



# PROJECT GOALS

The 5343 Tallman Ave NW site is an exceptional and unique property in the popular and growing Ballard neighborhood. The project team seeks to develop approximately 240 apartment units with 14 ground floor live/work units, approx. 7500 SF retail and below grade/ interior parking for 288 automobiles.

## CONTEXT

Interpret the history and architecture of the community and create an appealing and lasting design. Offer a smart efficient layout and unit mix that will be attractive to new and existing Ballard residents. Analyze the existing surrounding developments to ensure a sensitive approach to building siting for both residents and neighbors.

## CONNECT

One of the great attributes of Ballard is its “walkability”. Our project sits near the center of a long block on a diagonal to the traditional city grid. It is flanked on two sides by large developments that create extended walls, blocking east/west walkways. By creating a mid-block connection and interesting pedestrian facades, the project looks to enhance the walkability of this section of Ballard.

## ACTIVATE

The existing mix of off-street parking lots and small commercial buildings effectively stops pedestrians from heading south from NW Market St.. By creating an active and interesting ground level experience, the project can start to link the adjacent blocks and invigorate commercial and residential properties to the south. Also by mixing residential and commercial, the development will maintain a level of activity throughout the day and reinforce the sense of community.



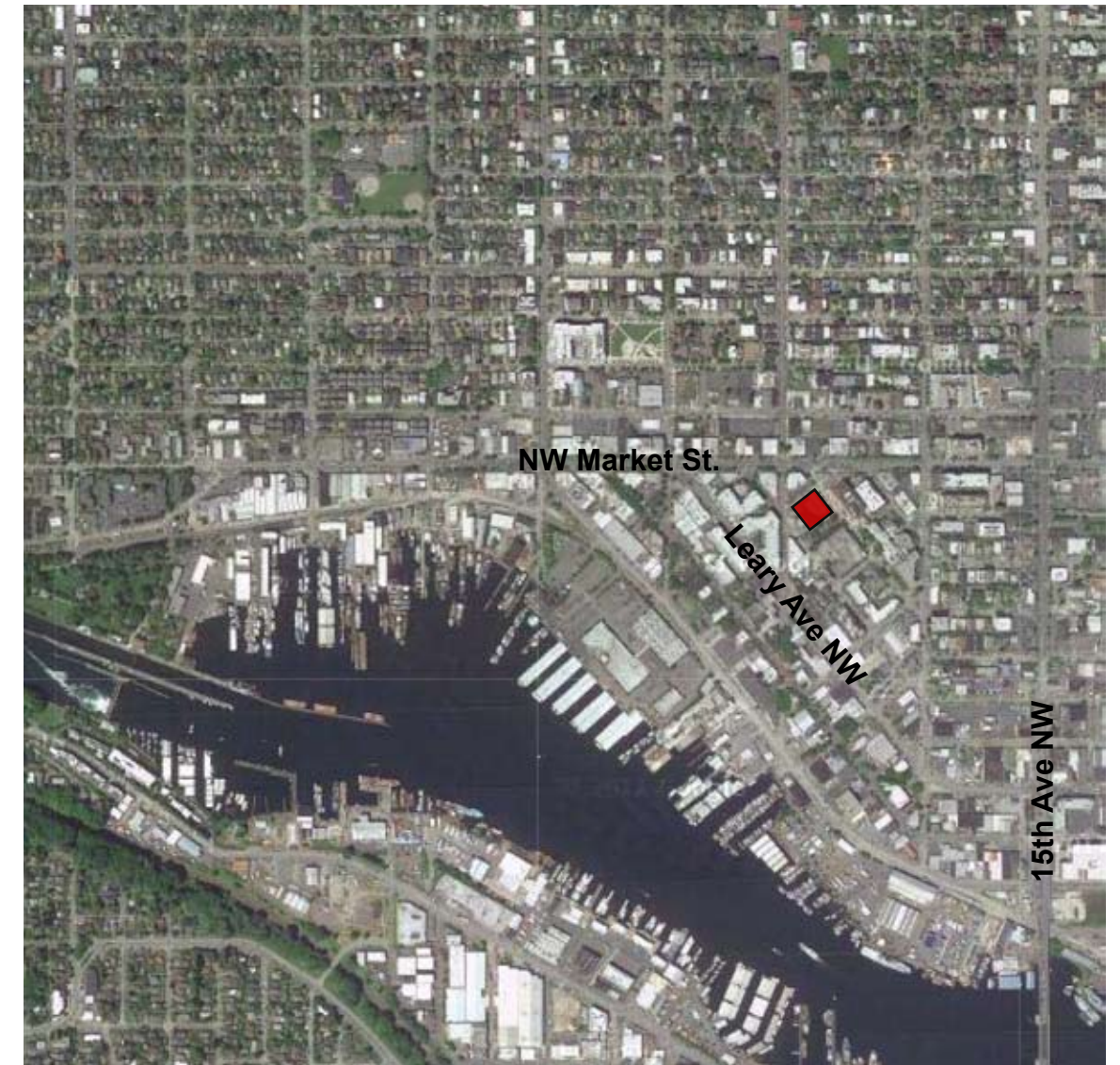
CONTEXT



CONNECT



ACTIVATE



BALLARD COMMUNITY

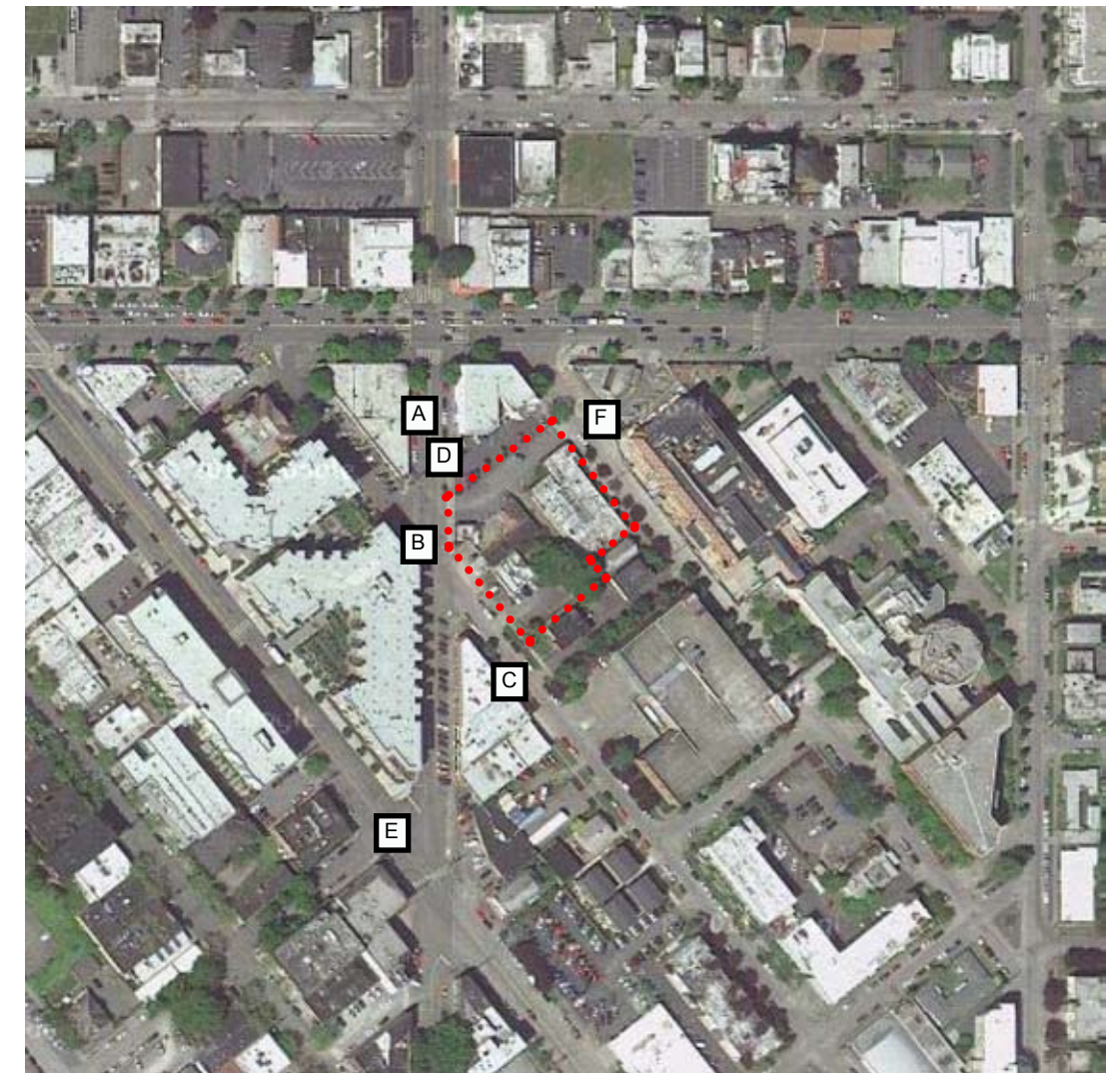


Ballard has a unique mix of old maritime based industrial and new modern design. With a strong Scandinavian heritage and a diverse age group, there are unique opportunities of blending new and old. Ballard continues to grow with renovations of existing structures and construction of large scale residential and health care projects. Other community characteristics include:

- Economic diversity
- Eclectic mix of businesses
- Active pedestrian citizens
- Strong community ties
- Connection to waterways
- Family friendly scale
- Increasingly self-sustaining community
- Sustainable new developments

NEIGHBORING BUILDINGS





- A** LOW RISE MIXED COMMERCIAL / RETAIL
- B** CANAL STATION MIXED USE RETAIL / RESIDENTIAL CONDOMINIUMS
- C** LOW RISE MIXED COMMERCIAL / RETAIL
- D** LOW RISE MIXED COMMERCIAL/RETAIL
- E** CANAL STATION MIXED USE RETAIL / RESIDENTIAL CONDOMINIUMS
- F** MID RISE MEDICAL OFFICE BUILDING





