

**UNIVERSITY DISTRICT EDITION:**

**NE 45th St Station**

**Pacific Street Station**

LIGHT LINK RAIL IS COMING TO MANY NEIGHBORHOODS IN SEATTLE, and here's your opportunity to participate in the planning for your local light rail station! You have received this publication because your business, property or residence is located within walking distance of a future light rail station. Sound Transit and the City of Seattle are working together with community partners to site the stations and shape development that can happen around the stations. This publication includes background information on Link light rail developments in your neighborhood and how YOU can get involved. We're on a fast track. Don't miss your chance to participate!

**C O N T E N T S**

**STATION AREA PLANNING BACKGROUND INFORMATION**  
page 2

•  
**NE 45th STREET ATLAS**  
page 4

•  
**UNIVERSITY DISTRICT STATION-SPECIFIC INFORMATION**  
page 5

•  
**CITY OF SEATTLE/SOUND TRANSIT TIMELINE**  
page 5

•  
**KEY ISSUES**  
page 6

•  
**NEWS FROM SOUND TRANSIT**  
page 9

•  
**TRANSIT-ORIENTED DEVELOPMENT**  
page 11

•  
**DATES, LOCATIONS & CONTACTS**  
page 12

**YOU'RE INVITED**

*to attend a joint Seattle Station Area Planning/Sound Transit*

**Community Forum AND "REPORT OUT" SESSION**

**University District:**

**FORUM: Saturday June 26**

DESIGN TEAM WORK SESSION:

**Monday June 28 — Thursday July 1**

REPORT OUT: **Tuesday July 6**

**Capitol Hill/First Hill:**

**FORUM: Monday July 12**

DESIGN TEAM WORK SESSION:

**Tuesday July 13 — Friday July 16**

REPORT OUT: **Monday August 2**

**International District/Pioneer Square:**

**FORUM: Monday August 16**

DESIGN TEAM WORK SESSION:

**Tuesday August 17 — Friday August 20**

REPORT OUT: **Friday August 20**

**Convention Place/Westlake: Mid-September**

**Southeast (including Beacon Hill):**

**FORUM: Monday July 19**

DESIGN TEAM WORK SESSION:

**Tuesday July 20 — Saturday July 24**

**Monday July 26 — Friday July 30**

REPORT OUT: **Saturday August 14**

*See page 12 for further details*

**SN**



**Station Area Planning  
Information Update From the City of Seattle  
STRATEGIC PLANNING OFFICE • JUNE 1999**



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## Station Area Planning Objectives

Ensure that Sound Transit's routes and stations fit with neighborhood plans and concerns.

Take advantage of housing and economic development opportunities in station areas.

Foster Transit-Oriented Development around transit stations, where appropriate and compatible with neighborhood plans.

Provide public facilities and supportive infrastructure.

Identify needs for local transit service.

## BACKGROUND

### What is Light Rail Station Area Planning?

Generally, a station area is walking distance (approximately one-quarter mile) around each light rail station. Station area planning will integrate light rail stations with work done in neighborhood planning. Station area planning will produce a series 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.

### What is the Schedule?

Sound Transit is working hard to meet the voter-approved mandate of designing and building a light rail system by 2006. Now that Sound Transit has identified a preferred route and stations, design and engineering will continue through 1999. A final environmental impact statement will be published in August. To influence Sound Transit's decision and keep pace with its schedule, the City of Seattle and communities will complete station area planning in nine months. If Sound Transit doesn't keep on schedule, we lose millions of federal dollars, which affects our ability to build the light rail system.

### How Will Station Area Planning Benefit My Neighborhood?

What happens around Seattle's new light rail stations is important for the future of our city and for making the most of our transit investment. With this in mind, the Seattle City Council has adopted goals and strategies for light rail station areas. The City wants to encourage more people to ride transit. We want the transit system to improve the quality of life in Seattle, for those that live and work here now, and for the future.

Making that vision a reality is our job—and you can help us! Following is an outline of the City's goals for light rail station areas and a description of some of the strategies we will pursue.

#### Encourage housing, commercial, and retail uses that support transit and generate pedestrian activity.

The light rail stations will become hubs of activity and will support new development. We are going to work to see that new development is appropriate to the station area and the surrounding neighborhood. We also want to make sure that activity in the station area will encourage transit use. For housing, that probably means townhouses and mixed use buildings. Commercial development around stations will have to be supported by market demand and be oriented to pedestrians.

#### Use urban design to enhance the community identity of station areas and make them attractive, safe, and convenient.

Seattle is known for the strength and individuality of its neighborhoods, and it is our goal to ensure that both of those qualities are enhanced in station areas. Each station area will have its own urban design concept, based on the identity, history, and cultures of the community it serves. Features such as public art, landscap-

ing, paving, lighting, signage, drinking fountains, and benches can all celebrate the community and make the stations easy to find and use. Design for people with different physical abilities will also be a part of the station area urban design program.

#### Provide public facilities that encourage transit ridership.

It is our goal to connect stations to important community assets, such as libraries and public plazas, and to explore the development of new community facilities in areas near stations. We will work to provide clear, safe and continuous pedestrian connections within each station area and to key neighborhood destinations.

#### Create a safe environment around stations.

There are ways to use design to make sure the station areas are both attractive and safe. We will look at the best ideas from other cities that promote security and prevent crime through design. Station areas that are lively and active promote safety by encouraging people to walk and observe the station area. We will ensure that good lighting and clear lines of sight are provided at each station area; and ensure that station areas (including public restrooms) are clean and well maintained.

#### Enhance the existing transportation network, support transit-oriented development, and promote good walking, bicycle, and transit connections.

Link light rail is about moving people, and we aim to make station areas places where people will be encouraged to come by foot, bike, or bus. We are going to make sure that these areas have great sidewalks and crosswalks, good lighting, smooth surfaces and easy grades for walking, as well as the best connections with local bus service. Bicycle racks and connections from the station areas to our city's extensive trail network are included in our package of strategies. Finally, we are going to look at ways of managing parking that enhance neighborhood businesses while promoting transit ridership.

#### Promote economic vitality within station areas

Experience from other cities tells us that economic vitality does not automatically follow transit system investments. Some station areas will benefit from the growth of existing businesses as well as new businesses that start up in the area. We are looking at strategies that will help support existing businesses in the station areas and our neighborhoods, as well as businesses that will create jobs for the local community.





### Building on Neighborhood Planning Efforts

Many citizens have spent the past four years developing neighborhood plans and defining visions and goals for our communities. We want to build on these efforts—involve new people, focus on partnerships, and capitalize on the opportunities that Sound Transit's light rail system will provide. The City's work to ensure light rail fits into the community is directed by these neighborhood-specific planning recommendations, as well as by the City Council's adopted goals for light rail, and by opportunities specific to the development of the light rail system.

