# Ballard Avenue Charrette FINAL REPORT





SiteWorkshop





Seattle Department of Transportation

# Context Map



Pre-Street Cafe



Pergolas



Street Cafe



### Farmer's Market



## 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.









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## 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

- people
- 2. Develop interim guidelines to be used to Ballard Avenue
- changes to Ballard Avenue
- 4. Coordinate with SDOT to keep Ballard aligned

1. Implement interim changes to increase safety, and improve flow of goods and

between now and any permanent changes

3. Continue the conversation on permanent

Avenue and City-wide street café work

## What We Heard

- Prioritize pedestrian right-of-way, widen sidewalks, accessibility for all
- Increase parking on side streets and Shilshole (angled parking, oneway 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

- way to pedestrians first
- 2. Study pergola locations: feasibility study street
- of businesses
- 4. Phased approach to construction to farmer's market

1. Expand sidewalk zone: reallocate right-of-

to situate cafe zone against building or in

3. Integrate loading and delivery zones into the new street design to support the vitality

minimize disruption to businesses and

# Outcome #2: Permanent Street Cafe

# Draft conceptual sections based on group discussions - needs to be studied further

#### CURBED STREET







**CURBLESS STREET** 

















# What We Heard

ullet

- 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 aligned
- designs for temporary pergolas

# **NEED MORE INFORMATION HERE**

Avenue and City-wide street café work

2. Create guidelines, pamphlets, pre-approved

# Next Steps

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



# BALLARD AVENUE CONTEXT























# **Existing Conditions - SDOT Overview**



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

PAID PARKING / LOADING ON BALLARD AVE



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: LINGER FACTOR STAYING MOVING THROUGH 38% 108 41 Ballard Ave had 50% more staying activity than in 2018. Who is using these public spaces? PERCENT WOMEN PERCENT <15 AND 65+ YEARS OLD 48% 9%







**Brick Intersection Paving** 

Asphalt Paving

**Brick Paving** 

Granite Curbs



# 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**



































Urban Village Neighborhood Access



Urban Village Curbless





Block 5100



**RIGHT OF WAY** 

# 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**



PARKING IS OVERATED SHOULD WE ECIMIWATE GARS? KETAIL, ETC CHAVENGED TO SHULLED 1 A MEDR CONSTRUCTION PROJECT . -SOME FEORE LIVE/WAR / PARK - DELIVERIES / UBER -10-12-7 A SAVEX TAX REV-OVER So much more FOOT TRAFFIC MIN. HEAN WE ACCOMPUSH THE SAME W/D IT? -NO CRUSCARDS TO CLOSE STREET @ NG/HT -NO CRUSCARS W/LOD MUSIC MEEDODS WHERE TO POT: WARY OF VARIABLE TRAFFIC RULES -NEW TRES/PLANTING-BERNAUENT -POWER IN ROW, NO PROPANE -PERSOLA GAPS FOR ACTES, STATIALS ONE WAY ADS PREDICTABILITY . 1 PETAL SUPPORTED BY POSTAURAUT - FLAX IBIE: BIG EVENTS SPEED MANAGEMENT = PERS/BIKES ( INTERSETIONS TO PERATIN OPEN PUBLIC SPACES ADD TO PETAL/MEST. EXP. ENSURE STRONG SIDEWALK IMPROVEMENTS ARE 'TZ" AMENTY ZONE ELIMINATE PARKING - ADD THEES THEE WELLS/ROOTS ARE ISSUE. 10/12' HOW TO ALLOW FLEX /BUILTY W/ PERSOLAS L->LANDMARKS WILL MAKE PERGALAS \$ PERGONA- (O NVERTABLE TO ENGAGE STREET & SIDEWACK LOADING, MASTLY DINE BY SPIN-FORNITIONE? POP-VP SHOPS? MONTABLE, THENTABLE PERGOLA'S? (5) 6 S THEFE TAX FOR BAUGAD AVE TO () CONVENSATE SDOT/CITY FOR PARENES FLUGH TO SIDEWALK -ACLESS -WIND S->N (NO TENTS) -DRAINAGE - COMFORT (NOT SLOPED TOO MUCH) 20' DRIVE/LOAD IS FLEXIBLE -> VISUAL FRICTION! NATURAL LIGHT IS HUGE. SHAPED EATTING ?? - AZA QA -LINTER CONTROL BAARD? TERGOLAS LOWANTS STATING CLASETO BIZ SALSD FOOD SAFETY? AN 1-10-12' CAFE-1 -DUAL FONCTION W/ FARMERS STRUCTURE AGAINST BUDG -SIDES FOR WEATHER PROPERTIEN? -LANDMARKS? -NEED CLIMATE CONTROL \_ KESTAANTS J LOST TETROFIT - AT VEAST (1) SIDE ODEN RETAIL THE ->ALL SEASON DEMAND? / SAME? INFRASTMULTIPE PLANS FOR AGING FASULATES? - ANE THEAE OTHER AUTERS CONING (HSU, SENOR) INERIM TESTS ARE GOD, BUT NEED CONFIDENCE TO INVEST FLOAT OVER PARKING DRIVE/DROD REIUSE EXIST MATERIALS - il GRANUTE, EXIST. CROWN - 10-12' CAFE-LAKE EXIST OURB



