



# Urban Design and Transportation Working Group Ballard Urban Design Framework

## Meeting # 10: Zoning Emerging Direction & Transportation

# Agenda

## 1. Transportation Scope & Existing conditions

## 2. Discuss existing zoning and emerging directions for:

### Last meeting:

- ✓ 15<sup>th</sup> Ave and Market St intersection
- ✓ 56<sup>th</sup> St street level uses

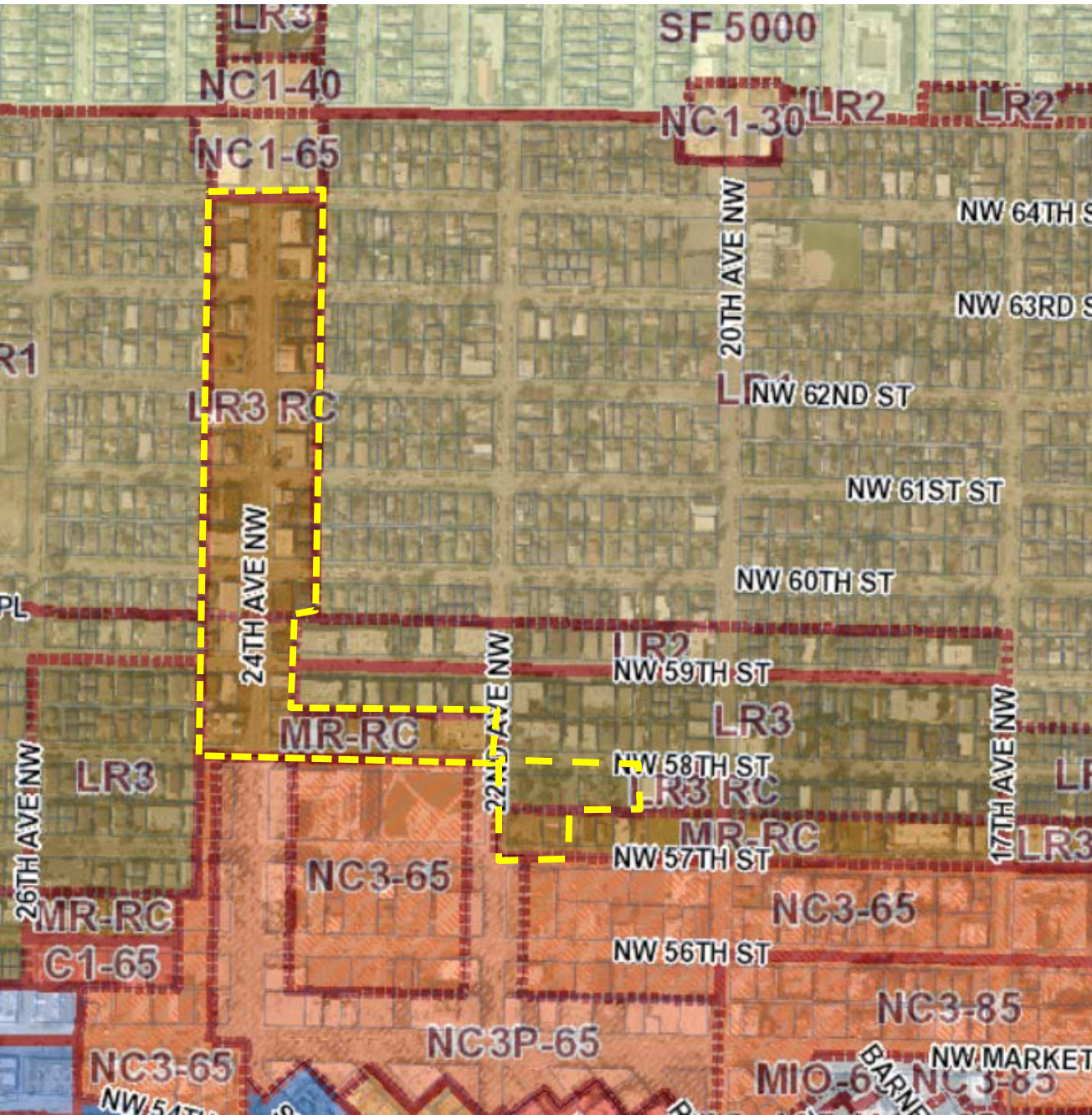
### This meeting:

- 24<sup>th</sup> Ave corridor
- Pedestrian zone
- Local Production Study

## 3. Announcements

- Next meeting – February 5

# 24<sup>th</sup> Ave Existing zoning



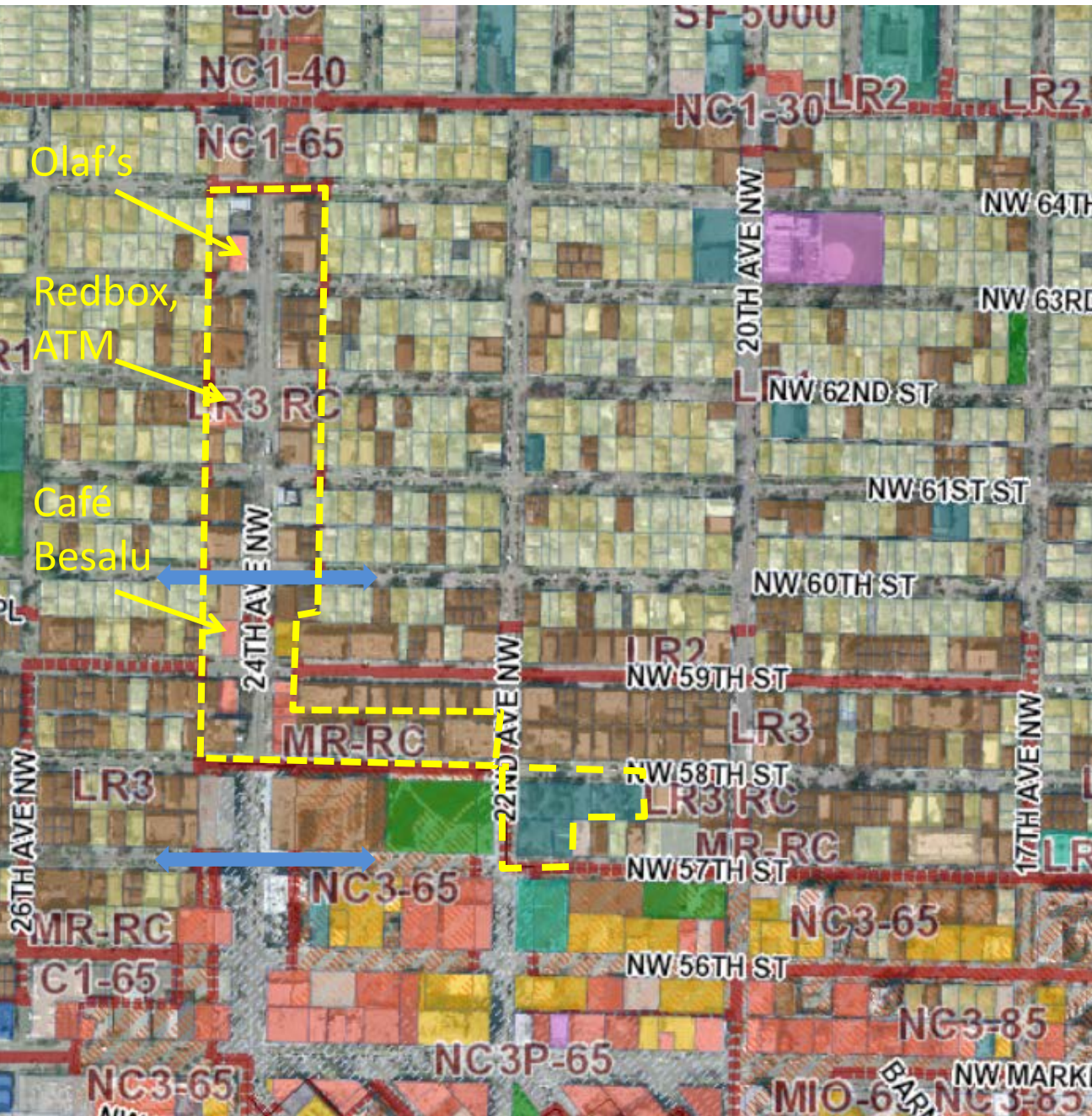
**NC3 P65** Larger pedestrian-oriented shopping district serving the surrounding neighborhood and a larger community, citywide or regional clientele; allowing comparison shopping among a range of retail businesses; use restrictions

