Ballard Avenue Charrette
FINAL REPORT
Landmark District Values and Principles

- Maintain a pedestrian-oriented experience with emphasis at street level
- Enhance cultural, social, and economic activation
- Preserve the distinctive physical characteristics of the District’s buildings and public spaces
Blocks - Ballard Avenue
Ballard Avenue Charrette Outcomes

Outcomes

1. Improving the interim design and rules of the Ballard Avenue street cafe
2. Starting the discussion on how to permanently include street cafes on Ballard Avenue
3. Providing SDOT meaningful input as they create city-wide street café policy.
Outcome #1: Interim Pergola Design & Temporary Street Measures

What We Heard

What’s Working
- Community support
- One-way streets prioritizing loading zone and deliveries
- Less traffic
- Consistent look but each feels unique
- All season outdoor dining opportunities
- Not bolting down pergolas
- Street life experience

What’s NOT Working
- Low quality materials, plastic sides
- Make sidewalk feel more narrow, limited right of way
- No public pergolas
- Signage & Safety- cars drive recklessly very close to pergolas
- Empty and not accessible when business is not open
- Drainage
- Propane heating
- Utility connections
- Plastic tops are too hot in the summer for farmers market, but important for natural light

Outcomes

1. Implement interim changes to increase safety, and improve flow of goods and people
2. Develop interim guidelines to be used between now and any permanent changes to Ballard Avenue
3. Continue the conversation on permanent changes to Ballard Avenue
4. Coordinate with SDOT to keep Ballard Avenue and City-wide street café work aligned
Outcome #2: Permanent Street Cafe

What We Heard

- Prioritize pedestrian right-of-way, widen sidewalks, accessibility for all
- Increase parking on side streets and Shilshole (angled parking, one-way traffic)
- Restrict times to drive on Ballard Ave (8-5pm loading allowed, 5pm and later no cars) - add bollards?
- Space for food trucks, pop-ups, night markets - festival street?
- Better street lighting
- Higher quality materials
- Improved utility connections
- Space between pergolas for accessibility and to cross the street
- Public space is being taken over by private entities: add more public pergolas / flexible-amenity space when business is closed
- Standardized design / have pre-approved designs for pergolas
- Make sure intersections are open
- Consider and standardize curb-less street

Outcomes

1. Expand sidewalk zone: reallocate right-of-way to pedestrians first
2. Study pergola locations: feasibility study to situate cafe zone against building or in street
3. Integrate loading and delivery zones into the new street design to support the vitality of businesses
4. Phased approach to construction to minimize disruption to businesses and farmer’s market
Outcome #2: Permanent Street Cafe

Draft conceptual sections based on group discussions - needs to be studied further
Outcome #3: Street Cafe Policy

What We Heard

- Process to get pergola approved is long and expensive
- Would prefer a few standardized, pre-approved pergola designs to choose from

Outcomes

1. Coordinate with SDOT to keep Ballard Avenue and City-wide street café work aligned
2. Create guidelines, pamphlets, pre-approved designs for temporary pergolas

NEED MORE INFORMATION HERE
Next Steps

1. Implement interim changes to increase safety, and improve flow of goods and people
2. Develop interim guidelines to be used between now and any permanent changes to Ballard Avenue
3. Continue the conversation on permanent changes to Ballard Avenue
4. Coordinate with SDOT to keep Ballard Avenue and City-wide street café work aligned
BALLARD AVENUE CONTEXT
Frontages - Block 5300
Frontages - Block 5100
In the fall of 2020, SDOT staff visited some of the business districts, including Ballard Ave, using Safe Start permits to gain an understanding of public life during COVID-19. With the help of Gehl’s data collector app, staff observed each space for one day over the course of six hours to understand how people are using these spaces. In some cases, we are able to compare to data collected in 2018 in the same or similar locations.

**Fall 2020 Ballard Ave NW Study:**
- Curb space activation - 2 block faces
- 5 restaurants participating
- 150 commercial seats available

**How are people using these public spaces?**
On average, we observed per 20 minute period:

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Ballard Ave had 50% more staying activity than in 2018.

**Who is using these public spaces?**

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Existing Conditions - Parking & Surfacing

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**LEGEND**

- **Pole with Streetlight**
- **Curb Spaces**
  - Pay Station / Meter
  - No Parking / Tow Away Zone
  - Charter Bus / Shuttle Bus / Taxi
  - CVLZ / Truck / Load Zone
  - Passenger Load Zone
- **Granite Curb**
- **Brick Paving**
Existing Conditions - Traffic Circulation
Existing Conditions - Street Trees & Utilities
Existing Conditions - Pergolas
Existing Conditions - Pergolas
Urban Village Neighborhood Access

Urban Village Curbless
Site Sections - Pre-Street Cafe

Block 5300
Block 5200
Block 5100

Block 5400
Site Sections - Street Cafe

Block 5300
Block 5200
Block 5100

Block 5400
Precedent Street Examples
Precedent Street Examples
Precedent Street Examples
APPENDIX
Agenda

