



**RECOMMENDATION OF THE  
NORTHWEST DESIGN REVIEW BOARD**

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Record Number: 3037590-LU

Address: 2501 NW Market St

Applicant: Jodi Patterson-O'Hare

Date of Meeting: Monday, March 07, 2022

Board Members Present: Lauren Rock, Chair  
Phoebe Bogert  
Penn DiJulio  
Brian Johnson  
Adrienne Watkins

Board Members Absent: None

SDCI Staff Present: Greg Johnson

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**SITE & VICINITY**

Site Zone: Neighborhood Commercial 3P-75 (M)  
[NC3P-75 (M)] &  
Industrial Commercial 65 (M)  
[IC-65 (M)]

Nearby Zones: (North) NC3P-75 (M) &  
Industrial Buffer U/45 [IB U/45]  
(South) General Industrial 1 U/65  
[IG1 U/65]  
(East) NC3P-75 (M)  
(West) IC-65 (M)

Lot Area: 22,948 sq. ft.



**Current Development:**

The subject site is currently used for industrial material storage. The site is generally rectangular in shape with a concave south property line that defines the NW 54<sup>th</sup> Street right-of-way. Site grade slopes downward northeast approximately ten feet from north to south with the majority of the grade change occurring near the north property line. A vegetative buffer of Arborvitae is located along the north property line. The site is situated on a zone boundary with the eastern portion of the site zoned Neighborhood Commercial 3 and the western portion of the site zoned Industrial Commercial 65.

**Surrounding Development and Neighborhood Character:**

The subject site is located in the Ballard Hub Urban Village and is surrounded by street rights-of-way on three sides with NW Market Street to the north, NW 54<sup>th</sup> Street to the south, and 26<sup>th</sup> Avenue NW to the west. The Burke-Gilman Trail runs along the north side of the site within the NW Market Street frontage. An active railroad right-of-way is located on the south side of the NW 54<sup>th</sup> Street right-of-way and is not immediately adjacent to the site frontage on that street. A recently-completed 6-story mixed use development is located across NW Market Street to the north. The site to the east is currently under-construction for a 7-story mixed-use development called Ballard Yards. A shipyard is located to the south of the site. One-story commercial buildings are located across 26<sup>th</sup> Avenue NW to the west, separating the site from the Nordic Heritage Museum, which is located approximately 300 feet to the west.

In general, the site is located at a transition point in surrounding development character and development rights. NW Market Street is a commercial street to the east and west of the site. To the east, the character of the NW Market Street and intersecting streets is generally a walkable commercial character that is experiencing some transition from 1-2 story buildings to taller mixed-use buildings due to the zoning, which allows for 65-75 foot building heights. Three blocks to the east, the Ballard Ave Landmark District area maintains a traditional character established by the historic fabric. The character of NW Market Street transitions to a more car-oriented development style in the blocks to the west of the site, with lower density development and surface parking areas. The development character to the south of the site transitions quickly to maritime industrial uses related to shipping and warehouse uses located along Salmon Bay, which are generally characterized by simple 1-2 story warehouse and storage structures constructed using wood, metal, or brick. Beyond NW Market Street to the north, uses transition to lower density residential development.

**Access:**

Current vehicular access to the site is available along the NW 54<sup>th</sup> Street frontage. Sidewalks are currently present only along the NW Market Street frontage.

**Environmentally Critical Areas:**

No mapped environmentally critical areas are located on the subject site.

## PROJECT DESCRIPTION

Council Land Use Action to rezone a parcel of land from IC-65 (M) (Industrial Commercial) to NC3P-75 (M) (Neighborhood Commercial-3 with a Pedestrian Designation). Project includes construction of an 8-story, 110-unit apartment building. Parking for 67 vehicles proposed. Early Design Guidance conducted under 3037522-EG.

The design packet includes information presented at the meeting, and is available online by entering the record number at this website:

<http://www.seattle.gov/DPD/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx>

Any recording of the Board meeting is available in the project file. This meeting report summarizes the meeting and is not a meeting transcript.

The packet is also available to view in the file, by contacting the Public Resource Center at SDCl:

**Mailing**    **Public Resource Center**

**Address:** 700 Fifth Ave., Suite 2000

P.O. Box 34019

Seattle, WA 98124-4019

**Email:**    [PRC@seattle.gov](mailto:PRC@seattle.gov)

## EARLY DESIGN GUIDANCE May 17, 2021

### PUBLIC COMMENT

The following public comments were offered at this meeting:

- Supported a turning radius connecting 26<sup>th</sup> Avenue NW and NW 54<sup>th</sup> Street that is no larger than that currently shown in the packet
- Supported solid waste staging along NW 54<sup>th</sup> Street to avoid losing on-street parking spaces along 26<sup>th</sup> Avenue NW.
- Preferred Scheme 3 because it will best complement and enhance the character of NW Market Street.
- Preferred a flat parking level design that could be more-easily converted in the future to a non-parking use than a parking design with ramped floors.
- Supported outdoor restaurant space along the Burke-Gilman Trail.
- Supported Scheme 3 because it reflects Ballard's history with a modern twist.
- Supported Scheme 3 due to its façade variation and good balance of design and functionality.
- Concerned about the development relationship to the southwest corner of the site and the possibility that the development would obscure visibility to the Nordic Museum.
- Concerned about the impact on traffic flow of parking and solid waste collection on 26<sup>th</sup> Avenue NW.

SDCI staff received the following public comments in writing prior to the meeting.

The Seattle Department of Transportation offered the following comments:

- Unsupportive of the proposed dumpster staging in the ROW on 26<sup>th</sup> Ave NW.
- Stated the frontage requirements on 26<sup>th</sup> Ave NW are a 6" curb, minimum 5.5' planting strip with street trees, and minimum 6' sidewalk along the full frontage.
- Stated the frontage requirements along NW 54<sup>th</sup> St are a 6" curb, 5.5' planting strip with street trees, and minimum 6' sidewalk.
- Presented the option of a sidewalk at the curb along NW 54<sup>th</sup> St with a minimum 5' setback behind the walk for street trees.

Seattle Public Utilities – Solid Waste Division offered the following comments:

- Unsupportive of the proposed dumpster staging in the right-of-way on 26<sup>th</sup> Ave NW or within the right-of-way on NW 54<sup>th</sup> Street.
- Supportive of on-site solid waste collection.

One purpose of the design review process is for the Board and City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable Seattle Design Guidelines and Neighborhood Design Guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design. Concerns with off-street parking, traffic and construction impacts are reviewed as part of the environmental review conducted by SDCI and are not part of this review.

All public comments submitted in writing for this project can be viewed using the following link and entering the record number 3037522-EG: <http://web6.seattle.gov/dpd/edms/>

## **PRIORITIES & BOARD RECOMMENDATIONS**

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

### **1. Massing:**

- a. The Board expressed support for Scheme 3 over the other two massing schemes due to the strength of its simple complementary massing forms and the compatibility of the massing to the concept which expresses the surrounding industrial and traditional commercial character through a simple contrasting material palette (CS3-A-1. Fitting Old and New Together, CS3-B-1. Placemaking, DC2-B-1. Façade Composition, DC2-C-3. Fit with Neighboring Buildings, *Ballard* DC4-1-a-1. Exterior Finish Materials).
- b. The shorter base height on the western side of the design was identified by the Board as an asset of Scheme 3 that allows a strong height transition to the lower building heights to the west, including the Nordic Museum, and to the three street frontages adjacent to the west side of the building (*Ballard* CS2-1-a. Character Core, CS2-D-4. Massing Choices, CS3-A-1. Fitting Old and New Together, DC2-D-1. Human

- Scale, *Ballard* DC2-4-a. Legibility and Flexibility, DC2-A. Massing, DC2-C-3. Fit with Neighboring Buildings).
- c. The Board supported Scheme 3 as an appropriate massing design that incorporates the height and FAR allowances of the proposed NC3P-75 (M) zone while sufficiently addressing surrounding context. (*Ballard* CS2-1-a. Character Core, CS2-D. Height, Bulk, and Scale, DC2-A-2. Reducing Perceived Mass, *Ballard* DC4-1-a-6. Exterior Finish Materials).
  - d. The Board discussed a variation of Scheme 3 presented by the applicant at the early design guidance meeting, which offered a taller base height on the west side of the building. A majority of Board members preferred the shorter four-story base height shown in the packet compared to the taller five story base height in the character sketches. The Board supported the shorter base height due to its stronger height transition to the east and south and a stronger expression of the design concept compared to the taller base height (*Ballard* CS2-1-a. Character Core, CS2-A-2. Architectural Presence, CS2-D-4. Massing Choices, CS3-A-1. Fitting Old and New Together, DC2-C-3. Fit with Neighboring Buildings).

