



## BALLARD YARDS

2417 NW MARKET ST, SEATTLE, WASHINGTON

SDCI #3030168

## DESIGN RECOMMENDATION

JANUARY 14, 2019





# DESIGN RECOMMENDATION

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DEVELOPMENT OBJECTIVES:

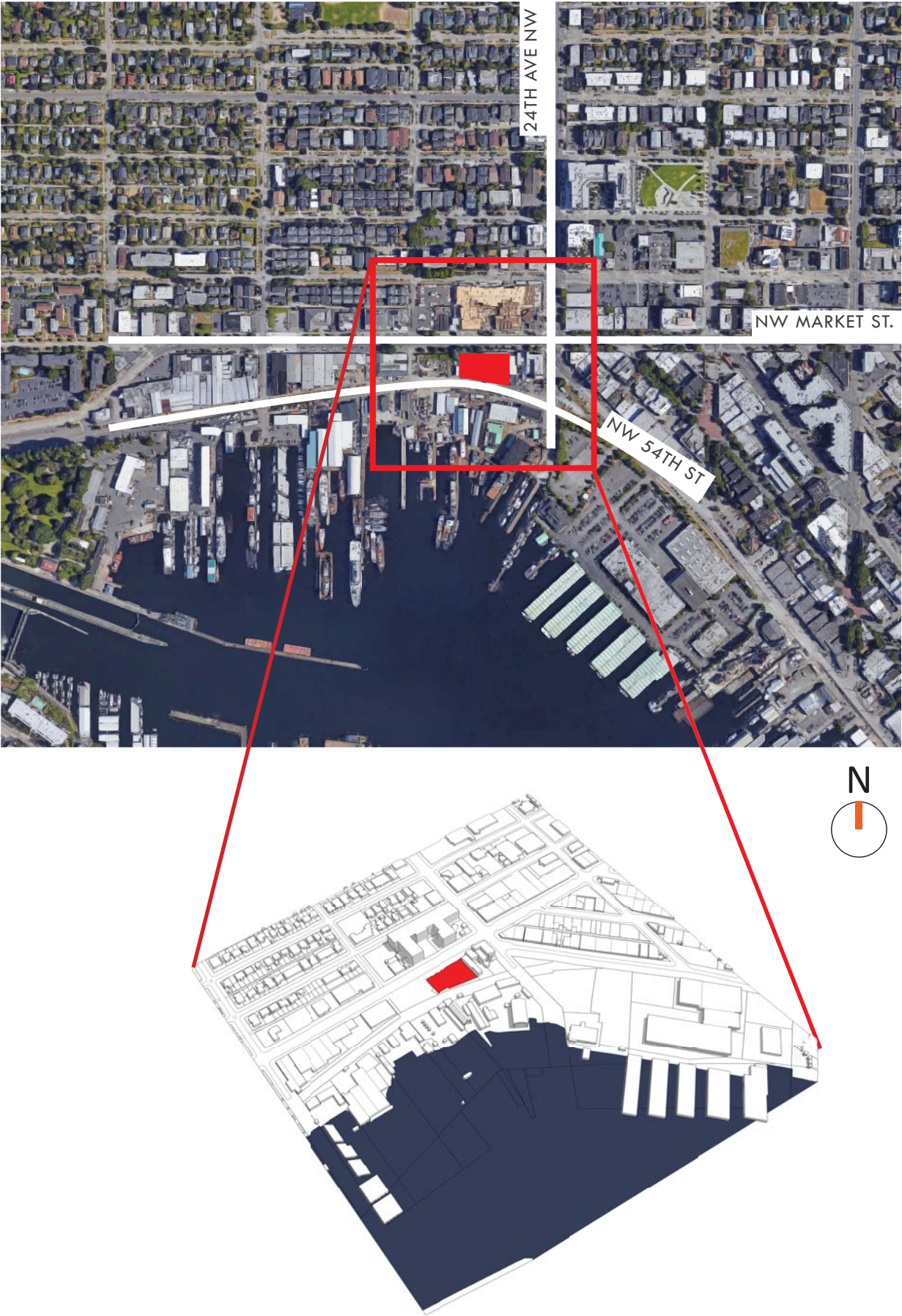
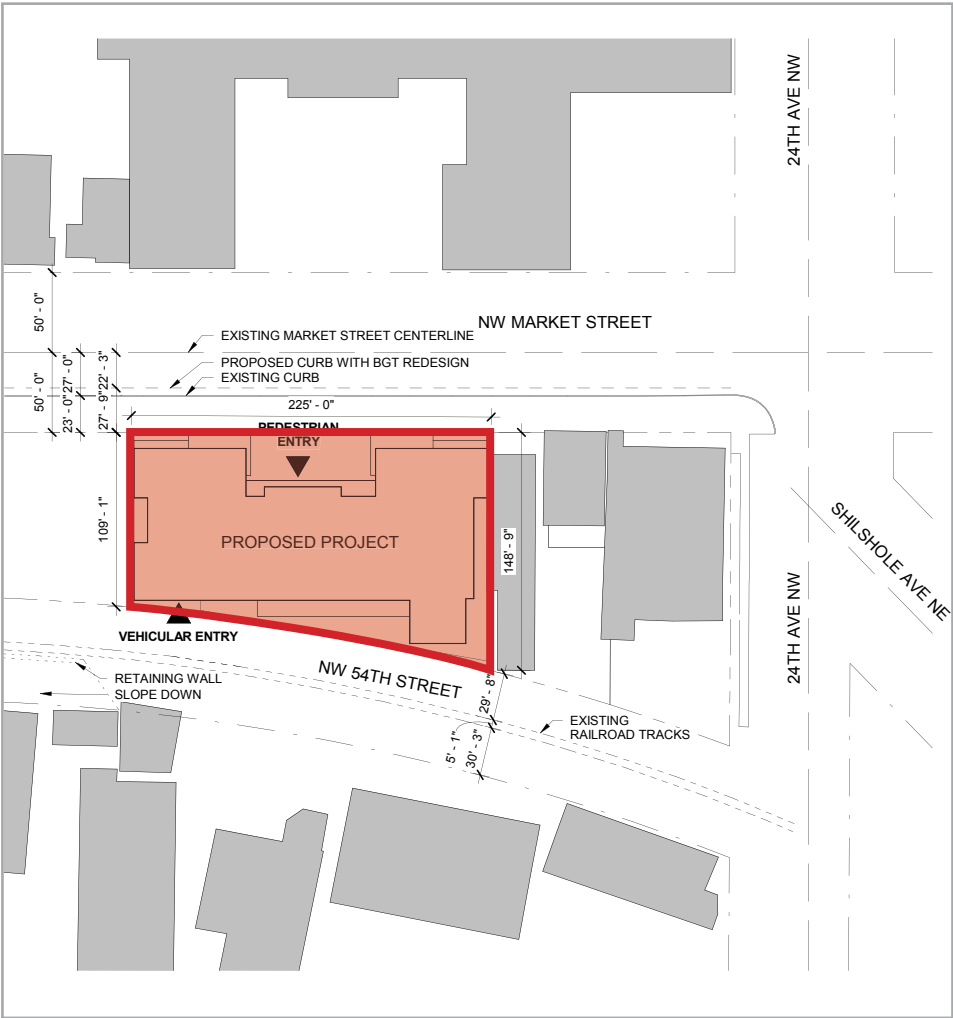
Design and construct a high quality mixed-use development with 171 Apartments and 6,800 SF of retail/commercial uses along Market Street. The building will have 7 floors and be supported by 100 parking spaces below grade. The development site is located in the heart of the Ballard commercial district, 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.
- 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 and minimize the impact to businesses on NW 54th Street.

PROJECT STATISTICS:

SITE AREA (SF)	28,334
APARTMENT UNITS	171
GROSS FLOOR AREA (SF)	189,727
RETAIL (SF)	6,778
PARKING STALLS	100
NUMBER OF FLOORS ABOVE GRADE	7



ZONING DATA

ZONING ANALYSIS

Address:2417 NW Market Street, Seattle, WA 98107

Zoning DesignationNC3P-65

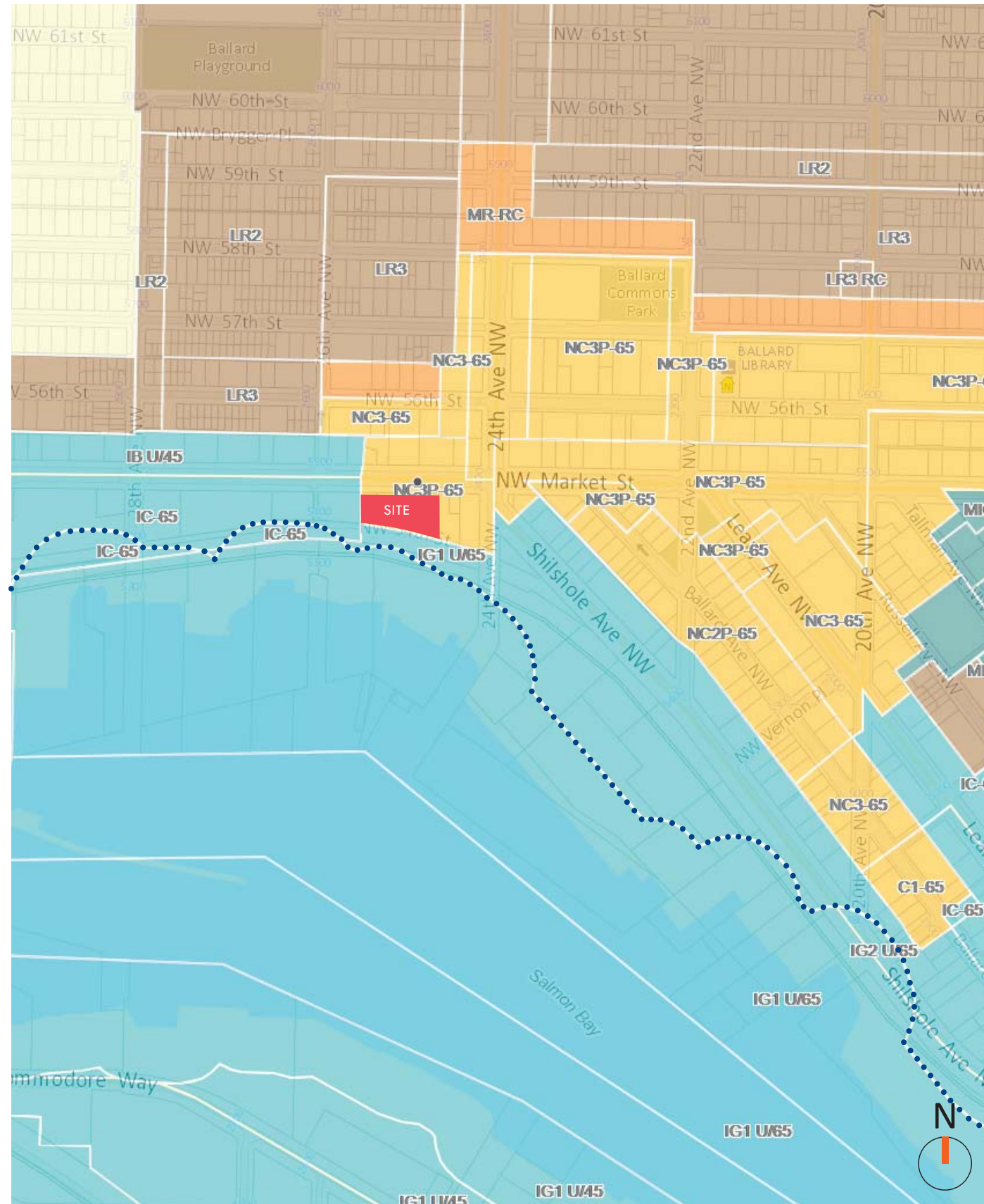
Lot Area28,334 sf

OverlaysBallard Hub Urban Village, Frequent Transit Corridor

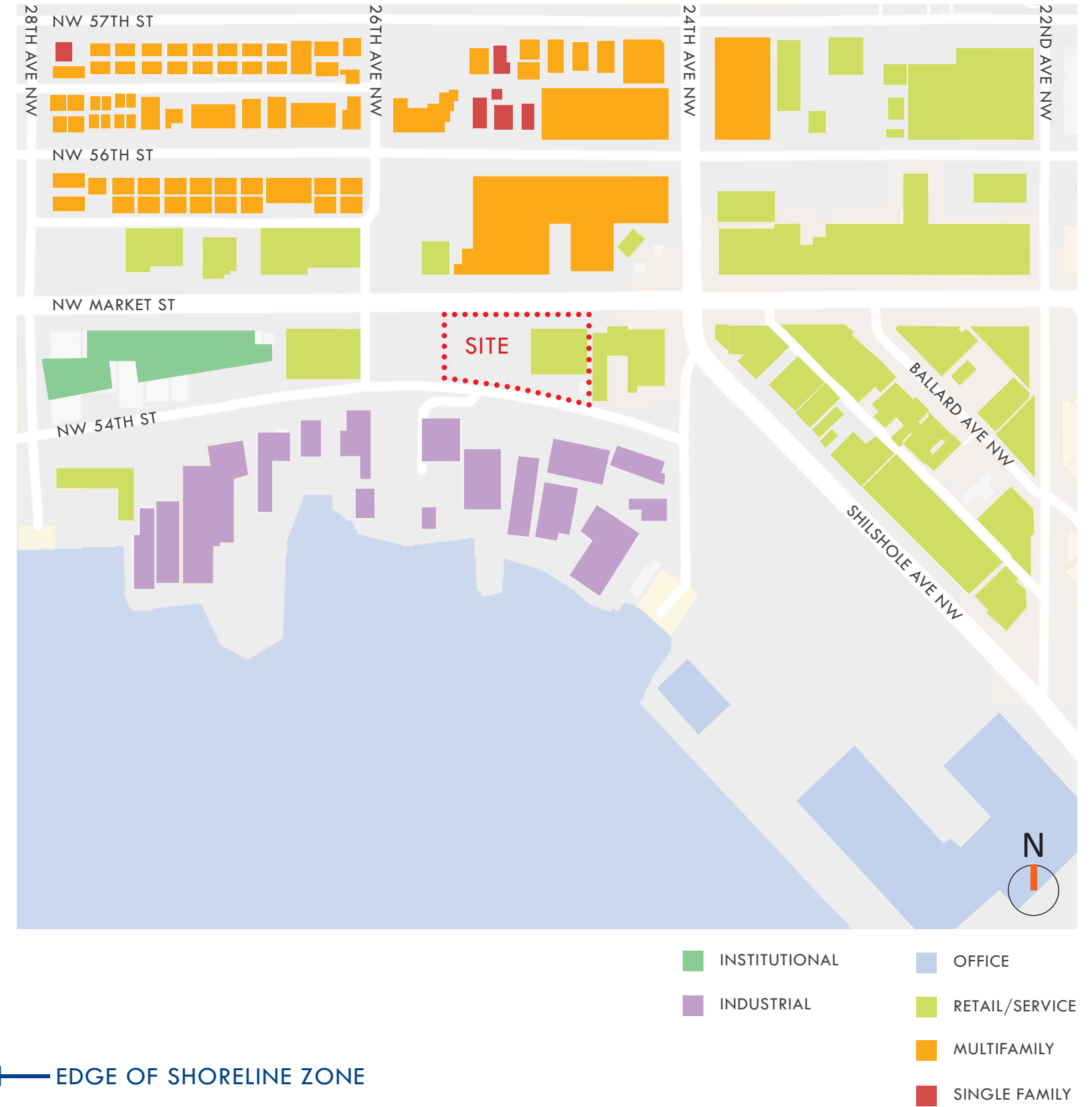
TOPIC AND REFERENCE	CODE LANGUAGE (PARAPHRASED SUMMARY)	PROJECT SPECIFIC APPLICATION OR INTERPRETATION
<b>Street Level Uses:</b> 23.47A.005	Residential Uses at street level are limited on principal pedestrian streets in pedestrian designated zones.	NW Market Street is a principal pedestrain street. The 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 commerical and meet 23.47A.005.D.1
<b>Street Level Development Standards</b> 23.47A.008	A3: Street level facades shall be within 10 feet of the street lot line, unless sidewalks, plazas, etc are apporved and provided.  B4: Non -residential uses at street level shall have a floor to floor height of at least 13'.  C4: Continuous weather protection required along 60% of the street façade on principal pedestrian street.  D2: The floor of a dwelling unit on a street-facing façade shall be 4' above or below the sidewalk, or set back 10'.	<b>A3: DEPARTURE REQUEST: #2A</b> Requesting an approval for a front retail courtyard that is set back further than 10' from the street. A rationale is provided on page 63.  B4: A 2-story (20' floor to floor) height space is provided in all street facing retail.  <b>C4: DEPARTURE REQUEST: #2B</b> Canopy coverage is not provided where the retail court sets back from the street. 90% coverage is provided where the building is directly adjacent to the sidewalk. A rationale is provided on page 63.  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 properly line.
<b>Ballard Hub Urban Village</b> 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.  <b>F4: DEPARTURE REQUEST: #3</b> 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 154 sf. A rationale is provided on page 64.
<b>Floor Area Ratio</b> 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.
<b>Landscaping and Screening Standards</b> 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.
<b>Amenity Area</b> 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.	Private balconies are provided at Level 3 and Level 6. The roof deck will be sized to satisfy the amenity requirements.
<b>Required Parking and Loading</b> 23.47A.030	Parking per 23.54.015 Loading per 23.54.035	Voluntary parking meets the standards per this section. Loading berth not required in residential uses.
<b>Parking Location and Access</b> 23.47A.032  23.47A.032	A1: Curb cuts may contain one garage door.  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.	<b>A1: DEPARTURE REQUEST: #1B</b> The project has consolidated driveways, but still requires two garage doors, one for each level, and to secure the residential only Level P2. A rationale is provided on page 62.  A2: There is no alley access to this site. Parking access will be from 54th St, which is not a pedestrian street.
<b>Required Parking</b> 23.53.015	B: No minimum parking requirement for residential uses in commerical 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.
<b>Parking Space Standards</b> 23.54.030  Summary of primary applicable development standards from the Seattle Municipal Code. Note that some portions are paraphrased for brevity.	D1: Residentail only 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 traffice and 20' for two-way traffic.  D2: Shared use driveways shall be 22' wide.  F1a: Curb cuts for lots not designated a principal arterial street, lots with 160'-240' are permitted 3 curb cuts.  F2b: Two-way shared use curb custs are 22' min to 25' max wide.	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.  <b>D2: DEPARTURE REQUEST: #1C</b> The Level P1 driveway serves less than 30 cars. 6 of the stalls will be designated employee parking. The proposed driveway width is 11'-8", but includes enhanced visibility and a pull-over space before exiting. A rationale is provided on page 62. F1a: All schemes propose less than the maximum number of permitted curb cuts.  <b>F1b: DEPARTURE REQUEST: #1A</b> A single curb cut of 31'-4" is proposed to combine both driveways and loading access, resulting in the only curb cut on the site. A rationale is provided on page 62.



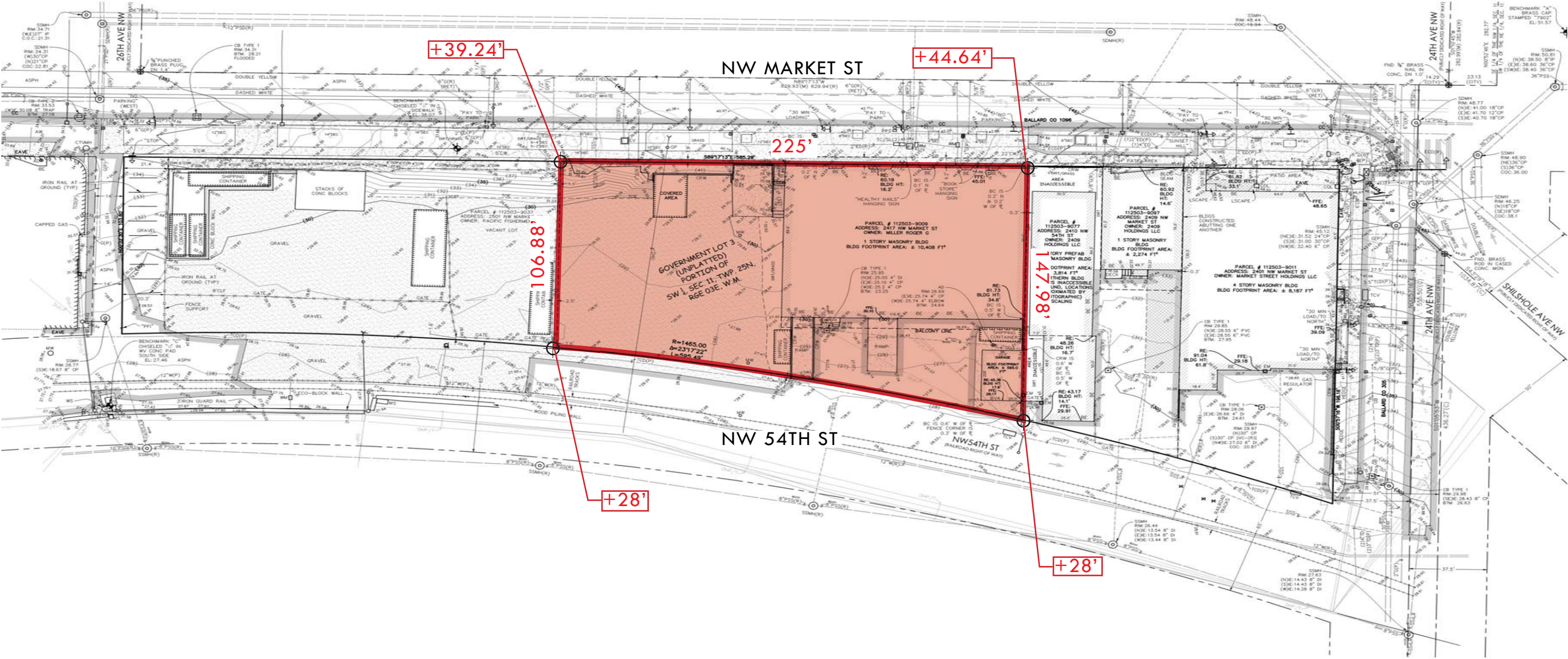
# ZONING MAP



## CURRENT USE DIAGRAM







SITE SURVEY

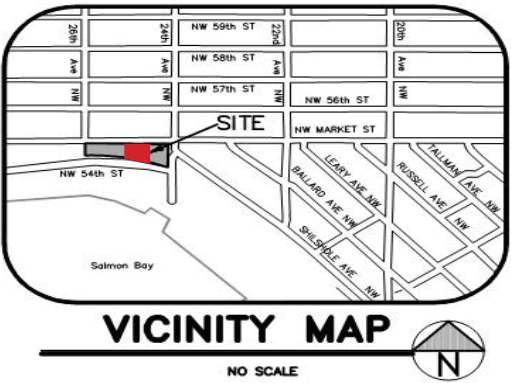
The site is currently occupied by a two-story industrial and retail structure totals approximately 23000 square feet, covering less than 1/2 of the site. The building has a heavy timber post and beam construction with 8" thick CMU and roman brick exterior walls painted grey. The structure faces Market 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:

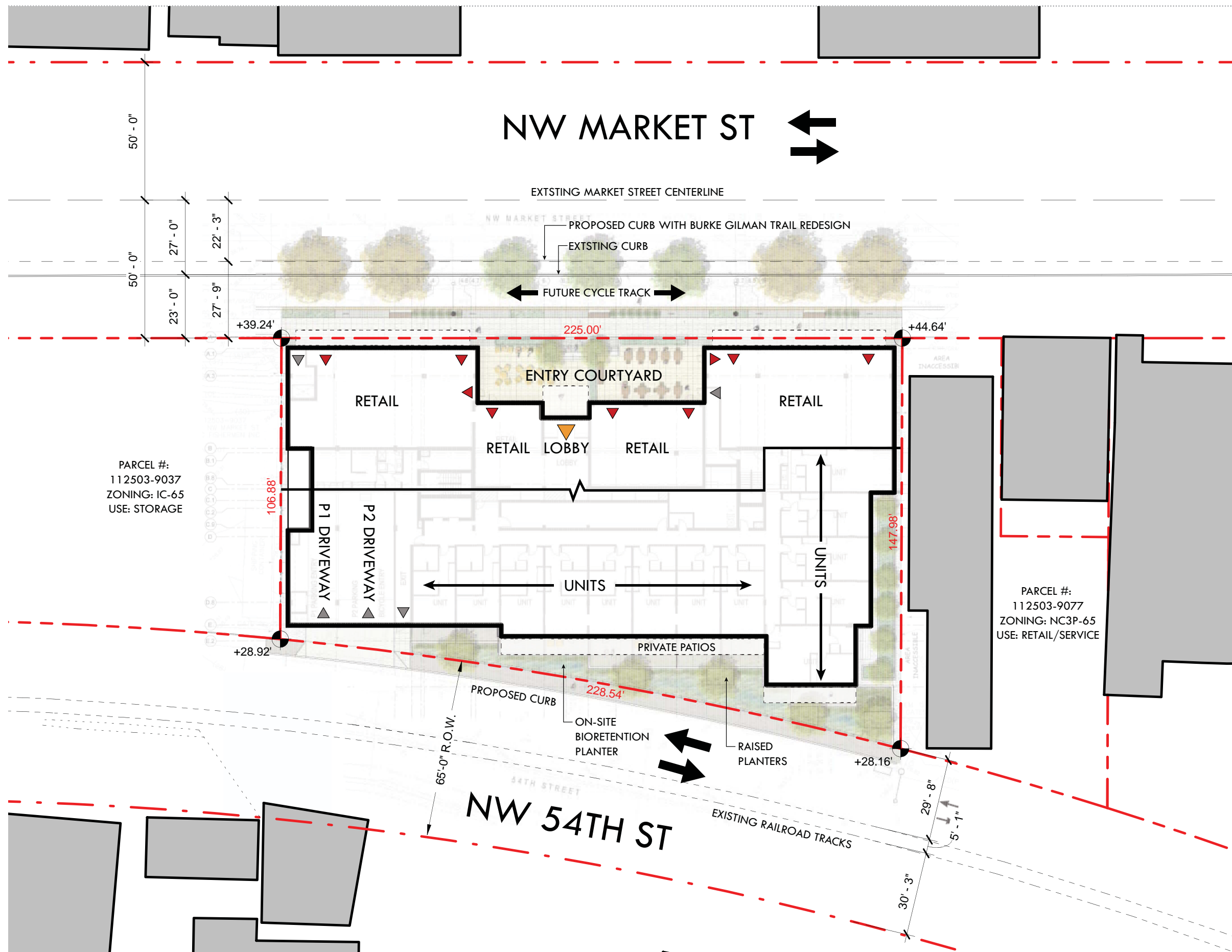
BEGINNING AT A POINT ON THE SOUTH MARGIN OF N.W. MARKET STREET AS NOW ESTABLISHED, WHICH POINT IS 450.00 FEET WEST OF THE EAST LINE OF TRACT 49 OF FARMDALE HOMESTEAD, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 1 OF PLATS, PAGE 211, IN KING COUNTY, WASHINGTON;  
THENCE SOUTH, ALONG A LINE WHICH 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.





