

EARLY DESIGN GUIDANCE

MAY 14, 2018

2417 NW MARKET ST, SEATTLE, WASHINGTON

SDCI #3030168



EARLY DESIGN GUIDANCE

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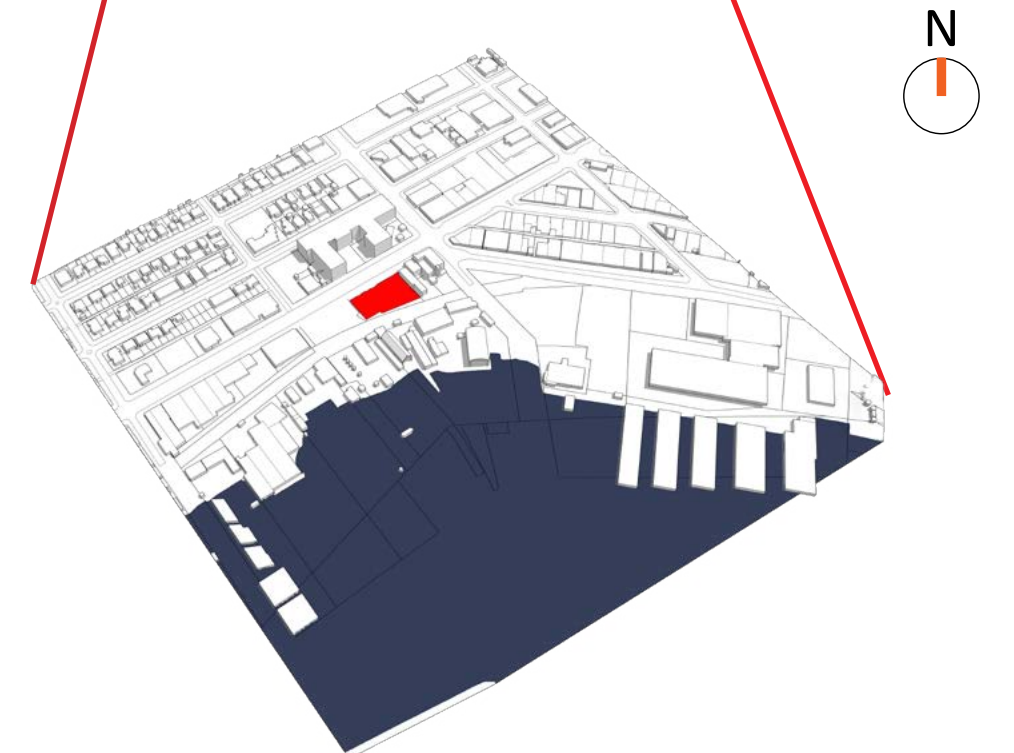
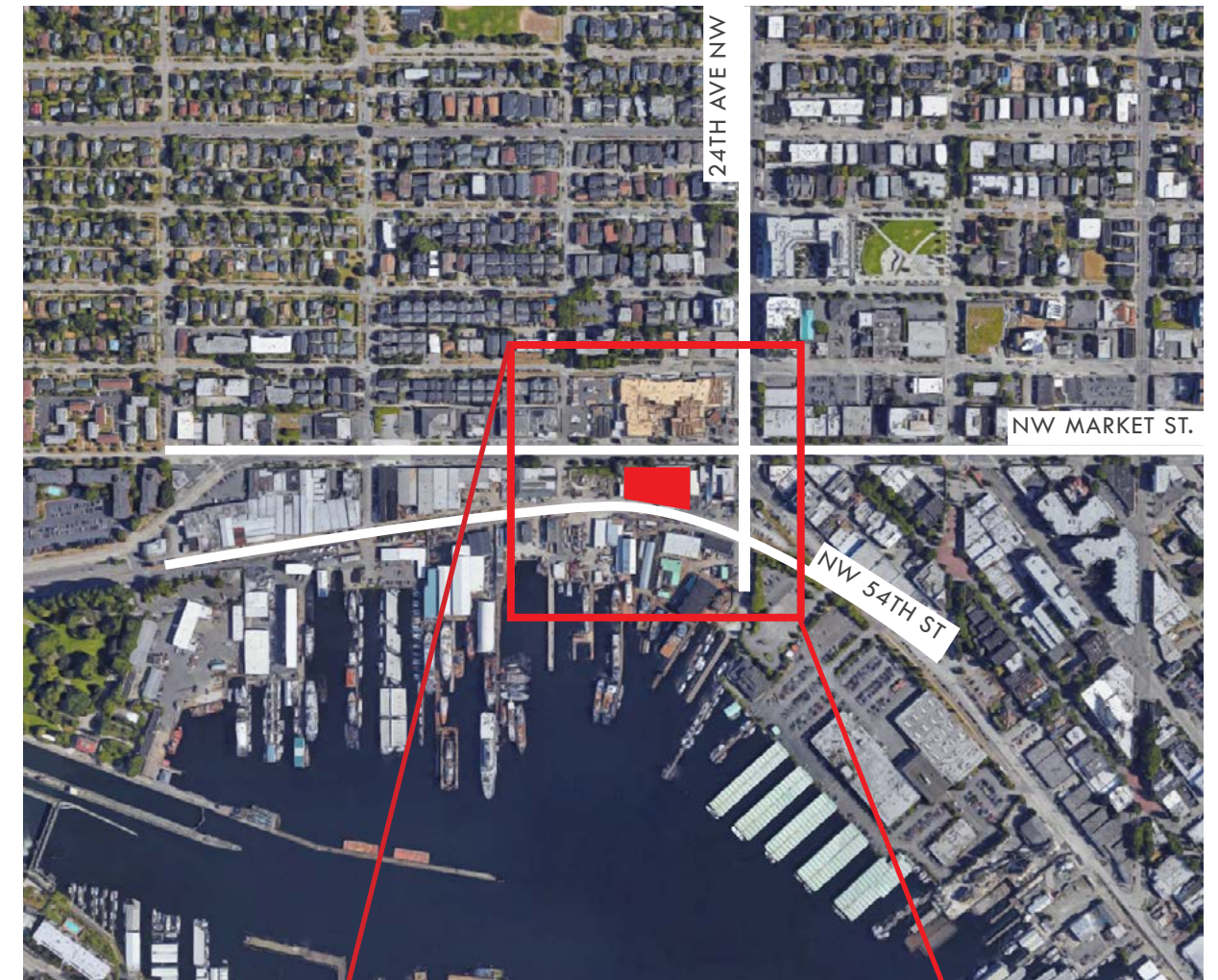
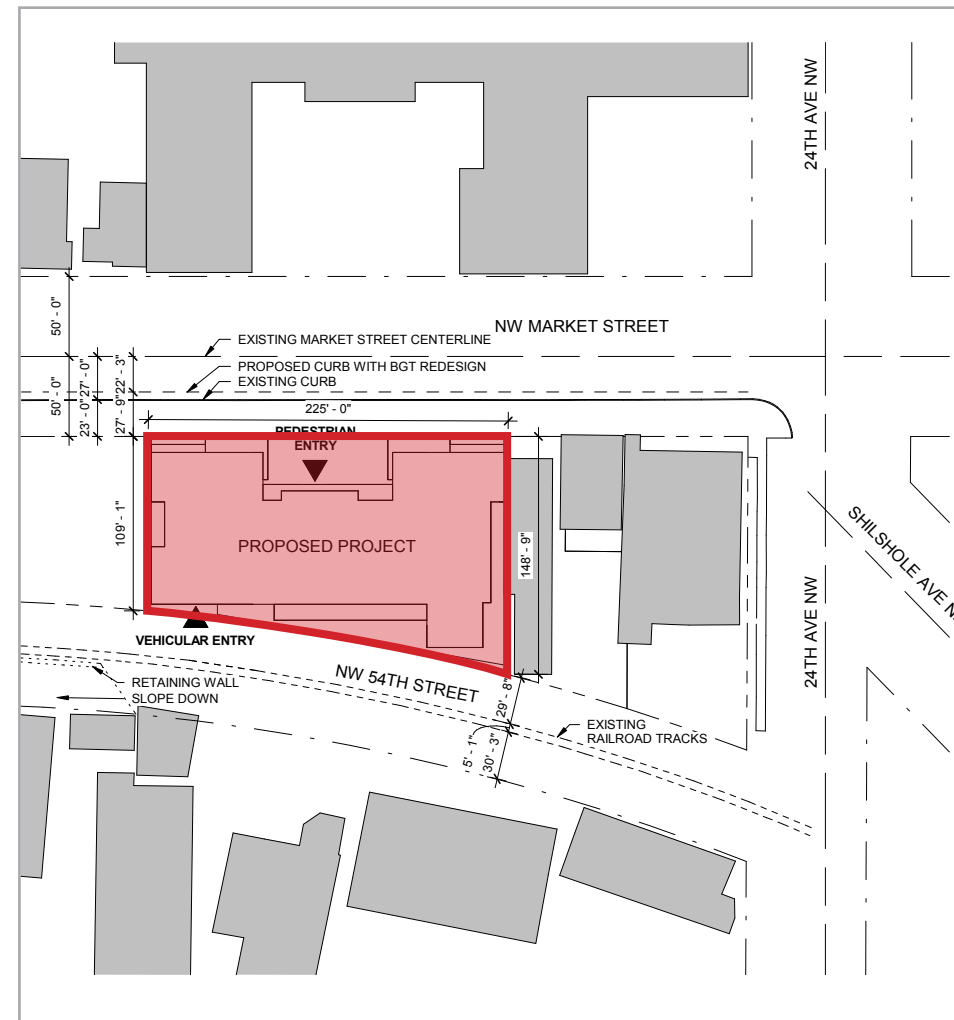
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DEVELOPMENT OBJECTIVES:

Design and construct a high quality mixed-use development with 171 Apartments and 6,800 SF of retail/commercial uses along Market Street. The building will have 6 floors and be supported by 101 parking spaces below grade. The development site is located in the heart of the Ballard commercial district, midblock between 24th Ave NW and 26th Ave NW with long frontages on NW Market Street and NW 54th Street.

Project Goals:

- Respect the character and history of Ballard in the design of the building by addressing both the commercial “High Street” frontage and the Maritime industrial area in our backyard.
- Create a vibrant streetscape and building identity along Market Street that will enhance the existing urban center and coordinate with the planned Burke Gilman Trail extension (expected to start construction parallel to this project).
- Be a good neighbor to adjacent properties by setting back the east and west building facades where possible and recognizing these sites may eventually be redeveloped at some point.
- Use the full development potential of the site to provide much needed housing, services and commercial uses to this growing neighborhood.
- Create an exceptional living environment and true sense of home for the building’s residents.
- Orchestrate parking, loading, and building services off NW 54th Street so these functions have no impact on the planned Burke Gilman/Market Street Streetscape.



PROJECT STATISTICS:

SITE AREA (SF)	28,334
APARTMENT UNITS	171
GROSS FLOOR AREA (SF)	189,727
PARKING STALLS	101
NUMBER OF FLOORS ABOVE GRADE	6

ZONING & LAND USE SUMMARY

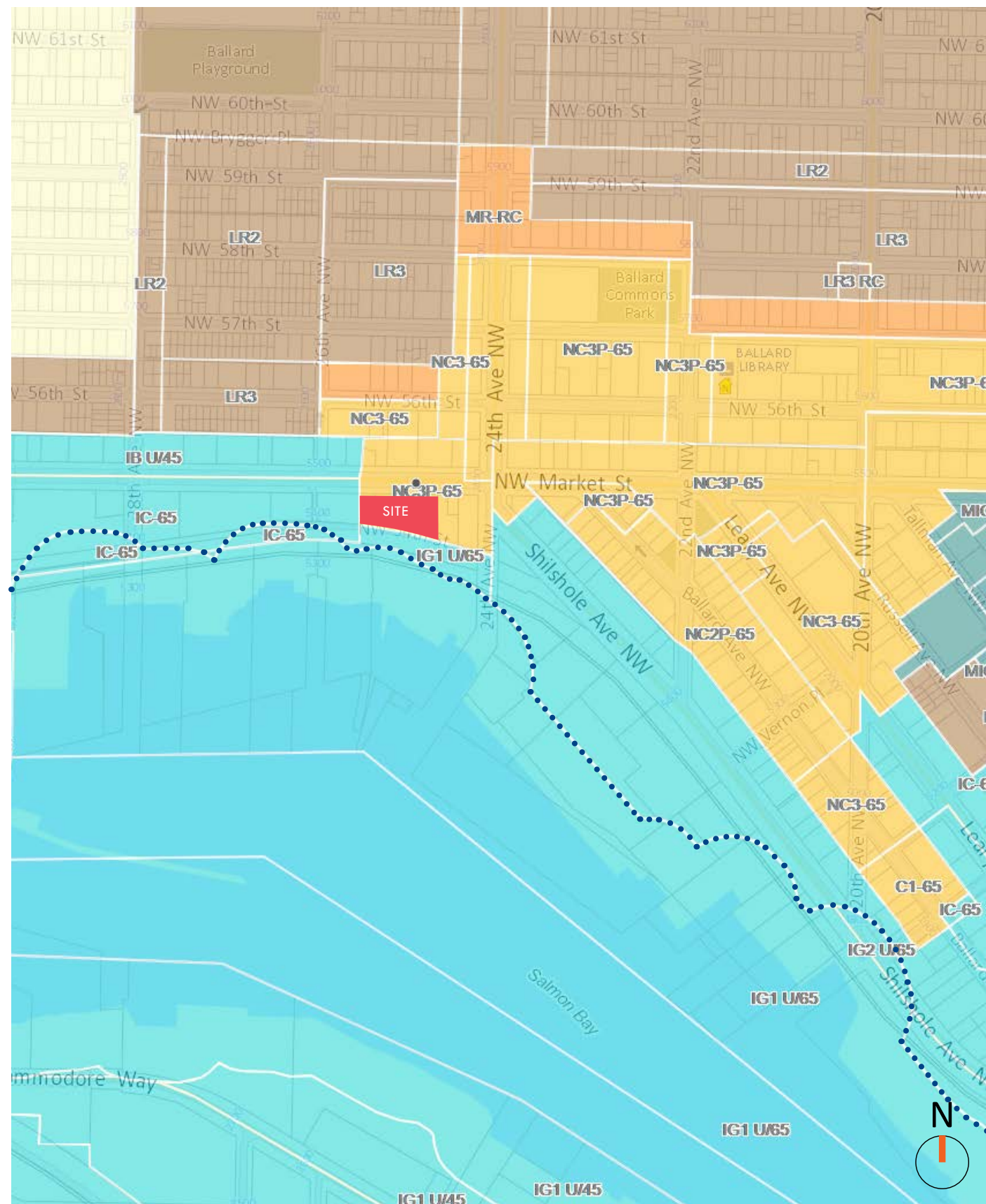
ZONING ANALYSIS

Address: 2417 NW Market Street, Seattle, WA 98107
 Zoning Designation: NC3P-65
 Lot Area: 28,334 sf
 Overlays: Ballard Hub Urban Village, Frequent Transit Corridor

TOPIC AND REFERENCE	CODE LANGUAGE (PARAPHRASED SUMMARY)	PROJECT SPECIFIC APPLICATION OR INTERPRETATION
Street Level Uses: 23.47A.005	Residential Uses at street level are limited on principal pedestrian streets in pedestrian designated zones.	NW Market Street is a principal pedestrian street. The residential uses along Market St are limited to an entry and lobby, which is less than 20% of the street frontage. All additional uses will be commercial and meet 23.47A.005.D.1
Street Level Development Standards 23.47A.008	A3: Street level facades shall be within 10 feet of the street lot line, unless sidewalks, plazas, etc are approved and provided. B4: Non-residential uses at street level shall have a floor to floor height of at least 13'. D2: The floor of a dwelling unit on a street-facing facade shall be 4' above or below the sidewalk, or set back 10'.	A3: DEPARTURE REQUEST: #2 Requesting an approval for a front retail courtyard that is set back further than 10' from the street. A rationale is provided on page 30. B4: A 2-story (20' floor to floor) height space is provided in all street facing retail. D2: Dwelling units are provided at street level along 54th St, which is not a pedestrian oriented street. These units are set back 10' or greater from the property line.
Ballard Hub Urban Village 23.47A.009.F	F2: Façade modulation is required for facades greater than 100' in length up to 45' feet when located within 10' of the street lot line. F4: Setbacks required: average depth of 10' above 45' and 15' above 65'	F2: Modulation is provided along the Market St. and 54th St. façades which are 225' in total length. F4: DEPARTURE REQUEST: #3 F4: The 10' setback applies along Market St. and the 54th St. The 65' setback applies along 54th St. only. Requesting approval to encroach on the Market St setback by 175 sf. A rationale is provided on page 31.
Floor Area Ratio 23.47A.013	At a 65' height limit, the maximum FAR for a single use is 4.25. The maximum FAR total for all uses is 4.75. The minimum FAR is 2.	All proposed schemes are within the FAR limits. Residential is the primary single use.
Landscaping and Screening Standards 23.47A.016	A Green Factor score of 0.3 is required. Street trees are required unless bordering an unopened right of way.	Street trees along Market Street are being coordinated with the current Burke Gilman Trail plans for street trees. A determination from SDOT is required to determine if street trees are required along 54th street or if is going to be designated an unopened right of way due to the changes in access along 24th and 26th.
Amenity Area 23.47A.024	Amenity area shall not be enclosed and shall be 5% of the total gross floor area in residential use. All residents shall have access.	No private balconies will be provided on this project, however, the roof deck will be sized to satisfy the amenity requirements.
Required Parking and Loading 23.47A.030	Parking per 23.54.015 Loading per 23.54.035	Loading berth not required in residential uses. One is voluntarily provided per 23.54.035 standards.
Parking Location and Access 23.47A.032	A2: Parking access shall be from an alley or in the case of two street frontages, from the street that is not a principal pedestrian street. Curb cuts may contain one garage door. F: Access to a loading berth shall be from the alley if the lot abuts an alley.	A2: There is no alley access to this site. Parking access will be from 54th St, which is not a pedestrian street. F: There is no alley access to this site. Loading access will be from 54th St.
Required Parking 23.53.015	B: No minimum parking requirement for residential uses in commercial and multifamily zones within urban villages and located within 1320 feet of a street with frequent transit service. D: Bicycle parking for multifamily residential structures - 1 per 4 dwelling units.	B: The project is within the Ballard Urban Village and is located on Market Street, which has frequent transit service. Parking is being provided, though there is no minimum requirement. D: Bicycle parking is provided in the garage.
Parking Space Standards 23.54.030	D1: Driveways less than 100' in length that serve less than 30 parking spaces shall be 10' min for one-way or two-way traffic. Driveways of any length that serve more than 30 parking spaces shall be 10' for one-way traffic and 20' for two-way traffic. F1a: Curb cuts for lots not designated a principal arterial street, lots with 160'-240' are permitted 3 curb cuts. F1b: Curb cut width shall not exceed a maximum width of 10' unless a driveway greater than 10' is required.	D1: Parking at Level P1 serves less than 30 cars and has a one-way traffic driveway that is 10' wide. Parking at Level P2 serves more than 30 cars and has a two-way driveway that is 20' wide. F1a: All schemes propose less than the maximum number of permitted curb cuts. F1b: DEPARTURE REQUEST: #1 A single curb cut of 30' is proposed to combine both driveways and loading access, resulting in the only curb cut on the site. A rationale is provided on page 29.