B



A



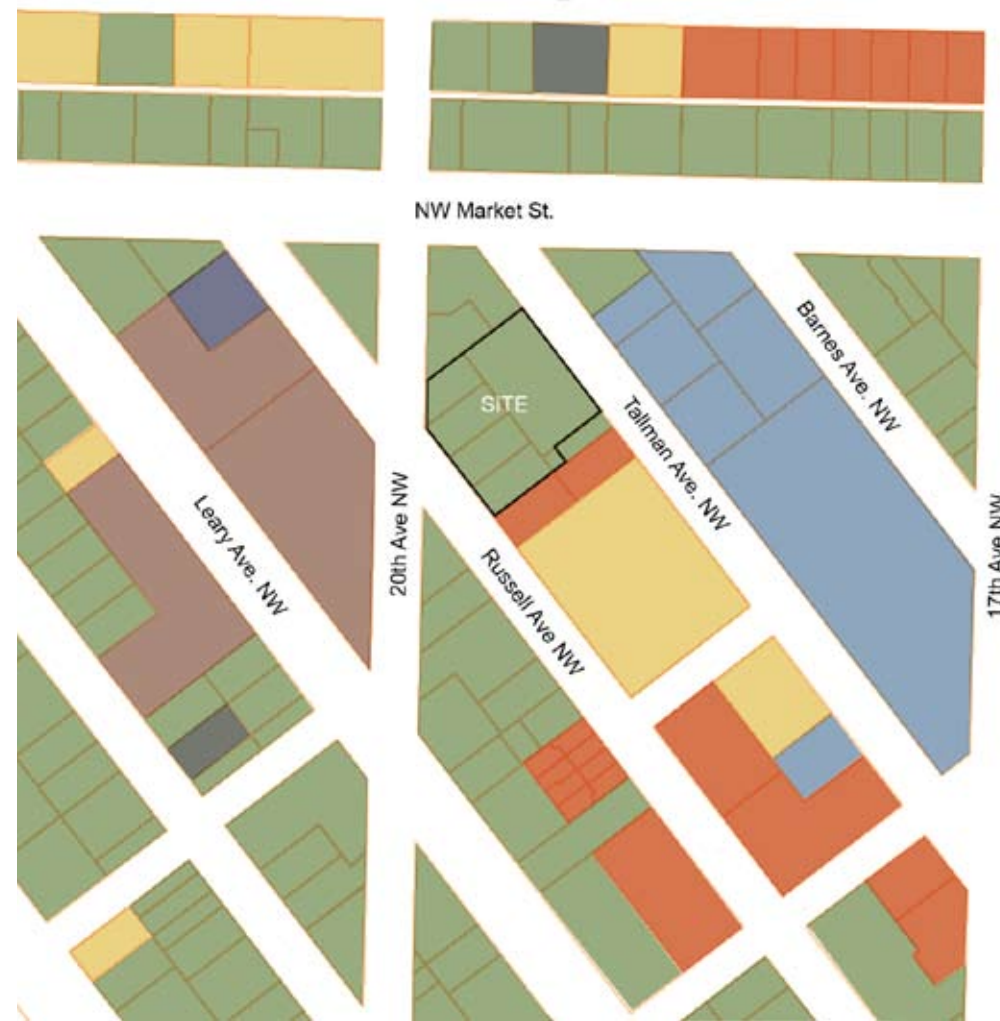
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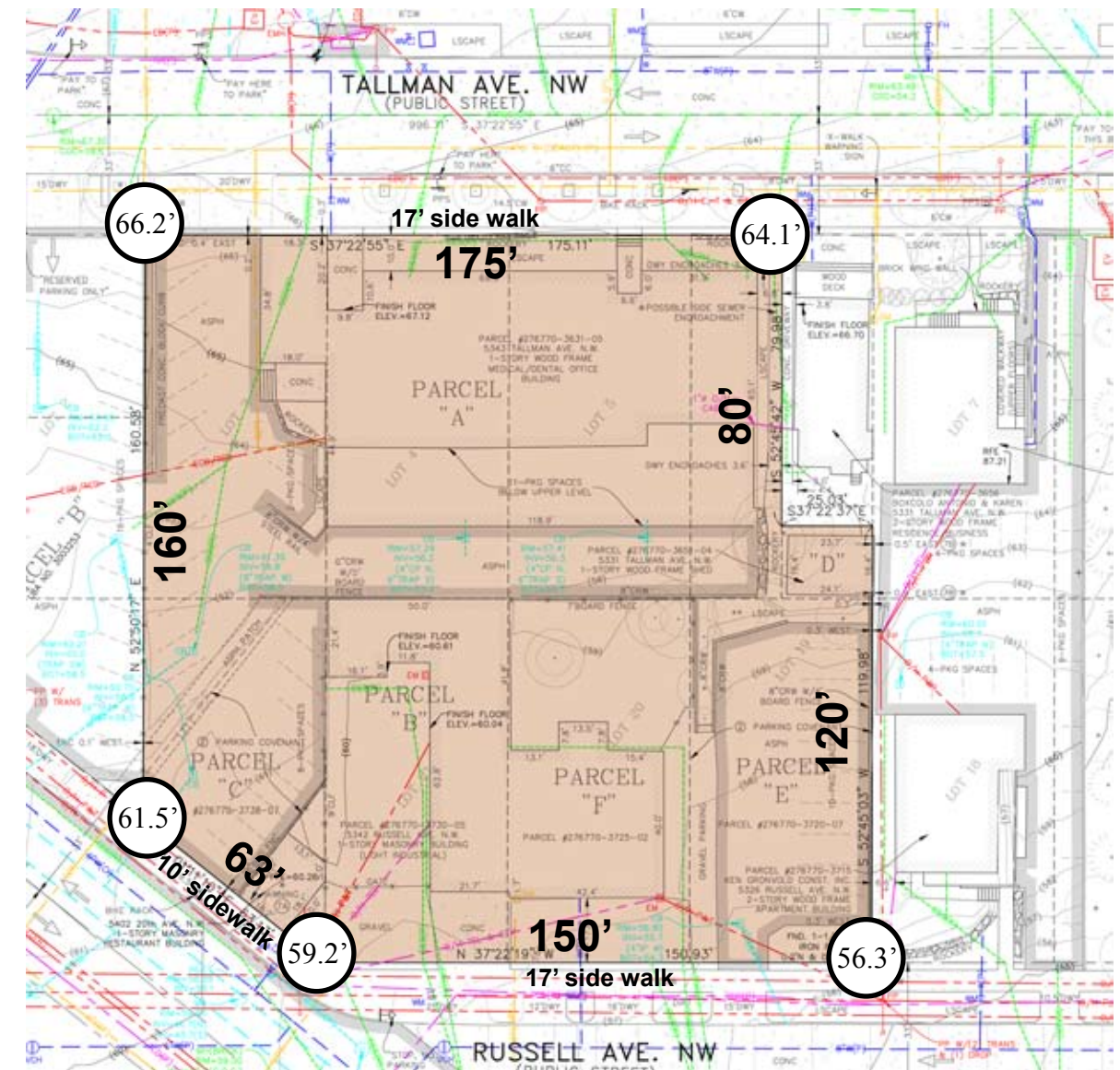
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- A** SWEDISH HOSPITAL PARKING GARAGE
- B** SWEDISH HOSPITAL - TALLMAN BUILDING
- C** LOW RISE BANK
- D** MID RISE MIXED COMMERCIAL / RETAIL / OFFICE





Uses directly adjacent to the site include; Swedish Medical Center on Tallman Ave NW (multiple 5-6 story bldgs, zoned MIO-105-MR, MIO-105-NC3-65 &, MIO-105-NC3-85); Wells Fargo Bank (single story zoned NC3-85); Office and Retail uses in nonregistered historic style building to the NW, directly adjacent to the site ( 3 stories zoned NC3-85); restaurant and retail uses across 20th/ Russell (single story zoned NC3P-65); Mixed use development on 20th (Canal St Station-residential 6 stories zoned C1-65); across Russell Ave NW the Louisa local landmark historic brick building w/ retail uses (2 stories), rear entries to FOE assembly hall (2 stories wood) and single story CMU automotive shop (zoned c1-65); directly adjacent to the southeast are 2 apartment buildings (3 stories) and a single story home used as a hair salon (zoned NC3-85); further to the SE is the Swedish parking garage w/ skybridge across Tallman Ave NW (zoned MIO-65-NC3-65)



- HOSPITAL
- PARKING
- MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- MIXED USE RESIDENTIAL
- OLD BALLARD FIREHOUSE
- VACANT LOT



The existing site drops approximately ten feet from north to south. This difference allows for two separate levels of entries for pedestrians and vehicles. The site is a midblock through lot, with no alleys, that would benefit from two distinct frontages on Tallman and Russell Avenues. The retail on Tallman would have its own garage entry, while the residential garage would be accessed from Russell. Having the garage entries on the same facade as the pedestrian entries would make for easier wayfinding.

