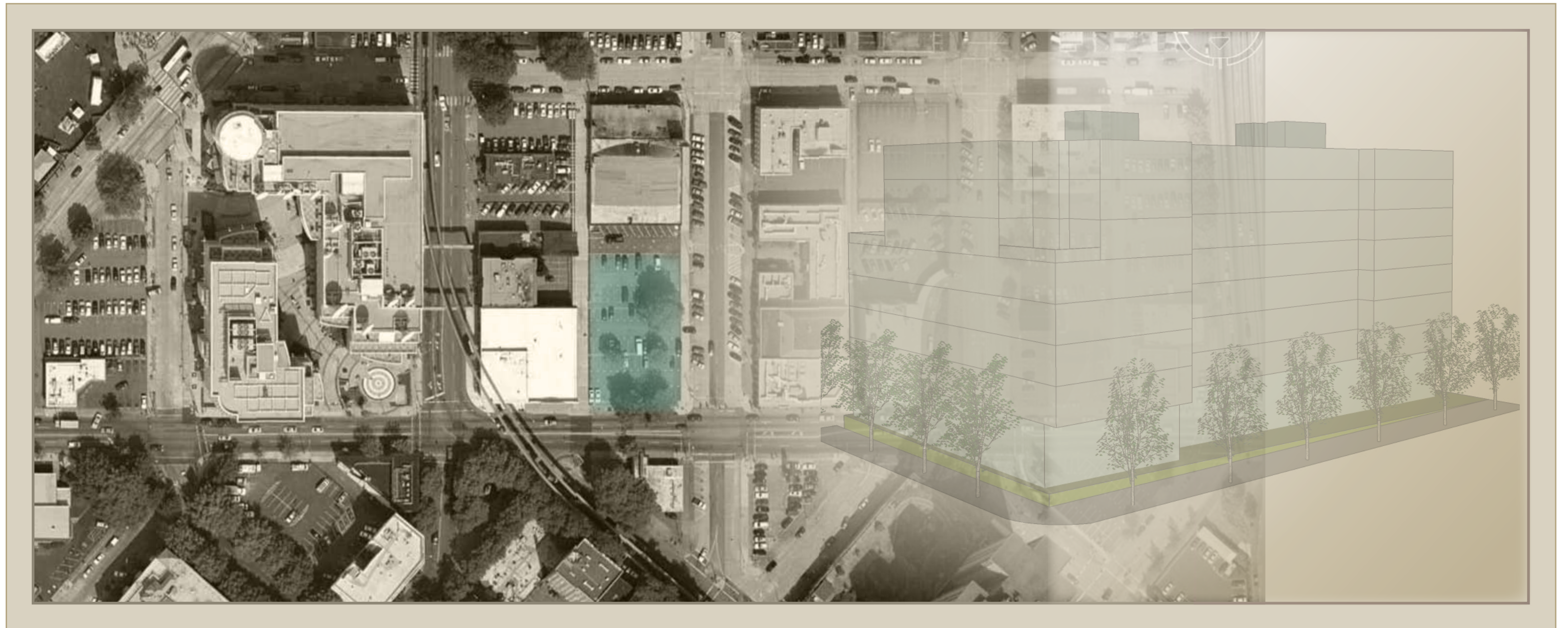


# 101 Taylor Avenue N - DPD Project #3008413



Early Design Guidance - June 04, 2008



**Owner:**  
RDMSRMT101  
SRM Development, LLC  
808 5th Avenue North  
Seattle, WA 98109

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Andy Loos



**Architect:**  
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Seattle, WA 98104

**Contact:**  
France Fitzpatrick

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**Application for Early Design Guidance  
Attachment A  
DCLU# 3008413**

**1. Please describe the existing site, including location, existing uses and/or structures, topographical or other physical features, etc.**

This site is located in the Uptown neighborhood at 101 Taylor Avenue N. The site occupies one quarter of a block at the NW corner of the intersection of Denny Way and Taylor Avenue N. The site is bounded to the east by Taylor Avenue N. The site is bounded to the south by Denny Way. The site is bounded to the east by an alley. The site is bounded to the north by property occupied by a nightclub. There is an improved alley to the west of the site.

The site is occupied by surface parking. There are no existing buildings on the site.

The site slopes mildly, with the lowest elevation at the NE corner of the property and sloping upwards to the west and south. The SW corner of the property is approximately four feet higher than the lowest corner at the NE. Street trees will be added as directed by the City of Seattle Arborist Bill Ames.

**2. Please indicate the site's zoning and any other overlay designations, including applicable Neighborhood-Specific Guidelines.**

The site is zoned SM-85' (Seattle Mixed). Per the Land Use Code, Denny Way is designated a Class 2 Pedestrian street. Per SDOT, Denny Way is designated a Class 1 principal arterial and a minor transit street. Per SDOT, Taylor Avenue N is designated an access road. The site falls within the "Uptown Urban Center" but there are no neighborhood specific guidelines for this site. The FAR limit is 4.5 for all nonresidential uses. The ground level will be occupied by retail spaces, open spaces, a residential lobby and access to parking garage.

**3. Please describe neighboring development and uses, including adjacent zoning, physical features, existing architectural and siting patterns, views, community landmarks, etc.**

The adjacent zoning to the north and east is also SM-85'. The adjacent zoning directly to the south is DMR/R-125'/65'. The zoning to the southeast is DMC 240'/290'-400' and the zoning to the southwest is DMC-85'. The zoning to the northwest is NC3-85'. Six blocks to the east the zoning is IC-85'.

The development in the neighborhood to the north, east and southeast of the site (South Lake Union and Denny Triangle neighborhoods) is primarily a mixture of automobile repair shops, small and large office buildings, motels, and surface parking lots. A six-story mixed-use building is under construction on Taylor Avenue N across the street from the site. The development in the neighborhood immediately to the south and southwest of the site (Belltown) is primarily a mix of

mid-rise residential buildings, office buildings, mixed-use buildings with a lot of active eating and entertainment venues. The Uptown neighborhood immediately to the west of the site includes Seattle Center, with the Space Needle in full view directly to the northwest of the site. The elevated Monorail is situated to the west of the site, creating a strong north-south presence for the site. In addition to the Seattle Center, Uptown also includes development such as mixed-use and office buildings, most significantly the Fisher Plaza, a mix of offices, television studios and eating establishments is located at the east of the 5th Avenue N one block from the site.

The site is located on at the intersections of three distinct neighborhoods: Belltown, Denny Triangle, Uptown and a fourth neighborhood, South Lake Union, is further east. The site also has views to Puget Sound (via Cedar St), the downtown skyline, the Monorail, and the Space Needle.

The site is within walking distance to Seattle Center (two blocks to the northwest) as well as Denny Park (four blocks to the east) and the Olympic Sculpture Park (six blocks to the southwest). Designated City Landmarks close to the site include: one block to the southwest, Seattle, Chief of Suquamish Statue and the Monorail, two blocks to the northwest, the Space Needle and one block to the east, the Bank of America building.

The site is well-served by Metro transit bus routes #3/ #4/ #16/ #82 on Cedar Ave & Denny Way and Metro transit bus route #8 on Denny Way & 5th Ave. The Seattle Streetcar also has a stop at the corner of Westlake Ave & Denny Way. The Monorail runs along 5th Avenue from the nearby EMP in the Seattle Center to the Westlake Center.

**4. Please describe the proponent's development objectives for this site, indicating types of desired uses and approximate structure size(s), as well as any potential requests for departure from development standards.**

The development proposes to construct an eight-story building on the site consisting of one level of retail and 5 live-work units, open spaces and a residential lobby, two levels of underground parking for 123 spaces (parking is not required in this zone) and seven residential floors with approximately 133 market-rate housing units.

Vehicular access into the parking garage will be from the alley. Residential access to the site will be from Taylor Avenue N. The general massing intent of this development is to encourage pedestrian activity along both Denny Way and Taylor Avenue N.

Upper level setback design departure will be requested.

# B.0 DEVELOPMENT OBJECTIVES - PROJECT DATA



Project Data: 101 Taylor Avenue N

Project Data Feasibility I SCHEME  
5/27/08

## 1.0 PROJECT DATA

1.1 Location:

1.2 Site Area:

1.3 Zone:

101 Taylor Avenue N

19,436 sf

SM 85

1.4 Building Code:

Seattle Amendments to the 2006 International Bldg. Code (IBC)

1.5 Proposed Use:

Residential Mixed Use

1.6 Occupancy Classification / Separations

Commercial  
Residential  
Parking

M  
R-2  
S-2

M	R-2	S-2
1	1	1
1	3	3

## 1.8 Gross Floor Area:

Fir. Lev.	PKG (gsf)	VERT CIRC	LOBBY/CORR/ COMM. SPACE	COMM. (gsf)*	LIVE/ WORK	exterior balcon.	util. space	RESID. (gsf)	TOTAL (gsf)	open space
Level P3	17,451	748					726		18,925	
Level P2	16,498	681					1,115		18,294	
Level P1	6,219								6,219	
Level 1 -Lower		948	1,334	4,230	2,746		206		9,464	2,828
Level 1 -Upper		809	1,334		2,746				4,889	
Level 2		511	1,357			798	206	13,498	15,572	
Level 3		511	1,357			322	206	13,498	15,572	
Level 4		511	1,357			322	206	13,498	15,572	
Level 5		511	1,357			322	206	13,498	15,572	
Level 6		509	1,354			881	202	12,963	15,028	
Level 7		509	1,354			337	202	12,963	15,028	
Level 8		509	1,354			337	202	12,963	15,028	
Roof		512	703				330		1,545	3,931
<b>Subtotal</b>	<b>40,168</b>	<b>7,269</b>	<b>12,861</b>	<b>4,230</b>	<b>5,492</b>	<b>3,319</b>	<b>3,807</b>	<b>92,881</b>	<b>166,708</b>	<b>10,078</b>

average 92,881 / 133 = 698 gsf per unit average

\*NOTE: COMMERCIAL GSF INCLUDES (-) RETAIL UNITS

166,708

## UNIT MIX

	STUDIO	1-BED	2-BED	TOTAL
Level 2	11	4	4	19
Level 3	11	4	4	19
Level 4	11	4	4	19
Level 5	11	4	4	19
Level 6	11	6	2	19
Level 7	11	6	2	19
Level 8	11	6	2	19
	77	34	22	133

STUDIO 58%  
1-BED 26%  
2-BED 17%

5% Type A Accessible units

7 ADA units reqd



# DEVELOPMENT OBJECTIVES - ZONING DATA B.1

## 2.0 ZONING DATA

SM-85 (Seattle Mixed)

2.1 Use:

Residential	Permitted
General Sales/Svc	Permitted
Eating & drinking est.	Permitted
Parks & Open space	Permitted

## 2.2 Street Development Standards:

SMC 23.48.014 A  
Primary building entrance no more than 3' above or below sidewalk

SMC 23.48.014.B.2  
Min. façade height at Class 2 pedestrian streets 25'  
Denny Way Class 2

SMC 23.48.014.B.3  
Min. façade height at non pedestrian streets 15'

SMC 23.48.014.D  
Max 12' setback at street level  
Additional setback for 30% façade

SMC 23.48.018.A.1.a  
Transparency required: 60% @ Class 2 Ped. Street (Denny Way)  
30% @ all other streets

SMC 23.48.18.B.2.a  
Class 2 Pedestrian Street (Denny Way)  
Blank facades permitted: no segment longer than 15 ft  
total blank facade < 40%

SMC 23.48.18.B.3.a  
All other streets (Taylor Ave N)  
Blank facades permitted: no segment longer than 30 ft  
total blank facade < 70%

## 2.4 Structure Height:

SMC 23.48.010 A  
Max. Allowed: **85'** height of underlying zone

Projections allowed above height limit: clerestories, guardrails, elevator/stairs overruns

## 2.5 Floor Area Ratio

SMC 23.48.016.B  
Allowed FAR for maximum gross floor area permitted for all **nonresidential** uses: **4.5**  
Allowed Floor Area: 87,462 SF  
Project Lot Area: 19,436 SF  
Project Floor Area (excluding below grade): 9,464 SF  
Project FAR: **0.49** COMPLIANT

## 2.6 Setbacks

SMC 23.48.012.A.1  
Per Map A, at Denny Way:  
Upper level setbacks required at portion greater than 45' in height Provided: See Departure  
SMC 23.48.012.B  
Setback ratios 2:1 for a max of 15'  
SMC 23.48.012.C  
Projections permitted into setback up to 4': exterior balconies, decks

## 2.7 Required Landscaping:

SMC 23.48.024  
Required: 3' high screening at propertylines  
Required: street trees

## 2.8 Noise Generators:

When noise generators located outdoors (heat exchangers, refrigeration, etc.) acoustic report shall be provided describing measures to be taken so that noise complies with standards

2.9 Residential Amenity Area: SMC 23.48.020.A  
Required: 5% gross bldg. in resid. use: 5% of 92,881 = 4,644 SF

SMC 23.48.020.B.4  
Required: minimum dimension 15 ft, no area less than 225 sf

## 2.10 Solid Waste:

SMC 23.48.031  
Required for residential use, >100 units:  
200 sf + 2 SF per additional unit front-loading type  
No dimension less than 6 ft

## 2.11 Parking Location / Access:

SMC 23.48.024.A.3.a  
On Class 2 Ped. Street (Denny Way) :  
Parking to be separated from street by other use

SMC 23.48.034.C.1  
Parking & loading access shall be from alley when lot abuts alley

SMC 23.48.032.C  
Access to loading berth from alley, provide 12' setback from CL of alley

## 2.12 Required Parking:

Per SMC 23.84A.48 Definitions: Z  
SM zone is classified as Zone Commercial.

Per SMC 23.54.015.B.2 Required Parking  
No parking for motor vehicles is required for uses in commercial zones in urban centers and in the Station Overlay District, except that parking for fleet vehicles is required.