9:00am - Opening Remarks, **CM Dan Strauss**
9:45am - Background Setting, **SDOT, Site Workshop, Ballard Landmarks Board**
10:30am - Break
10:40am - Morning Session 1: Permanent Design
11:10am - Report Back
11:25am - Morning Session 2: Programmatic Design
11:55am - Report Back
12:30pm - Lunch
1:30pm - Background Refresh, SDOT, Site Workshop
1:45pm - Afternoon Session: Interim Design
3:00pm - Report Back
3:30pm - Wrap-Up
Morning Session - Redesigning Ballard Avenue

Discussion: Part 1
- What’s working? What’s not?
- What should the new street section be? How to best allocate and use space within the right-of-way?
- Where should we end the new street?

Discussion: Part 2
- What should go on the street? On the sidewalk?
- What’s working with the current program and should be included in the permanent design?
- How do the pergolas fit within the context of the new street?

Program & Design Considerations
- Movement of people and goods: peds, bikes, and vehicles
- Allocation of space for sidewalk vs. vehicles: where should the curb go? What goes in the street vs on the sidewalk?
- Business needs: parking, loading, delivery, pick-up, etc
- Intersection design- each one is unique
- Events- Ballard Farmers Market, annual events
- Amenities- site furnishings, street trees/plantings, lighting, art, etc
Afternoon Session - Defining interim transition steps

Discussion

What do you like about existing structures?
What’s not working?

Design considerations

Structure size- footprint, height
Utilities- access to water and power
Lighting
Winter considerations- heat, weather protection, other

Process

How to transition
Regulations: permitting process, cost, etc.
Notes transcribed from group discussions during the morning and afternoon break-out sessions

**Like:** airflow, light from top, heated, wind protection, pleasant dining experience, all year round, cozy in the winter, consistent look and feel but different, structures match the mass of building, granite curbs, one-way traffic- need permanent traffic signage, pedestrian street, 12’ depth, eye-level opening, better quality material (see-through), community’s support, not bolted, so much more foot traffic, natural light

**Don’t like:** plastic sides, dirty, cheap/interim materials, lack of staffing, blocking storefronts, pergolas don’t blend with historic district, limited pedestrian and public right of way, narrow sidewalks, tree wells, close traffic, lines crowding the sidewalk, drainage, parked cars, bike parking in potential pergola area, safety with cars driving closeby, future construction disturbance, future variable traffic rules, propane heating, no public pergolas, major future construction project

**Priorities for new structures:** isen glass, connection between building and pergola, weather protection (seasonal), pre-approved pergola design/guidelines, improved street corner design (safety), incorporate power and conduit with new design, clearly delineated pedestrian space, fill in tree wells, sidewalk meander, public space, market spacing, flexibility: temporal, more parking on side streets, street restriction times, loading on side streets, bury powerlines/interim utility connection from city, streamlined permitting, design standards, 5pm street closure to cars/loading time 8-5pm only, accessibility: curb drag, eliminate cars (except deliveries, uber, ADA), bollards to close street at night?, pop-up shops, food truck space, night market options (festival street), pergola gaps for access, seating, keep them flexible, open intersections, flexible space for daytime deliveries / evening cafe and table space, 20’ drive/load flexible space, pergolas with dual function/at least one side open, flush to sidewalk, reuse existing materials- granite curbs, brick, standardize curbless so that its safe for all, better street lighting, angle parking sidestreets
Morning Session - Notes
Morning Session - Notes

- Retail is challenging to support a larger construction project. How can we accomplish the same without it?

- Where to put:
  - New trees/bulkheads
  - Pergola gaps or green strip

- How do we increase walkability?

- Should we evaluate gaps?
  - Some businesses will leave gaps
  - Deliveries, bus stops

- Use sidewalks to close speed sensibly: No crosswalk or bus stop.

- Park in row, no pedestrian

- Retail, supported by restaurant traffic

- Public spaces and 21st century.

- Eliminate parking and trees

- How to allow flexibility with pergolas over time?

- Pop-up gaps?

- There is too much visibility

- Visual friction

- Natural light is huge

- Shaded seating? - Ada/qa

- Lift control bands?

- Is sun's sitting close to 72?

