



# 130<sup>TH</sup> & 145<sup>TH</sup> STREET STATION AREA PLANNING Community & Online Workshop Summary

February 2020

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# Project Background

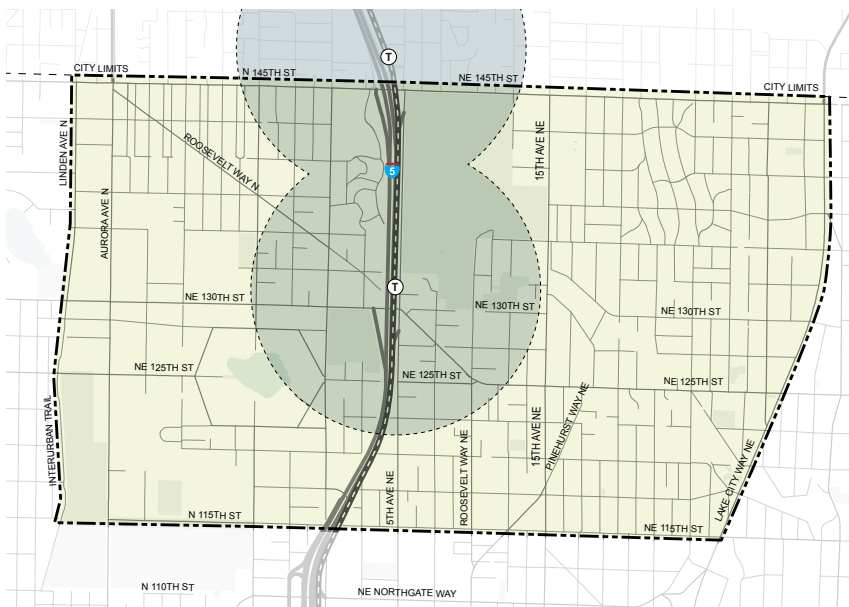
## Overview

Light rail and bus rapid transit are coming to North Seattle. Over the next few years the City will engage the community and agencies in **130th & 145th Station Area Planning**. This planning process will consider options for future development and investment to create a vision for the area within a 10-minute walk of light rail stations. Major topics to be explored include:

- **Thoughtful Growth** – what types of housing, retail and other uses are best for the station area?
- **Getting Around** – how will people of all ages and abilities get to/from the station easily and safely?
- **Livable Community** – what makes the station area a place with great spaces and strong connections that meet the needs of the community?
- **Community Engagement and Equity** – how do we elevate the voices of underrepresented groups and those at-risk of displacement in the planning process?

## Planning Areas

The 130th & 145th Station Area Planning, led by the City of Seattle, will include a smaller “Station Area”, and a larger “Study Area”. Sound Transit leads the planning, design and construction of the light rail station, alignment and other required facilities. The City and Sound Transit work closely together to ensure the overall planning is coordinated, especially around improvements in the public right of way immediately adjacent to the light rail project area.



### Station Area

Smaller area accessible within a 10- minute walk of the light rail station. Planning led by City of Seattle.

### Study Area

Larger area accessible to the light rail station by a short bus, bike or car trip. Planning led by City of Seattle.



### Light Rail Project Area

Area where light rail alignment, station and other required facilities are designed, built and maintained by Sound Transit.

## Community and Online Workshop Background

In March 2019 the City held an Open House at Ingraham HS to introduce the project, share background information, gather ideas, and learn about community issues and priorities. An online survey allowed people unable to attend to provide input. The results were shared in two reports, Open House Summary and Survey Summary.

On September 28, 2019 the City hosted a Community Workshop at the North Seattle Church of the Nazarene to explore future options for land use and mobility. In addition, an Online Workshop was open from October through November to allow even more people to participate, and more voices to be heard. The Online Workshop included the same presentation, graphics and questions used on September 28. Some closed ended survey responses were crafted from what we heard on September 28. This report included feedback from both the Community and Online Workshop.

### Topics We Covered

#### Future Land Use Scenarios

- Scenario 1 - Walkshed
- Scenario 2 - Neighborhood Corridors
- Scenario 3 - Neighborhood Hubs

#### Near Term Mobility

- Walking network improvements
- Bicycling network improvements
- Transit network improvements

#### General Themes

- Affordable housing.
- Displacement of renters.
- Environmental impacts of new development on greenspace, trees and natural areas.
- Improved access to light rail stations and greenspace.
- More pedestrian and bicycle infrastructure to access stations.
- More traffic congestion, especially on 130th and 145th corridors.

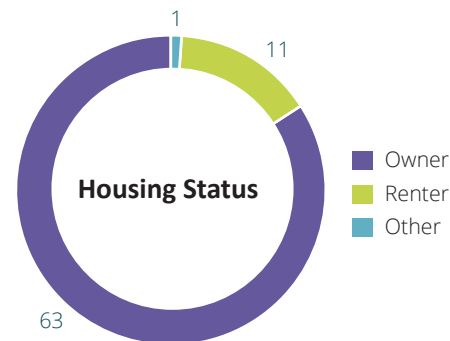
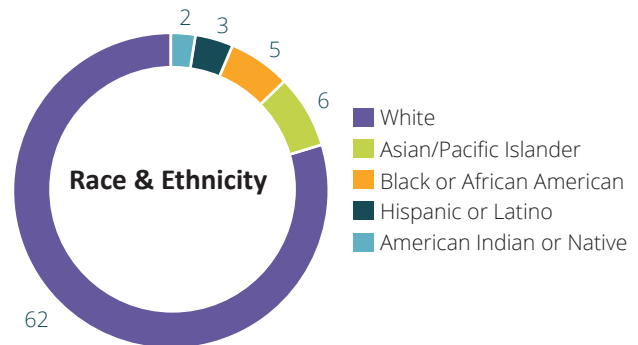
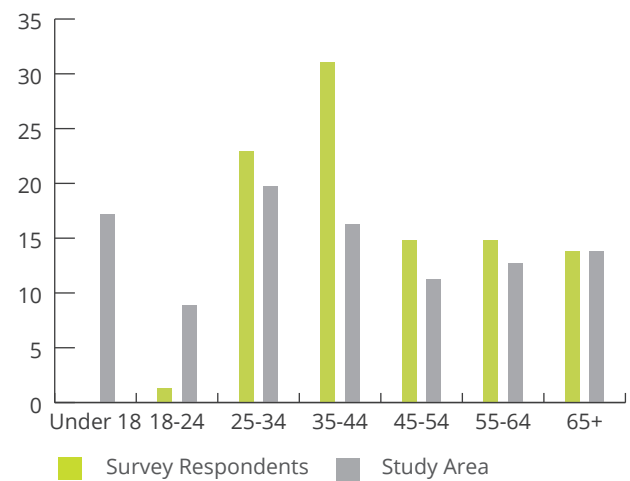
### Who Attended the Fall 2019 Workshop?



### Who Participated in the Online Workshop?

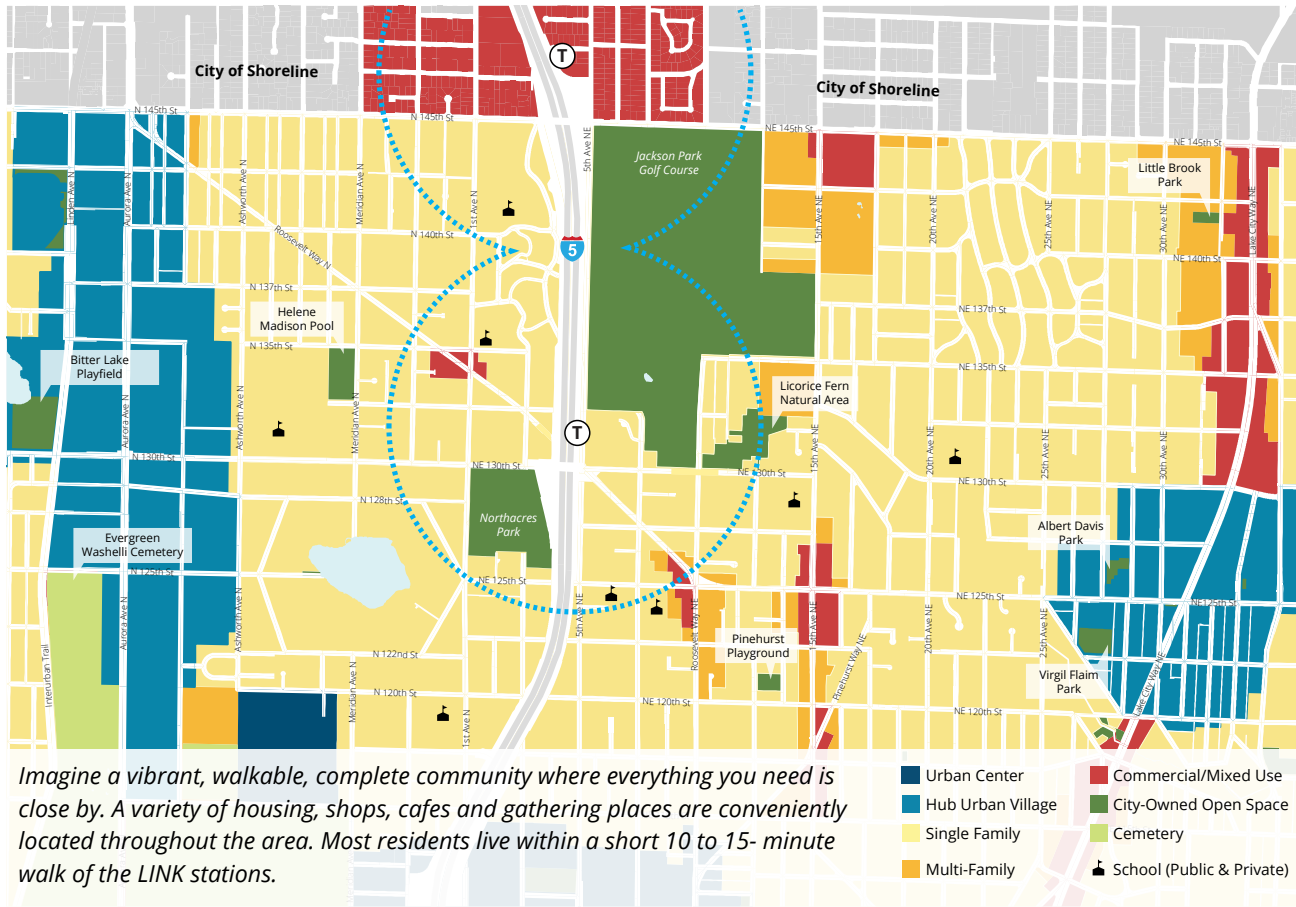


#### Age

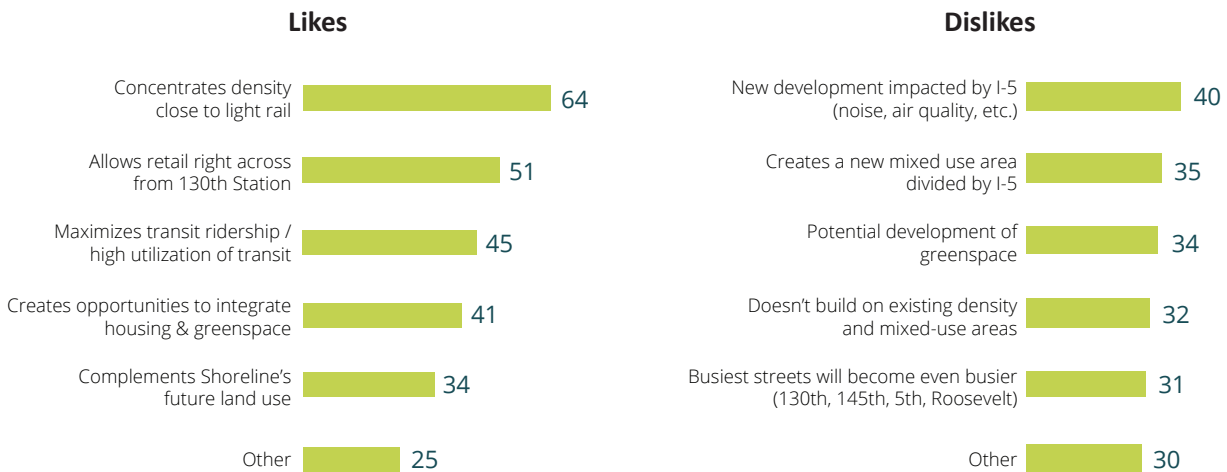




# Future Land Use Scenario 1 - Walkshed



## Online Workshop Results for Likes and Dislikes



## Future Land Use Scenario 1 - Walkshed

### Themes Heard from Community & Online Workshops

#### Concentrate housing, retail, greenspace and close to station

- Convenient shopping for commuters and people without cars.
- Encourages walking, biking, and taking transit.
- Most efficient use of land.
- Large open spaces that can be accessed by light rail transit.
- Alternative to car-oriented north end neighborhoods.

#### Future development constrained by existing uses and conditions

- Area available for redevelopment is too small.
- I-5 bisects the walkshed.
- Existing parkland and natural areas.
- Steep slopes.
- Lakeside School campus.
- Affordable single family homes.

#### Complements development pattern for 145th Station in Shoreline

- Mixed-use planned for the walkshed surrounding the 145th station.
- Mixed-use extends to south side of 145th Street.

#### New center requires new east/west connections across I-5

- Connect greenspaces–Northacres Park and Jackson Park.
- New infrastructure needed– bicycle/pedestrian bridge or lid.

#### Lack of sidewalks and other infrastructure to support a walkable neighborhood

- Walkshed lacks sidewalks to get people to the station easily and comfortably.
- Areas further from the station are more walkable.

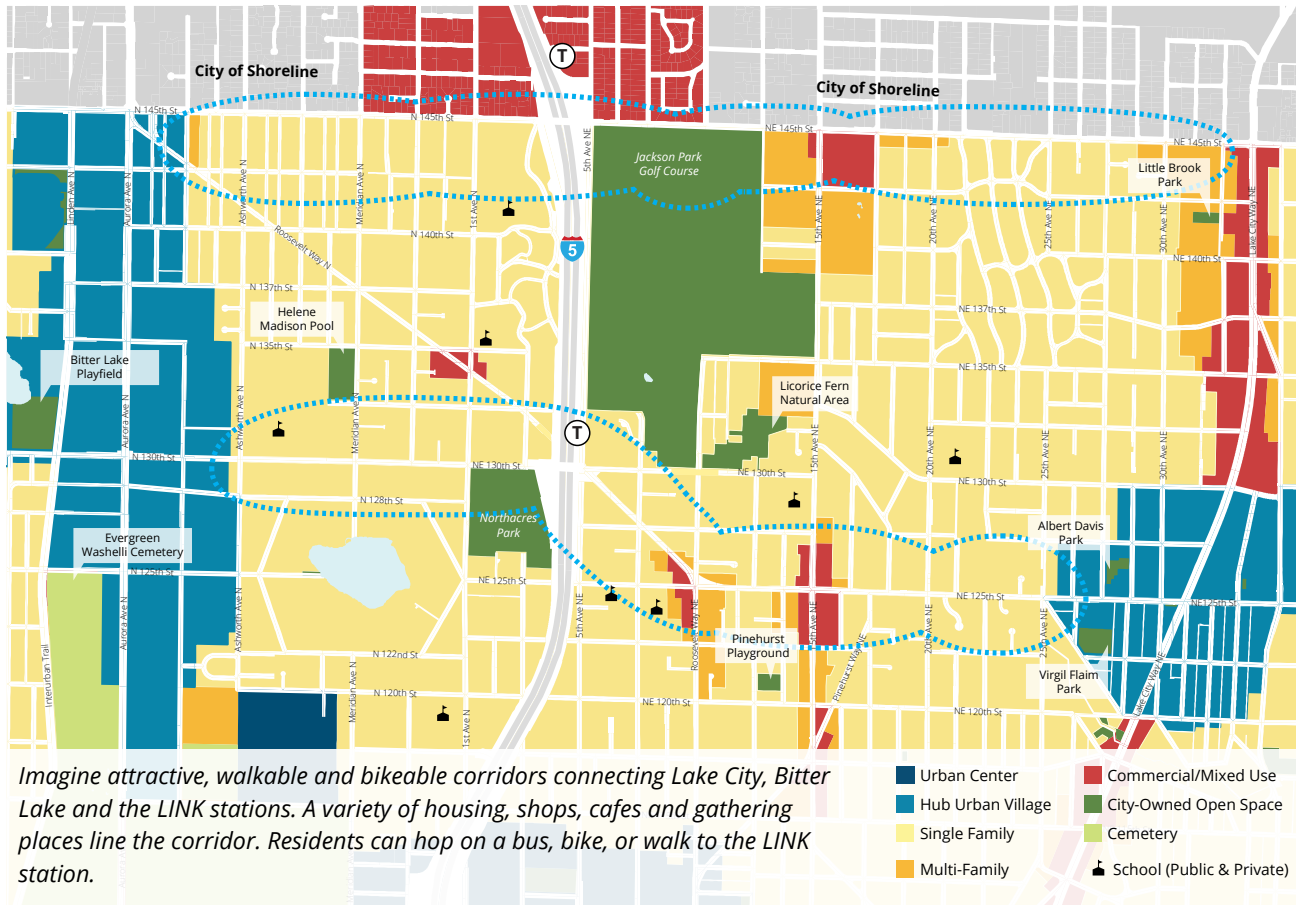
#### Noise and health impacts from living near I-5

- Noise and air pollution, currently from I-5, would increase with additional traffic to station.
- New housing near I-5 exposes more people to noise and air pollution.

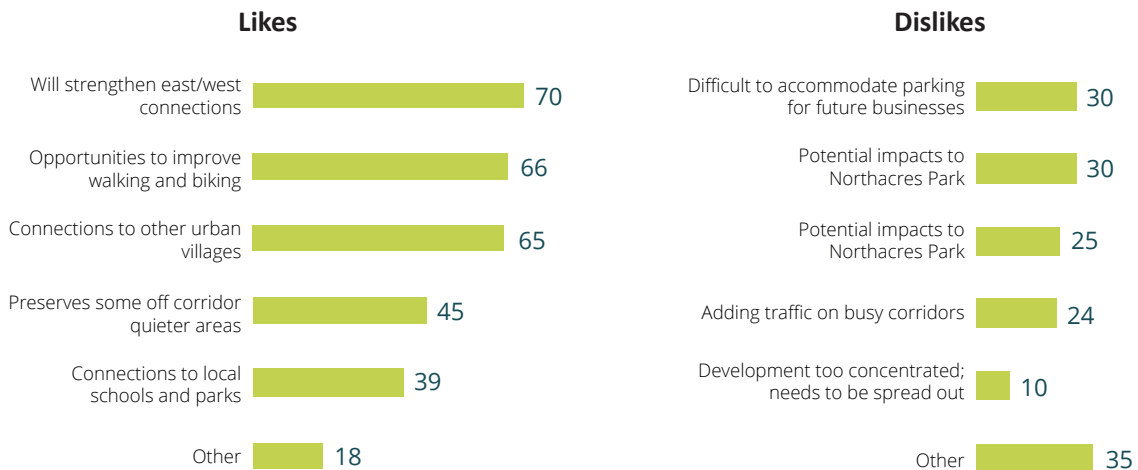
“ The walkshed seems to me to artificially small. There are long needed pedestrian improvements, including improved, more accessible sidewalks, needed in the area that would make foot trips easier, from further up 145th and 130th and Roosevelt, whereas much of the areas encompassed within the dotted lines are much more difficult to traverse because of the natural geography of the area.

-Workshop participant

# Future Land Use Scenario 2 - Neighborhood Corridors



## Online Survey Results for Likes and Dislikes - Neighborhood Corridors





## Future Land Use Scenario 2 - Neighborhood Corridors

### Themes Heard from Community and Online Workshops

#### **Strengthens east/west connections along an established corridor**

- New development connects stations, parks, high schools, and urban villages (Lake City and Bitter Lake).
- Takes advantage of and improves existing infrastructure.
- Corridor would serve more people than nodes.
- Focuses mobility investment on east-west connections—transit, sidewalks, crossings, bike lanes.

#### **Poor location for new housing**

- Housing should be closer to the station.
- Can't walk to station from some parts of corridor.
- Noise and air quality impacts from heavy arterial traffic.

#### **Less impact on lower density, quieter areas and greenspaces**

- Higher density development fits better on busier streets.
- Maintains activity on corridors.
- Preserves the quiet single family areas.
- Preserves more greenspace.

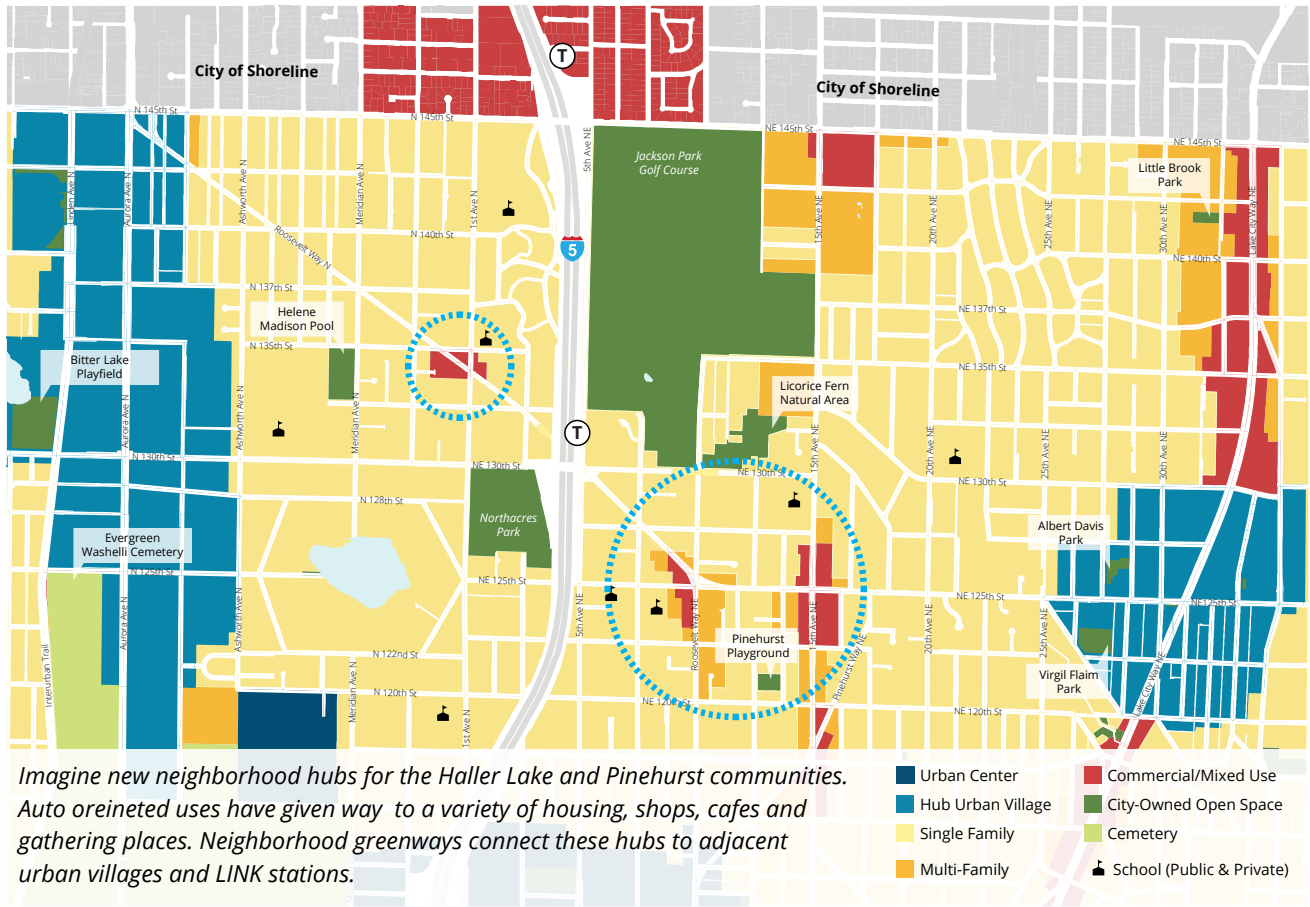
#### **Reinforces suburban development pattern**

- Lacks a real center or hub.
- Encourages auto-oriented, strip type development.
- Concentrates development, traffic, congestion, noise, etc. along a busy arterial.
- Discourages walking, corridor is too busy, not safe.

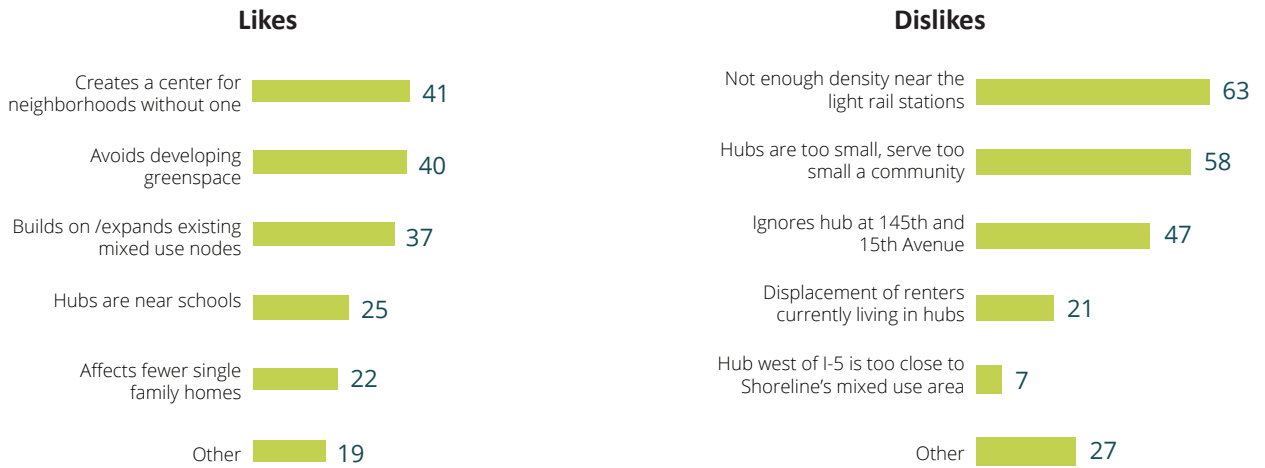
“ This option appears to cover more space than the other options and creates additional opportunities along the corridors that connect the Urban Villages. I envision this development to be transit, bike, and pedestrian-oriented especially the 130th corridor. People from North Greenwood, Broadview, and Bitterlake will want to use the 130th station including families who use cargo bikes and access the station from the Interurban trail. ”

-Workshop participant

# Future Land Use Scenario 3 - Neighborhood Hubs



## Online Survey Results for Likes and Dislikes - Neighborhood Hubs



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## Future Land Use Scenario 3 - Neighborhood Hubs

### Themes Heard from Community and Online Workshop

#### **Builds on the existing pattern of development**

- Expands and enhances existing nodes.
- Adds more housing near retail clusters.
- Creates a real center for Pinehurst.
- Would improve mobility to existing nodes.
- Consider additional node at NE 145th St and 15th Ave NE – existing mixed use plus future bus rapid transit station.

