

BALLARD REZONE AND DEVELOPMENT STANDARDS

July 19, 2016



Community Engagement

Ballard Partnership for Smart Growth Urban Design & Transportation Committee

- | | |
|--------------------------------|---|
| Tom Malone - Co-Chair | Ballard Chamber of Commerce |
| Catherine Weatbrook - Co-Chair | Crown Hill Business Assoc. |
| Andrew Natzel | Central Ballard Renter |
| Eric Nelson | Nordic Heritage Museum |
| Sandra Nestorovic | Nordic Heritage Museum |
| Mindy Byers | Ballard Landmark Sr. Housing |
| Julia Park | Sustainable Ballard |
| Courtney Rosenstein | Sustainable Ballard |
| Jim Demetre | East Ballard property owner |
| Jim Riggle | Olympic Athletic Club/Preservation District |
| Robert Drucker | Groundswell Northwest |
| Michelle Rosenthal | Ballard Chamber of Commerce |
| Mike Stewart | Ballard Chamber of Commerce |
| Scott Ingham | Ballard Chamber of Commerce |
| Shannon Dunn | East Ballard Community Association |
| Barbara Fox | St. Luke's Episcopal Church |
| Brent Siewert | Majestic Bay |
| Ethan Van Eck | Central Ballard Residents Association |
| Linda Melvin | Central Ballard Residents Association |
| Mike Kahrs | Central Ballard Residents Association |
| Martha Dilts | Central Ballard Residents Association |
| Eugene Wasserman | North Seattle Industrial Association |

