

101 Taylor Avenue N - DPD Project #3008413



Recommendation Meeting - November 17, 2010



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Seattle, WA 98109

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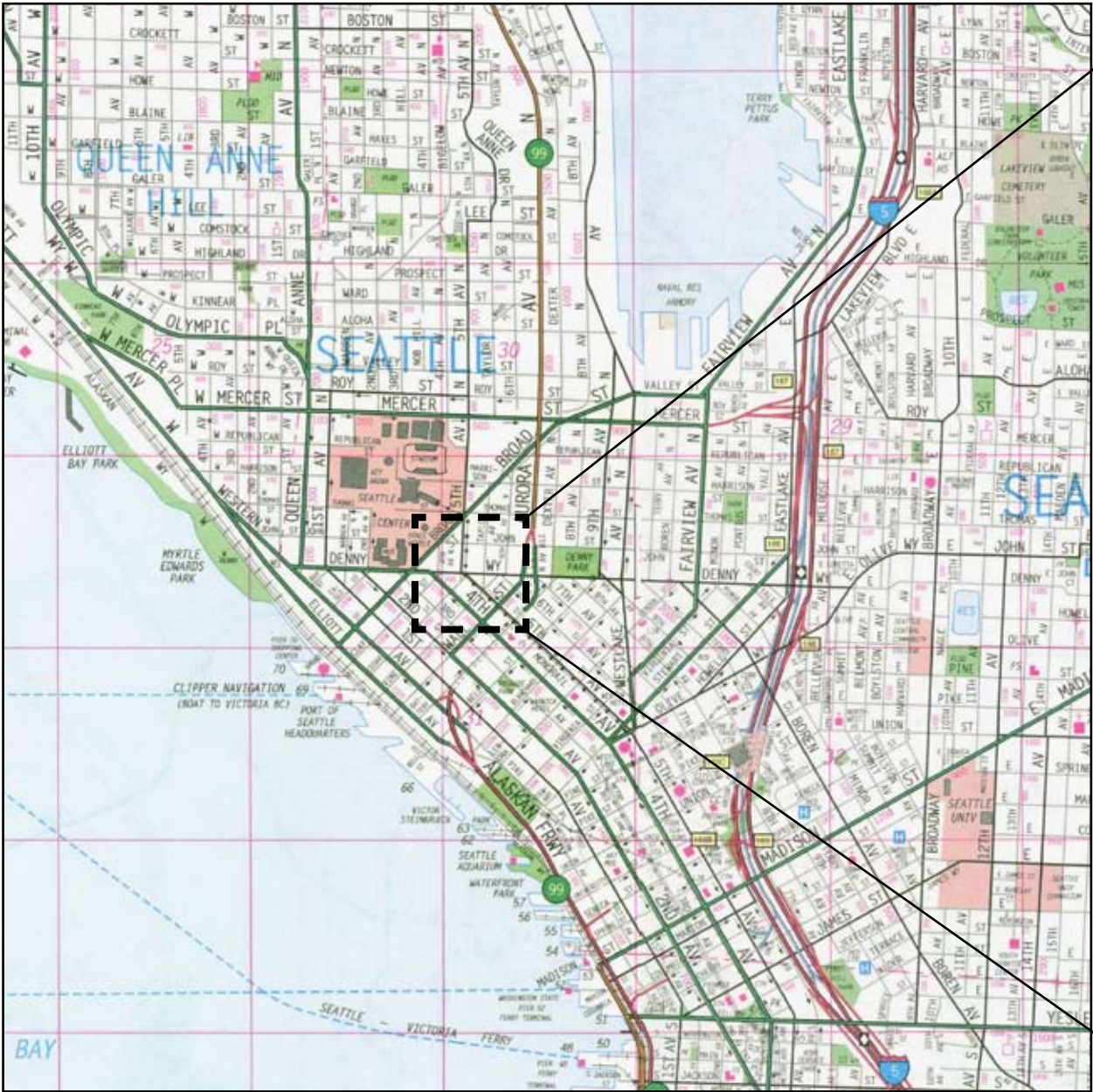
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Table of contents:

A.0	Urban Design Analysis
B.0	City Design Guidelines
C.0	Site Analysis
D.0	Project Data
E.0	Summary of Early Design Guidance
F.0	Architectural Design
G.0	Departures Requested
H.0	Design Precedents

A.0 SITE CONTEXT



Vicinity Map





A.2 SURROUNDING USES



A Space Needle / Landmark



B Cafe



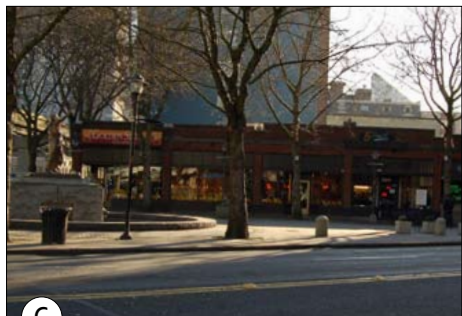
C Fisher Plaza / Office



F Auto Repair



D Restaurant / Mixed Use



G Restaurant / Retail



E Office



H Retail / Mixed Use



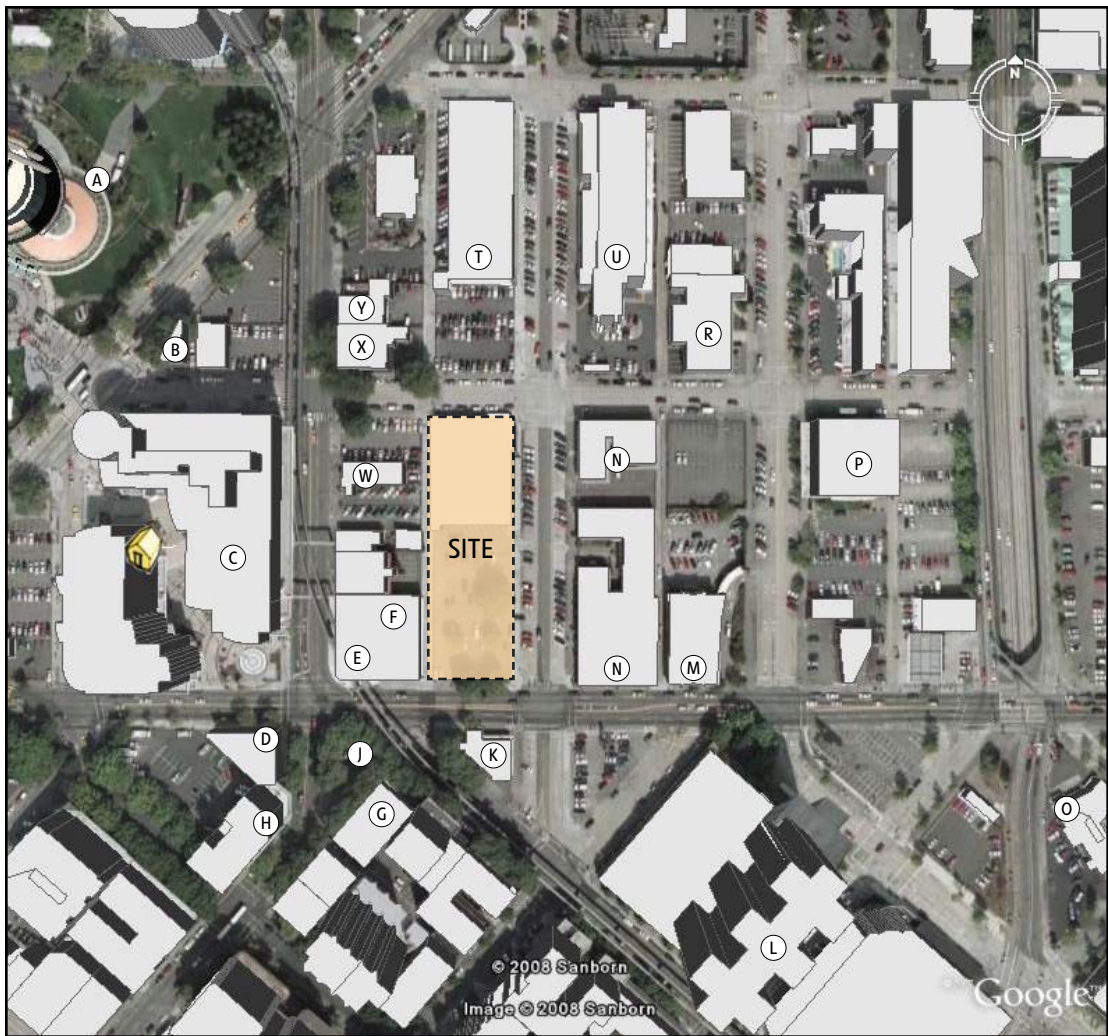
Y Night Club



X Office



W Office



U Hotel



T Office



R Office



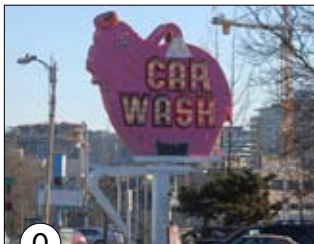
P Office



N Taylor 28 Mixed Use



M Future Retail / Landmark



O Car Wash



J Statue Chief Seattle / Landmark



K Dry Cleaners



L Apartment Building

SOUTH SIDE OF PROJECT SITE / SAME BLOCK

Ⓐ



Denny Way - Looking North (towards project site)

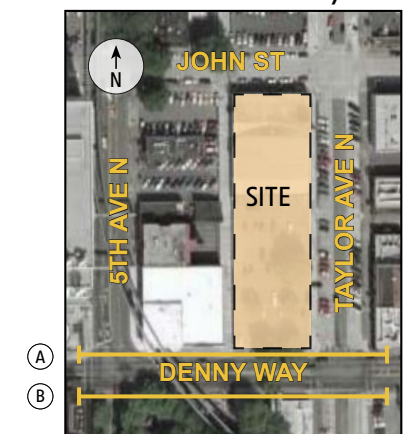
ACROSS FROM PROJECT SITE BLOCK / SOUTH SIDE

Ⓑ



Denny Way - Looking South (away from site)

Key Plan



A.4 TAYLOR AVENUE FACADES

ACROSS FROM PROJECT SITE

Ⓐ



Taylor Avenue - Looking East (away from site)

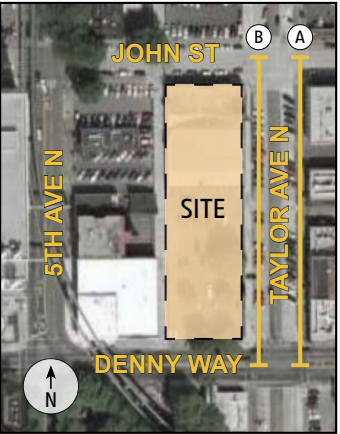
PROJECT SITE

Ⓑ



Taylor Avenue - Looking West (toward the site)

Key Plan



PROJECT SITE

Ⓐ



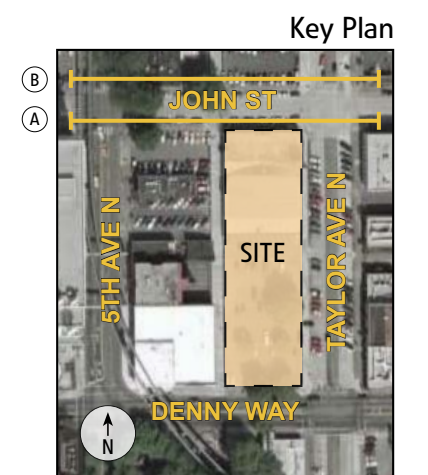
John Street - Looking South (toward the site)

ACROSS FROM PROJECT SITE

Ⓑ



John Street - Looking North (away from site)



A.6 5th AVENUE FACADES

ACROSS FROM PROJECT SITE BLOCK / EAST SIDE



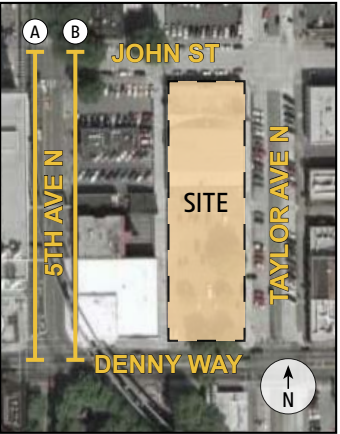
5th Avenue - Looking West (away from site)

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.