ACCESS KEY

- ▲ RETAIL
- ▲ LOBBY
- ▲ EXITS/PARKING





# RESPONSE TO EARLY DESIGN GUIDANCE

## 1) MASSING OPTIONS

After a discussion regarding the orientation of the courtyard and the retail court, the Board agreed that the applicant's preferred option (Option Three) was the strongest scheme for the following reasons: the strongly articulated base, the retail courtyard, the stepped floor plates at Market Street and the carefully considered approach to the (potential location of) the Burke-Gilman trail. (DC2, DC3-B, CS2-D, PL1-C, PL4-B)

### RESPONSE:

The building design has followed the preferred option 3 massing.

## 2) INTERIOR (EAST AND WEST) FACADES

a. The Board supported the intent indicated in the meeting materials but/and made clear that though they were on interior lot-lines, these were important elevations. (CS3, DC2)

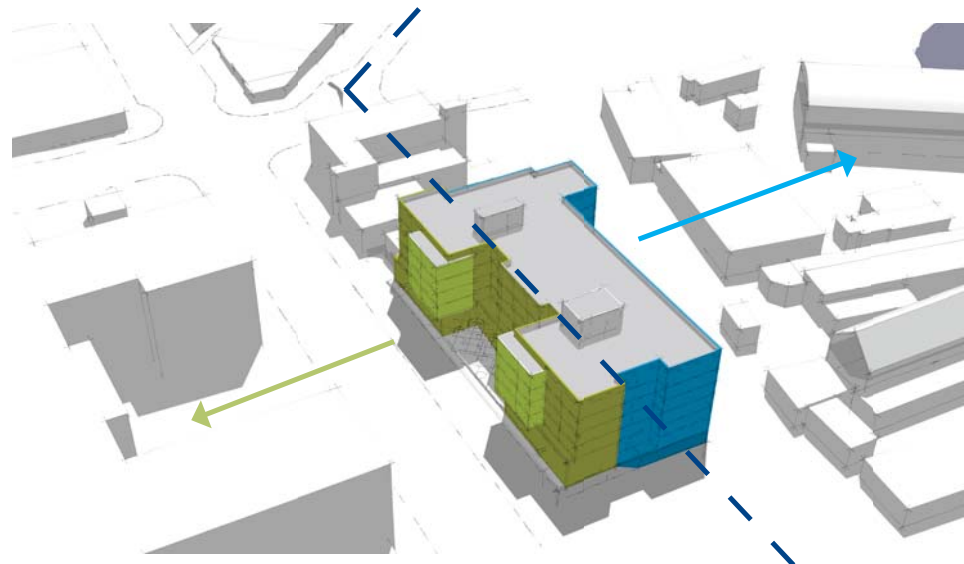
b. The Board noted particular interest in the east elevation (and southeast corner), as they likely will remain visible for quite some time. (CS3, DC2)

### RESPONSE:

This building is designed as a four sided building, with attention paid to all facades. A substantial portion of the east and west facades are set back from the property line to allow light and air into the units. The façade detailing here is an extension of the language of the south façade, which unifies the building massing around the corners. The portions of the façade located directly on the property line are an extension of the material language along Market Street, again unifying the massing around the corners.

The portions of these facades that are located directly on the property line are seen as opportunities for art and/or graphic signage. The team is looking to hire an artist to create a work that is in keeping with the industrial and historical signage already found in the area. Image examples are provided on the adjacent page.

The southeast corner of the building is highly visible as Shilshole Ave swings north towards Market Street. The design includes a mass on the corner that relates to and acts as a third "lantern" element, giving prominence and adding visual interest to the streetscape.



## 2 INTERIOR FACADES

Potential graphic art and signage. Reference pages 9 and 61.



WEST ELEVATION

Material transition at modulation change.



Material transition at modulation change.

Potential graphic art and signage. Reference pages 9 and 61.

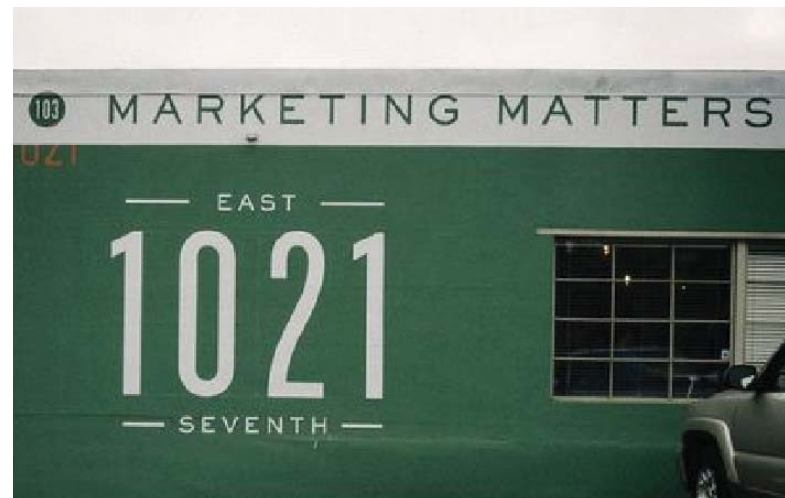


EAST ELEVATION





2 EAST & WEST FACADE  
SIGNAGE & GRAPHICS  
INSPIRATION





RESPONSE TO EARLY DESIGN GUIDANCE

5) RETAIL EDGES

The Board supported the well-articulated retail base of the preferred scheme and the stepping of the floor plates with grade. (DC2-D, PL3-C, CS3-A) (PL2-II-ii)

RESPONSE:

The building design has followed the preferred option 3 massing and stepped floor plates for the retail and corresponding courtyard.

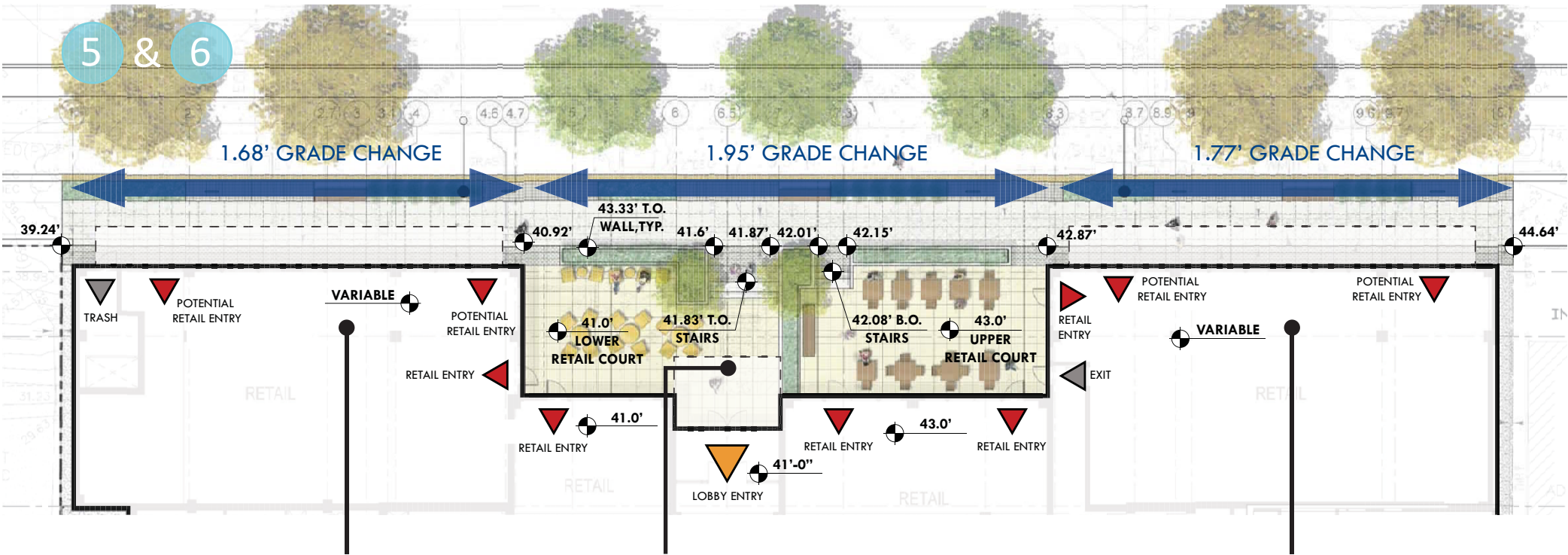
6) COURTYARD

The Board expressed support for this element and asked that the retail spaces and supporting amenities (including balconies) be designed to activate this area.

RESPONSE:

The building design has maintained the courtyard and continued to request this feature as a departure. The retail spaces surround the courtyard and have entrances from the courtyard to encourage the businesses to take advantage of this space.

To further activate this space, patios have been added to Level 3 facing towards the courtyard for private residential use.

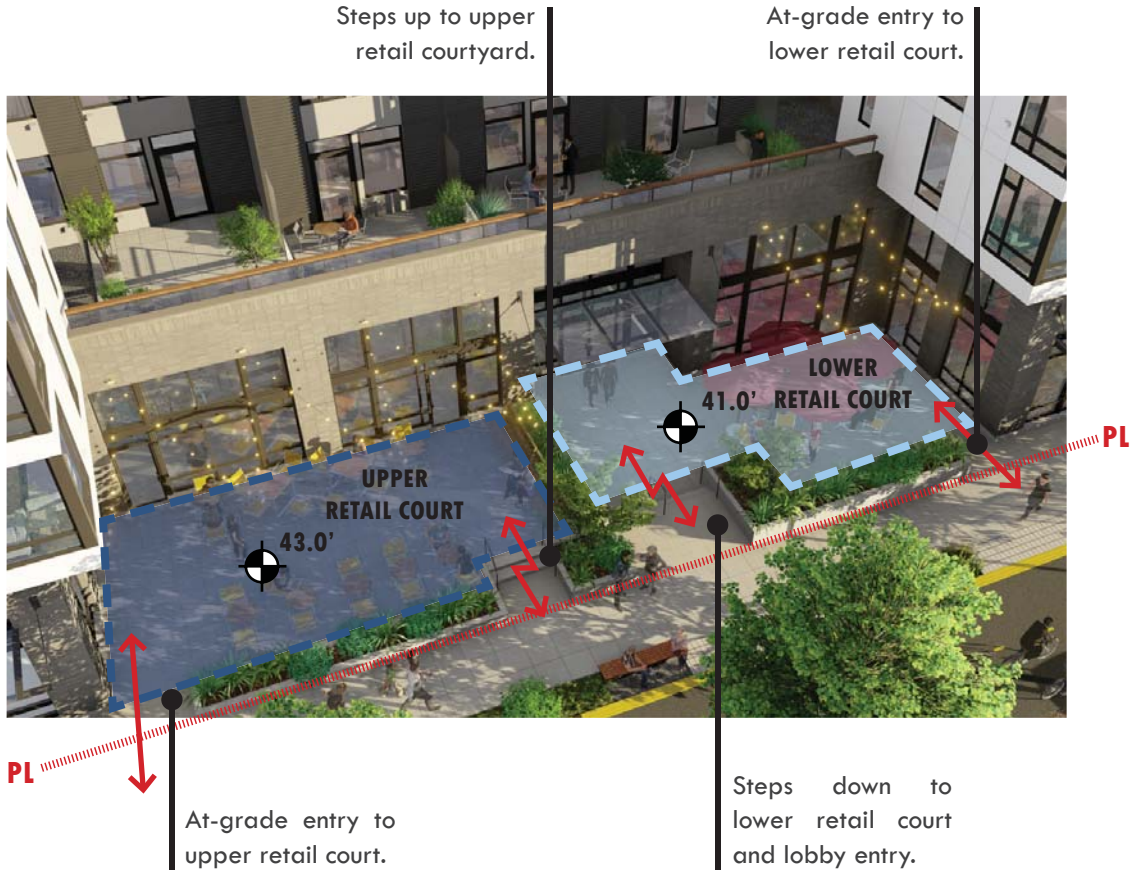


A variable finish floor height allows the retail space the potential to step with the 1.78' grade change along the sidewalk.

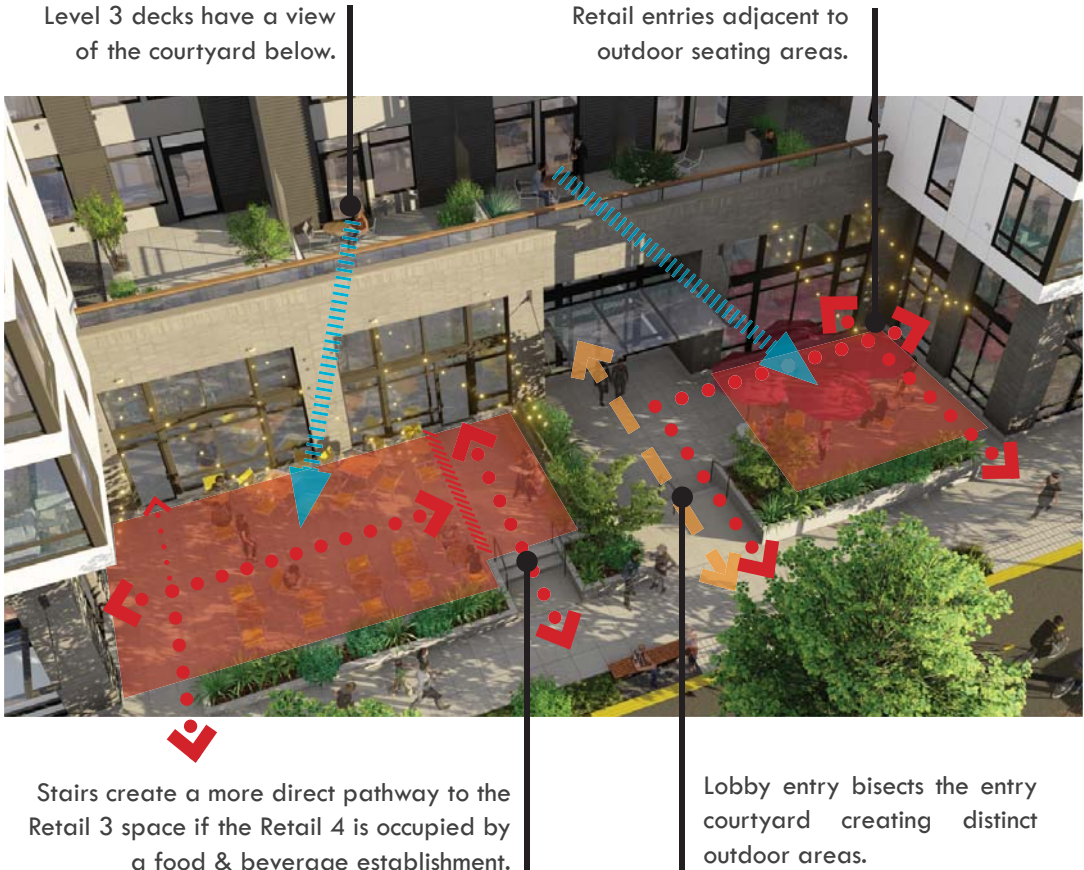
The two finish floor heights of the entry courtyard define the spaces and provide on-grade entries from the sidewalk at both the lower & upper retail courts.

A variable finish floor height allows the retail space the potential to step with the 1.79' grade change along the sidewalk.

5 RETAIL EDGES

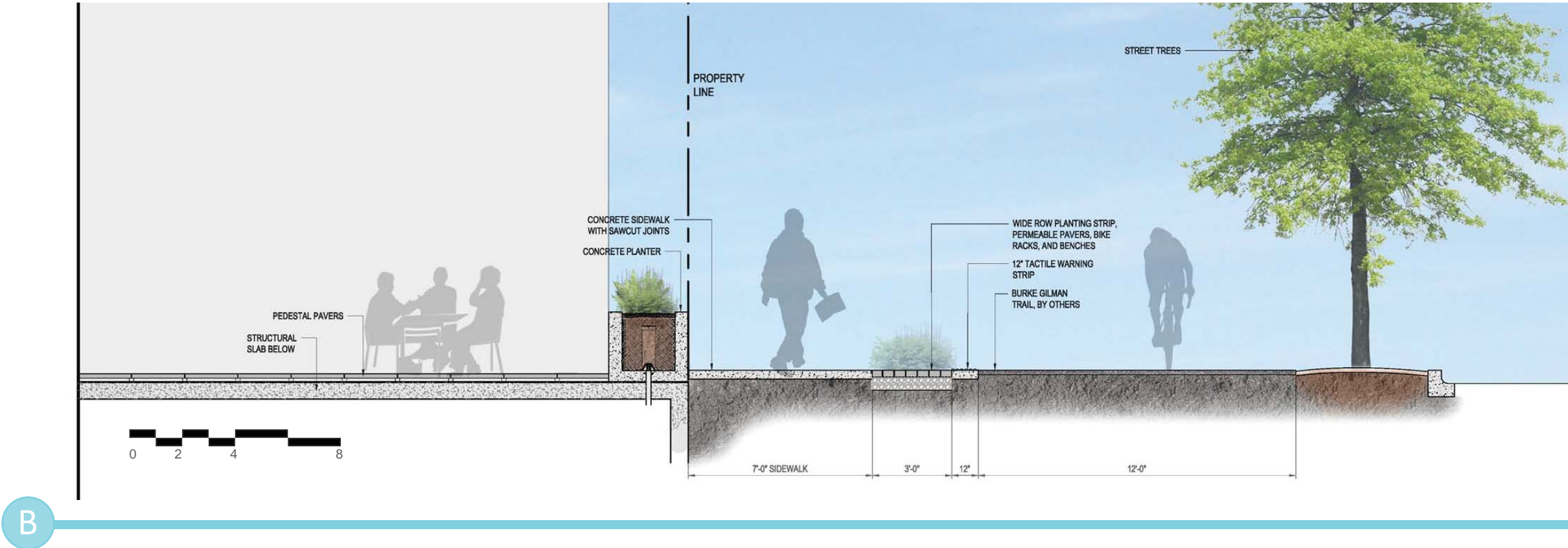
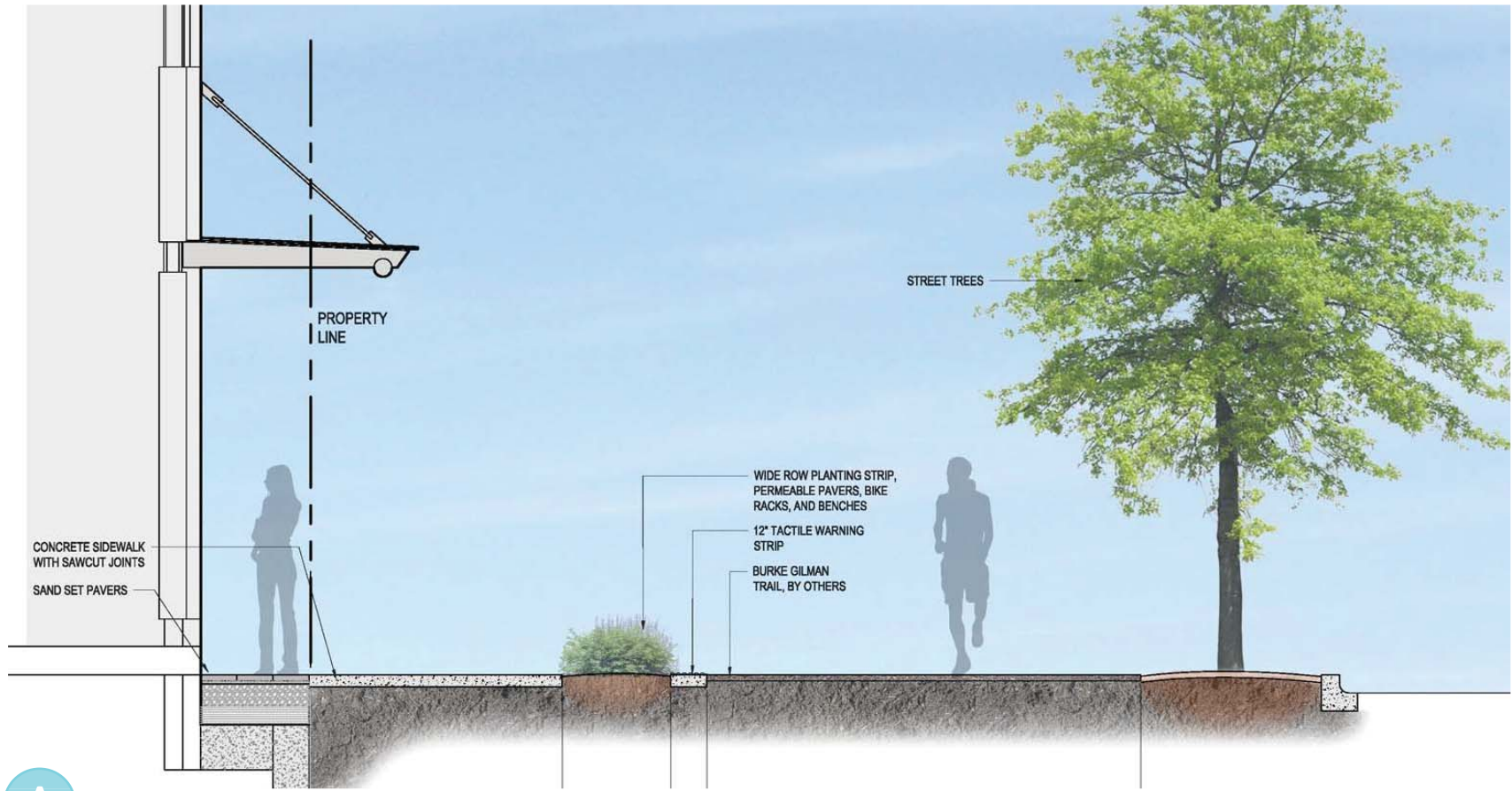
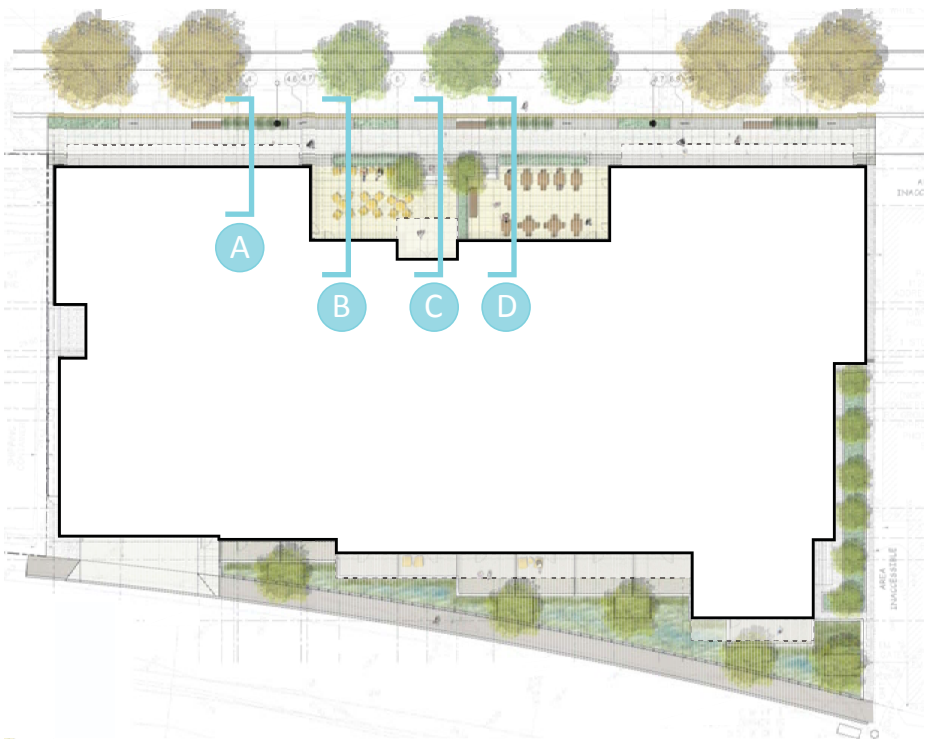