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0	Concern	about change	Dut	reeping	Upen
4.9	0.1-	1			

- Pergolas have adapted meal periods; brings more people to street, priven to be good.
- Retailed enjoy 1 in restament patrons
- · One way has worked will .
- · lots of deliveries (box turks at the larget SU-30)
- >. Needo permanent signage to avoid confusion or accidental counterflow
- . Could there be periodic closures to enable deliveries
- · Need to consider hotel access + accommodating mobility impaired paties
- · Not Iroken, Don't by
- concern aft conduction imparts) . conteder smaller first is saturite autouting > 41 b where king. I would close Steet, it helps to accompatible monthly impaired
- · Make it I-way & stripe remaining for addle ped space, continent
- . SW's too newson; need to be widered in
- . These are not ideal + genring condition is not ideal 4 roots uplight SW.
- . People walk in street ... and it is verking gide week
- . slow speeds; halfic is moring too fast
- . Occidental us good example
- . Cd we ful in the wills to expand pod Space?

#### Curb is No Curb

Crante curb offers character haracter is a ve glussen to retain character.

- Concern around pergola + historic context
- · Cd establish guidelines for cafe structures that are considered with historic cristert
- Concern around short term parking
- . Red space should be clearly domeated from can space



mina Que 15/4/14
# Morning Session - Notes



# Street Sections - Pre Covid



BLOCK 5400



Ballard Ave Charrette, August 3rd, 2021



BLOCK 5200 BLOCK 5100



## Afternoon Session - Notes





## Afternoon Session - Notes

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BIZ WANI 10 9	<ul> <li>CPERCOLAS AS "SCAFFOLDING" FOR LONG TERM.</li> <li>IS YEAR POUND OUTDOOR EATING A LONG TERM.</li> <li>IS YEAR POUND OUTDOOR EATING A LONG TERM.</li> <li>CLEAR PLASTIC TOO HOT IN SUMMER FOR MKTLESSONS FROM PANDEMIC INFORM FUTURE DESIGNS</li> <li>HOW QUICKLY CAN WE IMPLEMENT PERMANENT?</li> <li>AWNING PROCESS ALREADY THERE</li> <li>TIMING FOR AWNING INSTALLS + SIDEWALK MOVE. (OINCIDING, ONE WAY TO START ASAP (STRIPING))</li> <li>IN FRONT OF BUILDING SIDEWALK CAFES NO FRICE, PLANTER BARRIER ENCOURAGED (ACCESSIBULTY)</li> <li>PLANTING STRIP B/T SIDEWALK - STREET?</li> <li>NOT NEEDED? URBAN CHAPACTER, MARKET VISITORS?</li> <li>COULD BE DIFFERENT ON EACH BLOCK:</li> <li>PRIMARY PURPOSE FOR ROADWAY-DELIVERIES F DROP-OPE</li> <li>LANDMARK DISTRICT AS PROJECT BOUNDARY   ONE- OPE</li> <li>LONGEST MKT WEST OF MISSISSIPPI? SEAFOOD FEST.</li> <li>POST-ALLEY-TYPE SIGNAZE FOR ABOUT THINGS</li> </ul>	Isen glass (permeability) Connection (design) bluen bldg + pergola Weather protection (seasonality) Street Run off Pre-approved pergolas. Street corner design needs to be tightened to ensure safety - ie planters.	

\_staffing zuick construction + quality portant to see





# **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



www.seattle.gov/neighborhoods | 206.684.0464

# **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



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# Landmark District **Boundaries**



Seattle eiahborhoods





# Landmark District Materials Guidelines

stone, brick, stucco, finished

subdued and coordinate with



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### Landmark District **Transparency Guidelines**

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









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# **SDOT Presentation**

# Safe Start 2.0 - What's Next? Cafés, Merchandise Display, Vending

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



# City of Seattle

### 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

City of Seattle

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• Program areas include:

Business Enhancements

• Vibrant Communities • Shoreline Street Ends

• People Streets

Vending

## Pre COVID-19

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- 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

spaces, and promote economic vitality

- 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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### **City of Seattle**

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# Public Space Management (PSM)

• We work with residents, businesses, and organizations to enhance neighborhoods, strengthen communities, enliven public



### City of Seattle



# **SDOT Presentation**





# Safe Start 1.0

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#### City of Seattle

City of Seattle

# 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

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

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

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# **Questions?**

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

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



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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

#### City of Seattle

#### www.seattle.gov/transportation



City of Seattle

PRE-COVID CONDITIONS



# **BALLARD AVE**

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



Ballard Ave: Typical Section





MODAL NETWORKS









	Side of Street	Pre-Cafes	Current	Current Loading
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#### How are people using these public spaces?

On average, we observed per 20 minute period:









