

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

BRIEFING PACKET FOR CERTIFICATE OF APPROVAL
ARCHITECTURAL REVIEW COMMITTEE LANDMARKS
PRESERVATION BOARD
11/13/2020

ARCHITECT:

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

LANDSCAPE ARCHITECT:

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

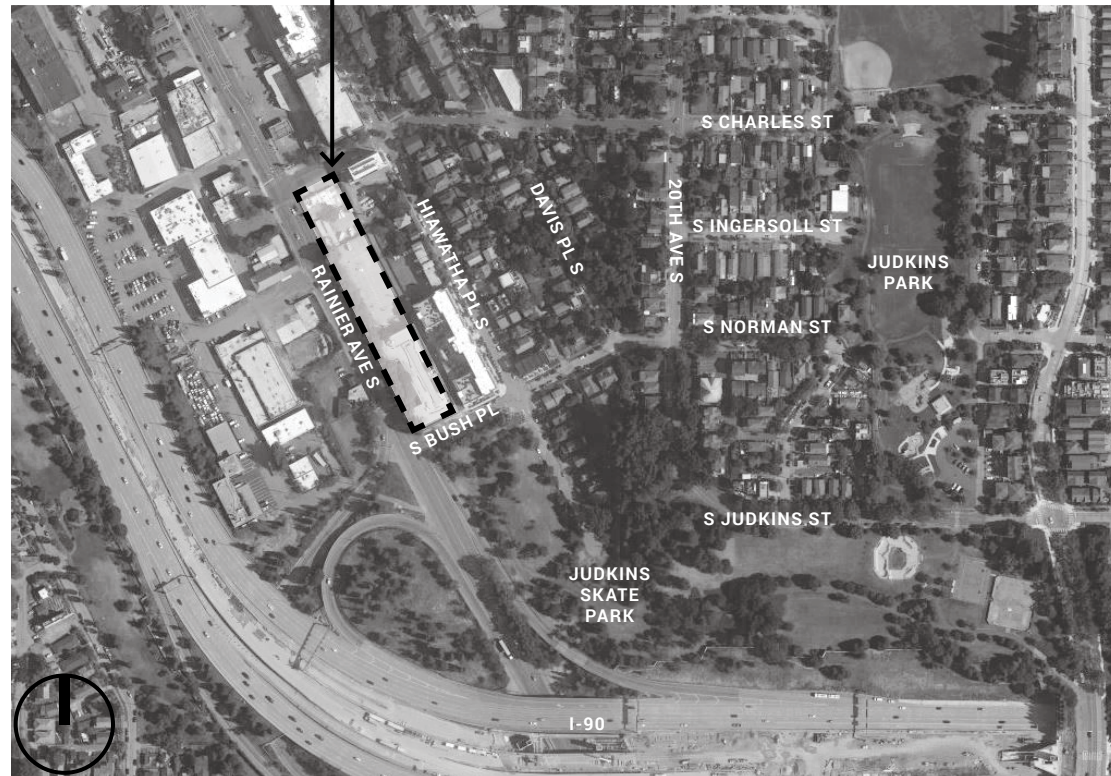
OWNER:

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

HISTORICAL CONSULTANT:

STUDIO TJP
1212 NE 65th St
Seattle, WA 98115
Contact: Ellen Mirro



**STREET ADDRESS:**

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

PROJECT PROFILE:

| | |
|------------------|---|
| SITE AREA: | 64,995 SF |
| POST-DEDICATION: | 64,205 SF |
| PROPOSED USE: | APARTMENTS + RETAIL |
| MAX. FAR: | 5.5 |
| | (5.5)(64,205) |
| ZONING: | NC3-75 (M1) |
| OVERLAY: | 23RD & UNION-JACKSON RESIDENTIAL URBAN VILLAGE |

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.

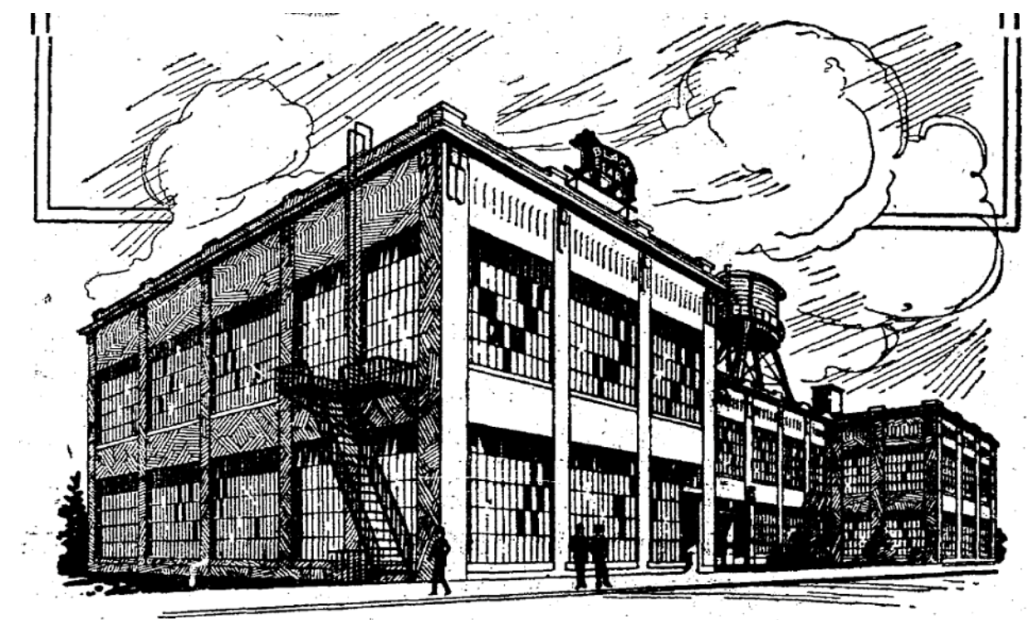
DEVELOPER'S APPROACH:

As part of the development, we plan to remove the existing parking garage structure and pedestrian bridge that was added on the north side of the Building in the 1970's and make some minor grade changes that will likely obscure some windows on the lowest level on the Building's north side that we believe are non-historic. Aside from this work, there will be no changes to the Landmark Black Manufacturing Building. Instead, the garage portion of the site (and adjacent parcels) will be developed with an 8-story residential building, and our preferred EDG alternative includes an at-grade pedestrian connection between the new residential building and the Landmark Black Manufacturing Building. If supported by staff in ADR, then we think this alternative will provide an appropriate transition to the Landmark Building.

Because the designating ordinance for the Black Manufacturing Building (Ord. 113601) states that a Certificate of Approval is required for exterior building and site changes, we will submit a C of A application encompassing the minor building changes and grade changes prior to submitting the MUP. The garage itself is not part of the landmark designation, so demolition of that structure doesn't require C of A approval. A copy of the C of A application would be included with our MUP application. Potential landmark impacts will also be considered in our SEPA checklist.

We would continue to process the MUP and C of A simultaneously. The C of A application would be completed with updated information about the proposal following the Design Review recommendation meeting, then the LPB would vote on the C of A application following publication of the MUP with the SEPA decision. We'd expect to have a few meetings with the ARC through the process, although we acknowledge that is difficult right now due to COVID.

Concurrently with the MUP, we will also be processing a LBA to adjust the parcel lines so that the new residential building and Landmark Black Manufacturing Building are on two separate and distinct parcels. Following this, we wanted to explore the process to remove the portion of the site where the new residential building is located from the landmark designation. We anticipate it would follow the process outlined in SMC 25.12.860.



PROJECT GOALS:

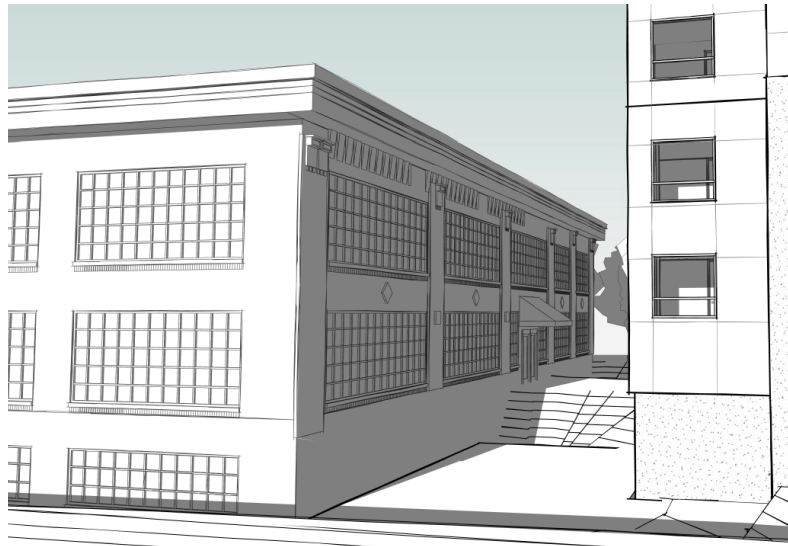
OZ Navigator is a partnership between Nitze-Stagen and Housing Diversity Corporation focused on developing Opportunity Zone projects that contribute to the vibrancy and economic diversity of the communities in which they are located. This project will:

- Build much needed, high-quality mixed-income workforce housing in the Rainier neighborhood
- Link to the future light rail station
- Create community connections that preserve a landmark building

DEVELOPMENT OBJECTIVES:

The applicant proposes to build an eight story multi-family apartment building over a one-story parking garage. The development will support approximately:

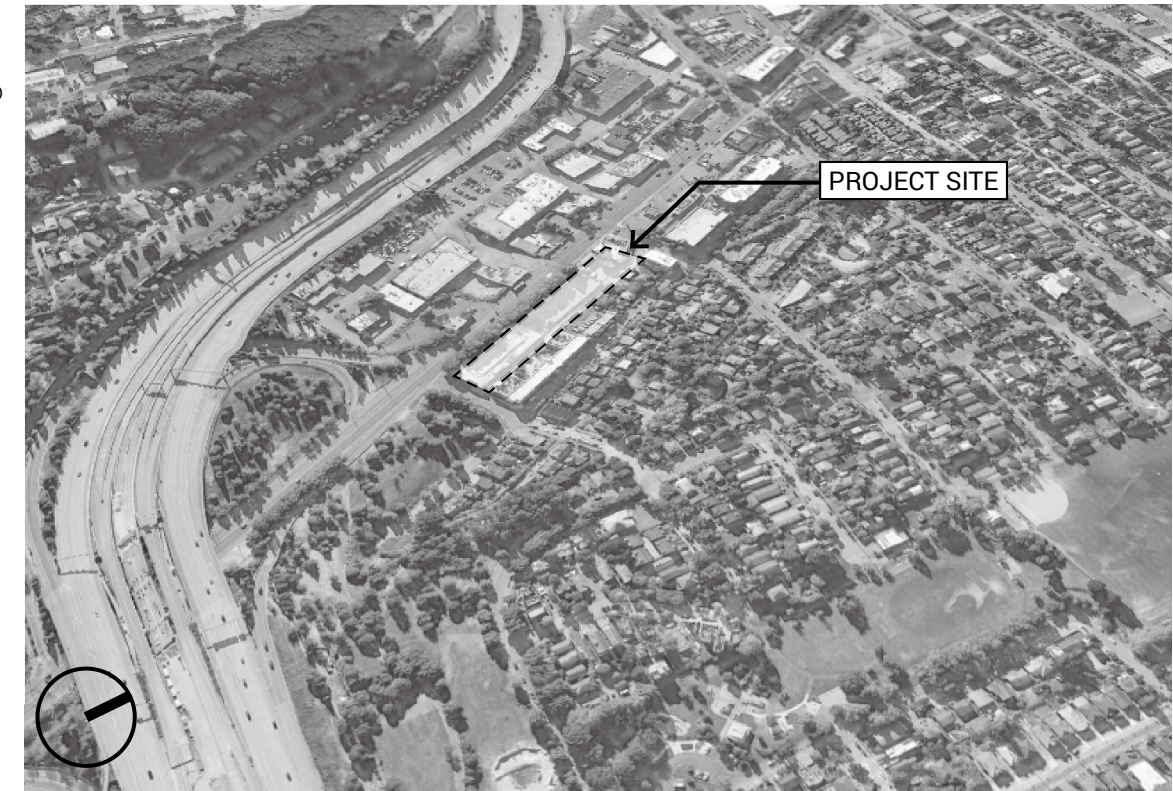
- 398 residential units with 11,000 sf of outdoor amenity spaces including courtyards, roof decks, and balconies
- 4,200 sf of retail spaces
- 138 stacked parking spaces within 32,000 sf of basement garage
- 263,000 sf total building area



BLACK MANUFACTURING BUILDING
NORTH FACADE FROM ALLEY



BLACK MANUFACTURING BUILDING
NORTH FACADE FROM RAINIER AVE



ARCHITECT'S VISION:

In preparation for our meeting with DON, we had talked about our vision for the plaza space between the landmarked BMB and the multi family Apartment building we are designing and is currently under EDG review. I have included select sheets from the EDG packet to explain this plaza as it is currently and our conceptual vision for what it could be.

We have made the case that the north basement wall was not originally above grade, nor were the current windows original. This sunken plaza is approximately 14' below street elevation and appears to be primarily used as a convenient connection to the newer parking garage that has no other pedestrian access point to the lower level. The space as it is today is not inviting with very little softscape, not open to the public, and a security problem. It is surrounded by cyclone fencing and gates at an exterior stair from the upper parking level.

Our vision is to raise the level of grade to the level of Rainier Ave S on the west and the alley on the east, effectively opening it up to the street and as a circulation pathway. We would also like to connect the L1 entrance on the BMB directly into this open space. Currently that door opens onto a concrete bridge that simply access the upper level of the parking structure. In order to help activate this space, we are proposing to locate retail space at the north boundary. Our conceptual landscape plan indicates how this would be accomplished. As part of our design we are considering either a historical marker or an art piece that ties this space to the rich neighborhood history.

Robin Murphy AIA LEED AP
Principal

JACKSON | MAIN Architecture, P.S.
311 First Avenue South
Seattle, Washington 98104
206.324.4800 P | 206.999.7732 M
www.jacksonmain.com

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.

