

# 101 Taylor Avenue N - DPD Project #3008413



Early Design Guidance - August 20, 2008



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

**Contact:**  
Andy Loos



**Architect:**  
Runberg Architecture Group PLLC  
One Yesler Way, Suite 200  
Seattle, WA 98104

**Contact:**  
France Fitzpatrick

## Table of contents:

A.0	Application Form
B.0	Development Objectives
C.0	Urban Design Analysis
D.0	City Design Guidelines
E.0	Site Analysis
F.0	Architectural Concepts
G.0	Departures Requested



**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 and 131 Taylor Avenue N. The site occupies one half of the east side of the block. 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 west by an alley. The site is bounded to the north by John Street. The alley to the west of the site is improved.

The site is occupied by surface parking and an existing building housing a nightclub.

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 and John Street are designated as 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 18 live-work units, open spaces and a residential lobby, two levels of underground parking for 257 spaces (parking is not required in this zone) and seven residential floors with approximately 245 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, Taylor Avenue N, and John Street.

Upper level setback design departure will be requested.

# B.0 DEVELOPMENT OBJECTIVES - PROJECT DATA



Project Data: 101 Taylor Avenue N  
8/20/2008

## 1.0 PROJECT DATA - EDG

### 1.8 Gross Floor Area: Parcel 1

FLOOR LEVEL	PKG (gsf)	VERT CIRC	LOBBY/CORR/ COMM. SPACE	RETAIL (gsf)	LIVE/ WORK	UTIL/STOR SPACE	RESID. (gsf)	TOTAL (gsf)	OPEN SPACE
Level P2	13,132	362				516		14,010	
Level P1	17,704	551				723		18,978	
Level 1	6,071	657	1,545	3,590	2,839	550		15,252	3,437
Level 1 - Mezz.	5,876	652	1,242		1,405	264		9,439	
Level 2		585	1,447			887	12,851	15,770	
Level 3		585	1,447			887	12,851	15,770	
Level 4		585	1,447			887	12,851	15,770	
Level 5		585	1,447			887	12,851	15,770	
Level 6		585	1,447			887	12,851	15,626	
Level 7		585	1,447			887	12,851	15,626	
Level 8		585	1,447			887	11,842	14,761	1,500
Roof		281	775			87		1,143	1,625
Subtotal	42,783	6,598	13,691	3,590	4,244	8,349	88,948	168,203	6,562

average 88,948 / 124 = 717 gsf per unit average

#### UNIT MIX

	STUDIO+	1-BED	2-BED	Live/Work	Total with Live/work	Total w/out Live/Work
Level 1				6	6	
Level 2	7	9	2		18	18
Level 3	7	9	2		18	18
Level 4	7	9	2		18	18
Level 5	7	9	2		18	18
Level 6	7	11			18	18
Level 7	7	11			18	18
Level 8	2	12	2		16	16
	44	70	10	6	130	124

STUDIO 35%  
1-BED 56%  
2-BED 8%

168,203

5% Type A Accessible units

6 ADA units reqd

### 1.8 Gross Floor Area: Parcel 2

FLOOR LEVEL	PKG (gsf)	VERT CIRC	LOBBY/CORR/ COMM. SPACE	RETAIL (gsf)	LIVE/ WORK	UTIL/STOR SPACE	RESID. (gsf)	TOTAL (gsf)	OPEN SPACE
Level P2	8,665	362				723		9,750	
Level P1	18,601	551				258		19,410	
Level 1	5,815	611	2,138		5,978	577		15,119	2,916
Level 1 - Mezz.	5,793	611	1,242		4,490	364		12,500	
Level 2		585	1,651			527	12,434	15,197	
Level 3		585	1,651			527	12,434	15,197	
Level 4		585	1,651			527	12,434	15,197	
Level 5		585	1,651			527	12,434	15,197	
Level 6		585	1,651			527	12,434	15,197	
Level 7		585	1,651			527	12,434	15,197	
Level 8		585	1,651			527	10,987	13,750	1,500
Roof		446				87		533	7,071
Subtotal	38,874	6,676	14,937	0	10,468	5,698	85,591	162,244	11,487

average 85,591 / 124 = 690 gsf per unit average

#### UNIT MIX

	STUDIO	1-BED	2-BED	Live/Work	Total with Live/work	Total w/out Live/Work
Level 1				12	12	
Level 2	6	10	2		18	18
Level 3	6	10	2		18	18
Level 4	6	10	2		18	18
Level 5	6	10	2		18	18
Level 6	6	10	2		18	18
Level 7	6	10	2		18	18
Level 8	6	6	4		16	16
	42	66	16	12	136	124

STUDIO 34%  
1-BED 53%  
2-BED 13%  
100%

162,244

### Combined Gross Floor Area:

FLOOR LEVEL	PKG (gsf)	VERT CIRC	LOBBY/CORR/ COMM. SPACE	RETAIL (gsf)	LIVE/ WORK	UTIL/STOR SPACE	RESID. (gsf)	TOTAL (gsf)	OPEN SPACE
Level P2	21,797	724				1,239		23,760	
Level P1	36,305	1,102				981		38,388	
Level 1	11,886	1,268	3,683	3,590	8,817	1,127		30,371	6,353
Level 1 - Mezz.	11,669	1,263	2,484		5,895	628		21,939	
Level 2		1,170	3,098			1,414	25,285	30,967	
Level 3		1,170	3,098			1,414	25,285	30,967	
Level 4		1,170	3,098			1,414	25,285	30,967	
Level 5		1,170	3,098			1,414	25,285	30,967	
Level 6		1,170	3,098			1,414	25,285	30,823	
Level 7		1,170	3,098			1,414	25,285	30,823	
Level 8		1,170	3,098			1,414	22,829	28,511	
Roof		727	775			174		1,676	8,696
Total	81,657	13,274	28,628	3,590	14,712	14,047	174,539	330,447	15,049

average 81,657 13,274 28,628 3,590 14,712 14,047 174,539 330,447 15,049  
174,539 / 248 = 704 gsf per unit average

330,159

### COMBINED Unit Mix

	STUDIO	1-BED	2-BED	Live/Work	Total with Live/work	Total w/out Live/Work
Level 1				18	18	
Level 2	13	19	4		36	36
Level 3	13	19	4		36	36
Level 4	13	19	4		36	36
Level 5	13	19	4		36	36
Level 6	13	19	4		36	36
Level 7	13	19	4		36	36
Level 8	8	18	6		32	32
Total	86	132	30	18	266	248

STUDIO 35%  
1-BED 53%  
2-BED 12%  
100%



# DEVELOPMENT OBJECTIVES - ZONING DATA B.1

## 2.0 ZONING DATA

SM-85 (Seattle Mixed)

### 2.1 Use:

	SMC 23.48.004	
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.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: 174,987 SF  
Project Lot Area: 38,886 SF  
Project Floor Area (excluding below grade): 52,310 SF  
Project FAR: **1.35** **COMPLIANT**

### 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 174,539 = 8,727 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 23.48.034.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.

12 bf Units

12 bf spaces req'd

#### Provided Parking

	Commercial				Residential			Totals	
	S	M	L	BF	S	M	L		
P2				0	6	27	40	0	73
P1				0	6	34	82	0	122
L1				0		2	27	0	29
L1-M	4	27		0	2			0	33
subtotal	4	27		14	63	149			257

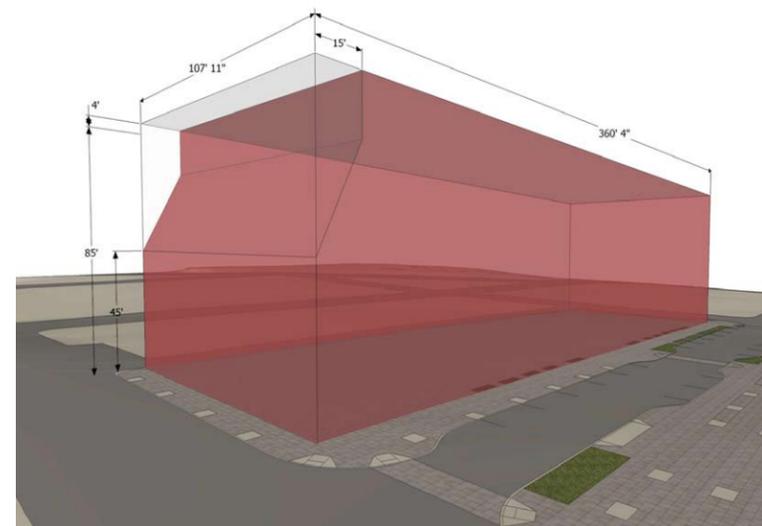
commercial: 34 commercial stalls 79% Medium 12% Small  
residential: 224 residential stalls 67% Medium 28% Small

#### SMC 23.54.030.G

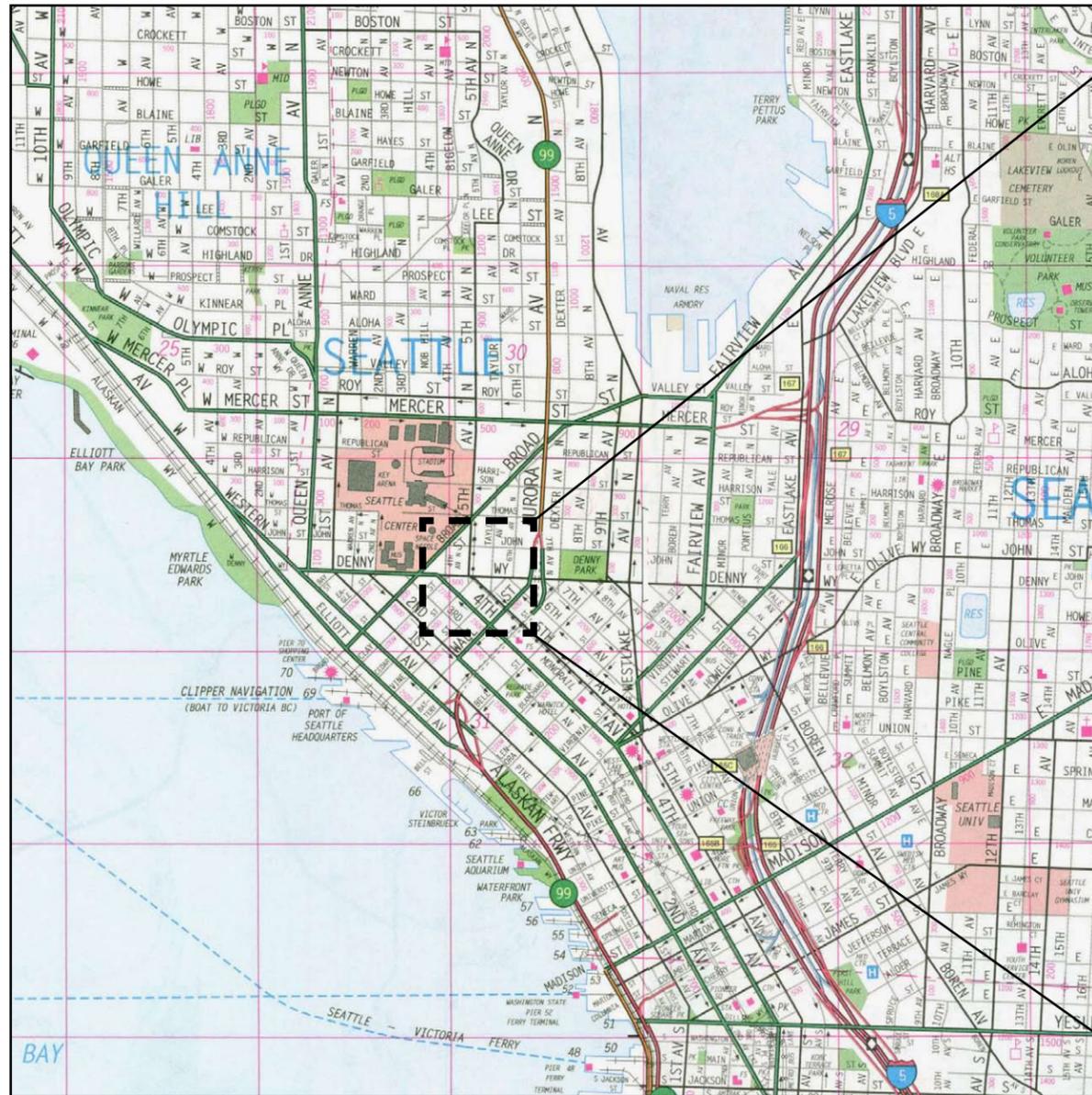
Driveway sight triangle: 10' triangle required

Bicycle Parking	SMC 23.54.015 Chart E		
		Required Bicycle Parking Ratio	Required
Sales & Service	3,590 sf	1/ 12000	0.30
Residential	248 units	1/ 4	62.00
			<b>63 long-term bicycle parking stalls</b>
Sales & Service	3,590 sf	1/ 4000	0.90 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



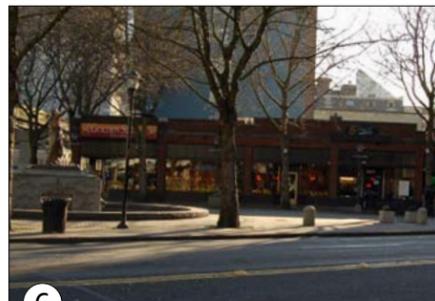
**C** Fisher Plaza / Office



**F** Auto Repair



**D** Restaurant / Mixed Use



**G** Restaurant / Retail



**E** Office



**H** Retail / Mixed Use



**Y** Night Club



**X** Office



**W** Office



**U** Hotel



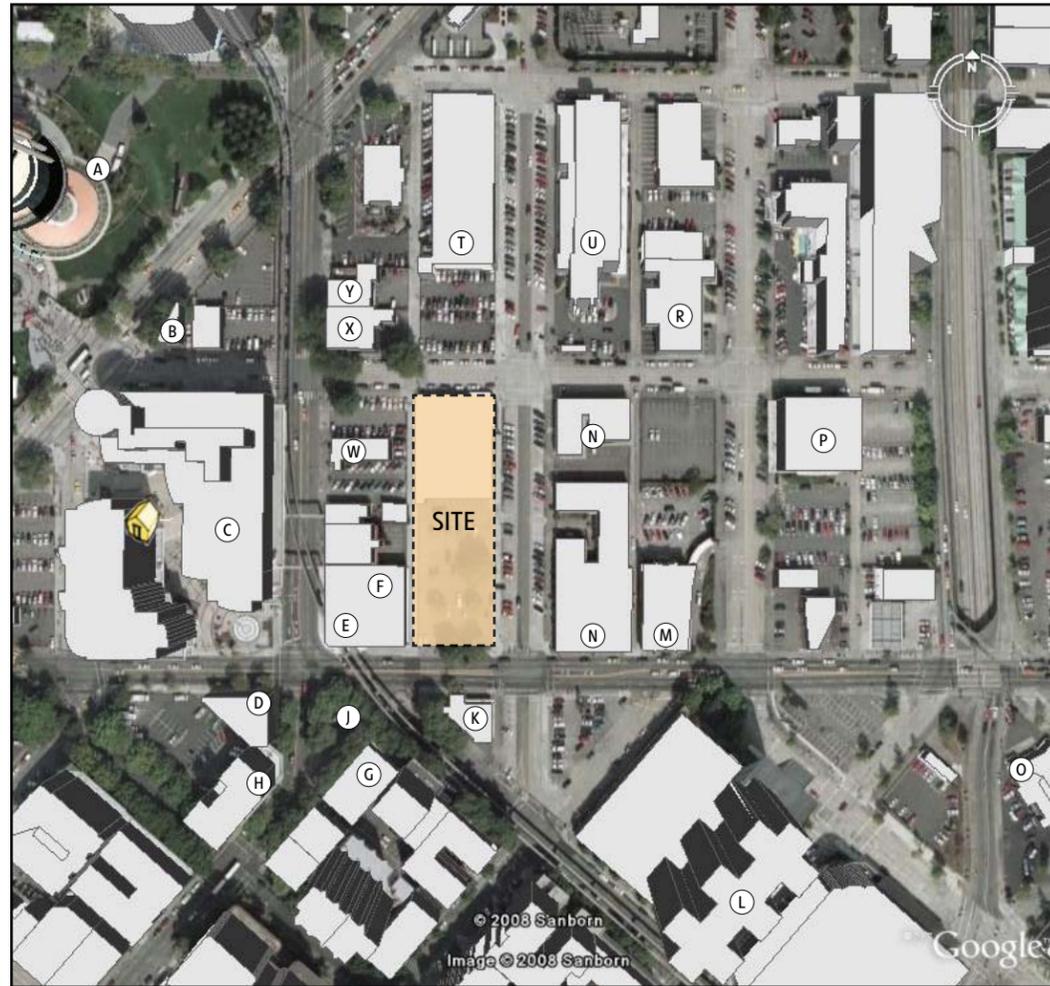
**T** Office



**R** Office



**P** Office



**N** Future Mixed Use



**J** Statue Chief Seattle / Landmark



**K** Dry Cleaners



**L** Apartment Building



**M** Future Retail / Landmark



**O** Car Wash

SOUTH SIDE OF PROJECT SITE / SAME BLOCK



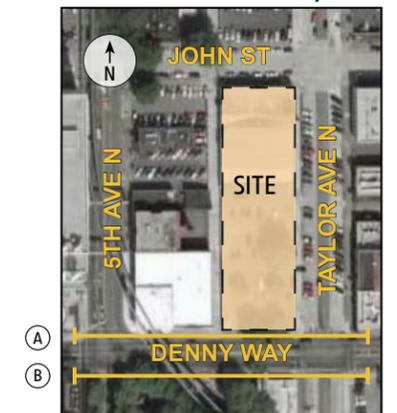
Denny Way - Looking North (towards project site)

ACROSS FROM PROJECT SITE BLOCK / SOUTH SIDE



Denny Way - Looking South (away from site)

Key Plan



# C.4 TAYLOR AVENUE FACADES

ACROSS FROM PROJECT SITE



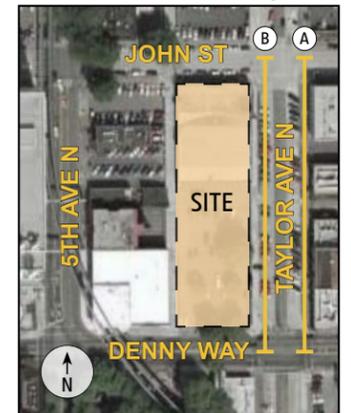
Taylor Avenue - Looking East (away from site)

PROJECT SITE



Taylor Avenue - Looking West (toward the site)

Key Plan



PROJECT SITE



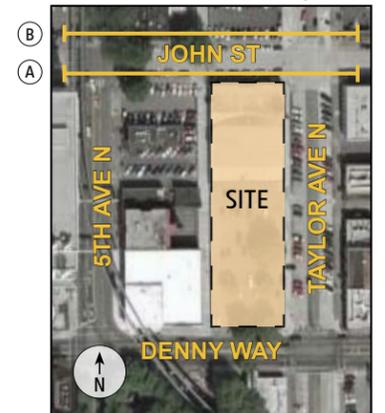
John Street - Looking South (toward the site)

ACROSS FROM PROJECT SITE



John Street - Looking North (away from site)

Key Plan



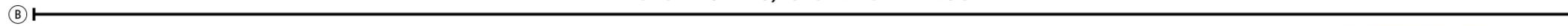
# C.6 5th AVENUE FACADES

ACROSS FROM PROJECT SITE BLOCK / EAST SIDE



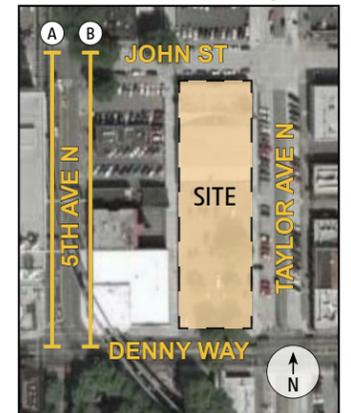
5th Avenue - Looking West (away from site)

EAST SIDE OF PROJECT SITE / SAME BLOCK



5th Avenue - Looking East (towards the site)

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.