Summary of primary applicable development standards from the Seattle Municipal Code. Note that some portions are paraphrased for brevity.

ZONING MAP

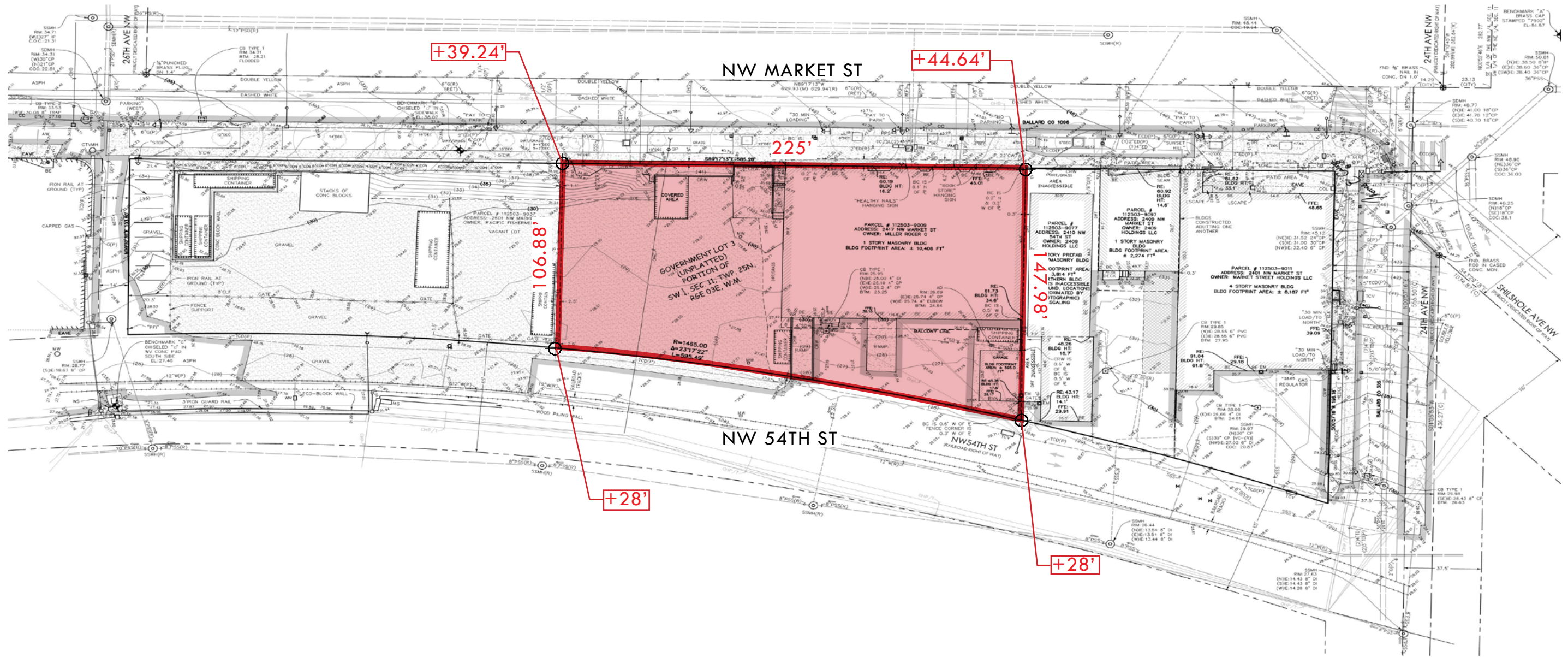


CURRENT USE DIAGRAM



- INSTITUTIONAL
- INDUSTRIAL
- OFFICE
- RETAIL/SERVICE
- MULTIFAMILY
- SINGLE FAMILY

← EDGE OF SHORELINE ZONE



SITE SURVEY

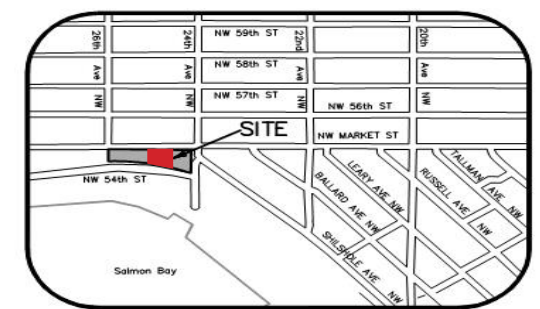
The site is currently occupied by a two-story industrial and retail structure totals approximately 23000 square feet, covering less than 1/2 of the site. The building has a heavy timber post and beam construction with 8" thick CMU and roman brick exterior walls painted grey. The structure faces Market Street at its 2nd level with 5 retail entrances. The structure faces NW 54th St at its 1st level with loading and access to the industrial space. The site also contains two auxiliary structures. Directly to the south of the main building, adjacent to 54th St, is a 500 square foot maintenance garage for 1 vehicle with the same construction type as the main structure. Directly to the west of the main building is a 400 square foot open shed. The structure has accommodated various industrial, retail, restaurant, and entertainment uses since its construction in 1954. The auxiliary structures were constructed afterward at unknown dates.

The site has been previously excavated to accommodate this existing structure.

DESCRIPTION:

THAT PORTION OF GOVERNMENT LOT 3, SECTION 11, TOWNSHIP 25 NORTH, RANGE 3 EAST, W.M., IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTH MARGIN OF N.W. MARKET STREET AS NOW ESTABLISHED, WHICH POINT IS 450.00 FEET WEST OF THE EAST LINE OF TRACT 49 OF FARMDALE HOMESTEAD, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 1 OF PLATS, PAGE 211, IN KING COUNTY, WASHINGTON;
 THENCE SOUTH, ALONG A LINE WHICH IS 450.00 FEET WEST OF AND PARALLEL TO SAID EAST LINE, 106.88 FEET, MORE OR LESS, TO THE NORTHERLY MARGIN OF THE GREAT NORTHERN RAILROAD RIGHT OF WAY;
 THENCE EASTERLY ALONG SAID NORTHERLY MARGIN TO A POINT WHICH IS 225 FEET WEST OF SAID EAST LINE;
 THENCE NORTH, ALONG A LINE WHICH IS 225.00 FEET WEST OF AND PARALLEL TO SAID EAST LINE 147.98 FEET, MORE OR LESS, TO SAID SOUTH MARGIN;
 THENCE WEST, ALONG SAID SOUTH MARGIN 225.00 FEET TO THE POINT OF BEGINNING.



VICINITY MAP
NO SCALE



SITE INFLUENCES

This site is influenced by 3 strong neighborhood contexts. The building concept will respond to each through massing, facade treatment, use, and character.

1 RESIDENTIAL

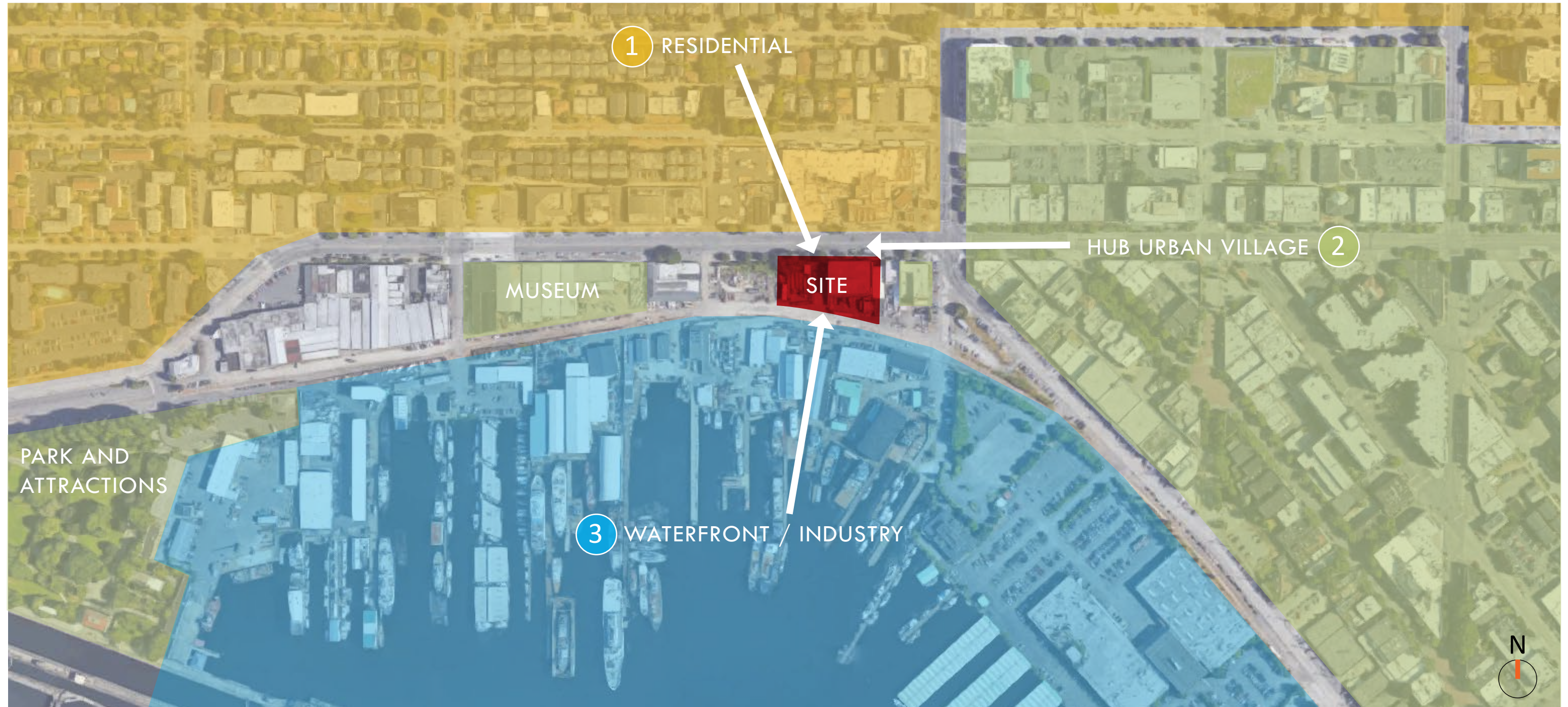
Ballard has seen a population explosion in the form of townhomes and mid-rise apartments that are rapidly filling in any underutilized land in the neighborhood. It is a popular residential neighborhood due to its amenities, walkability, transportation access, and historical character. This project proposes to provide for the desire for additional housing and retail services.

2 HUB URBAN VILLAGE

Ballard is a neighborhood center with historic buildings, attractive shops, multiple food and drink establishments, and cultural tourist attractions. The project site is located between cultural centers such as the Ballard Locks and the Nordic Heritage Museum, and the urban corer. The project proposes to connect these elements with the addition of retail and pedestrian friendly uses to stretch the urban center to the west along Market Street.

3 WATERFRONT INDUSTRY

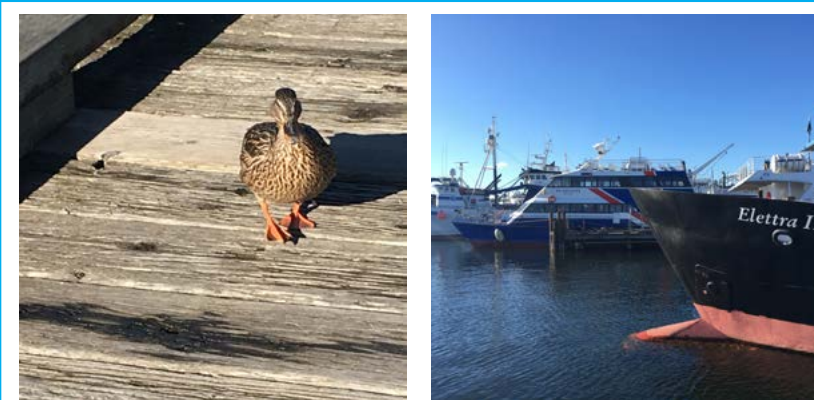
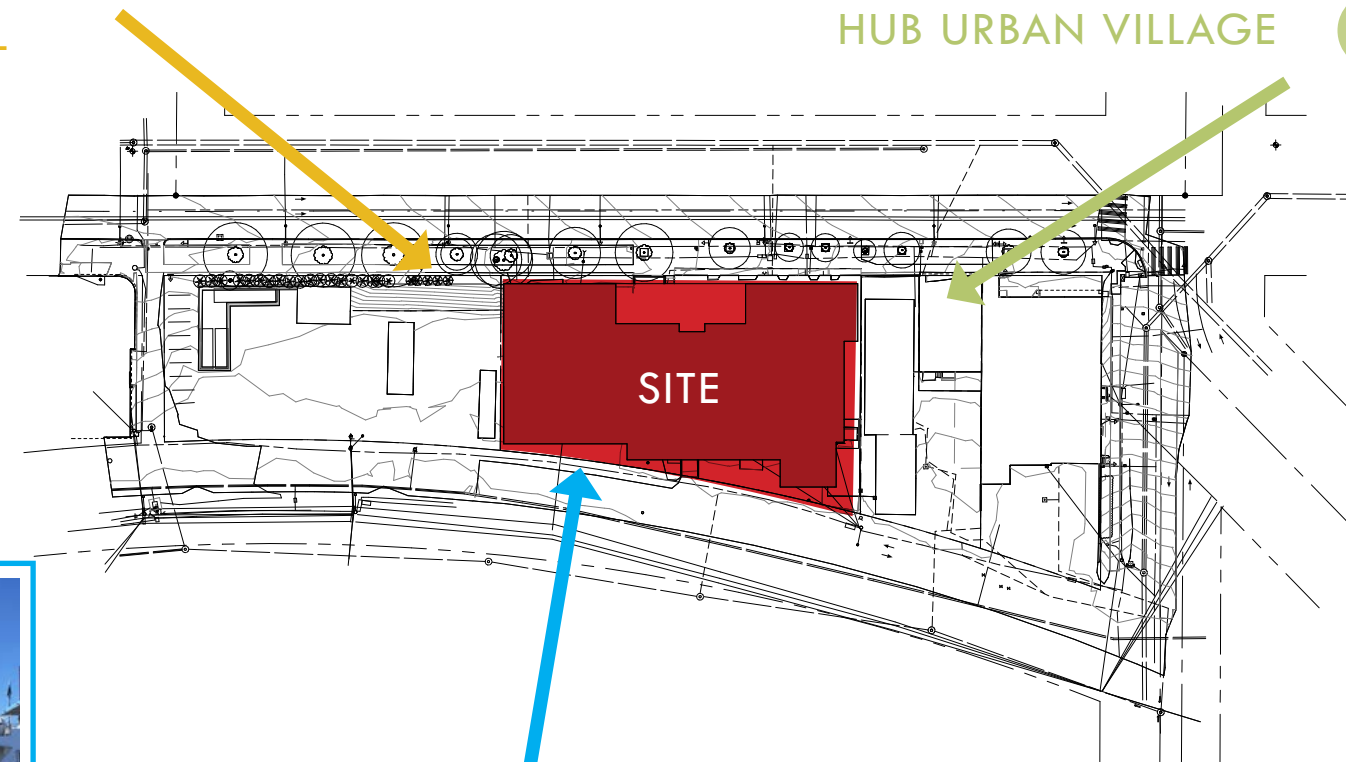
Ballard historically was a lumber shipping and fishing center. Many support services for the vibrant fishing industry still exist along the waterfront. Commerce, residential, and industry come together at this location. The design team will respond accordingly with massing, design parti, and use of materials.



