



Ballard Urban Design || Advisory Group

MEETING NOTES

4-5:30 p.m. – April 3, 2015 – Swedish Medical Center

Attendees

Barb Fox

Julia Park

Tom Malone

Don Benson

Shannon Dunn

Jim Demetre

Linda Melvin

Catherine Weatbrook

Joe Brogan

Scott Ingham

Jim Riggle

Mike Stewart

David Goldberg

Aditi Kambuj

Andrew Badgett

Marie Luga (visiting student)

David opens meeting with recap of previous zoning discussions (see meeting PPT). Also went over previous pedestrian designation discussion (in PPT).

Aditi talked about pedestrian zone requirements which explained what a pedestrian zone has/is required. Shows the different aspects required in these zones.

David discussed initial zoning ideas to implement UDaT direction. Zoning changes to Ballard, Market, 15th, 20th, 22nd, and 17th. See graphic in PPT to see emerging direction.

Ovals in the graphic show areas where we need to do more work to prioritize employment uses on upper floors. These areas are: along market street, on 15th below market, and near Safeway one block below market.

Each of these changes will require more work. Before they become legislation, there will be continued community involvement. This is just showing the direction that we want to go.

Scott: On 56th, 24th over to 20th, what is the possibility to ensure that this has commercial uses? Our thought is that it makes sense to use the height from market along the south side of 56th St and bring more commercial there and retain the character of Market St

David: We thought of leaving residential west of 24th. We want to discuss common ownership of parcels. We want to preserve impact of market development.

Shannon: Can you give me an example of adding commercial to street corners on 14th?

David: If zones Residential Commercial, it's limited to 4000 square feet. Preferred on the corner. Primarily a residential building.

Shannon: Is there any advantage to having publicly accessible uses on top of buildings. Leaving stoops or space on the ground for residents. For example a club, restaurant with a view etc.

David: It's unusual since most want the visibility on the ground. It's possible though. We'll look into if there is anything prohibiting it.

Catherine W: Exemption from design review that allowed the Ballard Blocks to happen, does that happen in NC-65?

David: Design Review is required in IC within the Urban Village. For NC zones, we're looking at upper level setbacks for buildings at 35 feet.

Catherine W: In the pedestrian zone, is it possible to have a building that has no windows on one east side?

Aditi: The NC zone has transparency requirements which would apply.

David: Discussing the Urban Design Guidance (see graphic in PPT) that shows where neighborhood hearts, highlights, green streets, parade streets, etc. and where more open space can be found and activated. We aren't proposing new parks are required, but in places where people are aggregating, we would create a more welcoming environment.

Urban design guidance - Character Core: David discusses the graphic and how a person relates to the space from the street.

Aditi: This graphic shows the requirements for the core. setback after a certain height, and separation between buildings. Our homework is to see how much these affect the FAR for these buildings. Callouts show what we would guide in Design Guidelines.

Tom Malone: When they built the Ballard Building, in 1927, they took pictures around it. There were single family residences around it. A year later, all of the buildings that are currently there were built during this time. We have a sense to that this is our one chance to get this right. We are going to see whatever comes in here for a long time.

David: If we implement upper level setbacks, we need to discuss the height limits in the area, talk about how we can get this through council and if we need to raise the height limit. We are not currently proposing to raise the height limit, but we are discussing it.

Scott: It would be nice if we had a photo of 15th and Market with 85 ft on both sides so we can see what it would look like.

David we need to be aware of how it feels from the street rather than a graphic from the middle of the street.

Scott: Give us a real life example of where it is in Seattle so we can go see it.

David: We can bring graphics and move the viewpoint around to give different views. But I like the idea of finding streets in Seattle to show examples.

Aditi: On Market, there are more intersections on the south side so it won't feel as solid.

Julia Park: I have seen SDOT show visual examples of different planning ideas.

Tom M: The tools we are looking at aren't just height. We want good buildings and possibly public spaces. If all of the owners felt that the environment at the end was better than each individual space. If we can work towards making the whole street better it might affect the designs of each building. Give options to go higher for more second floor commercial, etc. When we talked to Martin Selig's people, he liked the idea of a calm entryway. Imagine two building owners and we got them to do complimentary areas that create a better space for both buildings and people.

David G: Comments to date or the decision agenda. Looking for what we need to do to. What are we going to do about parking, especially on 56th. Transportation, lots of comments about this but we are getting there. On May 7th we will have a working session with this group and consultants to look through the transportation projects that are on the table. Is this a cultural district? Is it an entertainment hub? See PPT for "Comments to Date" with lots of questions and topics that need more discussion.

Time for questions or new topics:

Shannon Dunn: I believe that demographics are missing from this report. I think a demographic analysis could help with parking requirements. A lot of people don't have cars. A lot of people are coming here on bus, through uber, etc. that don't require parking. The demographic has changed dramatically. Also, I think we have an image problem with transportation. There is a prejudice that the only reason to ride transit is that you can't afford a car. I believe this is changing.

Can we look at number of people riding the bus?

Aditi: Chris Yake can help us look at numbers of people, where they are living, where they go, etc.

Julia Park: For the light rail station location near industrial location and the high number of employees in that area. Have you checked if the people changing to other forms of transit would be overwhelming for that area.

David G: 28 workers per acre in industrial area, which is low for urban but high enough to support transit in the area. We will look at what types of development are compatible and could provide higher density in the area while preserving the industrial area.

Julia Park: Weather concerns for transferring to other mode.

David G: The new guidelines would require overhead weather protection in the area around the light rail station.