

DRAFT
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Seattle
Department of Transportation
Office of Planning and
Community Development



Judkins Park Station Area Planning

LAND USE SUMMARY REPORT



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THANK YOU

to the many people who took part in this conversation. You are helping guide the future of the Judkins Park station area.

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STUDY PURPOSE

With the Judkins Park light rail station set to open in 2023, the station area is rapidly changing. The Office of Planning and Community Development (OPCD) and Seattle Department of Transportation (SDOT) partnered to ask community members how they would like the area to look, feel, and function over time. Questions focused on general commercial, neighborhood commercial, and industrial land use regulations around Rainier Ave S and the station, residential land use regulations (to feed into the Mandatory Housing Affordability process), and transportation improvements to support light rail and neighborhood access.

In particular, OPCD and SDOT are looking to:

- Improve safe access of all transportation modes to the station
- Improve connectivity/mobility of neighborhood within the study area
- Provide land use regulations and standards that meet the needs of current and future development consistent with the area’s proximity to a light rail station
- Support the economic vitality of the commercial and industrial uses for existing and future businesses
- Coordinate and leverage public and private investments and activities



Participants identify issues at the SDOT Rainier Valley Open House.

BACKGROUND

The proposed Sound Transit Link Light Rail Judkins Park station will be located in the center roadway of I-90 with station entrances at 23rd Ave S and Rainier Ave S. The community had expressed concerns about transportation connectivity and safety along Rainier Ave S and around the future station. The construction to improve 23rd Ave S (from S Jackson St to Rainier Ave S) is anticipated to start in 2018. Development activities and community conversations have been underway around the station area with the anticipation of the station opening. Even with all this activity, there had not been a comprehensive planning effort to evaluate and improve the accessibility, connectivity, livability, and economic impacts around the station area.

In addition, the future Judkins Park Station is located within the Central Area community, the historic center of Seattle's Black / African American community with a culturally rich mix of community services and businesses. This is a community that continues to experience transition. Between 2000 and 2010, just within the 23rd and Union-Jackson Urban Village in the Central Area, the Black / African American population has declined from 41% to 28%, while white population has increased from 27% to 44%. The number of black-owned businesses has declined. Housing affordability has decreased with 48% of households paying more than 30% of their income on housing. This is a community that continues to face development pressure and displacement of residents, businesses, and African American culture heritage.

The community, non-profit organizations, and the City have been working together for years to address the concerns of the Central Area community. Programs and plans include:

- **Housing Affordability and Livability Agenda (HALA)**—addresses displacement and promotes equity by helping increase the affordable housing stock and helping people stay in their homes in the Central Area,
- **Central Area Commercial Revitalization Plan**—focuses on the African American legacy and future commercial development in the neighborhood,
- **Historic Central Area Arts and Cultural District (HCAACD)**—recognizes the culturally rich neighborhood and seeks to preserve African American culture, and
- **Central Area Neighborhood Design Guidelines**—currently underway and will guide future development.

The Judkins Park Station Area Planning will continue working with the Central Area and surrounding neighborhoods to coordinate City efforts and leverage public and private investment around the future station area.

ENGAGEMENT ACTIVITIES

The Judkins Park Station Area Planning engaged community members through a focused workshop, an online survey, open houses (many of which were joint events with other projects), drop-in events at local hotspots, community liaison door-to-door efforts, and visits to existing local meetings.

Staff built and maintained a project email list and sent updates and event announcements. At least 800 people were reached through the process, and at least 150 people had meaningful conversations with the staff and consultant team.

EVENT/ACTIVITY	DATE	LOCATION	PARTICIPANTS (APPROXIMATE #)
HALA Neighborhood Design Workshop – North Beacon Hill	October 20, 2016	El Centro de la Raza	35 participants
HALA Neighborhood Design Workshop – 23 rd and Union/Jackson	January 31, 2017	Garfield High School	25 participants
HALA Neighborhood Design Workshop – Mt Baker/North Rainier	March 2, 2017	Franklin High School	10 participants
Rainier Valley SDOT Open House	March 7, 2017	Emerald City Bible Fellowship	10 participants at Judkins Park booth, included some immigrants with community liaisons, representative racial diversity
Goodwill Resource Fair	April 19, 2017	Goodwill Training Center	150 participants, included many immigrants
Community liaison residential and commercial canvassing	April 20-24, 2017	Station area	3 liaisons, 335 addresses visited, 70 in-person conversations
Judkins Park Station Area Planning Community Workshop	May 3, 2017	Northwest African American Museum	22 participants
HALA – MHA Central Area Open House	May 16, 2017	Washington Hall	15 participants at Judkins Park booth, representative racial diversity
Business and Property Owner Lunch Drop-In	June 7, 2017	Seattle Boulderling Project	7 participants
Judkins Park Community Council Meeting	June 7, 2017	Thurgood Marshall Elementary School	6 participants
Juneteenth	June 16, 2017	Yesler Community Center	
2100 Building Non-Profit, Business, and Property Owner Drop-In	June 21, 2017	2100 Building	6 participants
Lighthouse for the Blind Focus Group	June 28, 2017	Lighthouse for the Blind	12 participants with auditory and/or visual impairments
Community Liaison Business Engagement	June 28, 2017	Rainier Ave	46 participants (35 business survey responses)
Judkins Park Station Area Planning Survey	April 10-June 30, 2017	Online	238 participants
Emailed Comments	Ongoing	Online	7 participants

COMMUNITY VISION AND PRIORITIES

VISION

The Judkins Park station area becomes a hub of activity that makes use of great regional transit, bicycle access, and parks to unify a once disparate area. Residents and businesses remain, while gaining new neighbors close to the station that:

- Allow more people, businesses, employers, and non-profits to benefit from being near transit,
- Enliven the area, increasing the sense of safety, comfort, and identity, and
- Serve locals with a range of small businesses' goods and services.