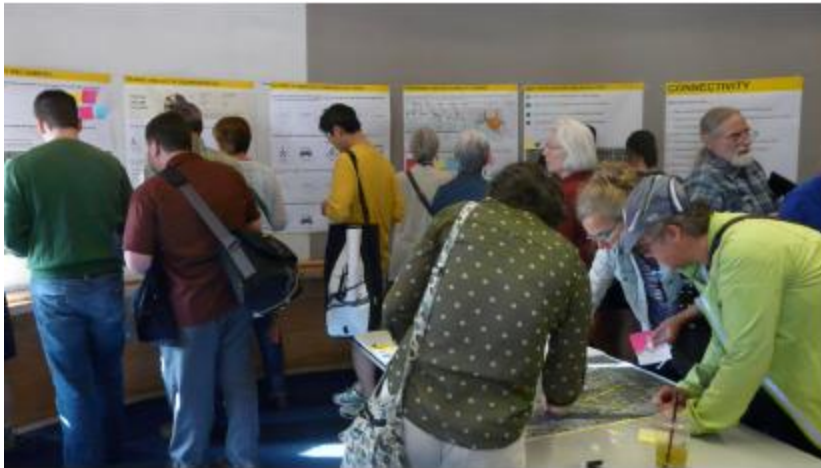


Community Engagement

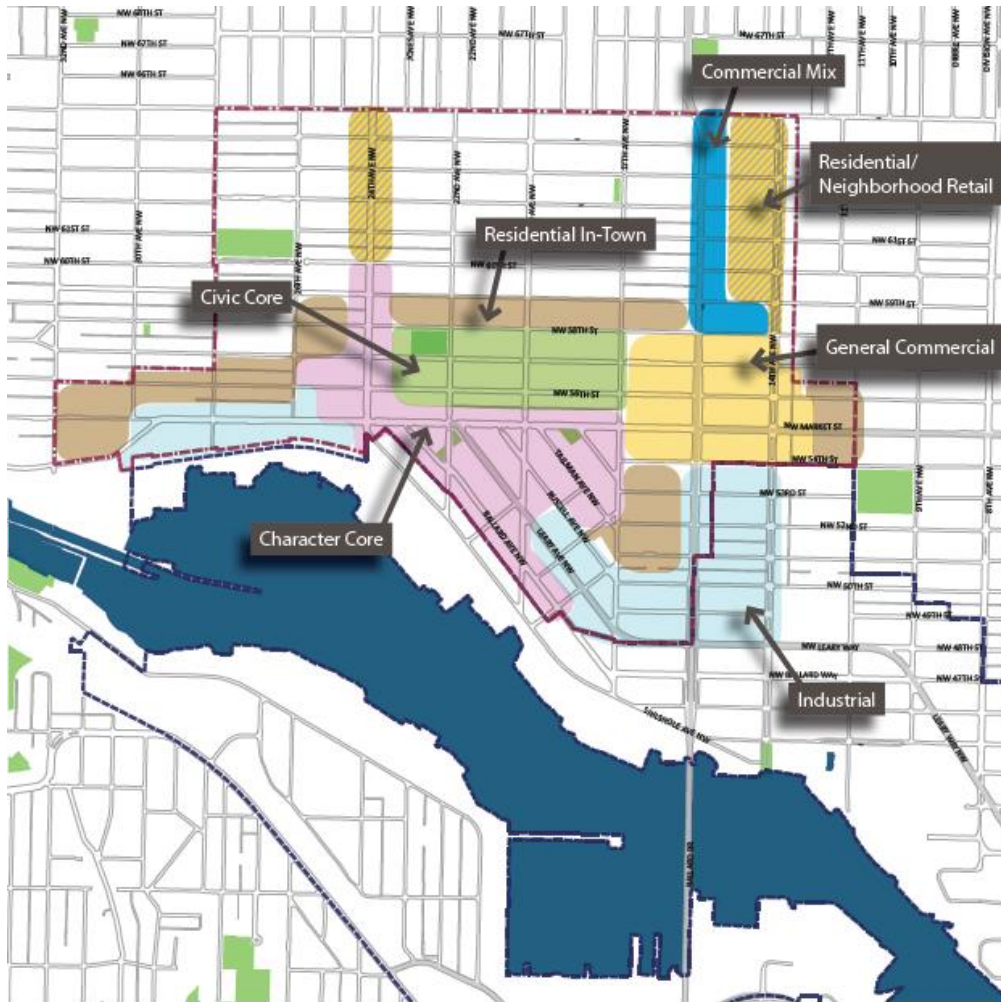
Urban Design & Transportation Committee
Monthly Meetings from January 2014 – June 2016

Four Communitywide Workshops
Averaging 75 – 100 attendees

Briefings
*Community groups, chamber, industrial interests,
property owners*



Character Areas



- Character Core
- Civic Core
- General Commercial
- Commercial Mix
- Residential In-Town
- Industrial

Community assessments of the role and character of each area informed the proposed development standards and zoning.