**C-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

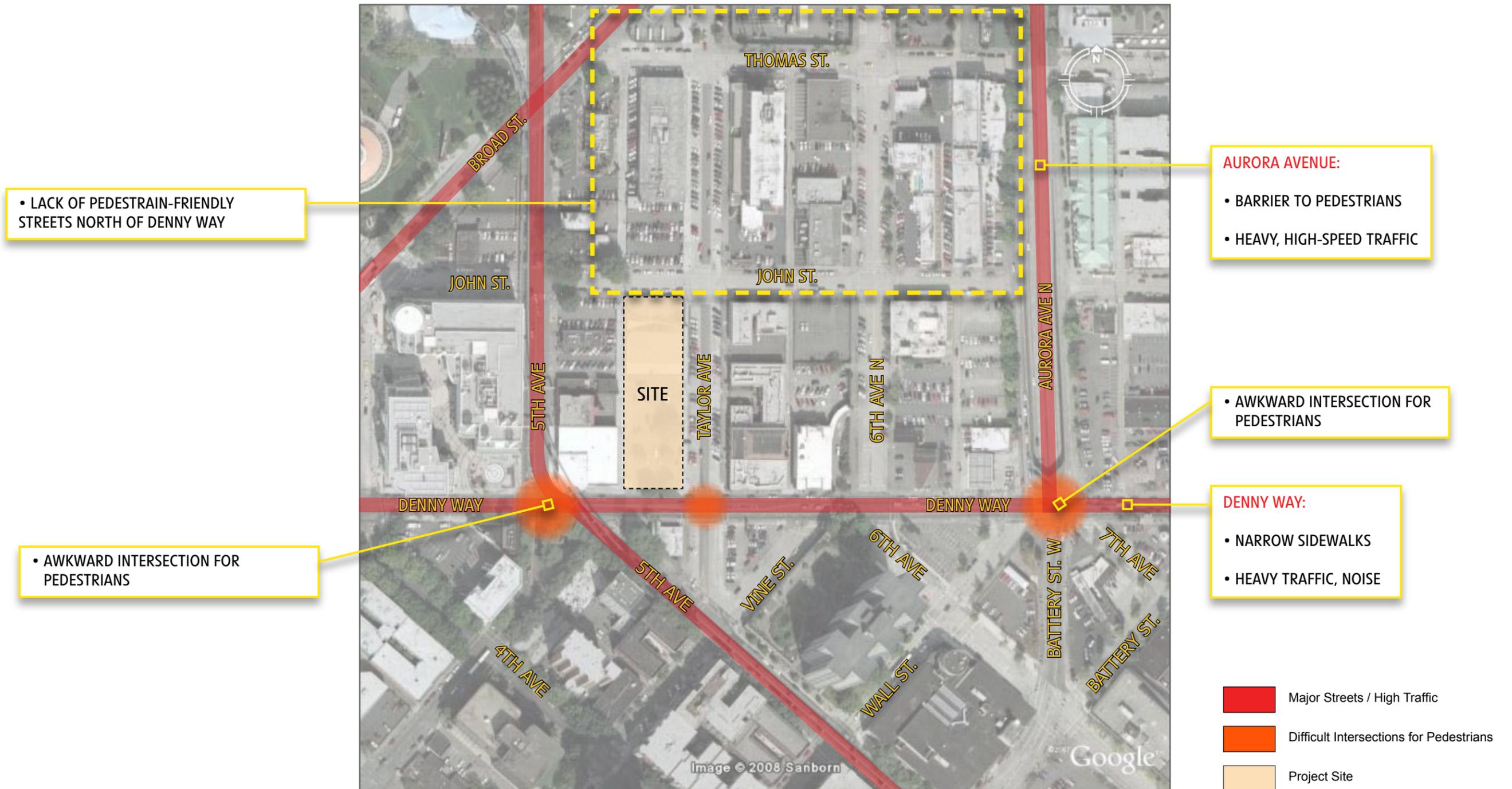


EXISTING SITE - AERIAL VIEW

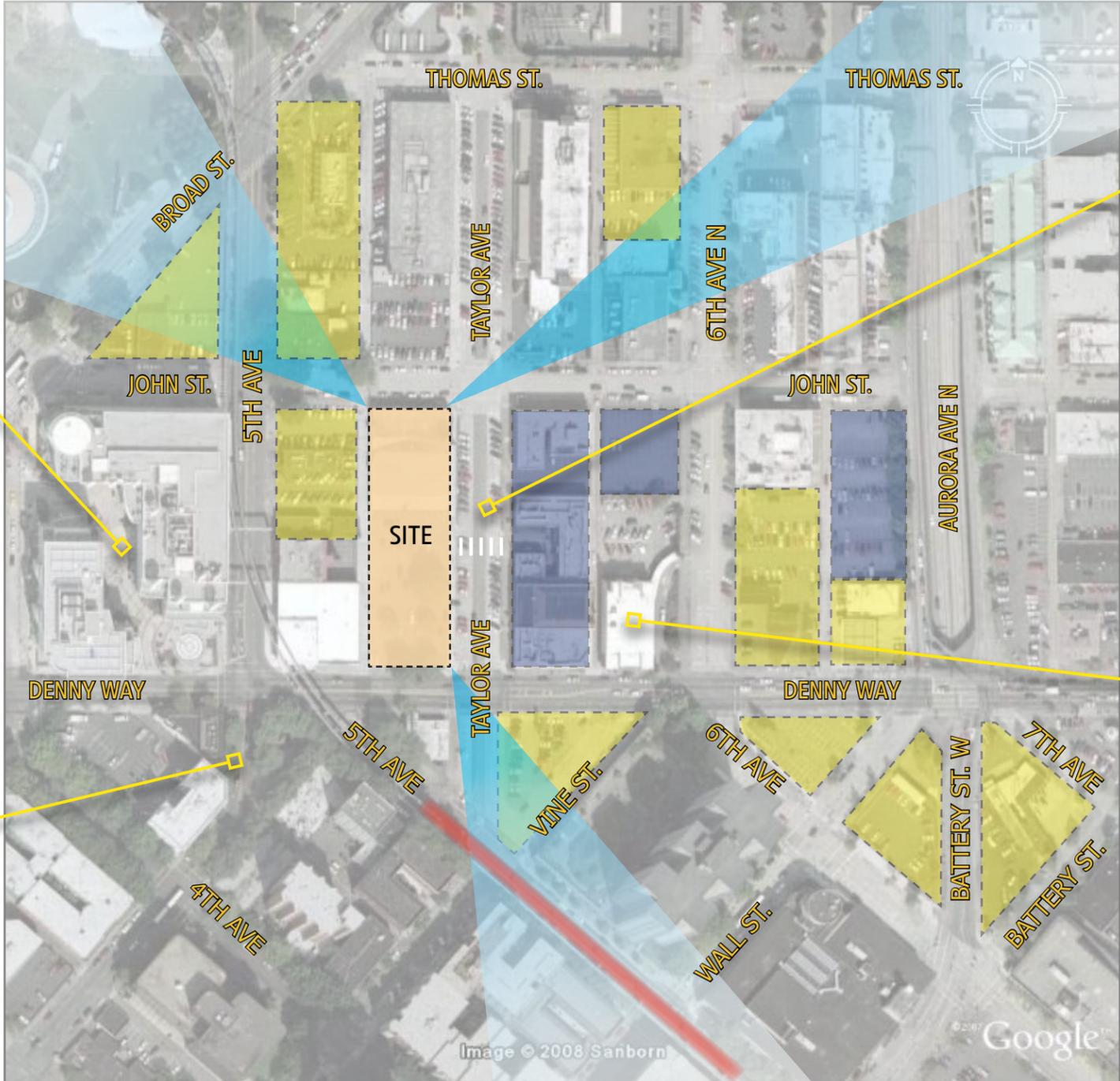


VIEW OF SITE AT DENNY & TAYLOR

## E.2 SITE ANALYSIS: SITE CONSTRAINTS



- WITHIN WALKING DISTANCE OF DOWNTOWN AND BELLTOWN
- POTENTIAL CONNECTION TO PUBLIC WALK
- PEDESTRIAN ACCESS TO PACIFIC SCIENCE CENTER & GREEN SPACES AT SEATTLE CENTER
- GREAT VIEWS OF LAKE UNION, DOWNTOWN AND SPACE NEEDLE.
- EASY ACCESS TO MONORAIL & BUS ROUTES
- PROXIMITY TO PLAZA, GREEN SPACE
- EASY PEDESTRIAN ACCESS TO RETAIL & RESTAURANTS



• FUTURE GREEN STREET WITH MID-BLOCK CROSSING

- PROXIMITY TO SOUTH LAKE UNION
- EASY ACCESS TO MAJOR ARTERIAL STREETS

• LANDMARK / FUTURE RETAIL

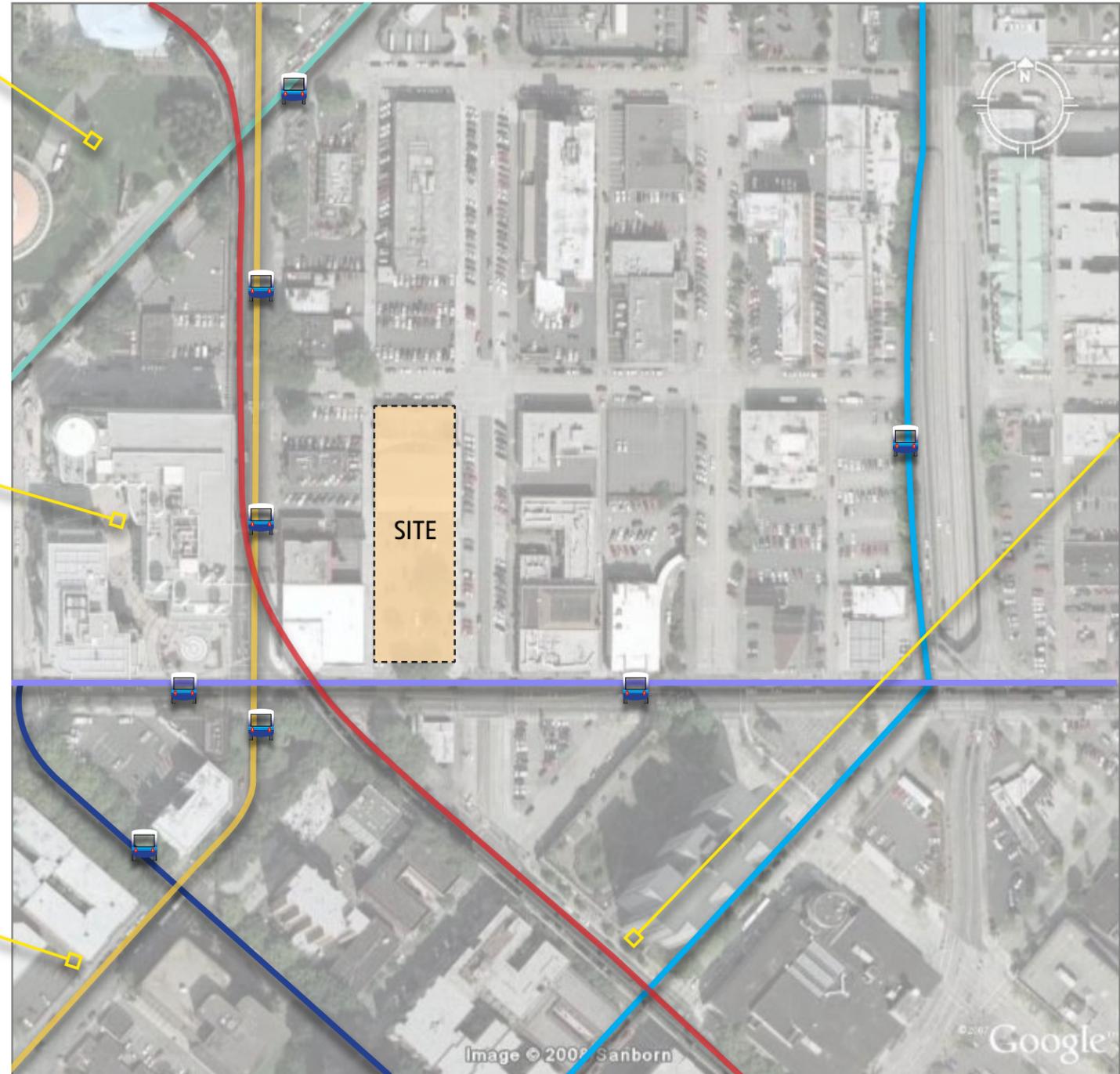
<span style="display:inline-block; width:15px; height:15px; background-color:blue; border:1px solid black;"></span>	Future Development Under Construction
<span style="display:inline-block; width:15px; height:15px; background-color:yellow; border:1px solid black;"></span>	Potential Development
<span style="display:inline-block; width:15px; height:15px; background-color:red; border:1px solid black;"></span>	Retail
<span style="display:inline-block; width:15px; height:15px; background-color:lightblue; border:1px solid black;"></span>	Views
<span style="display:inline-block; width:15px; height:15px; background-color:orange; border:1px solid black;"></span>	Project Site

# E.4 SITE ANALYSIS: TRANSPORTATION

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

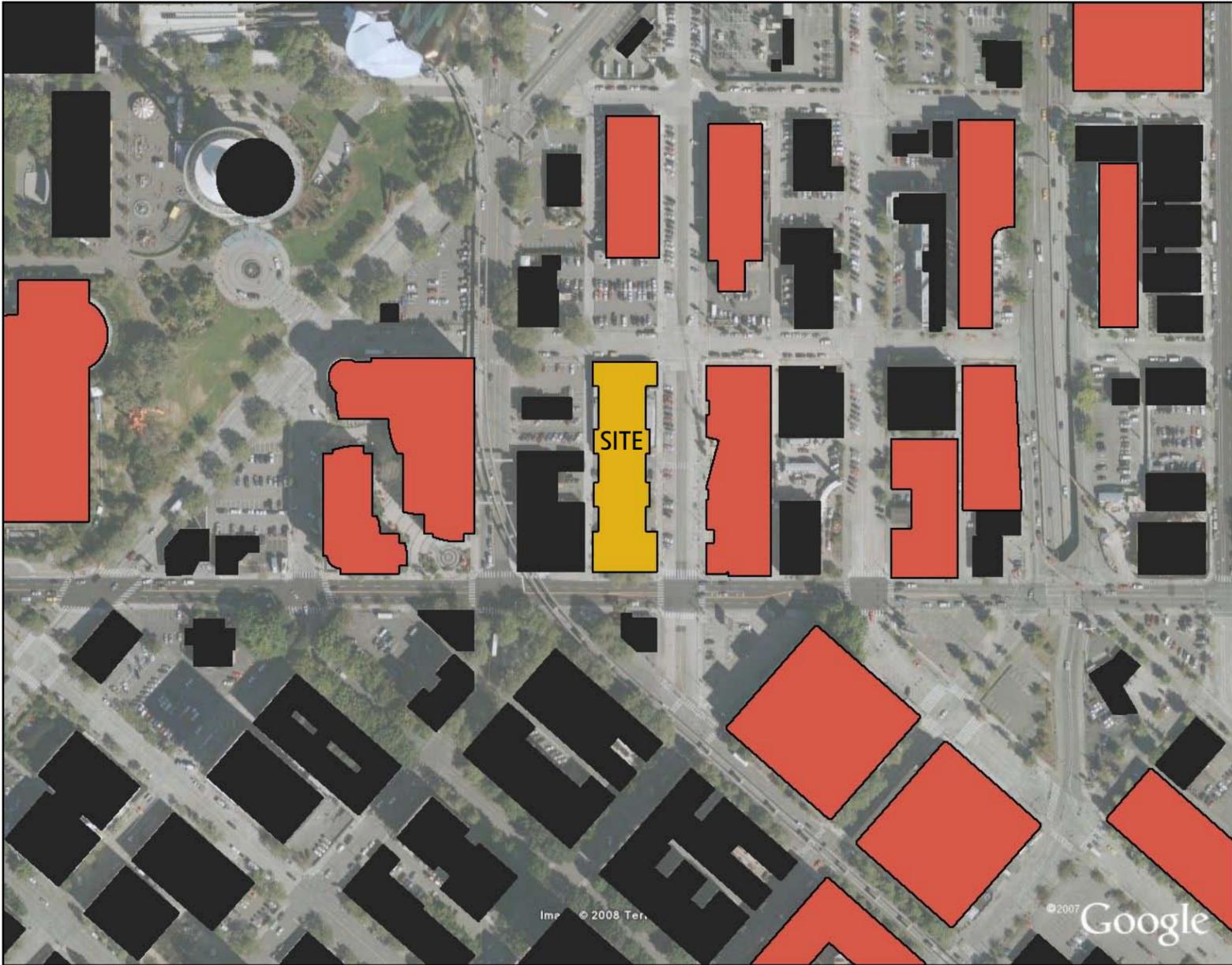
• Pedestrian Connection to Fisher Plaza, Retail & Restaurants

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



• Pedestrian Connection to Downtown, Retail & Restaurants

- Project Site
- Bus Stops
- Bus Route 30
- Bus Routes 3, 4, 16, 82
- Bus Routes 19, 24, 33
- Bus Route 8
- Bus Routes 5, 358
- Monorail



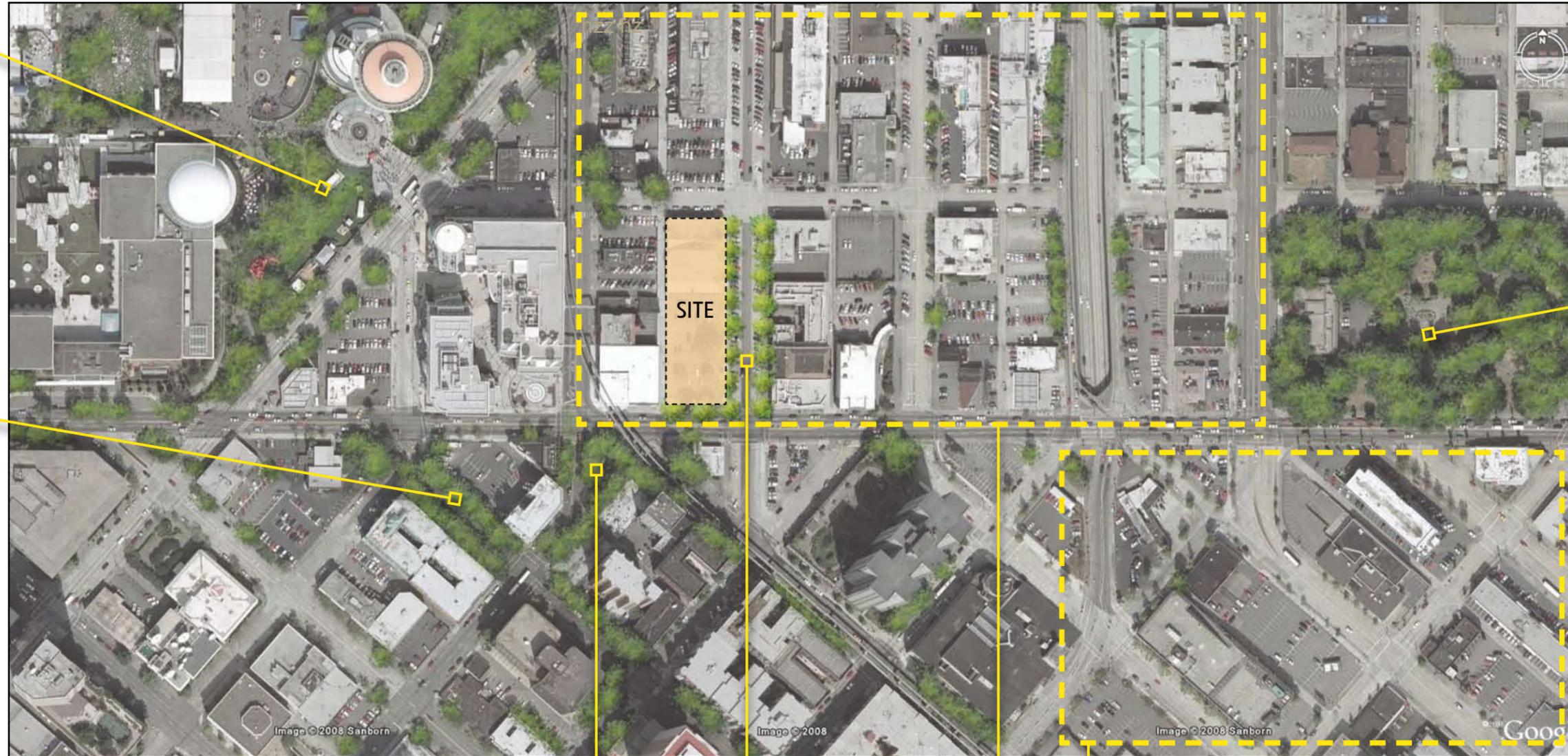
- Project Site
- Large-Footprint Buildings
- Existing Buildings

## E.6 SITE ANALYSIS: GREEN SPACE TRANSITION

### SEATTLE CENTER:

- Abundance of recreational green spaces

- Presence of street trees & urban green spaces such as plazas / Creates a buffer from busy streets & harsh concrete.