C.0 SITE ANALYSIS: EXISTING CONDITIONS

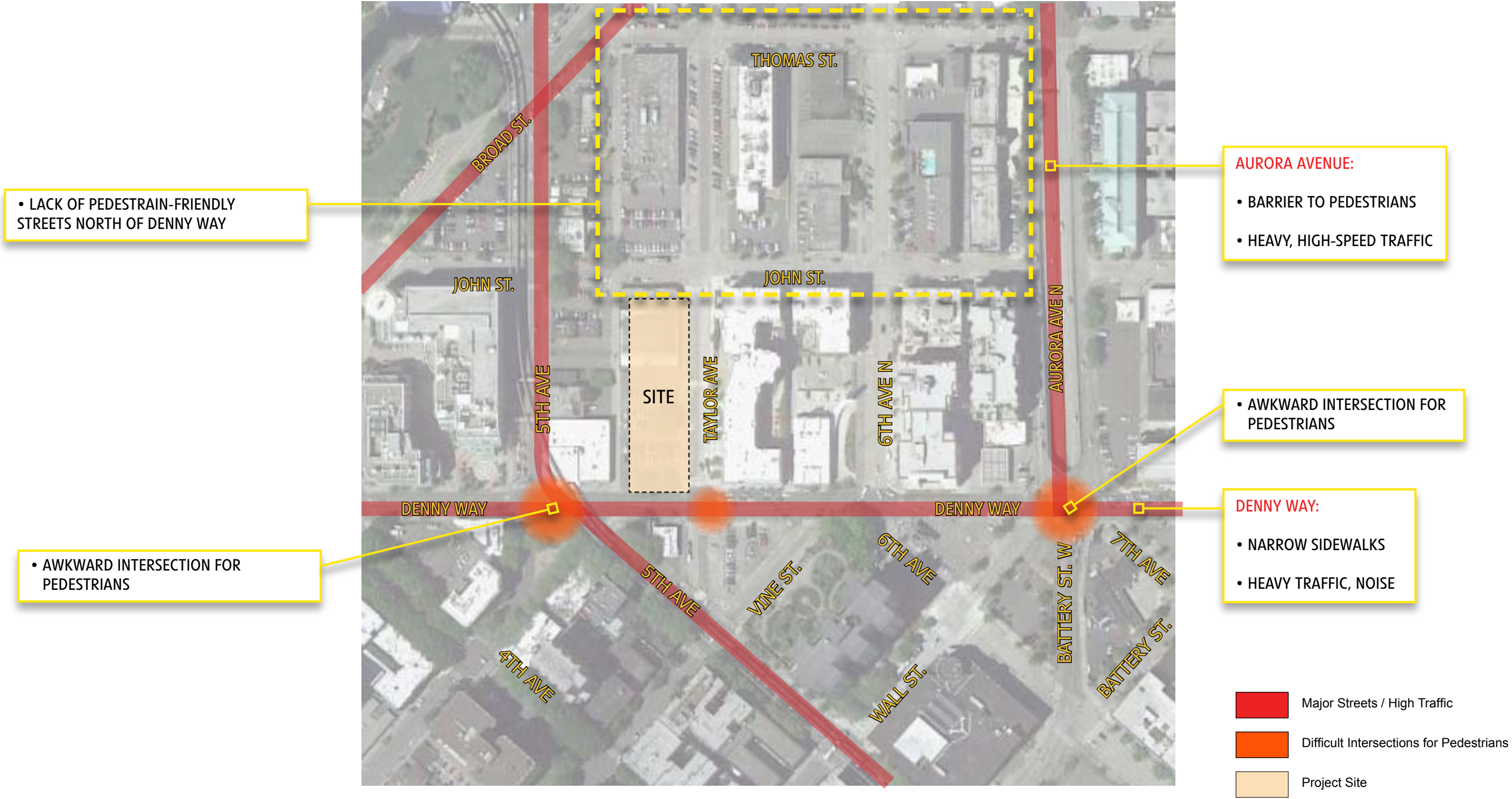


EXISTING SITE - AERIAL VIEW

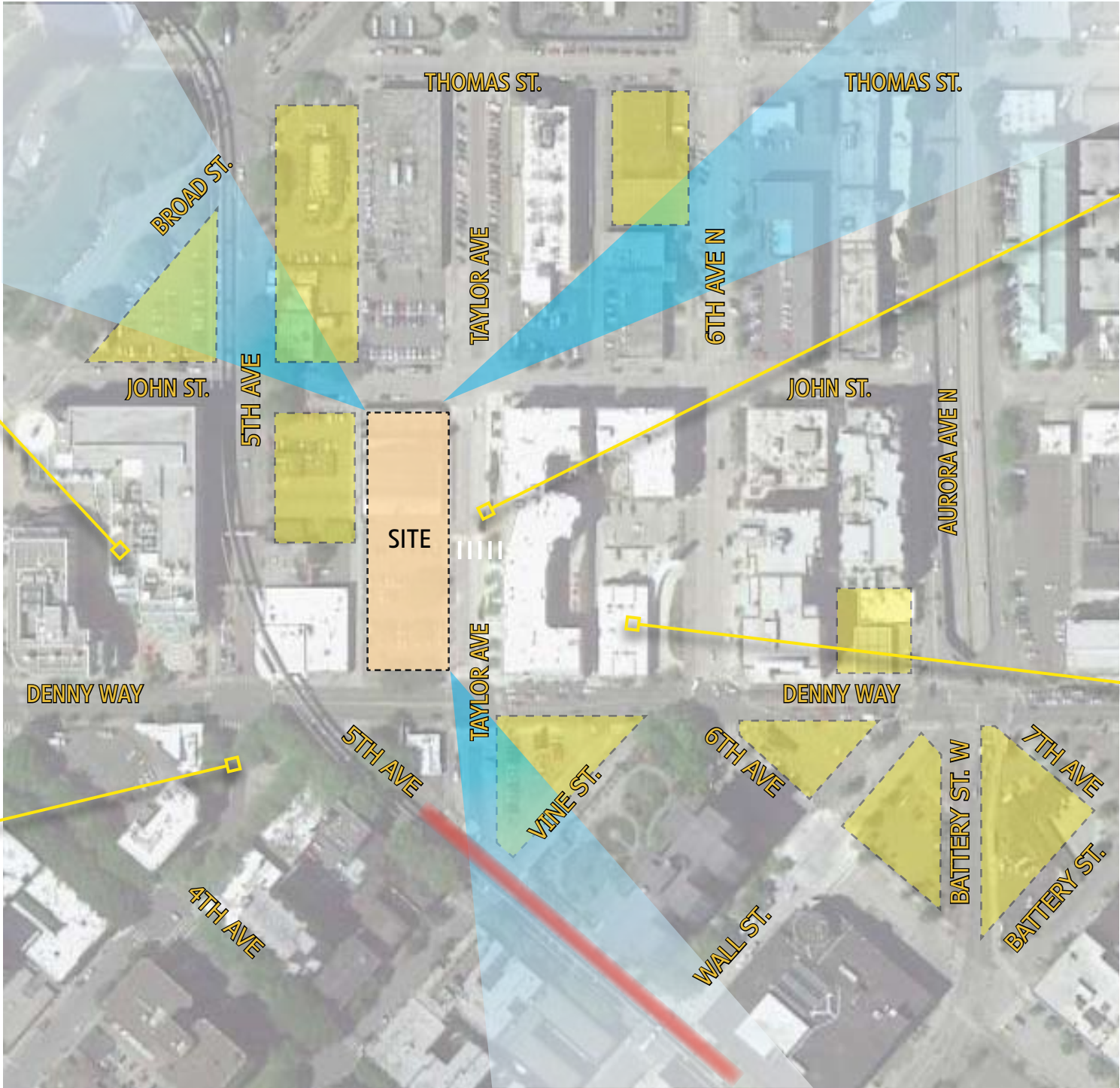


VIEW OF SITE AT DENNY & TAYLOR

C.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

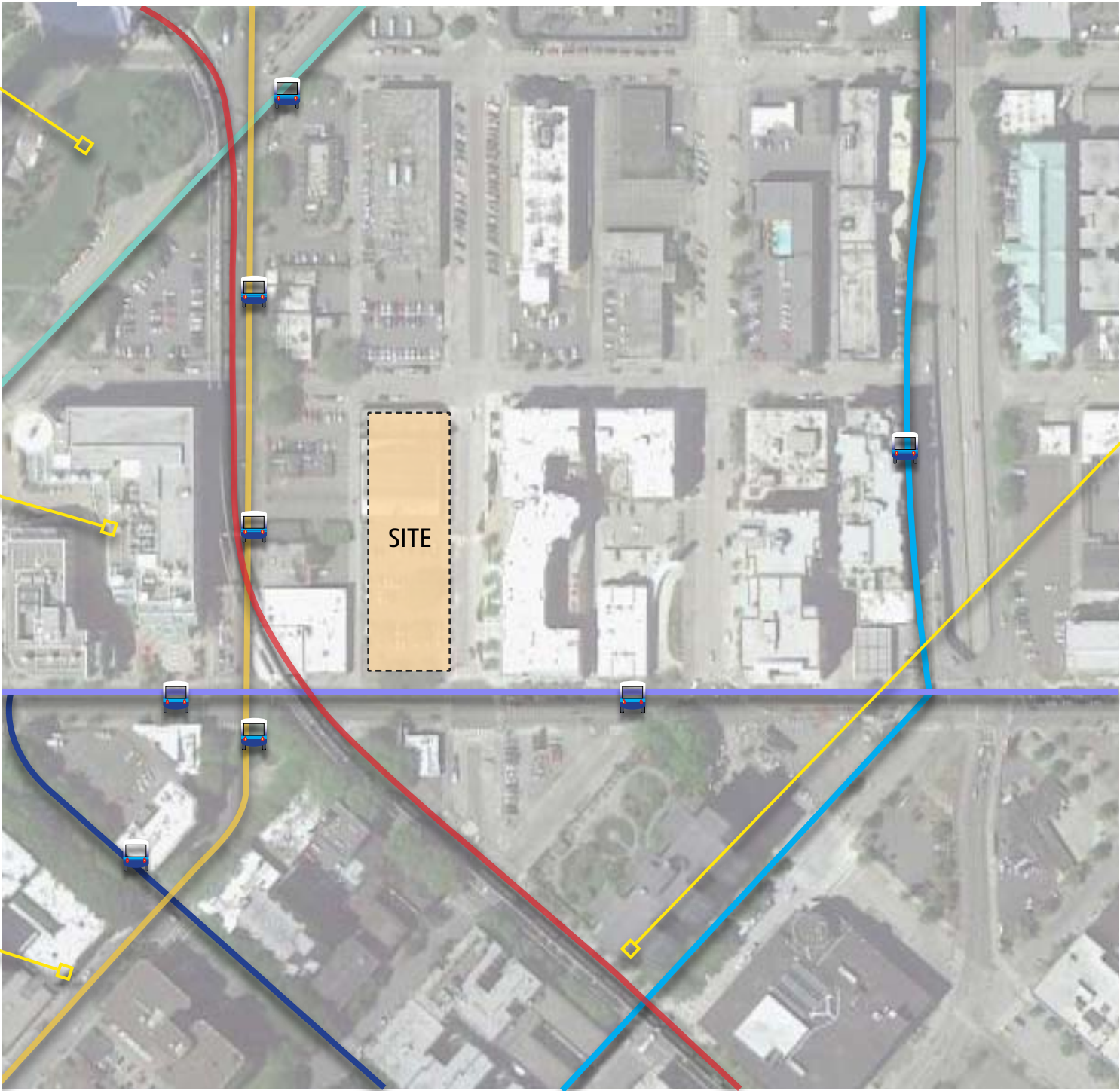


C.4 SITE ANALYSIS: TRANSPORTATION

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

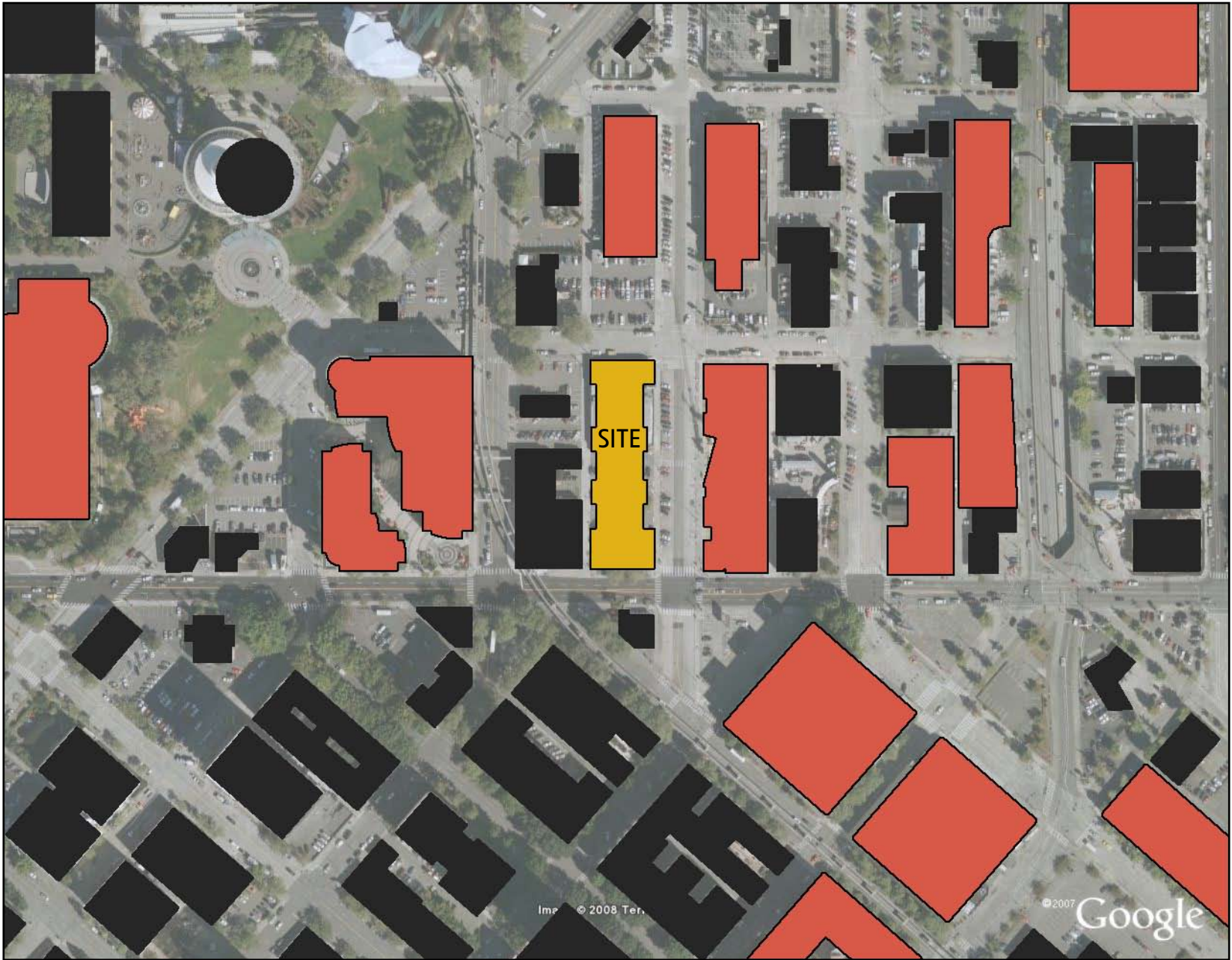
• Pedestrian Connection to Fisher Plaza, Retail & Restaurants

• 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

C.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

D.0 PROJECT DESCRIPTION + PROJECT DATA

The site address is 101 Taylor Ave N. The site occupies the entire eastern half of the city block bound by Denny Way to the south, Taylor Ave N to the East, John Street to the north and 5th Ave N to the west. There is an alley running north – south through the block; the western edge of the project site is bound by the alley. A new 2’-0” alley dedication will be provided by the development of this project site.

Currently, the southern half of the site is being used as a pay surface parking lot. The northern half of the site contains an empty 1-story warehouse building which has been used as a nightclub. The building is currently vacant.

The site is essentially level, with a slight slope from the high end at the SW corner to the low point at the NE corner of the site. The overall grade change is approximately 10’-0” of elevation over a distance of roughly 350’-0” [~3% grade change]. There are some existing trees on the site, but none are significant.

The project proposes to construct a 9-story mixed use building with two levels of below grade parking. The total area of all uses will be approximately 325,000 sf. The ground level space along Denny Way is proposed to contain roughly 4,000 SF of commercial retail. The ground floor uses along Taylor Ave N and John St would be primarily residential in nature, with the main building residential entry located at the center of the building accessed off of the Taylor Ave N frontage. There are 16 proposed ground level townhouse units along Taylor Ave N. and John Street. All upper levels of the building will serve residential purposes, with approximately 242 apartments total.

1.0 PROJECT DATA

1.8 Gross Floor Area

FLOOR LEVEL	PKG (gsf)	VERT CIRC	LOBBY/CORR/ COMM. SPACE	RETAIL (gsf)	LIVE/ WORK	UTIL/STOR SPACE	RESID. (gsf)	TOTAL (gsf)	Amenity Int.	Amenity Ext.	Storage Units
Level P2	28,420	737	642			1,438		31,237			8
Level P1	33,925	658	426			1,239		36,248			17
Level 1	11,943	1,035	4,081	3,818		1673	8,130	30,680	1,587		0
Level 1 - Mezz.	12,132	1,032	2,842			1,166	8,252	25,424	1,843		13
Level 2		1,049	3,014			1,276	26,399	31,738			16
Level 3		1,049	3,014			1,276	26,559	31,898			16
Level 4		1,049	3,014			1,276	26,559	31,898			16
Level 5		1,049	3,014			1,276	26,559	31,898			16
Level 6		1,049	3,014			1,276	26,090	31,429			16
Level 7		1,049	3,025			912	23,891	28,877			9
Level 8		1,049	4,452			912	20,653	27,066	1,991	1,569	9
Level 8- Mezz		1,049	1,109			1,523	1,725	5,406	454	4,500	26
