



**Ballard Urban Design & Transportation
Open House 3 – May 7, 2015**



Urban Design Framework

Guide the character of development as the Ballard core grows

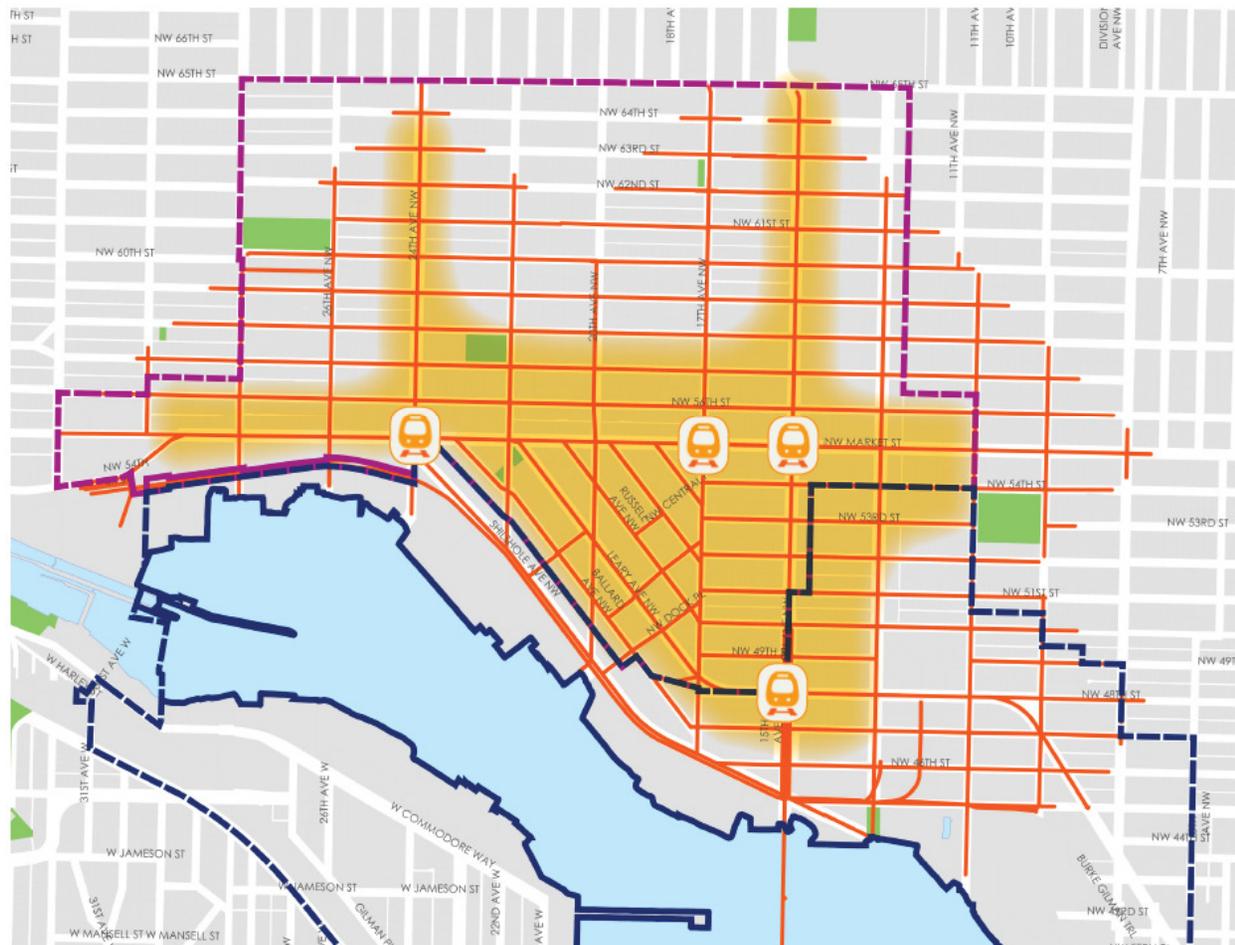
Identify **Mobility improvements** needed to support growth, and assess opportunities and challenges presented by the potential high capacity transit

Expand Economic Opportunity by diversifying expanding business and employment opportunity

Sustain Health by identifying how Ballard can preserve and build supports the health and access to opportunity for a diverse community.

Study Area

Ballard Urban Design Framework Focus Area Map



Legend



Potential Future High Capacity Transit Stations



Focus Area:
Our recommendations will likely focus on this core area of Ballard.



