



Design Dialogue Workshops Summary Report

December 2013

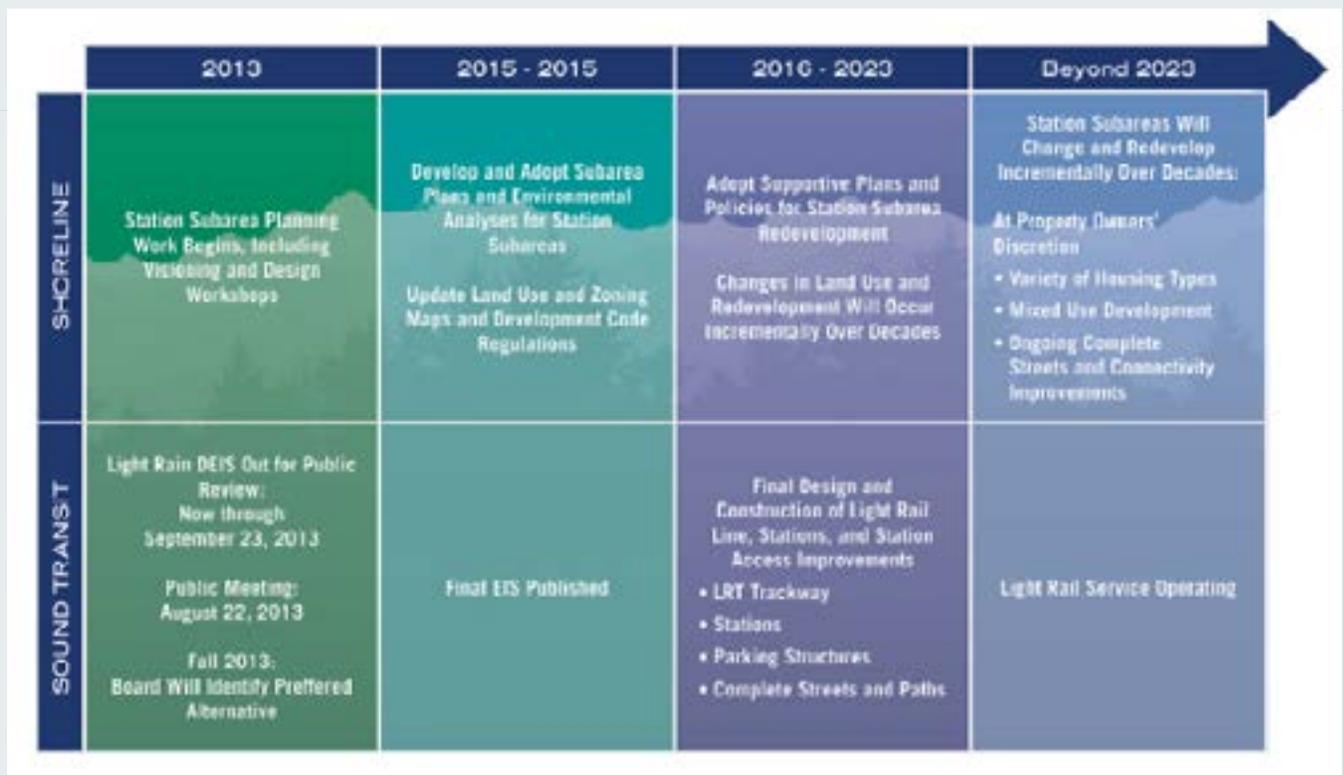


Introduction

SoundTransit Link light rail service is expected to come to the City of Shoreline by 2023. The Lynnwood Link Extension is an 8.5 mile light rail line that will connect the Cities of Lynnwood, Mountlake Terrace and Shoreline to the existing Central Link light rail line that starts in Northgate. Once complete, this system will connect will provide fast and reliable transportation for Shoreline residents to destinations in the region along Interstate 5 corridor from Lynnwood, Seattle and Seatac.

The Lynnwood Link Extension will run along the east side of Interstate 5 through Shoreline. Two light rail stations are planned in Shoreline at NE 185th Street and NE 145th Street. The 185th Street Station will be located below NE 185th Street at grade with Interstate 5 and includes a park and ride, bus queuing lanes and a pedestrian plaza.