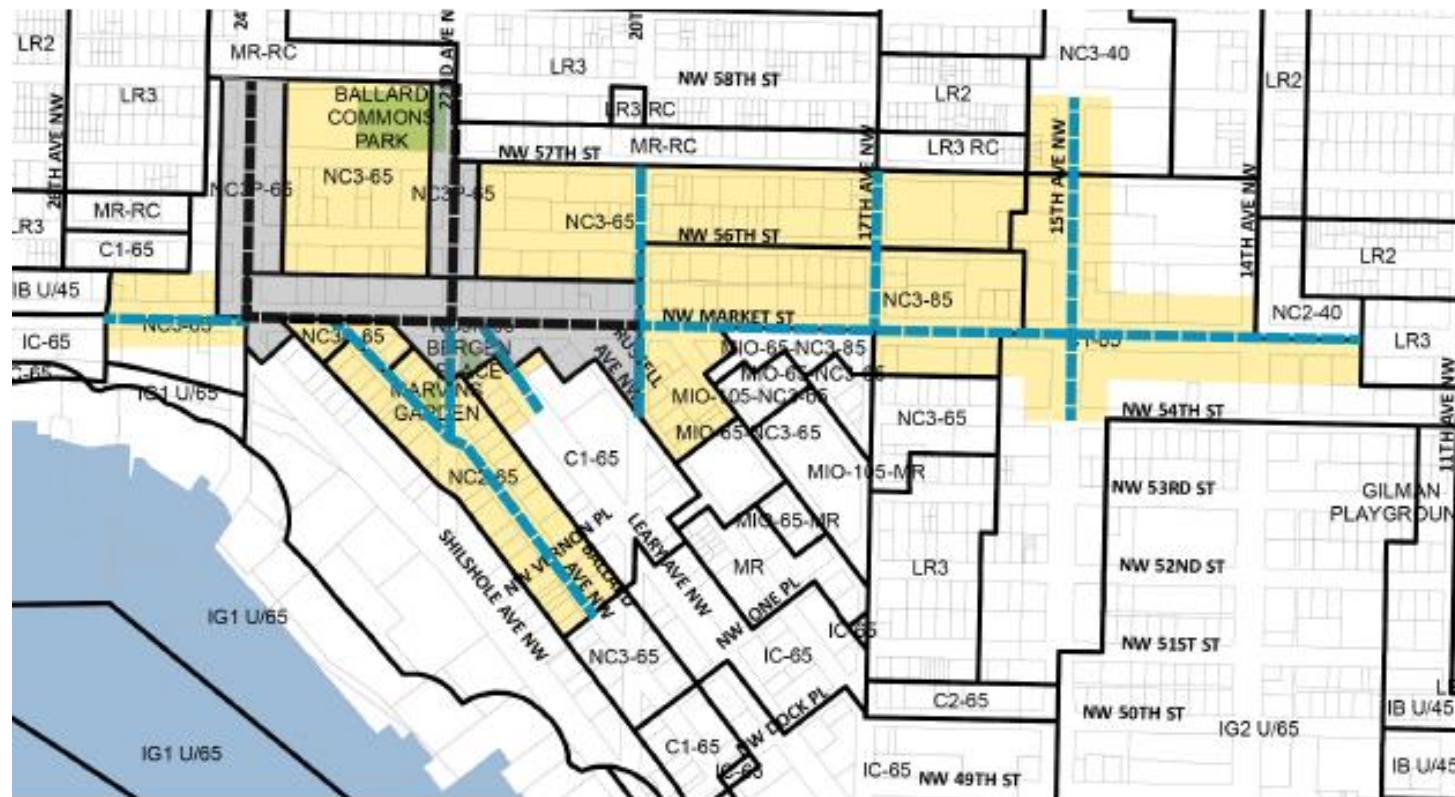


Proposed Legislative Rezones

Add Pedestrian-designation and Designate Principal Pedestrian Streets

A Pedestrian designation encourages a walkable shopping district. It prohibits drive-in businesses, and sets a minimum FAR in urban villages. In P-designated sites, along Principal Pedestrian streets, development must include active businesses for 80% of the street-front, and awnings. Parking location and access is restricted.

Map 6: Existing and Proposed Pedestrian Zones and Principal Pedestrian Streets along major transit and pedestrian corridors



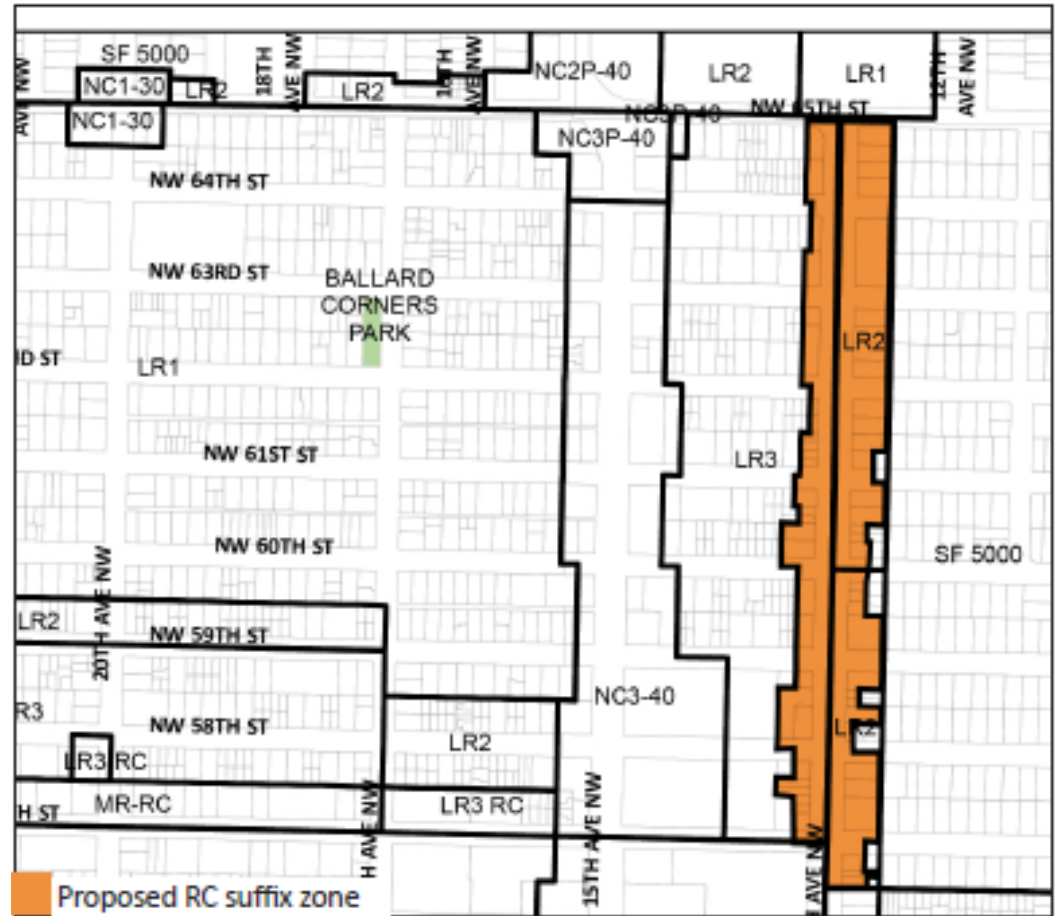
- Existing Pedestrian Zone
- Proposed Pedestrian Zone
- Existing designated Principal Pedestrian Streets
- Proposed designated Principal Pedestrian Streets