Roof											
Subtotal	86,420	11,854	30,579	3,818	0	15,243	194,817	342,731	5,875	6,069	162

average 194,817 / 258 = 755 gsf per unit average

UNIT MIX

	STUDIO	STUDIO+	1-BED	1-BED+	2-BED	Town Houses	Total with TH	Total w/out TH
Level 1						16	16	
Level 2	8	8	10	6	4		36	36
Level 3	8	8	10	6	4		36	36
Level 4	8	8	10	6	4		36	36
Level 5	8	8	10	6	4		36	36
Level 6	10	6	10	6	4		36	36
Level 7	11	4	10	8	2		35	35
Level 8	3	4	6	8	6		27	27
	56	46	66	46	28	16	258	242

5% Type A Accessible units 13 ADA units reqd

Unit Mix	# of units	%
STUDIO	56	23.14%
STUDIO+/Open 1	46	19.01%
1-BED	66	27.27%
1-BED+	46	19.01%
2-BED	28	11.57%
TOTAL	242	

Parking Efficiency parking area 86,420 / number of stalls 281 = 308 sf/stall



2.0 ZONING DATA

2.1 Use:

SM-85 (Seattle Mixed)		
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%

2.3 Structure Height:

SMC 23.48.010 A
Max. Allowed: 85' height of underlying zone
Projections allowed above height limit: clerestories, guardrails, elevator/stairs overruns

2.4 Upper Level Setbacks:

SMC 23.48.0102B
Upper level setbacks of 1'-0" for every 2'-0" of height above 45'-0" to a maximum setback of 15'-0" is required along Denny Way.
DEPARTURE REQUIRED

2.5 General Façade Requirements

SMC 23.48.014D
Structures may be set back up to 12'-0" from the property line
DEPARTURE REQUIRED for 20'-0" setback along Taylor Ave N.

2.6 Floor Area Ratio

SMC 23.48.016.B
Allowed FAR for maximum gross floor area permitted for all nonresidential uses: 4.5
FAR is unlimited for residential uses
Allowed Floor Area: 174,987 SF
Project Lot Area: 38,886 SF
non-residential use area above grade: 27,893 SF
Project FAR : 0.72 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 237,250 = 11,863 SF required
11,944 SF provided
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: front-loading type
200 sf + 2 SF per additional unit = 512 SF
Provided= 516 SF
No dimension less than 6 ft Separate 114 SF commercial trash room provided adjacent to alley

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 23.54.020M Parking Quantity Exceptions

In Urban Centers or the Station Overlay District, no parking for motor vehicles is required for uses in commercial and multi-family zones, except that parking for fleet vehicles is required pursuant to section 23.54.035

13 bf Units 13 bf spaces req'd

Provided Parking

	Commercial				Residential			
	S	M	BF	BF	S	M	L	Totals
P2			0	4	15	75	0	94
P1			0	5	14	95	0	114
L1			0	2	16	17	0	35
L1-M	15	21	0	2			0	38
subtotal	15	21		13	45	187		281
39 commercial stalls				244 residential stalls				
commercial:	54% Medium				residential:			77% Medium
	38% Small							18% Small

Bicycle Parking

		SMC 23.54.015 Chart E	Required Bicycle Parking Ratio	Required
Sales & Service	3,818 sf	1/ 12000		2.00 long-term bicycle parking stalls
Residential	242 units	1/ 4		61.00 long-term bicycle parking stalls
				63 long-term bicycle parking stalls
Sales & Service	3,818 sf	1/ 4000		6.00 short-term bicycle parking stalls
				69 TOTAL

After the first 50 spaces for bicycles, additional spaces are required at one half the ratio shown in Chart E.1.

