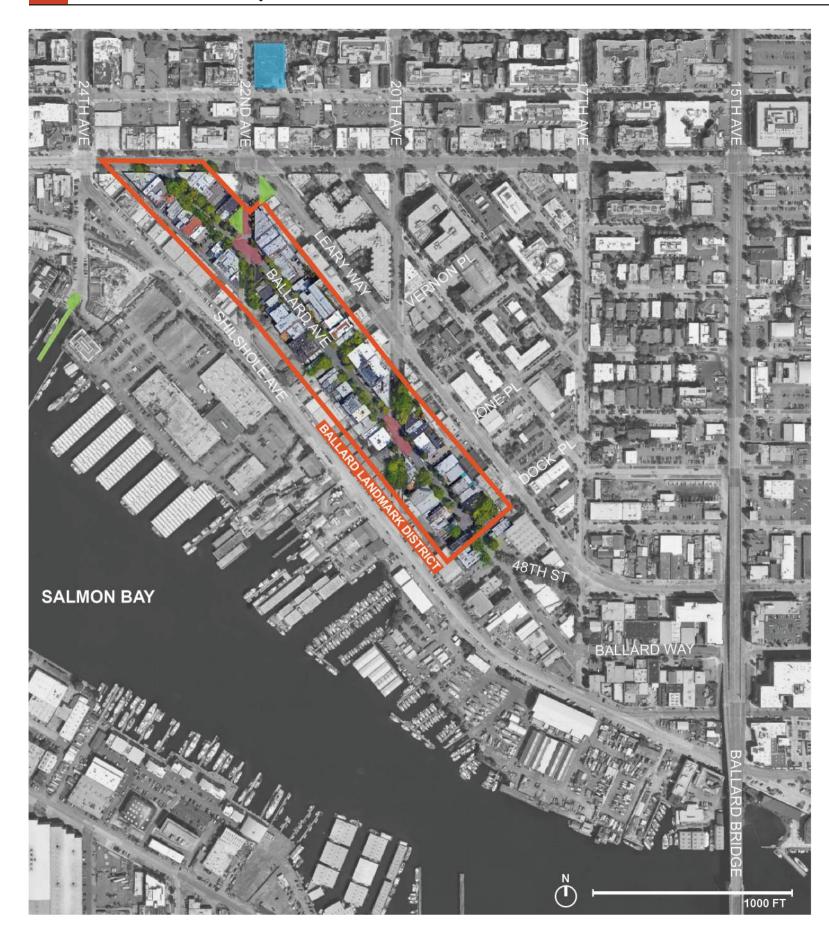
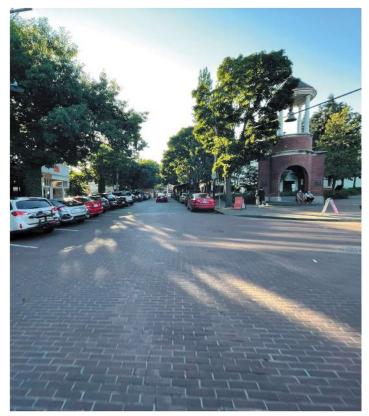