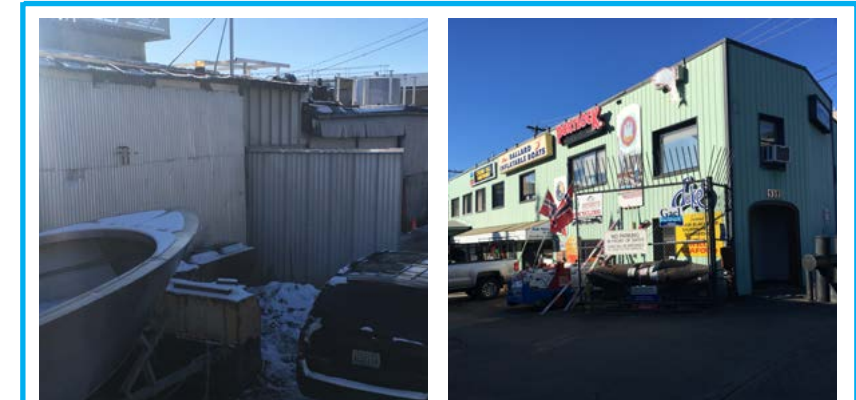


1 RESIDENTIAL

HUB URBAN VILLAGE 2



3 WATERFRONT INDUSTRY

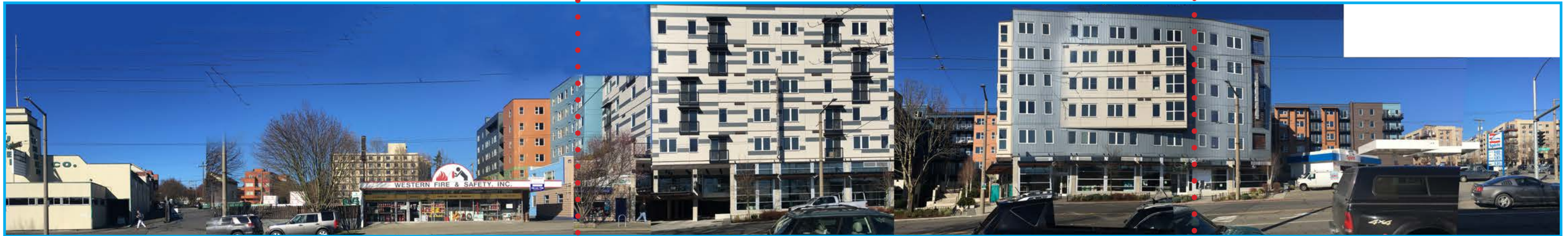




1

PROJECT SITE

MARKET ST FACING SOUTH, BETWEEN 24TH AVE AND 26TH AVE



2

DIRECTLY ACROSS FROM PROJECT SITE

MARKET ST FACING NORTH, BETWEEN 24TH AVE AND 26TH AVE

MARKET STREETSCAPE

- COMMERCIAL
- RESIDENTIAL
- IN TRANSITION / DEVELOPING





3

54TH ST FACING NORTH, BETWEEN 24TH AVE AND 26TH AVE



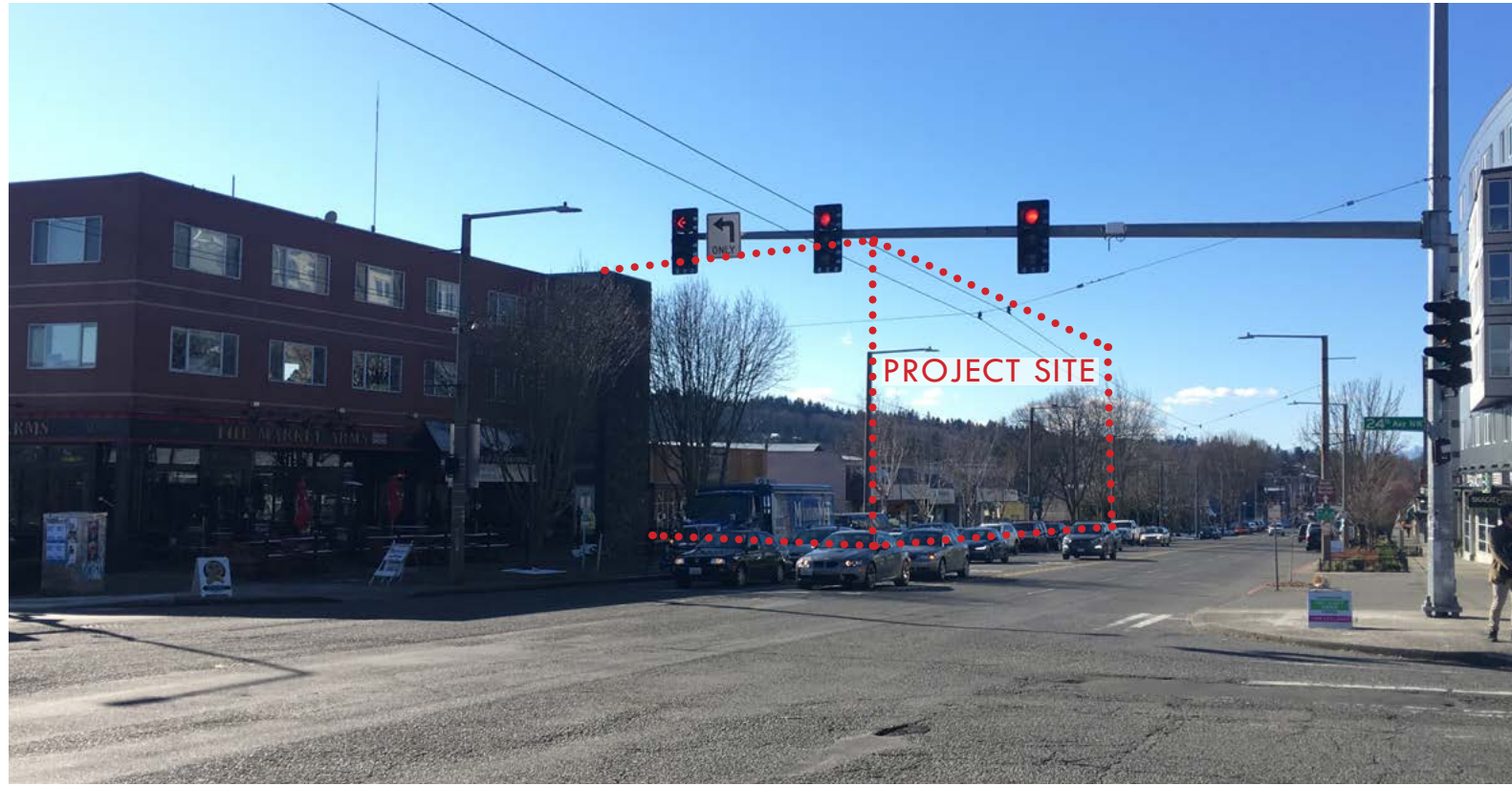
4

54TH ST FACING SOUTH, BETWEEN 24TH AVE AND 26TH AVE

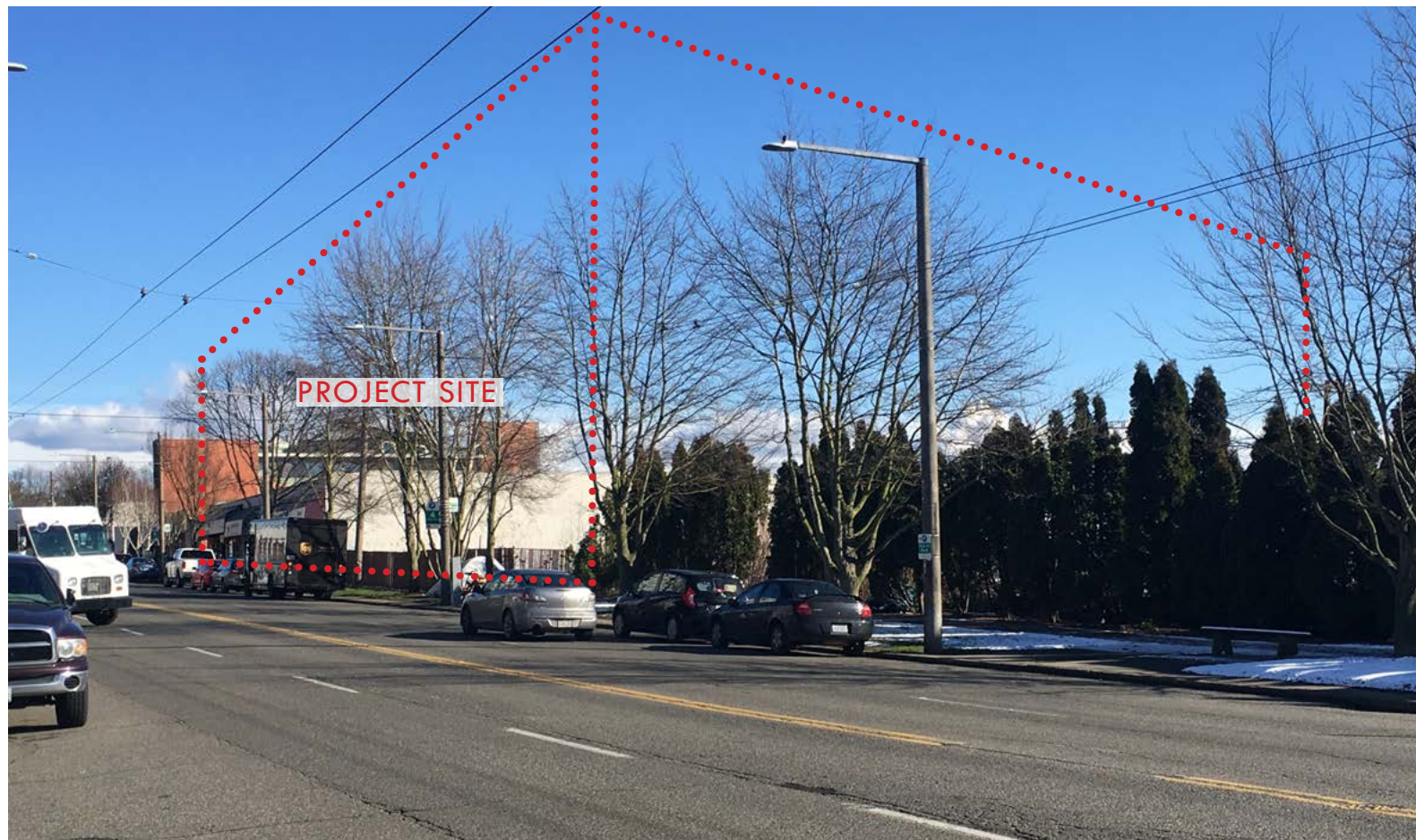


54TH STREETSCAPE

- INDUSTRIAL



1 LOOKING SOUTHWEST FROM 24TH AND MARKET



2 LOOKING SOUTHEAST FROM 26TH AND MARKET



LOOKING NORTHWEST FROM 24TH AND 54TH

3



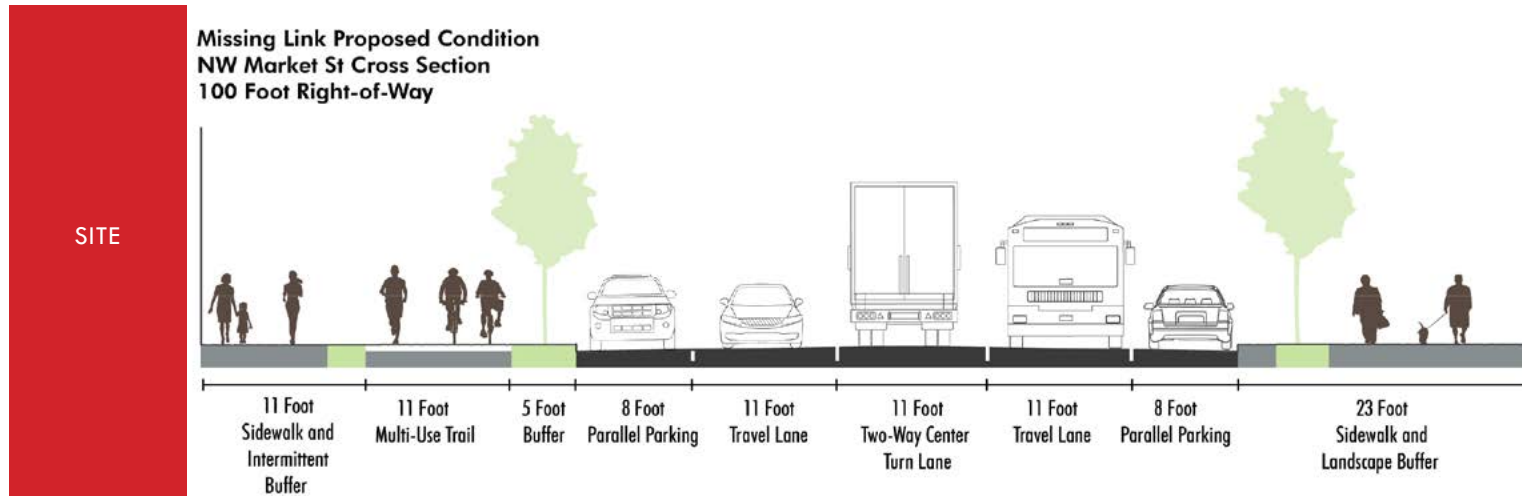
LOOKING NORTHEAST FROM 26TH AND 54TH

4

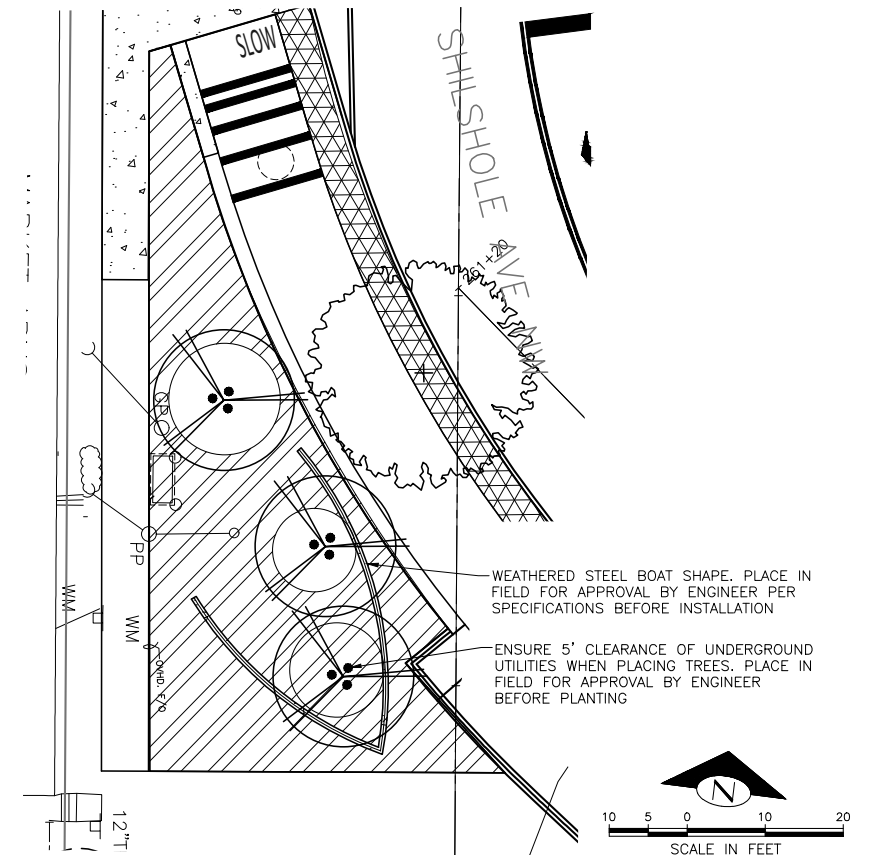
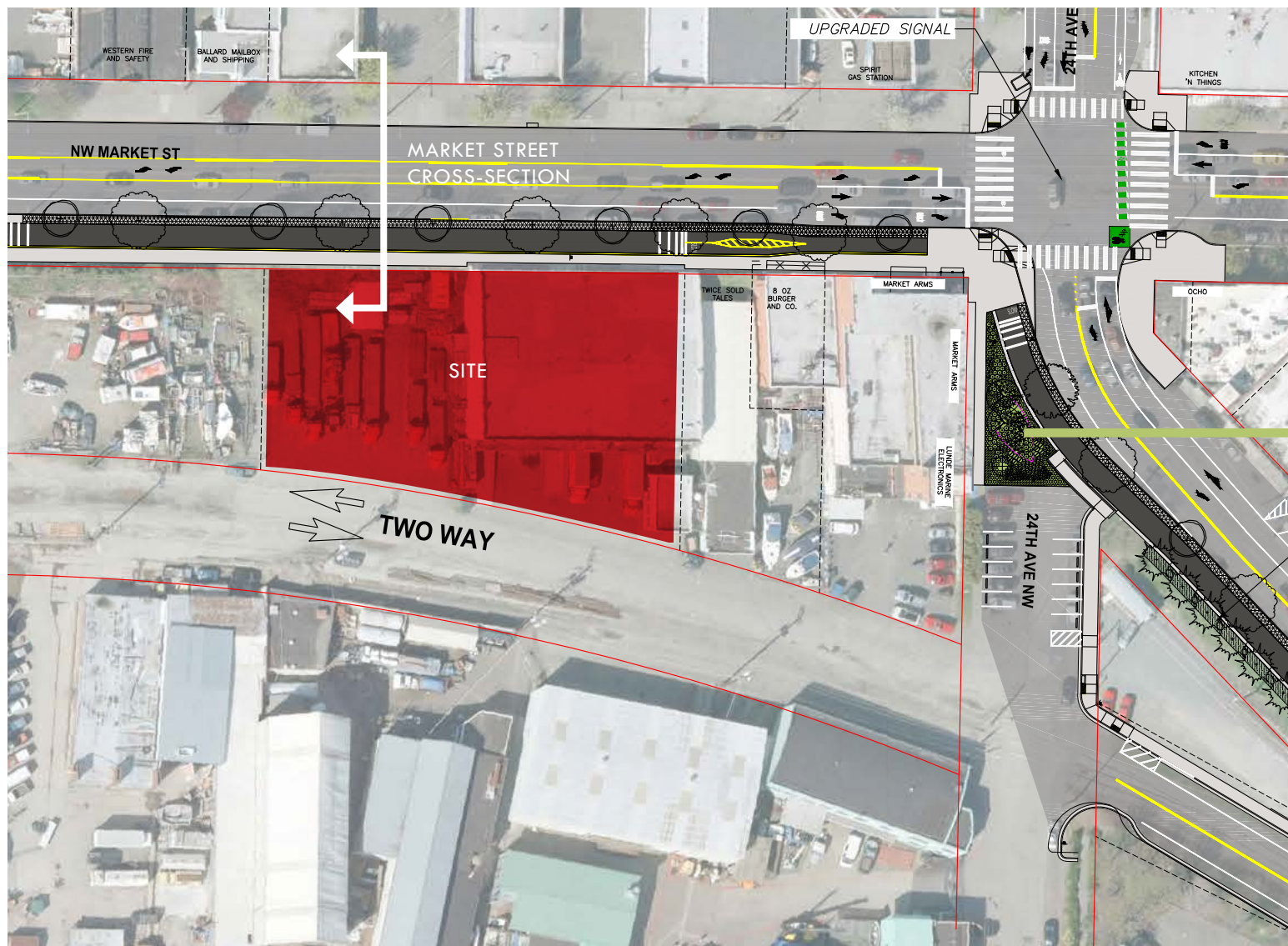


