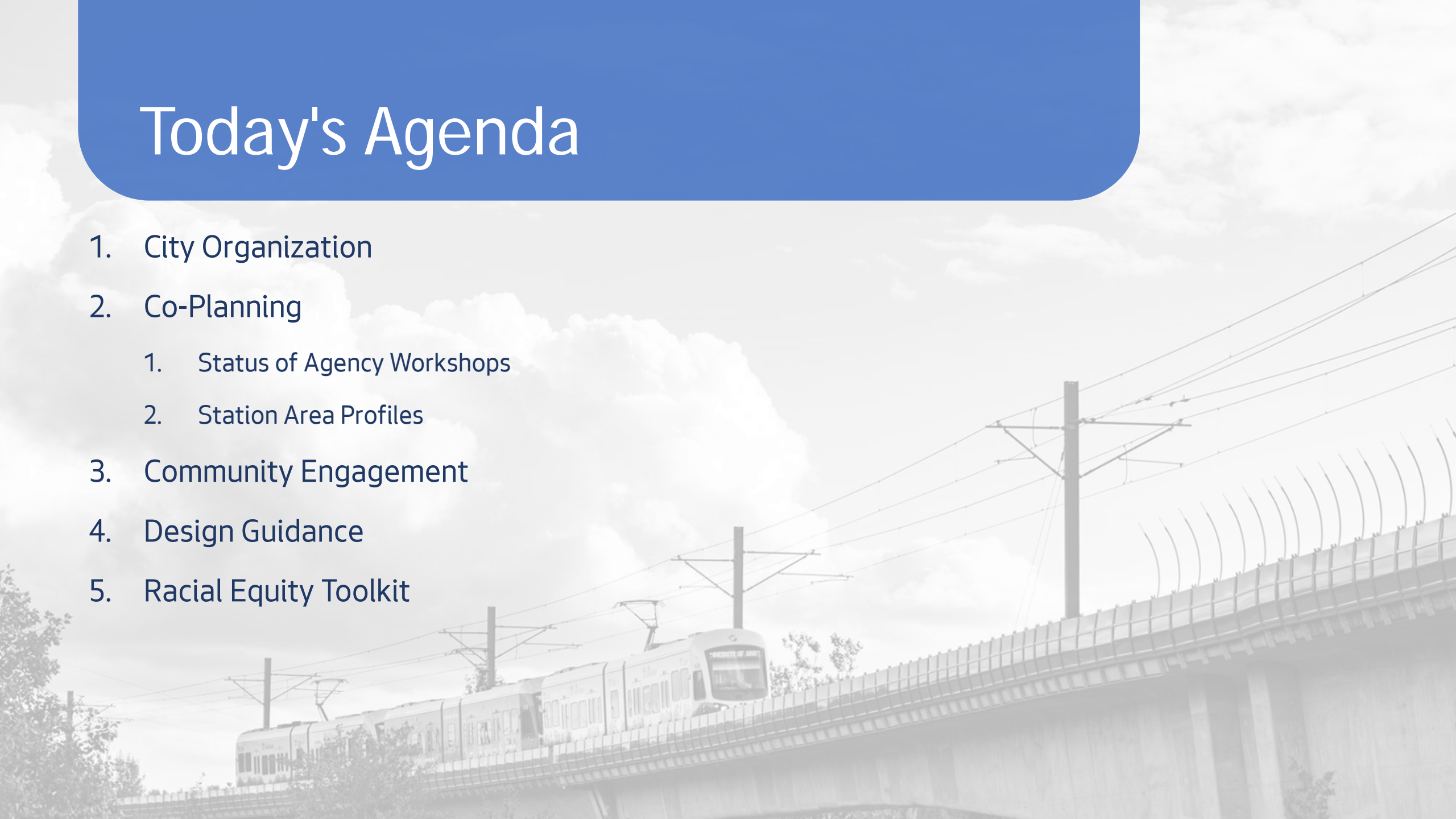


Planning Commission Update

City Activities Supporting WSBLE
Light Rail Expansion in Seattle

Today's Agenda

1. City Organization
2. Co-Planning
 1. Status of Agency Workshops
 2. Station Area Profiles
3. Community Engagement
4. Design Guidance
5. Racial Equity Toolkit