**MR** Midrise apartment buildings without density limit, only FAR limit; 65-85'

**LR3** 3-story lowrise apartment buildings or townhouses with a density limit, FAR and lot coverage limit

**RC** Street level low intensity shops and services to neighborhood while preserving residential character

# 24<sup>th</sup> Ave Existing land uses



- Retail/Service
- Office
- Public Facilities
- Multifamily
- Parking
- ← Pedestrian crossing

# Emerging directions

## 22<sup>nd</sup> Ave. NW

1. Civic oriented development
2. Active street level uses and visual surveillance of Ballard Commons
3. Festival Street – Connection to Market St.
4. St. Luke's redevelopment interest

## 24<sup>th</sup> Ave. NW

1. Expand pedestrian oriented commercial on 24<sup>th</sup>
2. Encourage human scaled building elements
3. Preserve existing in town multifamily residential areas (affordability and character)
4. Improve pedestrian crossings and landscaping

# Questions

## 22<sup>nd</sup> Ave. NW

How to reinforce Civic Character with new development?

- Commercial and or institution mix at street level?
- Upper story uses?
- Increased density?

What size commercial uses and where?

Transitions to residential zones?

## 24<sup>th</sup> Ave .NW

Is the intention to preserve existing uses or expand or create new ones?

- Preserve existing building forms?
- Preserve perceived affordability?
- Preserve presence of commercial at those locations?

Should commercial uses be 'allowed' or 'required'?

Is it a Ped zone?

What size of commercial uses are desired?

What would be the northern extent of the commercial area?

How important is it to maintain existing residential area?

# 22<sup>nd</sup> Ave Zoning analysis

## MR-RC

Multifamily residential

Typical Land uses

Street level uses

4,000 s.f. max of live work, sales & services, restaurants, offices, food processing, no drive in; except convenience stores may be 10,000 s.f.

Street level non-residential design

Parking location and access

On or below ground level only; except on sloping sites, where two levels may be ok. At rear or side of buildings; screening required

Min FAR

Max FAR

Only FAR limit : 3.2

Maximum size of commercial uses

65'-85'

## NC3-65

Supermarkets, offices, hotels, restaurants

No limit on mix of residential and commercial uses

Transparency required for 60% of a street-facing facade. Commercial uses avg. depth of 30', and min height of 13'.

At rear or side of buildings (limited to 60'); curb cuts are limited

None

4.25; 4.75 if mixed use

No size limits for most uses; 25,000 s.f. for wholesaling/light manufacturing

## Pedestrian Zone

Pedestrian oriented non-residential uses

Pedestrian oriented non residential uses, potential to animate sidewalk. Drive-in & drive-thru businesses prohibited

Underlying zone

Surface parking prohibited adjacent to principle pedestrian street

2 for 65' height

-

Underlying zone

# 24<sup>th</sup> Ave Zoning Analysis

## RC

Street level uses

Live work, sales and services, restaurants, offices, food processing, retail sales, business support services; drive in businesses prohibited

Location of commercial uses

On or below ground level only; except on sloping sites, where two levels may be ok

Maximum size of commercial uses

Generally 4,000 s.f. except in MR zones multipurpose convenience stores may be 10,000 s.f.

Parking location

Parking location depends on underlying residential zone.

Density limit

?

Height

?

## LR

Apartments, townhouses, rowhouses, childcare, community center, schools, education

Only if RC suffix

Only if RC suffix

At rear or side of buildings; screening required

Townhouses: 1unit/1,600 s.f. of lot area or 1.4 FAR  
Apartments: 1 unit/800 s.f. of lot area or 2.0 FAR

Generally 40'

## MR

Live work, sales and services, restaurants, offices, food processing, retail sales, business support services; drive in businesses prohibited;

On or below ground level only; except on sloping sites, where two levels may be ok

Generally 4,000 s.f. except in MR zones multipurpose convenience stores may be 10,000 s.f.

