

EDMUNDS



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 forum 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 so 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 developed three options, two of which keep the station platforms closer to MLK at Edmunds St, while the third locates the platforms closer to the S. Alaska intersection.
- The 2 options for platforms at Edmunds St differ in the provision of open space around the station, and in the type of development. Option 1 shows housing development around the station (with mixed-use on the SW corner), while Option 2 shows mixed-use around station (with open space on the SW corner).
- The team recommends investigating double-end loading to the platforms under any schema, but the third option (locating the platforms closer to Alaska St) seems to provide a better opportunity for double-end loading (at Alaska St and at Angeline St).



CIRCULATION, PARKING AND TRAFFIC

- The technical team looked at current proposals and found that:
 - the proposed transit routes do not serve Seward Park/east destinations,
 - the route 52 turn-around is too narrow and has heavy impacts for a few property owners,
 - bike routes were undefined, and
 - end-of-platform location at mid-block promotes a dangerous pedestrian crossing.
- Changes to the proposals include:
 - working with Free Ride Zone to determine appropriate bike routes,
 - developing walking/driving maps for local elementary schools,
 - exploring RPZs,
 - double-end loading platform options,
 - determining an appropriate pedestrian crossing facility on MLK, esp. north of Alaska St, and
 - re-timing signals to prioritize pedestrian movement and, where possible, maximizing landscaping in sidewalk area.



DEVELOPMENT OPPORTUNITIES

- The market potential for development in the station area is in keeping with the community's desire for future development. The community desires moderate level, neighborhood-serving uses that will not compete with the recent investment in Columbia City. The market suggests support for longer-term, smaller-scale neighborhood retail.
- Opportunities:
 - Possible redevelopment of the Rainier Vista housing complex.
 - Potential location for new Filipino Community Center.
 - Free Ride Zone (community bicycle shop): possible partnership opportunity.

PUBLIC IMPROVEMENTS

- The team focused on analyzing 5 different street improvement options for Edmunds St between MLK and Rainier Ave. These options include:
 - 2 car lanes, street parking on both sides and 9-10 foot sidewalks within existing right-of-way
 - 2 car lanes, 2 bike lanes, street parking on one side and 9-10 foot sidewalks within existing right-of-way
 - 4 car lanes and 10 foot sidewalks, requiring expansion of right-of-way
 - 2 car lanes, widened sidewalks or planting strip, within existing ROW
 - a "boulevard" -- a median planting strip, 2 bus lanes, 2 car lanes, 2 bike lanes, and 10 foot sidewalks requiring significant expansion of existing right-of-way. (Although this option lacks community and Sound Transit support)

