

SUMMARY REPORT



Design Dialogue Workshops

November 5-6 and 13, 2013



Hammi Global Partner

THE OTAK TEAM

Introduction

The City of Shoreline is preparing for the extension of light rail and two new stations in the community by creating station subarea plans. One station will be located at NE 145th Street and the other at NE 185th Street, adjacent to the east side of the I-5 corridor. These stations are part of Sound Transit’s proposed Lynnwood Link extension, an 8.5 mile light rail line that will connect the Central Link line in Seattle to the cities of Shoreline, Mountlake Terrace, and Lynwood. Link light rail service is scheduled to be operating in this new segment by 2023. When the extension is complete, Shoreline residents will have access to a number of regional destinations via fast, reliable transit service including Northgate, the University of Washington, Downtown Seattle, the Eastside, and Sea-Tac International Airport.

Over the course of the summer in 2013, the City of Shoreline held several visioning workshops for both station areas. In November 2013, a community design workshop series (called the “design dialogue”) was held to focus more specifically on potential community design options for the NE 184th Street station subarea. This workshop series engaged a wide diversity of stakeholders as well as the general public. Figure 1 shows an invitation flyer developed for the November 2013 design dialogue workshop series. This report summarizes the results of the November workshop series, including common perspectives shared by participants.

FIGURE 1
Design Dialogue Workshop Postcard Invitation



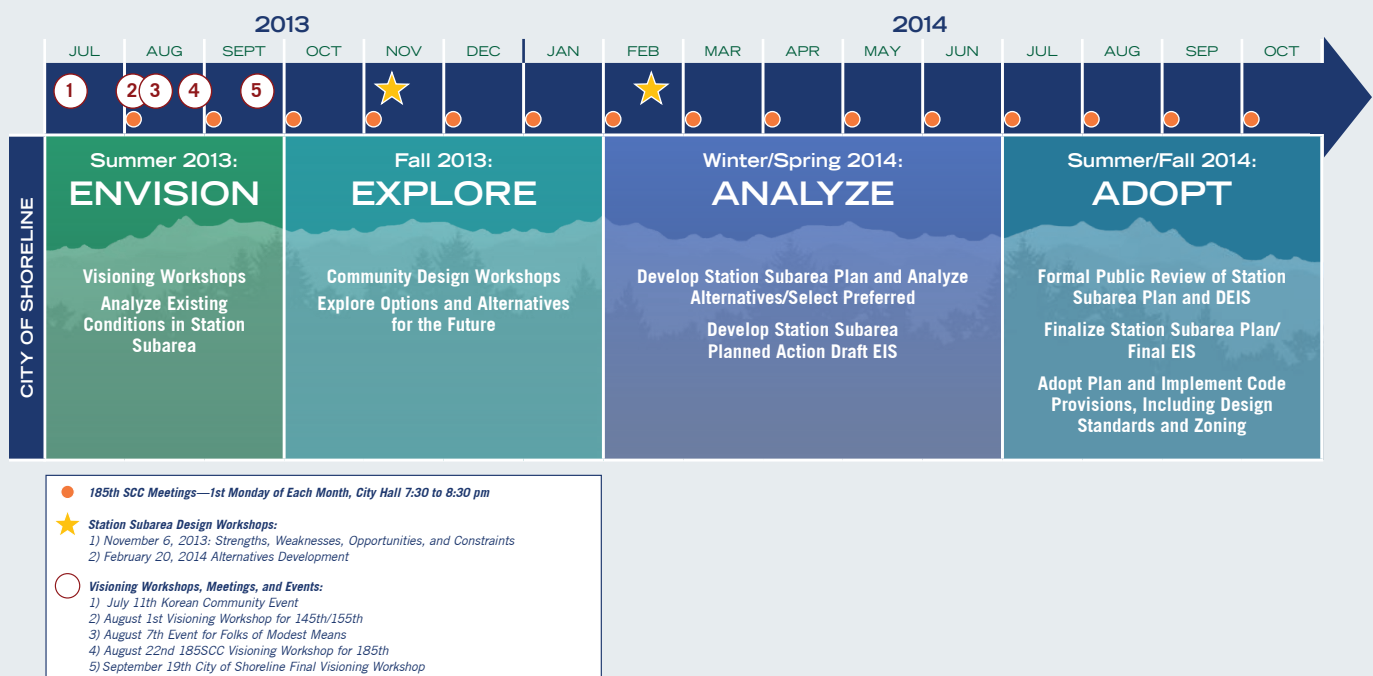
Station Subarea Plan Community Engagement Process

The November 2013 workshop series was the first of two community design dialogues. The second workshop series, to be held in February 2014, will focus on presenting and getting public input on potential alternatives for land uses and zoning in the subarea. Input from these workshop series will help shape the NE 185th Street Station Subarea Plan. The purpose of the subarea planning process is to develop a long-range plan for the subarea and identify opportunities to create a vibrant, walkable neighborhood with improved transportation connectivity, more varied land uses, and added community amenities. The NE 185th Street Station Subarea Plan provides an opportunity for the City and community to create a vision of how the neighborhood and light rail service can support one another and to set a framework for the future of the community that expands transportation and housing choices with more people living near the light rail station. An environmental impact statement will be prepared in conjunction with the plan to analyze potential effects of the proposed alternatives

on various elements of the environment. Design standards and guidelines as well as implementation strategies to direct upcoming redevelopment in the station area also will be developed as part of the subarea plan and Planned Action ordinance. Figure 2 illustrates the proposed planning process for the NE 185th Street Station Subarea.

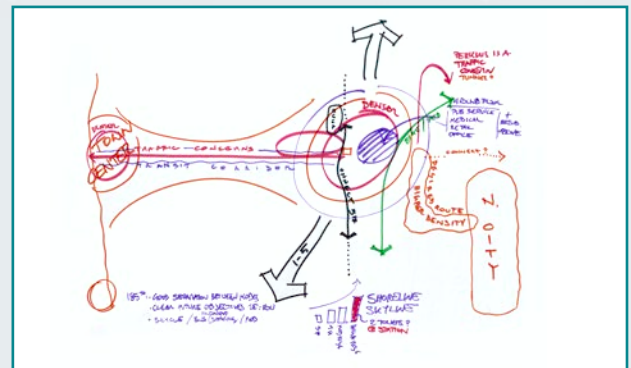
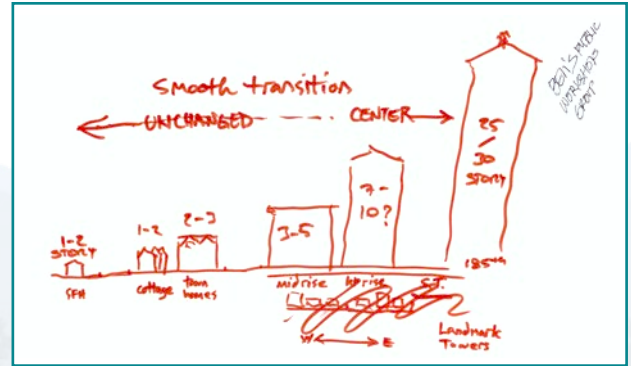
The design dialogue workshop series provides an important opportunity to engage the public and stakeholders in the planning process and to gain input for the station area plan. In addition to the workshop series, interested residents and groups are being encouraged to provide feedback and ideas through a number of different methods and activities, including via an online survey and walking tour maps, by participating in other events, such as 185th Station Citizen Committee (185SCC) meetings, and by contacting City staff. A project-specific website has been developed that people can access continuously for updated information: www.shorelinewa.gov/lightrail

FIGURE 2
Near Term Schedule



NE 185th Street Station Subarea

The City of Shoreline is moving through station subarea planning in a tiered process. The NE 185th Street Station Subarea Plan is being developed first followed by the NE 145th Street Station Subarea Plan. Design dialogue workshop sessions will be held for the 145th subarea in 2014. The study area for the NE 185th Street Station Subarea Plan generally includes geography within a walkable and bikable distance to the proposed station location, with a focus on parcels located within ½ mile. The light rail station will be located on the east side of and at grade with the I-5 corridor. The immediate station area will include a plaza that provides pedestrian access down to the station level, as well as stormwater improvements and bus access facilities. A parking garage is proposed to be developed on the west side of I-5 directly across the 185th overpass from the light rail station.