Context Map





Pre-Street Cafe



Pergolas

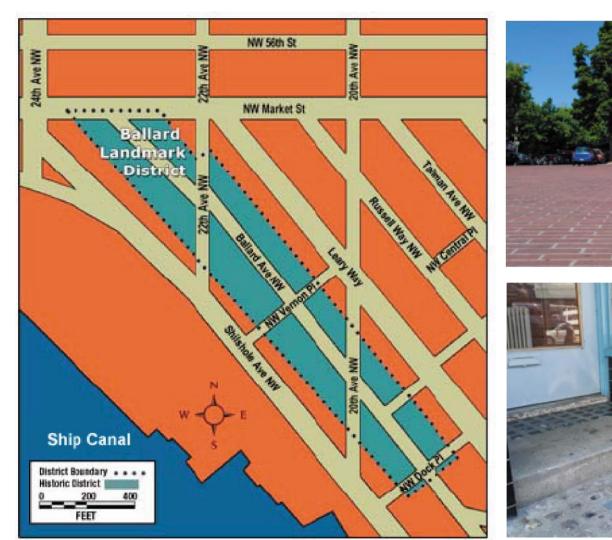


Street Cafe



Farmer's Market

Ballard Avenue Landmark District











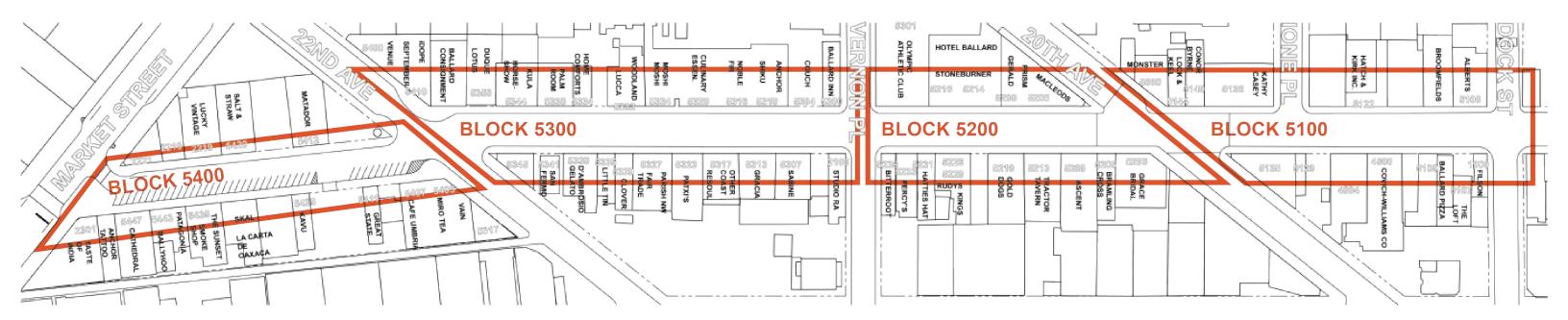






Landmark District Values and Principles

- 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





Ballard Avenue Charrette Outcomes





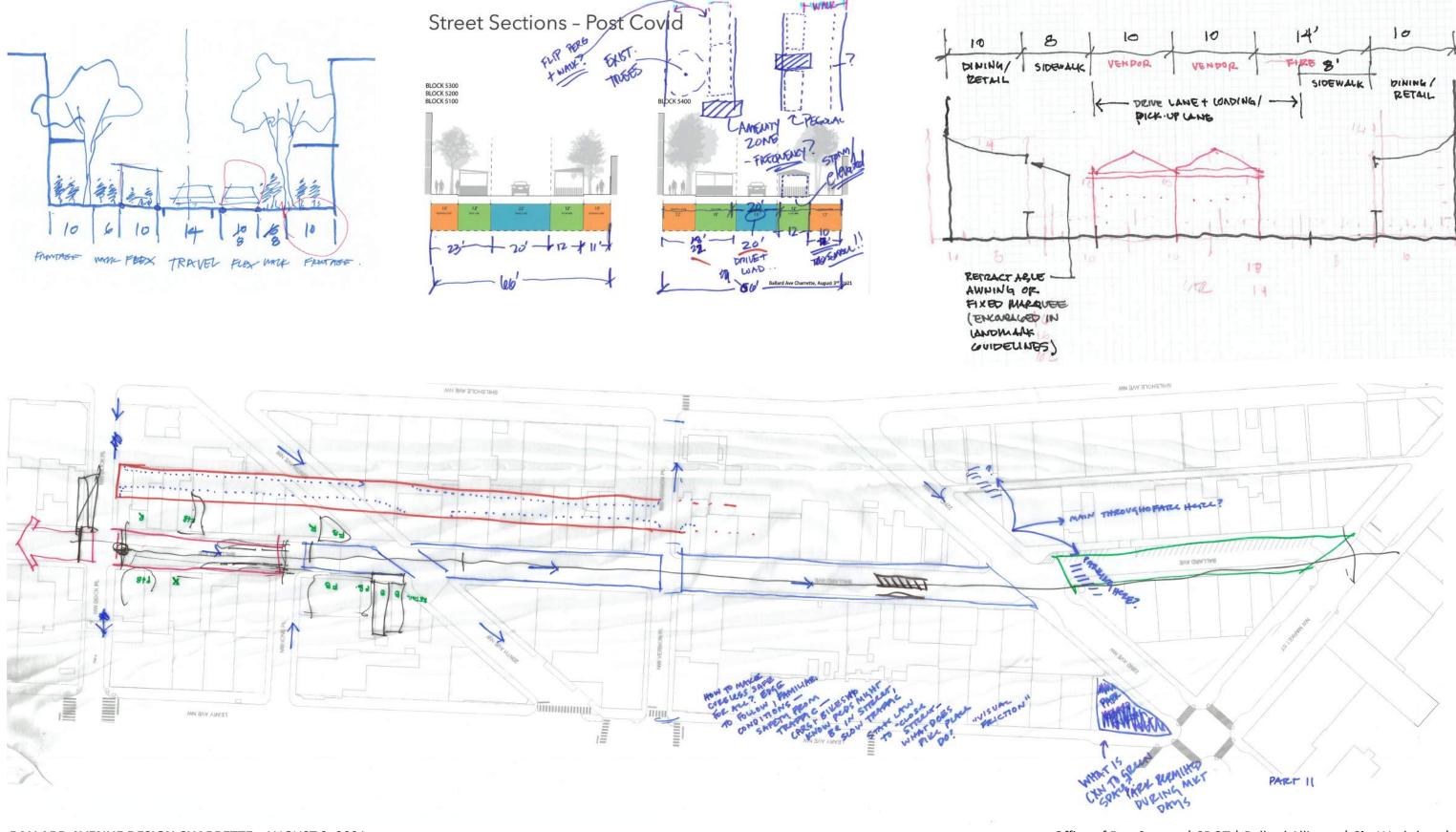




Outcomes

- 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.

Ballard Avenue Charrette Outcomes



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-ofway 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

- Implement interim changes to increase safety, and improve flow of goods and people
- Develop interim guidelines to be used between now and any permanent changes to Ballard Avenue
- Continue the conversation on permanent changes to Ballard Avenue
- Coordinate with SDOT to keep Ballard Avenue and City-wide street café work aligned



BALLARD AVENUE CONTEXT

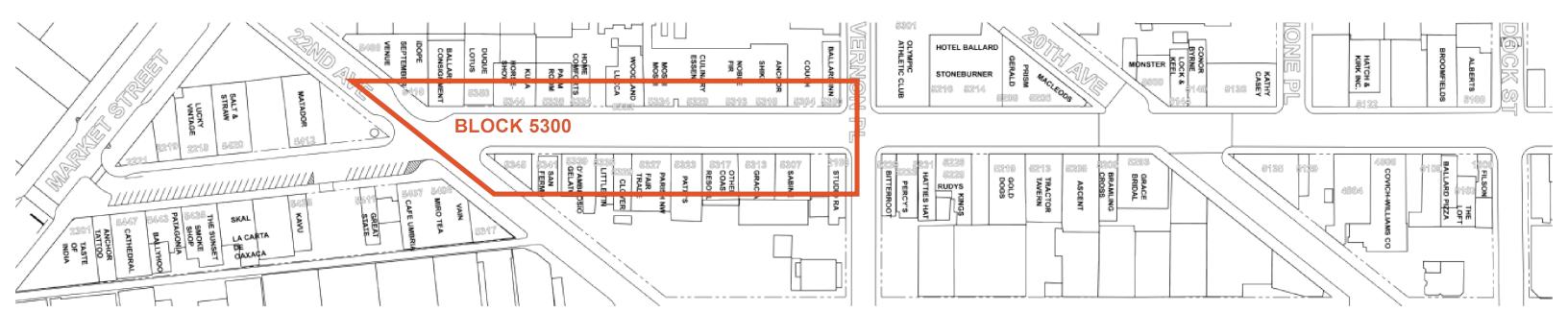
BALLARD AVENUE DESIGN CHARRETTE - AUGUST 3, 2021









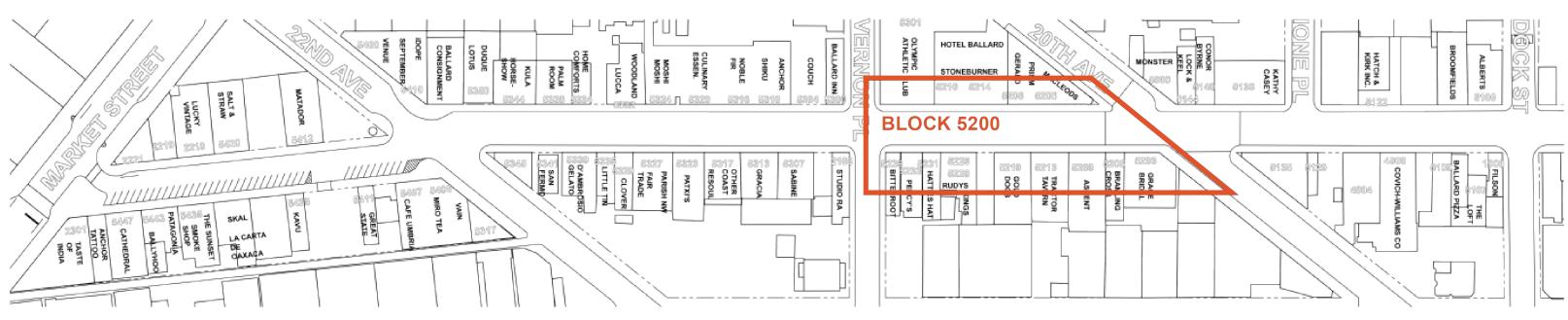




Frontages - Block 5200





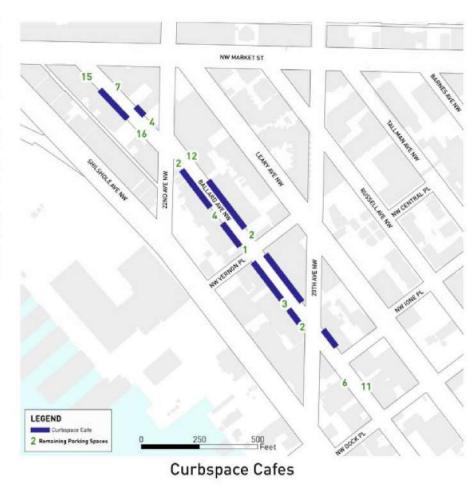












PAID PARKING / LOADI	NG ON E	BALLARD	AVE	
	Side of Street	Pre-Cafes	Current	
2ND AVE NW AND NW MARKET ST	SW	39	31	
	NE	14	11	
W VERNON PL AND 22ND AVE NW	SW	23	7	
	NE	17	14	
OTH AVE NW AND NW VERNON PL	SW	10	5	

Current Loading

Grand T	otal	122	79	19
Between NW DOCK PL AND NW IONE PL	NE NE	4	4	2
	SW	3	3	2
Between NW IONE PL AND 20TH AVE NW	NE	4	2	2
	NW SW	2	2	1
Between 201H AVE NW AND NW VERNON PL	NE NE	6	0	2
Between 20TH AVE NW AND NW VERNON	SW SW	10	5	3
Between NW VERNON PL AND 22ND AVE NW	NE	17	14	5
	SW SW	23	7	0
Between 22ND AVE NW AND NW MARKET ST	NE NE	14	11	1
	T CT SW	37	31	1



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:



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

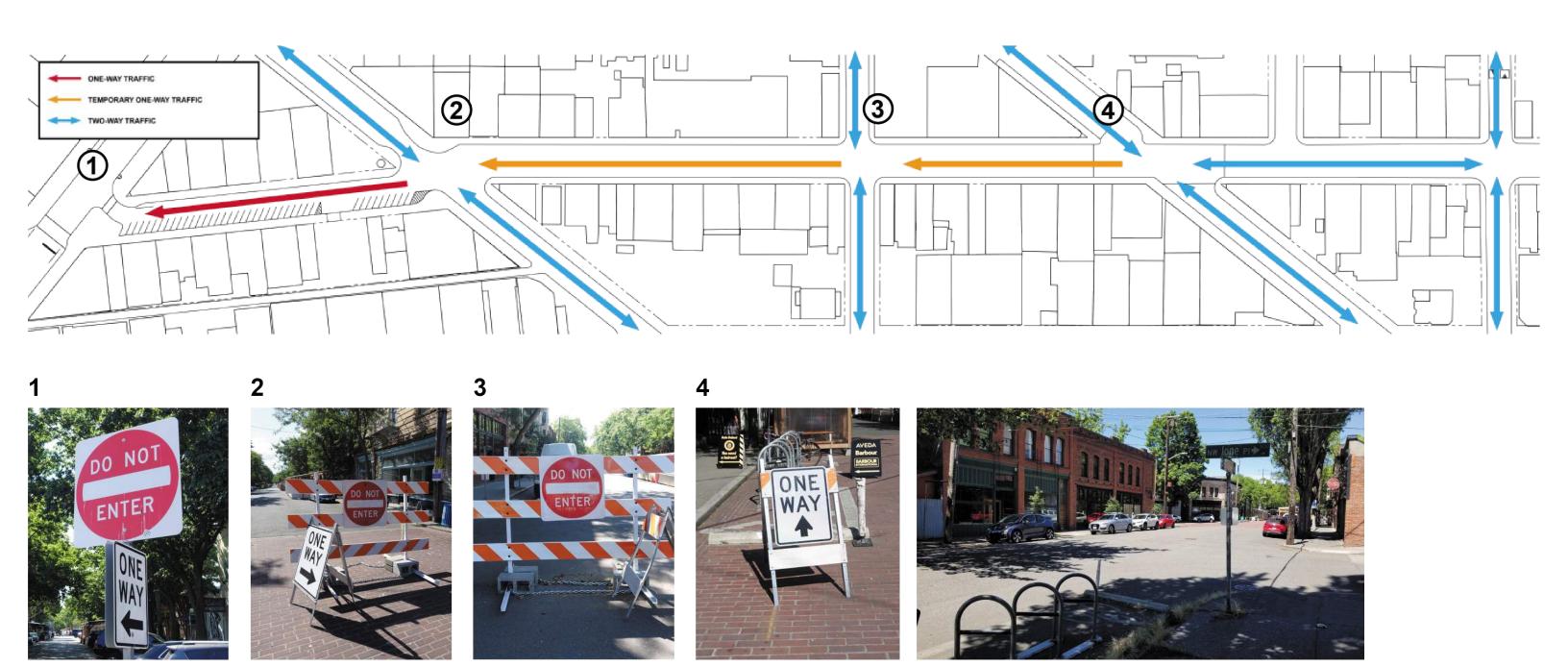
Who is using these public spaces?