#### **Hubs are too small, too far from transit, not connected**

- People are less likely to access services and amenities if they are spread out.
- Reduces the value of transit investments.
- Does not address the I-5 barrier or east-west connections.
- Not bold enough.

#### **Recognizes separation caused by I-5**

- Individual hubs east and west of I-5.
- Not dependent on creating new connections across I-5.

#### **Missed opportunity for TOD (transit-oriented development)**

- No mixed-use close to the stations.
- Current nodes won't serve transit riders, too far away.
- Reinforce auto use because destinations are spread out.
- Sidewalks built from new development won't help station access.

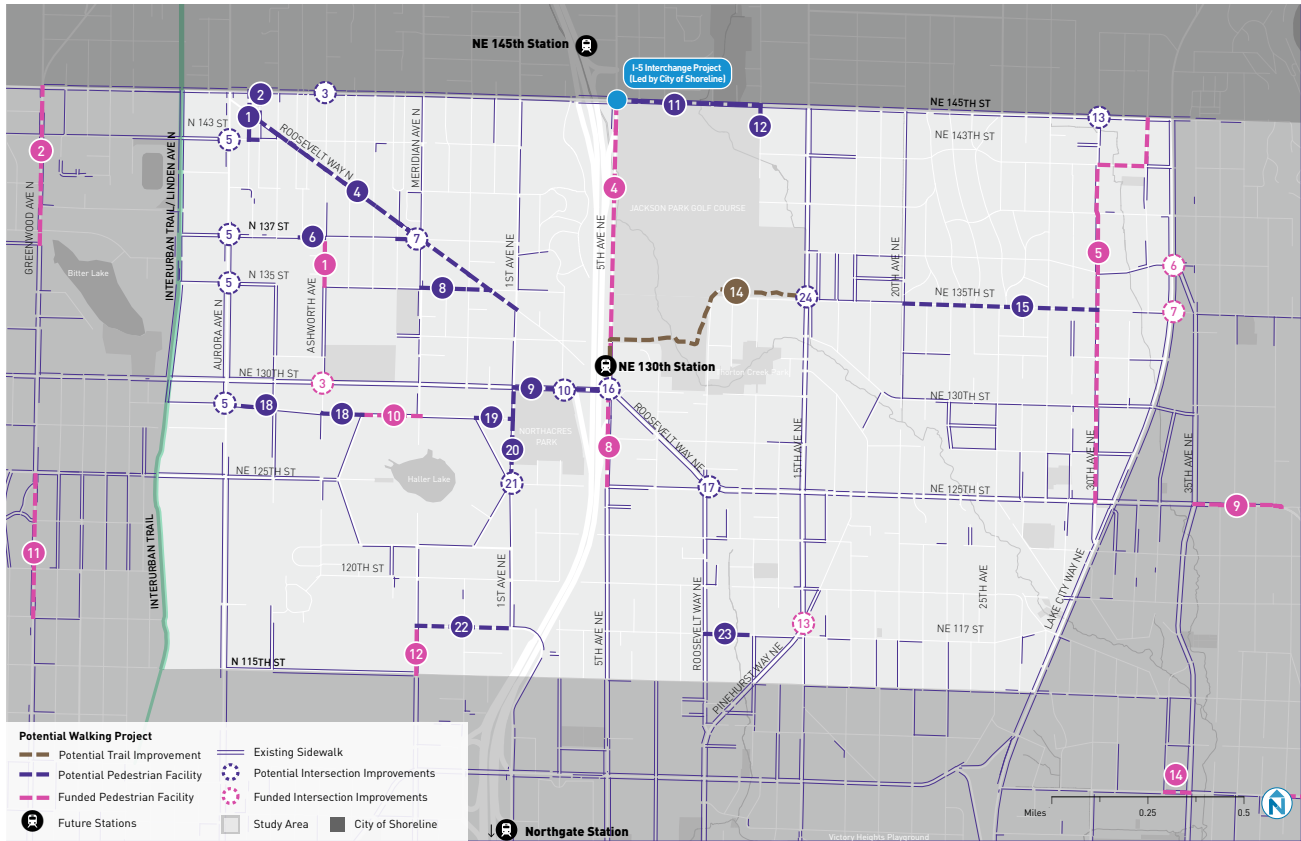
#### **Less impact on greenspace and existing residential**

- Preserves parks and greenspace.
- Preserves quiet single family areas.

“ This option is very appealing because it builds on communities that have organically developed over time and seems least likely of the three scenarios to disrupt existing homeowner and renter communities. Include mini transit or bike share or ride share options for lite rail riders to easily get to these hubs, and I think they will be well-used. ”

-Workshop participant

# Mobility Improvements - Walking Network



## NORTHWEST

- | POTENTIAL   | FUNDED   |
|---|--|
| 1 Pedestrian path on Midvale Ave (143 to 145th)   | 1 Pedestrian walkway along Ashworth Ave (135th to 137th) |
| 2 Pedestrian path on Lenora Pl N (Roosevelt to 145th)                                       | 2 Sidewalk on Greenwood Ave N (137th to 145th)           |
| 3 Ashworth Ave greenway crossing of NE 145th St   | 3 Ashworth Ave greenway crossing of NE 130th St          |
| 4 Sidewalk along Roosevelt Way N (Midvale to 1st)   |  |
| 5 Improved crossings of Aurora Ave N at N 143 St, N 137 St, N 135 St, N 128 St              |  |
| 6 Pedestrian improvements along N 137th St (Ashworth and Densmore) and (Burke to Roosevelt) |  |
| 7 Improved crossing at Roosevelt Way NE, N 137th St and Meridian Ave N                      |  |
| 8 Sidewalk improvement along N 135th Street (Meridian to Roosevelt)                         |  |
| 9 Sidewalk improvements on North side of 130th (1st to 5th)                                 |  |
| 10 Improved crossing at NE 130th St and I-5 southbound on-ramp                              |  |

## NORTHEAST

- |  |   |
|--|---|
| 11 Widen and improve sidewalk on south side of N 145th (5th to 12th)                               | 4 Shared use path on 5th Ave NE (130th to 145th)                              |
| 12 Formalize shared use path connection on 12th Ave NE (143rd to 145th)                            | 5 Sidewalk improvements along 30th Ave NE (137th to 143rd and 125th to 130th) |
| 13 Improved crossing at 30th Ave NE and NE 145th St  | 6 Improved crossing of Lake City Way at NE 137th St                           |
| 14 Formalize shared use path connection along south side of Jackson Park Golf Course (5th to 15th) | 7 Improved crossing of Lake City Way at NE 135th St                           |
| 15 Sidewalk improvement along NE 135th St (20th to 30th)   | 8 Sidewalk improvements along 5th Ave NE (125th to 130th)                     |
| 16 Improved crossing at NE 130th St and Roosevelt Way NE and 5th Ave NE                            | 9 Sidewalk improvements along NE 125th St (35th to 39th)                      |
| 17 Improved crossing at Roosevelt Way NE, NE 125th St and 10th Ave NE                              |   |
| 24 Intersection improvement at 15th Ave NE and NE 135th St   |   |

## SOUTHWEST

- |   |   |
|---|---|
| 18 Sidewalk improvements along NE 128th St (Ashworth to Densmore and Aurora to Stone) | 10 Sidewalk improvements along NE 128th St (Densmore to Meridian) |
| 19 Sidewalk along 128th (Corliss to 1st)  | 11 Sidewalk improvements along Greenwood Ave N (117th to 125th)   |
| 20 Sidewalk along 1st Ave N/Northacres Park from (125th to 130th)                     | 12 Sidewalk improvements along Meridian Ave N (115th to 117th)    |
| 21 Improved crossing at 1st Ave N, Corliss Ave N, NE 125th St                         |   |
| 22 Sidewalk improvements along 117th (Meridian to 1st)                                |   |

## SOUTHEAST

- |  |  |
|--|--|
| 23 Pedestrian improvements along NE 117th St (Roosevelt to 12th) | 13 NE 117th Greenway crossing of 15th Ave NE/Pinhurst Way NE     |
|  | 14 Pedestrian improvements along NE 110th St near Nathan Hale HS |

## Mobility Improvements - Walking Network

### Themes Heard from Community and Online Workshops

#### N 145th St

- Walking and biking along 145th is unsafe.
- Need continuous, wider, and ADA compliant sidewalks along both sides of N 145th St from Aurora Ave N to Lake City Way.

#### N 130th St

- Re-channelize N 130th St and Improve conditions for walking and biking along N 130th from the Interurban Trail to the 130th Infill station.
- Improve walking and biking facilities on the N 130th St overpass.
- Upgrade the pedestrian crossing at 130th and I-5 south bound ramp.

#### Roosevelt Way NE and NE 125th St

- Fill in missing sidewalks along the corridor, provide additional pedestrian crossings, such as at 8th Ave NE.
- Fix poor sidewalk conditions and cut back overgrown vegetation.

#### 1st Ave NE

- Provide continuous ADA compliant sidewalks and improve pedestrians crossings along 1st Ave NE from NE 125th St to 140th St.

#### Jackson Park Trail

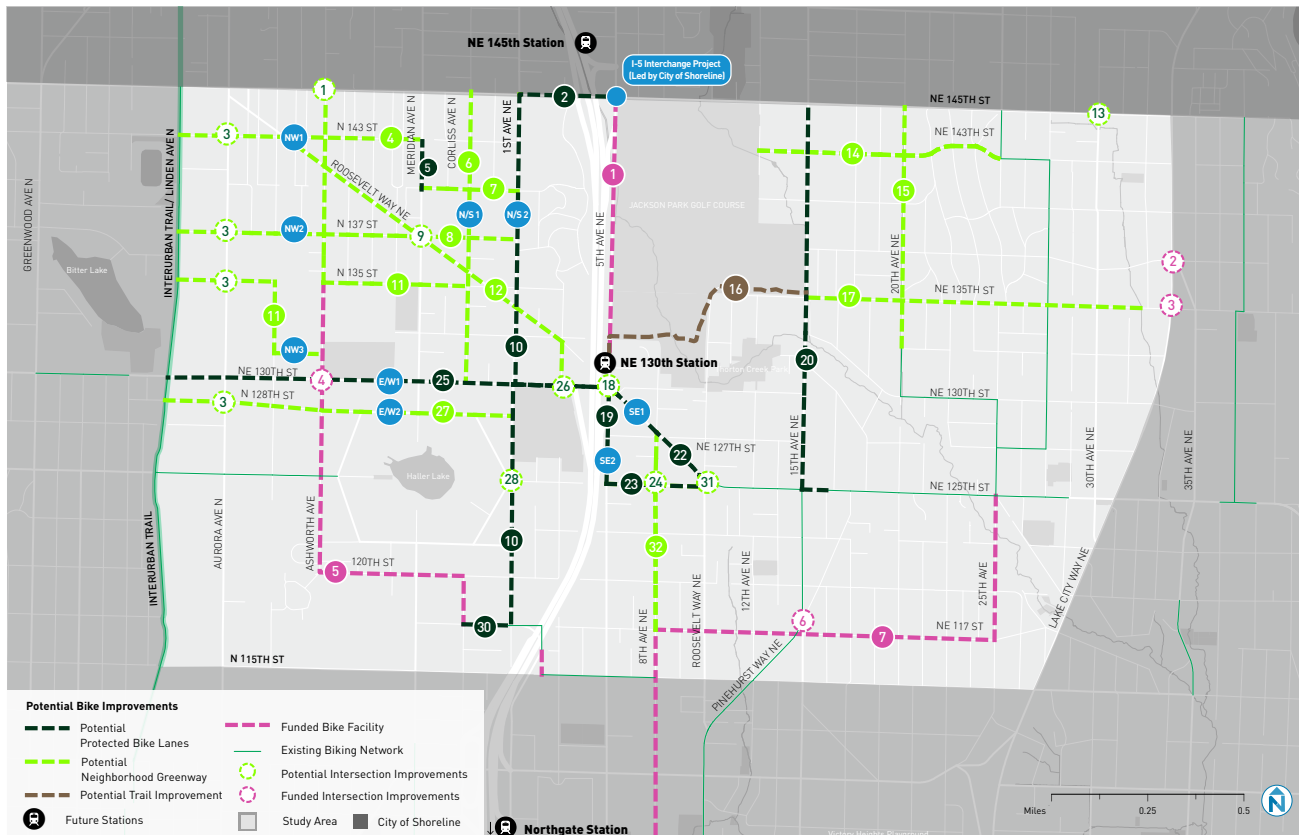
- Improve the east-west pedestrian connection on the south side of the Park between the N 130th St and NE 135th and 15th Ave NE.
- There are personal safety concerns with walking on the trail. Need to provide more lighting and cutting back overgrown vegetation.

#### Neighborhood Greenways

- Consider lower cost traffic calming strategies, such as Neighborhood Greenways and Home Zones in the neighborhoods near the station to improve pedestrian safety.

Walking improvements on the north side of the **130th Overpass** and the **Jackson Park Trail** were the **HIGHEST** ranked projects in the online survey.

# Mobility Improvements - Bike Network



## NORTHWEST

- |   |                      |
|---|----------------------|
| <p><b>POTENTIAL</b></p> <ul style="list-style-type: none"> <li>1 Ashworth Ave greenway crossing of NE 145th St</li> <li>2 Widen sidewalk to shared use path on one side of 145th (1st to 5th)</li> <li>3 Improved crossings of Aurora Ave N at N 143rd St, N 137th St, N 135th St, N 128th St</li> <li>4 N 143rd St greenway (Meridian to Interurban Trail)</li> <li>5 Meridian Ave N greenway (140th to 143rd)</li> <li>6 Cortiss Ave N greenway (130th to 145th)</li> <li>7 N 140th St greenway (Meridian to 1st)</li> <li>8 N 137th St greenway (1st to Interurban Trail)</li> <li>9 Improved crossing at Roosevelt Way NE, N 137th St and Meridian Ave N</li> <li>10 1st Ave protected bike lanes (117th to 145th)</li> <li>11 N 135th St greenway (Cortiss to Interurban Trail)</li> <li>12 Roosevelt Way NE greenway (130th to 143rd via 3rd Ave NE)</li> </ul> | <p><b>FUNDED</b></p> |
|---|----------------------|

## NORTHEAST

- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li>13 Improved crossing of NE 145th St at 30th Ave NE</li> <li>14 NE 143rd St greenway (12th to 25th)</li> <li>15 20th Ave NE greenway (133rd to 145th)</li> <li>16 Formalize shared use path connection along south side of Jackson Park Golf Course from 15th Ave NE to 5th Ave NE</li> <li>17 NE 135th St greenway (15th to Cedar Park Elementary)</li> <li>18 Improved crossing at NE 130th St and Roosevelt Way NE and 5th Ave NE</li> <li>20 15th Ave NE protected bike lanes (125th to 145th)</li> </ul> | <ul style="list-style-type: none"> <li>1 Shared use path on 5th Ave NE from N 130th St to N 145th St</li> <li>2 Improved crossing of Lake City Way at NE 137th St</li> <li>3 Improved crossing of Lake City Way at NE 135th St</li> </ul> |
|---|---|

## SOUTHWEST

- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li>25 130th protected bike lanes (Aurora to 5th Ave NE)</li> <li>26 Improved crossing at NE 130th St and I-5 southbound on-ramp</li> <li>27 N 128th St greenway (Interurban to 1st Ave N)</li> <li>28 Improved crossing at 1st Ave N, Cortiss Ave N, NE 125th St</li> <li>29 1st Ave N greenway (117th to 130th)</li> <li>30 N 117th St greenway (Cortiss to 8th Ave NE)</li> </ul> | <ul style="list-style-type: none"> <li>4 Ashworth Ave greenway crossing of NE 130th St</li> <li>5 Ashworth Ave Greenway (120th to N 135th), 120th St (Ashworth Ave to Cortiss Ave N), Cortiss (120th to 117th)</li> </ul> |
|---|---|

## SOUTHEAST

- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li>19 5th Ave NE protected bike lanes (125th to 130th)</li> <li>22 Roosevelt Way NE protected bike lanes (5th to 10th)</li> <li>23 NE 125th St protected bike lanes (Roosevelt to 5th)</li> <li>24 Improved crossing at Roosevelt Way NE, NE 125th St and 10th Ave NE</li> <li>24 Improved crossing at Roosevelt Way NE, NE 125th St and 10th Ave NE</li> <li>31 Improved crossing at Roosevelt Way NE, NE 125th St and 10th Ave NE</li> <li>32 8th Ave NE greenway (117th to 125th)</li> </ul> | <ul style="list-style-type: none"> <li>6 NE 117th greenway crossing of 15th Ave NE/Pinehurst Way NE</li> <li>7 Northgate Greenway - Pinehurst Connection</li> </ul> |
|---|---|



## Mobility Improvements - Bike Network

### Themes Heard from Community and Online Workshops

#### NE 145th St

- Provide continuous protected bike lanes along N 145th from Aurora Avenue to Lake City Way.
- Improve crossings along N 145th, including but not limited to Corliss Ave NE, 1st ave NE, 15th Ave NE, 32nd, Ave NE.

#### NE 130th St

- Re-channelize the NE 130th St overpass to provide a safe and protected bicycle and pedestrian facility.
- Provide continuous protected bike lanes along NE 130th from Aurora Avenue to the 130th St Station.
- Improve crossings along NE 130th.

#### Roosevelt Way NE and NE 125th St

- Fill in the missing segment of bicycle facilities along Roosevelt Way NE to connect with NE 125th St.
- Improve crossing and signals to prioritize bikes and pedestrians along the corridor.

#### 1st Ave NE

- Put in a protected bike lane along 1st Ave NE that extends from NE 117th Ave to NE 145th.
- Some challenges with a protected bike lane on 1st includes Lakeside drop off and pick up, planned transit, and narrow right-of-way.

#### Jackson Park Trail

- Grade is steep along the south side of the golf course and is not an appropriate route for formalized bicycle trail.

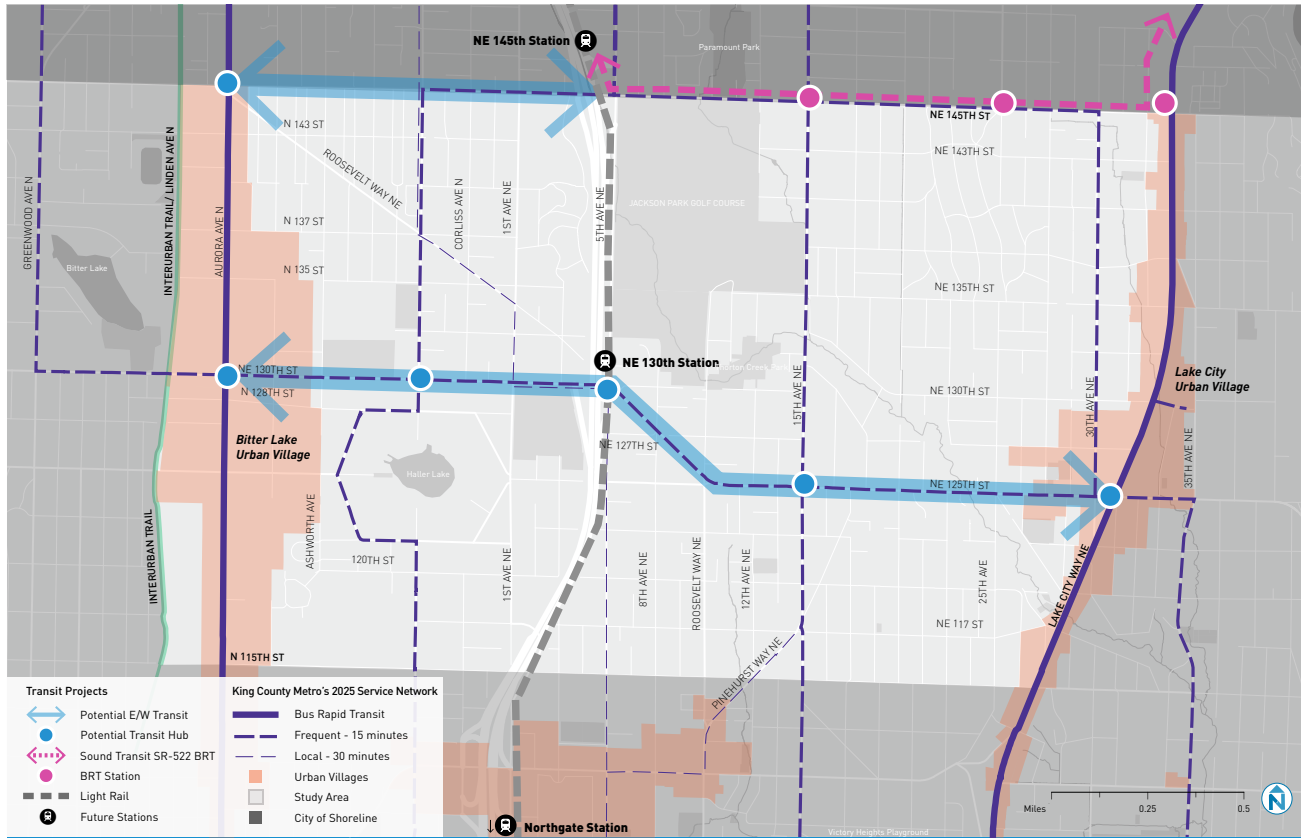
#### Neighborhood Greenways

- Strong support for building out a network of neighborhood greenways along residential streets.
- Some workshop participants indicated that they prefer a neighborhood greenway on NE 128th between Aurora Ave and 1st Ave NE over a protected bike facility on NE 130th St.

Online, only **1** response separated the preference for a protected bike lane on 130th from a neighborhood greenway on 128th with a new crossing at Aurora.

Bicycle projects on the west side of I-5 ranked higher, except for improving the Jackson Park Trail, which was tied for **3rd** with **20%** of survey responses indicating project importance.

# Mobility Improvements - Transit



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## Mobility Improvements - Transit

### Themes Heard from Community and Online Workshops

#### East-West transit

- Provide frequent and reliable connections across 130th/125th that connect the Urban Villages, the RapidRide E line, and the future RapidRide along Lake City Way
- Continue transit service west past the 145th Station to Aurora and to Greenwood Ave to connect with King County Metro Route 5

#### Bus stops

- Enhance bus stops along 125th and 130th
- Improve pedestrian access to bus stops along 145th

#### Microtransit

- Microtransit is a good option to increase accessibility to the stations
- Frequent shuttles would help - this area can be hilly and the distances between stops is often a barrier

#### Prioritize transit

- Consider bus only lanes on 125th and 145th
- Add transit queue jumps at intersections along 125th
- Prioritize transit where congestion backs up - especially areas where there is traffic near I-5 entrances

#### Bus frequency

- Provide night time and early morning service
- Frequent buses will mean more people will use light rail
- Connect stations and schools with frequent bus service

#### Circulator

- Northern Northgate may prefer 130th, may be easier if there's a circulator
- A circulator that makes a loop around the neighborhood would connect neighborhoods with community destinations and light rail stations

Comments regarding **east-west transit** were the **most common** on the online workshop

“ Most of the stops along 130th and 145th are not great, because of small sidewalks and no dedicated bus lanes or curb cutouts. ”  
-Workshop participant

## Appendix A - Future Land Use Scenarios Feedback

Appendix A includes the following:

- Transcribed notes of table discussions, handouts, and easel notes from the September 29, 2019 Community Workshop
- Open-ended comments of future land use scenarios from the Online Workshop (October - November 2019)
  - Future Land Use Scenario 1 Likes, Dislikes, and Mobility Improvements
  - Future Land Use Scenario 2 Likes, Dislikes, and Mobility Improvements
  - Future Land Use Scenario 3 Likes, Dislikes, and Mobility Improvements
  - Future Land Use Scenario - Themes
  - Future Land Use Scenario - Preferences
  - Future Land Use Scenario - Other Feedback

**Note:** Photos of materials from the September 28 Community Workshop with notes and comments can be found on the 130th and 145th Station Area Planning project website.