New development includes green spaces, is infused with the history and culture of the area, and gracefully transitions between old and new architecture. Housing is affordable and appropriate for families, artists/craftspeople, and longtime residents. Commercial and light industrial businesses and non-profit organizations function and thrive while streets and paths comfortably carry pedestrians, cyclists, and vehicles to and from the station and around the neighborhood.

PRINCIPLES

Throughout the process, the following themes emerged as important principles to most participants for the future of Judkins Park:

- Improve pedestrian safety and access, especially along Rainier Ave S and the Mountains to Sound Greenway Connector

Trail. Respect that location and access is a major asset for the area.

- Support the creation of a holistic, mixed-use neighborhood close to the station.
- Minimize displacement of residents, businesses, and non-profit organizations. Affordable housing, industrial, commercial, and non-profit spaces are important. Balance opportunities for new development with minimizing displacement of existing businesses wishing to stay.
- Maximize the benefits of transit access with greater residential and commercial density near the station.
- Maintain parks and open space, and distinguish the Judkins Park Station from other stations with its extensive adjacent green space.
- Respect the history and culture of the area and, where appropriate, infuse it in redevelopment. Arts, gathering, and cultural spaces are important. Much of the study area is within the Historic Central Area Arts and Cultural District.
- Minimize impacts to existing residents, especially during the transition from single family houses to higher density homes.
- Provide for efficient transfer between transportation modes, including drop-off and pedestrians.
- Address the mobility needs of all community members, especially people with disabilities and mobility challenges.

6. Create a transit-oriented mixed-use center around the station by allowing a higher density commercial and residential mix:
 - Commercial zone just south of the station: Participants clearly want to see the existing commercial zone (and many suggest expanding this eastward to 23rd Ave in the residential zones) zoned for pedestrian-friendly, mixed-use, mid- to high-density development. Desired building height is controversial, with some suggesting 12-story towers and many supporting 5-6 stories.

[5, 1.2, also strong support from online survey open-ended responses]
 - Industrial zone north of the station: Encouraging access to transit and walkability is clearly supported. However, desired uses and intensity is controversial. One property owner suggested allowing 240-foot towers to make use of station access, one would like to see residential allowed combined with light industrial uses, and many appreciate the types of activities and functionality supported under current zoning.

[4, 1.2]
 - Allow apartments and condos within a 5-minute walk from the station.

[3, 1.3, also very strong support in open-ended online survey responses, particularly for affordable housing]
7. Make minor improvements to the trail through Judkins Park.

[5, 1.2]

8. Encourage safe and active uses (e.g., coffee cart) on Rainier Ave S under I-90.

[3, 1.3]
9. Restrict parking near the station to prevent riders from parking in the neighborhoods.

[3, 1.2]*
10. Relieve car traffic congestion on Massachusetts St.

[3, n/a]



May 3 workshop at Northwest African American Museum



May 16 open house at Washington Hall

RESULTS BY AREA

The following geographic areas were presented at multiple meetings with ideas for feedback (shown in italics for each area below). The “What we heard” sections represent the direct results, while the “Suggested Actions” sections are the consultant team’s interpretation of the results as City actions. The Land Use Results map on page 8 displays these original study areas with dashed grey boundaries. Pink and orange dashed boundaries show the more specific ideas participants advocated for (numbered within the “Suggested Actions” sections).

1

23RD AVE S

Idea for feedback: Support a neighborhood center around the station by allowing small-scale retail and live-work units. (MHA feedback, OPCD)

WHAT WE HEARD

Ideas with very strong support include:

- Create a neighborhood commercial mixed-use node on 23rd Ave S near the station entry by allowing small-scale retail close to the station and live/work units along 23rd Ave S.
- Activate the station entry and park.
- Create a safe, efficient, intermodal transfer point at the station/Mountains to Sound Trail/23rd Ave S confluence to accommodate the expected volumes of pedestrians, cyclists, drop-off/pick-up users, and transit.

