

Southeast Seattle Station Area Planning

HENDERSON



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 for a meeting 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 for a meeting, 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 16, 1999

Design & Development Concepts and Recommendations



THE STATION

- Although the technical team did not modify the planned location of the station platform, it did explore options to reconfigure the bus layover facility so that future development opportunities on the SE corner of the intersection could be preserved. Pros and cons for three different options were developed.
- The first option leaves the bus layover facility in its current planned location, and landscapes the area around the bus facility with the theme of the station as a "lighted gem" to create a strong gateway image. The scheme could incorporate a pedestrian public plaza as a diagonal entrance element, with corresponding pedestrian routes, and integrates benches to take advantage of the strong winds that blow from the south to north. As part of this design, an art element could be integrated that reflects the cultural diversity of the community. This option does not allow for large developments.
- The second and third options are variations on a basic modification which reorients the bus layover facility north-south, and moves it slightly further east, so that a larger amount of land is preserved for future development on the corner. Each plan offers a slightly different pedestrian circulation route, parking accommodation, and open space potential. Both options could provide space for private development or a relocation, which would also create a strong catalyst for station area development.

DEVELOPMENT OPPORTUNITIES

- Although the community would like to see some new development in the station area, the market suggests that significant development may be a longer-term reality. Near-term uses would focus on more neighborhood-serving uses.
- At the same time, the neighborhood would also like to see additional development along the Henderson St spine, and the technical team explored opportunities for this as well.
- Bus layover facility siting; possible public/public development partnership.
- Potential relocation for the Filipino Community Center.
- Leveraging planned public improvements as catalyst for new development.

PUBLIC IMPROVEMENTS

- The first development option integrates significant public improvements through landscaping at the SE corner of MLK and Henderson St.
- Also, the light rail project budget, in coordination with some assistance from King County (via a combined sewer overflow project in this vicinity), will provide resources for public improvements along Henderson St.

CIRCULATION, PARKING AND TRAFFIC

- The technical team explored options for "kiss and ride" near the station, as well as for potential spillover traffic and parking and the possibility of using City Light right-of-way for potential future parking.
- Several different options for truck turn-around circulation were investigated.