6 COURTYARD



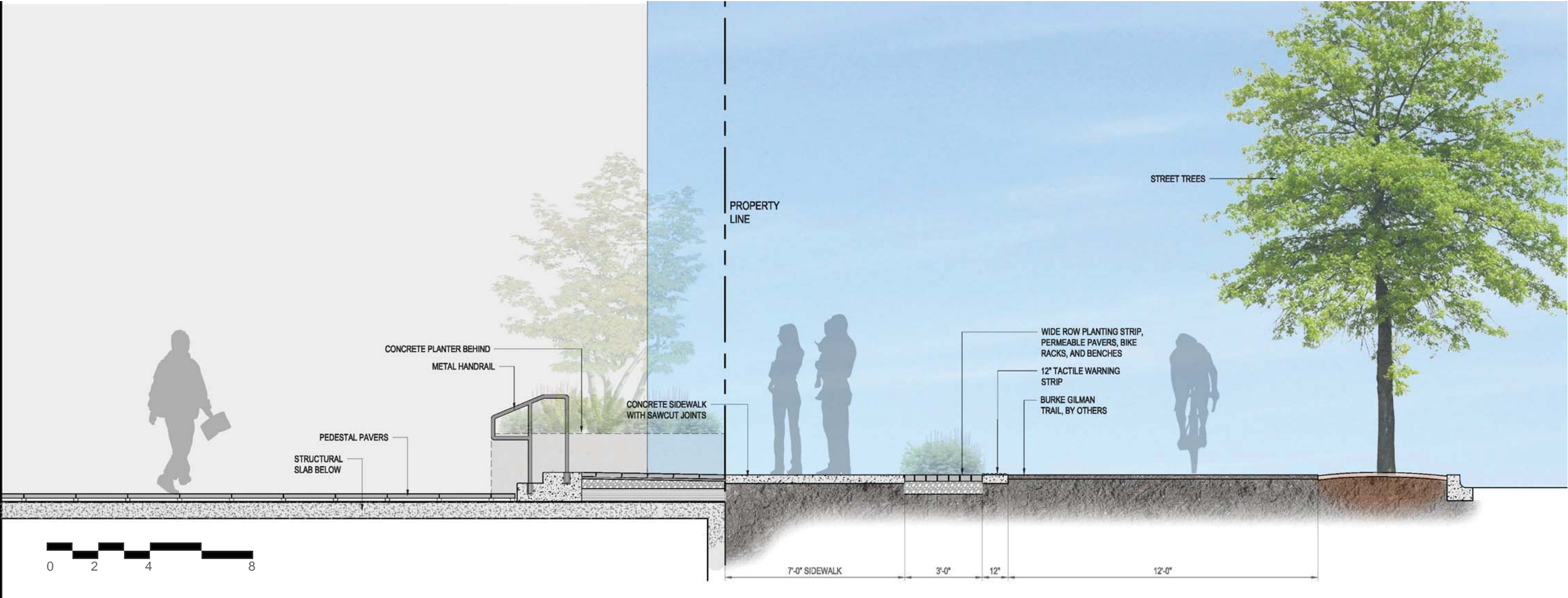
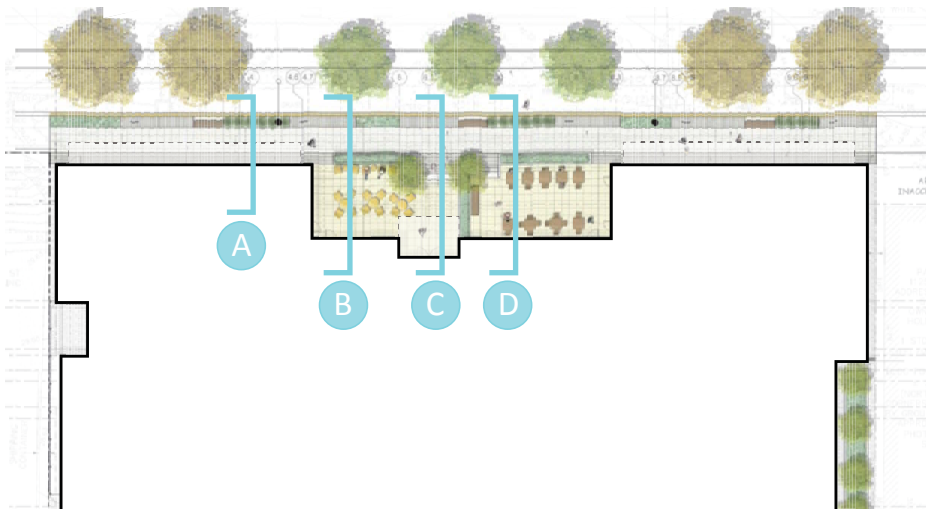


5 RETAIL EDGES



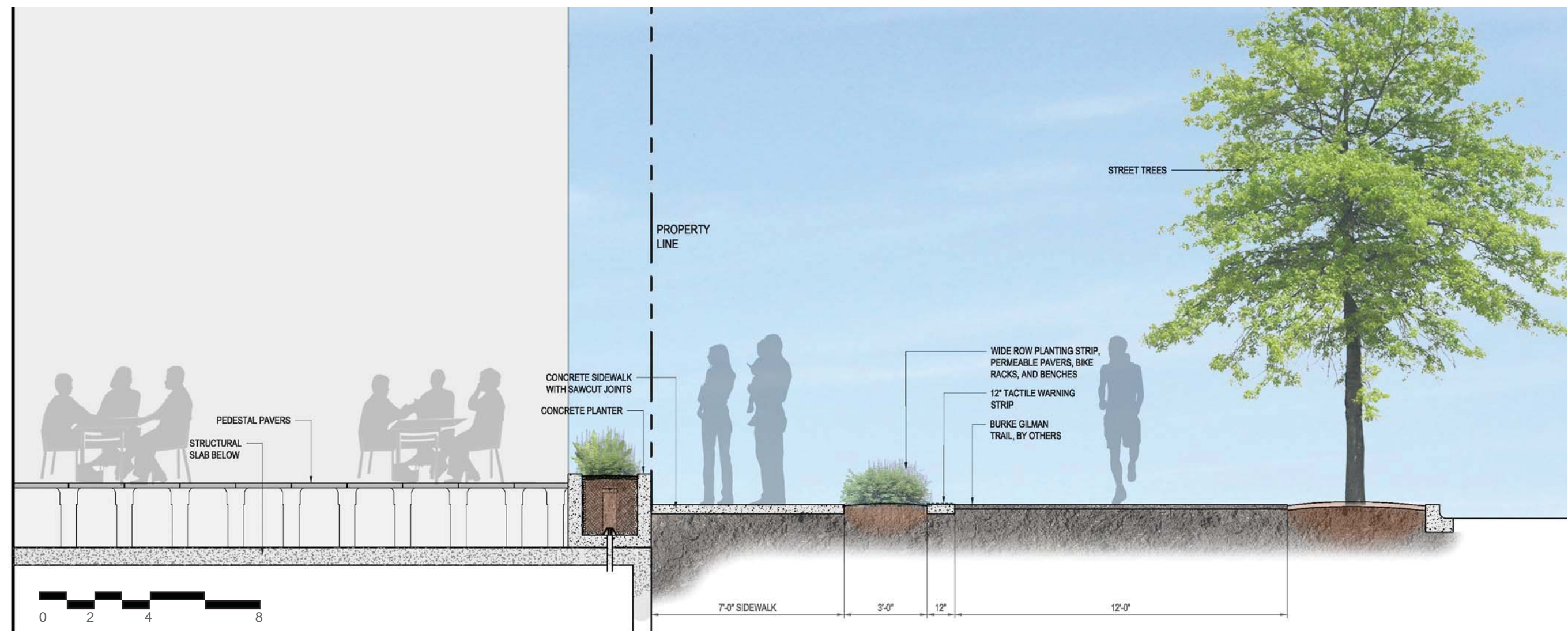
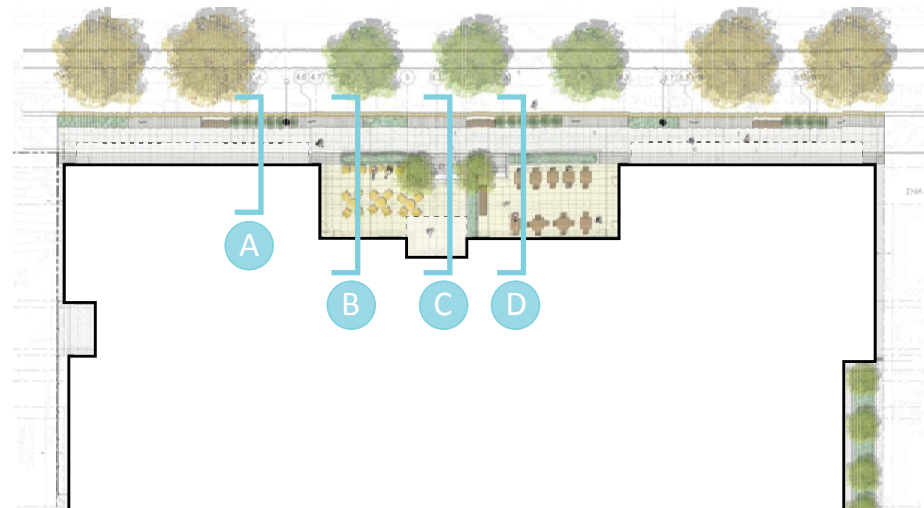


5 RETAIL EDGES



C





D



4) MATERIALS

a. The Board supported the choice of masonry as the principal cladding material, and the limited palette of exterior materials. (DC2-C, DC4-A)b. The Board noted particular interest in the east elevation (and southeast corner), as they likely will remain visible for quite some time. (CS3, DC2)

b. The Board agreed that all of the materials should be high quality and well detailed, and that all material changes follow a consistent logic in their application. (DC2-C, DC4-A)( DC4-I-I, CS3-I-iv)

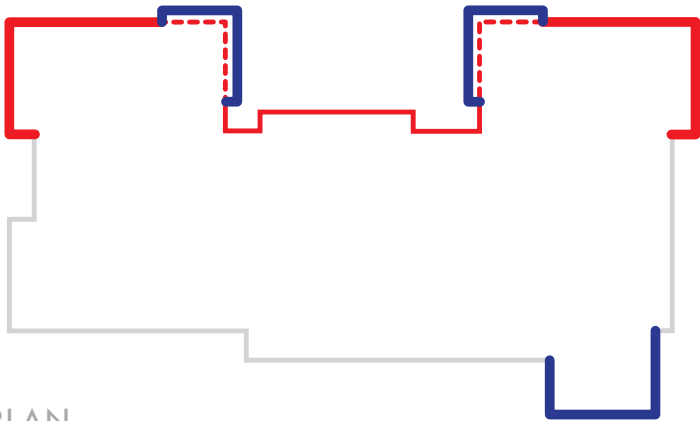
RESPONSE:

Upon issuance of the EDG minutes, VIA noted to SDCI that masonry was presented along Market Street for the retail level. This is far from the principle cladding material of the building. The 2-stories of masonry along the pedestrian oriented frontage of Market Street has been maintained in the project.

The façade will consist of 4 pattern languages, one of which is the lanterns as described on pages 14 and 15. The 4 pattern languages correspond directly to the massing and the duality of the location between Market Street and a working waterfront.

The dominant language along Market Street reflects the more historic masonry buildings in its horizontality, order, and the proportions of the punched windows. The language of the lanterns serves as a compliment to the order and regularity of the dominant expression.

The dominant language along 54th Street responds to the working waterfront with simpler expression, larger scale, and rhythm in detailing. The detailing around the windows, at the corners and edges, and at reveal lines is treated with careful attention. These elements highlight alignments, enhance verticality or horizontality, and create shadow lines for visual interest. The accent language maintains the simple order while breaking up the long façade with an additional massing/expression.

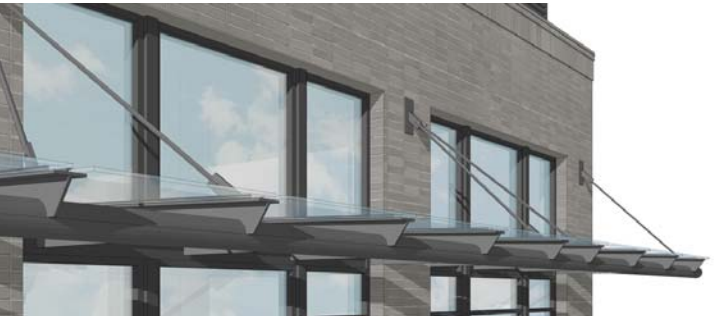


KEY PLAN

4

LANGUAGE 1 - RELATES TO HISTORIC BALLARD CHARACTER

- Brick at ground level/pedestrian areas
- Corrugated metal panel (horizontal pattern) with brake metal accent details, and matching vent terminations



LANGUAGE 2 - "LANTERN-LIKE" ACCENTS

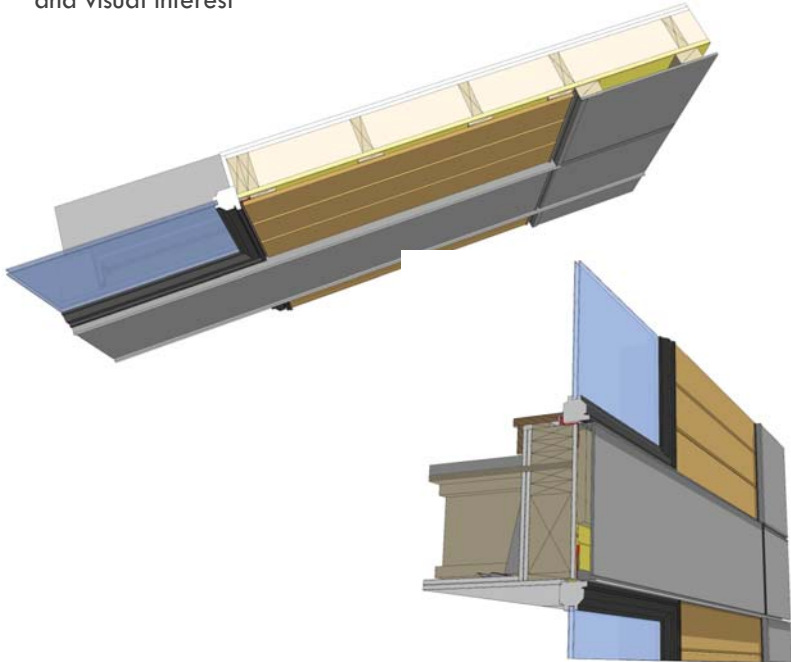
- Composite panel cladding at lantern bays
- Larger windows for increased transparency





LANGUAGE 3 - RELATES TO INDUSTRIAL BUILDING PATTERNING

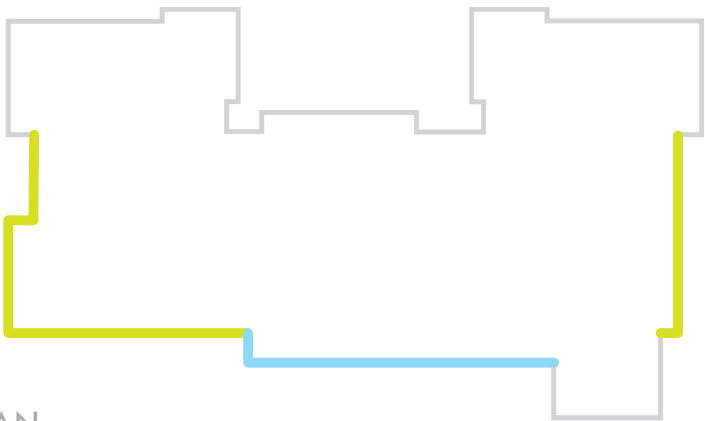
- Composite panel with repetitive window pattern (including horizontal composite panel cladding and matching vent terminations) reminiscent of industrial Ballard
- Subtle changes in plane at material transitions create shadows and visual interest



A grid frame with repetitive window and infill paneling echoes the industrial character of Ballard's waterfront neighborhood.

LANGUAGE 4 - ACCENT

- Corrugated metal panel (vertical pattern)



KEY PLAN



RESPONSE TO EARLY DESIGN GUIDANCE

3) LANTERN ELEMENTS

- a. The Board had a wide-ranging discussion of these elements; their function, expression, composition, and merit for departures. The conversation ended in the agreement that their potential as compositional elements outweighed the reservations some Board members had about their current expression.
- b. The Board indicated an openness to the associated departure (#2) and asked for a rigorous exploration of alternatives, including:
  - i. Asymmetry, in the lanterns and in the entire composition
  - ii. Lantern-bays that do not extend full height.
  - iii. Significant glazing relative to the rest of the building.
  - iv. Exploring contrast with the larger composition; with materials, with detailing, with color. (PL3-C, DC2-B, DC2-C, DC2-E)

RESPONSE:

Asymmetry is expressed in the proposed solution. Diagram A depicts true symmetry. Diagram B (the proposed design) contains asymmetry within each wing of the building, by pushing the “lantern elements” off center an to the corners of the building wings, bookending and focusing attention on the courtyard.

The design team explored the depth and height of the lantern bays. Any reduction in height detracted from the massing, and gave the impression that bays were an afterthought. The full height bays are better integrated with the main building massing. The depth of the lantern bays were reduced from what was presented in EDG. The departure request is still required, but the requested area of encroachment has been reduced.

The lantern bay windows are floor to ceiling, and larger than the windows in the rest of the building. This provides contrast, and highlights the importance of these feature elements. The material of the lanterns is different in color, pattern, and texture than the remainder of the building, further enhancing the importance of these elements on the façade.



Proposed Design



DIAGRAM A



Symmetry Study - Without asymmetry either side of the courtyard, no hierarchy of spaces is established.

DIAGRAM B



Proposed Design - Each lantern is asymmetrically positioned within each portion of facade that fronts Market Street. Positioning them adjacent to the courtyard enhances interest in the courtyard while identifying its location. Additionally, windows within each lantern asymmetrically frame views toward the courtyard, reinforcing it’s importance in the design.



Lantern Height Study - The lanterns appear misproportioned in comparison to the vertically oriented pattern of the surrounding facades.



Proposed Design - The lanterns echo proportioning of the golden section while better matching the verticality established by adjacent facades. This design also provides more courtyard facing glazing - further reinforcing the importance of that space.



Proposed Design - Golden section proportioning of the lantern.

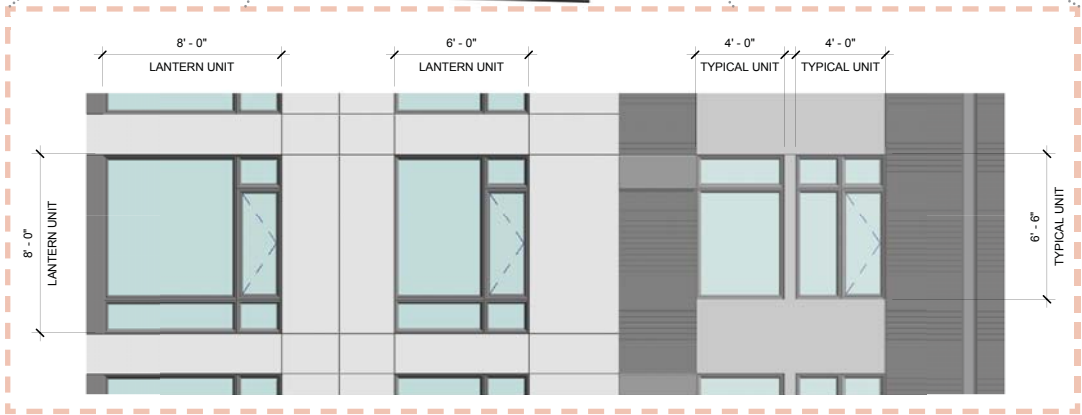


iii

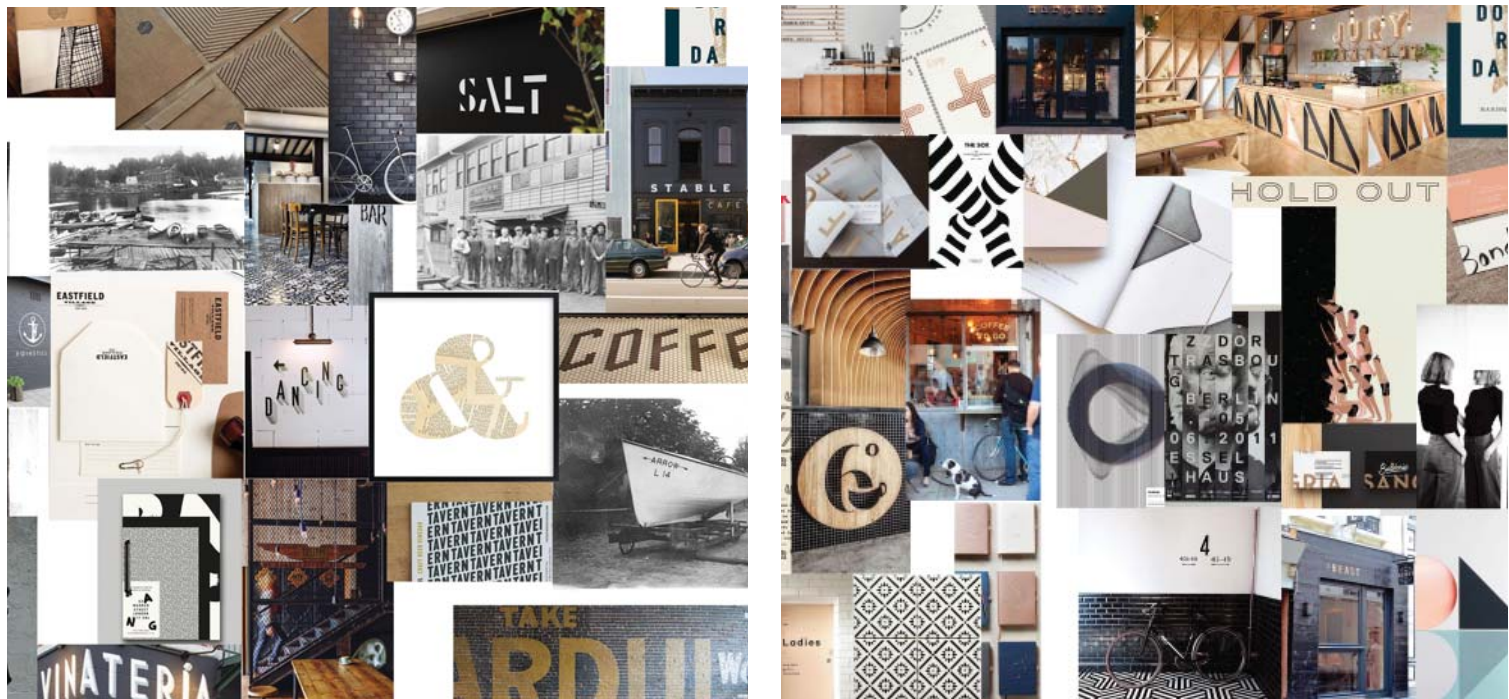
PROPOSED DESIGN



Glazing within each lantern is increased and is justified toward the courtyard, providing contrast from the adjacent facade language and opening up the corner. Smooth paneling with a semi-gloss paint at the lantern elements will further differentiate from adjacent brick, corrugated metal paneling, and articulated metal details.



iv



A market study of the Ballard neighborhood for this building, provided by Dulce Design Company, provides a narrative of the history and character of this neighborhood; guiding the graphic/signage, textures, materials, color, and overall aesthetic direction of this building.