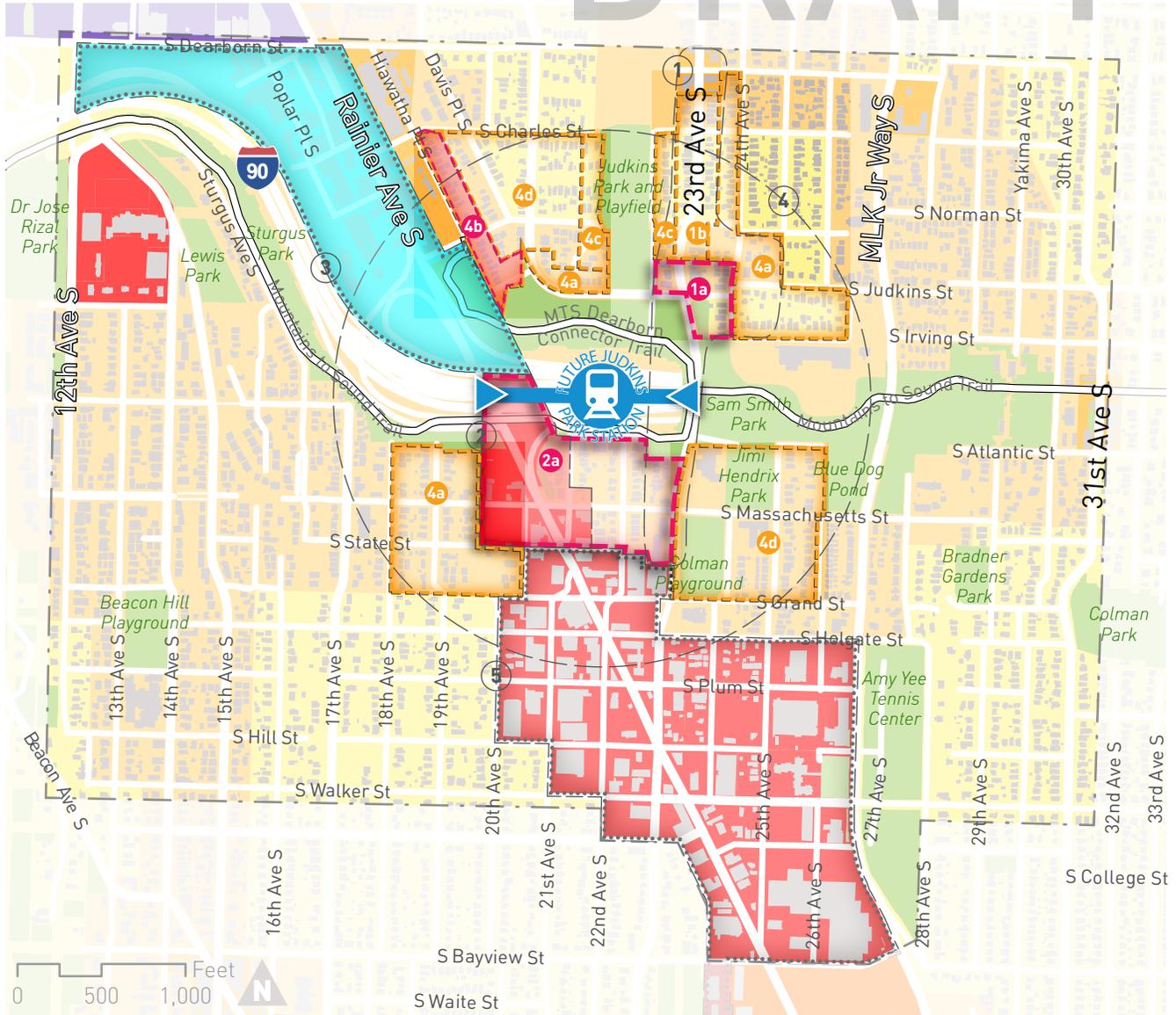
- 23rd Ave is better for neighborhood-oriented retail and mixed uses than Rainier Ave S.
- Avoid displacing small businesses and residents.
- Space for small, local businesses is desired.
- The Northwest African American Museum is an important asset and could be more of a neighborhood center.

Notable ideas mentioned by only a few participants include:

- Implement a demonstration project with an active ground floor, affordable housing, and a community center on the WSDOT park land. The benefit of station area activation outweighs the loss of park land given the extensive park system here. Replace lost park land with new park(s) elsewhere in the station area.
- The community should have an opportunity to input on redevelopment’s design.
- Maintain the community’s cultural character.
- Include streetscape design that clarifies pedestrian, bicycle, and vehicular movement, creates gathering places, and has tactilely accessible features. Bell Street was raised as an example.
- Connect or clarify north-south connections to Mountains-to-Sound Trail.
- Consider safety issues during school drop-off/pick-up times.
- Concern about traffic congestion on 23rd Ave S near the station.

Land Use Results

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Future light rail station entry

EXISTING ZONES

- Industrial
- Large-scale commercial
- Neighborhood commercial
- Multifamily residential
- Single family residential
- Parks

LAND USE RESULTS

- Higher density mixed use
- Higher density residential
- Mixed results
- Study areas as originally shown to community

Land use results map. Grey numbers and dashed boundaries indicate the study areas presented at community meetings for feedback; other colors represent the results.

- Live/work units are a popular idea, but concern over too many of them not being utilized for work space and ground floor being closed off from the street.

Diverging opinions include:

- **Building height:** At the in-person events, people desired a wide range of building types: 4-10 stories were most popular with a few people suggesting 12 stories with setbacks or high rise towers. On the online survey, many more people advocated for mid- and high-rise buildings within a few blocks of the station.
- **Location of node:** Most participants support a neighborhood center on 23rd Ave S on the northeast corner of the station. Some Lighthouse for the Blind participants suggested that the southeast corner makes more sense, and a couple people suggested focusing on 23rd Ave S at Rainier Ave S.