BURKE GILMAN TRAIL MISSING LINK PROPOSED 95% DESIGN





Proposed Modification to Market Street by SDOT.



BOAT TERRACE ON SHILSHOLE AVE NW PAVING DETAIL

90% SUBMITTAL (NOT FOR CONSTRUCTION)

PERTEET
505 FIFTH AVENUE S, SUITE 300
SEATTLE, WA 98104
206.436.0515 | 800.615.9900

TooleDesignGroup
811 1ST AVENUE, SUITE 500, SEATTLE, WA 98104
PHONE: (206) 297-1601
www.tooledesign.com

TWO-SIDED BUILDING:

The project lies on the edge of two zones, between distinctly different uses where industry meets retail and residential areas. Both elements have historical roots in this neighborhood, so appropriate historical cues and references from each will respectfully influence the design. The site topography further encourages this two-sided approach with a floor level of vertical difference between the north and south facades.

The building front (at Level 1) borders Market Street to the north, an urban hub of activity and the historic center of downtown Ballard. Cues from the brick detailing, rustic materials, and building lines will influence the material selection and massing along this street frontage. A clean, understated, modern architectural presence responding to the existing historic urban context will stitch this building seamlessly into the exiting urban fabric and provide an extension of the character of Market Street to the west. All retail and pedestrian oriented uses will be located on this side of the building.

The building back (at Level P1) faces 54th Street to the south, a working waterfront access route for the shipyards and rail deliveries. This area is a remaining portion of industrial Ballard that historically employed people in this neighborhood. This project aims to respect that heritage by orienting pedestrian uses the other direction. Some residential uses are oriented this direction, as this side of the building provides opportunities for sun, views, and water access. The durable materials typically found in industrial and shipping uses will influence the design in this direction, while incorporating dynamic elements controlled by the residents to provide a balance of individually desired privacy needs vs openness.



APPLICABLE DESIGN GUIDELINES:

- CS2-A.2 ARCHITECTURAL PRESENCE
- CS2-C.2 RELATIONSHIP TO THE BLOCK
- CS3-A.4 EVOLVING NEIGHBORHOODS
- DC1-B.1 ACCESS LOCATION AND DESIGN
- DC2-C.3 FIT WITH NEIGHBORING BUILDINGS

APPLICABLE BALLARD DESIGN GUIDELINES:

- DC4-I EXTERIOR FINISH MATERIALS
CONSIDER BUILDING MATERIALS AND INTERESTING DETAILS FOUND ON OLDER BUILDINGS ON MARKET STREET AND THE BALLARD AVENUE LANDMARK DISTRICT.

VEHICULAR, PEDESTRIAN, & BICYCLE ACCESS:

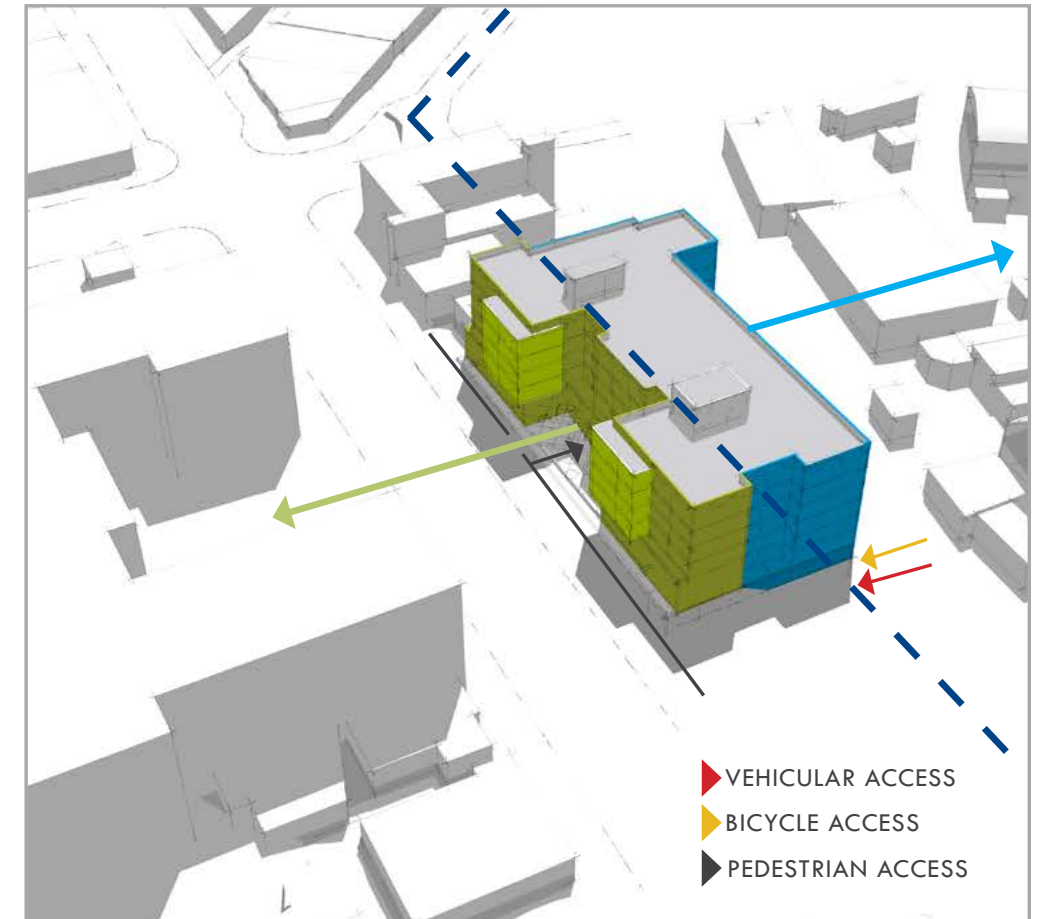
Market Street is a pedestrian oriented street, and only pedestrians will access the site from this frontage. All services, be it vehicles, loading, bicycles, and parking will be accessed from the 54th Street industrial frontage. Traffic along Market Street will not be impacted directly by this building, as all traffic will be routed down 54th Street to the parking garage entry. A dedicated bike storage and maintenance facility will be incorporated into the P1 Level of the project, with direct access to 54th Street.

APPLICABLE DESIGN GUIDELINES:

- PL1-B.1 PEDESTRIAN INFRASTRUCTURE
- PL4-B.2 BIKE FACILITIES
- DC1-C.1 BELOW GRADE PARKING

APPLICABLE BALLARD DESIGN GUIDELINES

- DC1-I.IV PARKING AND VEHICLE ACCESS
MINIMIZE NUMBER AND WIDTH OF CURB CUTS



A TWO-SIDED BUILDING

RETAIL COURT:

A retail & entry courtyard is proposed along Market Street. This is an opportunity to directly respond to the courtyard of the Amlı building across Market Street, and to establish a “clearing in the woods” or a small “commons” along the developing street frontage. This neighborhood is growing extremely fast, and street canyons have begun to develop throughout, as structures abut property line edges. To avoid that trend, we are voluntarily creating a vibrant and useful open space set back from the property line and street.

Market Street is a pedestrian oriented street with abundant shops, activities, and food and beverage establishments, encouraging strolling from the historic urban core towards the cultural centers to the West. The new Burke Gilman Trail will run directly in front of the project site, adding pedestrian energy and bringing in regional bicycle traffic. This retail court aims to create a place that will be a rest-stop eddy along the trail, a destination at the end of historic Market Street, and a place where activities can occur that add to the bustling street life in the area.

This is an opportunity to set up an urban open space that will become increasingly valuable as the neighborhood continues to grow.

APPLICABLE CITY DESIGN GUIDELINES:

CS2-A.1 SENSE OF PLACE

CS2-B.2 CONNECTION TO THE STREET

PL1-1.2 ADDING TO PUBLIC LIFE

PL1-B.3 PEDESTRIAN AMENITIES

PL2-B.3 STREET-LEVEL TRANSPARENCY

PL4-B.3 BIKE CONNECTIONS

DC1-A.2 GATHERING PLACES



EXAMPLE FRONT COURTYARD - 403 DEXTER

APPLICABLE BALLARD DESIGN GUIDELINES:

PL2-III OPEN COMMERCIAL FACADES

CONFIGURE RETAIL SPACE TO ATTRACT TENANTS WITH ACTIVITY THAT WILL SPILL OUT ONTO THE SIDEWALK

STREET FRONT OPEN SPACE THAT FEATURES ARTWORK, STREET FURNITURE, AND LANDSCAPING



EXAMPLE RETAIL COURT - BELLWETHER HOUSING



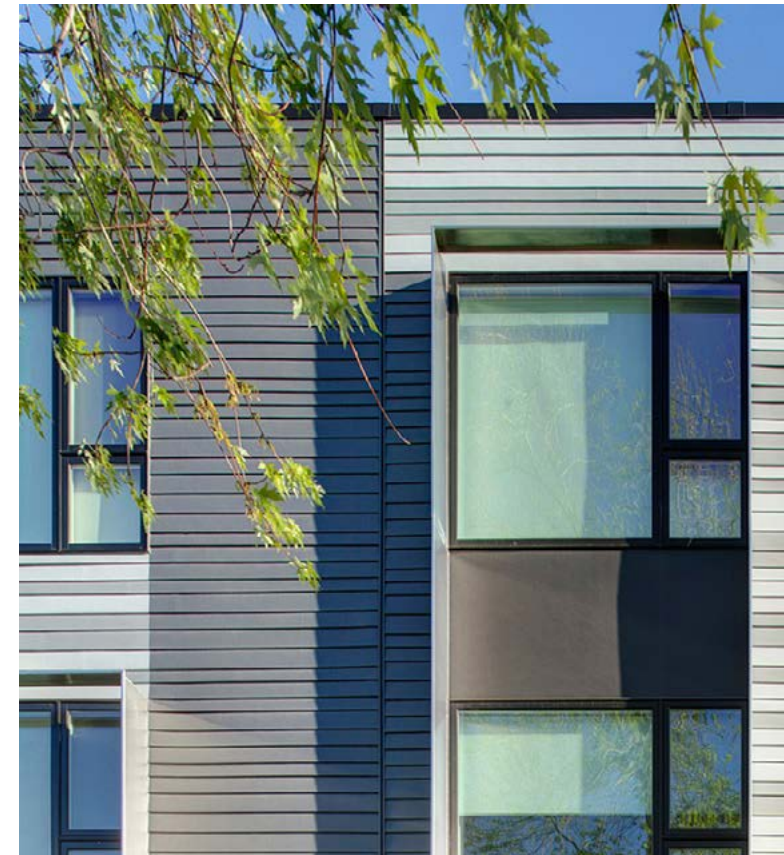
CREATING A COMMONS: SYMPATHETIC OPEN SPACE



EXAMPLE RETAIL COURT - AMLI BUILDING



Diversity of materials and operable storefronts bring character to the street.



Traditional masonry scale of detailing and fenestration using contemporary materials.



Traditional wood sash storefront element to respect character of historic Ballard.



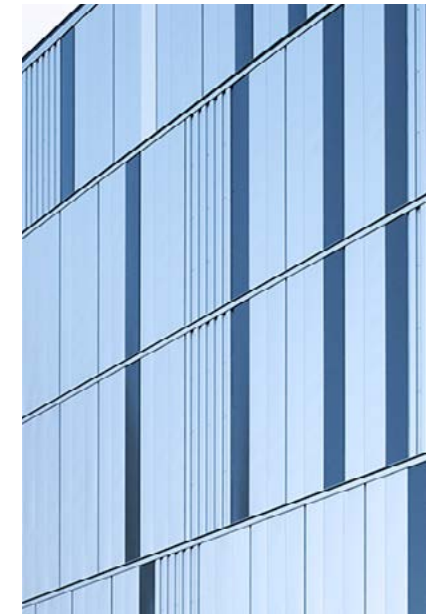
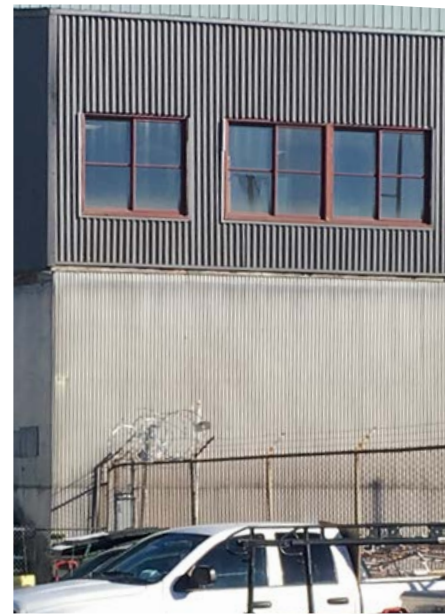
Traditional masonry massing and fenestration using contemporary materials.



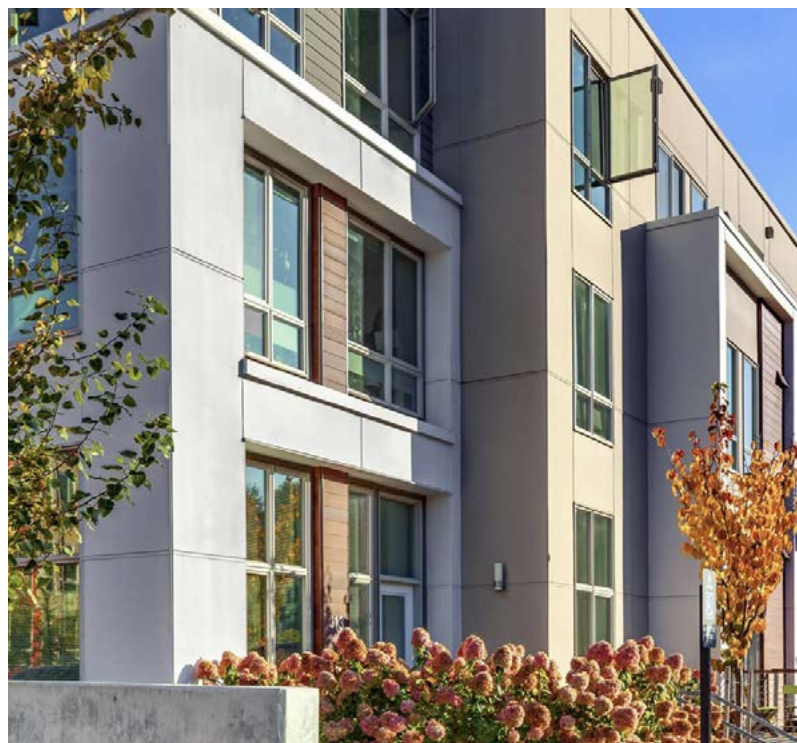
Opportunities for art or identity on blank walls.