Existing Conditions - Pergolas







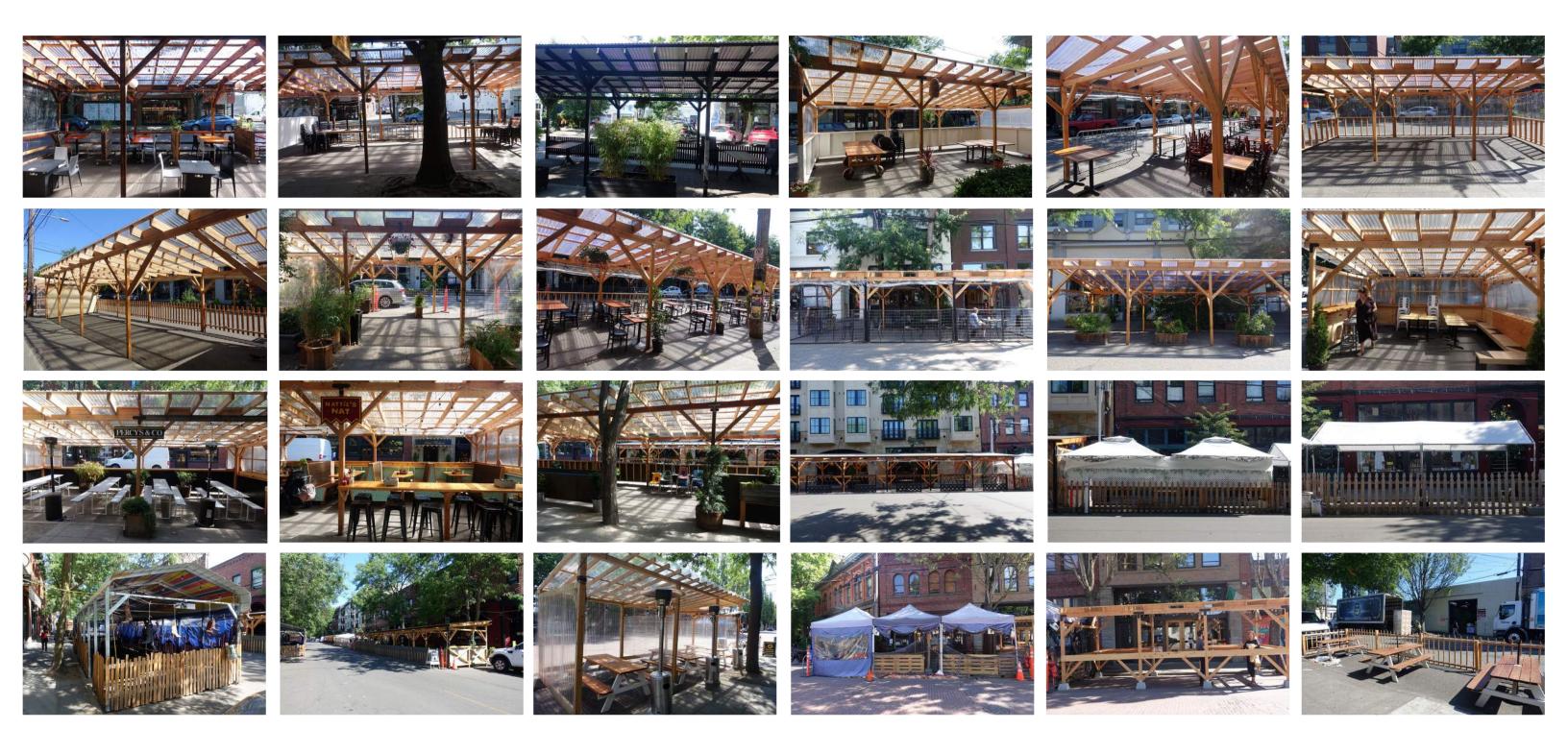






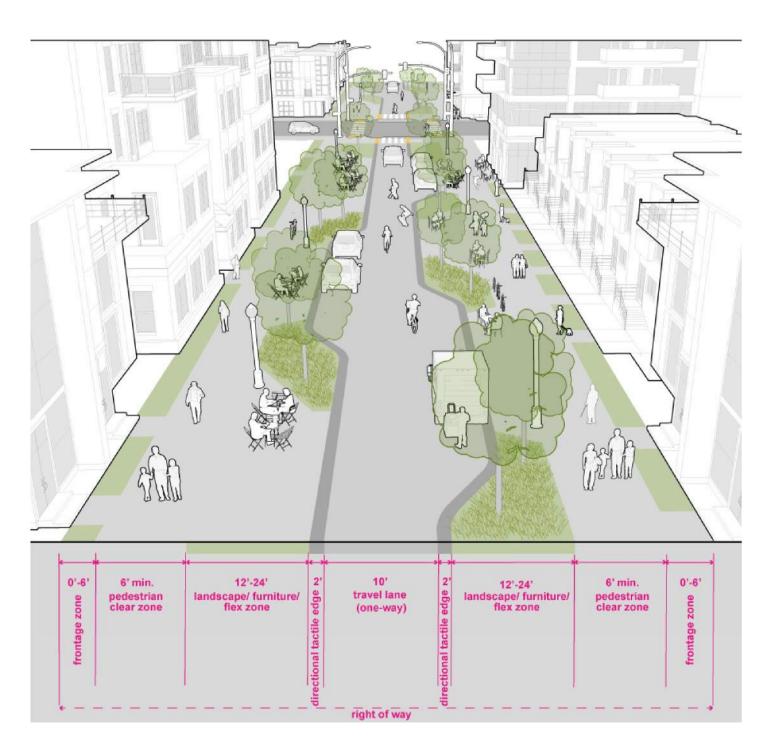








Urban Village Neighborhood Access



Urban Village Curbless









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
- Morning Session 2: Programmatic Design 11:25am
- Report Back 11:55am
- 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

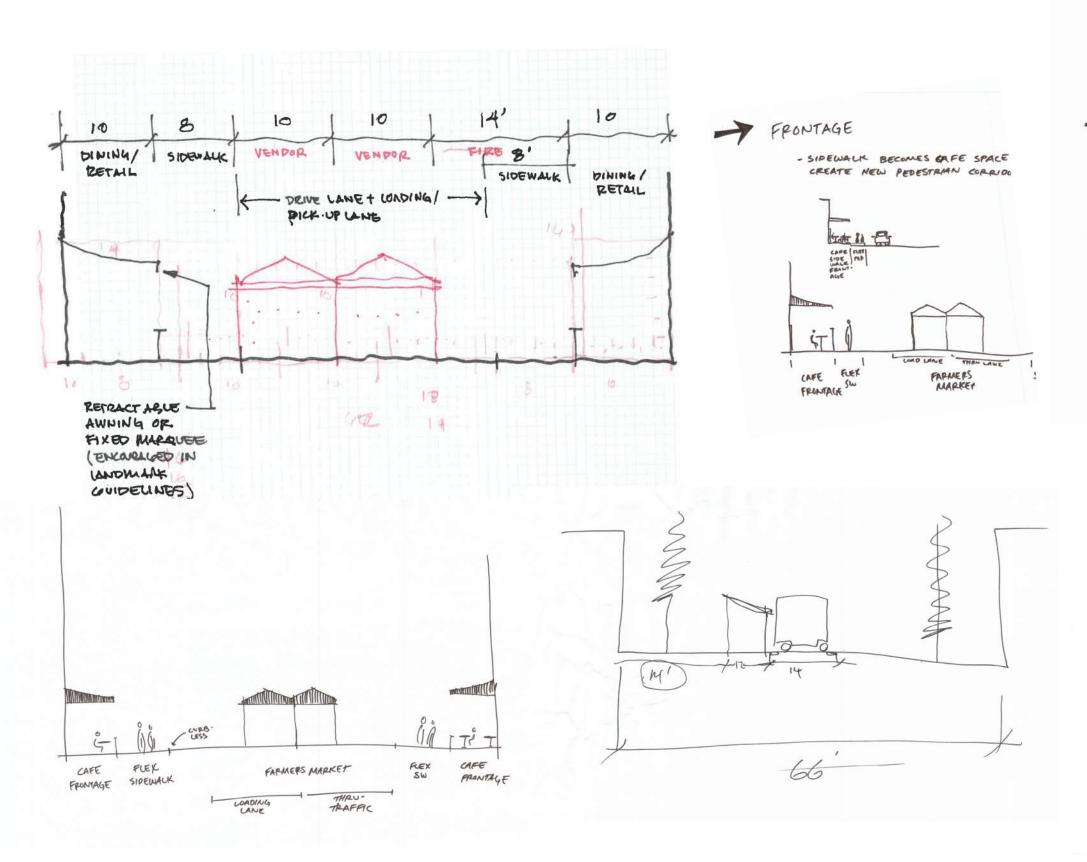
Regulations: permitting process, cost, etc.

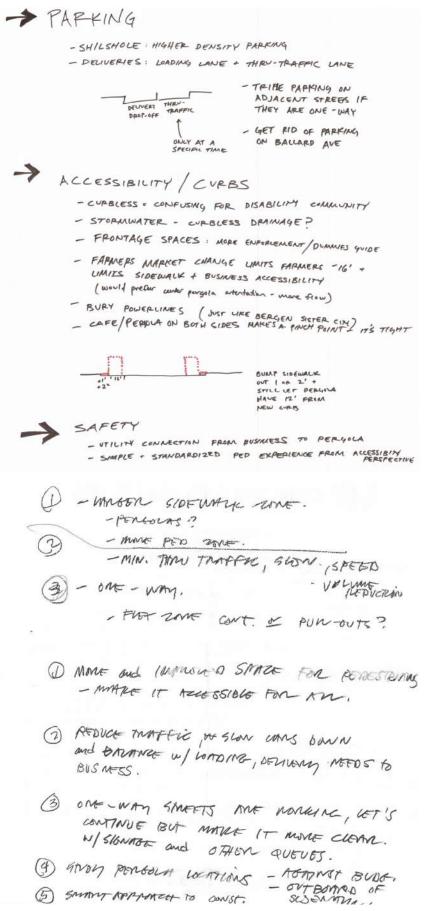
Notes transcribed from group discussions during the morning and afternoon break-out sessions

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

KETAIL, ETC CHAMENGED TO SHOULDED 1 A METER CONSTRUCTION PROJECT !!! HEAU WE ACCOMPUSH THE SAME W/O 17? WHERE TO POT: - NEW THES/PLANTING-PERMANENT - PERSOLA GARS FOR ACTESS, STATINGS - FLEX IBNE : BIG EVENTS INTERSECTIONS TO TOTALAN OPEN IMPROVEMENTS ARE 'TI' L>LANDMARKS WILL MAKE PERENLAS \$5\$ LOADING, MOSTLY DINE BY SPIN-FORNITHE? MONTABLE, THENTABLE PERSONA'S?

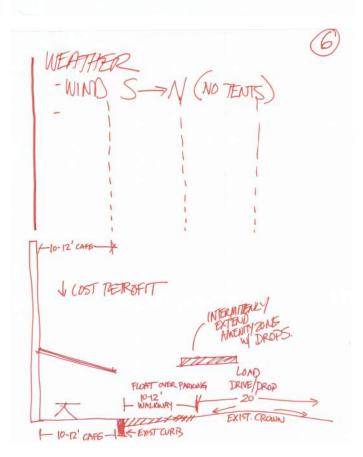
STHERE TAX FOR BAWARD AVE TO Y
COMPENSATE SDOT/CITY FOR PARKING
NEX 20' DRIVE/LOAD IS FLEXIBLE -> VISUAL FRICTION! TERGOLAS -DUAL FUNCTION W/ FARMERS - NED CLIMATE CONTROL DIRESTANTS -AT VEAST (1) SIDE OPEN PRETAIL THE -> ALL SEASON DEMAND? / INTERIM /TESTS AREGOD, BUT