At rear or side of buildings; screening required

Only FAR limit : 3.2

65'-85'

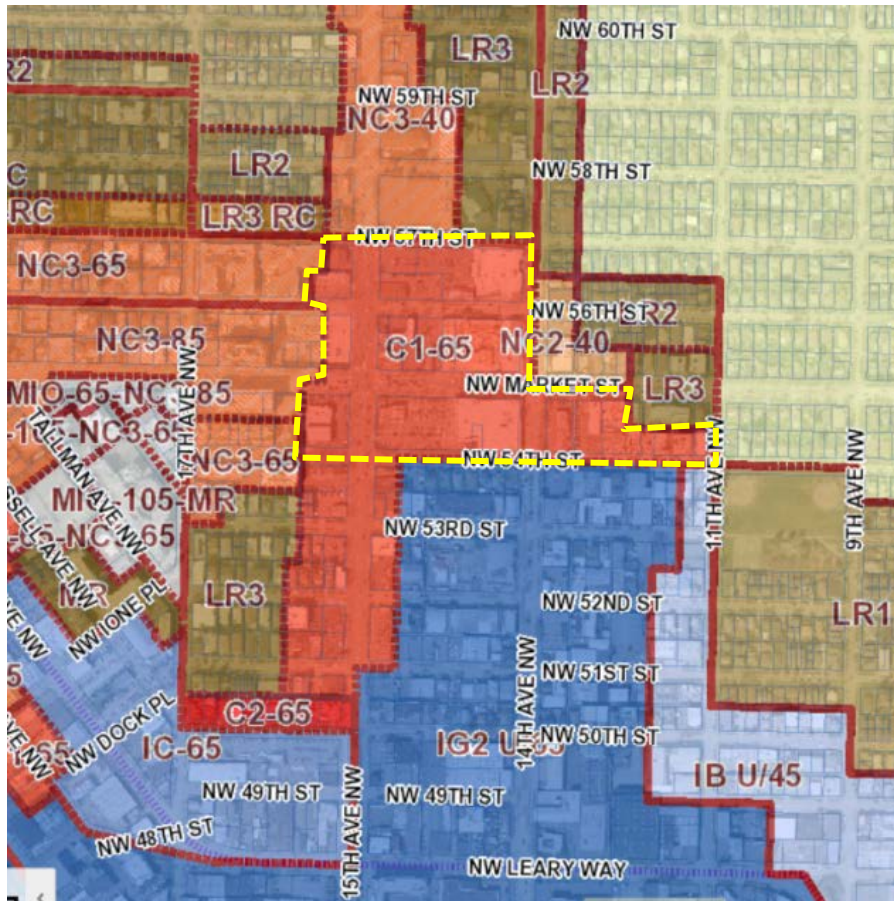






# 15<sup>th</sup> Ave & Market St intersection – P Designation




## Existing zoning



## Existing land use



C1 65 : Auto-oriented, primarily retail/service commercial area serving surrounding neighborhoods as well as a citywide or regional clientele

-  Retail/Service
-  Office
-  Parking

# Emerging directions

1. Create **gateway and sense of place**; Improve beauty, identity and comfort
2. Encourage **active pedestrian-oriented street level uses** that engage with both 15<sup>th</sup> and Market
3. Encourage **employment generating uses above**
4. **Improve pedestrian environment** - street level and/or upper level; Improve intersection
5. Maintain existing role of **meeting weekly needs for good and services**

# Potential Changes

## Design buildings for pedestrian's speed and scale

- **Uses:** active uses and destinations on street level
- **Design:** transparency and interest at street level
- **Scale:** street level & upper level setbacks

## Encourage commercial buildings (without a residential component)

- employment generating uses above street level active commercial
- allow large supermarkets

