Urban Design and Transportation Working Group
Ballard Urban Design Framework

Meeting # 13: Zoning Direction & UDF Graphics
Agenda

4:00  Intro & Questions  Tom and Catherine  Recent activities

4:15  Zoning Ideas to Achieve UDaT Objectives  David

4:45  Draft V2 of UDF  David & Aditi

5:00  Review of Comments/Decision Agenda to Date  David

5:30  May 7 UDaT and Community Meeting  David

5:30  Adjourn
Previous Zoning Discussions

15th at Market
✓ Neighborhood Commercial
✓ Pedestrian Designation
✓ Promote Office on upper floors

56th Street-Level Uses
✓ Promote Small Commercial Spaces
✓ Drive-thru not appropriate
✓ Uses can vary

22nd & 24th Ave
22nd Ave
✓ Street level uses should be commercial from Market to intersection of 57th
✓ Upper stories can vary (restaurant?)
✓ Church appropriate at 58th
✓ Promote small commercial spaces
✓ 57th and 58th are residential east of 22nd intersection.

24th
✓ Small commercial spaces (RC designation) still appropriate. Commercial use allowed
✓ Commercial uses on north side of intersections
Previous Pedestrian Designation Discussion

Existing zoning

Potential P-Designations

a. Market St west of 24th Ave
b. Ballard Ave in Historic District
c. 22nd Ave between Market and 57th
d. Market between 2th and 14th
e. 15th between Market and 54th
f. 15th from 54th to 57th
Pedestrian Zone requirements

- Requirements throughout P-designated areas
- Additional requirements along the Principal Pedestrian Street

- Overhead weather protection (for 60% of façade).
- Require that at least 80% of the street-level street-facing façade of buildings include one or more of the commercial or institutional uses identified as most appropriate for a pedestrian-oriented retail district, such as retail uses, libraries, or restaurants.
- Minimum FAR (in a UV).
- Discourage curb cuts and driveways.
- Prohibit surface parking adjacent to the Principal Pedestrian Street, and require that parking be located behind or within a structure.
- Limit design review departures for non-residential uses.
- Prohibit drive-in and drive-through businesses.
Initial Zoning Ideas to Implement nUDaT Direction

Zoning Ideas for Discussion
- Add Pedestrian Designation
- Prioritize Employment uses on upper floors, especially adjacent to Industrial areas
- Add Residential Commercial to allow small commercial at street corners

- Change from MR & LR, to NC3 and/or MR
- Change from C1 to NC3
- Change from C1 to NC3
Overall Zoning Guidance

- Focuses on *intent* in order to provide flexibility.

- Will engage with UDaT after UDF is complete and we develop zoning legislation.
Urban Design Guidance

- Focuses on the desired qualities of spaces.
- And the roles of buildings and streetscape & open space.
Urban Design Guidance - Character Core

Character Core - Buildings

1. Development Regulations

1. Maximum structure width: Consider a maximum structure width of 150 ft.

2. Upper-level separation: After the first 3 floors (~35 ft), consider requiring an upper-level separation between structures adjacent to the same east-west street. (Another way to think of this is maximum floor plate size.)

2. Pedestrian Zone: Consider extending the pedestrian zone designation as per Map 11 on Page XX.

3. Design Guidance

1. Referring to the call-out boxes for design guidance recommendations for the Character Core.

2. Sense of enclosure: Structures and access in the Character Core have a sense of enclosure and framing. New structures should be built to the lot line to continue this character.

3. Structural elements: Structures should be expressed on the facade.

4. Strong horizontal base: Encourage the use of horizontal design elements, massing, storefront design elements, and upper-level setbacks.

5. Sense of enclosure: Structures should take cues from adjoining buildings while setting out the facade and massing.

6. Strong edge: Corrugated element: Encourage a strong horizontal massing element to define the building's extent and add visual interest and definition to the upper level.

3. Materials

Scale and context: Materials should reflect the larger scale of buildings. Development should reinforce the historic character of restrained use of high-quality materials. Changing materials to reduce perceived bulk is strongly discouraged. Brick and stone masonry are preferred for the first 33-48 ft. Metal and other industrial finishes can be used to complement traditional materials or create interesting contrast. Building form, structure, function, and material should be integrated.

