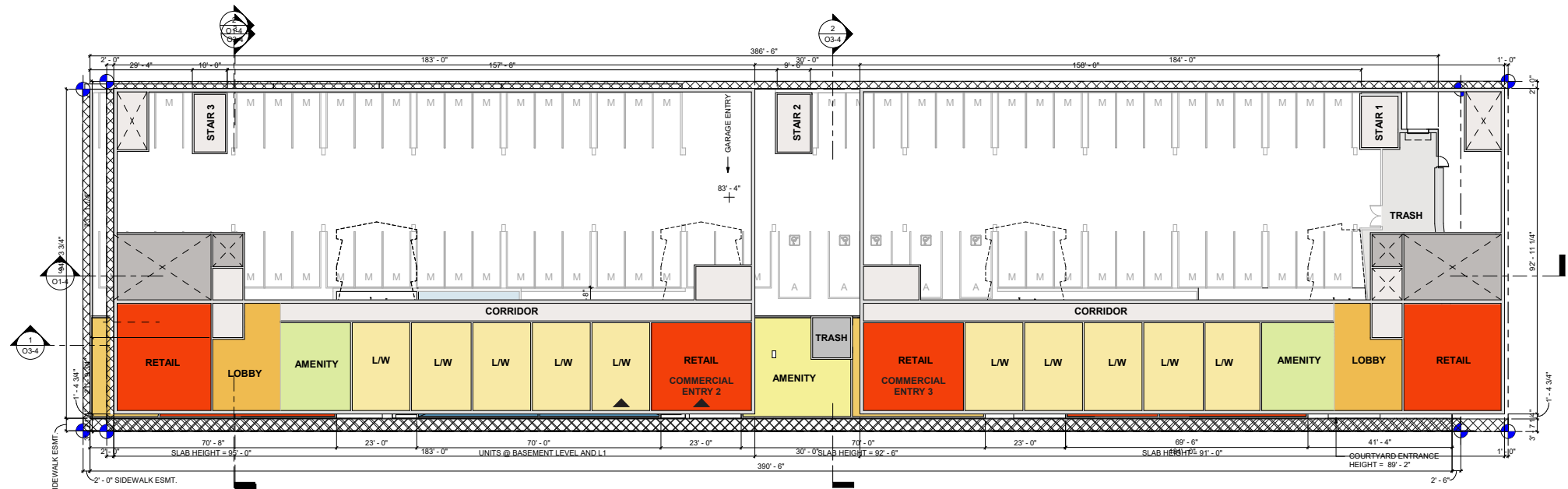


EDG OPTION 3 - "UNFOLDED"