69 total spaces required
50 spaces at 100% = 50
19 spaces at 50% = 10
Adjusted total required = 60 long and short-term bicycle parking stalls
68 provided in garage

6 short term parking stalls located along Taylor Ave N frontage

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

E.0 SUMMARY OF EARLY DESIGN GUIDANCE

B. Height, Bulk and Scale	
<div>1. <i>The Board was very concerned about the bulk of the building occupying the full length of the block and felt that the articulation of the massing was very important.</i></div> <div>2. <i>The Board favored the more detailed conceptual massing model over the other four massing options.</i></div> <div>3. <i>The Board was supportive of the break in the 8th story in the middle of the block and of the setback above the 5th story along Taylor Ave.</i></div> <div>4. <i>The Board was supportive of the variations between the two halves of the building and felt that the applicant should avoid being too rigidly symmetrical.</i></div> <div>5. <i>The Board felt that the articulation of the massing should be kept simple, and the materials and architectural elements used should be limited to keep the building from becoming too busy.</i></div> <div>6. <i>The Board felt that the portion of the building facing Denny Way was too busy, and should be treated as a single massing element.</i></div>	<div><u>Applicant's Reponse:</u></div> <div>1. The applicant has worked to clarify the building massing and simplify the building along the full length of the block. Each mass is treated as its own volume to help distinguish the individual masses and break down the scale similar to the development of multiple buildings along a shared city block.</div> <div>2. The applicant pursued the massing of the more detailed concept model per the board's direction.</div> <div>3. The applicant has maintained a break at the 8th story in the middle of the block with a 20'5" setback at that level. The building massing also sets back above level 6 at both the north and south building masses. Also, the height of the bays surrounding the building further emphasizes a setback from level 6 to the top of the building.</div> <div>4. The building has been studied extensively since the time of the EDG 2 and the applicant feels the best way to simplify the massing is to use symmetry paired with straightforward building materials and architectural elements to keep the building from becoming too busy. The design employs subtle gestures to distinguish the north and south ends of the building, such as stepping up the bottom of the bays along Denny Way to enhance the retail base and dropping the top of the bays to lower the massing along John Street. Also, the design of the streetscape varies significantly from the commercially-oriented Denny Way frontage to the more heavily planted residential entries along the northern portion of the building.</div> <div>5. See response #4, above.</div> <div>6. Noted. The building mass along Denny has been treated as one massing element.</div>

C. Architectural Elements and Materials	
<div>1. <i>The Board felt that architectural elements should not become too busy and modulation should be limited.</i></div> <div>2. <i>The Board was supportive of the bays shown on the conceptual massing model, and of the varying position and proportions between the bays on the two halves of the building.</i></div> <div>3. <i>The Board felt that the scale of these elements relative to the scale of the building was important, and the applicant should study them carefully as the design progresses.</i></div> <div>4. <i>The Board was not enthusiastic about the sloped roof, but felt it had potential to give identity to the project.</i></div> <div>5. <i>The Board was not supportive of the elevation studies presented. They felt that the "frame" concept from the original half-block scheme was too busy, and didn't fit with the new concepts presented for the whole block.</i></div>	<div><u>Applicant's Reponse:</u></div> <div>1. The applicant agrees with the Board's request for simplified building massing and modulation. The resulting design is easily broken down to body, end masses and bays. The bays share the same scale to further simplify the design since the time of the EDG 2 meeting.</div> <div>2. See response #1 above. To simplify the architectural elements, the bays have been simplified to share a common massing and work in groups, rather than vary significantly across the building. The groups are unique to each portion of the building (i.e. the bays along the Denny Way elevation are different from the bays on the John St. elevation).</div> <div>3. The bays have been made wider along Taylor Ave N. to provide more substantial proportions that better related to the scale and proportion of the larger building masses. Narrower bays are employed at the north and south facades to work with the smaller 'ends' of the building. Also, the rhythm of the bays has been studied to provide a spacing that is particular to each building mass (the main 'body' along Taylor Ave N and the two end masses along Denny and John St.).</div> <div>4. The slope of the roof line atop the Denny Way building mass has been made much less prominent. Rather than use the roof line to differentiate the top of the building from the mass below, the upper floors have been setback from the lower mass and the materials change to break down the height of this element and provide a strong identity to the project.</div> <div>5. The applicant has studied the enlarged building and site as a whole to produce an appropriate elevation concept for this scale building. The current elevations are designed to distinguish adjacent building masses from one another by material changes, but maintain a sense of cohesion through logical points of material transition and classic proportions.</div>

D. Pedestrian Environment	
<div>1. <i>The Board was supportive of the streetscape concepts presented, and appreciated the amount of attention given to the design of the streetscape.</i></div> <div>2. <i>The Board was supportive of the setback on Denny Way to create a wider sidewalk.</i></div> <div>3. <i>The Board was supportive of the raised-stoop concept and 20' setback at the live-work units along Taylor Ave.</i></div> <div>4. <i>The Board would like to see a strong architectural treatment of the pedestrian level distinguished from the building above to create a street wall.</i></div> <div>5. <i>The Board felt that the proposed setback above the 5th floor could achieve this effect if it is made more prominent.</i></div> <div>6. <i>The Board felt that the detailing of the live-work stoops in terms of dimensions, materials and plantings would be crucial to the success of those spaces.</i></div> <div>7. <i>The Board was supportive of the “arcades” over the sidewalks at the corners and noted that they need to be studied and detailed carefully to be successful.</i></div> <div>8. <i>The Board noted that John St. will likely become a major E-W pedestrian street, and that more attention needs to be paid to the design of John St.</i></div>	<div>Applicant's Response:</div> <div>1. The design of the streetscape has been further refined since the time of the EDG 2.</div> <div>2. The setback along Denny Way has not changed since the time of the EDG 2.</div> <div>3. The project incorporates a +/- 20'-0" setback along Taylor Ave to provide a sense of separation and privacy between the townhouse units and the sidewalk.</div> <div>4. As described previously, the building massing and material transitions have been studied to provide a scale appropriate to this project. The material application strengthens the division between the body and two end masses of the building. The primary horizontal shift occurs at Level 6 to help differentiate the upper levels of the building from the more massive ‘street wall’ at the lower levels.</div> <div>5. The setback has been shifted from the 5th to the 6th floor. The setback has been made more prominent via a material change and the addition of a strong cornice line between the differing materials. The upper floors are setback several inches to several feet from the facades below.</div> <div>6. The applicant has spent more time studying the details of the townhouse entries. Additional landscape area has been added to further enhance the sense of privacy for the entry patios. Also, low gates have been added to define those spaces and green screens have been added to separate adjacent townhouse entries from one another.</div> <div>7. The arcade over the sidewalk at the SE corner of the project has been further developed with brick detailing. This space has also been widened to provide potential spill out area/seating for the adjacent retail space along Denny Way.</div> <div>8. The applicant has studied the streetscape along John St. and is proposing to push out the existing curb line to acquire additional planting width along this right-of-way. In addition, the residential townhouse stoops along this street have been raised above sidewalk level and are screened from the sidewalk with low fences and heavy planting areas and pots.</div>

E. Landscaping	
<div>1. <i>The Board felt that there needed to be more plantings in the streetscape, especially along Taylor Ave.</i></div> <div>2. <i>The Board would like to see larger plantings between the live-work units to create more privacy.</i></div> <div>3. <i>The Board encouraged the applicant to look at the landscape plan for the Taylor 28 project across the street, especially its incorporation of drainage for surface run-off.</i></div>	<div>Applicant's Reponse:</div> <div>1. Per the board's request, the intermediary walkway between the sidewalk and the private patios has been replaced with additional landscaping area to benefit both the sense of privacy at the private patios as well as provide additional visual relief along that streetscape.</div> <div>2. See response #1, above. There are large plantings in the planting areas between the private patios and the public sidewalk along Taylor, including tall shrubs and small trees. Plantings in pots will further enhance the privacy between the units. Finally, low entry gates have been added to the entries of the private patios to further enhance their sense of privacy and separation from the public right-of-way.</div> <div>3. The Taylor 28 project has been built across the street and the design team has made a site visit to observe their incorporation of onsite stormwater treatment. This project reduces the quantity of surface run-off through the installment of large areas of pervious surface via large planters in the setback along Taylor Ave N.</div>

F.1 EARLY DESIGN GUIDANCE MASSING ALONG TAYLOR AVE





F.3 EAST ELEVATION ALONG TAYLOR AVE.

A-7, B-1, C-3

The building steps down at the center of the block to break up the bulk and scale of the building, responding to a context of smaller building footprints. Residential open space is consolidated in a series of roof decks at this break between masses.

A-10, C-4

The north and south ends of the building are clad in brick to accentuate the corners. The brick elements step down in mass to help lessen the perceived height and mass of the building from the pedestrian level.



EAST ELEVATION

D-11

The commercial space at the intersection of Denny Way and Taylor Ave N will be highly transparent

A-2, A-3, A-4, D-1

The main entrance to the building is located at the center of the block in a highly visible location on a plaza-like streetscape afforded by a departure to increase the building setback from the property line.

A-4, A-6, D-12, E-2

A sequence of public, semi-public and private spaces ease the transition from residence to street and encourage human activity adjacent to the right-of-way.

A-10, C-4

The north and south ends of the building are clad in brick to accentuate the corners. The brick elements step down in mass to help lessen the perceived height and mass of the building from the pedestrian level.

B-1

A series of smaller bays in the brick mass assist in breaking the cornice line from the pedestrian's point of view and reduce the sense of height, bulk and scale on the street.



NORTH ELEVATION

A-4, A-6, D-12, E-2

A sequence of public, semi-public and private spaces ease the transition from residence to street and encourage human activity adjacent to the right-of-way.

F.5 WEST ELEVATION ALONG THE ALLEY

A-7, B-1, C-3

The building steps down at the center of the block to break up the bulk and scale of the building, responding to a context of smaller building footprints. Residential open space is consolidated in a series of roof decks at this break between masses.

A-10, C-4

The north and south ends of the building are clad in brick to accentuate the corners. The brick elements step down in mass to help lessen the perceived height and mass of the building from the pedestrian level.



WEST ELEVATION

D-5, D-6

All parking garage access and trash collection and service areas have been located along the alley

A-7, D-7

A series of residential patios located 1 - 2 storeys above alley grade will increase visual servillance of the alley

D-5, D-6

All parking garage access and trash collection and service areas have been located along the alley

D-11

The commercial space along Denny Way and Taylor Ave N will be highly transparent

A-10, C-4

The north and south ends of the building are clad in brick to accentuate the corners. The brick elements step down in mass to help lessen the perceived height and mass of the building from the pedestrian level.

