



**Urban Design and Transportation Working Group
Ballard Urban Design Framework**

**Meeting # 4: Streetscape
June 19, 2014**

Schedule of Topics

- June 3 Urban/Building Character
- June 19 Urban/Building Character/ Streetscape
- July 3 Streetscape/ Open Space
- July 17 *BPSG Strategic Plan*
- Aug. 7 Affordable Housing
- Sept. 4 Putting it together - Preliminary Urban Design, Streetscape and Housing Strategies
- Late Sept. Community Meeting 2 - Urban Design, Open Space & Housing

Followed by employment, transportation, refining strategies

Today's Objectives

- Refine urban form character maps that will help adjust development regulations to better address the community's priorities and issues.
- Begin identifying street types; relate them to the urban form in order to help create streetscape concept plans that guide future street improvements.

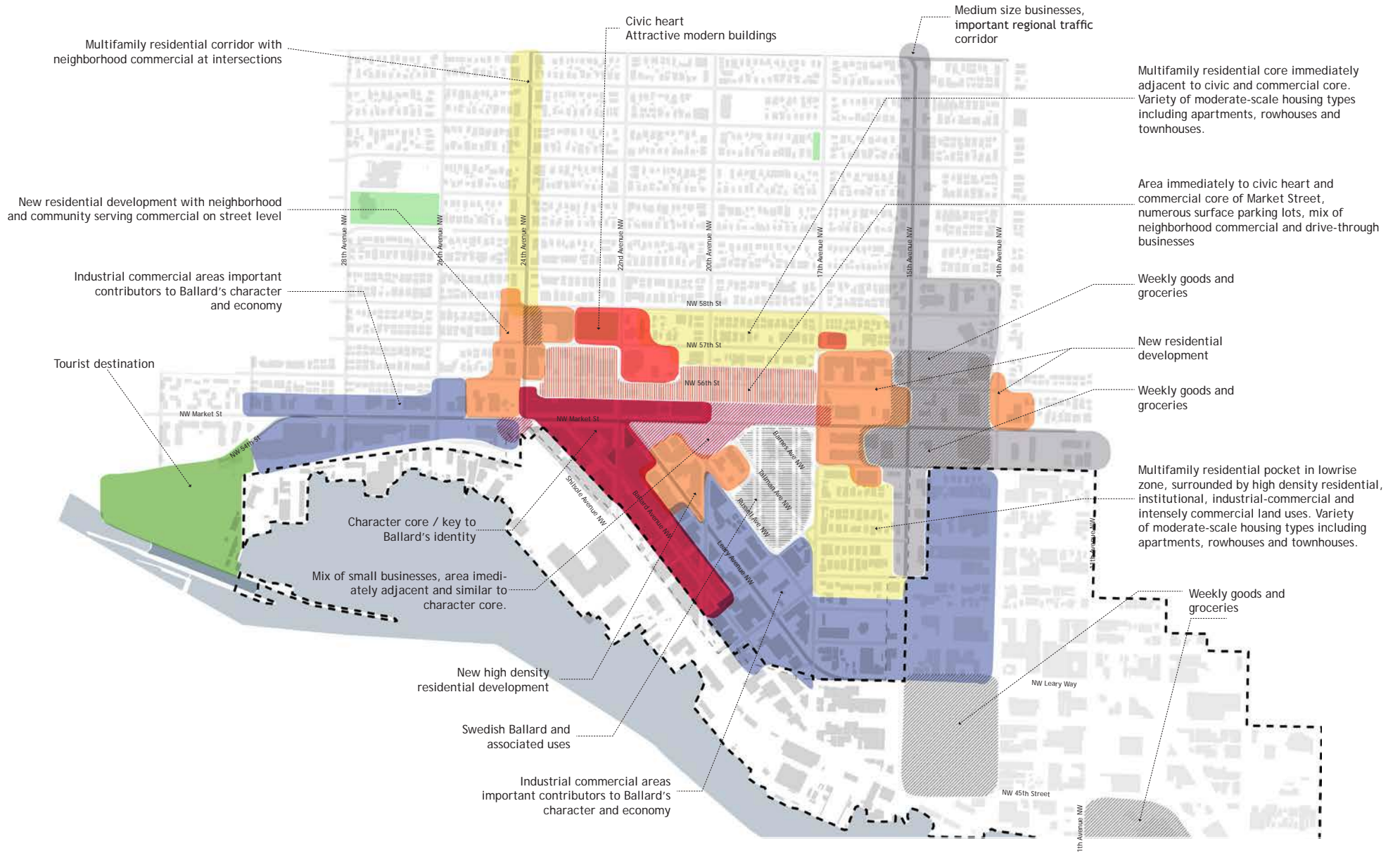
Relevant UDaT Principles

- Create a hierarchy of great streets and public spaces (with special attention to Market Street as well as Ballard Avenue).
- Protect and enhance Ballard's thriving industries while ensuring appropriate balance between maritime/ industrial, office, retail, restaurants, nightlife, and livability of residents.
- Preserve the historic character of neighborhood areas.
- Encourage design quality and variety in the built environment.
- Address neighborhood areas that are likely to change.
- Balance the mobility needs of pedestrians, bicycles, cars, freight, and transit.
- Prepare for potential high capacity transit investment.
- Consider views and connections to iconic streetscape, nature, and the water.
- Participants in the Ballard Partnership for Smart Growth process are concerned about recent development in Ballard (especially along Market Street between 17th and 26th) and expect the Urban Design Framework process to address this issue.

What we heard about urban character..

EXISTING ROLE AND CHARACTER

The purpose of this diagram is to document the distinct roles and character of specific areas in the Ballard core. It establishes a baseline from which the UDaT will assess challenges and opportunities for the character of development.



EXISTING DEVELOPMENT CHARACTERISTICS

This chart organizes the characteristics of existing development into the elements that are typically addressed in the City's development regulations.