7 ADA Units

7 ADA spaces req'd

### Provided Parking

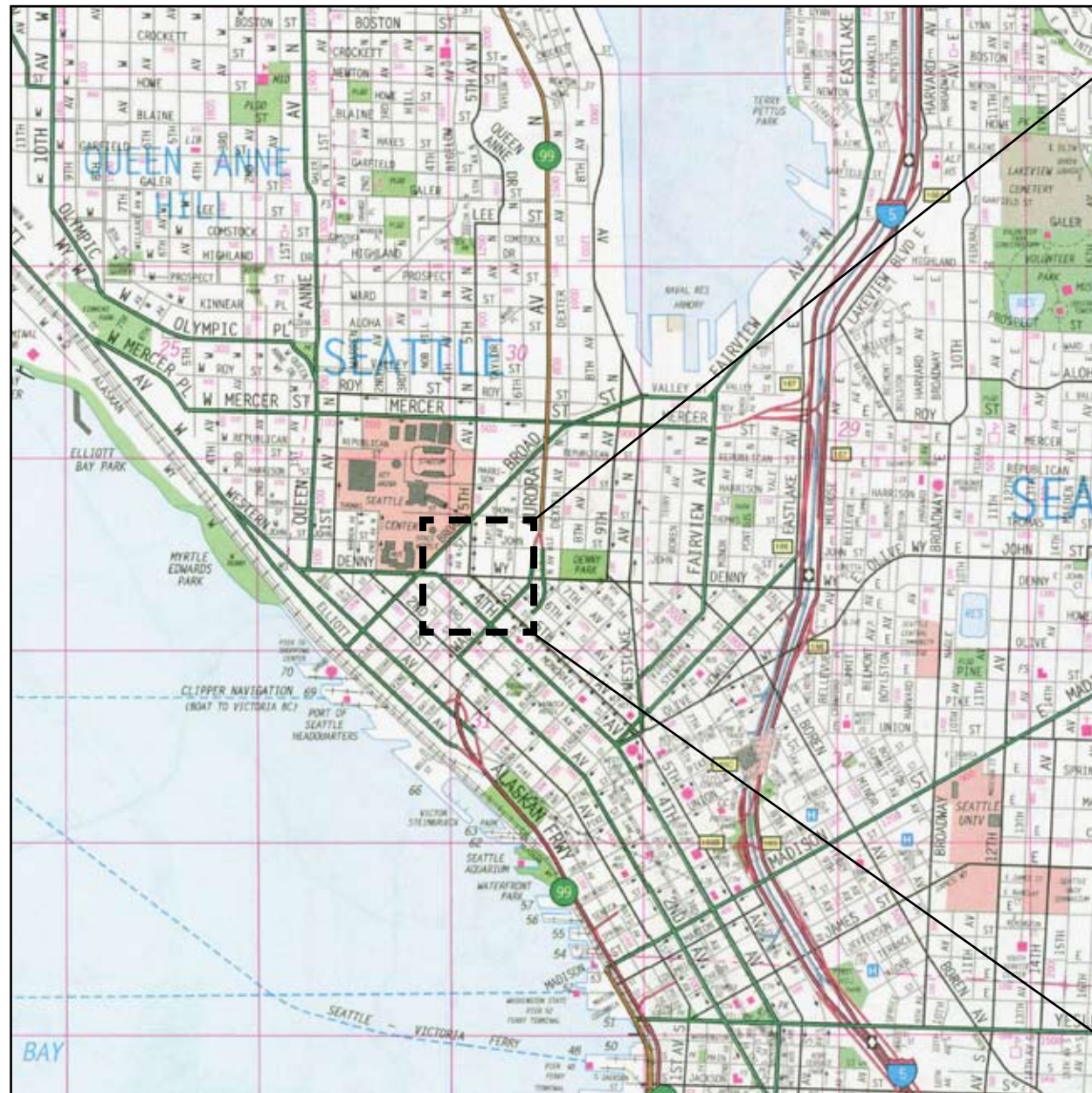
	Commercial			ADA	Residential			totals
	S	M	L		S	M	L	
P3				4	17	37	0	58
P2				4	17	26	0	47
P1	0	16		2				18
subtotal	0	16	0	10	34	63	0	123
	16 commercial stalls			97 residential stalls				
commercial:	100% Medium 0% Small			residential:			65% Medium 35% Small	

SMC 23.54.030.G  
Driveway sight triangle: 10' triangle required

Bicycle Parking	SMC 23.54.015 Chart E		Required
	Required Bicycle Parking Ratio		Required
Sales & Service	4,230 sf	1/ 12000	0.35
Residential	133 units	1/ 4	33.25
			<b>34 long-term bicycle parking stalls</b>
Sales & Service	4,230 sf	1/ 4000	1.06 short-term bicycle parking stalls
			<b>provided in garage</b>

Loading berth: low to medium demand use (general commercial sales, medical services)  
less than 10,000 sf  
no loading berth required

# C.0 SITE CONTEXT



Vicinity Map



Zoning Map

Project Site located in a SM-85 zone



- SM
- DMC
- DMR
- NC3

# C.2 SURROUNDING USES



**A** Space Needle / Landmark



**B** Cafe



**Y** Night Club



**X** Office



**W** Office



**V** Night Club



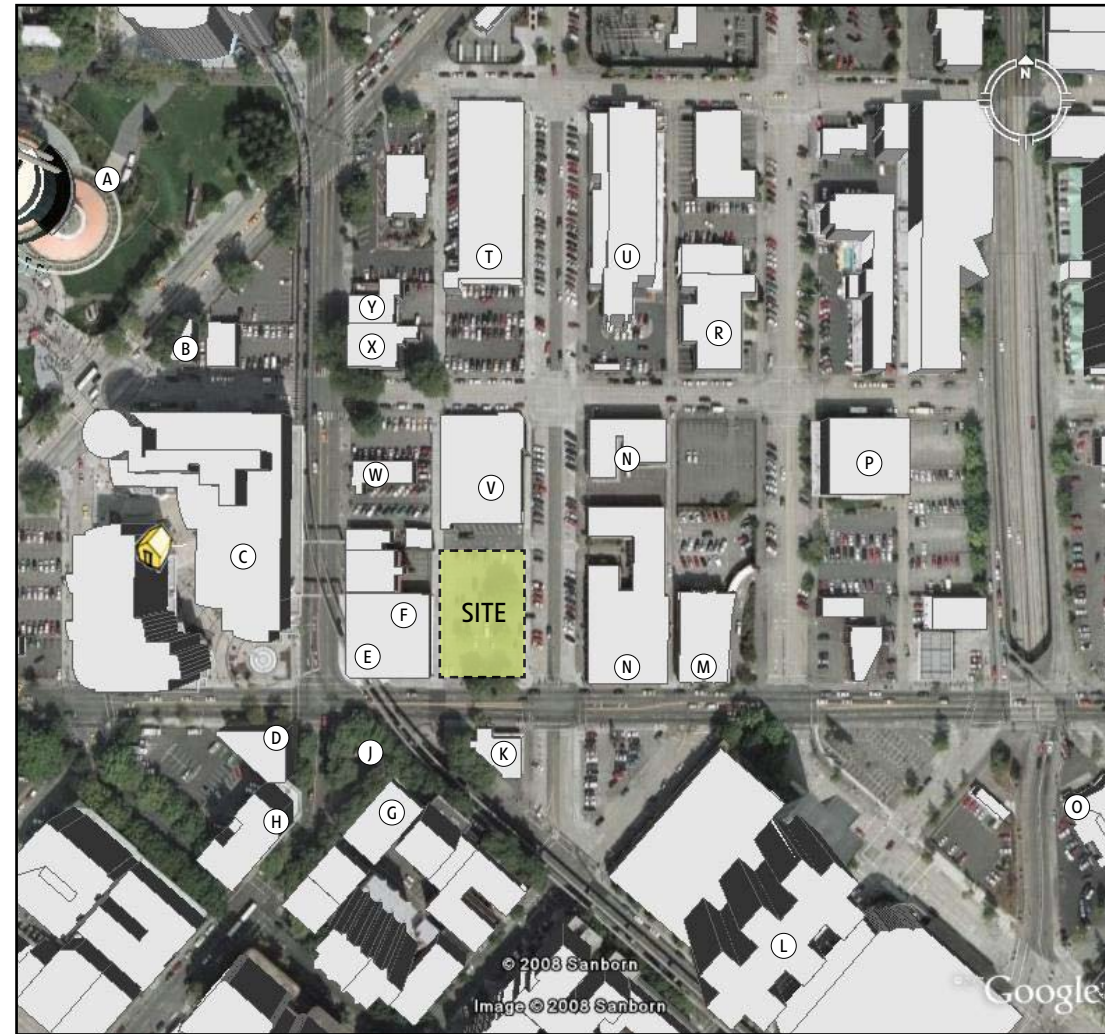
**U** Hotel



**T** Office



**C** Fisher Plaza / Office



**F** Auto Repair



**D** Restaurant / Mixed Use



**G** Restaurant / Retail



**E** Office



**H** Retail / Mixed Use



**J** Statue Chief Seattle / Landmark



**K** Dry Cleaners



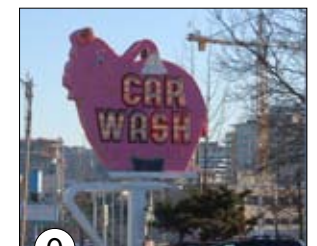
**L** Apartment Building



**R** Office



**P** Office



**O** Car Wash

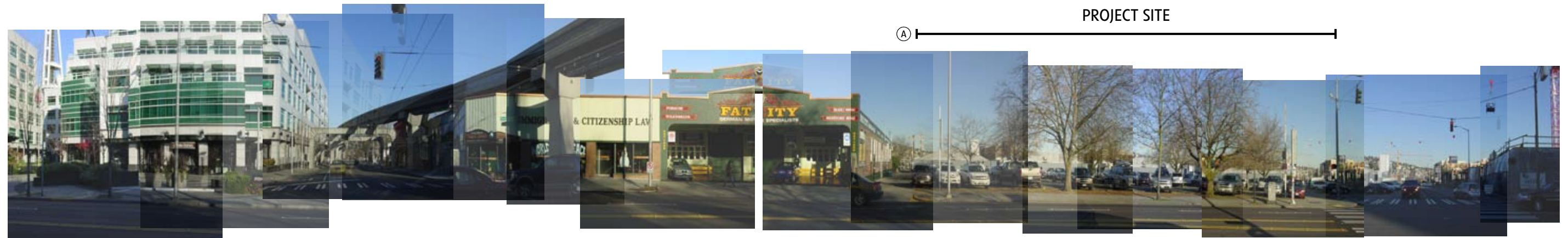


**N** Future Mixed Use

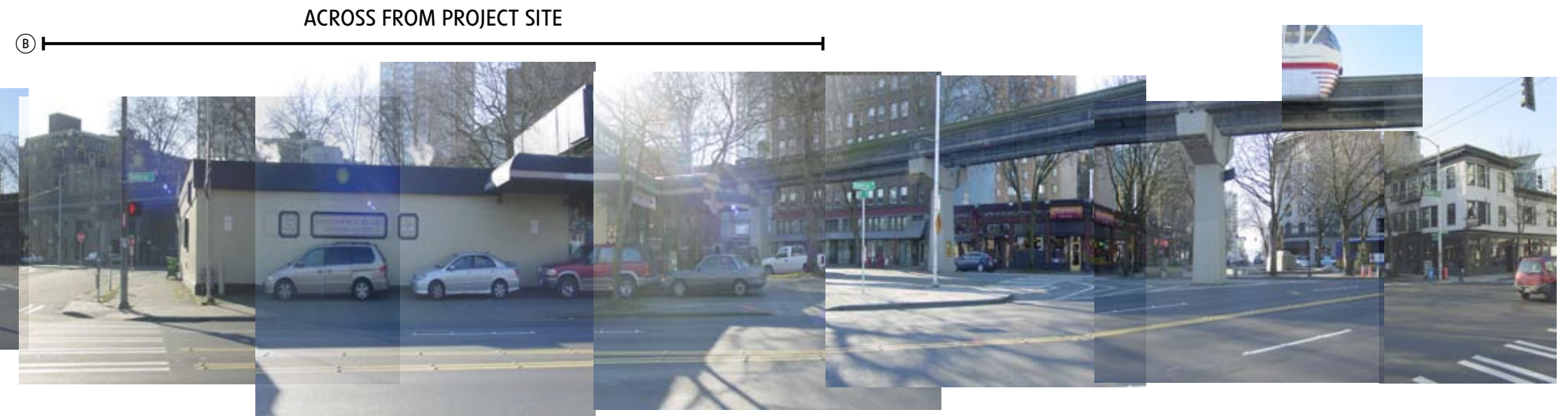


**M** Future Retail / Landmark

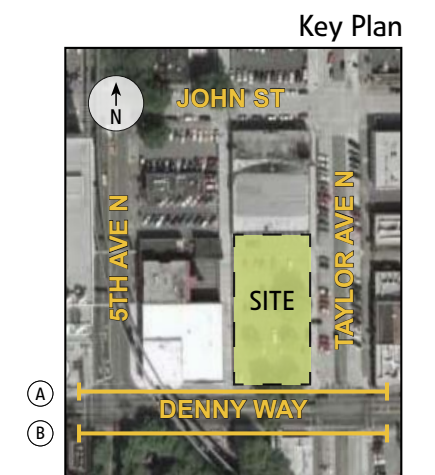




Denny Way - Looking North (towards project site)



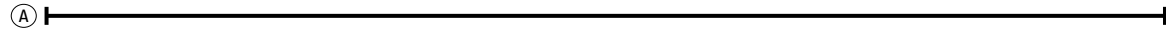
Denny Way - Looking South (away from site)



# C.4 TAYLOR AVENUE FACADES

Taylor Avenue - Looking East (away from site)

ACROSS FROM PROJECT SITE

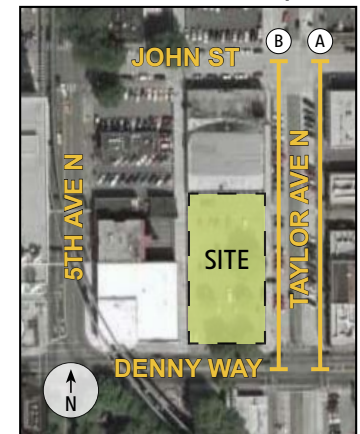


Taylor Avenue - Looking West (toward the site)

PROJECT SITE



Key Plan



NORTH SIDE OF PROJECT SITE / SAME BLOCK



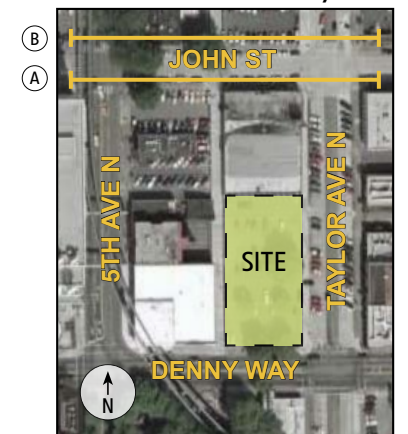
John Street - Looking South (toward the site)

ACROSS FROM PROJECT SITE BLOCK / NORTH SIDE



John Street - Looking North (away from site)

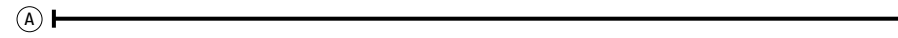
Key Plan



# C.6 5th AVENUE FACADES

5th Avenue - Looking West (away from site)

ACROSS FROM PROJECT SITE BLOCK / EAST SIDE

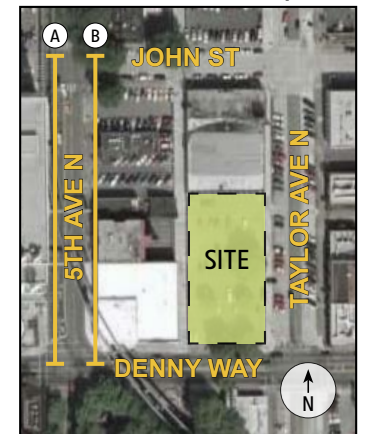


5th Avenue - Looking East (towards the site)

EAST SIDE OF PROJECT SITE / SAME BLOCK



Key Plan



## DESIGN PRIORITIES

**A-1 Responding to Site Characteristics** – The design will respond to the unique view opportunities such as The Space Needle, Puget Sound, Downtown skyline and surrounding context of Seattle Center, Belltown & South lake Union

**A-3: Entrances Visible from Street** – The design will provide visible and approachable entries that are in scale and provide a gateway to this transition area.

**A-4 Human Activity** – Pedestrian activity will be encouraged via location of retail spaces and open spaces

**A-6 Transition between Residence and Street** – Open spaces will be used to create a transition between residential entry and street

**A-7 Residential Open Space** – Open space will be situated to capture the views to the Sound and the Space Needle

**A-8 Parking and Vehicle Access** – Vehicle access will be through alley and off the street to encourage pedestrian activity on the sidewalk

**A-10 Corner Lots** – Massing will respond to the gateway corner at Denny and Taylor



**B-1 Height, Bulk, Scale Compatibility** – Massing will respond to adjacent buildings in scale and height

**C-2 Architectural Concept and Consistency**- Architectural concept will reinforce the function of the building

**C-3 Human Scale**- Massing of building will incorporate elements that relate to the human scale, especially at street level on Taylor and Denny.

**D-4: Exterior Finish Materials**- Exterior Finish Materials chosen will be consistent with the concept for this transition area:

**D-1 Pedestrian Open Spaces and Entrances**- Pedestrian environment will be enhanced with weather protection and inviting open spaces.

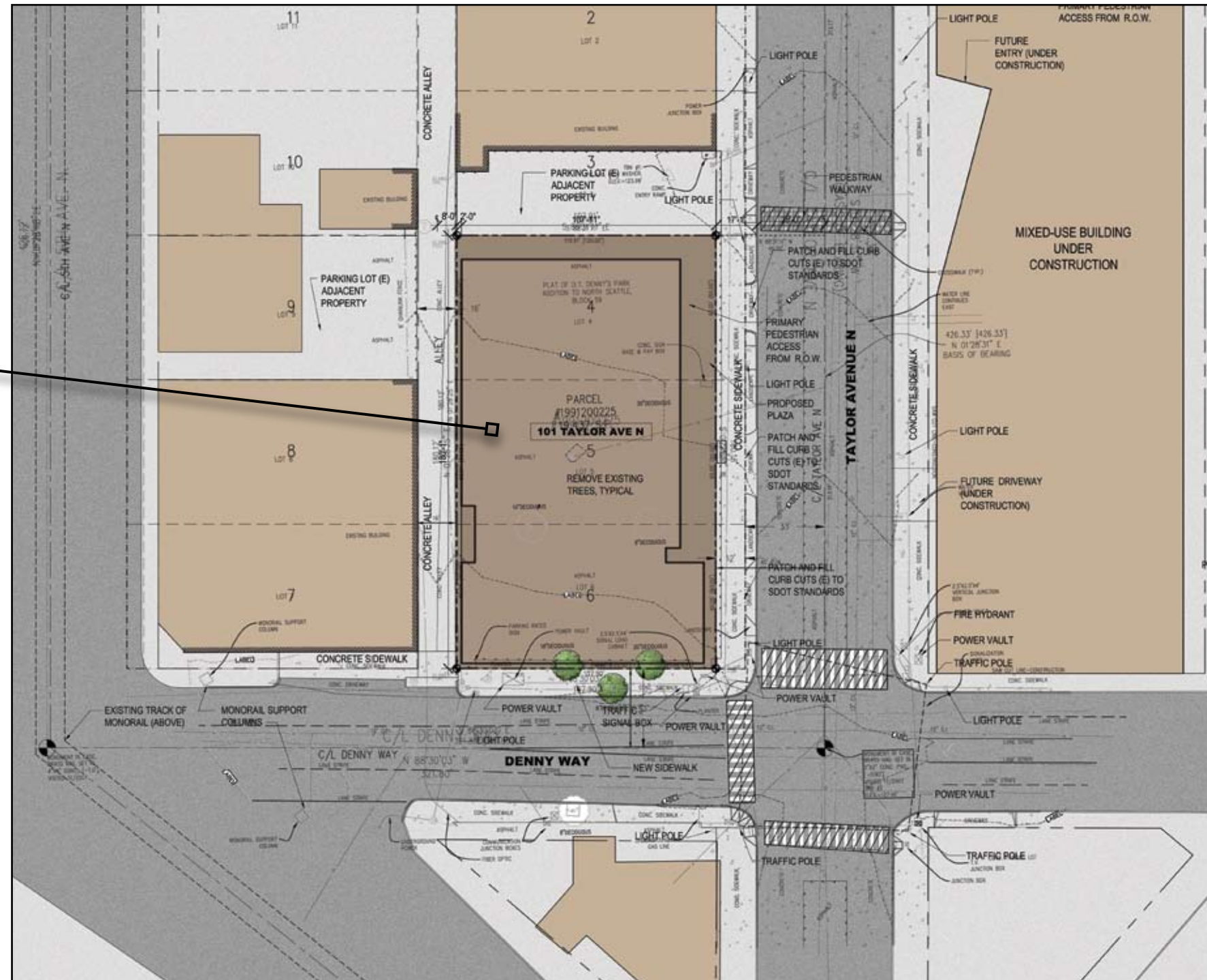
**D-7 Personal Safety and Security**- Programming, massing and lighting will provide for a secure pedestrian environment

**E-1: Landscaping to Reinforce Design Continuity with Adjacent Sites**- Project will relate to landscaping and open spaces of project across Taylor.

**E-2 Landscaping to Enhance the Building and/or Site**- Landscaping will be used to provide a transition from Seattle Center to more industrial character of immediate surrounding, provide a buffer from traffic on Denny Way, provide privacy to ground floor uses along Taylor, and provide softness to hard building edges.

# E.0 SITE ANALYSIS: EXISTING CONDITIONS

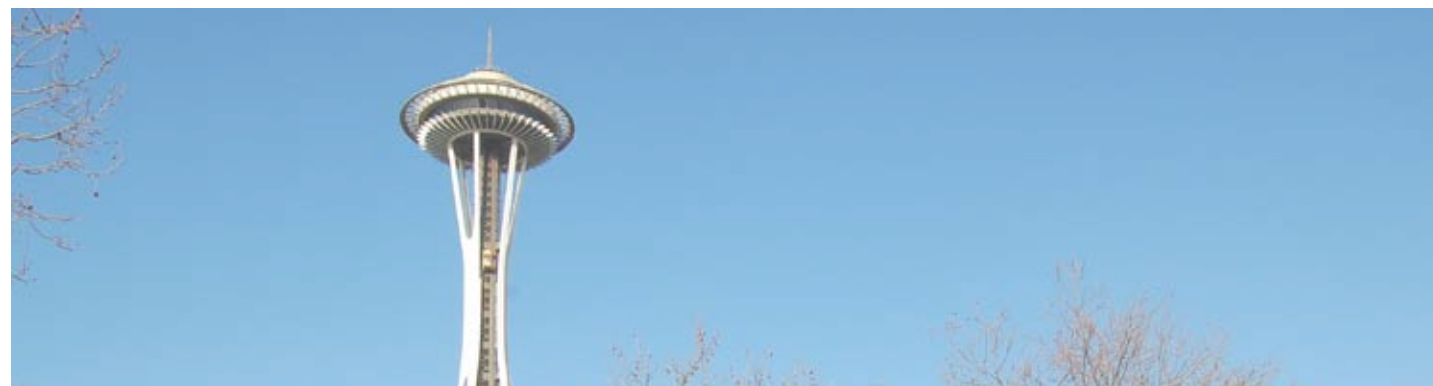
Outline of Proposed Building



Existing Site Plan



360° snap panorama of site boundary from Denny to Taylor



View of site at Denny & Taylor



View of site from North East corner

## E.2 SITE ANALYSIS: SITE CONSTRAINTS

• DEAD ZONE / DARK, LACK OF ACTIVITY AT NIGHT, POSSIBLE SECURITY ISSUE

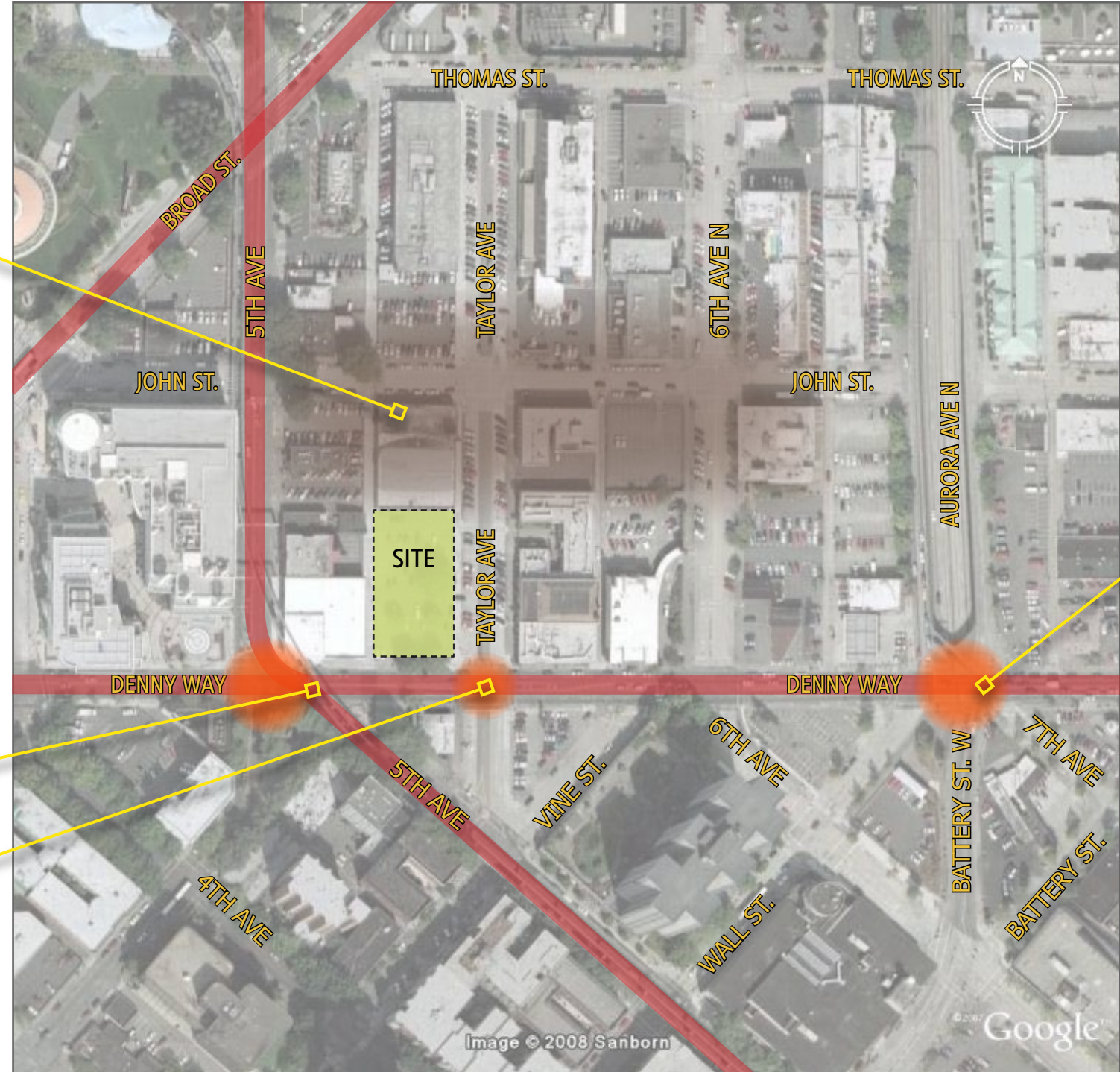
• ABRUPT TRANSITION FROM SEATTLE CENTER TO SURROUNDING NEIGHBORHOOD / NOT ENOUGH GREEN SPACES

• DANGEROUS PEDESTRIAN CROSSING

• AWKWARD INTERSECTION FOR PEDESTRIANS

**DENNY WAY:**

- SIDEWALKS TOO NARROW NOT ENOUGH BUFFER BETWEEN PEDESTRIANS AND CARS.
- HIGH TRAFFIC, HIGH NOISE
- HIGH TRAFFIC SPEED IN RELATIONSHIP AND CLOSENESS TO PEDESTRIANS



- Dead Zone after Dark
- Major Streets / High Traffic
- Dangerous Intersections
- Site



- PEDESTRIAN ACCESS TO EMP
- 10 MINUTE WALK TO BOTH DOWNTOWN AND BELLTOWN AREAS

POTENTIAL CONNECTION TO PUBLIC WALK

- PEDESTRIAN ACCESS TO SEATTLE SCIENCE CENTER & GREEN SPACES AT SEATTLE SCIENCE CENTER

- GREAT VIEWS OF PUGET SOUND DOWNTOWN AND SPACENEEDLE.