Diagrams created during the design workshop

Workshop Series Overview

The November 2013 workshop series provided an important opportunity to engage the community and stakeholders in station subarea planning. Workshop participants offered input and ideas related to the future of the NE 185th Street station subarea. Comments and input gathered at the workshop sessions is guiding the creation and refinement of the subarea plan including potential alternatives for land use/zoning and phasing. The second design dialogue workshop series in February 2014 will present draft alternative scenarios that have emerged as a result of the comments and input received in the first design dialogue workshop series. The alternative scenarios will be the focus of further discussion about how the subarea may grow and redevelop over a 20+ year time period/planning horizon. These alternative scenarios will then be analyzed in a detailed process, and a preferred alternative will be selected for implementation based on the results of the analysis and ongoing community input.



Workshop Session Participants, Content, and Schedule

The design dialogue workshop sessions were a series of interactive meetings with different stakeholder groups as well as a culminating public workshop where multiple groups focused on identifying key opportunities and challenges in the subarea, as well as potential scenarios for land use/zoning changes.

The first design dialogue workshop series, held on November 5, 6, and 13, 2013 included eight meetings with different stakeholder groups as well as a community meeting open to the general public where the audience also broke out into four work groups. Stakeholder groups who participated in the workshop sessions were initially identified in the Public and Stakeholder Involvement Plan prepared for the project. The groups represented various special interests and organizations including Shoreline youth, 185SCC representatives, local developers, housing and economic interests, and others. Each workshop session lasted approximately 1.5 hours and the community-wide workshop session was 2 hours in duration. Each session began with group introductions followed by a short presentation describing the purpose of the workshop, an overview of the location of the proposed light rail station and supporting facilities, potential ideas and opportunities for the subarea, and examples of best practices from other places.

Representatives from the City of Shoreline attended to help facilitate the discussion and garner feedback from participants. The format of each design dialogue workshop session is focused on participant-driven discussion and allows for flexibility and variation in each session to tailor it to the interests of the participants present. Generally, the following topics were presented and discussed in each session:

- Potential areas for changes in land use and density
- Locations for different types of housing and commercial uses

- Potential building heights and configurations and transitions between uses
- Potential ideas for open space, community gardens, parks, public facilities, and other neighborhood amenities
- Transportation, trail, and bridge improvements—how these should look; where they are needed
- Opportunities for art and historic interpretation

During each of the sessions, the group’s discussion and comments were documented in flipchart notes and sketches, as well as diagrams on maps (hand-drawn). Refer to the Appendix for a complete set of notes and diagrams for each of the workshop sessions. Figure 3 illustrates the Workshop Series Schedule.

FIGURE 3
Workshop Series Schedule

TUESDAY, NOVEMBER 5		
8:00 - 9:30	Group 1	Chamber of Commerce
10:00 - 11:30	Group 2	Local Environmental Groups
12:00 - 1:30	Group 3	Transportation Advocates
2:00 - 3:30	Group 4	Large Property Owners in Subarea
4:00 - 5:30	Group 5	Shoreline High School Students
6:00 - 7:30	Group 6	185th Station Citizen Committee (185SCC)
WEDNESDAY, NOVEMBER 6		
2:00 - 3:30	Group 7	Master Builders/ Real Estate Developers
6:00 - 8:00	Community Meeting	
WEDNESDAY, NOVEMBER 13		
12:30 - 2:00	Group 8	Housing Advocates

What We Heard—Workshop Results

Extensive comments and input were gathered from the stakeholder group workshop sessions and the general community workshop. A full summary of the input is provided in the Appendix. Workshop participants shared their ideas related to future opportunities and changing priorities in the subarea as well as ideas for strengthening neighborhood identity, improving multi-modal access to transit, and providing a range of housing choices attractively designed to fit the neighborhood. Several common themes emerged from the discussions. And although overall a diverse spectrum of comments were offered by workshop participants, these common themes were mentioned multiple times and represented areas of concurrence among the different groups.



SUMMARY OF COMMON THEMES HEARD AT THE WORKSHOP SESSIONS

EAST-WEST CONNECTIONS/ NE 185th STREET AS A NEW “MAIN STREET”

Workshop participants stated that while there are several strong north-south connections in Shoreline, east-west connections are lacking and inadequate. With the inclusion of the new light rail station, NE 185th Street will become a more important corridor for cars, buses, bicyclists, and pedestrians to get to and from the station. Designing to accommodate these users will be critical to the success of the neighborhood. Many suggested that NE 185th Street has the potential to become a new “main street” for Shoreline and this subarea and should be designed as a signature boulevard and one of the best streets in the region.

STRENGTHENING NEIGHBORHOOD IDENTITY

Participants expressed interest in creating a stronger neighborhood identity and a sense of place around the station and in the subarea. Thinking of this area as Shoreline Village with a core area of the village focused around the station was a commonly expressed idea. The idea of more public spaces, art, gathering places for the neighborhood, etc. appealed to participants as tools to help build a stronger neighborhood.

COMPLETE STREETS AND PEDESTRIAN AND BICYCLE CONNECTIONS

Many expressed the need for improving pedestrian and bicycle facilities in the subarea, making streets “complete” and enhancing connections to and from the light rail station. The idea of building a lid over I-5 in the vicinity of the station and across to the proposed parking garage arose multiple times in the discussions. A wider lid as an attractive public space could even include bus access areas and would facilitate more direct access to the station from the neighborhood.

COMMERCIAL DEVELOPMENT POTENTIAL

Workshop participants stated that while Shoreline has designated areas along Aurora Boulevard (Westminster/Aurora Square) and North City for more intensive commercial development, new development has been slow in happening. If additional commercial uses were designated for the NE 185th Street subarea, these may draw investment away from the other locations the City is promoting for commercial growth. Participants suggested avoiding zoning too much commercial in the subarea and instead keeping commercial zoning to a minimum with a focus on neighborhood scale retail uses and uses supportive to the transit center.

NEIGHBORHOOD RETAIL AND TRANSIT-COMPATIBLE USES NEXT TO THE STATION

In considering neighborhood retail options, participants felt that uses that provide conveniences to transit riders would be best, such as coffee shops, cafés, a convenience store, dry cleaning, etc. These types of uses also would serve neighborhood residents.