Assessment Areas:
Areas within a 10-minute walk from potential high capacity transit stations where we will assess impacts and benefits.

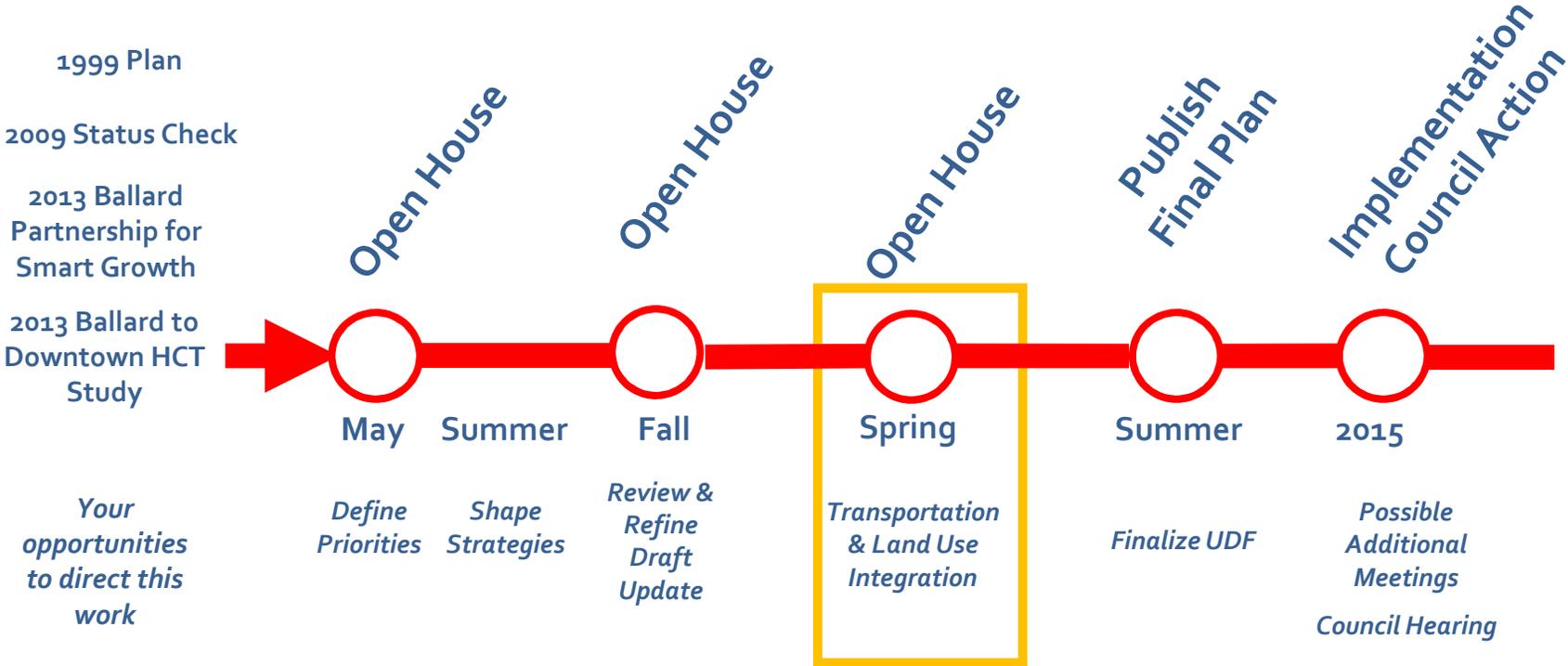


Ballard Hub Urban Village Boundary



Ballard Interbay Northend Manufacturing Industrial Center (BINMIC) Boundary

Schedule



May & November Open Houses



- Love Ballard's historic qualities & its industrial tradition
- Appreciate shops & restaurants in a beautiful, walkable neighborhood
- Concerned about character of new development
- Worried about affordability & transportation
- Support for new guidance on building & streetscape design
- Continued concern about parking

Move Ballard

- Multi-modal transportation plan for the Ballard Hub Urban Village
- Goal: Identify and prioritize near-term transportation improvements for all modes (pedestrians, bicyclists, transit, auto & freight) in response to the area's rapid recent growth
- Evaluate potential HCT station areas, identify access improvements, and station character