- EASE OF ACCESS TO MONORAIL & BUS ROUTES

PROXIMITY TO PLAZA, GREEN SPACE

- EASE OF PEDESTRIAN ACCESS TO RESTAURANTS



FUTURE CROSSWALK

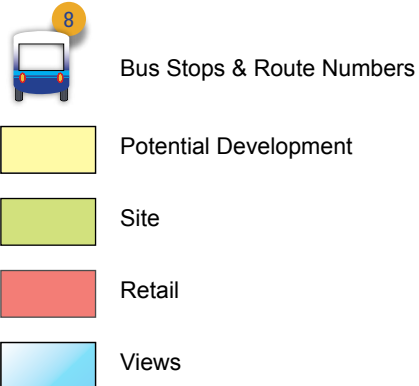
- PROXIMITY TO SOUTH LAKE UNION

- ARTERIAL CONNECTS DOWNTOWN TO LAKE WASHINGTON

- AURORA AVE GREAT NORTH / SOUTH CONNECTOR

- DENNY WAY GREAT EAST / WEST CONNECTOR

LANDMARK / FUTURE RETAIL



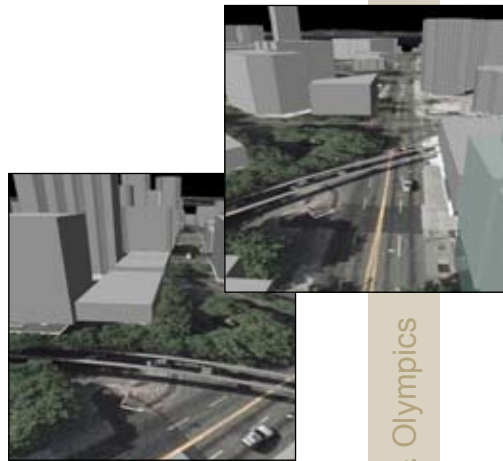
# E.4 SITE ANALYSIS: VIEWS



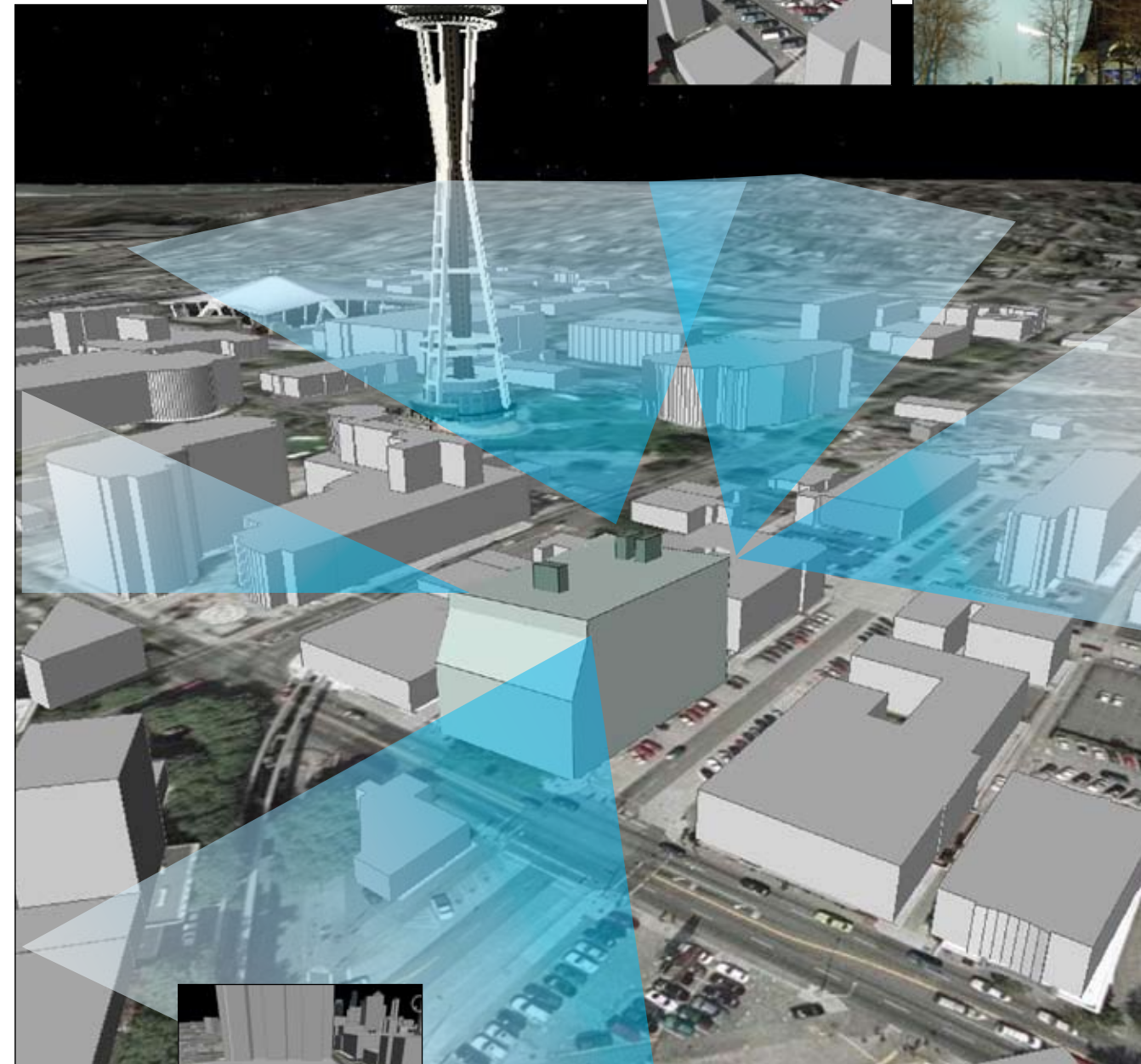
View of Space Needle



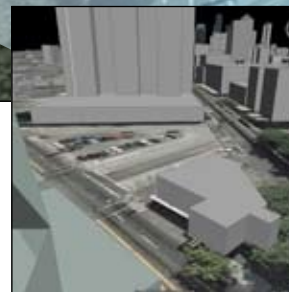
View of EMP & Monorail



View of Puget Sound & Olympics



View of South Lake Union



View of Downtown

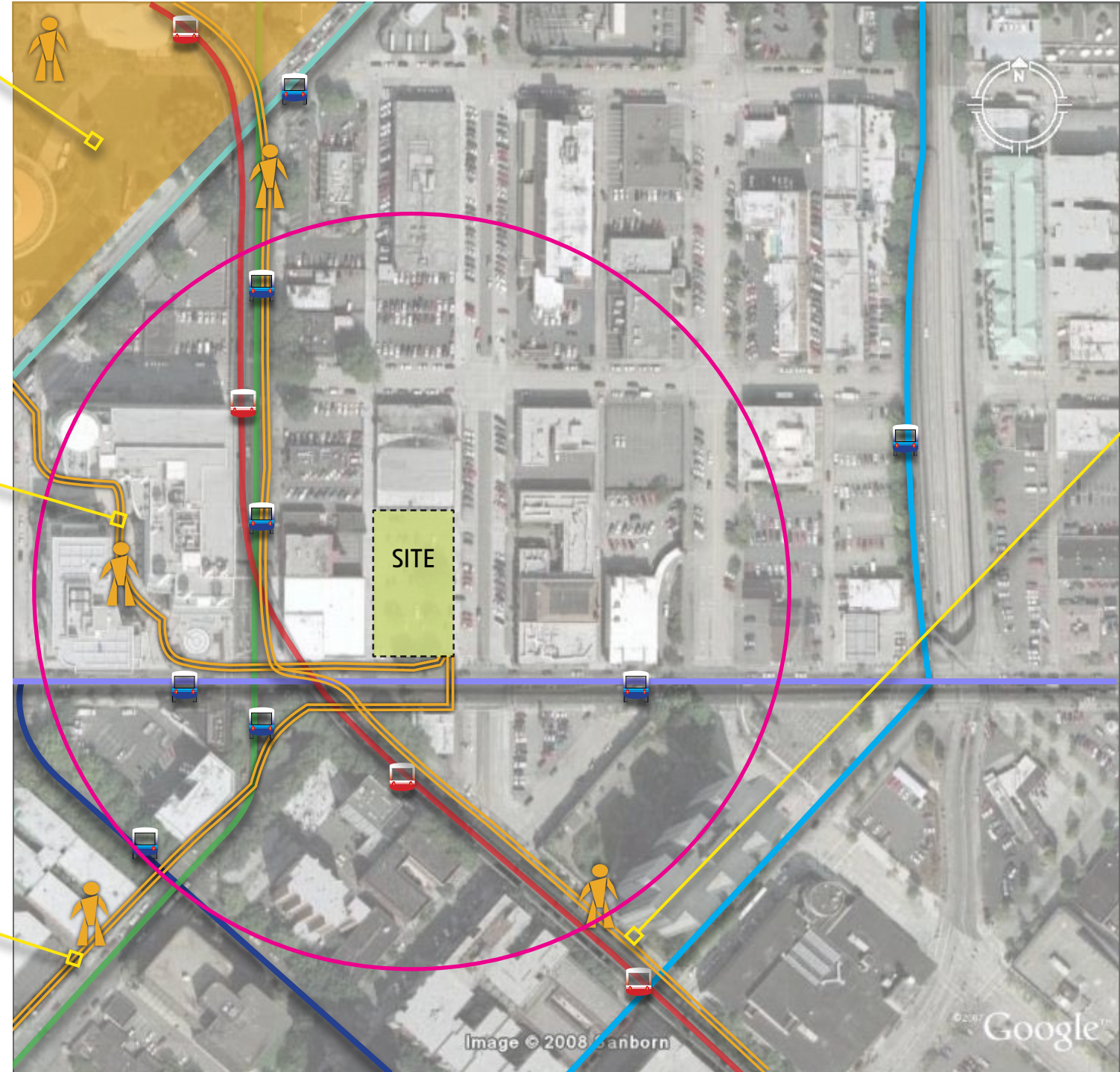
# SITE ANALYSIS: TRANSPORTATION & PEDESTRIAN WALKS E.5











• Within walking distance of Seattle Science Center, Green Spaces & Monorail

• Pedestrian Connection to Fisher Plaza, Retail & Restaurants

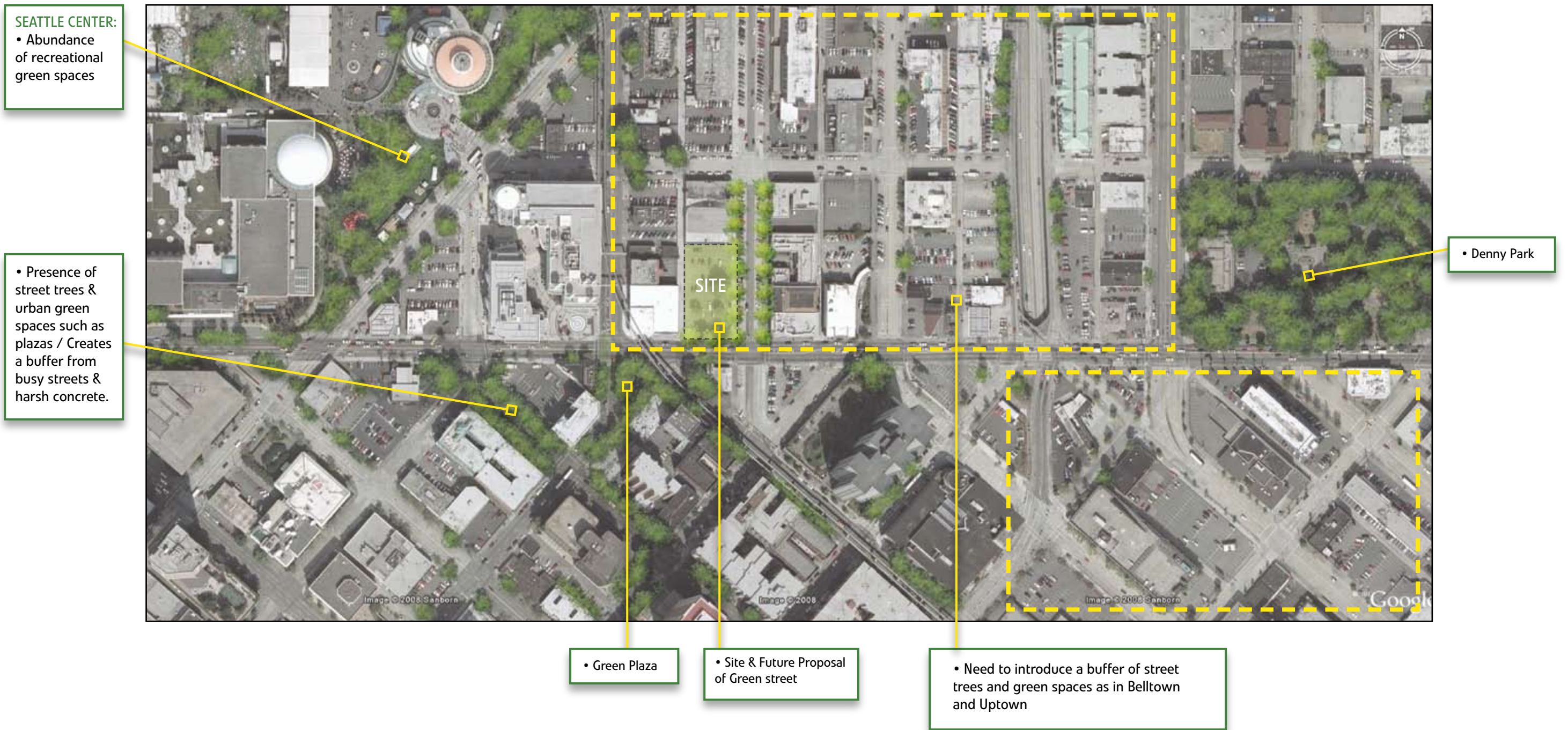
• Within walking distance of Bell Town, Downtown & Seattle Waterfront

• Pedestrian Connection to Downtown, Retail & Restaurants



-  Monorail
-  Pedestrian Walks
-  Bus Stops
-  1/2 Mile Walking Distance
-  SITE
-  Bus Route 74
-  Bus Routes 3, 4, 16, 82
-  Bus Routes 19, 24, 32
-  Bus Route 8
-  Bus Routes 5, 358

## E.6 SITE ANALYSIS: GREEN SPACE TRANSITION



## The Blue Ring: Seattle's Open Space Strategy for the Center City

### CENTER CITY COMPONENTS



The Center City consists of 10 neighborhoods that originally were the commercial and industrial core of Seattle.

The Center City lacks open space usable by visitors and residents.

Goal of the study:

- (1) Activate public spaces and use existing assets such as water, public parks, private plazas and the street right-of-way.
- (2) Use the Blue Ring to connect existing assets and "strategically add new open spaces to create a more unified public realm and a wonderful walking experience."

## 101 Taylor Ave N Response to Blue Ring Study

### BLUE RING



Goal:

Use adjacent assets to 101 Taylor Ave N such as Taylor Ave right-of-way, proposed plaza at BRE building, Seattle Center, Chief Sealth Plaza to create a visually and experiential pedestrian experience

Strategy:

Propose using existing right-of-way to develop and design a connection to the existing assets such as proposed plaza at BRE building, Seattle Center, Chief Sealth Plaza

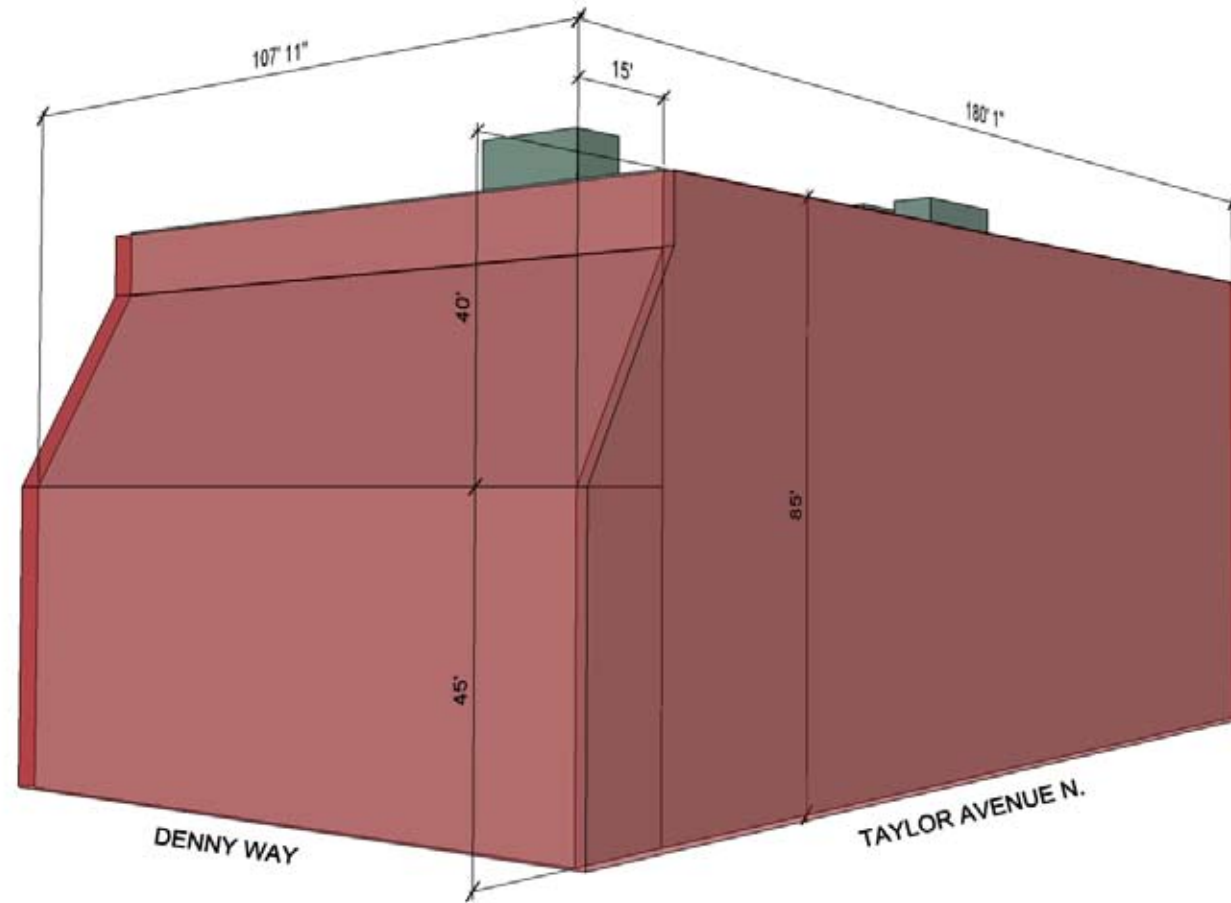
Connection could be through use of:

- paving material and patterns, street lighting and street furniture
- right-of-way street plantings and private planting
- private open spaces at street level

The pedestrian experience could be activated through:

- site orientation
- public art
- winding path
- surprises along the way such as site markers

# F.0 ZONING ENVELOPE

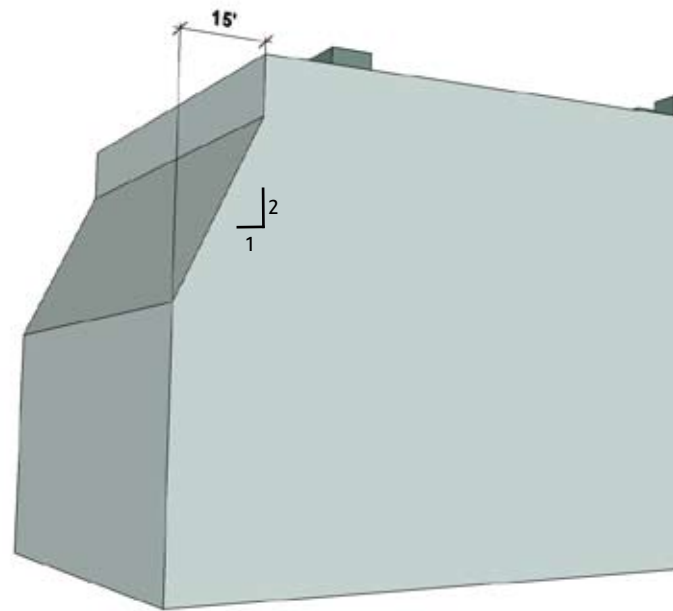


SMC 23.48.010 A Structure height - 85' max height limit

SMC 23.48.010 E 2 clerestories, parapets and guardrails may project up to 4'-0" above allowed height limit

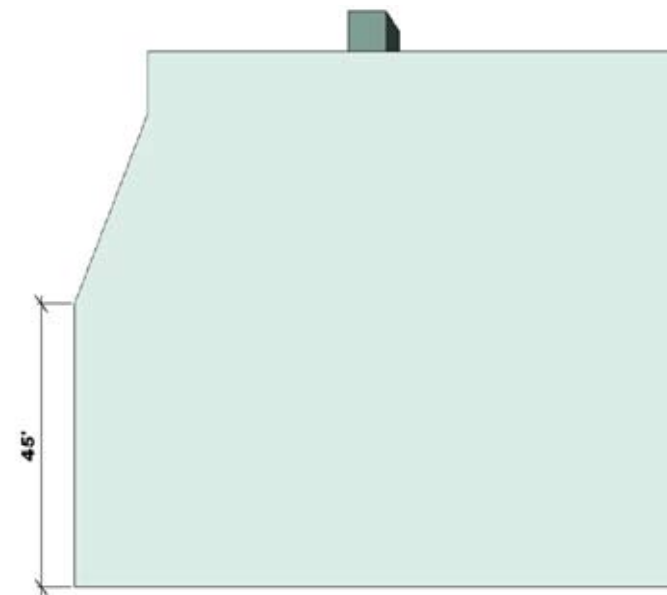
SMC 23.48.010 E 4 mechanical equipment, stair/elevator penthouses, solar collectors, atriums, greenhouses, and solariums may project up to 15'-0" above allowed height limit