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## Future Land Use Scenario 1 - Walkshed

### Fall 2019 Community Workshop

Notes from table discussions, handouts, and easel sheets

| Likes  | Dislikes   | How would you improve this scenario   | Transportation Improvements   | Dream Projects             | Written on the map  |
|--|--|---|---|----------------------------|---|
| you can shop, do errands right by light rail before going home   | split by freeway   | grocery   | _ E-W   | access to green space      | Dance community   |
| natural space is an asset  | how do you preserve affordable housing?  | affordable density housing  | park around I5  | small parks                | massive towers or residential over 30+ stories retail and community space right next to the station and covering of I5 for reclaiming the space for community use |
| need better connections to these assets  | access many barriers that needs to address when look at land use changes the walkshed is not a perfect circle  | public housing  | dream 125+ 145 needed improved lite   | P patch                    | bike peel connection at shoreline to entire elev. Guideway  |
| like concept needed for car  | 2-5 is a great constraint, poor conditions for any access. Potential for a lid?  | family size housing   | arburteum JP, keep p patch  | mixed income neighborhoods | better ped walkway  |
| need more green park spaces so not too much density and more acreage   | alerts   | this would maximize transit ridership on light rail   | separate pedestrian bridges over freeway parks and bike/walk lanes sepaarate from traffic bridges | thorton creek green space  | increase the diversity of park use and reforestation of the space (mountain bike park?)   |
| upaones close to transit best  | streets need to be altered to support traffic  | current sidewalks, move sidewalks with tree barrier on sidewalks to give pedestrian more coverage | business fronts the street, parking in back   | freeway cap - park or...   | not a golf course   |
| current trees  | beaware JP and P patch growers   | maybe little shops along corridors e.g. Roosevelt   | I5 bike/ped bridge  | Ped overpass on Roos.      | safe streets - 1st are crossings, sidewalks cut these blocks to 145th station safe  |
| opportunities for access to JP/green space   | jackson park edge is unpleaseant. Make it a better more active park that serves more people  | bike/ped bridge   | close 130th freeway ramps or reduce impacts   | housing at the station     | 145th street connected sidewalks to station   |
| preserve jackson park space to complement hew housing  | access 15th to 5th across Jackson park / creek to south  | more variety of houseing  | need frequent bus transit and sidewalks to work   |                            | café - restaurant, grocery store, pocket park   |
| reduces transportation strain on region!   | safety of trails around J. park  | I5  | add dedicated bus lanes   |                            | expand mixed use  |
| ability to break the slow pushback of nature pattern and move forwards intigration of housing and natural space                  | I don't use jaskson park but am concerned about the cost to replace the taked park space to change to a differnet use. It is obvious more density should be there. | hish rise near station (south of station)   | calulators and E W connections and bus lane   |                            | shrink golf course, create more public park space, some housing on edge   |
| like the existing green space around jackson. Please preserve as much as possible. We have no other big green space in our area. | hard to see the "true-walkshed" given the circle that is drawn   |   | Pull outs - easy on/off buses/ drop offs.   |                            | multi- fam houseing plus ice cream shop   |
| like keeping the jackson opark green space to buffer heavy traffic noisel  | urban development should be integrated w/nature/trees - consider towers near station   | add more density to SW of 145th and doesn't impact lakeside                                       | signal lamp   |                            | walking around (Haller) lake  |
| we love trees!   | need sidewalks, landscaping, lighting, safety important, noisy area - keep the green space in JP   | zone to support station amenities   | Not enough thought about advantage of increasing density at development.                          |                            | what are heights in shoreling? On permanent park?   |

## Future Land Use Scenario 1 - Walkshed

### Fall 2019 Community Workshop

Notes from table discussions, handouts, and easel sheets

| Likes   | Dislikes  | How would you improve this scenario                              | Transportation Improvements   | Dream Projects | Written on the map |
|---|---|--|---|----------------|--------------------|
| like the idea of walkableness here, topography                                | consider conversion of JP to 9-hole course, convert remainder to more acitve/multi-use space                              | plan smartly on 130th because it won't be pleasant to live there | Must have east/west – please. Adequate transportation links from Greenwood to 145 <sup>th</sup> transit stop.   |                | more dense         |
| Yes and 2 + 3   | dislike the noise from heavy traffic.   | accurate walkshed (example: SW corner)                           | Ban cars. OK just kidding. Good separation for bikes and walk/runners.  |                |                    |
| focus on access to the stations   | think more about streets that are already busy  |  | Connect dead end streets for ped/bikes to maximize grid.  |                |                    |
| opportunity to "go big" and really utilize station capacity                   | I5 crossing   |  | Bridge from station to Roosevelt across I-5.  |                |                    |
| makes sense to make urban village to integrate 130th and 145th with shoreline | I5 impacts  |  | Synchronized stoplight on major streets- automatic pedestrian signals.  |                |                    |
| extra intensity directly adjacent to station                                  | displacement of renters   |  | Four-way stops on side streets- pedestrian safety.  |                |                    |
| has mode at rooseveld on way home   |   |  | Create a good walking and biking connection across I-5 on Roosevelt. Protected bike lanes on 130 <sup>th</sup> / 125 <sup>th</sup> combined with a greenway on Roosevelt. |                |                    |
| across the street - coffee!   |   |  | East/west bus connections – Greenwood to Lake City. Don't stop at Interurban.   |                |                    |
| opportunities near station  | challenges habitat with development around parks/golf course. Also impacts thorton creek. Could move west to protect park |  | Add pocket greenspace.  |                |                    |
| give more opportunities to walk at JPGC                                       | that includes Northacres  |  | East-west bus frequently, micro-bus service for Olympic Hills.  |                |                    |
| commercial around station   | lots of change for residential areas  |  | Put in sidewalks.   |                |                    |
| mixed use (retail below, living above)  | will force people out of homes  |  | Protected bike lands! More sidewalks.   |                |                    |
| low-rise courtyard housing, more dense than existing                          | does leverage existing land use - better opportunity near pool  |  |   |                |                    |
| running errands near the train (reatial, stores, restaurants)                 | eliminate affordable housing  |  |   |                |                    |
| bathrooms at LR stations  | include change at JPGC - preserve green   |  |   |                |                    |
| greenspaces   | 20% of walkshed is JPGC - not enough is developable   |  |   |                |                    |
|   | negative health outcomes of ppl near high-use freeway   |  |   |                |                    |
|   | not utilizing all areas that will use station; density not distributed enough   |  |   |                |                    |



## Future Land Use Scenario 1 - Walkshed

### Fall 2019 Community Workshop

Notes from table discussions, handouts, and easel sheets

| Likes  | Dislikes   | How would you improve this scenario | Transportation Improvements | Dream Projects | Written on the map |
|--|--|-------------------------------------|-----------------------------|----------------|--------------------|
| Include childcare, grocery, coffee shops, grab & go lunch at stations for one stop drops.                                      | Too small; expand station areas to include urban village areas.  |                                     |                             |                |                    |
| Focus on density at stations.  | Not as much space to grow given all the park and school space.   |                                     |                             |                |                    |
| Amenities at transit.  | Not enough space around stations for transit-oriented development.   |                                     |                             |                |                    |
| Best access for the highest number of people.  | 20% of walkshed is potentially undevelopable.  |                                     |                             |                |                    |
| Live close, walk to the station. Perfect!  | Too much park space limits development.  |                                     |                             |                |                    |
| Retail near light rail enables everyone to shop before connecting to homes.  | Almost ½ of this is taken up by Lakeside/ Golf Course.   |                                     |                             |                |                    |
| Housing near light rail means more people accessing without cars.  | Less development potential west of I-5.  |                                     |                             |                |                    |
| Large area of density that truly commits to the concept.   | Limited east/west integration.   |                                     |                             |                |                    |
| Potential to integrate with the park.  | Doesn't develop all areas that will access the station.  |                                     |                             |                |                    |
| Actually, build around the hub west of the station.  | Doesn't connect as much to existing density.   |                                     |                             |                |                    |
| Make station most usable for more people.  | Caution should be made to avoid habitat destruction and increasing density that is within the area of the greenspace/ open space. Thornton Creek need to be protected. |                                     |                             |                |                    |
| Walkable neighborhood.   | Loss of Jackson Park.  |                                     |                             |                |                    |
| Main station on multiple arterials.  | Would be OK for density west of I-5, but not east because of the need to minimize environmental impacts. Need greenspace/parks.  |                                     |                             |                |                    |
| Creates housing and retail closest to light rail, could create new, vibrant neighborhood.                                      | Do not want to give up golf course, p-patch, Northacres, residential neighborhood.   |                                     |                             |                |                    |
| Station focused.   | Topography not good for development in all parts of the circle.  |                                     |                             |                |                    |
| Places development close to stations.  | Hilly for ped and bikes.   |                                     |                             |                |                    |
| Build towers @ station areas.  | Already have two hub urban villages closest to station.  |                                     |                             |                |                    |
| Low rise urban courtyard shopping, groceries, toilet facilities and parking. Bathroom at light rail station. Good green space. | Also, have a creek corridor running through this area surrounding the proposed station.  |                                     |                             |                |                    |

## Future Land Use Scenario 1 - Walkshed

### Fall 2019 Community Workshop

Notes from table discussions, handouts, and easel sheets

| Likes  | Dislikes  | How would you improve this scenario | Transportation Improvements | Dream Projects | Written on the map |
|--|---|-------------------------------------|-----------------------------|----------------|--------------------|
| Commercial near station, convenience, bathrooms at station.  | Need to figure out how to handle the barrier of I-5, integrate east/west more seamlessly. |                                     |                             |                |                    |
| Central nodes for one stop shops- two seat ride home.  | Bisected by I-5, would be great to see a lid.   |                                     |                             |                |                    |
| Development near station.  | Combine 1 and 2.  |                                     |                             |                |                    |
| My favorite option! Focusing around station allows places for shops and a grocery store for commuters. | Not taking advantage of more distant areas.   |                                     |                             |                |                    |
| Mirror density with Shoreline.   | Not distributing density / taking access of all feeder areas.                             |                                     |                             |                |                    |
| Connections to spray park.   | Health impacts of being close to freeways. Too much high density too close to freeway.    |                                     |                             |                |                    |
| Emphasizes some development in NW Seattle at I-5. It has been left behind.                             | Negative outcomes of living near freeway.I-5 edges. Development around polluting I-5.     |                                     |                             |                |                    |
| Concept.   | The separation caused by I-5.   |                                     |                             |                |                    |
| The area around the station should be walkable and dense.  | Air quality- affordable housing would be at I-5. Some have health concerns.               |                                     |                             |                |                    |

## Future Land Use Scenario 2 - Neighborhood Corridors

### Fall 2019 Community Workshop

Notes from table discussions, handouts, and easel sheets

| Likes  | Dislikes  | How would you improve this scenario   | Transportation Improvements   | Dream Projects   | Written on the map      |
|--|---|---|---|--|-------------------------|
| land use changes along corridor is great, need to focus on connecting these corridors to the rest of the communities.  | concern about connections to areas outside of the "walk shed"   | merge with scenario 1 to concentrate  | more options for new uses to get to stations  | stitch parks together  | Bike shop, small retail |
| Puts new development within walking distance of 125/130th transit corrido  | car focused but also can evolve the need to transit throught with cars  | closing the I5 ramps at 130th could greatly reduce the traffic coming and make walking & biking through pinehurst more pleasant. The heavy traffic is one of the worst elements of this neighborhood. | this is a great opp to improve the walking/biking connectivity in the neighborhood. | day light creek 5th ave  | put schools on maps     |
| love that we are connecting to current destination   | lake city resident - I relate more to focus on hos to get from LC to stations   | restaurants   | land use investments - new development will improve Both corridors                  | more parks   |                         |
| this scenario seems to provide the shortest distance to all points of the neighborhood. This is likely going to result in most land use changes? (area wise) | less concentration spreads impact and increases urban blanketing effect that elimates narural environments  | outdoor theater   | frequent buses  | overpass especially critical on this scenario                                |                         |
| like clustering activities along corridors   | again, lighting, safe walking environment very important  | small parks   | walkable 130th/125th  | even on this scenario, think about towers to minimize impact on other places |                         |
|  | dislike - there are s few ways to move E to W in this area so most traffic directed to a few very busy streets. Please implement more traffic calming on big streets. | growth on 15th  | turn lanes  | development integrated w/station   |                         |
| E W connections  | displacement  | fewer cars  | transit lanes 130/125   | Lid I5   |                         |
| current infrastructure   | loss of trees?  | open spaces   | walkable Aurora   |  |                         |
| expand nodes   | renters priced out  | connect to lake city community center   |   | build up area useful for everyone  |                         |
| this pattern likely growth   | strip mall?   | celebrate as IMP. corridor  | need to strengthen corridors  | entertainment spaces   |                         |
|  | traffic impacts   | no car zone some place?   | bike routes could emphasize schools   | 1-2 grocer and restaurants near park   |                         |
|  |   | consider west improvements  | need W S connectivity to get between corridors (ed 15th ave N)                      | 3 greenway   |                         |
| doesn't disturb low rise areas and utilizes corridors  | shouldn't impact north acres park   |   | improved bike/ped facilities  | 4 mixed use greater density  |                         |
| connects to other urban villages   | might spread out traffic impacts (pluses and minuses)   | coordination with shoreline on 145th  | worried about congestion  | 5 bridge at 167th  |                         |
| spread out traffic need boulevard  | maybe not a main corridor, similar to Lander  | parking   | 145 seattle doesn't seem to   | 6 little development for gathering -café, art                                |                         |
| consider 145th an asset of transit capacity but build on that asset. Also you have 130th street  | housing   | attractive streets/sidewalks  | bike lanes  | 7 Lid I5   |                         |
| connect to existing density "burbs"  | event barrier potential   | "green street"  | circulator 130/125/145  | 8 safe and attractive development  |                         |

## Future Land Use Scenario 2 - Neighborhood Corridors

### Fall 2019 Community Workshop

Notes from table discussions, handouts, and easel sheets

| Likes  | Dislikes  | How would you improve this scenario                          | Transportation Improvements  | Dream Projects           | Written on the map |
|--|---|--|--|--------------------------|--------------------|
| preserves (add?) greenspace  | parking for future businesses   | more appropriate street trees, drop leave all at once, roots | solid walkability  | 9 any scenario - coffee! |                    |
| coordinates well with transit svc.   | walkability/access  | gathering spaces (can be w/o \$) - bathrooms                 | 128th neighborhood greenway  |                          |                    |
| seems to serves more ppl (goes with greenspace)  | health impacts of ppl concentrated in high traffic corridor                 | teen-friendly facilities                                     | Be mindful of drivers accessing newly created density from north and south.  |                          |                    |
| reflects current use   | disconnected - potential for strip mall-typ development                     | include the pool and roosevelt node                          | Transit, walk and bike.  |                          |                    |
| likes the 125/130 connect  | exclude JPGC - no change - but yet to trail                                 | go around park and stay far from HL                          | Frequent reliable (1-seat if possible) from west Ballard to 130th station.   |                          |                    |
| would be nice to Haller Lake planned improve   | exclude North   | If done right  | Connect to Bitter Lake Urban Village and extend west.  |                          |                    |
| not best place to have SI along a busy corridor  | including 128th st.   |  | Cross street – east- west transportation a must.   |                          |                    |
| does preserve quieter areas  | impacts on haller lake  |  | I like the idea of including a small two block section where cars are not allowed to facilitate neighborhood and community.  |                          |                    |
| connection to transit  | no change don't like  |  | Possible to run shuttle looping to station, Northgate, and back to Lake City? (daily).   |                          |                    |
| like that it concentrate along corridor  | Preserve greenspace at Jackson Park.  |  | As already mentioned, the crisscross on & off & through traffic around I-5 & 130th & 145th intersections is unsafe for pedestrians and drivers presently. Possible to get to reconfigured or move some existing ramps? |                          |                    |
| Affects larger area with bigger impact for more people.  | Loss of Jackson Park.   |  | Biking or walking up from Lake City is too steep. Focus on transit there.  |                          |                    |
| Includes high schools.   | Preserve Northacres Park  |  | 130th eastbound left turn onto 5th is difficult.   |                          |                    |
| Treat urban corridors as density centers.  | Be mindful of Thornton Creek.   |  | Need more stoplights on 130th/ 125th and 145th (and other arterials.   |                          |                    |
| I like how it builds corridors.  | Density would have to be increased xxxx street that has little density now. |  | Automatic crosswalk signals (no beg buttons).  |                          |                    |
| Spreads the density out and will link east and west.   | Doesn't expand/build on existing density areas enough.                      |  | Synchronized timing for better flow.   |                          |                    |
| Like taking advantage of existing infrastructure, enhancing it and making connections between existing urban villages. | Rezones - strip mall hell.  |  | Four-way stops on side streets for better pedestrian safety (like Chinatown).  |                          |                    |

## Future Land Use Scenario 2 - Neighborhood Corridors

### Fall 2019 Community Workshop

Notes from table discussions, handouts, and easel sheets

| Likes  | Dislikes   | How would you improve this scenario | Transportation Improvements  | Dream Projects | Written on the map |
|--|--|-------------------------------------|--|----------------|--------------------|
| Will work for Lake City if transit connection to 130 <sup>th</sup> is frequent.  | Doesn't create a real hub.   |                                     | Needs transit, bike and ped access on major streets.                           |                |                    |
| Some development on the arterials, but not too deep into the neighborhoods.  | Things too far apart.  |                                     | Bus lanes dedicated on 130th and 145th.  |                |                    |
| Similar bike/walk/transit improvements sync with light rail.   | Feels disconnected.  |                                     | Overpass improved for ped/bike access.   |                |                    |
| Possibly takes advantage of new bus routes, but may get too congested.   | Depends on difficult coordination with Shoreline.  |                                     | Needs good connections to north/ south major corridors (Aurora, Lake City Way) |                |                    |
| Like old trolley line neighborhoods like Phinney Ridge.  | Houses in walkshed stay single family become very expensive.   |                                     | Interurban Trail safety- needs lights, cameras?                                |                |                    |
| Coordinate with Shoreline for a sense of place along 145 <sup>th</sup> .   | Fewer people on quieter side streets.  |                                     | Improve multi-modal access (in all scenarios)                                  |                |                    |
| 130 <sup>th</sup> /125 <sup>th</sup> should be a bikeable, transit-connected street linking Aurora and Lake City. More mixed-use development would support this. | Congests arterials.  |                                     | Multi-modal storage.   |                |                    |
| Good east-west focus; natural usage already common.  | Too much traffic consolidated on 130 <sup>th</sup> /125 <sup>th</sup> .  |                                     | Late night options (I-5 – winter, Meridian – extended, Aurora- late)           |                |                    |
| This makes most sense- development along transit routes to the station.  | I don't like forcing everyone who can only afford to rent an apartment to live in busy, unpleasant arterials (e.g. 145 <sup>th</sup> St.). |                                     | Close 130th on/off I-5 ramp?   |                |                    |
| Walkable/ bikeable.  | Least favorite. Do not want to put everyone living right along arterials.  |                                     | Put bus routes along 130th/ 125th.   |                |                    |
| Preserves more greenspace.   | Displacement.  |                                     |  |                |                    |
| Reflects how used today with improved access.  | Health impacts. What can be done to mitigate health impacts?   |                                     |  |                |                    |
| Coordinates well with increased bus service.   | Add density along 15 <sup>th</sup> Ave corridor too.   |                                     |  |                |                    |
| Benefits more people.  | Hilly for ped and bikes.   |                                     |  |                |                    |
| Reflects current use and improves access.  | Still emphasis on car traffic, now will you make it kinder for people and bikers.  |                                     |  |                |                    |
| Options for travel (can access SR 99 or station, Lake City Way or station).  |  |                                     |  |                |                    |
| Avoids park space.   |  |                                     |  |                |                    |
| Connects Lake City Way and Aurora.   |  |                                     |  |                |                    |
| Development along busier streets.  |  |                                     |  |                |                    |
| Slowing traffic down at these W&E streets (145 <sup>th</sup> and 130 <sup>th</sup> ), Seattle is N/S. E/W connections are nice.                                  |  |                                     |  |                |                    |

## Future Land Use Scenario 2 - Neighborhood Corridors

### Fall 2019 Community Workshop

Notes from table discussions, handouts, and easel sheets

| Likes   | Dislikes | How would you improve this scenario | Transportation Improvements | Dream Projects | Written on the map |
|---|----------|-------------------------------------|-----------------------------|----------------|--------------------|
| Established routes; lots of opportunities to densify and connect Bitter Lake/ light rail / Lake City. |          |                                     |                             |                |                    |



## Future Land Use Scenario 3 - Neighborhood Hubs

### Fall 2019 Community Workshop

Notes from table discussions, handouts, and easel sheets

| Likes   | Dislikes  | How would you improve this scenario  | Transportation Improvements   | Dream Projects   | Written on the map   |
|---|---|--|---|--|--|
| concentrates development, can get what communities want/not developers                                  | would like to see a bigger hub and HL   | place where people want to go in a pleasant way  | could roosevelt connect over?   | habitat restoration  | Lid I5   |
| leverage existing landuse   | doesn't connect hubs  | half toilets that connect to fertilizing the environment painted in bright colors. Public urination and pooping not pleasant to see. | accessibility usage   | putting green  | community LIA traffic space                                |
| controlling where development can develop on  | HP hub too close to shoreline hub   | apodments - reasonable priced fro student popluations  | off street parking  | E-W BRT (lake city, bitter lake)   | close on ramp  |
| close to JPGC - maybe in park   | displacement  | capsule hotel such as they have in Japan   | Need new connections to get to the newly upzoned areas.   | sage bike access across streets, I5  | walking loop   |
| more quiet - 130th is so busy - people won't want to hang out   | need more density near transit  | storage lockers forhomeless population to stor their equipment without making a mess in the area like near shrines in Japan          | Current traffic patterns indicate Roosevelt on westside for other than car use.   | common sense/comprehensice solution to infrastructure  | coffee/services  |
| maximize density where it existing  | doesn't make big enough moves to increase density   | a police office on the premises  | Roosevelt Way (west of I-5)- Lower traffic – potential for expanded walk/bike infrastructure.                             | intersetion lights for peds and bikes  | add density adj. to golf course                            |
| like HL Node  | this doesn't connect well to improvements   | watch out for pic pocket signs   | Should connect (Roosevelt Way across I-5).  | very high density at stations overpasses for hight traffic conflicts   | meadowbrook pool   |
| this may have a more commercial focus (But...how does not commute activity be supported)                | feels isolated to the transit, doesn't support non car use at 145th   | this only works as a hybrid approach   | Roosevelt as a good pedestrian and bike connection like south. Bike to trail & Roosevelt & to Pool & spray park & school. | interurban trail (E-W)   | connect/extend to high school                              |
| good opportunities to build on existing retail clusters: -some abandoned homes, schools, people walking | how does this support station amenities?  | need to connect hubs together and to stations  |   | jackson park for all like the jefferson park (for kids activities)   | uses to connect QFC to shoreline                           |
| W side of Roos. May have existing traffic volumes that lend itself to this use.                         | this is my least favorite scenario. Fails to take advantage of TOD potential near light rail stations                                     | layer on corridor  |   | priorities: greenspace, accessible sidewalks, mobility options (via, bike lanes), age 8 to 80, ADU BDADUS, build around bike/ped/transit | sidewalk imiprovement, safety, lighting families           |
| maintains greenspace  | serves and reinforces the past and its history of prior transit, reducing the value of transit investmnet and increasing transit friction | hybrid w/corridor  |   | grocery store, drug store, etc   | consider this as a hub, but also consider existing housing |
| feels wrong to keep land use around the station as single family-walkshed                               | may reinforce auto-oriented land uses - would need more transit, at least   | look at public and private schools   |   | make sure you're building in pocket parks  | more deisity and retail                                    |
| builds on existing nodes  | this is opportunity to re-envision future   | add 145th/15th as "urban hub" some of the "hub" activity is in shoreline, but that just makes the seattle portion more significant.  |   | dogs and pedestrians ie dog walkers in this area need parks/greenspace   | Lid?   |
| not bisected by I5  | accesibility to other neighborhoods   | circle up on 15th and 145th  |   | chaging stations for cars/bikes  | don't touch this park                                      |

## Future Land Use Scenario 3 - Neighborhood Hubs

### Fall 2019 Community Workshop

Notes from table discussions, handouts, and easel sheets

| Likes   | Dislikes   | How would you improve this scenario   | Transportation Improvements | Dream Projects   | Written on the map       |
|---|--|---|-----------------------------|--|--------------------------|
| does not demo existing neigh. Structure (single homes)  | less likely to access services   | Composite Vision: corridor on 15th, combine scenarios 1 & 2, retail on ground floor, transition from higher story (6) to existing single family with 2 story b/w and set-back requirements, live/work options, affordable housing |                             | bike parking (like netherlands)  | public spaces don't like |
| Yes, but with 1 & 2   | small circle areas might only serve a small community and not all of transit   | public parks/pocket parks/green space potential around geology (thorton creek)  |                             | density needs to be mixed  | potential for ADUs       |
| housing near existing shops   | not enough change  | increasing convenience and access to local businesses   |                             |  | more development         |
| Builds on existing density.   | too far to station   | hybrid scenarios 1 & 3  |                             | having a one stop shop destination   | grocery store            |
| The one on Roosevelt is ripe for redevelopment.   | displacement risk  | create more multi family opportunity  |                             | make it destination grocery or retail bump up  | affordable housing       |
| Builds on existing zoning.  | Too small to be effective.   | if upzone and increase density we need to work with school  |                             | lids the freeway for easier crossing   | grocery store            |
| Building on existing density and activity is often more successful.                                   | Not large enough in scope.   | improving crossing near 130th future station  |                             | sidewalks  | 15 entrance here         |
| Utilizes already developed areas.   | Too small, too neighborhood focused, not integrated into the bigger area.  | A include 15th/145th  |                             | increasing school capacity   |                          |
| Develop near where businesses are.  | Circles are pretty small especial the NW one. Would like to see this combined with scenario 1 to create a walkshed that bulges out to incorporate present Pinehurst. |   |                             | completing the grid for vehicles   |                          |
| Connect hub with Meridian. Connects Shoreline and is near transit connection for the north and south. | Not enough change. Needs much larger change, close to stations.  |   |                             | making the area more walkable/safe area for peds   |                          |
| NW Seattle needs a residential hub for walk, bike, relaxed destination.                               | Not enough change, too isolated.   |   |                             | integrating city parks   |                          |
|   | Feels disconnected and isolated.   |   |                             | bike parking set up to fit growing scale   |                          |
|   | Too isolated, not connected.   |   |                             | less cars on the road/decrease by having more accessible public transportation for all communities |                          |
|   | Isolated still. How will you connect two hubs?   |   |                             | day care center at public transportation center  |                          |
|   | Too disjointed around transit stops.   |   |                             |  |                          |
|   | Farther walk from station.   |   |                             |  |                          |
|   | This actually doesn't create a hub, it's too far from rail.  |   |                             |  |                          |
|   | Not by stations.   |   |                             |  |                          |

## Future Land Use Scenario 3 - Neighborhood Hubs

### Fall 2019 Community Workshop

Notes from table discussions, handouts, and easel sheets

| Likes | Dislikes  | How would you improve this scenario | Transportation Improvements | Dream Projects | Written on the map |
|-------|---|-------------------------------------|-----------------------------|----------------|--------------------|
|       | Does not include the areas closest to the stations. Build high there and lower as you move away from the stations. But need grocery, drug stores, etc.                                      |                                     |                             |                |                    |
|       | Would like to focus development around the stations.  |                                     |                             |                |                    |
|       | Seems insane to leave the area around the station's single family.  |                                     |                             |                |                    |
|       | Needs to be overlaid with one of the other designs.   |                                     |                             |                |                    |
|       | Greenways great for local circulation. I don't see them functioning as frequently used routes to stations, many in Lake City are seniors, and given it is rainy six to eight months a year. |                                     |                             |                |                    |
|       | Roosevelt commercial area _ inaccessible.   |                                     |                             |                |                    |
|       | Doesn't bridge I-5 or integrate east/west which is the biggest opportunity of the project.  |                                     |                             |                |                    |
|       | Houses near station not upzoned, become very expensive housing.   |                                     |                             |                |                    |
|       | Fewer people can use station.   |                                     |                             |                |                    |
|       | Are there limits to height? Let's not. Concern: don't make dark streets sure to height of buildings.  |                                     |                             |                |                    |
|       | Another potential hub (145th St and 15th Ave).  |                                     |                             |                |                    |
|       | Only seems to serve 130th. One is not directly on transit route.  |                                     |                             |                |                    |

# Future Land Use Scenario 1 - Walkshed

## Fall 2019 Online Workshop

Prompting Question: What do you like about Scenario #1?