SHARED PARKING

Participants tended to prefer construction of a joint-use parking garage given the proposed structure’s proximity to Shoreline Center. Participants felt that the parking area could serve a dual function of providing park and ride spaces for commuters during the day and then in the evening these could convert to parking spaces for community events and activities related to the Shoreline Center. Several participants asked if the stadium parking and existing park and ride will be factored into the amount of parking provided at the garage and if Sound Transit is considering shared parking opportunities.

OPPORTUNITIES FOR SHORELINE CENTER

Numerous opportunities were identified for Shoreline Center based on the property’s size. There was general realization that all the uses currently at the site could be arranged in a denser configuration. Participants suggested a mix of uses for the site including residential, commercial, community spaces and recreation uses, office, conference space, and hotel, as well as retaining the existing stadium and sports field use. Participants wondered if a more urban, multi-generational community center could be built at the site (on multiple levels) to house all the current community functions while opening the rest of the site up for redevelopment.

EMPHASIZING SHORELINE’S ASSETS

Shoreline is known for its great schools, parks, and family-friendly neighborhoods. Participants thought that the future of the neighborhood should leverage these assets and support families—including moderate density housing, cluster and cottage housing, courtyards, flats, etc. with accessible open space areas and neighborhood parks, safe and complete streets, and east access to schools.

CONNECTING TO NORTH CITY

Many workshop participants stated the importance of connecting this subarea with North City and that residents of this area (existing and future) will rely on North City as a commercial hub. NE 185th and NE 180th Streets were identified as key connections to North City. Pedestrian and bicycle improvements on these and connecting north-south streets will be critical to achieve this linkage between the subarea and North City.

MORE HOUSING, DONE WELL

Participants were generally supportive of increased density in the subarea, including in the vicinity of the light rail station, and on NE 185th Street. There was a general level of support for mixed use (ground floor retail/active uses with housing above) up to four to six levels in height. In other parts of the neighborhood, responses varied on the potential height and density of housing. Some saw three stories/levels as the maximum throughout the rest of the subarea, while others preferred retaining more single family and compatible uses such as duplexes, rowhouses, townhouses, etc.

CITY-SPECIFIC BUS ROUTES

Although Shoreline will have access to frequent regional transit services (King County Metro RapidRide Line E on Aurora Avenue and Sound Transit Link light rail service), transit service throughout the city is still viewed as not as frequent and direct in providing access as needed. In particular, workshop participants felt it will be important to provide fast and frequent east-west bus service between the light rail line and bus rapid transit line on Aurora on corridors such as NE 185th Street and others. The idea of a circulator route providing fast and frequent access from Aurora/central Shoreline out to the light rail line and back throughout the day was mentioned.



Planning Recommendations as an Outcome of Design Dialogue Workshop Series # 1

Several planning recommendations have emerged as a result of the design dialogue workshop series and the common themes from the stakeholder discussions summarized above. The planning recommendations include areas of design focus and identify needed physical improvements that can be integrated into the alternative scenarios being developed for the subarea.

Focus Areas for Redevelopment—The subarea overall can support more housing density and areas immediately surrounding the light rail station are poised to support more mixed use, transit-oriented development. The community generally supports increasing density so that more

people will be living in proximity to the transit station. A variety of housing types are envisioned, including 4 to 6 level mixed use and multi-family buildings near the station, as well as a mix of housing options throughout the neighborhood (townhouses, cluster and cottage housing, rowhouses, duplexes, four-plexes, and eight-plexes courtyard housing, etc.). There was support for additional density and some commercial uses along NE 185th Street, particularly at key intersections/nodes. Some thought that higher density development could be supported along NE 185th Street and within ½ mile of the station, while others thought that it should be more limited to the vicinity surrounding the station.



Notes from participants during a workshop session

Redevelopment of the Shoreline Center

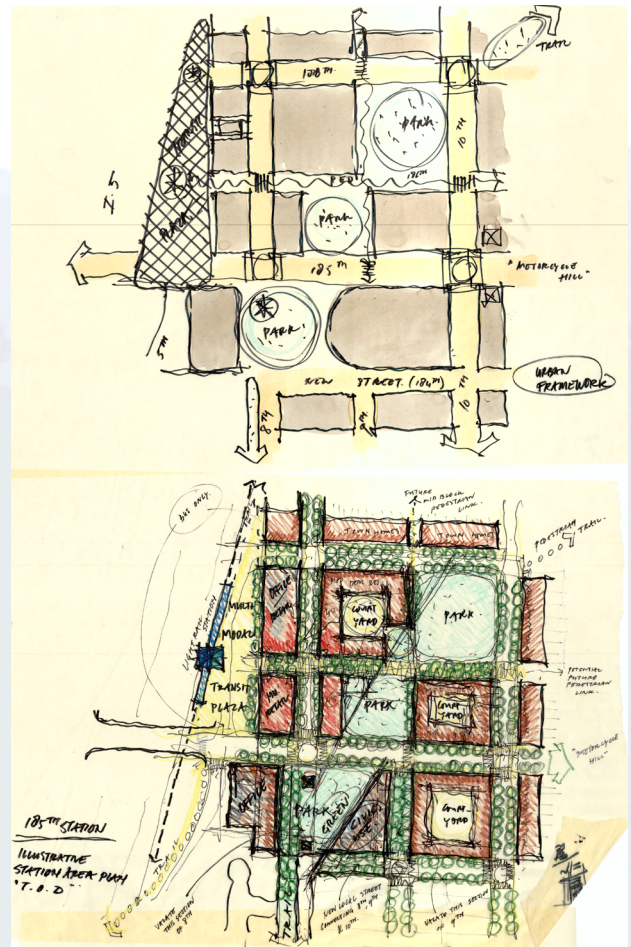
Participants thought that the Shoreline Center is an important parcel in the neighborhood that is currently underutilized and poised for redevelopment. As mentioned previously, the suggested mix of uses for the site included residential, commercial, community spaces and recreation uses, office, conference space, and hotel, as well as retaining the existing stadium and sports fields. The Shoreline School District, which owns the property, has stated its interest in retaining a long-term lease on the property if it moves forward into redevelopment, and it will be exploring development options in the coming months. Given that there is high potential for this area to redevelop in the future, carefully integrating the new plans for the site with the surrounding neighborhood will be important. Maximizing pedestrian and bicycle connections between this site and the NE 185th Street corridor and light rail station also will be critical.

Connections to North City and the Aurora Corridor

Routes for pedestrians and bicyclists within the subarea that connect to the nearby North City commercial corridor and the Aurora Corridor as a key central spine of Shoreline should be improved. Key priorities for these improvements include NE 195th Street, NE 185th Street, 15th Avenue NE, NE 180th Street, NE 175th Street, and other north-south corridors on the east side of I-5.

Creating a Signature Street for the NE 185th Street Corridor

Many agree that NE 185th Street has the potential to become a great street in Shoreline—a signature corridor that supports all modes and serves as a creative and innovative model to the region. European style arrangements of pedestrian and bicycle facilities were shown in photograph examples at the workshop and many participants agreed that this would be a good approach to NE 185th Street. Participants also supported the need for more right-of-way and/or easements along 185th



Sketches showing development ideas

to accommodate pedestrian, bicycle, and transit improvements. Many expressed the importance of having wider sidewalks, delineated bike ways, and exclusive transit lanes, street trees and landscaping, green stormwater infrastructure, and other features along the NE 185th Street corridor.