### Station Area Kick-Off Events

Kick-off events took place in March to inform people about station area planning and what is meant by transit-oriented development (TOD). Essentially, transit-oriented development is "development that happens around transit stations that encourages transit use." It is pedestrian and bicycle-friendly—lively, mixed use development that is open after hours to encourage activity on the street past 5 p.m. People were reminded that transit-oriented development is not new to Seattle neighborhoods—it is happening in most of Seattle's urban hubs and throughout downtown. **See page 11.**

### Guiding Planning Work Through Advisory Committees

Following each of the kick-off events, the City assembled an **advisory committee** of community stakeholders and interested individuals to guide planning work for each station area. These volunteer groups, representing a broad cross-section of neighborhood interests, form the core of station area planning for the duration of this year. Each committee provides feedback to Sound Transit engineers on details concerning station area location, and works with City staff to prioritize station area planning efforts. Areas of discussion include land use/zoning/development incentives, housing, transportation, urban design, public safety, open space and economic development.

### Atlas is Available

An atlas describing all of the station areas in visual terms is available on our website, and as a reference at your local library, including demographic information, geographic characteristics, land uses, and parcel information. **See page 4.**

### What are Community Forums and the Design and Development Work Sessions?

A series of community forums and work sessions will take place throughout June and July. The **forums** provide opportunities for the community to check-in with the City's station area planning efforts and Sound Transit's progress with the development of the rail system. This newsletter contains further details of the upcoming forums for the University, Central and Southeast station areas.

Over the summer there is going to be some intense work to figure out how to implement the ideas presented at the community forums. The City will be working with community representatives and specialists in an intense week-long **design and development work session** to integrate all the comments made at the forum into more specific proposals. The work sessions will fit with Sound Transit's schedule and needs regarding station design. **A set of draft urban design and development concept plan options** for station areas will be developed which are grounded in economic reality and support existing neighborhood plan recommendations. They will be especially useful for those station areas that have not already developed urban design concept plans as part of their neighborhood plan.

The products of these professional work sessions will be presented to the community in a "**report out**" session. During this session, community members will have an opportunity to give additional feedback. The Station Area Advisory Committee will use the work session and the report back session to guide the development of these draft options throughout the summer and fall.

One of the **benefits** of the work sessions is an intense, focused effort that results in useable products that will include maps, illustrative sketches, photos, executive summaries, infrastructure plans, and recommended revisions to zoning and land use. Many of these products can be used as tools by Station Area Advisory Committees, at further community forums, and ultimately as marketing tools for property owners and developers.

### You Can Choose Your Level of Involvement

Participating on a Station Area Advisory Committee requires an extensive time commitment. If you can volunteer considerable time over this period, consider joining an advisory committee.

If you want to participate but don't have that much time, please plan to attend the community forum in your neighborhood this summer. Other special events are planned through the end of 1999, at which you will receive important feedback about Sound Transit's light rail system and the City's station area planning efforts. You can also monitor our progress by getting on our mailing list and checking out our website. Information about station area planning is available at Seattle branch libraries, Neighborhood Service Centers, and community centers near the rail alignment.



An **urban design and development concept plan** describes :

- **Development** concepts and proposals
- Land use, zoning and other **policy amendments** necessary to achieve the identified concepts
- **Location of opportunity sites** (especially property that Sound Transit acquires for construction staging or station use)
- **Access and linkages** (visual connections; pedestrian, bicycle & transit connections;)
- **Urban form** (scale, height, bulk, massing of buildings)
- **Infrastructure** (existing facilities, needed carrying capacity to handle new development)
- **Streetscape** conceptual plans and sections
- **Parking strategies** to encourage transit oriented developments



Visit the Strategic Planning Office website at:

[www.ci.seattle.wa.us/planning](http://www.ci.seattle.wa.us/planning)

ATLAS

This page from the Station Area Atlas presents demographic information, geographic characteristics, land uses, and parcel information for the vicinity of the Northeast 45th Street station.

➔ Northeast 45th Street



Seattle Light Rail Stations

Station and Alignment Options

The proposed light rail alignment runs through the University District in a tunnel under 15th Avenue NE or slightly to the east under the University of Washington campus. An underground station will be located at NE 45th Street.



Opportunity sites in the University District include small parking lots.



View south on 15th Avenue NE to station site.

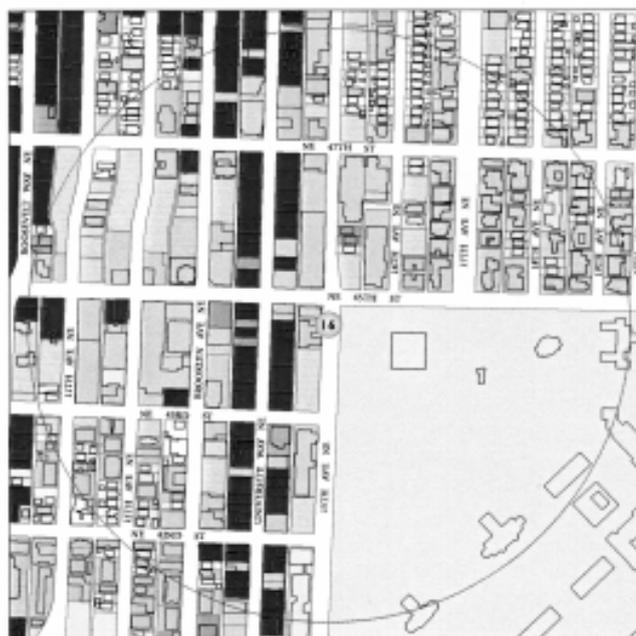
Orthophoto (1993)



Planning Context:

The NE 45th Street station area is located entirely within the University Community Urban Center. The dominant feature of the neighborhood (and comprising nearly one-quarter of the station area) is the University of Washington. The station area also includes a large retail/commercial area, with a large concentration of student-oriented housing in the northern portion.

