

Ballard Urban Design || Advisory Group

MEETING NOTES

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

Attendees

Tom Malone, UDaT CoChair	David Goldberg (DPD)
Catherine Weatbrook, UDaT CoChair	Aditi Kambuj (DPD)
Mike Stewart	Chris Yake (SDOT)
Shannon Dunn	Shem Harding (Deca Architecture)
Scott Ingham	David Hyman (Deca Architecture)
Linda Melvin (CBRA)	Chris Breiland (Fehr and Peers)
Eric Nelson (Nordic Heritage)	Carmen Kwan (Fehr and Peers)
Julia Park	Andrea Petzel (Broadview Planning)

Intro:

Mike Stewart introduced Andrea Petzel. She discussed the strategy to build a permanent public restroom in Ballard. *Only in Seattle* is helping to fund this study. She is working with Jennifer Wieland at SDOT to get this done.

1. Ballard restroom study

Andrea introduced the project. Her company is working with Amalia Leighton at SVR Design and SDOT. They have been in the information gathering phase on different sites and the needs at each location. There are 4 potential sites and 2 design options. The team is now looking for feedback from community. Andrea shared a hand out on the sites and design options.

Loo style would fit in all location options. The comfort station would only fit in the park. Community survey is going live on Monday to get more input. Survey will run through Feb. Survey available at www.ballardrestroomstudy.com.

Questions:

1. Are their different maintenance requirements and will there be a difference in the hours of use for each style?
2. What is the difference between two styles?

Answer: We want it to be open 24 hours. Comfort station is more expensive to maintain. Parks' facilities are not 24 hours. Community group could possibly take over care.

Question: Cost to build?

Answer: Loo is \$90,000, comfort station is higher - around \$200,000.

2. Chris Yake: Multi-modal transportation plan

SDSOT led a walking tour with City staff and consultants, including DECA architecture. They are here to work on the multimodal transportation element of the Ballard Urban Design Framework project. Concepts Deca will explore include building typology around potential future light rail; looking into Industrial-TOD or Employment-TOD. SDOT is also working with DECA and DPD staff to go over zoning issues, as well as meeting with developers and architects in working in Ballard.

Deca Presentation:

Ballard shares some similarities with Portland but not necessarily the same solutions. Discussion of how Portland evolved over time, what revitalized downtown areas, transit hubs, and new districts.

In Portland DECA studied light rail stations in the industrial areas. They're looking at new types of TOD - instead of bringing people to live, looking at bringing in jobs.

Portland's Industrial Sanctuary Policy was setup in the 1980 Comp Plan. Its intent is to keep industry in the city. The area is changing as the businesses modernize and there are new types of technology used for manufacturing. Portland planners recognized the need to adapt this designation.

Questions:

I/ETOD, how can transit support existing industrial business while also facilitating denser job growth?

Industrial gentrification, can we mitigate displacement of existing industrial uses while encouraging new employers?

Industry 2035: What does industry look like in 20 years?

Answer: Employment opportunity subarea (EOS) relaxes traditional codes in this area. Created new category, industrial office, which allowed creative businesses to mix with industrial.

David G: We are looking into how a light rail station, which abuts the industrial zone, can continue to develop and bring more people, jobs, etc.

DECA: Mixing housing and industrial brings a lot of problems. We are assessing whether ETOD would work or be a gentrifying force, or not.

DECA will look at building prototypes that combine traditional industry with new create maker shops. It's a mix that allows different shops to work together and collaborate.

Showed an example of Portland development that was an adaptive reuse. It took a large building and split it up into several spaces. Looked into different options for buildings and what demand for building was in the area. The creative office is a profitable type of building.

This isn't an effort to rezone an area. It's to get information on what we can do. To get some scenarios and what's applicable for Ballard.

Question: Tie in to Ballard, where should a station go for transit?

Answer: In many ways this is more about figuring out what models would work to increase employment in Ballard – regardless of station location. However the assessment will look at which option works best for Ballard. That’s most likely not the streetcar alternative.

3. David G Zoning Discussion:

Review last month’s 24th and 22nd zoning discussion. He heard that we were thinking of staying the course, retaining more residential along these streets. Allow small commercial and new development. People were ok with this. On 22nd, increasing density by the park and St. Luke’s. Keeping commercial at intersection of 57th.

Pedestrian Zone Designation: It supports people walking around business districts. Generally in Neighborhood Commercial zones. What does a PED Zone do? It regulates the types of uses on the street level. Off-street parking needs to be behind or below the building.

See presentation for potential new PED Designation, PED Designation, and the areas that already have a PED Designation.

Ballard Ave is not designated PED Designation. There is also a space near St. Luke’s that could be converted to PED Zone.

15th has medium size businesses. A PED Designation would create smaller, pedestrian friendly businesses. Tentative idea is to take this Pedestrian Designation up 15th to the St Alphonsus Church.

Mike Stewart: We need more economic data to show where we need this designation. Can we find other funding sources through DPD or other departments that could support these designations?

David G: Our general approach is to be conservative and not over-zone ground floor retail. We want to allow these uses to be flexible. General direction (to be confirmed)

- Extend P Designation on Market to cover stretch from 26th to 14th
- Focus P Designation in 1th between 54th and 57th
- Extend P designation on 22nd from Market to 58th
- Designate Ballard Ave between Market and Lone Place

End of Meeting at 5:30 PM