Sense of permanence: The choice of materials should convey a sense of structural permanence. Design details should reinforce this quality, for example, upper-level windows can be set deep into the reveal or structural elements can be expressed in the facade.

Clear design approach: In the character core, new structures should pursue one clear design approach while responding to existing structures. Example approaches include restoration, replication, complementary additions, differential contrast, and assertive contrast.
Urban Design Guidance - Character Core

Character Core - Streetscape and Open Space

1. Streetscape
   - Festival Streets: Consider designating 22nd Ave NW and Ballard Ave as "Festival Streets" (see map on Page XX for extents). Create a street concept plan for 22nd Ave NW.

2. Open Space
   - Waterfront: Work with the community and City agencies on more access to Salmon Bay. This should occur with careful attention to supporting ongoing maritime uses, and the type of vehicles and operations associated with industrial, maritime businesses.

3. Better Integrate existing open space into daily life
   - Better integrate existing open space into daily life by encouraging activity generating uses around existing open space and orienting buildings so that entrances and private open spaces create a physical or visual connection with existing open spaces.

4. Character Area Recommendations
   - Store Front Density and Design: Ballard Ave and some blocks of Market St are attractive walking streets due to density of storefronts and human-scale of the street-facing facades. Encourage a similar character along the remaining blocks of Market St in the Character Core.

   - Sidewalks: Consider widening sidewalks and traffic calming (curb extensions, landscaping, raised street planters) important pedestrian routes.

   - Pedestrian Paths and Wayfinding: Consider providing pedestrian paths through long blocks and wayfinding in the area south of Market St where the two street grids intersect.

   - Active Street Level Uses: Expand the "main street" character of Market Street. Consider extending the Pedestrian Zone designation as per map XX on Page XX in the Character Core.

   - Sidewalks' Sense of Endurance: Encourage the provision of weather protection, street trees, pedestrian scale lights and other vertical elements to strengthen the existing sense of endearment.

   - Traffic Calming and Intersections: In some locations, excess right of way may be reallocated to serve the community as an open space amenity, while better meeting circulation needs.
Urban Design Guidance – Civic Core

Civic Core - Buildings

1. Development Regulations

1. Maximum structure width:
   Consider a maximum structure width of 150'.

2. Separation
   Consider requiring a 30' separation between structures adjacent to the same east-west street.

3. Setbacks
   Consider requiring setbacks for part of the frontage along east-west streets. Encourage active uses, landscaping, and residential entrances in setbacks.

4. Upper level setbacks
   Consider upper level setbacks at 35' along east-west streets for structures exceeding 60' in height.

5. Street level uses
   Encourage clearly residential or commercial street level uses in the Civic Core with associated ground-related development standards. Encourage departures from ground-related residential development standards. Encourage smaller and more affordable retail spaces to maintain a diversity in services and stores.

6. Surface parking and drive-throughs
   Consider prohibiting street facing surface parking and drive-through businesses on NW 56th St to minimize the number of curb cuts on a highly-used pedestrian route. Where possible parking and service access should be from an alley or a side street.

7. Sustainable buildings
   Encourage sustainable building practices in the Civic Core. For example, green stormwater infrastructure and green roofs.

2. Design Guidance

Refer to the call-out boxes for design guidance recommendations for the Civic Core.

3. Materials

Clean, modern, industrial materials such as metal, wood, glass and brick are desirable in the Civic Core. Energy saving and advanced technology and materials are encouraged. Bold colors and volumes are expressed in the Ballard Library and Greenfire buildings. Materials such as vinyl siding should be avoided on larger buildings. The structure’s form and materials should respond to each other and changes in material should accompany a real change in form or plane. Changing materials to reduce perceived bulk is strongly discouraged.
Urban Design Guidance – Civic Core

Civic Core - Streetscape and Open Space

1. Streetscape

**Festival streets**
Ballard Ave and 22nd Ave NW connect important community amenities, gateways and attractions. People come together on these streets for a variety of neighborhood festivals. Consider designing these as “Festival streets” with street design concepts plans to guide future development to better meet the community’s needs of these streets. Raised street, changes in paving utilities for markets, street furniture and landscaping should be considered.