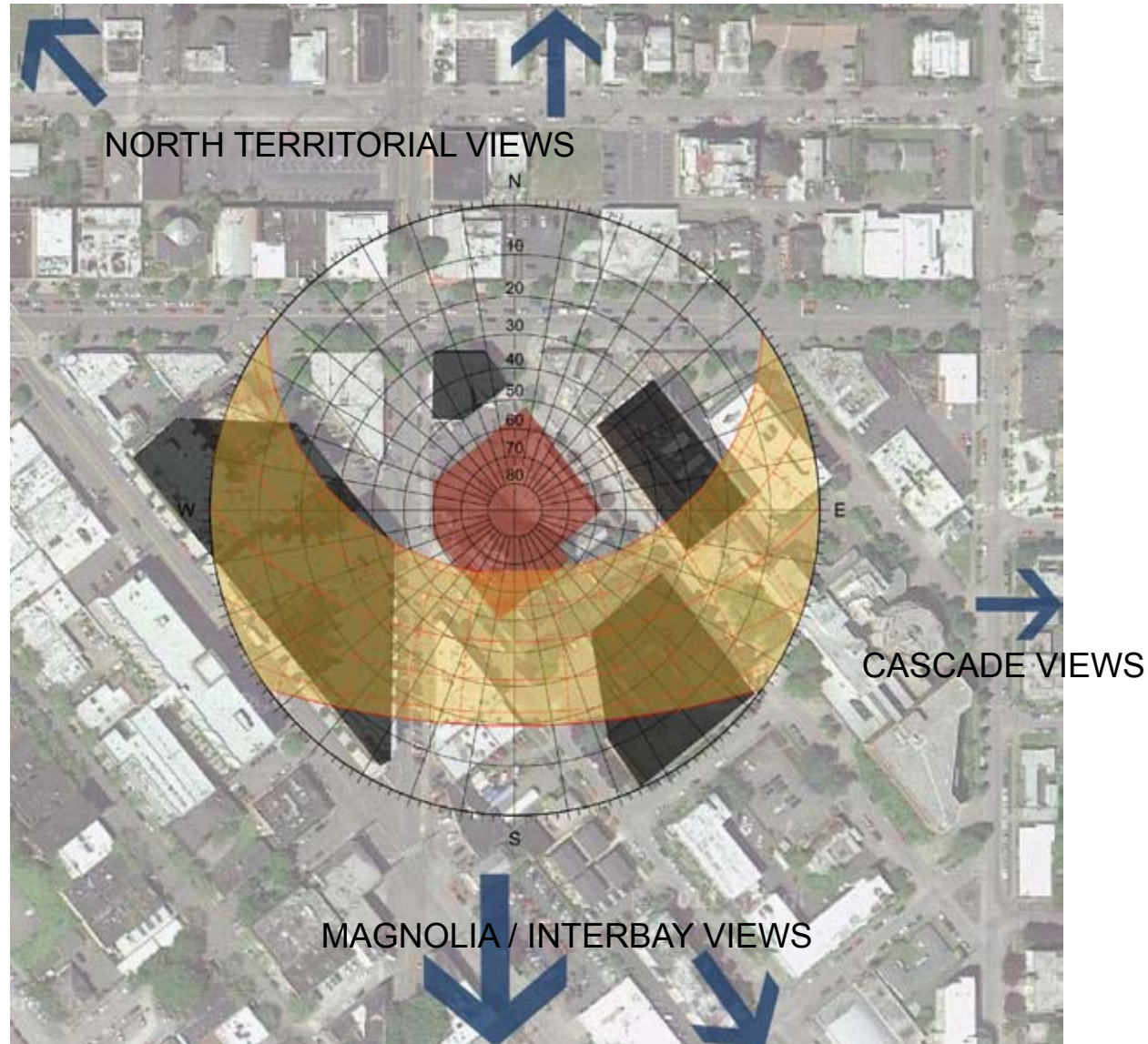
With a midblock site, there is an opportunity to provide a pedestrian pathway through the development. This will help bridge the east and west properties and allow for unique open spaces off of live/work ground floor units.



- A** TALLMAN AVE NW
- B** 20TH AVE NW / RUSSELL AVE NW
- C** RUSSELL AVE NW



## SOLAR ACCESS AND VIEWS



Best solar access is from the south due to the multistory neighboring structures to the east and west. Upper floors should benefit from direct sunlight most of the year during midday hours.

Views will be blocked by the same buildings to the east and west. There are good territorial views north and south to Magnolia and Interbay. Upper floors have a potential of water and mountain views due to changes in grade.

## TRAFFIC / PEDESTRIAN PATTERNS



Most vehicular and bicycle travel will occur to the south of the site. Using Tallman, 20th and Russell Avenues to connect to Leary Avenue and 15th Avenue to downtown and Fremont. The Burke Gilman trail to the southwest allows for connections to Fremont and UW. Vehicles traveling north will mainly use NW Market St. to 15th or 8th.

Pedestrian and some bicycle travel will mostly head west to Ballard's main downtown shops, restaurants and parks. The large block developments to the west will cause pedestrians to go north to Market St or south to NW Vernon Place to cross towards the west.





**COMMERCIAL ZONING : NC3-85**  
**OVERLAY ZONE: BALLARD HUB URBAN VILLAGE**

*Maximum Building Height:*

23.47A.012.A: 85ft Height limit (NC3-85) + 4ft additional for limited items per 23.47A.012.D.2

*Rooftop Features:*

23.47A.012.D.:

1. Radio & television receiving antennas excluding dish antenna; ham radio towers; smokestacks; chimneys; flagpoles; are exempt from height controls... provided they are min. of ten (10) from any side or rear lot line.
2. Open railings, planters, skylights, clerestories, greenhouses, parapets and firewalls may extend up to four (4) feet above the max. height limit with unlimited rooftop coverage.
4. Rooftop features may extend up to fifteen (15) feet above maximum height limit, as long as combined total coverage of all features does not exceed twenty (20) percent of roof area or twenty-five (25) percent... including stair and elevator penthouses, or screened mech. equipment.
  - a. Solar Collectors
  - b. Stair and Elev. Penthouses,

- c. Mechanical equipment
- d. Play equipment and open mesh fencing which encloses it. (must be fifteen (15) feet from roof edge.
- e. Dish antennas

*Floor Area Ratio*

23.47A.013 A: Floor Area Limits apply to all C and NC zones

1. All gross floor area unless specifically exempt counts against the FAR.
3. Above grade parking within or covered by a structure or a portion of a structure must be included in the gross floor area calculations

23.47A.013.B: Maximum FAR allowed in NC zones or C zones

MAX FAR for 85' Limit = 6

Max FAR for any Single Use w/in Mixed Use Structure = 4.5

6 x 37,070 SF = 222,420 SF Maximum Floor Area Allowable

4.5 x 37,070 SF = 166,815 SF Maximum Single Use Floor Area Allowable

*Setback Requirements*

23.47A.014: N/A: Required only along any rear or side property line which abuts a lot line of a residentially zoned lot.

