

Draft Meeting Notes

Members in attendance: Nancy Amidei, Rebecca Barnes, Chuck Broches, David Cohan, Ann Gantt, Mark Griffin, Barbara Quinn, Ruedi Risler, Matt Roewe, Alfred Mustey Shiga, Scott Soules

Also in attendance: Sonja Warner, Kateri Schlessman, Marty Curry

Staff in Attendance: Brian Scott (facilitator), Susan McLain (Seattle Department of Planning and Development-DPD), Radhika Nair (DPD), David LaClergue (DPD), Tony Mazzella (Seattle Department of Transportation)

Guest Speakers: *Jana Wright Demas, King County Metro*
Rachel Smith, Sound Transit

At this meeting, working group members and other participants focused on clarifying questions related to future transit connections in light of the new station in the U District. This was followed by a recap of work done so far and an overview of meetings and topics ahead.

The discussion during meeting #4 built upon the group's July 13 meeting, when working group members and other participants focused on areas in the center of the district, within the "walkshed" of the station area, including potential features of public places and new buildings that complement the transit station, and support neighborhood livability and future investment.

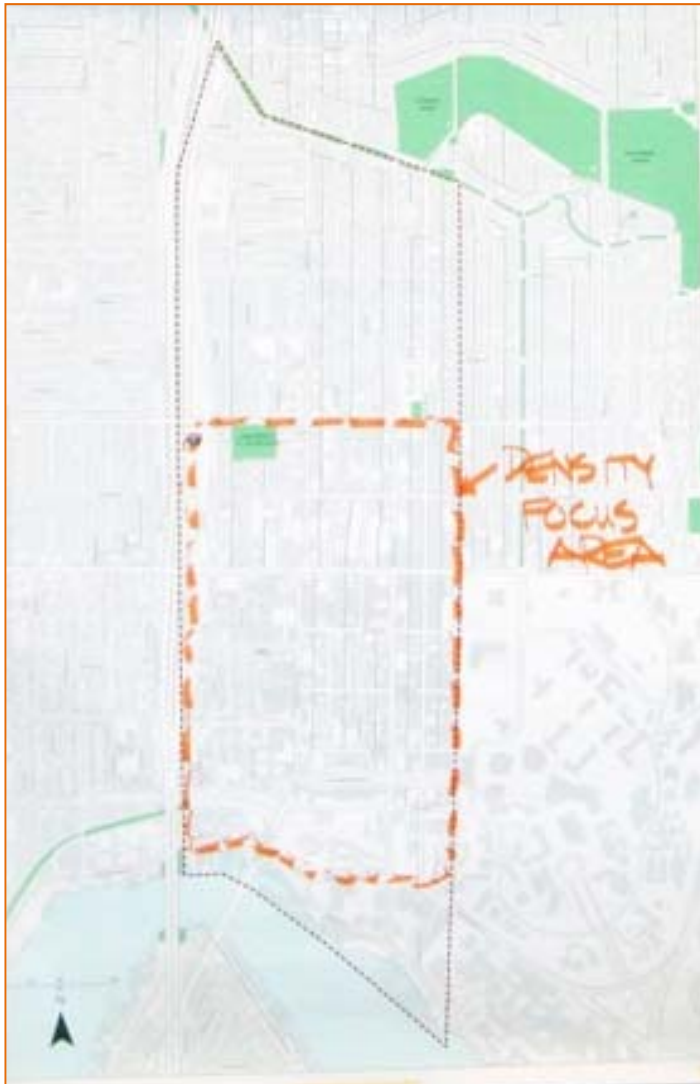
Summary of "What We Heard" about future transit connections

- Sound Transit plans to open the University District Station in 2021
- Public Agencies have no plans to provide parking accessory to the station and do not see any sort of 'park & ride' function at this location
- Sound Transit projects 12,000 daily boarding's at the U District Station. North Link is projected to be a high performing corridor
- Sound Transit plans two entrances to the station with Transit Oriented Development above
- Sound Transit and the University of Washington are likely to be two of the key actors in planning the Light Rail station site
- King County Metro will adjust bus routes and schedules to serve the Light Rail station, but not until 2-years before opening. This is a typical time frame for large structural changes.

- King County Metro routinely updates and adjusts bus routes and schedules and is open to community input. Metro is interested in East-West routes and other thoughts the community might have on improving service and on prioritization of projects
- There has been considerable planning and investment in bus service on the Ave and on 15th, and changing this policy will be difficult
- The U District Livability Project has the opportunity to influence future transit planning through a focused vision and consistent message over the next 8-10 years as plans for Light Rail and reconfigured bus service are developed
- Streetscape Concept Plan can drill down on details of how different streets can function

Map

Clarified area that can support added density: from 50th south to the water (see orange dashed rectangle on map)



Feedback on Principles (these are found in the presentation materials)

DPD staff are beginning to think about principles that may guide the Urban Design Framework, which is one outcome of this working group. Below are the principles that were presented to the group. Feedback is shown in italics.

