

General Mix, Composition and Character

Questions to be addressed at the workshop:

What do you envision as the general makeup of uses in the development around the station? What uses will have the strongest presence? I.e., is the four site redevelopment:

- A mostly residential redevelopment with active ground level retail.
- A pronounced retail hub – with other uses on the sites.
- A pronounced community services campus - with other uses on the sites.
- Something else – i.e. a substantial office / employment component.

- All of these
- A mix.
 - All want vibrant retail.
 - All want community space - not necessarily subsidized.
- Office
 - Question whether it works here.
 - For organizations and non-profits - resource and space sharing.
- Favor transit-oriented uses.
- Identified L.G.B.T. Community Center – tourism.
- Vibrant active retail – Broadway
- Regional or local (?)
- Family housing
- Priority
 - Must be a mix of housing→with vital ground-level retail.
 - Must be dense.
 - Community space - office space relates to community space.
- Lacking in social services here.
- Great place for services.
- Some space for arts-related activities.

Retail and/or Office – How Much / What Kind / Where?

Questions to be addressed at the workshop:

- How much of the retail should be targeted to small local business – some, most, all? Where on the site should they be located?
- Should there be a larger anchor tenant, and what type of business might that be? Where might it be located?

- Smaller, Local Spaces
 - Lease up quickly.
 - Diversity, opportunities to flourish.
- Allow flexibility for growth, etc.
 - Allow for some slightly larger spaces.
- Needs to be transparent all around.
- Needs activity and safety all around including the Plaza.
 - Consider shared Plaza/open space for multiple businesses that can access and use it.
 - Maintain activity in Plaza.
- Regional draw w/T.O.D.

- Consider rooftop event space.
- Outdoor gallery with umbrellas, etc.
- A larger tenant, but don't let it dominate the street front.
- Restaurants.
- Services and offices can support retail.
- Need to accommodate – loading/services for businesses.
- Not sure if the development should be internally focused or focused on the street fronts – it's difficult to do both.
- Within development have Broadway retail complimentary to Plaza.
- No dead courtyard!
 - Consider design.
 - Consider district garbage and services collection.

Housing – How Much / What Kind / Where?

Questions to be addressed at the workshop:

- About how much of the housing in the redevelopment should be affordable housing?
- What type of affordable housing should be the primary target – Moderate Income, low income, very low income, special needs, senior?
 - Non-profits have trouble doing commercial.
 - Family housing is important for a capitol hill demographic.
 - i.e. Capitol Hill families.
 - Should reflect neighborhood demographic.
 - Have the services, need day care.
 - * Mix the unit types.
 - Reflects demographic changes.
 - Combination of ages and types of folks. i.e. children→seniors.
 - Housing has relationship to services.
 - Such as the community center/social services.
 - Consider what's already nearby in terms of services and don't duplicate in the T.O.D.

Community Facilities & Services

Questions to be addressed at the workshop:

- Should the community center be co-located with other community elements such as artist's spaces, live/work spaces, etc.
- Should the community center have adjacencies, and/or an ownership connection with the affordable housing?
- What uses adjacent to the station plaza (Nagle Place Extension) are best suited to activate the plaza?
 - Could a single site consolidate a range of the services (?)
 - i.e. Site A – 1 @ 6 stories is about 50K SF – as an example.
 - Site divisions are arbitrary and flexible.
 - Very difficult to mix and co-mingle from a developer perspective. Avoid shared uses building types.

- Designate a site or focus area for services – area that is a consolidated structure or location for services.
- Security and privacy concerns – especially with higher rent.
- Affordable services in one area.
 - Separate uses are easier, so cluster social services, and cluster affordable housing mix.
 - Consider Oddfellows as an example of flexible spaces.
 - Identify / specify where community services are on the sites.
- Incentive zoning with bonuses – consider going to NC-3-65 on B sites.
- Consider a Public Authority or development entity.

Parking – Bikes and Cars

Questions to be addressed at the workshop:

- Should there be a central bicycle parking facility? If so where? What types of bicycle users should it accommodate? i.e. commuters, residents etc.
- About how much auto parking should be provided in the development and how should it be allocated?
- How can auto parking provided in the building be decoupled from residential and commercial units?
- Should there be an auto parking maximum?

- Yes – bike parking! S.T. is being aggressive with new bike facilities.
- As private developer, should definitely be a lot of auto-parking.
 - Need monthly, daily, hourly.
- Citizen
 - Should be a minimum amount of vehicle parking.
- De-coupling
 - To provide affordable housing – it helps to de-couple parking.
- As non-profit developer
 - Little parking is possible.
 - Car share – access to a car.
- Parking for retail/restaurants & businesses.
- Consider a neighborhood/district parking scheme.
 - i.e. – Smart Parking system
- Consider a taxi stand & a truly multi-modal project.
- Kiss 'n Ride.

Master Planned or Individual Sites

Questions to be addressed at the workshop:

To what extent do you envision the redevelopment around the station area as:

- A single, master planned development with extensive integration of uses and design across the 4 infill sites?; or
- A cluster of separate infill projects within a general framework?
 - Not a large development that looks like a mall.
 - Need diversity and variety in design.
 - Need an overall thought out plan.
 - Code / development plan etc. could apply across the 4 sites.
 - Sound Transit looking at an overall land use approval for 4 sites.
 - Support an overall approval, but don't short change the standards. Allow clustering and focusing of amenities for truly useable spaces.
 - Share the amenities, etc. across the sites.
 - Pick-up/drop-off ("Kiss 'n Ride").

Modifying the Envelope

Questions to be addressed at the workshop:

In general do you think that the City and Sound Transit should consider modifying zoning and development standards for the sites to help facilitate the preferred uses? For example:

- Should movement and shifting of the allowable height and density within the four sites be allowed to facilitate the preferred uses and design?
- Should upzones of height or density be allowed on some portions of the sites if it can help facilitate preferred uses and design?
- If increased height and density is considered – what areas of the sites are best suited for such an increase?
 - Push & Pull. Yes, but needs to be tied to plan. (see question #1).
 - Flexible – allows for better design for shadows/light – better spaces, etc.
 - Selective net increase is OK.