SUGGESTED ACTIONS

- Update zoning to allow neighborhood commercial mixed use (NC) near the east station entry (see land use results map **1a**). Include standards to encourage/require small, affordable commercial spaces and affordable housing. Incorporate The CAP Report recommendations for cultural space.
- Partner with WSDOT, Seattle Parks and Recreation, and affordable housing and commercial space developer to explore options for a mixed-use demonstration project near the east entry, perhaps as part of an intermodal transfer project. Note, this may be on state-owned park land. This may require acquisition of property elsewhere in the station area to replace any lost park land. If determined infeasible, encourage vending and/or a community center on park land near the

entry. Include the Northwest African American Museum in this discussion.

- Update zoning along 23rd Ave S to allow live/work units and/or small business space on the ground floor (**1b**). Consider studying the feasibility of live/work spaces and modifying regulations as needed to encourage more activity in the ground floor work spaces.

2

RAINIER SOUTH OF STATION (GENERAL COMMERCIAL ZONE TO STATE ST)

Idea for feedback: Create a transit-oriented center by allowing a higher density commercial and residential mix. (OPCD, SDOT feedback)

WHAT WE HEARD

Ideas with very strong support include:

- Increase activity by allowing a more intense mix of uses in the existing commercial zone along Rainier and within a few blocks of the station.
- Activate the area under I-90.
- Improve the I-90 on and off ramps for pedestrian and cyclist safety.
- Extend a mixed-use zone east to 23rd Ave and south to Grand St or State St.
- The Northwest African American Museum is an important asset and could be more of a neighborhood center.
- Avoid displacing small businesses and residents.
- Space for small, local businesses is desired.
- Prioritize 23rd Ave S for neighborhood-serving businesses over Rainier Ave S.
- Improve lighting in this area.

Notable ideas mentioned by only a few participants include:

- The Benvenuto Viewpoint and I-90 Trail that runs between S Atlantic St and I-90 need activation. Adjacent redevelopment is supported especially on the WSDOT land between the park and new townhouses, as well as park improvements, such as tables, play sculpture, food trucks, coffee vendor, bike storage/repair, and edible garden or pea patch.
- More jobs and commercial businesses are important in this area.
- Mitigate any air quality issues for people living near the freeway.
- Include public green spaces in new development.
- Design areas around the west entry with gathering spaces, landscaping, clearly designated transportation mode areas, and tactilely accessible features.

Diverging opinions include:

- **Building height:** Most workshop and open house participants suggested 6 to 10 story buildings, while online survey respondents suggested a range: low rise (with small commercial spaces), NC-65, NC-165, and high rise with setbacks within three or four blocks of the station.
- **Activity on Rainier Ave S vs other streets:** Participants generally agree that Rainier Ave S should improve in terms of safety and comfort. Some people also see it as the future neighborhood center. Most envision 23rd Ave S as the focal street for the area. Other side streets were not usually mentioned.
- **Single-use commercial:** A couple participants advocated for commercial uses only in existing commercial zones, while most, for this area close to the station, advocated for mixed-use with residential.

SUGGESTED ACTIONS

- Zone the area outlined on the land use results map **(2a)** for mid- to high-rise mixed use. Consider I-90 Trail access points (currently at 22nd Ave S) that would affect pedestrian flows to the station. Include standards to encourage/require small, affordable commercial spaces and affordable housing. Incorporate The CAP Report recommendations for cultural space.
- Include standards for tower spacing and setbacks.
- Partner with WSDOT to explore options for park land south of the Benvenuto Viewpoint. If development is allowed, ensure that units face the park to provide “eyes on the park.” Consider redesigning and/or vacating and allowing development on S Atlantic St to better activate I-90 Trail and provide useful access points.

3

RAINIER NORTH OF STATION (INDUSTRIAL ZONE)

Idea for feedback: Encourage access to transit and walkability in light industrial and commercial area. (OPCD)

WHAT WE HEARD

Ideas with very strong support include:

- Encourage access to transit and walkability in this area by improving sidewalks and lighting.
- Encourage active ground floors and quality building design. The area is underutilized and dangerous.

Notable ideas mentioned by only a few people include:

- Develop a unique zone that requires some light industrial space and affordable

housing while allowing high density market-rate residential towers for economic feasibility.

- Along a half block facing Rainier on the west side, and full block on the east side, improve the public realm and zone neighborhood commercial to encourage active ground floors and small businesses.

Diverging opinions include:

- **Use:** Some people advocate for a high intensity mix of residential and commercial uses while others advocate to maintain a traditional industrial zone.

SUGGESTED ACTIONS

- Consider the citywide industrial lands study results.
- Consider the functionality of this station area within the context of all the city's station areas.
- Consider developing a unique zone **(3)** that allows residential while requiring light industrial and affordable residential space. Support zoning with street improvements.

4

STATION AREA RESIDENCES

Idea for feedback: Allow apartments and condos within a 5-minute walk from the station, and allow a mix of single family, townhouses, and small apartment buildings within a 10-minute walk from the station. (MHA feedback, OPCD)

WHAT WE HEARD

Ideas with very strong support include:

- Affordable housing is extremely important. Many people only want to see upzones if most/all of new housing is affordable.
- Concerns about displacement and loss of people of color.

- Family-sized housing is important.
- Within the 5-minute walk area, allow mid- to high-rise residential and mixed-use development, and within the 10-minute walk area, allow mid- to low-rise residential development.
- Concerns about the design of new construction and the transition from existing single family to higher intensity residences.
- For the single-use residential areas, generally, slightly higher heights are desired in the northeast and southwest and slightly lower in the northwest and southeast.
- General support for taller buildings adjacent to the station and arterials.
- Maintain solar access, especially to existing parks.
- Provide green space and trees with redevelopment. Some participants would like to see public open space provided with redevelopment.
- If allowing towers, tower separation and setbacks are important.