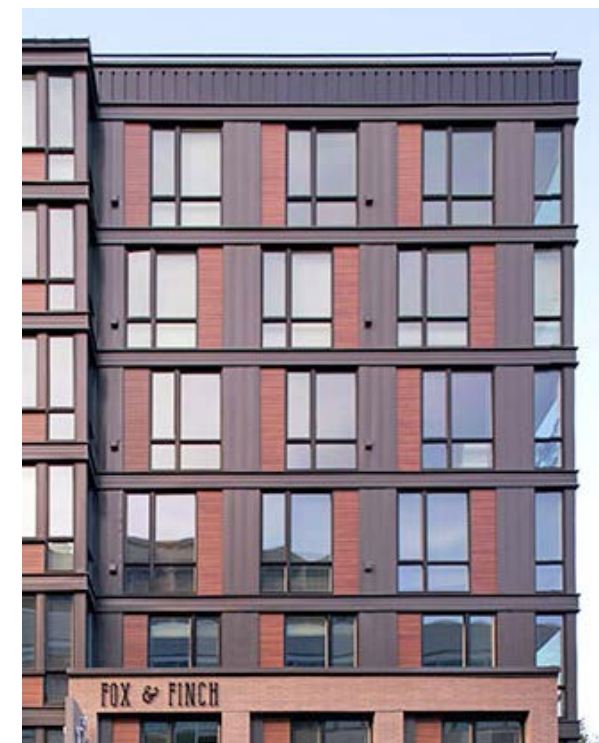
Repetition of simple forms to maintain industrial character along 54th Street.



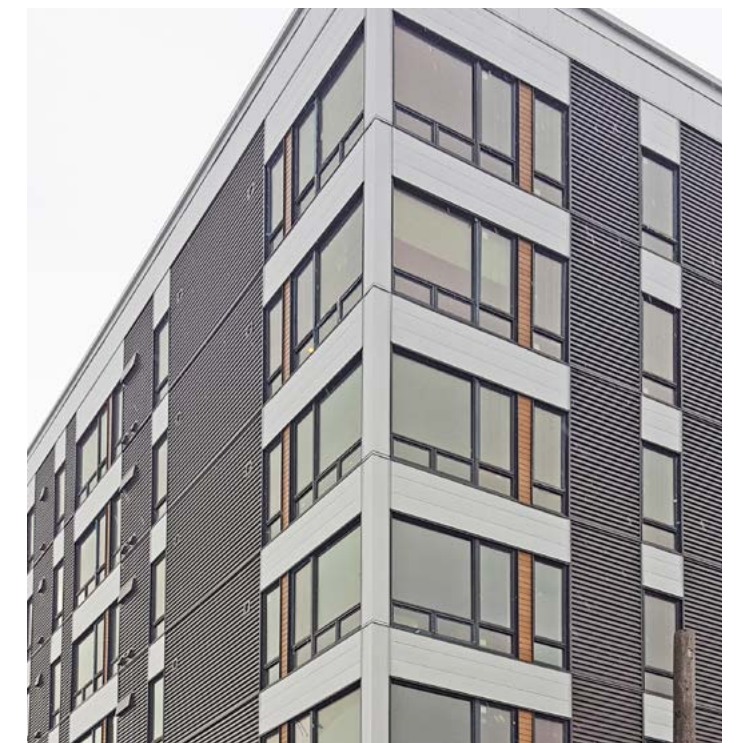
Metal panel to enhance industrial character.



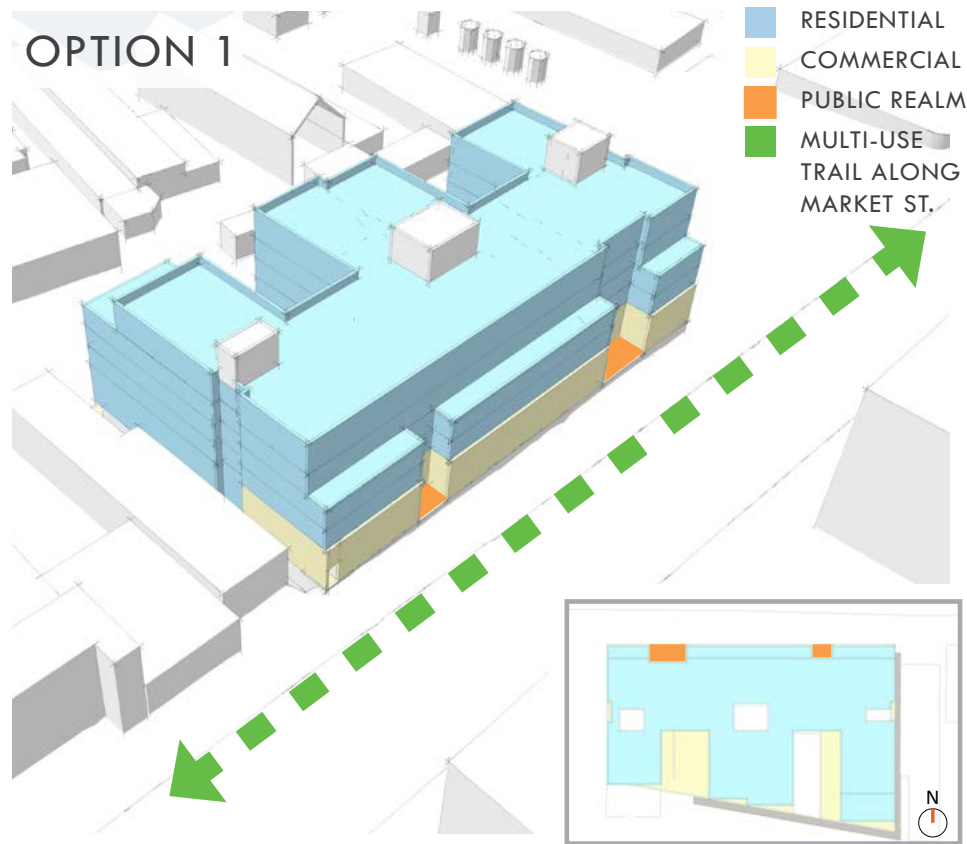
Flat panel product to frame window and accent panel areas



Accent panels to bring life and movement to the exterior.



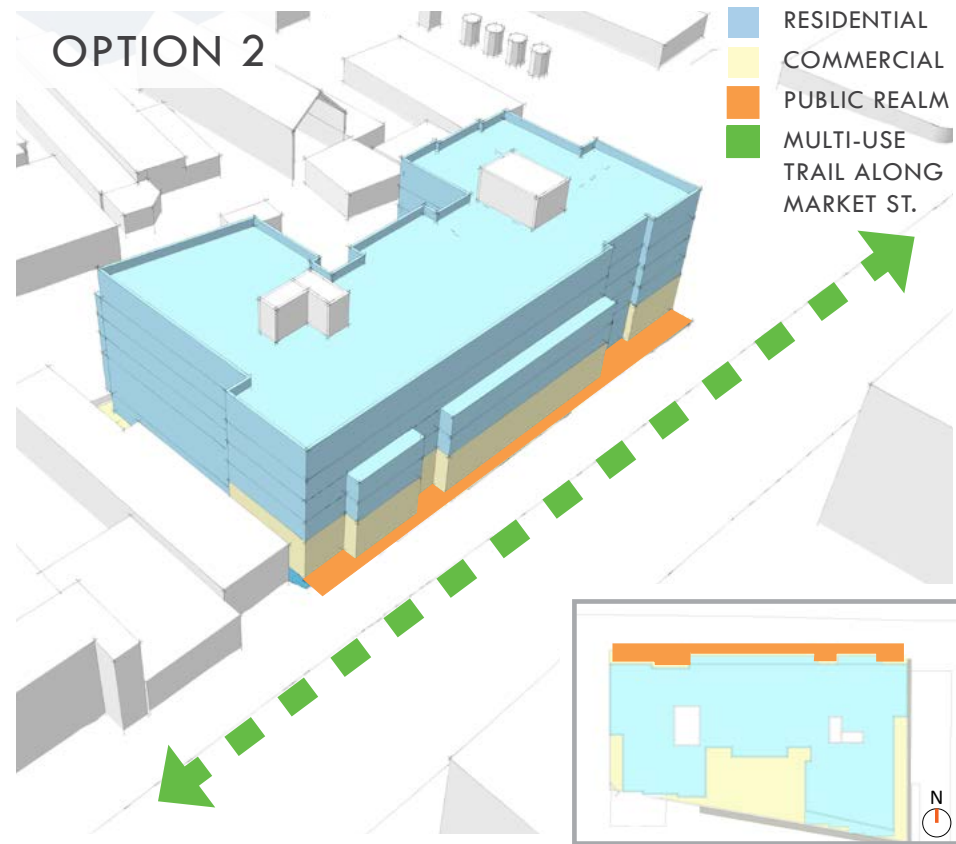
ARCHITECTURAL MASSING CONCEPTS



APARTMENT UNITS	156
GROSS FLOOR AREA (SF)	189,419
PARKING STALLS	88
NUMBER OF FLOORS ABOVE GRADE	6
PUBLIC REALM CONTRIBUTION (SF)	514

- PROS:**
- No departures required
 - Code compliant

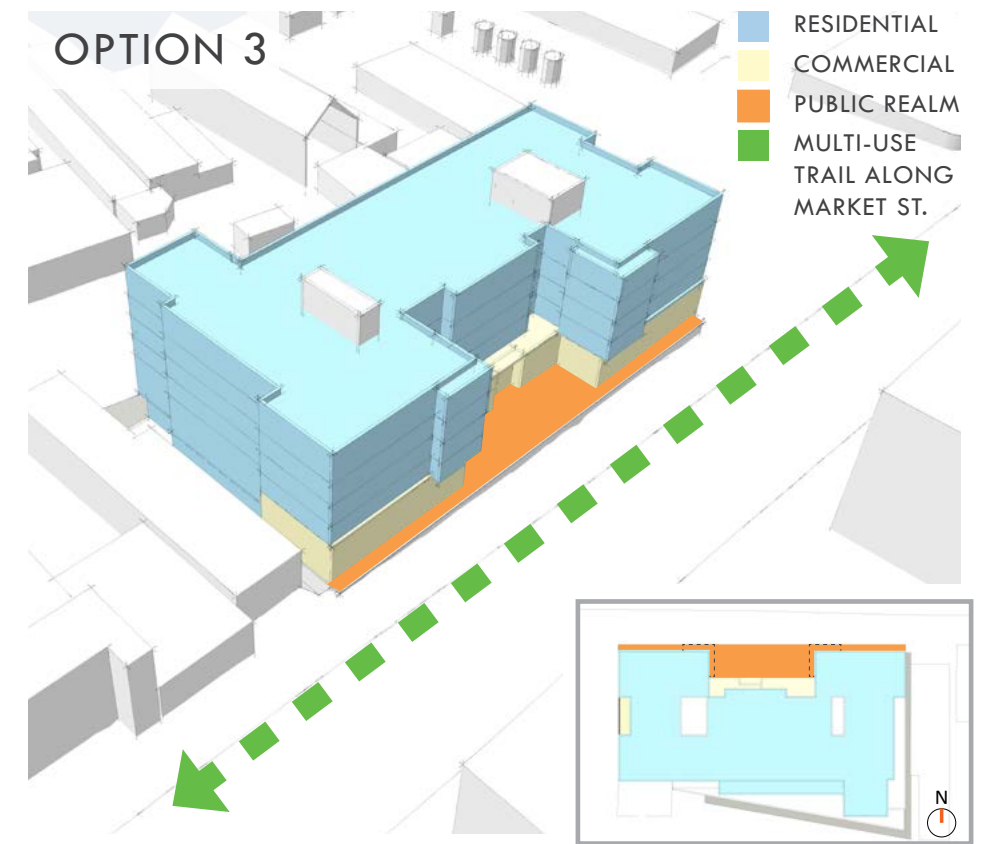
- CONS:**
- No public realm contribution within the property line
 - Blank walls at east and west property lines
 - Less outdoor landscaped space; courtyards are isolated and broken by driveways
 - Most articulation and massing on non-public side of building



APARTMENT UNITS	177
GROSS FLOOR AREA (SF)	184,885
PARKING STALLS	98
NUMBER OF FLOORS ABOVE GRADE	6
PUBLIC REALM CONTRIBUTION (SF)	1,541

- PROS:**
- Public realm contribution within the property line
 - Sunny southern courtyard
 - Single large retail space
 - Singular curb cut provides fewer opportunities for potential street use conflicts.

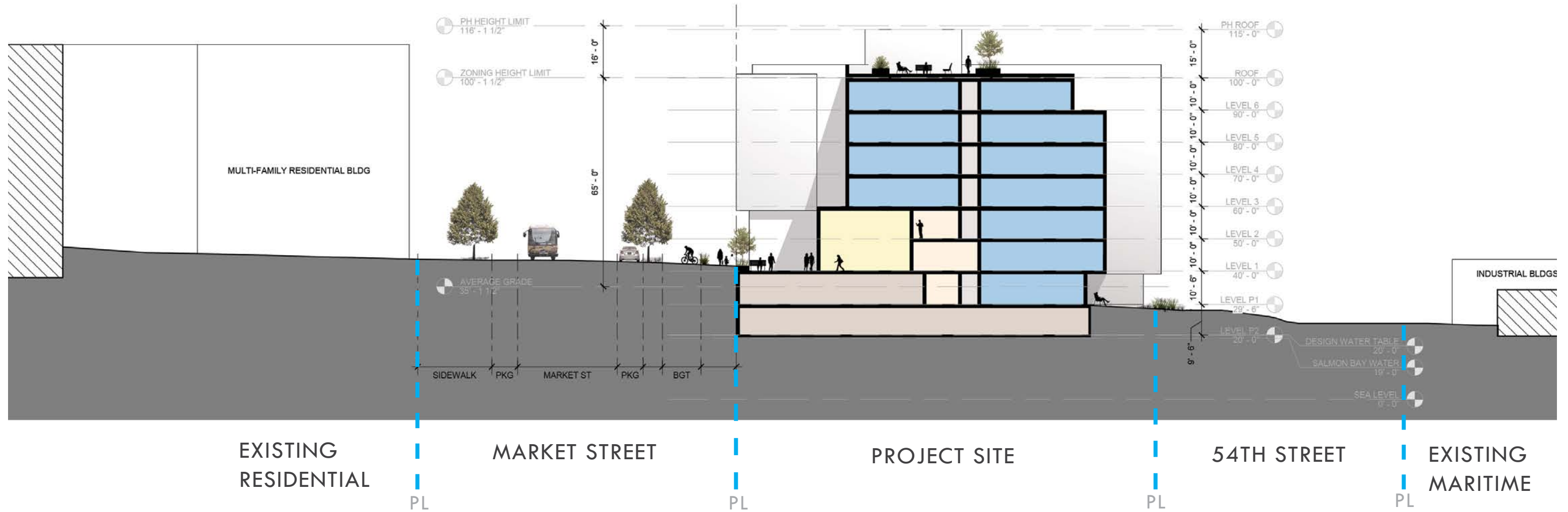
- CONS:**
- (1) Departure required for curb cut
 - Most articulation and massing on non-public side of building
 - Courtyard is isolated from the public



APARTMENT UNITS	171
GROSS FLOOR AREA (SF)	189,727
PARKING STALLS	101
NUMBER OF FLOORS ABOVE GRADE	6
PUBLIC REALM CONTRIBUTION (SF)	2,375

- PROS:**
- Significant public realm contribution within property line
 - Public side articulation of massing
 - Multiple tenant retail, activating the courtyard & Market Street with active connection to Burke-Gilman Trail
 - Singular curb cut provides fewer opportunities for potential street use conflicts.

