

Southeast Seattle Station Area Planning

HENDERSON



Light Rail Station Area Planning

For the past four years, many citizens have been working together to develop neighborhood plans and define a vision for our community. The goal of **station area planning** is to integrate the light rail stations with the work already done in neighborhood planning. Station area planning will produce a set of actions that may include increased choices for housing, a support for existing businesses, new business development, parking management strategies, and pedestrian and public space improvements. The purpose of station area planning is NOT to create another "plan," but to use the light rail investment as a catalyst to achieve community goals. Generally, a station area is defined by the walking distance (approximately one-quarter mile) around each light rail station.

In March 1999, station area planning held a kick-off event for Southeast Seattle. Following the kick-off, **advisory committees** of community stakeholders and interested individuals were assembled for each station area. These volunteer groups continue to meet throughout the summer, providing feedback to Sound Transit engineers on details concerning station area locations and working with City staff to prioritize station area planning efforts.

Design and Development Work Session

In order to take the ideas that came out of the neighborhood plans and the advisory committees to the next level, the City held an intensive two-week **design and development work session** for Southeast Seattle from July 19 to July 30, 1999. The goal of the design and development work was to develop concepts and options for the station areas that were grounded in economic reality and which supported existing neighborhood plan recommendations. The work sessions began with a community forum and included community interviews to gather additional public comments. Some of the key considerations for the Henderson station are listed below on this poster.

The design teams of City staff, Sound Transit staff, and consultants then used this information to develop options for the station areas and examine the tradeoffs of different recommendations. The design and development work session results were presented to the community in a report-out event on August 14, 1999.

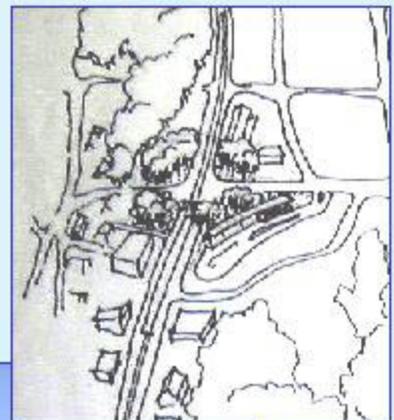
Key Considerations

THE STATION: What we know from Sound Transit

- Sound Transit's baseline configuration is a center platform station in the center of MLK. The station is located south of Henderson St.
- A bus layover facility is planned for the SE corner of the MLK and Henderson St intersection.
- The project budget includes an allocation for streetscape improvements along Henderson St to connect MLK with the commercial and civic core of Rainier Beach.
- A third track, for the light rail trains to reverse direction/change tracks is integrated into this station and has been moved further south in order to narrow the ROW width at the intersection.

COMMUNITY VISION AND ISSUES: What we heard from the community

- Neighborhood desires a mixed-use neighborhood center including uses such as a coffee shop, post office, laundromat, and neighborhood service center.
- Strengthen existing commercial/retail core around Rainier Beach business district.
- Encourage additional market-rate multi-family housing development, preferably town homes.
- "Gateway" to Seattle theme in station design. Station identity that reflects the cultural diversity of Rainier Beach. Landscaping improvements on MLK north and south of station, with street lighting and maintenance of the Carlsberg Greenbelt.
- East/west links on Henderson St between MLK to Rainier Ave and to Lake Washington -- additional public improvements, development, and appropriate transit routes.
- Truck access and circulation needs for industrial uses south of Henderson St are critical.
- Layover facility: concerns about congestion, noise, bus connections, and cut-through traffic.
- Concerns about "hide and ride" around the station, especially on already-narrow streets that will become blocked if 1 or 2 cars park on them. Prefer RPZ option. Need parking enforcement.



DEVELOPMENT POTENTIAL: What we learned about the market

- Development potential here is more long-term.
- Approx. 90% of the land in the station area is single-family residential, public schools and open space.
- Limited parcels available for development because of physical/topographical constraints.
- Long-term (greater than 10 years) market support for a moderate level of convenience/transit-related retail, market-rate and affordable housing, and neighborhood office use.
- A new mixed-use development (ground-level retail/office and second floor residential) is currently being constructed at Henderson St and Renton Ave.
- Relatively high homeownership rate and heavy projected daily boardings.
- Challenges:
 - Physical and topographical constraints limit development options (e.g. City Light right-of-way and greenbelt's steep slope west of MLK).
 - Protecting and enhancing Rainier Beach business district while encouraging some development in the station area.
 - Reconciling industrial character of MLK south of Henderson St with the desire for additional residential/retail/office development in the area.
 - Suitable zoning to permit and encourage desired development.