SMC 23.48.014 2 on class 2 pedestrian streets, as shown on Map B, all facades shall have a minimum height of 25'-0"



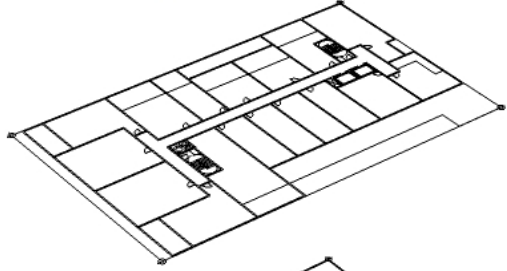
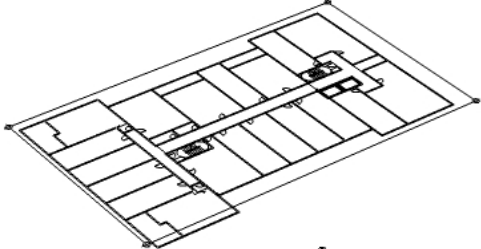
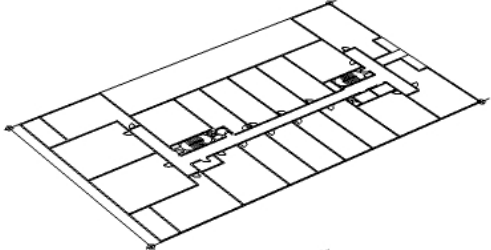
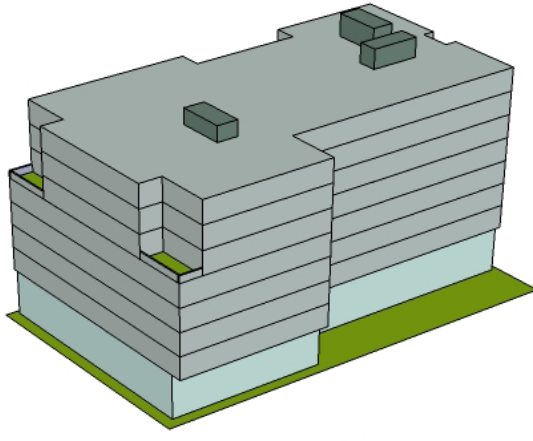
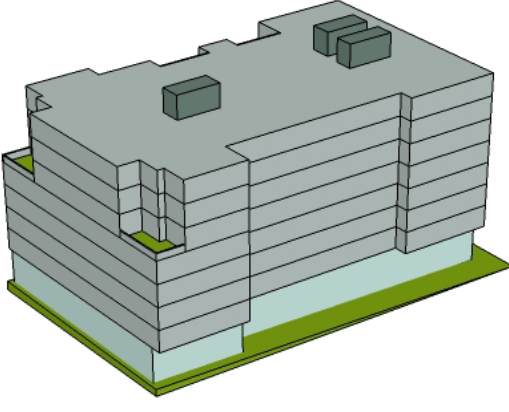
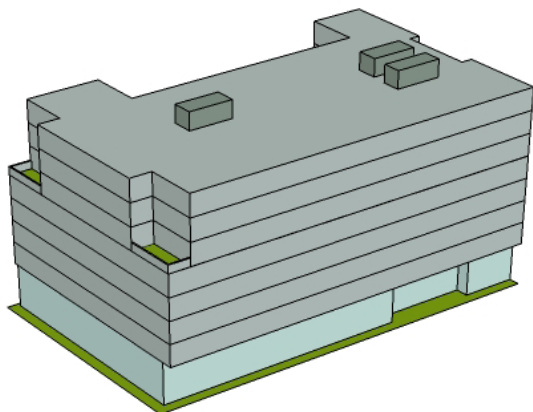
Setback Diagram

SMC 23.48.012 3B upper-level setbacks shall be provided as follows: Any portion of the structure shall be set back at least 1'-0" for every 2'-0" of height above 25'-0", 45'-0", 75'-0" whichever is applicable pursuant to subsection A of this section, up to a maximum required setback of 15'-0"

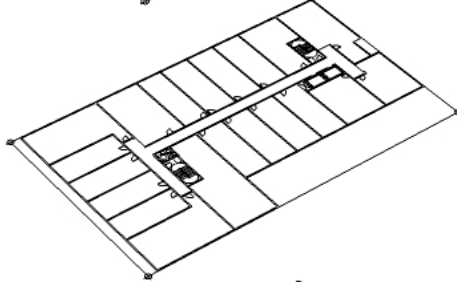
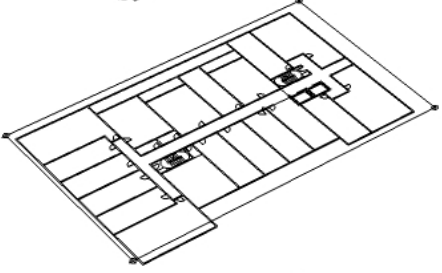
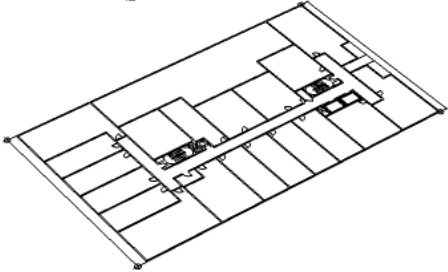


Facade Height Diagram

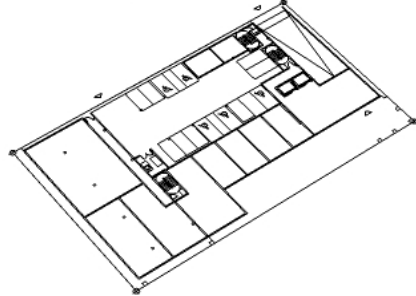
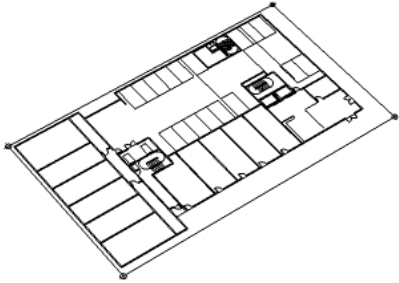
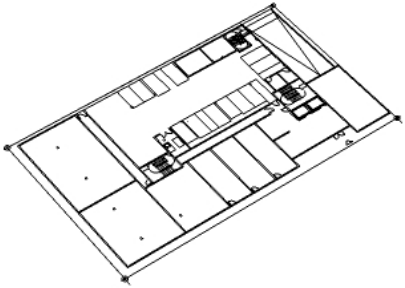
SMC 23.48.012 A1 structures on lots in the SM/65', SM/75', and SM/85' zone must provide an upper-level setback for the facade facing applicable streets or parks, for any portion of the structure greater than 45'-0" in height



LEVELS 6-8



LEVELS 2-5



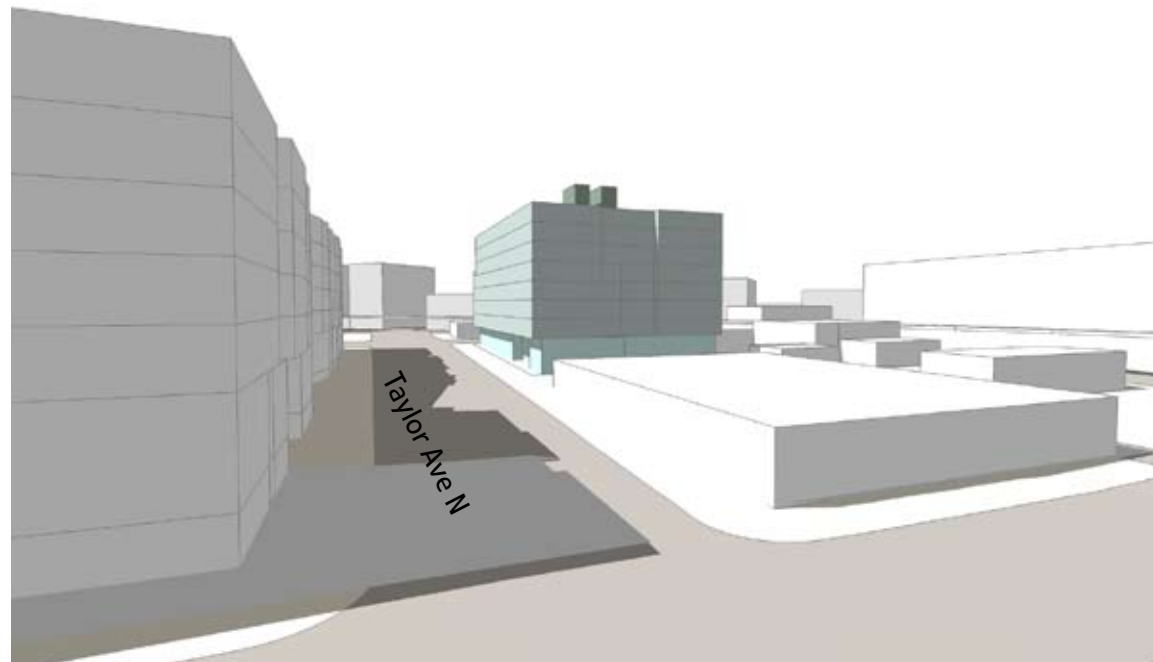
LEVEL 1

MASSING SCHEME C

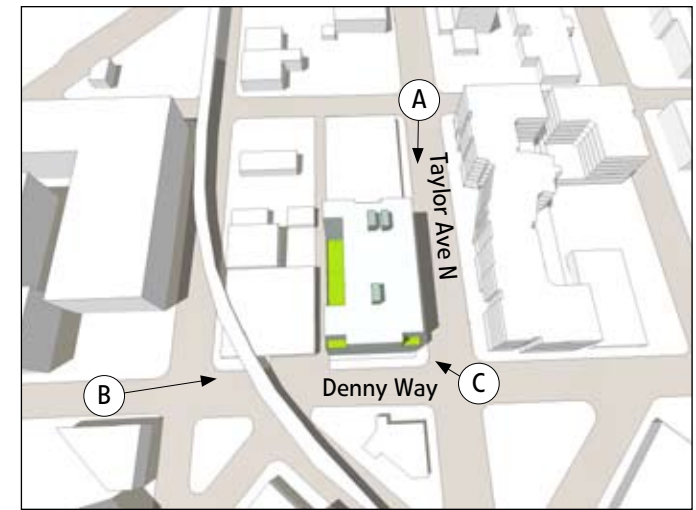
MASSING SCHEME I

MASSING SCHEME L

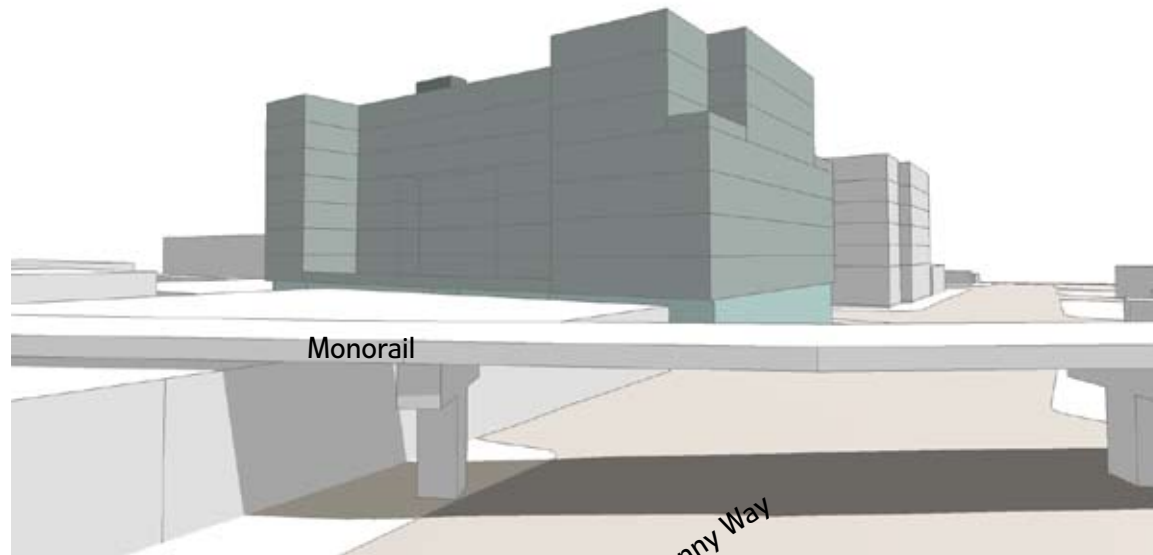
## F.2 ARCHITECTURAL MASSING DIAGRAMS - SCHEME C



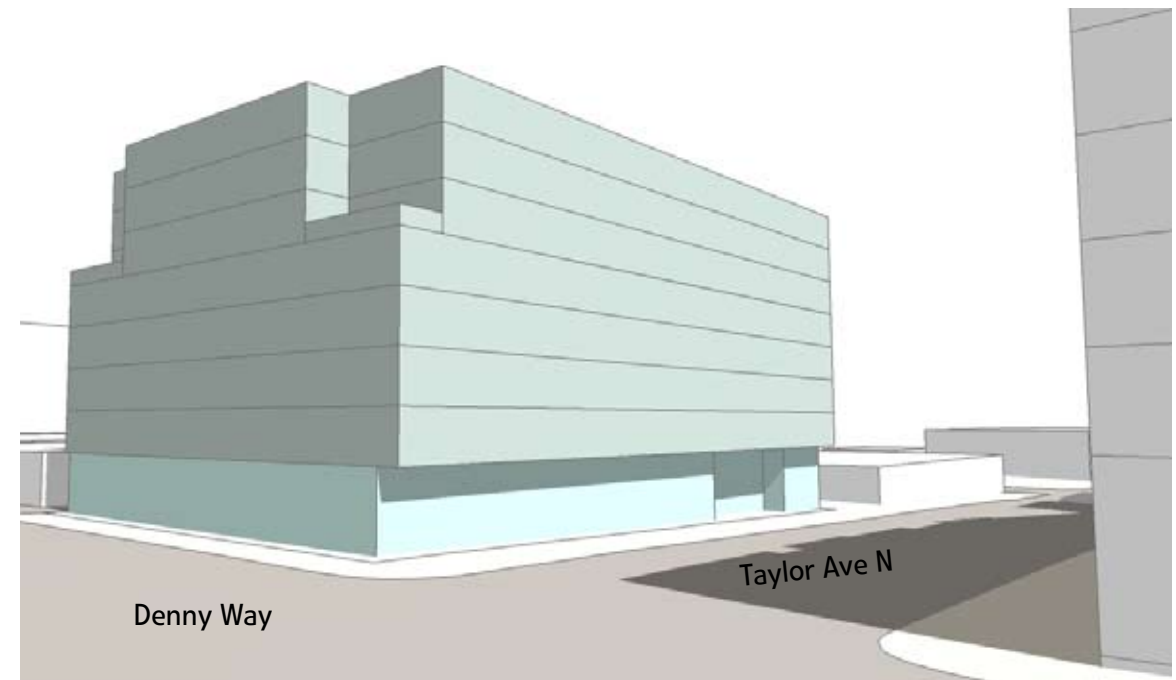
(A) View from Northeast



Bird's Eye View



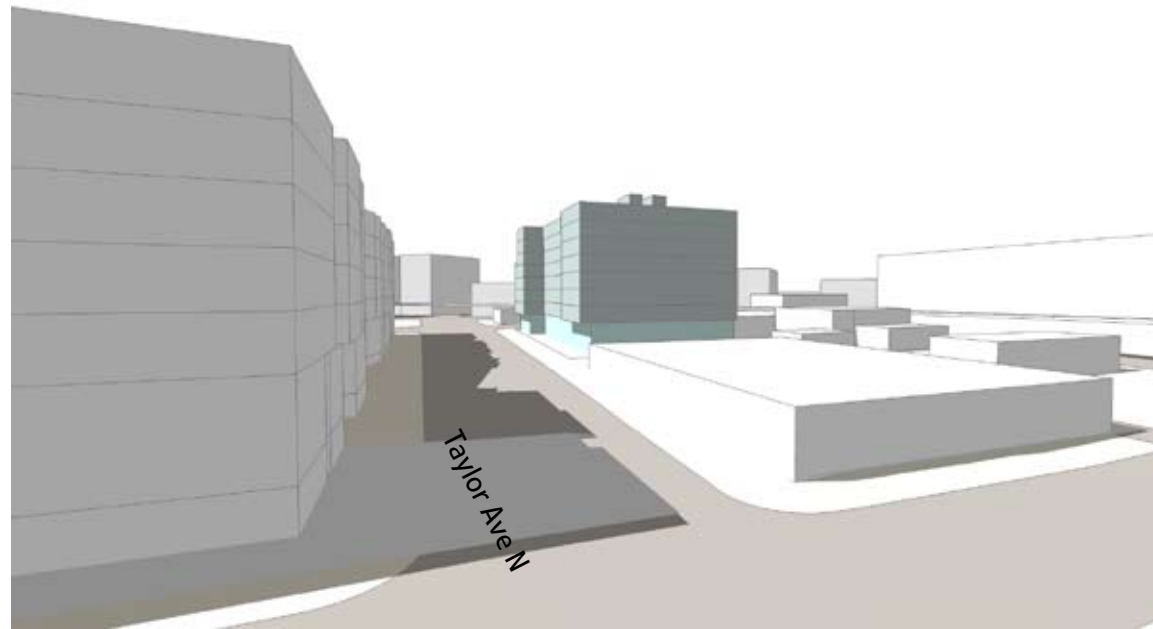
(B) View from Southwest



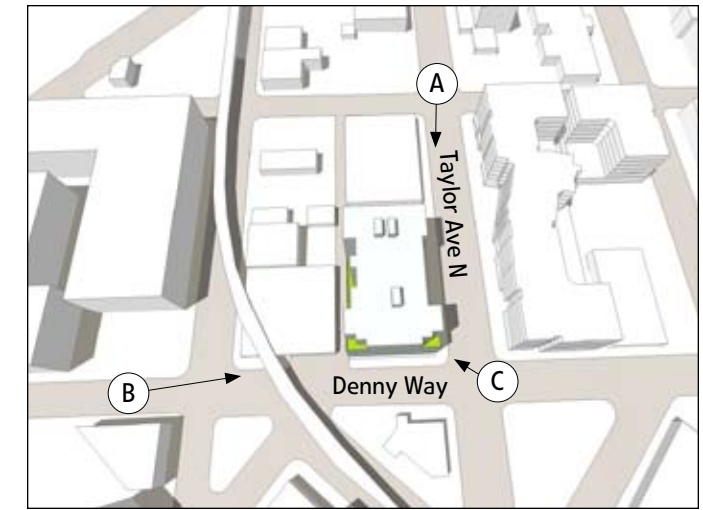
(C) View from Southeast



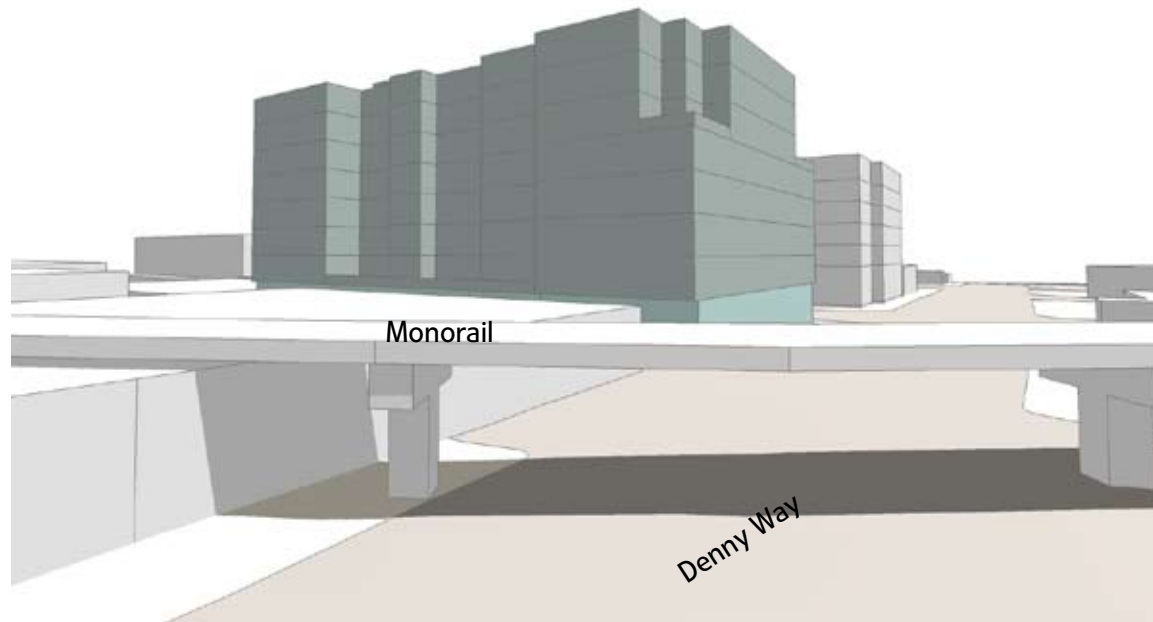
# ARCHITECTURAL MASSING DIAGRAMS - SCHEME I - PREFERRED SCHEME F.3



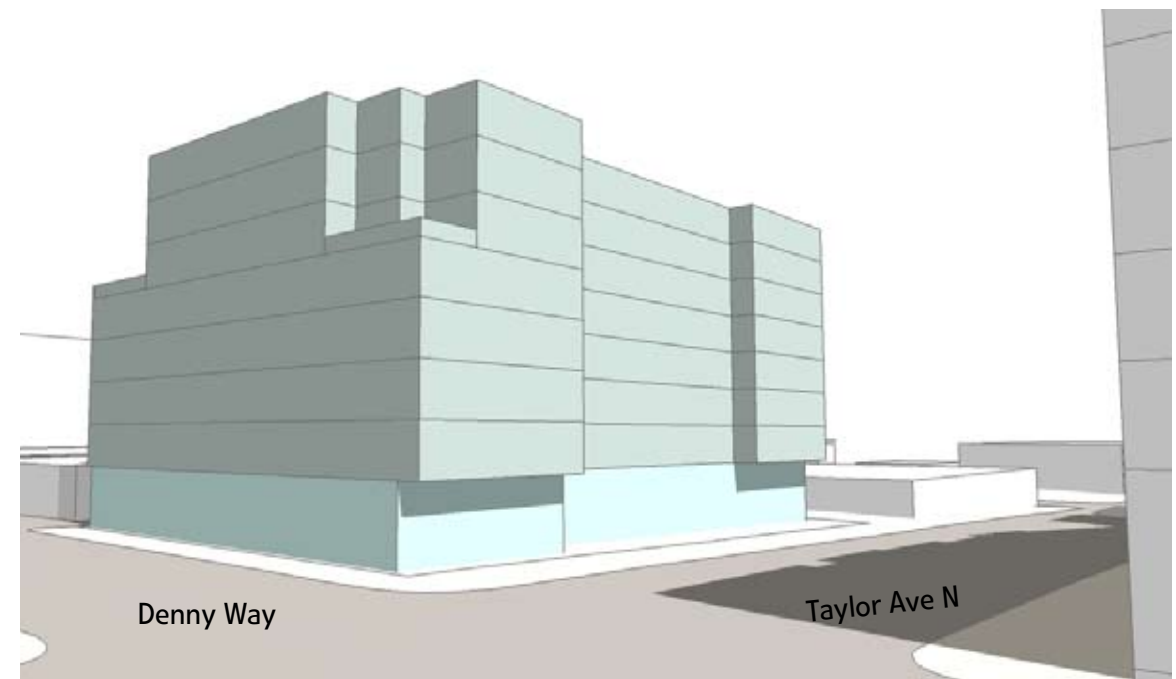
(A) View from Northeast



Bird's Eye View

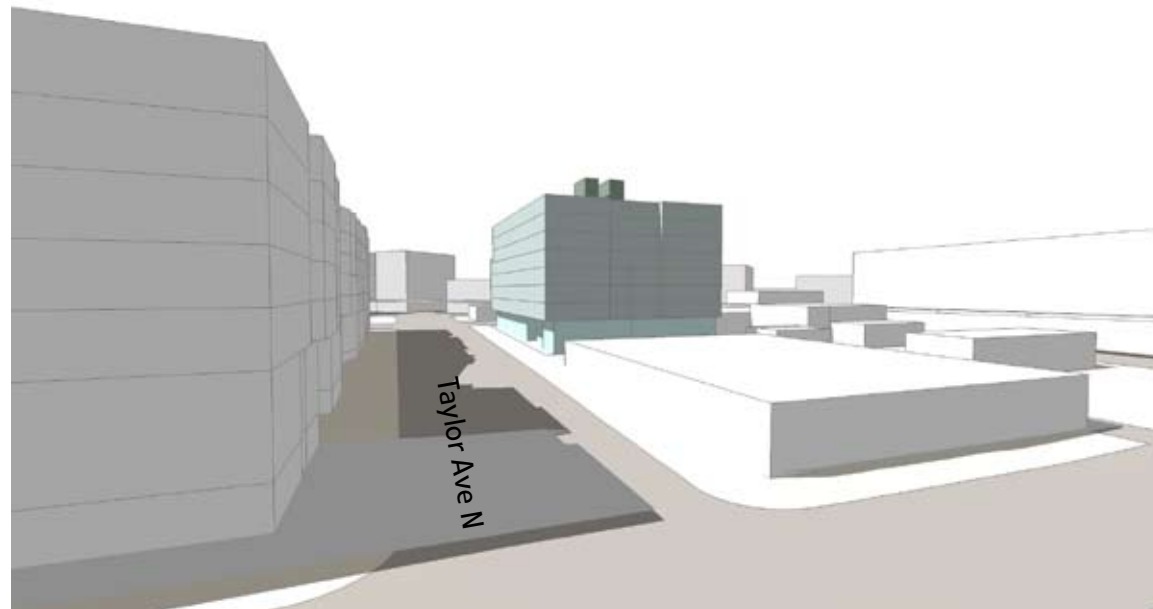


(B) View from Southwest

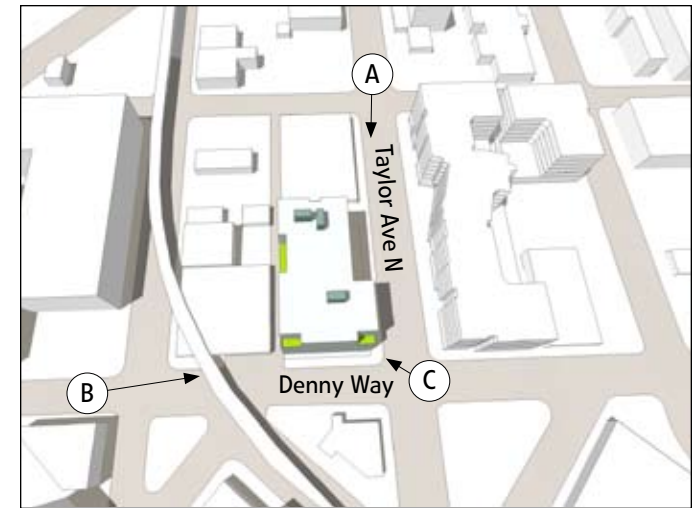


(C) View from Southeast

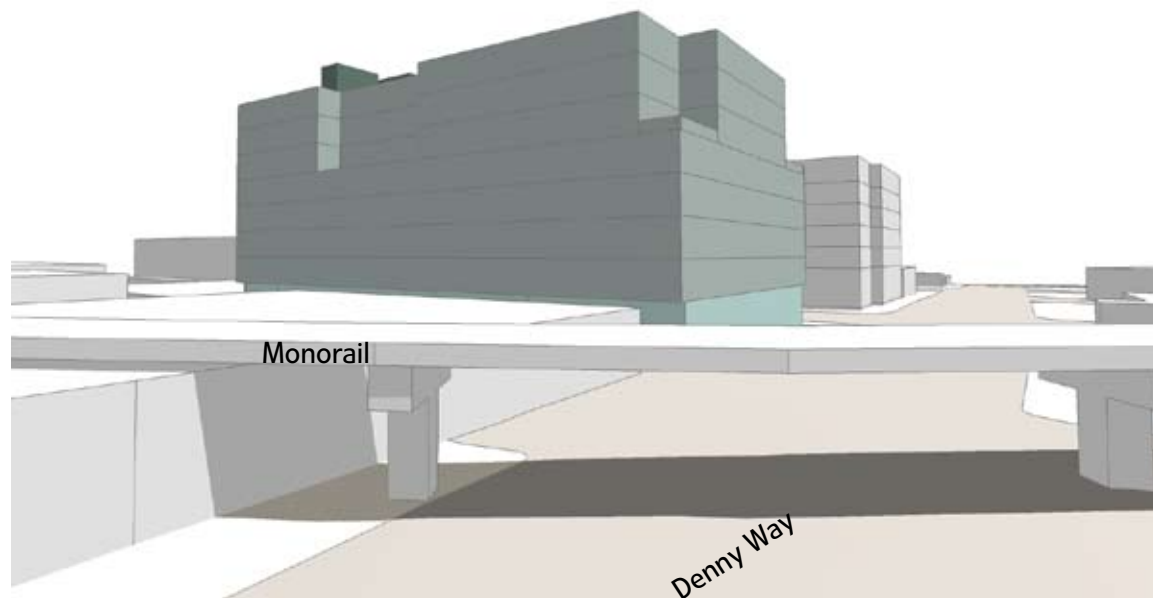
# F.4 ARCHITECTURAL MASSING DIAGRAMS - SCHEME L



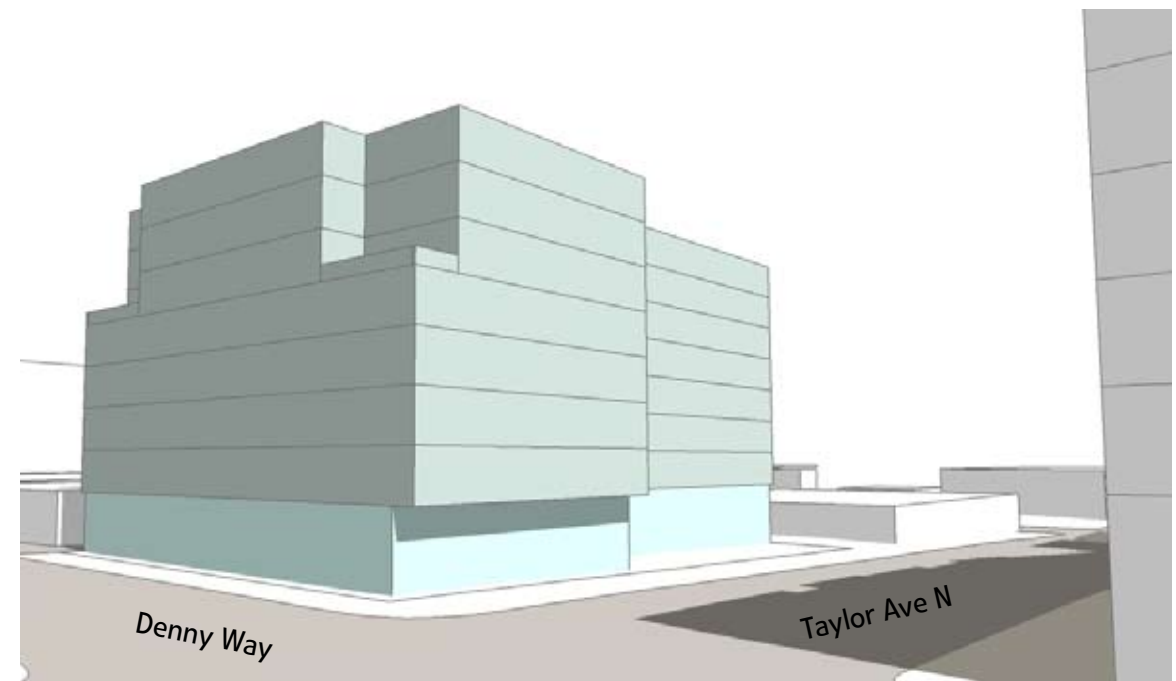
(A) View from Northeast



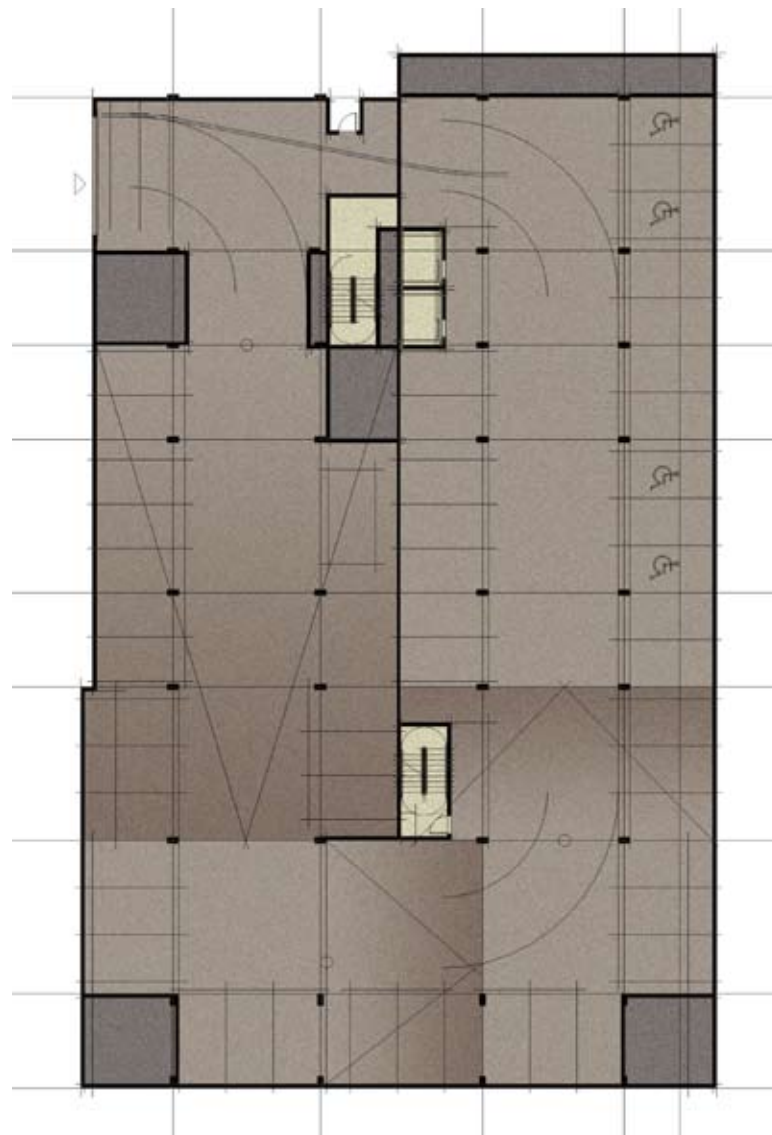
Bird's Eye View



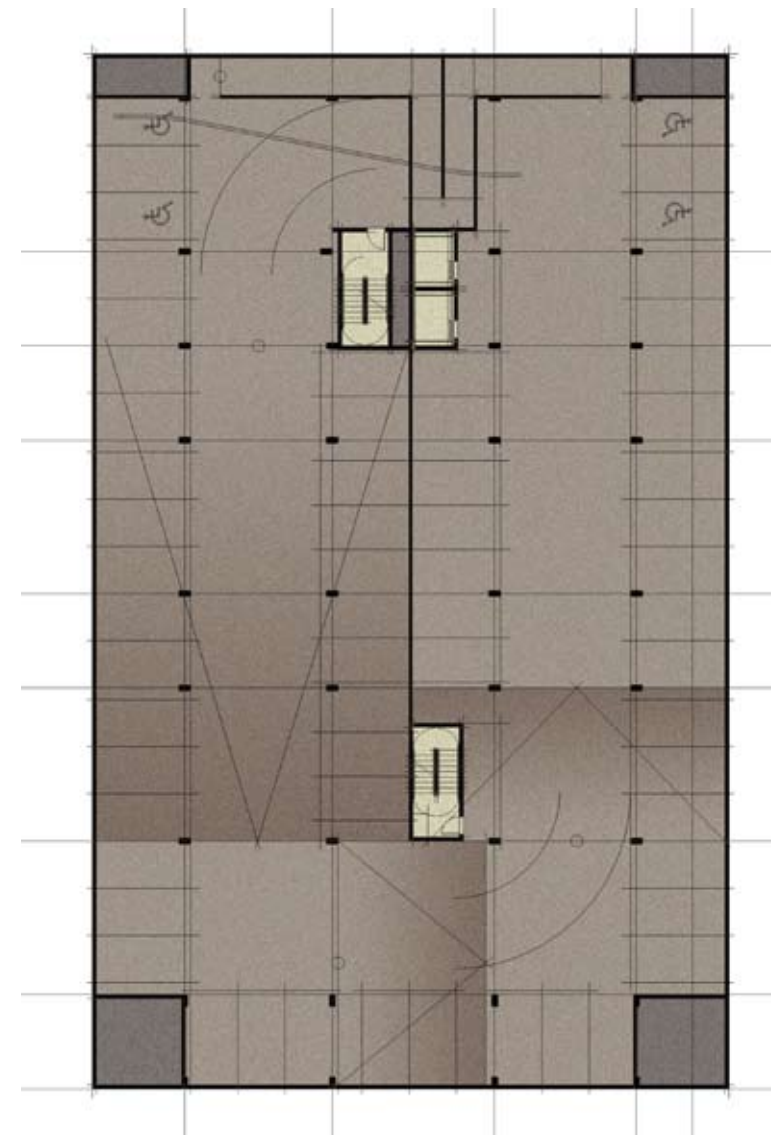
(B) View from Southwest



(C) View from Southeast



Parking Level 1



Parking Level 2

- Parking
- Circulation
- Commercial
- Residential
- Open Space

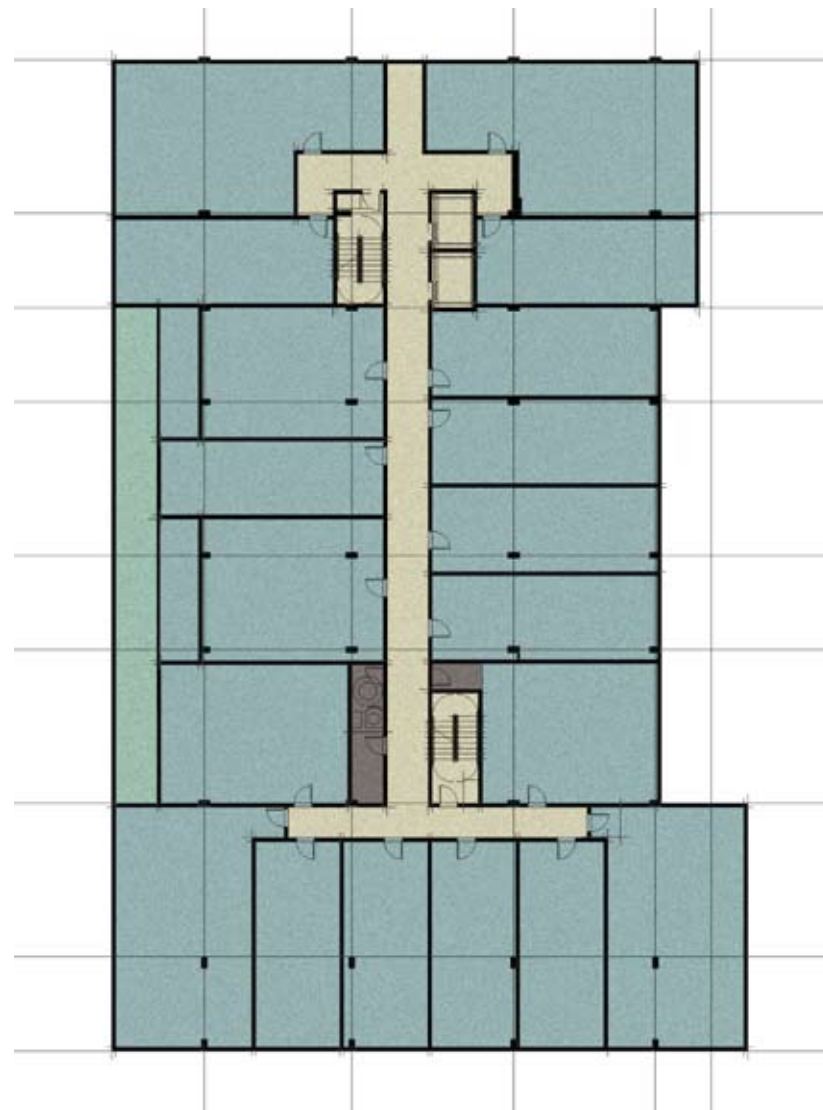
# F.6 ARCHITECTURAL PLANS / PARKING - PREFERRED SCHEME I

Parking Level P1 / Level 1 Lower

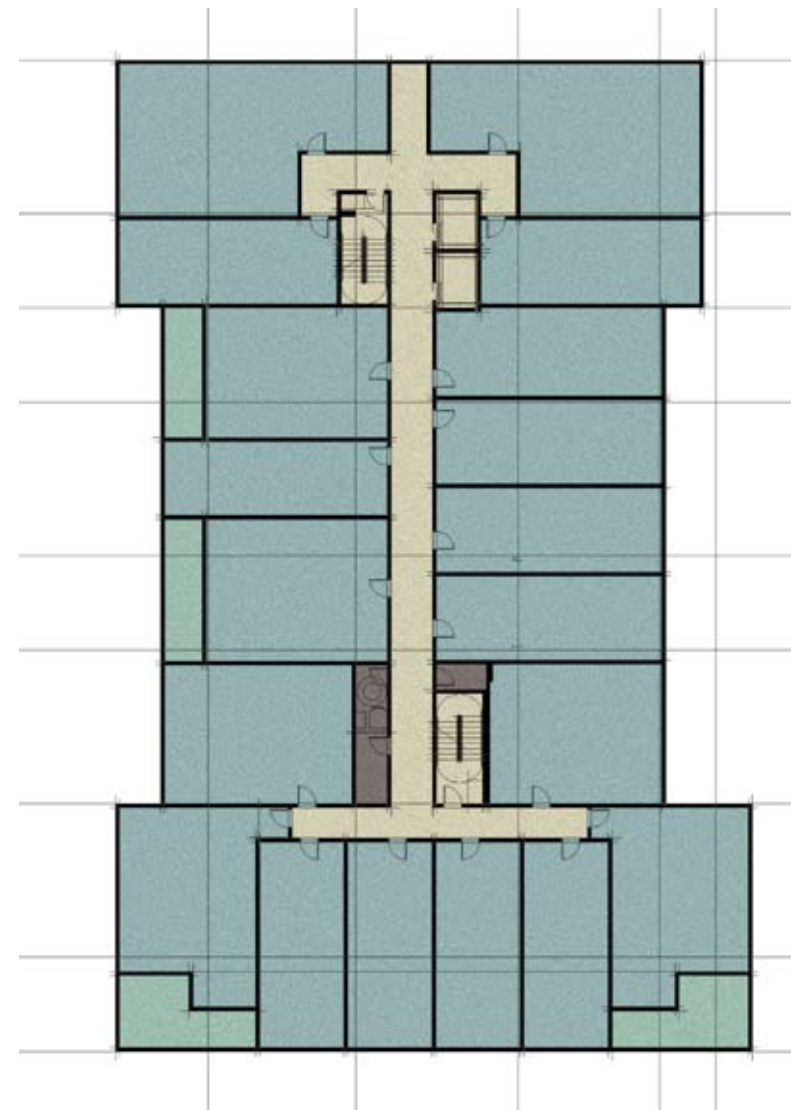
-  Parking
-  Circulation
-  Commercial
-  Residential
-  Open Space



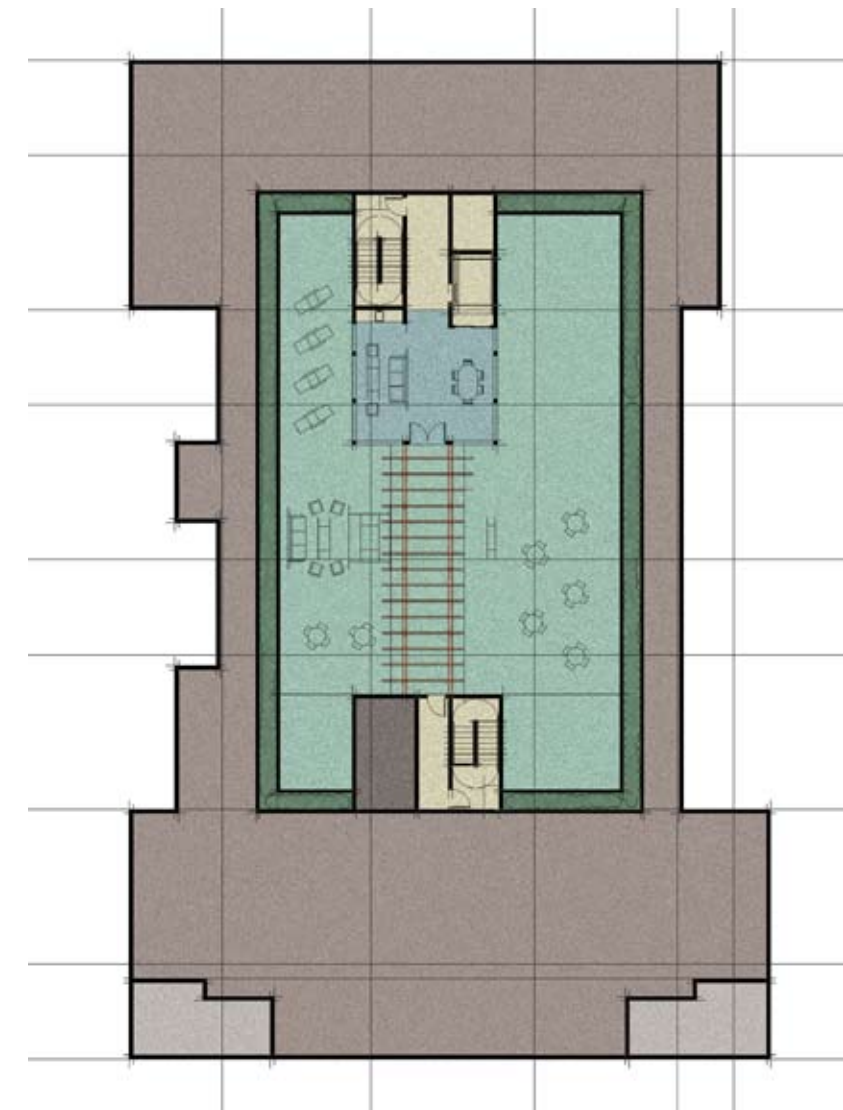
# ARCHITECTURAL PLANS - PREFERRED SCHEME I F.7