Open-ended Responses

| #  | Responses  |
|----|--|
| 1  | Density West of the freeway is fine, but near park circle there are many trees and existing wildlife, so NO!   |
| 2  | Don't like much about this one. It seems to serve mainly parks.  |
| 3  | I'm at Stone ave N and 143rd. Roosevelt crosses 143 It is very dangerous driving as multiple ways to be hit exist. Many accidents with past fatality - SDOT. Put up stop signs and said "we don't have \$ for roundabout , that's what you need "<br><br>Too much density with no sidewalks  |
| 4  | I am being required to add a comment here.   |
| 5  | Big! We need more homes. Has home development off of busy arterials that won't be subject to as much noise, air, and light pollution.  |
| 6  | opportunity to repurpose the under-used golf course for better use.  |
| 7  | Makes the case for re-purposing the golf-course in a way that actually benefits the neighborhood and larger region (since a re-imagined district with shops, housing, and office could be integrated with great park space that would be usable and free for all!).  |
| 8  | I want high density in conjunction with open space--Haller Lake (my neighborhood) is full of small houses (mine is 860 sq. ft) on large lots--(mine is 8700+) this is poor land use and the age of the houses is such that going to higher density rather than sell for mega mansions is the best way to go--the plan should mimic Shoreline's which is to say that everything between Meridian and the Freeway should nbe included for higher density   |
| 9  | This Scenario #1 needlessly destroys medium income affordable single family housing for 1/2 mile around the proposed 130th Street Station, and does nothing to support access to that station from residential areas east or west of that station. Installation of existing Sound Transit light rail stations in South Seattle did not result in such an expansive change in land use over such a wide area around each station.   |
| 10 | I don't like this one because it looks like it will put a LOT of pressure on existing greenspace.  |
| 11 | Seems like a big enough space and investment to really seed a change in the neighborhood.  |
| 12 | I like the emphasis on walkable neighborhoods, not just on transit corridors. It doesn't make sense to have land adjacent (0.5 mile walkshed) to a light rail continue as single-family zoned. Scenario 1 works in the right direction: transforming land use oriented around pedestrian access to light rail and building vibrant neighborhoods.  |
| 13 | Look at Burnaby BC, a suburb of Vancouver, where high high-rises were planned in the 1970's at then-future light rail stops. And now residential and mixed-use buildings 82, 65, and 59 stories high are being planned. It makes Seattle's efforts seem puny.<br><a href="https://www.cbc.ca/news/canada/british-columbia/burnaby-could-hit-new-heights-as-home-to-b-c-s-tallest-towers-1.5340988">https://www.cbc.ca/news/canada/british-columbia/burnaby-could-hit-new-heights-as-home-to-b-c-s-tallest-towers-1.5340988</a> |

# Future Land Use Scenario 1 - Walkshed

## Fall 2019 Online Workshop

Prompting Question: What do you like about Scenario #1?

Open-ended Responses

| #  | Responses  |
|----|--|
| 14 | The walk shed isn't my favorite scenario.  |
| 15 | City of Shoreline creating commercial mixed use around the 145th station   |
| 16 | Development directly across from the 130th station on 5th makes sense for everyone. I'd like immediate plans for good 'kiss and ride,' bike parking, convenience / food store right there.   |
| 17 | I'm concerned about possible impacts to Jackson Golf Course and lost of public greenspace.   |
| 18 | Creates a more walkable, urban community   |
| 19 | high density development (especially housing) around transit is an efficient use of space.   |
| 20 | I think there are merits to pursuing all three of the scenarios but this is the highest priority. The city should aggressively pursue dense, affordable housing here to help compensate for the increasing lack of affordable housing around stations further south in addition to permitting dense mixed use development that will help make this a self contained, walkable neighborhood, rather than the car oriented suburban style that dominates the north end currently.. |
| 21 | The city should decommission the golf course and make it a large park with dense housing near the light rail station.  |
| 22 | I disapprove of a stop at 130th. Especially if it means removing Northacres park.  |
| 23 | Maximizes density in areas where traffic and noise is already high, minimizing impact on the quiet neighborhoods nearby  |
| 24 | nothing  |

## Future Land Use Scenario 1 - Walkshed

### Fall 2019 Online Workshop

Prompting Question: What do you dislike about Scenario #1?

Open-ended Responses

| #  | Responses  |
|----|--|
| 1  | Risk to Parkland and and wildlife. Will increase traffic and already uncontrolled crime on 135th, (not even mentioned in in streets that will get busier. Near Jackson Park there is already currently a lot of risk to the urban canopy and wildlife so adding to that will be devastating.   |
| 2  | It isn't a safe area to build up density; no room, no sidewalks, no extra traffic lane space for pedestrians or bikers. Would ruin several quiet residential neighborhoods.  |
| 3  | It's great for people headed to parks.   |
| 4  | I fully agree that things should be dense around a station, and Seattle has a huge problem with not up-zoning single family housing. However I think 130th is a bad location for a station because of all the green space around it. I would not want any of that to go away, and about 1/4 of the walkable area around 130th is greenspace. Making a walkable zone radius around the station seems that it would include development of Jackson Park which I do not want. |
| 5  | I am being required to add a comment here.   |
| 6  | Not enough development in single family areas near the stations.   |
| 7  | We dont need mix use to go where existing stuff goes, but having it all close to i5 is a bummer. Also, it's not nearly enough.   |
| 8  | It doesn't include enough areas for development. The areas within the circle should be upzoned into denser use, and additional upzoning on the 130th & 145th arterials should be included to promote denser bus-oriented development that can feed into the light rail stations.   |
| 9  | n/a  |
| 10 | An established neighborhood that provides affordability could be lost. The quiet neighborhood with more space that we chose to move into will no longer be quiet and it could be hard to park in front of our house.   |
| 11 | The walk shed seems to me to artificially small. There are long needed pedestrian improvements, including improved, more accessible sidewalks, needed in the area that would make foot trips easier, from further up 145th and 130th and Roosevelt, whereas much of the areas encompassed within the dotted lines are much more difficult to traverse because of the natural geography of the area.  |
| 12 | Some of the areas are not suitable for mixed use. For example, 130th and 8th is a major hill with dead end streets, draining into a creek. This are should not be developed further. The flat residential south of Roosevelt makes more sense for development.   |
| 13 | Shoreline has already done work on the 145th Street corridor and Seattle needs to do such on 130th-making it more user friendly--the light rail at 130th needs to serve Ingraham High School and student regularly cross the street at high peak times   |



# Future Land Use Scenario 1 - Walkshed

## Fall 2019 Online Workshop

Prompting Question: What do you dislike about Scenario #1?

Open-ended Responses

| #  | Responses  |
|----|--|
| 14 | displacement of current residents?   |
| 15 | This Scenario #1 needlessly destroys medium income affordable single family housing for 1/2 mile around the proposed 130th Street Station, and does nothing to support access to that station from residential areas east or west of that station. Installation of existing Sound Transit light rail stations in South Seattle did not result in such an expansive change in land use over such a wide area around each station.             |
| 16 | Diminishes the ability to take advantage of existing green infrastructure. This is not consistent with social equity.<br>Further, Sound Transit arrives and holds meetings in each new community who then accepts the promises of sustainable and green development features, but then the budget runs short, and a lot of it doesn't happen. Feels like divide and conquer.   |
| 17 | None, I like the scenario  |
| 18 | Do not mess with greenspace. Seattle doesn't have enough. Seattle has less than other big cities. It is bad for the environment. Once its gone its gone.   |
| 19 | Having the neighborhood bi-sected by a busy I-5 is troubling. Perhaps lid I-5 to mitigate noise, pollution impacts on neighbors?   |
| 20 | The existing golf courses and park lands should remain. The golf courses should become parks. Right-of-ways next to them should be expanded to improve walkability and bikability. Parks and density and transit stations can co-exist - witness the 11 subway stations immediately bordering NYC's central park with 11 more within 3 blocks. Increase allowable density on all other land near the stations to much higher than 7 stories. |
| 21 | It reinforces systemic racism/class-ism and puts those of lower income in the way of the most pollution (air pollution, noise pollution, and light pollution) - It is time to stop this racist type of city development.   |
| 22 | Not adding enough density in Seattle, not developing Jackson Park for affordable housing.  |
| 23 | For the 145th station, the park and school property prevent much close development on the Seattle side of 145th. That leaves only one full block for development W of I-5. The Shoreline development makes sense. The steep slopes just west of I-5 between the stations make for difficult development.   |
| 24 | Impacts and potential loss of green space/jackson hole golf course.  |

## Future Land Use Scenario 1 - Walkshed

### Fall 2019 Online Workshop

Prompting Question: What do you dislike about Scenario #1?

Open-ended Responses

| #  | Responses  |
|----|--|
| 25 | In addition to the need for density around the station, my family, and friends in the area want to see more pockets of commercial activity in the surrounding neighborhoods. Long ago Seattle had little neighborhood stores in places where it is not even legal to do so now. Portland seems like a good contemporary example of where you have more dispersed neighborhood commercial activity. The recent focus on Aurora seems driven more by where we already have commercial zoning rather than where people would like to go for community and commerce.   |
| 26 | The problem with light rail planning is using an elevated freeway corridor like I-5. It's too late for replanning, but probably the only downside.   |
| 27 | You can't tell if there is enough population density around the station or what the projection will be. Why doesn't sound transit and the city work with private developers to build multi level buildings as part of the station and make sure that there are units available for low income housing? Right now all I see is just a station dropped in a neighborhood and some zoning information. I feel like its a struggle to get people to the station and there isn't really sidewalks in all areas within the walkshed to get to the station. What are the impacts to local traffic with increased pedestrians walking through the streets? There isn't enough services, restaurants and shopping stores around this area either. Will there be requirements for developers to build ground level stores for shopping and services and the upper floors would be living spaces? |
| 28 | If it eliminates Northacres Park it would be a disaster.   |
| 29 | Neglects to connect the urban villages   |
| 30 | Roosevelt Way NW of I-5 should be utilized for bike and pedestrian transit between The Interurban Trail and the 130th St. Station. This plan makes sense if vehicular traffic does not interfere with the pedestrian plan.   |

# Future Land Use Scenario 1 - Walkshed

## Fall 2019 Online Workshop

Prompting Question: What is the most important transportation improvement (for walking, biking or taking transit) needed to support Scenario #1?

Open-ended Responses

| #  | Responses  |
|----|--|
| 1  | Access to transit (light rail) by foot from Olympic Hills neighborhood   |
| 2  | Direct access from Olympic hills neighborhood to station.  |
| 3  | Connections to urban villages  |
| 4  | Improved pedestrian safety along major roads   |
| 5  | East-west transit access for people who live near but outside the walkshed.  |
| 6  | Parking  |
| 7  | Safe sidewalks and more crosswalks.  |
| 8  | Connecting east and west, where divided by I-5   |
| 9  | Biking   |
| 10 | No interest in supporting this scenario  |
| 11 | sidewalks  |
| 12 | Safe reliable walking and biking all the way to Ingraham High School and other nearby schools.   |
| 13 | Biking east-west on 130th between the station and the interurban trail.  |
| 14 | bike lanes   |
| 15 | Managing (reducing) traffic on the busiest streets.  |
| 16 | Pedestrian/cyclist bridges over I-5  |
| 17 | Good access to the station.  |
| 18 | Well developed and frequent transit feeders to both stations, preferably built with luggage in mind as these will be major transfer points to airports...Metro has been very slow to get buses into service that accommodate luggage, particularly on routes that feed light rail stations   |
| 19 | dedicated bike lanes and pedestrian improvements   |
| 20 | We need paths for people on feet and on wheels so that people can get from these density areas to the stations safely.   |
| 21 | high capacity E-W bus connections to connect users to this district and the LRT system. Also, the re-imagining of the golf course to be very smart about how circulation through a new mixed-use district would work. Limit car access through this new district and maximize usable park space while also creating new housing opportunities. |
| 22 | Please improve safe walking to the transit station across the 145th overpass.  |
| 23 | Pedestrian and transit improvements given the natural terrain of the area to allow for dense development within the  |
| 24 | support for walking and biking. Currently the arterial is fast moving, loud, and dangerous.  |
| 25 | Better sidewalks or walking paths to get to the stations.  |
| 26 | improving the I-5 bridge for pedestrians   |

## Future Land Use Scenario 1 - Walkshed

### Fall 2019 Online Workshop

Prompting Question: What is the most important transportation improvement (for walking, biking or taking transit) needed to support Scenario #1?

Open-ended Responses

| #  | Responses  |
|----|--|
| 27 | build the 130th street station NOW   |
| 28 | frequent east-west bus service connecting existing high-use areas with station   |
| 29 | connections to existing urban villages (like scenario #2)  |
| 30 | Well-lit sidewalks   |
| 31 | Walking  |
| 32 | improve 130th overpass   |
| 33 | Eliminating single family zoning   |
| 34 | Frequent (10 min or less headways) bus or shuttles particularly on east west corridors.  |
| 35 | This Scenario #1 needlessly destroys medium income affordable single family housing for 1/2 mile around the proposed 130th Street Station, and does nothing to support access to that station from residential areas east or west of that station. Installation of existing Sound Transit light rail stations in South Seattle did not result in such an expansive change in land use over such a wide area around each station. |
| 36 | Vulnerable user safety. (People on foot, people on bicycles.)  |
| 37 | taking transit   |
| 38 | Sidewalks (not dirt paths) are badly needed  |
| 39 | Safe sidewalks, cross walks, signals, and bike lanes to support non-vehicle traffic.   |
| 40 | taking transit   |
| 41 | Keeping new pollution to a minimum.  |
| 42 | Walking  |
| 43 | It would be great to invest in safer bike lanes/side walks to make everything accessible.  |
| 44 | Wide sidewalks, parking and good street lighting.  |
| 45 | E/W transit  |
| 46 | Feeder streets have a shortage of sidewalks. We need improved sidewalks to make this safe.   |
| 47 | connecting bus service -- unlike other areas with light rail where bus service has been reduced  |
| 48 | Pedestrian access, given I-5 and busy transit corridors along 130th/145th.   |
| 49 | Easy bus access to light rail  |
| 50 | added wide pedestrian and bike paths   |
| 51 | Ease to get people to the hubs, which is harder in a smaller, congested area.  |
| 52 | Roads focused on non car transport.  |
| 53 | Walking: sidewalks   |
| 54 | SIDEWALKS!   |

# Future Land Use Scenario 1 - Walkshed

## Fall 2019 Online Workshop

Prompting Question: What is the most important transportation improvement (for walking, biking or taking transit) needed to support Scenario #1?

Open-ended Responses

| #  | Responses   |
|----|---|
| 55 | MORE, WIDER SIDEWALKS!!!<br>And places to walk to: restaurants, shops, etc.   |
| 56 | Pedestrian and bicycle friendly 145th corridor.   |
| 57 | Sidewalks   |
| 58 | Sidewalks on 130th/125th.   |
| 59 | Need good sidewalks / crosswalks. Widen Roosevelt Way N (west of 130th station) to provide separated bike lanes and sidewalks.  |
| 60 | Transit   |
| 61 | SIDEWALKS   |
| 62 | xxxx  |
| 63 | property access-level mobility: how will people get from light rail to the new destinations in the mixed use area? Biking, walking, and buses are priorities to me.                         |
| 64 | good bus service east and west  |
| 65 | lid i-5   |
| 66 | Transit west-east/east-west   |
| 67 | Pedestrian and bike improvements to navigate the I-5 crossings.   |
| 68 | bus stops very close to light rail escalators.  |
| 69 | Do what is right based on urban planning. Never give in to angry voices who fear change.  |
| 70 | Walking and biking  |
| 71 | You need to build living / shopping / restaurants integrated with or very close to the station. Build convenience such that the stations are not just for getting on or off the light rail. |
| 72 | walking   |
| 73 | We don't even need this light rail stop. Another example of white privilege as I don't think the South end gets stops 15 blocks apart.  |
| 74 | Family-friendly walk and bike routes (All ages and abilities) to and from the stations.   |
| 75 | Sidewalks into the area   |
| 76 | Sidewalks that feel safe from speeding cars. Walking along 130th/ 125th is pretty scary with 4 lanes of ~35 MPH traffic.  |
| 77 | biking  |
| 78 | Walking   |
| 79 | preserve existing open space as is and add new open space.  |
| 80 | Bike lanes on 5th avenue and across N 130th   |
| 81 | The 130th Street Station will improve business in area near by, which is underserved by metro today   |

## Future Land Use Scenario 1 - Walkshed

### Fall 2019 Online Workshop

Prompting Question: What is the most important transportation improvement (for walking, biking or taking transit) needed to support Scenario #1?

Open-ended Responses

| #  | Responses   |
|----|---|
| 82 | Lid over i5   |
| 83 | Providing a level-grade connection between the Interurban Trail and the new Light Rail Station at 130th for pedestrians and cyclists. |
| 84 | safe crossing of I-5 for transit and people walking & biking to access 130th St Station   |
| 85 | Sidewalks   |

## Future Land Use Scenario 2 - Neighborhood Corridors

### Fall 2019 Online Workshop

Prompting Question: What do you like about Scenario #2?

Open-ended Responses

| #  | Responses  |
|----|--|
| 1  | Makes the most sense to concentrate the development along the arterial to minimize green space impacts   |
| 2  | Definitely better than the first scenario, but still seems to put other parkland at risk. Concentrated is good.  |
| 3  | Seems to protect Jackson Park more than option #1, but I still think that getting rid of the park space is a very bad idea. Upzoning all other areas around it would be better. I think this is the best scenario as long as the green space is not developed. It needs to be dense right near the station and option #3 seems too far away.   |
| 4  | Development is not centered around I-5.<br>Having more commercial areas around 145th and 125th would strengthen NE Seattle and lower Shoreline and make much more of it walkable and bikable. It would transform this part of the city. There would be many more opportunities for small businesses and for community life. I lived in a city with corridors like this, and people tended to use the small businesses in the neighboring area. It was a wonderful way to live. This is an excellent scenario.  |
| 5  | Far from I-5 which reduces impacts on new residents.   |
| 6  | This build a transportation and development network that integrates into the broader city  |
| 7  | Addresses areas already impacted by traffic noise and high use, potentially improving the experience for all without significant loss to the residents.  |
| 8  | I do not like the implies NIMBY-ism of ;quieter areas--usually those are the richest citizens--we need a vibrant dense city with easy access to shopping (not by driving), dining, entertainment (like access to Northgate complex) and we need it now--130th street needs to be built--that will serve not just the public high school but also Lakeside Middle School which is a traffic nightmare as parents drive in from the suburbs in single cars to deliver students--there is no reason that Link Light Rail and electric buses cannot replace this pollution nexus |
| 9  | This Scenario #2 needlessly destroys medium income affordable single family housing further than 1 block away from North 130th Street and North 145th Street, and does nothing to support access to that station from residential areas east or west of that station. Installation of existing Sound Transit light rail stations in South Seattle did not result in such an expansive change in land use over such a wide area around each station.  |
| 10 | Hopefully it will be easier to respect the greenspaces we already have and maybe add more.   |
| 11 | Seems like a more organic fit.   |

## Future Land Use Scenario 2 - Neighborhood Corridors

### Fall 2019 Online Workshop

Prompting Question: What do you like about Scenario #2?

Open-ended Responses

| #  | Responses  |
|----|--|
| 12 | I feel strongly that the neighborhood needs to integrate with the stop with changes in zoning that diffuses density throughout the neighborhood and into neighboring areas. I also feel strongly that as density grows in this space that green space needs to be dispersed through the neighborhoods to include things like pea patches, playgrounds, and community/senior centers, town square type spaces, and dog runs. Green spaces need to be spaces where it is free to access and use them and are centered where everyone will use them. I've read about concierges at other parks which depending on how they are used might be of use. I also feel strongly that Jackson park can become a magnet for public engagement because of it's proximity to the light rail station. A community center with direct access to playgrounds, a library, maybe a pool like the Lynnwood Pool (bigger maybe), and direct access to magnet restraunts, coffee shops, and perhaps housing. As a mother to a young child I would like to be able to get on the light rail and go straight to a free public playground with warm, clean, safe, toilets, and a warm free space to relax with my child and friends. Seniors need to feel safe to get there, spend time in the area, meet friends, and get home. I also feel strongly that any land that is opened up to or sold as part of this development project needs to be replaced with usable green space (playgrounds, pea patches, dog runs, etc.) through out the neighborhoods. The current neighborhood has very few sidewalks and there are many established trees including large ones sitting in areas that would be used for sidewalks. To prove that Seattle is truly a 'green' city, these trees need to be left in place as much as possible and sidewalk improvements need to take them into account. |
| 13 | Appears to minimize impacts to Jackson Park Golf Course/Green space.   |
| 14 | This is my least favorite of the three scenarios but still seems worth pursuing, given the crisis of housing affordability we are facing. Also, more dispersed commercial activity extending east and west would help surrounding neighborhoods be more walkable and support transit lines on these corridors.   |
| 15 | this option sucks, limiting density to congested, unsafe, polluted arterials is inhumane and inequitable   |
| 16 | It adds density. That's the only benefit of this squeezed down plan.   |
| 17 | I like this design but only for 145th stop. We don't need a stop at 130th.   |
| 18 | This option appears to cover more space than the other options and creates additional opportunities along the corridors that connect the Urban Villages. I envision this development to be transit, bike, and pedestrian-oriented especially the 130th corridor. People from North Greenwood, Broadview, and Bitterlake will want to use the 130th station including families who use cargo bikes and access the station from the Interurban trail.  |



## Future Land Use Scenario 2 - Neighborhood Corridors

### Fall 2019 Online Workshop

Prompting Question: What do you dislike about Scenario #2?

Open-ended Responses

| #  | Responses   |
|----|---|
| 1  | I would like to see a stronger transit connection through this proposed corridor  |
| 2  | -   |
| 3  | Those roads have no capacity for EXTRA capacity (more cars, pedestrians, bikes). There is no way to add in parking necessary for folks to access any businesses. The folks who use 130th Station would hopefully mostly get there by public transit because there is no parking. This is not safe or viable.  |
| 4  | Includes my house streets. Maybe that would be great, but I'm not sure I'm clear enough on what that would look like to be comfortable with it being SO CLOSE to my house. Not enough info to say if good/bad thing.  |
| 5  | Dash line seems to include my single family home This doesn't seem to bode well. Single family neighborhoods have been the least expensive and affordable for families and young and seniors<br><br>We are not safe to walk or drive. Look at my intersection that has at least 5 ways you could get killed.<br><br><del>It is 143rd and Stone with Roosevelt crossing. Many serious accidents.</del> |
| 6  | Don't alter the parks. Build as dense as possible around the station without developing greenspace  |
| 7  | These streets (especially 145th) are too busy and loud for people to want to walk along them  |
| 8  | More upzones and development please   |
| 9  | I don't give a damn about traffic or parking, but the homes are too close to busy arterials. Will concentrate most people with highest pollution impact. Make the area bigger.  |
| 10 | The upzones need to be wider: add upzones to a 10+ minute walkshed along 130th & 145th. Also, need to upzone a 15 min walkshed around each of new light rail stations   |
| 11 | Doesn't force a change of use to the golf course<br>Doesn't make use of the opportunity to make two walkable hubs around the HUGE transit investments at 130th/145th.   |
| 12 | A quiet neighborhood with affordable homes could be lost. We support cafes and shops AT the transit station but not bringing development and tall mixed-use buildings into our quiet neighborhood near Lakeside.  |
| 13 | This map should exclude development of northacres, which already support biking and walking paths, and should also exclude 130th around 8th, which is a steep area draining to a creek. It should expand to include the mixed use intersection to the north on 1st.   |
| 14 | housing density needs to be closer to stations.   |

## Future Land Use Scenario 2 - Neighborhood Corridors

### Fall 2019 Online Workshop

Prompting Question: What do you dislike about Scenario #2?

Open-ended Responses

| #  | Responses   |
|----|---|
| 15 | 130th is mainly all houses and hardly any retail  |
| 16 | I like it all-Northacres can stand more development--just the water park and playground has reduced vice activity immensely   |
| 17 | Insufficient focus on development right around stations   |
| 18 | 130th and 145th are not pedestrian-friendly, not very bike-friendly. It probably wouldn't be pleasant to walk to a business there.  |
| 19 | displacement of current residents?  |
| 20 | This Scenario #2 needlessly destroys medium income affordable single family housing further than 1 block away from North 130th Street and North 145th Street, and does nothing to support access to that station from residential areas east or west of that station. Installation of existing Sound Transit light rail stations in South Seattle did not result in such an expansive change in land use over such a wide area around each station. |
| 21 | Possible impacts on Jackson Park.   |
| 22 | I don't like the emphasis on existing auto-oriented corridors. This seems to much like the NIMBY approach, where we only build density where the cars are, and look to preserve the single-family zoning despite the demand for additional development in the light-rail walkshed. If I want a walkable neighborhood, then I don't want to be dodging traffic along 130th or 145th to enjoy the amenities.  |
| 23 | Creates more "suburbanization" ... spreads out development so that strong nodes aren't created. That creates less incentive to live a walkable life.  |
| 24 | May be too spread out for walkability along the corridors.  |
| 25 | Save Northacres Park and Jackson Park as green space. But one could create better walking / bike paths to the stations through the parks.   |
| 26 | Potential to appear more "strip mall" vs community gathering space.   |
| 27 | this seems like a sprawling concept for a mixed use urban growth scheme. I'd prefer more targeted growth. I don't feel the distance between Lake City and Aurora is walkable and I think people are likely to drive along the major east-west arterials and the quality of the built environment will suffer.   |

## Future Land Use Scenario 2 - Neighborhood Corridors

### Fall 2019 Online Workshop

Prompting Question: What do you dislike about Scenario #2?

Open-ended Responses

| #  | Responses   |
|----|---|
| 28 | Keeping density strictly on the edges of busy arterials invites a host of potentially bad outcomes. Greenwood Ave north of 105th is a good example of a corridor that has built up density a half block around a major arterial that we should learn from. By limiting density to the edges of the arterial, apartments are decidedly less family friendly with dangerous traffic and crappy to non-existent sidewalks while wealthier folks live in single family homes protected from traffic. This divides and segregates the neighborhood and prevents Greenwood Ave from supporting a more successful neighborhood oriented community and commercial center. Instead we get decidedly car oriented neighborhoods with strip mall style commercial developments, lack of sidewalks and a neighborhood that feels antagonistic toward walking for practical purposes. Still, I think density along the arterials is OK, but there needs to be a more graduated step down into the low density zones. |
| 29 | preserves racist zoning. everything within 3/4 of a mile should be minimum 5 stories  |
| 30 | Goes right through residential areas. It doesn't serve density.   |
| 31 | Concentrating all density to corridors is a NIMBY idea catering to angry voices. Don't cave.  |
| 32 | Even though the urban villages are linked but they are so far from the station and there will be increased traffic to shuttle people back and forth.  |
| 33 | Unrealistic scenario for successful retail. Sighting of successful retail needs to be concentrated in groups rather than in long strips.  |
| 34 | impacts to Jackson Park and golf course. current scenario doesn't fit the neighborhood character that is there, nor does it reflect the upper sections of Thornton Creek  |
| 35 | Long ways to walk to light rail from the edges of the corridor  |

## Future Land Use Scenario 2 - Neighborhood Corridors

### Fall 2019 Online Workshop

Prompting Question: What is the most important transportation improvement (for walking, biking or taking transit) needed to support Scenario #2?

