

# McCLELLAN TOWN CENTER DEVELOPMENT STRATEGY

## Progress Update, September 20, 2000

Station Area Planning and Sound Transit are pleased to report on the progress on the Development Strategy for the McClellan Light Rail Station Area Town Center. For more information, please contact Amy Malick Glenn with the Station Area Planning Team at (206)-615-0790 or [amym.glenn@ci.seattle.wa.us](mailto:amym.glenn@ci.seattle.wa.us).

### Stakeholder Involvement

City and Sound Transit staff have conducted outreach door-to-door and by mail to property and business stakeholders both immediately adjacent to the station and in the broader station area to solicit participation in the planning process and potential redevelopment opportunities. Project staff and consultants have held regular meetings with the Advisory Council as well as two general public meetings to provide an opportunity for feedback regarding the Development Strategy. Thus far the public has been highly supportive of the project itself and of the sense of "moving forward" from Neighborhood Plan vision and Station Area Planning to implementation.

### Market Assessment

The Sedway Group has prepared a general assessment of the market conditions in the McClellan Station Area as part of the Development Strategy. As part of this analysis, the consultants have identified the following strengths and weaknesses of the McClellan Station Area market.

Strengths include: 1) Proximity to Downtown Seattle; 2) Proximity to Interstate 90; 3) Good north-south transportation access, including future light rail system; and 4) Significant vacant and under-utilized land.

Weaknesses include: 1) An unproven market; 2) Below-median demographic measures; 3) Limited east-west transportation access; and 4) Lack of direct freeway access to Downtown Seattle.

The consultants have also provided initial insight into the feasibility of the following land uses around the light rail station:

1. **Retail:** In order for retail to be successful, some risk-taking and public sector incentives will be required.
2. **Office:** Given its proximity to Downtown Seattle and relatively inexpensive land, it is possible that the light rail station could prove to be a catalyst for such new office developments in the form of so-called back office operations and non-traditional office uses (e.g., research labs, incubator space).
3. **Residential:** Given the desirability of in-town living in Seattle, and the proven desirability of proximity to transit, it is also conceivable that new market-rate multi-family housing could be attractive in the station area.
4. **Industrial:** While certain forms of light industrial uses may be considered appropriate as the area revitalizes, it must be acknowledged that such development falls substantially short of what are generally considered to be appropriate transit-oriented development densities.

### Urban Design Framework and Transportation Integration

The Design Team has been working closely with the Advisory Council, agency staff, and the economic and transportation consultants to develop a preliminary urban design framework for the station and surrounding future development. This early design concept includes a mix of residential, office and retail space as well as a series of public open spaces that link the station, Cheasty greenbelt, the Olmsted Boulevards, and future development. The design concept shows two phases. The first phase could be achieved when the light rail system is operating in 2007, and represents development that would most realistically be affected by Sound Transit's design and property decisions. The second phase illustrates a long-term build-out of the larger Station Area, and presumes significant private sector partnership and investment.

In addition, as part of this effort, a new intersection concept for MLK Jr. Way and Rainier Ave S has been identified for further study. The McClellan Circle roundabout could accomplish key goals set forth by the North Rainier Neighborhood Plan and would hopefully resolve modal conflicts at this major crossroads. Community support for to explore the roundabout concept thus far has been significant, although it is clear that a detailed feasibility study is warranted. SEATRAN and SPO staff are currently working to secure funding to study the roundabout, including using national experts on the subject.