Organization



Seattle

City Organization

Workgroups

- Leadership and Management → Mayor's Office and SDOT
- Engagement and Racial Equity → DON
- Environmental → SDOT
- Engineering → SDOT
- Permitting → SDCI
- Funding → Mayor's Office, SDOT, FAS
- Planning → OPCD



OPCD Sub-Workgroups

- Design Guidance
- Alignment and Agency Workshops
- Strategic Framework



Co-Planning



Seattle

Core Responsibilities

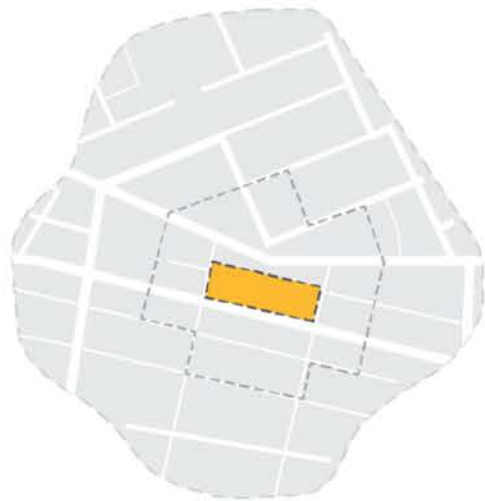


- ✓ Routes and station locations
- ✓ Light rail guideway and station design
- ✓ Environmental review

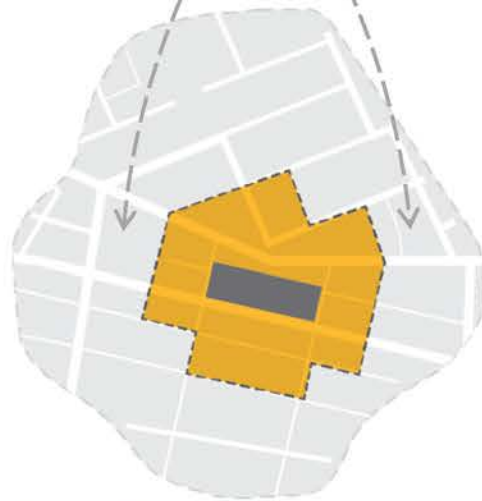
**Co-planning
stations with
communities**



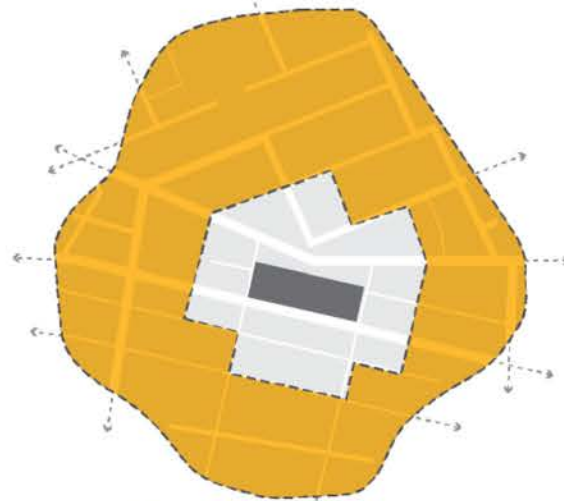
- ✓ Community planning and station access
- ✓ Land use and zoning
- ✓ Street and right-of-way use



Station



Station Context



Station Area

Agency Workshops

January - Smith Cove



January - Interbay



January - CID



February - Ballard

February - Seattle Center

February - SODO and

Stadium

March - Delridge

March - Denny and SLU

March - CID #2

April - Midtown and Westlake

April - Avalon

April - Alaska Junction

April - CID #3 (if needed)

May - Delridge #2 (if needed)



Station Area Profiles

- Provide background
- Framework for issue identification

- Under revision
- Additional strategic review by consultant
- Connectivity methodology under further analysis



Station Area Profiles

INTERNATIONAL DISTRICT/CHINATOWN STATION AREA PLANNING SUMMARY

In order to prioritize OPCD's planning efforts, and help identify the planning moves most appropriate for each station area, key metrics were selected, based on identification of issues and opportunities. Data was collected across six different categories that compared all ST3 West Seattle Ballard Link Extensions (WSBLE) station areas. This page summarizes the key highlights from each category covered within the Station Area Profile.