Notable ideas mentioned by only a few people include:

- Extend the NC zone to include the east side of Hiawatha Pl S.
- Allow residential towers near the Pacific-Medical Tower.
- Lighthouse for the Blind employees are struggling to find affordable housing. This affects the viability of this organization remaining in the area.

Diverging opinions include:

- **Building height in 5-minute walkshed:** A few people would like to see 95'-165' towers ringing the station, many would like to see 5-7 story buildings, and some

4 stories and less. (Also see the “Rainier South of Station” section.) For those wanting to see towers, some only want a few towers, while others want 3 to 4 blocks of towers surrounding the station.

- **Building height in the 10-minute walkshed:** Some people would like to see mid-rise, others low-rise, and most in-person participants wanted a mix of single family, townhouses, and duplexes/triplexes.
- **Use:** See the general commercial and industrial zone areas for divergences of opinions regarding residential in these areas.

SUGGESTED ACTIONS

- Consider updating MHA proposals with some nuances:
 - Increase allowed height in northeast and southwest quadrants of the 5-minute walk area (see map **4a**).
 - Increase allowed height directly north of station (see map **4a**).
 - Consider extending the NC3 zone to include the east side of Hiawatha Pl S (**4b**). Explore extending the NC3 zone west to Rainier Ave S, as well.
 - Require solar access to Judkins Park, i.e., maintain lower heights adjacent to park (**4c**).
 - Increase allowed height limits in the northwest and southeast quadrants of the 5-minute walk area, but to a lesser extent than in the 4a areas (**4d**).
- See “Rainier South of Station” for the residential zone directly south of the station. Consider a mixed-use mid-to high-rise zone (**2a**). Consider I-90 Trail access points that would affect pedestrian flows to the station.

- See “23rd Ave S” regarding a potential mixed-use zone near the station entry and live/work or small business space allowed on the ground floor along 23rd Ave (**1a** and **1b**).
- Implement strong design standards to ease the transition to higher intensity residences.

5

PLUM STREET AREA (GENERAL COMMERCIAL ZONE)

Idea for feedback: Serve the neighborhood better by allowing a higher density commercial, light industrial, and residential mix with pedestrian-friendly street level uses. (MHA feedback, OPCD)

WHAT WE HEARD

Ideas with very strong support include:

- Make it safer and more comfortable to walk around this area. Vacancies and empty parking lots make it feel unsafe.
- Certain intersections, like Plum St and 23rd Ave S, need safety improvements. Consider street vacations where there are small triangular blocks and integration with redevelopment.
- Address accessibility needs for Lighthouse for the Blind employees, especially to the station and bus stops. This includes Tactile Accessible Pedestrian Signals (APS), improved and wider sidewalks on Rainier and 23rd Ave S, separation of transportation modes, and accessible wayfinding.
- Avoid displacing businesses.

- Lower priority, but interested in updating zoning for pedestrian-friendly development.
- Improve lighting.

Notable ideas mentioned by only a few participants include:

- For buildings facing Rainier, more walkability and local services. For the rest of the zone, general commercial and industrial.
- Concern about multifamily developments already displacing traditional commercial businesses.
- Higher density along Rainier and at transit nodes.
- More jobs and commercial businesses are important in this area.
- 23rd and Rainier is a potential center of activity.
- Include public green spaces in new development.

Diverging opinions include:

- **Use:** Some property/business owners would like to redevelop with residential towers and would happily move their own businesses out, while others would prefer single-use, functional commercial areas (not allowing residential at all) that allow the existing types of businesses and organizations to remain.
- **Building height:** A few people suggest mid-rise in the 10-minute walkshed, others suggest NC-95 along Rainier, others suggest heights for only what general commercial needs.
- **Activity on Rainier Ave S vs other streets:** Participants generally agree that Rainier Ave S should improve in terms of safety and comfort. Some people see it as a future neighborhood boulevard with active

uses, others see it as a constrained road that needs to serve trucks, busses, and cars. One workshop group mentioned east-west streets in this area as places for more pedestrian-friendly activity and walkability. Lighthouse for the Blind focus group members generally wanted to see more active ground floors on both Rainier Ave S and 23rd Ave S, with only a little interest in side streets.

SUGGESTED ACTIONS

- Study the land use and zoning, identify the assets that are important to keep, and carefully update zoning to encourage them to remain while allowing some greater intensity mixed-use and multifamily infill (land use results map **5**). Set up a typology of existing land uses/geographies and appropriate zoning action. Typologies should consider qualities such as: vacant, underdeveloped but in use, viable use, along important route, and job generating uses. Develop innovative zoning to require one-for-one job replacement, affordable commercial space, and/or other desired characteristics. Where retail is desired, support zoning with street improvements. The area around Rainier Ave S/Plum St/23rd Ave S may be appropriate for a higher-intensity NC zone.
- Integrate any street vacation planning around the small triangular blocks with land use opportunities.
- Consider the citywide industrial lands study results.
- Consider the functionality of this station area within the context of all the city's station areas. The amount of existing commercial uses, extensive park land, and opportunity for regionally-accessible residences is unique to the Judkins Park Station.