STUDY A - ADDITIONAL GLAZING



Window width increased to 8'-0"

Window width increased to 8'-0"

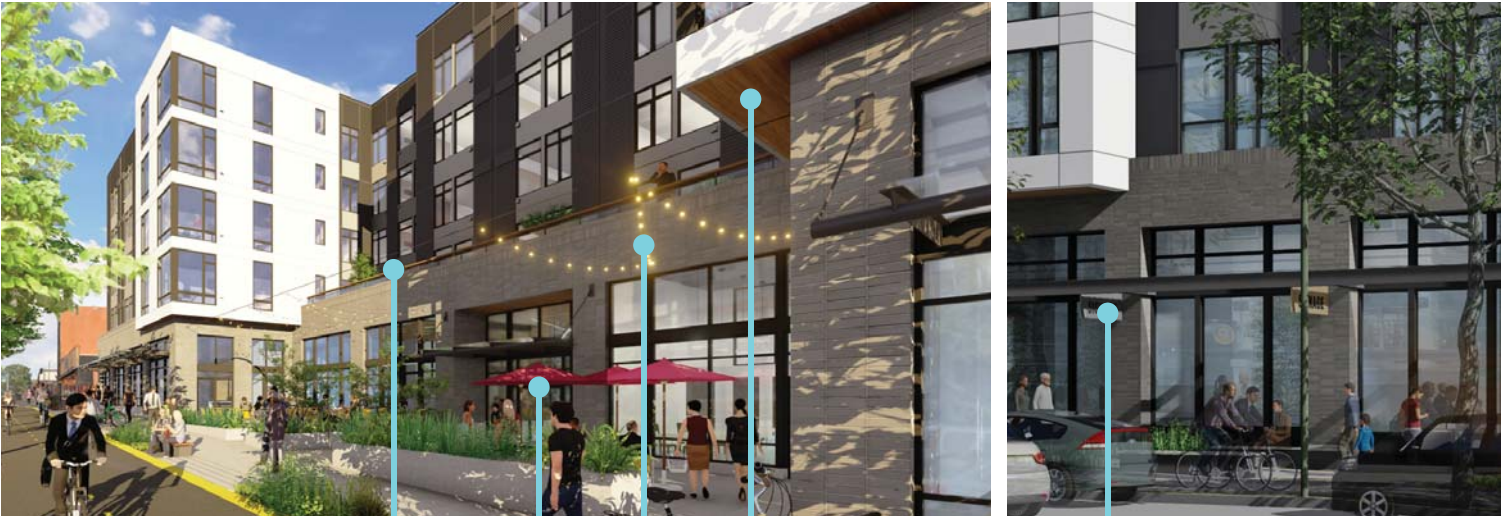
Window width increased to 6'-0"

Increasing the amount of glazing as shown in Study A creates a lack of privacy at the corner unit when compared to the proposed design where the amount of glazing is appropriate to the use of the room beyond.

STUDY B - ADDITIONAL LANTERN MATERIAL



In this study the glazing amount was not increased beyond the proposed design, but a material was added between the windows to have them read as a more singular element. By adding a color to the lanterns they are borrowing too much from the foreground elevations and do not appear as distinctly.



Railings provide locations for use of steel and wood, adding to the character established above

Furniture and landscape in the courtyard provides opportunity for color, texture, and materials

Soffit locations provide additional locations for warm, natural materials

Festive lighting provides a unique character to the building and courtyard

Signage provides opportunity for unique locations of color and graphic creativity



# RESPONSE TO EARLY DESIGN GUIDANCE

## 7) RESPONSE TO ADJACENT INDUSTRIAL AREAS

- a. The Board supported the location of the courtyard on the north and echoed public support for heavy-duty sound-dampening windows on the south elevations.
- b. The Board also supported the location and single curb-cut for garage access, echoing comments from the public regarding conflicts with industrial traffic. (CS1-C, CS3-A)

### RESPONSE:

The building design has maintained the location of the single curb-cut. An acoustical engineer has been engaged to develop sound dampening design standards for the building. This includes enhanced sound dampening specifications for the southern facing portion of the building in order to mitigate the impact of noise emanating from existing industrial businesses across NW 54th Street.

## 8) SITE PLANNING / 54TH STREET ROW

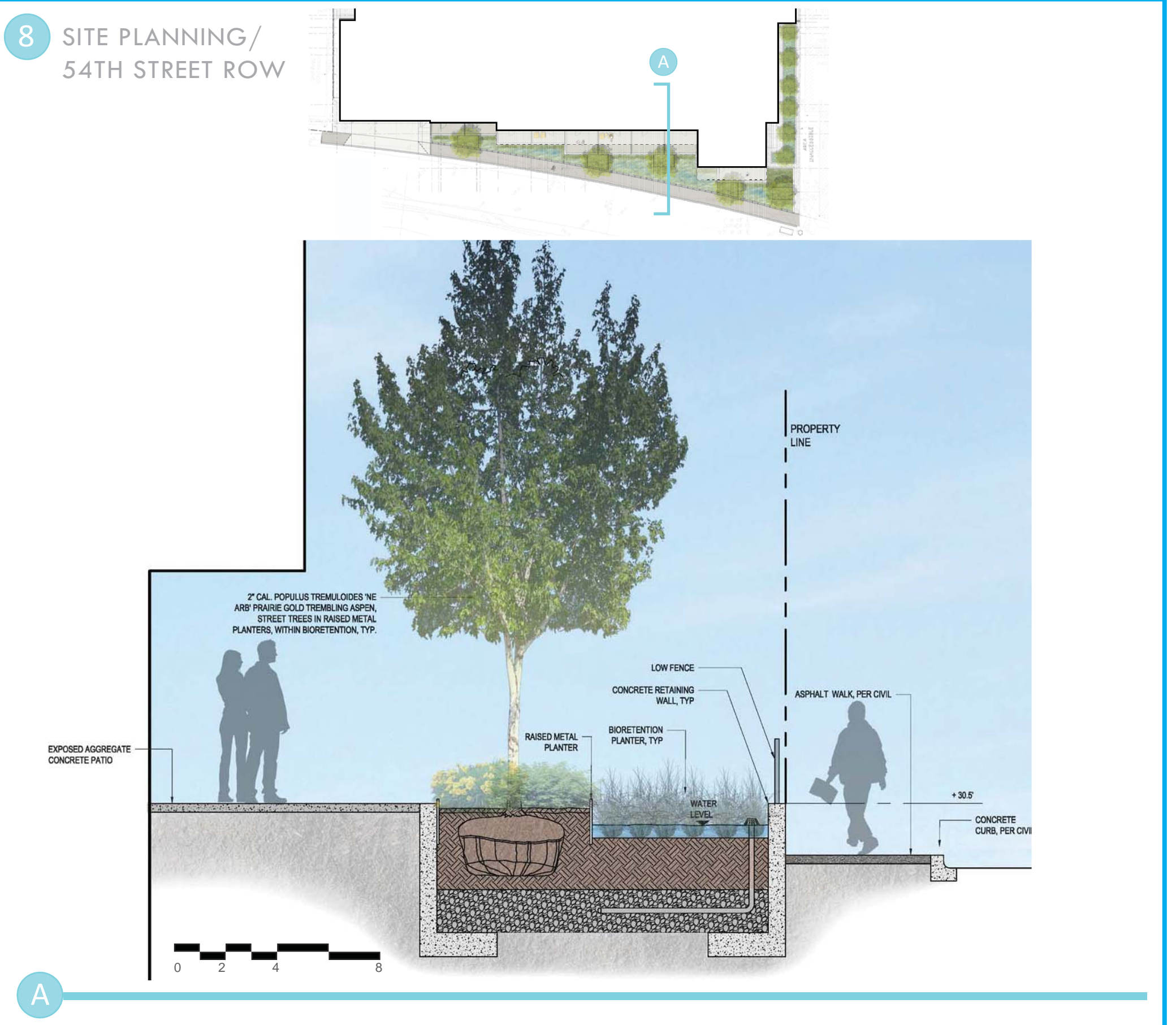
The Board was disappointed not to see more complete site drawings and encouraged the applicant to provide complete documentation for the next meeting, including clear indicators as to why the proposed design is the best solution, both at Market and 54th. (DC4-D, CS3-B, CS3-B-1, PL1-B, PL2)

### RESPONSE:

A site plan was included in the EDG packet, but was regrettably not included as one of the slides in the presentation. This will be sure to be included during the Recommendation meeting presentation.

For additional clarity, sections have been cut through the retail court and along 54th Street to highlight in detail how the building and landscape design interacts with the adjacent grade developments.

## 8 SITE PLANNING/ 54TH STREET ROW





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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 influenced 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 influenced the design in this direction.

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

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 P2 Level of the project, with direct access to 54th Street.

APPLICABLE DESIGN GUIDELINES:

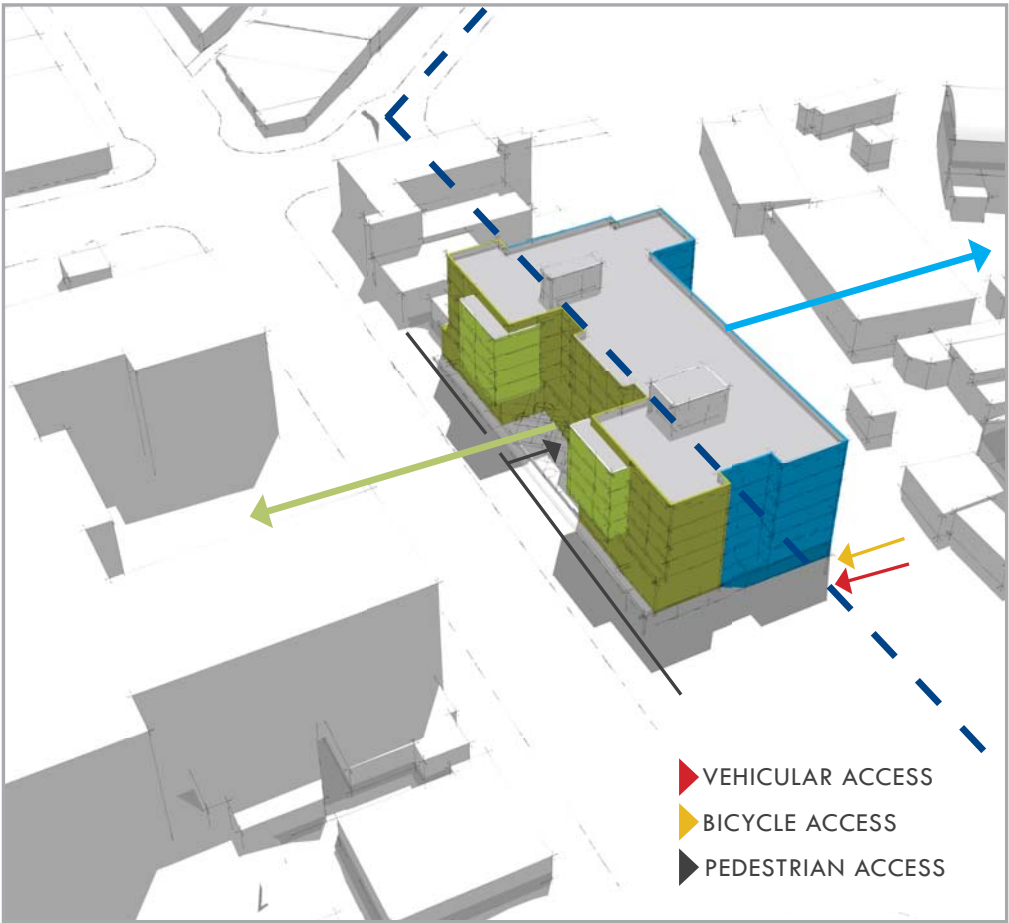
- PL1-B.1 PEDESTRIAN INFRASTRUCTURE
- PL4-B.2 BIKE FACILITIES
- DC1-C.1 BELOW GRADE PARKING

APPLICABLE BALLARD DESIGN GUIDELINES:

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

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 Amlí 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**



PROPOSED COURTYARD

### 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**

Lobby or retail at all three sides of the courtyard space.

Low planter provides a buffer from the sidewalk without interrupting sight lines.

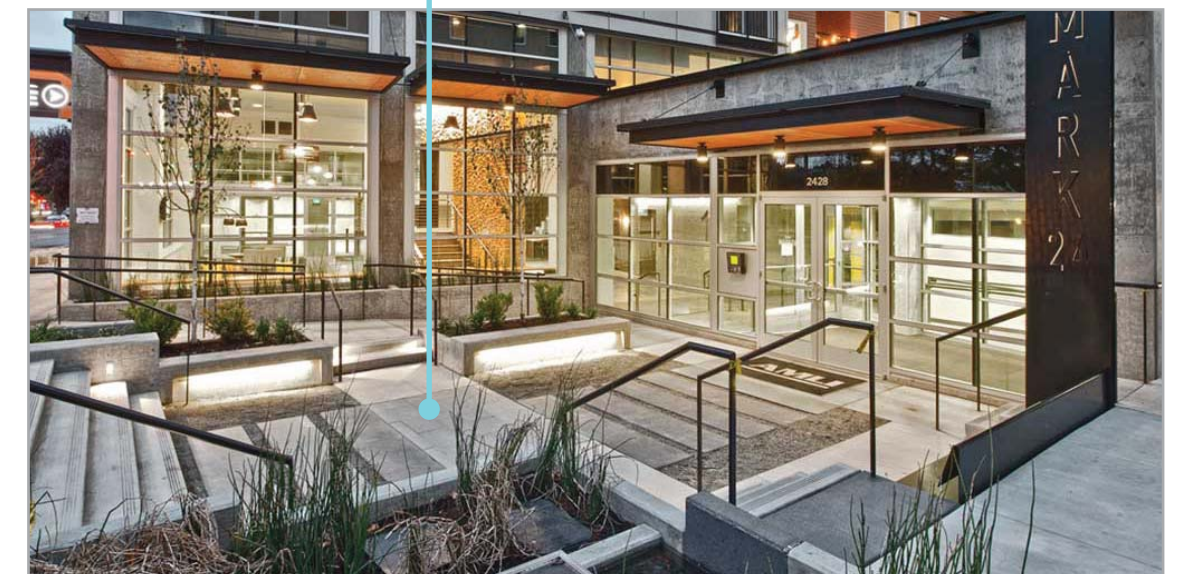


EXAMPLE FRONT COURTYARD - 403 DEXTER



CREATING A COMMONS: SYMPATHETIC OPEN SPACE

Grade differences between the sidewalk and building entries are resolved with a multi-level courtyard creating zones defined by landscape elements.

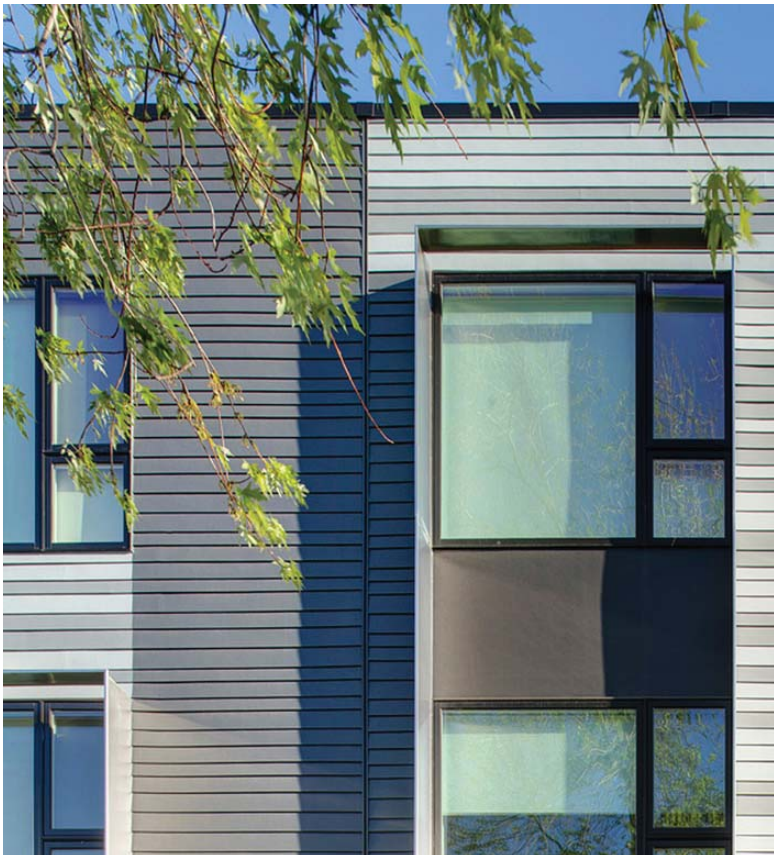


EXAMPLE RETAIL COURT - AMLÍ BUILDING





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.

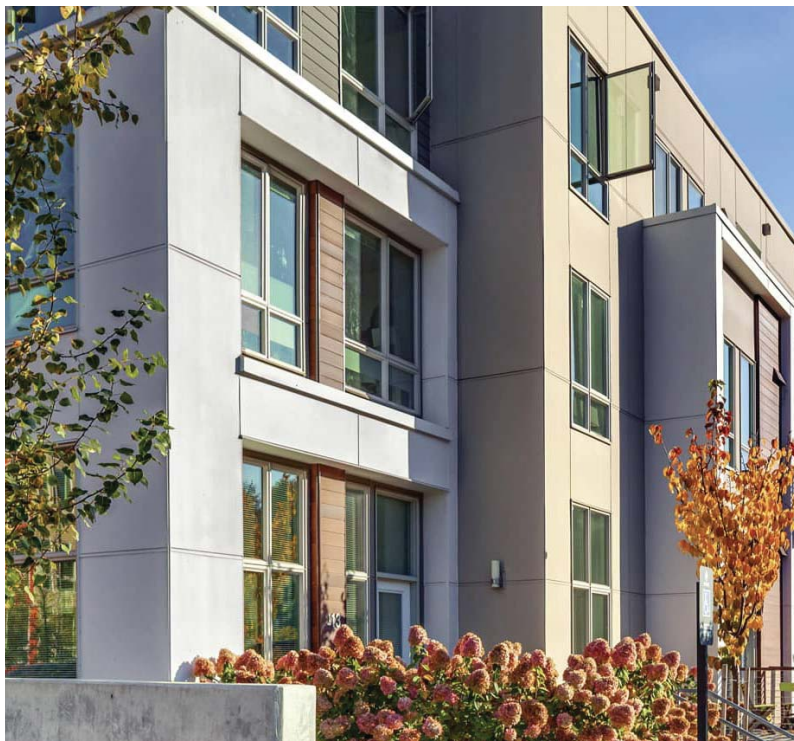




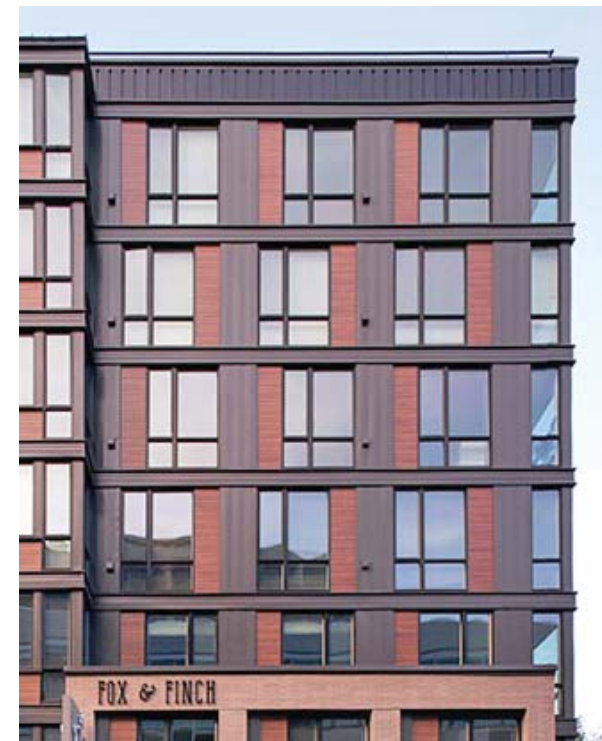
Repetition of simple forms to maintain industrial character along 54th Street.



Metal panel to enhance industrial character.



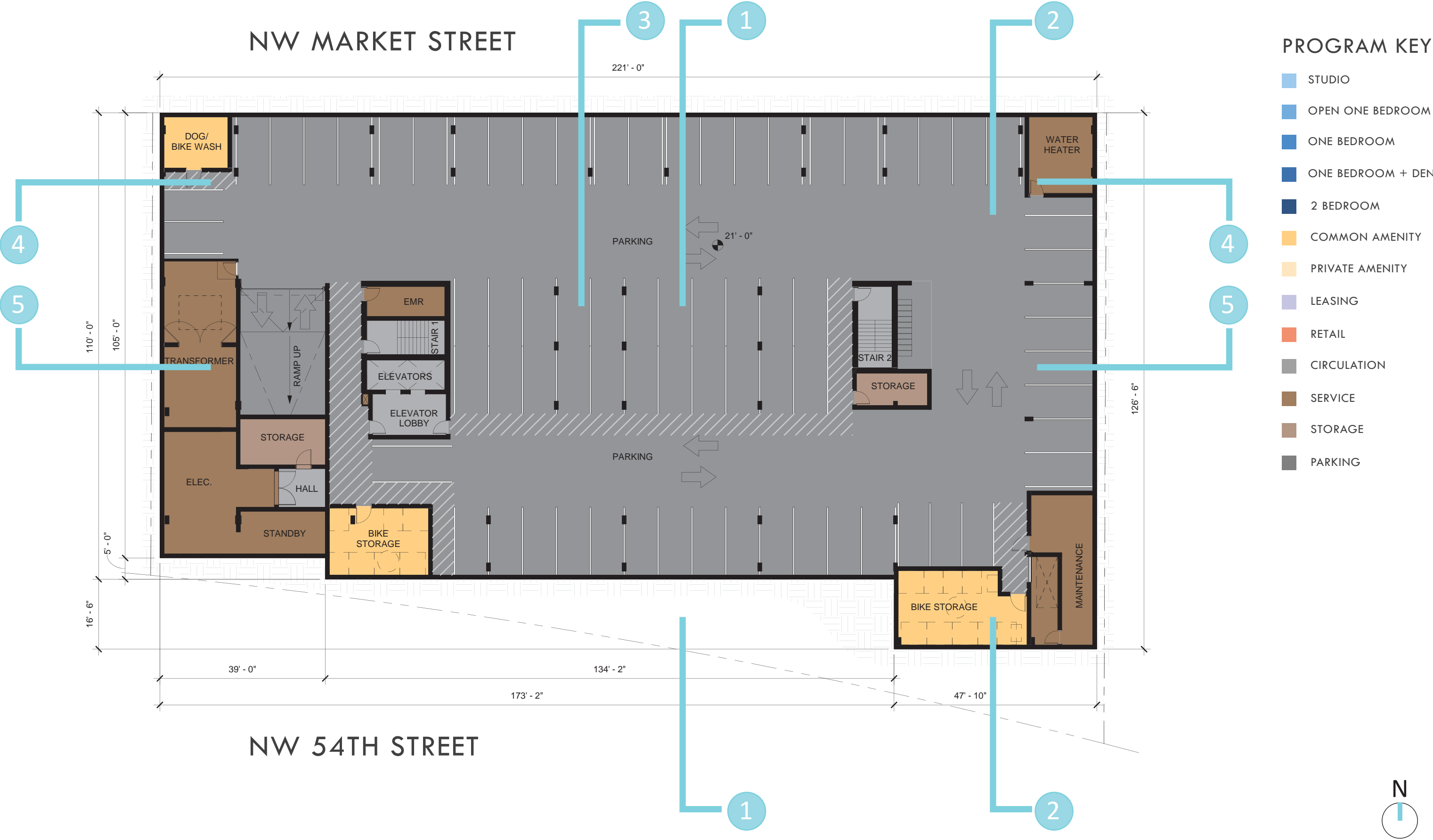
Flat panel product to frame window and accent panel areas



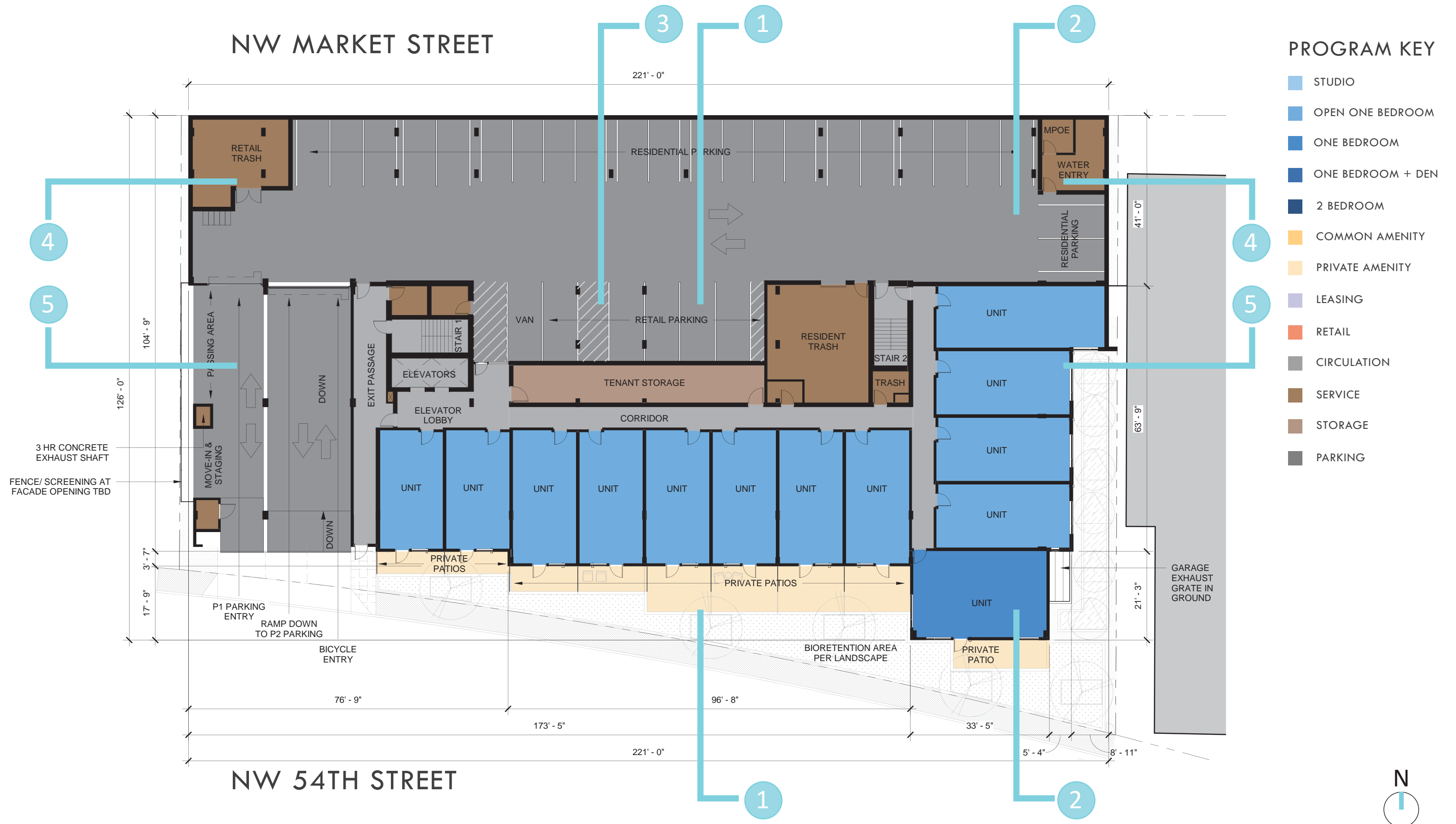
Accent panels to bring life and movement to the exterior.