#### Open-ended Responses

| #  | Responses  |
|----|--|
| 1  | Walking, biking access directly to 130th station from Olympic Hills  |
| 2  | Steep hills. Who wants to bike them?   |
| 3  | Connection between the two urban villages  |
| 4  | Improved pedestrian safety   |
| 5  | Reduce car traffic in the corridors to encourage walking and biking.   |
| 6  | The station at 135th is really a ridiculous waste of money, so close to 145th. Shouldn't they be more evenly spaced out so more people can conveniently use them?  |
| 7  | East/West bus lines, especially on 130th.  |
| 8  | Good sidewalks and safe street crossings   |
| 9  | Not interested in supporting this scenario   |
| 10 | sidewalks  |
| 11 | Real, effective walking/biking improvements for students going to schools. Northacres is already a little cruisy at times; security/safety at Northacres will be needed to keep it from going off the rails. |
| 12 | East west biking on 130th between the station and interurban trail.  |
| 13 | bike lanes   |
| 14 | Sidewalks, bike lanes, buses.  |
| 15 | Improving crosswalks at Roosevelt/130th  |
| 16 | protected bike lanes   |
| 17 | Good e-w connectivity  |
| 18 | Taking transit   |
| 19 | bike lanes along the arterials   |
| 20 | high capacity E-W bus connections along these corridors AND making a complete street concept for multi-modal connections.  |
| 21 | Improve walkability along the 145th overpass to the transit station.   |
| 22 | More frequent east/west bus service would be needed to really maximize the convenience of this scenario.   |
| 23 | Managing car traffic better as it increases safety for walking and biking on those corridors.  |
| 24 | better biking paths and/or buses.  |
| 25 | 130th Street Station built NOW   |
| 26 | Safe, convenient walk/bike crossings of I-5 for station access   |
| 27 | additional upzoning of single-family areas near stations   |
| 28 | Safety for bikes and pedestrians - wider sidewalks, more crosswalks?   |
| 29 | Transit-cross city links   |
| 30 | 130th overpass   |

## Future Land Use Scenario 2 - Neighborhood Corridors

### Fall 2019 Online Workshop

Prompting Question: What is the most important transportation improvement (for walking, biking or taking transit) needed to support Scenario #2?

Open-ended Responses

| #  | Responses   |
|----|---|
| 31 | Eliminating single family zoning  |
| 32 | Frequent (10 min or less headways) bus or shuttles.   |
| 33 | This Scenario #2 needlessly destroys medium income affordable single family housing further than 1 block away from North 130th Street and North 145th Steet, and does nothing to support access to that station from residential areas east or west of that station. Installation of existing Sound Transit light rail stations in South Seattle did not result in such an expansive change in land use over such a wide area around each station. There should be no land use change further than 1 block away from North 130th Street and North 145th Street. |
| 34 | Improved infrastructure for vulnerable users.   |
| 35 | Widened lanes for bikes and better sidewalks  |
| 36 | biking  |
| 37 | Safe sidewalks, residential streets designed more for bikes and foot traffic than for vehicles  |
| 38 | Sidewalks in neighborhoods between I-5 and 99. Currently very inconsistent, not ADA friendly  |
| 39 | Pleasant places to walk through.  |
| 40 | biking  |
| 41 | Taking transit  |
| 42 | Safe sidewalks for groups of kids and old people. Pedestrian overpasses. For safety, multiple main paths (no bottlenecks which women like me try to always avoid), excellent street lighting.   |
| 43 | Walk ability on 145th—improve sidewalks!  |
| 44 | Feeder streets need sidewalk improvement  |
| 45 | Again, good connections between stations and nearby urban villages; excellent design along the corridors (130th and 145th) that incorporate green space in multifamily and retail developments to make these corridors pedestrian friendly  |
| 46 | East-West transit corridors to link to Bitter Lake and Lake City.   |
| 47 | Easy access to bus service to the transit station   |
| 48 | Improve transit, pedestrian, and bike infrastructure in the corridors   |
| 49 | Easy access   |
| 50 | change the focus of the streets to one that eliminates cars.  |
| 51 | Sidewalks. More generally, vulnerable user safety.  |
| 52 | SIDEWALKS!  |
| 53 | Frequent E/W bus service  |
| 54 | Sidewalks   |

## Future Land Use Scenario 2 - Neighborhood Corridors

### Fall 2019 Online Workshop

Prompting Question: What is the most important transportation improvement (for walking, biking or taking transit) needed to support Scenario #2?

Open-ended Responses

| #  | Responses  |
|----|--|
| 55 | A good bike route but avoid crossing Meridian at 143rd - evening commute backup from 145th is awful  |
| 56 | Sidewalks!   |
| 57 | Sidewalks on 130th/125th   |
| 58 | Biking   |
| 59 | SIDEWALKS  |
| 60 | seriously frequent bus service-- BRT-style service on the 125th/130th corridor as well as 145th.   |
| 61 | sidewalks in neighborhoods   |
| 62 | Great crosstown transit along 125th and 130th.   |
| 63 | banning cars on arterials to improve quality of life   |
| 64 | Biking lanes on 130th and 145th  |
| 65 | Biker lockers  |
| 66 | I would only support this plan if the city incorporated the other two plans as well. Don't limit density to corridors for this light rail station it has too much opportunity to be limited. |
| 67 | Transit  |
| 68 | Transportation to and from the station needs to be consistent and affordable. You need buses running every 15 minutes to the station.  |
| 69 | walking  |
| 70 | Taking transit   |
| 71 | All ages and abilities access to the stations.   |
| 72 | Improved traffic flow & parking along NE 125th/NE 130th corridor   |
| 73 | A centralized greenspace not flanked by a major arterial and a major highway.  |
| 74 | Bus  |
| 75 | Walking  |
| 76 | biking and walking. no cars  |
| 77 | Bike lanes on 5th avenue   |
| 78 | Preserve northacres park!! Also, 130th needs to be more walkable.  |
| 79 | Frequent bus service to light rail   |
| 80 | Provide grade level pedestrian and bike lanes connecting the Interurban Trail and the new 130th St. Light Rail Station.  |
| 81 | Improve bike and walk and transit infrastructure on 130th/125th St. corridor   |

## Future Land Use Scenario 3 - Neighborhood Hubs

### Fall 2019 Online Workshop

Prompting Question: What do you like about Scenario #3?

Open-ended Responses

| #  | Responses   |
|----|---|
| 1  | Less damage to parks and wildlife. Better for the environment and tree canopy.  |
| 2  | This option is very appealing because it builds on communities that have organically developed over time and seems least likely of the three scenarios to disrupt existing homeowner and renter communities. Include mini transit or bike share or ride share options for lite rail riders to easily get to these hubs, and I think they will be well-used  |
| 3  | again, I like this one because it does not develop greenspace. However I also agree that if the density is not near the station, it will not warrant it's existence.  |
| 4  | I dont really give a damn about single family homes. Why should I? What makes them inherently worth preserving. You planners have come to this conclusion without consulting yourself, why do we care at all? Anyways, all that being said, this is definitely the weakest scenario. Hubs are small, far from transit + other local hubs. One thing I DO like is that it changes zoning far from conventionally targeted areas.   |
| 5  | We love this option and strongly dislike the other two options. Scenario #3 makes good sense because there is already mixed use development in these locations. All of us bought our homes years ago before we knew that our home zoning could change to mixed use; we bought in our neighborhood to escape the high density of other neighborhoods. Plus our neighborhood is one of the last more affordable areas to buy a house in Seattle.  |
| 6  | This Scenario #3 needlessly destroys medium income affordable single family housing in two areas geographically unconnected to and thus entirely irrelevant to the proposed 130th Street Station, and does nothing to support access to that station from residential areas east or west of that station. Installation of existing Sound Transit light rail stations in South Seattle did not result in such an expansive change in land use over such a wide area around each station. |
| 7  | I don't like this option, at all.   |
| 8  | This is nice because it appears that it would have the least impact of all three.   |
| 9  | EVERYTHING! It builds our Pinehurst community into what it's missing - a neighborhood center! This is what Pinehurst needs! Please and THANK YOU!   |
| 10 | Nothing.  |
| 11 | Hub areas may already have a focal point/gathering place so new developments can build off of this history rather than try to create the area's identity from scratch.  |
| 12 | This is a nice compliment to scenario 1 and to a lesser extent scenario 2.  |
| 13 | this will result in a massive waste of investment at 130th. the last thing we should be doing as a city where multifamily is illegal through most of it, is severely limit housing potential near multi billion dollar light rail stations  |
| 14 | None  |

## Future Land Use Scenario 3 - Neighborhood Hubs

### Fall 2019 Online Workshop

Prompting Question: What do you like about Scenario #3?

Open-ended Responses

| #  | Responses   |
|----|---|
| 15 | The only thing to like about this plan is that it upzones land and adds density. It doesn't do anything else. |
| 16 | I see none  |
| 17 | I do not like this proposal   |
| 18 | Most likely scenario for expanding the realistic footprint of successful retail locations                     |
| 19 | finally a good option being presented!  |



## Future Land Use Scenario 3 - Neighborhood Hubs

### Fall 2019 Online Workshop

Prompting Question: What do you dislike about Scenario #3?

Open-ended Responses

| #  | Responses   |
|----|---|
| 1  | Not improving lake City or Olympic hills area. Improvements only focus on Pinehurst   |
| 2  | These are silly made up dislikes. It's better because there's less disruption to parkland and wildlife in existing green space, but having 2 stations so close together is foolish. We definitely need light rail, just more evenly spaced stations.  |
| 3  | It doesn't offer as much to as many neighborhoods as Scenario 2; it would make small areas walkable, but would not affect the larger area as much.  |
| 4  | If you're taking this approach, you really need to allow the golf course to be redeveloped and have Pinehurst expand into it  |
| 5  | It's WAY too small, and also not focused on transit or existing hubs. Redevelops too few single family homes and constrains development excessively.  |
| 6  | area of upzoning is way too small. think bigger!  |
| 7  | doesn't force a re-imagining/re-developing of the golf course   |
| 8  | We don't dislike anything about Scenario #3. We love Scenario #3! We would like to have a cafe or brewery located in an already mixed-use location.   |
| 9  | This simply doesn't add enough transit-oriented development to the areas closest to the future light rail. It would be a waste of an opportunity for forward thinking planning.   |
| 10 | No improvement for accessing the stations from these hubs.  |
| 11 | This project needs to be done with broader strokes--incremental or pussy-footing small changes to avoid the NIMBY backlash will not make this change an integrated one--do not depend on the domino effect--I fall within the 10 minute walking circles for both stations and my neighbors are for the most part--excited about having more density ADUs, low rise-multiplexes--that allow them to build more density and age in place with their adult children or sell and retire-- |
| 12 | This Scenario #3 needlessly destroys medium income affordable single family housing in two areas geographically unconnected to and thus irrelevant to the proposed 130th Street Station, and does nothing to support access to that station from residential areas east or west of that station. Installation of existing Sound Transit light rail stations in South Seattle did not result in such an expansive change in land use over such a wide area around each station.        |
| 13 | Would be nice to have a little more smaller commercial space within the SF zones. Allow for neighborhood restaurants  |
| 14 | Displacement is a big problem that is not being addressed in any constructive way.  |
| 15 | Doesn't accommodate the higher traffic that will inevitably gather near the stations. The park and nearby sidewalks will fill up with people and trash.   |
| 16 | Seems like we can accomplish neighborhood hubs, but on a broader scale, with scenario #1.   |

## Future Land Use Scenario 3 - Neighborhood Hubs

### Fall 2019 Online Workshop

Prompting Question: What do you dislike about Scenario #3?

Open-ended Responses

| #  | Responses   |
|----|---|
| 17 | Does not strengthen the hubs near the 145th & 130th ST stations. Diffuses the energy and development potential near the stations. It's not better than option 2, and significantly worse than option 1                          |
| 18 | It encourages high rise dense buildings which block light and discourage interacting with public spaces. It again pushes lower income housing to be focused in one area rather than encouraging an income diverse neighborhood. |
| 19 | Hubs not connected to stations  |
| 20 | Doesn't change enough. Too limited. More people will be here with not enough additional amenities and services.   |
| 21 | It would be tragic if this was the only scenario the city pursues. We absolutely need scenario 1, but this is a nice compliment.  |
| 22 | It concentrates the density to clustered nodes on corridors. This is the classic case of NIMBY friendly planning. Don't cave in.  |
| 23 | I feel that this option is too limited and disconnected.  |
| 24 | Requires better sidewalks between hubs and transit stations and it's not clear whether those sidewalks are included in the plan   |
| 25 | nothing   |
| 26 | This scenario seems to provide the least amount of benefits to the public. By default it serves property development interests over the common good.  |
| 27 | Improve walking & biking & transit infrastructure between hubs and 130th St Station   |

## Future Land Use Scenario 3 - Neighborhood Hubs

### Fall 2019 Online Workshop

Prompting Question: What is the most important transportation improvement (for walking, biking or taking transit) needed to support Scenario #3?

Open-ended Responses

| #  | Responses  |
|----|--|
| 1  | Access to transit light rail station from Olympic Hills  |
| 2  | Direct access to station from Olympic hills  |
| 3  | Transit connection between the two urban villages on 130/125th   |
| 4  | Improved pedestrian safety   |
| 5  | Transit access to light rail stations for people who can't walk or bike.   |
| 6  | Honestly, this scenario just seems poorly thought out. I can't think of anything that would improve it.  |
| 7  | Good sidewalks and safe street crossings   |
| 8  | Biking   |
| 9  | SIDEWALKS on all neighborhood streets within 2 miles of the station. This is imperative. With the increased traffic, neighborhood parking taken up by lite rail riders, pedestrian safety is a huge concern. It's already not safe; with more cars, it'll be deadly. |
| 10 | sidewalks  |
| 11 | biking routes between hubs   |
| 12 | Buses to LINK stations.  |
| 13 | More buses to shuttle people between the mini-hubs and urban villages  |
| 14 | jackson park golf course is not green space. it should be turned into a real park or into public housing.  |
| 15 | This one sucks. The best transportation. Improvement you can make to this plan is transporting all of the documents associated with it into the trash can  |
| 16 | Walking  |
| 17 | everything   |
| 18 | great walking connections from these hubs to the transit hubs at 130th/145th   |
| 19 | Please put in a sidewalk along Roosevelt Ave. north of 130th so people can safely walk to a potential cafe/brewery.  |
| 20 | Dedicated bike lanes and slowing of traffic along the arterial to reach the stations.  |
| 21 | a coordinated bus/walk/bike paths to 130th Street  |
| 22 | Can't see how this scenario integrates with transit.   |
| 23 | Bus service to hubs  |
| 24 | More housing   |
| 25 | none   |
| 26 | Frequent (10 min or less headways) between urban villages  |

## Future Land Use Scenario 3 - Neighborhood Hubs

### Fall 2019 Online Workshop

Prompting Question: What is the most important transportation improvement (for walking, biking or taking transit) needed to support Scenario #3?

#### Open-ended Responses

|    |  |
|----|--|
| 27 | This Scenario #3 needlessly destroys medium income affordable single family housing in two areas geographically unconnected to and thus irrelevant to the proposed 130th Street Station, and does nothing to support access to that station from residential areas east or west of that station. Installation of existing Sound Transit light rail stations in South Seattle did not result in such an expansive change in land use over such a wide area around each station. |
| 28 | Improved infrastructure for vulnerable users.  |
| 29 | transit  |
| 30 | Sidewalks.   |
| 31 | Parking at light rail station  |
| 32 | Need better walking corridors in these areas.  |
| 33 | walking  |
| 34 | Sidewalks, lighting  |
| 35 | I don't really understand the benefit of this option   |
| 36 | East west bussing needs improvement  |
| 37 | This scenario seems much more challenging to provide good transit access to and from the stations and these clusters.  |
| 38 | Transit and pedestrian connections to light rail stations.   |
| 39 | Connectivity to the 130th & 145th St. ST stations  |
| 40 | With so much distance between hubs, need more paths, walkways, bikeways to make it easier to get around away from the hubs.  |
| 41 | I don't like this option!<br><br>::sigh::<br><br>Most important: More transit. More frequent. more east-west routes. more.   |
| 42 | SIDEWALKS!   |
| 43 | single occupancy vehicles  |
| 44 | Sidewalks need to be built and new transit routes  |
| 45 | Biking   |
| 46 | As always, sidewalks. The lack of sidewalks in this area is really hard, especially for people with small children and those with disabilities   |
| 47 | traffic calming, bike lanes, transit and streetscape improvements on Roosevelt.  |
| 48 | More contiguous sidewalks  |
| 49 | abolishing single family zoning  |

## Future Land Use Scenario 3 - Neighborhood Hubs

### Fall 2019 Online Workshop

Prompting Question: What is the most important transportation improvement (for walking, biking or taking transit) needed to support Scenario #3?

#### Open-ended Responses

|    |  |
|----|--|
| 50 | Increase transit west-east/east-west and north-south/south-north to and from the stations  |
| 51 | Bike Lanes to hubs.  |
| 52 | Don't plan around what angry neighbors feel is necessary. They aren't urban planners. No concentrating on nodes or corridors.  |
| 53 | Walking  |
| 54 | transit  |
| 55 | Transit  |
| 56 | Walking and biking connections to the stations   |
| 57 | Sidewalk improvements within the hubs and from the hubs to the transit stations  |
| 58 | Sidewalks on all arterials... seems impossible given the current pace of sidewalk creation.  |
| 59 | Bus  |
| 60 | Transit  |
| 61 | get lightrail built sooner!  |
| 62 | Roosevelt way has a big slope, so transit will need to be frequent in that area to get people with limited mobility to light rail.   |
| 63 | More metro routes will be needed   |
| 64 | Walking on 130th and over i5   |
| 65 | Provide safe pedestrian and bike lanes fully separated from vehicle traffic, using the ghost portion of Roosevelt Way to connect the Interurban Trail to the 130th St. station. The City of Seattle owns 40 ft of right-of-way--the width of Roosevelt Way allowing for fully-separated bike and pedestrian passage in addition to calmed vehicular traffic. |
| 66 | Add ped/bike separated crossing of I-5 at 130th St station   |

## Future Land Use Scenarios - Common Themes

### Fall 2019 Online Workshop

Prompting Question: Do you see any common elements or themes emerging from your likes and dislikes for the three scenarios?

Open-ended Responses

| #  | Responses   |
|----|---|
| 1  | Keep green spaces, provide access through 130th to the transit station from Olympic Hills   |
| 2  | Yes direct access from Olympic Hills. And improvements for lake City  |
| 3  | i Like minimized development of green space   |
| 4  | I dislike scenarios that privilege maintaining single-family housing over increasing density. I like scenarios where a large number of people can access both light rail and new development without driving and parking, and that have transit options for those who can't walk or bike.     |
| 5  | Concerns about parking and traffic. Concerns about displacing low income residents.   |
| 6  | My love of the green space, woods, and parkland and its deterioration in recent years. There has been some restoration, and now its under threat again, from the added crime and pollution in the neighborhood. Destroying trees and parkland isn't how cities are improved.                  |
| 7  | Better east/west transit and pedestrian/bike safety along 145th and 130th. Also, more density around arterials near the light rail station.   |
| 8  | Community meeting places, safe travel for pedestrians and preservation of green spaces.   |
| 9  | Preserve community, increase safety, retain quiet residential areas and build density where it already exists   |
| 10 | preserving greenspace   |
| 11 | I like #1. Best. 2 might be ok but don't know what would be done within dash lines that is where my house is I believe. Want a safe walkable neighborhood. We need safe streets. Too much density. And aurora is dangerous to cross and my intersection at 143 and Stone ave N is a nightmare |
| 12 | I think density near the station is key. Which is why I also think 130th is not a great location for a station. Developing the greenspace is a bad idea, but density is needed near stations.   |
| 13 | I would prefer that more people benefit; I would prefer opportunities for the development of small businesses; I would prefer development that made as large an area as possible more bikable and walkable.   |
| 14 | They all involve increased density near the highway, which has negative health consequences. None of them emphasize redevelopment of Jackson Park Golf Course as the top priority. I do like that all of them call for upzoning, which is reasonable.   |
| 15 | I like focusing density on transit, but my main issue with all three is that they're NOT NEARLY ENOUGH. Seattle needs more homes more MHA, and this doesn't cut it. You should do all three.  |

## Future Land Use Scenarios - Common Themes

### Fall 2019 Online Workshop

Prompting Question: Do you see any common elements or themes emerging from your likes and dislikes for the three scenarios?

Open-ended Responses

| #  | Responses   |
|----|---|
| 16 | These three scenarios need to be combined into a single one. Upzone the 15-min walkshed around each station. Upzone a 10 min walkshed along the length of 145th and 150th. Add new urban villages.  |
| 17 | I like the increased density near the stations but a common theme seems to be not going bigger. There's still far too much of the light yellow areas that are left "undisturbed."   |
| 18 | The need to leverage and build upon the large transit investments at 130th and 145th to make these two stations community hubs of walkability and cultural activity.  |
| 19 | We like scenarios that don't change the fundamental characteristics of the neighborhood: peaceful (quiet), plenty of parking, a cafe that you could walk to AT the transit station or at areas that are already mixed use. Please don't change our land use zoning near Lakeside; please don't build tall condo/townhome buildings in our affordable area with lots of tree canopy.   |
| 20 | Of the scenarios for which there is praise, it is in how they add density and opportunities near to future light rail stops and allow for community oriented development.<br><br>My common criticism is that these scenarios, to one scale or another, are conservative in making changes. Honestly, a combination of Scenario 1 and 2 would be the most preferable. As it would allow for the opportunity for future development along major throughfares as well as <u>development within the neighborhoods</u> . |
| 21 | The consideration of where to draw the blue lines should be informed by what exists there already, minimizing impact on current residents, vegetation, and topology. It does not need to be a specific shape (circle) but a sensible plan combining scenario 3 with scenario 2 can truly <u>improve the neighborhood without giving up it's valuable attributes.</u>  |
| 22 | I don't like the density increase in all of them  |
| 23 | 2 & 3 do not have a broad overview of Seattle's needs for housing density connected to non-polluting rail trasport--we need upzoning now  |
| 24 | Population / density increase is going to happen! Let's make sure we're planning to make the connection between people and the businesses they need easy and reduce the need for car trips and traffic.   |
| 25 | too much single-family zoning   |
| 26 | I'm prioritizing being able to walk or bike from your home to one of the light rail stations. So sidewalks, safety, businesses (so you can grab a coffee/drop off your drycleaning/drop off your dog at dog daycare before you get on the train to work; pick up a prescription or some minimal groceries on your way home), and density are key.   |
| 27 | Need improvement in cross city (E-W) transit  |

## Future Land Use Scenarios - Common Themes

### Fall 2019 Online Workshop

Prompting Question: Do you see any common elements or themes emerging from your likes and dislikes for the three scenarios?

Open-ended Responses

| #  | Responses   |
|----|---|
| 28 | displacement of current residents   |
| 29 | Not enough density, doesn't eliminate single family zoning  |
| 30 | These Scenarios needlessly destroys medium income affordable single family housing, and does nothing to support access to that station from residential areas east or west of that station. Installation of existing Sound Transit light rail stations in South Seattle did not result in such an expansive change in land use over such a wide area around each station. |
| 31 | Yes: Improved infrastructure for vulnerable users!  |
| 32 | Priorities: preserve green space and access east-west across  |
| 33 | Concentrating development around the station and improving non-vehicular traffic to the stations are great. Increasing East-West transportation is also key.  |
| 34 | They all require significant improvement to sidewalks within the neighborhoods. Many busier roads and walk ability is a challenge   |
| 35 | Yes. I am concerned that all this unruly density already in the works is going to create neighborhoods with housing too small for families, streets clogged with parked cars, and social inequities caused by lack of greenspace, parks, and clean air. Scenario I looks the worst for this.  |
| 36 | Protecting green spaces; utilizing existing thoroughfares while increasing transit/biking/walking options; enhancing the east/west connection.  |
| 37 | I like that they include 130th development for shops and retail   |
| 38 | I like that there will be an effort to create better walking/biking paths and will connect residents to a closer hub for a sense of community that is currently not there.  |
| 39 | Concern that I won't use the station, or let my kids use it, if the path from our house is unlit, lonely, and exposed to car traffic.   |
| 40 | Transit connections between stations and mixed use/retail areas   |
| 41 | Pedestrian access, not building just around where the cars currently are. Scaling up density; taking advantage of the opportunity to rezone with light rail coming in.  |
| 42 | easy bus access to light rail   |
| 43 | Likes: strengthen 130th & 145th St. station access<br>Dislikes: Does not urbanize the 130th & 145th station area enough. They are not forward looking. They are 1980's concepts instead of what then should be: 2050's concepts.  |
| 44 | Building community and growing businesses. Walk ability to new centers.   |



## Future Land Use Scenarios - Common Themes

### Fall 2019 Online Workshop

Prompting Question: Do you see any common elements or themes emerging from your likes and dislikes for the three scenarios?

Open-ended Responses

| #  | Responses   |
|----|---|
| 45 | <p>I want an economically/racially diverse neighborhood.</p> <p>I want better use/options for non car related transport.</p> <p>I want low rise development to preserve light and people's desire to interact with public spaces.</p> <p>I want lots of public green space that is designated for use by the neighborhood (pea patches, play grounds, dog runs, town square).</p> <p>I want easily accessible public space (meaning free to use) that offers multiple use scenarios all in one place.</p> <p>I want lots of free, clean, safe, warm, toilets.</p> <p>It should be easy to get my stroller, wheel chair, and tired aunty, to and from these public spaces.</p> |
| 46 | I dislike ANY option that REMOVES OR CHANGES GREEN SPACE  |
| 47 | No.   |
| 48 | East/west connections between stations and surrounding neighborhoods are critical.  |
| 49 | All lack improvements of sidewalks in the areas   |
| 50 | Improve 130th and 145th streets and provide frequent bus connections to the stations from already existing urban hubs (Bitterlake and Lake City). Provide separated protected bike lanes/corridors to the stations. Improve sidewalks and crosswalks.   |
| 51 | 1) Impacts to green space - Jackson Park. 2) Community gathering vs risk of strip malls focused on shopping without community.  |
| 52 | Yes— I want more. More stores, services, restaurants, amenities. And I want them to be more accessible by foot or bike.   |
| 53 | potential density in several places is great  |
| 54 | want to make sure to preserve greenspace as well as make it easy to get to the station by bus   |
| 55 | We absolutely need more density, more housing, more supporting commercial and community amenities and all three of these offer ways to pursue these goals that are worthwhile.  |
| 56 | they all suck for equitable development and walkable neighborhoods  |
| 57 | Higher density near the stations, improved connections with transit/biking/walking, connections to existing urban villages, parks, schools, mixed used  |
| 58 | 130th street station makes no sense. 145th st is enough.  |

## Future Land Use Scenarios - Common Themes

### Fall 2019 Online Workshop

Prompting Question: Do you see any common elements or themes emerging from your likes and dislikes for the three scenarios?