FLOOR PLANS



BASEMENT FLOOR PLAN

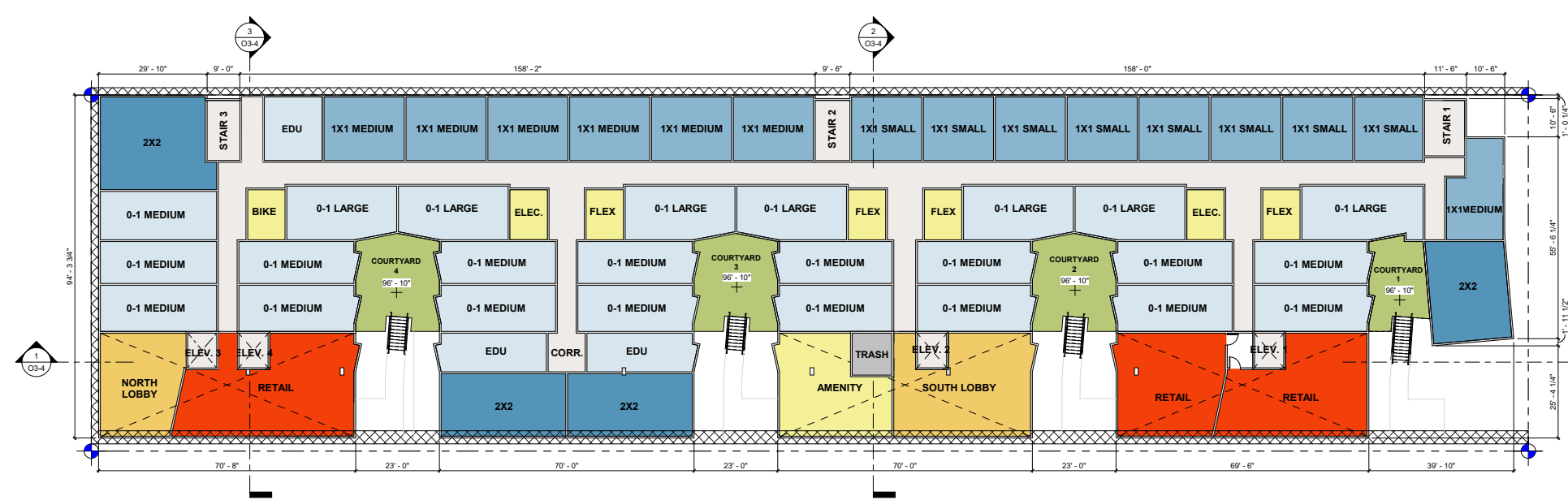


LEVEL 1 FLOOR PLAN



EDG OPTION 3 - "UNFOLDED"