Typical land uses	Typical zoning	Lot sizes / Block sizes	Building Types	Building Height	Street Level Uses	Parking Location	Landscaping	Existing Role
Moderate density multifamily residential	LR3, MR-RC, with some NC 1 at intersections	Medium sized parcels	Apartments, row houses, town houses	Three-four floors	Primarily residential	Side, rear or beneath structure for new buildings, or between building and sidewalk.	Varied. Landscaping often used to create screening between building and parking or sidewalk	Multifamily medium density residential
High density multifamily residential with commercial or residential uses on street level	Typically NC3-65 with pedestrian designation along some streets	Large parcels	Apartment building over ground floor retail or residential.	Six- seven floors	Mix of ground level residential and commercial (salons, dry cleaners etc.)	Typically beneath the structure	Open space typically inaccessible to public, sidewalk improvements and street trees	High density urban residential core
Banks, drive-through, surface parking, restaurants, neighborhood commercial	NC3-65	Small-medium parcels	Single story commercial	One-two floors	Mix of restaurants, banks, hobby stores, parking	Typically between the building and sidewalk	Very little landscaping in the form of small hedges or trees	This area is between the neighborhood's civic and commercial cores. A number of small businesses provide everyday services (hobby stores, banks) on this corridor. 56th also has extensive surface parking for the commercial uses on Market Street, creating to an 'open' feel that the community appreciates. At the same time, multiple curb cuts, very narrow sidewalks and the discontinuity of edge treatment and landscaping between parking and sidewalks create an unwelcoming pedestrian experience.
Library, restaurants, park, church	NC3-65	Small-medium parcels	Modern mixed use and institutional buildings along church and new park	Two-six floors	Mix of restaurants and civic or public spaces generating a large volume of foot traffic, prominent entrances, buildings set back to create plaza spaces with attractive canopies and a high level of transparency	Beneath the structure	Generous sidewalks with street trees in appropriately sized planting beds, street furniture includes bike racks, benches and art	This area defines the civic and communal heart in the Urban Village. The area is active through the daytime (including weekdays). A lower volume of vehicular traffic on 56th and 22nd and generous public spaces and setbacks create a safe and attractive environment for pedestrians and cars. The drugstore is a major destination. Existing uses cater to children, the elderly as well as families, many of whom walk to these destinations.
Restaurants, bars, boutiques, furnishing and home ware stores, farmer's market on Ballard Ave, coffee shops, restaurants, bars, bookshops, yoga studios, pet stores, record and art stores, music venues, hair salons etc. with office or commercial above	NC3-65 with a pedestrian overlay	Small parcels	Historic buildings, built to the property line, with attractive facades, a high degree of detailing on facades and transparency in shop front windows that meet the sidewalk, well defined entrances	One-four floors	Commercial generating a high volume of foot traffic, some outdoor restaurant seating	On street or to the rear of the building	Varying sidewalks widths with street trees.	Highly walkable and attractive character core of Ballard. Gathering place in the community (recreation and music). The area is a hub for nightlife, music and restaurant activity. A number of coffee shops and services such as gyms, hair salons and banks generate a significant amount of foot traffic in the day time. The year round Ballard farmer's market draws customers from all over the city.
Furniture store, realtor, music venue, insurance sales, corner store, tai chi and Qigong school, medical practice, optician, FedEx, restaurant, café	NC3-65 with a pedestrian overlay	Small parcels	Small buildings similar in scale to the historic core, built to the property line, but more recently built with less detailed facades and shop fronts.	One-two floors	Commercial generating a moderate amount of foot traffic.	Side, rear or beneath structure for new buildings. Some legacy street facing lots	Generous sidewalks with street trees	This area continues the walkable, pedestrian scaled character of the historic core. However, medical institutional uses and the unusual street grid along the south side creates a break from the sense of continuity and enclosure in the character core. Street level uses in this area typically generate more intermittent foot traffic.
Large grocery stores, auto cleaning and repair, medical clinics, religious, mortgage and insurance, fast food restaurants, vet, mattress and furniture stores, school, hardware and paint supplies	C1-65	Large parcels	Utilitarian commercial buildings with large footprints. Typically set back from the property line and separated from the sidewalk by extensive surface parking.	One-two floors	Commercial. These uses generate a large volume of automobile traffic and in some cases require large areas for loading and unloading operations and access to freight traffic.	Typically between the building and the sidewalk.	Minimum planting strips and screening.	This area provides a mix of necessary services and weekly goods to the local as well as the regional community. Most of these uses generate a large volume of automobile traffic and require large areas for loading/unloading.
Medical - Ballard Swedish and allied uses	MIO 65, 85, 105	Large parcels	Institutional buildings, screened and set back from sidewalks, with a mix of surface and structured parking	Four-six floors	Waiting areas, lounges and offices not directly accessible from street	Typically a mix of structured and surface parking	Landscaped areas between building and sidewalk	Medical center serving local and regional population.
Industrial, warehouse, commercial, auto sales	IC 65 and IG2 U-65	Medium-large parcels	Industrial and warehouse architecture with large door and window openings and yards	One-four floors		Side, rear or front of the building	Minimum or absent	This area gives Ballard it's industrial maritime character and links present day to its blue collar heritage. Some of these buildings are being used by newer compatible industrial-commercial uses such as breweries and bike stores.
Ballard locks and new climbing wall	NC3-40	Large parcels						Regional tourism and local recreational destination along Burke Gilman trail

OPPORTUNITIES AND CHALLENGES

This diagram assesses the challenges posed by existing development as well as opportunities that future development could build on or achieve.