In preparation of the light rail station at NE 185th Street, the City of Shoreline has been working with the community to develop a long-range plan of the subarea. The purpose of this process is to identify opportunities to create a vibrant, walkable



City of Shoreline and SoundTransit planning process timeline

neighborhood that includes improved transportation connectivity, more varied land uses and added community amenities. The 185th Street Station Subarea Plan is an opportunity for the City and the community to create a vision of how the neighborhood and light rail station can support one another. This plan will set a framework for the future of this community that may lead to standards and guidelines that will encourage and direct upcoming development in the subarea.



WORKSHOP SERIES

The City has begun a community engagement and involvement process to receive input and ideas on the future of the 185th Street Station Subarea. This input will guide the creation and refinement of potential development and phasing alternatives in the area over time. A community-supported vision is a critical goal of this process. Throughout the development of this subarea plan, interested residents and groups are encouraged to provide feedback and ideas through a number of different methods including a project-specific website,

online survey, walking tours and workshops. This report provides a summary of a series of design dialogue workshops with interested residents and stakeholders. The design dialogue workshops were a series of interactive meetings with different stakeholder groups in the area to identify key concerns and opportunities in the neighborhood.

The input received during the workshops was used to create preliminary alternatives of development scenarios. These scenarios are intended to help guide a conversation between the city and the community of how this subarea may develop and grow over a 20+ year time horizon. After these alternatives are refined, the city will begin to look at development scenario alternatives and implementation techniques that will help to achieve this future.



Design Dialogue Workshops

This first series of Design Dialogue Workshops were held on November 5th, 6th and 13th, and included meetings with 8 different stakeholder groups.

Stakeholders who participated in the design dialogue workshop series were initially identified in the Public and Stakeholder Involvement Plan prepared for the project. The groups represent various members of the community and interest groups, ranging from a group comprised of Shoreline youth, to local developers, and the 185th Station Citizen Committee (185SCC). In total, nearly 100 people attended and participated in these workshops.

Each session was approximately 1.5 hours, with the community-wide session approximately 2 hours long. The sessions began with group introductions followed by a short presentation describing the purpose of the meeting, potential ideas and opportunities in the subarea. Participants then discussed their concerns, desires and ideas for the subarea. City officials attended to facilitate the discussion and garner feedback from residents. The format of the dialogue allowed for variation in each session based on the discussion of the participants. The following topics were discussed in each of the session:

- Appropriate heights, densities, and uses in the subarea
- The location of different housing and commercial types
- Potential location of open space, community

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
6:00 - 8:00	Community Meeting	

WEDNESDAY, NOVEMBER 13

12:30 - 2:00	Group 8	Housing Advocates
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gardens, park space, etc.

- Transportation and trail improvements in the subarea
- Opportunities for art and historic interpretation

During each of the sessions, group notes were taken and hand-drawn diagrams were sketched to record the discussion.

Results

TRENDS

Across the sessions, common themes emerged as participants shared their thoughts on their vision of the NE 185th Street Station Subarea. Participants identified areas of existing concerns, future opportunities and changing priorities they believe were important to see in the community. These trends range from creating a neighborhood identity, to improved transit, and good housing design. The table below is a list of the most identified trends.



EAST-WEST CONNECTION

Participants identified that north-south connectors in the area are strong, however east-west connections are inadequate. With the inclusion of the new light rail station, NE 185th Street will become a more important corridor for cars, buses and bicyclists. Identifying strategies to fit these users will be critical to the success of this neighborhood.

CITY-SPECIFIC BUS ROUTE

Although Shoreline will have access to frequent regional transit service (King County Metro RapidRide Line F on Aurora Avenue and SoundTransit Link Light Rail), access throughout the city is still infrequent and indirect. Participants considered the idea of implementing a bus route that would provide better access across the city and to these major regional transit lines.

DEVELOPING A NEIGHBORHOOD IDENTITY OR MAIN STREET

Participants stated that Shoreline has not developed an area or street that can be identified as uniquely as Shoreline's town center. Although redevelopment is occurring on Aurora Avenue and in North City, the city lacks a commercial heart. Participants stated that they could see some low to moderate density commercial activity on NE 185th Street that could fulfill that role.

