

# Marina District

## Stakeholder Group Meeting #3



# Tonight's Agenda

- ❑ Overview of stakeholder process
- ❑ Discussion/Refinements to Scenario 1.0
- ❑ Discuss and confirm policy recommendations
- ❑ Wrap-up and next steps

# Scenario 1.0 Stakeholder Ideas



# S 216<sup>TH</sup> NODE



**Mid-rise Buildings Superimposed on QFC Site – Looking South**

# S 216<sup>th</sup> Node



**Mid-rise Buildings Superimposed on QFC Site – Looking SW**

# S 216<sup>th</sup> Node



**Mid-rise Buildings on QFC Site – Looking NE on 7<sup>th</sup> Avenue**

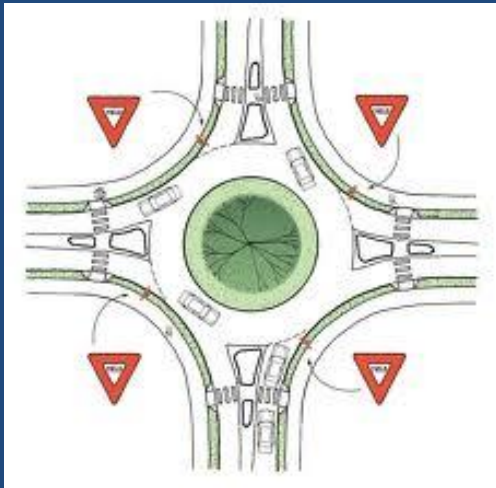
# Comments on Scenario 1.0?

- ❑ Are the Stakeholder Group's ideas reflected in the model & narrative?
- ❑ What should be added?
- ❑ What should be changed?

# Policy Discussion

- Land Use/Zoning
  - Regulatory
  - Economic
  - Voluntary
  
- Transportation, Circulation, & Infrastructure
  - Roundabouts
  - Couplet
  - Gateways/Wayfinding Signage
  
- Public Art

# Modern Roundabouts



## Benefits

- Safety
- Improved traffic flow
- Improved air quality

## Factors Affecting Functionality

- Within the context of MVD
- May not be as effective given signal at S 223rd



# One-way Couplets

- ❑ Pairs of one-way streets that function as a single higher-capacity street
- ❑ Usually separated by one city block
- ❑ Used commercial and mixed-use areas
- ❑ Designed to have a higher transportation capacity than an equivalent two-way street
- ❑ One-Way Couplets can be designated any of the five street typologies:
  - Residential
  - Main Street
  - Mixed-Use
  - Commercial
  - Industrial

# One-way Couplets

## Benefits

- ❑ Splits volumes between MVD & 7<sup>th</sup> Ave S
- ❑ Allows for angle parking on both MVD & 7<sup>th</sup> Ave S
- ❑ Wouldn't require taking of property along MVD to accommodate parking
- ❑ Work well with roundabouts



Burnside-Couch Couplet – Portland