Opportunities	Challenges
<p>May provide appropriate context for future residential growth and change with less impact on the historic core. Can accommodate a variety of buildings and housing types in walkable distance to the commercial and historic core.</p>	<p>Preserving existing older affordable market rate housing and family housing</p>
<p>New high density residential growth in the core supports local business district.</p>	<p>Large lots sizes, large E-W blocks and 60' facades result in some boxy, bulky buildings that do not relate to human scale. Bland materials and detailing. Recessed shop fronts create shadowed and unattractive street level facades, shop entrances are not prominent.</p>
<p>Should there be an opportunity for a diversity of residential and commercial uses? Many lots in prime area used for surface parking. The library and greenfire buildings set up an attractive relationship between building and sidewalk through landscaping, ground and upper level set backs, plazas, transparency and active street level uses. Can this language inform future development?</p>	<p>Existing parking lots serve an important function. Maintaining the 'open' character along 56th and service access to commercial uses on Market Street is important.</p>
<p>Thriving community civic core with large volume of pedestrians. Low traffic volumes and attractive and functional modern architecture.</p>	<p>Ensuring that new buildings allow solar access to existing public spaces and buildings and continue to strengthen the positive modern design language in this core. New ground floor residential along western edge of Ballard Commons has a poor connection with the park.</p>
<p>24th Avenue creates potential for a connection between commercial core and Shilsole Bay. Angled street intersections can be improved to be made safer and attractive.</p>	<p>Some of the public spaces (Marvin's Garden, Bergen Place) are great spaces although underutilized. More landscaping and wider sidewalks needed in some parks. Large number of bars. Intersections on Leary create disconnect between areas.</p>
<p>Potential to continue the character of the commercial core while encouraging some office and commercial uses. Opportunities to adapt existing lots and buildings for offices and other commercial uses.</p>	<p>To create development that is respectful of historic core character, avoid walled in feeling of large monolith buildings, create a high quality pedestrian environment.</p>
<p>Provides weekly needed goods and services. Important destination. Will continue to remain an important auto corridor. Access to the region and freight route. Area surrounding 15th and Market is a gateway into Ballard. Transit access.</p>	<p>Balancing needs of high auto traffic volumes with pedestrian, transit and truck needs is challenging. Creates an edge and divides the neighborhood.</p>
<p>Support local and maritime business and industry.</p>	<p>Competition from mixed use development, increasing pedestrian and bicycle traffic.</p>
<p>Regional destination.</p>	<p>Poor pedestrian and bicycle connection with the commercial core.</p>



Streetscape- What we've heard so far..

- Residents appreciate Ballard's **walkability**.
- Safer street crossings and sidewalks, slower traffic speeds, safer bike infrastructure, vertical speed control, improvements to street lighting, improved landscaping, better visibility for cars and peds, wider sidewalks, and improved transit will address some of the **challenges faced by children, elderly, families and other residents** in Ballard.
- **Transit has not kept up** with growth. There is **not enough open space**.
- Finding on street **parking is difficult** - need to require more off-street parking.
- Residential '**play streets**', **improved crossings across 15th, 24th, Market and Leary, crosswalk warning lights, lower speeds on 24th & 20th, fewer lanes on Market, pedestrian only zones in some places, bike tracks are some of the ideas from the community.**
- Improve **connectivity to Burke Gilman**. Balancing the needs of bicyclists, pedestrians, cars and freight is a **high priority** for the community.

Streetscape- What we've heard so far..

Where can changes improve Ballard's streets and sidewalks?

Put dots on the types of transportation that you use more than 2-3 times per week.