Planning Framework

The number of planning tools, which includes existing plans, infrastructure and regulations that allow for and support the addition of a light rail station in the area.

Development Potential

Likelihood that future development will occur given current physical regulatory and market conditions as well as the anticipation of the proposed light rail station.

Connectivity

Walking and biking connections within the station area, as well as access to other transportation modes, services, amenities, jobs, and attractions/destinations.

Urban Design + Open Space

The vibrancy of public spaces, open spaces, and buildings near the station. The strength of the neighborhood's identity, and the level of comfort of the area for users.

Access to Opportunity

The quantity of services and amenities that contribute to social, economic, and physical well-being, as determined by the Seattle 2035 Growth & Equity Analysis.

Displacement Risk

Likelihood of physical, economic, and cultural displacement of marginalized populations, as determined by the Seattle 2035 Growth & Equity Analysis.

International District/Chinatown Station Area has a **high number of planning tools** to prepare for future light rail.

- There are a number of significant high quality bicycle infrastructure projects that will tie Downtown, International District/Chinatown, SODO, and Industrial District together.
- It is located in an Urban Center that will grow as a key regional center for housing and jobs.

International District/Chinatown Station Area has **moderate potential to attract future development** given favorable zoning, availability of underutilized properties, and existing mix of land uses.

- The presence of underutilized properties in this station area creates substantial development opportunity.
- Development activity continues delivering new multifamily, hotel, and commercial mixed-use space.

International District/Chinatown Station Area has a **high number of different transit services and connections** near the station.

- The station is well-connected to other local and regional transit modes, including bus, Sounder, Amtrak, and streetcar.
- 4th Ave and the railroad tracks are significant connectivity barriers, with S Jackson St being the primary east-west pedestrian and transit connection for the station area.

International District/Chinatown Station Area has a **high level of urban design** as a result of its high concentration of pedestrian-oriented uses and parks, and prevalence of cultural features and services.

- Public art and cultural expression in the station area define the Seattle Waterfront, International District/Chinatown and Pioneer Square.
- S Jackson St can contribute toward fostering desirable connections, open spaces, and pedestrian activities throughout these neighborhoods.

International District/Chinatown Station Area has **relatively high access to opportunity** compared to other stations in the WSBLE system.

- It is an area with a high density of jobs, as well as multiple transit modes, bus routes, parks, and recreation facilities within the 10-minute walkshed.

International District/Chinatown Station Area has **one of the highest displacement risk** compared to other stations in the WSBLE system.

- There are many vulnerable populations in the station area that are faced with rising housing costs and residential and business displacement.
- Close proximity to a booming Central Business District makes the station area more desirable to live in. Cultural amenities, major sports facilities, and infrastructure quality are also contributing to displacement risk.