## Make this an attractive and functional place to be in.

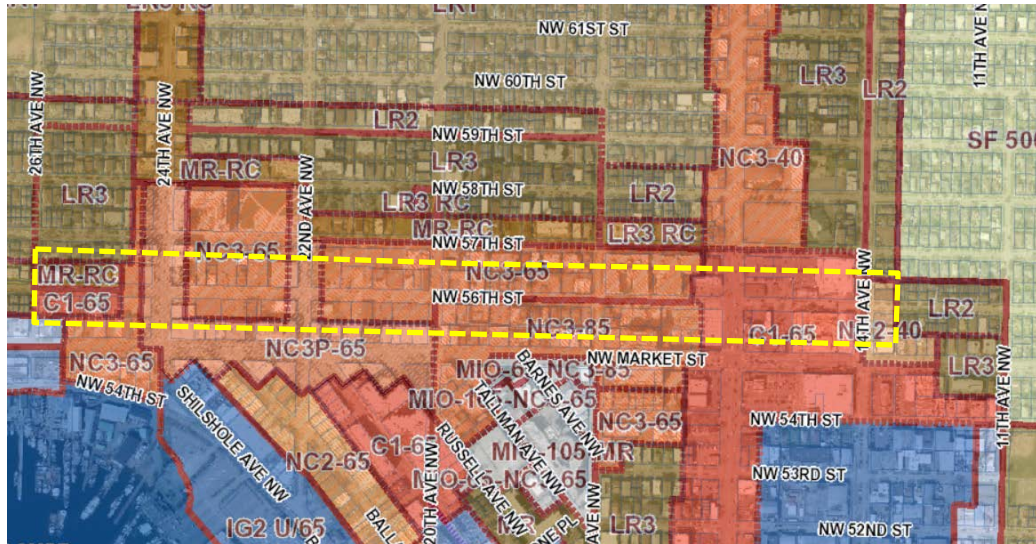
- landscaping and generous sidewalks
- integrate transit waiting areas into building design
- variety of things to do to create a sense of place

# Zoning analysis

	<b>C1-65</b>	<b>NC3-65</b>	<b>Pedestrian Zone</b>
<b>Typical Land uses</b>	Auto oriented stores	Supermarkets, offices, hotels, restaurants	Pedestrian oriented non-residential uses
<b>Street level uses</b>	Non residential on arterials; Residential limited to 20% of arterial façade, no limit on non arterials	No limit on mix of residential and commercial uses	Pedestrian oriented non residential uses, potential to animate sidewalk. Drive-in & drive-thru businesses prohibited
<b>Street level non-residential design</b>	No requirements for nonresidential structures, or when not across from a residential zone.	Transparency required for 60% of a street-facing facade. Commercial uses avg. depth of 30', and min height of 13'.	Underlying zone
<b>Parking location and access</b>	No restrictions generally.	At rear or side of buildings (limited to 60'); curb cuts are limited	Surface parking prohibited adjacent to principle pedestrian street
<b>Min FAR</b>	None	None	2 for 65' height
<b>Max FAR</b>	4.25; 4.75 if mixed use	4.25; 4.75 if mixed use	-
<b>Maximum size of commercial uses</b>	No size limits for most uses; 25,000-4000 s. f. for warehouses, wholesale	No size limits for most uses; 25,000 s.f. for wholesaling/ light manufacturing	Underlying zone

# 56<sup>th</sup> St Street Level

## Existing zoning



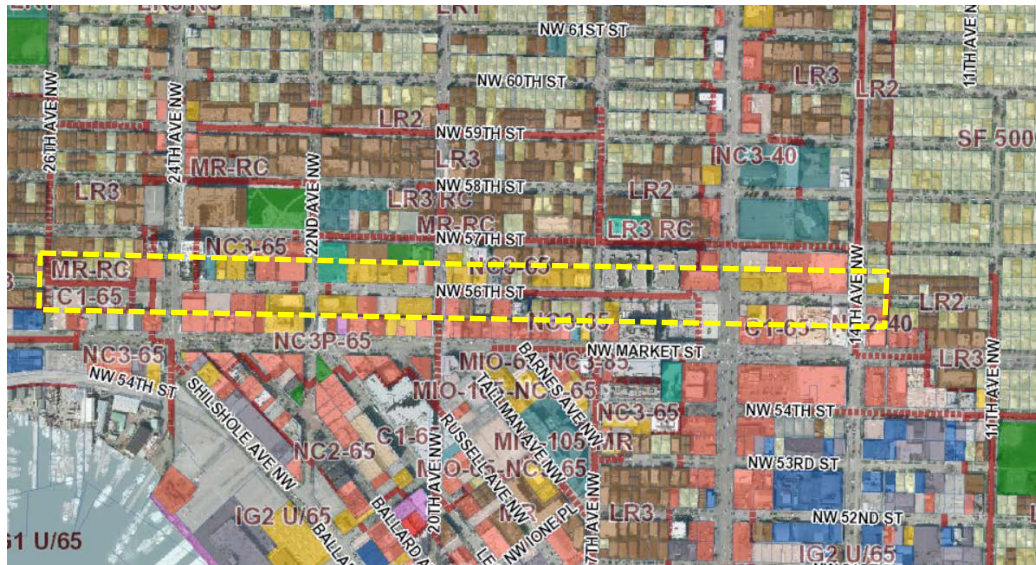
### NC3 65/85

Larger pedestrian-oriented shopping district serving the surrounding neighborhood and a larger community, citywide or regional clientele; allowing comparison shopping among a range of retail businesses