- Walk (46)
- Bus (36)
- Car alone (28)
- Bike (19)
- Car share (8), 1 Metro Vanpool, 1 Car2go
- Car with friends (7)

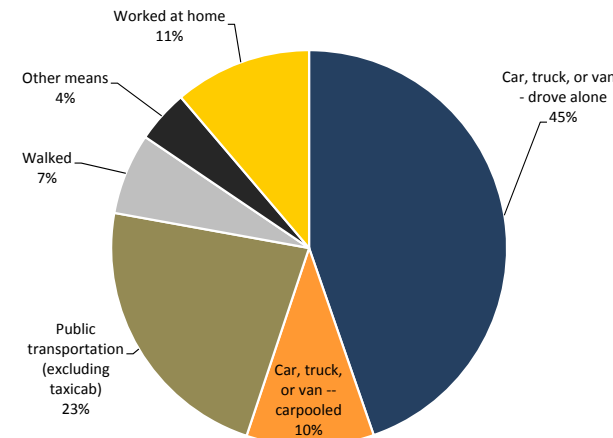
Means of Transportation to Work

Car, truck or van -
Drove Alone
45%

Citywide:
49.2%

Public Transportation
(excluding taxicabs)
23%

Citywide:
18.5%



Street, transit and bike classifications



Street types versus arterial classifications:

- Arterial classifications define a citywide network. Street types are an **overlay on arterial classifications**.
- They are a **site specific design tool**; may only extend a few blocks.
- They define the design elements that support the **street's function and adjacent land use**.

Examples of Street types:



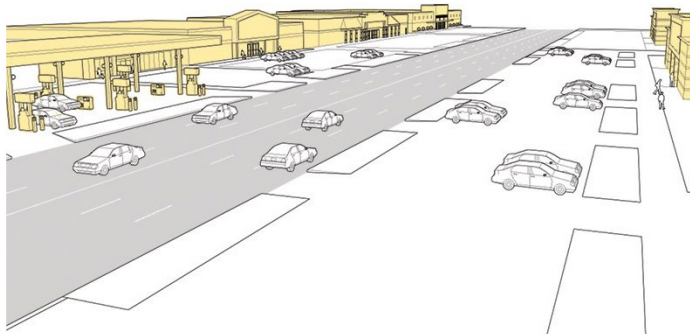
Neighborhood Main Street



Neighborhood Street/Local Connector



Green Street



Regional Connector



Mixed Use/Commercial Connector



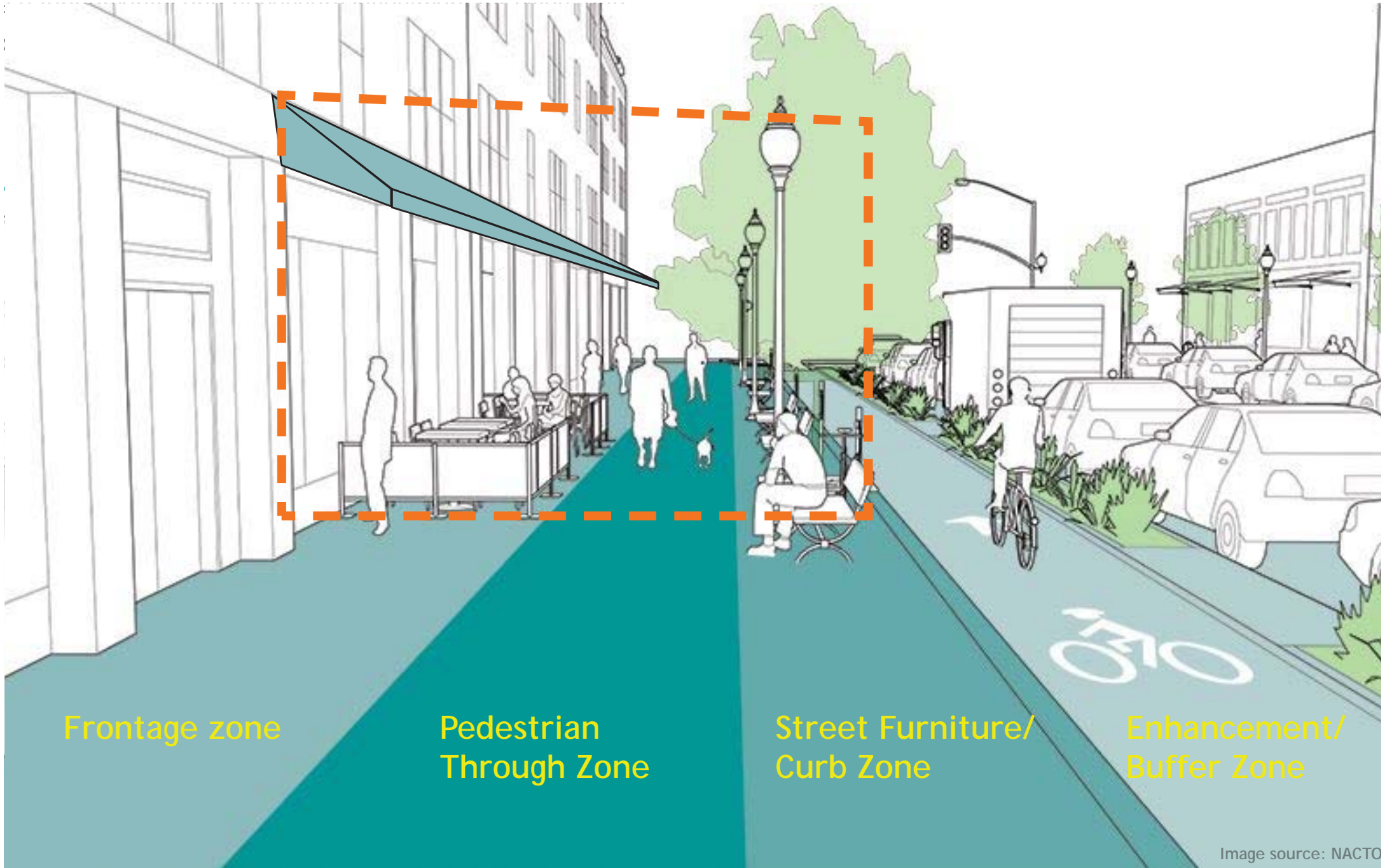
Alleys (residential/commercial)

The Sidewalk as an Outdoor Room

Sidewalk Zones

Street level uses

Street level design



The Sidewalk as an Outdoor Room

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The Sidewalk as an Outdoor Room

Sidewalk Zones

Street level uses

Street level design



Relationship to above and neighboring buildings.

Framing displays.

High quality of materials and detailing.

Window transparency and scale.

Appropriate canopy design.

Signage on fascia.

Indoor lighting and illumination.

Avoid shadows on shop windows.

