

BALLARD REZONE AND DEVELOPMENT STANDARDS

August 16, 2016



Ballard Urban Design & Transportation Framework 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



BALLARD
URBAN DESIGN

Please Join Us

05.07.14

OPEN HOUSE 5:30-7:30 PM
BALLARD PUBLIC LIBRARY

Department of Planning and Development

BALLARD
URBAN DESIGN

Open House

11.06.14

5:30 P.M. – 7:30 P.M.
BALLARD LIBRARY

What is it?
A project to create a vision that will guide new development in Ballard.

Join Us!
Learn more and share your ideas.
Presentations at 5:30 p.m. and 6:30 p.m.
Open house format.

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For more info or to participate online:
seattle.gov/dpd/ballard

BALLARD
URBAN DESIGN & TRANSPORTATION

Please Join Us

05.07.15

6:00-8:00 PM
LEIF ERIKSON LODGE

Department of Planning and Development SDOT

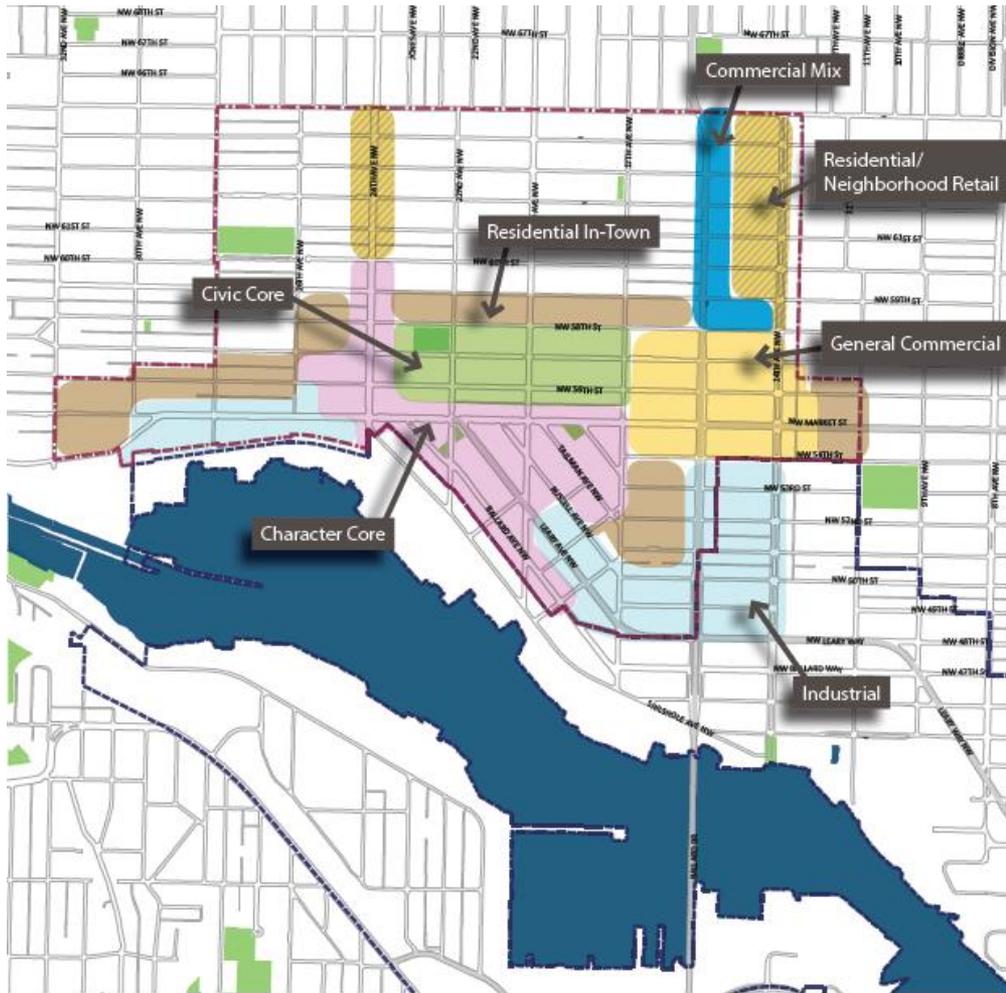
Ballard Urban Design & Transportation
Open House 4 – November 18, 2015

Create a Vision & Strategies to guide development and mobility

- Land Use Regulations
- Design Guidelines
- Streetscape Design
- Open Space
- Expanding Economic Opportunity
- Mobility Improvements