THROUGHOUT

WHAT WE HEARD

- Provide wayfinding to areas of interest (e.g., Mountains to Sound Trail, NAAM, Hiawatha Arts and Business District).
- Improve accessibility, such as Tactile Accessible Pedestrian Signals (APS), design of spaces for accessibility, tactile wayfinding, such as at restaurant/business entrances.
- Include tactile art in redevelopment and open spaces.
- (Also see the “Principles” section.)

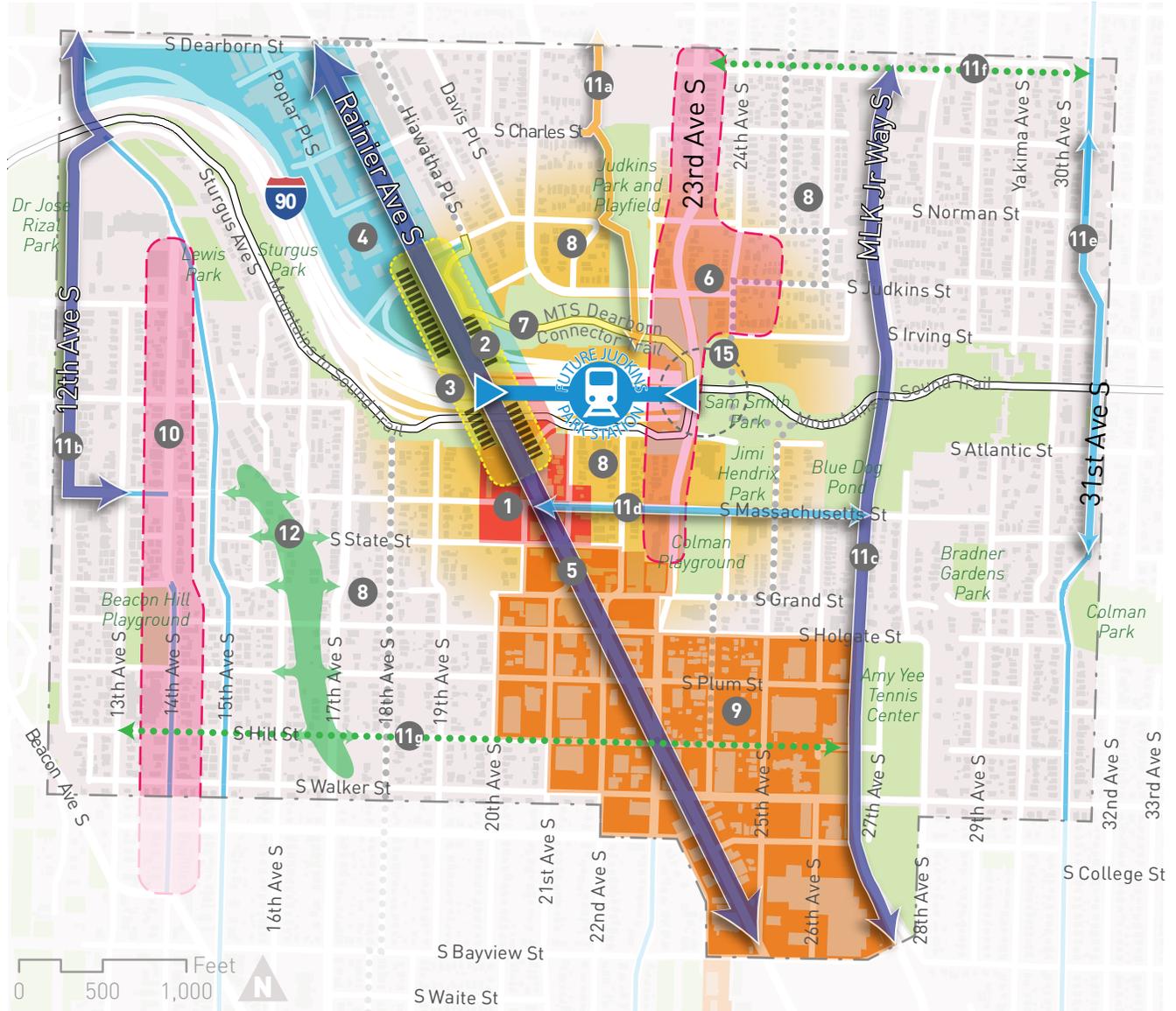
SUGGESTED ACTIONS

- Study wayfinding and accessibility needs through the simultaneous SDOT Judkins Park project.
- Consider additional ways to incorporate The CAP Report recommendations to preserve and encourage cultural spaces.
- Explore ways to encourage tactile art in redevelopment and in existing parks.

APPENDIX A: WORKSHOP AND TARGETED MEETINGS MATERIALS

The following Land Use and Transportation Ideas Map and Ideas Evaluation Sheet were used at public engagement activities during May and June 2017. Feedback at earlier HALA and SDOT events, combined with staff and consultant input, formed the basis of these materials.