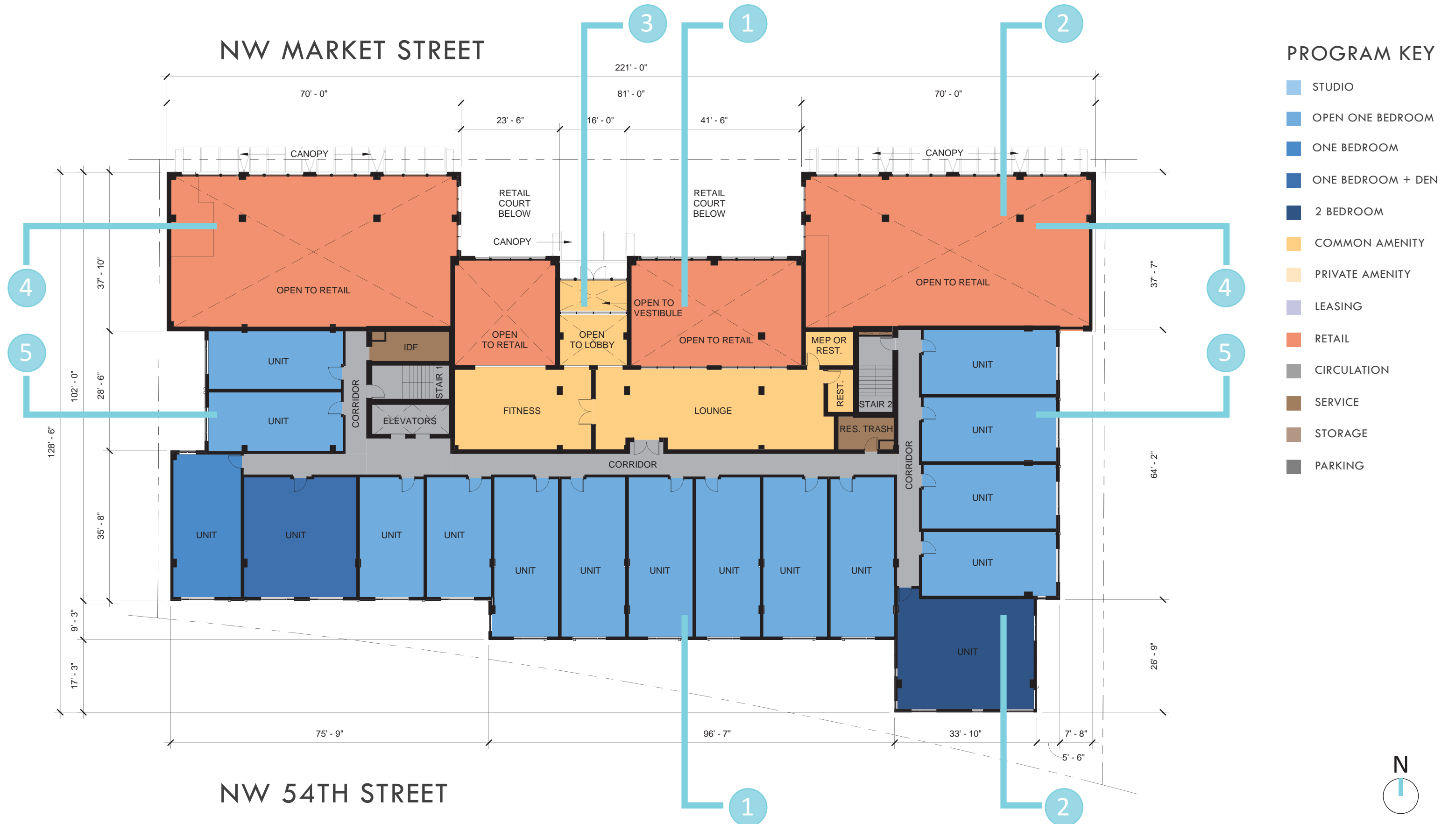


FLOOR PLANS - LEVEL 1

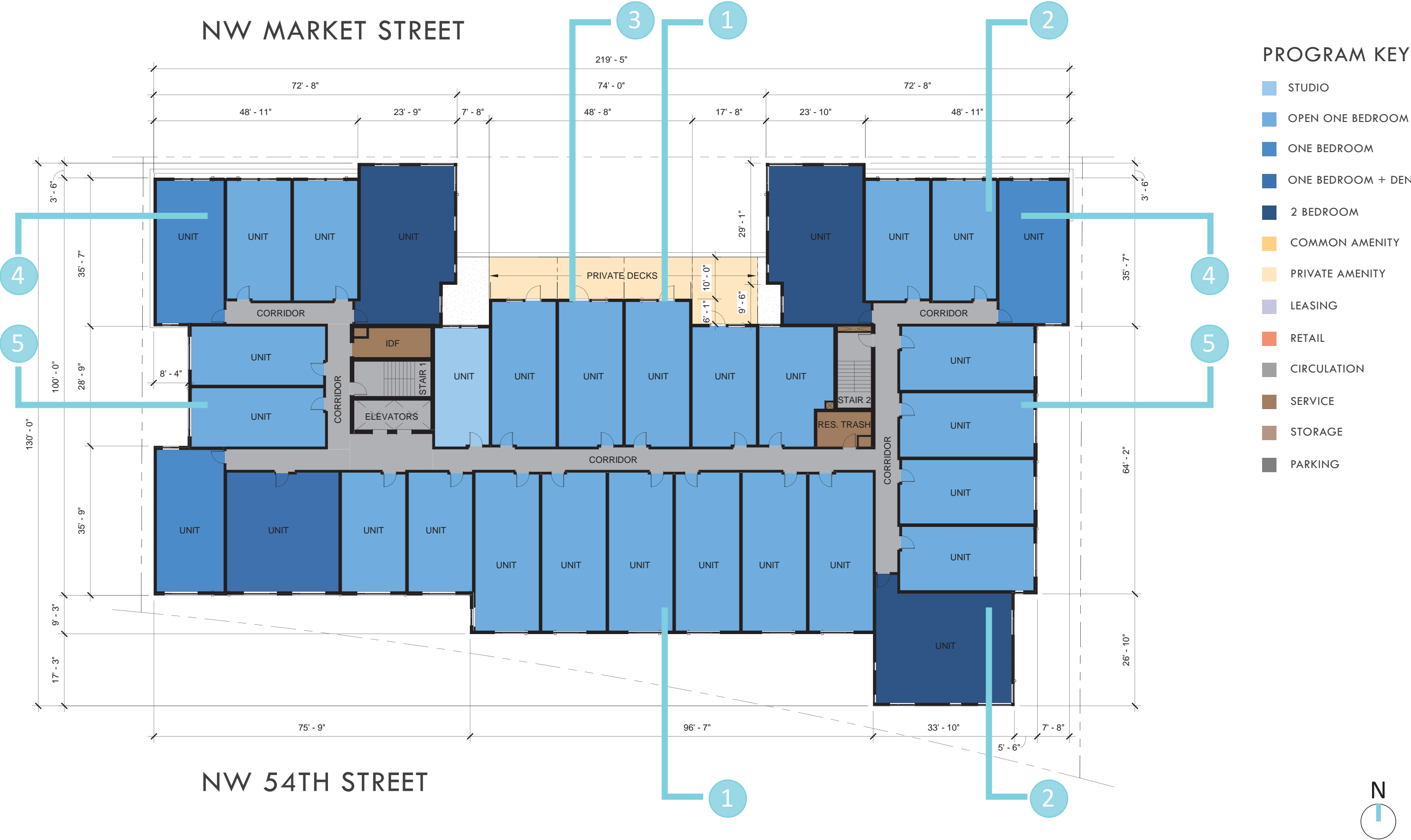
NW MARKET STREET











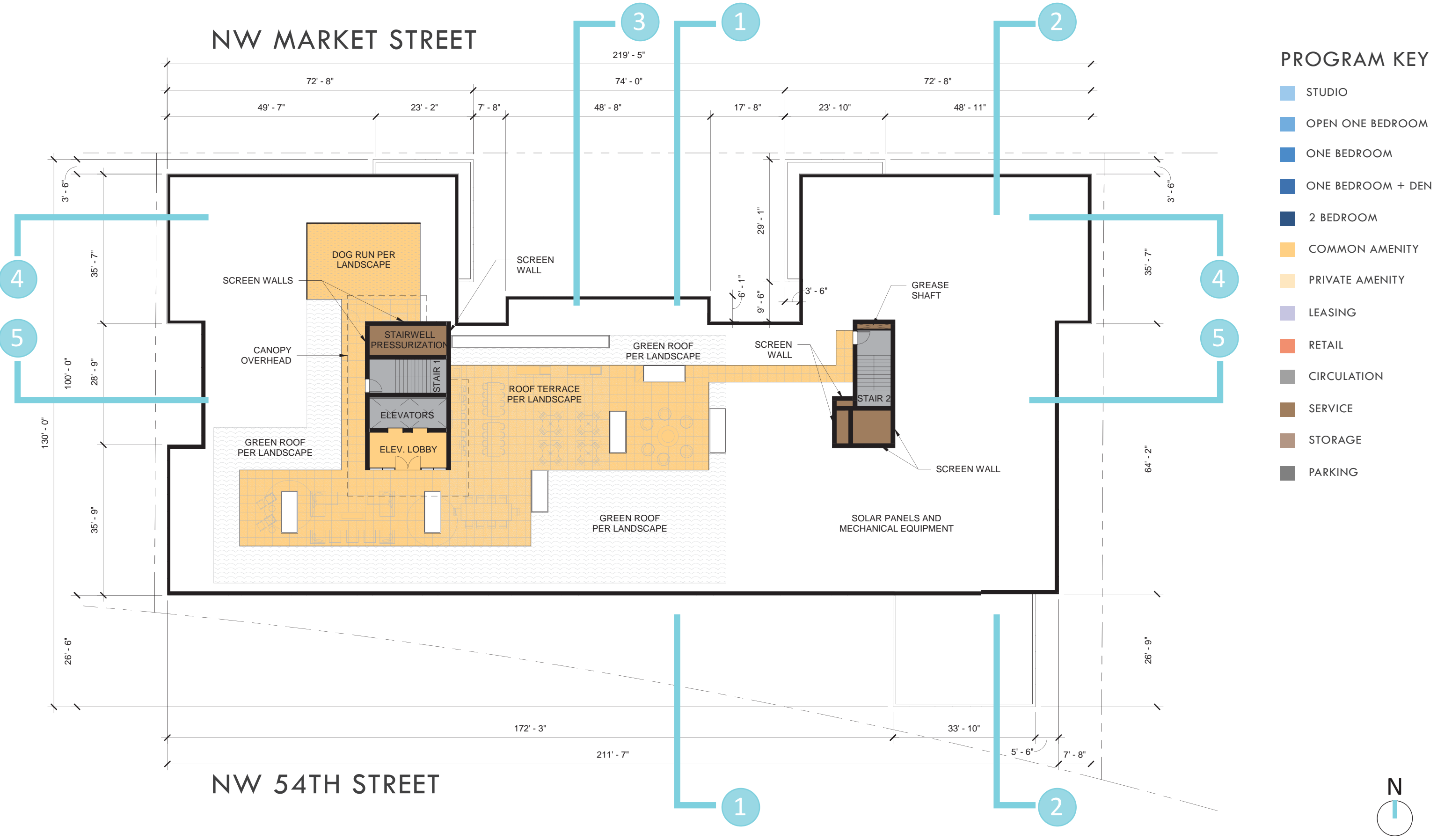






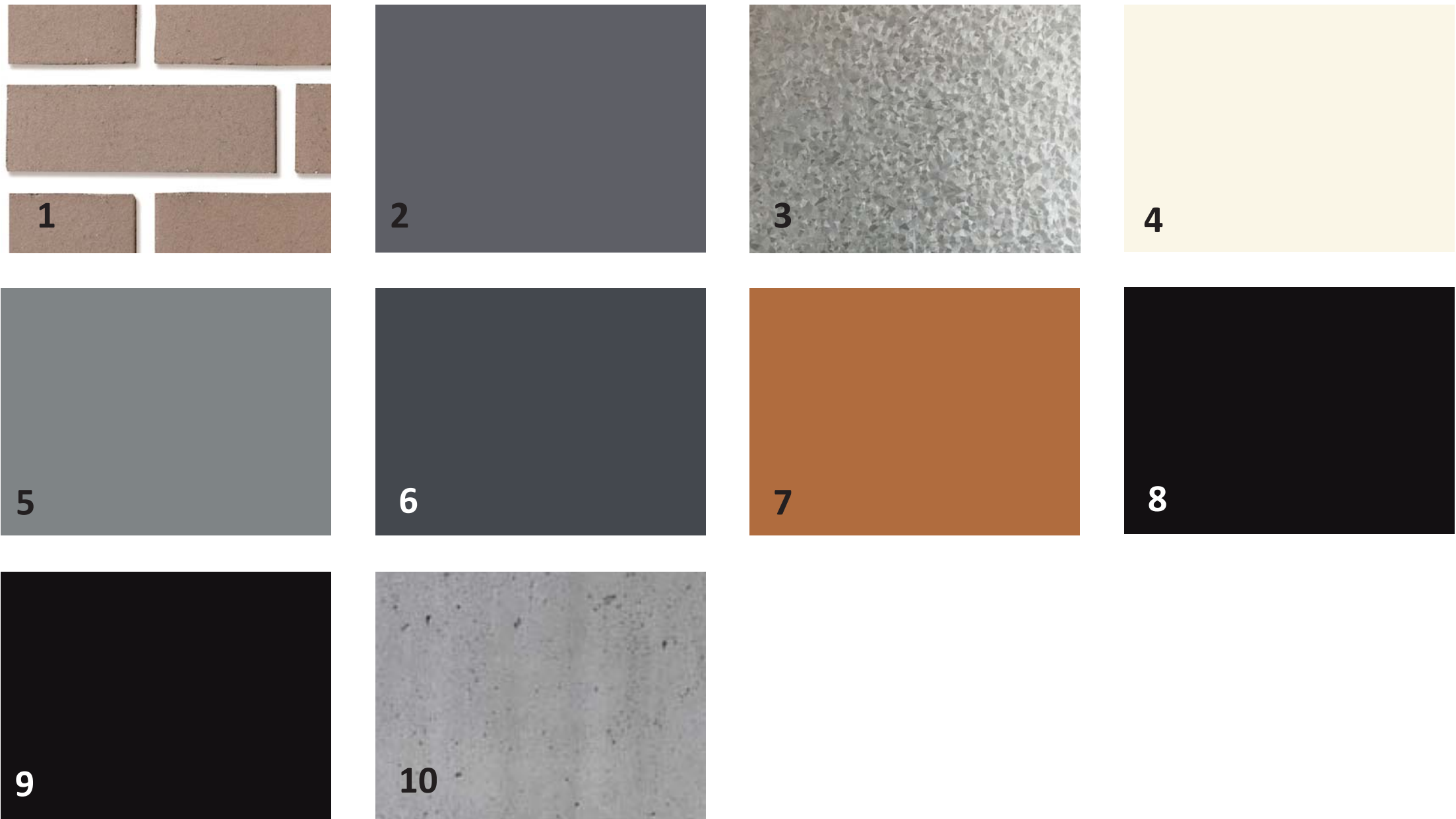








MATERIAL & COLOR PALETTE



MATERIAL KEY

- 1

BRICK
- 2

HORIZONTAL METAL PANEL: DARK GRAY
- 3

VERTICAL METAL PANEL - RANDOM STAGGERED PATTERN: ZINCALUME - NO PAINT
- 4

CEMENTITIOUS PANEL SIDING: PAINTED WHITE
- 5

CEMENTITIOUS PANEL SIDING: PAINTED LIGHT GRAY
- 6

CEMENTITIOUS PANEL SIDING: PAINTED GRAY
- 7

CEMENTITIOUS V-GROOVE SIDING: PAINTED ACCENT COLOR
- 8

ALUMINUM STOREFRONT WINDOW SYSTEM
- 9

VINYL WINDOW SYSTEM
- 10

CAST IN PLACE CONCRETE
- 11

STEEL CHANNEL CANOPY FRAMING: PAINTED BLACK W/ GLASS CANOPY
- 12

GLASS RAILING SYSTEM
- 13

CABLE RAILING SYSTEM

BALLARD YARDS - 2417 NW MARKET STREET

SDCI #3030168



NW MARKET STREET



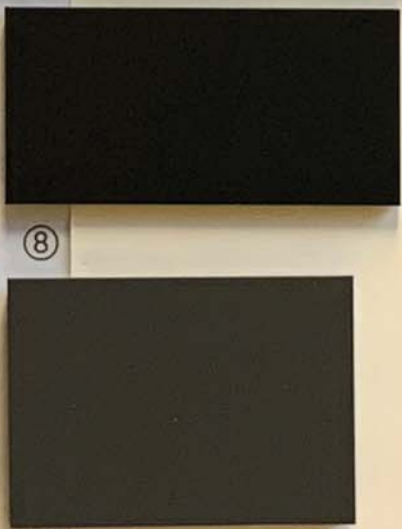
NW 54TH STREET

MATERIAL KEY

- ① BRICK
- ② HORIZONTAL METAL PANEL: DARK GRAY
- ③ VERTICAL METAL PANEL: ZINCALUME - NO PAINT
- ④ CEMENTITIOUS PANEL SIDING: PAINTED WHITE
- ⑤ CEMENTITIOUS PANEL SIDING: PAINTED LIGHT GRAY
- ⑥ CEMENTITIOUS PANEL SIDING: PAINTED DARK GRAY
- ⑦ CEMENTITIOUS V-GROOVE SIDING: PAINTED ACCENT COLOR
- ⑧ ALUMINUM STOREFRONT WINDOW SYSTEM
- ⑨ VINYL WINDOW SYSTEM



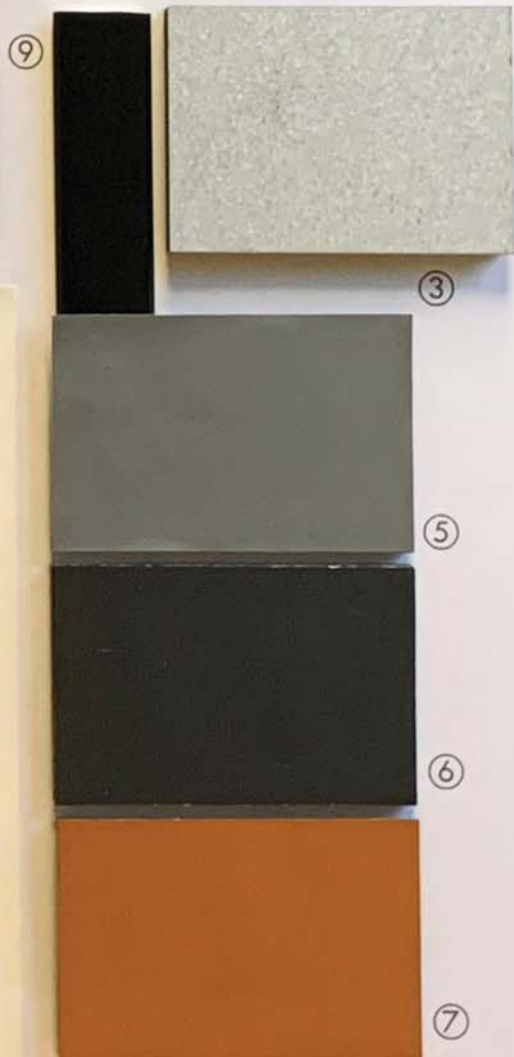
①



⑧

②

④



⑨

③

⑤

⑥

⑦

VIA



ELEVATIONS



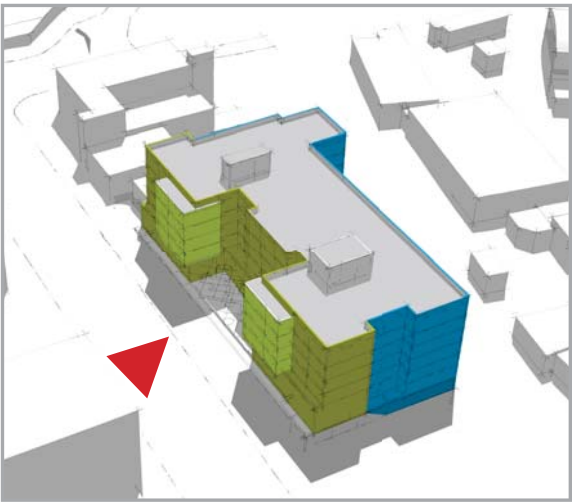
NORTH ELEVATION



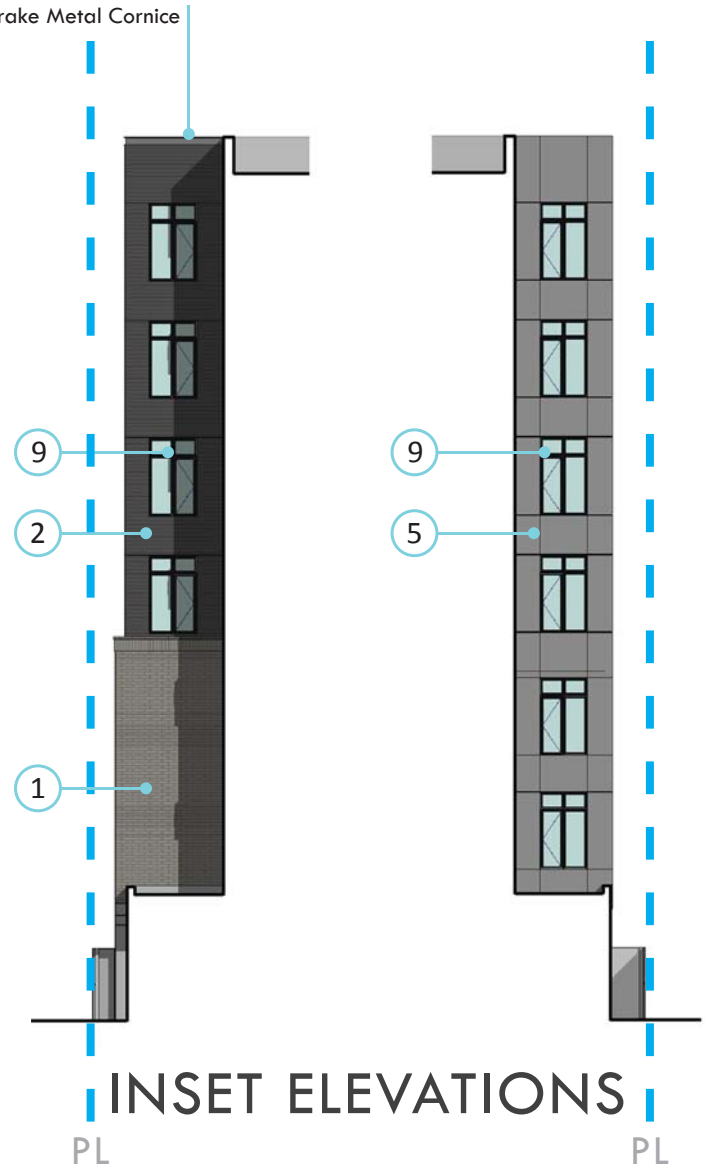
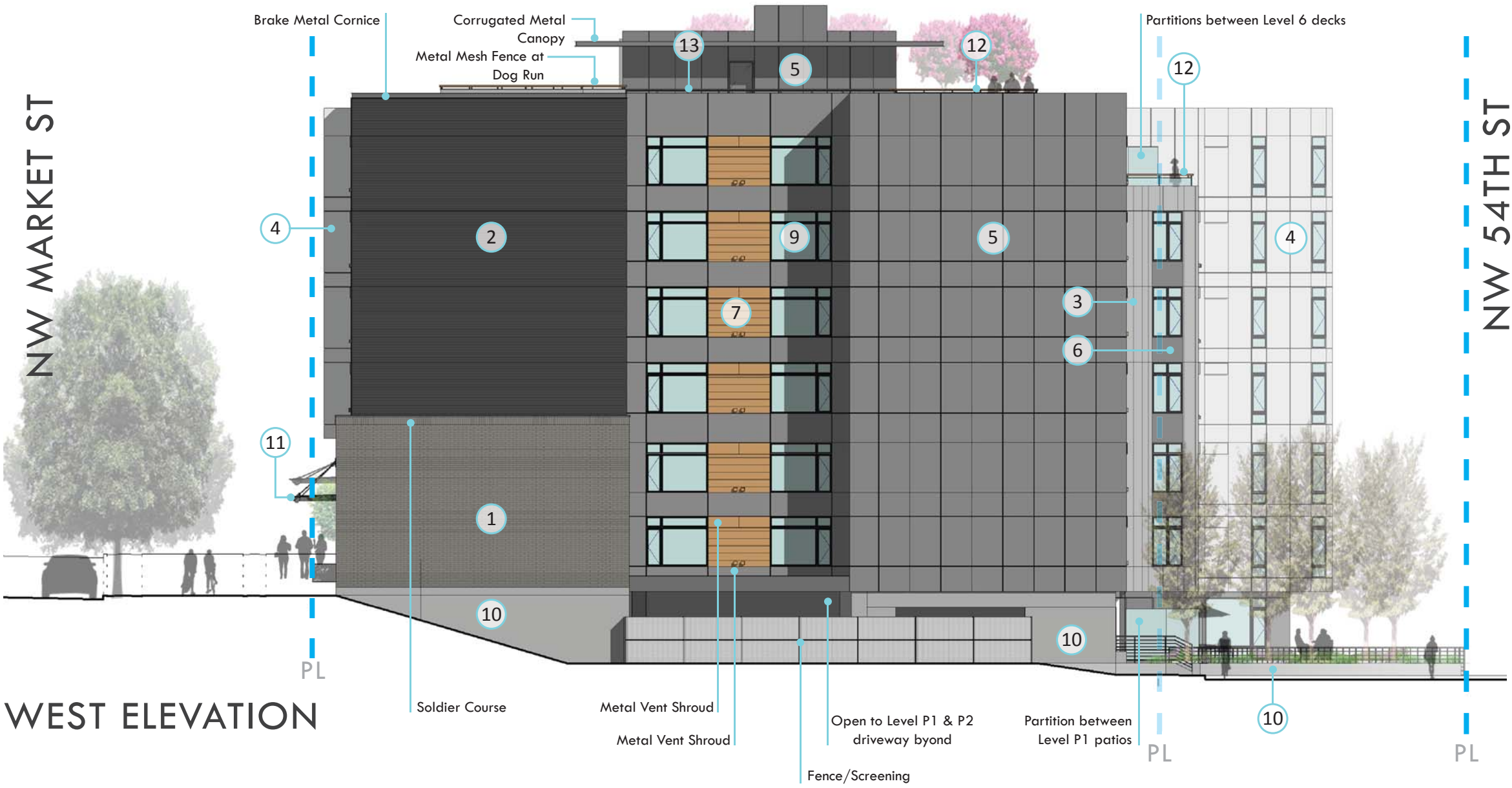
EAST COURTYARD ELEVATION



WEST COURTYARD ELEVATION







MATERIAL KEY

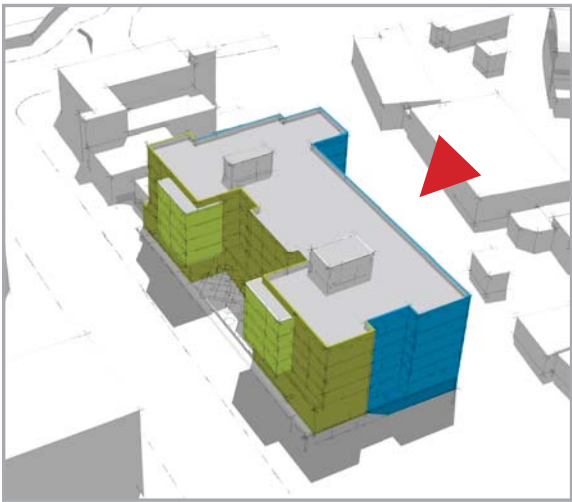
- |   |  |
|---|--|
| 1 BRICK   | 8 ALUMINUM STOREFRONT WINDOW SYSTEM                            |
| 2 HORIZONTAL METAL PANEL: DARK GRAY                                     | 9 VINYL WINDOW SYSTEM  |
| 3 VERTICAL METAL PANEL - RANDOM STAGGERED PATTERN: ZINCALUME - NO PAINT | 10 CAST IN PLACE CONCRETE                                      |
| 4 CEMENTITIOUS PANEL SIDING: PAINTED WHITE                              | 11 STEEL CHANNEL CANOPY FRAMING: PAINTED BLACK W/ GLASS CANOPY |
| 5 CEMENTITIOUS PANEL SIDING: PAINTED LIGHT GRAY                         | 12 GLASS RAILING SYSTEM  |
| 6 CEMENTITIOUS PANEL SIDING: PAINTED GRAY                               | 13 CABLE RAILING SYSTEM  |
| 7 CEMENTITIOUS V-GROOVE SIDING: PAINTED ACCENT COLOR                    |  |







SOUTH ELEVATION

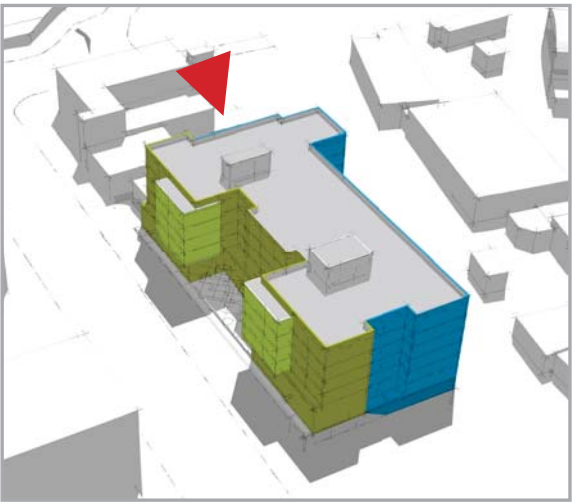




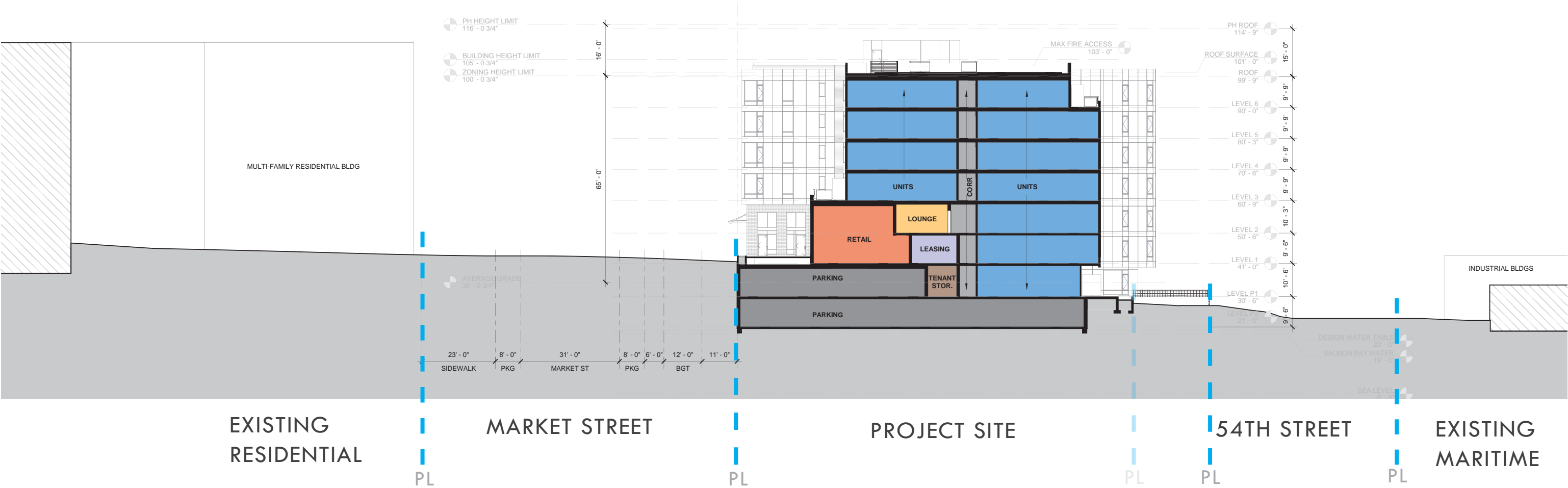
EAST ELEVATION

MATERIAL KEY

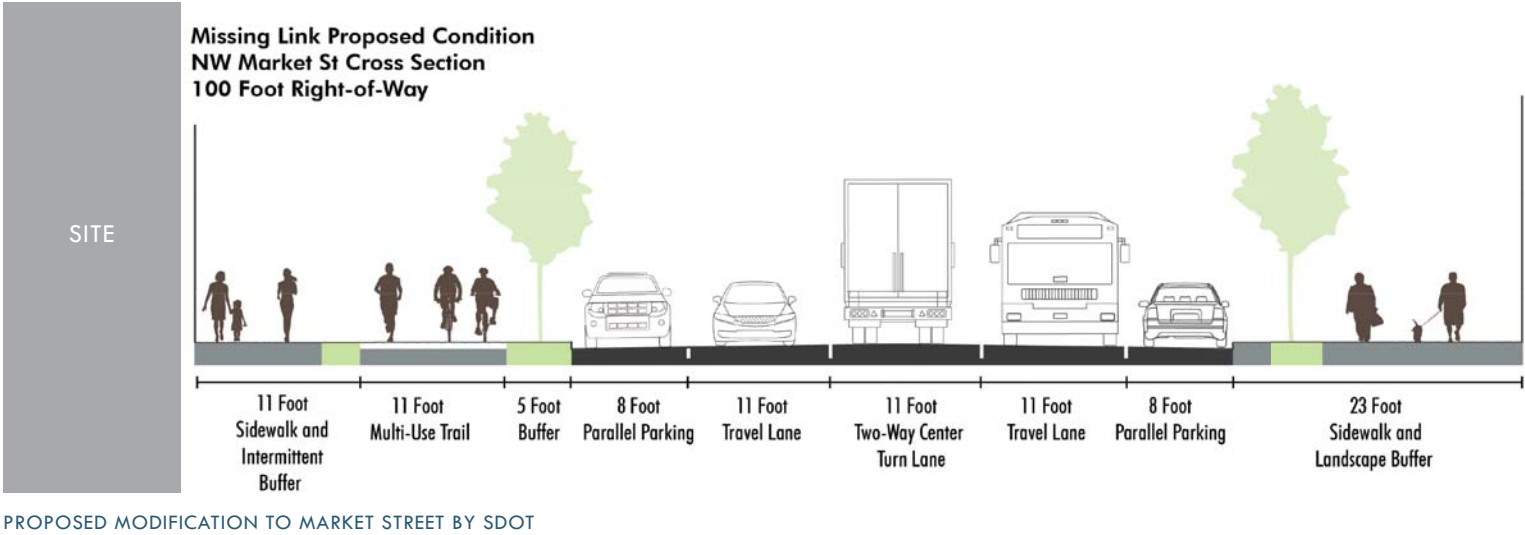
- |   |  |
|---|--|
| 1 BRICK   | 8 ALUMINUM STOREFRONT WINDOW SYSTEM                            |
| 2 HORIZONTAL METAL PANEL: DARK GRAY                                     | 9 VINYL WINDOW SYSTEM  |
| 3 VERTICAL METAL PANEL - RANDOM STAGGERED PATTERN: ZINCALUME - NO PAINT | 10 CAST IN PLACE CONCRETE                                      |
| 4 CEMENTITIOUS PANEL SIDING: PAINTED WHITE                              | 11 STEEL CHANNEL CANOPY FRAMING: PAINTED BLACK W/ GLASS CANOPY |
| 5 CEMENTITIOUS PANEL SIDING: PAINTED LIGHT GRAY                         | 12 GLASS RAILING SYSTEM  |
| 6 CEMENTITIOUS PANEL SIDING: PAINTED GRAY                               | 13 CABLE RAILING SYSTEM  |
| 7 CEMENTITIOUS V-GROOVE SIDING: PAINTED ACCENT COLOR                    |  |





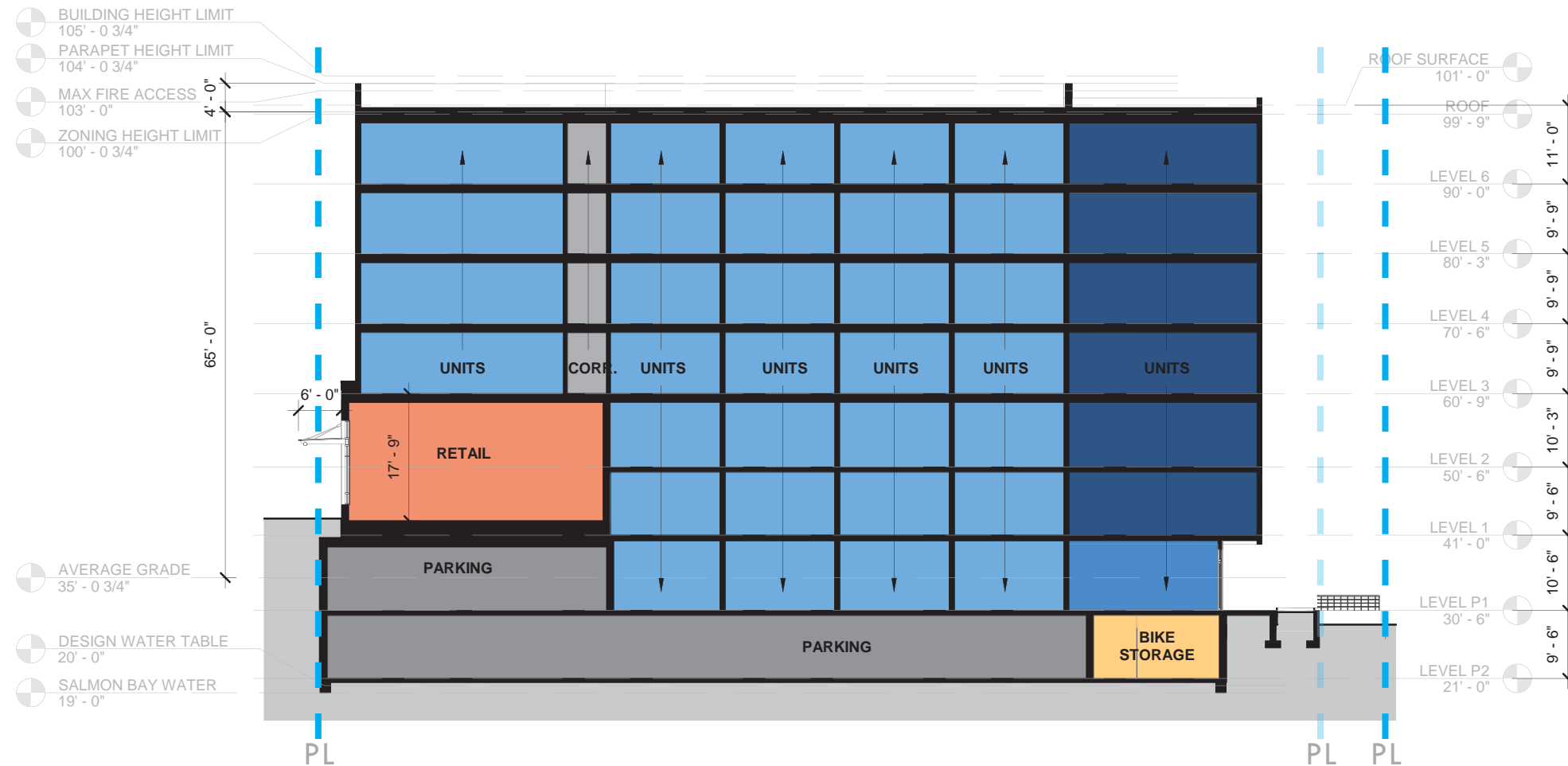


1 NORTH- SOUTH SECTION THROUGH ADJACENT PROPERTIES

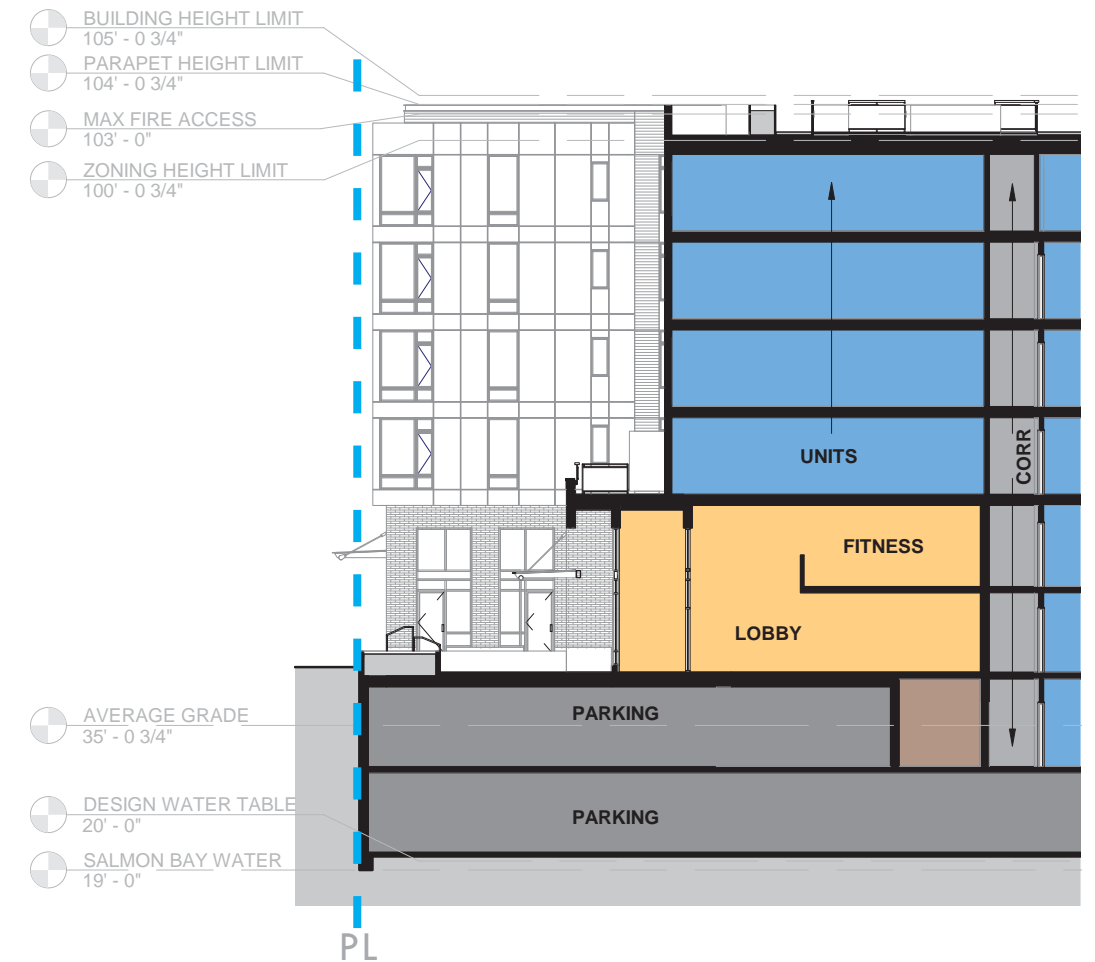


PROGRAM KEY

- STUDIO
- OPEN ONE BEDROOM
- ONE BEDROOM
- ONE BEDROOM + DEN
- 2 BEDROOM
- COMMON AMENITY
- PRIVATE AMENITY
- LEASING
- RETAIL
- CIRCULATION
- SERVICE
- STORAGE
- PARKING



2 NORTH- SOUTH SECTION THROUGH RETAIL AT SIDEWALK



3 SECTION THROUGH LOBBY

### PROGRAM KEY

STUDIO	COMMON AMENITY	SERVICE
OPEN ONE BEDROOM	PRIVATE AMENITY	STORAGE
ONE BEDROOM	LEASING	PARKING
ONE BEDROOM + DEN	RETAIL	
2 BEDROOM	CIRCULATION	

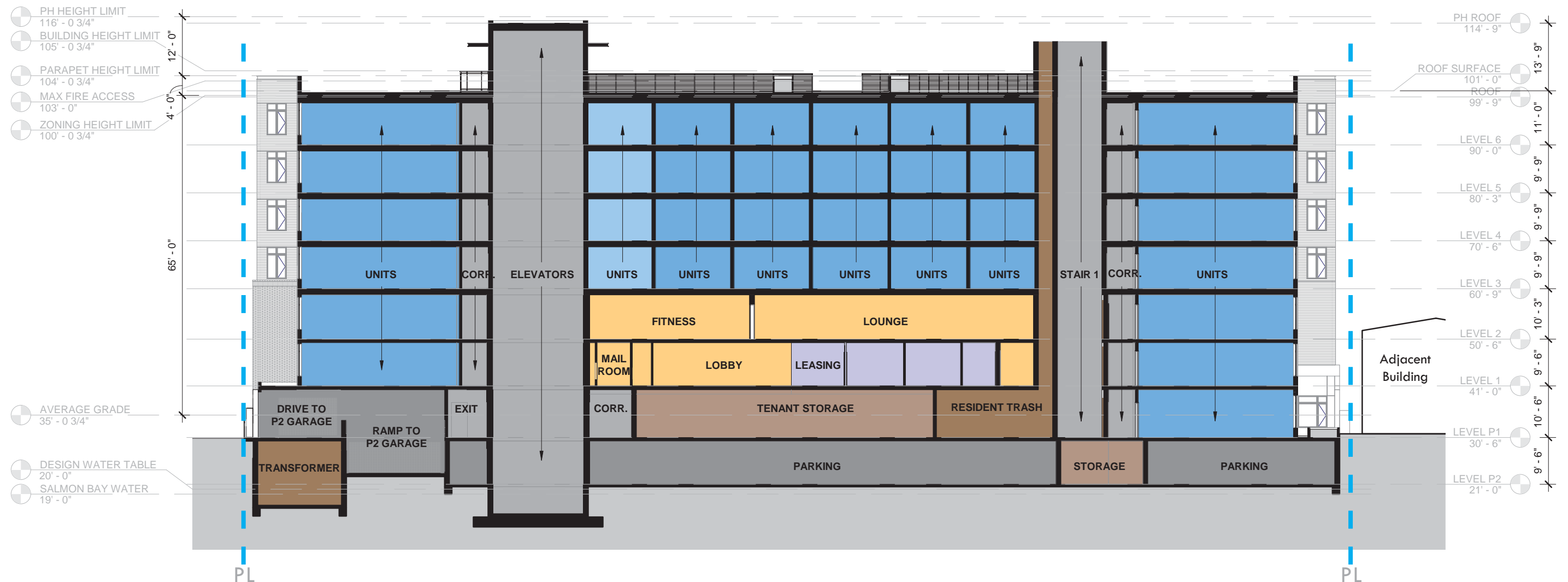




4 EAST-WEST SECTION THROUGH ENTRY COURTYARD

PROGRAM KEY

STUDIO	COMMON AMENITY	SERVICE
OPEN ONE BEDROOM	PRIVATE AMENITY	STORAGE
ONE BEDROOM	LEASING	PARKING
ONE BEDROOM + DEN	RETAIL	
2 BEDROOM	CIRCULATION	



