

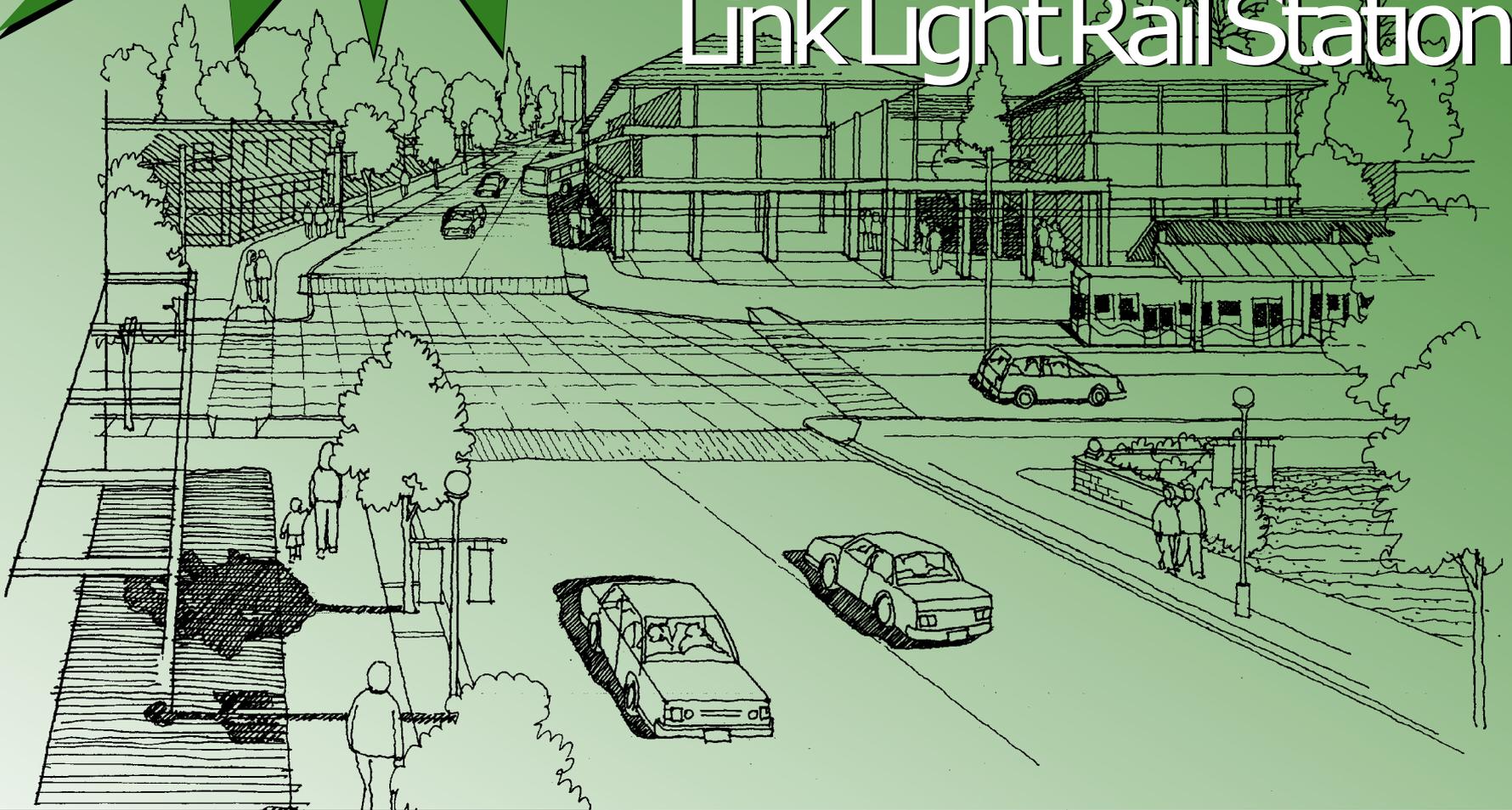
ON

**Forum
Wednesday
Feb 16, 2000**

*Grace Apostolic Temple
6718 MLK Jr. Way S.
at 5:30 pm*

TRACK

Southeast Seattle Neighborhoods with Link Light Rail Stations



SOUTHEAST STATIONS

Station Area Planning Information Update

From the City of Seattle

STRATEGIC PLANNING OFFICE • JANUARY 2000

*City of Seattle
Strategic Planning Office
600 - 4th Avenue, Suite 300
Seattle WA 98104*

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For further information,
please contact the City of Seattle's
Strategic Planning Office:
206.684.8542

Thoughtful planning in the vicinity of Seattle's new Link Light Rail will help

Make Seattle Neighborhoods Even More Livable!



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**Don't
miss
these
forum
dates!**



These forums are joint City of Seattle/
Sound Transit meetings to gather
community feedback on both station
area planning recommendations and
design for each station.