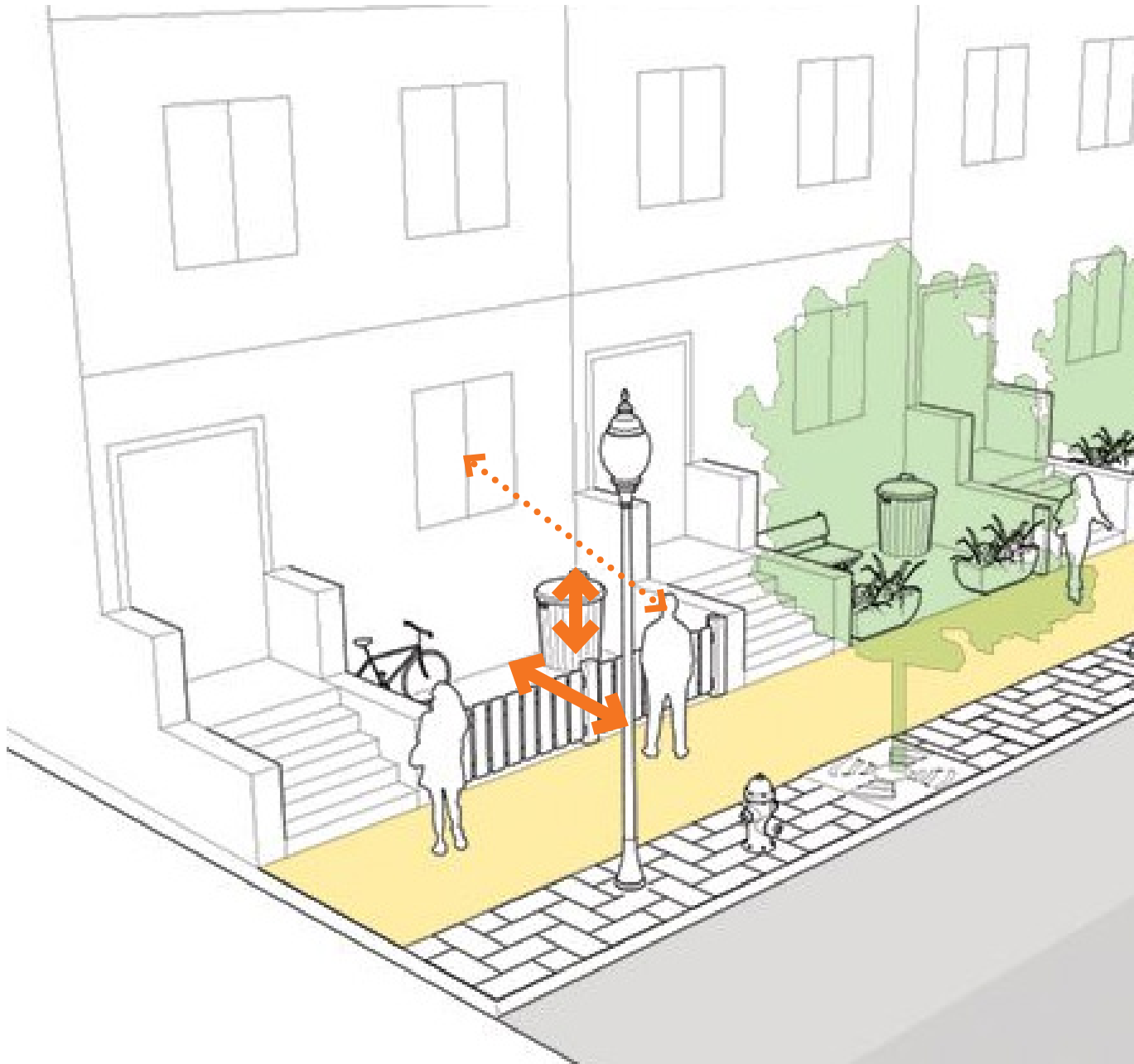
Setback or elevation from sidewalk for street level residential.

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Example configurations

Sidewalk Zones



Street level uses



Street level design



Streets as Public Space

Parklets can enhance constrained sidewalks



Green Street as park - Bell Street Park Boulevard



Temporary Closures to create festival streets



Permanent or interim closures - rationalizing traffic flow & reprogramming underutilized roadway

Image source: NACTO



Group Exercise

Three groups. Each group has a map and markers.

Answer the following questions for streets in your sub-areas.

1. What are the types of streets in your sub-areas? What is their role in the community? How do people use these streets?
2. What are the strengths, opportunities and challenges for these streets?
3. Describe the future vision for the streetscape for your streets.
What might be some appropriate adjacent street level land uses?
How can these streets be improved to better match how the community uses or would like to use them?

Group 1

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Ethan Van Eck
Jim Riggle
Tom Bayley
Susan Ward

Jonathan Williams

Group 2

Catherine Weatbrook
Robert Drucker
Andrew Netzel
Larry Ward
Brent Siewert
Eric Nelson

Chisaki Muraki
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Group 3

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Michelle Rosenthal
Mindy Byers
Mike Kahrs
Eugene Wasserman
Jim Demetre

Michael James