B-1

A series of smaller bays in the brick mass assist in breaking the cornice line from the pedestrian's point of view and reduce the sense of height, bulk and scale on the street.

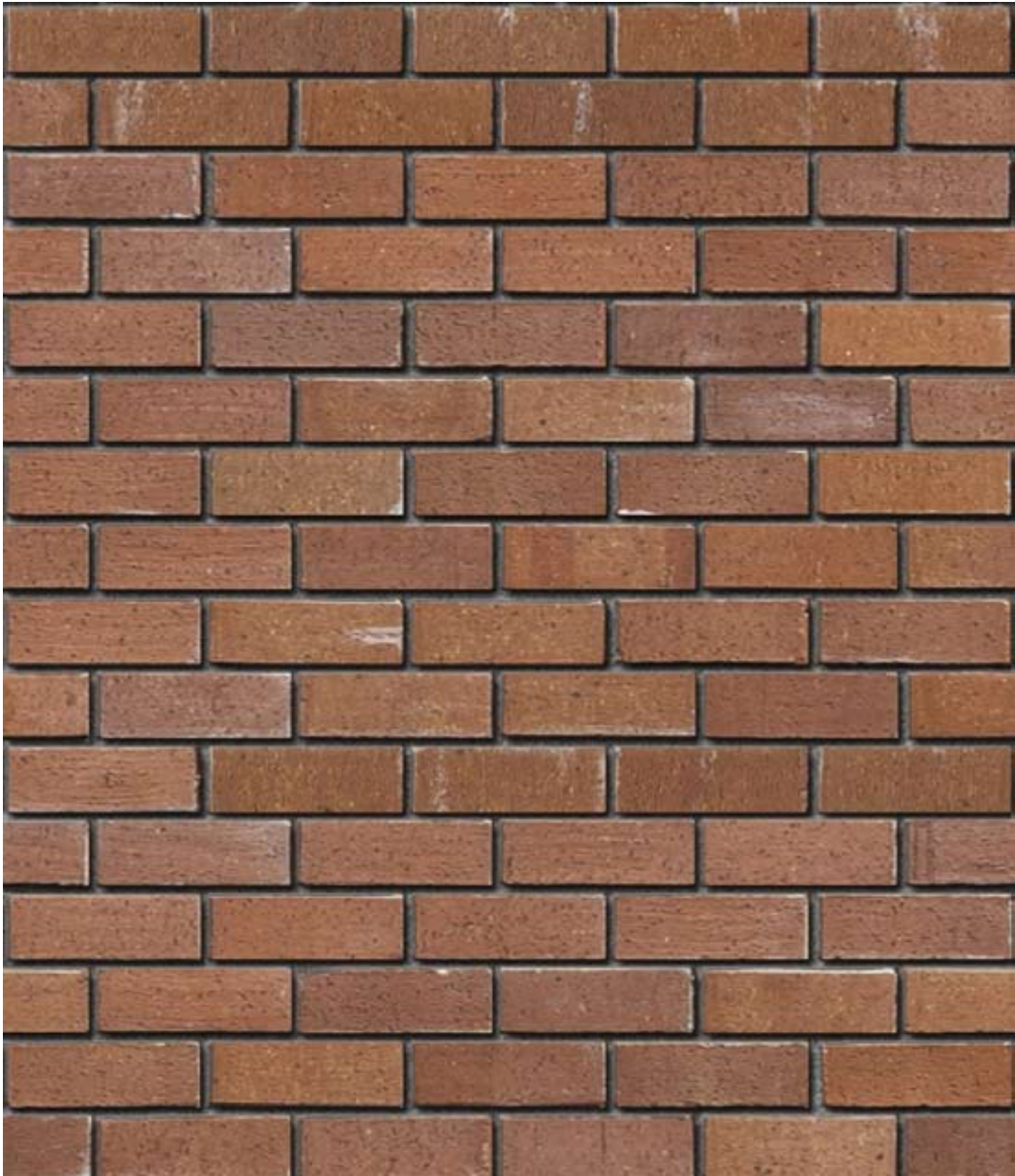


SOUTH ELEVATION

D-11

The commercial space along Denny Way and Taylor Ave N will be highly transparent

F.7 EXTERIOR FINISH MATERIALS



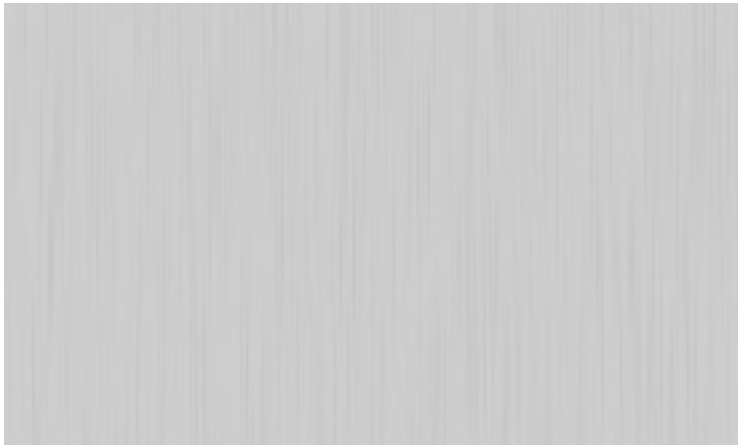
BRICK



CLEAR ANODIZED ALUMINUM WINDOW



DARK ANODIZED ALUMINUM WINDOW



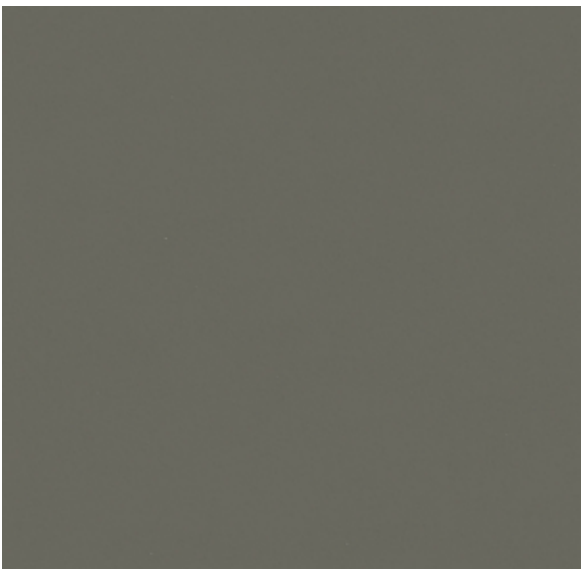
CLEAR ANODIZED ALUMINUM INFILL PATTERN



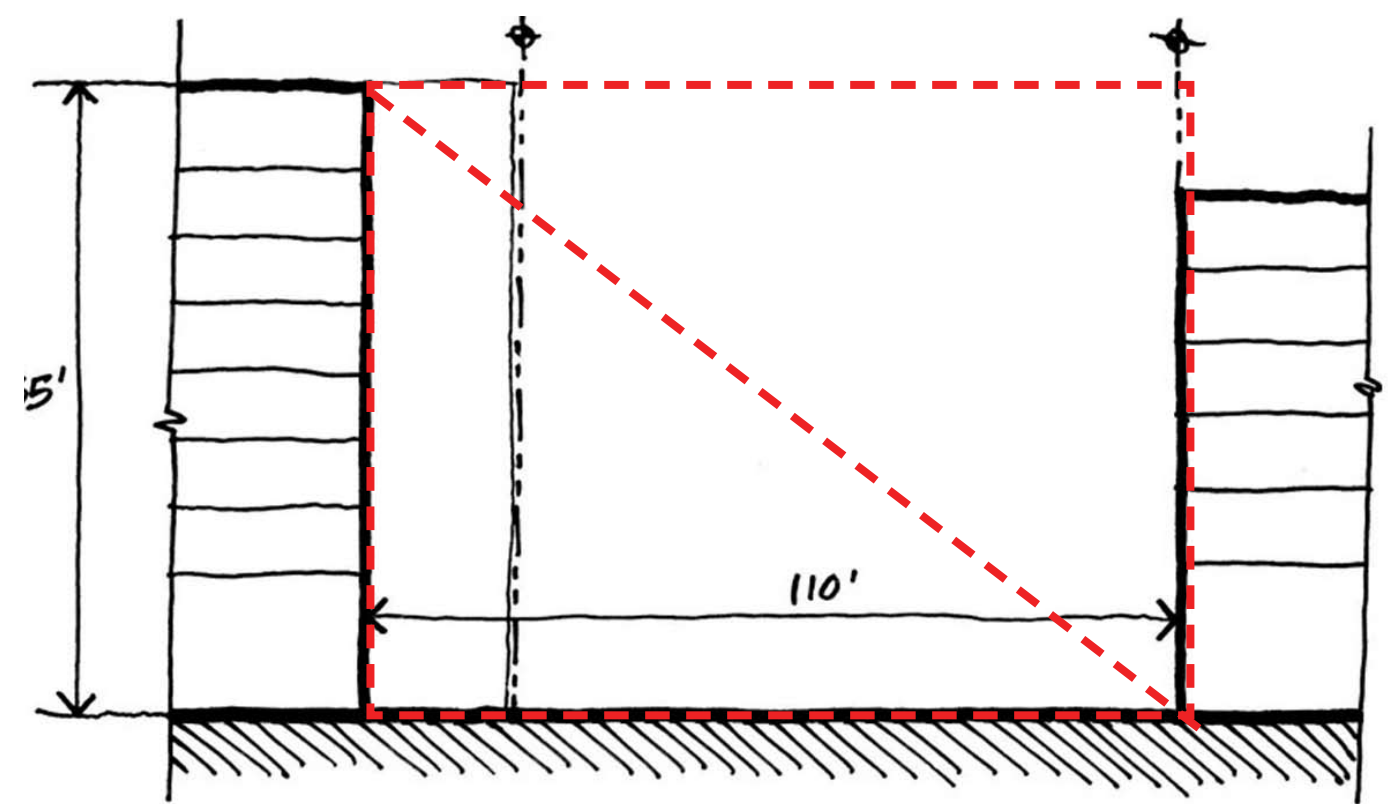
WHITE PAINTED CONCRETE PANEL



TAUPE PAINTED CONCRETE PANEL



DARK TAUPE PAINTED CONCRETE PANEL



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

Height/Width Ratio 1:1.3



101 TAYLOR AVE N

TAYLOR AVE N

TAYLOR 28

F.9 EARLY DESIGN GUIDANCE 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

DENNY WAY:

Street trees will be placed in tree grates to provide maximum circulation space for pedestrians, avoiding a pinched sidewalk along this busy street. Retail entries with full glazing will help with street life interaction.

TAYLOR AVENUE NORTH:

Street trees are located to coordinate with required clearance from the utility poles along the west side of Taylor.

Live/Work entries have patios and landscaped spaces that act as a buffer between passers-by and tenants.

ROOF DECKS:

The building steps in and down at the center of the site to break up the upper story massing from street view .