Priorities for City Capital Investments—

A commitment to new capital investments by the City and utility providers will be critical to support redevelopment and improve access and services for existing and new residents in the subarea. These investments could include a number of multi-modal transportation improvements throughout the subarea, as well as potential park improvements at Rotary Park and other locations, pedestrian/bicycle paths and community gardens along the



Seattle City Light corridors, subregional stormwater facilities, utility improvements such as expanded sewer and water infrastructure, and district energy development, to name a few. The subarea plan will identify where capital investments will be needed and will prioritize these investments to support implementation of the preferred alternative.

Creating a New Identity for the Station and Surrounding Neighborhood—

Participants are interested in the potential to create a new identity for the station (a new name and signature look) and related placemaking opportunities in the surrounding neighborhood. Although the area supports multiple existing neighborhoods, there is an opportunity to create a new place at the station and the immediately surrounding area that will be recognized by the region as a new place. Building a strong identity can also help in attracting redevelopment activity. While specific names have yet to be discussed and determined, there is a strong interest in building on the potential of the station area as an enhanced village setting. Perhaps incorporating the word “village” into the station name such as “Shoreline Village Station” or finding a name that best represents Shoreline’s strong sense of community should be considered.

Next Steps

The first design dialogue workshop series in November 2013 represented an important step in working with the community and stakeholders to identify key opportunities for the NE 185th Street station subarea. Comments and input from the workshop are helping to shape the development of alternative scenarios for land uses and zoning in the subarea, which will be presented in the second design dialogue workshop series in February 2014. After the second workshop series, the alternatives will be analyzed and a preferred alternative will be identified for implementation. The City will prepare a planned action environmental impact statement to analyze the alternatives. Based on the analysis, the City will refine the station subarea plan, update comprehensive plan and zoning designations for the area and prepare a planned action ordinance with development regulations. The subarea planning process is scheduled to be completed by late Fall 2014.

APPENDIX





**185th Street Station Subarea Plan
Design Dialogue Workshops**

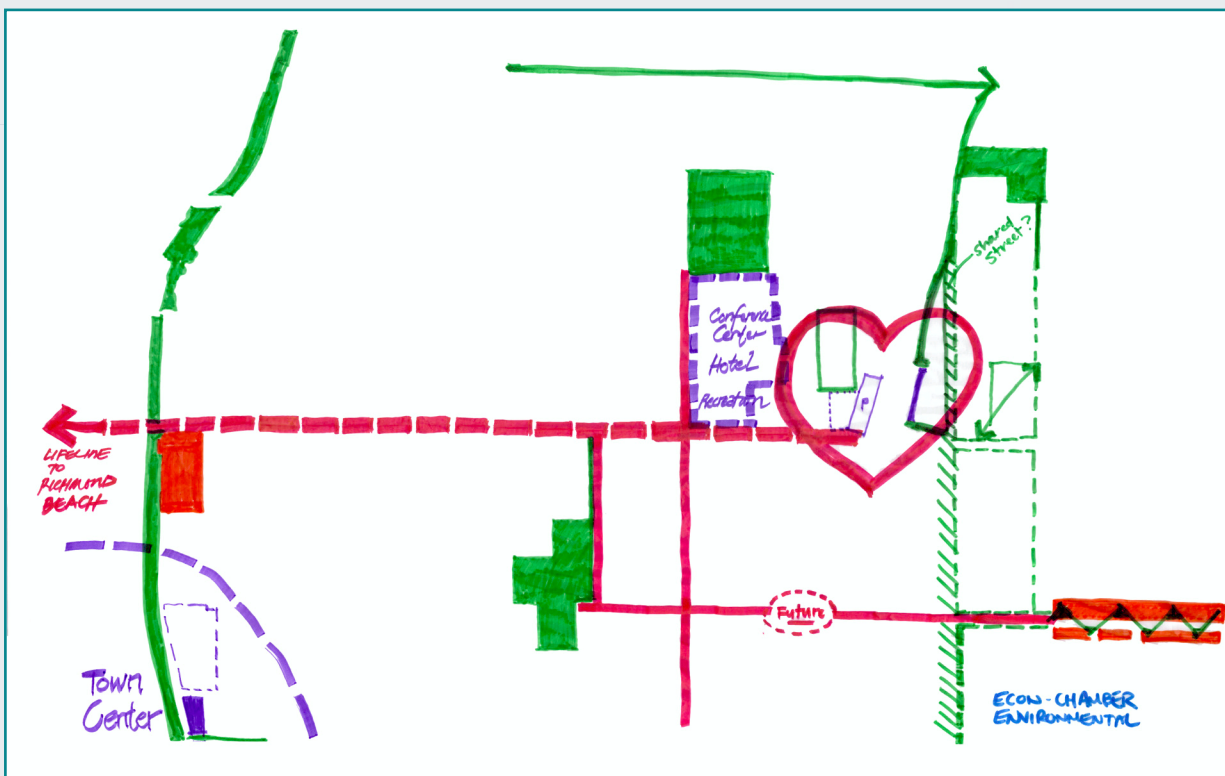
WORKSHOP AGENDA

1. Welcome and Introductions (5 minutes)
2. Presentation—Station Subarea Planning Process and Best Practices Related to Transit Oriented Neighborhoods (20 minutes)
3. Facilitated Discussion of 185th Street Station Subarea Plan (45 minutes)
4. Wrap-up and Closing Comments (10 minutes)

Workshop Session Notes

ENVIRONMENTAL INTERESTS

- ◉ Priority for transit access in neighborhood
- ◉ N-S transit connection is strong, E-W connection is poor
- ◉ Future development should include progressive/innovative development or infrastructure (e.g. solar power, water catchment, stormwater facilities)
- ◉ Challenge with the existing SF character – may be difficult to transition to mixed use/denser neighborhoods
- ◉ Aging in place
- ◉ LU needs to include basic neighborhood services: grocery stores, third places, medical services, etc.
- ◉ Need voices from community (feedback, engagement, collaboration) to influence station design
- ◉ Interface with Solar Shoreline and Chamber
- ◉ Very important to get business voice in the mix
- ◉ What are the environmental considerations at 185th Street Station? (street/stormwater facilities, solar, etc. or specific sites/demonstration)
- ◉ What about commuter bus loop in Shoreline? Transit connections within the area is poor even though connections to other cities to the north and south are robust
- ◉ Possible ped/bike connection through dead ends and cul-de-sacs?
- ◉ Rideshare in Shoreline – Expanding north of 145th and space at Park-and-Ride
- ◉ 10 year capital project ideas:
 - Bike share BTW P&R and city hall
 - Public art in Rotary Park
 - Rain Gardens/swales