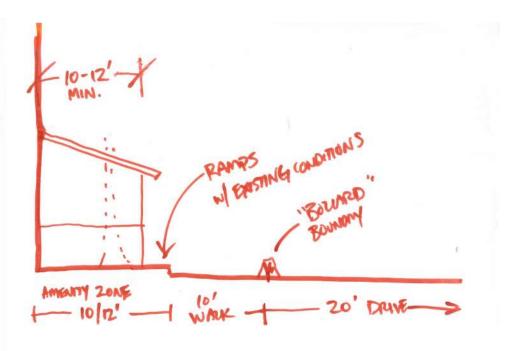
SHOULD WE EZIMWATE GARS? & - SOME PEOPLE LIVE/MAR/PARK -NO CRUSCAS IN LOD MUSIC MERCOS -POWER IN ROW, NO PROPANE RETAIL? SUPPORTED BY RESTAURAUT TRAFFIC PUBLIC SPACES ADD TO DETAIL/DEST. EXP. ELIMINATE PARKING - ADD THES HOW TO ALLOW FLEXIBUTY W/ PERSOLAS

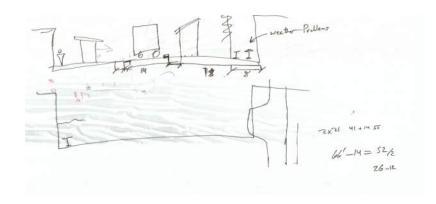
POP-VP SHOPS?

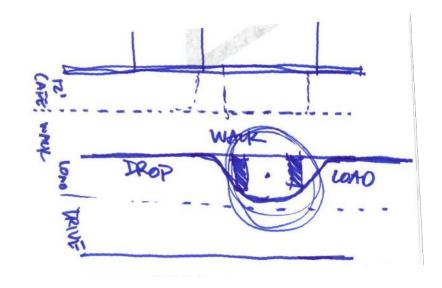
FLUSH TO SIDEWALK -DRAINAGE - COMFORT (NOT SLOPED TOO MUCH) NATURAL LIGHT IS HUGE. SHAPED EATING ?? - AZA QA -LIBUTE CONTROL BUARD? L->WANTS STATING CLOSE TO BIZ L-> ALSO FOOD SAFFETY? STRUCTURE AGAINST BLOG -SIDES FOR WEATHER PROTECTION? -LANDMARKS? INFRASTMUCTURE PLANS FOR AGING FASCUTIES?
- ANE THERE OTHER PROTECTS COMING (1/60, SENDS) REUSE EXIST MATERIALS - IL GRANITE,

PARKING IS OVERATED SAVEX TAX REV-OVER SO MUCH MORE FOOT TRAFFIC WARY OF VARIABLE TRAFFIC RULES ONE WAY ADS PREDICTABILITY SPEED MANAGEMENT - PERS/BIKES C ENSURE STRONG SIDEWACK TIME WELLS/ROOTS ARE ISSUE. PERGOLA- (ON VERTABLE TO ENGAGE) STIMEST & SIDEWALK



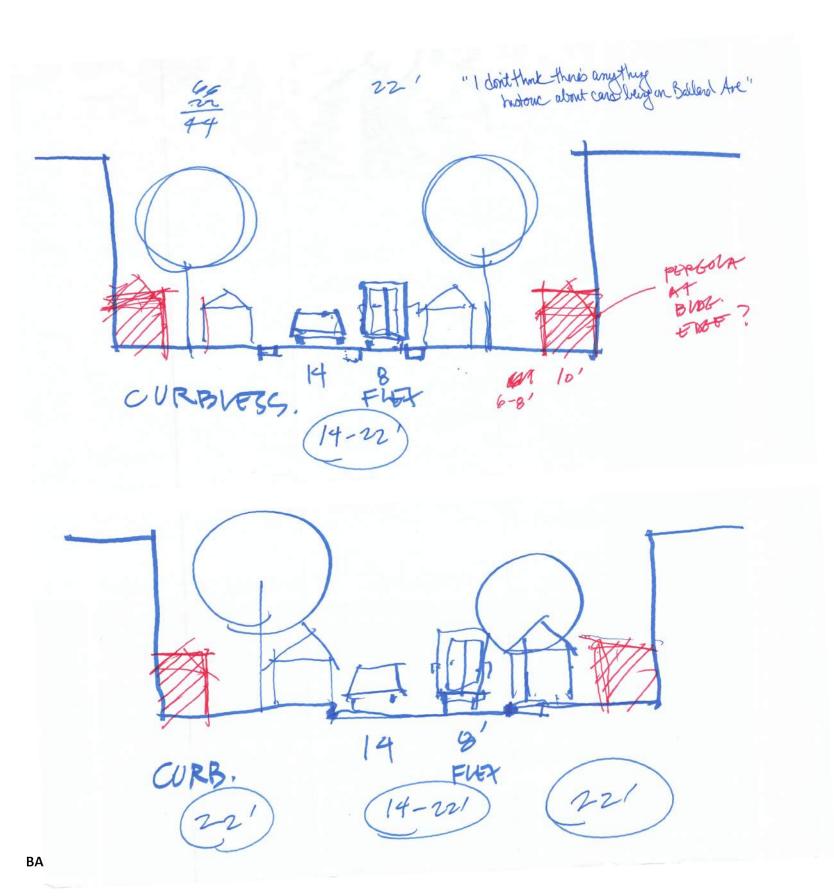






NEO CONFIDENCE TO INVEST

Morning Session - Notes



Concern about change but keeping upon mina Pergolas have adapted meal periods, brings more people to street, priven to be good. Retailed eyou 1 in restaurent patrons . One way has worked well . · lots of deliveries (box turbo at the larget SU-30) >. Needs purmament signage to avoid confusion or accidental counterflow . Could there be periodic closures to enable deliveries · Need to consider hotel access + accommodating mobility impaired pations · Not broken, Don't but - concern aft construction imparts.

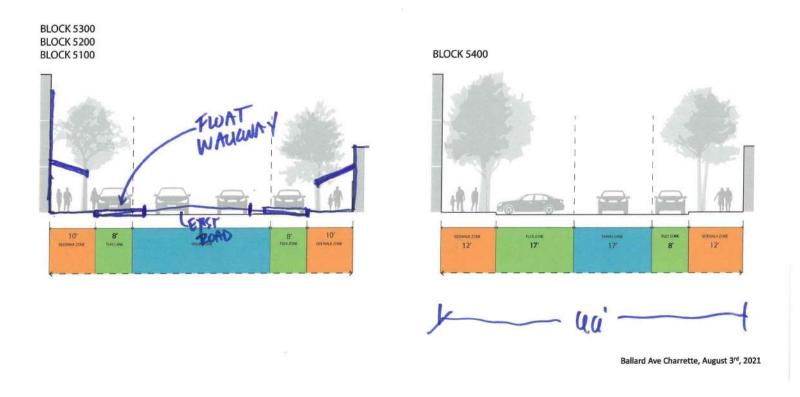
- contider smaller first its saturate cultivation.