International District/Chinatown Station Area Planning Framework

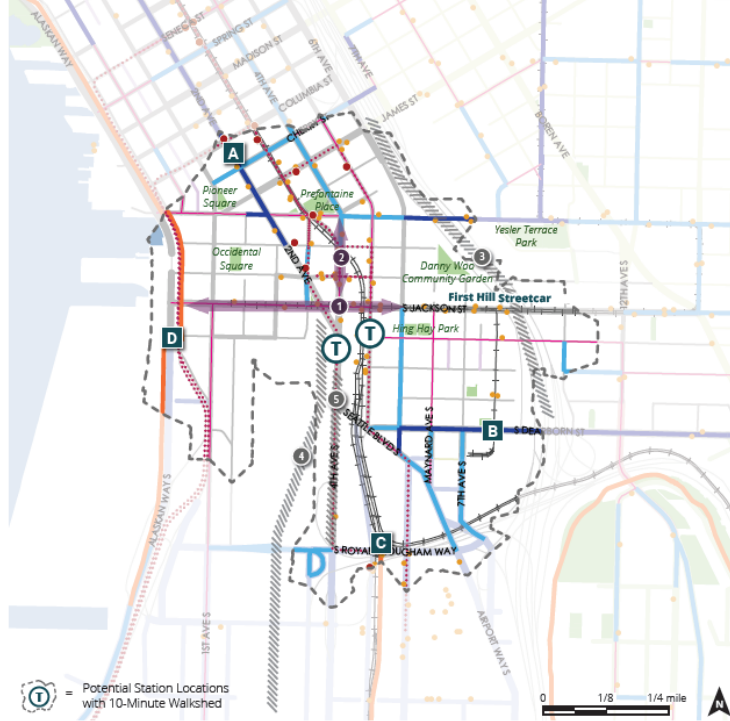


- ⊕ = Potential Station Locations with 10-Minute Walkshed
- Multi-Use Trail
- Bike Lane with Major Separation
- Bike Lane with Minor Separation
- Neighborhood Greenway
- Sharrow
- ★ Priority Bus/RapidRide (RR)
- ⊙ Potential RR Station Location
- Pedestrian Investment Network
- Planning Boundaries
- Urban Center or Village



Station Area Profiles

International District/Chinatown Station Area Connectivity

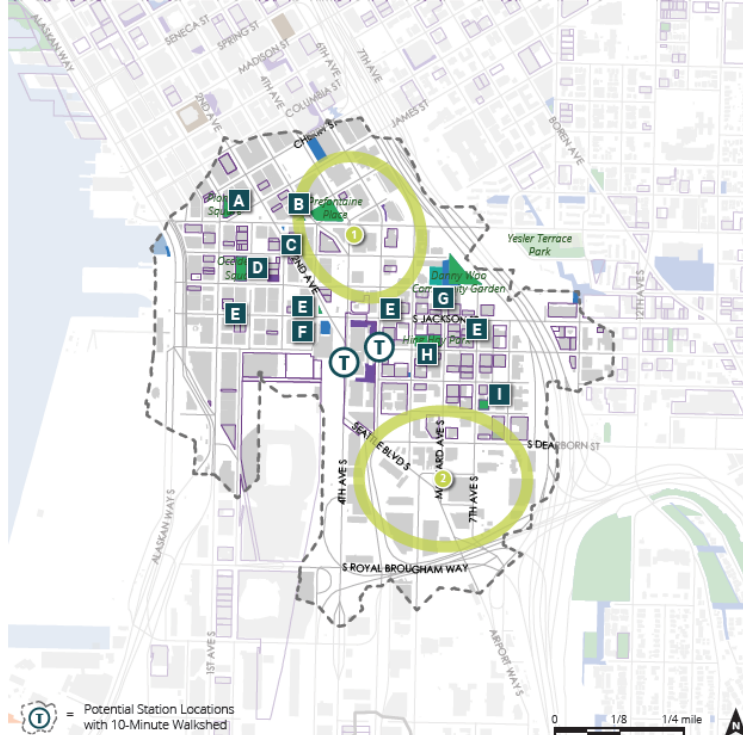


Street Types

- Downtown
- Downtown Neighborhood
- Downtown Neighborhood Access
- Urban Village Main
- Urban Village Neighborhood
- Urban Village Neighborhood Access
- Urban Center Connector*
- Neighborhood Corridor
- Neighborhood Yield
- Industrial Access
- Minor Industrial Access
- Commercial Alley
- Multi-Use Trail
- Bike Lane with Major Separation
- Bike Lane with Minor Separation
- Neighborhood Greenway*
- Sharrow
- Bus Stop
- ⋯ RapidRide

Existing Infrastructure

International District/Chinatown Station Area Urban Design + Open Space



Land Uses

- Pedestrian-Oriented Land Uses
- Seattle Parks and Recreation
- Public Schools and Institutions*
- Non-Profit*
- City of Seattle
- King County + WA State
- Port of Seattle*
- Federal
- Private Open Space

Open Space

Notable Public Art

- A Seattle Totem Pole, Day/Night, Chief Seattle Fountain
- B Fortson Square, Prefontaine Fountain, Battle of Seattle Marker
- C Anawog
- D Bear Tsonqua, Killer Whale, Sun & Raven
- E Beaded Poles
- F 4 (Where Shall I Go Ahead), Beads along a Thread, Loop Stitch Bollards, Eye of the Needle Poles
- G Heaven, Man, Earth
- H Chinese Grand Pavilion
- I Sand Dragon



Community Engagement



Seattle

Community Workshops

1. Downtown – SODO, Stadium, CID, Midtown, Westlake, Denny, SLU, Seattle Center
2. CID
3. West Seattle – Alaska Junction, Avalon, Delridge
4. Ballard, Smith Cove, Interbay
5. Delridge

City staff attended all five



City-Led Roadshow

- 40+ engagements
 - Another round later in the year
- Visiting neighborhood groups
- Attending existing meetings
- Another

Sound Transit attending



Design Guidance



Seattle

Guiding Documents

Vision
+
Principles

- Set expectations
- Communicate with public

Conditions
and
Priorities

- Inform decision-making

Design
Guidelines &
Standards

- Context for regulation
- Outcome-focused





Our Vision

A thriving, equitable city connected by a world class transportation system.