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



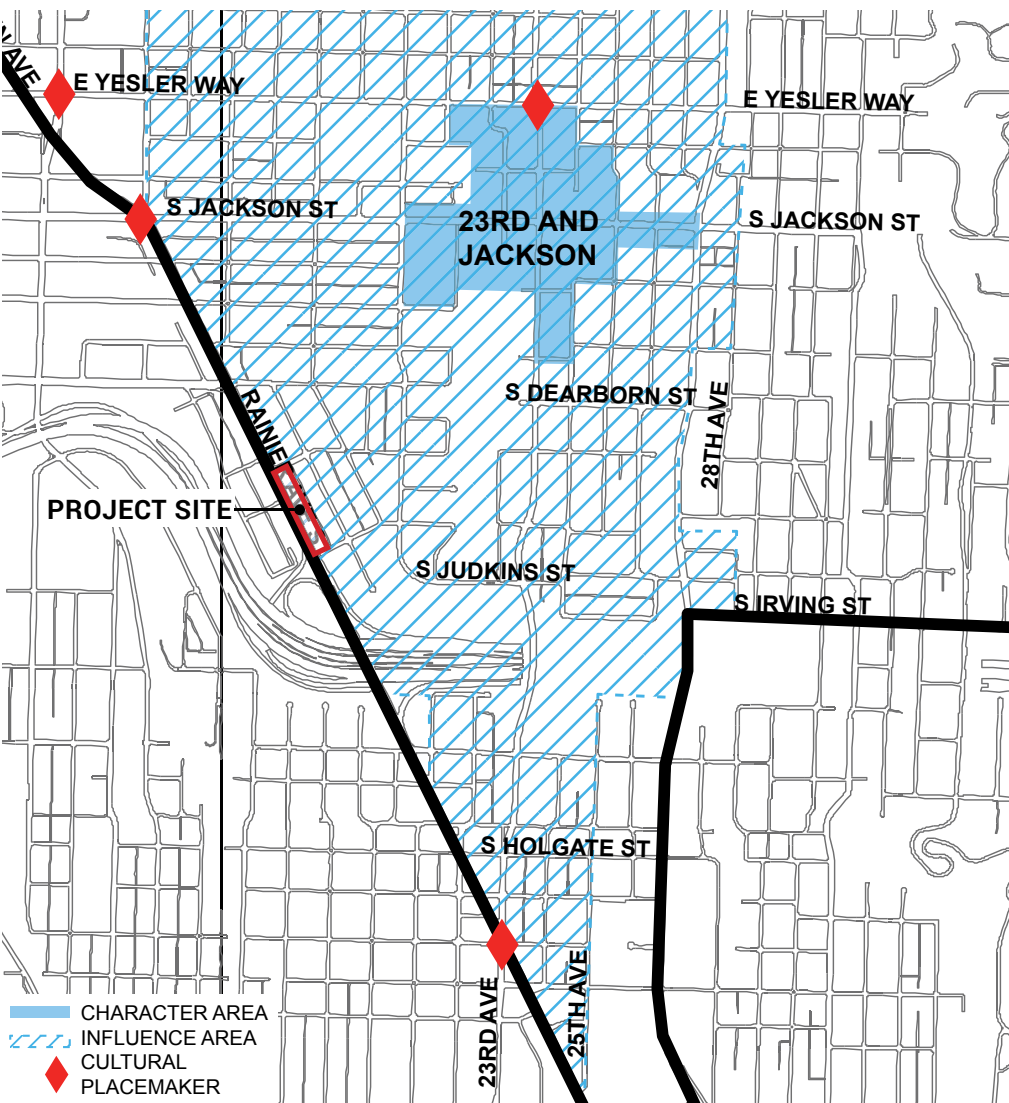
"Struggle Against The Current", Liberty Bank Building at 24th and Union
ARTIST: ESTHER ERVIN, PHOTO: "ART AND POLITICS NOW", SUSAN NOYES PLATT



Mural Mosaic at 25th and Cherry



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>



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.



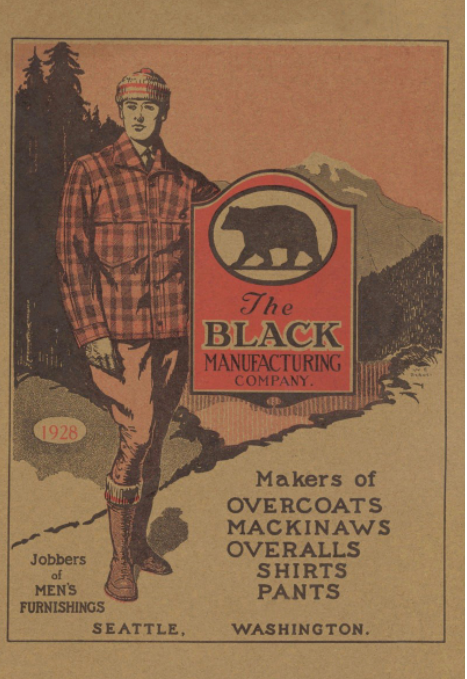
BLACK CATALOGUE - 1920



BLACK CATALOGUE - 1924



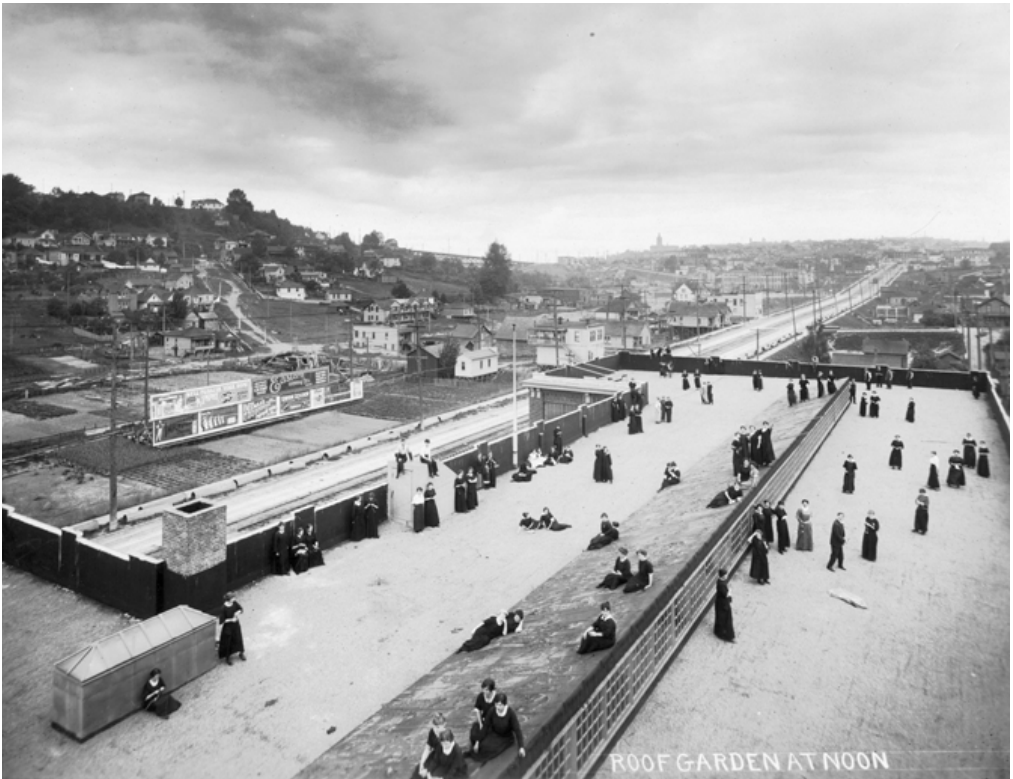
BLACK CATALOGUE - 1925



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 CLOTHING 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; smoking permitted in lounges; sanitary rest rooms.
6—Convenient hours, 7:30 to 4; regular city transit buses pass factory every 3 minutes.
STEADY YEAR-ROUND EMPLOYMENT; 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

BLACK MANUFACTURING BUILDING

1130 RAINIER AVENUE S

HISTORIC ANALYSIS:
BLACK MANUFACTURING BUILDING,
NORTHERN FAÇADE

2.0 FINDINGS

1. ORIGINAL CONSTRUCTION in 1914

Andrew Willatsen for George G.
Black, Black Bear Apparel

2. ALTERATIONS IN 1954:

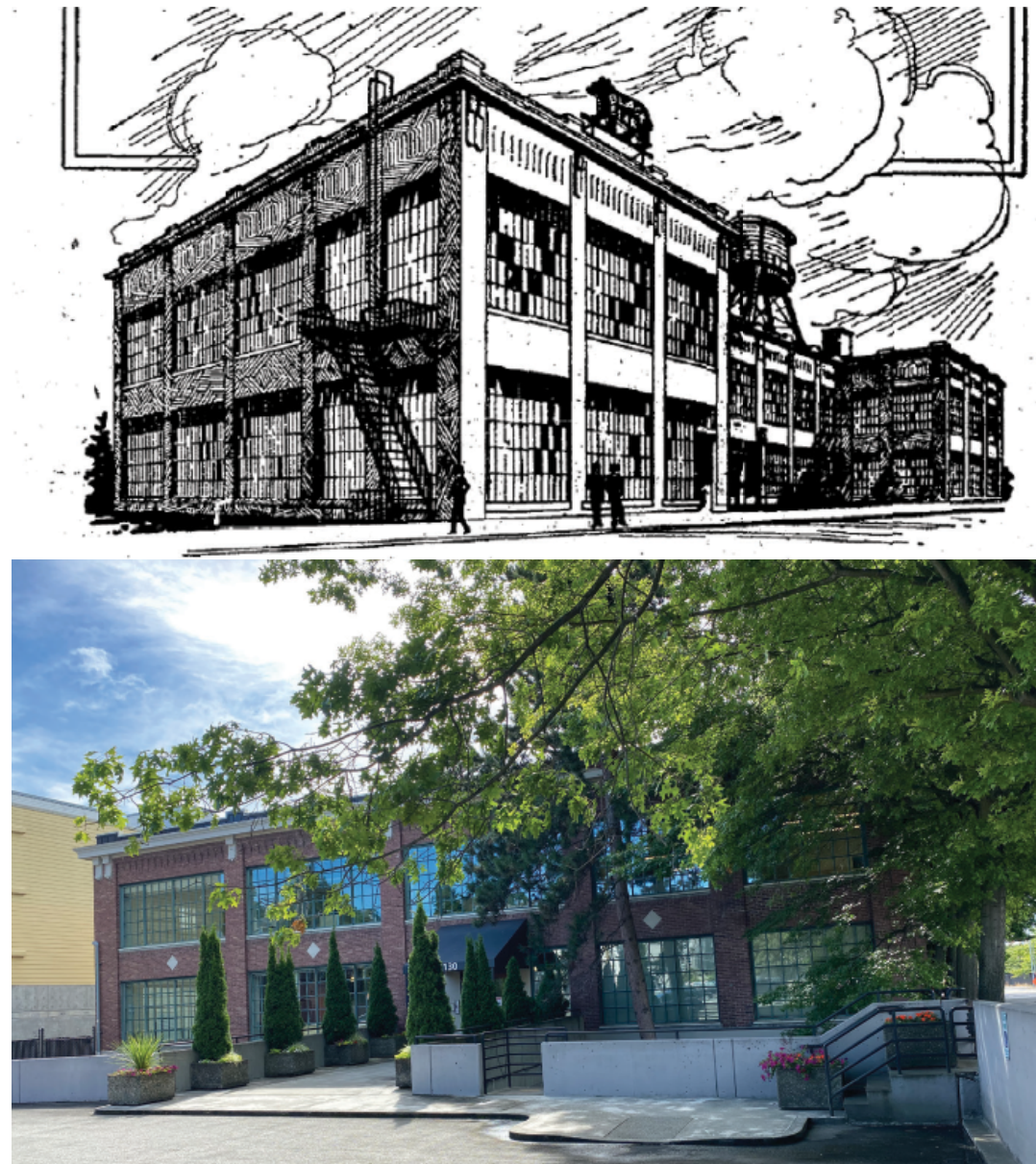
a. Removal of the original
windows at the northern end of the
western façade and the western end
of the northern façade

b. Alteration of the original
fenestration along with the addition
of a marquee along the sidewalk and
wrapping the northwestern corner of
the building.

3. THE RESTORATION OF THE BUILDING IN 1984:

a. Restored the street front
appearance of the western façade and
two bays of the northern façade

b. Added a door and
bridgeway at the main-floor central
bay of the northern façade.



PREPARED BY:

1212 NE 65th Street Seattle, WA 98115-6724
206 523 1618
info@tjp.us | tjp.us



3.0 ORIGINAL DRAWINGS



Figure 1. This detail view of the plan of the basement of the Black Manufacturing Building, obtained from the University of Washington Special Collections, does not illustrate a door and is unclear regarding windows located on the northern façade of the building.

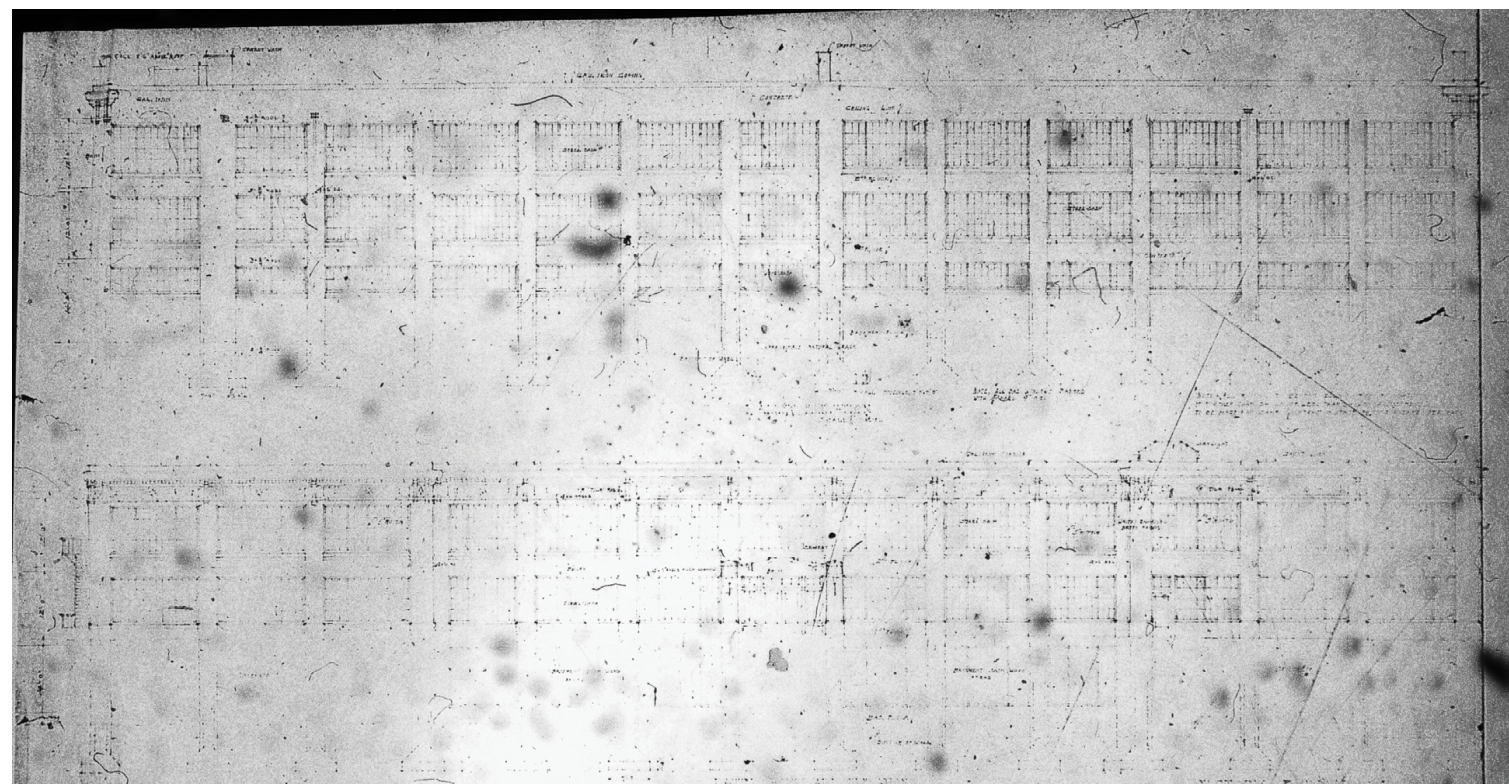


Figure 2. Eastern and western elevations of the Black Manufacturing Building were on file at Seattle Department of Construction and Inspections Microfilm Library. The northern and southern elevations were not available.



3.0 ORIGINAL
DRAWINGS

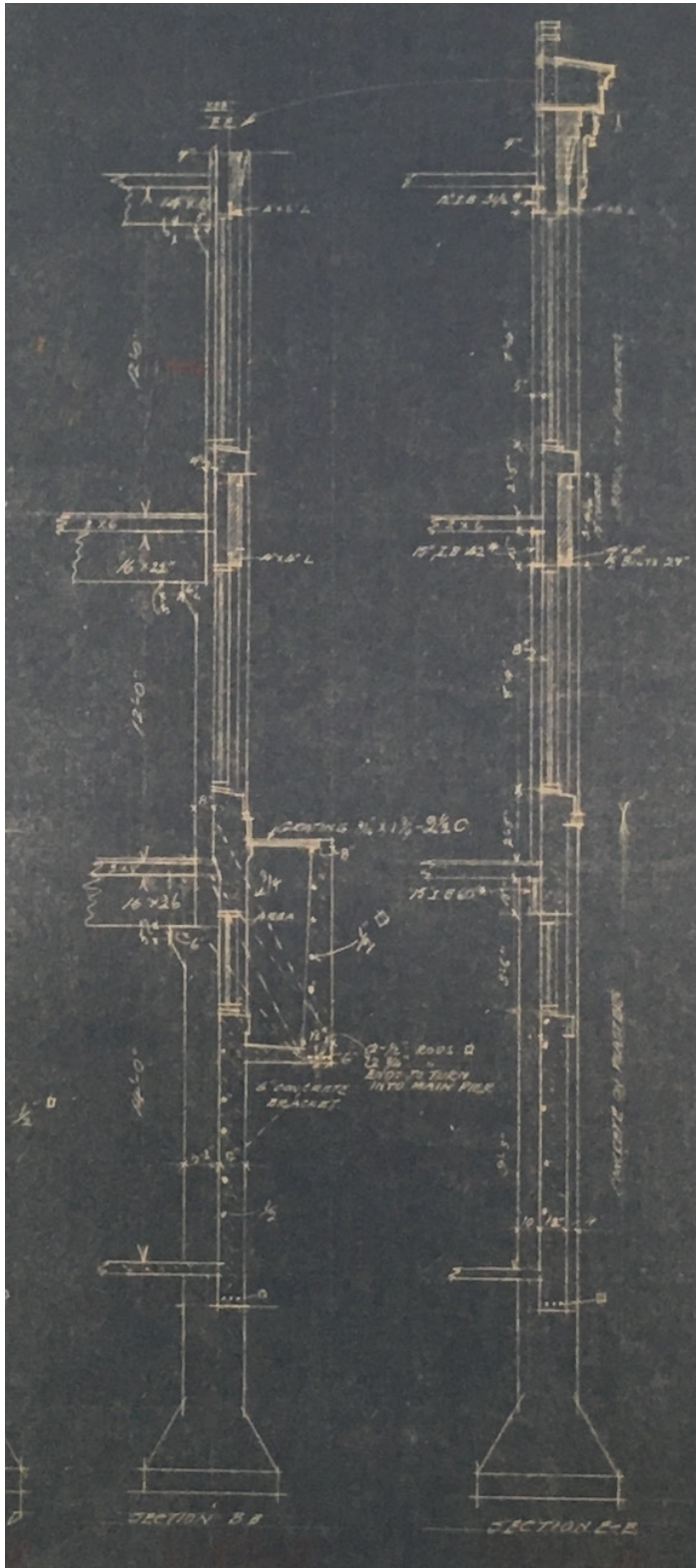
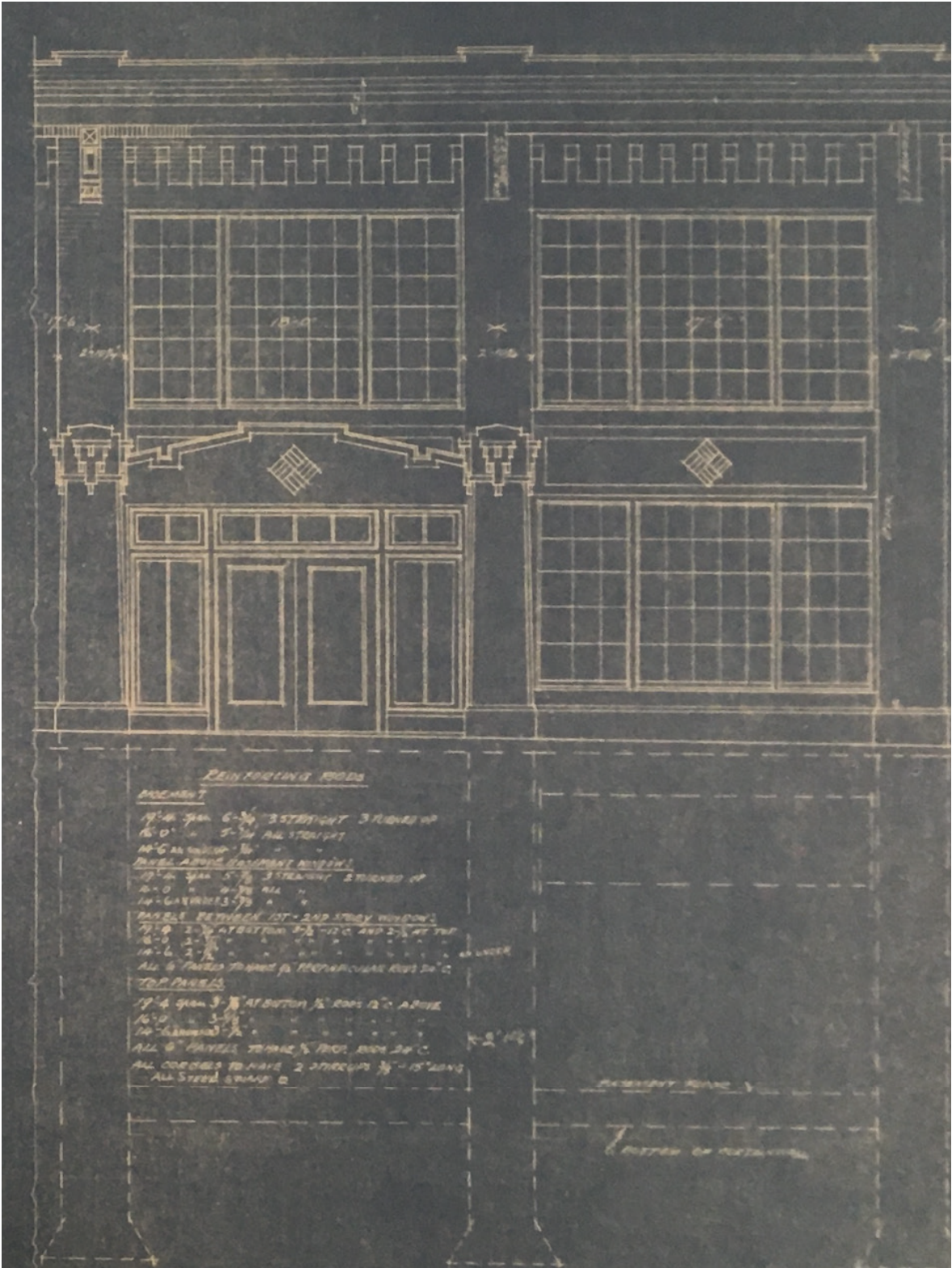
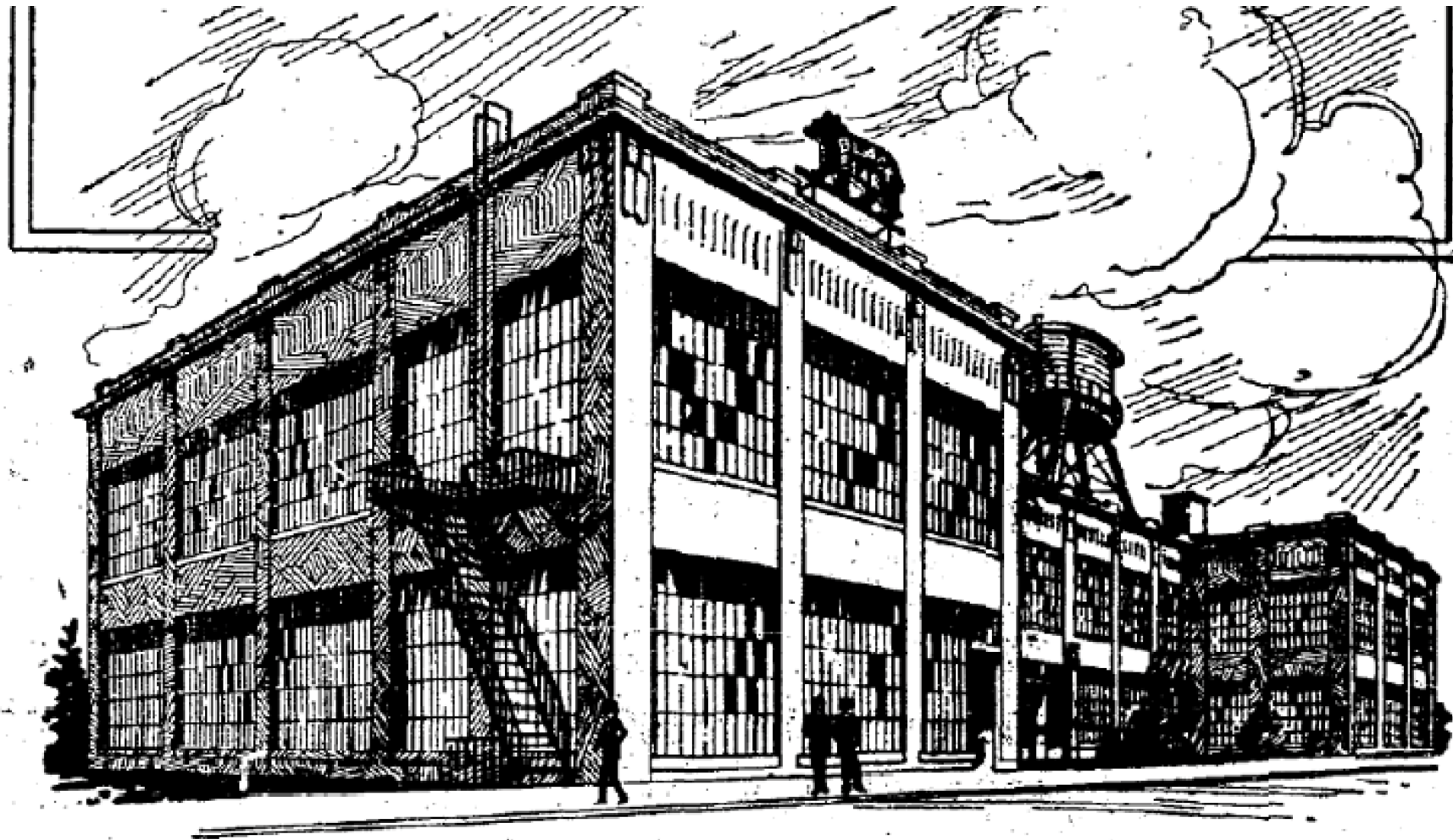


Figure 3. This detail view of a partial elevation at the entry of the Black Manufacturing Building, obtained from the University of Washington Special Collections, indicates structure at the basement and a window well in dashed lines.

Figure 4. Wall sections of the Black Manufacturing Building, obtained from the University of Washington Special Collections, illustrate two conditions at the basement:

- A. a window well in front of a basement window
- B no window well in front of a basement window, such as on the alley elevation.



HISTORIC ANALYSIS:
BLACK MANUFACTURING BUILDING,
NORTHERN FAÇADE

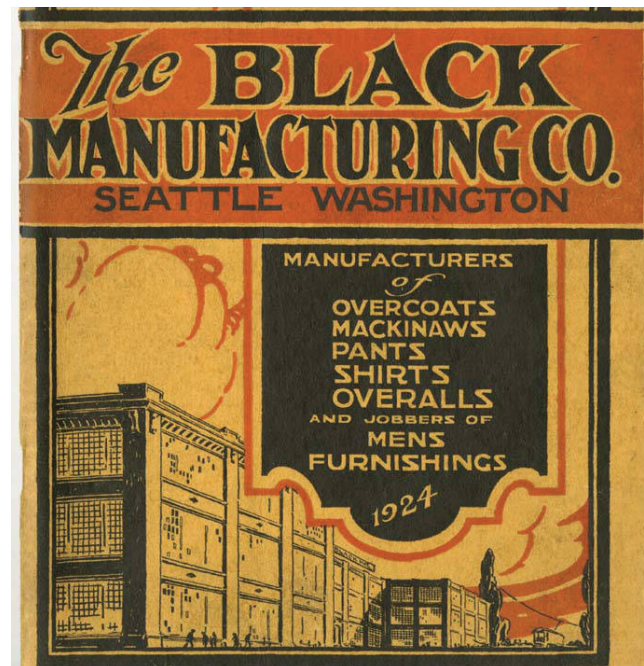
4.0 LATER PHOTOGRAPHS AND DRAWINGS

Figure 5. A drawing of the Black Manufacturing Building published in the Seattle Times in 1919 illustrates the original window configuration of the northern façade of the building, but does not indicate the basement window conditions. (*Seattle Times*, February 3, 1919, p.12)

Figures 6 & 7. Images from the Museum of History & Industry (MOHAI) show the interior of the Black Manufacturing Building in 1927. (Image nos. 1983.10.3803.3 and 1983.10.3803.4)



 STUDIO TJP



HISTORIC ANALYSIS:
BLACK MANUFACTURING BUILDING,
NORTHERN FAÇADE

4.0 LATER PHOTOGRAPHS AND DRAWINGS



Figures 8 & 9. Images the cover and inside leaf of the 1924 Black Manufacturing catalog show an illustration of the building with a nonexistent third floor.

It is speculation whether this was an honest error, wishful thinking, or a plan for the future. (MOHAI 2018.3.3.107)

Figure 10. The 1936 Tax Assessor photograph obtained from the Puget Sound Regional Archives illustrates the fire escape stair at the northern façade, but does not show a complete image of the façade.



4.0 LATER PHOTOGRAPHS AND DRAWINGS



Figure 11. The 1936 King County aerial obtained from King County iMap illustrates the condition of the neighboring residential buildings at a similar grade to the Black Manufacturing Building.



HISTORIC ANALYSIS:
BLACK MANUFACTURING BUILDING,
NORTHERN FAÇADE

4.0 LATER PHOTOGRAPHS AND DRAWINGS

Figures 12, 13 & 14. Images of the streetcar along Rainier Avenue S in 1936 obtained from the Seattle Municipal Archives illustrate portions of the Black Manufacturing Building. (Seattle Municipal Archives nos. 11275, 11276, 11277)

These images, along with the aerial on the previous page, illustrate that the original grade may at first have sloped steeply away from Rainier Avenue S. This is supported by the shadow present in the aerial (figure 11), and by the fact that in these images the roofs of the residential buildings to the north of the Black Manufacturing Building are positioned low compared to the grade.



Figure 15. The 1955 Tax Assessor photograph, obtained from the Puget Sound Regional Archives, illustrates the results of alterations permitted in 1954. This 1954-55 alteration was reversed after the building was landmarked and restored in 1984.



5.0 PERMIT RECORDS

Figures 16 & 17. The permit history cards from the SDCI Microfilm Library illustrate the history of permits obtained for the building. The original permit in 1914, the 1954 alteration, and the 1984 restoration are all highlighted.

| PERMIT NO. | DATE | EST. COST | WORK | STO. | SIZE | CONST. | OCCUPANCY |
|------------|------|-----------|---|------|------|--------|-------------------------|
| 135301 | | | | | | | Factory |
| 375903 | 1946 | | Sign boards | | | | |
| 393945 | 1949 | | Earthquake Repair | | | | |
| 135301 | 1914 | | ORIGINAL PERMIT | | | | |
| 319140 | 1936 | | | | | | |
| 426367 | 1954 | 86,000 | Alter ex. bldg. Sprinklered bldg. 100x256 | | | Mill | Factory - whse. offices |
| 493709 | 1962 | 450 | Erect & maintain sign | | | | Sign |
| 515048 | 1965 | 2000 | Alt ptn ex. bldg. | 2 | | Mill | |
| 529422 | 1968 | 300 | Install sign | | | | J-3 Sign |

| | | | | | | | |
|-----------------------|----------|-----------|---|--------|--------------------------------|--------|------------------------------|
| CARD #2 | | | | | | | |
| 1130 Rainier Ave. So. | | | | | | | |
| LOT 17-26 inc. | | | | | | | |
| BLK. 4 | | | | | | | |
| ADD. Rainier Blvd. | | | | | | | |
| BC 97 | | | | | | | |
| CSS 5.7 | | | | | | | |
| HISTORY ENTERED | | | | | | | |
| BUILDING PERMIT No. | DATE | EST. COST | WORK | STO. | SIZE | CONST. | OCCUPANCY |
| 532299 | 1969 | 2,000 | Alt. por. exist. bldg. | 2 | | | Factory, whse., offices |
| 567252 | 12-3-76 | 427. | Erect & maint 2 awnings | | | | F-2 factory, whse |
| 7259 | 11/18/80 | 2,000 | Maint temp banners for 14 days all on priv prop. | | | | SIGN |
| 614398 | 9/28/84 | 1,500,000 | Const parking gar. per plans, Alt. office, warehouse, fac. bldg. Zoning review. | 2+bsmt | 4-HT, B-2 Por. 2-1 Hr-B-1 Por. | | B-2 Off/Strg/Manuf. B-1 Gar. |
| 614399 | 9/28/84 | 1,530,000 | Change warehouse por. to MFG, Estb use for future const of PRKng SEPA review on estb use of future surf. parking lots | n/a | | n/a | LAND USE ONLY |
| 615916 | 1/7/85 | 227,530 | inst HVAC in bsmt, 1st, 2nd fl | NA | NA | NA | MECHANICAL ONLY |
| 10977 | 10-24-85 | 54.50 | Inst & main 3 sets of non-illum letters all on private property. | NA | 22"X9' | NA | Sign |

6.0 CURRENT
CONFIGURATION

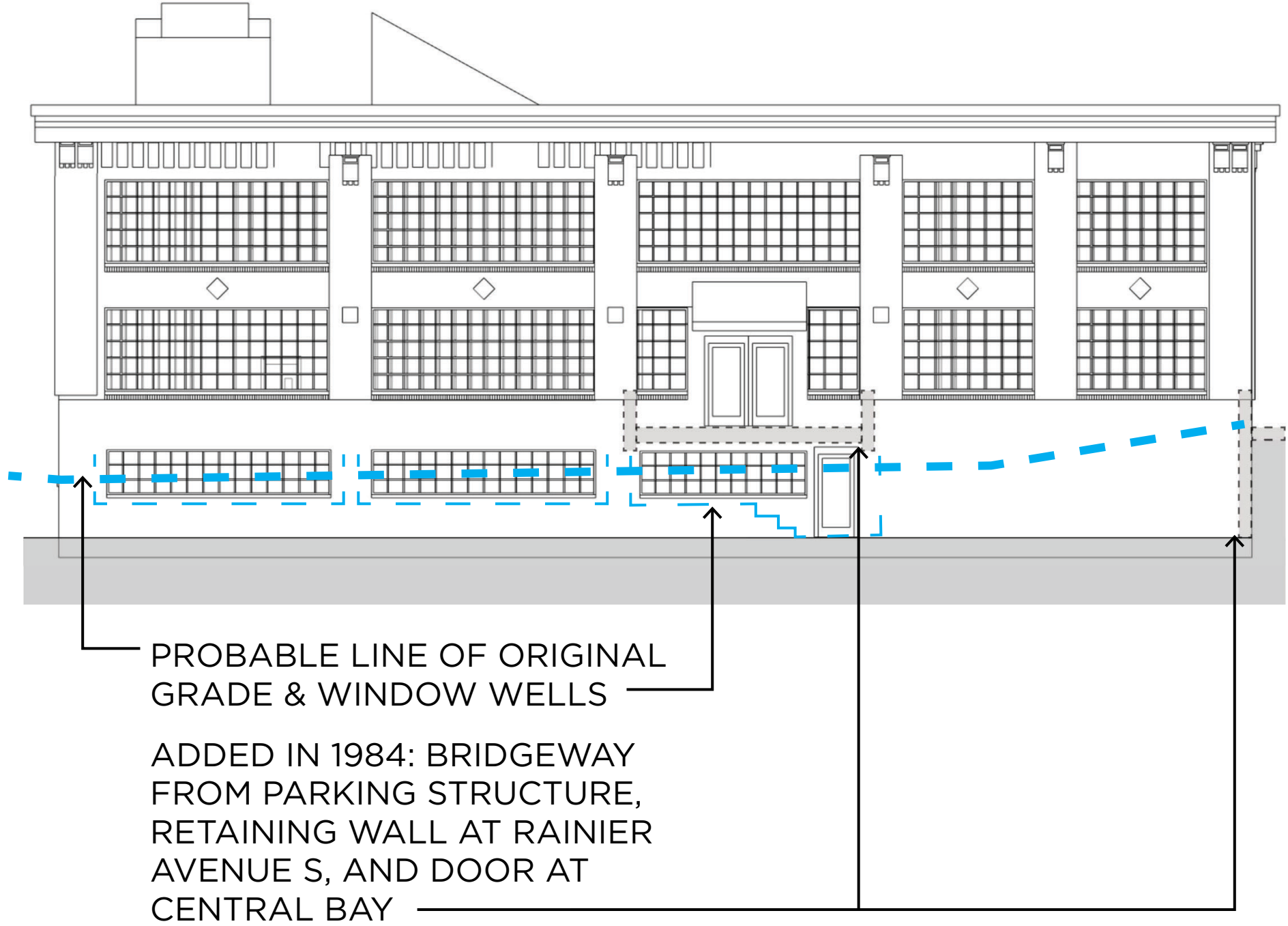


Figure 18. The existing configuration
with a hypothetical illustration of the
historic original grade and window
wells. (Base drawing by Jackson | Main
Architects.)

6.0 CURRENT
CONFIGURATION



Figure 19. The northern façade of the Black Manufacturing Building in 2020. (Photo by Studio TJP, 2020)

Figure 20. The western façade of the Black Manufacturing Building where window wells are located for basement windows. (Photo by Studio TJP, 2020)

Figure 21. The eastern, alley, façade of the Black Manufacturing Building where basement windows do not have window wells. (Photo by Studio TJP, 2020)



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.