Background

- Seattle 2035
- Citywide modal plans
- Move Seattle
- B2D HCT Study
- Freight Access Project
- Parking Study
- Ballard Open Space

Today's Objectives



Review land use, urban design streetscape recommendations

Identify & prioritize near-term mobility improvements

Evaluate & prioritize potential future high capacity transit station locations

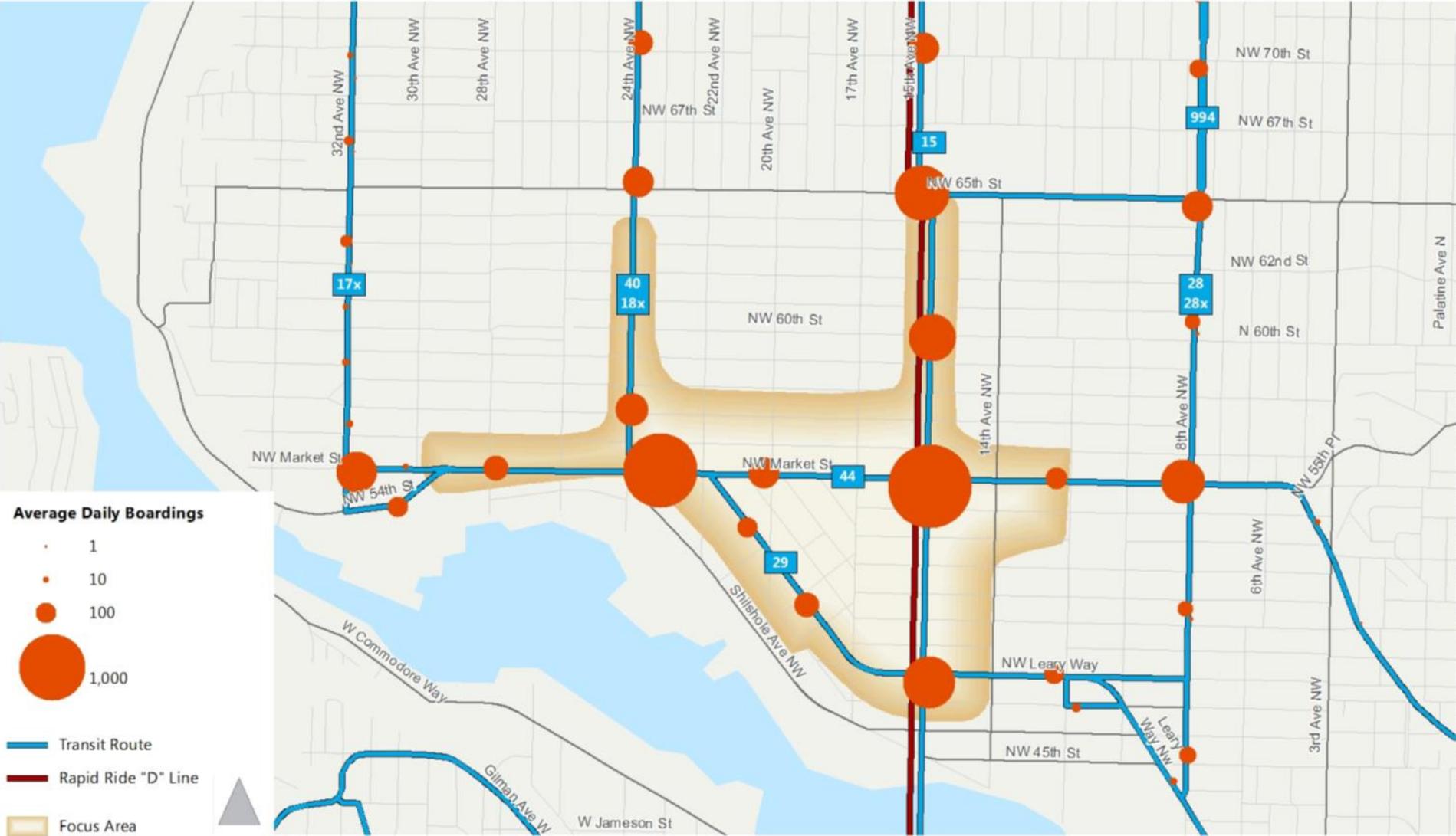
Your input will shape final recommendations for an integrated urban design & transportation report