Existing Land Use



- Single-Family Residential
- Duplex/Triplex
- Multi-Family Residential
- Other Housing
- Mixed Use
- School
- Office
- Institution/Church
- Public Facility
- Retail/Service
- Entertainment
- Hotel/Motel
- Transportation/Utility/Co
- Industrial
- Parking
- Warehouse
- Park/Open Space
- Vacant
- Unknowns/Unavailable

Source: King County Assessor's records (1998)

Station Area Profile

(Statistics for area within 1/4 mile, a 5-minute walk)

<b>1997 CONDITIONS</b>	
<b>Demographics</b>	
1997 Population	2,133
1997 Employment	5,233
1996 Median Household Income	\$16,277
<b>STATION AREA LAND USE</b>	
<b>Residential</b>	
Units	1,221
Density <sup>1</sup>	
Single-family	7%
Multi-family	7.1
Apartment/Rents per Sq. Ft.	\$5.95
Apartment/Vacancy Rate	1.8%
<b>Commercial</b>	
Floor Area (Sq. Ft.)	
Retail/Service	652,551
Office	1,398,511
Total	4,502,032
Floor Area Ratio (FAR) <sup>2</sup>	0.29
Office Rents per Sq. Ft.	\$18.53
Office/Vacancy Rate	7.0%
<b>TRENDS IN LAND PRICES<sup>3</sup></b>	
<b>(1985-97 Avg. Increase/year)</b>	
Commercial Lots	7.2%
Single-Family Lots	7.8%
Multi-Family Lots	7.2%
<b>Active Permit Applications</b>	
Residential (Dwelling Units)	39
Commercial (Thousands of Sq. Ft.)	2
<b>LRT WITH GROWTH PROSPECTS</b>	
Projected 2010 LRT Daily Boardings	8,600
<b>Projected 20-Year Growth Increase</b>	
New Housing Units	440
New Employment	5,500
Non-residential Space (Sq. Ft.) <sup>4</sup>	1,630,000
Projected Floor Area Ratio (FAR)	0.27
<b>2010 Development with LRT and No Policies</b>	
Total Housing Units	1,661
Total Employment	10,293
Non-residential space (Sq. Ft.)	6,152,000

<sup>1</sup> Housing units per net residential acre in residential zoning districts.  
<sup>2</sup> Ratio of non-residential space per net acre of commercial and industrial land use.  
<sup>3</sup> Based on sales prices recorded by King County Assessor and reported by zoning category.  
<sup>4</sup> Includes commercial, industrial and institutional space, but excludes Sound Transit facilities and public facilities.

Summary of Current Land Use  
Northeast 45th Street Station Area

Land Use	Acres	Percent of Total
Schools	162.95	48.7%
Retail/Service	12.73	3.58%
Office	18.05	5.24%
Parking	9.30	2.74%
Multi-Family	9.08	2.64%
Hotel/Motel	8.94	2.57%
Other Housing	4.86	1.41%
Institution	4.84	1.40%
Single-Family	2.94	0.85%
Duplex/Triplex	1.36	0.39%
Mixed Use	0.69	0.20%
Unknown/NA	0.47	0.14%
Public Facilities	0.33	0.10%
Vacant	0.36	0.10%
Industrial	0.17	0.05%
Entertainment	0.09	0.03%
Total	125.60	100.0%

(portion of University of Washington land within 1/4 mile radius, photo period 1982-95, etc.)

Note: Excludes public right-of-way; these are parcel-area statistics only.



### University District Community Forum

• Saturday June 26, 9 am to 12 noon

#### Design Team Work Session

• Monday June 28 — Thursday July 1

**Report Out Session** • Tuesday July 6

FORUM: UNIVERSITY OF WASHINGTON, SAVERY 239

REPORT OUT: UNIVERSITY HEIGHTS, ROOM 209

*For further information, please call David Goldberg at 206.684.8414*

emerged from the work accomplished at the workshop: “Use the RTA (Sound Transit) as a catalyst; take advantage of opportunities presented by the stations in planning for the university community.”

This theme led the group to examine the connections between The Ave (The Ave refers to University Way NE) and the University of Washington campus, commercial development along NE 45th Street toward I-5, University Village and adjacent residential communities. In addition, several other specific themes emerged:

- Revitalize “The Ave”
- Clearly define the character of the University community
- Recognize and strengthen east-west connections, as well as north-south connections
- Provide good local circulation, possibly through a circulator system
- Access for all modes of transportation is critical to RTA station development and operation

A little over two-and-a-half years later, following significant neighborhood planning work undertaken by the City of Seattle and citizens living and working in the University district, station area planning for the two University district stations is in full swing. Following a March kick-off event, and the formation of a Station Area Advisory Committee, the City and Sound Transit are gearing up for a **Community Forum** scheduled for Saturday, June 26, followed by a **Design and Development Work Session** from Monday, June 28 through Thursday, July 1. The ideas and comments made at the community forum will be developed by staff and consultants into draft concept plans. A **Report Out session** on Tuesday, July 6, will present a further opportunity for feedback, and will guide the development of station area concept plans throughout the summer and fall of 1999.

### City of Seattle and Sound Transit Timeline

The timeline below describes the development of station area planning conducted by the City of Seattle simultaneous with Sound Transit’s work on design and engineering of the light rail system. Station area planning is on a fast track, and the University District community forum affords you an opportunity to become involved in developing and implementing the actions created for the station areas at NE 45<sup>th</sup> Street and Pacific Street.

### BACKGROUND

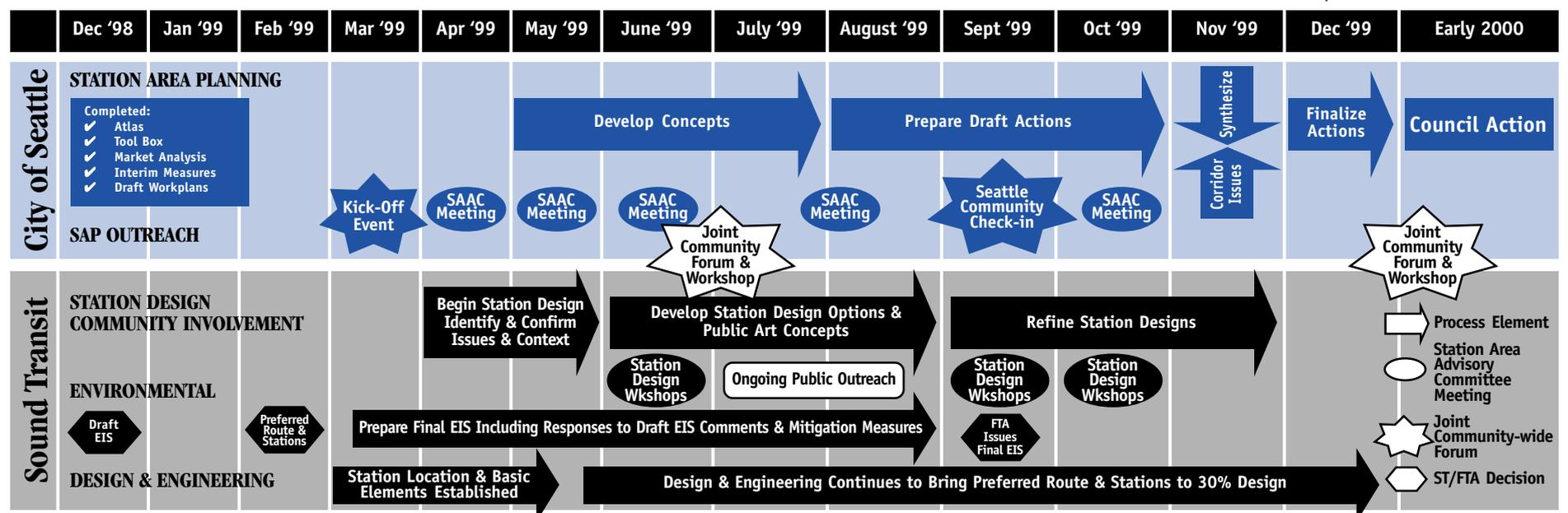
“The University District is the second most heavily used transit and transportation area in the region, with densities exceeded only by downtown Seattle. The 50,000 students, faculty and staff of the University of Washington represent a population larger than most incorporated areas of the region. The district comprises one of the five Urban Centers included in the City’s Comprehensive Plan, and as such is expected to experience significant growth in both residential population and jobs in the coming years.”