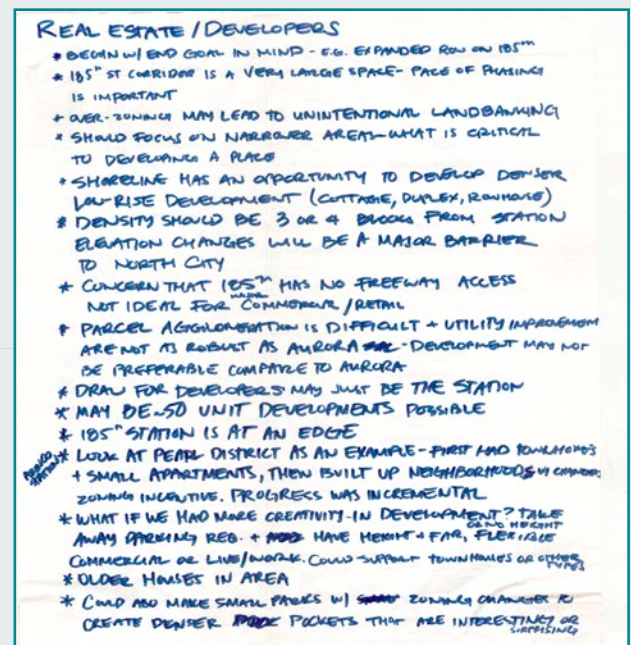


Environmental Groups/Chamber of Commerce Design Diagram

- Improvements to encourage townhouses
- Living building/pilot ordinances
- Visitor Center
- 185th Street corridor is critical for redevelopment
- Difficult to identify the center/heart of the city – it's unclear
- Edmonds has a great downtown for example
- What about other recreational opportunities? Urban camping?
- Maintenance and wear of LRT station
- What about a better Orca card that could serve multiple agencies or modes?
- Better bike facilities and incentives for biking needed
- Edmonds ferry as an example – what if there were retail next to the station?
- What about a downtown area like Edmonds? (Shoreline doesn't really have a center.)
- Incentive card
- Bicycling isn't really popular with students – some may rather bus or drive.
- Theme trains/buses

SHORELINE YOUTH

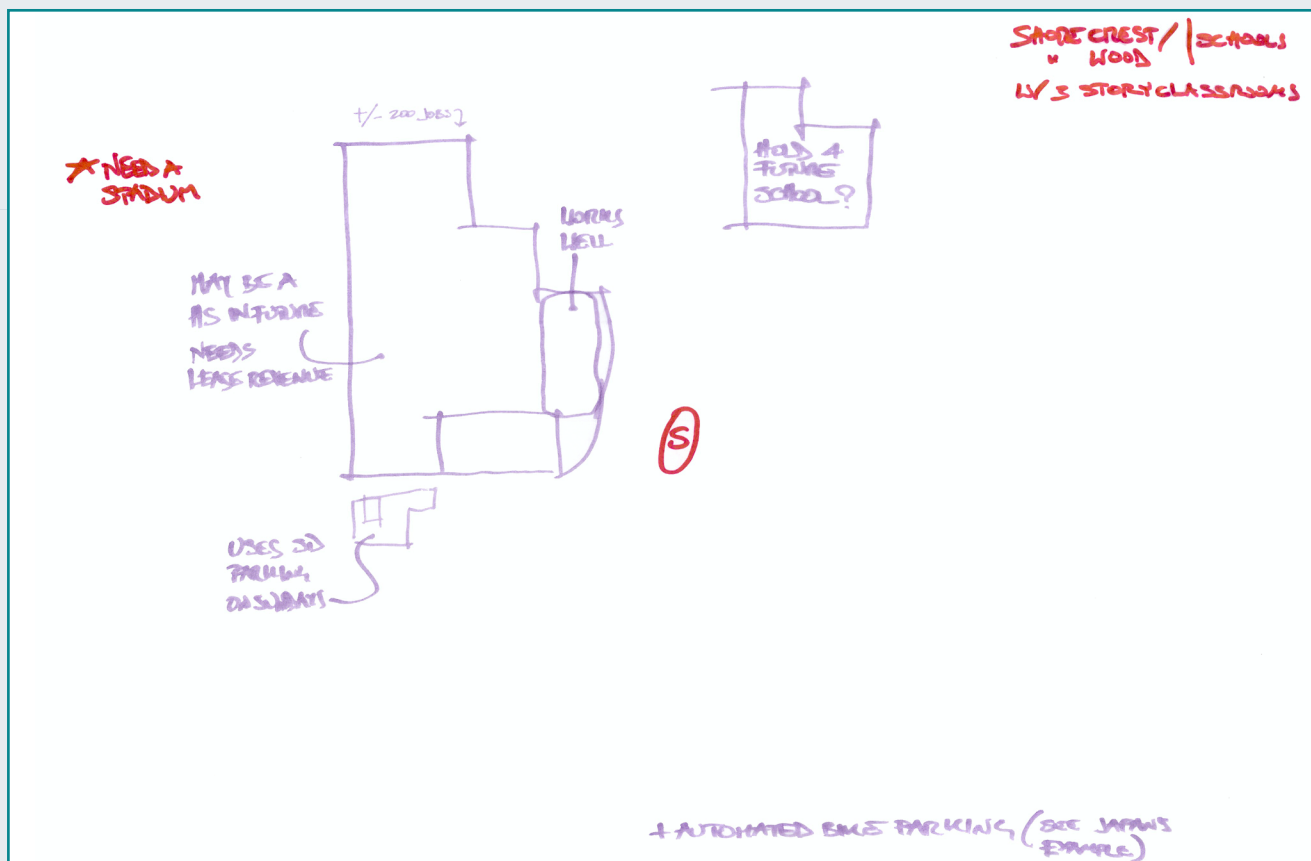
- Parental safety concern – lighting and well-located
- Internal/neighborhood bus shuttle system
- Cost of fares
- Access to grocery stores, restaurants, hospital, medical facilities
- Small neighborhood services within community
- Priority in having activities and uses around
- Jobs/work may not be present in Shoreline exclusively
- Mall/commercial activity – entertainment
- Shoreline as a residential community
- Specific youth center
- Shoreline assets: schools, parks, interesting streets, safe, community feel, wi-fi could be beneficial
- How to ensure safety with increase population? – Own car as safety, less people
- Independence is important
- Taller buildings around LRT makes sense
- May not want large buildings next to SF homes