*View Corridor Requirement*

23.47A.015: N/A: Shoreline District only.

*Screening and Landscaping*

23.47A.016: Landscaping that achieves a Green Factor score of 0.30 is required.

*Residential Amenity Areas*

23.47A.024 A: May be provided at ground level, or may be provided above ground in the form of balconies, decks, solariums, greenhouses, roof gardens or decks.

Required Total to equal Five (5) percent of the structure's gross floor area excluding area for mechanical, accessory parking and residential amenity areas 23.47.024 B

1. All residents must have access to at least one residential amenity area
2. Amenity areas may not be enclosed
3. Parking and pedestrian areas do not count
4. Common areas to be min. of 250 SF, with no dimension less than ten (10) feet.
5. Private balconies and decks provided above the ground, having a min. area of sixty (60) SF with no horizontal dimension less than six (6) feet
6. Rooftop areas excluded pursuant to Section 23.57.012C1d (within 8 feet of rooftop communication equipment as specified).

*Parking Requirements*

23.54.015 Table B.K: 1 parking space for each dwelling unit

*Bicycle Parking*

23.54.015.K, Table E.D.2: 1 long term bicycle parking space for 4 residential units

*Parking Space Standards and Off Street Loading:* See section 23.54.030

*Access to Parking*

23.47A.032: From street if no alley provided

*Landscape Screening*

Surface Parking Lots Screening is required for any surface parking lots

*Permitted Uses*

23.47A.004 Table A Residential uses (in-mixed use) is permitted outright. Retail Sales and Services Permitted outright include Personal and household retail sales and Services, Medical Services (conditional Use), Eating and drinking establishments, Principal Use Parking, Non-household sales and services, Offices, Entertainment, Food Processing and Craft Work, Light manufacturing.

*Max. Nonresidential Uses*

23.47A.010: See Chart A section 23.47A.004

Conditional Use over 10,000 SF Medical Services (MIO Zone- Swedish Ballard)

*Street Level/Façade Requirements*

23.47A.008: Min height of retail floor at street level, 13 feet floor to floor. 60% of façade between 2' and 8' to be transparent. Non-residential uses must extend 30' and have a min. depth of 15' from street façade.

Residential uses at street level shall either be at least 4' above sidewalk grade or setback a minimum of 10' from the sidewalk

*Proposed Development*

Mixed Use Residential and Commercial structure; Medical Office facing Swedish Medical Center (Tallman Ave NW); Live-Work Units along 20th Ave NW, Russell Ave NW, and adjoining properties; Residential Entry along Russell Ave NW; separate parking entries along Tallman and Russell to serve Medical Office and Residential uses accordingly.

- Site Area: 37,070sf
- 7 story structure, maximum 70' ht above grade per IBC
- 5 stories wood frame over 2 stories concrete construction
- Approx 2.5 floors sub-grade parking
- Ground Floor Area (Medical Office/Parking/Live-Work/Residential Amenity) approximately 32,300sf
- Floors 2-7 (Residential) approximately 28,500sf



