



## Ballard Urban Design || Advisory Group

### MEETING MINUTES

4-5:30 p.m. – June 19, 2014 – Ballard Landmark

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#### **Attendees**

Tom Malone, UDaT CoChair	Jim Riggle
Catherine Weatbrook, UDaT CoChair	Andrew Natzel
Mike Stewart, Ballard Chamber of Commerce	Joseph B
Aditi Kambuj, City of Seattle	Mindy Byers
David Goldberg, City of Seattle	Robert Drucker
Andrew Badgett, City of Seattle	Michelle Rosenthal
Ethan Van Eck	Michael James
Barbara Fox	Chisaki Muraki-Valdovinos
Scott Ingham	Martin Regge
Julia Park	<i>Others – please add name</i>

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#### **Introduction**

Tom Malone opened the meeting by laying out how upcoming meetings will be moved to every other week going through the summer, with each one being 90 minutes long.

#### **Today's Meeting Objective**

David Goldberg went over the UDaT principles and related them to the streetscape project. He described how today's meeting is focused on streetscape from the point of view of walking.

#### **Recap of Last Week's Meeting**

Aditi Kambuj went over the main points discussed during last week's meeting which covered Urban Character. She discussed each of the group maps and comments that were made during the group exercise. She went over how each group described their areas, who lives/works/plays in these areas, and what the opportunities and challenges are for each. Her full discussion can be seen in this week's PowerPoint presentation.

A discussion opened up on the Manufacturing/Industrial Centers (MIC) in Ballard. David G. pointed out that these areas are not the focus of this project, but there is an opportunity to discuss how the UDF affects development and of these areas, and to consider how things such as street design can help accommodate different modes.

Robert Drucker asked about the raw public comments that were posted online and how DPD intended to use them.

David G. responded that these comments were shared in an effort to be open with the public. DPD will use these comments to make summaries of what was expressed and move forward based on those.

Aditi shared that the public comments match with our summary of what people appreciate and want in Ballard. (see full list in PowerPoint presentation)

### **Street Types and Classification**

Aditi continued her presentation with a look at street types and street classification. Classifications are used to define the citywide network. Street types are an overlay on arterial classifications. Some of the types are green streets, regional connector, main street, etc.

Julia Park brought up Complete Streets and asked how these related to Street Types such as green streets.

Michael James answered by defining complete streets as a process for considering all modes in the design of streets. Seattle has a checklist that looks at a variety of things that need to be considered for a project. This process of going through the checklist is considered Complete Streets.

Aditi led the discussion towards defining what elements of a street make it appealing. She described the sidewalk as a room. What aspects of this room make it great. Things like setback, plants, width, signage, seating, etc. These all effect how well a sidewalk can encourage people to walk and improve connectivity. Different design options achieve different goals. Some streets, like Bell St., use design to slow down cars, create more walking space.

Julia P. asked if the building owners owned the frontage area.

David G. responded that typically this area is owned by the city. Different zonings have different standards. There are a lot of layers behind planning these streets, transit, retail, etc. The city has created different master plans for the different modes, Bike, Ped, bus, rail, etc.

Michael James introduced Chris Yake, a new hire at SDOT who is an expert at employment station areas. Michael emphasized that they are working with DPD to create a plan that is in sync with with the Ballard UDF.

### **Group Exercise**

Aditi led the group exercise. Splitting up into three groups, each one looked at specific areas in Ballard and were tasked with answering three questions:

1. What are the types of streets in your sub-areas? What is their role in the community? How do people use these streets?
2. What are the strengths, opportunities and challenges for these streets?
3. Describe the future vision for the streetscape for your streets. What might be some appropriate adjacent street level land uses? How can these streets be improved to better match how the community uses or would like to use them?

Group 1: Market St. from 14<sup>th</sup> to the Locks, Ballard Ave

This group thought that the tall buildings in the section of Market between 15<sup>th</sup> and 17<sup>th</sup> created a canyon feel. Want to address height limits from 17<sup>th</sup> to 24<sup>th</sup>.

Ballard Ave and along 22<sup>nd</sup> Ave behind Market have lots of opportunities for growth. It would be great to have Market connect with the water at some point in the future, preferably at 24<sup>th</sup>. The thought is that development is marching down 24<sup>th</sup>. Want to create open spaces to protect view of the water.

Group 2: 24<sup>th</sup> Ave north of Market

Expect huge development on 24<sup>th</sup>. How to preserve the little shops, walkability and the tree growth. How do we preserve the feel?

North of market has a lot of opportunity. 22<sup>nd</sup> has the opportunity to be a green street. Wide streets are already there.

We have all these blocks with different characters on these streets. There is opportunity here. Insightful to see that there is a reason for all the random parking in here.

Group 3: Leary Ave and 15<sup>th</sup> on 54<sup>th</sup>

Talked about creating an entranceway to Ballard near Market and 15<sup>th</sup>. There is no real designation.

Ballard Ave to Leary doesn't tie in to 20<sup>th</sup>. How can we pull in these areas?

Also, looking at the breweries, how can we pull them into the area? Connect to them under the bridge and across 15<sup>th</sup>.

A roundabout or traffic fix for the 20<sup>th</sup> and Leary intersection. This is a difficult intersection for pedestrians. Cars can drive very fast.