Open-ended Responses

| #  | Responses   |
|----|---|
| 59 | The only solution here is to incorporate all three at once. Use the expansive boundary of option one and upzone accordingly. Upzone the corridors in option two and the node in option three. Each plan alone can only do so much, all three together can do the best thing for the city. |
| 60 | More housing near the stations  |
| 61 | provide the maximum number of people/geographic area served by transit station  |
| 62 | Yes. I believe that the stop at 130th should be eliminated.   |
| 63 | All ages and abilities walking and biking connections to the stations particularly the 130th Station.   |
| 64 | Sidewalks and better locations for expanded retail shops & restaurants  |
| 65 | Yes. Need more sidewalks and a reduction in car lanes or speed limits.  |
| 66 | nope  |
| 67 | Need for cycling and walking infrastructure on 5th and 130th; better transit connections to Lake City   |
| 68 | Like the increased opportunity for density and walkability  |
| 69 | Scenario One and Two provide more public good, in comparison to Scenario Three. Consequently, I for One or Two over Scenario Three  |
| 70 | Improve east-west access to 130th St station  |

## Future Land Use Scenarios - Preferences

### Fall 2019 Online Workshop

Prompting Question: Of the three scenarios, which one do you prefer? Why did you pick that scenario?

Open-ended Responses

| #  | Responses   |
|----|---|
| 1  | It is best for my family, and where we live   |
| 2  | Connects Lake City which could use revitalizing. East/west corridor is helpful for local shopping, restaurants.   |
| 3  | Spreads improvements along 125th  |
| 4  | Fosters a connection between the urban villages   |
| 5  | Supports people who live farther out from the light rail and spreads out development. Those areas are also currently quite run down and improvement would revitalize the area   |
| 6  | East-west travel can be difficult in Seattle without a car. This scenario could help make businesses and homes along Aurora more accessible by light rail.  |
| 7  | Cities that maintain and improve their trees and open spaces are healthy and beautiful.   |
| 8  | It uses the land around existing arterials and right of way for commercial and service development.   |
| 9  | I like the development along established corridors and that it seems to connect urban hubs further from the east and west, i.e. Lake City to easier access of the light rail.   |
| 10 | i already explained.  |
| 11 | Because I need more info about scenario 2 as it VERY MUCH directly impacts my home.   |
| 12 | preserves greenspace and does not increase traffic  |
| 13 | Complemented shoreline. I liked # 2 but don't know what might happen on blue dash zone where my house appears to be   |
| 14 | Increases density without impacting greenspace. I want to pick #2, but I know that if density increases in the #3 areas, it will also follow around the station in time, while hopefully protecting the parks.                            |
| 15 | It potentially could transform a larger part of NE Seattle and would benefit Shoreline as well--so a large population could be affected. It has the potential to make this part of the county much more walkable and bikable and livable. |
| 16 | It avoids having hubs that span I-5 or stretch along busy roads. I think people would prefer to have more dense housing in places with cleaner air and less traffic.  |
| 17 | It's the least bad  |
| 18 | These three scenarios need to be combined into a single one. Upzone the 15-min walkshed around each station. Upzone a 10 min walkshed along the length of 145th and 150th. Add new urban villages.  |
| 19 | It seems to get us the most density and broadest number of housing units closest to the light rail stations.  |
| 20 | Requires a redevelopment of the golf course into a mixed use district that has great housing, services, and park space for all.<br>creates a very walkable hub around each station, creating a local and regional impact.                 |

## Future Land Use Scenarios - Preferences

### Fall 2019 Online Workshop

Prompting Question: Of the three scenarios, which one do you prefer? Why did you pick that scenario?

Open-ended Responses

| #  | Responses   |
|----|---|
| 21 | We picked this scenario because it has the least displacement to the current residents and allows for a good cafe to go in at areas that are already mixed-use zoning. This scenario does the least damage to the tree canopy, maintains our green space, and preserves our neighborhood.   |
| 22 | The decision between Scenario 1 and 2, Scenario 2 makes the most sense as it utilizes current thoroughfares with some sidewalk development. Arguably, there should also be changes along lesser used arterial roads like Meridian, First, Fifth and Roosevelt, to allow for future expansion  |
| 23 | It appears to be the only one using existing development as the nucleus for further development, and it does not appear to guaranteed removal of green space / parks.   |
| 24 | most housing density closest to stations.   |
| 25 | east west connection will draw more people  |
| 26 | Least impactful to current residents  |
| 27 | Because there is already shopping on Aurora (new Sprouts going in)--and it is the walkability to nearby transport and density that is attractive and needed to make Seattle more affordable   |
| 28 | Gives the most people easy access to transit and stores/businesses they can use   |
| 29 | better east-west connections to existing density  |
| 30 | It's the one that concentrates the most housing closest to the stations.  |
| 31 | Builds on existing communities and infrastructure.  |
| 32 | less complicated & practical. Low, if any, displacement of residents  |
| 33 | This Scenario #2 needlessly destroys medium income affordable single family housing more than 1 block away from North 130th Street and North 145th Street, and does nothing to support access to that station from residential areas east or west of that station. Installation of existing Sound Transit light rail stations in South Seattle did not result in such an expansive change in land use over such a wide area around each station. However, it is the least needlessly destructive and most logical of the three scenarios. |
| 34 | Best overall utility for residents.   |
| 35 | We need to east-west connection to increase the usefulness of the link rail line  |
| 36 | Spreads out development to have a greater impact on surrounding areas, improves east-west walk-ability and access to station from more parts of neighborhoods.  |
| 37 | Development on Auroua is badly needed and would make the neighborhood safer and more inclusive  |
| 38 | Because it seems to have the lowest displacement impact.  |

## Future Land Use Scenarios - Preferences

### Fall 2019 Online Workshop

Prompting Question: Of the three scenarios, which one do you prefer? Why did you pick that scenario?

Open-ended Responses

| #  | Responses  |
|----|--|
| 39 | I think it's important to create density along 145th and 130th, creating communities that utilize the light rail for transportation, while protecting the single family dwellings in the communities surrounding. Also, maintaining the parks (Jackson Park, Northacres Park, Albert Davis, so more families can easily access and use them).  |
| 40 | Larger area and more potential for walking/biking  |
| 41 | Will impact the largest amount of people   |
| 42 | It flows with the neighborhood better.   |
| 43 | It seems to make the most sense—density near the new development, but update ease of getting to that density   |
| 44 | Disturbs the least amount of surrounding community   |
| 45 | As noted in comments it provides more density along the natural routes/corridors that link the light rail station to urban villages and other community spaces   |
| 46 | Emphasis on walksheds; recognizing the value of the land adjacent to light rail. Building diverse walkable neighborhoods without assuming that single-family zoning is sacred.   |
| 47 | Best chance to urbanize both station areas WHILE KEEPING EXISTING OPEN SPACE.  |
| 48 | It spreads out the services/businesses/mixed use centers. Doesn't concentrate the hubs in smaller areas, which would thereby increase congestion.  |
| 49 | It puts commercial development along existing corridors. I still want to see low rise, diverse, dispersed, housing development through the neighborhoods. Our neighborhood should be better at density than Ballard. The apartment blocks in Ballard seem terrible places to live. They create dark uninviting streets, and there doesn't seem to be enough greenspace to make up for creation of the density. |
| 50 | It finally gives Pinehurst a neighborhood hub!   |
| 51 | Has the best impact to transit and energizing the affected communities.  |
| 52 | Like connecting east west and increasing transportation - can we make walkways that are not on roads? like bike and walkways without extra traffic?  |
| 53 | Serves a lot of people in the existing neighborhoods, spreads development out instead of clustering it next to noise and pollution from I5.  |
| 54 | Served larger group  |
| 55 | Focus on walkability, not adding more car/parking congestion on 130th / 145th.   |
| 56 | it serves the most underserved   |
| 57 | Connects more communities and brings resources to neighborhoods while reducing the burden on main transit lines. Opportunity to preserve the green space within the broader plan (Jackson/Other parks).  |
| 58 | The area around 130th St station is too constrained by I-5 and park lands.   |
| 59 | Bc it includes the most development  |

## Future Land Use Scenarios - Preferences

### Fall 2019 Online Workshop

Prompting Question: Of the three scenarios, which one do you prefer? Why did you pick that scenario?

Open-ended Responses

| #  | Responses   |
|----|---|
| 60 | it makes the most sense to build density initially around light rail stations and let higher intensity uses fill in farther away from stations  |
| 61 | If we don't do this, we will simply allow the single family neighborhoods around the station to become expensive single family neighborhoods. That would be tragic. Right now, there is affordable land that can be developed into a more sustainable neighborhood with abundant affordable housing. Shoreline is ahead of us here and at the community workshop I heard directly from a neighbor there who said her whole block decided to sell to a developer together. That is what we should be pursuing, excellent payouts for existing home owners and a chance to add desperately needed housing next to light rail and commercial/community resources for the north end |
| 62 | least racist and classist in intent, best investment for a station  |
| 63 | Increases density near the stations, has the potential to improve transit/biking/walking routes connecting with the stations, connects to existing urban villages, parks, schools, mixed used, doesn't use i-5 as the center of the development   |
| 64 | Connects shoreline density to transit.  |
| 65 | It's the only option with an appropriate amount of land area. I wanted to select all three, but having us pick one is limiting.   |
| 66 | Maximizes housing near the stations   |
| 67 | I live in the circled areas   |
| 68 | reminds me of European cities that maximize the use of public transit. provides a larger geographic area that is improved/updated/has easy access to transit station.   |
| 69 | Better access   |
| 70 | Connections to the urban villages   |
| 71 | Expands and improves current hubs, which are already logically placed and drastically need improvement to sidewalks, parking and traffic flow   |
| 72 | Makes the most sense to build up businesses walking distance from the Light Rail.   |
| 73 | Makes the most sense. Connects east & west neighborhoods. With zoning changes that will offer apartments/condos/shops/restaurants it will make for a well connected, vibrant community.   |
| 74 | It best serves light rail   |
| 75 | already said.   |
| 76 | It makes the most sense given that people like to be able to do things near transit such as shopping and errands, coming to and from work.  |
| 77 | Concentrates development along existing corridors   |
| 78 | public good favored over private property interests.  |

## Future Land Use Scenarios - Preferences

### Fall 2019 Online Workshop

Prompting Question: Of the three scenarios, which one do you prefer? Why did you pick that scenario?

Open-ended Responses

| #  | Responses   |
|----|---|
| 79 | Actually, I prefer a mix of 1 & 2 ... in general option 2 but much greater density in non-park land near stations. It would be great to have parks close to stations and close to high-density (like New York's Central Park) |

## Future Land Use Scenarios - Other Land Use Feedback

### Fall 2019 Online Workshop

Prompting Question: What other feedback or ideas about future land use do you want to share with us?

Open-ended Responses

| #  | Responses  |
|----|--|
| 1  | Protect Thornton Creek!  |
| 2  | Get rid of encampments. Lake City Pinehurst and Olympic hills families are scared to use what we have, how will these new spaces be safe   |
| 3  | If you develop green space please only do so for highest density use   |
| 4  | We can't create an inclusive, green city without converting some single family housing to higher density.  |
| 5  | Any new development should have large trees planted along the streets.<br>We don't need any more stadiums.<br>We should stop tearing down beautiful old buildings.<br>Ugly ones from the 70's are fine though.   |
| 6  | I would like to see more multi-family housing zoned along existing arterials, which would improve density and access to transit while preserving single-family neighborhoods and open space.   |
| 7  | Include Green areas as that is a big part of the appeal for me about this area   |
| 8  | Incorporate something like Lake Forest Park Commons in area. We need a lot more of these indoor 'Parks' in the area.   |
| 9  | I'm terribly disappointed with how non-representative the info-gathering process has been. Outreach to people who actually live here has been nowhere near enough, so who is really informing your decision-making? There were many people at the meetings who don't even live here and who are skewed young and active and bicyclists with an agenda - as well as those who are in a hurry for the 130th station. I've talked to several neighbors who are NOT in a hurry, and I'm not either. I'm very concerned about who will be pushed out and will lose community and not have the resources or energy or time to create a new life. public transit in its current incarnation serves a narrower slice of humanity here than it has historically (I've been riding the buses since the 60's) |
| 10 | We really need sidewalks to improve safety, traffic flow, esthetics, accessibility, and to actually give people a realistic pathway to the stations.   |
| 11 | Greenspaces safe walking streets. Great bus service from greenwood ave to I5 on 145th<br>Independent cafe and restaurant - not fast food   |
| 12 | Seattle would be a much nicer place to live if we didn't have to drive everywhere.   |
| 13 | Single-family housing zones should be replaced with multi-family housing zones around all urban villages.  |
| 14 | everything within 1 mile of a light rail station should be upzoned to at least LR1   |
| 15 | Do all three of these concepts. They all have ideas worth considering, but their weaknesses are made up by the other alternatives. Additionally, look into the golf course. Turn the corners into housing, near the station, for example. Turn the rest into non-golf parks.   |



|    |  |
|----|--|
| 16 | Jackson Park needs to be preserved, though perhaps repurposed, maybe get rid of the 9 hole course for more green park space. 130th Station was always going to be problematic because of the adjacent green spaces. Truthfully, the developments toward building density near the station should be a hybrid of the three scenarios backed up with frequent and easy to use transit feeders, along with improved walking and biking infrastructure.  |
| 17 | These three scenarios need to be combined into a single one. Upzone the 15-min walkshed around each station. Upzone a 10 min walkshed along the length of 145th and 150th. Add new urban villages.   |
| 18 | Even if the entire golf course can't be redeveloped, take the areas of the course that are closest to the stations, replacing the golf holes that are removed to the Par-3 nine hole course area. This would allow for the green space that is directly adjacent to the stations to actually be utilized by the public and be very accessible from the transit hubs. Definitely want to push for density around the transit hubs to make the most of the huge transit investments that we're making. We need to get the most impactful ridership numbers as possible |
| 19 | Don't change our zoning near 145th west of I-5. We want to preserve our neighborhood and its affordability and space.  |
| 20 | There are plenty of areas around light rail that are currently zoned SF7200. Plans of changed land use should include alteration of those zones to allow more flexibility on the part of land owners to subdivide or build duplexes, triplex, and quadplexes, or otherwise have a greater hand in changing the use of their lands to other residential uses. Density is going to be, in part, driven by incentives on current land owners to either redevelop or sell a profitable investment to private developers  |
| 21 | We lost a lot of trees for this project. In return, it must be completed and serve the neighborhoods impacted. The passage of "car tabs" cannot delay the 130th street station. Refuse eminent domain, and incentivize land owners to maintain mature trees. Do not allow development to remove mature trees or degrade the habitat associated with our parks and nearby homeowners who keep large trees near the parks.   |
| 22 | The infrastructure needs to come first. Its crazy we don't have sidewalks and still have rural drive up mailboxes  |
| 23 | rezone now--density is coming if we are wise--I lived through the Charlie Chong days when density was a dirty word and what the Puget Sound area got was uncontrolled sprawl that we are still paying for in Issaquah, Covington, Black diamond and the Snoqualmie valley--in the future scenarios of rising temperatures and survival-we cannot afford such short-sightedness-we need a green environment -and a functional, livable city   |
| 24 | like Minneapolis, get rid of single-family zoning and promote thoughtful development to keep up with population growth   |
| 25 | I live in Shoreline and I wish they would relax the constraints on accessory dwelling units like Seattle recently did. Right now an ADU can't be more than 50% the size of the main house - on my street most of us have 1200 sq ft houses, which means 600 sq ft max for an ADU. Not many people want to live in a 600-sq-ft house.   |
| 26 | Need to focus on development of affordable housing through construction incentives (tax breaks or better access to other amenities)  |
| 27 | Do not displace current residents.   |

|    |   |
|----|---|
| 28 | Think big, and don't let this once in a generation opportunity to capitalize on a multi billion dollar public investment in light rail be wasted due to short term thinking or fear of public blowback.   |
| 29 | None.   |
| 30 | No other ideas at this time.  |
| 31 | Pedestrian access needs quite a bit of improvement to accommodate light rail station access, especially around Haller Lake, and across I-5 bridge area.   |
| 32 | Rebuild Northgate elementary  |
| 33 | We a good stock of low-income housing near stations. Some of these dying retail outlets should work well for a conversion.  |
| 34 | Please protect our green spaces and single family homes! It's so nice to have commercial to bike/walk to, or take a bus to, without sacrificing the neighborhoods and communities.  |
| 35 | Make sure to improve biking and walking around those neighborhoods.   |
| 36 | Please consider pedestrian safety above all else. Would you let your 13 year old daughter walk in the dark winter mornings from 135th to the station?   |
| 37 | I'm worried about the increase of traffic on 145—it's already impossible to get out of my driveway!   |
| 38 | Stronger design standards to avoid more "6 pack" townhomes and other cookie cutter boxes with windows. We have so much uninspiring development already so make these more attractive in terms of design features that incorporate landscaping, small spots to stop and rest, etc. |
| 39 | This a golden opportunity to transform land use; it will be more difficult to rezone again in the future. Maintaining Jackson Park as a golf-course (in its entirety) would be a huge waste with light rail access directly adjacent.   |
| 40 | Think big. Vancouver, PRIOR to its sky train started developing dense high rise areas near what it knew would be future light rail stops so that the density was already there when sky train opened. Now they are redeveloping those hubs to accommodate even higher density.    |
| 41 | The landscaping and art implementations are important to make the hubs and surrounding areas beautiful. Good lighting to help with safety.  |
| 42 | Seattle is growing and our current zoning surrounding the new stations should be relaxed to allow for future development.   |
| 43 | Lots of bicycle and pedestrian infrastructure.  |
| 44 | If you want walkable areas, increase sidewalks and transit lower speeds on roads  |
| 45 | Once parks have been developed they are gone. We need to preserve our open spaces while we have them. Focus development and growth on the perimeter.  |
| 46 | For the love of everything holy, more sidewalks. I want so badly to walk places with my two small kids but there's no where to go (save northacres and Valero) and no safe way to get there   |
| 47 | eliminate single family zoning and convert Jackson Park Golf Course to a higher and better use (housing, retail, active greenspace for wider population).   |

|    |  |
|----|--|
| 48 | Go big. Many of us in District 5 live here because it is affordable, not because we are clinging to the rather sad suburban land use patterns. of the north end. We want more density across the District to become more like the urban villages to our south. Do not assume that bold visions to address housing affordability and sustainability will be met with fierce resistance. |
| 49 | it needs to be bigger and more vISIONARY   |
| 50 | Preserve open spaces and parks   |
| 51 | Why have 2 stations so close together? 145 is already zoned properly, lets stick with that and not cannibalize it with another close station at 130th.   |
| 52 | Upzone Upzone Upzone it all.   |
| 53 | No more single family zoning   |
| 54 | Provide dedicated bus lanes for frequent routes to link stations.  |
| 55 | Please put bike paths on non-arterial streets. Paths on the shoulders of arterials are simply too risky for all but the most experienced bike rides  |
| 56 | The city needs affordable housing more than anything else in my opinion. Please prioritize density within walking distance to Light Rail.  |
| 57 | I would like to see more multi family or retail/restaurant land use changes along NE 125th St. This would be a perfect area to make this change, as it is near Northgate and in between Lake City and the 130th light rail station. Having new businesses and nice new, affordable housing options would be an incredible addition to a growing and diverse community.                 |
| 58 | Do all three scenarios   |
| 59 | more open space  |
| 60 | Improve walking access from 15th and 135th NE to stations  |
| 61 | A bike path connecting the Northgate Station to the "Trail Beneath the Rails" City of Shoreline project should be completed in time for the opening of the two Seattle Light Rail stations, using the shoulder of 5th Ave.   |
| 62 | As I expressed in answer to Question 13  |

## Appendix B - Mobility Improvements Feedback

Appendix B includes the following:

- Transcribed notes of table discussions, handouts, and easel notes from the September 29, 2019 Community Workshop
- Open-ended comments of mobility improvements from the Online Workshop (October - November 2019)
  - Mobility Improvements - Walking
  - Mobility Improvements - Other Pedestrian Improvements
  - Mobility Improvements - Biking
  - Mobility Improvements - Transit
  - Mobility Improvements - Other Feedback

**Note:** Photos of materials from the September 28 Community Workshop with notes and comments can be found on the 130th and 145th Station Area Planning project website.

# Mobility Improvements

## Fall 2019 Community Workshop

Comments were collected at the information station as well as from small group discussions. There were 8 7 tables, each table discussed at least two modes.

## Walking Network

### 145<sup>th</sup>

- Very hard to walk home along 145th
- Safe walking for lakeside students along 145<sup>th</sup> and south on 1<sup>st</sup>
- Need sidewalks on 145<sup>th</sup>
- 145<sup>th</sup> between Aurora and 5<sup>th</sup> Ave sidewalks
- Traffic backs up along Meridian (x2)
- Work together with Shoreline @ 145th!
- Really? No focus on this section of 145<sup>th</sup> (between Aurora and 1-5) for better/wider sidewalks?? Too narrow for strollers even...wheelchairs

### 120<sup>th</sup> (between Roosevelt Way NE and 15<sup>th</sup> Ave NE)

- Dead ends [because of Thorton Creek?]

### Roosevelt

- Improve for safer walking
- Improvements to Roosevelt and 125<sup>th</sup> intersection is so needed. A lot of folks use the bus stop here by the intersection, design is very dangerous

### 130<sup>th</sup>

- Improve sidewalks where substandard to connect with Broadview School (5<sup>th</sup> Ave to Greenwood Ave N)
- Upgrade signal
- Improve sidewalks along 130<sup>th</sup> and around the perimeter of Ingraham High School
- Need walk bike connections on 130<sup>th</sup> or 128<sup>th</sup> from 8<sup>th</sup> to 15<sup>th</sup> Ave
- South on-ramp at 130<sup>th</sup> and I-5 very dangerous and hard to navigate Mobility access
- NE 130<sup>th</sup> between Interurban trail + I-5 not pedestrian friendly. 128<sup>th</sup> is a better option but isn't connected continuously
- Pedestrian crossing I-5 ramp on NE 130th is challenging
- Sidewalks and walkability near 130<sup>th</sup>
- Desperately need sidewalks within walking distance of 130<sup>th</sup> station. Will have a ton more cars parking in the neighborhood
- Fix the crosswalk to North Acres Park (crossing the on ramp to I-5 south) needs at least a yield sign and crosswalk areas
- Explore a new bike and pedestrian trail along 130<sup>th</sup> between 8<sup>th</sup> and 12<sup>th</sup> where 130<sup>th</sup> ROW exists (along the south side of the green space)

### *Jackson Park Trail*

- Make sure perimeter trail is accessible if needed for station access
- Multi-use vs. recreation
- Trail has many tent encampments “sketchy” better lighting maintenance security/safety
- North of Jackson Park along 145<sup>th</sup>, mixed use trail needed
- Overgrown barrier in the NE area of Jackson Park
- Would not be ADA
- #14 – grade challenging. This is a mostly forested park-type use. Not advisable
- Needs lighting on path
- Campers behind p-patch
- Safety concerns, lighting, shrubs overgrown
- Golf Course Trail
  - Safety concerns
  - Cars are parked on both sides of NE 135<sup>th</sup>
  - Not well lit
  - Dense vegetation
- Difficult to access Golf Course trail from 125<sup>th</sup>. Walk thru north towards trail is difficult
- Make Jackson Park permeable by bikes and pedestrians in all directions
- Light path on south side of Jackson Park is okay
- People want to walk to the trail/golf course from Roosevelt Way and 135<sup>th</sup> St but more car traffic because of golfers
- Can we find a way to get folks through the golf course? Major barrier to walk/bike station access

### *135<sup>th</sup>*

- Steep road connecting Jackson Park trail to 15<sup>th</sup> Ave
- Cars parked on both sides of the street, unsafe to walk along

### *1<sup>st</sup> Ave*

- Connect sidewalk from Roosevelt to NE 125<sup>th</sup> on 1<sup>st</sup>. Need a good crosswalk on 1<sup>st</sup>
- Is there sidewalk on 1<sup>st</sup> just south of 145<sup>th</sup>?
- Dangerous to cross at 1<sup>st</sup> and 130<sup>th</sup> with on ramps left turnings not looking
- Dangerous intersection at 1<sup>st</sup> and Roosevelt. Need crosswalk, cars will short cut through the gas station
- 1<sup>st</sup> Ave backs up, and has been backing up even more with 5<sup>th</sup> closed. Even less comfortable for pedestrians
- People park on asphalt path
- Crosswalk only serves Lake Side students, need something to serve the neighborhood (goes from parking lot to the school)
- Traffic backs up going north on 1<sup>st</sup>
- Need sidewalks and crosswalks on 1<sup>st</sup> Ave between 145<sup>th</sup> and 130<sup>th</sup>
- 1<sup>st</sup> and Roosevelt intersection – cars turning right do not see pedestrians
- 1<sup>st</sup> doesn't have sidewalks today
- No sidewalks on 1<sup>st</sup> Ave NE
- No Sidewalk along North Acres Park (east side of 1<sup>st</sup> Ave)

### 8<sup>th</sup> Ave

- PLEASE put in sidewalks on 8<sup>th</sup>! Folks don't like walking on 5<sup>th</sup> by the freeway, so they walk on 8<sup>th</sup>. Very dangerous, no crosswalks either.

### 115<sup>th</sup>

- Missing sidewalks at school and retirement home between Pinehurst Way and 15<sup>th</sup> Ave

### Greenwood Ave N

- Lights to cross Greenwood at bus stops 120<sup>th</sup>
- Eliminate perpendicular parking along all of Greenwood Ave N blocking pedestrian right of way
- Fill in additional gaps along crossings and bus stop locations

### 15<sup>th</sup> Ave

- Sidewalk buckling on 15<sup>th</sup>
- 15<sup>th</sup> Ave, 130<sup>th</sup>, 145<sup>th</sup> no accessible sidewalk, especially west side

### 125<sup>th</sup>

- Need sidewalks south of NE 125<sup>th</sup> around 8<sup>th</sup> and Roosevelt Way NE
- Dangerous intersection at 122<sup>nd</sup> and Corliss
- Stop sign and crosswalks at 125<sup>th</sup> and Densmore
- Improve 4-way stop and crosswalk at 125<sup>th</sup> on the west side of Haller Lake

### 128<sup>th</sup>

- Traffic calming needed at #19 (128<sup>th</sup>)

### 5<sup>th</sup>

- Existing gravel trail along 5<sup>th</sup> Ave at Jackson Park Golf Course not ADA usable or bikeable

### Additional Projects

- No sidewalk on 5<sup>th</sup> between 130<sup>th</sup> (midblock) and 131<sup>st</sup> Place
- 115<sup>th</sup> and 14<sup>th</sup> Ave - Need 1 block sidewalk to connect school and serve retirement home
- Pedestrian access on 120<sup>th</sup> to Roosevelt from 12<sup>th</sup> (see image below)



### Other

- Solar/small wind generation on roofs of station buildings
- General comment: What kind of intermediate ped safety improvements without full sidewalks? "Home Zones" "traffic calming"

- Show shoreline changes for integrations
- Lots of people with dogs in this neighborhood who want a safe place to walk their dogs
- Create a Home Zone in the neighborhood between 15th, Lake City Way, NE 125th and N 115th
- Desire more consistent pedestrian flow without having to zig zag through neighborhood to find pedestrian connections
- Narrow sidewalks
- Trees along I-5 to make 5<sup>th</sup> Ave more pleasant and quieter
- Access to the sound transit stations
- Need curb ramps for seniors and ADA
- General: Sidewalks
- Walking access across the NE quadrant
- Won't walk from either urban village. Invest in other modes
- Need connecting improvements for sidewalks throughout neighborhood, make sure they're connected and ADA for wheelchairs (ramps)

#### *Aurora*

- There's been a lot of human investment along Aurora from 130<sup>th</sup> to 145<sup>th</sup> – new senior apartment buildings, but no ped infrastructure
- Aurora is scary for peds and bikes
- Aurora missing sidewalks
- Need to improve safety on Aurora Ave



## **Bicycle Network**

### *145th*

- 145<sup>th</sup> station to 15<sup>th</sup> – have PBL separated from BRT
- 145<sup>th</sup> is inaccessible on the east side
- North side is inaccessible of 145<sup>th</sup>
- Mixed use trail needed along 145<sup>th</sup>
- Bike facilities on 145<sup>th</sup> (PBL) City of Shoreline Facilities
- Should improve connections/intersections of Corliss and 1<sup>st</sup> Ave with 145<sup>th</sup>.