Workshop Notes

LARGE PROPERTY OWNERS

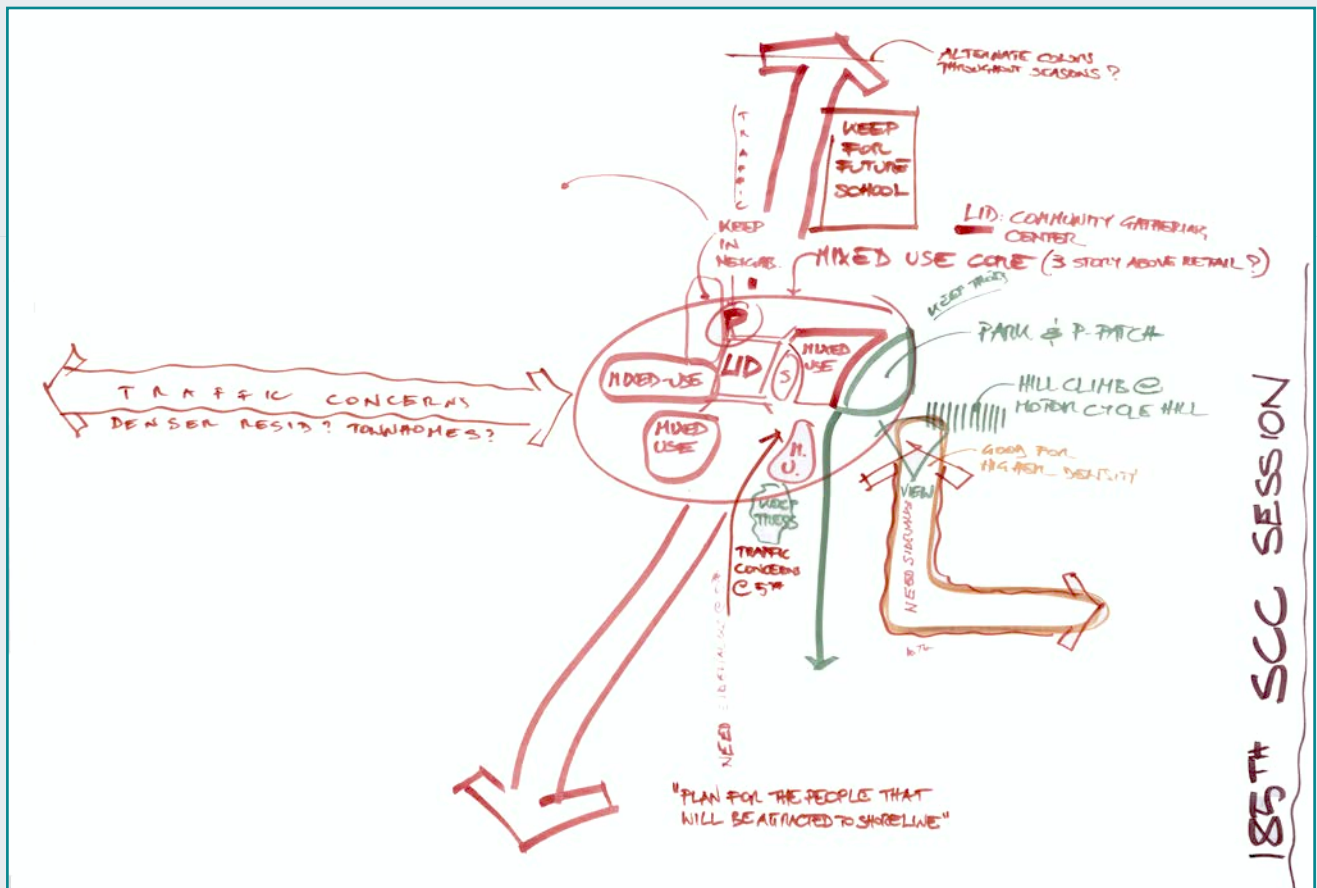
- Must consider impacts on property values. School district's interest must be supported by residents in both cities.
- Uses on this property should be consistent with long-term leases and in interest with school district's goals.
- Must consider how potential redevelopment will be financially solvent. Revenue should support development. Lease is strongest leverage.
- District's interested in maintaining holding for future needs
- Shoreline center may be potential for TOD, but may need to be preserved. Must consider what will happen to tenants/development on property.
- Access is important, must have stadium on site
- Amenities should not be specific to parcels
- Church shares parking with Shoreline center – Park-and-Ride may not be practical.
- Church-owned property used as rentals. May be potential for up-zoning and greater revenues.
- Mobility and disabled access is very important to consider. ADA requirements may not be stringent enough – Grades, signal timing, width should be considered. Safety is critical.
- More affordable housing is needed. Opportunity next to LRT.
- Need more ways to get to LRT station beyond driving, walking, and biking.
- Universal design is critical.
- Neighborhood should have more community-centric shapes (e.g. community rooms, classes, gathering spaces, wedding venues, etc.)



Large Property Owners Design Diagram

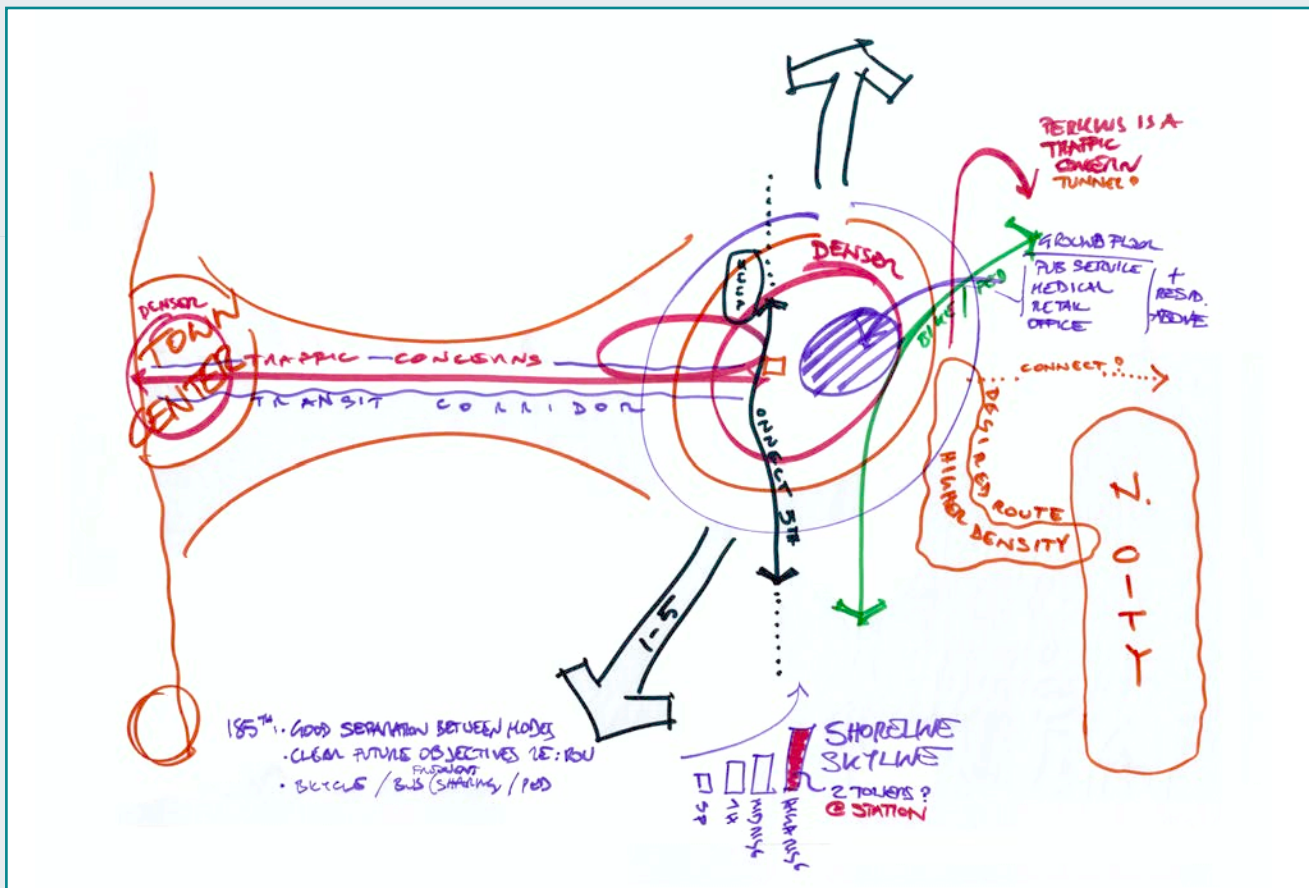
185CC

- Shoreline Center
 - Could handle taller buildings?
 - Senior housing
 - P-patches
 - Office/commercial/medical
 - Parking can be tight
 - Group population with necessary services
- What about water features/public space and art/gathering/educational – center point.
- Bridge could be public art
- Murals/Tiles? Use color – space and art for all ages
- Park along 8th
- SCL parcel for redevelopment and park space
- Seniors may not be able to walk – may want to look at other alternatives
- Could be higher on 185th and moderate on 10th
- Artist live/work – consider affordability on pedestrian corridors (180th, 8th, 10th)
- 180th as a natural connection
- Park space in SCL ROW
- No parking in SCL ROW
- 180th/10th as a connector – north city and station area
- Stairway up motorcycle hill
- Consolidation of Shoreline center
- Retain stadium, fields, and pool