## 2. Concept and Materials:

- a. The Board supported the expression of the concept through use of brick and wood as primary materials whose transitions coincide with the massing shifts of Scheme 3. Additionally, the Board encouraged strengthening the legibility of the concept throughout the building design (*Ballard* CS2-1-a. Character Core, DC2-B-1. Façade Composition, DC2-C-1. Visual Depth and Interest, DC2-C-3. Fit with Neighboring Buildings, *Ballard* DC4-1-a-2. Exterior Finish Materials, DC4-A-1. Exterior Finish Materials).
- b. A majority of the Board members supported the use of brick as an exterior material and supported the use of a non-red brick color to better fit within the surrounding commercial and industrial character (CS3-A-3. Established Neighborhoods, DC2-C-3. Fit with Neighboring Buildings, DC2-D. Scale and Texture, *Ballard* DC4-1-a-2. Exterior Finish Materials).
- c. The Board supported the intent for façade depth shown in the character sketches presented at the early design guidance meeting, including the intended depth of residential decks and rigor in fenestration pattern (*Ballard* CS2-1-a. Character Core, DC2-C-1. Visual Depth and Interest, DC2-C-2. Dual Purpose Elements).
- d. The Board encouraged the applicant to develop the terrace spaces on top of the shorter western base to both strengthen the concept legibility and to serve as usable spaces (DC2-C-1. Visual Depth and Interest, DC2-C-2. Dual Purpose Elements, DC2-D. Scale and Texture, DC3-B-1. Meeting User Needs).

## 3. Streetscape:

- a. The Board supported the conceptual design of the building frontage onto NW Market Street frontage, which includes the Burke-Gilman Trail. The Board requested additional detail at the Recommendation phase showing the incorporation of various frontage areas intended for seating, landscaping, and bicycle/pedestrian movement. The Board cited the NW Market Street frontage of the Nordic Heritage Museum as a strong example of landscaping and lighting that could serve as a model

- for this site (*Ballard* CS2-1-a. Character Core, CS2-A-1. Sense of Place, CS2-B-2. Connection to the Street, *Ballard* PL4-1. Planning Ahead for Bicyclists, PL4-A. Entry Locations and Relationships).
- b. The Board requested additional detail at the Recommendation phase for the intended streetscape character along 26<sup>th</sup> Avenue NW and NW 54<sup>th</sup> Street. The design should demonstrate how active and pedestrian-scaled frontages will be continued along these frontages from the NW Market Street frontage. The Board encouraged the use of continuous active uses along the 26<sup>th</sup> Avenue NW frontage (*Ballard* CS2-3-b. Pedestrian-Oriented Retail at Corners, *Ballard* CS2-4-a. Corner Sites, CS2-B-2. Connection to the Street, *Ballard* CS2-1-a. Character Core, *Ballard* PL1-2-b. Pedestrian Amenities, PL2-B. Security and Safety, PL4-A. Entry Locations and Relationships).
  - c. The Board encouraged strong interaction between the commercial spaces and the NW Market Street frontage, and specifically identified the ground level space within the vertical notch as an important outdoor extension of the commercial spaces that should allow for a strong connection to the street frontage (*Ballard* CS2-3-a-1. Character Core, CS2-B-2. Connection to the Street, DC2-C-1. Visual Depth and Interest, DC2-C-2. Dual Purpose Elements).
  - d. The Board encouraged the incorporation of flexibility into the design of the commercial spaces to allow for inclusion of tenants with various commercial space needs (DC1-A-3. Flexibility, PL2-B-3. Street-Level Transparency, *Ballard* PL3-4. Retail Edges, PL3-A. Entries, *Ballard* DC2-4-a Legibility and Flexibility, *Ballard* DC4-1-a-5. Exterior Finish Materials).
  - e. The Board identified the need for additional development of the residential lobby to improve its interaction with the streetscape and its legibility as the residential entry (PL2-D-1. Wayfinding, PL3-A-2. Ensemble of Elements, *Ballard* DC2-4-a Legibility and Flexibility, DC2-E-1. Legibility and Flexibility).

#### **4. Solid Waste/Site Access:**

- a. The Board generally supported the placement of the parking garage entrance on NW 54<sup>th</sup> Street to coincide with the parking entrance of the adjacent Ballard Locks development and to minimize interruption of other street frontages with driveway access (*Ballard* DC1-1-a. Access Location and Design, DC1-C-1. Below-Grade Parking, DC1-C-2. Visual Impacts).
- b. In its discussion of solid waste storage/staging design, the Board prioritized the need for a design that is minimally-visible from public view and integrated into the design of the site and building. The Board expressed its general preference of a solid waste storage/staging area along NW 54<sup>th</sup> Street to coincide with the similar uses of the adjacent Ballard Locks project to the east, but stated that the location of the storage/staging area was secondary to the need for its integration into the overall design and minimized visibility. (DC1-C-4. Services Uses)
- c. The Board supported the proposal for residential units and stoops along NW 54<sup>th</sup> Street and the intent for residential ground-level interaction with industrial uses to the south. The Board cautioned that future placement of a driveway and solid waste storage area should not compromise the interaction of residential uses with the NW

54<sup>th</sup> Street frontage (CS2-A-1. Sense of Place, *Ballard* PL3-1-a. Residential Entries, *Ballard* PL3-2. Residential Edges, PL3-A-1-d. Entries, PL3-B-2. Ground-level Entries).

**RECOMMENDATION March 7, 2022**

**PUBLIC COMMENT**

The following public comments were offered at this meeting:

- Appreciated the modern building design and felt that it complemented the surrounding neighborhood.
- Supported the placement of commercial spaces on the first floor to improve the walkable design of the neighborhood.
- Supported the project design due to its use of scale-reducing techniques, use of high-quality materials, the design of the streetscape character, and the interaction of the commercial spaces to the NW Market Street frontage.
- Supported the project design to strengthen the walkable connection to the Nordic Museum.
- Supported the incorporation of outdoor space into the project design
- Supported the proposed building height relative to context.
- Supported the façade design and the link between the materials and the maritime industry.

SDCI staff also summarized design related comments received in writing prior to the meeting:

- Appreciated the ground-level retail uses along NW Market St.
- Observed the project design is in scale with many of the new buildings nearby.
- Acknowledged the design and materials are inspired by the historic and industrial architectural features of nearby buildings and are consistent with neighborhood context.
- Appreciated locating the garage entrance and refuse staging along NW 54<sup>th</sup> in response to community feedback.
- Recommended considering a Coast Salish design, similar to the Duwamish Longhouse and the UW Intellectual House, that incorporates communal gathering areas and Coast Salish art.
- Recommended using only native vegetation for landscaping, including trees, bushes, and low ground cover.