—EXCERPT FROM A LETTER TO COUNCILMEMBER MARTHA CHOE FROM THE GREATER UNIVERSITY CHAMBER OF COMMERCE, OCTOBER, 1994

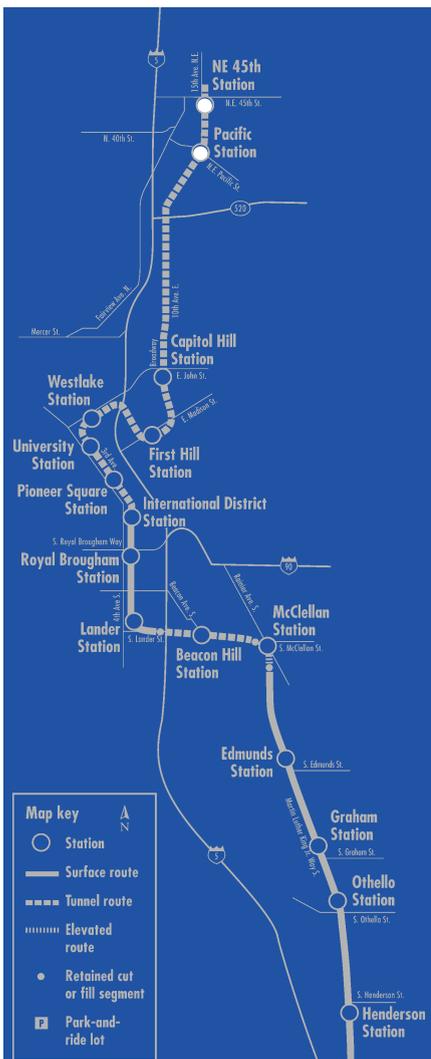
In September 1996, a one-day workshop was held to discuss proposed RTA (Regional Transit Authority, now Sound Transit) light-rail tunnel stations in the University community. The purpose of the workshop was to focus on the opportunities and issues associated with this significant transportation facility. While participants concentrated primarily on transportation issues, they did so within the larger context of the University of Washington and the University District—its commercial center and residential community. An overall theme



### City of Seattle & Sound Transit TIMELINE



- Process Element
- Station Area Advisory Committee Meeting
- Joint Community-wide Forum
- ST/FTA Decision



### Why You Should Get Involved

Many issues affect the area around a station—pedestrian, bicycle, transit and traffic circulation, parking management, strategies for retaining and encouraging small businesses, and promoting affordable housing are all of vital importance. Your attendance at the community forum will:

#### 1. Guide City of Seattle Actions:

- Help implement neighborhood plan recommendations
- Help maximize circulation and access to stations

#### 2. Guide Sound Transit Actions:

- Help with station design

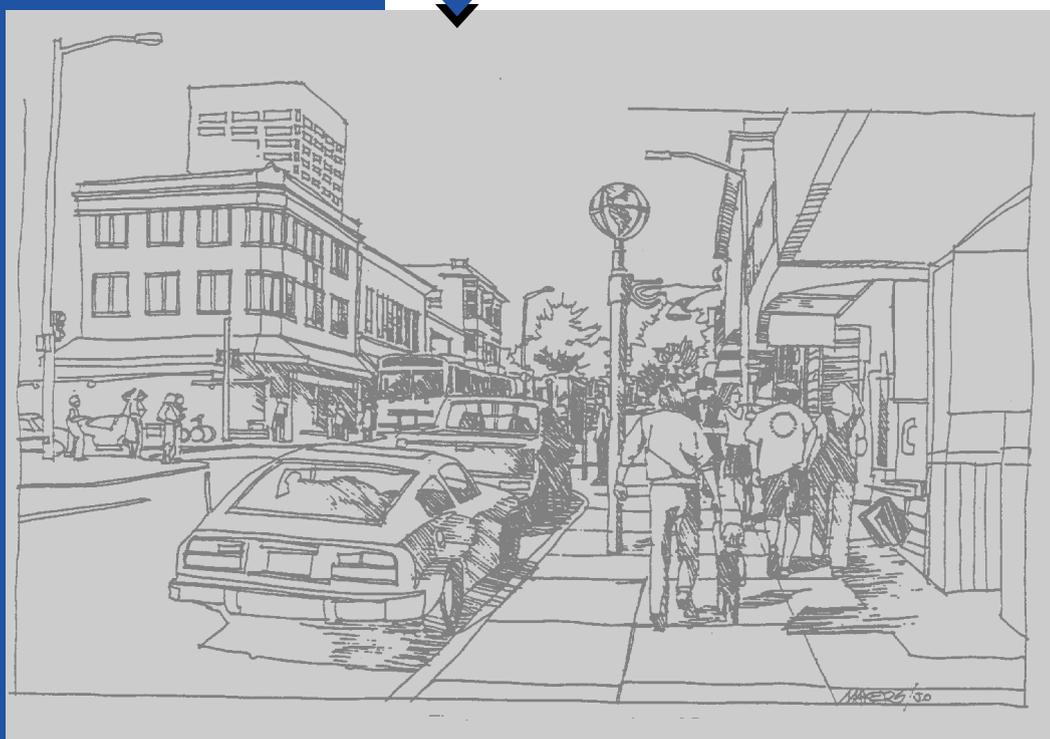
#### 3. Enable you to learn about coordination with other agencies:

- METRO
- University of Washington Master Plan

In addressing these community issues, developing concepts and preparing the actions to implement station area development, citizen participation plays a vital role in reinforcing the health of the business, residential and university community in the district. Come along, get involved!