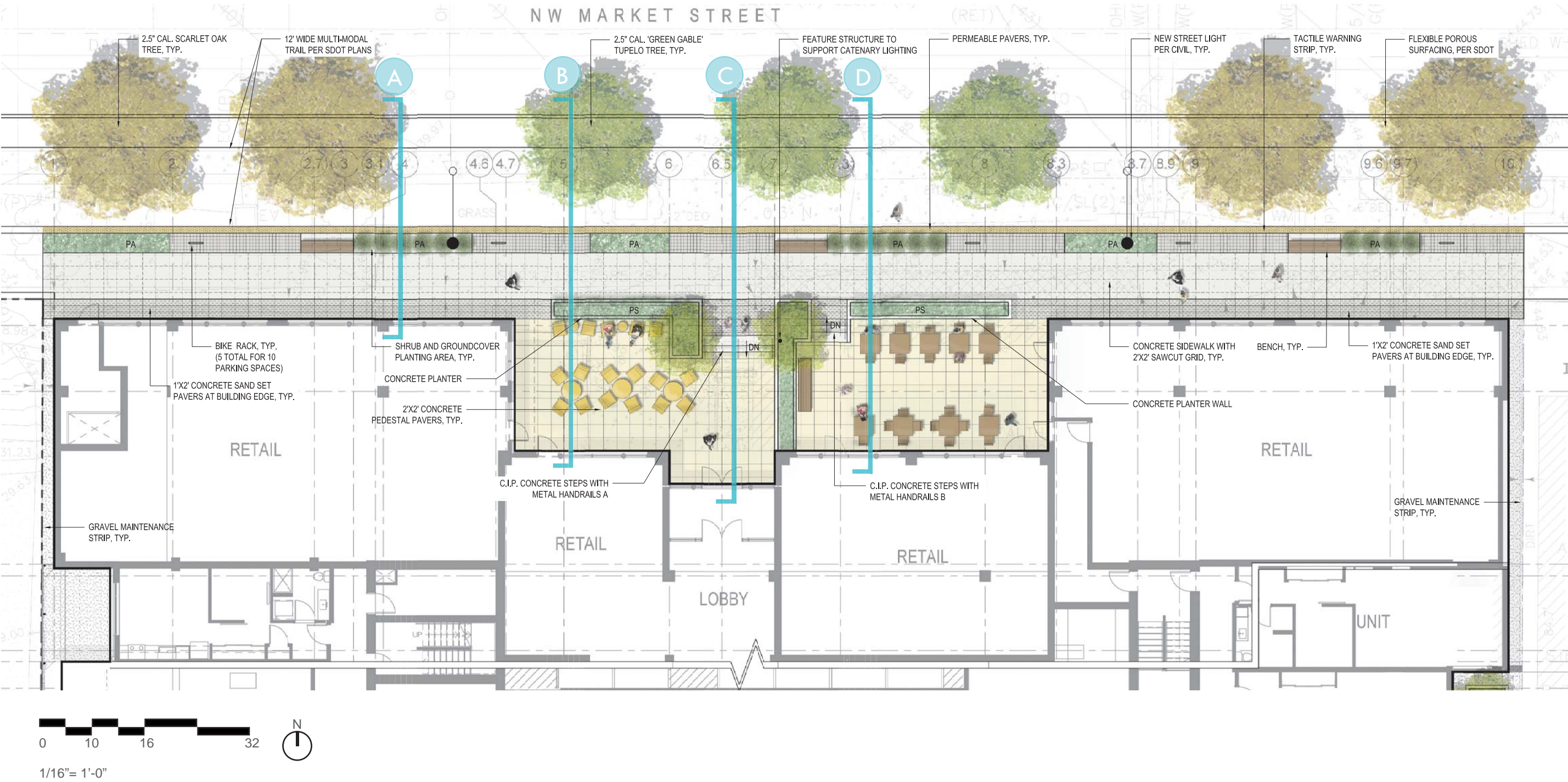
## 5 EAST-WEST SECTION THROUGH CIRCULATION CORES

### PROGRAM KEY

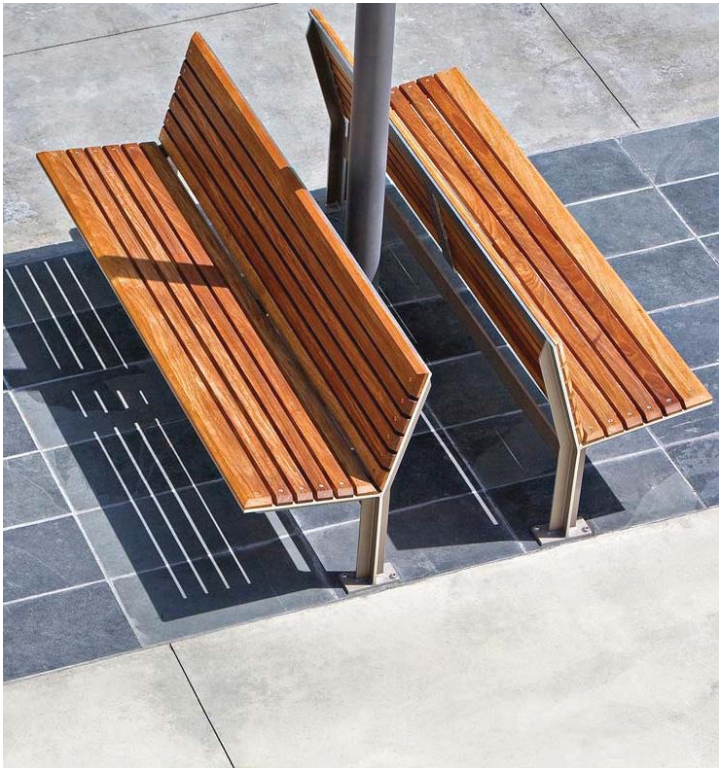
STUDIO	COMMON AMENITY	SERVICE
OPEN ONE BEDROOM	PRIVATE AMENITY	STORAGE
ONE BEDROOM	LEASING	PARKING
ONE BEDROOM + DEN	RETAIL	
2 BEDROOM	CIRCULATION	