DEVELOP RETAIL OR OTHER TRANSIT-COMPATIBLE COMMERCIAL ACTIVITIES NEXT TO THE LIGHT RAIL STATION	<p>Participants saw an opportunity in developing some retail or commercial activities near or at the light rail station that could provide convenience to riders as well as the neighborhood. For instance, a coffee shop or convenience store could serve that purpose.</p>
PARKING	<p>Participants preferred construction of a joint-use parking garage adjacent to Shoreline Center. This parking garage could serve a dual function of providing park and ride spaces during the day and for community activities at Shoreline Center in the evening.</p>
OPPORTUNITIES ON SHORELINE CENTER	<p>Participants saw numerous opportunities at Shoreline Center due to the property's size. Potential residential, office, commercial space could be located on NE 185th Street. The space could be used for more civic or community-related functions, such as p-patches, public gathering space or additional park space.</p>
EMPHASIZING SHORELINE'S ASSETS	<p>Shoreline is known for its great schools and family-friendly neighborhoods. Participants thought that the future of the neighborhood should support families – including moderate-density housing with larger open spaces, safe roads for children, easy access to schools and more community parks.</p>
CONNECTING TO NORTH CITY	<p>Participants stated that they thought it was important to connect NE 185th Street to the North City neighborhood through transportation improvements, including bicycle lanes and sidewalks</p>
MORE HOUSING, DONE WELL	<p>Participants were supportive of increased density in the community. They stated that density was most important around the light rail station and on NE 185th Street. The participants were supportive of mid-rise buildings, between 4 to 6 stories, in those areas. In other parts of the neighborhood, responses varied on the appropriate height and density. Some saw 3 stories as a fit, while others preferred more single-family compatible buildings, such as townhouses and duplexes.</p>

Design and Plan Recommendations

From the trends that emerged during the workshops, numerous recommendations and design solutions were generated by residents. These design recommendations compliment emerging trends discussed in the sessions by providing methods to address those trends. These recommendations range in breadth and complexity, and include plan recommendations as well as physical improvements. These recommendations provide important feedback as the City develops subarea plan alternatives.

NEW DEVELOPMENT

The blocks immediately surrounding the light rail station could support more density. This may include mixed-use development and some commercial



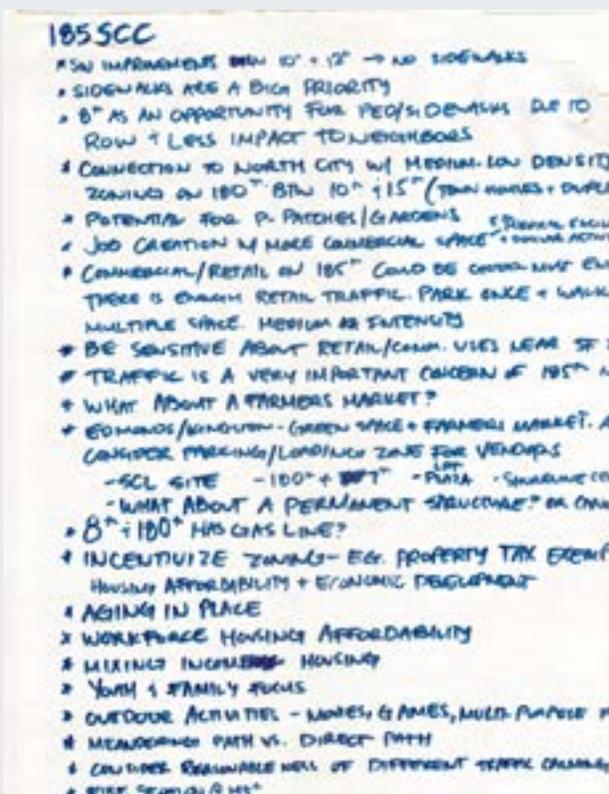
activity or apartments. The extent of this higher-intensity development varied between residents and groups. Some thought that higher-density development could be supported along NE 185th Street and within 1/2 mile of the station, while others thought that it should be limited immediately next to the station.