### C1 65

Auto-oriented, primarily retail/service commercial area serving surrounding neighborhoods as well as a citywide or regional clientele

## Existing land use



- Retail/Service
- Office
- Public Facilities
- Parking

# Emerging directions

## 1. Create a safe and pleasant walking street

- engaging uses on street level
- pedestrian amenities
- minimize curb cuts
- shared street / slow traffic speeds
- high level of landscaping

## 2. Encourage human scaled building elements

- shop front length and design
- building length
- massing and height

## 3. Encourage smaller shop sizes

- affordability
- variety
- meet needs of immediate neighborhood

## 4. Encourage sustainable design

## 5. Limit surface parking

# Potential Changes

Street level should be clearly residential or commercial

## If commercial street level uses

- transparency and active uses
- shop entrances relate to the sidewalk
- seating or engaging design in setback (not screening)

## If residential street level use

- separated from sidewalk for privacy
- residential design features – small setbacks, porches, stoops, balconies, landscaping
- design to encourage natural surveillance - prominent entry ways, active uses
- limit departures to setback and grade standards

## Shop sizes

- smaller shops
- smaller shop fronts to create variety and interest
- loading from alleys

## Enriching environment

civic oriented features— learning landscapes, edible gardens, GSI, art, play features

# Street level zoning analysis

	<b>Desired character</b>	<b>NC3-65/85</b>	<b>Pedestrian Zone</b>
<b>Typical Land uses</b>	Neighborhood serving commercial serving all ages with a civic sensibility	Supermarkets, offices, hotels, restaurants, drug stores, apartments	Pedestrian oriented non-residential uses
<b>Street level uses</b>	Variety of urban, infill style commercial or ground related residential	No limit on mix of residential and commercial uses	Pedestrian oriented non residential uses, potential to animate sidewalk. Drive-in & drive-thru businesses prohibited
<b>Street level non-residential design</b>	Transparent commercial or appropriately designed residential	Transparency required for 60% of a street-facing facade. Commercial uses avg. depth of 30', and min height of 13'.	Underlying zone
<b>Parking location and access</b>	?	At rear or side of buildings (limited to 60'); curbs cuts are limited	Surface parking prohibited adjacent to principle pedestrian street
<b>Maximum size of commercial uses</b>	? (New Bartells store will be 14,000 s.f.; new restaurant in that building is 7,000 s.f.)	No size limits for most uses; 25,000 s.f. for wholesaling/ light manufacturing	Underlying zone
<b>Min FAR</b>	?	None	2 for 65' height
<b>Max FAR</b>	?	4.25; 4.75 if mixed use	

# Local Production

## Existing zoning

### Character and Role: what we heard..

#### 1. CHARACTER CORE

Ballard's Downtown is centered on its "main streets." It's defined by an inviting mix of historic and heritage buildings, and a welcoming business district with shops, restaurants and bars, and services. It is desired that this character be extended north of Market on 24th Ave for a few blocks.

#### 2. CIVIC CORE

The Civic & Community Core has a quieter character of civic activities and community-oriented businesses, and a variety of residences. The tree-lined streets include more intimate open spaces giving a unifying public character.

#### 3. RESIDENTIAL

Multifamily neighborhoods provide in-town living opportunities.

Along 24th Ave and 14th Ave, some amount of small neighborhood-serving retail is desired at intersections on arterials.

#### 4. COMMERCIAL MIX

Local commercial corridor provides opportunities for a mix of local businesses serving adjacent neighborhoods as well as services and shops serving the north-west Seattle area. Has potential for office and moderate density residential on upper floors which take advantage of the transit and auto access.