**Wooster or shared street**
NW 56th St is a low traffic-volume street. Two iconic neighborhood structures - the Ballard Library and the Greenlake Campus are on NW 56th St. Through undulating street frontages that create alternating pockets or “side rooms” of activity and landscaping these buildings establish a dynamic and human relationship with the street. NW 56th St is recommended to be designated as a neighborhood green street with a street design concept plan to guide future development to strengthen this character effectively creating a linear park-like shared street.

**Traffic Calming**
Landscaped curb extensions are desired along sections of the sidewalk along major pedestrian routes and at intersections (NW 56th St and 57th St).

2. Open Space

**Pedestrian pathways**
The ease of walking in the Civic Core should be improved by providing pedestrian paths through long blocks.

**Relationship of building to the street**
In the Civic Core, buildings should be setback for some portion of their rear or facade to form a “side room” or “eddy” of activity. Setbacks can be used for active street level uses such as outdoor dining or seating. If street level residential uses are provided, they should be setback or raised from the sidewalk. Visually distinguishable individual residential unit entries should be provided. Design elements in setbacks along residential units (e.g., hedges, paving changes, stoops, porches) should be used to indicate the transition from public sidewalk to private (dwelling).

**Street Level Uses**
A balance between commercial and residential street level uses are appropriate development standards is desired. Where retail spaces are provided at the sidewalk level, smaller and more affordable spaces with a high degree of shop front transparency are desired. Visually distinguishable individual residential unit entries should be provided to create an engaging street edge.

**Sense of enclosure**
In the Civic Core, desirable streets sections and public spaces are defined by an undulating and playful boundary that is defined by landscaping interesting building forms, active uses, walls, and projecting flat roofs.

**Curb Cuts**
Curb cuts on NW 56th St should be prohibited to minimize pedestrian-vehicle conflicts. Where possible parking and service access should be through alleys and side streets.

**Private Open Spaces**
The design of privately owned open space should contribute to the community’s public life through their location and design. Private open spaces should be encouraged to provide amenities for all ages. For example, play areas, benches, grills, sitting areas, and patches etc.
1. Development Regulations

Maximum Structure Width
Consider a maximum structure width of 150.

Separation
Consider requiring a 30' separation between structures adjacent to the same east west street.

Setbacks
Consider requiring setbacks along major arteries. Encourage the provision of active uses and landscaping in these setbacks.

2. Sense of Place

Consider guiding principles to create a sense of place at the intersection of 15th Ave NW and NW Market St through an integrated building design, streetscape and landscaping strategy.

- Embrace pedestrian amenities at transit stops.
- Encourage a mix of uses that will ensure activity through the evening and weekends.
- Create a landscaped buffer between pedestrians and traffic.
- Design buildings to respond to location through the placement of active uses on corners.
- Encourage structures to engage with major arterials at the street level.
- Consider courtyards or plazas with seating and landscaping to establish a human scale context for the structure and its occupants.
- The presence of high traffic volumes creates a challenging walking environment. Consider through-block pedestrian pathways with some active uses to connect local destinations as well as provide an opportunity for exercise and relaxation for building occupants.

1. Urban Design Guidance – Commercial Center

Commercial Center

4. Character Area Recommendations

Office uses
Prioritize employment uses above street level commercial uses. Consider allowing single-purpose buildings to achieve the highest allowable FAR.

Weekly goods and services
Community-wide Commercial Center meets the weekly and monthly needs for goods and services. Encourage urban format grocery stores, pharmacies and similar uses on the street level with compatible active uses along the sidewalks, for e.g., cafes, restaurants, shoe repair etc. Encourage activity-generating uses on corner locations.
Urban Design Guidance – Commercial Mixed

1. Development Regulations

1. Active corner uses
   Consider encouraging small pedestrian-oriented retail on certain key corners along 15th Ave NW and 14th Ave NW providing low-intensity commercial uses. Where possible, locate these amenities close to existing or future bus stop locations or pedestrian crosswalks across 14th Ave NW and 15th Ave NW.

