

# 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*

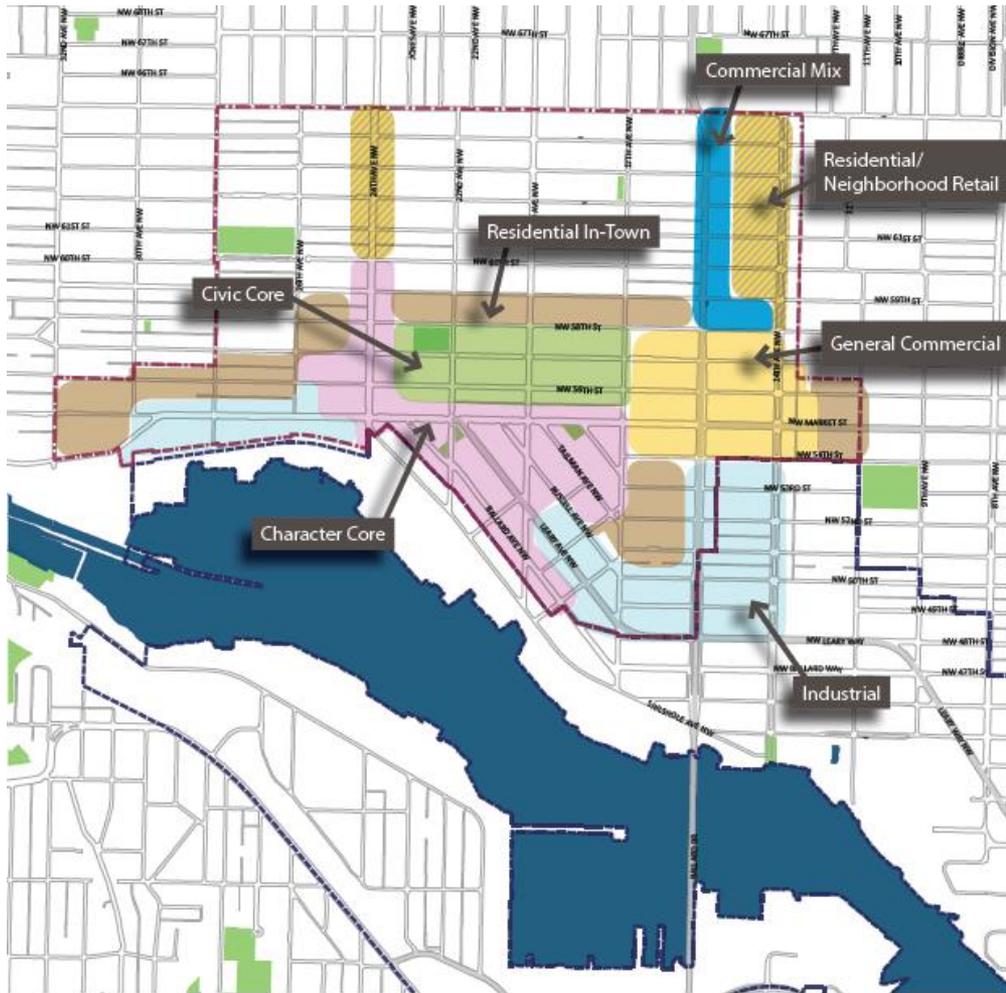
Four Communitywide Workshops  
*Averaging 75 – 100 attendees*

## Briefings

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



# 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.



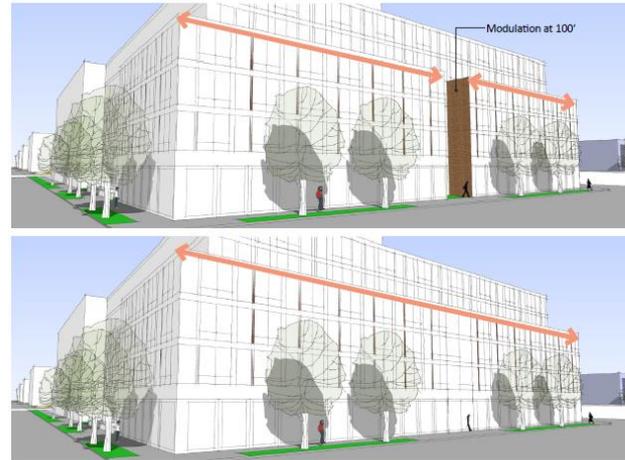


# Area-Specific Development Standards

## ***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 15<sup>th</sup> 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'

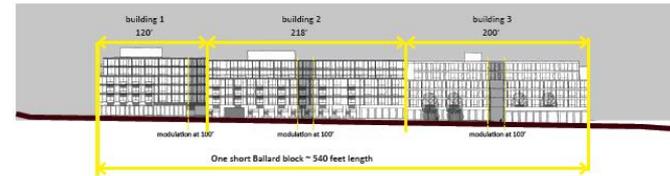
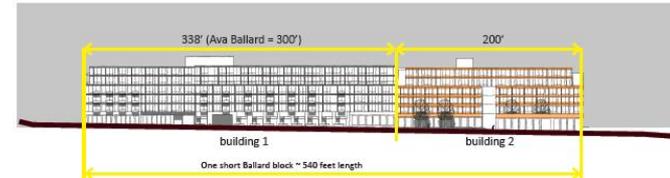


Figure 9: Likely development without maximum building width limit



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.