- Also food safety

- Structure against birds

- Soles for weather protection

- Landscapes

- Infrastructure plus or aging buildings

- Are there other possible options (no, sorry)

- Reduce existing perimeters

- Weather - Wind S - N (not texts)

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Afternoon Session - Notes

What do you like?
- Air flow
- Light from top
- Heated
- Wind protection
- Pleasant dining experience
- All year round
- Cozy in winter
- Ability to implement quickly
- Consistent look & feel but still unique
- Some structures match the mass of building
- Size of ex. structure

What don't you like?
- Plastic sides
- Street level is a bummer
  - not sanitary, too gritty
- Night life in combo w/traffic
  - safety concerns
- Lack of adequate shading
- Interim materials/quick construction = quality
- Permeability is important to see
  - Storefronts
- A-frames create obstructions

Priorities for new structures/design
- Izen glass (permeability)
- Connection (design) blown bldg + pergola
- Weather protection (seasonality)
- Street fun off
- The approved pergolas
- Street corner design needs to be tightened to ensure safety
  - ie: planters
- Incorporate planter + conduit
  - w/ new design
Afternoon Session - Notes

- 12' depth
- age level change
- better quality materials
- see single line path
- mini mural/walls
- people love them
- not linked/accessible
- loading

- need to think about people
- see an area that works, where it works
- drainage
- fire areas
- bike paths, bike lanes
- safety - [step size] - [lighting] - [lighting]

- narrow green with pathway

- keep curb
- shared

- business district?
Historic Preservation in Ballard Avenue Landmark District

- District established by City ordinance in 1976
- Proposed projects must follow Landmark District design guidelines and historic preservation principles
- Exterior physical alterations within the District must have Landmark District Board approval
Ballard Avenue Landmark District Board

Seven member advisory board that reviews and approves proposals for:

• signage
• street furniture and cafes
• new construction
• landscaping
• right of way work
• storefront improvements
• ....and any other exterior alterations in the District
Landmark District Presentation

Landmark District Values and Principles

- Maintain a pedestrian-oriented experience with emphasis on the street level
- Enhance cultural, social, and economic activation
- Preserve the distinctive physical characteristics of the District’s buildings and public spaces.

Landmark District Materials Guidelines

- Preferred materials are stone, brick, stucco, finished wood, metal, and iron.
- Unfinished brick or stone cannot be painted.
- Paint colors should be subdued and coordinate with surrounding colors and materials.
**Materials**

- Within guidelines

- Not within guidelines

**Landmark District Transparency Guidelines**

- Clear pedestrian-level views into spaces and to distinctive exterior building features
Landmark District Presentation

**Transparency**
- Within guidelines
- Not within guidelines

**Scale and Context Guidelines**
- Structures and buildings should be proportional in size to each other and their surroundings.
- Colors, materials and designs should coordinate, without conflict with surrounding spaces.
**Scale and Context**

- **Within guidelines**
- **Not within guidelines**

**Right of Way Considerations**

- Structures in the right of way are subject to District guidelines for preferred materials, scale, and context.
- Pedestrian flow is a priority in the placement of amenities in the right of way.
- Historical materials such as tree wells, pavers, and mosaics may not be obscured or destroyed.
Safe Start 2.0 - What’s Next?
Cafés, Merchandise Display, Vending
Our vision, mission, and core values

**Vision:** Seattle is a thriving equitable community powered by dependable transportation

**Mission:** to deliver a transportation system that provides safe and affordable access to places and opportunities

Committed to 6 core values:
- Equity
- Safety
- Mobility
- Sustainability
- Livability
- Excellence

Public Space Management (PSM)

- We work with residents, businesses, and organizations to enhance neighborhoods, strengthen communities, enliven public spaces, and promote economic vitality
- Program areas include:
  - People Streets
  - Business Enhancements
  - Vending
  - Vibrant Communities
  - Shoreline Street Ends

Pre COVID-19

- Existing programs and permit options for cafes, streateries, merchandise display, and vending
  - 420 cafes, including eight streateries
  - 115 vendors
  - 20 merchandise displays
- Permit costs vary between $300-4,000 annually

COVID-19 and Safe Start 1.0

- Began in Summer 2020
- Streamlined & free permits until May 2022
- New types & locations for vending, temporary fencing and designs allowed, additional use of the curb space and street closures
- To date, we have issued 260 Safe Start permits
What we’ve been hearing

“The community response has been fantastic — folks have genuinely been excited about our outdoor seating and I’ve heard countless times that we should make it a permanent installation. For the business, our sales yesterday were up 84% from the average of the last four Saturdays.”


As a Columbia city resident I thoroughly enjoy the open patio concept you provided in Columbia city. I am able to eat from my favorite local restaurants (tutta bella yumm!) while feeling safe from COVID.” -- Resident

We [both] loved it!!! It felt very European. We have plenty of space...It was wonderful to sit and be a part of the human race.”

- Resident

Questions?

alyse.nelson@seattle.gov | (206) 423-6330
www.seattle.gov/transportation/permits-and-services/permits/temporary-permits

www.seattle.gov/transportation
BALLARD AVE
Street Type: Urban Village Neighborhood Access
Street Classification: Non-arterial

Ballard Ave: Typical Section

Ballard Ave: Typical Section

Legend:
- Pole with Streetlight
- Curb Spaces
- Play Station / Meter
- No Parking / Tow Away Zone
- Charter Bus / Shuttle Bus / Taxi
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