



Station Area Planning: Goals of the Program

The City wants to encourage more people to ride transit. To be successful, the transit system must add to quality of life in Seattle, for those that live and work here now, and for the future. What happens around the 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. These goals provide the framework for station area planning:

- Encourage housing, commercial, and retail uses that support transit and generate pedestrian activity
- Use urban design to enhance community identity of station areas and make them attractive, safe, and convenient
- Provide public facilities that encourage transit ridership
- Create a safe environment around stations
- Enhance the existing transportation network, support transit-oriented development, and promote good walking, bicycle, and transit connections
- Promote economic vitality within station areas

Project Accomplishments

City Station Area Planning

- Atlas
- Tool Box
- Market Analysis
- Interim Measures
- Draft Workplans
- Kick off events
- Establish Station Area advisory committees
- Design and Development Work Sessions

Sound Transit LINK Light Rail

- Begin Station Design, Identify & Confirm Issues & Context
- Draft EIS
- Identify the Locally Preferred Alternative (Preferred route and stations)
- Station location and basic elements established
- Prepare FEIS responses to Draft EIS Comments and Mitigation Measures

Design & Development Work Sessions

The Station Area Planning Team recently completed a series of design and development work sessions. The purpose of these sessions was to explore realistic ideas about station area design and development concepts. The design and development work sessions involved community stakeholder groups, individual community members, professional urban design consultants and real estate advisors, as well as City, County and Sound Transit staff. The Light Rail Review Panel and Planning Commission also participated. Targeted outreach efforts were also conducted as necessary including telephone interviews with individual property owners. A summary of the sessions follow:

	Forum	Group Interviews	Design Session	Report Back	Other Outreach
University District	June 24 20 participants	June 28 8 groups participate	June 29-July 2	July 5 40 participants	None
Capitol Hill/ First Hill	July 12 120 participants	July 12, 14 7 groups participate	July 13, 15-16	July 12/July 14 30 participants	Phone Interviews with 2 property owners
Southeast/ Beacon Hill	July 19 150 participants	July 20-27 100 participate	July 21-29	July 20-27 50 participants	Sessions with Limited English Speakers
Int'l District/ Pioneer Square	No forum	August 16-17 18 groups participate	August 18	August 25	Phone Interviews with 2 property owners
Convention Place	September 13	TBD	September 14-15	3rd week in Sept.	None

See our *website* for a schedule of upcoming Station Area Planning Events at www.ci.seattle.wa.us/planning/homesap.htm



The First Hill/Capitol Hill Design Team Work Session



A tour of First Hill and Capitol Hill during the DDWS with the Mayor and representatives from the community



Development prototypes for Capitol Hill Station area

Setting the Context: Neighborhood Vision

Neighborhood Vision for the Station

- An Urban Station
- A Sun Spot on the Hill
- A Meeting Place
- Create a center within the Madison Street District
- A lively street environment in the day and evening (18 hours street)
- Safe and comfortable access by pedestrians and bicyclists
- Easy to find

Desired Development Types

- Land uses that encourage 18 hours of street use such as housing over retail, hotel, etc.
- Open space that is safe and attractive

Station Design Ideas

- A kiosk and other signage that creates a center for information about the neighborhood: wayfinding, transit maps, schedules and nearby bus stops, directions to main destinations (hospitals, arts centers and adjacent neighborhoods). Signage should incorporate art elements.
- A station plaza that has seating, cafes or other small retail spaces to enliven the space, the First Hill Clock, landscaping, a water feature, and weather protection (e.g. awnings)
- Include a location for a SPD community policing station as part of the ground floor development (could be on the side street if Madison Street frontage is better suited to retail)
- Lighting that focuses on pedestrian areas
- Station design should reflect neighborhood character (See Historic Seattle's First Hill History Project, call Larry Kriesman at 622-6952)

Objectives for First Hill DDWS



- Take a detailed look at transit oriented development projects at the station site and determine what types of development the market will support
- Identify facilities and actions that support T.O.D
- Conduct financial feasibility of different project and construction types to test realistic ways to meet neighborhood goals
- Involve the community, City and Sound Transit staff, the Planning Commission and Light Rail Review Panel and representatives of the design and development community in the process