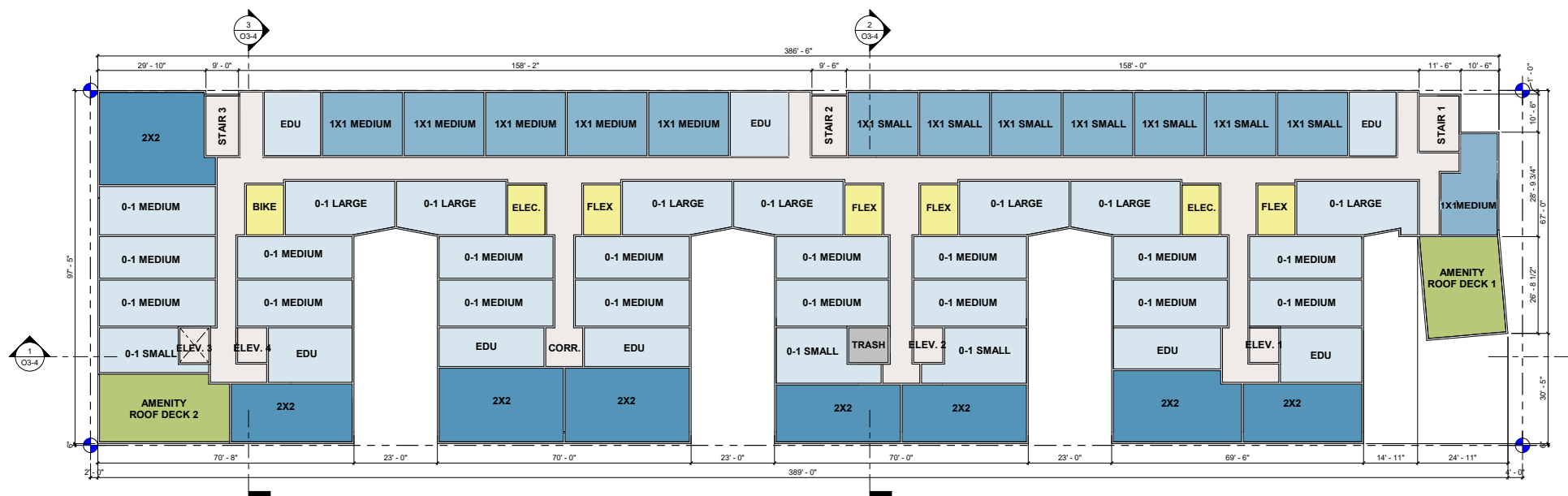
FLOOR PLANS



LEVEL 2 FLOOR PLAN



LEVELS 3 - 7 FLOOR PLANS