Station 1: Background and Existing Conditions

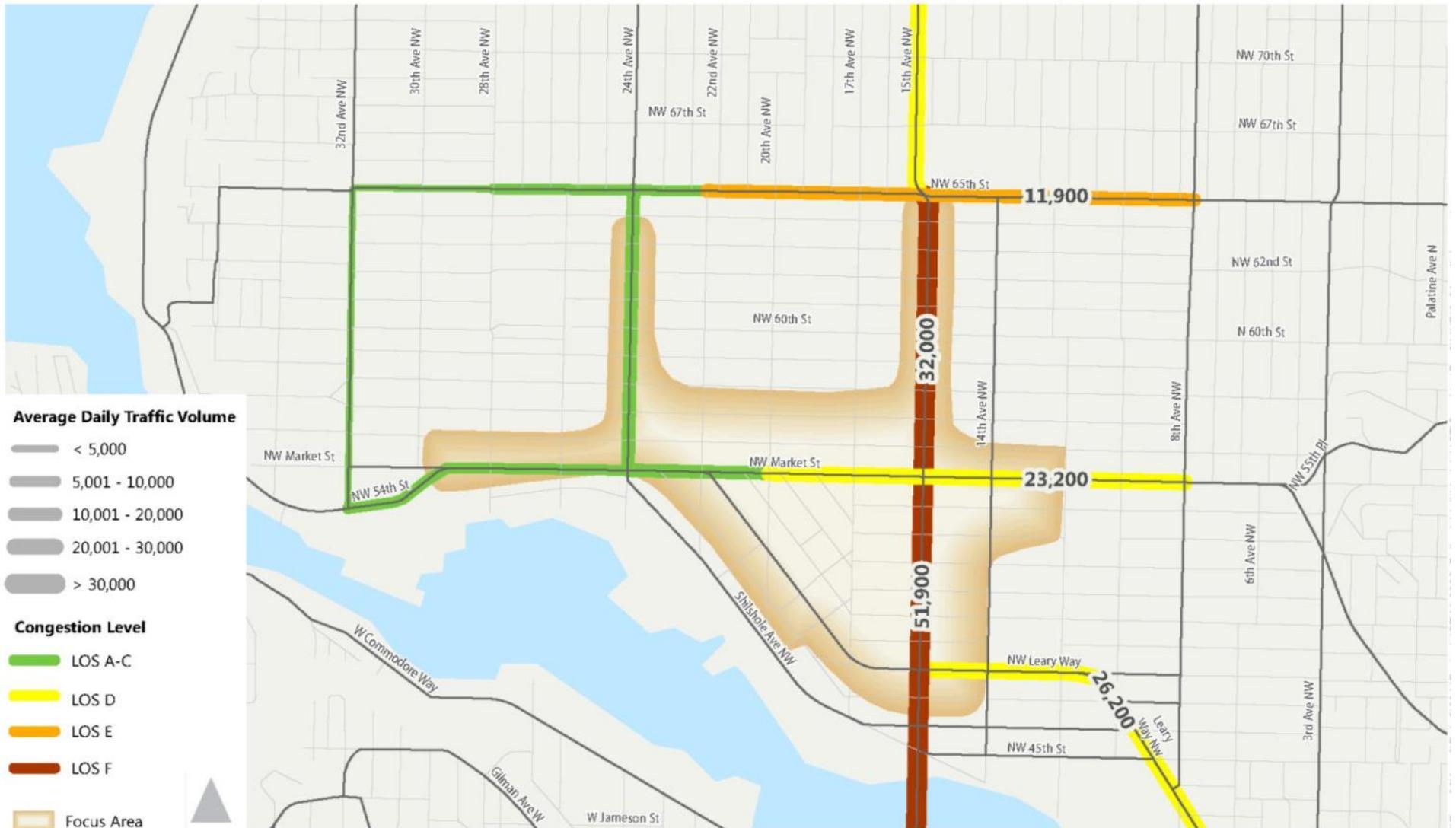
- Ballard to Downtown Alignments
- Transit Boardings
- Traffic Volumes
- Collisions