- CONS:**
- (3) Departures required: curb cut, street level standards, & upper level setbacks



EXISTING RESIDENTIAL

MARKET STREET

PROJECT SITE

54TH STREET

EXISTING MARITIME

- CIRCULATION
- RESIDENTIAL
- PARKING
- AMENITY
- UTILITY
- COMMERCIAL
- OUTDOOR

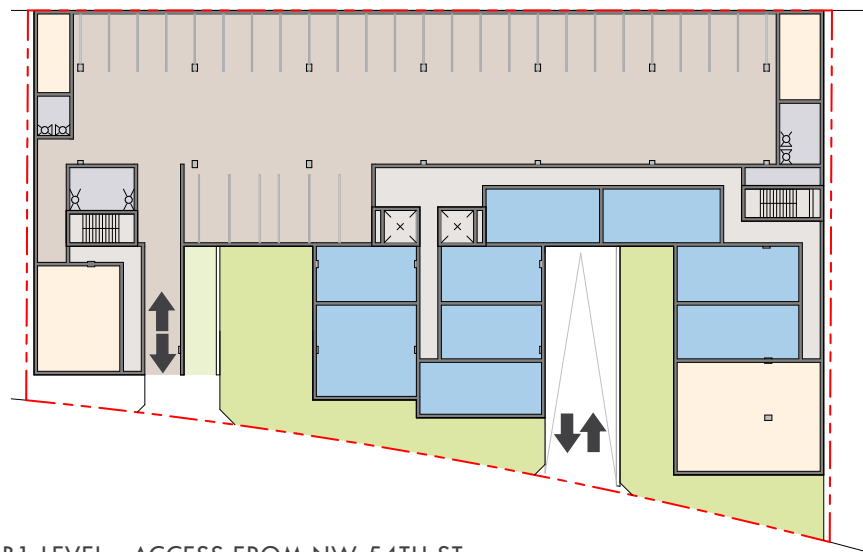


OPTION STATISTICS

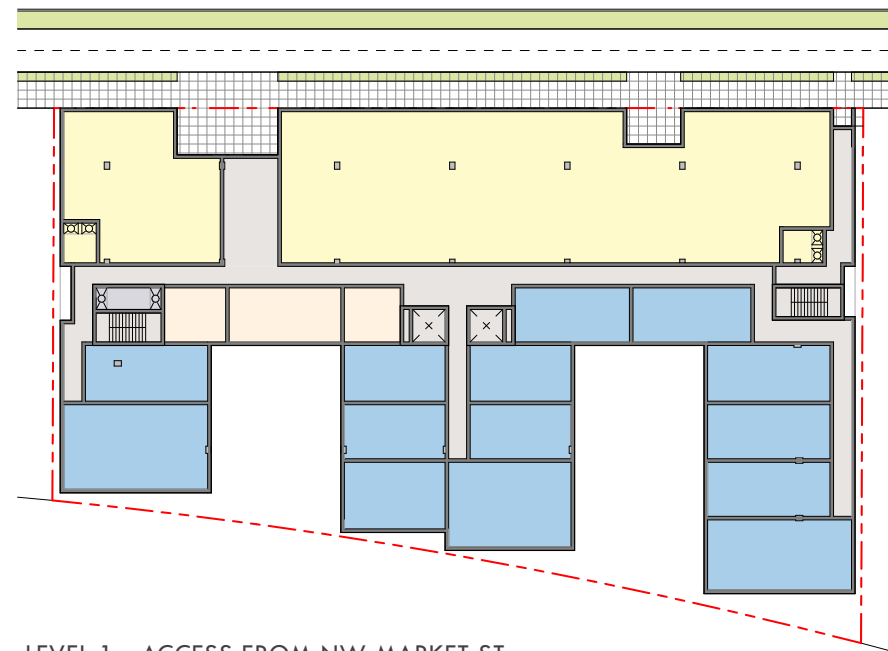
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PARKING STALLS	88
NUMBER OF FLOORS ABOVE GRADE	6
FAR	4.34
PUBLIC REALM CONTRIBUTION (SF)	514

REQUESTED DEPARTURES

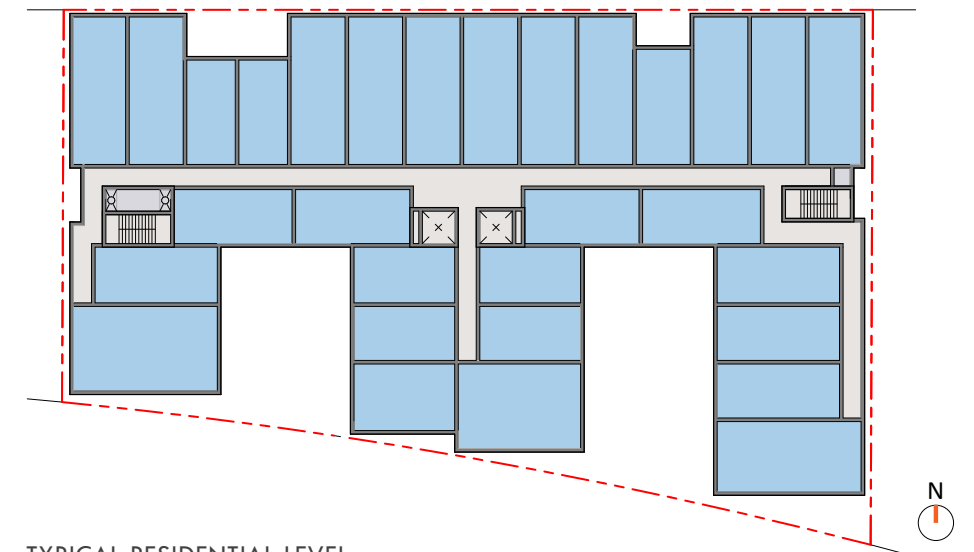
NONE



B1 LEVEL - ACCESS FROM NW 54TH ST



LEVEL 1 - ACCESS FROM NW MARKET ST



TYPICAL RESIDENTIAL LEVEL

CODE COMPLIANT MASSING CONCEPT - OPTION 1



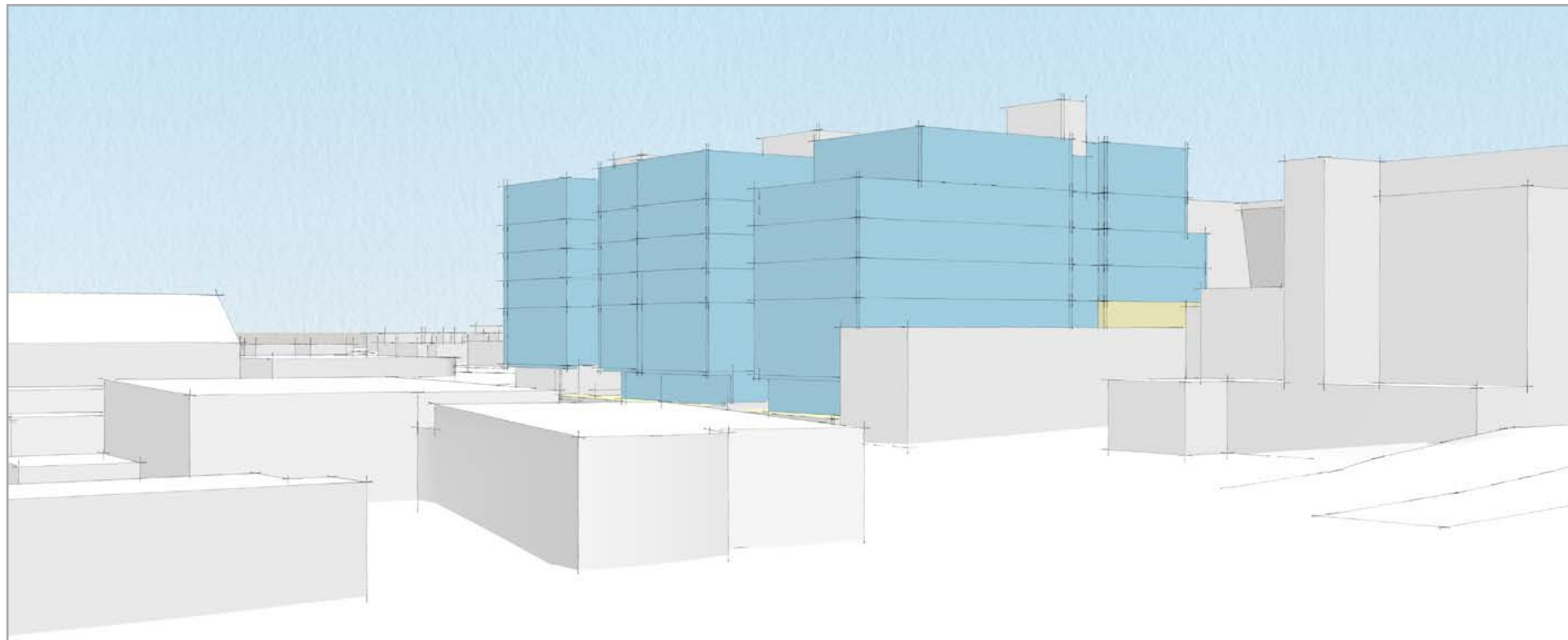
VIEW SOUTHWEST ALONG MARKET STREET



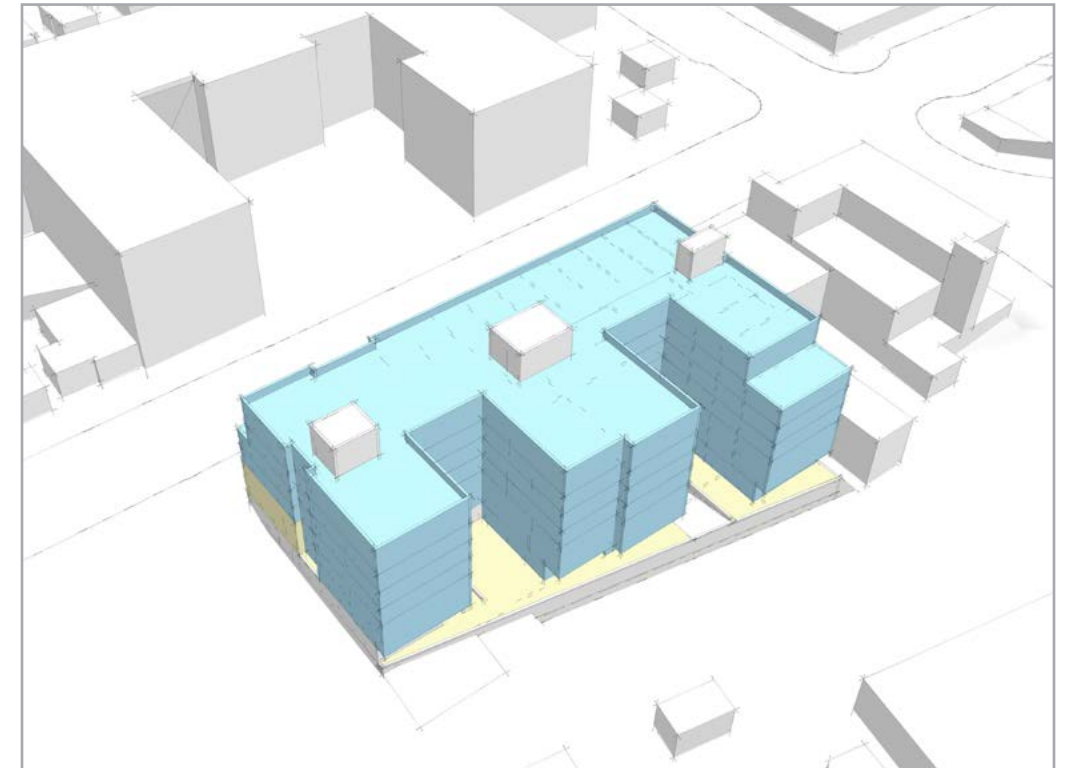
VIEW SOUTHEAST ALONG MARKET STREET



BIRD'S EYE VIEW SOUTHEAST



VIEW NORTHWEST FROM SHILSHOLE



BIRD'S EYE VIEW NORTHEAST

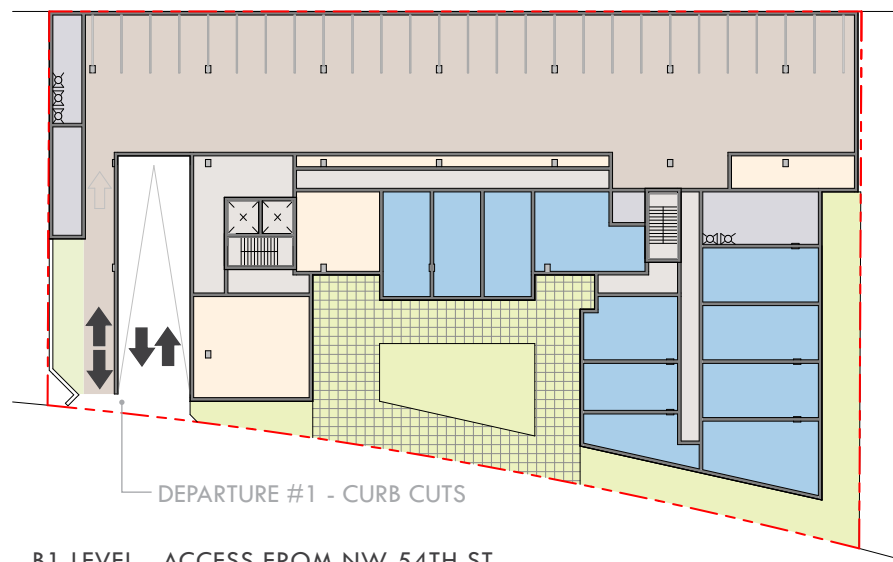


OPTION STATISTICS

SITE AREA (SF)	28,334
APARTMENT UNITS	177
GROSS FLOOR AREA (SF)	184,885
PARKING STALLS	98
NUMBER OF FLOORS ABOVE GRADE	6
FAR	4.30
PUBLIC REALM CONTRIBUTION (SF)	1,541

