



**Introductory Working Group Meeting
October 24, 2012**

Attendees:

Barry Hawley, Ballard Chamber of Commerce
Becky Blackstock, Blackstock Lumber, Interbay P-Patch
Bob Beebe, KG Investment Management
Bruce Wynn, Interbay neighborhood Association
Catherine Weatbrook, President, Ballard District Council
Don Root, CEO, GM Nameplate
Ethan Van Eck, Central Ballard Resident Association
Eugene Wasserman, North Seattle Industrial Association
Gene Hogle, Magnolia Community Club
Jeff Thompson, Freehold Group LLC
Jessie Clawson, McCullough Hill Leary
Jim Light, Martin Selig Real Estate
John Coney, Queen Anne Community Council, Uptown Alliance
Joseph Gellings, Port of Seattle
Martin Kaplan, Queen Anne Community Council
Natalie Quick, Natalie Quick Consulting
Nathan Hartman, Kerf Design
Peter Locke, East Ballard Community Association
Steve Cohn, Ballard District Council
Tom Dickerson, Goodman Real Estate
Warren Aakervik, Seattle Freight Advisory Board

City Staff:

Patrice Carroll, Senior Planner, DPD
Geoff Wentlandt, Senior Planner/ Urban Designer, DPD
Christa Dunmpys, Dept. of Neighborhoods
Rob Matson, Dept of Neighborhoods

Agenda

The purpose of the meeting was to provide potential working group members with an overview of the project, and get feedback on the proposed project scope, schedule and public engagement.

Scope and Schedule

The team proposed to undertake the study in two phases with two distinct subareas – Ballard and Interbay. Data collection and analysis for the entire area is underway. Interbay will move forward on a faster timeline as issues are less complex. The team hopes to complete an alternatives analysis and draft recommendations for Interbay by late spring 2013, and for Ballard by late spring 2014. The additional time for the Ballard study would allow the process to align with SDOT high capacity transit study, and to engage the more numerous stakeholders in Ballard.

The study will help DPD respond to requests to change future land use designations for some industrial lands. It will also consider land use implications of transit enhancements in the corridor, such as Rapid Ride. Potential outcomes could include changes to Comprehensive Plan and zoning or a recommendation that no changes be made. The study will also consider what changes in the public realm might be needed to support existing or future land uses. The schedule is designed to fit within the City's annual Comprehensive Plan amendment cycle—recommendations in May, followed by Council study, and Council action early in the following year.

What we heard about the proposed scope and schedule:

- Some agreed with the different timelines for Interbay and Ballard, but others want both subareas to be on the same schedule.
- Some agreed Interbay has fewer issues and stakeholders, conclusions would be found relatively quickly.
- Traffic congestion is an important issue that should be included in the study. More time and resources may be needed to study traffic impacts.
- Process seems to take too long in Seattle. Not everyone's input can be gathered. Please try to move this along faster.

Study Area

The proposed study area will include lands close to Elliot and 15th Ave corridor, and larger “walksheds” (area within a 10-minute walk) of two Rapid Ride Stations at Dravus and Market Streets. DPD is using walksheds as a planning tool to identify land use issues and opportunities associated with frequent transit service. The study area will not include any waterfront property, single family zoned areas, industrial lands west of the railroad or any part of the Uptown Urban Center.

The study area in Interbay will be bound by the rail line on the west, Prospect Street on the south, Emerson St. on the north and about 2 blocks east of 15th Avenue reflecting the extent of multifamily zoning. The study area will extend to 20th Avenue in Magnolia to include the Dravus Avenue Bridge.

The study area in Ballard will include 10 minute walkshed surrounding the intersection of 15th Avenue and Market Streets with the furthest points at 62nd Street/15th Avenue to north, 22nd street/ market Street to the west, Ballard Way/15th Avenue to the south, and 8th Avenue/Market Street to the east.