Summary of Outcomes

Market Strategy

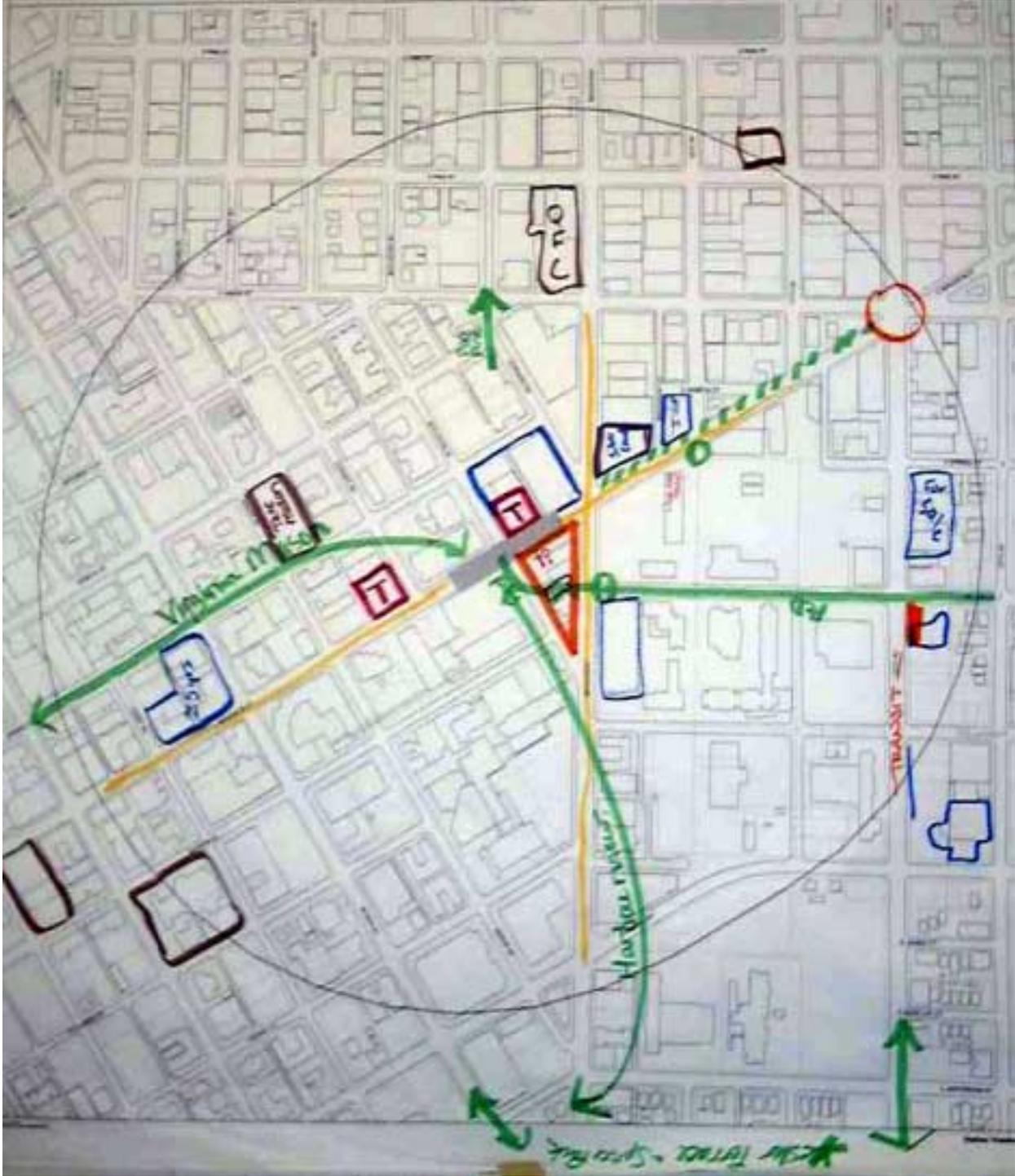
- Develop a model for new development standards (especially dealing with parking, sidewalks and open space) that provide developers with flexibility, encourage TOD and maximize transit use.
- Improve access to the station in ways that encourage people to get to the light rail system by ways other than single occupant vehicles. Establish strong connections into the neighborhood for pedestrians, bus riders and bicyclists.
- Develop implementation packages to encourage transit oriented development at:
 - Properties Sound Transit will need to acquire for the station entrances and construction staging
 - Redevelopment sites in close proximity to the station
 - Infill sites in the Pike/Pine neighborhood
 - Small lot, longer term development sites