The following comments were received by the Seattle Department of Transportation:

- **NW Market St Frontage**  
Please ensure that the proposed seating structure provides multiple passable, ADA accessible spaces between the trail and sidewalk for trail users, those who have parked at the curb, and delivery drivers who need to access the proposed development from the curb.

- **26th Ave NW Frontage**

The frontage requirements on 26th Ave NW are a 6" curb, minimum 5.5' planting strip with street trees, and minimum 6' sidewalk. A planting strip with street trees between the curb and sidewalk is not shown in the REC packet. These frontage elements serve to buffer pedestrians from vehicle traffic, provide a space outside the pedestrian realm for signage and amenities, and provide a more comfortable overall pedestrian experience for the active uses proposed at ground level. SDOT recommends the project include a planting strip with street trees between the curb and sidewalk.

SDCI received non-design related comments concerning the related to density, archeological investigation, traffic, noise, and the proposed rezone of the site.

One purpose of the design review process is for the Board and City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable Seattle Design Guidelines and Neighborhood Design Guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design. Concerns with off-street parking, traffic and construction impacts are reviewed as part of the environmental review conducted by SDCI and are not part of this review. Concerns with building height calculations and bicycle storage standards are addressed under the City's zoning code and are not part of this review.

All public comments submitted in writing for this project can be viewed using the following link and entering the record number 3037590-LU: <http://web6.seattle.gov/dpd/edms/>

## **PRIORITIES & BOARD RECOMMENDATIONS**

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following recommendations.

### **1. Massing:**

- a. The Board recommended approval of the building massing refinement since EDG, citing strong relationships to context of the four-story base height on the west side of the building, which aids in the transition to lower building heights to the west, and the upper-façade setback on the east side of the NW Market Street façade, which transitions to height of the Ballard Yards development to the east (*Ballard CS2-1-a. Character Core, CS2-A-2. Architectural Presence, CS2-D-1. Existing Development and Zoning, DC2-C-3. Fit with Neighboring Buildings*).
- b. The Board recommended approval of ground-level massing insets on the NW Market Street façade to provide outdoor commercial spill-out spaces and added that the location and dimensions of these spaces will enhance street-level activity and enhance pedestrian activity. The Board specifically recommended approval of the depth of these spaces as dimensioned in the Recommendation packet (*Ballard CS2-3-a-1. Character Core, CS2-B-2. Connection to the Street, DC2-C-1. Visual Depth and Interest, DC2-C-2. Dual Purpose Elements*).



- c. The Board recommended approval of the location and scale of the residential entry inset area on the east side of the NW Market Street façade and its visual differentiation from the more-pronounced commercial massing notch near the middle of the NW Market Street façade (PL2-D-1. Wayfinding, PL3-A-2. Ensemble of Elements, *Ballard* DC2-4-a Legibility and Flexibility, DC2-E-1. Legibility and Flexibility).

## 2. Materials:

- a. The Board recommended approval of overall application of exterior materials and supported the primary use of brick throughout the building design, citing its elegance, texture, and relationship to the industrial character of the surrounding area. The Board specifically recommended approval of the proposed coal creek brick color, which gives the brick a modern appearance and provides a legible contrast with the secondary wood material (CS3-A-1. Fitting Old and New Together, DC2-D. Scale and Texture, *Ballard* DC4-1-a. Exterior Finish Materials).
- b. The Board recommended approval of the use of composite wood panel as an accent material that is used to accentuate façade depth within the brick façade that is used to reflect significant massing shifts, rather than as a primary material as proposed at the EDG phase of review (DC2-D. Scale and Texture, *Ballard* DC4-1-a. Exterior Finish Materials).
- c. The Board recommended approval of the window recesses, vertical façade carves, and metal frames that are used throughout the building design, citing their ability to reduce the building bulk and add façade depth through shadow lines (DC2-D. Scale and Texture, *Ballard* DC4-1-a. Exterior Finish Materials).
- d. The Board recommended approval of the canopy designs as appropriate and helpful for incorporating an industrial aspect of Ballard into the design (PL2-C-2. Design Integration, DC2-D. Scale and Texture, *Ballard* DC4-1-a. Exterior Finish Materials).
- e. The Board specifically recommended approval of the use of wood as the primary material in soffit design throughout the project design (DC2-D. Scale and Texture, *Ballard* DC4-1-a. Exterior Finish Materials).

## 3. Streetscape:

- a. The Board recommended approval of streetscape design and relationships between building modulation and outdoor seating places. (CS2-B-2. Connection to the Street, *Ballard* CS2-1-a. Character Core, *Ballard* PL1-2-b. Pedestrian Amenities, PL2-B. Security and Safety, PL4-A. Entry Locations and Relationships, DC2-C-2. Dual Purpose Elements).
- b. The Board recommended approval of the relationship of the live-work units to the street frontage along NW 54<sup>th</sup> Street using a landscaped planter to provide some privacy to the units. The Board cited privacy concerns among the live-work units with the continuous walkway along their entrances and requested the applicant to examine the possibility of adding walkway connections to the street frontage through the planter and/or adding breaks to the continuous walkway. The Board declined to add a condition to add or study walkway connections (PL1-B. Walkways and Connections, *Ballard* PL3-1-a. Residential Entries, *Ballard* PL3-2. Residential Edges, PL3-A-1-d. Entries, PL3-B-2. Ground-level Residential).

- c. The Board encouraged the applicant to work with SDOT to add planters to the 26<sup>th</sup> Avenue NW frontage, citing the lack of landscape planters in the site plan (CS2-B-2. Connection to the Street).
- d. The Board cited comments from SDOT and expressed concern over the lack of dedicated pedestrian paths through the landscaped planters and furniture along the NW Market Street frontage. The Board encouraged the applicant to provide sufficient pedestrian pathways for walking perpendicularly between the sidewalk and Burke-Gilman Trail along the site frontage (CS2-B-2. Connection to the Street, PL1-B. Walkways and Connections, PL4-A. Entry Locations and Relationships).
- e. The Board recommended approval of the visual connection of the wood wave benches along the NW Market Street frontages to the commercial and residential entries (CS2-B-2. Connection to the Street, *Ballard* PL1-1-b. Adding to Public Life PL1-B-3. Pedestrian Amenities). *Staff note:* Structures in the public right of way will be subject to review and approval by SDOT.
- f. The Board recommended approval of the consolidated driveway access and solid waste storage area in the southeast corner of the site, stating that the location removes the driveway and service functions from parts of the site with more street activation, and groups these areas with the service and driveway areas of the adjacent Ballard Yards development (*Ballard* DC1-1-a. Access Location and Design, DC1-C-1. Below-Grade Parking, DC1-C-2. Visual Impacts, DC1-C-4. Services Uses).
- g. During the Recommendation presentation, the applicant described the intent to visually link the appearance of the art panels proposed along the 26<sup>th</sup> Avenue NW frontage to the wave benches on the NW Market Street frontage through a common motif and colors. The Board encouraged the continued development of this visual connection but declined to add a related condition (CS2-B-2. Connection to the Street, *Ballard* PL1-2-b. Pedestrian Amenities).

## DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departures was based on each departure's potential to help the project better meet these design guidelines priorities and achieve a better overall project design than could be achieved without the departure.

At the time of the Recommendation meeting the following departures were requested:

1. **Parking Access (23.47A.032.A.1.c):** The Code requires driveway access to parking along a side street where an alley is not present and the site abuts two or more streets. The applicant proposes driveway access along NW 54<sup>th</sup> Street, which is not considered to be a side street.

The Board recommended approval of this departure, stating that it allows for the grouping of service and parking functions farthest away from the areas of the site with the most pedestrian/commercial activity. This driveway/service area location is consistent with EDG guidance and is recommended for approval by the Board. The design with departure better

meets the intent of Design Guidelines: *Ballard* DC1-1-a. Access Location and Design, DC1-C-1. Below-Grade Parking, DC1-C-2. Visual Impacts, DC1-C-4. Services Uses.