REQUESTED DEPARTURES

DEPARTURE #1 - CURB CUTS



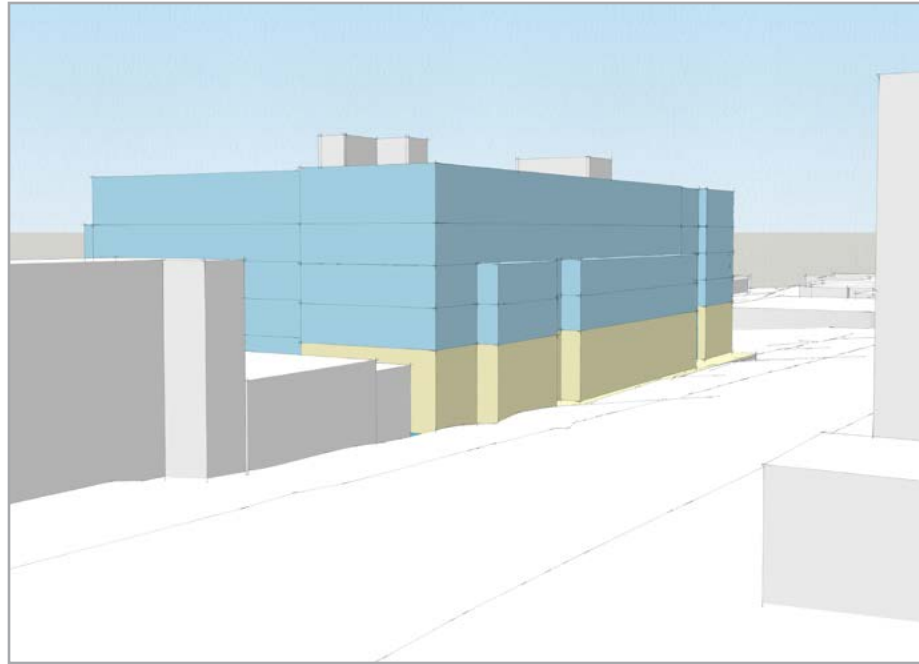
B1 LEVEL - ACCESS FROM NW 54TH ST



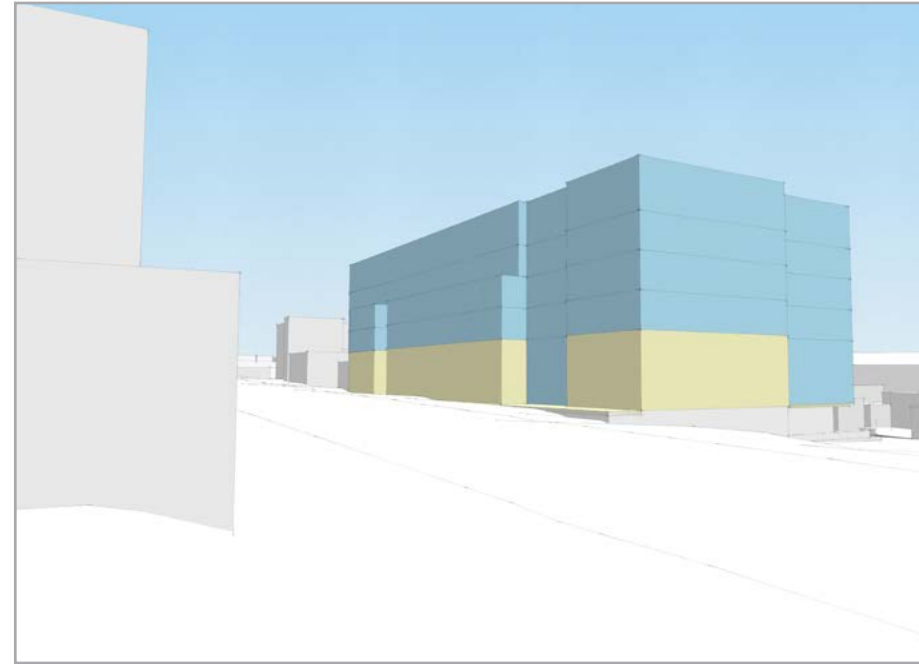
LEVEL 1 - ACCESS FROM NW MARKET ST



TYPICAL RESIDENTIAL LEVEL



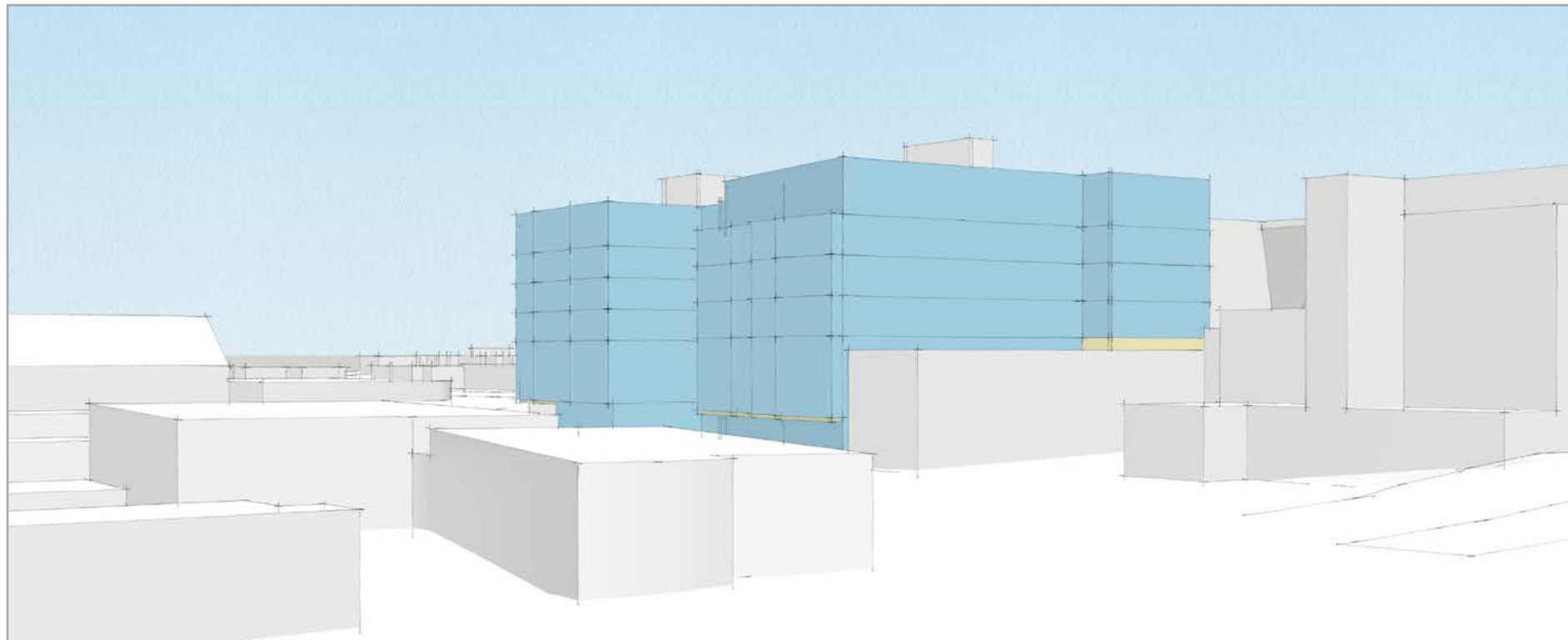
VIEW SOUTHWEST ALONG MARKET STREET



VIEW SOUTHEAST ALONG MARKET STREET



BIRD'S EYE VIEW SOUTHEAST



VIEW NORTHWEST FROM SHILSHOLE



BIRD'S EYE VIEW NORTHEAST

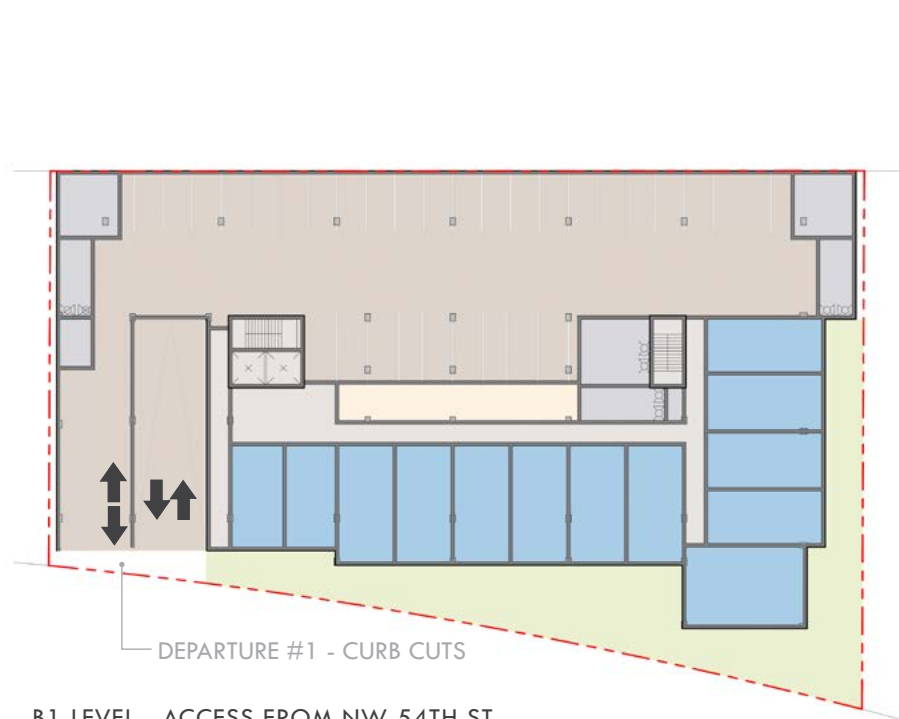


OPTION STATISTICS

SITE AREA (SF)	28,334
APARTMENT UNITS	171
GROSS FLOOR AREA (SF)	189,727
PARKING STALLS	101
NUMBER OF FLOORS ABOVE GRADE	6
FAR	4.46
PUBLIC REALM CONTRIBUTION (SF)	2,375

REQUESTED DEPARTURES

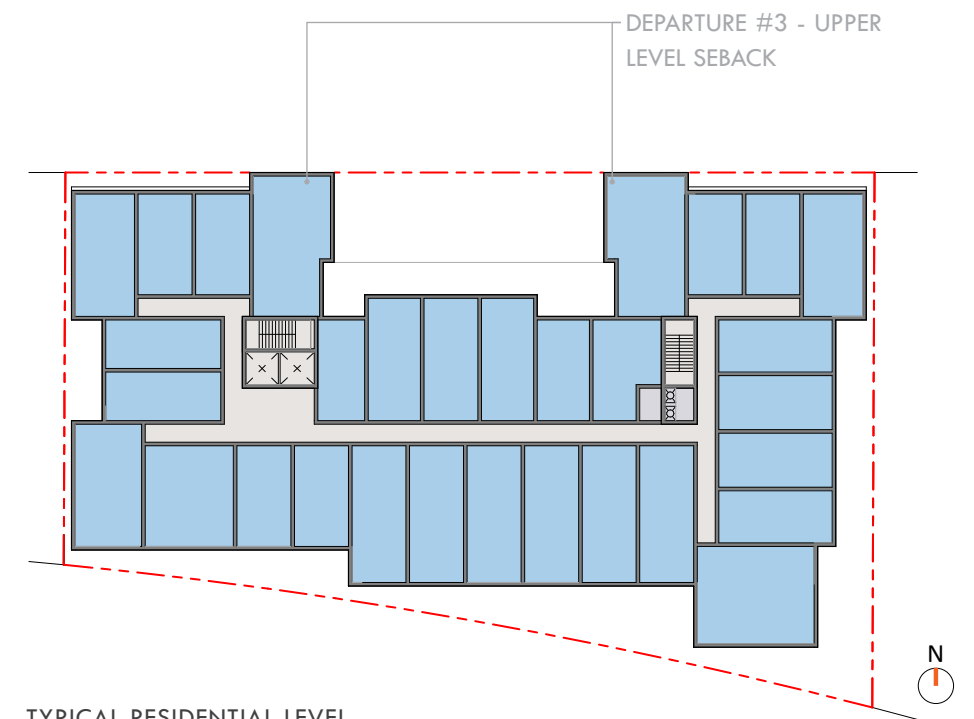
- DEPARTURE #1 - CURB CUTS
- DEPARTURE #2 - STREET LEVEL STANDARDS
- DEPARTURE #3 - UPPER LEVEL SETBACK