- Denny Park

- Green Plaza

- Future green street

- Areas needing street trees and green spaces as in Belltown and Uptown

## 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

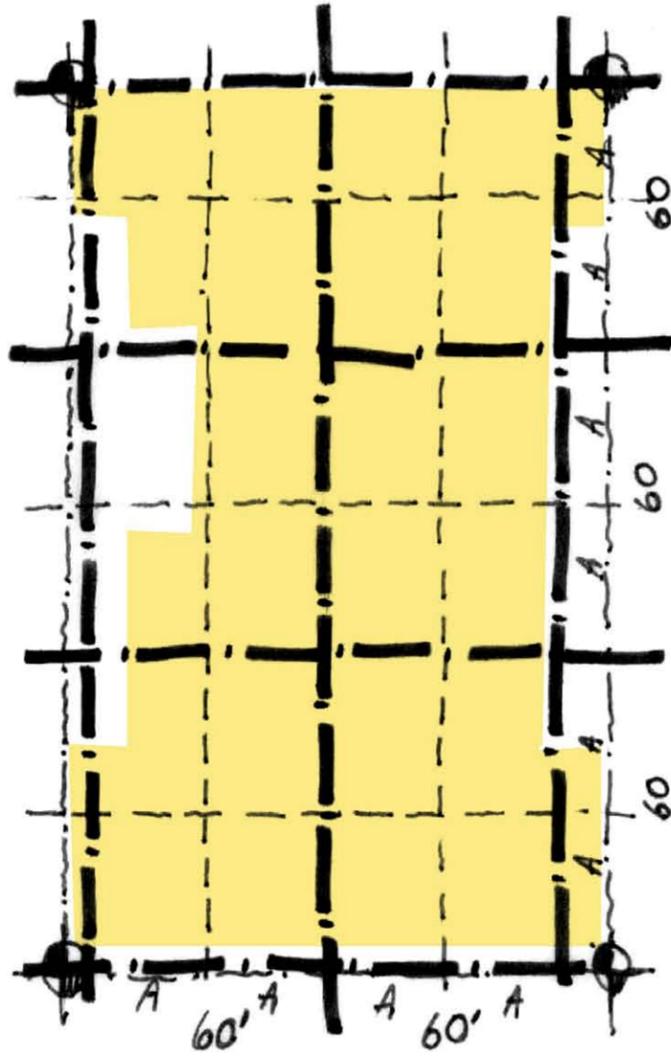
Connection could be through use of:

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

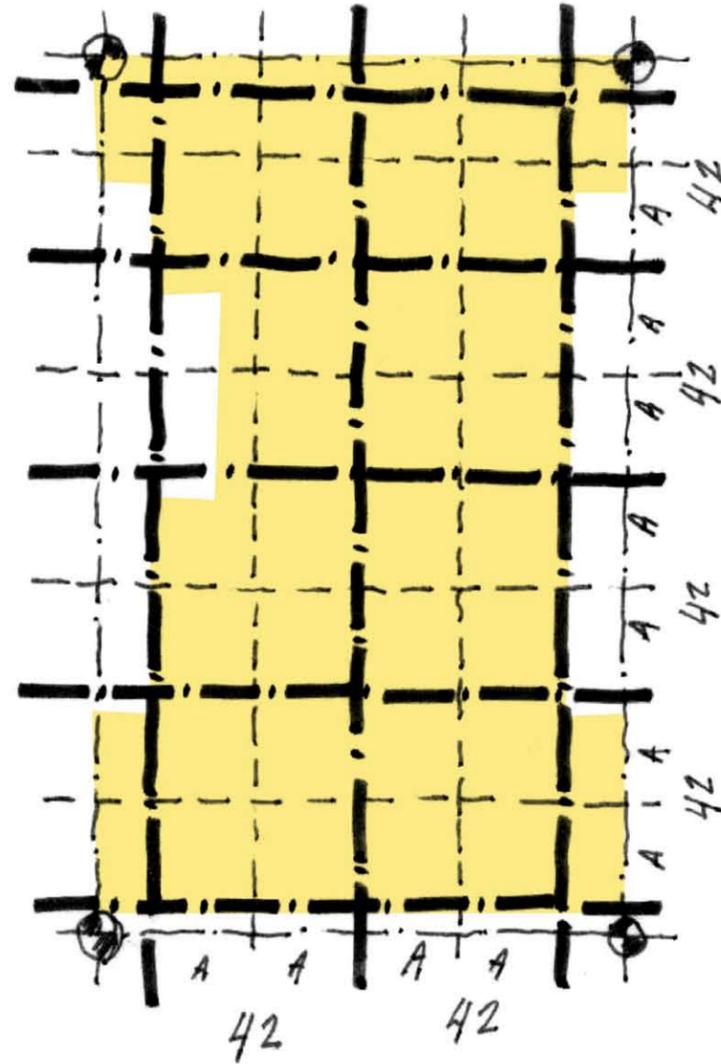
The pedestrian experience could be activated through:

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

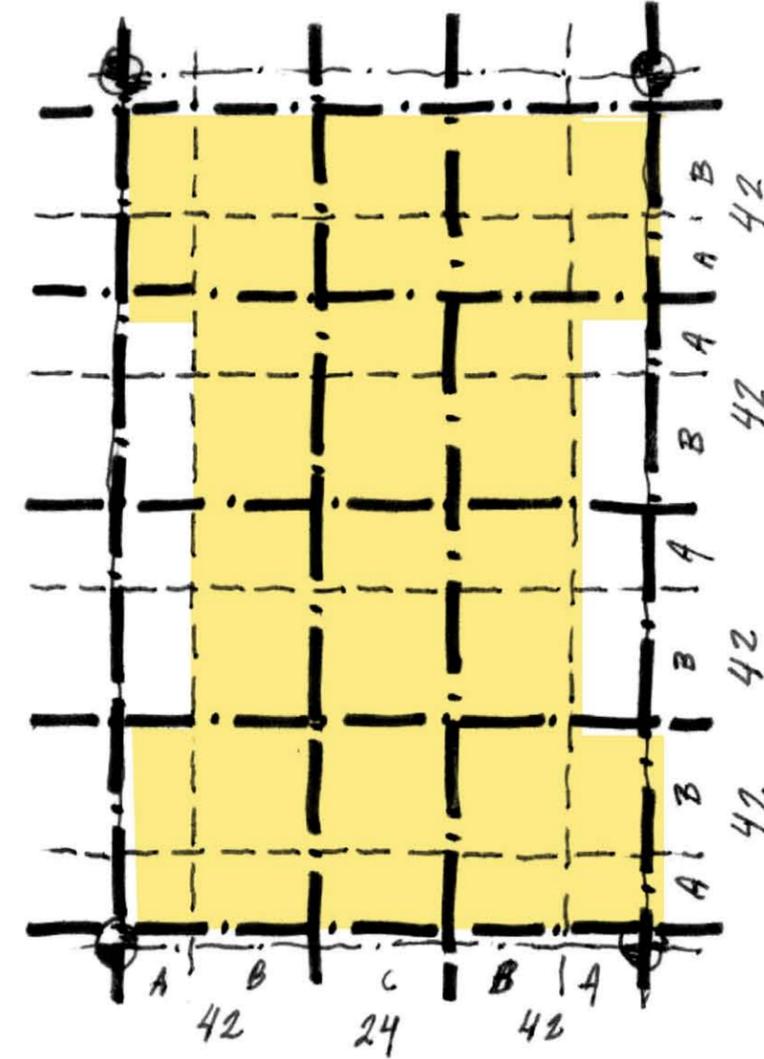
# F.0 ARCHITECTURAL CONCEPTUAL DIAGRAMS: GRID STUDY - HALF BLOCK SCHEME



60 x 60

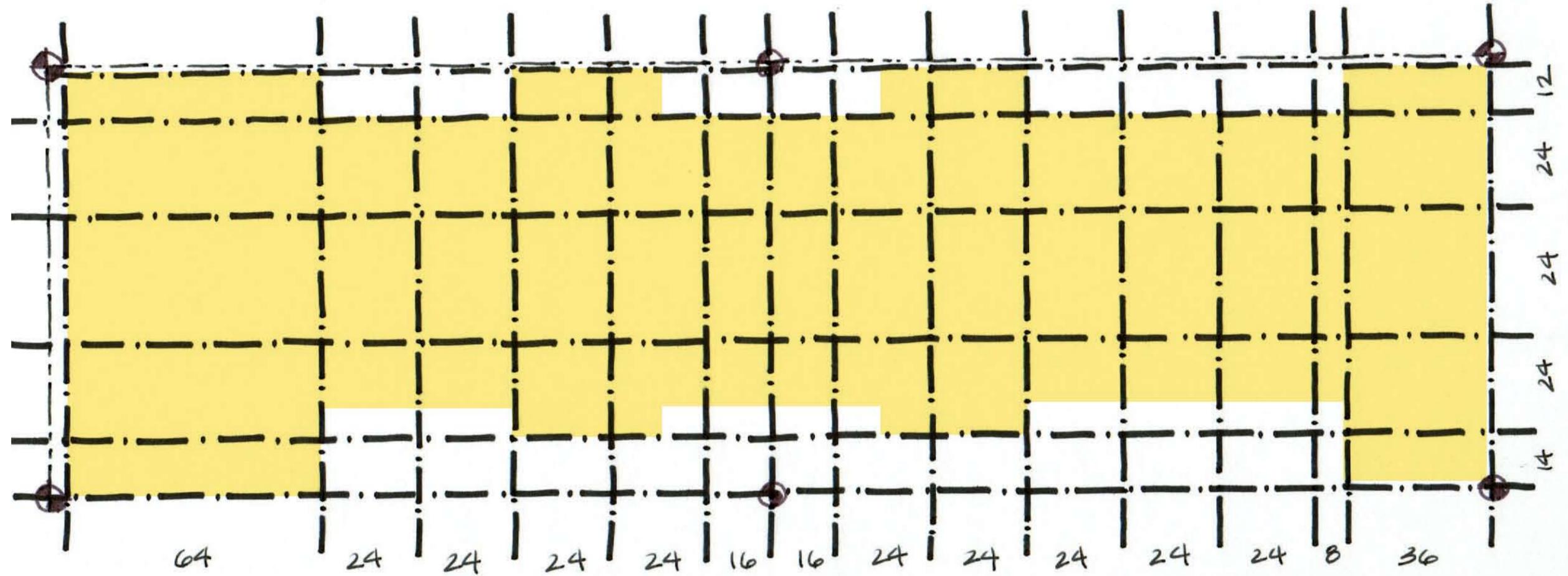


42 x 42

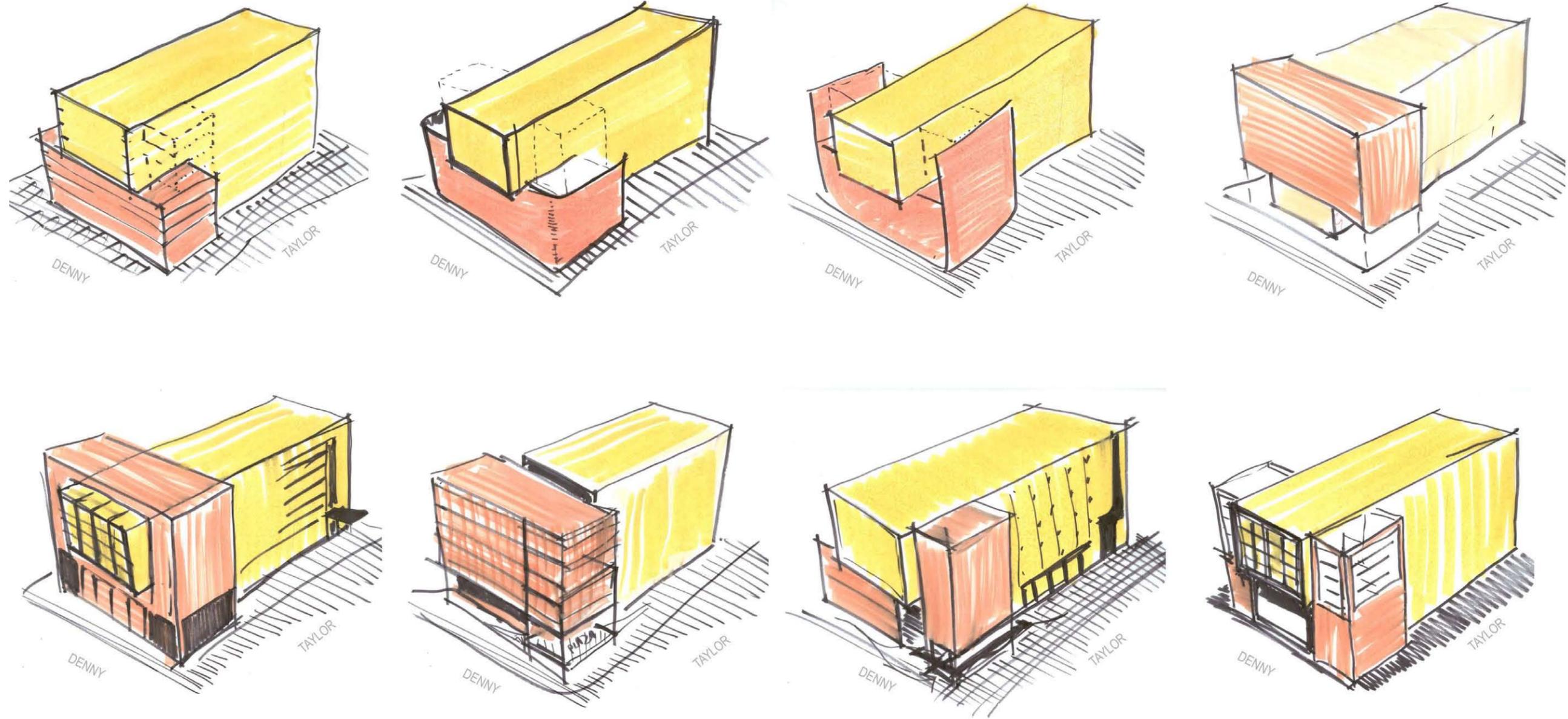


42 x 42

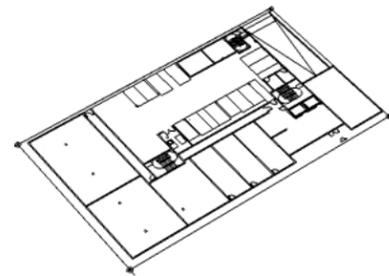
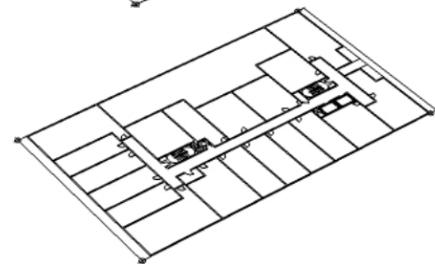
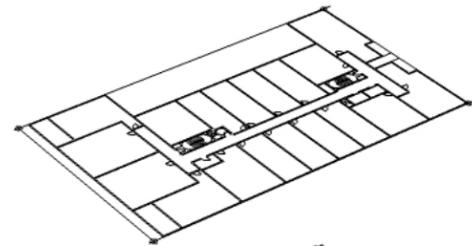
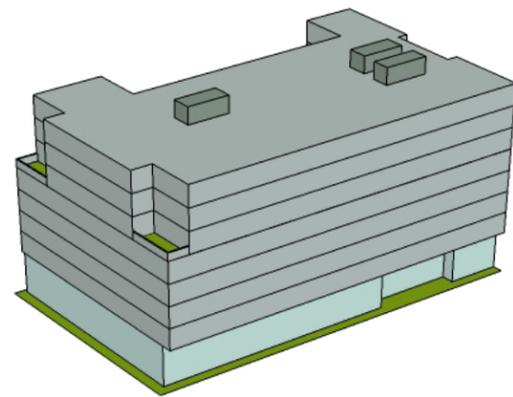
# ARCHITECTURAL CONCEPTUAL DIAGRAMS: GRID STUDY - FULL BLOCK SCHEME F.1