SITE

RAINIER AVE S LOOKING NORTHEAST



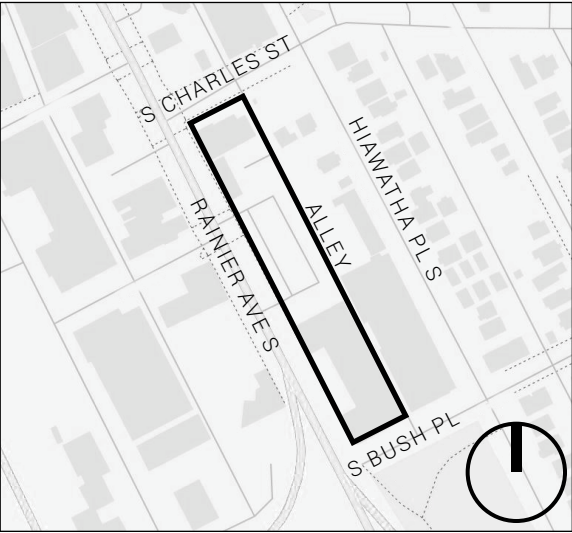
ACROSS FROM SITE

RAINIER AVE S LOOKING SOUTHWEST



ACROSS FROM SITE

LOOKING NORTHEAST TO ALLEY





SITE

S BUSH PL LOOKING NORTHWEST



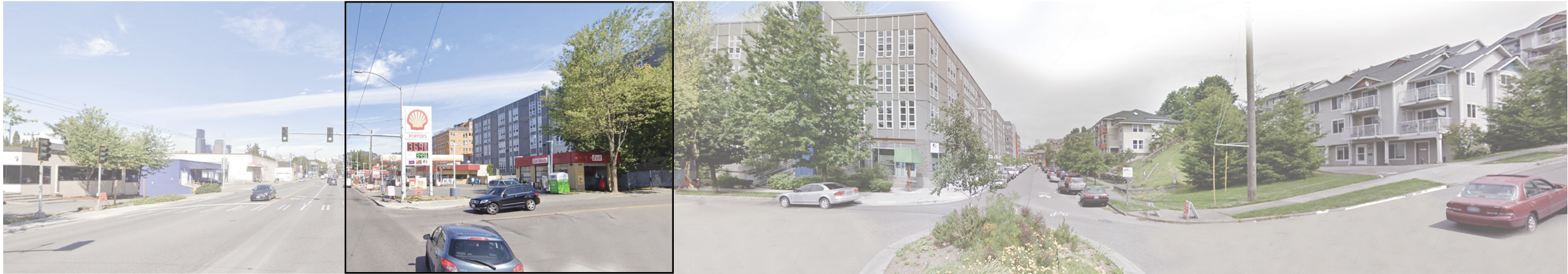
ACROSS FROM SITE

S BUSH PL LOOKING SOUTHEAST



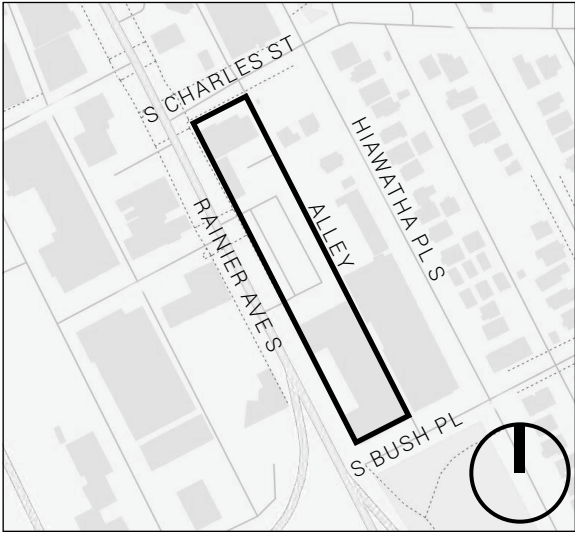
SITE

S CHARLES ST LOOKING SOUTHEAST



ACROSS FROM SITE

S CHARLES ST LOOKING NORTHWEST





BLACK MANUFACTURING BUILDING ENTRY



ALLEY EAST OF BLACK MANUFACTURING BUILDING



CONNECTION TO EXISTING PARKING NORTH OF BLACK MANUFACTURING BUILDING



BLACK MANUFACTURING BUILDING COURTYARD, LOOKING SOUTH



BLACK MANUFACTURING BUILDING COURTYARD, LOOKING SOUTH



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



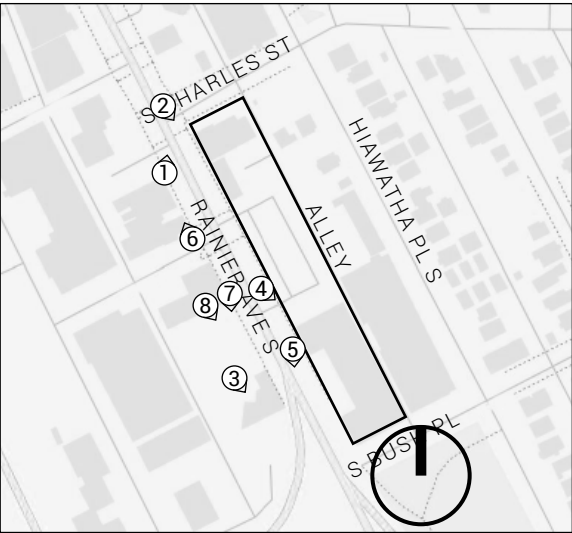
⑥ LOOKING NW FROM PARKING LOT



⑦ LOOKING SE FROM PARKING LOT TOWARDS BLACK MANUFACTURING BUILDING



⑧ LOOKING SE FROM PARKING LOT TOWARDS BLACK MANUFACTURING BUILDING

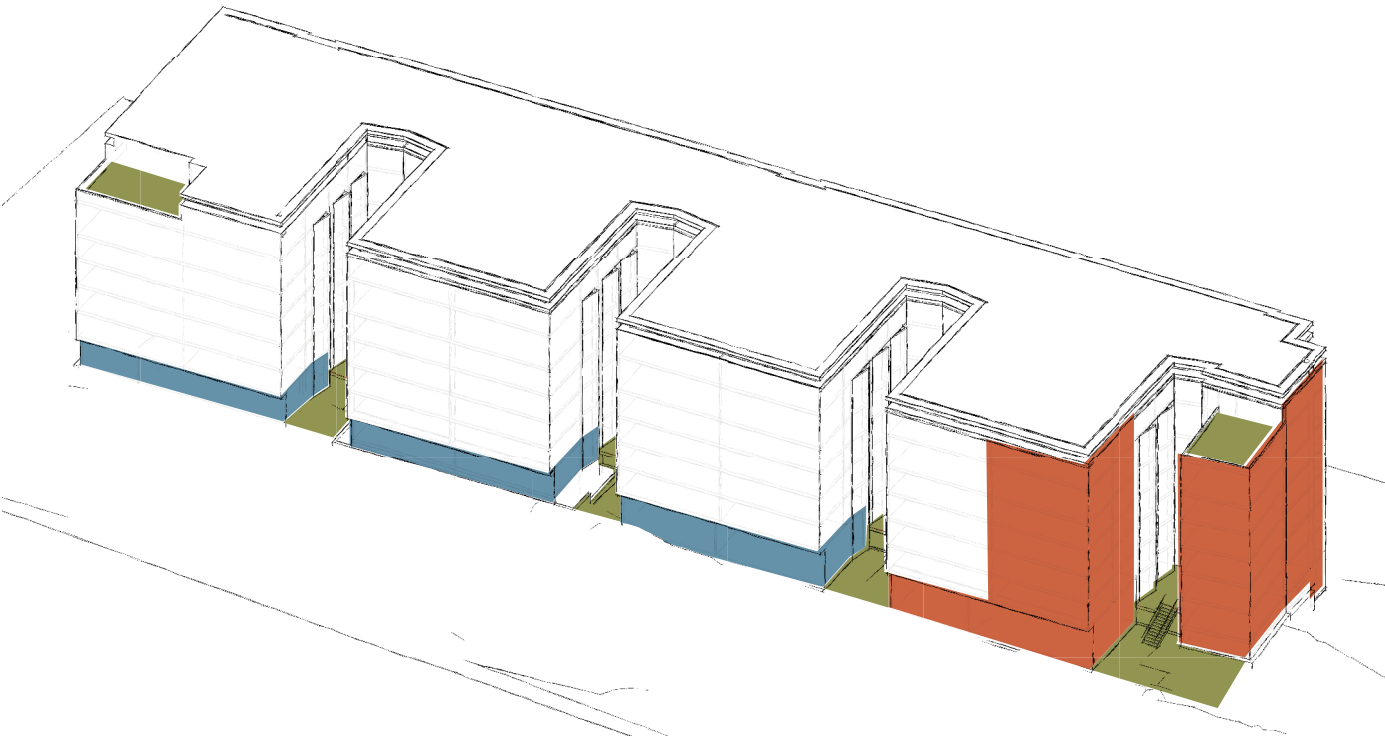


NEIGHBORING HISTORICAL ELEMENTS:

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 Willatsen 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/))



AESTHETIC CUES FROM THE BLACK MANUFACTURING BUILDING OCCURS AT:

- OPEN SPACE
- SOUTHERN FACADE
- STREET-LEVEL FACADE ALONG RAINIER AVE S



MIX OF LARGE GLAZING SECTIONS AND DURABLE MATERIALS AT LOWER LEVELS



STRUCTURAL (PIER) ELEMENTS ARE BROUGHT TO THE FRONT



CLEAR DELINEATION OF LEVELS

HISTORIC APARTMENT BUILDING MASSING

Buildings like the Wilsonian (shown at left), the Capitola, The Malloy, the DeLa Mar, and the Chelsea used vertically stacking massing surrounding courtyard spaces to allow light and ventilation to larger buildings.

HISTORIC ANALYSIS:
PRECEDENT FOR APARTMENT BLOCK
MORPHOLOGY-MASSING

**TALL APARTMENT
BUILDINGS WITH
NARROW STREET FACING
COURTYARDS**

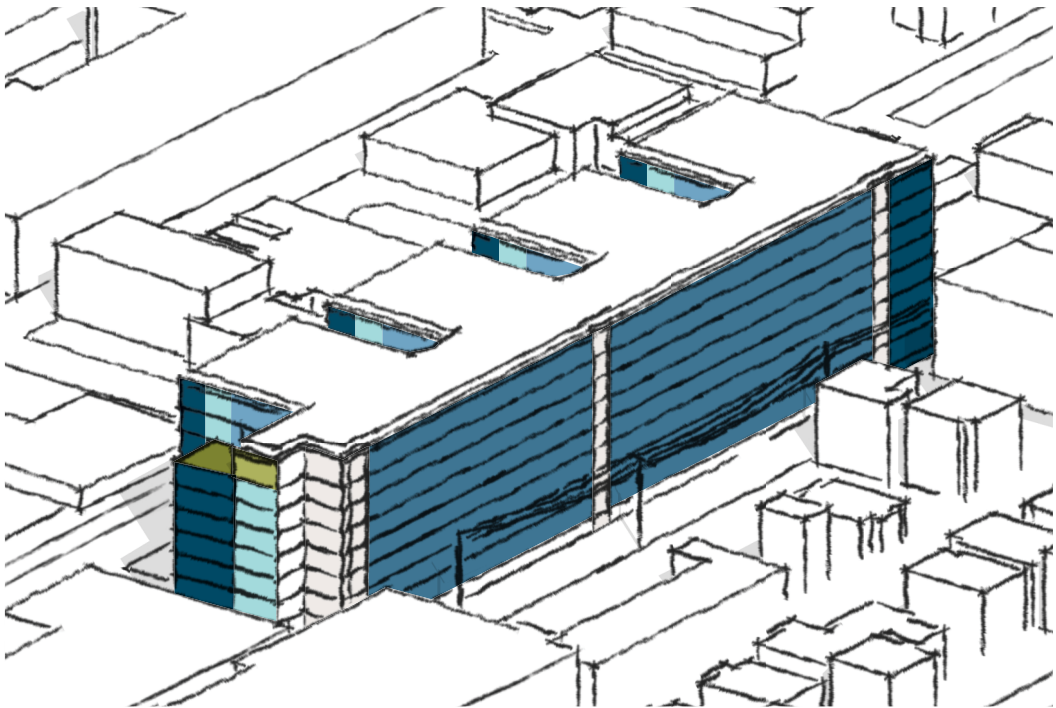
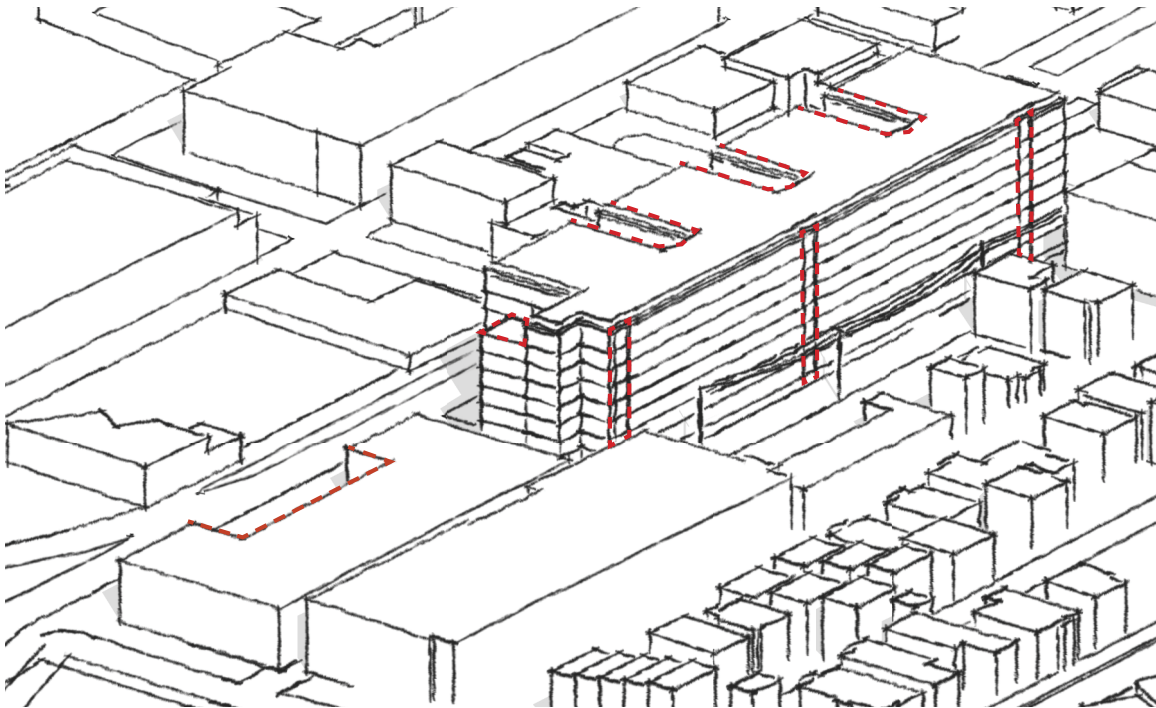


- 1. Chelsea Apartments, Queen Anne Seattle. Harlan Thomas, 1907. City of Seattle Landmark.
- 2. De la Mar Apartments, Queen Anne Seattle. Daniel Huntington, 1909. City of Seattle Landmark, National Register.
- 3. The Wilsonian Apartment Hotel, U-District Seattle. Frank Fowler, 1923. City of Seattle Landmark.
- 4. Malloy Apartments, U-District Seattle. Earl Roberts, 1928



MODULATION
PEDESTRIAN GATHERING SPACES

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



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

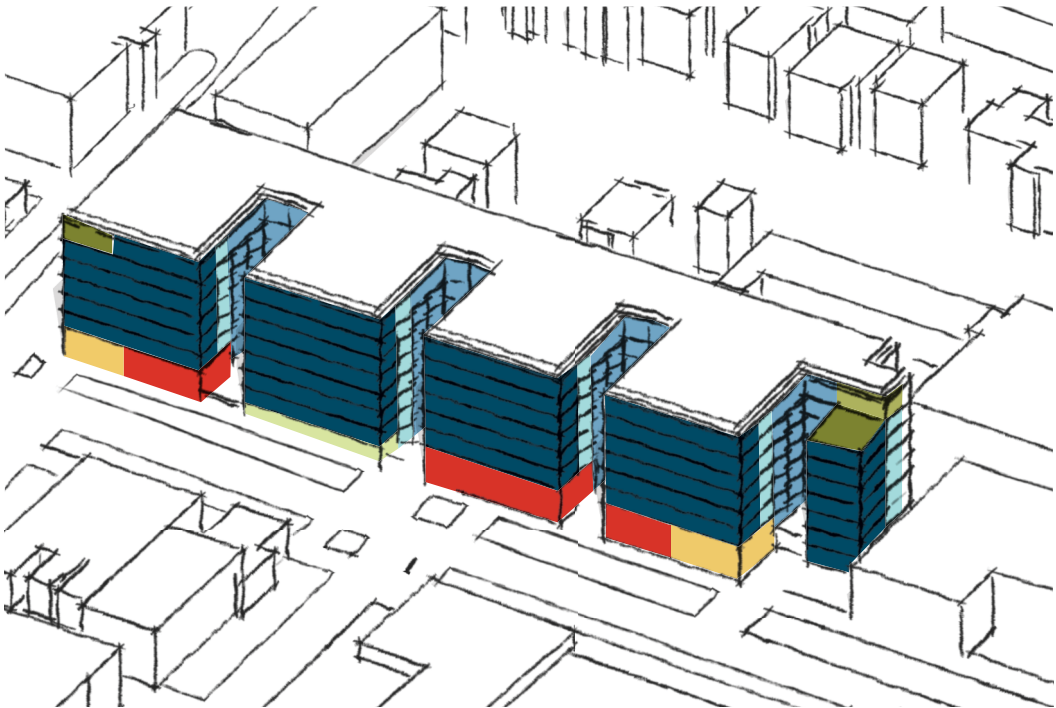
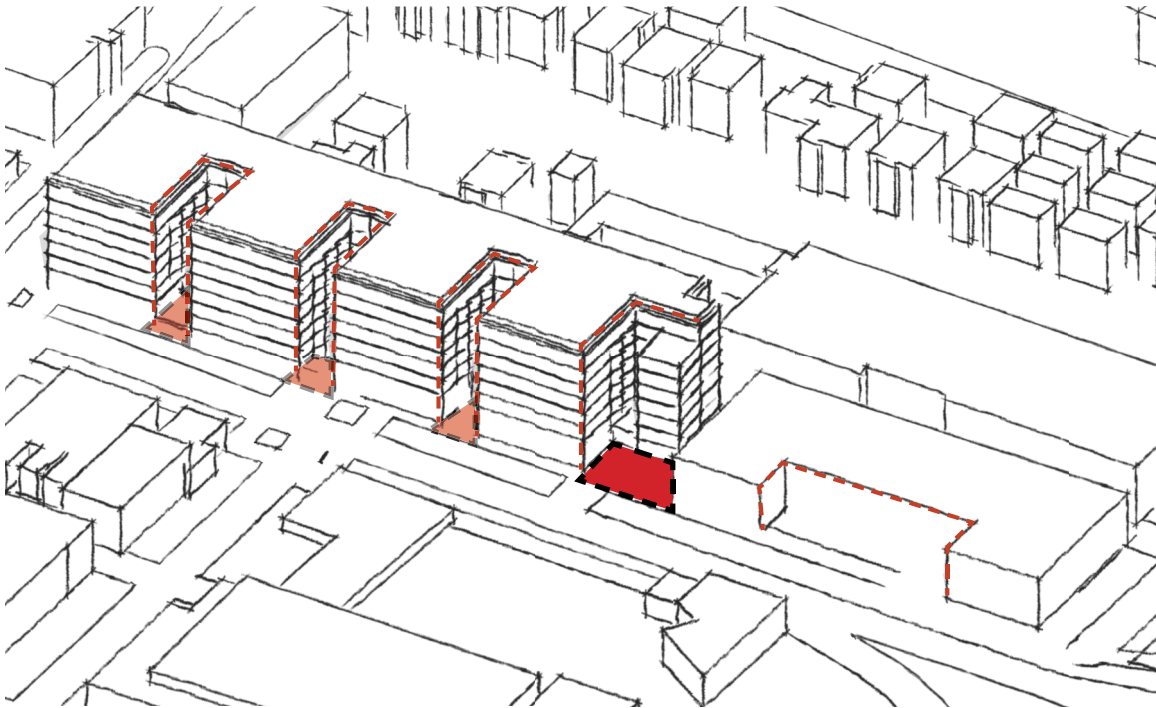
DEPARTURES:

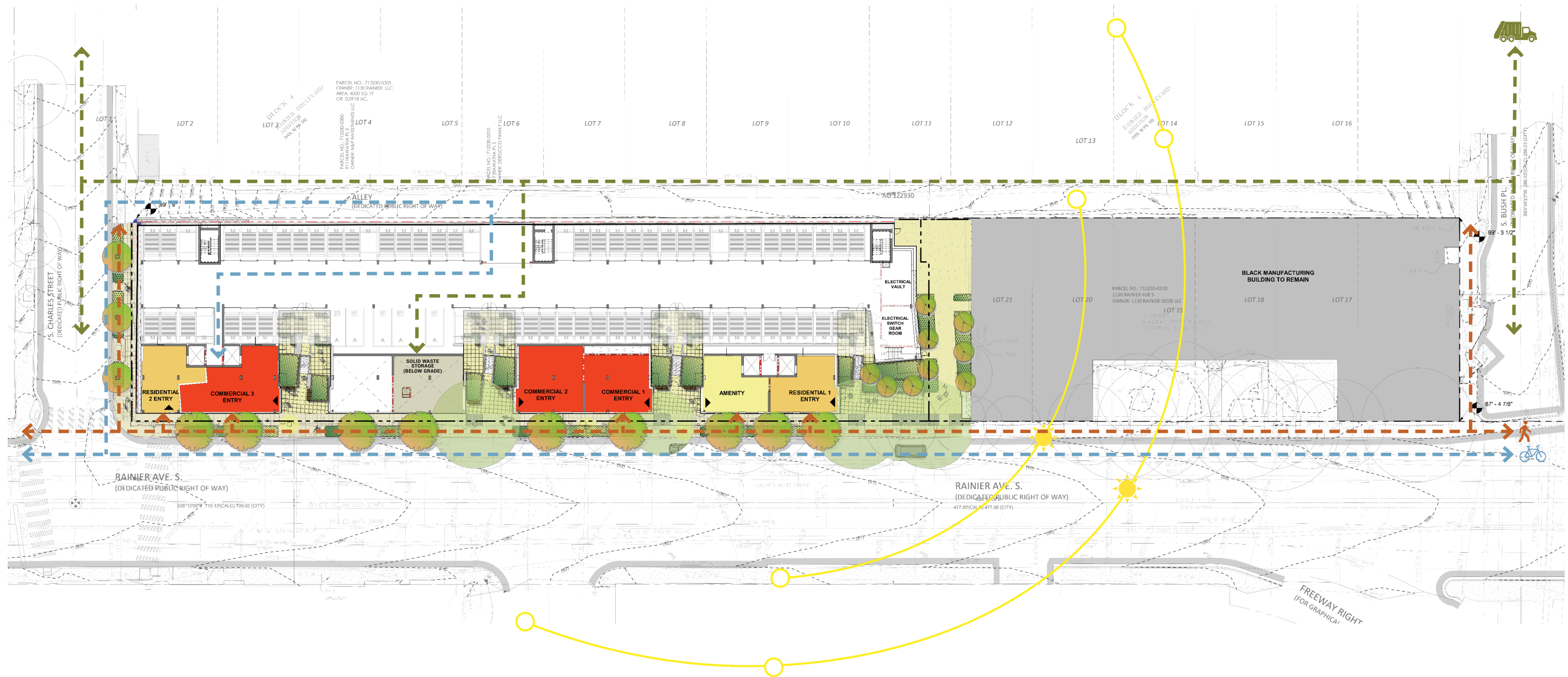
[SMC 23.47A.008] STREET LEVEL DEVELOPMENT STANDARDS

- 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)

[SMC 23.47.A.014] SETBACK REQUIREMENTS

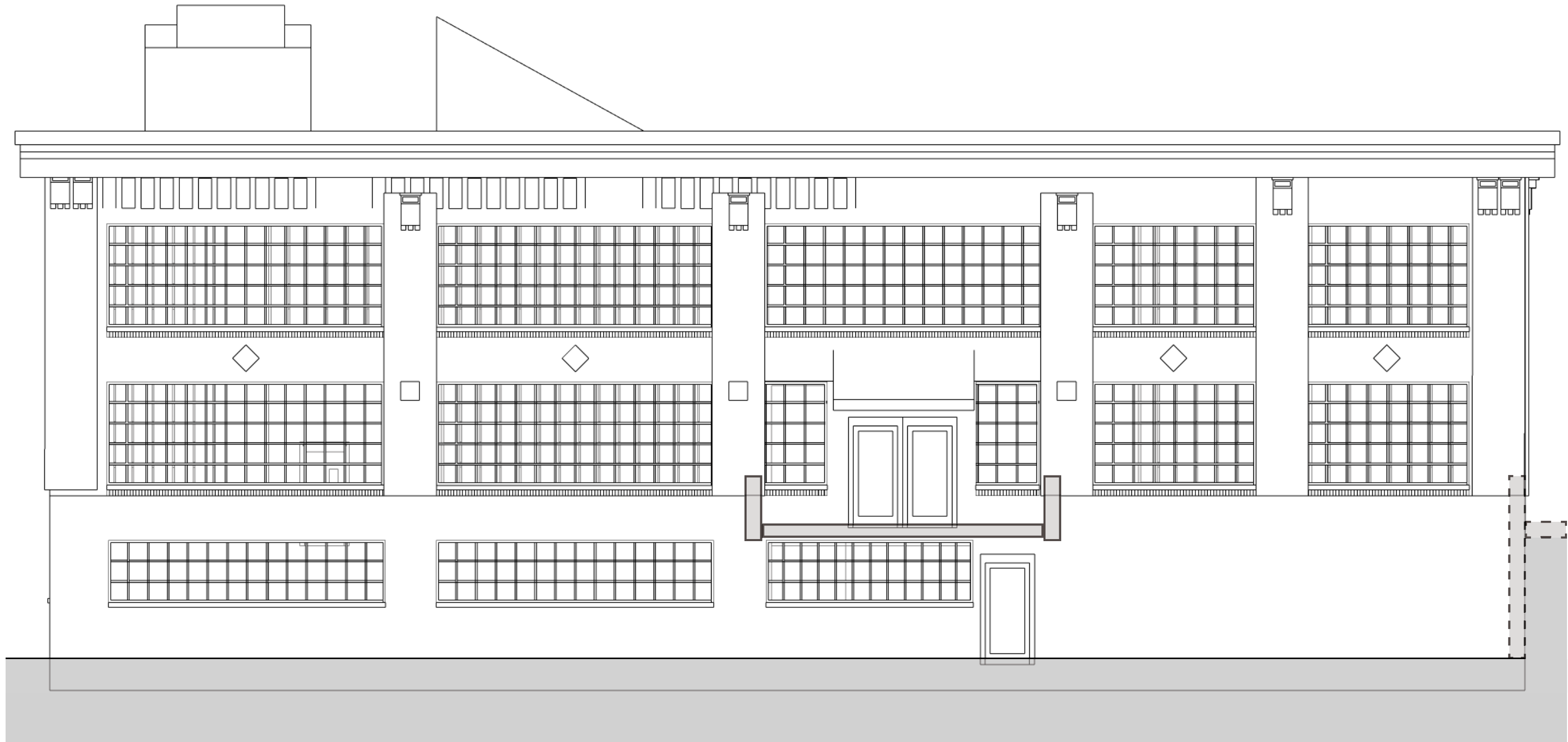
- For zones with a height limit of 75 feet, portions of structures above 65 feet must be set back from the front lot line by an average depth of 8 feet.





OPTION 3 SITE PLAN





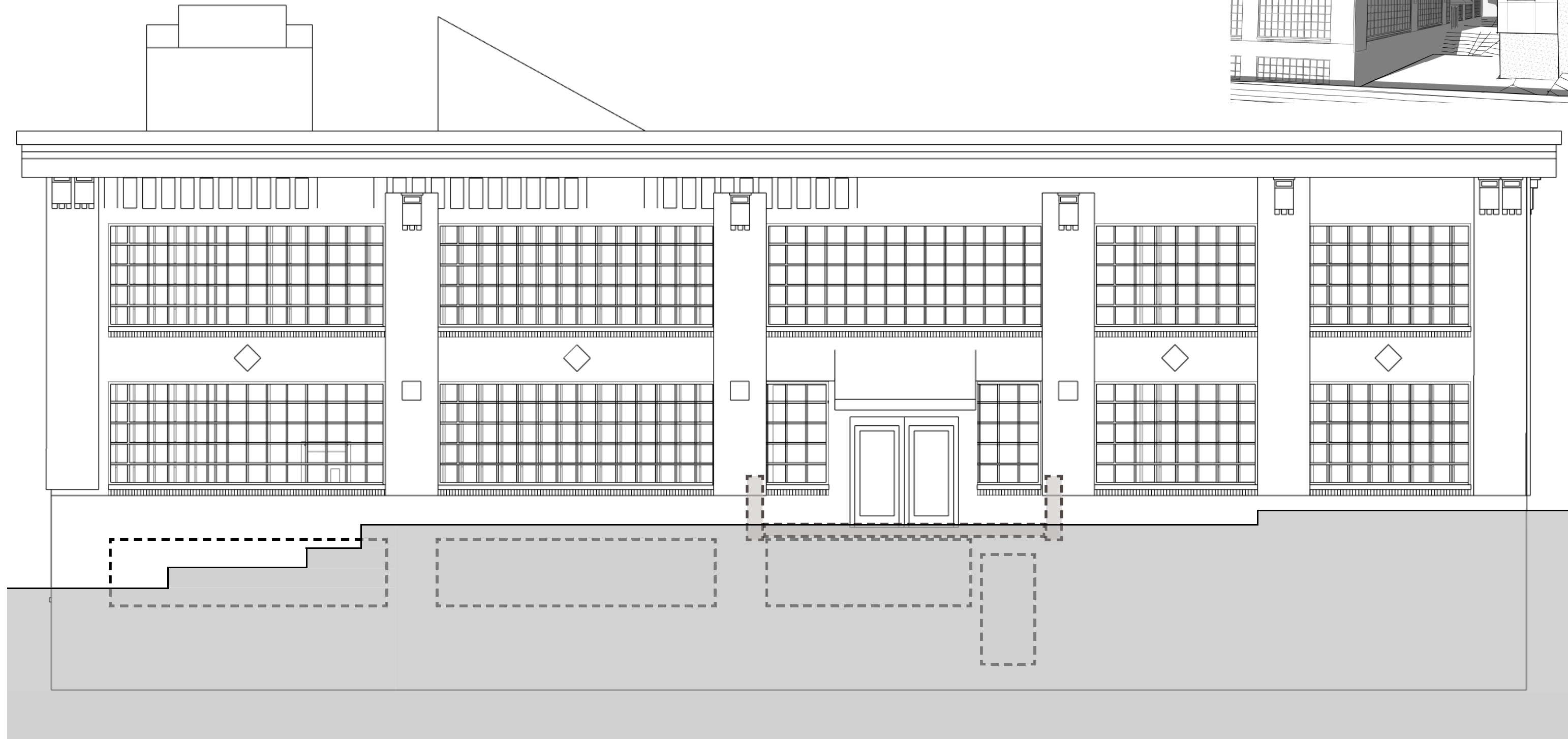
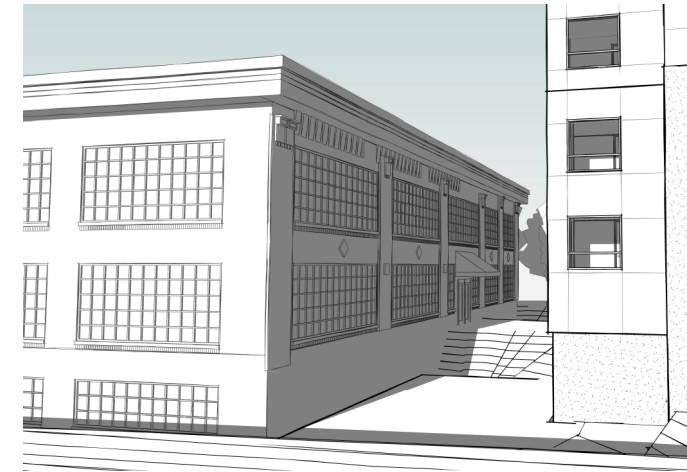
BLACK MANUFACTURING BUILDING

NORTH ELEVATION - PROPOSED

Proposed courtyard space to be shared by new building and Black Manufacturing Building.