B1 LEVEL - ACCESS FROM NW 54TH ST



LEVEL 1 - ACCESS FROM NW MARKET ST

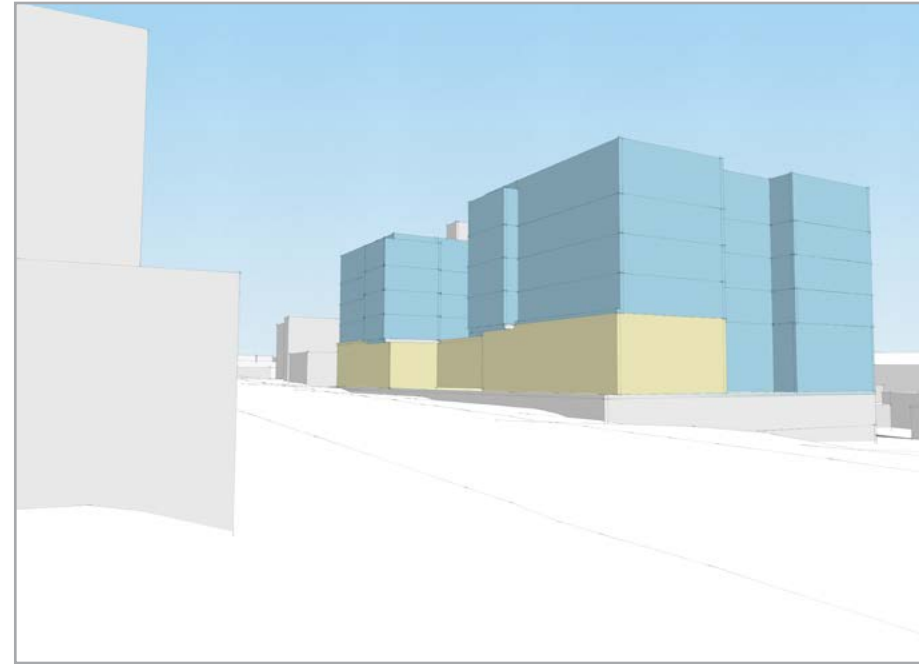


TYPICAL RESIDENTIAL LEVEL

MASSING CONCEPT - OPTION 3



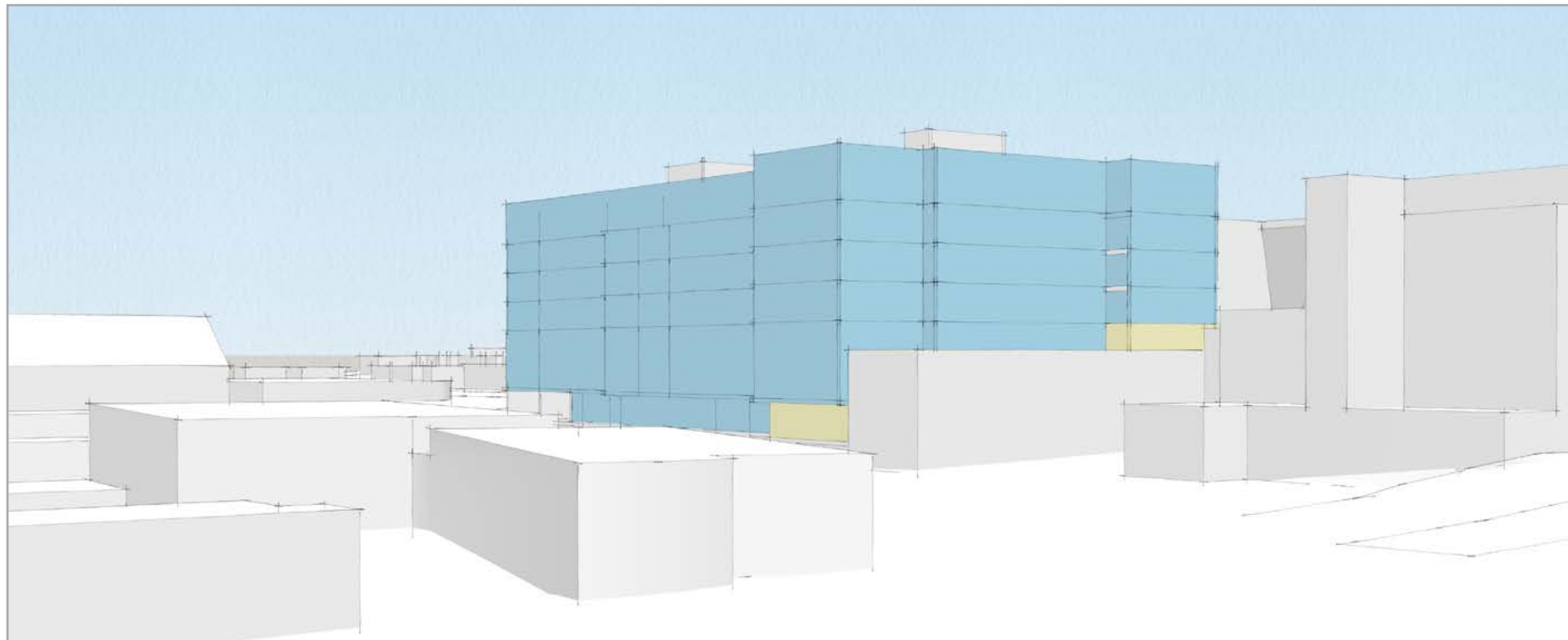
VIEW SOUTHWEST ALONG MARKET STREET



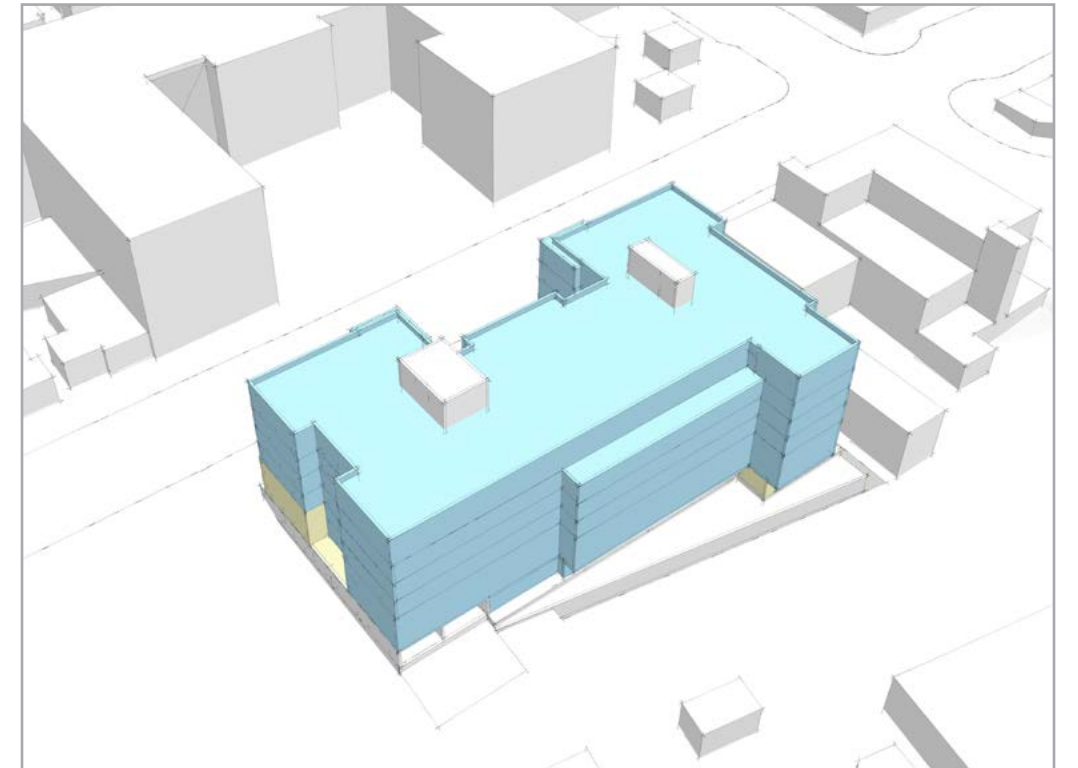
VIEW SOUTHEAST ALONG MARKET STREET



BIRD'S EYE VIEW SOUTHEAST

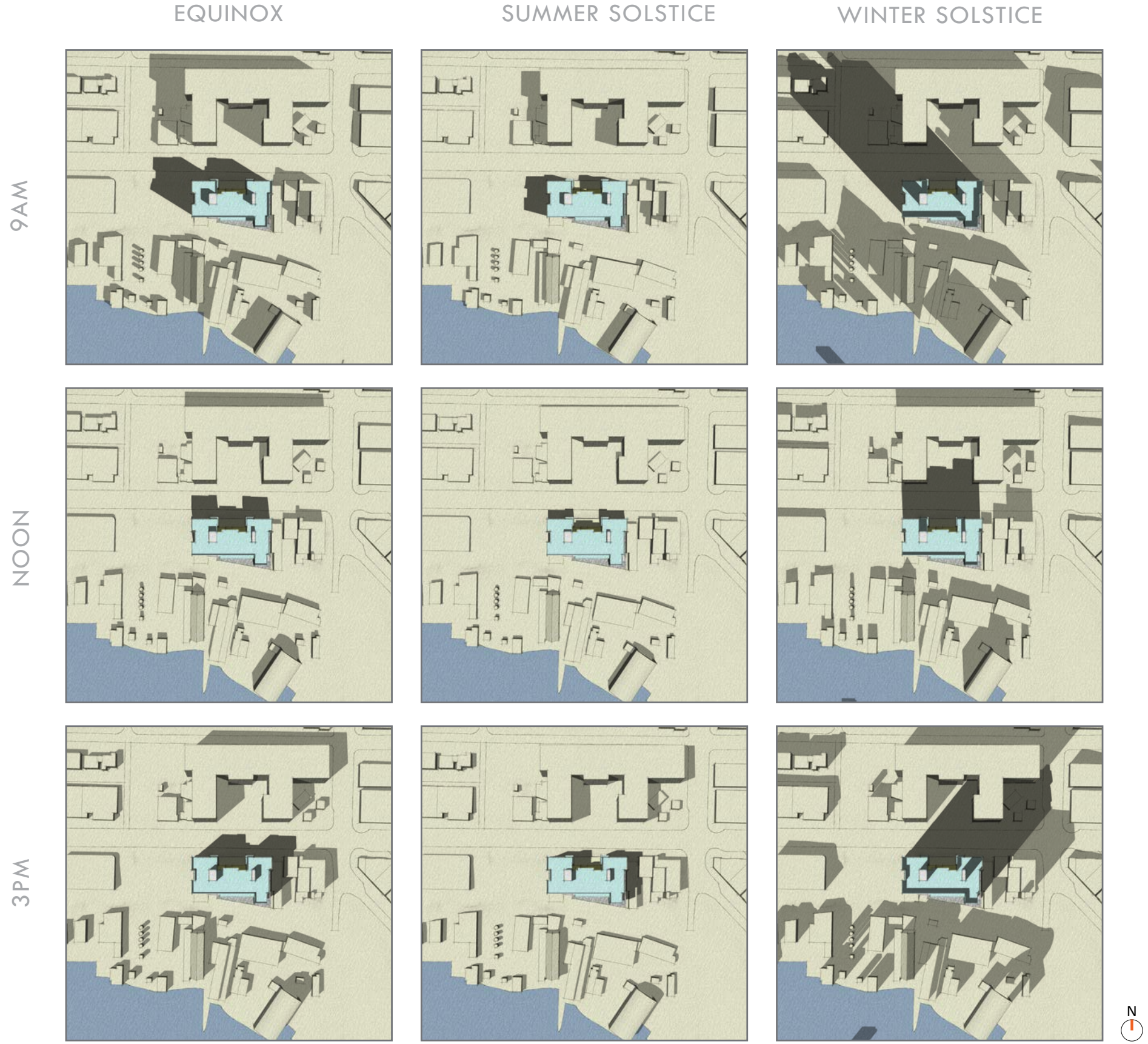


VIEW NORTHWEST FROM SHILSHOLE



BIRD'S EYE VIEW NORTHEAST

SUN/SHADOW STUDIES
OPTION 3



DEPARTURE #1 - CURB CUTS

STANDARD:

SMC 23.54.030.F.1.b: Curb cut width. Curb cuts shall not exceed a maximum width of 10 feet except that:

- 1) For lots on principal arterials designated on the Arterial street map, Section 11.18.010, the maximum curb cut width is 23 feet;
- 2) One curb cut greater than 10 feet but in no case greater than 20 feet in width may be substituted for each two curb cuts permitted by subsection 23.54.030.F.1.a;
- 3) A greater width may be specifically permitted by the development standards in a zone;
- 4) If subsection 23.54.030.D requires a driveway greater than 10 feet in width, the curb cut may be as wide as the required width of the driveway; and
- 5) A curb cut may be less than the maximum width permitted but shall be at least as wide as the minimum required width of the driveway it serves.

PROPOSED DEPARTURE:

A single 32' wide curb cut in lieu of two separate 23' wide curb cuts (46' total) is proposed to meet the following needs:

- - 10' wide, single lane, two-way drive aisle for Level P1 parking including access to a 10' wide staging parking space
- - 20' wide two-way driveway for Level P2 parking access

RATIONALE & APPLICABLE GUIDELINES:

The single curb cut (on both option 2 & 3) consolidates vehicle entry points to one location, leaving more space for personal outdoor amenity, enhanced landscaping including biofiltration, and safer pedestrian conditions. Simplified access and traffic flow create a clearer and more legible entrance point that will help ease safety or maneuvering concerns of the neighboring industrial uses and frequent truck traffic.

PL3-B.1 SECURITY AND PRIVACY

Consolidation of vehicular access points creates better buffering, privacy, and security for ground level apartments

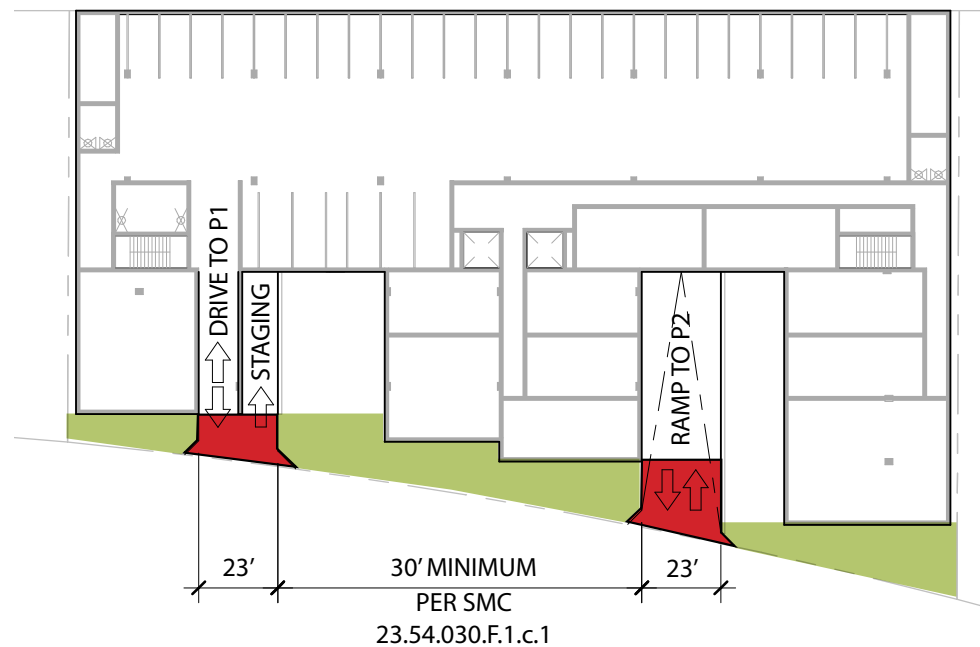
DC1-B.1 VEHICULAR ACCESS LOCATION AND DESIGN

No alley exists, 54th Street is the appropriate choice rather than Market Street. As the adjacent sites directly to the east and west develop in the future, minimal curb cuts and enhanced landscaping of this project will lead the way towards a safer and more pleasant experience along 54th Street.

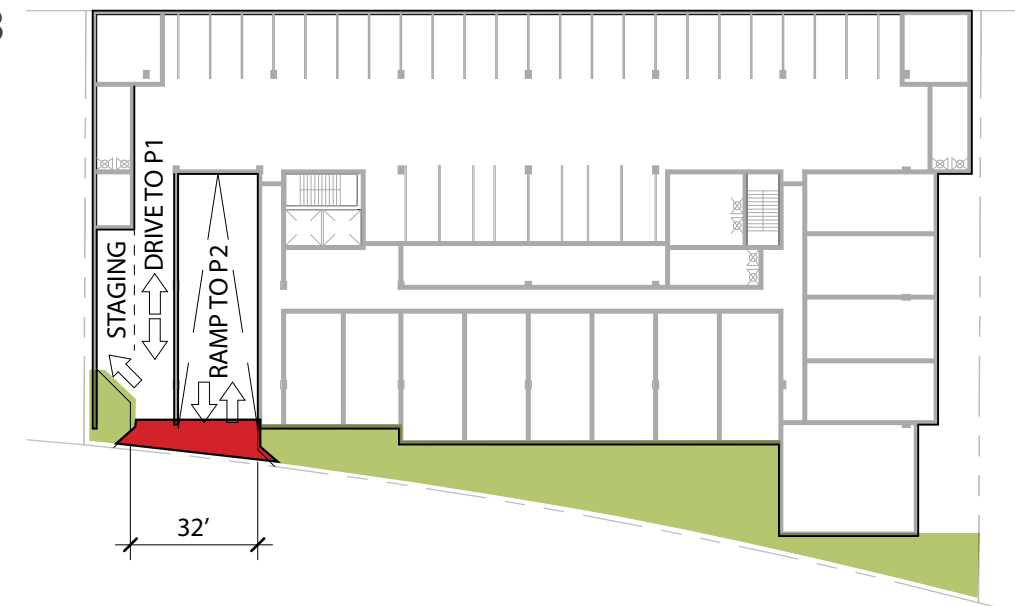
CS3-A.4 EVOLVING NEIGHBORHOODS

Better adaptability for future/adjacent development sites

OPTION 1
COMPLIANT CURB CUTS



OPTION 2 AND OPTION 3
PROPOSED CURB CUT



DEPARTURE #2 - STREET LEVEL STANDARDS

STANDARD:

SMC 23.47A.008.A.3: Street-level street-facing facades shall be located within 10 feet of the street lot line, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.

PROPOSED DEPARTURE:

Option 3 proposes the establishment of an inviting public courtyard surrounded on three side by activating retail uses along Market Street. This results in a 23' setback along 81' of street frontage. This is 15' deeper than the strict application of the standard.

RATIONALE & APPLICABLE GUIDELINES:

Market Street is a pedestrian friendly “High Street” with abundant shops, activities, and food and beverage establishments, encouraging strolling from the historic urban core towards the cultural centers to the west. There is currently a successful pattern of outdoor dining and seating. By creating a more generous space, option 3 will better activate and enhances the public realm with café and general public seating, overhead catenary lighting, landscaping and clearly integrating the building entry.

PL1-A.2 ADDING TO PUBLIC LIFE

PL1-B.3 PEDESTRIAN AMENITIES

PL2-III OPEN COMMERCIAL FACADES - CONFIGURE RETAIL SPACE TO ATTRACT TENANTS WITH ACTIVITY THAT WILL SPILL OUT ONTO THE SIDEWALK

Directly across Market Street, the new Amli Apartment development has also pulled back from the street creating a similar deep courtyard space. Option 3 offers a similar pedestrian-oriented place so both spaces will “speak to each other” across the street creating substantial relief in street wall massing.

DC3-C.1 REINFORCE OPEN SPACE

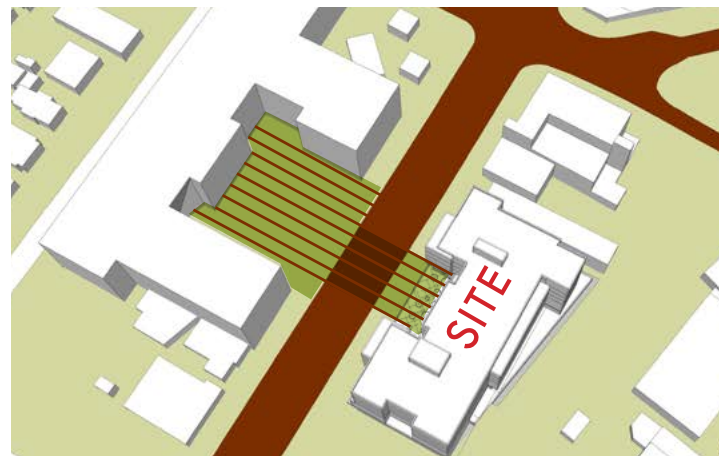
CS2-A.1 SENSE OF PLACE

The planned Burke Gilman Trail will run directly in front of the project site, increasing pedestrian activation and bringing in bicyclers from further afield. Option 3’s retail court will act as a welcome rest stop with cafes and people-watching. This setback departure more closely supports the design guidelines than if the street frontage ran directly adjacent to the sidewalk for the length of the site.

DC1-A.2 GATHERING PLACES

PL4-B.3 BIKE CONNECTIONS

OPTION 3
PROPOSED STREET FRONTAGE



DEPARTURE #3 - UPPER LEVEL SETBACKS

STANDARD:

SMC 23.47A.009.F.4.b: Upper-level setbacks

(1) A setback with an average depth of 10 feet from all abutting street lot lines is required for portions of a structure above a height of 45 feet. The maximum depth of a setback that can be used for calculating the average setback is 20 feet.

PROPOSED DEPARTURE:

Along Market Street, the project proposes to encroach on the upper level setback by 175 SF (over the allowed average) See diagram below.

RATIONALE & APPLICABLE GUIDELINES:

Option 3's encroachment allows the massing of the building elements to remain consistent along the frontage, which is more in keeping with the patterns of historic buildings and historic Ballard.

CS3-A.1 FITTING OLD AND NEW TOGETHER

Apartment building incorporates architectural elements typical of nearby buildings such as bay windows/projected bays

The retail court gives back to the street an additional 1302 SF which is beyond the allowable 20' depth used for calculating the average setback area. The 1302 SF area of relief that has been given back to the street balances out the small 175 SF encroachment area of the Market Street projections.

DC2-A.2 REDUCING PERCEIVED MASS

Projected bays reduce the perceived mass of the larger project

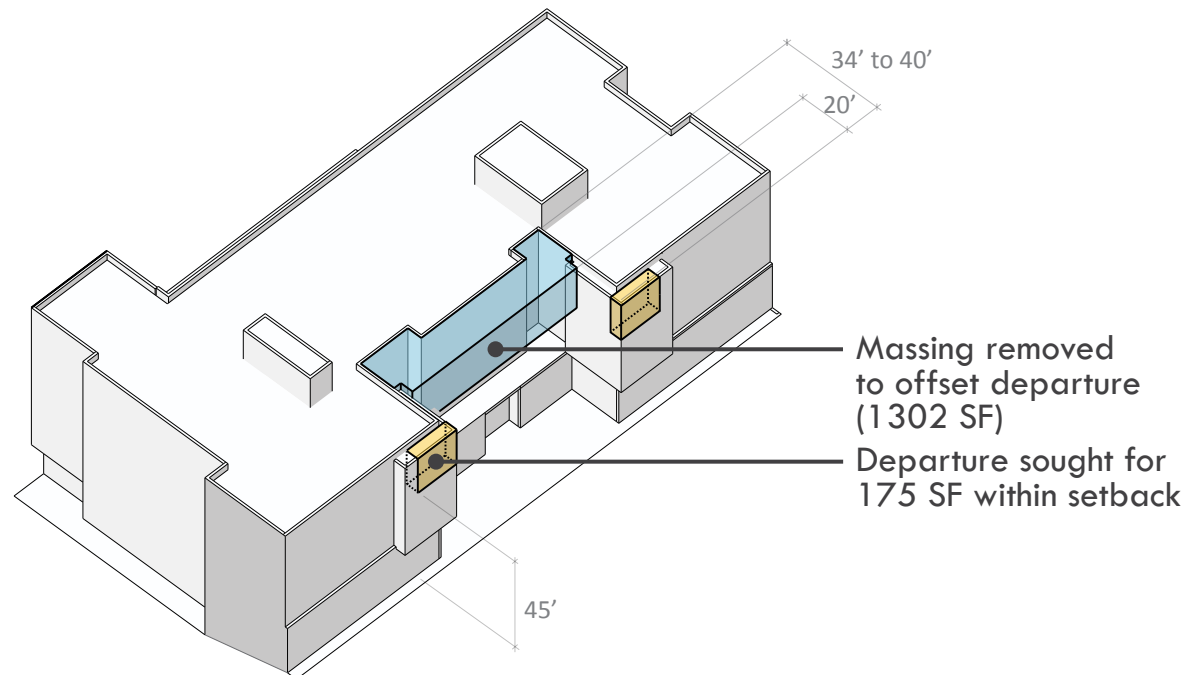
DC2-B.1 FACADE COMPOSITION

Projected bays provide proportioning to the larger project

DC2-C.1 VISUAL DEPTH AND INTEREST:

Projected bays and deeper courtyard add depth to the facade

OPTION 3
PROPOSED UPPER LEVEL SETBACKS





“At the street level, create a sense of lively enclosure. In shopping areas, at transit hubs, and in the Civic Core, where there are lots of pedestrians and gathering places, place buildings abutting the sidewalk or provide small, carefully programmed spaces such as outdoor cafe seating areas. Design entrances, highly transparent shop windows, sidewalks and open spaces to work together to support the highest level of social interaction.”

- Ballard Urban Design and Transportation Network

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4TH STREET EAST
OAKLAND, CA



CARMEL THE VILLAGE
LOS ALTOS, CA



525 BOREN
SEATTLE, WA



403 DEXTER
SEATTLE, WA



LOFT HOUSE
SUNNYVALE, CA



ALTANA
GLENDALE, CA



HYDE SQUARE
GLENDALE, CA



JOSEPH ARNOLD LOFTS
SEATTLE, WA



19 WEST HARRISON
SEATTLE, WA



WALTON LOFTS
SEATTLE, WA