LANDSCAPE PLAN - NW MARKET STREET







WOOD BENCH



BIKE RACK



CONCRETE PLANTER WALL



MOVEABLE TABLES AND CHAIRS



STANDARD GRAY SAWCUT SIDEWALK



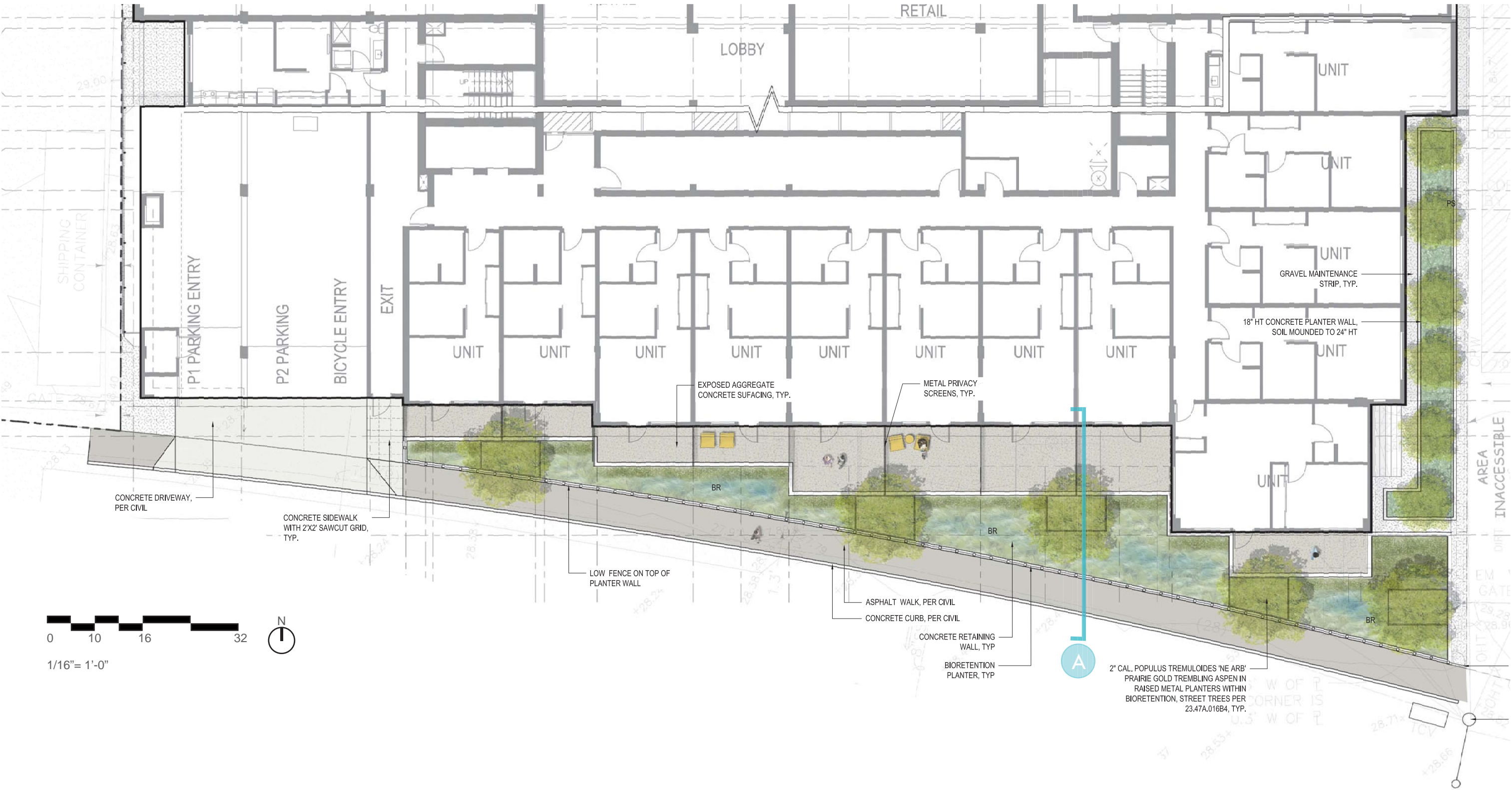
POROUS PAVERS IN ROW



PEDESTAL PAVERS ON STRUCTURE



LANDSCAPE PLAN - NW 54TH STREET







LOW FENCE



EXPOSED AGGREGATE PATIOS



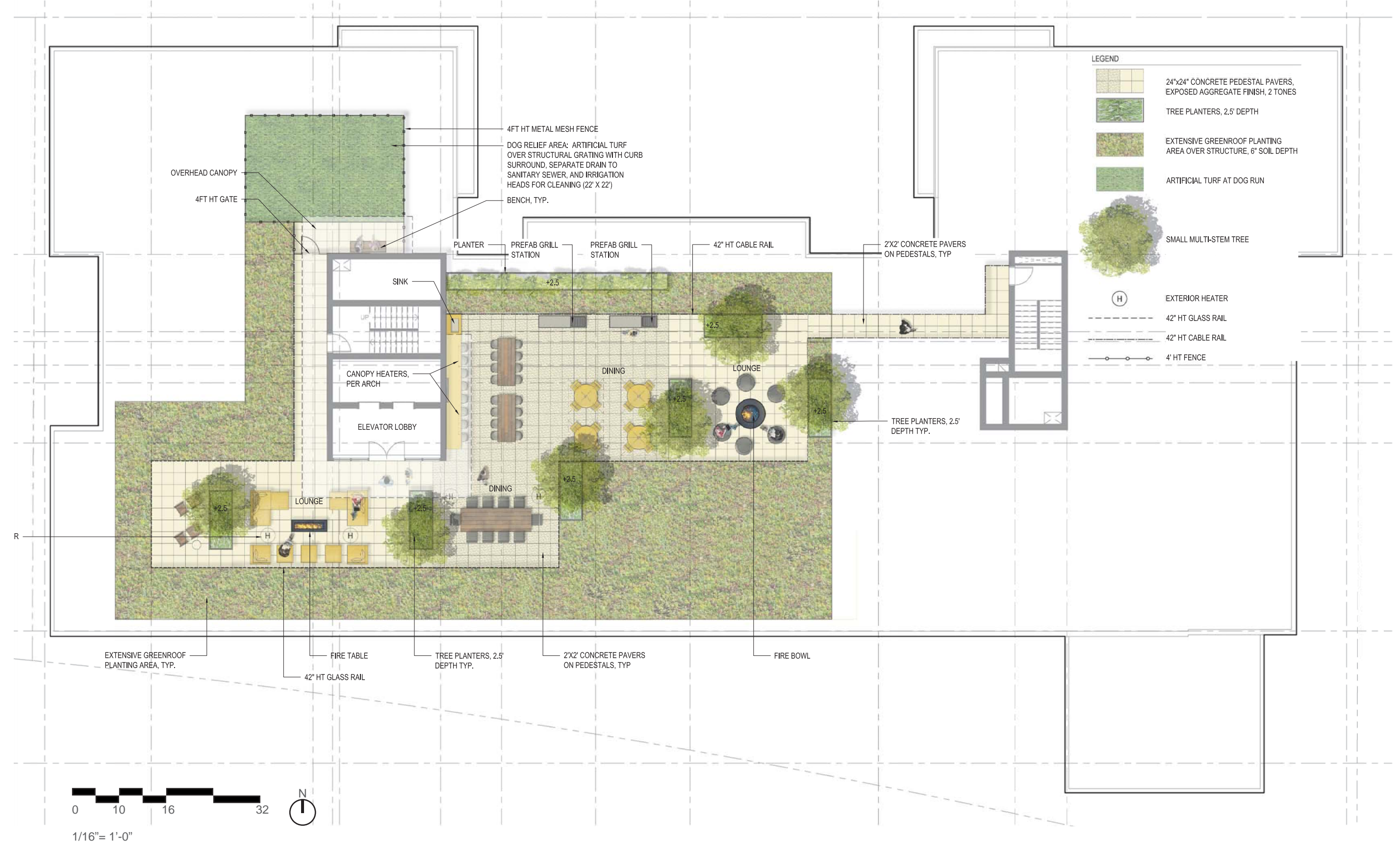
CONCRETE PLANTER WALL



RAISED METAL PLANTERS-BLACKENED STEEL



LANDSCAPE PLAN - ROOF







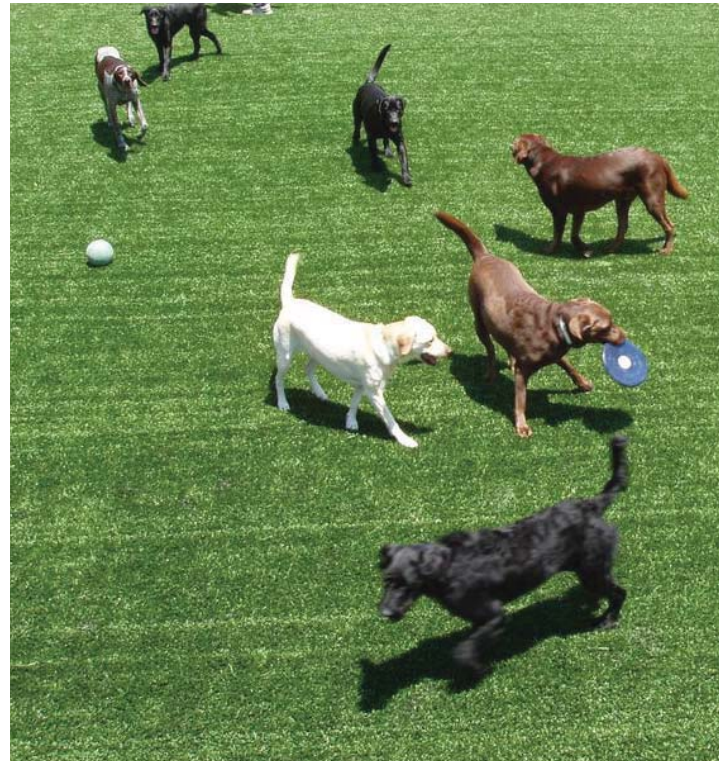
PEDESTAL PAVERS



METAL PLANTERS- ALUMINUM



GLASS RAILING



ARTIFICIAL TURF DOG RUN



PERMANENT HEAT LAMPS



FIRE BOWL AND TABLE



PRE FAB BBQ STATION



TREES

LOCATION: NW MARKET STREET



NW MARKET STREET



COURTYARD/ SIDEYARD



NW 54TH STREET



ROOF



NYSSA SYLVATICA 'GREEN GABLE'-  
BLACK TUPELO



QUERCUS COCCINEA-  
SCARLET OAK



ACER CIRCINATUM-  
VINE MAPLE



POPULUS TREMULOIDES 'NE ARB'-  
PRAIRIE GOLD TREMBLING ASPEN



LAGERSTROEMIA 'WHIT III'-  
PINK VELOUR CREPE MYRTLE





POLYSTICHUM MUNITUM- SWORD FERN



TRICYRTIS 'SINOMONE'- TOAD LILY



PRUNUS LAUROCERACEUS 'MT VERNON'- MV LAUREL



ASTILBE 'BRIDAL VEIL'- WHITE ASTILBE



NARCISSUS POETICUS- DAFFODIL



LIRIOPE MUSCARI 'BIG BLUE'- LILY TURF





SPIREA BETULIFOLIA 'TOR'- BIRCHLEAF SPIREA



DARMERIA PELTATA- UMBRELLA PLANT



JUNCUS EFFUSUS- SOFT RUSH



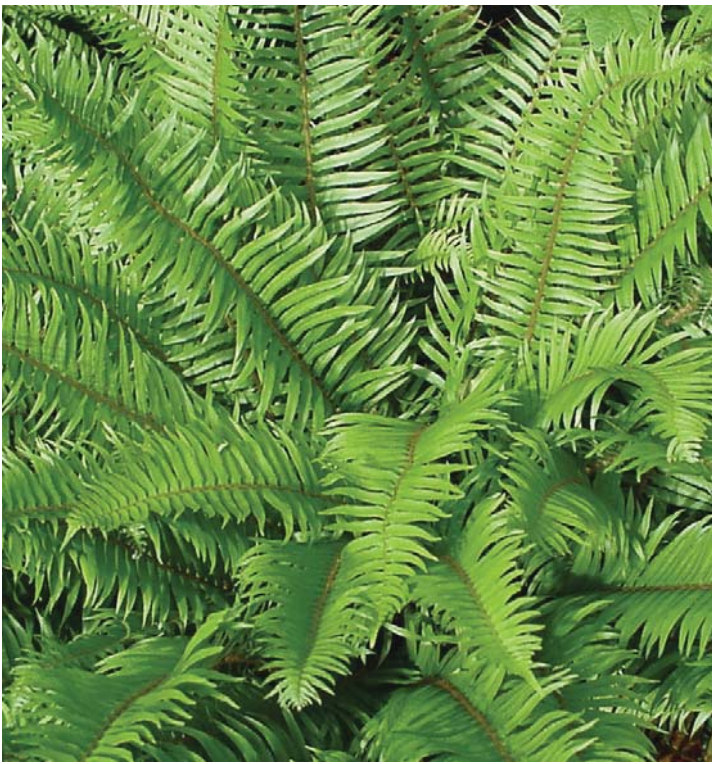
CAREX OBNUPTA- SLOUGH SEDGE



LIRIOPE MUSCARI 'BIG BLUE'- LILY TURF



HEMEROCALLIS X 'STELLA DE ORO'- DWARF DAYLILY



POLYSTICHUM MUNITUM- SWORD FERN





NEPETA X FAASSENII 'WALKER'S LOW'- CATMINT



HEMEROCALLIS X 'STELLA DE ORO'- DWARF DAYLILY



ZAUSCHNERIA CALIFORNICA- CALIFORNIA FUCHSIA



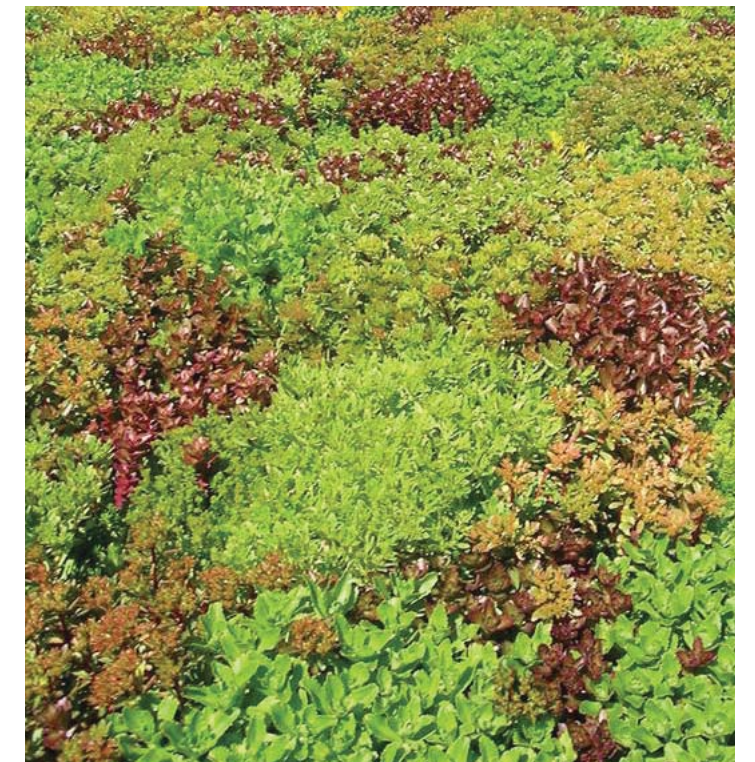
LIGUSTRUM JAPONICUM- JAPANESE PRIVET



NARCISSUS POETICUS - DAFFODIL



LIRIOPE MUSCARI 'BIG BLUE'- LILY TURF



MIXED SEDUMS SPECIES AT EXTENSIVE GREENROOF



















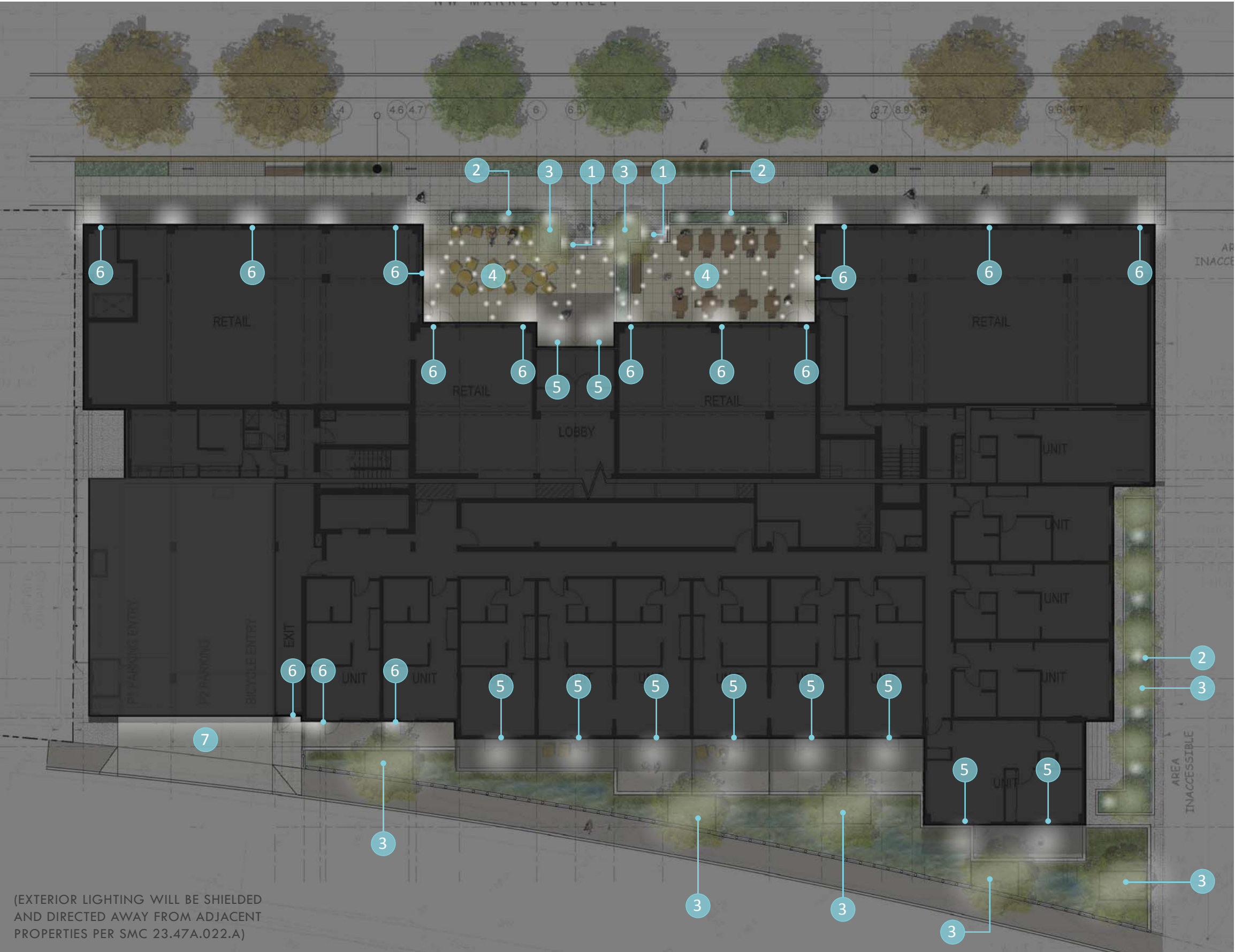




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EXTERIOR LIGHTING PLAN



1 STEP LIGHT



2 LANDSCAPE DOWNLIGHT



3 LANDSCAPE UPLIGHT AT TREES  
(USED AS ACCENT LIGHTING AT THE BASE OF SMALL TREES)





4 CATENARY LIGHTING



7 SURFACE MOUNTED DOWNLIGHT



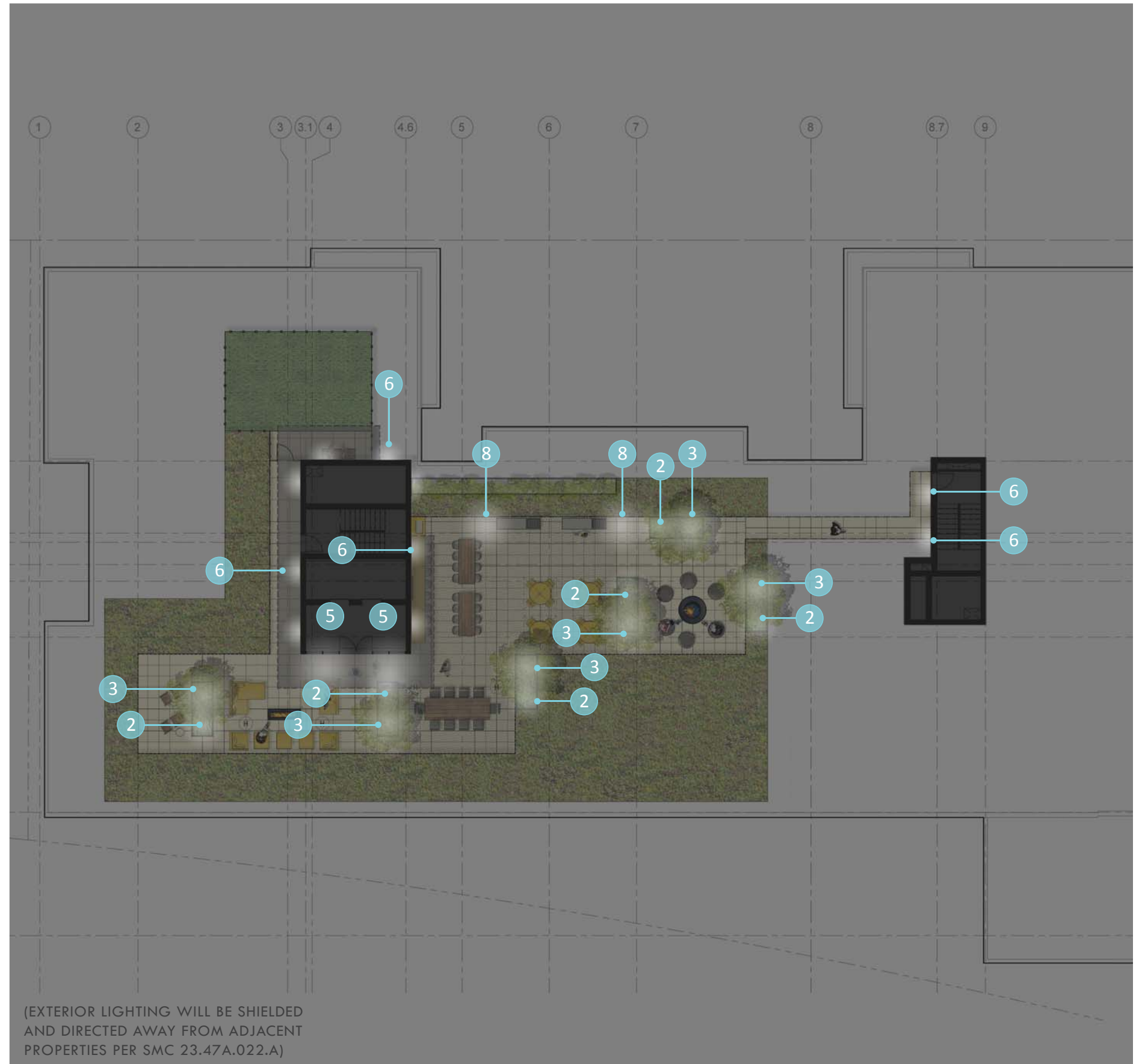
5 RECESSED DOWNLIGHT



8 ILLUMINATED BOLLARD

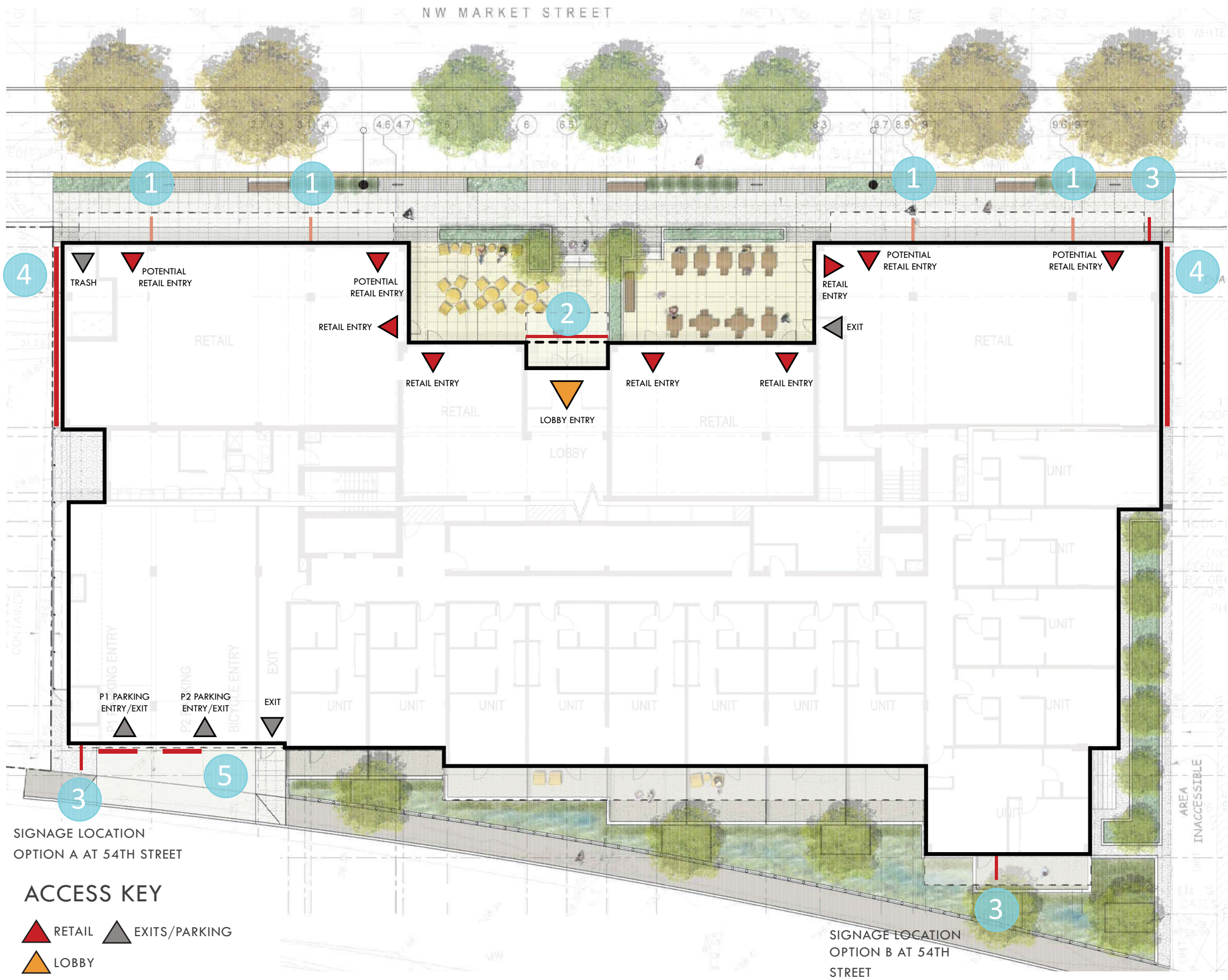


6 WALL MOUNTED FIXTURE





SIGNAGE CONCEPT PLAN



SIGNAGE EXAMPLES



1 RETAIL SIGNAGE



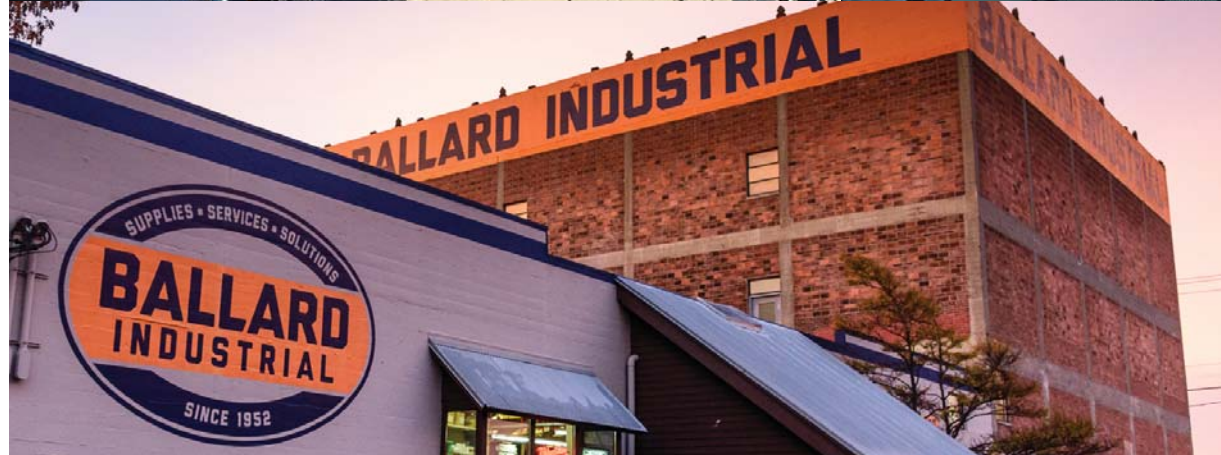
2 BUILDING ID: PIN LETTERING AT BRICK





3

BUILDING ID:  
BLADE SIGN



4

GRAPHICS AT EAST/WEST ELEVATIONS (Reference Page 9)

5

PARKING SIGNAGE

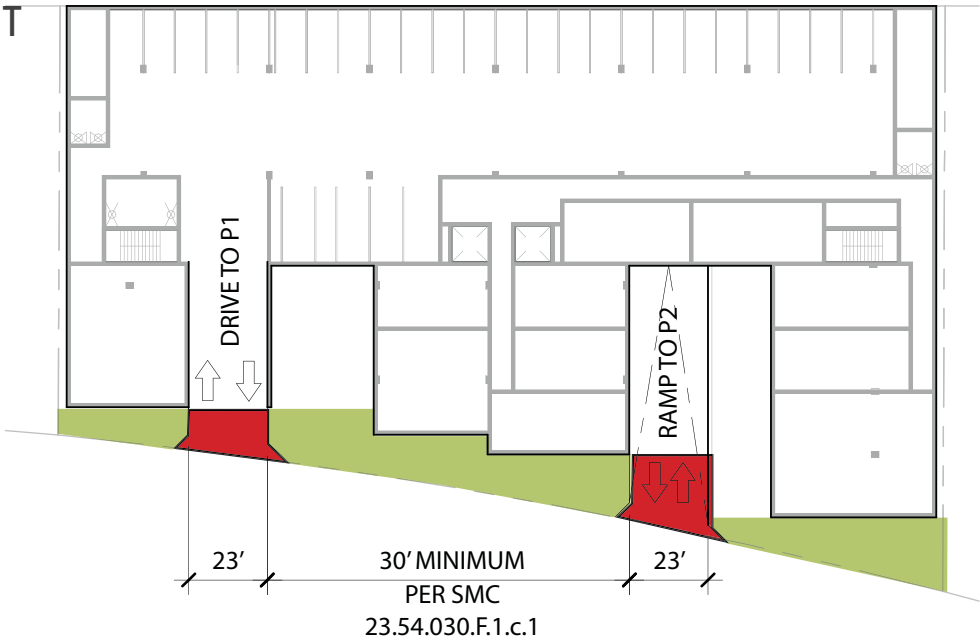




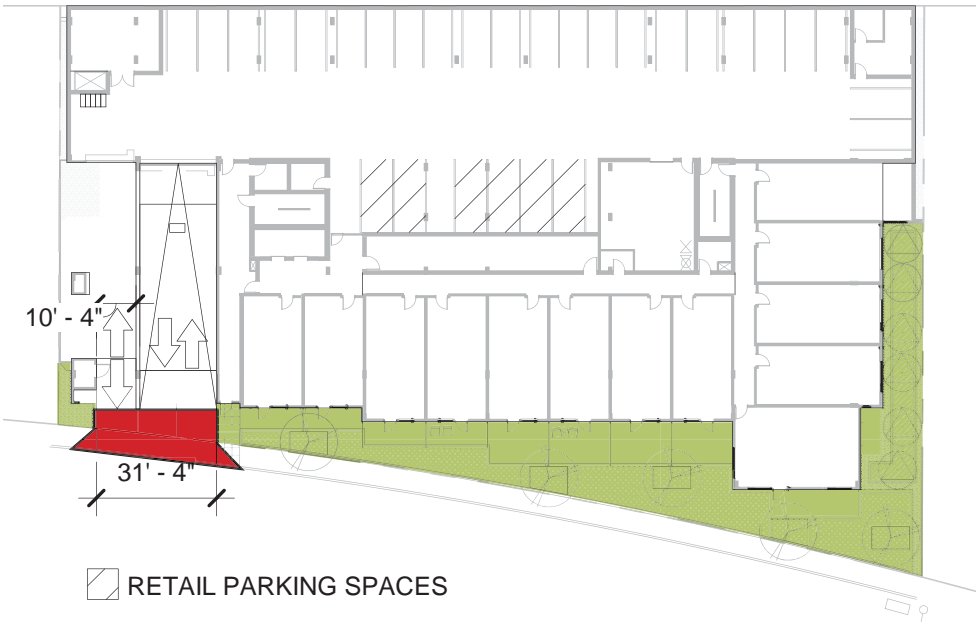
DEPARTURE #1 - CURB CUTS

STANDARD:	PROPOSED DEPARTURE:	RATIONALE & APPLICABLE GUIDELINES:
<p>SMC 23.54.030.F.2.b.2: For two-way traffic, the minimum width of curb cuts is 22'-0", and the maximum width is 25'-0", except that the maximum width may be increased to 30'-0" if truck and auto access are combined.</p> <p>SMC 23.47A.032.A.1.d: For each permitted curb cut, street-facing facades may contain one garage door, not to exceed the maximum width allowed for curb cuts.</p> <p>SMC 23.54.030.D.2.a: The minimum width of driveways serving residential and nonresidential parking shall be 22'-0" for two way traffic.</p>	<p>1 A) A single 31'-4" wide curb cut in lieu of two separate curb cuts is proposed to combine both driveways, resulting in the only curb cut on the site.</p> <p>1 B) By combining the driveways a second garage door is needed in addition to the one allowed by code.</p> <p>1 C) The project proposes a 10'-4" wide, single lane, two-way driveway for the Level P1 parking. The 10'-4" driveway is a 11'-8" reduction from the code minimum.</p>	<p>1 A) The single curb cut 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.</p> <p>1 B) Consolidating the vehicle entry points necessitates two garage doors at the single curb cut, one each for the Level P1 and P2 parking garages.</p> <p>1 C) The project proposes reducing the required Level P1 driveway width by 11'-8" and meeting the residential use requirement of 10'-0" minimum in width for two-way driveways serving 30 or fewer parking spaces. Level P1 has a total of 29 stalls, of which only 6 spaces are reserved for retail parking. These will be assigned parking spaces for employee use only.</p> <p><b>PL3-B.1 SECURITY AND PRIVACY</b> Consolidation of vehicular access points creates better buffering, privacy, and security for ground level apartments</p> <p><b>DC1-B.1 VEHICULAR ACCESS LOCATION AND DESIGN</b> 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.</p> <p><b>CS3-A.4 EVOLVING NEIGHBORHOODS</b> Better adaptability for future/adjacent development sites</p>

CODE COMPLIANT DESIGN



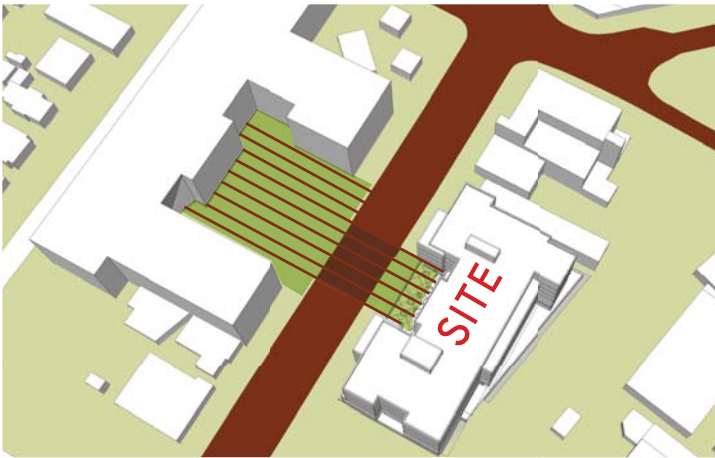
PROPOSED DESIGN



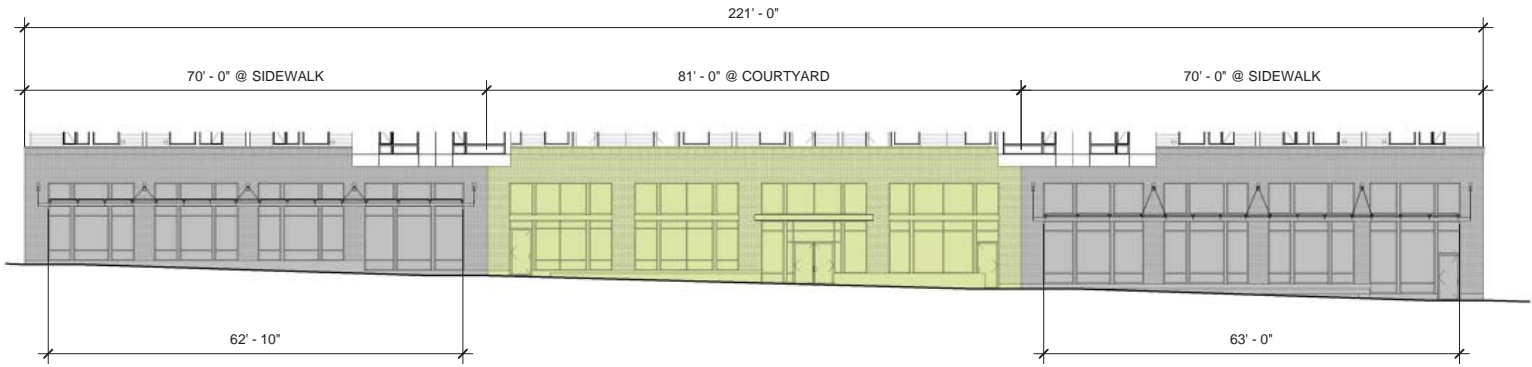


DEPARTURE #2 - STREET LEVEL STANDARDS

STANDARD:	PROPOSED DEPARTURE:	RATIONALE & APPLICABLE GUIDELINES:
<p>SMC 23.47A.008.C.4.a: Continuous overhead weather protection is required along at least 60% of the street frontage of a structure on a principal pedestrian street.</p> <p>SMC 23.47A.008.A.3: Street level street-facing facades shall be located within 10 feet of the street lot line, <u>unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.</u></p>	<p>2A) The project proposes a public courtyard surrounded by retail on three sides to activate Market Street. The 23'-0" deep courtyard occupies 81'-0" of the street frontage.</p> <p>2B) Due to the public courtyard, the overhead weather protection along the entire structure width at Market Street is 57% of the street frontage. A 3% reduction from the minimum requirement.</p>	<p>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.</p> <p><b>PL1-A.2 ADDING TO PUBLIC LIFE</b> <b>PL1-B.3 PEDESTRIAN AMENITIES</b> <b>PL2-III OPEN COMMERCIAL FACADES - CONFIGURE RETAIL SPACE TO ATTRACT TENANTS WITH ACTIVITY THAT WILL SPILL OUT ONTO THE SIDEWALK</b></p> <p>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. It will also act as a welcome rest stop along the planned Burke Gilman Trail.</p> <p><b>DC3-C.1 REINFORCE OPEN SPACE</b> <b>CS2-A.1 SENSE OF PLACE</b> <b>DC1-A.2 GATHERING PLACES</b> <b>PL4-B.3 BIKE CONNECTIONS</b></p> <p>While the overhead weather protection extends along 57% of the overall structure width, including the public courtyard, when only the structure width directly adjacent to the sidewalk is considered the overhead weather protection is along 90% of the sidewalk.</p> <p><b>PL2-C.2 DESIGN INTEGRATION</b></p>



PROPOSED STREET FRONTAGE

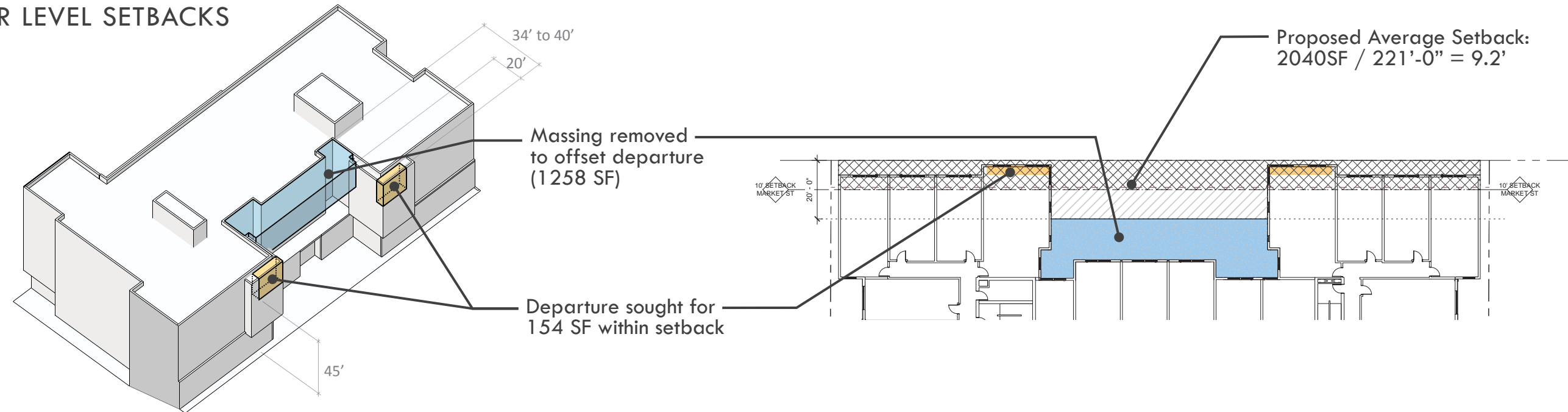




DEPARTURE #3 - UPPER LEVEL SETBACKS

STANDARD:	PROPOSED DEPARTURE:	RATIONALE & APPLICABLE GUIDELINES:
<p>SMC 23.47A.009.F.4.b: Upper-level setbacks</p> <p>(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.</p>	<p>Along Market Street, the project proposes to encroach on the upper level setback by 154 SF per floor (over the allowed average) See diagram below.</p>	<p>The proposed design’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.</p> <p><b>CS3-A.1 FITTING OLD AND NEW TOGETHER</b></p> <p>Apartment building incorporates architectural elements typical of nearby buildings such as bay windows/projected bays</p> <p>The retail court gives back to the street an additional 1258 SF which is beyond the allowable 20’ depth used for calculating the average setback area. The 1258 SF area of relief that has been given back to the street balances out the small 154 SF encroachment area of the Market Street projections.</p> <p><b>DC2-A.2 REDUCING PERCEIVED MASS</b></p> <p>Projected bays reduce the perceived mass of the larger project</p> <p><b>DC2-B.1 FACADE COMPOSITION</b></p> <p>Projected bays provide proportioning to the larger project</p> <p><b>DC2-C.1 VISUAL DEPTH AND INTEREST:</b></p> <p>Projected bays and deeper courtyard add depth to the facade</p>

PROPOSED UPPER LEVEL SETBACKS





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19 WEST HARRISON  
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WALTON LOFTS  
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## PROPOSED DESIGN



## STUDY A - ASYMMETRIC LANTERNS

Decreasing the lantern heights then differentiating their vertical location in the facade creates an unbalanced composition in the courtyard space.



## STUDY B - ASYMMETRIC LANTERNS

Similar to Study A, this scheme provides an asymmetric facade but maintains a consistent lower datum to balance the composition for pedestrians at the courtyard. However, the differentiation is minimal and appears a mistake rather than a design feature.



## STUDY C - ASYMMETRIC LANTERNS

Providing multiple lanterns along the Market Street facade diminishes the lanterns' ability to identify/highlight the courtyard space. This scheme also exceeds allowable residential FAR for the project.