What we heard about the proposed study area:

- Study area in Ballard should be smaller– include lands closest to the corridor.
- Study area in Ballard should be larger- include the walkshed around 24th/ Market transit hub.
- Consider including other transit hubs in addition to the Rapid Ride D line, such as the transit hub at Leary, or the one at 24th and Market.
- Include the Ballard Blocks area that was part of a proposed comprehensive plan amendment.
- Consider a full neighborhood plan for Ballard.
- Support for a ‘panhandle’ to include the area where Dravus Street bridges over the rail line.
- Study area is not really a corridor.
- It should be made clearer in the graphics and descriptions that it is a corridor study. The two areas are appearing to be addressed too separately.

Public Engagement

The proposed public engagement strategy will establish working groups to help DPD identify issues and opportunities evaluate alternatives and provide feedback on recommendations. Because the issues and opportunities vary significantly along the corridor, DPD is proposing to establish a separate group for each subarea–Interbay and Ballard. Interviews, focus groups and broader public meetings will also be part of the process. The group was also asked to suggest other stakeholders who were not present.

What we heard about the proposed public engagement:

- A lot of the people at the table have been involved for a long time and have clear positions. We don’t need extensive research from ‘square one’. This group is pretty up to speed.
- Suggested this working group could be a resource for more than this study. Lots of smart people assembled that could address broader questions regarding future land use in the city.
- Additional stakeholders suggested (at the meeting or on Feedback Forms): businesses at Terminal 91, Fisherman’s Terminal, SDOT, SPU, Metro, Armory, Uptown Alliance, other major employers, apartment dwellers, P-patch, golf course, parks.
- Other outreach ideas (suggested at the meeting or on Feedback Forms): signage in the study area including Q café,

Other Questions, Comments and Suggestions

- What resources to you have to study traffic?
 - Funds are not available to conduct a new specific traffic analysis for the project

- Existing studies and available data will be use to analyze traffic
- 15th Ave. is a critical major truck street, and freight accommodation is very important.
- Magnolia stakeholders may be concerned about traffic congestion impacting the neighborhood.
- Are you planning on future transit improvements or assuming today's level of service for the basis of study?
 - The existing transit service will be the baseline, however long term planning for land use would be in support of future transit improvements.
 - Sound Transit and the City are studying the 15th corridor and the Fremont / Westlake / Downtown alignment as alternatives for future transit investment.
- Why the focus on Rapid Ride? Rapid Ride D is not faster or more frequent than the previous bus service.
- Will all the areas in the study area undergo land use regulation and zoning changes?
 - No. The study area is where we will collect and analyze existing information. If land use changes are proposed, those areas are likely to be much smaller.
 - No action after study is a possible outcomes, but some land use changes are expected.
- There has been a lot of past debate and discussion on this topic, will this work build on past efforts?
 - Yes this work will build on and reflect past efforts. The study will take a more holistic approach to the corridor than some previous work. It will reflect current conditions and recent trends.
- Are there going to be two separate working groups for Interbay and Ballard? Will this group meet again?
 - Yes, there will be two separate working groups for subsequent meetings. This 'kickoff' group will not be assembled again. There will be broader public meetings where a wide audience is invited.
- Please consider the edges of study area and the transitions between land uses. In the past large development directly adjacent to much smaller scale development has been an issue.
- It seems like more resources are needed than just two DPD staff persons.
- There is also a lot of warehousing uses in Ballard.
- An Interbay location allows me and my employees to work close to home. A location next to RR provides some certainty that land will be less attractive for residential development which would make to area less affordable for my business.
- Past studies that could inform this project (suggested at the meeting or on Feedback Forms): NAC Traffic Study on cruise ships, Traffic Study on 15th Ave addressing the backup on the Ballard Bridge, Queen Anne Neighborhood Plan, Traffic data included in the EIS for Terminal 91, 14th Ave Park Boulevard Project, Transit Master Plan, Pedestrian Zones Study, Permit / Zoning history of the area.