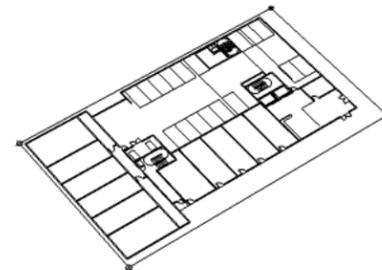
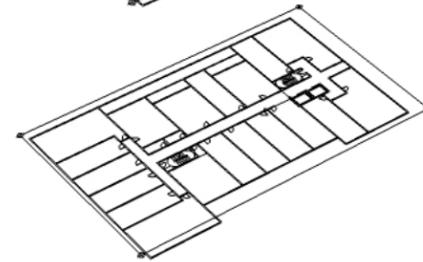
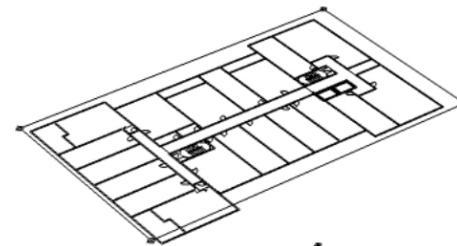
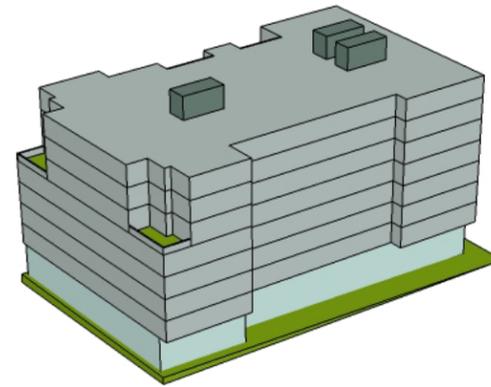
## F.2 ARCHITECTURAL CONCEPTUAL DIAGRAMS - ORIGINAL HALF BLOCK SCHEME



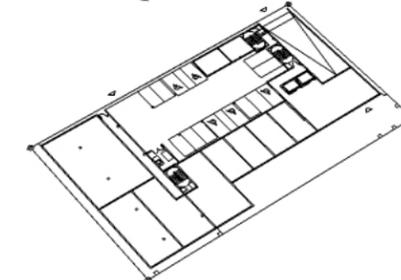
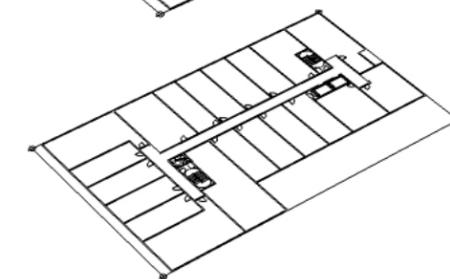
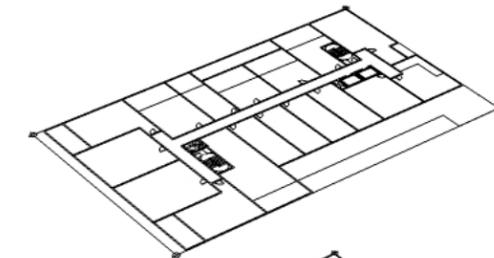
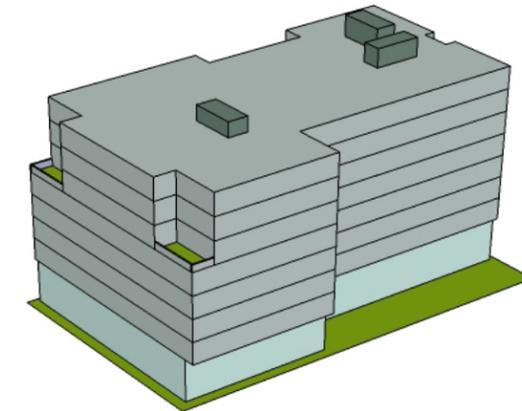
# ARCHITECTURAL MASSING DIAGRAMS - ORIGINAL HALF BLOCK SCHEME F.3



MASSING SCHEME C



MASSING SCHEME I



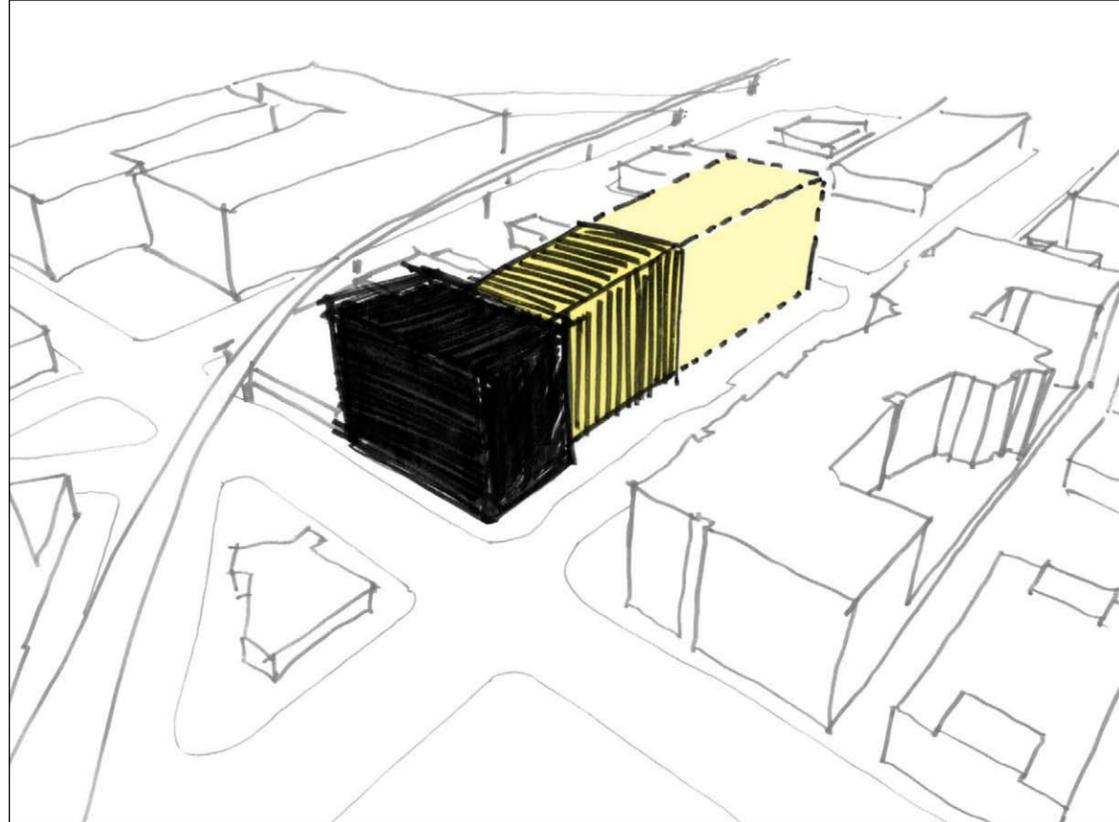
MASSING SCHEME L

LEVELS 6-8

LEVELS 2-5

LEVEL 1

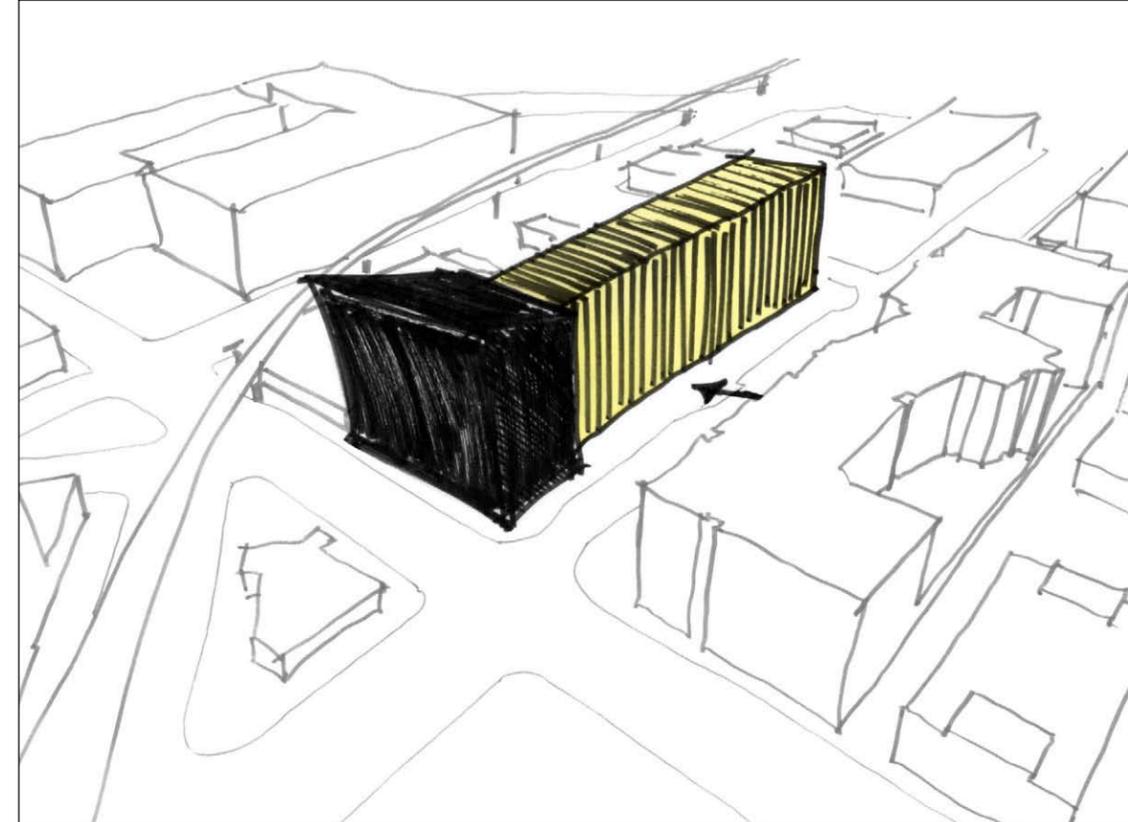
## F.4 ARCHITECTURAL CONCEPTUAL DIAGRAMS - FULL BLOCK SCHEME



ORIGINAL HALF BLOCK SCHEME:

Pros:

- 2 Masses respond to Denny and Taylor



FULL BLOCK SCHEME 1:

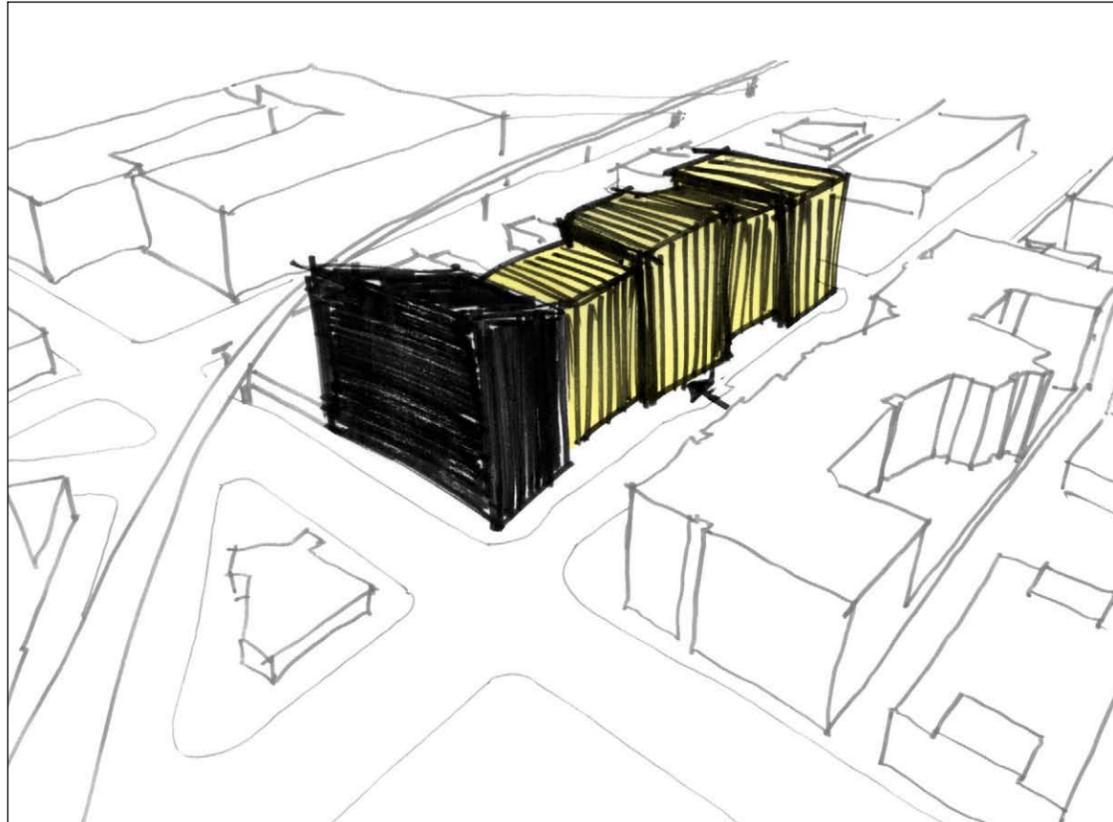
Pros:

- Two distinct masses respond to two streets.

Cons:

- No articulation of massing along Taylor Ave.
- No response to mid-block crossing.

# ARCHITECTURAL CONCEPTUAL DIAGRAMS - FULL BLOCK SCHEME F.5



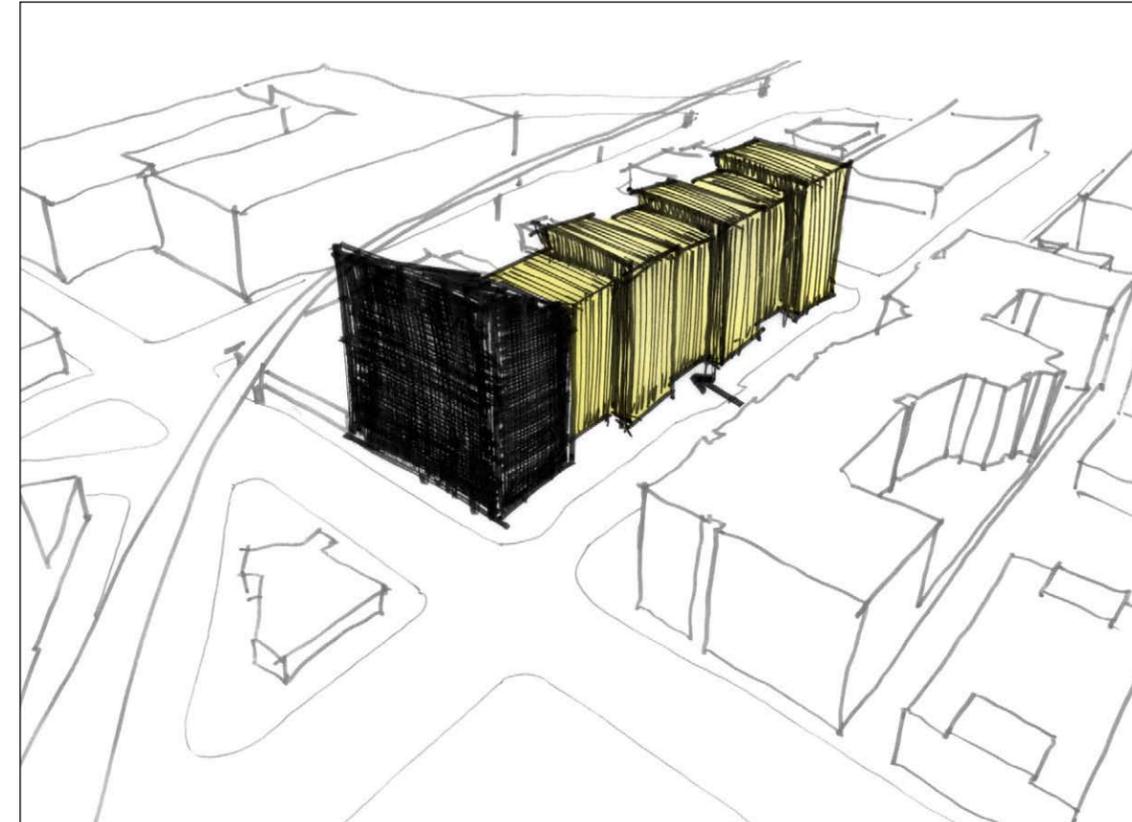
**FULL BLOCK SCHEME 2:**

**Pros:**

- Bar across full block broken up with 2 masses.
- Respond to the mid-block crossing and to John St.

**Cons:**

- Lacks hierarchy in secondary masses.
- Denny Way mass loses prominence.

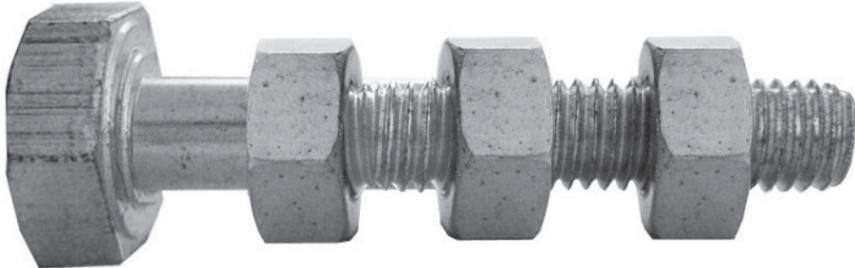


**FULL BLOCK SCHEME 3:**

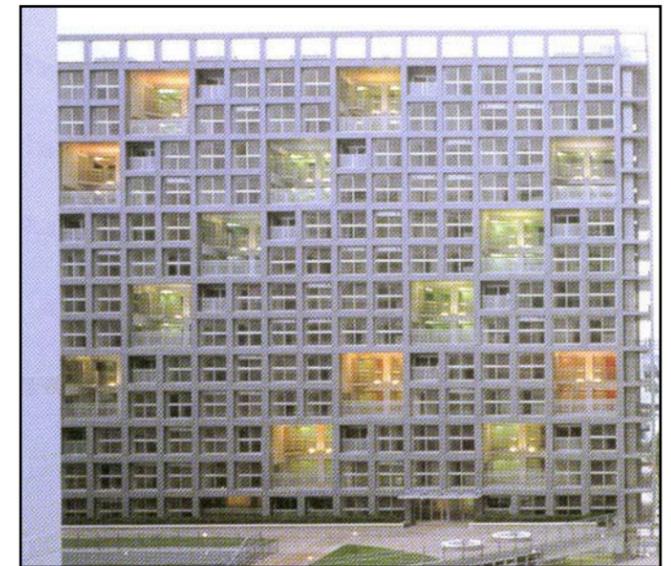
**Pros:**

- Bar across block broken up with three masses.
- Responds to mid-block crossing and residential entries of Taylor 28 and 101 Taylor.
- Maintains hierarchy among massing on Denny Way, John St. and Taylor Ave.