PROPOSED CHANGES:

- Change of grade
- Removal of non-original windows and door at basement of Black Manufacturing Building
- Removal of the concrete walk bridge





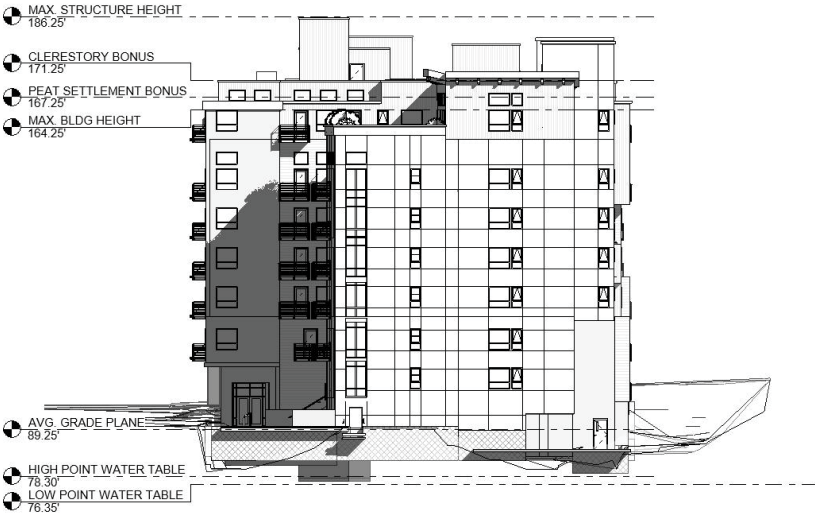
WEST ELEVATION - EXISTING



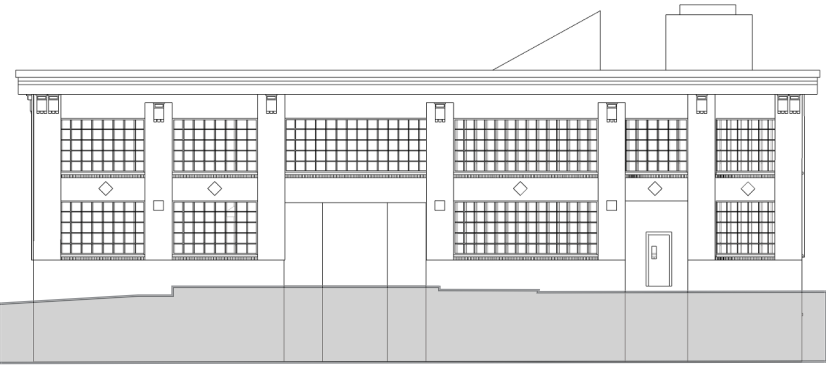
WEST ELEVATION - PREFERRED EDG OPTION WITH EXISTING BLACK MANUFACTURING BUILDING



SOUTH ELEVATION (OF SITE) - EXISTING



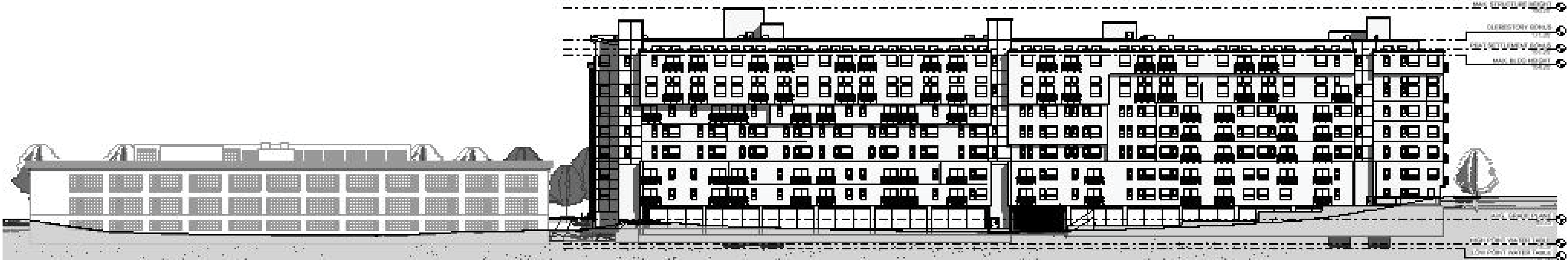
SOUTH ELEVATION - PREFERRED EDG OPTION



SOUTH ELEVATION
(EXISTING BLACK MANUFACTURING BUILDING)



EAST ELEVATION - EXISTING



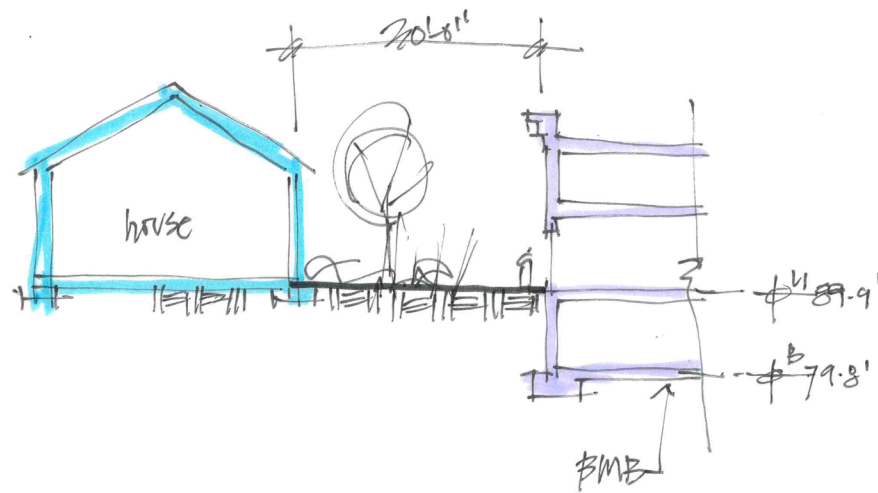
EAST ELEVATION - PREFERRED EDG OPTION WITH EXISTING BLACK MANUFACTURING BUILDING