Proposed Legislative Rezones

Residential Commercial Suffix Zone

The Residential Commercial suffix (RC) allows small (up to 4,000 sf) commercial uses at the street level in multifamily neighborhoods. We recommend adding the RC suffix zone along sections of 14th Ave. NW to support small commercial uses meeting the daily needs of the neighboring residential area.

Map 7: Proposed Residential-Commercial zoning on 14th Ave. NW

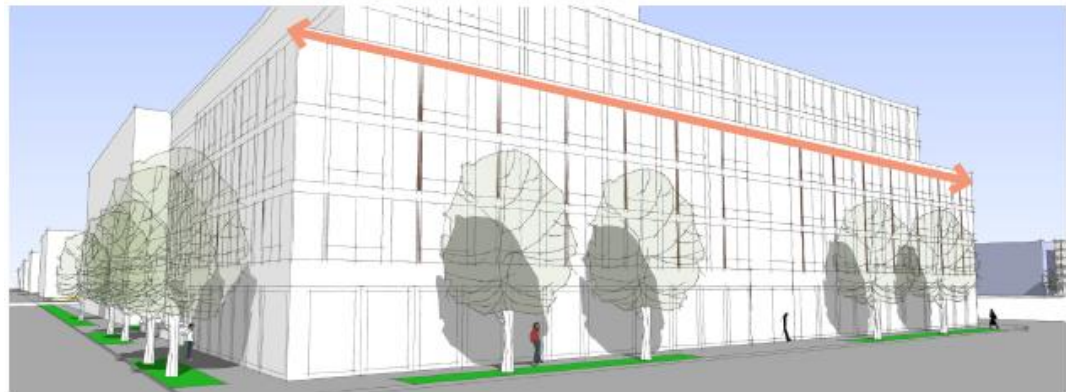


Area-Specific Development Standards

Facade modulation

Building widths in historic Ballard reflect the historic parcel sizes, typically in multiples of about 50'. We recommend a maximum facade width of 100' after which a portion of the building facade set back a minimum depth of 10' to create a visual break and reflect the historic scale. This will apply to facades located within 10' of the property line, and up to 45' in height.

Figure 5: A 200' wide building with (above) and without (below) modulation. Modulation can help reinforce smaller neighborhood scale.



Modulation can create breaks in massing and help the building fit into the surrounding context.



Area-Specific Development Standards

Lot coverage limits on very large lots

Ballard has long east-west blocks, (550' to 750'). Blocks in downtown Seattle averages 250'. This allows for buildings that are out of scale. The impact of these buildings. is most apparent on parcels exceeding 40,000 sf. More successful recent buildings on lots over 40,000 sf have a lot coverage ratio between 65 and 87%. We recommend a 80% lot coverage limit for development on parcels exceeding 40,000 square feet, with the remaining 20% of area being used for landscaping, sidewalk cafes, mid-block connections, and other amenities.



Landscaped amenity areas can be used to break up the mass of a building at street level.



Small landscaped setbacks can help create privacy transitions between the sidewalk and residential units.

Area-Specific Development Standards

Maximum Structure Width

The dominant parcel width of areas platted up to the 1930 was 50'. Building facades created continuous frontage along the block lengths, but individual buildings were between 50 and 200'. To help reinforce the neighborhood's historic building scale and character, we recommend a maximum building width of 250 feet.