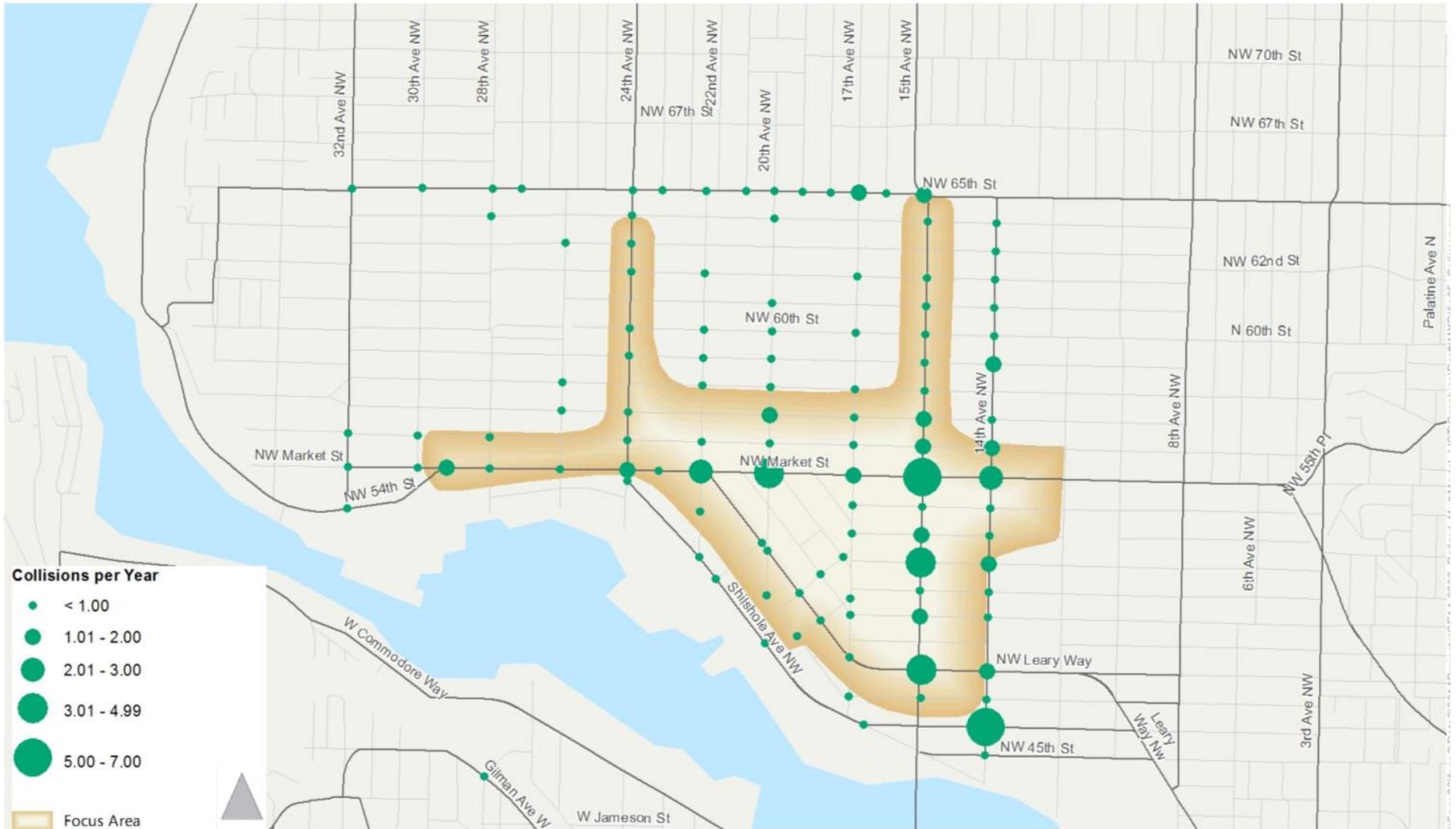
Transit Routes and Ridership



Vehicle Traffic

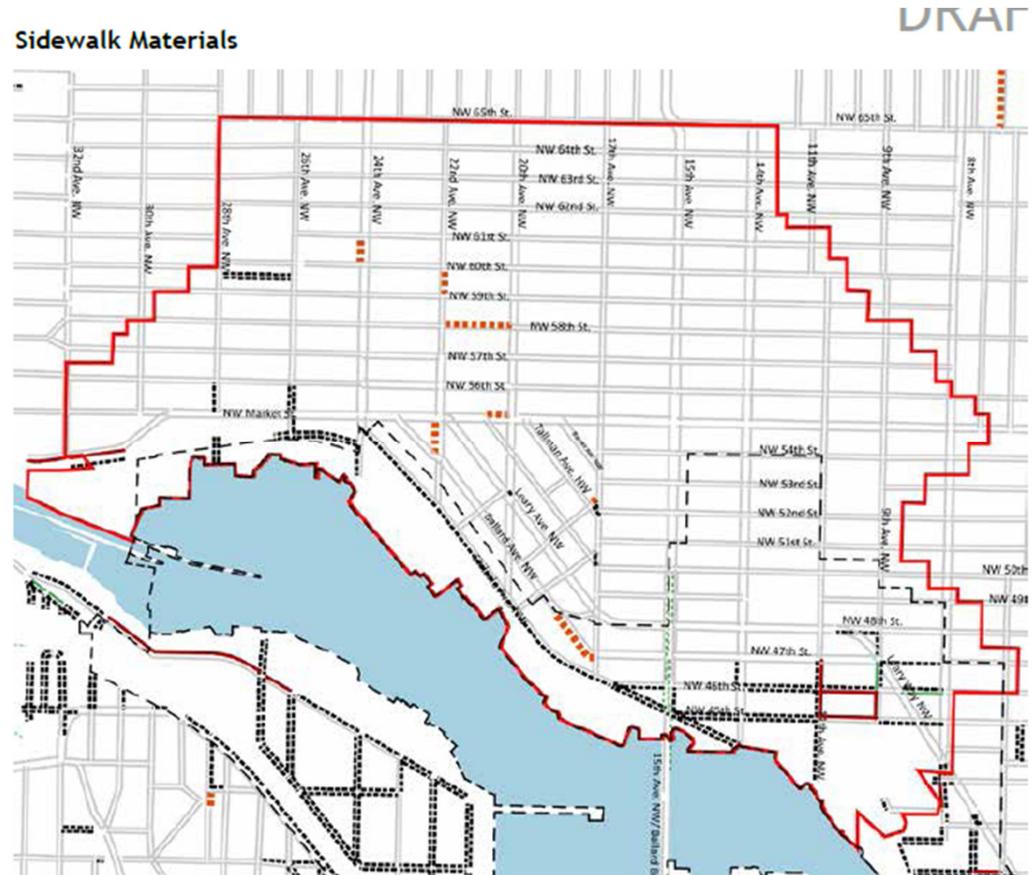


Collision Data



Additional Data

- Sidewalk Inventory
- Bicycle Facility Inventory
- Truck Streets and Loading Areas



The Good: Pedestrian Facilities



- Wide sidewalks with amenities such as benches, landscaping, bicycle rack, tables/chairs

The Bad: Pedestrian Facilities



The Good: Bicycle Facilities

- Neighborhood greenway, wayfinding signs, green painted bicycle lanes at busy intersections



The Bad: Bicycle Facilities

- Narrow facilities with no alternatives, inadequate parking, long blocks that are difficult to cross



Station 2: Planned Projects

- Adopted in the citywide modal plans
- Funding is not yet secured for most projects
- Provide feedback on:
 - Which of the planned projects should the city prioritize funding for and are there specific details (e.g., crossing locations) that you can identify (up to five priority projects)?
 - Should any of the modal plan projects be moved to a different location?

Station 3: New Ideas

- What other new ideas should we consider for the study area?
 - Where are the gaps and deficiencies? What's missing?
 - Are there “quick-win” projects that the city can quickly improve transportation and placemaking (tactical urbanism)?
 - Are there locations where SDOT can partner with the community to more effectively use the right-of-way space (streateries, parklets, bike corrals)?





GO PLAY IN THE STREET! 
The Seattle Department of Transportation (SDOT) is testing a play streets program in 2014, and you can be part of the fun.







Station 4: Station Areas

- Proactive planning for HCT
- Express preferences before Sound Transit begins further planning:
 - Which station location would best support ridership and community aspirations?
 - How can we improve access to your top station?
 - What should the character of the stations be (in terms of development style)?

Potential Station Area Evaluation Criteria

- ***Population:*** Residential Density
- ***Places:*** Retail + Services
- ***Destinations:*** Employment
- ***Pedestrian/Bicycle:*** Block density + bikeways
- ***Demographics:*** Transit reliant populations (low income, seniors, 0-car hh)
- ***Potential:*** Underutilized land (excluding single family/industrial)
- ***Performance:*** Existing + projected transit ridership
- ***Other?***

Station 5: UDF

The Ballard Partnership and DPD have completed a draft of the UDF,

- Review zoning, urban design streetscape recommendations