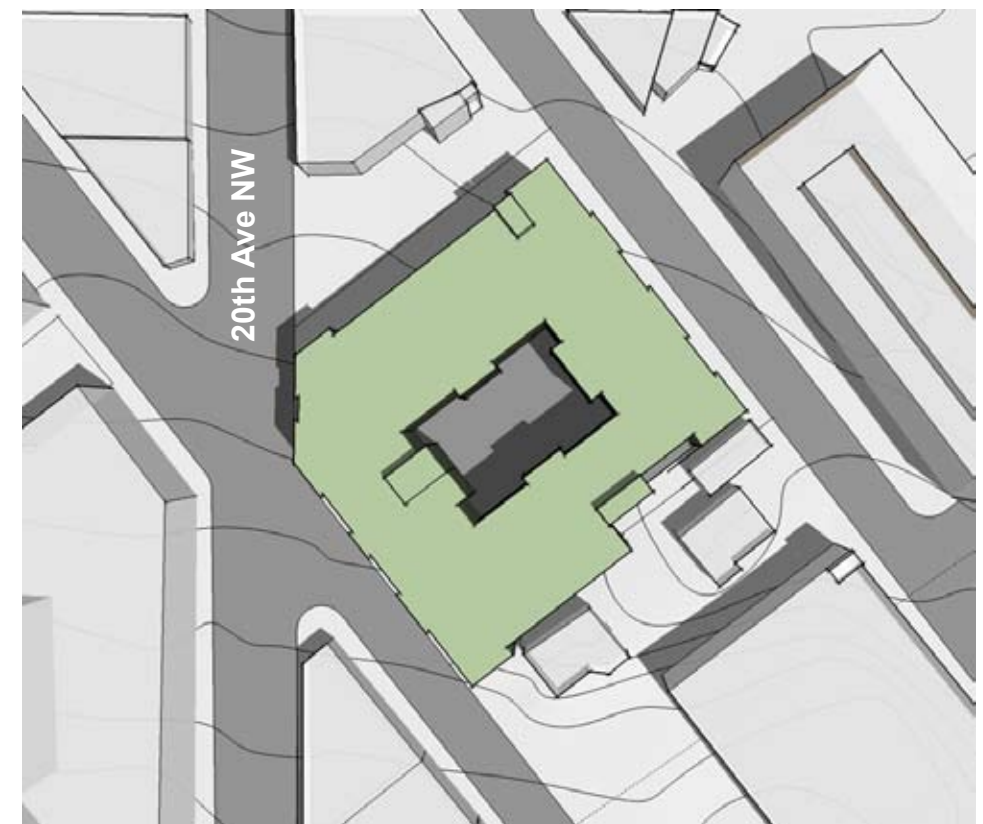
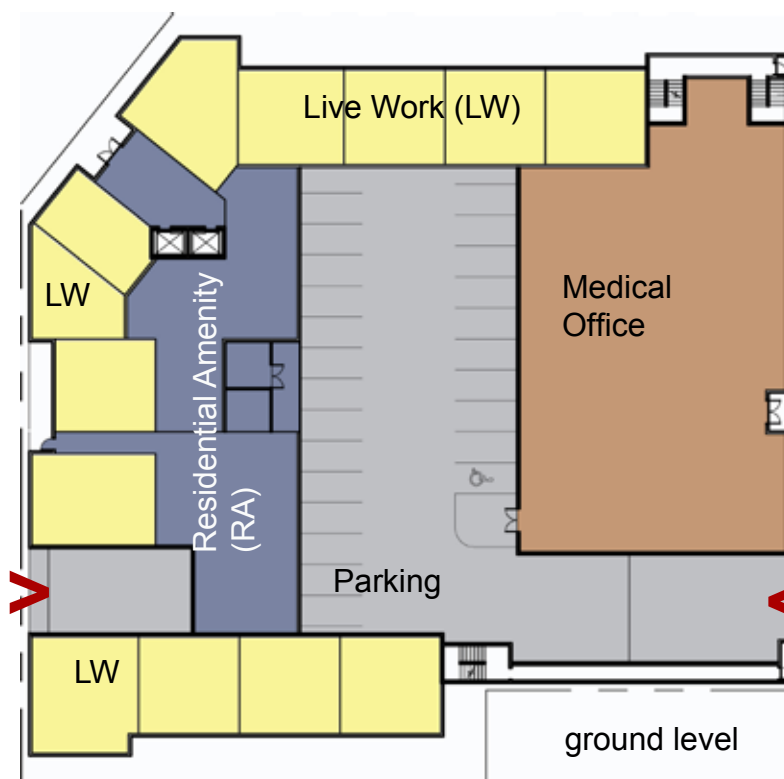
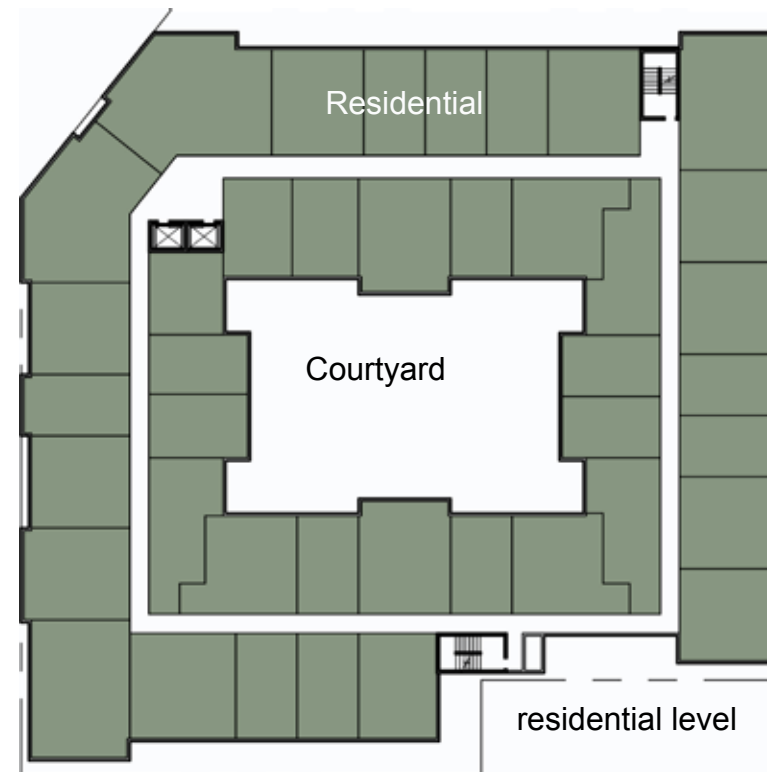
# SCHEME 1 - Maximum Courtyard, Minimum Facade Modulation

## Pros

- Maximized Live/Work units, which we believe are more likely to be successful in this neighborhood than traditional single use commercial space, for increased human activity on the streets
- Landscaped mid block connections will be provided by N and S Live/Work unit access paths
- Landscaped midblock connections buffer building's impact on adjacent sites and increases planted area from existing development
- Corner Residential lobby entry on 20th Ave is highly visible
- Building façade along 20th is set back from street to maximize public open space at intersection
- Interior Court residential open space dimensions are as large as possible, maximizing light and minimizing building shadow impact
- Commercial office space along Tallman is oriented toward Medical Office responding to Swedish development
- Residential level hallway configuration is simplified, results in easier way finding within the building
- Commercial and Residential parking entries are from separate streets

## Cons

- Departure may be required to have less than 80% of street frontage as Commercial along 20th Ave NW
- Residential entry on 20th Ave NW occupies the most likely successful single use Commercial space along this side of the building
- Residential units along Tallman have little relief from the Hospital/Medical Office buildings
- Tallman and Russell street facades will be most planar with least modulation
- Residential level plan has hallway and stairs on exterior walls, reducing residential frontage along perimeter and unit access to natural light
- 20th Ave residential entry has reduced separation from adjacent Commercial uses