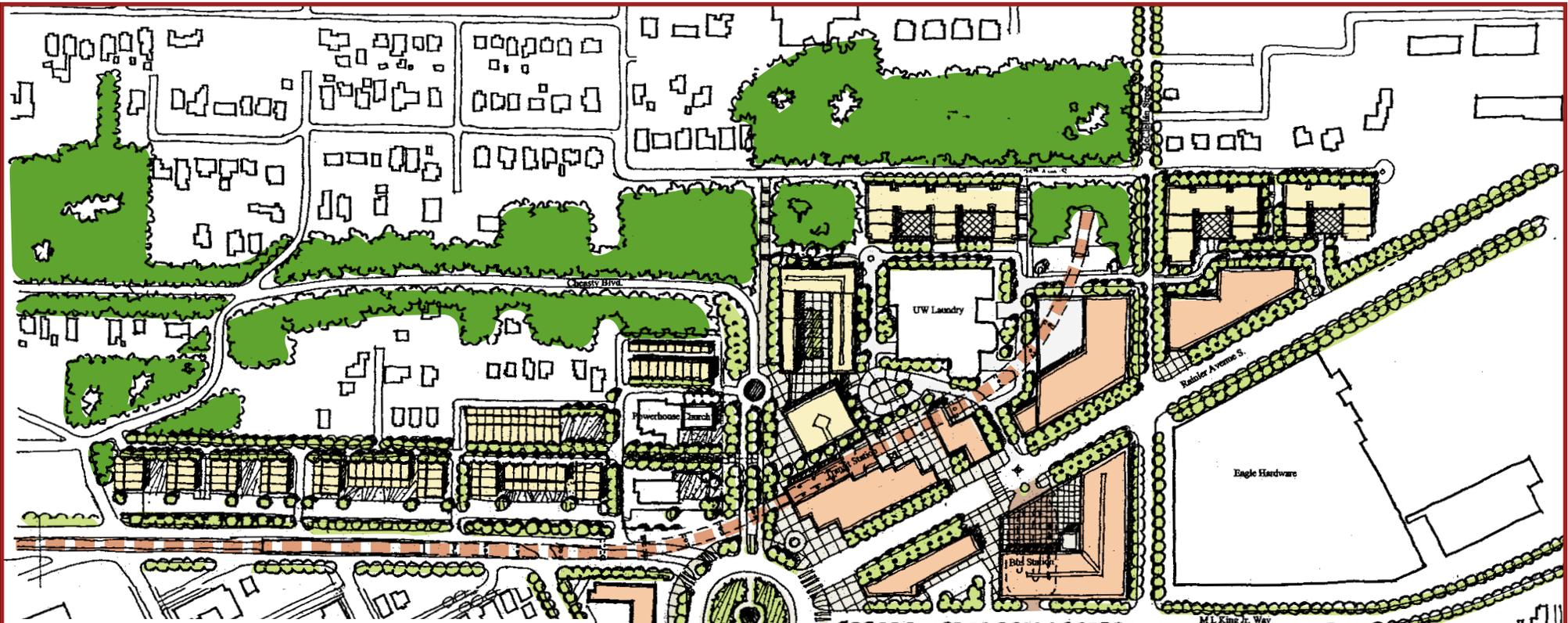
### Informing Sound Transit's Station Design

One of the key goals of this process is to inform the McClellan Station design process so that the station is an integral part of the Town Center. Sound Transit and its design team have been an ongoing part of this planning process and are moving forward with station design at this time based on design principles provided by the Town Center Advisory Council. This document is available upon request through Station Area Planning. A public station design forum is expected to be held at the end of October.

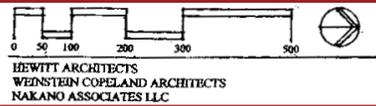
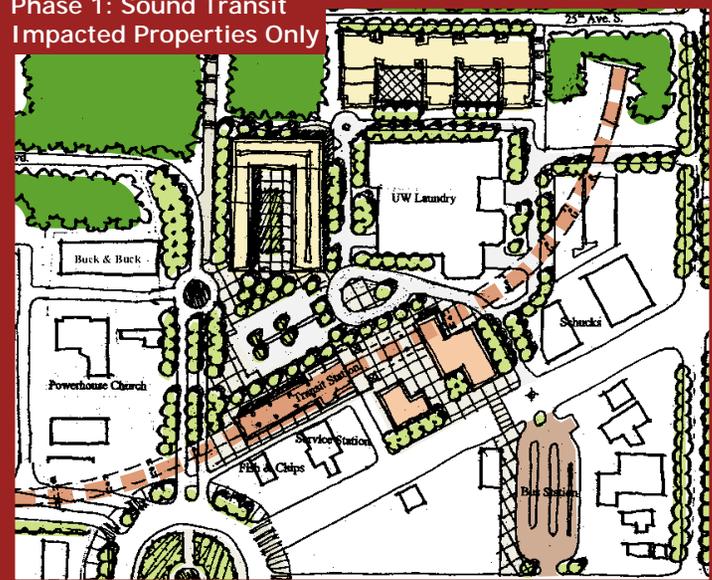
### Outstanding Issues

Though our progress-to-date has been notable, several significant issues require continued consideration by the community, the City and Sound Transit. Our goal is to address these issues as part of this study, although addressing certain concerns will require some compromises. Important outstanding concerns include:

1. Interim solutions and development phasing
2. Impacts to auto-oriented land uses in the station area
3. Roundabout desirability and feasibility, especially pertaining to alternate pedestrian and bicycle movements
4. Local access to sites just west of Rainier along north side of Winthrop/Cheasty
5. Land assembly and the difficulty of engaging property and business owners in pioneering development projects
6. Disagreement regarding the long-term future of the University of Washington Medical Facility



Phase 1: Sound Transit Impacted Properties Only



# PRELIMINARY DESIGN CONCEPT

Full Build-Out Scenario  
with Roundabout  
September 14, 2000