2. **Weather Protection Length (23.47A.008.C.4.):** The Code requires 60% of the street frontage of NW Market Street to have continuous weather protection. The applicant proposes weather protection along 85% of that street frontage. However, the proposed weather protection is divided into two non-continuous segments that each measure 37% and 48% of the total façade length.

The Board recommended approval of this departure stating that the break in the weather protection along NW Market Street is needed to express the building's design concept through the vertical notch in the NW Market Street façade, which helps to break down the scale of the building and highlights the ground-level commercial uses at ground-level. The design with departure better meets the intent of Design Guidelines: PL2-C. Weather Protection, DC2-A-2. Reducing Perceived Mass, DC2-B-1. Façade Composition, DC2-C-2. Dual Purpose Elements.

3. **Sight Triangle (23.54.030.G.1):** The Code requires an obstruction-free sight triangle where the edge of a driveway meets the right-of-way for two-way driveways 22 feet wide or more. A sight triangle with dimensions of 10'x10' is required on the west side of the driveway. The applicant proposes an obstruction-free sight triangle on the west side of the access driveway with dimensions of 3'-2" along the south property line by 3'-2" in depth from the property line to the building facade. This is a departure of 6'-10" in both dimensions.

The Board recommended approval of this departure, supporting the applicant's rationale that the departure allows for the grouping of driveway and service areas in the southeast corner of the site. The Board expressed the desire for the incorporation of additional safety into the overall design to compensate for the reduced sight triangle. The Board recommended a condition to work with staff to incorporate sufficient safety measures into the design to ensure a safe exit from the site. The Board cited specific examples like additional visual permeability through the solid waste areas, additional lights and mirrors, or other traffic safety features. With this condition, the design with departure better meets the intent of Design Guidelines: PL2-B. Safety and Security, *Ballard* DC1-1. Vehicular Access and Circulation, DC1-B-1. Access Location and Design, DC1-C-4. Service Uses.

4. **Sight Triangle (23.54.030.G.4):** The Code requires an obstruction-free sight triangle where the edge of a driveway meets the right-of-way for two-way driveways 22 feet wide or more, but allows the sight triangle to begin 5 feet from the lot line when the driveway is located within 10 feet of that lot line. A sight triangle with dimensions of 5'x10' is required on the east side of the driveway. The applicant proposes an obstruction-free sight triangle on the east side of the access driveway with dimensions of 4'-6" along the south property line by 3'-2" in depth from the property line. This is a

departure of 6" in sight triangle length along the south property line and 5'-5" in depth from the south property line to the building façade.

This departure was included in the request for Departure 3 in the packet, but the requirement is found in another code section and is therefore requires a separate departure. The Board recommended approval of this departure, agreeing with the applicant's rationale that the departure allows for the grouping of driveway and service areas in the southeast corner of the site. The Board expressed the desire for the incorporation of additional safety measures into the overall design to compensate for the reduced sight triangle. The Board recommended a condition to work with staff to incorporate sufficient safety measures into the design to ensure a safe exit from the site. With this condition, the design with departure better meets the intent of Design Guidelines: PL2-B. Safety and Security, *Ballard* DC1-1. Vehicular Access and Circulation, DC1-B-1. Access Location and Design, DC1-C-4. Service Uses.

## DESIGN REVIEW GUIDELINES

The Seattle Design Guidelines and Neighborhood Design Guidelines recognized by the Board as Priority Guidelines are identified above. All guidelines remain applicable and are summarized below. For the full text please visit the [Design Review website](#).

### CONTEXT & SITE

**CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.**

#### CS1-A Energy Use

**CS1-A-1. Energy Choices:** At the earliest phase of project development, examine how energy choices may influence building form, siting, and orientation, and factor in the findings when making siting and design decisions.

#### CS1-B Sunlight and Natural Ventilation

**CS1-B-1. Sun and Wind:** Take advantage of solar exposure and natural ventilation. Use local wind patterns and solar gain to reduce the need for mechanical ventilation and heating where possible.

**CS1-B-2. Daylight and Shading:** Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on site.

**CS1-B-3. Managing Solar Gain:** Manage direct sunlight falling on south and west facing facades through shading devices and existing or newly planted trees.

#### CS1-C Topography

**CS1-C-1. Land Form:** Use natural topography and desirable landforms to inform project design.

**CS1-C-2. Elevation Changes:** Use the existing site topography when locating structures and open spaces on the site.

#### CS1-D Plants and Habitat

**CS1-D-1. On-Site Features:** Incorporate on-site natural habitats and landscape elements into project design and connect those features to existing networks of open spaces and natural habitats wherever possible. Consider relocating significant trees and vegetation if retention is not feasible.

**CS1-D-2. Off-Site Features:** Provide opportunities through design to connect to off-site habitats such as riparian corridors or existing urban forest corridors. Promote continuous habitat, where possible, and increase interconnected corridors of urban forest and habitat where possible.

#### **CS1-E Water**

**CS1-E-1. Natural Water Features:** If the site includes any natural water features, consider ways to incorporate them into project design, where feasible.

**CS1-E-2. Adding Interest with Project Drainage:** Use project drainage systems as opportunities to add interest to the site through water-related design elements.

### ***Ballard Supplemental Guidance:***

#### **CS1-1 Plants and Habitat**

**CS1-1-a. On-Site Features:** In the Residential In-Town and Civic Core, integrate landscaping in front of residences, within the planting strip, setbacks, or in street-level open spaces to add visual interest for people walking by, habitat, or a buffer from sidewalks for residents. With Seattle Department of Transportation approval, select plants that will provide interest year-round and create a variety of color and texture along the street.

#### **CS1-2 Water**

##### **CS1-2-a. Adding Interest with Project Drainage:**

- In the Residential In-Town and Civic Core, consider integrating natural drainage in front of residences to add visual interest for pedestrians, as well as a landscape amenity and a buffer from sidewalks for residents.
- Consider integrating drainage elements in architectural or artistic ways.

### **CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.**

#### **CS2-A Location in the City and Neighborhood**

**CS2-A-1. Sense of Place:** Emphasize attributes that give a distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.

**CS2-A-2. Architectural Presence:** Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.

#### **CS2-B Adjacent Sites, Streets, and Open Spaces**

**CS2-B-1. Site Characteristics:** Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.

**CS2-B-2. Connection to the Street:** Identify opportunities for the project to make a strong connection to the street and public realm.

**CS2-B-3. Character of Open Space:** Contribute to the character and proportion of surrounding open spaces.

**CS2-C Relationship to the Block**

**CS2-C-1. Corner Sites:** Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances.

**CS2-C-2. Mid-Block Sites:** Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge and respond to datum lines of adjacent buildings at the first three floors.

**CS2-C-3. Full Block Sites:** Break up long facades of full-block buildings to avoid a monolithic presence. Provide detail and human scale at street-level, and include repeating elements to add variety and rhythm to the façade and overall building design.

**CS2-D Height, Bulk, and Scale**

**CS2-D-1. Existing Development and Zoning:** Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

**CS2-D-2. Existing Site Features:** Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties.

**CS2-D-3. Zone Transitions:** For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

**CS2-D-4. Massing Choices:** Strive for a successful transition between zones where a project abuts a less intense zone.

**CS2-D-5. Respect for Adjacent Sites:** Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

***Ballard Supplemental Guidance:***

**CS2-1 Location in the Neighborhood – Sense of Place:** Reinforce the character and role of Ballard’s Character Areas.

**CS2-1-a. Character Core:** The mix of historic and heritage buildings create a welcoming business district. Buildings featuring construction techniques from over a century ago establish a distinct character with human scale, detail, and permanence.