### *1<sup>st</sup> Ave*

- 1<sup>st</sup> Ave PBL with crossing at 145<sup>th</sup>
- Lakeside pick-up and drop off on 1<sup>st</sup> backs up with lots of cars
- Cyclists currently use 3<sup>rd</sup> from 130<sup>th</sup> (going northbound) but prefers to use 1<sup>st</sup> because of traffic on 3<sup>rd</sup>.

### *Roosevelt*

- Roosevelt neighborhood greenway is a good idea if it is actually safe enough for kids to bike on it alone
- Yes to bike lanes/pedestrian walking on Roosevelt Way NE! Good connection to 99 as well.
- Roosevelt has trees in sidewalk
- Roosevelt has potential – direct route, wide shoulders
- Bike opportunities going N/S from NE 125<sup>th</sup> to PineHurst Way NE?
  
- Need bike storage at the station
- Where would bicyclist park? Lockers, what happens if they are full?
- Avoid greenways near the HS because of HS drivers
- Speed concerns on Meridian and Roosevelt

### *128th*

- 128<sup>th</sup> is nice for bikes now
- Greenway on 128<sup>th</sup> is better
- Prefer the greenway on 128<sup>th</sup>

### *130th*

- 130<sup>th</sup> overpass – need taller railing
- NE 130<sup>th</sup> not suitable for bikes
- Add protected bike lanes on 130<sup>th</sup> connected to Greenwood and Ballard
- Improve 130<sup>th</sup> connectivity to Bitter Lake
- Add bike lanes protected to Greenwood Ave N from 5<sup>th</sup> Ave
- Add protected bike lane (separation needed) along NE 125<sup>th</sup>) and wayfinding very busy street
- Make this [bike lane?] cross I-5 examine greenway route options to facilitate thru connections
- 130<sup>th</sup> is very busy (128<sup>th</sup> greenway is better)
- Cross at 130<sup>th</sup> for biking
- Bike gap on 130<sup>th</sup> between 5<sup>th</sup> Ave and 15<sup>th</sup> Ave

- Connect the facilities from the interurban trail to the existing facility along 130<sup>th</sup> to Greenwood Ave N
- Need the improvement at Ashworth and 130<sup>th</sup> ASAP

#### 15<sup>th</sup>

- 15<sup>th</sup> – need to reduce speed of cars if a bike facility is located there
- 15<sup>th</sup> too narrow to bike on

#### *Jackson Park Golf Course/Trail*

- South side of Jackson Park Golf Course
  - Walk through the park only
- Trail along the south side of Jackson Park Golf course should be for pedestrians only. Steep grade on the west side closer to 5<sup>th</sup>. Bikes need their own route
- Prefer walking trail remains and put bike on street
- Jackson Park Golf Course is a challenge to get around

#### 8<sup>th</sup>

- 8<sup>th</sup> is a lovely bike route, but narrow and steep (90<sup>th</sup> -105<sup>th</sup>) – not great for families (ADA)
- Current traffic on 8<sup>th</sup> has increased. Not safe for families on this street
- 8<sup>th</sup> must safely connect to 130<sup>th</sup> and 145<sup>th</sup> stations unless 5<sup>th</sup> gets much safer
- Multiple accidents on Roosevelt and 8<sup>th</sup>
- Double speed limit driving on 8<sup>th</sup> between Roosevelt and 117<sup>th</sup>

#### *NW Greenway options*

- 137<sup>th</sup> is currently too fast and too much traffic. Can there be less and slower traffic?
- 135<sup>th</sup> – better pedestrian access. High School Kids en mass this zone.
- Not 143<sup>rd</sup> for neighborhood greenway – parked cars

#### 137<sup>th</sup>

- Prefer the greenway on 137<sup>th</sup>

#### 125<sup>th</sup>

- PBL better on 125<sup>th</sup> and 5<sup>th</sup> rather than Roosevelt – too dangerous
- 125<sup>th</sup> – bad sidewalks, overgrown in middle of sidewalk
- Bus stop at 125<sup>th</sup> and 9<sup>th</sup>
- Missing bike connections between NE 125<sup>th</sup> St and 37<sup>th</sup> Ave NE Greenway
- Missing bike connections between NE 135<sup>th</sup> St and 37<sup>th</sup> Ave NE Greenway
- Signalization changes to manage bike-car mix at #31?
- 130<sup>th</sup> essential to safer biking and walkway routes – 145<sup>th</sup> is high traffic

#### 5<sup>th</sup>

- 5<sup>th</sup> Ave No sidewalk between 130<sup>th</sup> and 131<sup>st</sup> Place
- 125<sup>th</sup> option (from 5<sup>th</sup>) requires left turn for bikes
- Bike route down all of 5<sup>th</sup> Ave to connect to Shoreline Rails-to-trails, connects to destinations
- Add protected bike lanes on 5<sup>th</sup> Ave NE
- Bike and pedestrian access on 5<sup>th</sup>

### *117th*

- 117<sup>th</sup> overpass – is this going to reopen?
- 117<sup>th</sup> path closing

### *Corliss*

- Corliss is a great connector if there was a way to cross 145<sup>th</sup>

### *NE 143<sup>rd</sup>*

- NE 143<sup>rd</sup> NG is too steep for disabled folks

### *Ashworth*

- #4 Ashworth is an ok bike route. A little hard to cross 130<sup>th</sup>

### *Additional Projects*

- Greenway on 127<sup>th</sup> east of the station (from 15<sup>th</sup> possibly, 127<sup>th</sup> to 128<sup>th</sup>, to 130<sup>th</sup>)
- Bike and Ped Bridge over I-5
- Lighting improvements on Interurban trail
- Extend bike facilities to Greenwood

### *Other Comments*

- 92<sup>nd</sup> ?
- Electric bike becoming more common
- No direct protected bike lane from 30<sup>th</sup> to 35<sup>th</sup>
- Bike lanes need more separation near Jackson Park
- Greenwood spot improvements needed west of Aurora
- #21 is a must fix
- Need lights on Interurban trail
- Topography challenges.
- Wider sidewalks to accommodate pedestrians and bikes
- Balance bike lanes with higher traffic streets
- Danger of grates and manhole covers in bike lanes
- General – need connections between protected bike lanes, greenways, and trails.
- East end of 117<sup>th</sup> proposed neighborhood greenway is too steep for family bikes and ADA (117<sup>th</sup> @ 20<sup>th</sup> to 25<sup>th</sup>)
- Bike parking at station
- Direct routes are better
- Increase bike connections to destinations on aurora
- Preference for neighborhood streets & least grade routes
- Safe crossings are crucial
- Burke Gilman Connections?
- Ped/bike only crossing at 120<sup>th</sup>

## Transit Opportunities

### *Micro transit*

- Micro transit
- Microtransit
  - What about children and car seats?
  - Bus stops are further apart
- Consider circulator buses to collect in neighborhoods and bring to main corridors
- Expanded micro transit (VIA) – circulator buses (a la Blue dot In D.C.)
- 130<sup>th</sup> Area – microtransit seems like a very good option around here (in addition to major routes). Increases accessibility
- Create a circulator that links the blue dots from NE 130<sup>th</sup> to 145<sup>th</sup> along aurora, across 145<sup>th</sup> and south to Lake City.
- MicroTransit, especially for flexibility for seniors
- Circulator buses, or buses that go back and forth. Support micro transit
- Example circulator trip around Jackson Park Golf course down to 125<sup>th</sup>. Would connect with Safeway and QFC and two stations. What street changes would need to be made?
- I support east west shuttle or frequent transit from 35<sup>th</sup> to 130<sup>th</sup> St Station. I live on 35<sup>th</sup>. It is a little far to walk and would like to avoid park and ride.

### *Improve E/W connections*

- Improve east – west connections to the North – south transit spine
- Extend bus (e/w) to Ballard. Northgate via busline 40 inconvenient. E/W Line YES!
- E-W connection to Ballard
- East/west transit connections are crucial

### *E-Line*

- E-line improvements on Aurora – continue sidewalk. Widen like what was done in Shoreline.
- Should be E-line improvements, sidewalks and stop improvements. Like the amenities in Shoreline – do it like that!
- Consider bus only lanes on 125<sup>th</sup> and 145<sup>th</sup>
- Increase the frequency of buses
- How would buses serve 145<sup>th</sup>?
- Bus backup and congestion near I-5 entrances
- Congestion at 130<sup>th</sup> and 15<sup>th</sup> Ave NE
- Safe bike access and parking
- More direct route from lake city to 145<sup>th</sup>
- Night time and early morning service
- Challenging topo – need bus trips that complement bike routes
- Provide continuous service from stations to public and private High Schools
- Bus service to and from stations must be frequent
- Need dedicated bus lane between Lake City to 130<sup>th</sup> Station (move bike lane off 125<sup>th</sup>)
- 5<sup>th</sup> Ave between Northgate Way and NE 130<sup>th</sup> have frequent bus service up and down this stretch to increase light rail use
- Crossing at 130<sup>th</sup> is difficult

- There's congestion along NE 125<sup>th</sup> St (east of I-5) – one lane could be a problem
- Morning congestion along 130<sup>th</sup> (west of I-5)
- Car and bus traffic along Meridian
- Want circulator service in neighborhood
- N/S on Meridian NEEDS to be frequent if 130<sup>th</sup> St doesn't happen
- Too many stops on this line? Not too many. Should be express in peak (N/S on Meridian)
- Buses will back up on 15<sup>th</sup> b/c backs up now.
- Cars back up on 125<sup>th</sup>, so buses will also back up
- Transit a good invest in the NE quadrant because there are ravines, creeks, topography, so you can't always walk
- Traffic backs up on 145<sup>th</sup> all the way to 12<sup>th</sup> ave trying to get onto I-5. Need transit priority
- Transit service should connect to the 5x along Greenwood
- Better urban village connection in Greenwood
- Improvements to bus and ped infrastructure at the same time as transit investments
- Include a stop at bitter lake park
- More rapid transit on greenwood
- Connect along 145<sup>th</sup> to Greenwood Ave N?
- Northern Northgate may prefer 130<sup>th</sup>, may be easier if there's a circulator
- Alternative circulator transit options, e.g. loops
- 41 runs every 4 minutes
- Park and ride? Drop offs at the station?
- Multi-modal hub – bikes, buses, pedestrians, lots of transit interaction in one place
- Transit + bike connections to Ballard and Greenwood, frequent and convenient
- Really focus on access to future transit from different neighborhoods

## **Other**

- One of my pet peeves surrounding transit is availability of adequate quality toilets!
- Toilets easily cleaned and accessible
- Dream idea: Community center, e.g. Commercial spaces, e.g. carpenter lending library tools and space people can rent to complete projects
- What kind of services can be integrated with the station/station area? (groceries, child care)
- Do we really need a stop at 130<sup>th</sup>? Do we really need to connect LCW to Bitter Lake?

## Mobility Improvements - Walking

### Fall 2019 Online Workshop

Prompting Question: Which potential projects do you think are the most important to improve walking to the station? List projects according to the number on the map.

#### Open-ended Responses

| #  | Responses  |
|----|--|
| 1  | 15, 24, 7 for NE Seattle   |
| 2  | 14, 15   |
| 3  | 14,24,15,17,16   |
| 4  | 15, 13   |
| 5  | 9, 10, 11, 12, 14  |
| 6  | 14, 11, 15   |
| 7  | Add sidewalks everywhere   |
| 8  | 14   |
| 9  | 11, 10, 9. Areas close to 130th station location are not great to walk and very hard to bike.  |
| 10 | NW 4 (Roosevelt N sidewalk)<br>NW 9, 10<br>NE 4, 8   |
| 11 | 16, 14, 11   |
| 12 | Sidewalks on arterials are important, sure, but do they REALLY matter all that much on low pedestrian traffic side streets? Focus on building them on arterials.                             |
| 13 | I would emphasize any of the east-west corridors feeding the two stations and leave any of the areas abutting or inside future development areas to be picked up by the development guidance |
| 14 | Wow not even sure how to start here... This list seems to be constrained by what we've already have.   |
| 15 | 4, 9, 14, and 15   |
| 16 | 14, 5, 10  |
| 17 | 4, 19, 9, 10   |
| 18 | 5, 9, 10, 11, 14, 15, 16, 17, and 24.  |
| 19 | 10, 14, 9, 11, 12, 4, 4,   |
| 20 | 16 and 17  |
| 21 | 1,2,3 & 4  |
| 22 | 16, 10, 9  |
| 23 | Maybe #11? I'm not really familiar with these walking routes.  |
| 24 | along 145th and 130/135th corridors  |
| 25 | 9 & 10   |
| 26 | 11   |
| 27 | 5, 18, 19, 20, 9, 10, 16, 14   |
| 28 | 5, 10  |
| 29 | 10, 9, 16, 21  |

## Mobility Improvements - Walking

### Fall 2019 Online Workshop

Prompting Question: Which potential projects do you think are the most important to improve walking to the station? List projects according to the number on the map.

#### Open-ended Responses

| #  | Responses   |
|----|---|
| 30 | #21 is a complete disaster. It was fine as it was but the changes made in the past couple years have resulted in a confusing intersection where I see or experience near miss accidents daily   |
| 31 | 4,8,9,10,11,12,16, 17, 20   |
| 32 | 14,15   |
| 33 | 4, 9, 8, 10   |
| 34 | 3,4,1   |
| 35 | 19, 9, 16   |
| 36 | Not sure but would strongly encourage not doing piecemeal pedestrian walkways (e.g. NE 30th from 130th - 137th) -- do the whole project at one time; focus on projects that link with existing infrastructure   |
| 37 | 4, 7, 8, 9, 14, 16, 17  |
| 38 | NW: 10, 10, 10 (sic), 9, 4,<br>NE: 11, 14, 8, 15, 5<br>SW: 20, 18, 19<br>SE: 23   |
| 39 | What? Not enough is documented here, the neighborhood is fragmented with some sidewalks, some of which are hardly usable. Get people safely from Aurora to the station. Remove cars that use the neighborhood as a way to skip lights/traffic on major arterials. |
| 40 | 1, 2, 4, 6, 7, 8,   |
| 41 | number 8 because it's an arterial to the future 130th station   |
| 42 | 11  |
| 43 | 14  |
| 44 | 18, 5, 20, 9  |
| 45 | 9, 10, 16, 11, 12, 7, 8,  |
| 46 | NW - 9  |
| 47 | 4, 5, 14, 15  |
| 48 | #4  |
| 49 | 9, 7, 20 k  |
| 50 | 16, 17, 4, 8, 10, 14  |
| 51 | 16, 10, 14, 9   |
| 52 | all of them   |
| 53 | 10, 16, 9, 18, 19, 14   |
| 54 | 2, 4  |

## Mobility Improvements - Walking

### Fall 2019 Online Workshop

Prompting Question: Which potential projects do you think are the most important to improve walking to the station? List projects according to the number on the map.

Open-ended Responses

| #  | Responses   |
|----|---|
| 55 | All the ones with sidewalk improvements. North Seattle is too oriented around the car and has never captured pedestrian safety since it's annexation.                           |
| 56 | 14,4,7  |
| 57 | 3, 11, 12   |
| 58 | None, you're ignoring the 125th street corridor east of I5, which is the one I use and know needs widening and leveling of sidewalks to be able to handle higher volumes safely |
| 59 | 8, 9, 10, 14, 16, 17  |
| 60 | 16,17,24  |
| 61 | All of them   |
| 62 | 10, 14, 16  |
| 63 | 14 , 11   |
| 64 | Project Blue 1 and Blue 4, as well as Project Red 1 and Red 4   |
| 65 | 4 & 9 & 11 & 14 & 16  |



## Mobility Improvements - Biking Improvements

### Fall 2019 Online Workshop

Prompting Question: Which potential projects do you think are the most important to improve biking to the 145th and/or 130th Station? List below.

Open-ended Responses

| #  | Responses   |
|----|---|
| 1  | 16, 17  |
| 2  | 16 17   |
| 3  | 15,17,16,20,22,31   |
| 4  | 2, 3, 4, 8, 10, 14, 16, 17, 18, 19, 20, 23, 25, 26, 32  |
| 5  | Your map isn't showing correctly, but the most important thing is to make it safer along 145th.   |
| 6  | 20, 22, 25, 19  |
| 7  | Make bicyclists pay licensing fees to contribute to these amenities that serve a very small portion of the population                           |
| 8  | 16  |
| 9  | No one should bike it. It is too dangerous for all! If you have too they need lanes with barriers. !  |
| 10 | 25,22,2 biking along 130th and 145th is very hard. This would have to be improved greatly .   |
| 11 | NE 14 (NE 143 greenway)<br>NE 17 (NE 135 greenway)<br>NW 12 (Roosevelt N greenway)<br>NW 10 (1st Ave NW bikeway)<br>NE 20 (15th Ave NE bikeway) |
| 12 | 2, 10, 25   |
| 13 | I dont know, but it doesn't matter. The only thing that matters is that they are STRAGIHT and connect.  |
| 14 | Any of the east-west corridors should be prioritized, particularly along 130th and 145th  |
| 15 | protected bike lanes along 130th, 145th, Roosevelt (all the way to I5 in the NW)  |
| 16 | 10, 19, 22, 23, 25  |
| 17 | 16, 26, 18  |
| 18 | 6, 3, 27  |
| 19 | 22, 25, 12, 10, 1, 19, 23   |
| 20 | 16  |
| 21 | 3 getting people across Aurora  |
| 22 | 27, 12, 18  |
| 23 | 25, 22, 18  |
| 24 | The Northeast plan!   |
| 25 | 25, 22  |
| 26 | General improvements to bike corridors along or parallel to arterial network  |

## Mobility Improvements - Biking Improvements

### Fall 2019 Online Workshop

Prompting Question: Which potential projects do you think are the most important to improve biking to the 145th and/or 130th Station? List below.

#### Open-ended Responses

| #  | Responses   |
|----|---|
| 27 | 6   |
| 28 | None.   |
| 29 | E/W1, 25, 26, 18  |
| 30 | 3,8,25,26   |
| 31 | 25, 27, 10  |
| 32 | 3, 10, 12, 14, 15, 17, 18, 22, 25, 27   |
| 33 | Protected lanes   |
| 34 | 1 , 19  |
| 35 | 6, 11, 25   |
| 36 | 1,2—much longer sidewalk improvement needed!!   |
| 37 | 3 NEEDS DEVELOPMENT (Greenway)  |
| 38 | As someone who rarely bikes in the city I don't know what is best. Protected bike lanes are good wherever possible  |
| 39 | NW: 12, 10<br>NE: 16, 18, 19, 17<br>SW: 25, 10<br>SE: 19, 23, 32  |
| 40 | #32 - 8th Ave NE greenway because we already have a large amount of people using 8th as a North/South walking and biking path and cars often try to use 8th as an alternative to 5th. Cars + (pedestrians + bicycles) - sidewalks = danger. Cars mixed with pedestrians and bicycles without any sidewalks is just plain dangerous. |
| 41 | 9,8,6,12,11,27  |
| 42 | 1, 2, 9, 7, 10  |
| 43 | 16  |
| 44 | 1,6,2,5   |
| 45 | 12 (but widen Roosevelt to give a protected bike lane), NS1   |
| 46 | 20, 10, 25, 15  |
| 47 | NW 10   |
| 48 | 12  |
| 49 | 10  |
| 50 | 1, 10, 20, 9  |
| 51 | At least key sections of 25 such as the I-5 crossing, 26, 18, 3, 27, 16   |
| 52 | all of them   |
| 53 | 25, 26, 27, 10, 11, 12, 22, 19, 2   |
| 54 | 1   |

## Mobility Improvements - Biking Improvements

### Fall 2019 Online Workshop

Prompting Question: Which potential projects do you think are the most important to improve biking to the 145th and/or 130th Station? List below.

Open-ended Responses

| #  | Responses  |
|----|--|
| 55 | Any project that incorporates protected bike lanes. Curbs, not paint.  |
| 56 | 25, 19, 23, 22, 16   |
| 57 | E/W1   |
| 58 | 20, 25, 16   |
| 59 | 19 and 23  |
| 60 | 25, 26, 18, 22, 31   |
| 61 | All of them  |
| 62 | 10, 16, 22, 27, 31   |
| 63 | 18, 26   |
| 64 | Use Roosevelt Way for pedestrian and bike transit between the Interurban Trail and the 130th St. Station. At morning and evening rush hour, Meridian Ave. is commonly packed with cars attempting to drive north to 145th St. Consequently, additional crossing of Meridian to included bike transit should not delay the already-impatient motorists stuck in traffic on Meridian Ave. Use the existing 5-way traffic light at Meridian for east-west bike transit, for better co-existence with motorists. |
| 65 | 12 & 18 & 19 & 22 & 23 & 24 & 25 & 31<br>Increase right-of-way width as needed for 22 & 25 (Seattle's reticence to increase ROW is not in keeping with more progressive cities)  |

## Mobility Improvements - Transit Improvements

### Fall 2019 Online Workshop

Prompting Question: King County Metro plans to add frequent east-west bus service on 145th Street and 130th/125th Streets when the light rail stations open. What other transit service should Metro consider to get people to 130th and 145th light rail stations?

#### Open-ended Responses

| #  | Responses  |
|----|--|
| 1  | Dedicated bus stoplights at 125th and 15th and 125th and LCW   |
| 2  | Can't think of any - this plan looks great!  |
| 3  | Honestly, I've been waiting for 130th/125th street east/west service for over 45 years. Nothing seems more important than that.  |
| 4  | I bike everywhere, usually faster than the bus so can't really comment   |
| 5  | Vans or shuttles.  |
| 6  | Stride on 145th sucks since it misses the heart of Lake City. Make the improvements on 145th really low quality and moveable so they may be moved to 125th street which will connect with 130th street Station eventually  |
| 7  | Any service frequency of 30 minutes needs to be supplemented with shuttle service similar to VIA and anything feeding the light rail stations directly should be spec'd with 10-15 minute frequencies unless on demand van service is available. Pinehurst especially got the short stick with the service revisions after U Link opened. It is ridiculous to have a half hour frequency on a bus route that feeds light rail going to the airport |
| 8  | increase frequency on the North-South connections  |
| 9  | collector routes along 15th to connect to the E-W frequent buses.  |
| 10 | Not sure   |
| 11 | Some form of connector to the north Greenwood/Broadview area to the west, and Lake City/Sand Point Way to the East   |
| 12 | rather than large buses-a fleet of small vans-10-12 people every 10 minutes  |
| 13 | loop service around 130th, Aurora, 145th and Lake City center to minimize transfer needs   |
| 14 | A dedicated loop shuttle that connects lake city way BRT & aurora BRT to the rail stations.  |
| 15 | Redirect at least some downtown buses through or to the stations.  |
| 16 | 1st ave ne, east side of haller lake   |
| 17 | None.  |
| 18 | Hooray! Please be sure that it >frequent< service! At least every 15 minutes.  |
| 19 | None   |
| 20 | Increased or maintained frequent bus services on Aurora Ave., 15th Ave. NE, and Lake City Way.   |
| 21 | Walk, scooter  |
| 22 | Don't know   |
| 23 | Not sure   |
| 24 | Continue ST Monroe/145th Service to Aurora (better: to Greenwood)<br>Roosevelt Ave north to 130th St Station   |

|    |  |
|----|--|
| 25 | bus service along Roosevelt way?   |
| 26 | N/S service on 1st Ave between 145th and 130th.  |
| 27 | Buses on 25th Ave NE to serve Briarcrest and Shorecrest HS   |
| 28 | Metro needs to go further west on 130 and 145th to 3rd NW and add a hub on greenwood   |
| 29 | SOME transit west on 145th and 130th to 3rd Ave NW. (Don't stop at Greenwood (130th) or Aurora (145th).  |
| 30 | 15th   |
| 31 | Shuttles!  |
| 32 | I don't know   |
| 33 | shuttles, services like Via in S Seattle   |
| 34 | Via to Transit type service, make sure east west service extends to Greenwood.   |
| 35 | banning cars   |
| 36 | Service on Greenwood Ave from Greenwood (south of 130th) to 130th to the station   |
| 37 | Those buses should go all the way to Greenwood Ave.  |
| 38 | Bus only lanes.  |
| 39 | Put extra funds into frequent bus service by eliminating the 130th station altogether.   |
| 40 | That will do it  |
| 41 | Looks good to me.  |
| 42 | More north-south routes to allow for transfers to connecting buses to light rail.  |
| 43 | SIDEWALKS -- the north end needs sidewalks   |
| 44 | A continuous van service running east and west on 145th and 130th Avenues taking transit riders to the the new light rail stations.  |
| 45 | * Extend Sound Transit's Bus Rapid Transit from Bothell to 130th St Station westward to Greenwood Ave<br>* Extend Metro's through 125th St / 130th St Service westward to Greenwood Ave. |

## Mobility Improvements - Other Mobility Improvements

### Fall 2019 Online Workshop

Prompting Question: What other feedback or ideas about walking, biking or transit do you want to share with us?