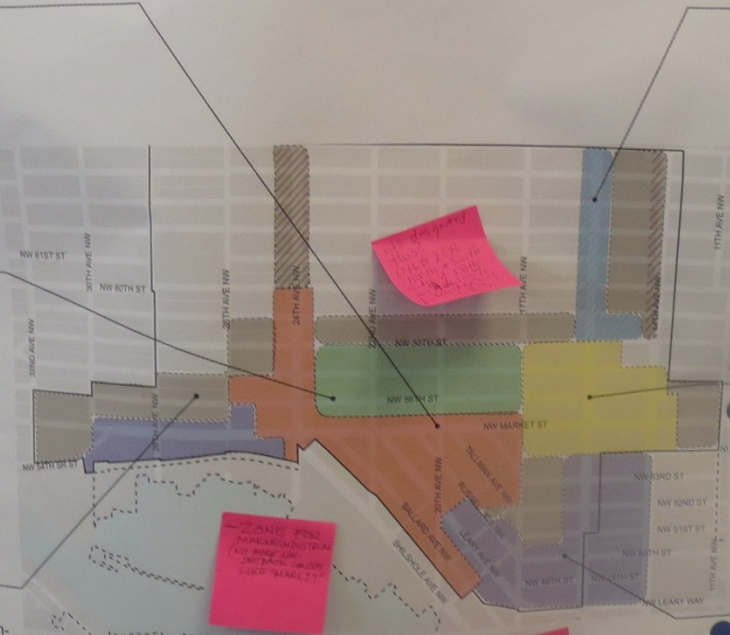
Along 15th Ave, some amount of small neighborhood-serving retail is desired at intersections on arterials.

#### 5. COMMERCIAL CENTER

Community-wide Commercial meets the weekly and monthly for goods and services. It has potential for dense offices and residences on upper floors. Active storefronts and generous sidewalks balance the transportation volumes.

#### 6. INDUSTRIAL

Industrial-commercial emphasizes "maker" and production uses that embody the continuing tradition of people who use their hand and minds to create. It is both utilitarian and urban. The streets can be navigated by trucks and walkers, and some businesses have a retail element, while others are wholesale or industry focused.



Sticky notes at the bottom left of the map, including one that says "This area is a mix of residential and commercial uses." and another that says "This area is a mix of residential and commercial uses."

Sticky notes in the middle of the map, including one that says "This area is a mix of residential and commercial uses." and another that says "This area is a mix of residential and commercial uses."

Sticky note on the right side of the map, including one that says "This area is a mix of residential and commercial uses."

Sticky note at the bottom right of the map, including one that says "This area is a mix of residential and commercial uses."



# NC1-40; NC2-40



# NC1-40; NC1-65



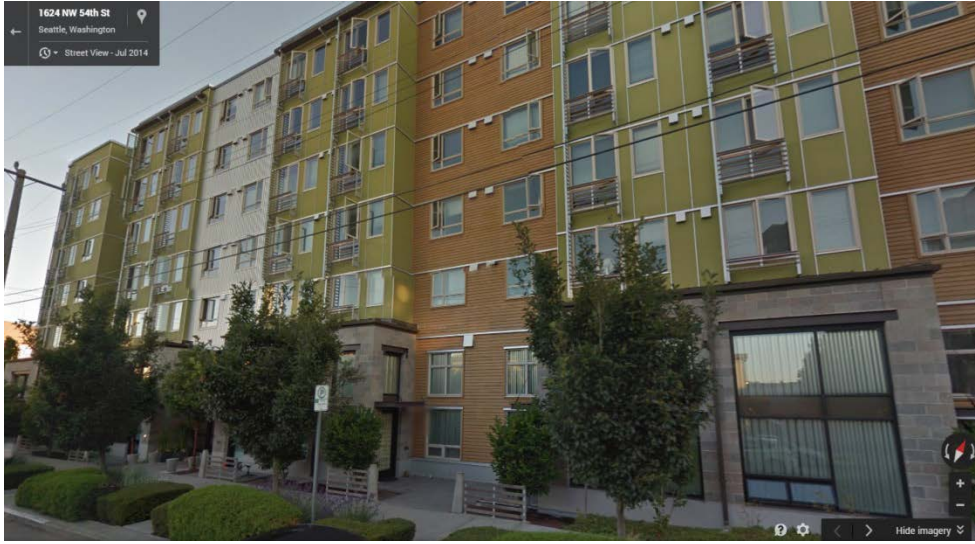
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# NC3 P -65



# NC3 -65



# NC3-85

