THANK YOU

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

STUDY PURPOSE 1
BACKGROUND 2
ENGAGEMENT ACTIVITIES 3
COMMUNITY VISION AND PRIORITIES 4
RESULTS BY AREA 7
APPENDIX A: WORKSHOP AND TARGETED MEETINGS MATERIALS 15
APPENDIX B: ONLINE SURVEY REPRESENTATIVE QUOTES 19
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.
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.
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.

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

THEMES
Online survey open-ended responses most often noted a desire for more of the following:

1. Small businesses to serve the neighborhood and a higher intensity mix of uses near the station (at least 36 mentions),
2. Affordable and higher density housing (at least 28 mentions), and
3. Safe and comfortable pedestrian and bicycle routes (at least 20 mentions).

TOP TEN IDEAS
When ranking specific ideas, the following emerged as the top ten priorities:

See the Ideas Map and Evaluation Sheet in Appendix A for the specific ideas to which people responded. Numbers in parenthesis indicate the number of times the idea ranked in a person’s top three followed by its score from the evaluation sheet [2=very important, 1=important, 0=neutral, and -1=not important]. Thirty-six people completed evaluation sheets. *Asterisks denote ideas that were also scored on the online survey, which includes 238 respondents.

1. Improve Rainier Ave S for pedestrians and bicyclists. *(18, 1.6* for pedestrians, 1.3* for cyclists)*
2. Plan and design the east station entry area [23rd Ave S/MTS Trail] to accommodate the expected volumes of pedestrians, cyclists, and vehicular drop-off/pick-up. *(14, 1.5)*
3. Improve the I-90 on and off ramps for pedestrian safety and comfort. A well-supported idea that arose at many events is to, in the long term, work with WSDOT to reconstruct as an urban intersection. *(7, 1.6)*
4. Add lights to the MTS-Dearborn Connector Trail. *(9, 1.2)*
5. Create a neighborhood commercial mixed-use node on 23rd Ave S at the I-90 Park. Allow small-scale retail by the station and live/work units along 23rd Ave S. A well-supported implementation idea that arose at a few events is to consider supporting a catalyst project with affordable housing, a community center, and active ground floor on or near the I-90 Park. *(7, 1.3, also very strong support shown in open-ended online survey responses)*
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]
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

- 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.

**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.

**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.

**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.

**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.
JUDKINS PARK STATION AREA STUDY

Land Use & Transportation Ideas

**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 (and 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
**JUDKINS PARK STATION AREA PLANNING WORKSHOP**

**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

<table>
<thead>
<tr>
<th>Idea</th>
<th>How important is this idea?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Very important</td>
</tr>
<tr>
<td><strong>IDEA</strong></td>
<td></td>
</tr>
<tr>
<td>1. Rainier entry area: Create a transit-oriented center by allowing a higher density commercial and residential mix. (OPCD, SDOT feedback)</td>
<td></td>
</tr>
<tr>
<td>2. I-90 on and off ramps: Improve the I-90 on and off ramps for pedestrians and cyclists. (SDOT feedback and plans)</td>
<td></td>
</tr>
<tr>
<td>3. I-90 underpass activation: Encourage safe and active uses on Rainier at the I-90 underpass. (SDOT feedback)</td>
<td></td>
</tr>
<tr>
<td>4. Industrial area: Encourage access to transit and walkability in light industrial and commercial area. (OPCD)</td>
<td></td>
</tr>
<tr>
<td>5. Rainier Ave S: Improve Rainier Ave S for pedestrians and cyclists. (SDOT feedback and plans)</td>
<td></td>
</tr>
<tr>
<td>How important is it to improve the sidewalks?</td>
<td></td>
</tr>
<tr>
<td>How important is it to improve the crosswalks?</td>
<td></td>
</tr>
<tr>
<td>How important is it to add protected bike lanes?</td>
<td></td>
</tr>
<tr>
<td>6. 23rd Ave entry area: Support a neighborhood center around the station by allowing small-scale retail and live-work units. (MHA feedback, OPCD)</td>
<td></td>
</tr>
<tr>
<td>7. MTS-Dearborn Connector Trail: Add lights to it make safer. (SDOT feedback and plans)</td>
<td></td>
</tr>
<tr>
<td>8. Walking distance housing: Allow housing in a way that creates a walkable neighborhood and increases access to transit. (MHA feedback, OPCD)</td>
<td></td>
</tr>
<tr>
<td>Allow apartments and condos within a 5 minute walk from the station. (MHA feedback, OPCD)</td>
<td></td>
</tr>
<tr>
<td>Allow a mix of single family, townhouses, and small apartment buildings within a 10 minute walk from the station. (OPCD)</td>
<td></td>
</tr>
<tr>
<td>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)</td>
<td></td>
</tr>
<tr>
<td>10. 14th Ave: Continue neighborhood-oriented retail from Beacon Ave to the Pacific Medical Tower. (MHA feedback)</td>
<td></td>
</tr>
</tbody>
</table>
### IDEA

<table>
<thead>
<tr>
<th></th>
<th><strong>Bicycle routes:</strong> Provide safe bicycle routes to connect to destinations and the station. [SDOT plans]</th>
<th><strong>How Important is this idea?</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>11a.</td>
<td>Improve the trail through Judkins Park.</td>
<td>![ ] ![ ] ![ ] ![ ]</td>
</tr>
<tr>
<td>11c.</td>
<td>Provide protected bike lanes on Martin Luther King Jr Way S.</td>
<td>![ ] ![ ] ![ ] ![ ]</td>
</tr>
<tr>
<td>11d.</td>
<td>Provide bike lanes on S Massachusetts St.</td>
<td>![ ] ![ ] ![ ] ![ ]</td>
</tr>
<tr>
<td>11e.</td>
<td>Close the bike lane gap on 31st Ave S.</td>
<td>![ ] ![ ] ![ ] ![ ]</td>
</tr>
<tr>
<td>11f.</td>
<td>Provide a “neighborhood greenway” on or near Dearborn to connect 23rd and 31st.</td>
<td>![ ] ![ ] ![ ] ![ ]</td>
</tr>
<tr>
<td>11g.</td>
<td>Provide a “neighborhood greenway” on or near Hill St.</td>
<td>![ ] ![ ] ![ ] ![ ]</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th><strong>Pedestrian connections:</strong> Provide walking connections across steep topography. [MHA feedback]</th>
<th><strong>How Important is this idea?</strong></th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th></th>
<th><strong>Station area parking:</strong> Restrict parking [e.g., residential parking zone] near the station to prevent riders from parking in the neighborhoods. [SDOT feedback and plans]</th>
<th><strong>How Important is this idea?</strong></th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th></th>
<th><strong>Local transit:</strong> Improve local east-west bus service. [SDOT plans]</th>
<th><strong>How Important is this idea?</strong></th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th></th>
<th><strong>Mobility hub at 23rd Ave:</strong> Plan and design the area around the east station entry to accommodate pedestrians, cyclists, and a vehicular drop-off/pick-up area. [SDOT feedback]</th>
<th><strong>How Important is this idea?</strong></th>
</tr>
</thead>
</table>

### 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

“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

“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

“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.”

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.”