F.6 ARCHITECTURAL CONCEPTS - REPETITIVE ELEMENTS



# ARCHITECTURAL CONCEPTS - REPETITIVE BUILDING ELEMENTS F.7







①



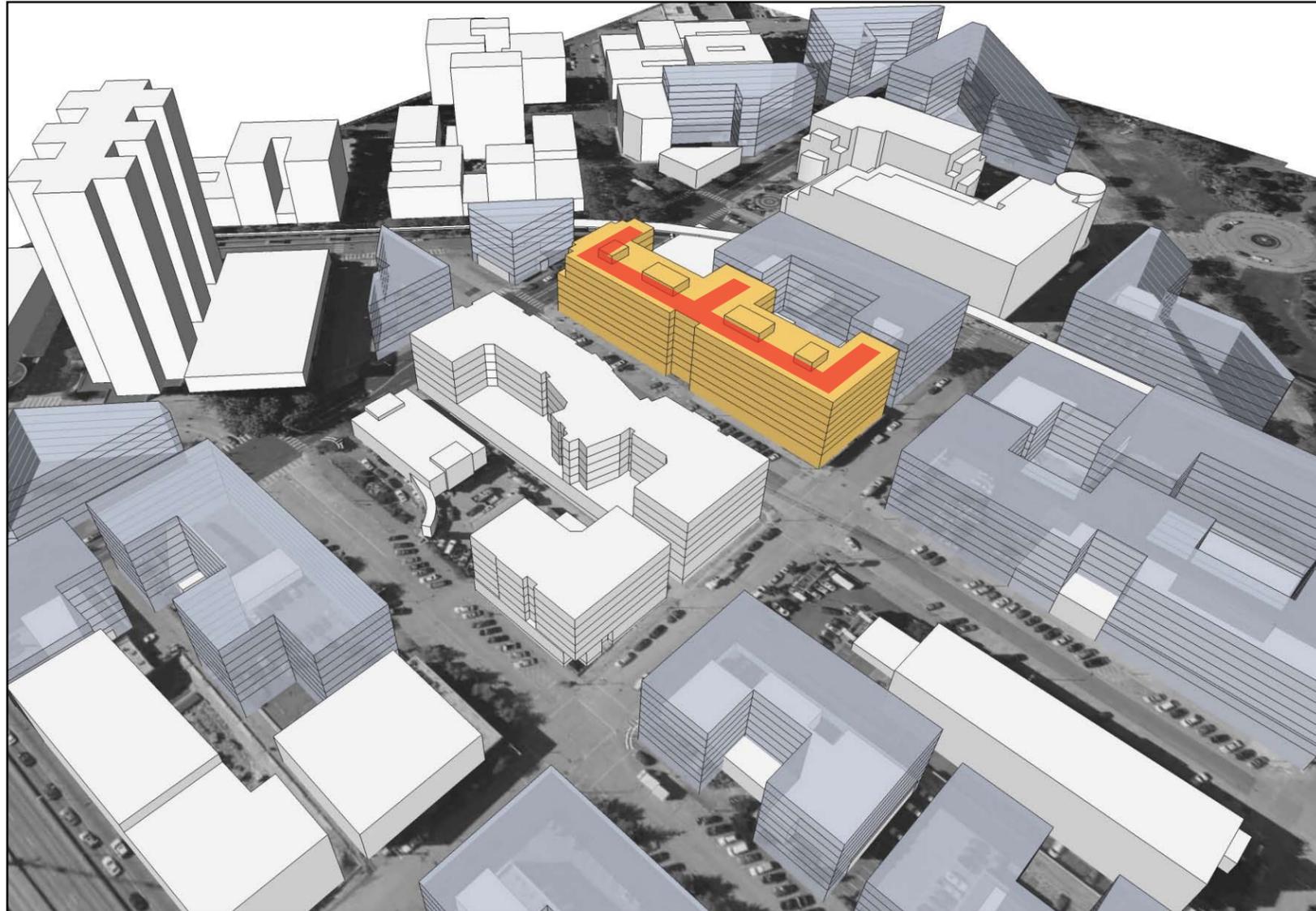
②



③

SERIES OF MASSING STUDIES

## F.10 ARCHITECTURAL MASSING DIAGRAMS - OPTION 1



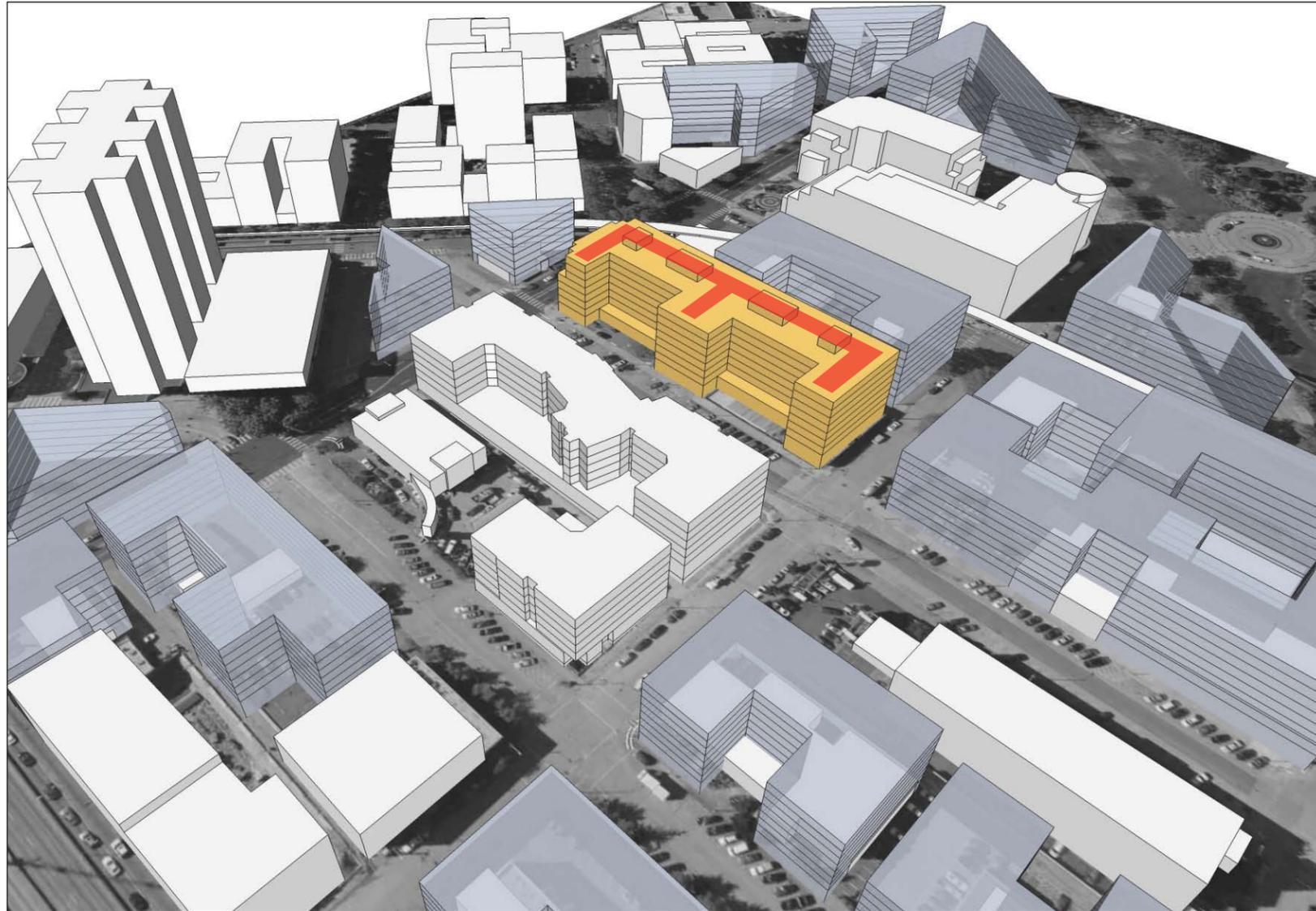
### MASSING OPTION 1:

#### Pros:

- Creates strong street wall.
- Maximizes openness for alley-facing units.

#### Cons:

- No differentiation between facades on different streets.
- Not well suited for live/work uses at street level on Taylor Ave.



## MASSING OPTION 2:

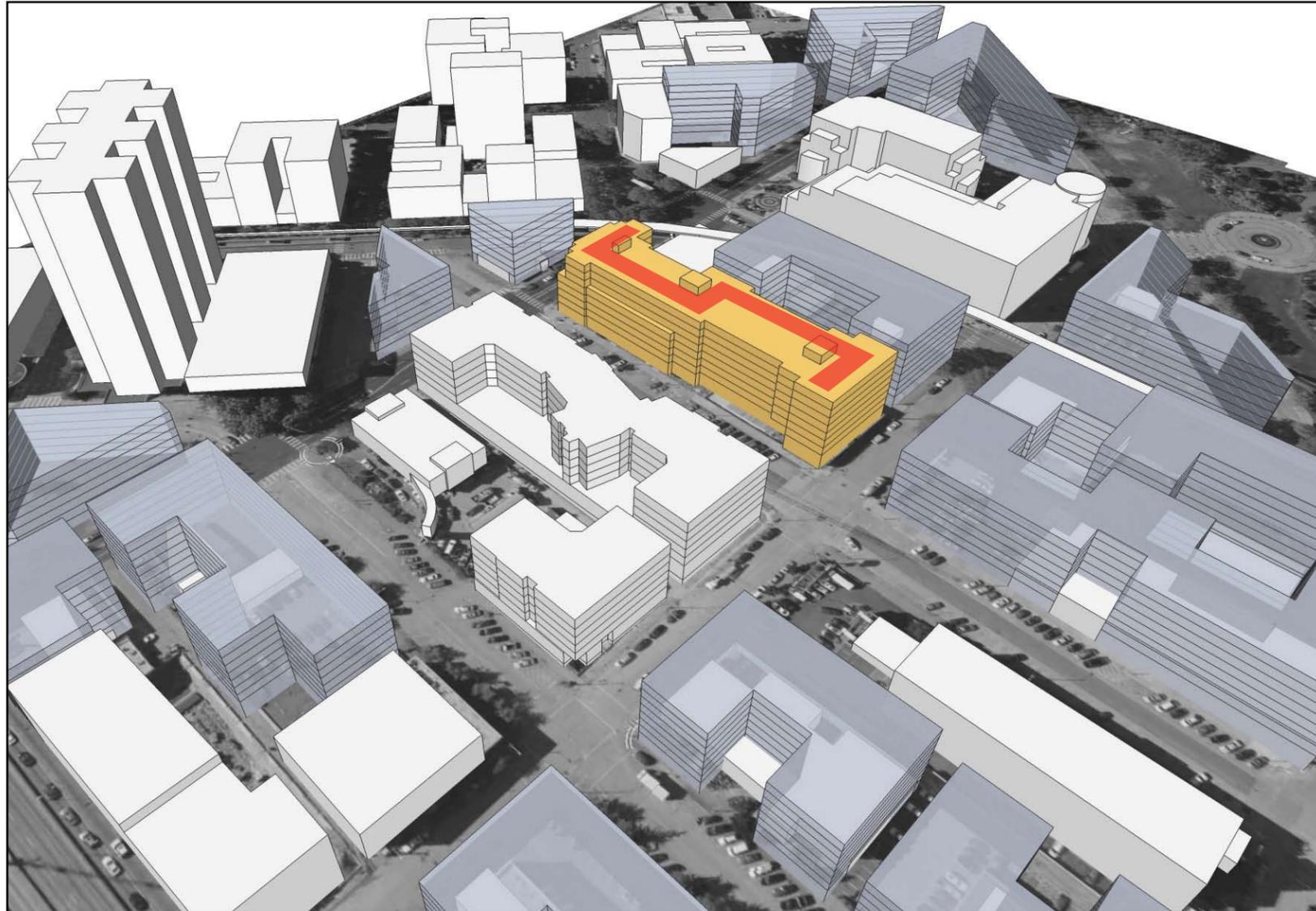
### Pros:

- Emphasizes corners and central entry.
- Allows for greater privacy and open space for street level residential units.

### Cons:

- Poor definition of streetscape.
- Creates very tall, narrow alley.
- Potential for too much open space at street level.

## F.12 ARCHITECTURAL MASSING DIAGRAMS - OPTION 3



### MASSING OPTION 3:

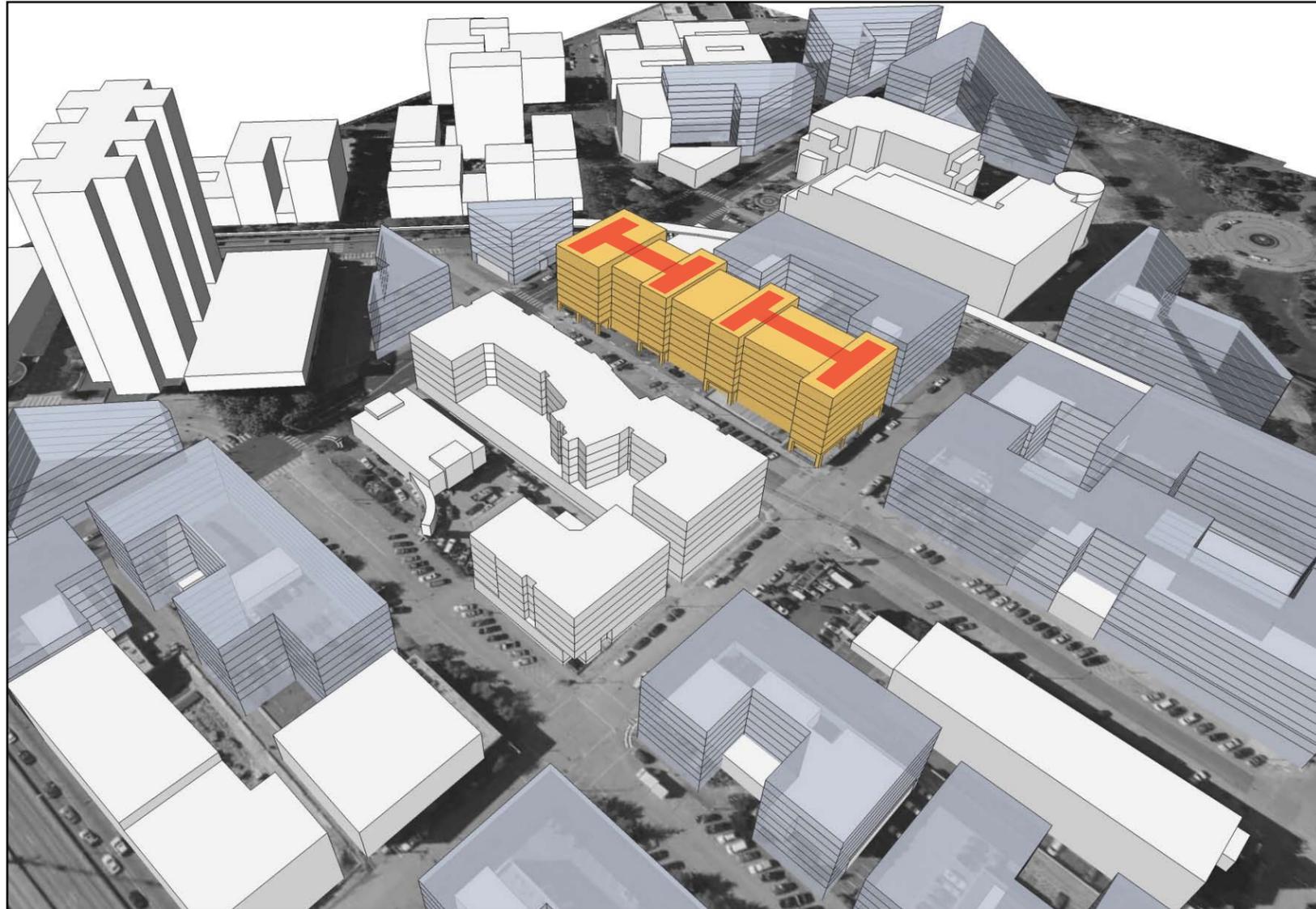
#### Pros:

- Emphasizes corner of Denny and Taylor.
- Creates opportunity for a mix of commercial and residential uses on Taylor.

#### Cons:

- De-emphasizes residential entry on Taylor Ave.
- Not appropriate for residential uses on the south half of Taylor.

# ARCHITECTURAL MASSING DIAGRAMS - OPTION 4 (PREFERRED) F.13



## MASSING OPTION 4 (Preferred):

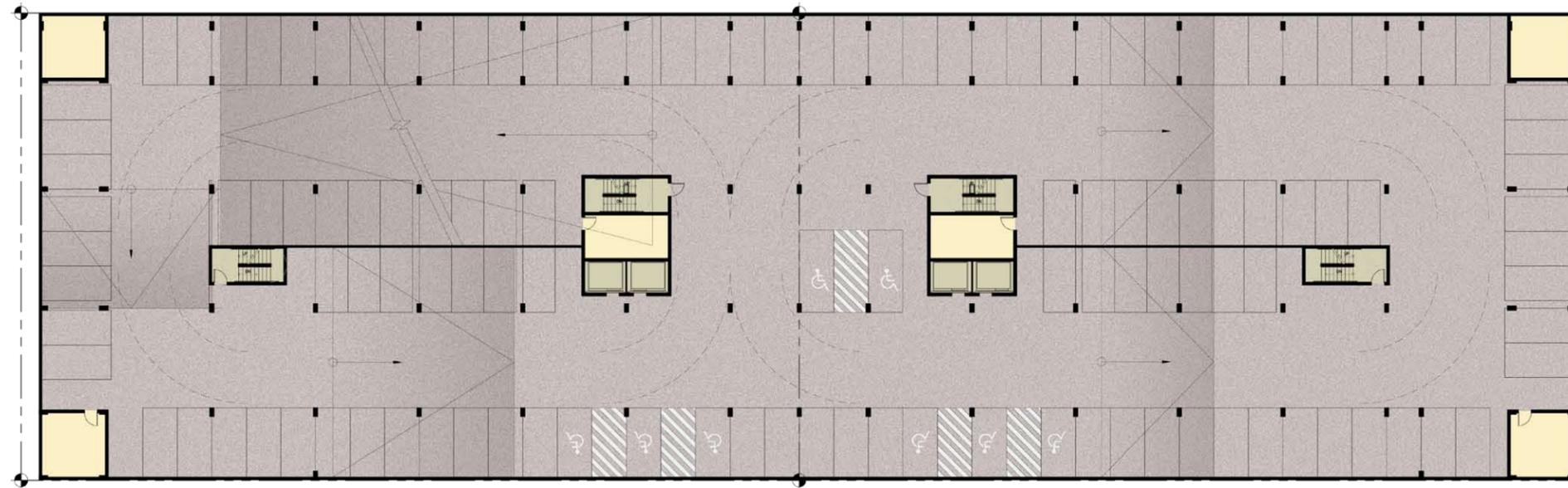
### Pros:

- Creates focal points on Denny and John streets
- Balances open area between Taylor Ave. and alley.
- Ideal for residential uses along Taylor Ave.

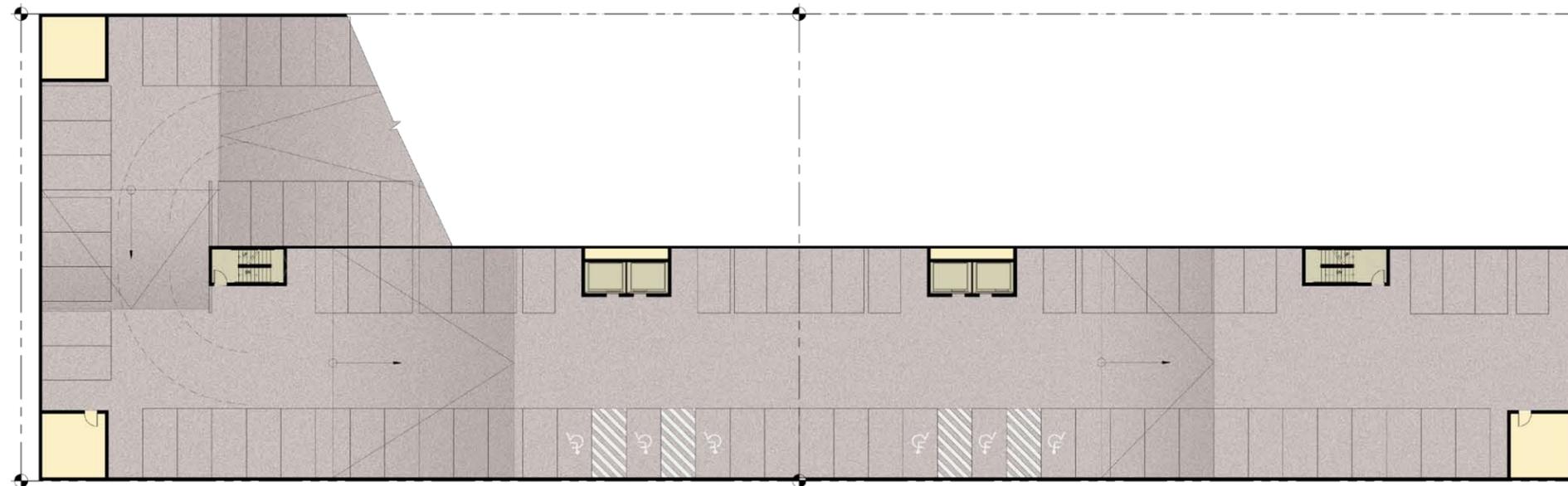
### Cons:

- Heavy massing facing Denny and John streets.