The University District neighborhood provided direction on station area development through The Ave Plan, University Community Urban Center Plan, Design Charrette and public meetings over the past four plus years. What follows is a partial list of that direction.

#### *Illustration of proposed street improvements to The Ave, from the University Community Urban Center Plan*



### KEY ISSUES

#### TRANSPORTATION

##### City Council Goal:

**Enhance the existing transportation network, support transit-oriented development and promote good walking, bicycle and transit connections**

##### NE 45<sup>th</sup> Street Station-specific Community Goals:

- Address potential terminus issues
- Address bus circulation needs around station area and the need for a new bus layover facility
- Ensure visibility of station entrances and design linkages to the Ave, and the University of Washington
- Maximize east/west connections between UW campus, 15<sup>th</sup> Ave, the Ave and areas to the west

##### Pacific Street Station-specific Community Goals:

- Maximize connections to Burke Gilman Trail
- Ensure connections to Husky Stadium
- Evaluate potential connections from northwest Seattle via Northlake Way



#### *Conceptual Streetscape Designs*

- NE 42<sup>nd</sup> and 43<sup>rd</sup> Streets from I-5 to the campus: improve as green streets. Focus special attention on sections between the Ave and the campus
- Brooklyn Ave NE: improve as a green street and signed bicycle route from Ravenna Boulevard to the water
- NE 47<sup>th</sup> Street between 7<sup>th</sup> Ave NE and 22<sup>nd</sup> Ave NE: improve for pedestrians and bicyclists
- University Way NE: implement The Ave Street Design Plan
- 15<sup>th</sup> Ave NE: improve with landscaping and transit facilities
- NE 45<sup>th</sup> Street: access across I-5 for pedestrians and bicyclists

#### *University District Signals and Repaving Project*

- Track and influence work on NE 50<sup>th</sup> St. Signals and Repaving Project

#### *Identification on Bus Layover Routing Improvements*

- **Transit Staging.** Provide adequate (preferably off-street) staging facilities to serve transit demand. Pursue mixed-use transit staging facility between 11<sup>th</sup> and 12<sup>th</sup> Avenues NE, and NE 45<sup>th</sup> and 47<sup>th</sup> Streets

#### *Improve Transit Facilities and Service*

- Intermodal facilities at key transfer points
- Evaluate a tunnel from NE 45<sup>th</sup> Street in Ravenna Delta to Sound Transit station to west and perhaps beyond
- Evaluate future service needs

#### *Urban Center Transportation Plan*

- Determine the feasibility of developing a transportation management program for the urban center

**Portage Bay Shoreline Bike Trail**

- Establish a bike route through the UW linking the planned bicycle lanes on NE Boat Street with an underpass at Montlake Boulevard just north of the Montlake Bridge

**Parking Management Strategies**

- Conduct analysis
- Develop parking management strategies
- Investigate potential marketing and financing for privately built, public parking
- Consolidation of parking

**Transportation Funding Strategies**

- Identify funding sources and implementation timelines for identified transportation and streetscape improvements

**PUBLIC SAFETY**

**City Council goal:**

Create a safe environment around stations

**NE 45<sup>th</sup> Street Station-specific Community Goals:**

- Ensure visibility of station entrances and design linkages to the Ave and the University of Washington
- Enhance public safety in the station area

**Both stations**

- Address potential deep station design and safety issues



**Crime Prevention Through Environmental Design (CPTED)**

- Incorporate CPTED analysis of station area and station design

**Alley Lighting**

- Initiate a publicly-funded alley lighting program for alleys behind commercial uses; begin with both sides of the Ave

**LAND USE, ZONING, DEVELOPMENT INCENTIVES**

**City Council goals:**

- Encourage housing, commercial and retail uses that support transit and generate pedestrian activity
- Provide public facilities in station areas that encourage transit ridership and transit-oriented development
- Promote economic vitality within station areas

**NE 45<sup>th</sup> Street Station-specific Community Goals:**

- Address potential terminus issues
- Ensure visibility of station entrances and design linkages to the Ave and the University of Washington

**Pacific Street Station-specific Community Goals:**

- Enhance green space and connections to water

**Both Stations:**

- Increase retail and residential uses in immediate proximity to station
- Address potential deep station design and safety issues



**Station Area Development Standards**

Review current development standards for:

- Provision of adequate sidewalks
- Open space
- Pedestrian and bicycle amenities
- Driveway and curbcut locations, etc

**Develop Partnerships with Landowners**

Evaluate near and long-term development opportunities that meet community goals

- Coordinate with University of Washington Master Plan

*University of Washington Campus conceptual design 1996, University Community Urban Center Plan*



*For Community Forum dates and locations, see page 12.*





## HOUSING

### City Council goal:

Encourage housing, commercial and retail uses that support transit and generate pedestrian activity

### Community Goals

Increase retail and residential uses in immediate proximity to station



### Station Area Development Standards

- Create partnerships with non-profits (potentially area churches) to construct affordable housing within station areas
- Evaluate feasibility for partnerships on station entrance and construction staging area

### Increase Housing Affordability

- Consider community-wide programs to increase housing affordability—especially for home ownership

## URBAN DESIGN

### City Council goal:

Use urban design to enhance community identity of station areas and to make them attractive, safe, convenient and interesting places

### NE 45th Street Station-specific Community Goals

- Ensure visibility of station entrances and design linkages to the Ave and the University of Washington
- Address potential deep station design and safety issues
- Maximize east-west connections between the UW campus, 15th Ave, the Ave and areas to the west
- Enhance public safety in the station area

### Pacific Street Station-specific Community Goals

- Enhance green space and connections to water
- Address potential deep station design and safety issues
- Maximize connections to Burke-Gilman Trail



### Station Area Design Plan

- Develop a station area design plan that provides a detailed framework for :
  - Circulation
  - Streetscape
  - Station entrances; and
  - Private development

### Gateways

- Create neighborhood gateways as described in the Neighborhood Plan

### Supplemental Design Guidelines

- Track progress of current work of DCLU and advisory committee

### Public Art

Ensure that the community plays an important role in selecting and directing the artwork associated with major public projects including improvements associated with: the Sound Transit stations, Ave reconstruction, Gateway and sidewalks, Campus Parkway, Metro Layover Facility, parks and open spaces

## ECONOMIC DEVELOPMENT

### City Council goal:

Promote economic vitality within station areas

### NE 45th Street Station-specific Community Goals

- Maximize east-west connections between the University of Washington campus, 15th Ave, the Ave and areas to the west
- Evaluate potential terminus issues

### Community Goal for both stations:

- Increase retail and residential uses in immediate proximity to station



### Station Connections

- Ensure strong connections from the station to the Ave

### The Ave Plan

- Implement improvements from The Ave Plan

### University Gardens Development

- Work to identify appropriate development opportunities within the area known as University Gardens



### CONTACT:

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City of Seattle • Strategic Planning Office

For Community Forum dates and locations, see page 12.

