



Design and Development Work Session Report Out

A design team of staff and consultants used information from Sound Transit, various City departments, neighborhood planning recommendations, and community feedback from the community for urban and interviews, to develop concepts and recommendations for the station area. The purpose of this design and development work session was to develop concepts more fully to the City, Sound Transit, and the community can begin more detailed conversations and explore the station area issues. The work sessions were not meant to produce final products or make decisions, but to develop options and highlight the tradeoffs associated with the different alternatives.

Much of this work will be used as tools by station area advisory committees, at further community forums, and ultimately as marketing tools for property owners and developers. The design and development work session results were presented to the community in a report-out event on August 14, 1999. Some of the key concepts and recommendations are shown below.

A Statement from Mayor Paul Schell

Sound Transit is one of the most important public investments we will make in the region for the next 50 years. Sound Move must be a benefit to the community and not something that divides us. I will not pit one part of the city against another. I will not allow any changes at the expense of Southeast Seattle. I remain committed to the community development fund for Southeast Seattle and to station area planning and transit-oriented development throughout the city.

I am fully committed to LINK light rail and to including Southeast Seattle in the regional transit system in the first phase.

- August 18, 1999

Design & Development Concepts and Recommendations



THE STATION

- The technical team examined 9 key issues in this station area: whether the station platform should be moved adjacent to Rainier Ave, whether MLK should be reconfigured, and whether the bus layover facility should be removed.
- These choices have implications for overall development in the station area, bus movements, street circulation, property impacts, and Cheasty Blvd.
- The team began with 8 options of various configurations of platform, bus facility and MLK street configuration.
- From there, the team refined these options to 6 alternatives which included:
 - buses east of Rainier Ave and across street from the station, connected by an overhead bridge,
 - insertion of a plaza between the buses and the light rail station,
 - keeping all buses on Rainier,
 - placing the bus facility directly underneath the aerial station,
 - keeping the bus facility adjacent west of the station, and
 - re-establishing a street grid on Potest Street and bringing buses through a new intersection.

PUBLIC IMPROVEMENTS

- In the immediate station area, need to integrate station design elements with needed improvements in station area. Make sure adequate bike storage facilities exist.
- Need to come to consensus on status of pedestrian bridge. Current Sound Transit plan leaves existing bridge as is.
- Community members have also helped to delineate key pedestrian routes.

DEVELOPMENT OPPORTUNITIES

- Displacement of DSHS building; possible public/private development partnership.
- Possible development partnerships with other adjacent property owners.
- Potential for new development along Rainier; multi-family housing development on nearby vacant land.

CIRCULATION, PARKING AND TRAFFIC

- Three schemes were drafted, one of which shows circulation under a scenario where MLK is reconfigured to eliminate the unsafe traffic aspects of the current hourglass intersection.
- The other two schemes preserve MLK as is, however the second scheme suggests a new signal activated by bus or pedestrian, while the third scheme does not.
- All three schemes have different implications for circulation, transit options, pedestrian flow, and development parcels.

