

# Environmental

- 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 185<sup>th</sup> 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 145<sup>th</sup> 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
  - Improvements to encourage townhouses
  - Living building/pilot ordinances
  - Visitor Center
- 185<sup>th</sup> 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**
  - **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 8<sup>th</sup>**
- **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 185<sup>th</sup> and moderate on 10<sup>th</sup>**
- **Artist live/work – consider affordability on pedestrian corridors (180<sup>th</sup>, 8<sup>th</sup>, 10<sup>th</sup>)**
- **180<sup>th</sup> as a natural connection**
- **Park space in SCL ROW**
- **No parking in SCL ROW**
- **180<sup>th</sup>/10<sup>th</sup> as a connector – north city and station area**
- **Stairway up motorcycle hill**
- **Consolidation of Shoreline center**
- **Retain stadium, fields, and pool**
- **From 10<sup>th</sup> to station >>>>low to high buildings**
- **Cut-through traffic if 185<sup>th</sup> goes through**
- **Perkins as cut-through (try to stop cars on Perkins)**
- **Lid over freeway instead of 185<sup>th</sup> 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**
- **185<sup>th</sup> Corridor – townhomes, retail, denser**
- **195<sup>th</sup> 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 10<sup>th</sup> and 12<sup>th</sup> – No sidewalks
- Sidewalks are a big priority
- 8<sup>th</sup> 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 – 188<sup>th</sup>
  - 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: 185<sup>th</sup> 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 185<sup>th</sup> thru to LFP?
- 185<sup>th</sup> – 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 (185<sup>th</sup>)
- 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 185<sup>th</sup>
- 185<sup>th</sup> 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 185<sup>th</sup> 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
- 185<sup>th</sup> 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 200<sup>th</sup> 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.**

## **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).
- 185<sup>th</sup> will be a more important corridor for LRT access.
- What about connections from 185<sup>th</sup> to 10<sup>th</sup> as a corridor.
- Should have core around big opportunity sites rather than be fragmented.
- Should services be located along east/15<sup>th</sup> 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 185<sup>th</sup>? 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.)
- 185<sup>th</sup> 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 185<sup>th</sup>.
- What about a circulator/frequent bus routes in neighborhood?