Levels 2-5



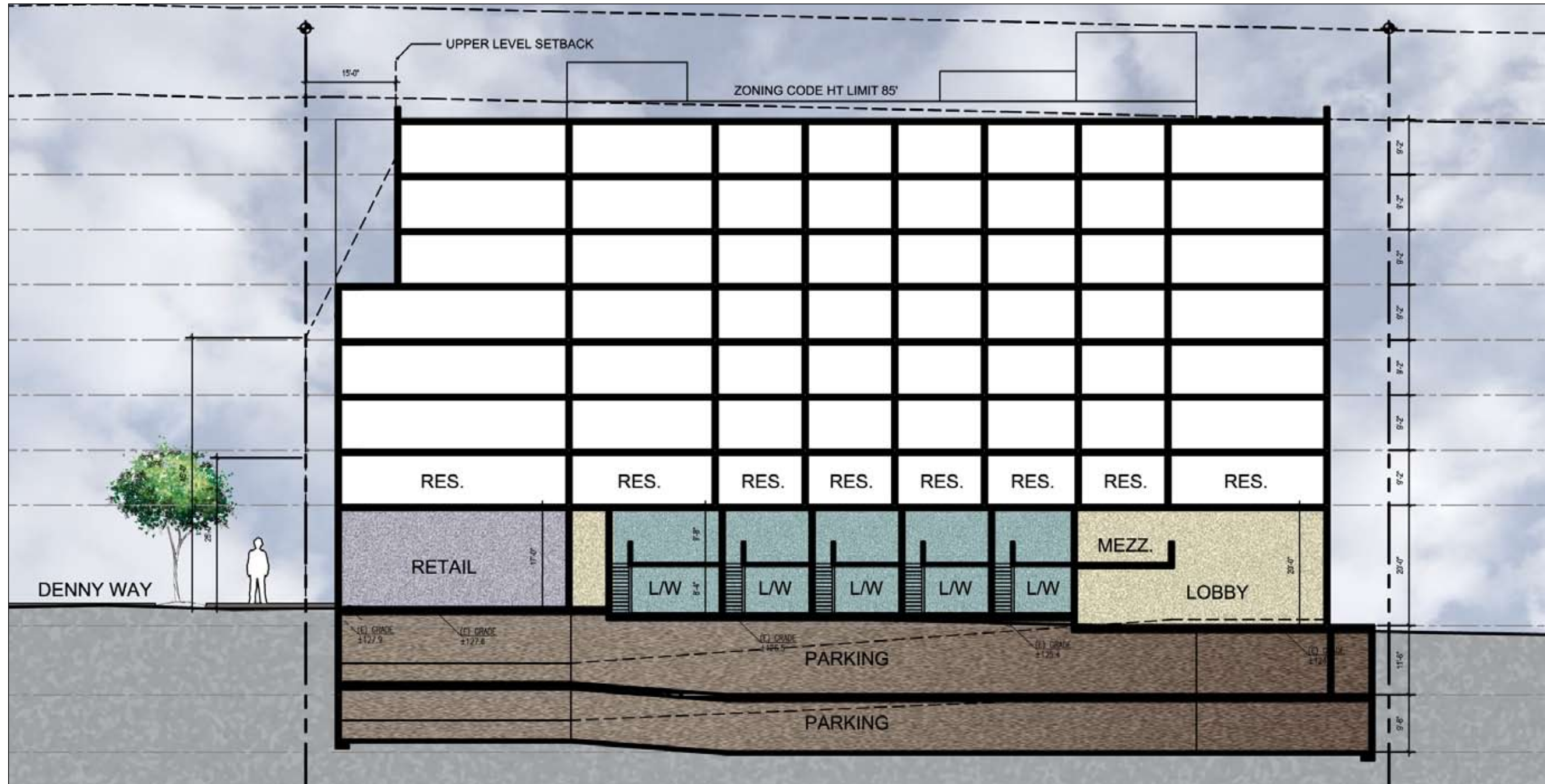
Levels 6-8



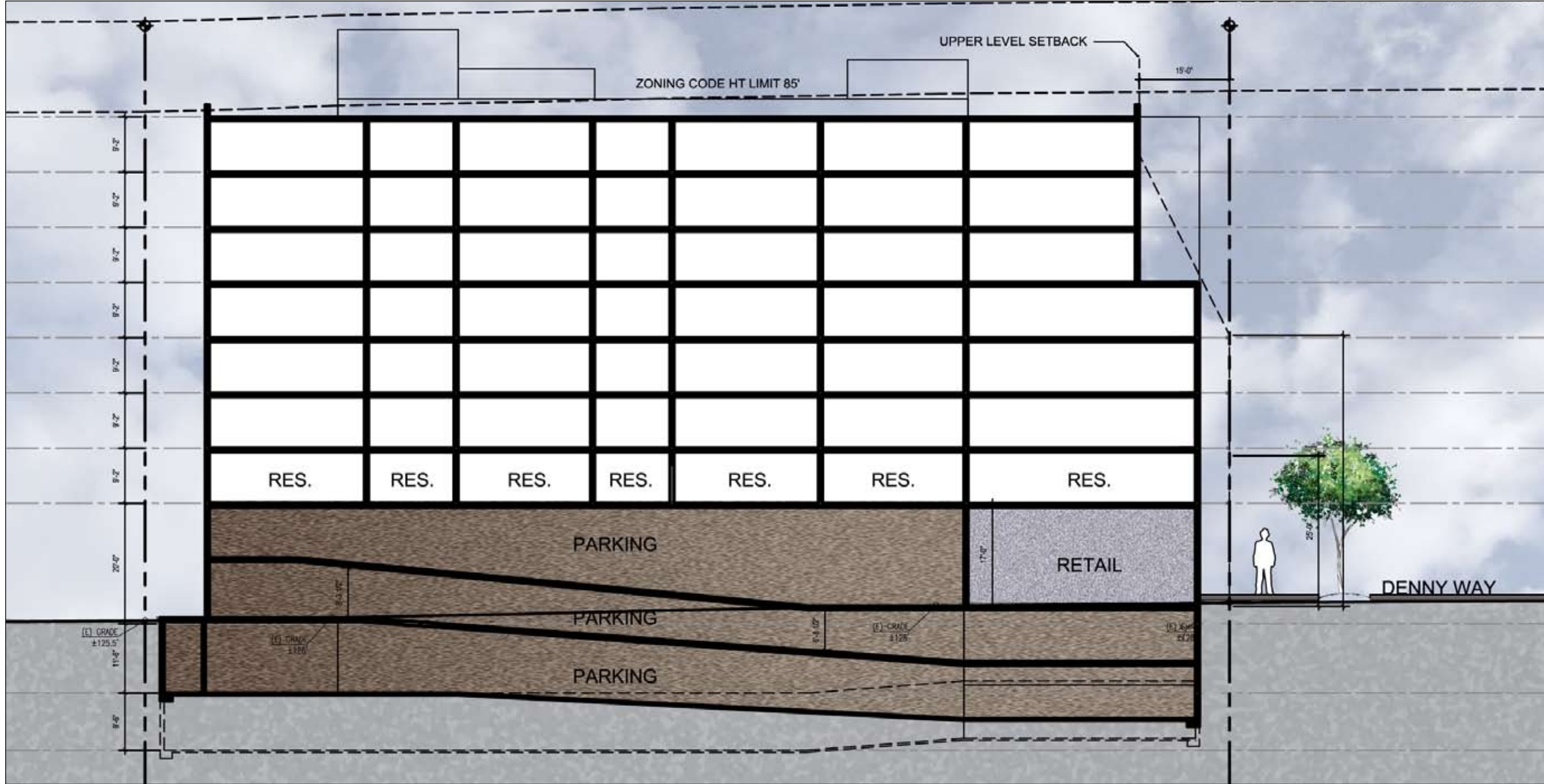
Roof Level

-  Parking
-  Circulation
-  Commercial
-  Residential
-  Open Space

# F.8 BUILDING SECTIONS - SECTION A

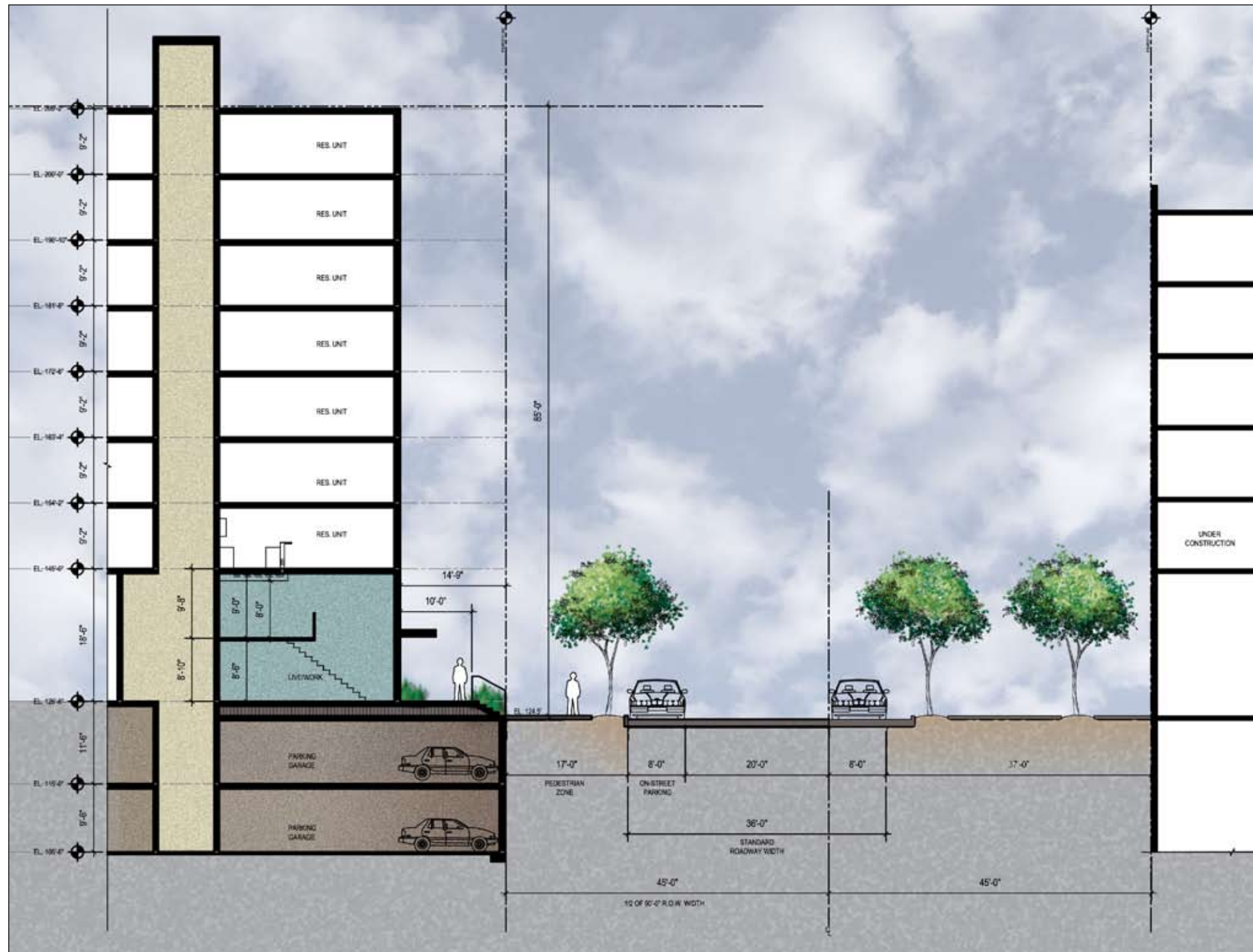


SECTION A



SECTION B

# F.10 BUILDING SECTIONS - WALL SECTION I



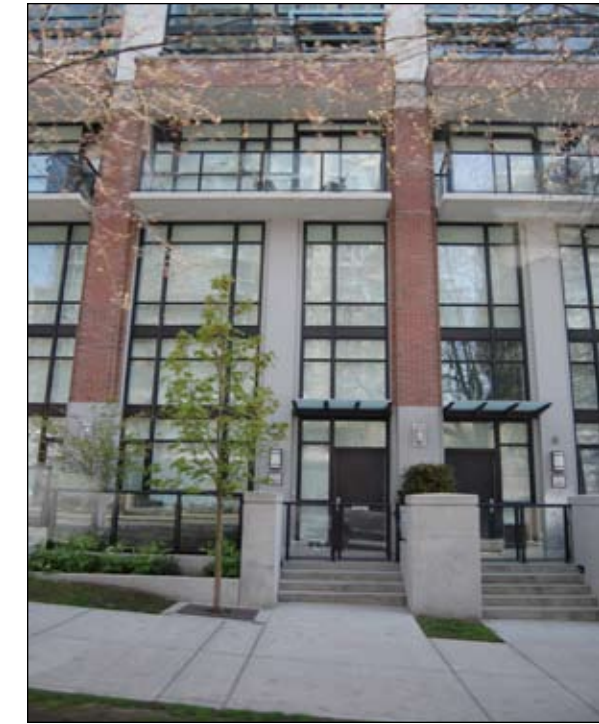
Taylor Ave. N. Street Section at Live Work





## F.12 RAISED LIVE / WORK ENTRY & LANDSCAPING





## F.14 RELEVANT IMAGES

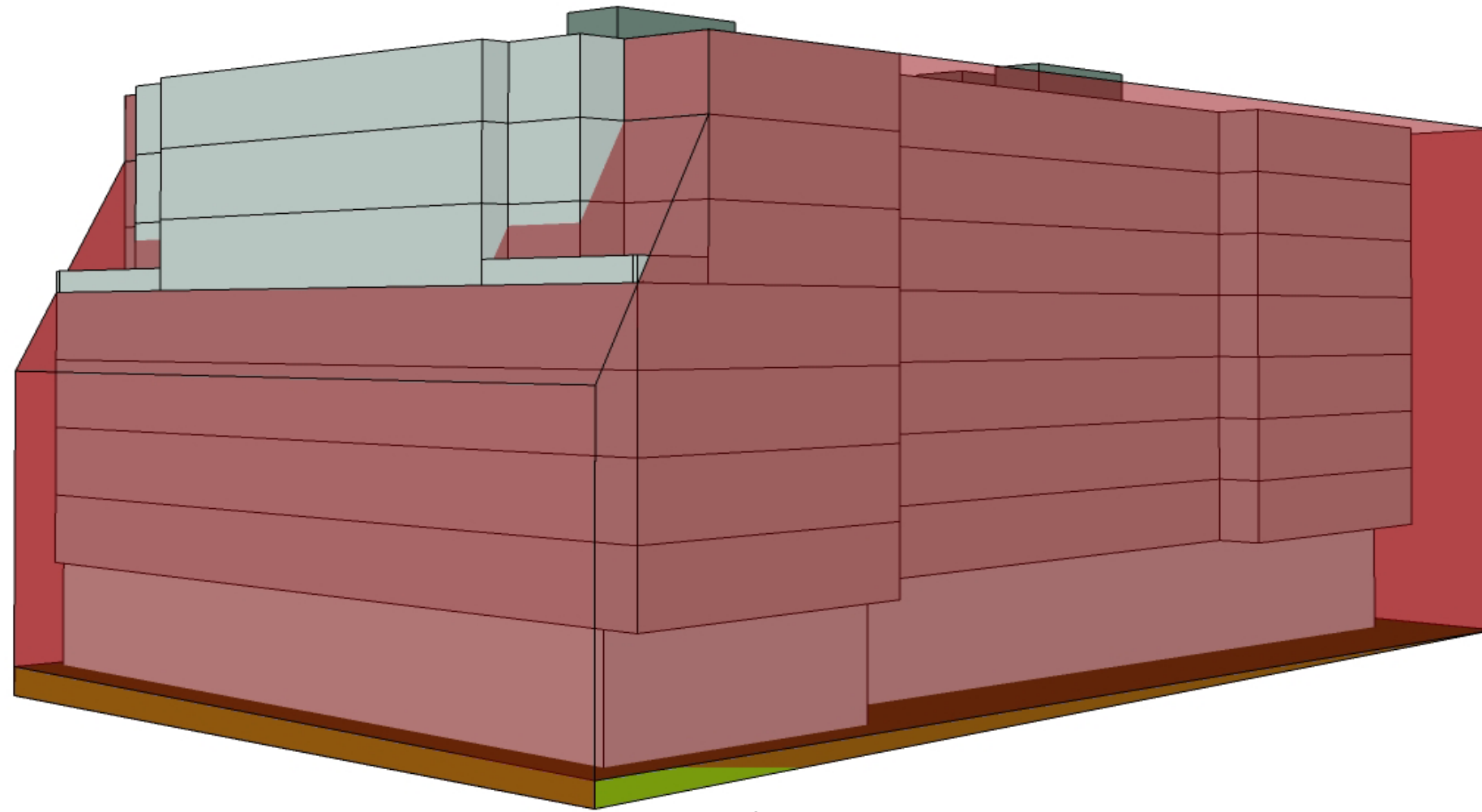


RELEVANT PROJECTS BY ARCHITECT F.15



## G.0 DEPARTURES REQUESTED

The applicant seeks a zoning departure for SMC 23.48.012.A.1 :  
Upper Level Setbacks required at portion greater than 45' in height.



Axonometric view

The applicant seeks a zoning departure for SMC 23.48.012.A.1 :  
Upper Level Setbacks required at portion greater than 45' in height.