Figure 7: Existing scale of building widths on Market Street

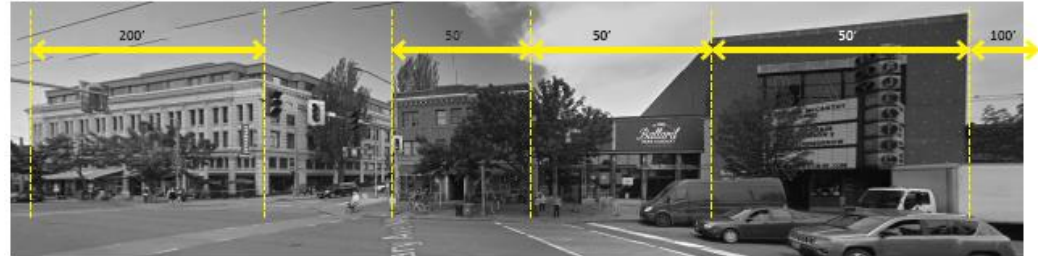


Figure 8: Proposed maximum building width is 250'

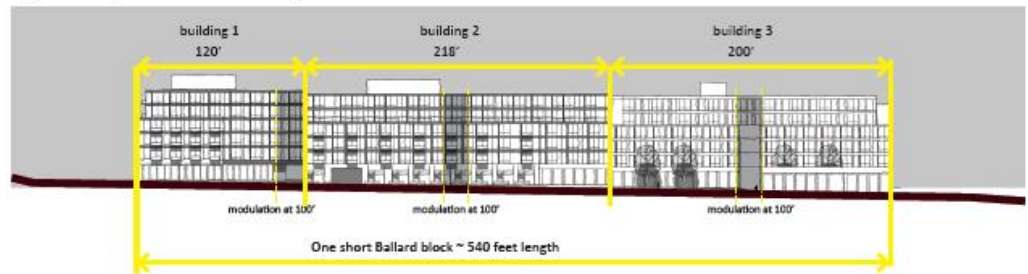
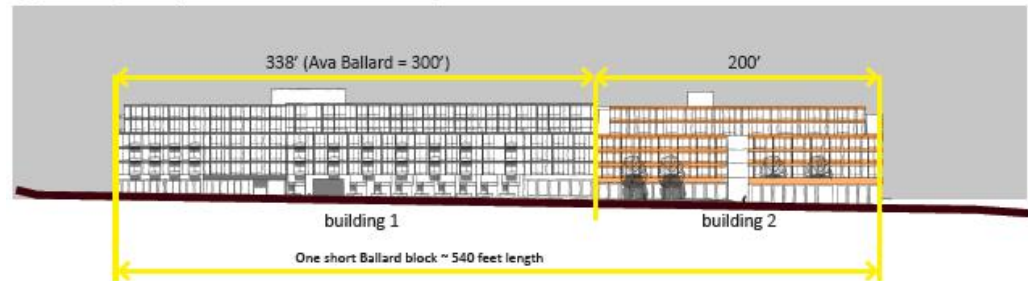


Figure 9: Likely development without maximum building width limit



Area-Specific Development Standards

Upper level setbacks

Up to 30-45', the scale of the building provides for comfortable scale, and light and air to the street. We recommend upper-level setbacks on facades at 45' height to reduce shadows, increase sunlight at street level, and continue the neighborhood's human-scale street environment. Portions of a structure between 45' and 65' set back by an average of 10', and above 65' set back by an average of 15'.

Figure 10: Street with upper-level setbacks



Figure 19: Street without upper-level setbacks



Area-Specific Development Standards

Street level setbacks

15th Ave. NW is a major car, freight and transit route with average weekday traffic of 40,000 vehicles. This creates an uncomfortable place for walker, and transit users. We recommend that the street-level facing facade be set back from the 15th Ave. NW lot line, by a minimum depth of 6' up to a maximum depth of 10' to create more space for development amenities that create a welcoming environment.



A small setback can be used for outdoor seating where sidewalk widths are limited.



A small setback can be used for outdoor displays where sidewalk widths are limited or where pedestrian volumes are high.



A small setback can help create an entrance transition space between the busy street and internal uses.



A small setback can be used to create room for customer amenities like bicycle parking, seating, or lean rails close to bus and rail stops.