1. Build structures to the street and include shops and restaurants along Principal Pedestrian Streets to create a vibrant street and solidify the walkable business district.
2. Respond to design precedents of old buildings by incorporating well-detailed, quality construction and transparent street-level facades. Draw attention to entrances, and use variety in awnings and signs.
3. Building massing should create human-scaled buildings, through their approach to the required upper setbacks, and employing massing breaks that avoid creating a continuous canyon - especially on NW Market St.
4. Detailed building form is preferred instead of ornamental decoration.

**CS2-1-b. Civic Core:** The Civic Core is a mix of civic uses, community oriented businesses and a variety of residential building types. The tree-lined streets include more intimate open spaces giving a unifying public character.

1. Contribute to a rich civic character, and active public life where people walk between homes and businesses, and parks, libraries and other gathering spaces.
2. Take cues from adjoining buildings for design elements, such as prominent roof overhangs, window placement and upper level setbacks.
3. Design and program privately owned open spaces to contribute to the public realm.
4. Strive to include north/south mid-block connections that improve access from new projects to the adjacent streets.
5. Consider setting back portions of the east-west facades to form “side rooms” or “eddies” of activities.
6. Set back and raise street-level residences from the sidewalk.
7. Provide visually distinguishable and/or individual residential entries.

**CS2-1-c. General Commercial:** *This commercial area is a neighborhood gateway that meets the surrounding neighborhoods’s weekly and monthly needs for goods and services.*

1. Consider office uses on upper floors.
2. Design the street-level of buildings, streetscape, and landscaping to produce active storefronts and a comfortable walking environment that balance the vehicle traffic on 15th Ave. NW and NW Market St.
3. At the intersection of 15th Ave. NW and NW Market St., create a sense of place by placing active uses on corners, and incorporating generous pedestrian amenities.

**CS2-1-d. Commercial Mixed:** *The section of 15th Ave NW, north of NW 58th St., provides a mix of businesses serving adjacent neighborhoods, as well as services and shops serving north-west Seattle.*

1. Include residential and/or office uses in upper floors to take advantage of the transit and auto access.
2. Prioritize pedestrian-oriented retail at corners.

**CS2-1-e. Residential/Neighborhood Retail:** *The primarily residential character is punctuated by small, neighborhood-oriented commercial spaces on corners along arterials that provide convenience retail and services within the neighborhood.*

1. Consider including small, pedestrian-oriented retail at corners on 14th Ave. NW.
2. Prioritize small scale businesses on corners along 24th Ave. NW.
3. Commercial spaces should wrap the corner and include windows and entries on streets as well as avenues.
4. When retail or cafes are included, prioritize pedestrian and bicycle access on amenities, rather than parking.

**CS2-1-f. Residential In-Town:** Ballard’s higher density multifamily areas provide in-town living opportunities that enjoy easy access to shops, services, and jobs. The design

characteristics, and streetscape support a diverse population, including singles, families, and seniors.

- Row houses are preferred.
- Consolidate entries to shared, below-grade parking when parking is provided.

**CS2-2 Architectural Presence at Gateways:** Projects at gateways should have a strong visual identity that can be perceived at a distance as one approaches the gateway, in addition to strong architectural detail and high-quality materials.

**CS2-2-a. Design Concept:** Projects in gateways should have a strong design concept that integrates building architecture, streetscape and landscaping to create a landmark and sense of place that becomes part of the architectural legacy of Ballard.

**CS2-2-b. Enhance the Major Gateways.**

- Responding to adjacent transit facilities in the site plan;
- Incorporating generous pedestrian amenities at transit stops;
- Creating a landscaped buffer between pedestrians and traffic;
- Placing active uses on corners; and
- Ensuring buildings engage pedestrians and activate sidewalks at the street level.

**CS2-3 Adjacent Sites, Streets, and Open Spaces**

**CS2-3-a. Connection to the Street**

1. Character Core: Street-level facade design should create a strong connection to pedestrians.

- Emphasize identifiable entrances. Avoid storefront windows recessed more than 6" behind the building facade at street level. Use a variety of awnings and signs. Street level facades should have greater proportion of windows than solids.
- Consider responding to development standards such as lot coverage, building width, and facade modulation requirements, by connecting private open space to the street. Balance the impact to active street-level facade by wrapping commercial uses around the edges of these open spaces.

2. Civic Core: Provide a transition from public to private spaces.

- Set back or raise street level residences from the sidewalk. Provide visually distinguishable individual residential unit entries to rowhouses.
- In setbacks along residential units use design elements (e.g. hedges, paving changes, stoops, porches) to indicate the transition from public (sidewalk) to private (dwelling).
- Consider setting back portions of the street-level commercial facades from the sidewalk to provide semi-public or private spaces along the streets, or incorporating undulating and playful building edges programmed with landscaping, active uses, cafe seating, walls and roof overhangs.

3. West and North Sides of Ballard Commons: Residential projects with units that directly access the public right-of-way are preferred since they help enliven the street environment.



4. South Side of Ballard Commons: Mixed-use projects around the park should provide active storefronts along the entire south edge of NW 57th Street, west of 22nd Avenue NW, and a consistent street wall with a two story minimum height.

**CS2-3-b. Pedestrian-Oriented Retail at Corners:** Encourage small pedestrian-oriented retail at corners along 15th Ave. NW and 14th Ave. NW, especially near bus stops.

**CS2-3-c. Intersection of 15th Ave. NW and NW Market St.:** On projects at the intersection of 15th Ave. NW and NW Market St., in addition to creating an active sidewalk frontage, consider incorporating small, street-level courtyards with seating and landscaping. This would complement the busy pedestrian and vehicle environment, by increasing the commercial frontages and create a welcoming, off-street environment for occupants and patrons.

**CS2-3-d. Character of Open Space**

1. Surrounding the Ballard Commons Park: Buildings should create a consistent two-story street wall with ground related entries. Development above the two-story base should be set back and be modulated to increase solar exposure to the street park.

2. Commercial buildings adjacent to parks should create active spaces (such as dining areas or window displays) that support activity and create lively backdrops to parks.

**CS2-4 Relationship to the Block**

**CS2-4-a. Corner Sites**

1. Avoid live-work units on corners, or provide large work space display windows that wrap the corner, in order to accommodate truly commercial ground-floor uses.

2. Where building facades span to corners on a sloping street, adjust the ground-floor height to increase the amount of full-height floors along the street. Provide entries to shops near both corners. Alternatively, set back the ground floor and adjust the grade to provide full-height floors.

3. Avoid the use of turrets on corner sites, and use architecture details and massing that are integrated into the overall design concept.

**CS2-5 Height, Bulk, and Scale**

**CS2-5-a. Character Core and Civic Core:** Work with required upper-level setbacks to avoid creating a canyon feel, particularly along the long, east-west blocks. Consider orienting open areas that provide light and air to residences on the upper levels toward the street.

**CS2-5-b. Along Commercial Streets:** In general, projects should provide a consistent, two-story street wall along commercial streets. Deviations from the consistent street wall are acceptable for open spaces that are programmed for public use (e.g. dining or sitting). Strive to create unified facades along these lower stories by:

- Continuing floor heights;
- Reflecting adjacent window size and placement;
- Incorporating similar cornice or pediment treatments; and/or
- Other similar methods.

**CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.**

**CS3-A Emphasizing Positive Neighborhood Attributes**

**CS3-A-1. Fitting Old and New Together:** Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

**CS3-A-2. Contemporary Design:** Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

**CS3-A-3. Established Neighborhoods:** In existing neighborhoods with a well-defined architectural character, site and design new structures to complement or be compatible with the architectural style and siting patterns of neighborhood buildings.