Supportive Policy Options

- Extend multi-family tax exemption to First Hill
- Institute payment-in-lieu for open space and shared parking
- Provide comprehensive TDM incentives and shared parking flexibility in partnership with major institutions
- Qualify prospective owners for Location Efficient Mortgages
- Develop tools to meet the need for housing in the 80-120% of median income range

First Hill Station Area: An Approach to T.O.D

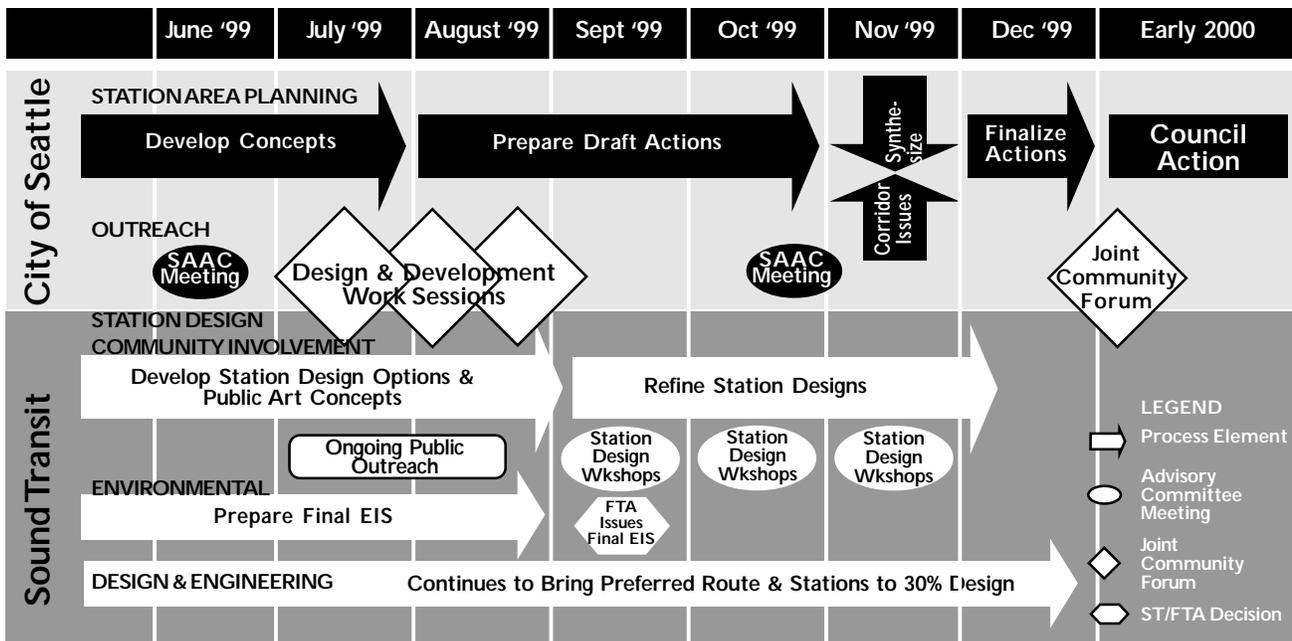
Summary Map



This is a place holder for a simple, Kevin Lynchian graphic that calls out

- key nodes
- connections
- development sites
- open space opportunities

Schedule through Early 2000



Seattle Station Area Planning

Station Area Planning Next Steps

August

- Structure year-end strategy
- Coordinate with City departments on year-end work products
- City Council update
- LRRP Update

September

- CD Cluster briefing
- Department-specific SAP follow-up work
- Participate in Sound Transit Station Design Workshops

October

- Community meetings to refine work products and describe recommendations
- Department-specific work continues with check-in from SAP staff
- Participate in Sound Transit Station Design Workshops

November

- Synthesis of department work by SAP staff
- Prep for November briefings
- Brief CD Cluster, LRRP, Planning Commission on Dept work

November, continued

- Review by Sound Transit
- Final Community Open House
- Participate in Sound Transit Station Design Workshops

December

- Draft, finalize and produce recommended SAP actions
- Packages prepared for Council

January-February 2000

- Receive Council decisions on recommended actions