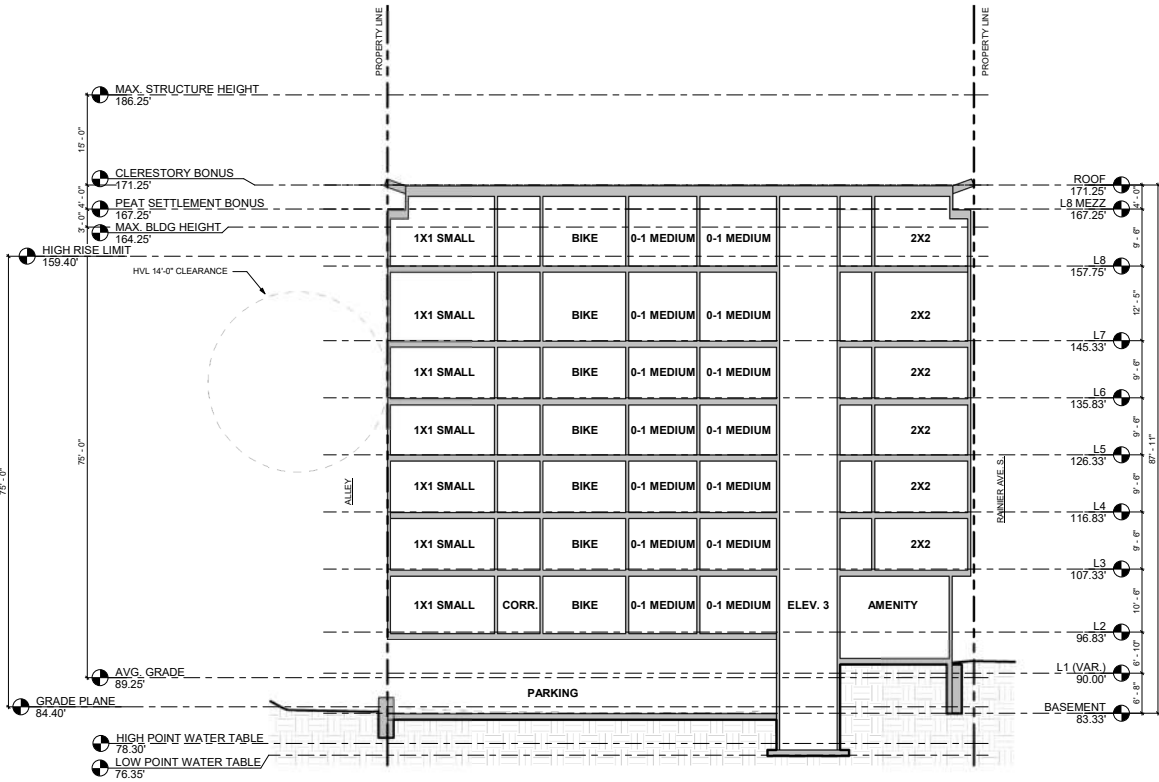
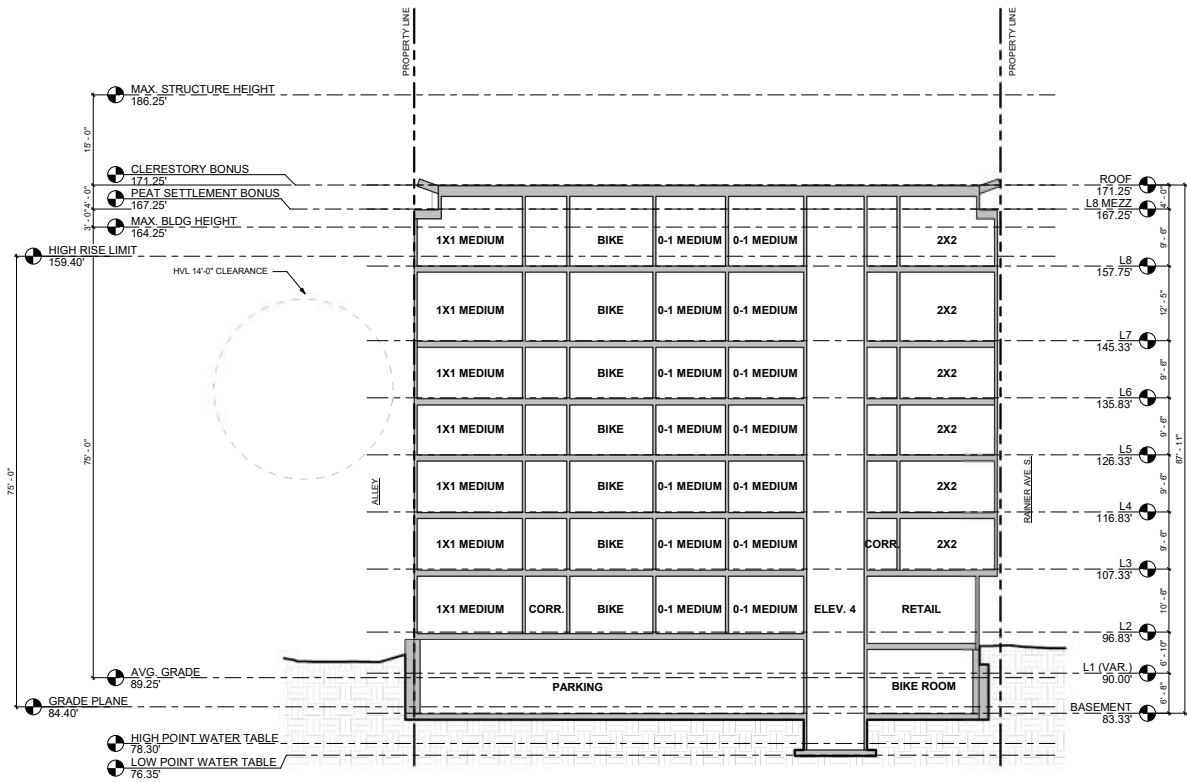