Possible Principles:

Light rail is a catalyst for re-thinking the U District, including the possibility of new building forms and densities.

Balance regional with local—The University District (and the UW) is a regional employment center and resource. The neighborhood is also a local community with a unique character and attributes.

Integration with the UW and adjacent neighborhoods—Urban design needs to consider connections within and between neighboring areas, including the UW campus.

Active transportation: walking, biking along with vehicles, buses—People move into and through the neighborhood by all modes of travel. Light rail and transit connections mean people can live and meet their daily needs on foot and bicycle.

Public life – To foster a vibrant community life, the U District needs a network of great public spaces and streets

Vibrant commercial areas—Urban design recommendations will support vibrant and varied commercial districts, *including the opportunity for major employers.*

Diversity of residents—The U District needs a diversity of residents who have a long-term stake in the neighborhood. Urban design should support a resident population, including young professionals and families at a range of income levels, in addition to the existing student population *and the population of homeless youth and young adults.*

Neighborhood Character—*we discussed the need to acknowledge and integrate character-defining features of the neighborhood, including historic structures.*

Coming up in future discussions:

Services for the community (and/or culture/ character)

Future development will be affected by zoning and design guidance

Sustainable neighborhood

Additional Feedback:

- Include language about providing services to the community in support of the principle “diversity of residents”
- The group is very supportive of density especially in the area south of 50th street as well as specifically around the station
- Make sure that density and height goals are accompanied with specific guidance for pedestrian amenities, open space, and pedestrian connections
- Note the importance of substantial development sites, and how more of these sites will be enabled through rezoning
- Include the preservation of special or unique buildings
- Include the notion of design features and/or guidelines that are unique to the U District
- The University of Washington is very supportive and interested in better integration with the neighborhood
- 45th street can be the location of large commercial or employment uses, for example, medical offices

U DISTRICT - FUTURE DEVELOPMENT & URBAN DESIGN - 7/27/12

ADDED THOUGHTS	POSSIBLE PRINCIPLES	UP NEXT:
<ul style="list-style-type: none"> > COUPLE DENSITY/HEIGHT WITH SPECIFIC GUIDANCE FOR OPEN SPACE/PED AMENITIES → PED CONNECTIONS > IMPORTANCE OF SUBSTANTIAL DEVELOPMENT SITES TO BE ENABLED BY REZONING > PRESERVATION OF SPECIAL BLDGS. → INCENTIVES > DESIGN UNIQUE TO UDISTRICT 	<ul style="list-style-type: none"> > LIGHT RAIL AS CATALYST > BALANCE REGIONAL & LOCAL > INTEGRATION OF U.W. & NEIGHBORHOODS > ACTIVE TRANSPORTATION: WALK, BIKE, VEHICLES, BUSES > PUBLIC LIFE > VIBRANT COMMERCIAL AREAS > DIVERSITY OF RESIDENTS & SERVICES TO THOSE IN NEED > SERVICES > ZONING & DSN GUIDANCE > SUSTAINABLE NEIGHBORHOOD 	<p>UP NEXT:</p> <ul style="list-style-type: none"> OPEN SPACE NETWORK → INCLUDE U.W. CAMPUS! IMMEDIATE STATION AREAS & STREETS URBAN FORM: <ul style="list-style-type: none"> HOUSING SUSTAINABILITY SUB-AREAS & CONCEPTS WRAP-UP

*** HOMEWORK ***

CONSIDER:

- TYPES OF OPEN SPACES NEEDED

CONSIDER:

- WHERE?
- WHAT KIND?
- FOR WHOM?
- FOR WHAT ACTIVITIES?
- VARIETIES

i.e.

- Pass throughs
- Dogs
- Lunch spots
- Etc

Upcoming Meeting on Network of Open Space

Our next meeting on September 7 will focus on the network spaces in the U. District, and will be organized by DPD Senior Planner Dave LaClergue. Conversation will be around the different types of spaces required, such as park space that responds to the needs of seniors and families, urban plazas, sidewalks with green infrastructure etc., as well as the larger network of spaces and connections

Future meetings will be held at the University Heights Center (Room NB1, downstairs) at 7:30 a.m. on the following days:

- Friday, Sept 7th
- Thursday, Sept 20th
- Thursday, Oct 4th
- Thursday, Oct 18th