IMPROVE NE 185TH STREET

Many participants agreed that improvements on NE 185th Street were important to connect the neighborhood to commercial centers on Aurora and to the light rail station. This includes potentially installing larger sidewalks and/or landscape amenities, providing bicycle and/or transit lanes, as well as making improvements to regular travel lanes.

REDEVELOPMENT OF SHORELINE CENTER

Participants thought that Shoreline Center is an important parcel for redevelopment. New development could include mixed-use development, including apartments and retail along NE 185th Street.



CONNECTIONS TO NORTH CITY AND AURORA COMMERCIAL CENTERS

Routes for pedestrians and bicyclists that connect to close commercial centers should be improved to provide a strong pedestrian connection for residents. Routes along NE 185th St, 15th Ave NE and NE 180th would be ideal.

CREATING A NEW IDENTITY FOR NE 185TH STREET STATION

Participants stated that they would like to see a new identity for NE 185th Street that could compliment the existing commercial areas in Shoreline. Creating more neighborhood-centric commercial and office spaces would be ideal.

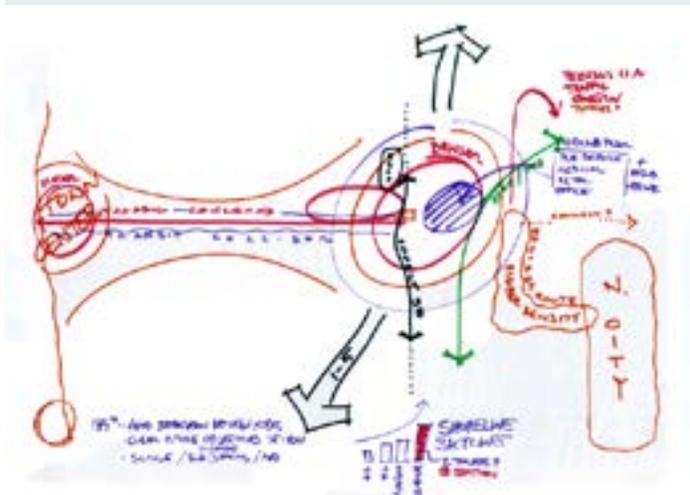
NEW CITY INVESTMENTS

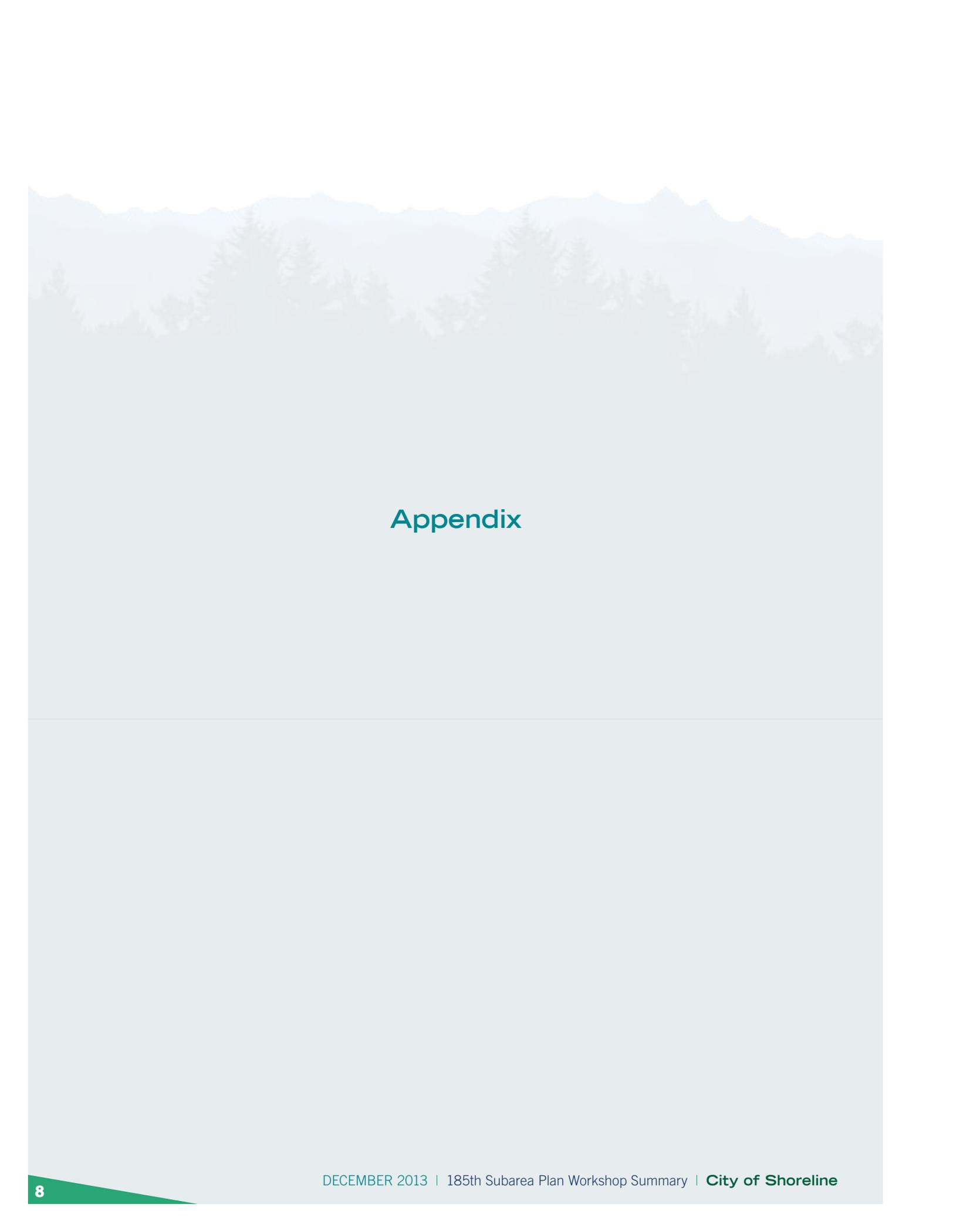
New investments from the City will be critical in bringing in new development and improving services for existing residents. This includes potential park improvements to Rotary Park or a pedestrian/bicycle trail along the Seattle City Light corridor. Utility improvements could include enlarged and improved

water and sewer mains and potentially even district energy.

Next Steps

The design dialogue workshops were a first key steps in creating the subarea plan. Results from the workshops will inform development of plan alternatives. The results will be further refined with more input from the City and the community. The next series of design dialogue workshops is scheduled for February 19th and 20th. After finalizing the alternatives, the City will prepare a planned action environmental impact statement (EIS), and aims to adopt a subarea plan that will include Comprehensive Plan updates, zoning designations and development regulations by Fall 2014.





Appendix

Workshop Agenda

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 Notes

ENVIRONMENTAL CHAMBER

- 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.
- Interface with Solar Shoreline and Chamber
- Need voices from community (feedback, engagement, collaboration) to influence station design
- 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:
 - o Bike share BTW P&R and city hall
 - o Public art in Rotary Park
 - o Rain Gardens/swales→
 - o Improvements to encourage townhouses
 - o Living building/pilot ordinances
 - o 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?

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
- 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

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.)

185CC

- Shoreline Center
 - o Could handle taller buildings?
 - o Senior housing
 - o P-patches
 - o Office/commercial/medical
 - o Parking can be tight
 - o 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
- 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)
- Business on LID of 185th bridge
- 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
- Traffic/cut through – 188th
 - o N/S connections to station (e.g. Meridian Park to station)
 - o Establish unique identity for station→ area – distinguish from Town Center train dictating when change begins.
 - o Transportation loop – bus/trolley
 - o 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 “panching” or tunneling 185th thru to LFP?
- 185th – good separation between bikes, peds, and traffic – like separate bike tracks. Do we have enough space?

- Imp. 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/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 agglonration 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 - 50 unit developments possible
- 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 form, 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.
- 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.

Housing

- 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

- 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.
- Should have core around dig 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 is 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.
- 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?