LEVEL 8 FLOOR PLAN

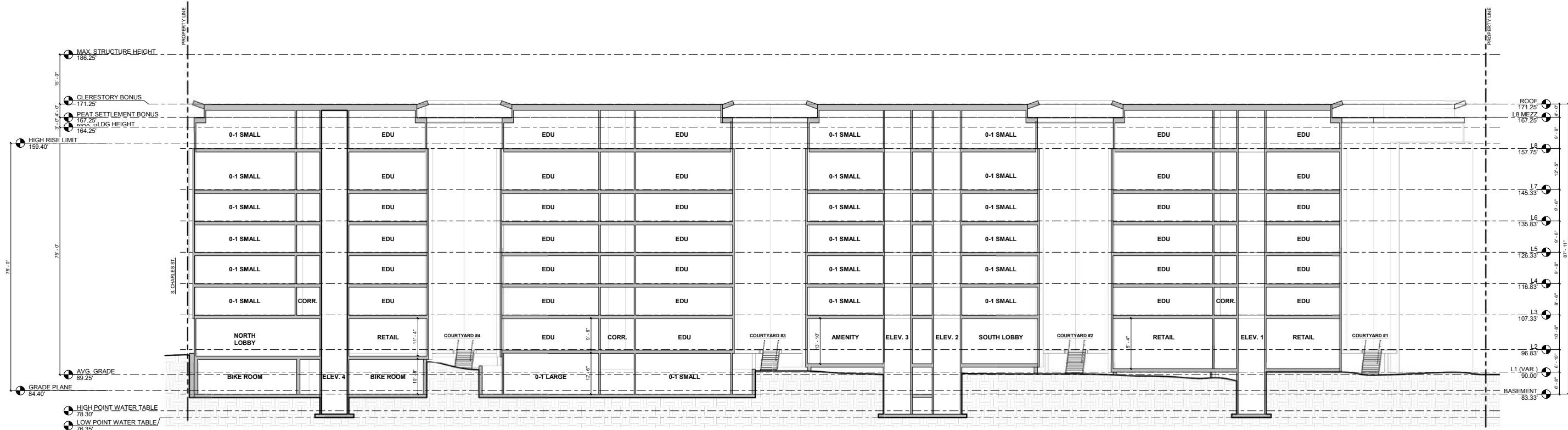


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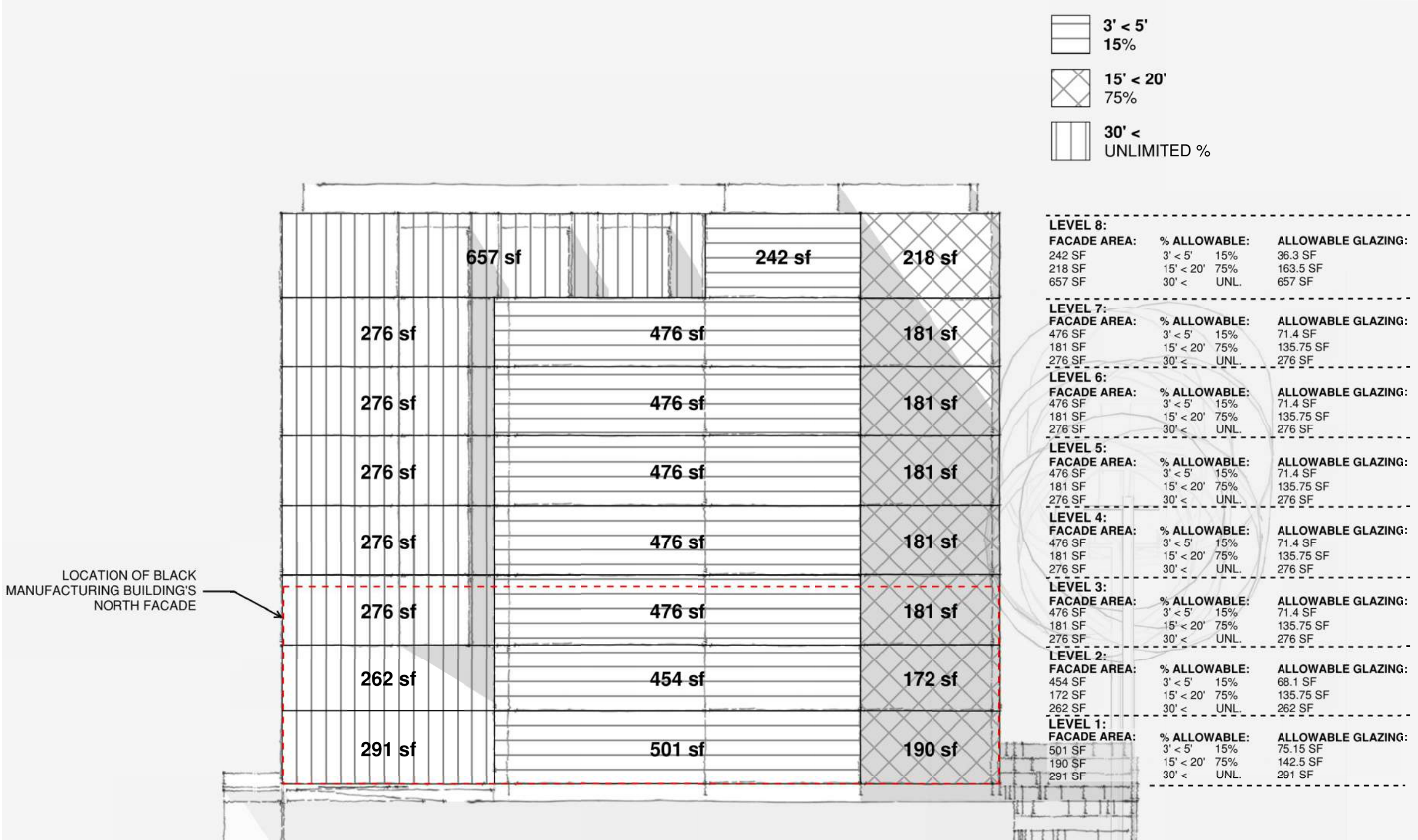
STACKING SECTIONS



STACKING SECTIONS - EAST - WEST

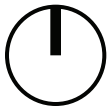
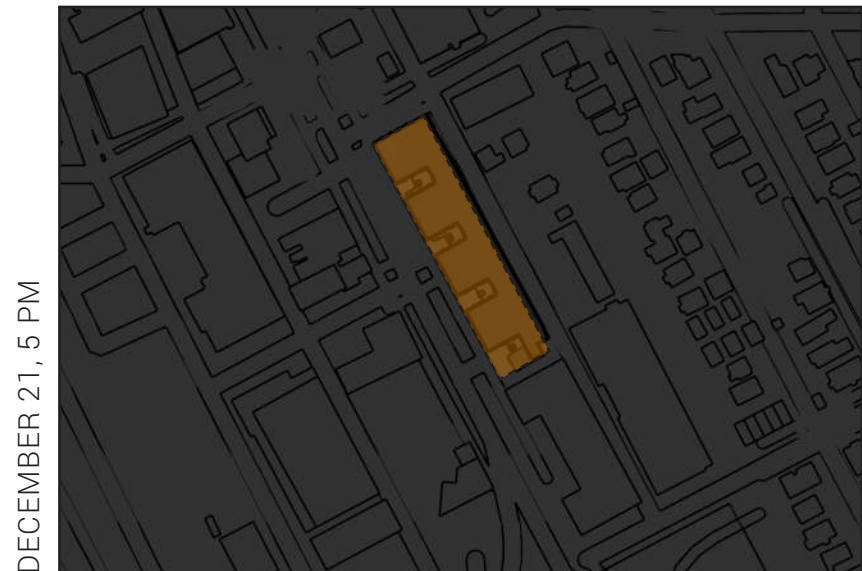


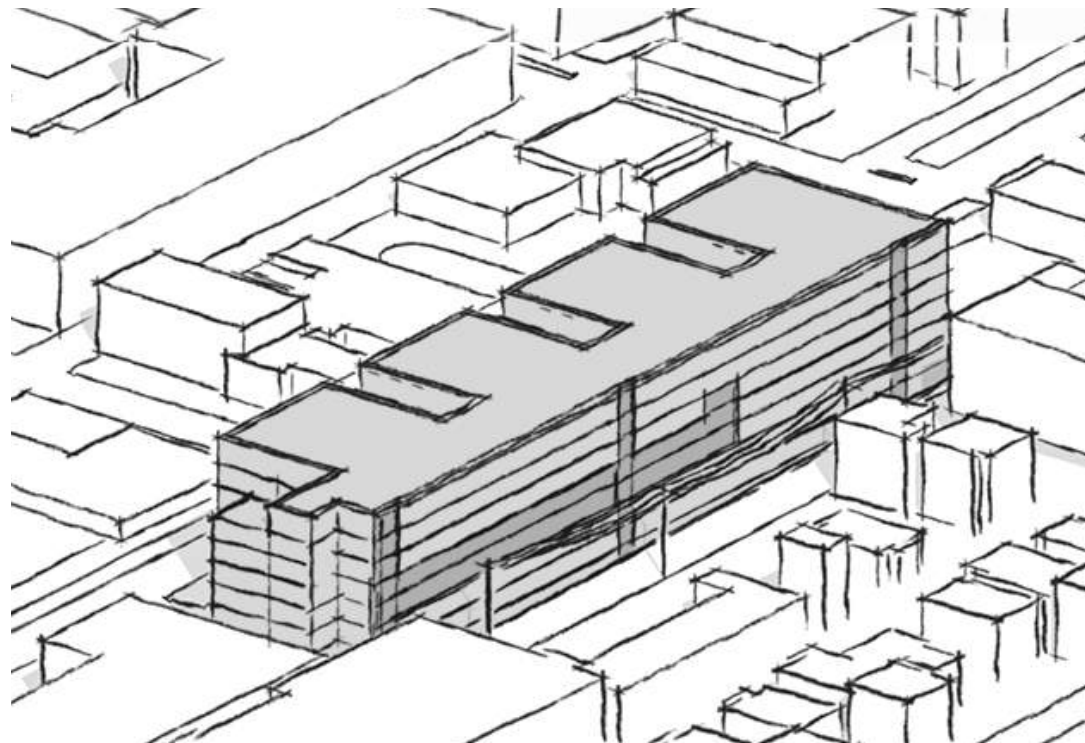
STACKING SECTION - NORTH - SOUTH



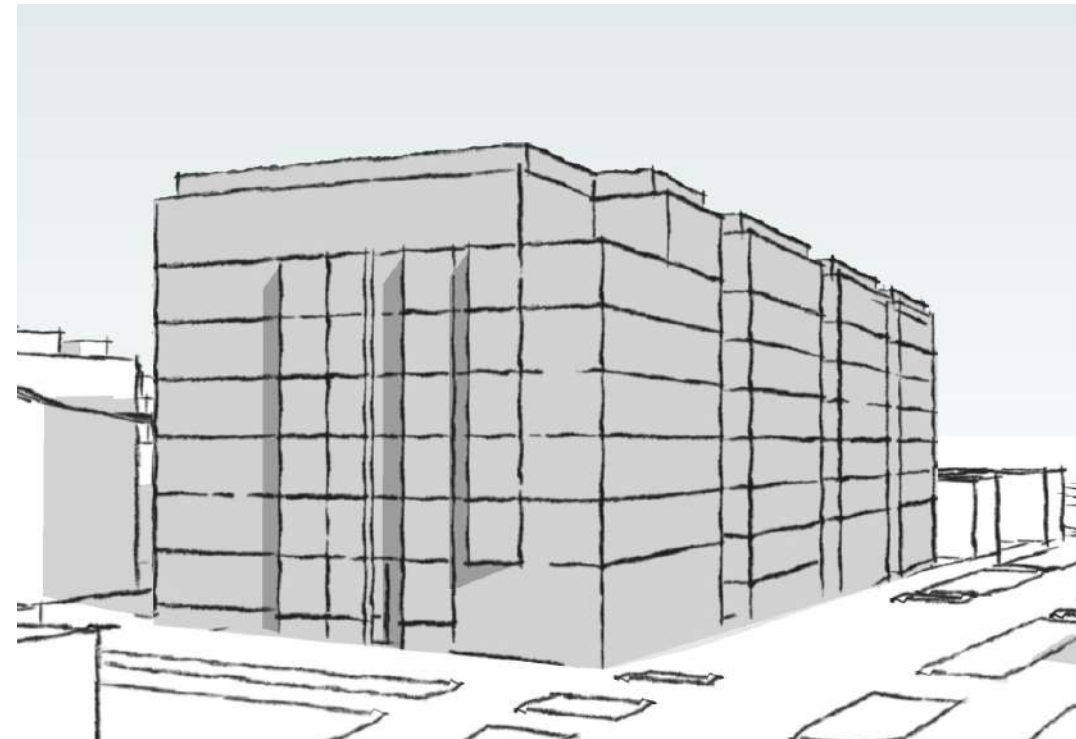
OPTION 3 ALLOWABLE OPENINGS SOUTH ELEVATION