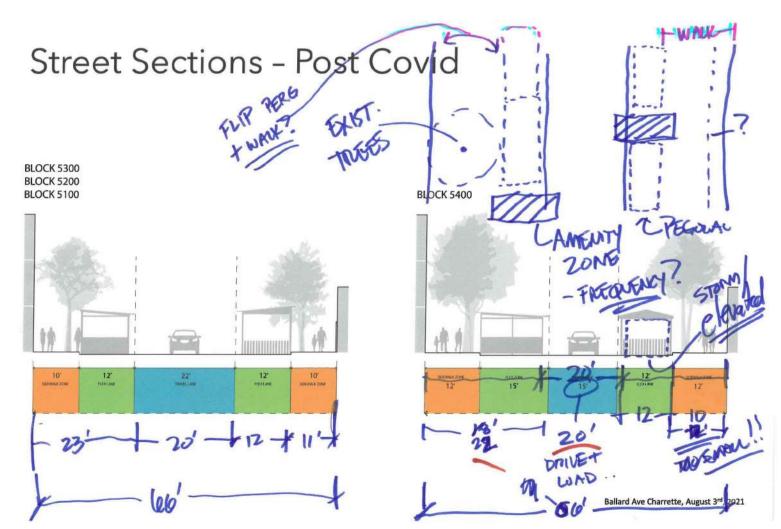
- by be when king I would close Sheet, it helps to accomplate mobility impaired. · Make it I-way & stripe remaining for addle ped space tourstive pattern) . SW's too ranson; need to be widered in · Trees are not idual + georging condution to hat ideal · People walk in street ... and it is working gide weel . slow speeds; traffic is morning too fast · Occidental us good example . Cd we get in tree wells to expand pad Space? Curb is No Curb Crante curb offers character is a ve flush to retour character. - Concern around pergola + historic context · Cd establish quidelines for cafe structures that are consistent with historic context - Concern around short term parking . Fed space should be clearly downeated from car space 66

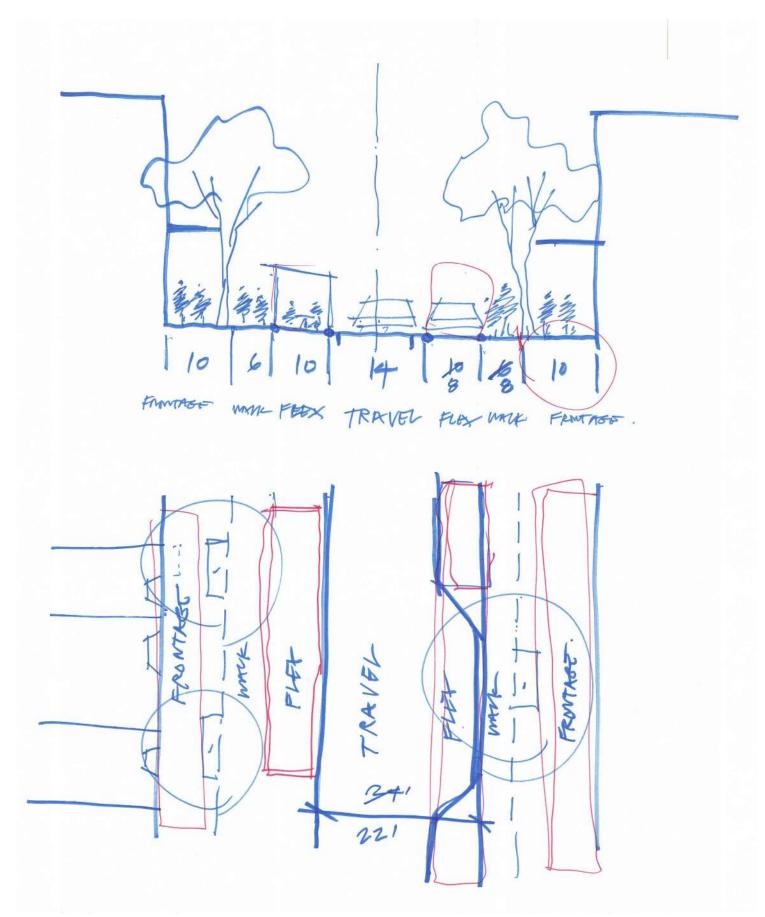
Morning Session - Notes

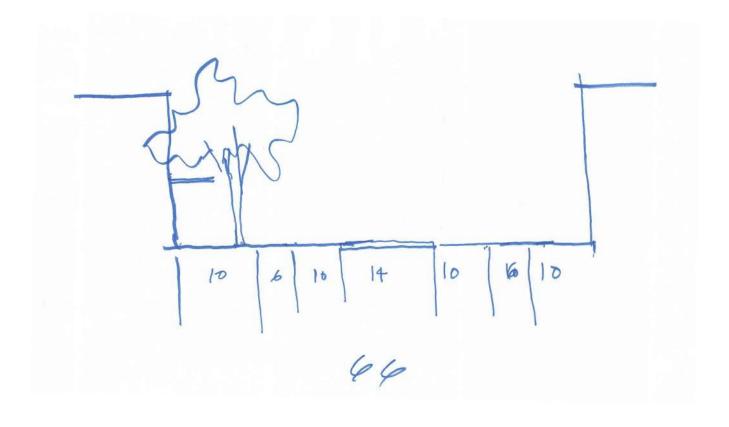


Street Sections - Pre Covid









HOW DO WE MAKE IDEAS INTO REALITY? 2 \$ 2K ENGINEERING COSTS OINTERIM TOOK 13 MONTHS (EMERGENCY) OPERGOLA DESIGN APPROVAL HELPED MAKE THINGS HAPPEN QUICKLY-BUT REPETITIVE INTIMIDATING FOR BIZ TO GO OUTSIDE PRE-APPROVED MULTIPLE DESIGNS APPROVED BY LANDMARK BD? LDIVERSITY, VARIETY W/ LESS BARRIER TO ENTRY CUSTOMIZATION AS SOLUTION? SKAZ @ LANDMARKS - "WHAT IS DEFINITION OF TEMPORARY? 3-5 YEARS IS A LOT " AESTHETICS TRANSMONAL TIME TO BUILDING FRONTAGE - AND SWE WHERE IS SIDEWALK IN INTERIM? ISSUE ORB NOT ACCESSIBLE · RE-STRIPING STREET-JONE WAY (TEMP. SIGNAGE IS CURRENT SOLUTION ·FRE-LANE - SIDEWALK INTERFACE THOW TO TRANSITION+ACCOMODATE MARKET? . ASSUME COVID ENDS ... WHEN? OPEOPLE LIKE THE OUTDOOR STREET LIFE · ENFORCEMENT OF VIEWLINE STDS. IMPT FOR SAFETY - ADD STANDARDS FOR AESTHETICS WHAT IS TIME SCARE? 3-5 OR 30-50 YEARS? · WHAT IS I BASED ON WEATHER? MARCH? PARSITION BASED ON WEATHER? MARCH? OPERGOLAS AS "SCAFFOLDING" FOR LONGTERM.
15 YEAR-ROUND OUTDOOR EATING A LONG-TERM BEHAVIOR SHIFT? DEFINITELY SUMMER · CLEAR PLASTIC TOO HOT IN SUMMER FOR MKT-LESSONS FROM PANDEMIC INFORM FUTURE DESIGNS · HOW QUICKLY CAN WE IMPLEMENT PERMANENT? · AWNING PROCESS AZREADY THERE . TIMING FOR AWNING INSTAILS + SIDEWALK MOVE COINCIDING , ONE WAY TO START ASAP (STRIPING) · IN FRONT OF BUILDING SIDEWARK CAFES -NO FENCE, PLANTER BARRIER ENCOURAGED (ACCESSIBILITY) · PLANTING STRIP B/T SIDEWARK+ STREET? NOT NEEDED? UPBAN CHAPACTER, MARKET VISITORS? COULD BE DIFFERENT ON EACH BLOCK. · PRIMARY PURPOSE FOR ROADWAY-DELIVERIES+ · LANDMARK DISTRICT AS PROJECT BOUNDARY JONE-· LO NGEST MET WEST OF MISSISSIPPI? SEAFOOD FEST · POST- ALLEY-TYPE SIGNAGE FINA · TACTICAL APPROACH TO LEARN ABOUT THINGS LIKE ACCESS, CIRCULATION ORDER OF OPERATIONS ? PERGOLA REMOVAL DEADLINE FARMER'S MARKET SEASONAL TENTS VS PERGOLAS BIZ WANT TO GET BACK TO OLD CIRCULATION

What do you like .

· Airflow · Light from top

Heated

. Wind Protection

. Pleasant dinipp experience

. Alyear round

· Cozy in Winter

· Ability to implement quickly · Consistent look + feel but still unique

· Some structures match the

. Size of ex. structure

What don't you like?