## NEWS FROM SOUND TRANSIT



## A new transportation choice

For those of us stuck in traffic, it's no surprise the Seattle area is now tied with Los Angeles and San Francisco for the nation's worst traffic congestion. In 2006, Link light rail will offer citizens a new transportation choice — enhancing the region's mobility. Link light rail will enable us to conveniently move around, without building more freeways. Light rail trains can carry 15,000 people per hour — as much as a 12-lane freeway, at only one-third the cost and within a space that is only one-fifth as wide. Link will save people 21 million hours every year over driving a car or riding the bus.

The light rail system, connecting the cities of Seattle, Tukwila and SeaTac, is part of a 10-year regional transit plan. Approximately 21 miles of new electric light rail tracks will have trains running 18 to 20 hours a day, seven days a week, and provide frequent, reliable service to get you where you want to go. The system will have 21 stations within easy walking distance of employment centers, major educational institutions, health care facilities, parks, museums, and residential neighborhoods. And Link will be fully integrated with other transit modes — King County Metro, ST Express, Community Transit and Pierce Transit buses, and Sound Transit's Sounder commuter rail.

## What's next?

This year, planning for Link light rail will focus on three major tasks.

## Environmental study

Throughout spring and summer, the preferred route and all other options will undergo further analysis for the final environmental impact statement (EIS) to be published at the end of August. The final EIS will evaluate the benefits, costs and impacts of all route options; address citizens' comments; and describe measures to lessen or avoid adverse impacts. Once complete, the final EIS will help the Sound Transit Board make a final decision on Link's route and stations.

## Light rail design

At the same time, Sound Transit will continue to develop the design of the preferred light rail line and stations. Citizens will have the opportunity to influence the character of Link stations by participating in design workshops. Station entrances and structures, landscaping, lighting, paving materials and art are some of the elements that can be designed to reflect the local character of neighborhoods.

## Station area planning

While Sound Transit is responsible for designing and building the light rail system, its partner cities — Seattle, Tukwila and SeaTac — are responsible for developing land use and economic development plans that support transit around the stations. Through station-area planning, communities can prepare strategies to encourage development in keeping with their community visions, propose actions to reduce obstacles or barriers to station access, and identify priorities to create attractive streetscapes and public spaces.

## Where will Link travel in Seattle?

The proposed central Link route will stretch about 21 miles from the University District south to SeaTac. Starting in the University District near NE 45<sup>th</sup> Street and 15<sup>th</sup> Avenue NE, the light rail line will run in a tunnel under Portage Bay, Capitol Hill and First Hill, and connect to the downtown Seattle transit tunnel.

Two stations in the University District — one under NE 45<sup>th</sup> Street and one under NE Pacific Street — will serve the University of Washington, the "Ave" business district, and the many people that live in the area. (Note: Consistent with the voter-approved *Sound Move* transit system plan, the Sound Transit Board recommended waiting to extend the light rail line to the Roosevelt and Northgate neighborhoods until "phase II" funding is approved.)

South of the University District stations, a Capitol Hill station will provide convenient access to Seattle Central Community College, Broadway businesses, and local residents. The First Hill station under East Madison Street near Summit Avenue will be a regional destination servicing a number of major medical facilities, Seattle University and the Frye Art Museum.

Link will use the existing downtown transit tunnel with stations at Westlake, University, Pioneer Square, and the International District—more than doubling its capacity. By 2010, nearly 50,000 people will board Link downtown each day.

The line will continue south along the Metro Busway to South Lander Street, with two stations serving the new stadiums and industrial employment centers in South Downtown. As many as 7,000 people may use these stations to attend sports events. The route will head east in a tunnel under Beacon Hill to South McClellan Street.

A station under Beacon Hill will offer local residents greater mobility to destinations not currently served by transit; nearly 4,000 riders are expected to board this station each day. Just east of Beacon Hill, the McClellan Station will be central to Rainier Valley, Mount Baker, Lake Washington, and Beacon Hill neighborhoods with convenient bus transfers at the station.

From McClellan, light rail trains will travel on Martin Luther King Jr. Way South, helping transform this auto-dominated roadway into a neighborhood-friendly arterial. The Edmunds station will be about a four-minute walk from both the heart of Columbia City and the Rainier Vista garden community. A station at South Graham Street will provide new access for local residents, social services, churches and businesses, and link to east-west buses.

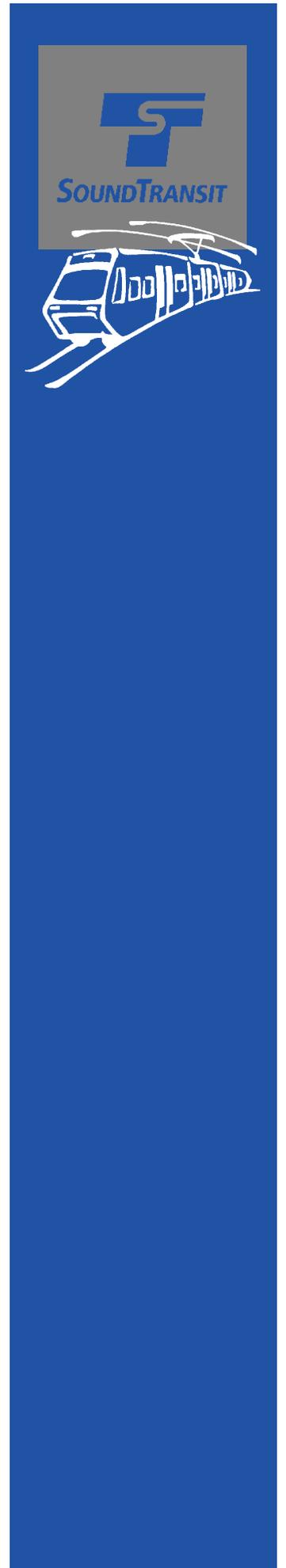
The Othello station will serve the New Holly community and support a mix of commercial, retail and residential growth. The Henderson station will serve the Rainier Beach community, creating light rail connections for both residents and businesses.

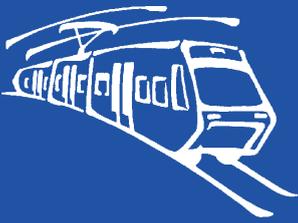
## University District News

## Station entrance opportunities

The NE 45<sup>th</sup> station is planned just east of 15<sup>th</sup> Avenue NE and south of NE 45<sup>th</sup> Street, with an entrance near that corner and one near NE 43<sup>rd</sup> and the University of Washington campus. An underground mezzanine and surface pedestrian enhancements connecting the "Ave" business district and the station are currently being explored.

*continued on page 10*





## LIGHT RAIL 1...2...3

*Light rail is powered by electric overhead lines and runs on two rails.*

*Each train car is 8 to 9 feet wide and up to 90 feet long.*

*Link trains will be two to four cars in length.*

*Light rail averages 28 mph in city streets. It can reach up to 55 mph when separated from traffic.*

*Powered by electric motors, Link trains will be quiet.*

*Low-floor trains allow you to easily board Link — no steps.*

*Light rail has the versatility to run at street level, on elevated tracks, or in a tunnel.*

*continued from page 9*

The NE Pacific Street station will have entrances on the north and south sides of Pacific Avenue NE, west of 15<sup>th</sup> Avenue NE. Linking to the Burke-Gilman trail and providing bicycle parking facilities will be important considerations in designing this station.

### Mud under the bay

In August of last year, Sound Transit found a thick deposit of soft clay and silt mud approximately 60 feet deep under Portage Bay. The civil design team has been researching options to either tunnel through, around, or below this “mud.”

### Station depths

As a result of the mud under Portage Bay, Sound Transit is designing stations in the University District to be 160 to 230 feet below the surface. For comparison, the Pioneer Square Station in downtown Seattle is 90 feet deep.

### Elevator access

To create easy and efficient access, elevators will run directly to and from the surface and station platforms. Elevators will operate at high-speed (about 25 seconds one-way), each able to carry approximately 35 people. Currently, three elevators are planned for both ends of each station.

### Security issues

Security of transit riders is a paramount concern for Sound Transit, which is confident that it can provide excellent security in deep tunnel stations. Security issues have been addressed in similar deep tunnel facilities, including those in Washington D.C. and the newly opened Washington Zoo Station in Portland, Oregon (the deepest station in North America).

### End of the line

The Link light rail system will terminate at the NE 45th Street station during this phase of development.

## CONSTRUCTION

Sound Transit is committed to working with local businesses and residents to minimize the impacts from building the Link light rail system. The light rail tunnel will be constructed using tunnel boring machines that drill north from downtown Seattle and south from the University District.

### MINED:

*(Proposed for University, First Hill, Beacon Hill stations)*

With mined, deep tunnel stations, the station “box” is built underground. An area approximately 70 by 90 foot will be dug from the surface down to the station platform at both the north and south ends of the station. Some traffic will be disrupted and on-street parking displaced near the station entrance locations. Construction around entrance locations is expected to last about 24 months.

### CUT-AND-COVER:

*(Proposed for Capitol Hill and other points of alignment)*

A shallow, cut-and-cover station can be built in one of two ways. The traditional method is to excavate the station starting at street level and continuing downward, using temporary decking to allow car and pedestrian access on the surface, while work continues underneath. A permanent roadway would be rebuilt once the station construction is complete. Modified cut-and-cover techniques are to build from the surface down, but build a permanent or semi-permanent roadway bridge while construction continues underneath. With both cut-and-cover techniques, two lanes of traffic (one in each direction) and sidewalk access to businesses would be maintained throughout the construction. The temporary decking or permanent roadway bridge could be constructed within the first nine months, while construction around station entrances would continue about 24 months.

With any construction method, dirt from the station excavation would be removed via the surface and trucked away. Both mined and cut-and-cover techniques would require staging areas for removal of dirt, equipment storage, and stockpiling of material.

### CROSSOVER TRACKS:

Crossover tracks will be designed throughout the system to allow for track maintenance and for Link trains to pass stalled trains. A set of crossover tracks is planned north of the Capitol Hill Station. Building the crossover tracks underground is similar to building a station “box.” With a deep, mined station, the line would be so deep that the crossover tracks would be mined. If the station is built using a cut-and-cover method, the crossover tracks could be built using cut-and-cover near the station, or mined further north where the line deepens to head under Portage Bay.

### AT-GRADE CONSTRUCTION:

*(South-East corridor stations)*

Construction on at-grade portions of the Link light rail system will take place between 2001 and 2003. The complete light rail line in South-East Seattle can be built within 18 to 24 months. Only about 3 blocks will be under construction at one time, with major construction in each 3-block area lasting from 6 to 8 months. During construction, a traffic lane in each direction will be open to ensure access to local businesses.



### CONTACTS:

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*Southeast & Downtown Seattle:*

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Visit the Sound Transit website at [www.soundtransit.org](http://www.soundtransit.org)

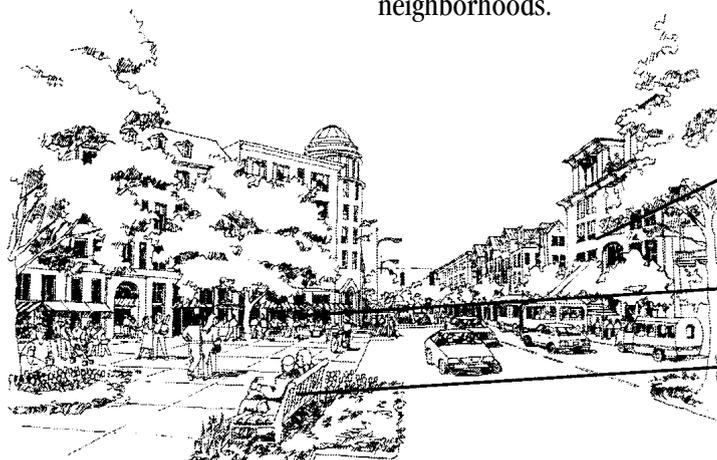
WHAT IS TRANSIT-ORIENTED DEVELOPMENT?

- *Supportive land uses (such as employment centers and higher density housing) around transit stations.*
- *Compact urban form: Intensity/density which takes advantage of proximity to rail.*
- *Mix of uses to promote vitality.*
- *Attractive streetscapes and building designs that are at a pedestrian scale and make people feel comfortable walking.*
- *Public facilities that provide comfort, shelter and safety.*
- *Parking management strategies.*

**Transit-oriented development** is a relatively new term for a development pattern that has been around for almost a century—for as long as our cities have had streetcars and rail lines running through them. Transit-oriented development encourages the use of public transportation and often includes multi-unit housing and mixed-use projects (projects containing some commercial, retail, and/or residential spaces); pedestrian-friendly streets with sidewalks; designs that are consistent with the surrounding neighborhood; a traffic and parking management plan; and a complete network of pedestrian routes and access to other modes of transportation (such as buses and bicycles).

But transit-oriented development won't just happen by itself. Whether you want your neighborhood to stay pretty much the same or whether you hope the new light system brings new development, it will take careful planning to make sure we get the kind of services and activities we want near our stations. How do we make sure that new development will fit into our neighborhoods? Here are a few tools that will help get us where we want to go:

- **Station area planning itself**, building on neighborhood planning to create a vision for each station's neighborhood.
- **Community facilities near a station**, such as parks, libraries, child care centers, or community centers to make station areas better places to live and work.
- **Parking management programs**, including shared parking, to support neighborhood businesses and residents and to encourage use of transit and limit driving to light rail stations.
- **Expedited building permits** to make desired development near train stations get built more easily and quickly.
- **Redevelopment of land** for desired new projects at and around light rail stations.
- **Direct public investment in projects**, such as housing, to encourage new development.
- **Local transit service connections**, to provide desirable choices for getting to and from the station and around our neighborhoods.



*Local access and pedestrian connections between urban neighborhoods and LINK light rail stations*

*Ground level retail and views into buildings*

*Pedestrian-oriented streets*

COMPONENTS OF TRANSIT-ORIENTED DEVELOPMENT (TOD)

*Land Use/Density*

- High Density Mixed Use
- Medium Density Mixed Use
- Limits on Auto-orientation
- Bonuses for TOD

*Site Design*

- Pedestrian Orientation
- Transit Access
- Parking Location



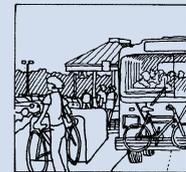
*Parking*

- Maximum Parking "Lids"
- Shared Parking
- Paid Parking



*Transportation Facilities*

- Link LRT Stations
- Bus Benches/Shelters
- Bike Racks/Lockers
- Wide Sidewalks
- Bike Access



*Transportation Services*

- Information Kiosks or Counters
- Information Bulletin Boards

*Support Services*

- Childcare Services
- Other Commercial Services



**CONTACTS:**

*City of Seattle  
Strategic  
Planning Office*

For information, please contact the light rail station area planner for your neighborhood.

*Northeast Seattle:  
University District &  
Capitol Hill*

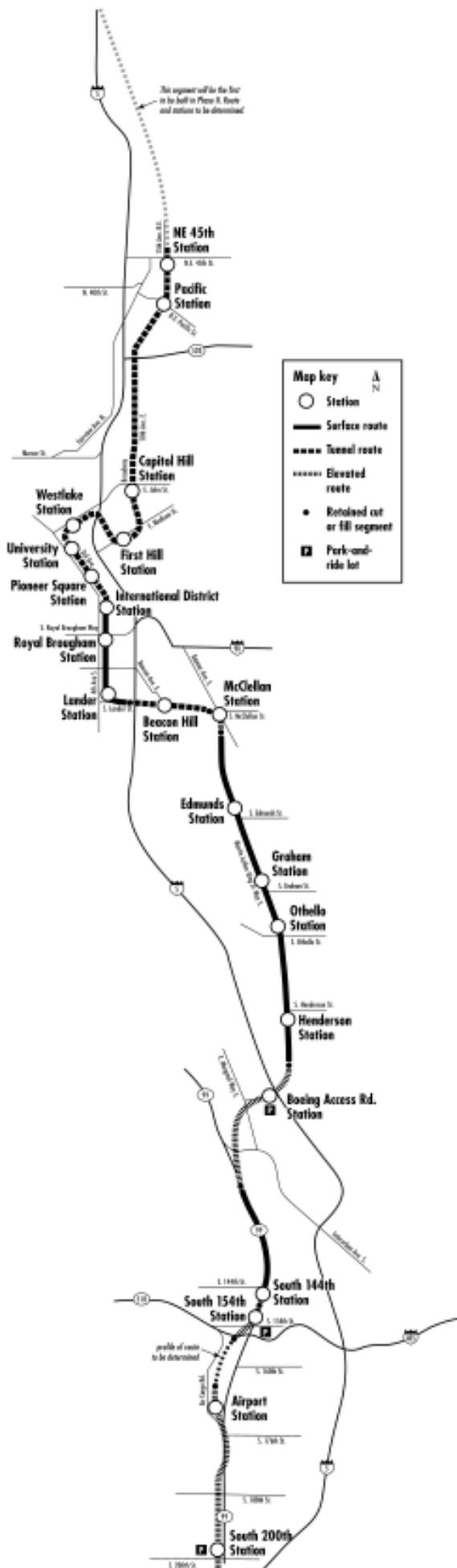
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## *Station Area Planning/Sound Transit*

### COMMUNITY FORUMS, DESIGN TEAM WORK SESSIONS AND "REPORT OUT" SESSIONS

## Dates & Locations

### University District:

FORUM: Saturday June 26 from 9am to 12 noon  
University of Washington, Savery 239

WORK SESSION: Monday June 28 — Thursday July 1

REPORT OUT: Tuesday July 6 from 5 to 9 pm  
At University Heights, Room 209

### Capitol Hill/First Hill:

FORUM: Monday July 12 from 5:30 to 9:30 pm

WORK SESSION: Tuesday July 13 — Friday July 16

REPORT OUT: Monday August 2 from 5:30 to 9:30 pm  
Seattle Central Community College, Room 1110/1111

### International District/Pioneer Square:

FORUM: Monday August 16

WORK SESSION: Tuesday August 17 — Friday August 20

REPORT OUT: Friday August 20

Location to be announced

### Convention Place/Westlake: Mid-September

### SouthEast (including Beacon Hill):

FORUM: Monday July 19 from 5 to 9:30 pm

Filipino Community Center

WORK SESSION: Tuesday July 20 — Friday July 30

REPORT OUT: Saturday August 14 from 9 am to 3 pm

Rainier Valley Cultural Center, Lower Level

**Please call David Goldberg at (206) 684-8414  
for further information.**

### WEBSITE INFORMATION:



City of Seattle Strategic Planning Office  
[www.ci.seattle.wa.us/planning](http://www.ci.seattle.wa.us/planning)



Sound Transit  
[www.soundtransit.org](http://www.soundtransit.org)