Land Use & Transportation Ideas



Future light rail station entry

LAND USE IDEAS

- Higher density mix
- Serve neighborhood better
- Pedestrian-friendly street level
- Allow neighborhood retail
- Allow apartments/condos (generally within 5 minute walk to station)
- Allow mix of townhouses & single family houses (generally within 10 minute walk to station)

EXISTING BICYCLE FACILITIES

- Existing multi-use trail
- Existing bike lane
- Existing neighborhood greenway

TRANSPORTATION IDEAS

- Improve I-90 on & off ramps for walking
- Activate I-90 underpass
- Improve trail lighting/safety
- Planned trail improvements
- Planned protected bike lane (land ped. improvements for Rainier & MLK)
- Planned bike lane
- Planned neighborhood greenway (i.e., ped./bike intersection & signage improvements) in general vicinity
- Connections across steep slopes
- Plan and design multimodal hub

Ideas Evaluation Sheet

Please: 1) Rate the following ideas during the presentation or discussion, and
 2) Circle your top three priorities. (These can be your own ideas in the comments area.)

Note, text in parentheses denotes the idea’s source as follows:

- **OPCD:** Part of Office of Planning and Community Development (OPCD) planning for the area
- **SDOT feedback:** Heard at Seattle Department of Transportation (SDOT) open house, targeted engagement event, and/or staff charrette
- **SDOT plans:** Project is identified in an adopted transportation plan
- **MHA feedback:** Participants proposed idea at a Housing Affordability and Livability Agenda (HALA) Mandatory Housing Affordability (MHA) Neighborhood Design Workshop

IDEA

	How important is this idea?			
	Very important	Important	Neutral	Not important
1. Rainier entry area: Create a transit-oriented center by allowing a higher density commercial and residential mix. (OPCD, SDOT feedback)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2. I-90 on and off ramps: Improve the I-90 on and off ramps for pedestrians and cyclists. (SDOT feedback and plans)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3. I-90 underpass activation: Encourage safe and active uses on Rainier at the I-90 underpass. (SDOT feedback)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4. Industrial area: Encourage access to transit and walkability in light industrial and commercial area. (OPCD)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
5. Rainier Ave S: Improve Rainier Ave S for pedestrians and cyclists. (SDOT feedback and plans)				
How important is it to improve the sidewalks?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
How important is it to improve the crosswalks?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
How important is it to add protected bike lanes?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
6. 23rd Ave entry area: Support a neighborhood center around the station by allowing small-scale retail and live-work units. (MHA feedback, OPCD)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
7. MTS-Dearborn Connector Trail: Add lights to it make safer. (SDOT feedback and plans)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
8. Walking distance housing: Allow housing in a way that creates a walkable neighborhood and increases access to transit. (MHA feedback, OPCD)				
Allow apartments and condos within a 5 minute walk from the station. (MHA feedback, OPCD)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Allow a mix of single family, townhouses, and small apartment buildings within a 10 minute walk from the station. (OPCD)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
9. Plum St area: Serve the neighborhood better by allowing a higher density commercial, light industrial, and residential mix with pedestrian-friendly street level uses. (MHA feedback, OPCD)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
10. 14th Ave: Continue neighborhood-oriented retail from Beacon Ave to the Pacific Medical Tower. (MHA feedback)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

IDEA	How important is this idea?			
	Very important	Important	Neutral	Not important
11. Bicycle routes: Provide safe bicycle routes to connect to destinations and the station. (SDOT plans)				
11a. Improve the trail through Judkins Park.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
11b. Provide protected bike lanes on 12 th Ave S.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
11c. Provide protected bike lanes on Martin Luther King Jr Way S.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
11d. Provide bike lanes on S Massachusetts St.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
11e. Close the bike lane gap on 31 st Ave S.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
11f. Provide a “neighborhood greenway” on or near Dearborn to connect 23 rd and 31 st .	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
11g. Provide a “neighborhood greenway” on or near Hill St.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
12. Pedestrian connections: Provide walking connections across steep topography. (MHA feedback)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
13. Station area parking: Restrict parking (e.g., residential parking zone) near the station to prevent riders from parking in the neighborhoods. (SDOT feedback and plans)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
14. Local transit: Improve local east-west bus service. (SDOT plans)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
15. Mobility hub at 23rd Ave: Plan and design the area around the east station entry to accommodate pedestrians, cyclists, and a vehicular drop-off/pick-up area. (SDOT feedback)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

COMMENTS

Please provide your additional ideas, clarifications, and/or details. If applicable, please describe using specific streets and cross streets.

APPENDIX B: ONLINE SURVEY REPRESENTATIVE QUOTES

INCREASED ACTIVITY AROUND STATION

“The area around NWAAM & Jimi Hendrix Park keeping green space but having a few businesses such as restaurants, coffee shops so that it is more family friendly.”

“Would love to see low-rise local shops and cafes along 23rd and Rainier within half-quarter mile of the light rail station with a focus on residential and parks off the main thoroughfares.”

“I’d like to see dozens of blocks worth of midrise and perhaps a few high-rise blocks as well. NC-165 should be something the city uses more.”

“Currently there isn’t much pedestrian friendly walking space and little in the form of amenities that warrant visits to Rainier Avenue in this area. There needs to be more business and retail to attract more people along with the LINK and transit access.”

“More POC family owned businesses, more ethnic restaurants & cafes, youth employment options, arts.”

“We need more activity in and around the parks we have in order to make them safer. We also need more ‘eyes on the park’ because the existing homes often turn their shoulders/back to the parks, making them feel less safe. Any new development should respectfully address the park lands so that the cultural events that happen in them can be fostered while making the spaces safe during non-event times.”