· Plostic sides

. Streetzlevel is a bummer material 4 not sanitary, too gritty

. Night life in combo W/traffic 4> Safety concerns

· Lack of adequate starting

· Interim materials / quick construction + quality

· Permeability is important to see

· A-frames create obstructions

Priorities for new structures/design

Isen glass (permeability)

· Connection (dosign) blun bldg + perpola

Weather protection (seasonality)

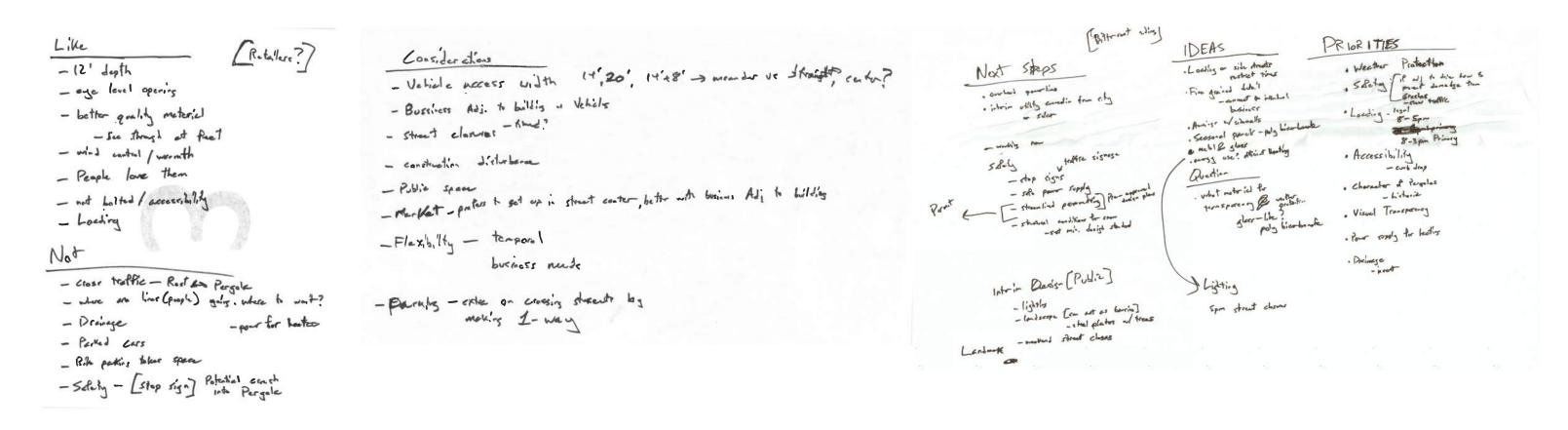
· Street Run off

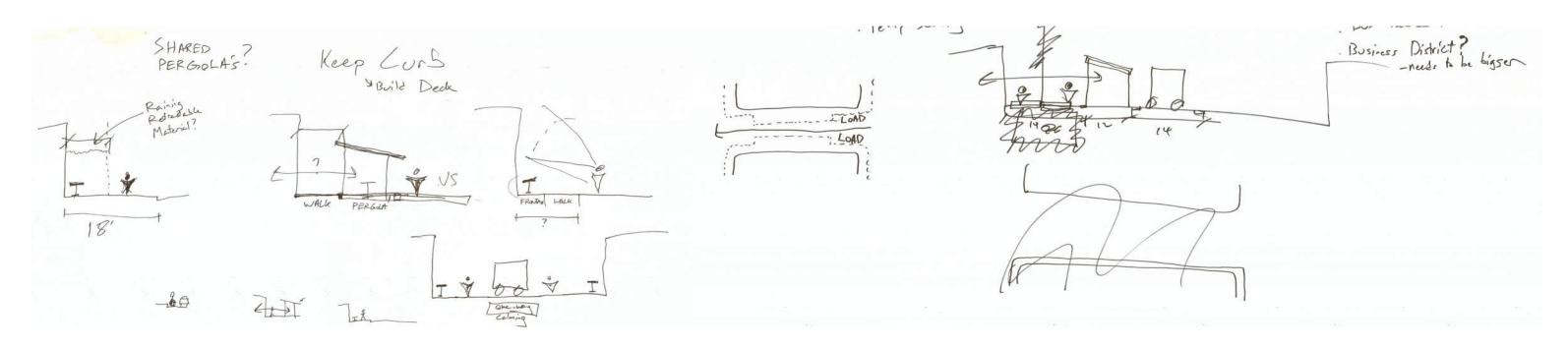
· tre-approved pergolas.

· Street corner design needs to be tightened to ensure safety - ie planters.

· Incorporate power + conduit W/ new design

Afternoon Session - Notes





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



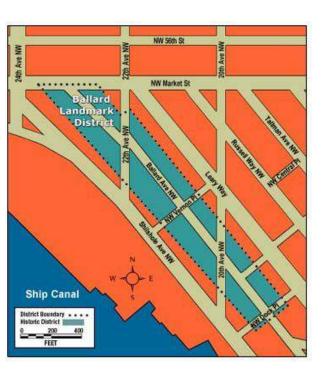
Ballard Avenue Landmark District Board

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 Boundaries





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.



www.seattle.gov/neighborhoods | 206.684.0464

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



Seattle Neighborhoods

Not within guidelines



www.seattle.gov/neighborhoods | 206.684.0464



Landmark District Transparency Guidelines

• Clear pedestrian-level views into spaces and to distinctive exterior building features





Transparency

Within guidelines



Not within guidelines





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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.