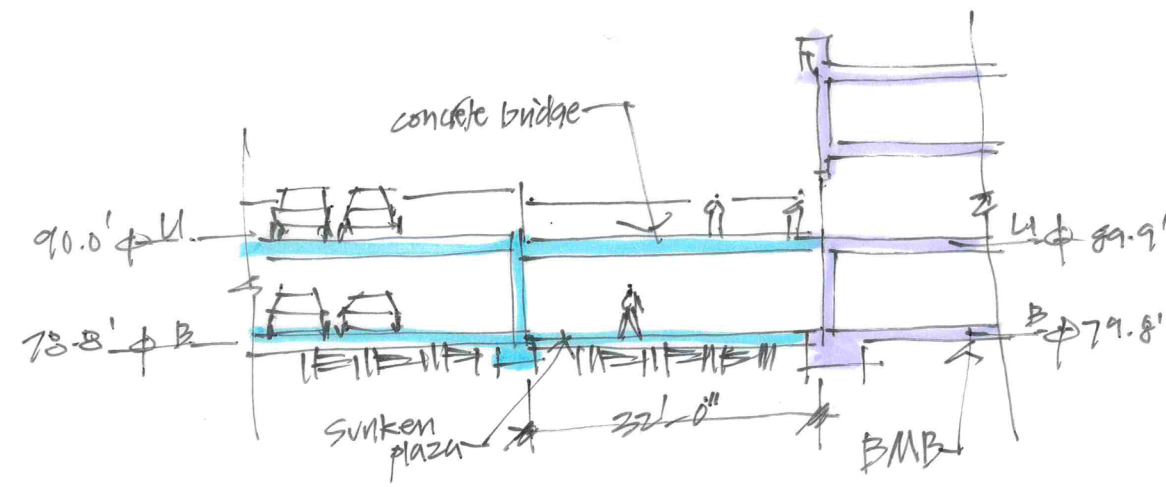
NORTH ELEVATION (OF SITE) - EXISTING



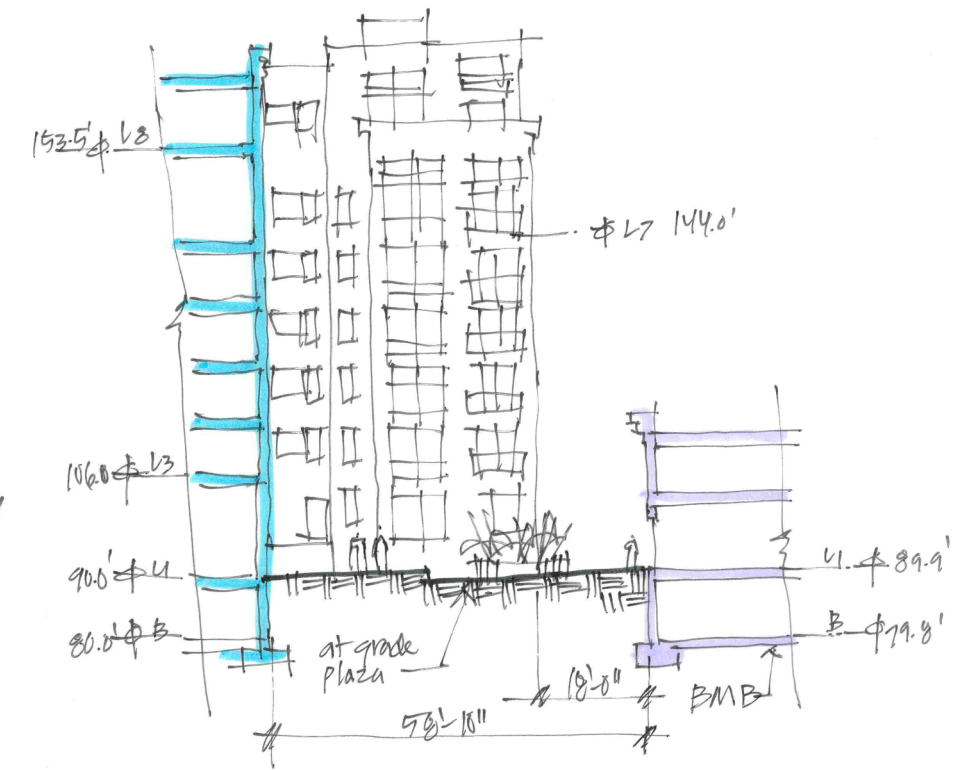
NORTH ELEVATION - PREFERRED EDG OPTION



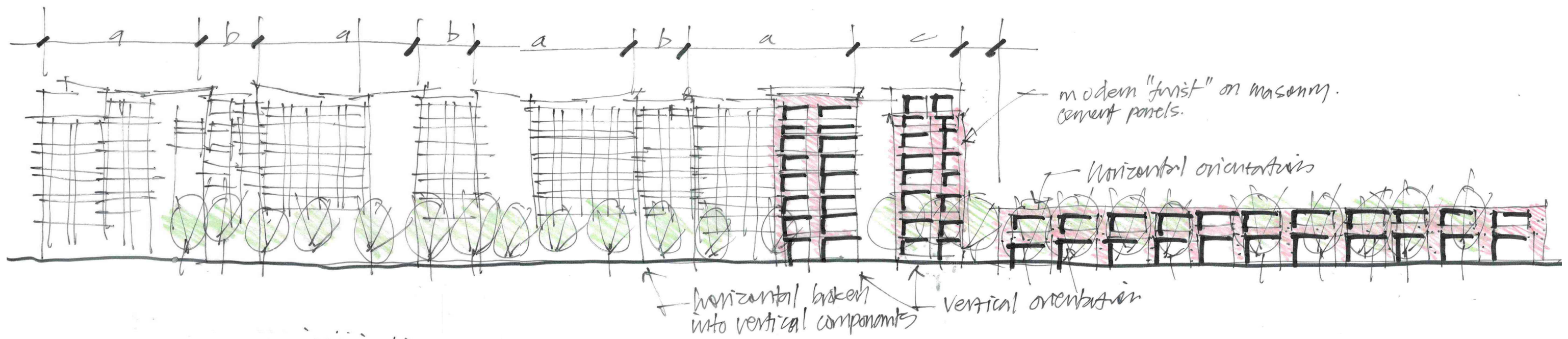
OPEN SPACE SECTION - ORIGINAL



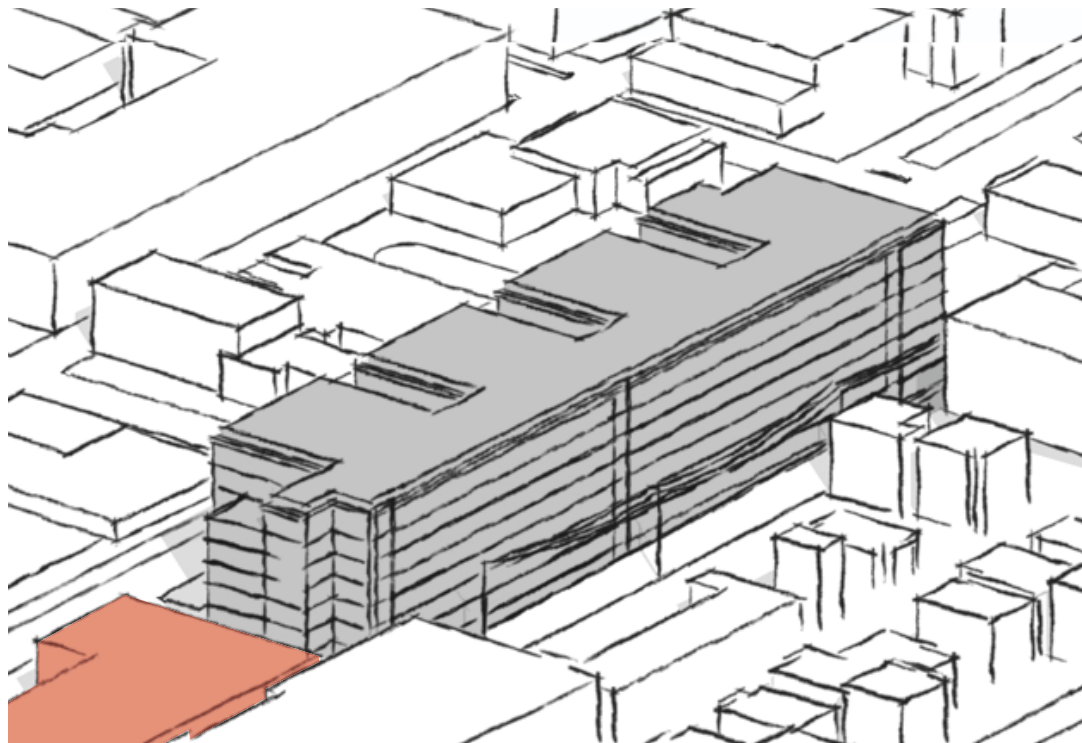
OPEN SPACE SECTION - CURRENT



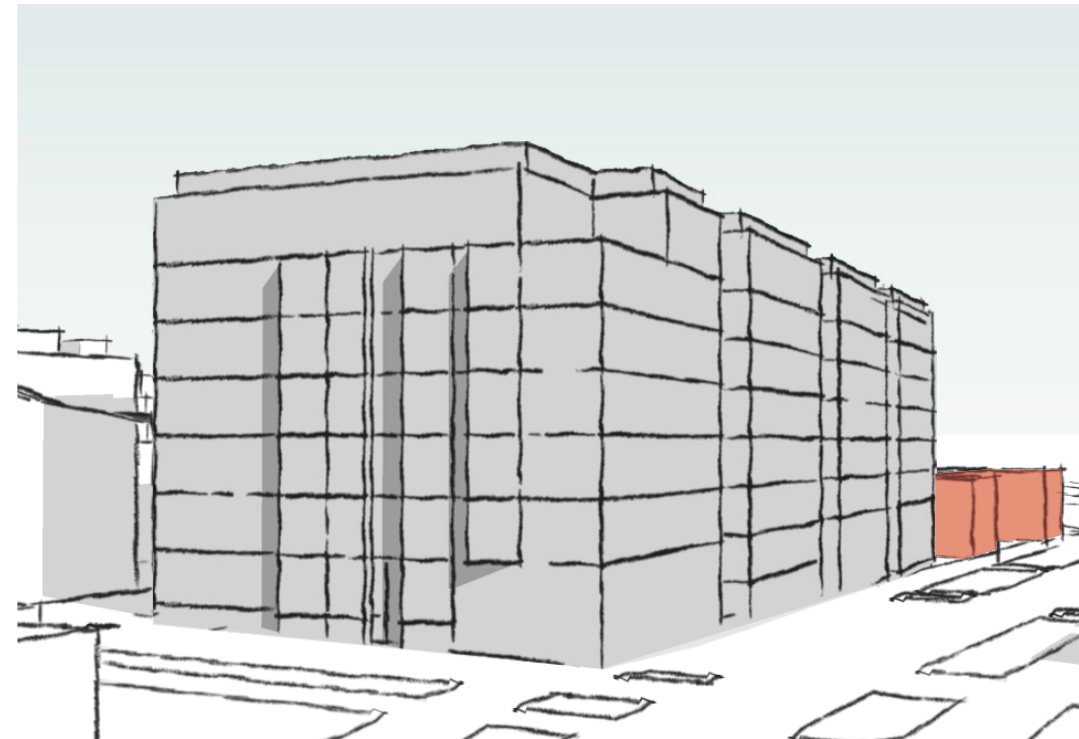
OPEN SPACE SECTION - PROPOSED (OPTION 3 - "UNFOLDED")



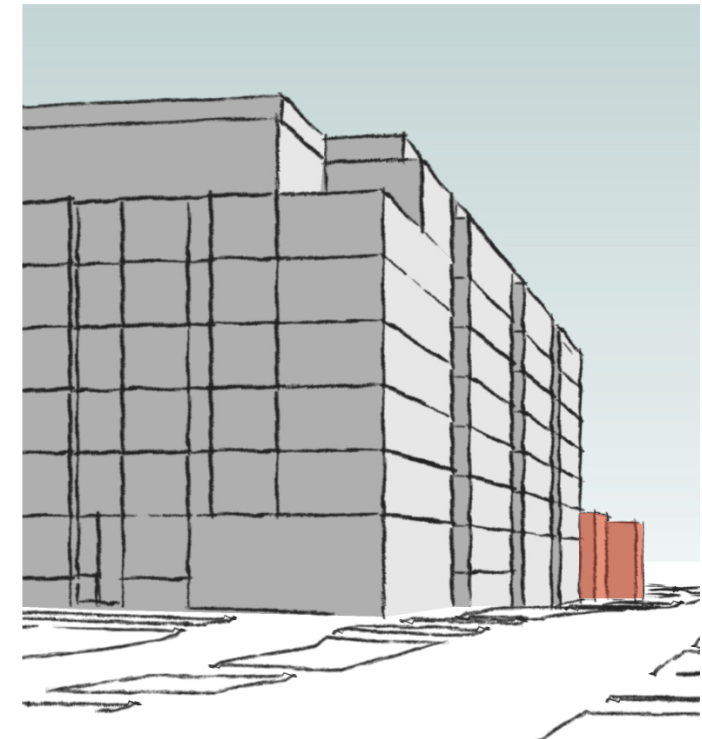
CONCEPTUAL BUILDING TIE



PERSPECTIVE LOOKING NORTHWEST FROM HIAWATHA PL S



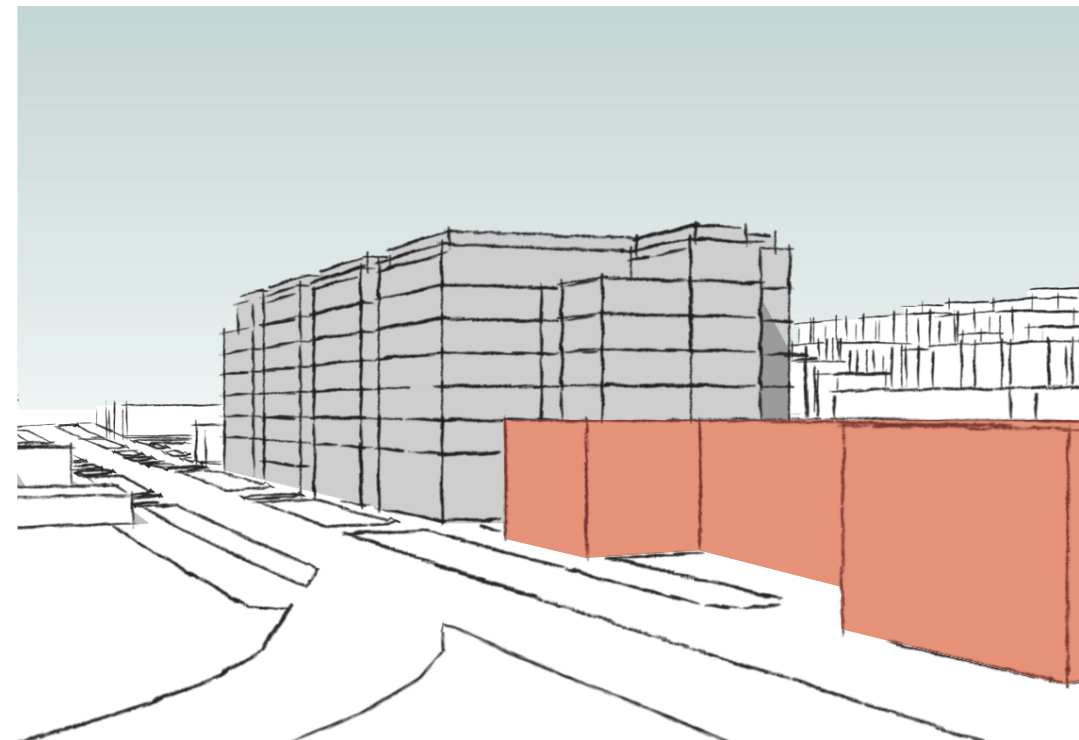
EYE LEVEL PERSPECTIVE LOOKING SOUTHEAST FROM RAINIER AVE S



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



PERSPECTIVE LOOKING INTO COURTYARD FROM RAINIER AVE S



SW BIRDS EYE PERSPECTIVE LOOKING AT SW CORNER ALONG RAINIER AVE S



PERSPECTIVE LOOKING NW ALONG RAINIER AVE S



ELEVATION LOOKING NORTHEAST FROM RAINIER AVE S



STREET LEVEL LOOKING SOUTHEAST FROM RAINIER AVE S



STREET LEVEL LOOKING EAST FROM RAINIER AVE S



STREET LEVEL LOOKING NORTHEAST FROM RAINIER AVE S



active streetscape



existing trees and plaza retail



room for bikes



connector



terraces



bioretention planters



PRELIMINARY COLORS AND MATERIALS

FACADE DESIGN & MATERIALS



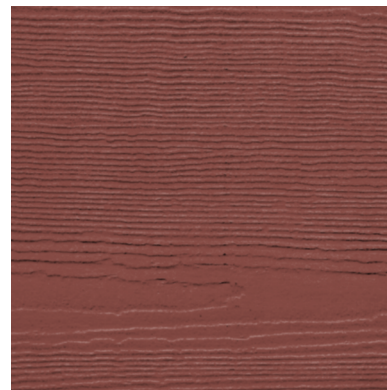
PROMINENT CORNER ELEMENT



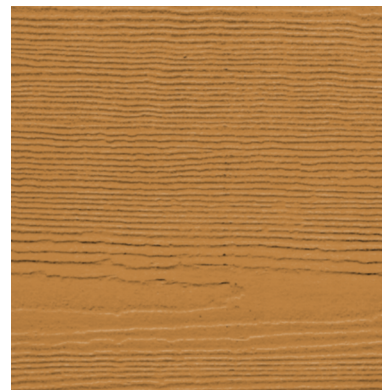
FACADE MODULATION



TEXTURED METAL PANEL
BOX RIB, SLATE GRAY
(AEP SPAN)



LAP PLANK SIDING
BRUSHWORK RED
(HARDIE)



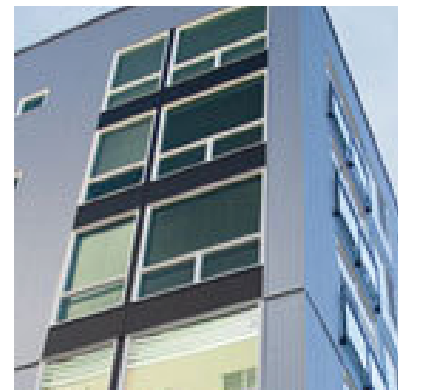
LAP PLANK SIDING
GOLDEN LEAVES
(HARDIE)



LAP PLANK SIDING
URBAN GRAY
(HARDIE)



CEMENT PANEL SIDING
CORAL 7031
(SWISSPEARL)



VINYL WINDOWS

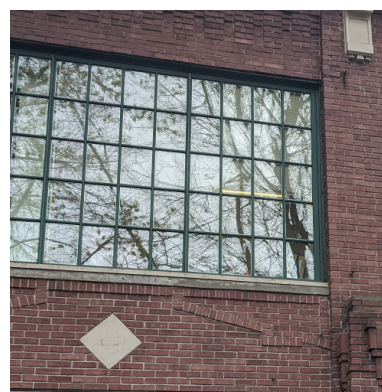
UPPER LEVEL MATERIALS AND FINISHES

MATERIALITY:

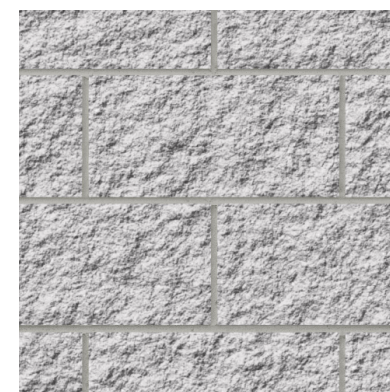
The Black Manufacturing Building incorporates elements of both Chicago Style and Prairie architecture, as brought to the Pacific Northwest by Andrew Wallitsen. Using masonry cladding with steel framed building construction allows large window areas and provides visual interest with lesser amounts of specific ornamentation. In the neighborhood, large composite reinforced fiber plan siding, wood plank siding, and metal panels are all used to create a minimal approach to cladding and defining masses.

This project will incorporate the existing and adjacent materiality of the Black Manufacturing Building, applying those lessons in a more modern "Form Follow Function" scheme.

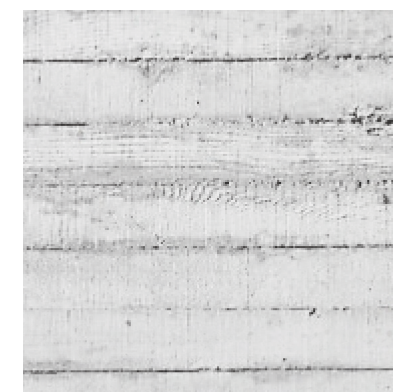
The upper stories will be clad with siding and panels, while the lower pedestrian-scale levels will use materials more similar to the adjacent Black Manufacturing Building. Additionally, the courtyard area between the proposed new structure and the existing historic building will incorporate additional color cues in the upper level materiality.



BRICK AND ACCENT FINISH
EXISTING AT BLACK
MANUFACTURING
BUILDING



CMU - GRAY

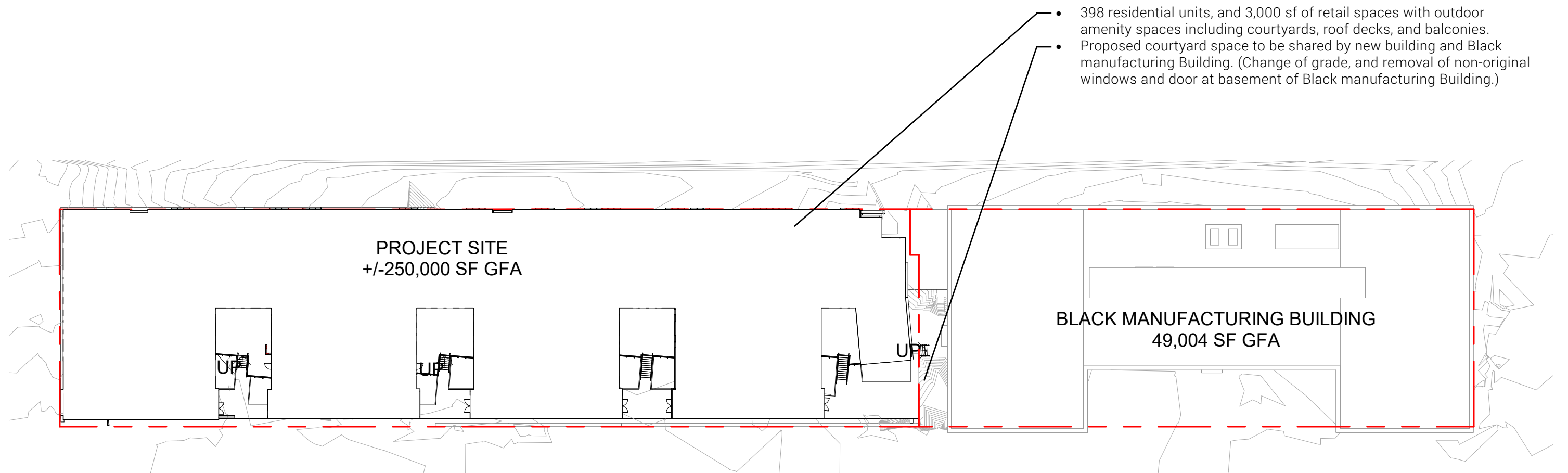


HORIZONTAL
BOARD-FORMED
CONCRETE



ALUMINUM
STOREFONT SYSTEM

PODIUM MATERIALS AND FINISHES



THANK YOU