**CS3-A-4. Evolving Neighborhoods:** In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

**CS3-B Local History and Culture**

**CS3-B-1. Placemaking:** Explore the history of the site and neighborhood as a potential placemaking opportunity. Look for historical and cultural significance, using neighborhood groups and archives as resources.

**CS3-B-2. Historical/Cultural References:** Reuse existing structures on the site where feasible as a means of incorporating historical or cultural elements into the new project.

***Ballard Supplemental Guidance:***

**CS3-1 Fitting Old and New**

**CS3-1-a. Character Core:** New buildings should: reflect the scale and proportion, roof forms, detailing, windows, and use complementary materials of the Ballard Avenue Landmark District and older buildings along NW Market St.

**CS3-1-b. Character Core and Civic Core:** New, large buildings should reflect the 50' - 100' typical lot widths as well as the spacing of floors and windows of existing projects when incorporating techniques to create compatible scale and bulk. Consider the height of adjacent building parapets and other design features when determining the height at which to begin upper-level setbacks.

**CS3-1-c. Civic Core and In-Town Residential:** In these areas, where a new project is replacing smaller-scaled buildings, reinforce the more granular massing and design concepts found in existing buildings, without using details (such as small dormers or shingles) that are not appropriate to the new, larger-scaled project.

**CS3-1-d. Massing Choices:** Strong architectural elements that define and create human scale are preferred over unorganized mix of styles and materials.

**CS3-1-e. Unified Design:** Design new buildings to have horizontal divisions that create distinctive base and cap levels. Integrate the upper levels into the overall building design and choice of materials.

## PUBLIC LIFE

### **PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.**

#### **PL1-A Network of Open Spaces**

**PL1-A-1. Enhancing Open Space:** Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

**PL1-A-2. Adding to Public Life:** Seek opportunities to foster human interaction through an increase in the size and quality of project-related open space available for public life.

#### **PL1-B Walkways and Connections**

**PL1-B-1. Pedestrian Infrastructure:** Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

**PL1-B-2. Pedestrian Volumes:** Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

**PL1-B-3. Pedestrian Amenities:** Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered.

#### **PL1-C Outdoor Uses and Activities**

**PL1-C-1. Selecting Activity Areas:** Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes.

**PL1-C-2. Informal Community Uses:** In addition to places for walking and sitting, consider including space for informal community use such as performances, farmer's markets, kiosks and community bulletin boards, cafes, or street vending.

**PL1-C-3. Year-Round Activity:** Where possible, include features in open spaces for activities beyond daylight hours and throughout the seasons of the year, especially in neighborhood centers where active open space will contribute vibrancy, economic health, and public safety.

### ***Ballard Supplemental Guidance:***

#### **PL1-1 Network of Open Spaces**

##### **PL1-1-a. Enhancing Open Space**

1. Projects fronting onto Bergen Park should consider how to incorporate site circulation, ground-level open space, and windows to create activity that complements the park. Consider upper-story setbacks to minimize shading of Bergen Park.

2. Projects across 22nd Ave. NW from Ballard Commons, should orient buildings so that entrances and private open spaces create a physical or visual connection with Ballard Commons, and activate 22nd Ave. NW, integrating the park, the street and private development for celebrations and events.

##### **PL1-1-b. Adding to Public Life**

1. Large Mixed-use and Multifamily Buildings: When not located on Principal Pedestrian Streets, projects should consider including ground-level open space when designing the building massing.

- Orient open space to take advantage of sunlight.
- Include windows, entries, balconies, and design elements of adjacent building facades that help activate the open space.
- When possible, connect interior building common areas to the outdoor areas.
- When a project incorporates restaurants or pubs, the design should consider café seating.
- Create gradual transitions from street-level to any raised open areas by using wide steps and integrating landscaping and other elements.
- Incorporate places to sit that are integrated into active uses and can be easily managed by those uses.
- Include green stormwater infrastructure where feasible.

2. In the Civic Core: The landscaping and sidewalk environment should create a rich public realm and active public open space that extends from the Ballard Commons.

- With SDOT approval, create tree-lined, and well landscaped streets that integrate with semi-private and private spaces, giving a unifying public character.
- Design private open spaces to contribute to public life through their location and site plan. Strive to include street-level open space and amenity areas in residential projects.
- Integrate artistic and custom-made elements into street level landscaping.

## **PL1-2 Walkways and Connections**

**PL1-2-a. Pedestrian Volumes:** Create welcoming and spacious sidewalk environment through integrating private open space, setbacks and careful location of entrances at the Gateways.

**PL1-2-b. Pedestrian Amenities:** Create lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction to the site and building. Examples of pedestrian amenities include seating, other street furniture, lighting, year-round landscaping, seasonal plantings, pedestrian scale signage, site furniture, artwork, awnings, large storefront windows, and engaging retail displays and/or kiosks.

**PL1-2-c. Mid-Block Pedestrian Connections:** Mid-block connections are strongly encouraged through long blocks in the Character Core and Civic Core. The Design Review Board may consider a departure as set forth at SMC 23.41.012 to reduce open space requirements in exchange for a mid-block pedestrian connection. Such spaces shall be sited and designed in a manner that are clearly public in nature and engaging to pedestrians.

## **PL1-3 Outdoor Uses and Activities**

**PL1-3-a. Priority Activity Area:** Along 22nd Ave. NW, between NW Market St. and NW 58th St., consider designing street-level elements to support the role of 22nd Ave. NW as a street that accommodates festivals and events. The Ballard Branch Library supports this by providing wide sidewalks, and by including an entrance to the public meeting room that allows events to spill out on to the sidewalk.

**PL2 Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.**

**PL2-A Accessibility**

**PL2-A-1. Access for All:** Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door.

**PL2-A-2. Access Challenges:** Add features to assist pedestrians in navigating sloped sites, long blocks, or other challenges.

**PL2-B Safety and Security**

**PL2-B-1. Eyes on the Street:** Create a safe environment by providing lines of sight and encouraging natural surveillance.

**PL2-B-2. Lighting for Safety:** Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

**PL2-B-3. Street-Level Transparency:** Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

**PL2-C Weather Protection**

**PL2-C-1. Locations and Coverage:** Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops.

**PL2-C-2. Design Integration:** Integrate weather protection, gutters and downspouts into the design of the structure as a whole, and ensure that it also relates well to neighboring buildings in design, coverage, or other features.

**PL2-C-3. People-Friendly Spaces:** Create an artful and people-friendly space beneath building.

**PL2-D Wayfinding**

**PL2-D-1. Design as Wayfinding:** Use design features as a means of wayfinding wherever possible.

**PL3 Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.**

**PL3-A Entries**

**PL3-A-1. Design Objectives:** Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

**PL3-A-2. Common Entries:** Multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors.

**PL3-A-3. Individual Entries:** Ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry.

**PL3-A-4. Ensemble of Elements:** Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.

### **PL3-B Residential Edges**

**PL3-B-1. Security and Privacy:** Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings.

**PL3-B-2. Ground-level Residential:** Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street.

**PL3-B-3. Buildings with Live/Work Uses:** Maintain active and transparent facades in the design of live/work residences. Design the first floor so it can be adapted to other commercial use as needed in the future.

**PL3-B-4. Interaction:** Provide opportunities for interaction among residents and neighbors.

### **PL3-C Retail Edges**

**PL3-C-1. Porous Edge:** Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.

**PL3-C-2. Visibility:** Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays.

**PL3-C-3. Ancillary Activities:** Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.

## ***Ballard Supplemental Guidance:***

### **PL3-1 Entries**

**PL3-1-a. Residential Entries:** In Residential In-Town, row houses with individual entrances and stoops are recommended at the street level. In the Civic Core, residences with individual entrances and stoops are preferred along NW 58th St.