185th SCC Group 1 Design Diagram

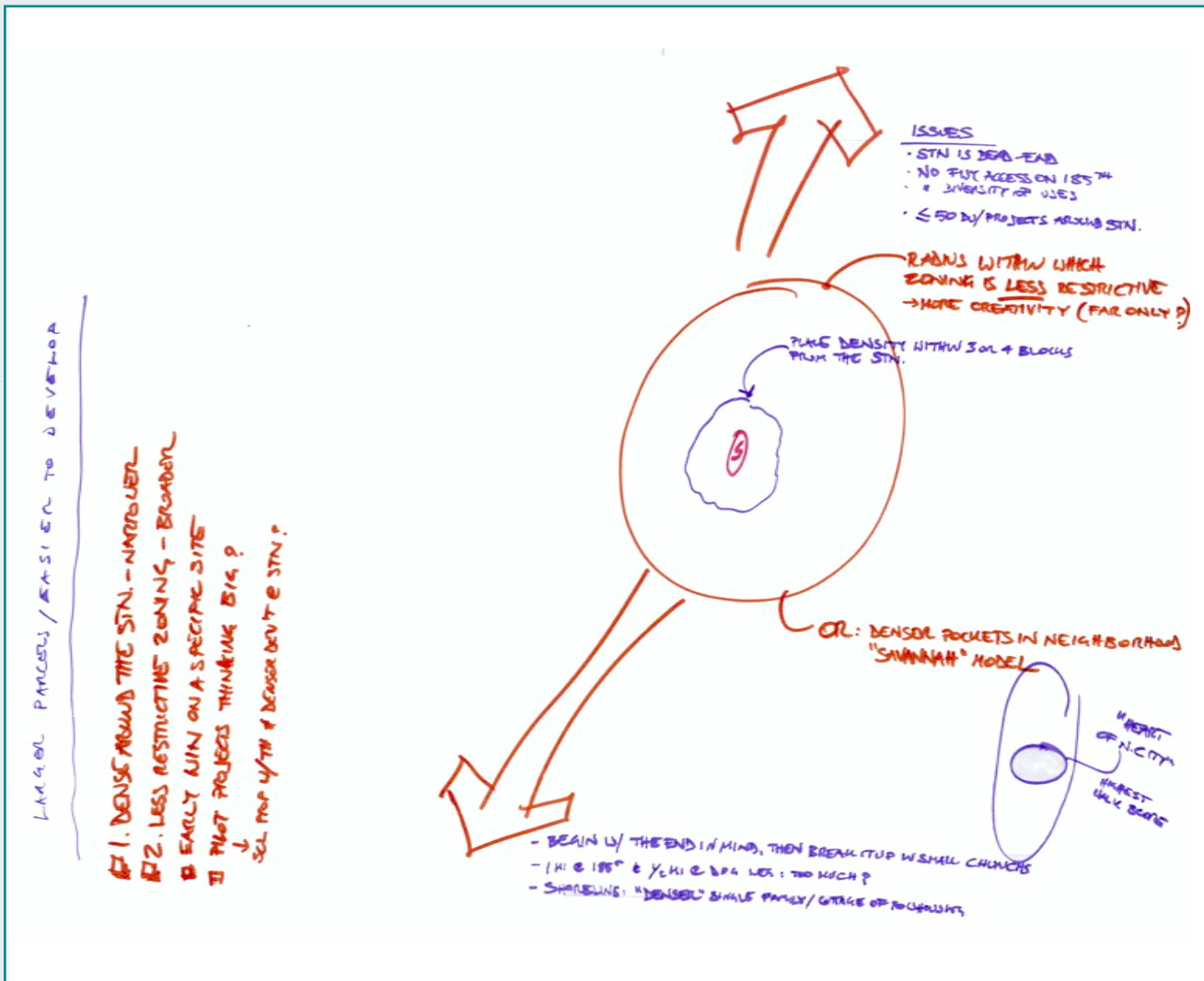
- From 10th to station >>>> low to high buildings
- Cut-through traffic if 185th goes through
- Perkins as cut-through (try to stop cars on Perkins)
- Lid over freeway instead of 185th bridge (could include businesses or park)
- Retail in/on parking garage
- Start development in block surrounded by Shoreline center
- Retail adjacent to station park/green space
- Mixed-use on SCL Square – Acts as transition
- Height is OK if transition is provided (3 over 1)
- Retain NC School as a school – use excess property as something else
- 185th Corridor – townhomes, retail, denser
- 195th ped bridge – Shoreline colors, identity
- Station should match Shoreline's identity
- Encourage development to keep taxes lower
- Quality landscaping
- How to control Perkins Way and LFP traffic going to station
- SW improvements on 10th and 12th – No sidewalks
- Sidewalks are a big priority
- 8th as an opportunity for ped/sidewalks
- Need “day time” residents too – not just bedroom community
- Public service job center; non-profits; medical



185thSCC Group 2 Design Diagram

- Traffic/cut through – 188th
 - N/S connections to station (e.g. Meridian Park to station)
 - Establish unique identity for station area – distinguish from Town Center train dictating when change begins.
 - Transportation loop – bus/trolley
 - Perkins problems – what is the alternative?
 - Traffic concerns: 185th Aurora to station to Perkins – east
 - Parking garage on west – built into ROW bank – GOOD
 - Open space and other uses in garage
 - All about connections – North City. What about tunneling 185th thru to LFP?
 - 185th – good separation between bikes, peds, and traffic – like separate bike tracks. Do we have enough space?
 - Important to let property owners know about increased setbacks (185th)
 - Bus frequent
 - Change from SF: denser in 20 yrs.
 - Focused at Town Center – Station
 - Human at street scale imp.
 - 2 towers E/W I-5 to frame “entry” to Shoreline – zone here for this and leverage
 - Reevaluate North City schools
 - Family friendly units.
- REAL ESTATE INTERESTS/DEVELOPERS**
- Begin with end goal in mind – e.g. expanded ROW on 185th
 - 185th St Corridor is a very large space – pace of purchasing is important
 - Over-zoning may lead to unintentionally land banking
 - Should focus on narrower areas – what is critical to developing a place
 - Shoreline has an opportunity to develop denser low-rise development (cottage, duplex, row house)
 - Density should be 3 or 4 blocks from station elevations. Changes will be a major barrier to North City
 - Concern that 185th has no freeway access – not ideal for major commercial/retail
 - Parcel aggregation is difficult and utility improvements are not as robust as Aurora – development may not be preferable compared to Aurora
 - Draw for developers may just be the station
 - May be more realistic to consider 50 unit developments
 - 185th station is at an edge
 - Look at Pearl District as an example – first had townhomes and small apartments, then built up neighborhood with changes to zoning incentive. Progress was incremental.
 - What if we had more creativity – in development? Take away parking requirements and have height and FAR, or no height, flexible commercial or live/work space. Could support townhomes or other types
 - Older houses in area
 - Could also make small parks with zoning changes to create denser pockets that are interesting or surprising
 - Family-oriented development – schools are an asset
 - Timeframe may be dependent on light rail

- Should build on amenities here. Will be difficult to draw new populations.
- Potentially large dead zone with parking structures, freeway overpass, and Shoreline Center. CM should work with ST for programming. Frontage should be considered.
- S 200th station as example (Seatac)
- Think about narrowing initial area and target effort to that area as an early win.
- Place to start a family. Capitalize on schools. Main market for new residents will be Seattle singles that pair up and move to suburbs to start family.
- Develop a personality or drawing point in the area: lakes, creeks, views.
- Live/work structure: zero lot lines, must have business license, must have foot traffic, privacy issues...expensive loss for developers.
- What about an alternative process or pilot project that is creative and deviate from standards?
- What if City kick started a small development near station
- Potential 4 stories around station. Townhouses behind large enough to create a neighborhood.