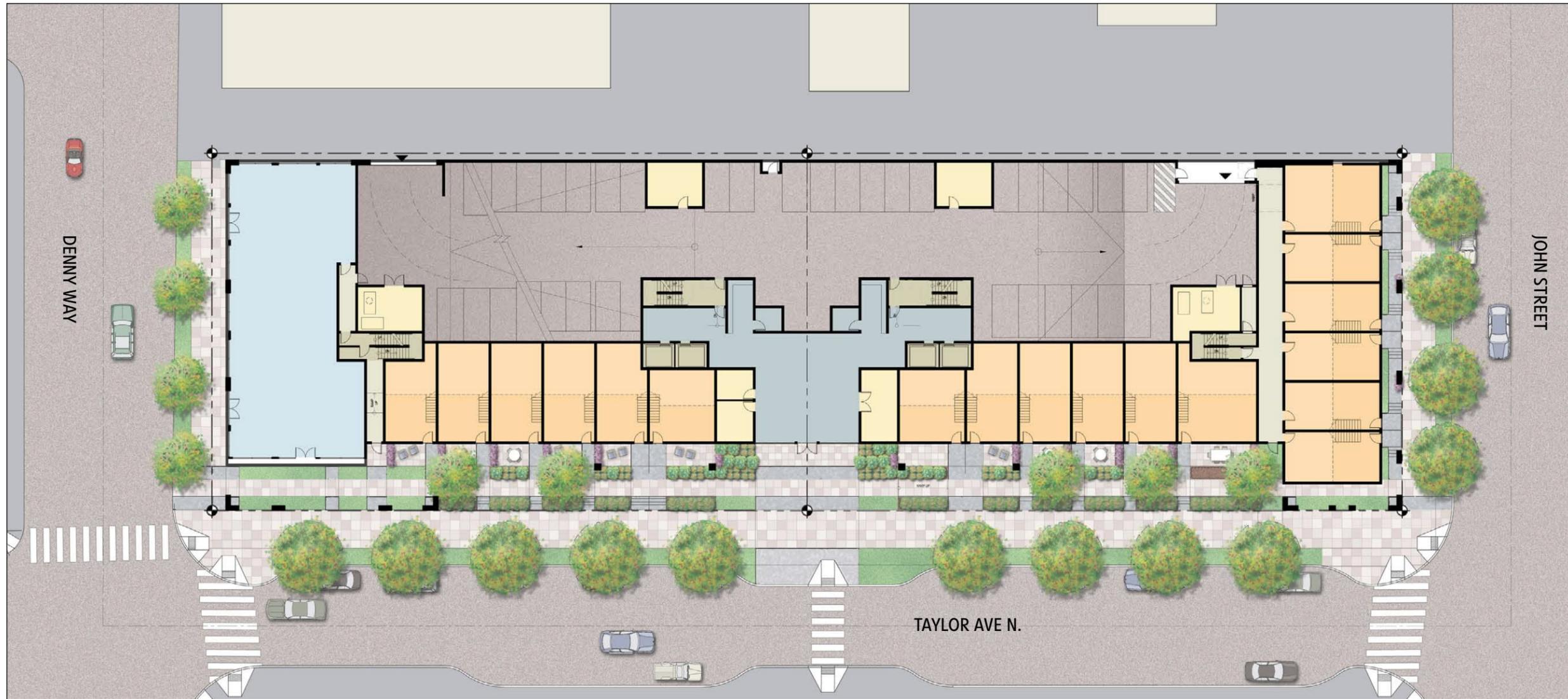
PARKING LEVEL 1



PARKING LEVEL 2

- Mech/Storage
- Vertical Circulation
- Circulation
- Parking

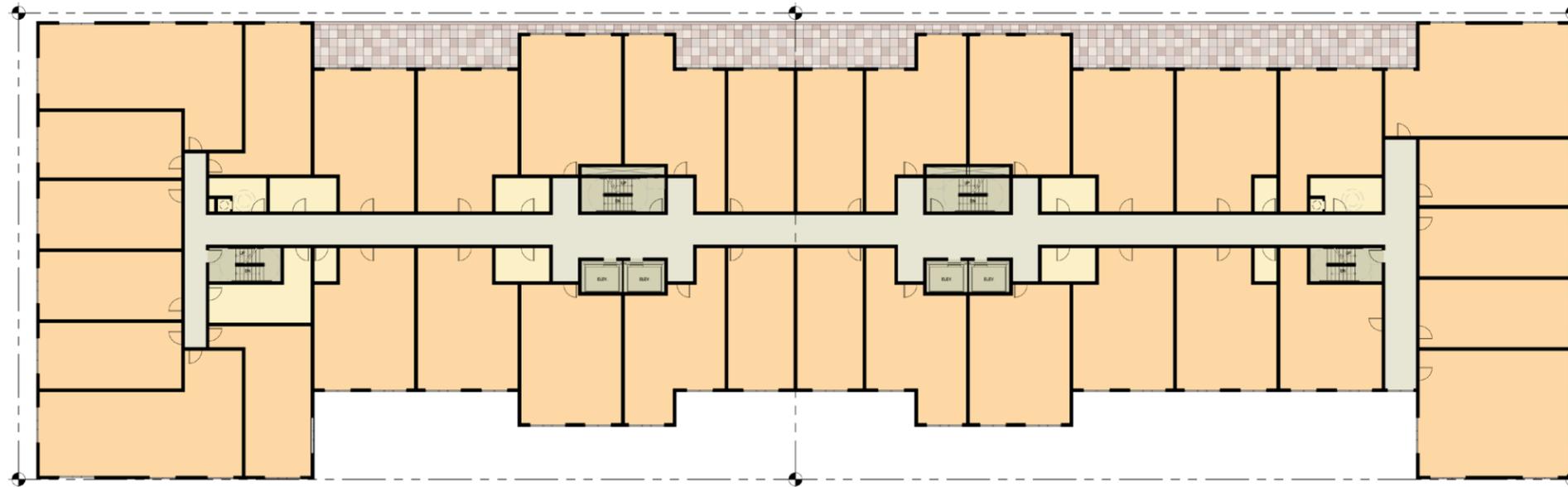
# F.16 ARCHITECTURAL PLANS - PREFERRED SCHEME



LEVEL 1

- |  |  |
|--|--|
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #f4a460; border: 1px solid black;"></span> Residential      | <span style="display: inline-block; width: 15px; height: 10px; background-color: #fff9c4; border: 1px solid black;"></span> Mech/Storage         |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #ffcc99; border: 1px solid black;"></span> Loft/Floor Above | <span style="display: inline-block; width: 15px; height: 10px; background-color: #c8e6c9; border: 1px solid black;"></span> Vertical Circulation |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #bbdefb; border: 1px solid black;"></span> Retail           | <span style="display: inline-block; width: 15px; height: 10px; background-color: #e0e0e0; border: 1px solid black;"></span> Circulation          |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #90caf9; border: 1px solid black;"></span> Amenities        | <span style="display: inline-block; width: 15px; height: 10px; background-color: #808080; border: 1px solid black;"></span> Parking              |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #795548; border: 1px solid black;"></span> Amenities Lofts  |  |

# ARCHITECTURAL PLANS - PREFERRED SCHEME F.17



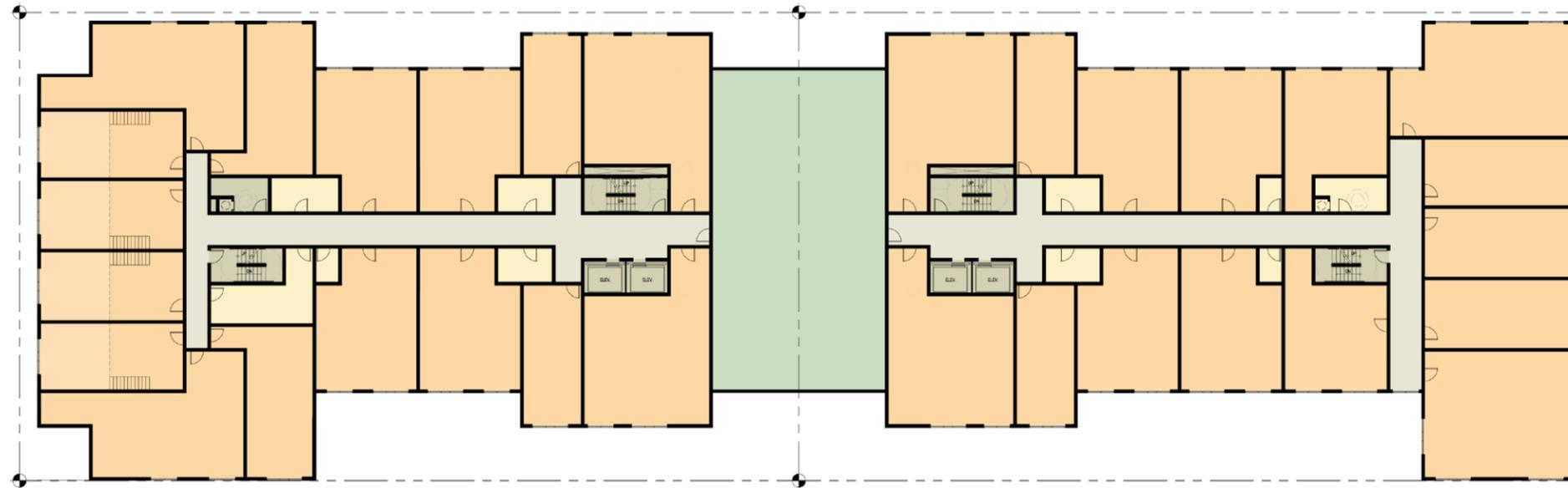
LEVELS 2-5



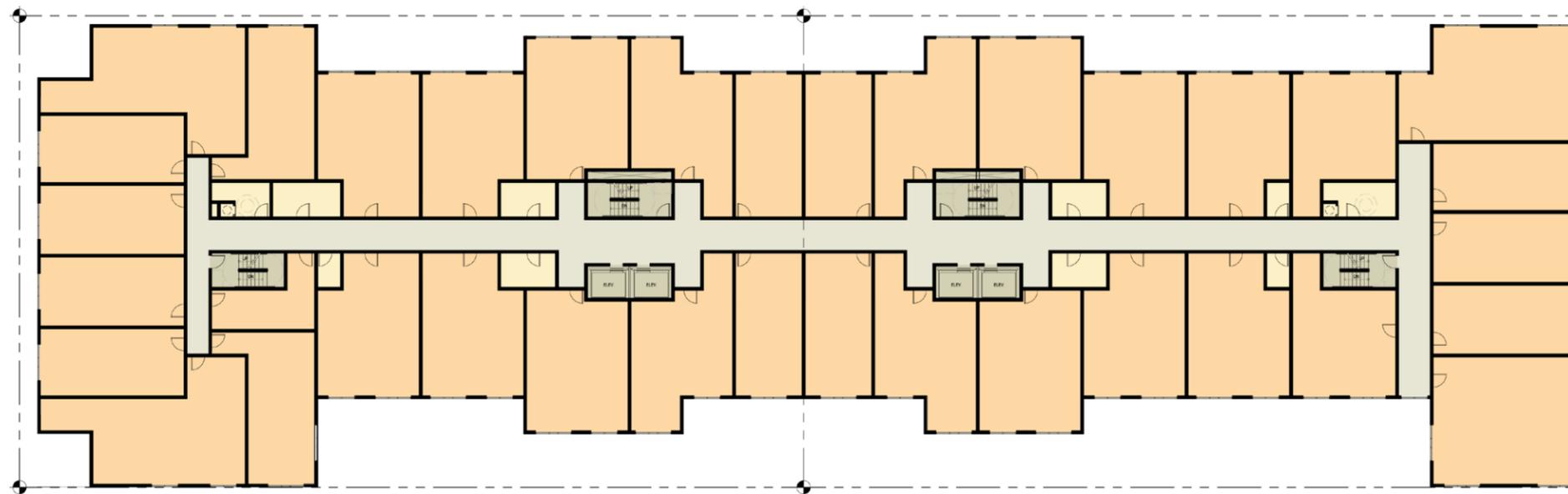
LEVEL 1 MEZZANINE

- Residential
- Loft/Floor Above
- Retail
- Amenities
- Amenities Lofts
- Mech/Storage
- Vertical Circulation
- Circulation

# F.18 ARCHITECTURAL PLANS - PREFERRED SCHEME

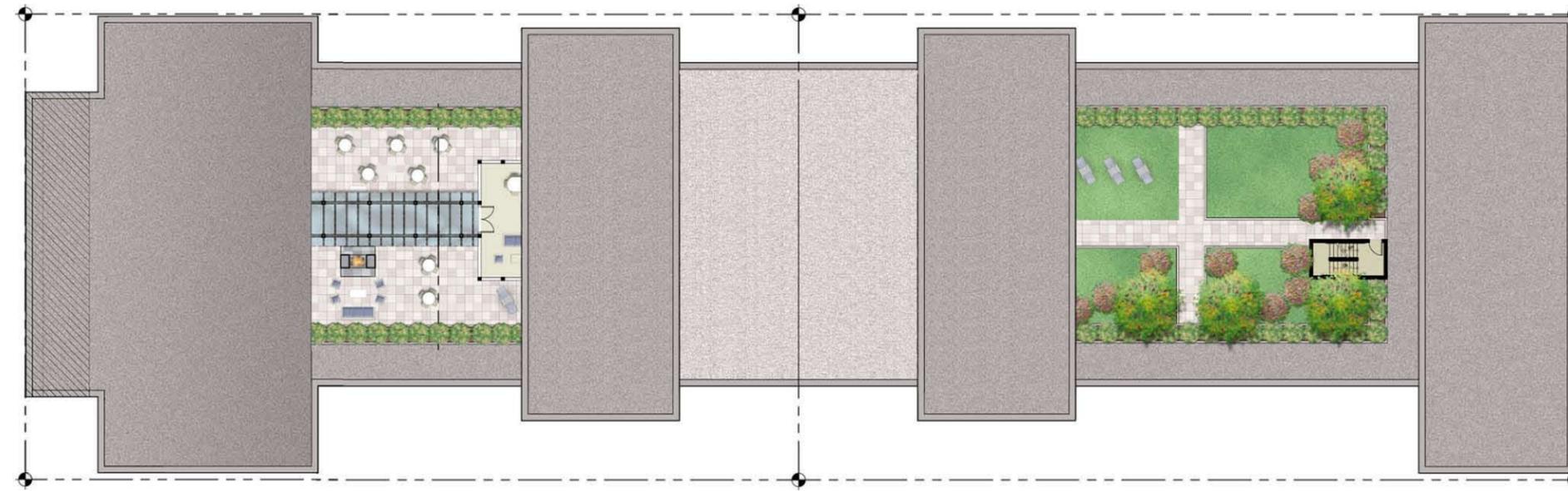


LEVEL 8



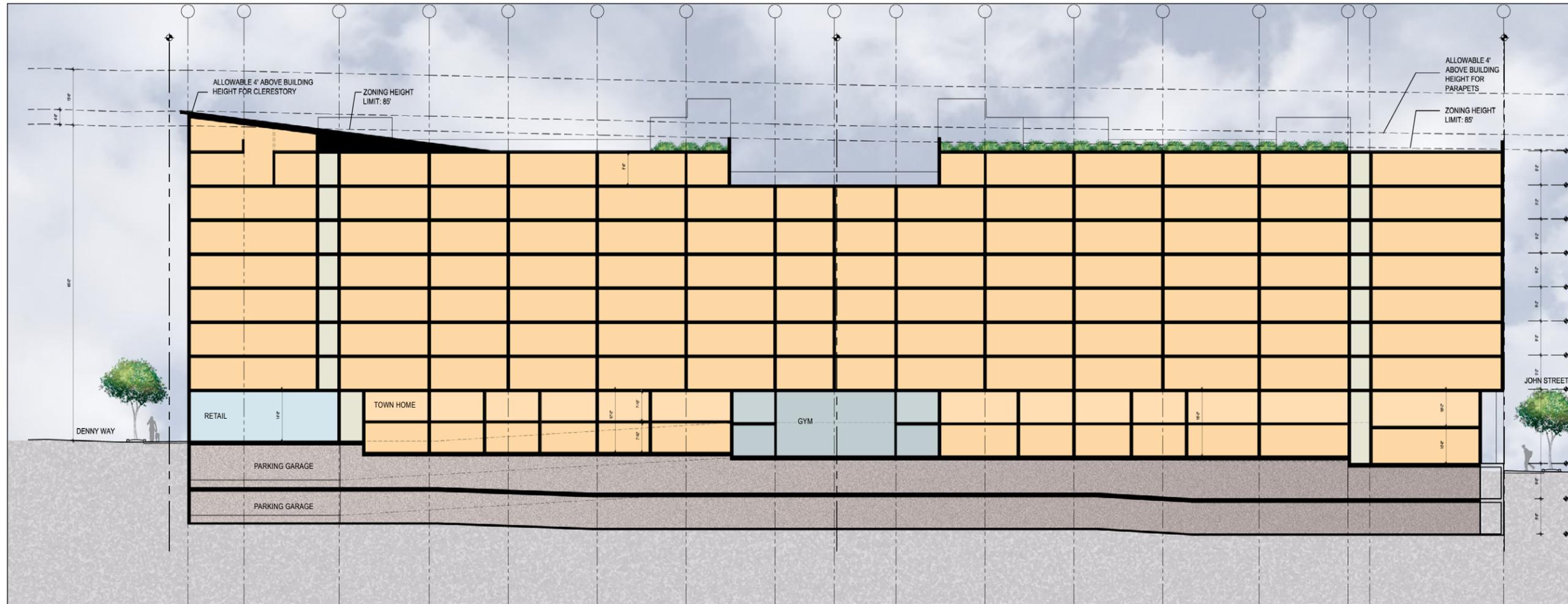
LEVELS 6-7

- Open Space
- Residential
- Loft/Floor Above
- Mech/Storage
- Vertical Circulation
- Circulation

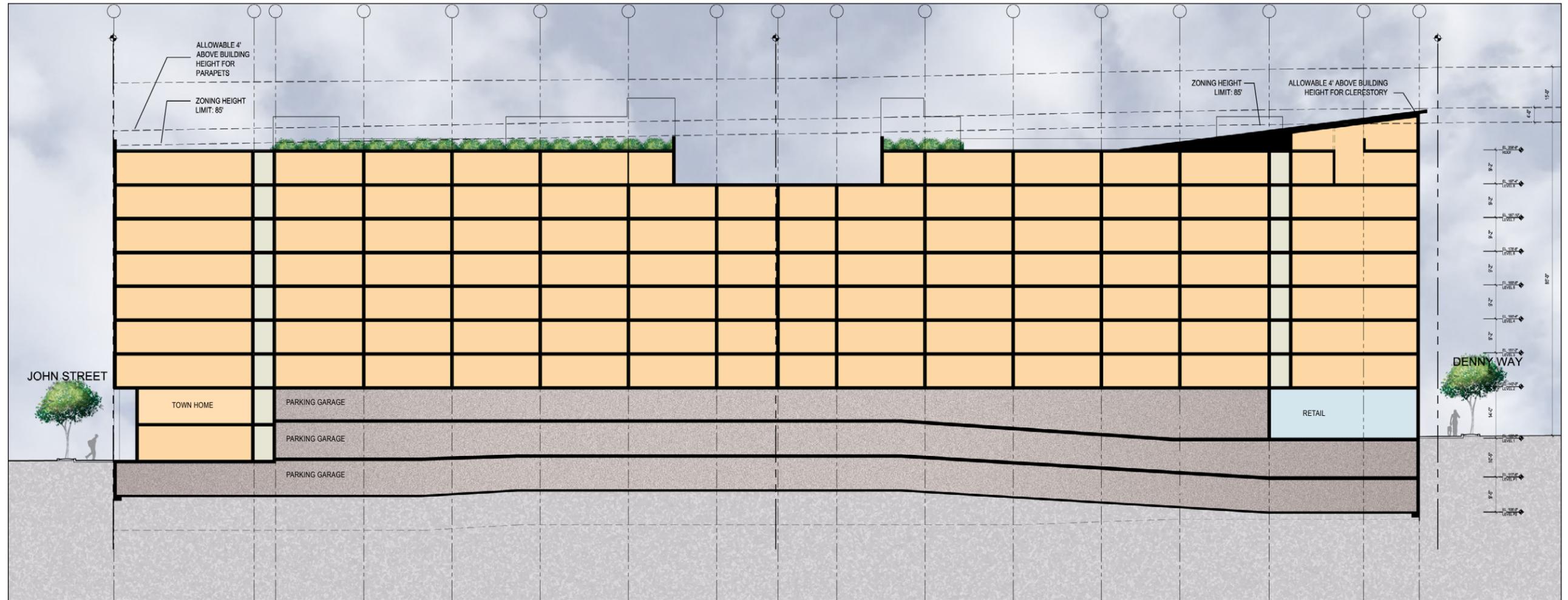


ROOF

# F.20 BUILDING SECTIONS - SECTION A



SECTION A



SECTION B





TAYLOR 28 APARTMENTS (ACROSS FROM SITE)



101 TAYLOR AVE. - SERIES OF ELEVATION STUDIES

# F.24 STREET DEVELOPMENT PLAN

## C: DENNY WAY:

A planting strip with coordinated street trees will be provided to create a buffer from this busy street. Retail entries with full glazing will help with street life interaction.