#### **PL3-1-b. Retail Entries:**

- Character Core: Along Principal Pedestrian streets in Pedestrian designation zones, continue the precedent of a high density of storefronts, entries, and the human-scale of the street-facing façades established along Ballard Ave. NW and along NW Market St. between 24th Ave. NW and 20th Ave NW.
- Civic Core: Where ground level commercial uses are provided, consider setting back portions of the street-level facade and cluster entries and active uses such as sidewalk cafes and benches to create a transition from public to semi-private spaces and to create a softer street-wall.

### **PL3-2 Residential Edges**

- Use strong design elements in setbacks (e.g. sitting walls, raised patios, planters, paving changes, stoops, and porches) to indicate the transition from public to private.

- Encourage clearly differentiated residential or commercial street level uses. Encourage ground-related residential uses to follow development standards.

**PL3-3 Buildings with Live/Work Uses:** Discourage live/work units on Principal Pedestrian Streets; these streets should have genuine, activating commercial uses.

- Avoid live/work units on corners.
- All residential buildings are preferred over live-work units along the entire street-level.

**PL3-4 Retail Edges** should be porous, and include pedestrian interest and diverse storefront treatments and tenant spaces.

**PL3-4-a. Windows:** Avoid deeply recessed windows at street level.

**PL3-4-b. Awnings and Signage:** Encourage variety in awnings and signs along the street-level facades of longer buildings.

**PL3-4-c. Transparency:** Street level facades should have a greater proportion of transparency than solids.

**PL3-4-d. Setbacks:** Consider small setbacks at street-level on busy streets, or where sidewalks are narrow, to incorporate seating, displays, rain cover, and provide some relief from traffic.

**PL3-4-e. Individualization:** Where multiple storefronts are provided along a building facade, incorporate features that allow for individualized identity.

**PL3-4-f. Operable Windows:** Incorporate window walls that can open for restaurants.

**PL3-4-g. Size and Length:** Include commercial spaces for small, individual business establishments that average 2,000 square feet or less in size at street level. Set maximum length of street frontage for individual business consistent with area business character.

**PL4 Active Transportation:** Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

#### **PL4-A Entry Locations and Relationships**

**PL4-A-1. Serving all Modes of Travel:** Provide safe and convenient access points for all modes of travel.

**PL4-A-2. Connections to All Modes:** Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access.

#### **PL4-B Planning Ahead for Bicyclists**

**PL4-B-1. Early Planning:** Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.

**PL4-B-2. Bike Facilities:** Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

**PL4-B-3. Bike Connections:** Facilitate connections to bicycle trails and infrastructure around and beyond the project.

#### **PL4-C Planning Ahead For Transit**

**PL4-C-1. Influence on Project Design:** Identify how a transit stop (planned or built) adjacent to or near the site may influence project design, provide opportunities for placemaking.

**PL4-C-2. On-site Transit Stops:** If a transit stop is located onsite, design project-related pedestrian improvements and amenities so that they complement any amenities provided for transit riders.

**PL4-C-3. Transit Connections:** Where no transit stops are on or adjacent to the site, identify where the nearest transit stops and pedestrian routes are and include design features and connections within the project design as appropriate.

***Ballard Supplemental Guidance:***

**PL4-1 Planning Ahead for Bicyclists:** Bicycle use and parking should be encouraged to promote a healthy and active neighborhood and to support local businesses. Plan for bicycle parking that provides a place to lock up close to business entries. Bicycle racks should be plentiful, and either be from the Seattle Department of Transportation's bike parking program or be an approved rack of similar "inverted U" or "staple" style. The bicycle racks may also be an opportunity for place-making, such as having a uniform color.

**PL4-2 Planning Ahead for Transit:** Consider adjacent transit stops by orienting entrances near stop locations, and providing sufficient setbacks to accommodate transit users, pedestrians and to minimize conflicts.

<b>DESIGN CONCEPT</b>
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**DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.**

**DC1-A Arrangement of Interior Uses**

**DC1-A-1. Visibility:** Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.

**DC1-A-2. Gathering Places:** Maximize the use of any interior or exterior gathering spaces.

**DC1-A-3. Flexibility:** Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.

**DC1-A-4. Views and Connections:** Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.

**DC1-B Vehicular Access and Circulation**

**DC1-B-1. Access Location and Design:** Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

**DC1-B-2. Facilities for Alternative Transportation:** Locate facilities for alternative transportation in prominent locations that are convenient and readily accessible to expected users.

**DC1-C Parking and Service Uses**

**DC1-C-1. Below-Grade Parking:** Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.

**DC1-C-2. Visual Impacts:** Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.



**DC1-C-3. Multiple Uses:** Design parking areas to serve multiple uses such as children’s play space, outdoor gathering areas, sports courts, woonerf, or common space in multifamily projects.

**DC1-C-4. Service Uses:** Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

***Ballard Supplemental Guidance:***

**DC1-1 Vehicular Access and Circulation**

**DC1-1-a. Access Location and Design**

- Continue to develop the alley between NW Market St. and NW 56th St. between 17th Ave. NW and 24th Ave. NW, and design buildings so that all vehicle and service access occur from the alley.
- Where there is no platted alley, consider organizing vehicle access to accommodate future shared, private access easements.
- Combine and consolidate service areas with parking access, where parking is provided.

**DC1-2 Shared Parking:** Where parking is provided, design access so that it can accommodate visitors, tenants, and the potential for shared or leased parking.

**DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.**

**DC2-A Massing**

**DC2-A-1. Site Characteristics and Uses:** Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

**DC2-A-2. Reducing Perceived Mass:** Use secondary architectural elements to reduce the perceived mass of larger projects.

**DC2-B Architectural and Facade Composition**

**DC2-B-1. Façade Composition:** Design all building facades—including alleys and visible roofs—considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.

**DC2-B-2. Blank Walls:** Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

**DC2-C Secondary Architectural Features**

**DC2-C-1. Visual Depth and Interest:** Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).

**DC2-C-2. Dual Purpose Elements:** Consider architectural features that can be dual purpose—adding depth, texture, and scale as well as serving other project functions.

**DC2-C-3. Fit With Neighboring Buildings:** Use design elements to achieve a successful fit between a building and its neighbors.

#### **DC2-D Scale and Texture**

**DC2-D-1. Human Scale:** Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept

**DC2-D-2. Texture:** Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or “texture,” particularly at the street level and other areas where pedestrians predominate.

#### **DC2-E Form and Function**

**DC2-E-1. Legibility and Flexibility:** Strive for a balance between building use legibility and flexibility. Design buildings such that their primary functions and uses can be readily determined from the exterior, making the building easy to access and understand. At the same time, design flexibility into the building so that it may remain useful over time even as specific programmatic needs evolve.

#### ***Ballard Supplemental Guidance:***

##### **DC2-1 Massing**

**DC2-1-a. Reducing Perceived Mass:** In the Character Core, the massing of new buildings should reflect the dominant 50 to 100-foot parcel width that was common in areas platted up to 1930. This can be achieved by either limiting building lengths or by creating distinct designs or material changes, or vertical modulations, that break up facades into this scale.

##### **DC2-2 Architectural and Façade Composition**

**DC2-2-a. Rhythm and Corners:** Provide continuity of rhythm of vertical and horizontal elements (such as window size and spacing and location of entrances) along a block. Maximize the visibility of corner locations by placing entrances and strong design features on corners.

**DC2-2-b. Horizontal Divisions:** Design buildings to have horizontal divisions that create strong base levels (preferably two stories) that are not overpowered by the upper-level massing. Where the street level façade is set back to provide additional space at the ground level, ensure that the overhang is at least 13-15 feet above the sidewalk.

##### **DC2-3 Scale and Texture**

###### **DC2-3-a. Texture**

- At the street level, incorporate a variety of textures such as blade signs, uneven brick, gooseneck lights, and windows that add texture and scale that is perceptible at a walking pace.
- Create well-detailed and highly-visible storefronts. Provide opportunities for window displays. Generally, avoid small, deeply inset street-level storefront windows.
- Consider small recesses for doorways.