Open-ended Responses

| #  | Responses  |
|----|--|
| 1  | We need to ensure safe walking paths to the transit center.  |
| 2  | New development should be built to discourage unnecessary car use as much as possible.   |
| 3  | The 130th street station is blocked off from most neighborhoods Northeast of the station because of Jackson Park and lack of through streets to 5th avenue. Microtransit seems like a decent solution to the lack of access for those neighborhoods.   |
| 4  | Add as many north to south to north and east to west to East as possible. Make it VERY convenient to take transit.   |
| 5  | Improve mini transit within a radius of the station to minimize vehicle use and encourage lite rail use.   |
| 6  | Walking and biking should be safe ! Aurora a must be made safer<br>And frequent bus from Greenwood to I5 on 145 and 130th  |
| 7  | Please allow buses to "jump the line" at intersections as much as possible   |
| 8  | On demand shuttle service will presumably transition to autonomous vehicles and probably would have been a far cheaper alternative to building a horribly under utilized station at 130th...hopefully this type of consideration will be more prevalent for future station planning efforts  |
| 9  | Don't sprinkle little bits of improvement. Go big. Focus on a complete network   |
| 10 | Please put in a sidewalk along 1st Ave NE from Roosevelt to the crosswalk by Lakeside School; it is currently unsafe to walk along this strip because there isn't a sidewalk. Please also put in a sidewalk along Roosevelt Ave between 1st and Meridian. Please put in a crosswalk at N 137th across 1st Ave NE.  |
| 11 | The new bus services suggested look more complicated than I can comment on with the current information. It looks like a mess at 130th and I5. This should a fuller discussion and survey results based on only what we see here should be taken with a grain of salt. Maybe a community meeting with more detail of ideas and repercussions would help. |
| 12 | make Roosevelt a biking/walking corridor--it gets people on a diagonal which saves time to 130th street station--improve crossings on 130th street from south to North side for station  |
| 13 | Having to transfer buses discourages transit use most - but microtransit options will need strong support for changing habits and keeping affordable   |
| 14 | none   |
| 15 | None.  |
| 16 | Microtransit is not optimal; please provide frequent scheduled service.  |

## Mobility Improvements - Other Mobility Improvements

### Fall 2019 Online Workshop

Prompting Question: What other feedback or ideas about walking, biking or transit do you want to share with us?

Open-ended Responses

| #  | Responses  |
|----|--|
| 17 | Move bus service off Haller Lake loop so it can be safer for the many pedestrian already utilizing it. Route busses around lake via 1st Ave.   |
| 18 | Pedestrian crosswalks, curb cuts, flashing beacons, are critical and needed.   |
| 19 | Safety is most important. Make more than one main walking path to any important hub. If there's a dangerous situation at a pedestrian bottleneck, people will choose the safety of driving.  |
| 20 | I think Microtransit will only be somewhat important if reliable fixed-route transit is available. Whenever possible, integrate bike use with transit options, including buses and light rail -- make it easy to ride bikes there and make it efficient to store bikes. Don't build parking lots without making drivers pay -- don't incentivize car use when we want to incentivize walking/biking instead. |
| 21 | The key to reducing traffic is for more residential near retail nodes near both stations   |
| 22 | getting to the neighborhood station by foot is much safer when us pedestrians don't have to share the road with cars!  |
| 23 | Add bicycle racks throughout the area, not just at stations  |
| 24 | People with disabilities won't use your service if you don't give them a safe way to reach the hubs  |
| 25 | I appreciate the focus on walking, biking, and transit. We must provide alternatives to cars.  |
| 26 | Walking paths to major transit centers and bike paths for broader community connection.  |
| 27 | Dedicated lanes for folks on bikes is a must-have in this neighborhood   |
| 28 | More sidewalks   |
| 29 | if people along both shorelines (Puget Sound and Lake Washington) are to be able to access the light rail stations from single family neighborhoods, micro transit will be essential. There's not going to be enough parking for everyone at 145th, so ridership will be contingent upon other modes of access.  |
| 30 | I think density and more diverse land uses will be more beneficial for making this area more walkable, bikeable and transit friendly than any transportation projects in and of themselves.  |
| 31 | Microtransit, if running frequently, can help with serving the many seniors and students in the area while not overcrowding the narrower streets   |
| 32 | Just do microtransit and skip the whole 130th street station.  |
| 33 | The problem with "the last mile" is trying to bring sprawl to a light rail stop. If you upzone the area around the station and it houses thousands of people, they'll live within the "last mile" and not have to worry about taking an Uber after they leave the station. You don't have to do that in London.  |
| 34 | Narrow 130th from 4 lanes to three. More protected bike lanes.   |

## Mobility Improvements - Other Mobility Improvements

### Fall 2019 Online Workshop

Prompting Question: What other feedback or ideas about walking, biking or transit do you want to share with us?

Open-ended Responses

| #  | Responses  |
|----|--|
| 35 | Will there be places for bike parking at the link stops.   |
| 36 | STOP putting bike paths on arterials! It not only is dangerous and intimidating for inexperienced bike riders who would like to start or increase their bike usage, it also impedes already clogged car traffic and forces car drivers onto our neighborhood side streets!   |
| 37 | Do not do microtransit. Stop wasting valuable transportation money on that kind of low productivity nonsense   |
| 38 | If my idea for a fully separated bike and pedestrian path on Roosevelt Way exceeds the City budget, then the second best option is to provide a calmed bike route with Yield Signs and wayfinding signs on 137th, with a signalized crossing of Aurora Ave at 137th, thereby connecting to the Interurban Trail. The route would split at Corliss, going north on Corliss to a signalized crossing at 145th and a pathway route to the 130th St Station. |
| 39 | Full bus service, not microtransit, will be needed at 145th & 130th St Stations  |



## Mobility Improvements - Other Pedestrian Improvements

### Fall 2019 Online Workshop

Prompting Question: Are there other pedestrian improvement projects not listed on the map that you would like add?

Please be specific about the improvement type and extents (e.g., widened sidewalk on the north side of 130th between 1st Ave and 5th Ave).

### Open-ended Responses

| #  | Responses   |
|----|---|
| 1  | 125th and 25th Ave NE   |
| 2  | Improved sidewalks and pedestrian safety on the south side of 145th between 15th and 20th Ave N.E. Lots of driveways to cross, visibility is poor and the sidewalks are a mess.   |
| 3  | Wider, smoother sidewalks on at least one side of 145th between Aurora and I5   |
| 4  | A crosswalk on Roosevelt Way at 8th Avenue. Seriously, this stretch of Roosevelt is absolutely awful for pedestrians who need to cross the street.  |
| 5  | We need SIDEWALKS! Everywhere.  |
| 6  | Improve the pedestrian crossing on the south side of 145th St as 145th crosses the southbound I-5 on-ramp. Specifically where the eastbound car traffic on 145th. It lacks adequate curb cuts and a pedestrian signal.  |
| 7  | Mainly just put sidewalks on Roosevelt west of I5. Allowing folks to get to the station Diagonally is important since it can save significant walking time for pedestrians. Build them all the way to the edge of I5  |
| 8  | More crossings on 130th and 145th and either traffic calming or speed reduction. Have neighborhood collector points for shuttles to pick up pedestrians to take them to light rail stations. Use downtown Edmonds as a good example of walkable scale for the new hubs up here in the north end...we are sorely lacking that type of community and infrastructure. On demand shuttles should definitely be in the planning mix. |
| 9  | We need super safe & wide sidewalks plus separated bike lanes along 130th, 145th, Roosevelt (all the way up to the freeway on the NW side)  |
| 10 | the golf course creates a major block to access to the stations from the east side of 1st ave. getting rid of the course and having multiple pathways through that area would improve this access and create great pathways for the public along greenways.   |
| 11 | Add a crosswalk on N 137th across 1st Ave NE  |
| 12 | The sidewalk on the south side of 145th is largely not handicap accessible, due to the grade, siting of utility poles, and width, and really needs to be widened and graded to improve accessibility to the NE 145th from the northern neighborhood on the west side of I-5.  |
| 13 | Continue pedestrian facility on Roosevelt all the way to crossing #10 rather than stopping at 1st.<br>Improve crossing at Roosevelt and 8th.<br>Install dedicated bike lane from 125th to Roosevelt and 130th at least to Ashworth so the arterial is safer for bikes and pedestrians.  |

## Mobility Improvements - Other Pedestrian Improvements

### Fall 2019 Online Workshop

Prompting Question: Are there other pedestrian improvement projects not listed on the map that you would like add?

Please be specific about the improvement type and extents (e.g., widened sidewalk on the north side of 130th between 1st Ave and 5th Ave).

### Open-ended Responses

| #  | Responses  |
|----|--|
| 14 | Continue sidewalk on NE 115th street to at least Roosevelt Way as a priority. After that add sidewalks to all cut thru North Seattle streets that have none  |
| 15 | Stop Rosevelt from being a speed corridor-make it safe to walk from Aurora to the freeway--it is a diagonal and cuts down on walk time   |
| 16 | Safe, well-lighted and maintained routes around and through Jackson Park   |
| 17 | Review use of Jackson Park. Open this space to other uses and creating a foot/bike corridor.   |
| 18 | no   |
| 19 | ADA Compliant sidewalk on south side of North 145th Street between SR 99 and 145th Street station.   |
| 20 | Widened sidewalks along 130th between Greenwood Ave N and 5th Ave NE.  |
| 21 | Sidewalks on both sides of street going all the way around Haller Lake, or at least on a consistent side of the street to make walking around the lake easier and safer. Sidewalks to each bus stop around the lake as well.   |
| 22 | Consistent and contiguous sidewalk network in the neighborhoods that is ADA compliant. Seeing wheelchair bound neighbors having to ride in the street is not safe.   |
| 23 | Widening sidewalks on south side of 145th.   |
| 24 | Widen sidewalks for 130th and add sidewalks for 127th. There will be a lot of traffic coming through 127th it would be great to have sidewalks while walking through.  |
| 25 | No   |
| 26 | Widen sidewalk on south side of 145th—it's super unsafe and difficult to pass now—very much NOT accessible   |
| 27 | HALLER LAKE WALKING CIRCLE WHICH WILL FEED A LOT OF THIS IS WEARING OUT, GETTING OVERGROWN WITH NEIGHBORS SHRUBS   |
| 28 | Widened sidewalks and bike lanes along south side of 145th Street.   |
| 29 | An important ped and bike corridor the entire way between Greenwood Ave N and the 130th St Station<br>An important ped and bike corridor the entire way between Greenwood Ave N and the 114th St Station<br>An important ped and bike corridor the entire way between Lake City and the 130th St Station<br>An important ped and bike corridor the entire way between Pinehurst and the 130th St Station |

## Mobility Improvements - Other Pedestrian Improvements

### Fall 2019 Online Workshop

Prompting Question: Are there other pedestrian improvement projects not listed on the map that you would like add?

Please be specific about the improvement type and extents (e.g., widened sidewalk on the north side of 130th between 1st Ave and 5th Ave).

### Open-ended Responses

| #  | Responses  |
|----|--|
| 30 | Both sides of 130th from Aurora east to 15th. Both sides of 145th from Aurora east to Lake City way.   |
| 31 | Sidewalks on both sides of 1st Ave from 145th to 130th.<br>Widen sidewalks on both sides of 145th from Aurora Ave to 15th Ave.   |
| 32 | Widened sidewalks along 5th Ave from Northgate Way to new 130th station.   |
| 33 | #11 should extend east to 15th   |
| 34 | Existing sidewalks between Aurora and station on 130th need to be improved   |
| 35 | 1. Big improvement is needed on the sidewalk along 145th and the intersection and south freeway onramp at 145th. Walking across that street before one gets the pedestrian light as cars are trying to get onto I 5 is dangerous.<br>2. Extend the Roosevelt Way pedestrian route further east and connect to 130th through a path closer to the freeway.  |
| 36 | Yes, there are no sidewalks for kids going to Broadview-Thomson school on Greenwood @ 132nd.   |
| 37 | Possibly something on north/south 15th (bike path), but I'm not super familiar with the current limitations.   |
| 38 | Widened and improved sidewalks on 1st. Actual bike lanes on meridian. Actual, non terrifying sidewalks on 130th and 145 (have you ever walked on the south side sidewalk on 145!?)   |
| 39 | Homezones or similar comprehensive cost effective reductions of speeding and vehicle throughput on sidestreets should be pursued.  |
| 40 | Sidewalk along N 128th between the Interurban Trail and Aurora   |
| 41 | bike bridge over I5  |
| 42 | Widened sidewalk on the north side of 130th between 1st Ave and 5th Ave  |
| 43 | I don't have a specific comment, but a general one. Walking is important for the health of community members, not just transit access. I'm a retired physician and physically active. I try to do errands walking or riding my bicycle, but it's dangerous. The City of Seattle should work to improve sidewalks. They are narrow, uneven and often have vegetation extending over the sidewalks making them even narrower. I have tripped and fallen over a break in the sidewalk. I live 2 miles from the proposed station on 130th and would walk to that station, if it weren't pouring rain. It would be nice to have better sidewalks and dedicated bike lanes throughout the city |
| 44 | Fix all uneven surfaces of existing sidewalks  |
| 45 | Widened sidewalks on both sides of NE 125th and Roosevelt Way from 15th Ave NE to I5   |

## Mobility Improvements - Other Pedestrian Improvements

### Fall 2019 Online Workshop

Prompting Question: Are there other pedestrian improvement projects not listed on the map that you would like add?

Please be specific about the improvement type and extents (e.g., widened sidewalk on the north side of 130th between 1st Ave and 5th Ave).

#### Open-ended Responses

| #  | Responses   |
|----|---|
| 46 | Could you connect 130th from 5th to 15th? That seems like it could connect a ton of folks to the station while staying away from the 4 lanes of heavy traffic on 130th/125th.   |
| 47 | Sidewalks needed on NE 125th between Roosevelt & 5th  |
| 48 | I mean, there are tons of gaps. Stop exempting development from pedestrian improvements, including one-off single-family construction   |
| 49 | Make sidewalks flat! People with mobility issues have such a hard time with our crumbling sidewalks that are littered with Jump bikes.  |
| 50 | I like 14, but would suggest identifying a less steep corridor as well  |
| 51 | Yes! Widened sidewalk on the north side of 130th between 1st and 5th Ave. Widening will be critical to the success of multi-modal access to the new station at 130th.   |
| 52 | <ul style="list-style-type: none"> <li>* Improve walking connection from #4 to 130th St. Station ... if you cont'd do that then don't do #4</li> <li>* Add pedestrian/bike trail separated from traffic along 125th &amp; Roosevelt from 130th St. station to the East</li> <li>* Thankfully Shoreline is lead agency along 145th St Corridor - their planning and public works dents. are far better than Seattle's OPCD and SDOT</li> </ul> |

## Appendix C - Dream Projects Feedback

Appendix C includes the following:

- Open-ended comments of dream projects from the Online Workshop (October - November 2019)

**Note:** Photos of materials from the September 28 Community Workshop with notes and comments can be found on the 130th and 145th Station Area Planning project website.

# Dream Projects

## Fall 2019 Online Workshop

Prompting Question: What "dream project" could you envision in your preferred future scenario (e.g. pub, coffeeshop, daycare, affordable housing, etc.)? What would be a good location for that project?

Open-ended Responses

| #  | Responses  |
|----|--|
| 1  | Maker spaces, restaurants, marketplace, bookstore, community center, local businesses.<br>Affordable housing for larger families, not just household of 1-3 people.  |
| 2  | Walkable safe shopping and cafes without drugged out encampments scaring families away   |
| 3  | Trolley connection the two urban villages  |
| 4  | Mixed use family space, all ages art or movement activities anywhere along the 145th corridor.   |
| 5  | Protected bike lanes, wide accessible sidewalks, and/or mixed-use trails for walking and biking.<br>I'd love to see those along or near 145th and 130th.   |
| 6  | I've been working on a project to plant trees on my street, as a way to combat the drug dealers and prostitution.  |
| 7  | A lid over I-5 (like the I-90 one on Mercer Island) where walking space with shops, open park space, etc. could enhance the area around the light rail station and cut down on the impact of I-5 on the neighborhood. It would also connect the east and west sides of the freeway more fully.   |
| 8  | Pubs, cafes, coffee shops daycares, parks etc. within walking distances to people from Lake City the west urban hubs across I-5  |
| 9  | lid over i-5 at 130th if you really want to help build community.<br>coffeeshops and places to hang out where you build up density and retail in the hubs.   |
| 10 | We really need sidewalks to improve safety, traffic flow, esthetics, accessibility, and to actually give people a realistic pathway to the stations.   |
| 11 | Coffee shop - a real community oriented one<br>Good restaurants. - not fast food ! Alter able access, affordable housing - community center for youth. Safe walking streets. Make aurora safe! I started<br>Driving a 1/2 mile to coffee shop because I nearly got hit a multitude of times walking across Aurora. Want great bus coordination to<br>Light rail<br>From aurora |
| 12 | A cap over I-5 between ~110th and 145th to make the area quiet and walkable. Walking anywhere near the freeway sucks.  |
| 13 | I can imagine all sorts of retail along 125th and 145th, which would be so welcome.  |

# Dream Projects

## Fall 2019 Online Workshop

Prompting Question: What "dream project" could you envision in your preferred future scenario (e.g. pub, coffeeshop, daycare, affordable housing, etc.)? What would be a good location for that project?

Open-ended Responses

| #  | Responses  |
|----|--|
| 14 | 6 floor (5 over 1) apartment 2+ blocks from arterials and 4+ blocks from I-5 (minimizing environmental impacts like noise, particulate pollution, on residents) with plenty of affordable family sized units but also plenty of studios for North Seattle College students, no car parking, with easy access to the light rail station. Has a coffee shop and a bar on the ground floor.   |
| 15 | Affordable housing replacing portions of the golf course, transferring that parkland in other areas around the city.   |
| 16 | I want more mixed-type development like at Thornton Place. A variety of housing types mixed with different sizes of retail and commercial. Not just retail under six-stories-of-apartments that are difficult to rent.   |
| 17 | A mixed-use district replacing the golf-course, made up of great, neighborhood scale green space for many different uses, housing for various income levels (think the new Yesler Terrace); retail, services and coffeeshops that generate great foot traffic and neighborhood vibrancy that make people proud to live in the neighborhood and also provide a beacon for folks from outside to come and join.  |
| 18 | Coffeeshop/pub on Roosevelt Ave. where the old 7-11 was, just north of 130th. We would love an eating gathering space at that location in our neighborhood and it already has parking and is mixed-use.  |
| 19 | A combination of affordable housing and mixed use green space, in Jackson Park. It's currently city owned land, and to the extent there needs to be an amendment to or repeal of Initiative 42 in order to alter a golf course into something of higher use and value to a city and county facing an affordable housing and homelessness crisis, that should be done. It's kind of ridiculous to waste a resource like city-owned property that would be served by two transit hubs, on the premise that a municipal golf is the same thing as parkland. This is particularly true when there are three other municipal golf courses in the city, and Jackson Park wasn't even within city limits when it was created. To the extent the city needs to "preserve" parkland that is used by a relatively small population and was originally founded outside city limits, I'm sure there is cheap property for sale outside the county. |
| 20 | Some small cafe or coffee shop near the 130th station would be a big plus, but it's ok for major retail and housing to be a block away.<br>A pull-through type of area where vehicles can drop off passengers near the stations and easily get back on the freeway would be helpful.   |
| 21 | turn jackson golf park into a better place, a park preferably.   |
| 22 | more coffeeshops, pubs, cafes  |

## Dream Projects

### Fall 2019 Online Workshop

Prompting Question: What "dream project" could you envision in your preferred future scenario (e.g. pub, coffeeshop, daycare, affordable housing, etc.)? What would be a good location for that project?

Open-ended Responses

| #  | Responses  |
|----|--|
| 23 | All of the above. On a small scale   |
| 24 | I believe that Seattle should rezone everything from Meridian to the I-5 freeway and all the way to Northgate into higher Density--make way for pocket parks--perhaps a bike safe on 1st NE all the way from 155th to Northgate and to the stations--also I would like the commercial district surround Roosevelt & 1st NE to be greatly enlarged to include bistros small shops serving the schools and condos-low rise to become part of the development-- |
| 25 | attractive mixed income housing with integrated retail   |
| 26 | neighborhoods full of row houses   |
| 27 | Dog daycare, coffee shop, drugstore, affordable housing. The first 3 could be ground-floor retail in apartment/condo buildings on 5th Ave.   |
| 28 | Restaurants and shopping along the travel corridors  |
| 29 | none   |
| 30 | A highway lid and multiple 50-story apartment or condo buildings   |
| 31 | That the City of Seattle protect low income and medium income affordable single family housing. Haller Lake is one of the few areas in the City that provides such housing.  |
| 32 | I would >love< to see Roosevelt Way NE (west of I-5) reconnected as a pedestrian+bicycle corridor. Build a pedestrian bridge from the 130th St Station that swoops/curves SW toward the 130th St overpass, then swoops/curves NW toward Roosevelt Way at approximately 131st / 132nd.  |
| 33 | Quality family style restaurants (not fast food). Also dream of bike lines to to stations from Bitter Lake.  |
| 34 | Protected bike and pedestrian walkways along corridor, with neighborhood small businesses along the way and a community gathering spot. The spot in most need of improvement is the old Albertsons store on 130th & Aurora, along with the old Sam's Club. Developing these areas and making them community destinations with green space, play areas, and coffee shops will be spectacular.   |
| 35 | Small commercial area within the gallery lake SF home zone. Ability to have neighborhood restaurants or pubs that are in walking distance  |
| 36 | A beautiful welcoming park at Jackson Park (could still include golf). Enhancing and increasing the greenbelts along Thornton Creek which is our salient natural feature.  |
| 37 | More retail (boutiques, restaurants, cafes). Along 145th, between 15th Ave NE and 130th Station.   |
| 38 | Coffee Shop, near 130th  |



# Dream Projects

## Fall 2019 Online Workshop

Prompting Question: What "dream project" could you envision in your preferred future scenario (e.g. pub, coffeeshop, daycare, affordable housing, etc.)? What would be a good location for that project?

Open-ended Responses

| #  | Responses  |
|----|--|
| 39 | Would love to have a hub with restaurants, coffeeshops, places for kids and adults to have a community.  |
| 40 | Coffee shop, library, (better) daycare all along 130th near 1st Ave.   |
| 41 | Pub, bookshop, restaurants   |
| 42 | Additional grocery stores and parking  |
| 43 | There should be more emphasis on providing some amenities immediately adjacent to the stations -- look at transit stations in other US and European cities that have small shops at the stations -- not just a coffee shop, but small retailers where people can stop off and get some of their errands done.  |
| 44 | Bakery and brewpub at Roosevelt and 1st Ave NE (current location of the Valero gas/vacant 7-11 building)   |
| 45 | Affordable housing close to light rail station   |
| 46 | High rise buildings 20 or 30 stories high with community centers linked to the open space, with lots of neighborhood commercial, and with ease of getting from those to adjacent urban villages by transit, walking, & biking  |
| 47 | Access to all the general services (grocery, shops, pubs, gyms) all within walking distance. Like Greenwood neighborhood as an example.  |
| 48 | I would combine the corridors and hubs to create commercial space that was accessible, I would disperse lowrise housing among single family dwellings through out the neighborhoods. I would conserve existing tree canopy. I would create more usable green space through out the neighborhoods, and I would make Jackson park a magnet for public engagement through a mix of public/private land use. |
| 49 | Rezoning much of Pinehurst to smaller lots (less than 7,200 square foot minimum)and allowing more future development of areas surrounding light rail.  |
| 50 | Family-friendly pub/restaurants, coffeeshops, small retail (not drycleaners/accountants).  |
| 51 | Integrated housing with diverse age groups integrated with green space and communal space. Climbing gym.   |
| 52 | Dense affordable housing with commercial along 145th and on site daycare and green space in Jackson Park   |
| 53 | Shopping around 125/130th  |
| 54 | All of the above just across the street east of the 130th station. More of the same on the west side of the freeway just north of 130th.   |
| 55 | more areas like the mixed use Bitter Lake (elderly housing, shops below, close to groceries & a park). More options like these   |

## Dream Projects

### Fall 2019 Online Workshop

Prompting Question: What "dream project" could you envision in your preferred future scenario (e.g. pub, coffeeshop, daycare, affordable housing, etc.)? What would be a good location for that project?

Open-ended Responses

| #  | Responses  |
|----|--|
| 56 | Combination of all of the above. Creating spaces like Fremont, Green Lake, Wallingford.<br>Location - Area around scenario #3.   |
| 57 | My ideal would include all— pub, coffee shops, daycares. This is a neighborhood in name only. I never see anyone who lives here bc there are so few places to go. We need more gathering spaces to form a coherent community.  |
| 58 | a greenspace-oriented affordable multifamily mixed-use project where Jackson Park Golf Course currently sits.  |
| 59 | Compeltely reexamine Jackson Park, limit golf activiteis to a portion of the park, have the Seattle Housing Authority work with the Parks Department on developing affordable housing on the edges near light rail, opening up the park so it can serve people walking and biking and generally serve the north end non golfing public.  |
| 60 | lidding i-5 so that the land near the station can be used for a dense, car-free, passivhaus, mass timber and social housing heavy ecodistrict  |
| 61 | Mixed used hub with affordable housing, daycare, senior center, coffeeshop, pubs, restaurants, grocery store, pharmacy across from the lightrail station   |
| 62 | pub at 145th st Link station.  |
| 63 | Making the land mass of option one look like the density, street design, and urbanity of Paris.  |
| 64 | Build a metropolitan building / structure such that there are residential, shopping, and restaurants integrated with the stations. High Density at the station ensures usage!!   |
| 65 | well stocked grocery stores within walking distance of as many homes/apartments as possible  |
| 66 | Truly affordable housing.  |
| 67 | Daycare within the 1 block of the transit station, grab and go lunches and coffee shop and grocery store within the stations. More like European model of main station areas so parents on the way to work do not need to make time-consuming stops for daycare. Stations serve as meeting and gathering spaces before and after work forming an integral part of the community. |
| 68 | Core of multiple complimentary casual restaurants & bars   |
| 69 | A pub where folks could gather up before heading to Husky stadium or the Sodo stadiums.  |
| 70 | All of the above, within a 15 minute walk of the station.  |
| 71 | more open space  |
| 72 | Affordable housing and a greenbelt on Jackson Park golf course   |
| 73 | Use north portion of Jackson park for affordable housing. Conver golf course to multi-use park   |

## Dream Projects

### Fall 2019 Online Workshop

Prompting Question: What "dream project" could you envision in your preferred future scenario (e.g. pub, coffeeshop, daycare, affordable housing, etc.)? What would be a good location for that project?

Open-ended Responses

| #  | Responses   |
|----|---|
| 74 | I fear congestion at the 130th and 145th St station without planning that promotes van access, pedestrian access, and bike access to the two new stations. To increase bike transit from home to the station, we need fully-separated bike lanes. In countries where such lanes are common, the old and the young travel to the light rail stations near their home on bikes, freeing up vehicular transit to the stations by disabled people and the very old, i.e., people who need to be dropped off right at the station. |
| 75 | Save existing parkland but have high rise (7 floors OR HIGHER) immediately adjacent to it & the stations with a mix of residential and retail   |