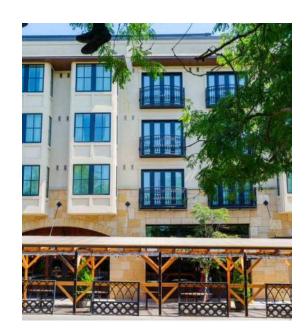




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Scale and Context

Within guidelines





Not within guidelines



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Right of Way Considerations

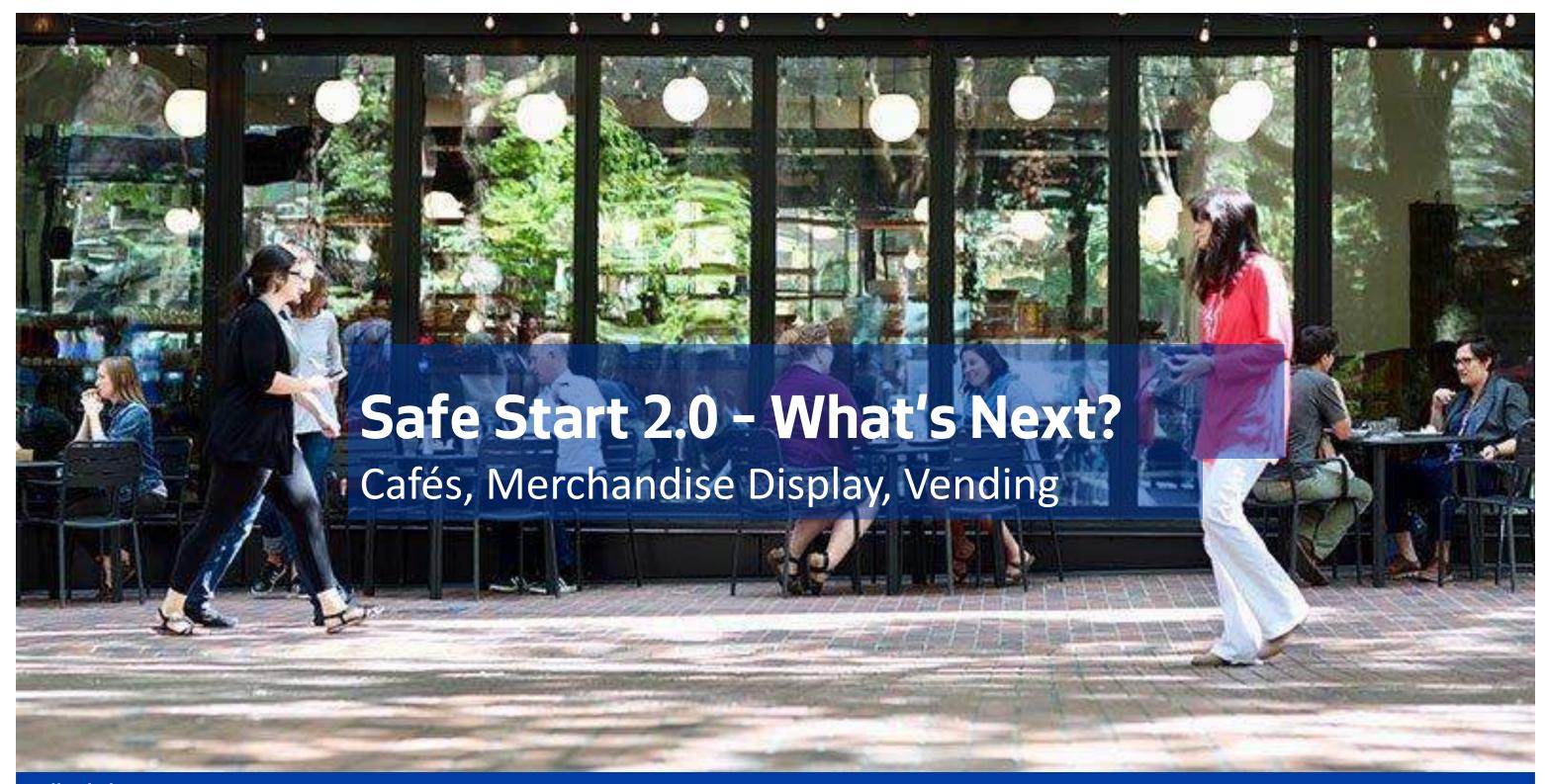
- Structures in the right of way are subject to District guidelines for preferred materials, scale, and context.
- Pedestrian flow is a priority in the placement of amenities in the right of
- Historical materials such as tree wells, pavers, and mosaics may not be obscured or destroyed.











Ballard Charrette Public Space Management, Alyse Nelson August 2021 Department of Transportation



SDOT Presentation

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

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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



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Pre COVID-19

- Existing programs and permit options for cafes, streateries, merchandise display, and vending
 - o 420 cafes, including eight streateries
 - o 115 vendors

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- 20 merchandise displays
- Permit costs vary between \$300-4,000 annually



City of Seattle

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

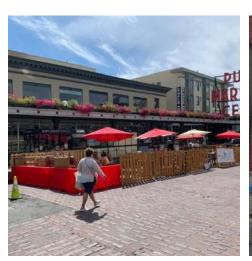




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SDOT Presentation







Safe Start 1.0

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Safe Start 2.0 Process and Update

- Phase 1 (July August)
 - Survey
 - Permit Holders
 - Other Business Owners
 - General Public
 - Community Conversations
- Phase 2 (August October)
 - Phase 1 evaluation
 - Expanded Community Conversations
- Phase 3 (November December)
 - Develop Draft Plan
 - Present draft to City Council and community partners
- Phase 4 (Q1 2022)

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- Develop Final Plan and perform SEPA analysis if
- Final Plan and Legislation to City Council





What we've been hearing

Optimism Brewing Gets First Approval for Seattle's New Street Closure Permits

"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." **Eden Hill Provisions**

EMERALD

Party of two for the 'parklet'? Year-round outdoo spaces good for restaurants, city





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

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As a Columbia city resident I thoroughly enjoy

favorite local restaurants (tutta bella yumm!)

the open patio concept you provided in

Columbia city. I am able to eat from my

while feeling safe from COVID." -Resident

City of Seattle

Questions?

alyse.nelson@seattle.gov | (206) 423-6330

www.seattle.gov/transportation/permits-and-services/permits/temporary-permits

www.seattle.gov/transportation





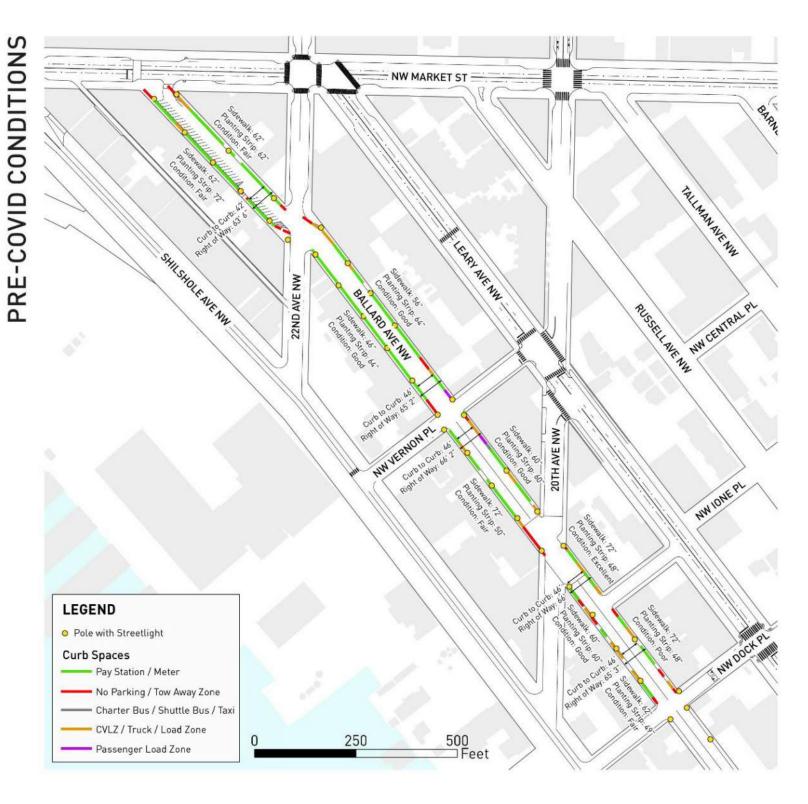






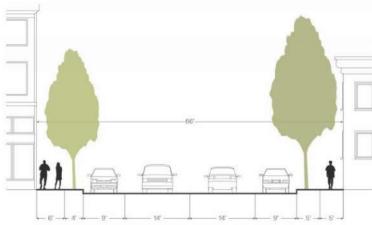
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BALLARD AVE

Street Type: Urban Village Neighborhood Access Street Classification: Non-arterial



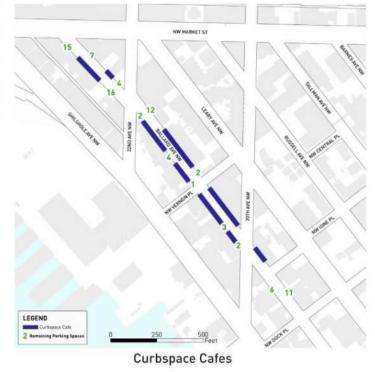
Ballard Ave: Typical Section





COVID RESPONSE

PUBLIC



PAID PARKING / LOADING ON BALLARD AVE

	Side of Street	Pre-Cafes	Current	Current Loading
Between 22ND AVE NW AND NW MARKET ST	SW	39	31	1
	NE	14	11	1
Between NW VERNON PL AND 22ND AVE NW	SW	23	7	0
	NE	17	14	5
Between 20TH AVE NW AND NW VERNON PL	SW	10	5	3
	NE	6	0	2
Between NW IONE PL AND 20TH AVE NW	SW	2	2	1
	NE	4	2	2
Between NW DOCK PL AND NW IONE PL	SW	3	3	2
	NE	4	4	2
Grand Total		122	79	19



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:



Who is using these public spaces?