2. Carb cuts
   Minimize points at which driveways cross sidewalks on 15th Ave. NW. Consider shared access, providing access from side streets. Limit impacts to adjacent residential zones.

3. Better sidewalks and more landscaping
   Consider wider sidewalks and a strong vertical element separating pedestrians and traffic on 15th Ave NW. This could be through landscaping, art, or other street furniture.

4. Pedestrian and bicycle crossings
   Where possible, improve interactions for pedestrians and cyclists.
Comments to Date

Parking Management
• Organization
• Structures
• 56th - restricting parking lots to enhance the pedestrian experience? Role vis-a-vis creating pedestrian environment on Market Street.

Transportation – increase focus in UDF
• All Modes
• Light Rail Station Location - Preference for western location

Office Development - Is there support for more office development (like proposed for 1th & Market to increase jobs? – pg 22

Entertainment Hub

Market Street
• Emphasize strategies to maintain Market Street as a landmark street
• Prevent a wall of 6 to 7 story apartments and condominiums

Review guiding principles p 3

St. Lukes - Can we provide clearer direction on St’ Lukes? p 38

Residences / Housing
• What about subdivisions in area north of 58th?
• Affordable housing for families and seniors

Open Space / Parks
• Where will we include more direction on open space responding to Groundswell NW report?
• Character of 57th – more green and open space p 30
• How can public spaces be created along 15th? P 42
Pedestrian Zone Designation

Development Standards

• Drive-ways may not cross the sidewalk unless it’s the only means of access
• Parking areas must be located to the rear, or within the building
• Drive-in lanes are prohibited
• Within urban centers or villages, or Station Area Overlay Districts, require a minimum size (floor area ratio) for new development

New Standards / Proposed Changes:

• Broader range of uses at the street level to help reduce vacancies and provide a variety of shops and services (office uses)
• Eliminate waivers to parking requirements for street-level uses required by pedestrian zones (use existing parking requirements)
• Overhead weather protection
• In live-work units, require the work area to front the street & be min 15’ deep
• Transparent areas must allow views into and out of the structure
Pedestrian Zone Designation

Allowed uses at street level

- General sales and services
- Major durables retail sales
- Eating and drinking
- Lodging Theaters & spectator sports
- Indoor sports and recreation
- Medical services
- Rail transit facilities
- Museum
- Community club or centers
- Religious facility
- Library
- Schools
- Parks, open space
- Arts facilities (in Pike/Pine)
- Automotive retail sales and service (in an existing structure in Pike/Pine)

Proposed added uses

- Community garden
- Food processing and craft work
- Offices ((limiting the width of the frontage along the main street) to ensure that larger, less active, office spaces do not dominate the street frontage)
- Sales & Services, heavy (eg. Office and rest supplies, medical labs, banks etc)
- Adult care center
- Childcare center
- College / University
- Family support center
- Institute for advanced study
- Private club
- School, vocational or fine arts
- Arts facility

Prohibited uses at street level

- Residential use and live-work (limited to 20% of frontage)
- Gas stations and other businesses with drive-in lanes (prohibited anywhere in a Pedestrian zone)
- Surface parking (prohibited as the principal use anywhere in a Pedestrian zone)
- Hospitals, major institutions,
- R & D labs,
- agricultural uses (except community gardens),
- heavy commercial sales and services,
- entertainment uses (except sports and rec, theatres and spectator sports)
A. Market West of 24th 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
NC2 65 Moderate (commercial) density shopping district serving the surrounding neighborhood and a larger community, citywide or regional clientele; allowing comparison shopping among a range of retail
**C. 22nd Ave Existing Zoning**

**NC3 65** Larger shopping district serving the surrounding neighborhood and a larger community, citywide or regional clientele; allowing comparison shopping among a range of retail businesses

**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
NC3 65 Larger shopping district serving the surrounding neighborhood and a larger community, citywide or regional clientele; allowing comparison shopping among a range of retail businesses.
D. Market East of 20th Existing Zoning

**NC3 65** Larger 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
NC1-40; NC2-40
NC1-40; NC1-65
NC3 -65
NC3-85