

McCLELLAN



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, 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 McClellan 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

DEVELOPMENT POTENTIAL: What we learned about the market

- Retail/commercial/employment concentrations exist; proximity to downtown increases the area's future development potential.
- There is market support for additional community and neighborhood-serving retail.
- There is market support for a limited quantity of additional market rate rental multi-family housing units.
- There is market support for a moderate amount of additional office development.
- Challenges:
 - Land assembly; area is relatively "built-out" so new development will need to involve re-use of existing commercial sites.
 - Displacement of existing businesses.
 - Preserving opportunities for auto-oriented businesses.
 - Suitable zoning to permit and encourage desired development.

THE STATION: What we know from Sound Transit

- Sound Transit's baseline configurations include 2 options, both exiting from the Beacon Hill tunnel to an aerial station and to aching down to a surface alignment in the vicinity of MLK and Walden St.
- Both options include a bus layover facility and transit to uses that travel into and around the station area. Both options would encroach, to differing degrees, on Cheasty Blvd.



COMMUNITY VISION AND ISSUES: What we heard from the community

- Mixed-use neighborhood center including increased neighborhood retail, multi-family housing and employment/office development.
- Preservation of Cheasty Blvd and greenbelt safe and convenient pedestrian access.
- Appropriate east/west transit service, but not such that the bus movement encroaches on Cheasty.
- Traffic and parking impacts of station use, especially increased cut-through traffic on Cheasty/Della St.
- Accessibility for special needs populations in Center Park area need to be addressed.