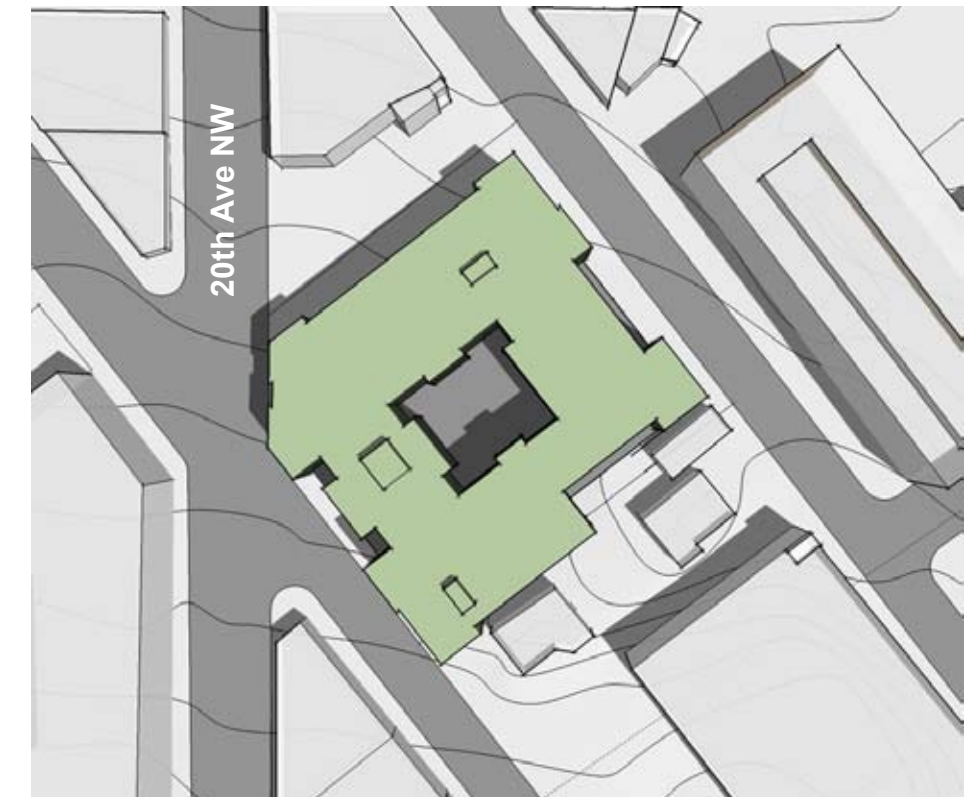
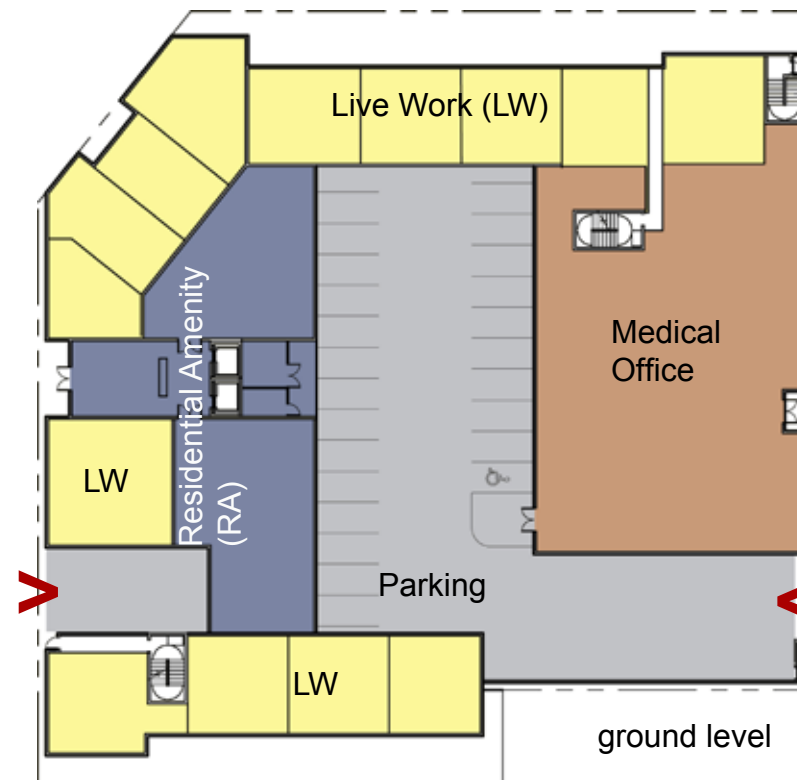
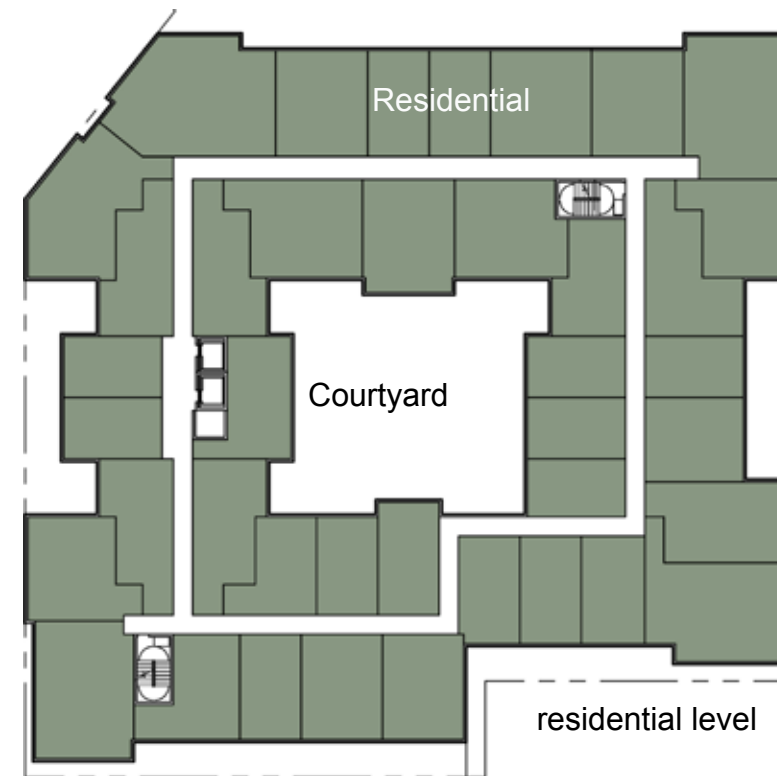


**Pros**

- No departures are requested
- Maximized Live/Work units, which we believe are more likely to be successful in this neighborhood than traditional single use commercial space, for increased human activity on the streets
- Landscaped midblock connections will be provided by N and S Live/Work unit access paths
- Landscaped midblock connections buffer building's impact on adjacent sites and increases planted area from existing development
- Residential entry lobby from less traffic heavy Russell Ave
- Provides maximized traditional single use commercial street frontage along 20th Ave NW and Russell Ave
- Commercial office space along Tallman is Medical Office, responding to Swedish development
- Modulation along Russell and Tallman street facades is significantly increased
- Modulation along Tallman provides separation for residential units from Hospital/Medical Office buildings
- Interior Court residential open space dimensions are adequate to provide reasonable light and reduce building shadow impact
- Residential level plan has hallway and stairs on interior walls, maximizing residential frontage along perimeter and unit access to natural /direct sun light
- Commercial and Residential parking entries are from separate streets

**Cons**

- Smaller atrium allows less natural light to lower units
- Live/Work units on SE are out of street view
- Residential level hallway configuration is more complex, results in reduced way finding ease within the building