Seattle.gov/DPD/Ballard
Seattle.gov/transportation/moveBallard

Character Areas



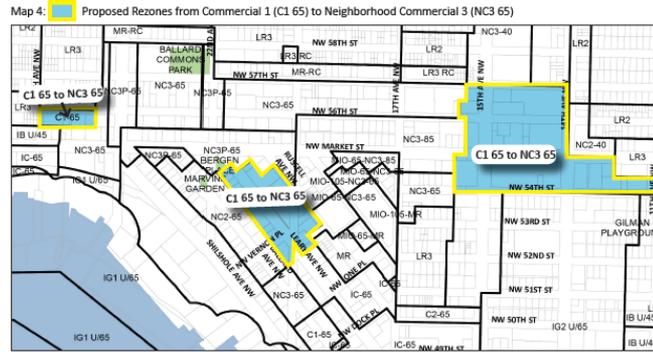
- Character Core
- Civic Core
- General Commercial
- Commercial Mix
- Residential In-Town
- Industrial

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

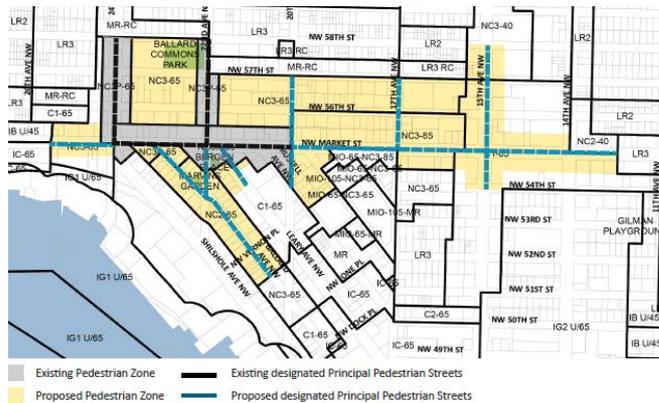


Proposed Rezones

Apply Neighborhood Commercial 3 Zone
 Rezone from Commercial (C1 65) to Neighborhood Commercial 3 (NC3 65) to encourage pedestrian-oriented development along key walking and transit streets.



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

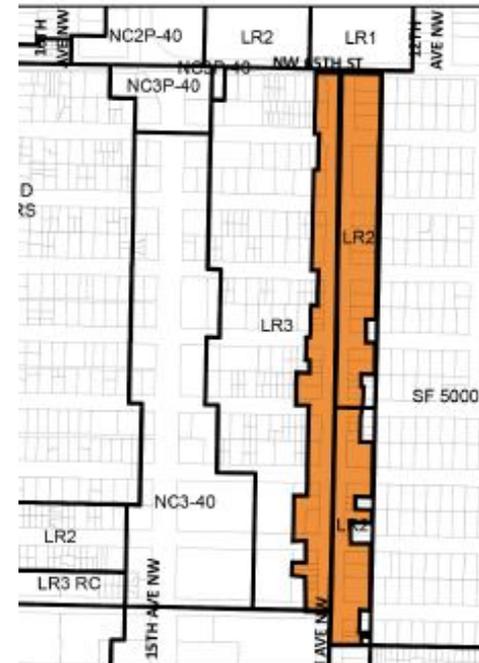


Add Residential Commercial Suffix Zone

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.

Add Pedestrian-designations & Designate Principal Pedestrian Streets

A P- designation encourages a walkable shopping district. It prohibits drive-in businesses and sets a minimum FAR. Buildings must include active businesses for 80% of the street-front, and awnings. Parking location and access is restricted.



Area-Specific Development Standards

Facade modulation

We recommend a maximum facade width of 100' after which a portion of the building facade set back a minimum depth of 10' to 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.



Lot coverage limits on very large lots

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.



Area-Specific Development Standards

Maximum Structure Width

To help reinforce the neighborhood's historic building scale and character, we recommend a maximum building width of 250 feet.

Upper-level setbacks

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



Street-level Setbacks

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.

Figure 8: Proposed maximum building width is 250'

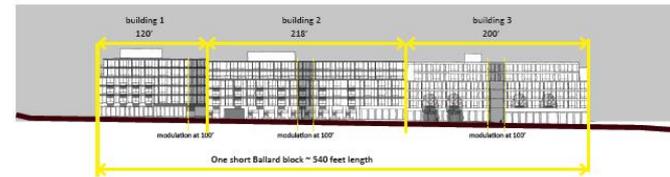
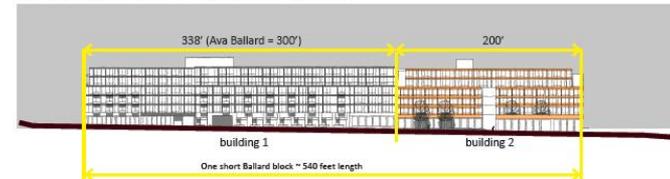


Figure 9: Likely development without maximum building width limit



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.