EDG OPTION 3 - "UNFOLDED"
SHADOW STUDIES

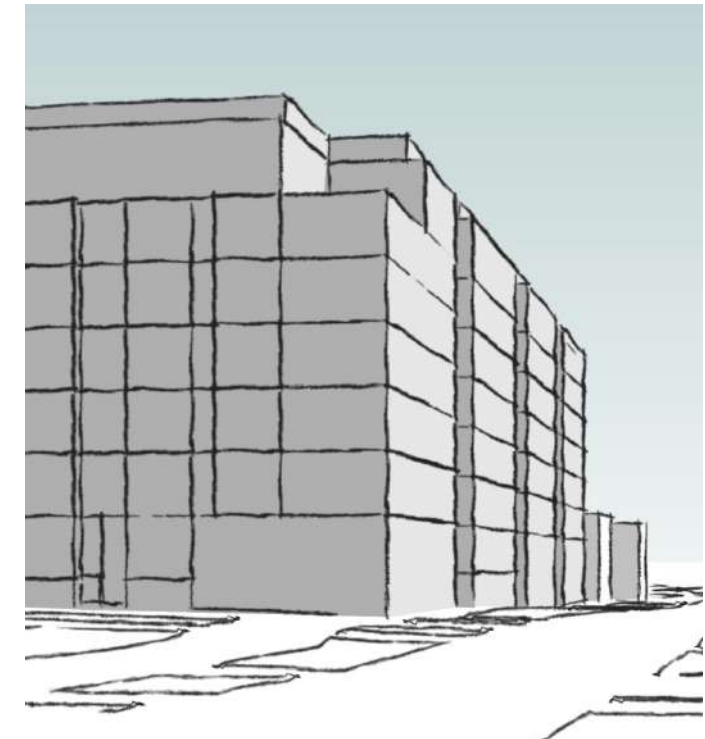




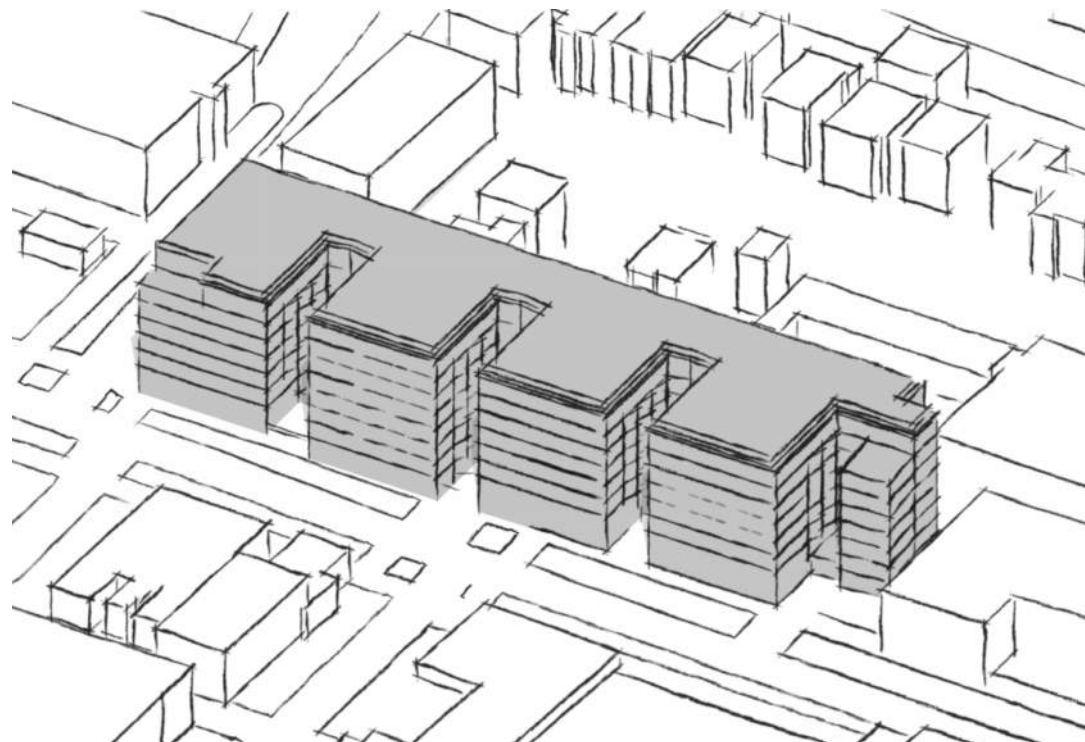
PERSPECTIVE LOOKING NORTHWEST FROM HIAWATHA PL S