Our Guiding Principles

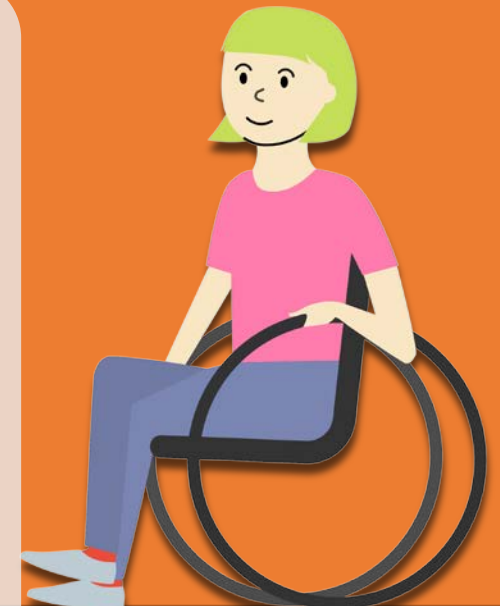
for Light Rail Expansion

Dependable Transit

Support efficient and reliable light rail service
to your neighborhood that gets you where you need to go.

OBJECTIVES:

- Connects you to work, school, shopping, and recreation in other neighborhoods
- Integrates with robust transit service in your neighborhood
- Reduce number of cars on the road, improving travel times for all
- Allows efficient movement of freight
- Supports a safer transportation network and fewer collisions



Vibrant Communities

Create opportunities for affordable housing and businesses located near stations that support your diverse community with more places for you to live, work, and shop.

OBJECTIVES:

- Draws people to the neighborhood and enhances community
- Supports more affordable homes and retail spaces
- Adds shared public areas like plazas and improves access to parks
- Improves public safety through active streetscapes
- Supports public art and the neighborhood culture

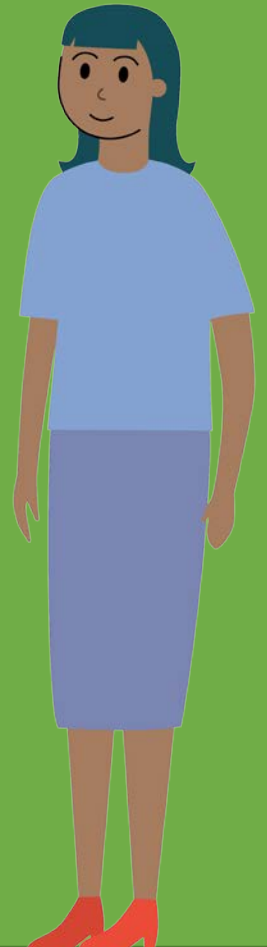


Climate Action

Reduce our dependence on cars and give communities real, clean energy alternatives for transportation that reduces our impact on the changing climate.

OBJECTIVES:

- Reduces vehicle emissions, improves local air quality, and supports our climate action goals
- Incentivizes walking, biking, and bus riding through locating stations and city investments
- Limits parking near stations to encourage other options



Equity

Race and social justice is the foundation for City decision-making on light rail expansion.

What is racial equity?

When social, economic and political opportunities are not determined by a person's race.

OBJECTIVES:

- Provides welcoming and comfortable light rail options for all, regardless of race
- Reduces short- and long-term negative impacts that disproportionately burden communities of color
- Provides access to transit regardless of language proficiency, physical ability, age, income, or other status



Racial Equity Toolkit



Seattle

Racial Equity Toolkit

- Partnered and supported ST Process through Level 1-3 RET Memo
- Working toward Joint Process during Environmental Review



Thank you

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Sound Transit: soundtransit.org/wsblink

City of Seattle: seattle.gov/lightrail