## B: TAYLOR AVENUE NORTH:

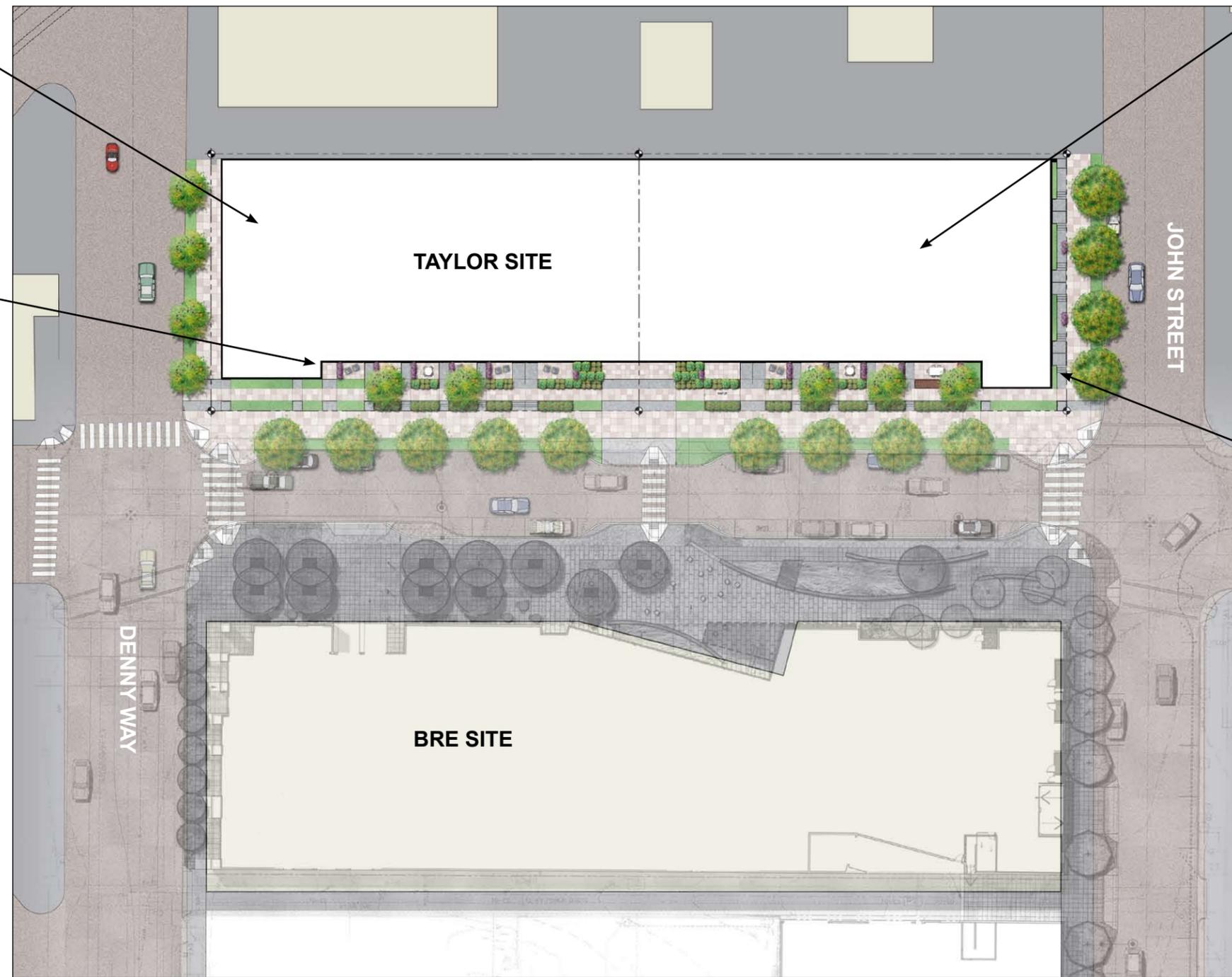
A mid-block crossing will provide a connection from one development to another, as well as provide an alternative crosswalk along Denny.

Corner bulb-outs along the intersections of Denny/Taylor and John/Taylor to reduce street width and promote slower vehicular turns onto Taylor.

Street trees will be the same as street trees along the development across the street.

Live/Work entries are raised to provide buffers between passers-by and tenants, in the form of flexible patio and landscaped spaces.

Spaces with over-head protection provide visual breaks, as well as protection from the elements.



## A: STREET IMPROVEMENT

Intent is to create a connection, as well as enhance this and surrounding neighborhoods. General landscaping and street improvements will be coordinated with adjacent developments and SDOT.

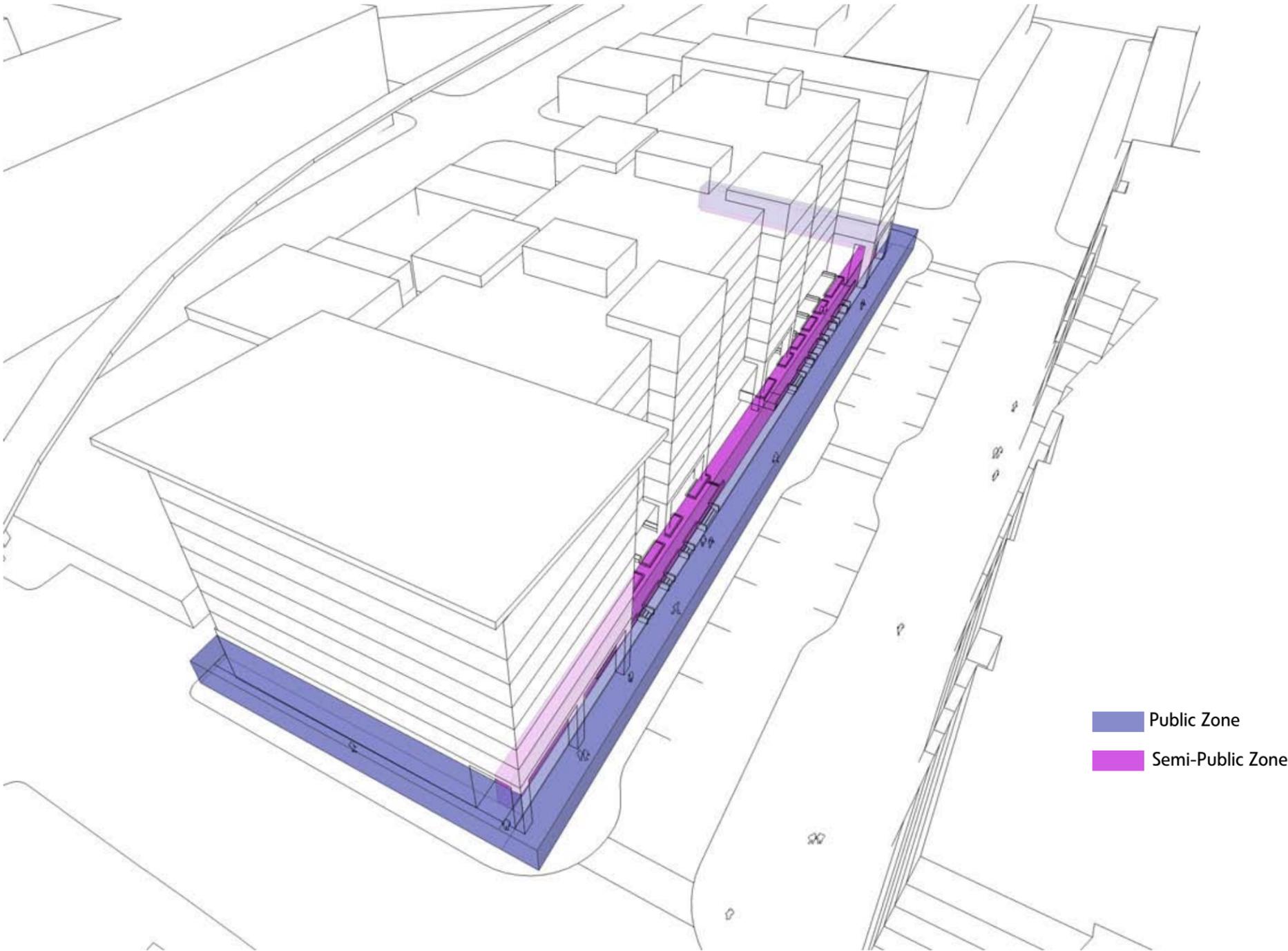
## D: EAST JOHN STREET:

Live/work entries are raised to provide buffers, similar to Taylor. As this will be a more residential street, entries are more private and covered.

Street trees will be similar to Taylor, perhaps a smaller variety.

TAYLOR AND BRE SITES

STREET LEVEL CIRCULATION DIAGRAM F.25



# F.26 STREETScape VIEWS ALONG TAYLOR AVE. N



PUBLIC ZONE

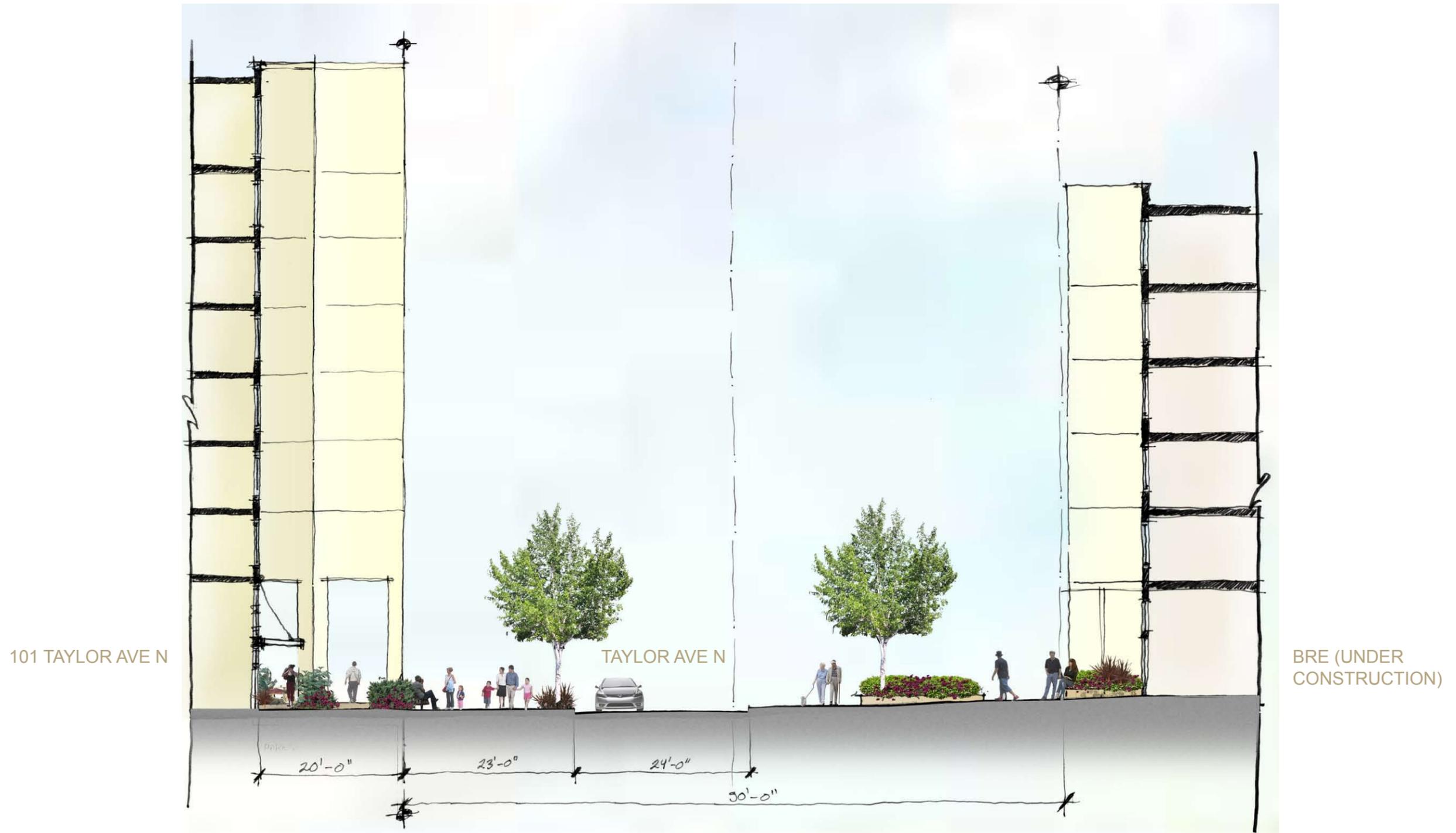
PROPERTY  
LINE



SEMI-PUBLIC ZONE

PROPERTY  
LINE

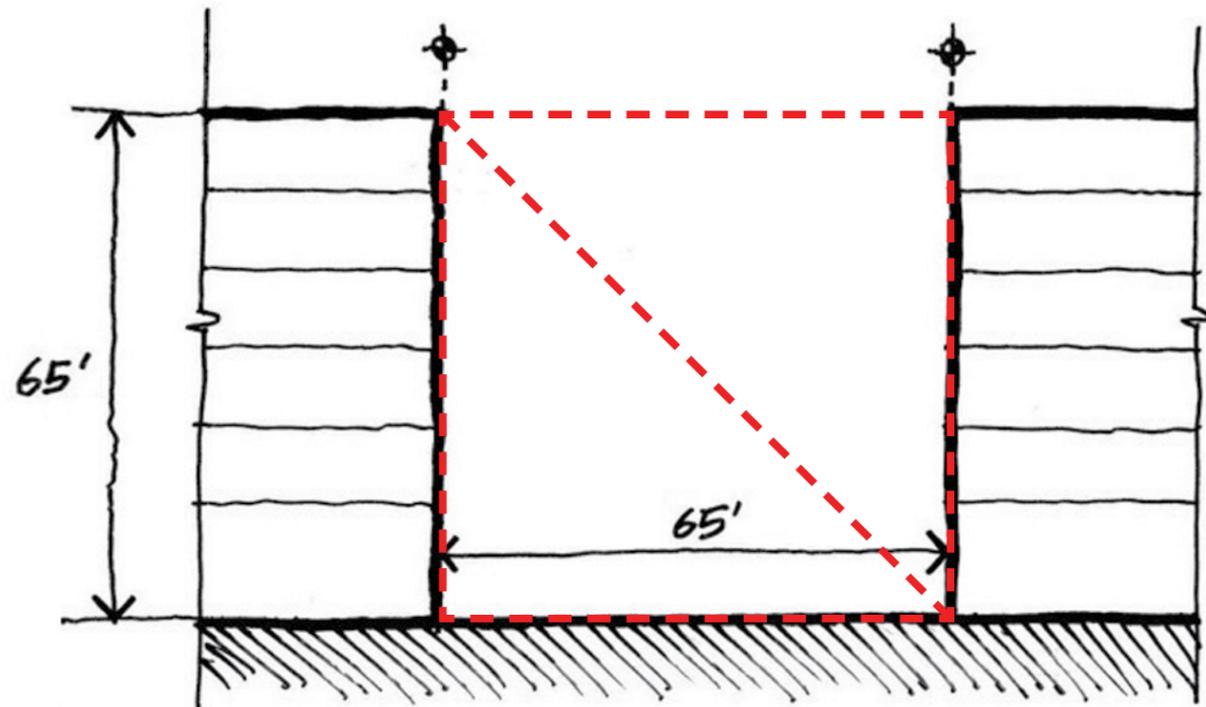
# F.28 STREET DEVELOPMENT SECTION AT MIDBLOCK CROSSING ON TAYLOR AVE



# CLOSEUP - SECTION ALONG TAYLOR AVE N F.29

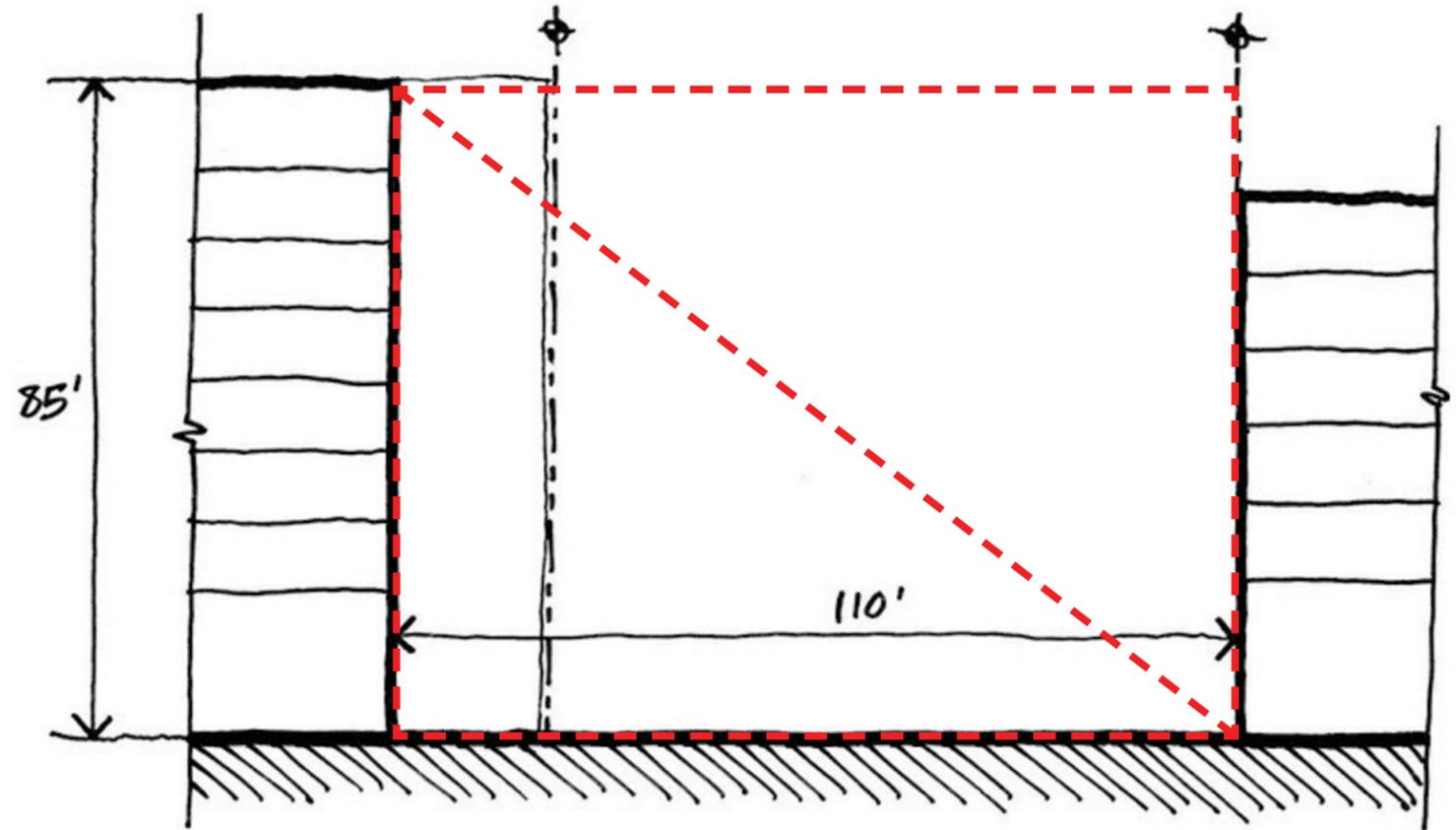


# F.30 STREET SECTION ANALYSIS



Typical Seattle Right-of-Way - 65'