EYE LEVEL PERSPECTIVE LOOKING SOUTHEAST FROM RAINIER AVE S



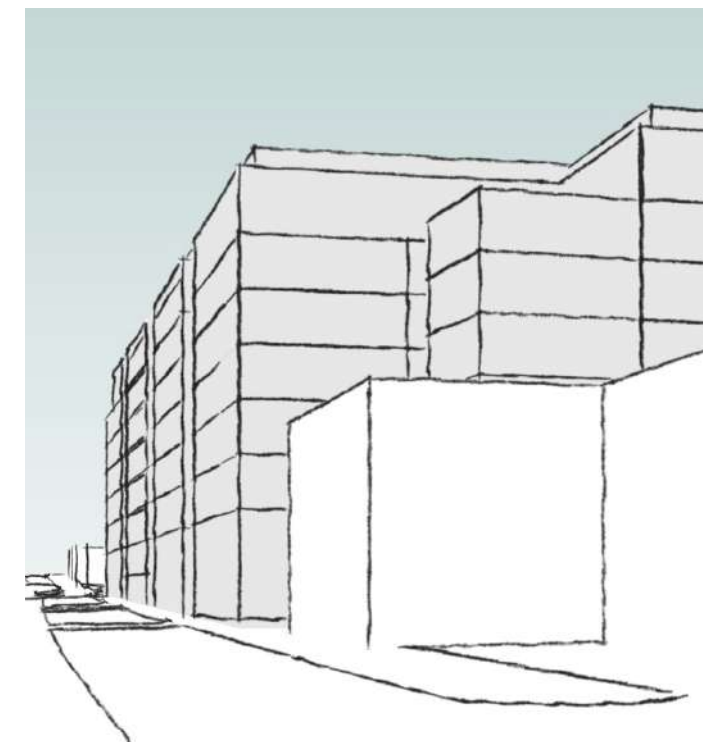
STREET-LEVEL PERSPECTIVE LOOKING SOUTHEAST FROM RAINIER AVE S



PERSPECTIVE LOOKING NORTHEAST FROM RAINIER AVE S



EYE LEVEL PERSPECTIVE LOOKING NORTH FROM RAINIER AVE S



STREET-LEVEL PERSPECTIVE LOOKING NORTH FROM RAINIER AVE S

DEVELOPER PAST WORK EXPERIENCE

OZ NAVIGATOR

OZ Navigator is a partnership of two-Seattle based developers focused on the long-term ownership of Opportunity Zone projects that emphasize community-centric vibrancy and economic diversity.

They combine expertise in adaptive reuse, designing spaces for authentic neighborhood retail, and the provision of high-quality and financially attainable mixed-income rental housing.

Their combined portfolios focus on projects located close to mass-transit with high walkability scores and an emphasis on creating a positive social impact.



224 S WASHINGTON STREET, SEATTLE, WA



500 BROADWAY, SEATTLE, WA



2819 ELLIOTT AVENUE, SEATTLE, WA



95 S JACKSON STREET, SEATTLE, WA



510 BROADWAY, SEATTLE, WA



NIWA, LOWER QUEEN ANNE, SEATTLE, WA



ROYSTONE, LOWER QUEEN ANNE, SEATTLE, WA



MARYMOOR, REDMOND, WA



LOFTS AT SECOND AND MAIN, RENTON, WA



REDMOND SQUARE, REDMOND, WA



ALEXAN CENTRAL PARK, PORTLAND, OR



ALEXAN CENTRAL PARK, PORTLAND, OR



REDMOND CITY CENTER, REDMOND, WA