EAST JOHN STREET:

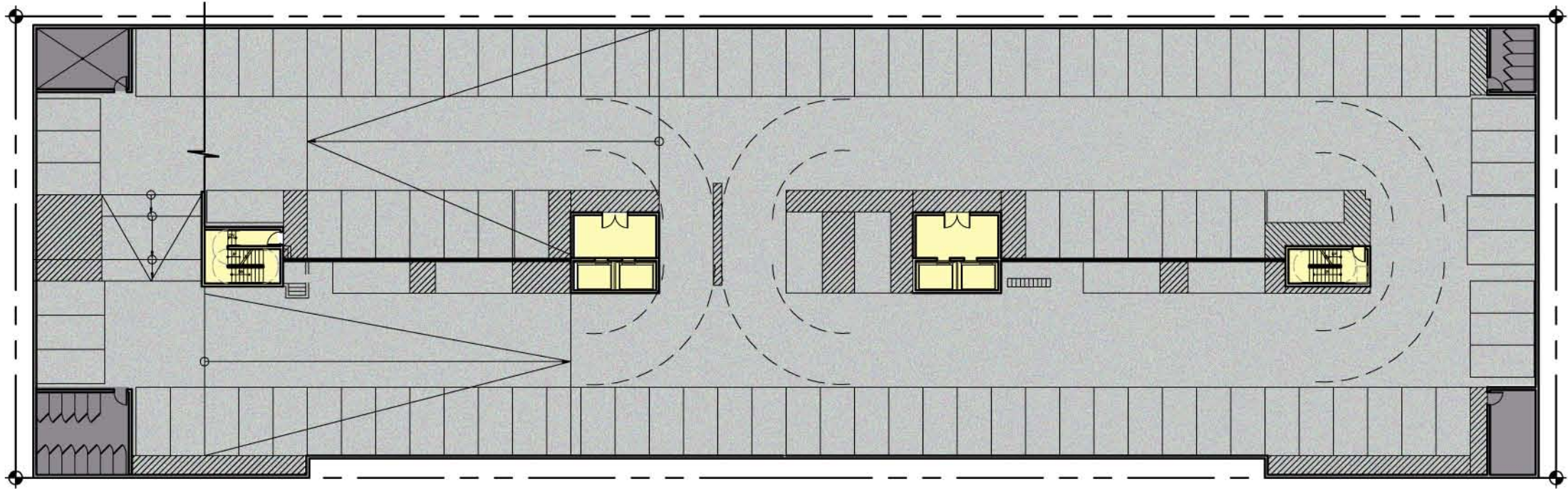
Live/work entries are raised to provide buffers, similar to Taylor. There will be a planting strip between the patios and sidewalk to assist the transition from public to private space.

Street trees will be located in a planting strip between the sidewalk and the curb per coordination with SDOT.