Height/Width Ratio 1:1

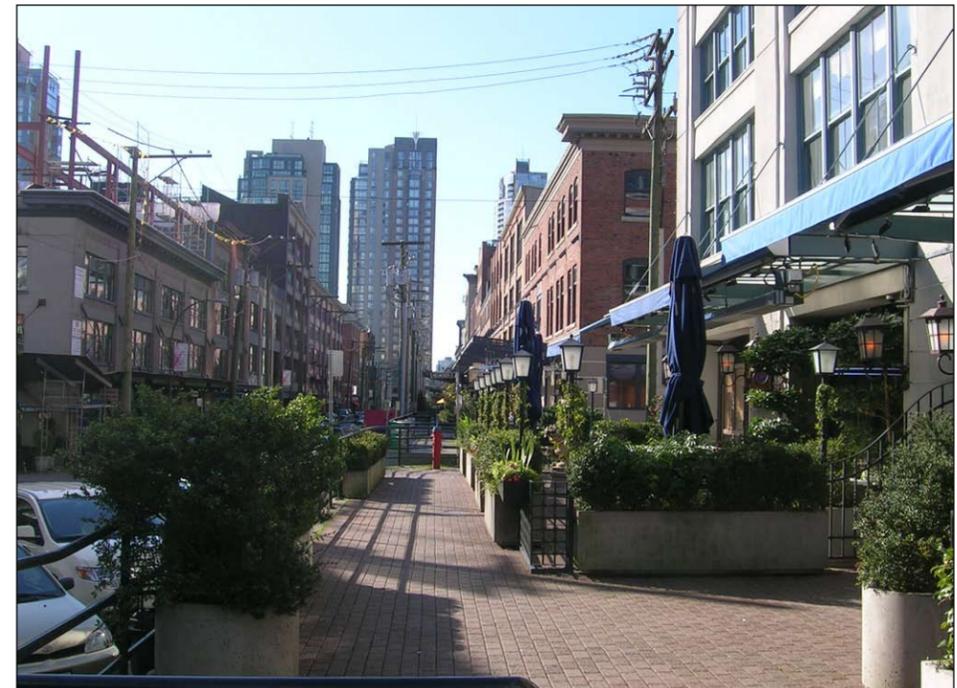
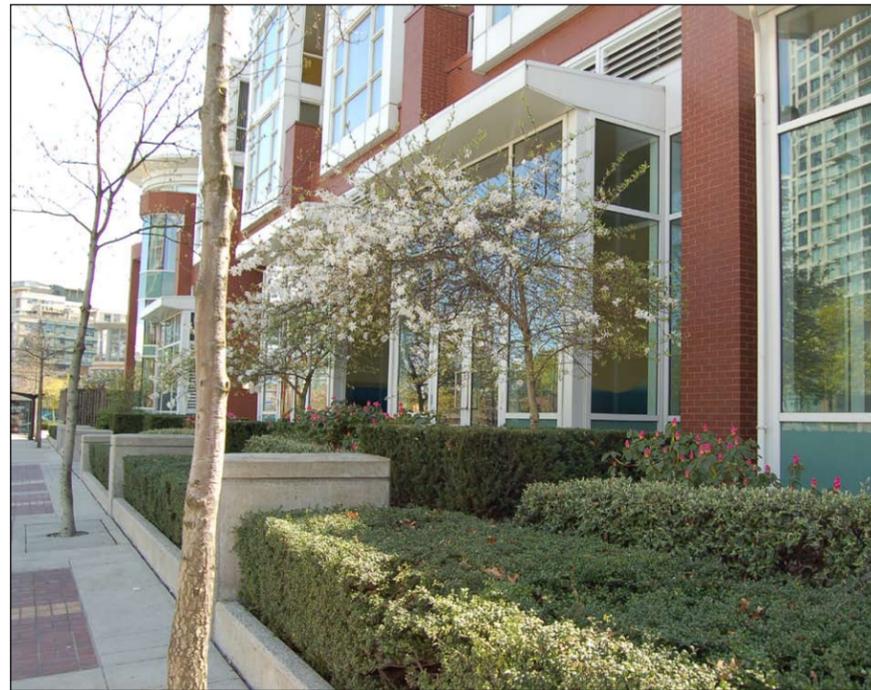


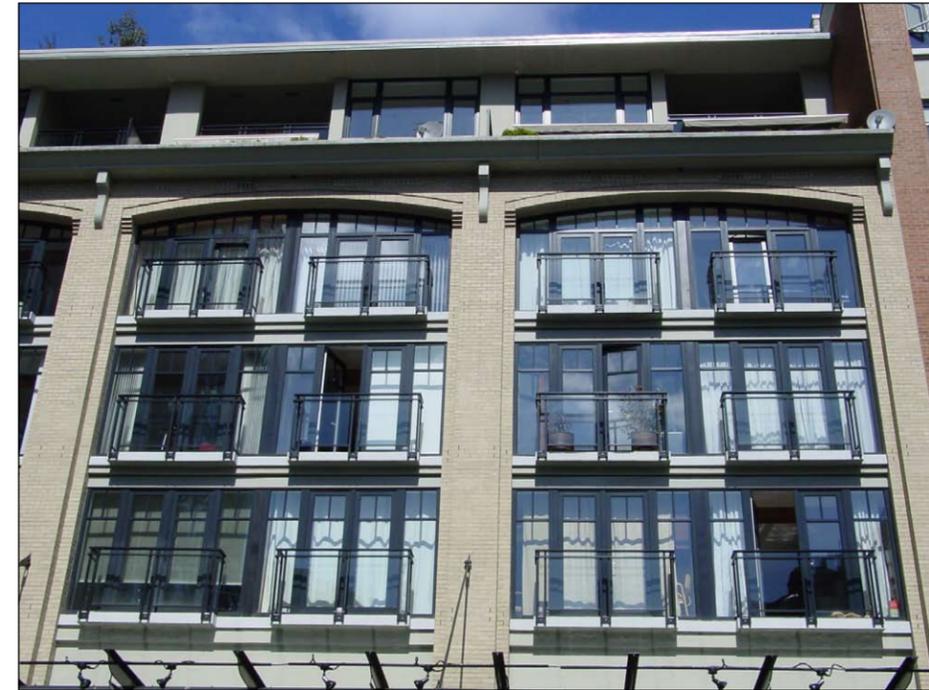
Taylor Ave. Right-of-Way - 90'  
+20' Setback

Height/Width Ratio 1:1.3

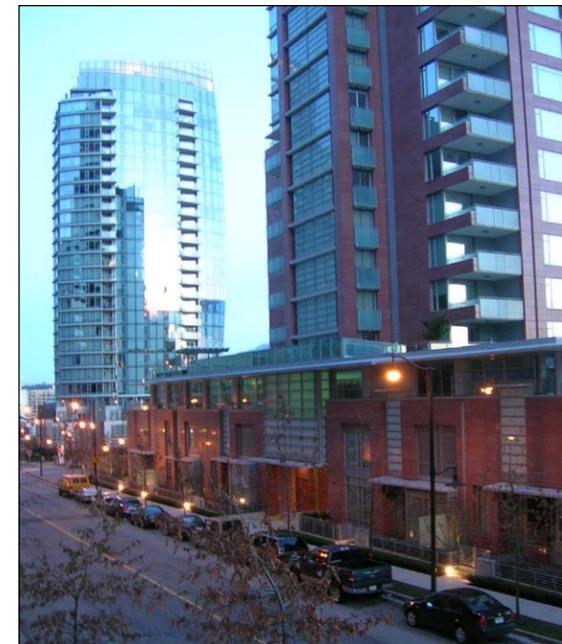
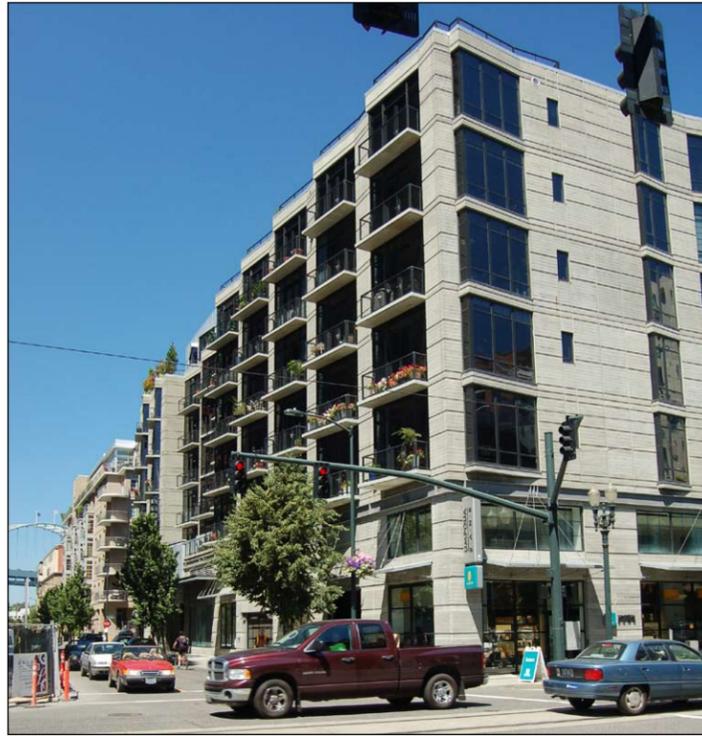


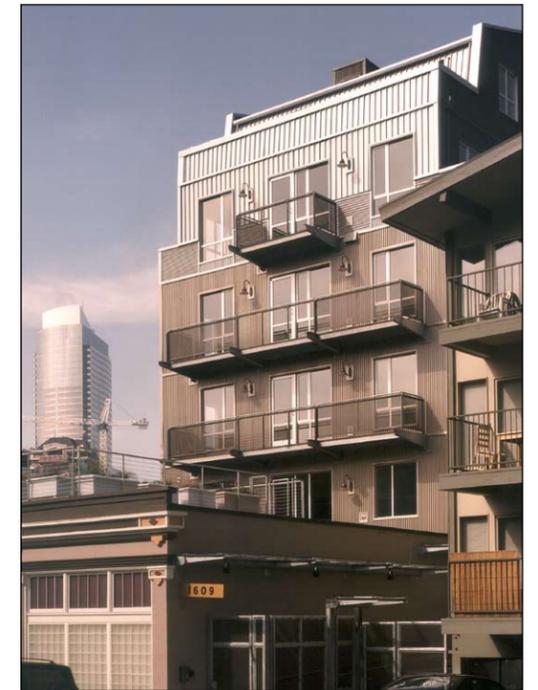
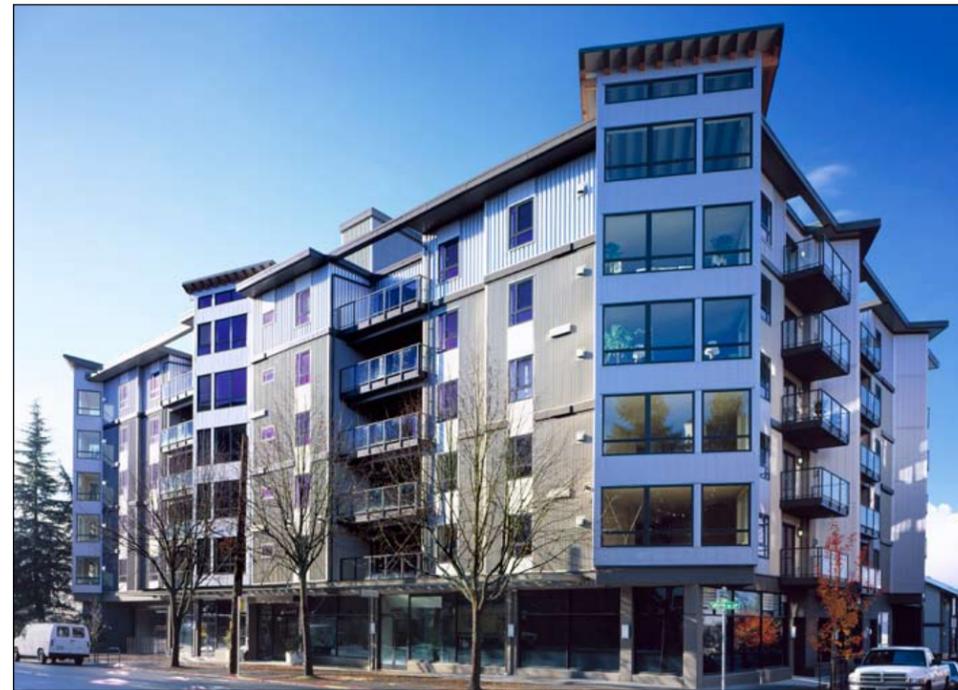
# F.32 LANDSCAPE / STREETScape PRECEDENTS





# F.34 ARCHITECTURAL PRECEDENTS





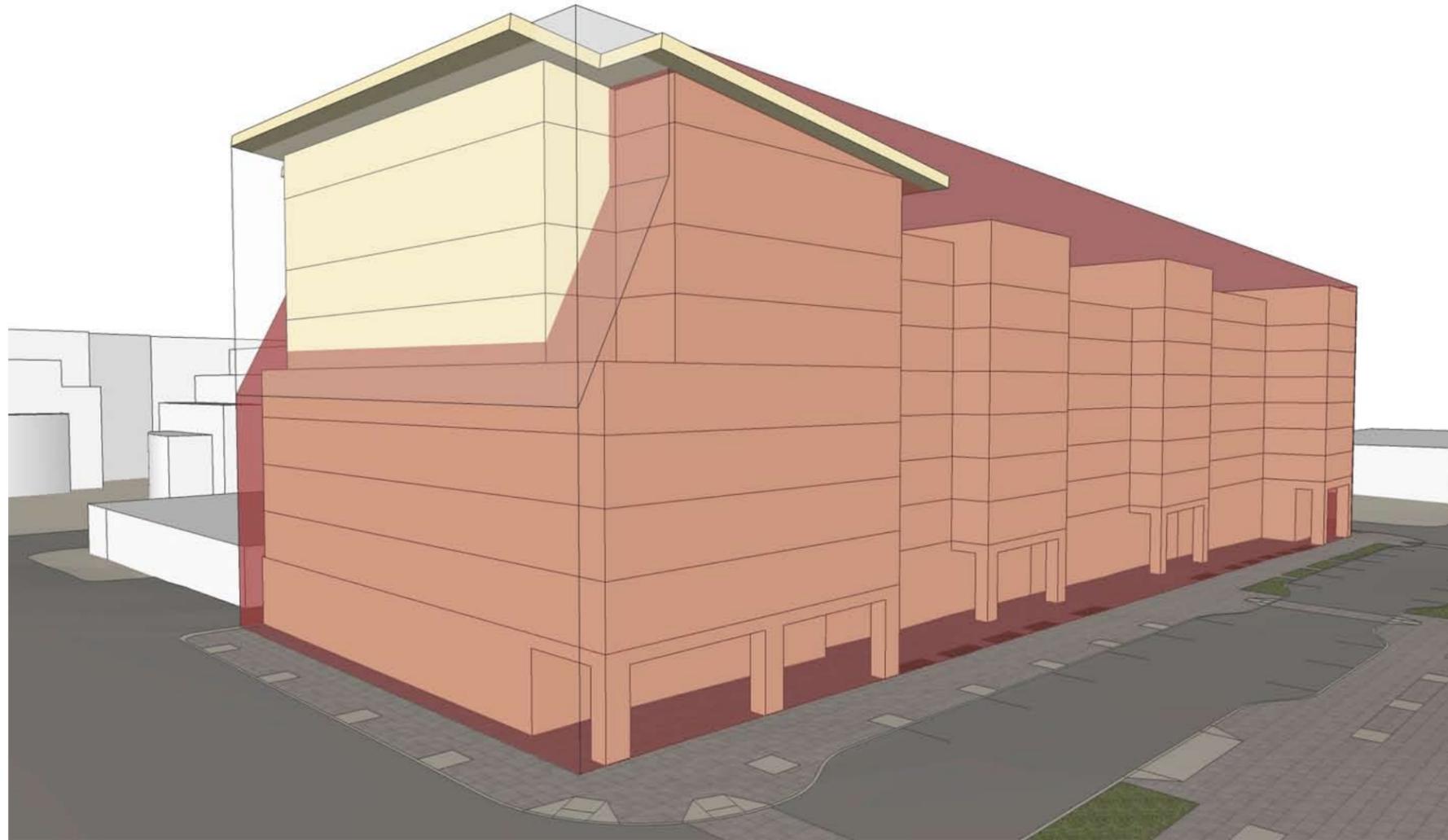
## G.0 DEPARTURES REQUESTED

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

**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



PERPECTIVE 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.