“We need to add high density around the main corridors and the station, so many people can benefit from the proximity to the station. This should include light industrial, commercial, and residential, and it MUST include a substantial amount of commercial and residential spaces for significantly less than market rate. With the increased density, we need to also make sure that there is increased open spaces and parks so people still find places of solitude and beauty outdoors.”

“I am really hoping there will be some zoning changes in the immediate area around both entrances to allow for bars, coffee shops, restaurants, and other low-density commercial, along with higher density residential.”

“Regions close to the station should be MUCH denser, regions further away should be less dense. Commercial activity should be placed on arterials, and around the station in mix use regions.”

“Upzone. Upzone. Upzone. The entire walkshed should allow for six story multi-use buildings. Light rail costs billions to build, make it worth it. Make it work. End of story.”

“I’d like to see more neighborhood retail uses in all of these areas, with it being so close to the light rail.”

“Dense, urban walkable. Doesn’t matter what it is so long as has some height and cars are 2nd class.”

“Housing density and business need to be developed around this light rail station

so it feels safer and becomes a vibrant and connective node for the surrounding neighborhoods.”

“[T]here needs to be denser housing by the station as well as more business and employment to take advantage of the station. The space between Mt. Baker Station and Judkins Park station should be more dense than SLU. This is the perfect corridor to add the density to take advantage of the great amenities in all directions and transit.”

“Business development at the station itself like you see in the Tokyo subway, near NYC subway stations, Bangkok skytrain, or any other vibrant urban area. This means allowing businesses like small vendors, snack places, coffee on the go, etc. to actually operate on the station site itself, under I-90 or even on the station platform (like they do in major rail stations around Europe).”

AFFORDABLE HOUSING

“We need affordable housing in all our neighborhoods.”

“Affordable housing and rent control MUST be prioritized in these areas. There is a major risk of further pricing out people who have lived here for many years, and in the interest of history and equity, this must not happen.”

“For housing - it should be low income housing. Not just the new developments that push out African Americans who have lived in this neighborhood for generations.”

“We need to take care of and improve the housing here rather than build more shiny new buildings that cost more.”

“Prioritize low income housing!”

“We should be encouraging multi-story housing with a large number of affordable units within a few blocks of the light rail station.”

SAFE AND COMFORTABLE WALKING AND BIKING

“Currently the area is really unfriendly to pedestrians. I get lost easily and don’t feel safe crossing the street or just walking around on the street in general. Because of this I don’t feel inclined to explore this area of the city by myself. Making this area more activated for pedestrians with more wayfinding, better lighting, more housing (so more people on the street too) and more access to things like grocery stores or pharmacies please!”

“Rainier Ave is the clear and obvious nexus of housing, transport, and businesses/urban development. Making that corridor easily walkable, safe, and accessible from the surrounding areas is the highest priority.”

“I also want accessible sidewalks on every corner because it’s hard to navigate the sidewalks with a stroller.”

“Safe, comfortable routes for people of all ages and abilities to access the station and nearby homes, businesses, and parks while walking or riding bicycles.”

“Rainier is a horrible street, too much traffic and not enough pleasantness to make me stop. 45th Street through Wallingford or 14th Avenue by Seattle U or even the revamping of Union between 14th and 23rd are good examples of what Rainier could be with the political will and leadership from the city council and the mayor’s office.”

HISTORY AND CULTURE

“We need to work to preserve the history and culture of parts of Seattle that have been historically black.”

“Utilizing Equitable Development framework, specifically in relation to -The CAP Report: 30 Ideas for the Creation, Activation, and Preservation of Cultural Space....”

INDUSTRIAL AND GENERAL COMMERCIAL LANDS

“While the current boom in Seattle is not based manufacturing, the diversity of the economy and the employment types matters as it continues to grow. So I would prefer to not see [Poplar Place] evolve into predominantly commercial space like South Lake Union or residential and related restaurant/retail like Capital Hill. But I also feel it makes no sense to prevent residential use to be mixed in with light industrial or “maker” use. Of course the magic trick will be how to make it feasible to keep at least some of the spaces affordable.”

“I would like to emphasize again that increasing density and walkability from the station south is best for the entire area. ...If the city continues to hold on to light industrial and manufacturing in that area, the area will continue to stagnate. People will stay in their cars or will not walk to services. Not one person in my 50 plus company walks to work or takes public transportation. The reason is they don't feel safe walking in the area. The only way to change that is to bring density and walkability. Either change the area south of the station, or the city will continue with what they have now; cars, homeless encampments and crime.”

“Would like to see commercial/industrial areas stay as such - not as mixed use.”

“As someone who lives in this area it can feel VERY industrial, with little to no support for any sort of cafes or restaurants. There is nowhere to easily or safely walk to grab a coffee or a drink in the morning or evening.... I would love to see this developed more smartly and sustainably to encourage small business growth and a more walkable neighborhood.”

“This area of Seattle seems to be overlooked by many of the businesses and restaurants

you would typically see in other Seattle neighborhoods. The area around the Judkins station is, relatively speaking, a wasteland of light industrial that should be turned into a vibrant neighborhood.”

“The industrial area outlined in white ... is the most egregiously derelict and dangerous area.”

PARKS

“Parks are what make this neighborhood great and our residents sane. Please don't touch our beautiful open spaces!”

“There are plenty of parks in the area.”

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