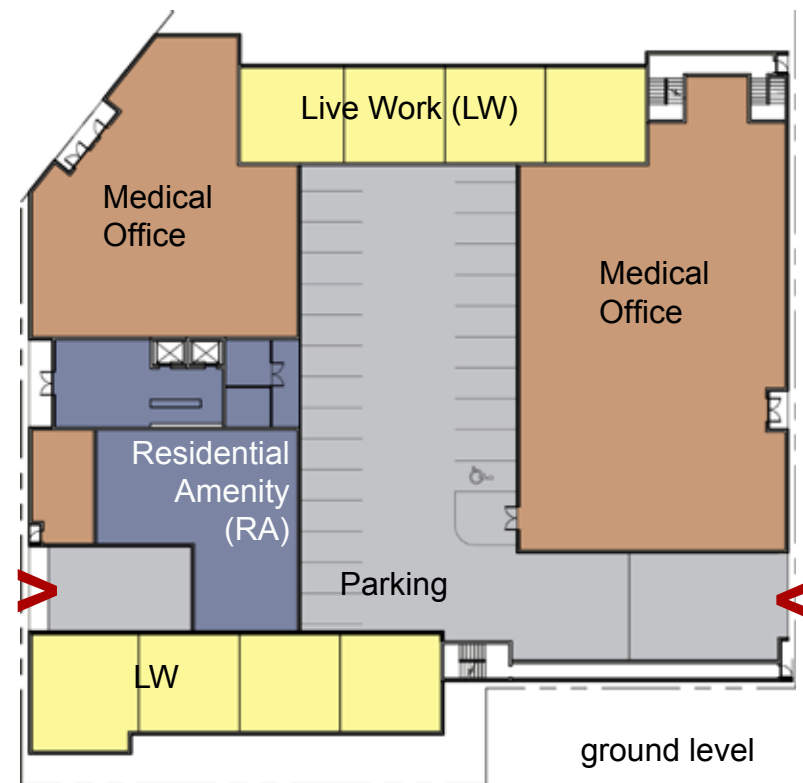
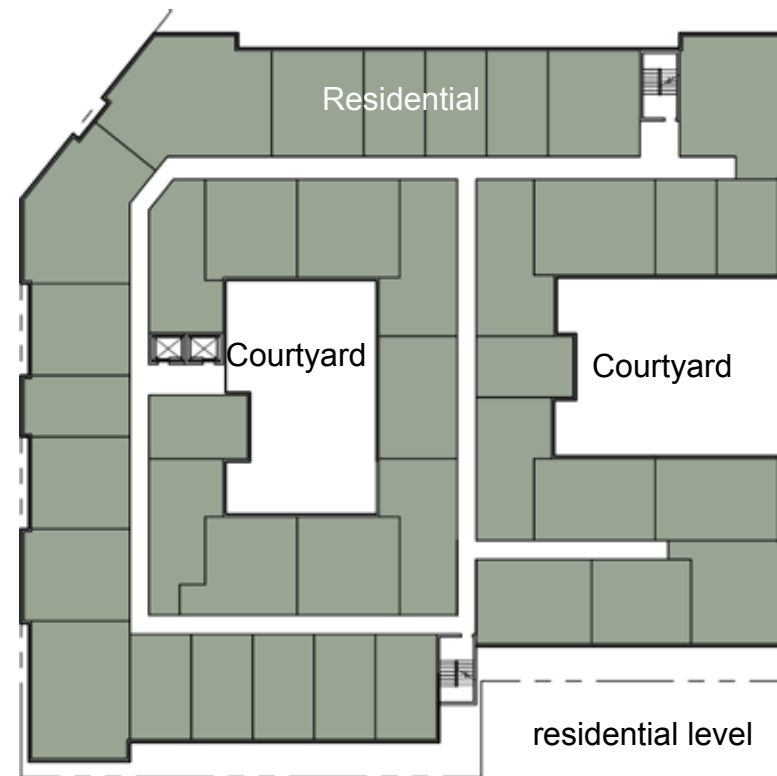
# SCHEME 3 - Double Courtyard, Unbalanced facade modulation

**Pros**

- No departures are requested
- Maximized commercial space for potential increased human activity along 20th and Russell street fronts
- Landscaped mid block connections will be provided by N and S Live/Work unit access paths
- Landscaped midblock connections buffer building's impact on adjacent sites and increases planted area from existing development
- Separation of Residential entry lobby from 20th Ave and adjacent commercial activity
- Provides maximized traditional single use commercial street frontage along 20th Ave NW and Russell Ave
- Commercial office space along Tallman is Medical Office, responding to Swedish development
- Modulation along Tallman street facades is maximized
- Modulation along Tallman provides separation for residential units from Hospital/Medical Office buildings
- Residential level plan has hallway and stairs on interior walls, maximizing residential frontage along perimeter and unit access to natural /direct sun light
- Commercial and Residential parking entries are from separate streets

**Cons**

- Façade along Russell Ave has little modulation, resulting in planar facade
- Traditional single use commercial space along 20th and Russell Aves. may be challenging
- Interior court dimensions are significantly reduced which reduce natural light and privacy, also increases building shadow effect
- Residential level plan has hallway and stairs on exterior walls, reducing residential frontage along perimeter and unit access to natural light



A-1: RESPONDING TO SITE CHARACTERISTICS

the siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

A-2: STREETScape COMPATIBILITY

the siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

A-3: ENTRANCES VISIBLE TO THE STREET

entries should be clearly identifiable and visible from the street.

A-4: HUMAN ACTIVITY

new development should be sited and designed to encourage human activity on the street.

A-5 RESPECT FOR ADJACENT SITES

buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

A-7: RESIDENTIAL OPEN SPACE

Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

A-8: PARKING AND VEHICLE ACCESS

Siting should minimize the impact of auto. parking and driveways on the pedestrian environment, adjacent properties and ped. safety.

A-10 CORNER LOTS

building on corner lots should be oriented to the corner and public street fronts. parking and automobile access should be located away from corners.

C-1: ARCHITECTURAL CONTEXT

new buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and sitting pattern of neighboring buildings.

C-3: HUMAN SCALE

the design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.

D-1: PED. OPEN SPACES & ENTRANCES

Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered

D-12: RESIDENTIAL ENTRIES & TRANSITIONS

for residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and be visually interesting for pedestrians. residential building should enhance the character of the streetscape with small gardens, stoops, and other elements that work to create a transition between the public sidewalk and private entry.

E-2: LANDSCAPING TO ENHANCE BUILDING/SITE

Landscaping, including living plant material, special pavements, trellisses, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.



C-3



A-1



D-12



A-10



E-2



A-4