##### **DC2-4 Form and Function**

**DC2-4-a. Legibility and Flexibility:** In addition to responding to the design of surrounding buildings, new projects should continue Ballard’s legacy of historic buildings by integrating form, function, and materials to meet today’s needs.

1. Clearly differentiate residential from commercial street-level uses.
2. Discourage departures from ground-related residential development standards.
3. Create a strong building base design presence so that the street-level is not overwhelmed by the middle and top of the building.
4. Include smaller, more “naturally affordable” retail spaces to maintain a diversity in services and stores, and to fit with the historic predominance of smaller commercial spaces.

**DC3 Open Space Concept: Integrate open space design with the building design so that they complement each other.**

**DC3-A Building-Open Space Relationship**

**DC3-A-1. Interior/Exterior Fit:** Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

**DC3-B Open Space Uses and Activities**

**DC3-B-1. Meeting User Needs:** Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function.

**DC3-B-2. Matching Uses to Conditions:** Respond to changing environmental conditions such as seasonal and daily light and weather shifts through open space design and/or programming of open space activities.

**DC3-B-3. Connections to Other Open Space:** Site and design project-related open spaces to connect with, or enhance, the uses and activities of other nearby public open space where appropriate.

**DC3-B-4. Multifamily Open Space:** Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction.

**DC3-C Design**

**DC3-C-1. Reinforce Existing Open Space:** Where a strong open space concept exists in the neighborhood, reinforce existing character and patterns of street tree planting, buffers or treatment of topographic changes. Where no strong patterns exist, initiate a strong open space concept that other projects can build upon in the future.

**DC3-C-2. Amenities/Features:** Create attractive outdoor spaces suited to the uses envisioned for the project.

**DC3-C-3. Support Natural Areas:** Create an open space design that retains and enhances onsite natural areas and connects to natural areas that may exist off-site and may provide habitat for wildlife.

***Ballard Supplemental Guidance:***

**DC3-1 Building-Open Space Relationship**

**DC3-1-a. Interior/Exterior Fit:** Consider wrapping commercial uses around corners into any courtyards to create a gradual transition from public to private open space areas.

## **DC3-2 Open Space Uses and Activities**

**DC3-2-a. Meeting User Needs:** Outside of pedestrian zones, large mixed-use and multifamily developments should incorporate ground-level open space when designing the massing.

1. Include windows, entries, balconies, and design elements of adjacent building facades that help activate the open space.
2. When possible, connect interior building common areas to the outdoor areas.
3. When a project incorporates restaurants or pubs, the design should include café seating along sidewalks and/or courtyards.
4. Create gradual transitions from street-level to any raised open areas by using wide steps with integrated landscaping and other welcoming elements.
5. Include green stormwater infrastructure where feasible.
6. In General Commercial areas, along 15th Ave. NW, incorporate into street-level setbacks elements such as pedestrian circulation areas, landscaping, lighting, weather protection, art, or other similar features that enhance the usability for residents and businesses, and gives relief to pedestrians walking along a busy street.

## **DC3-3 Design**

**DC3-3-a. Amenities and Features:** In the Residential In-Town and Civic Core, integrate landscaping in front of residences within the planting strip and/or in the required setback to add visual interest for people walking by, a habitat, and a privacy layering from sidewalks for residents.

## **DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.**

### **DC4-A Exterior Elements and Finishes**

**DC4-A-1. Exterior Finish Materials:** Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

**DC4-A-2. Climate Appropriateness:** Select durable and attractive materials that will age well in Seattle's climate, taking special care to detail corners, edges, and transitions.

### **DC4-B Signage**

**DC4-B-1. Scale and Character:** Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs.

**DC4-B-2. Coordination with Project Design:** Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

### **DC4-C Lighting**

**DC4-C-1. Functions:** Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.

**DC4-C-2. Avoiding Glare:** Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.

#### **DC4-D Trees, Landscape, and Hardscape Materials**

**DC4-D-1. Choice of Plant Materials:** Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

**DC4-D-2. Hardscape Materials:** Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

**DC4-D-3. Long Range Planning:** Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended.

**DC4-D-4. Place Making:** Create a landscape design that helps define spaces with significant elements such as trees.

#### **DC4-E Project Assembly and Lifespan**

**DC4-E-1. Deconstruction:** When possible, design the project so that it may be deconstructed at the end of its useful lifetime, with connections and assembly techniques that will allow reuse of materials.

### ***Ballard Supplemental Guidance:***

#### **DC4-1 Building Materials**

##### **DC4-1-a. Exterior Finish Materials:**

1. The structure's form and materials should respond to each other and changes in material should accompany a change in form or plane. Randomly changing materials within the same plane to reduce perceived bulk is discouraged.
2. Select materials that convey permanence:
  - On building cladding and details, avoid thin materials that buckle or warp.
  - Materials that require no or minimal maintenance are encouraged on larger buildings. Examples include: brick, steel, and fiber cement panel products with integral color.
  - Commercial development should incorporate materials that stand up to intensive public use.
  - Window openings should incorporate lintels and sills on a scale that is appropriate to the size of the building.
3. Avoid using a high variety of materials in an attempt to reduce bulk. Brick and stone masonry are preferred. Metal and other industrial finishes can be used to complement traditional materials or create interesting contrast.
4. Residential buildings should incorporate operable windows, and fine-scaled detailing without relying on single-family residential materials such as vinyl clapboards and shingles.

5. Use new technology and energy-saving techniques, quality materials, and designs that allow long-term flexibility of uses in a manner that expresses an integration of form, function and materials to create buildings that age gracefully.
6. New buildings in the Character Core and Civic Core should reflect the larger scale and significant investment found there.
  - a) Traditional materials like brick and stone are preferred for the Character Core.
  - b) In the Civic Core, use durable and modern materials such as metal, wood, glass, and brick that are in scale with new development. Bold colors and volumes similar to those expressed in the Ballard Library and Greenfire buildings are encouraged.
  - c) Projects should reinforce the historic character with use of high quality materials and a selective color palette.
  - d) The detailing and texture of materials used at street-level in the Character Core and Civic Core should reflect the pedestrian scale.

#### **DC4-2 Signage**

**DC4-2-a. Scale and Character:** In addition to all requirements found in the Sign Code, the following guidelines also apply:

1. Indirectly lit signs are preferred. Internally illuminated signs are generally not appropriate within the neighborhood design guideline boundary (Ballard Urban Village) except on 15th Ave NW and 24th Ave NW. Where backlit signs are used, they should be integrated into the building architecture.
2. Awnings, especially if backlit, should not be the primary signage.
3. Shingle signs, signage integrated into the transom or cornices, and applied to display windows are preferred for the Character Core and Civic Core.
4. Consider complex shapes rather than simple rectangles, circles or squares where they complement the architectural expression of the building and/or neighborhood.

**DC4-2-b. Coordination with Project Design:** Size and locate signs to complement the architectural scale of the façade, and to not obscure or bridge horizontal and vertical elements such as cornices, transoms, or beltlines.

#### **RECOMMENDATIONS**

The recommendation summarized above was based on the design review packet dated Monday, March 07, 2022, and the materials shown and verbally described by the applicant at the Monday, March 07, 2022 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the five Design Review Board members recommended APPROVAL of the subject design and departures with the following condition:

1. Work with staff to incorporate sufficient safety measures into the design to ensure a safe exit from the driveway access on NW 54<sup>th</sup> Street (PL2-B. Safety and Security, *Ballard*

DC1-1. Vehicular Access and Circulation, DC1-B-1. Access Location and Design, DC1-C-4. Service Uses).

**REC REPORT SENT 4/11/2022 BCC**

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