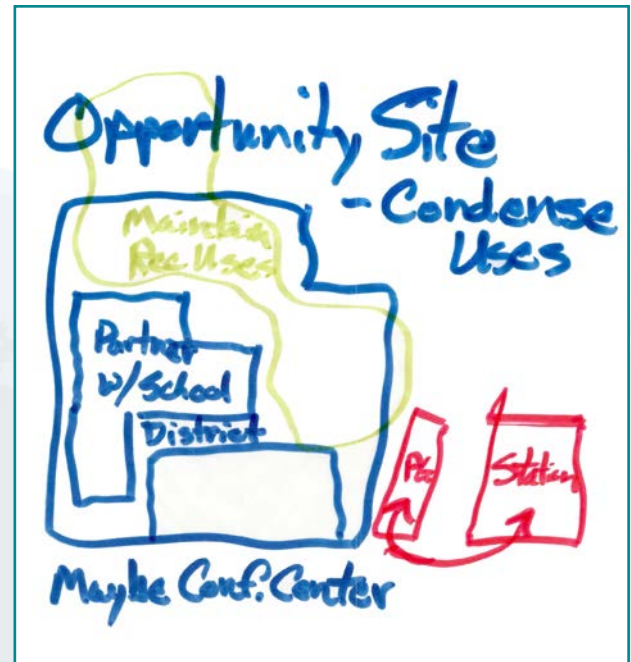
Master Builder/Real Estate Developers Group Design Diagram

HOUSING INTERESTS

- Incentives to spark market rate apts then add affordable housing OR:
- Start with affordable as the catalyst project
- Partner with school district
- Expand park to encourage development
- King County Greenbridge as example
- Not mixed-use to lower cost – residential only
- Lessen parking requirements
- Partner with market rate developers
- City as co-developers – start with infrastructure
- Use best practices (City of Seattle Inclusionary Zoning Study)
- Long-term lease works if 75-100 years
- Pilot sites where rules are flexible
- Seed money, pre-development funding – traction for other funding
- Master planning by City. BART – City maintained ownership, leases long-term. Removes cost of land from equation.
- Community health center

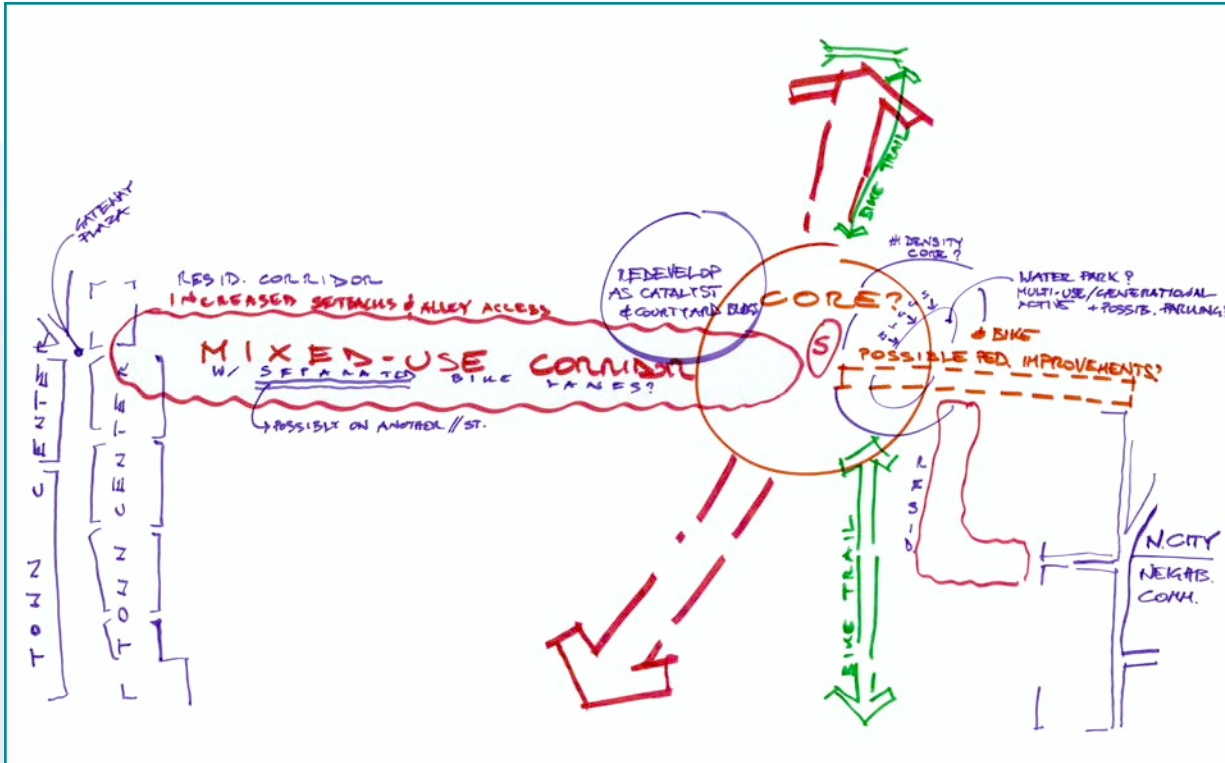
TRANSPORTATION INTERESTS

- Connection between town center and new LRT station – development, transportation network infrastructure will be connector on 185th.
- LU around station should be considerate of different areas surrounding (town center, North City).
- 185th will be a more important corridor for LRT access.
- What about connections from 185th to 10th as a corridor.



Housing Group Design Diagram

- Should have core around big opportunity sites rather than be fragmented.
- Should services be located along east/15th and semi-dense residential around LRT? What is the appropriate allocation?
- Shoreline center is a good opportunity for dense and AWC redevelopment.
- Separated bike lanes on 185th? Or pull lanes onto less trafficked streets? Separate lanes are critical. Difference between speeds is important.
- Bike facilities should consider speed and pedestrian activity (e.g. textures and colors in shared multi-modal facility may not be appropriate based on environment, but may be good for mixed-use, slower area.)
- 185th tight ROW, primary transit corridor – must address conflict between multiple modes. May need to acquire additional ROW.
- Multi-generational uses in recreational facilities.
- Connect North City to park/trail.



Transportation Advocates Design Diagram

- Development opportunities will vary by rider activity
 - will riders dwell for coffee or will riders walk to commercial activity on the way home? Commercial development should be designed around this.
- Medium-low intensity may be good BTW Shoreline center and North City.
- Not as a transportation corridor, but as an area with lower-rise, where residents can walk to either end of 185th.
- What about a circulator/frequent bus routes in neighborhood?

COMMUNITY MEETING