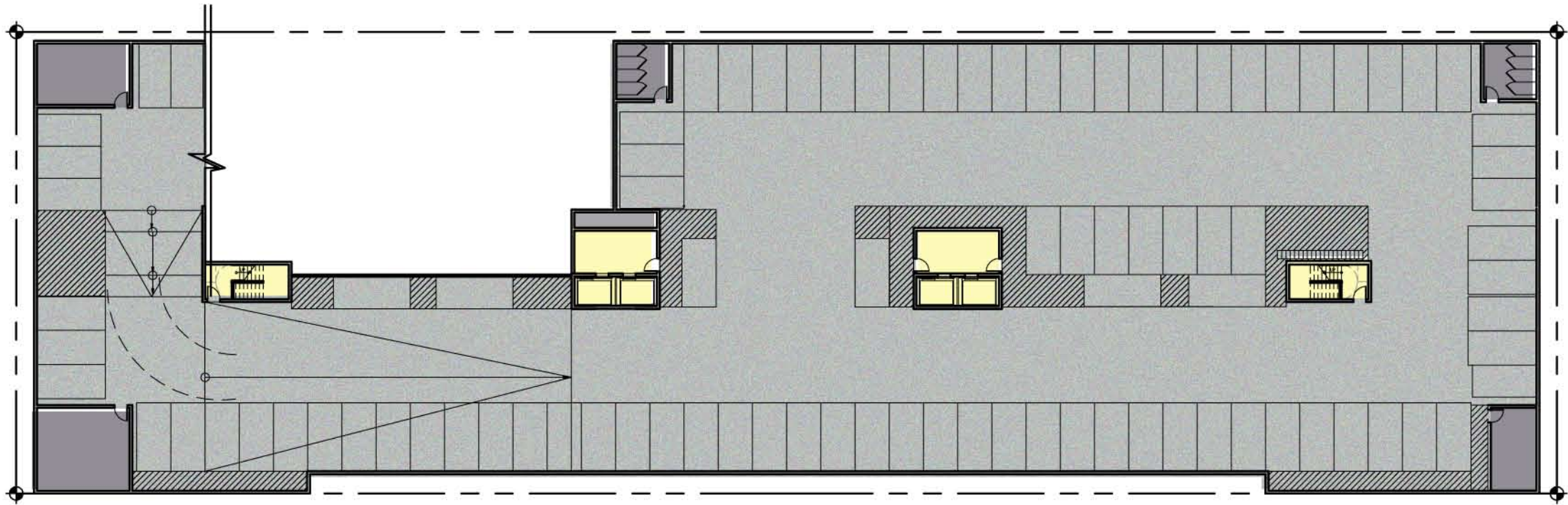


CURRENT SITE PLAN

F.11 ARCHITECTURAL PLANS



PARKING LEVEL P1

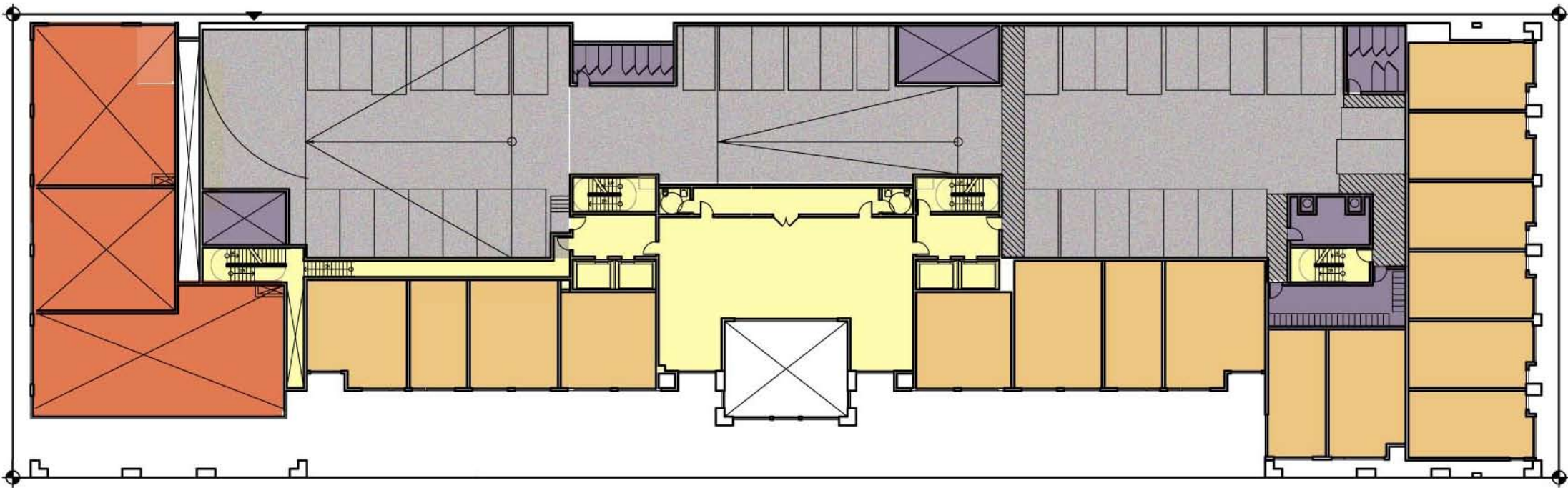


PARKING LEVEL P2

- KEY
- RESIDENTIAL
 - COMMERCIAL
 - COMMON + CIRCULATION
 - PARKING
 - STORAGE / SERVICE

KEY

- RESIDENTIAL
- COMMERCIAL
- COMMON + CIRCULATION
- PARKING
- STORAGE / SERVICE



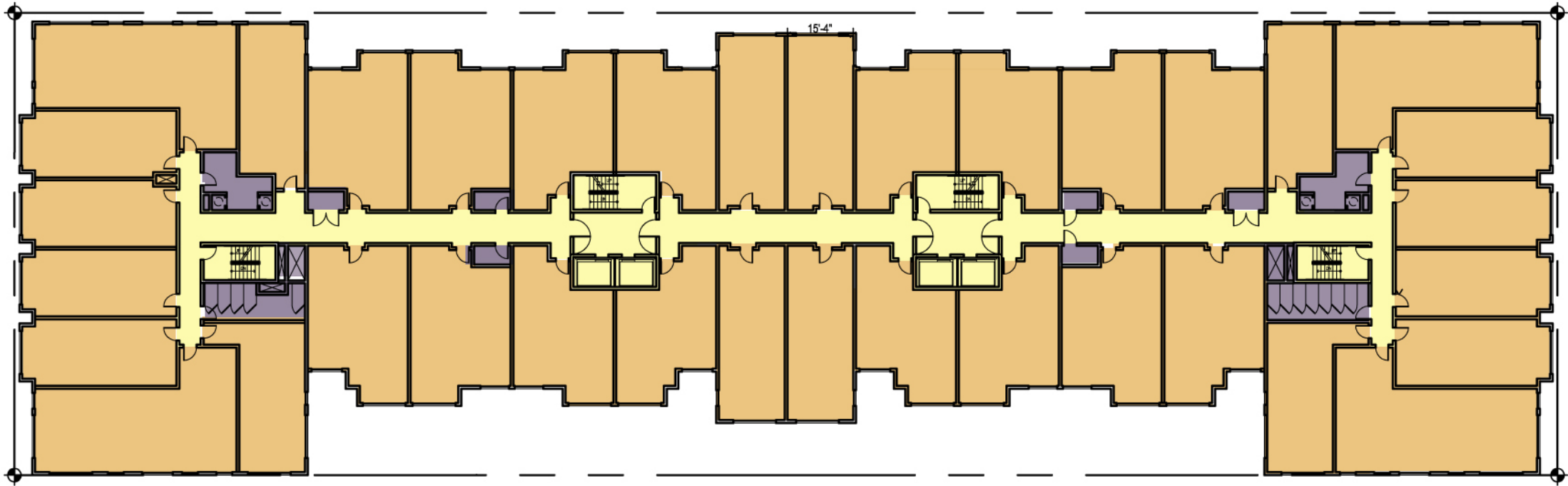
LEVEL 1 MEZZANINE



LEVEL 1

F.13 ARCHITECTURAL PLANS

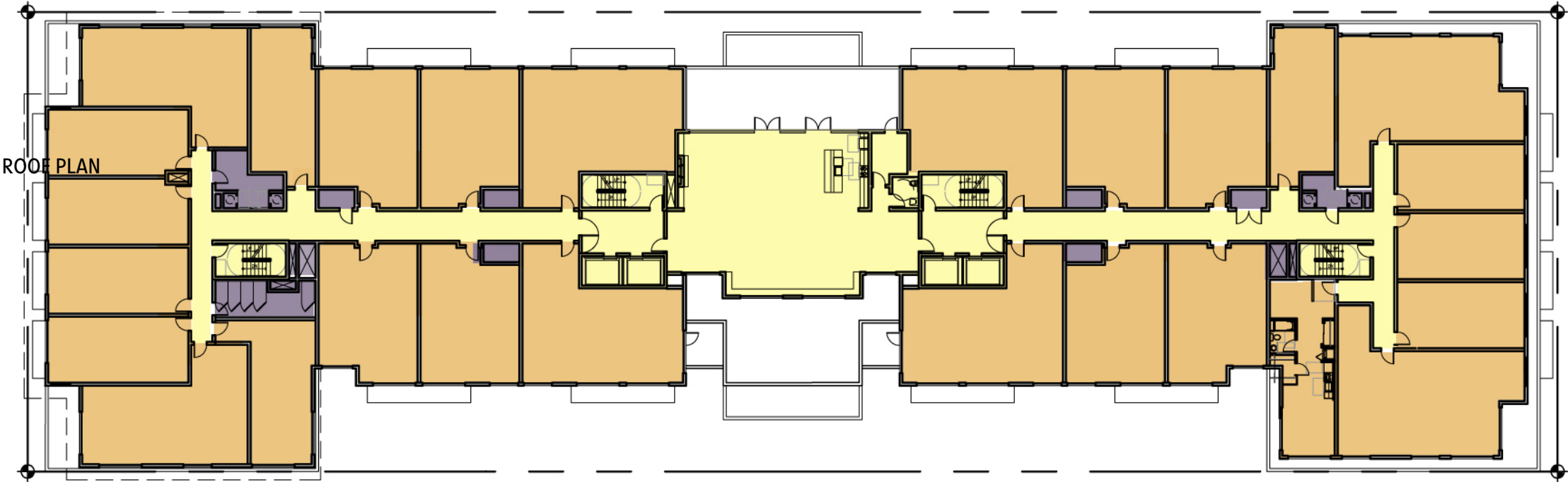
- KEY
- RESIDENTIAL
 - COMMERCIAL
 - COMMON + CIRCULATION
 - PARKING
 - STORAGE / SERVICE



TYPICAL UPPER FLOOR PLAN

KEY

- RESIDENTIAL
- COMMERCIAL
- COMMON + CIRCULATION
- PARKING
- STORAGE / SERVICE



LEVEL 8 PLAN

F.15 BUILDING MODEL IMAGES



VIEW OF THE BUILDING FROM THE SOUTH EAST



VIEW OF THE BUILDING FROM THE NORTHEAST

F.17 STREETScape VIEWS ALONG DENNY WAY



SE CORNER OF BUILDING AT THE INTERSECTION OF DENNY WAY AND TAYLOR AVE N



VIEW NORTH ALONG TAYLOR AVE FROM DENNY WAY



VIEW SOUTH ALONG TAYLOR AVE FROM LOBBY ENTRY

F.19 RESIDENTIAL ENTRIES ALONG TAYLOR AVENUE N.



VIEW SOUTH ALONG TAYLOR AVENUE N



VIEW FROM TAYLOR AVENUE RESIDENTIAL PATIO



VIEW WEST ALONG JOHN STREET FROM TAYLOR AVE



VIEW OF TOWNHOUSE ENTRIES ALONG JOHN STREET

F.21 LIGHTING, SIGNAGE + CANOPIES



SIGNAGE AND CANOPY EXAMPLES



F.23 LANDSCAPE DESIGN

TAYLOR AVE N



PLANTING CHARACTER



FENCE STYLE OPTIONS



PLANT MATERIAL

Taylor 101
Site Plan, 10/1/2010

8 TH FLOOR EAST LANDSCAPE



ROOFTOP GARDEN FACING EAST

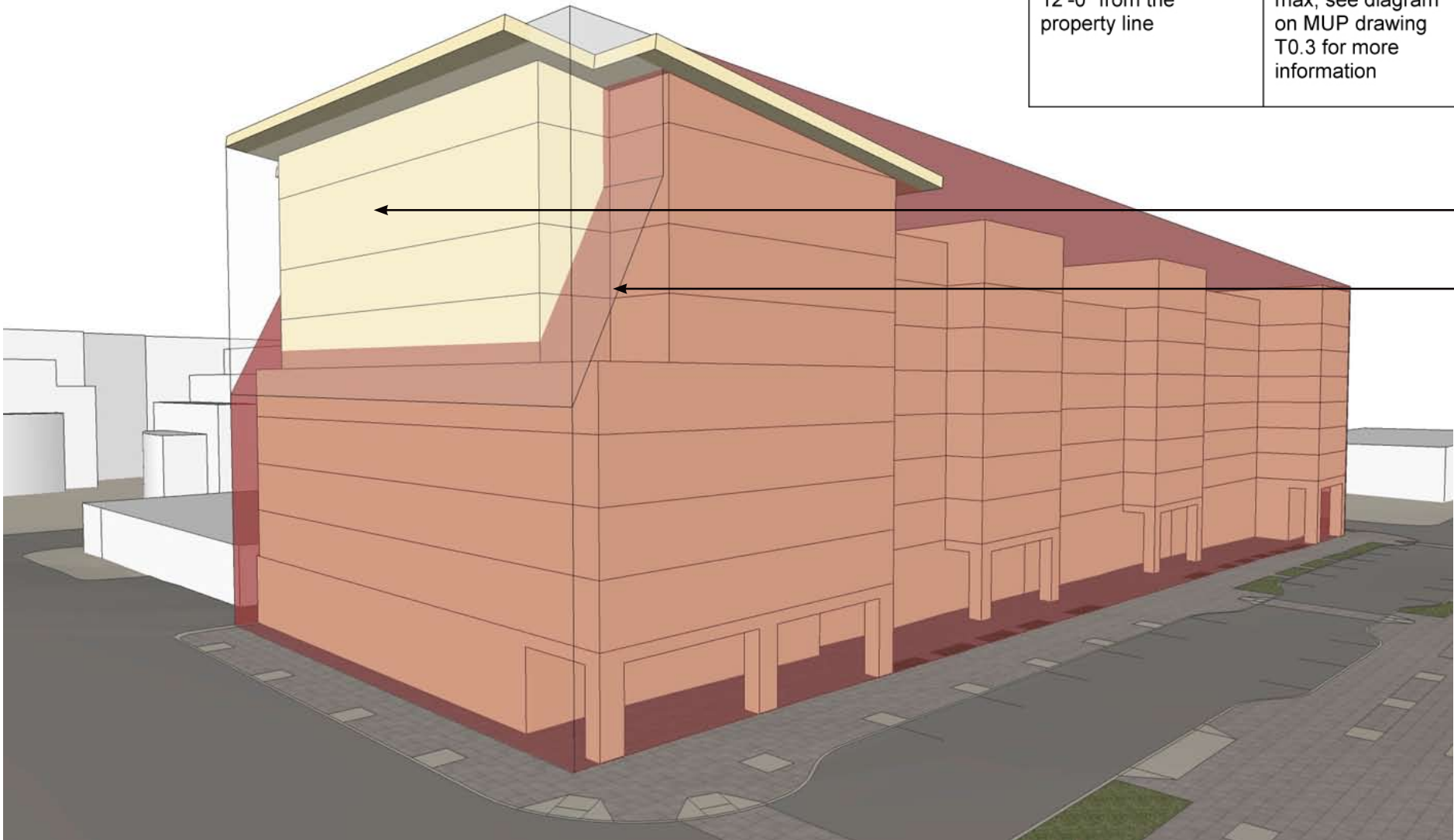
8 TH FLOOR AND 8 TH MEZZANINE



ROOFSCAPE CHARACTER



REQUIREMENT	REQUEST	APPLICANT'S JUSTIFICATION	DRB COMMENTS AT EDG2
Upper Level Setbacks (SMC23.48.0102B) Upper level setbacks of 1'-0" for every 2'-0" of height above 45'-0" to a maximum setback of 15'-0" is required along Denny Way.	Request a 1,995 GSF encroachment into the upper level setback required along Denny Way	The entire building façade is being held back over 4'-0" from the property line in order to enhance the pedestrian experience by widening the sidewalk along this right-of-way. Given the high volume of vehicular traffic along Denny, the building has forfeited SF at the lower levels to give more room to the pedestrian.	The DRB was supportive of this requested departure. The Board felt that the street level was more important to the quality of the streetscape than the upper levels, and the applicant's proposed wider sidewalk on Denny Way would be more beneficial than an upper-level setback.
Façade Setbacks (SMC23.48.014D)) Building facades maybe setback up to 12'-0" from the property line	Request an increased setback along Taylor Ave N from 12'-0" to 22'-0" max, see diagram on MUP drawing T0.3 for more information	The additional depth will be occupied primarily by landscaping which will contribute to the pedestrian experience along the right-of-way as well as provide a significant buffer between the public zone at the sidewalk and the private townhouse entries along that frontage.	Not discussed as a departure at EDG, but a 20'-0" setback was proposed along Taylor and the Board was supportive of this condition (see commentary under "D-Pedestrian Environment").



Departure requested to permit greater prominence at streetscape

Upper level setback required above 45 feet

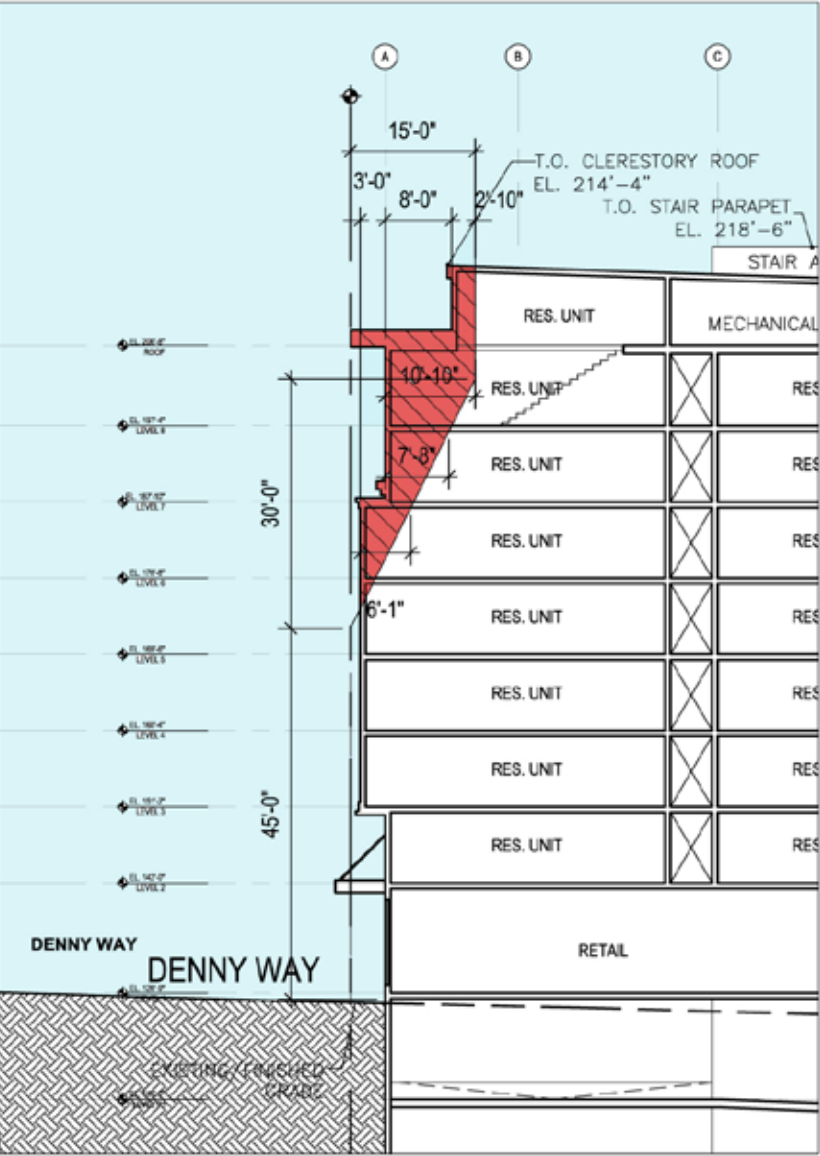
- SMC 23.48.010 A Structure height - 85' max height limit
- SMC 23.48.010 E 2 clerestories, parapets and guardrails may project up to 4'-0" above allowed height limit
- SMC 23.48.010 E 4 mechanical equipment, stair/elevator penthouses, solar collectors, atriums, greenhouses, and solariums may project up to 15'-0" above allowed height limit

PERPECTIVE VIEW OF REQUEST AT TIME OF EARLY DESIGN GUIDANCE

G.0 DEPARTURE #1 - UPPER LEVEL SETBACKS

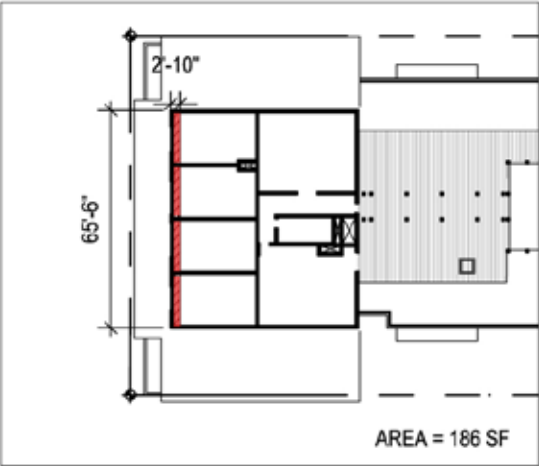
DEPARTURE #1 (Presented at EDG):

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

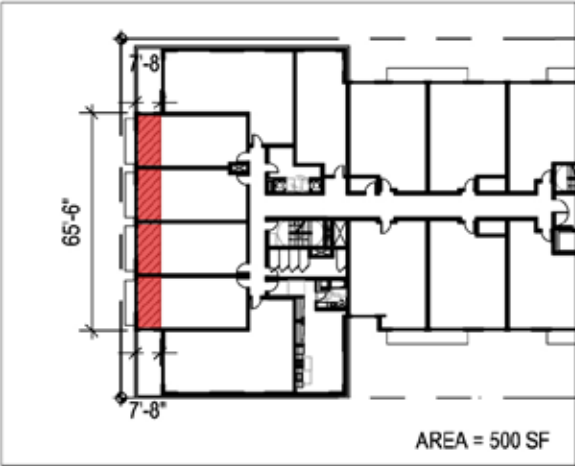


SECTION (LOOKING WEST)

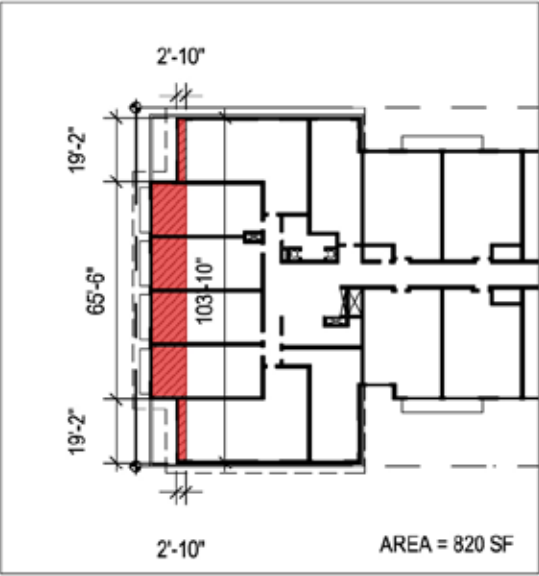
TOTAL SF GAINED BY UPPER LEVEL SETBACK ENCROACHMENT =
186 SF + 820 SF + 500 SF + 489 SF = 1,995 SF



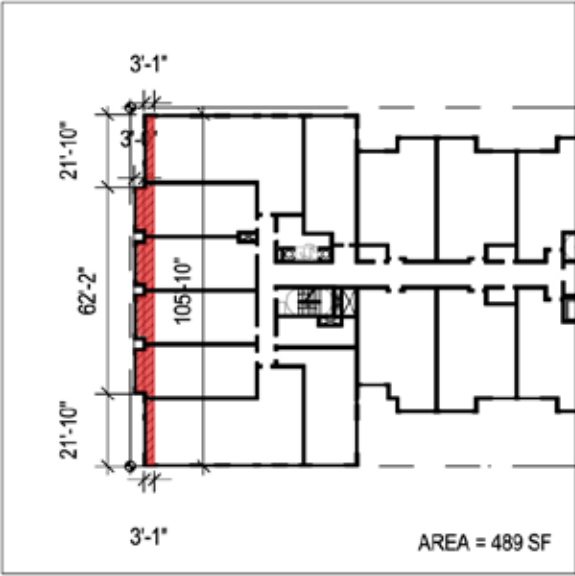
LEVEL 8 MEZZANINE



LEVEL 7 ENCROACHMENT



LEVEL 8 ENCROACHMENT



LEVEL 6 ENCROACHMENT

DEPARTURE #2 - FACADE SETBACKS G.1

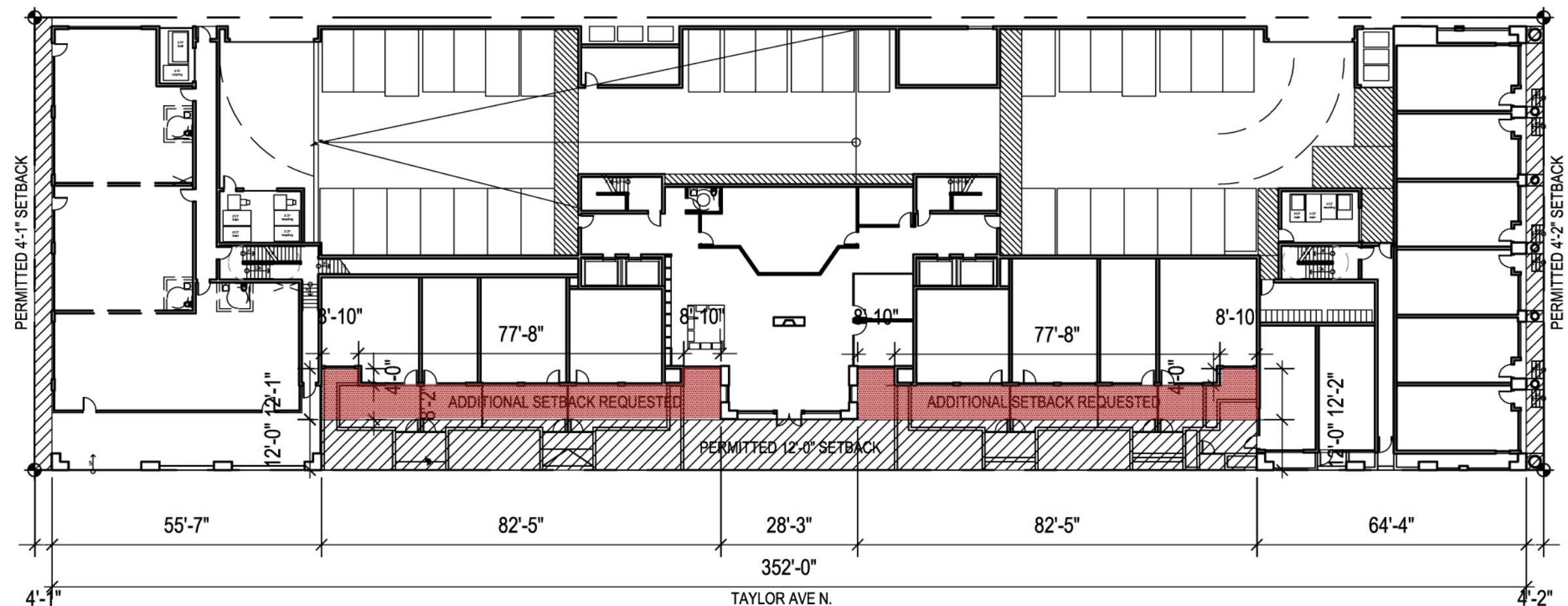
DEPARTURE #2:

The applicant seeks a zoning departure for SMC 23.48.014D :
Facade Setbacks may not exceed 12'-0" from the property line.

STREET LEVEL SETBACK: SMC 23.48.014D

EXCEPT ON CLASS A PEDESTRIAN STREETS STRUCTURES MAY BE SET BACK UP TO 12 FEET FROM THE
PROPERTY LINE.

1. THE SETBACK AREA SHALL BE LANDSCAPED ACCORDING TO SECTION 23.48.024
2. ADDITIONAL SETBACKS SHALL BE PERMITTED FOR UP TO 30% OF THE LENGTH OF THE SET-BACK STREET
WALL, PROVIDED THAT THE ADDITIONAL SETBACK IS $\geq 20'$ FROM ANY STREET CORNER.

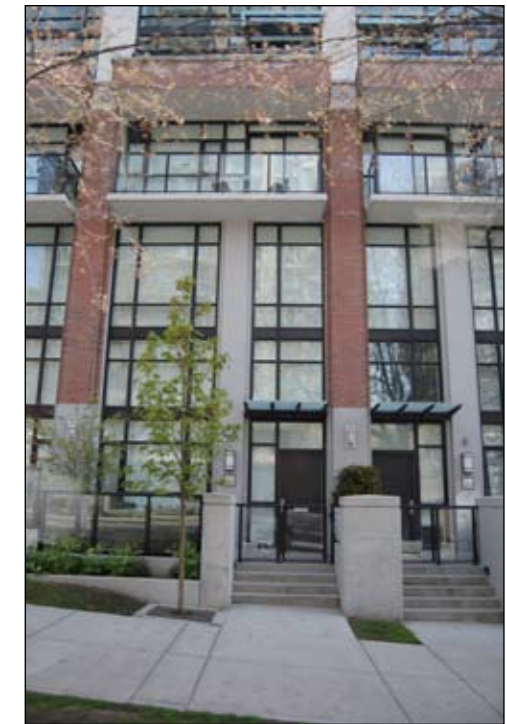


	LENGTH OF WALL:	WIDTH OF ADD'L SETBACK:	DEPARTURE REQUEST
TAYLOR AVE N	352.0'	$2(82.42') = 164.84'/352' = 47\%$	INCREASE ADDITIONAL SETBACK AREA FROM 30% TO 47%

LEVEL 1 SETBACKS

H.0 LANDSCAPE / STREETSCAPE PRECEDENTS





H.2 ARCHITECTURAL PRECEDENTS