Dates & Locations

Southeast (including Beacon Hill):

FORUM: Wednesday, February 16, 2000
from 5:30 pm to 9:00 pm

LOCATION: Grace Apostolic Temple - 6718 MLK Jr. Way S

Downtown

(to be included in the
Central City Forum)
FORUM: Thursday
March 2 (Tentatively)
LOCATION: TBA

U-District

FORUM:
Monday March 13
from 6:00 pm to 9:00 pm
LOCATION:
University of Washington,
Savery Hall Room 239

Capitol Hill/ First Hill

FORUM:
To be determined

**Directions to the forums will be posted on the Station
Area Planning web page. See page 20.**

Background



What is Light Rail Station Area Planning?

Station area planning is a City of Seattle sponsored program to encourage lively mixed used development, housing, open space and other community services within walking distance (approximately one quarter mile) of Seattle's proposed light rail stations. The light rail stations themselves create a center of neighborhood activity. Station area planning is an opportunity to build on the light rail investment in ways that make more great places to live, shop, play and work within walking distance of reliable transit service.

How has the community been involved?



Station Area Kick-Off Events: March 1999

The Station Area Planning team hosted three kick-off events to inform people about station area planning. One goal of the kick off events was to encourage interested individuals and neighborhood

leaders to join "Station Area Advisory Committees" and guide planning work for each station area.

Station Area Advisory Committees: 1999-2000

These volunteer groups, representing a broad cross-section of neighborhood interests, formed the core of station area planning for the past year and helped City staff develop actions to ensure that light rail enhances their community.

Outreach to Individuals and Groups

In addition to these forums and advisory committees, Sound Transit and the City had one-on-one conversations with property owners, business owners and residents along the Martin Luther King Corridor and in the immediate station area who may not have been involved in station area planning to date. We have worked with the Rainier Vista and Holly Park communities (including the Cambodian and Vietnamese Resident Councils), Vietnamese business owners, Lighthouse for the Blind and other special populations. Targeted outreach tools were provided to facilitate communication with special populations.

Summer 1999 Design and Development Work Sessions

The City led a series of intensive sessions to take station area planning from ideas to realistic proposals. A newsletter, similar to this one, was sent out to everyone who lives within a quarter-mile of the stations to ask for their feedback. Each session began and ended with a community forum to build on neighborhood planning goals. Sandwiched between these forums were interviews with stakeholders and intensive design and development work sessions that brought together urban development professionals and City staff to identify specific opportunities in station areas. Station Area Advisory Committees helped prioritize these opportunities into action plans.

Goals and strategies for station areas have been adopted by City Council to encourage more people to ride transit. See page 14.

What are the recommendations in this newsletter based on?

Most of the recommendations you are reading are a follow-up or subset of the neighborhood plan recommendations for each station area community. Station area planning events, advisory committees and work sessions have further refined these recommendations.

Recommendations for all station areas

Although the recommendations in this newsletter are organized by station area, there are issues that the City and Sound Transit must work together to address at every station area in Southeast Seattle including:

Developing Station Area Urban Design Strategies

Station area urban design strategies will ensure that new development or street improvements are well designed, enhance the neighborhood, and reflect local history and culture.

Addressing Public Safety

All station design and station area planning recommendations must address public safety issues. Public safety is of paramount concern to residents and businesses in Southeast Seattle. City and Sound Transit staff are meeting regularly to address these concerns.

Retaining Existing Businesses

Develop and implement a business retention strategy for existing small businesses.



Beacon Hill

EXECUTIVE SUMMARY

The Beacon Hill station will be located in the North Beacon Hill business district on Lander Street. The station provides an opportunity to create a stronger center to the business district and in doing so, helps implement the North Beacon Hill neighborhood plan. The entrances and entry plazas will provide opportunities for open space, new mixed use development, public art, and sidewalk and crossing improvements. It will be important to ensure that the station entrances are highly visible from the street, that all features of the stations (above and below ground) and adjacent development are designed with public safety in mind, and that clear, safe connections are made between the station and the new library.

Beacon Hill station will not be fully constructed when Link Light Rail begins operations in 2006. The Sound Transit Board made the decision to “shell out” the station in the first phase of the project to ensure it will be built in the future (see page 18 for full description of the Sound Transit proposal for Beacon Hill station).

THE CITY RECOMMENDS:

1 Emphasize good pedestrian, bus and bicycle connections throughout the station area. Widen sidewalks, bring sidewalks and curb ramps up to Americans with Disabilities Act standards, provide bicycle parking at the station entrances, and improve crossings on Beacon Ave. S. at Lander St. and at Bayview/15th Ave. S.

2 Improve Lander Street to accommodate on street parking, decorative paving, street trees and landscaping. Coordinate street design with El Centro de la Raza’s mercado plan to ensure that the open spaces work together.

3 Reconfigure Beacon Avenue S. to three lanes (two travel lanes with a center left turn lane) to enable wider sidewalks, on street parking, bicycle facilities, transit landscaping and vehicle traffic.

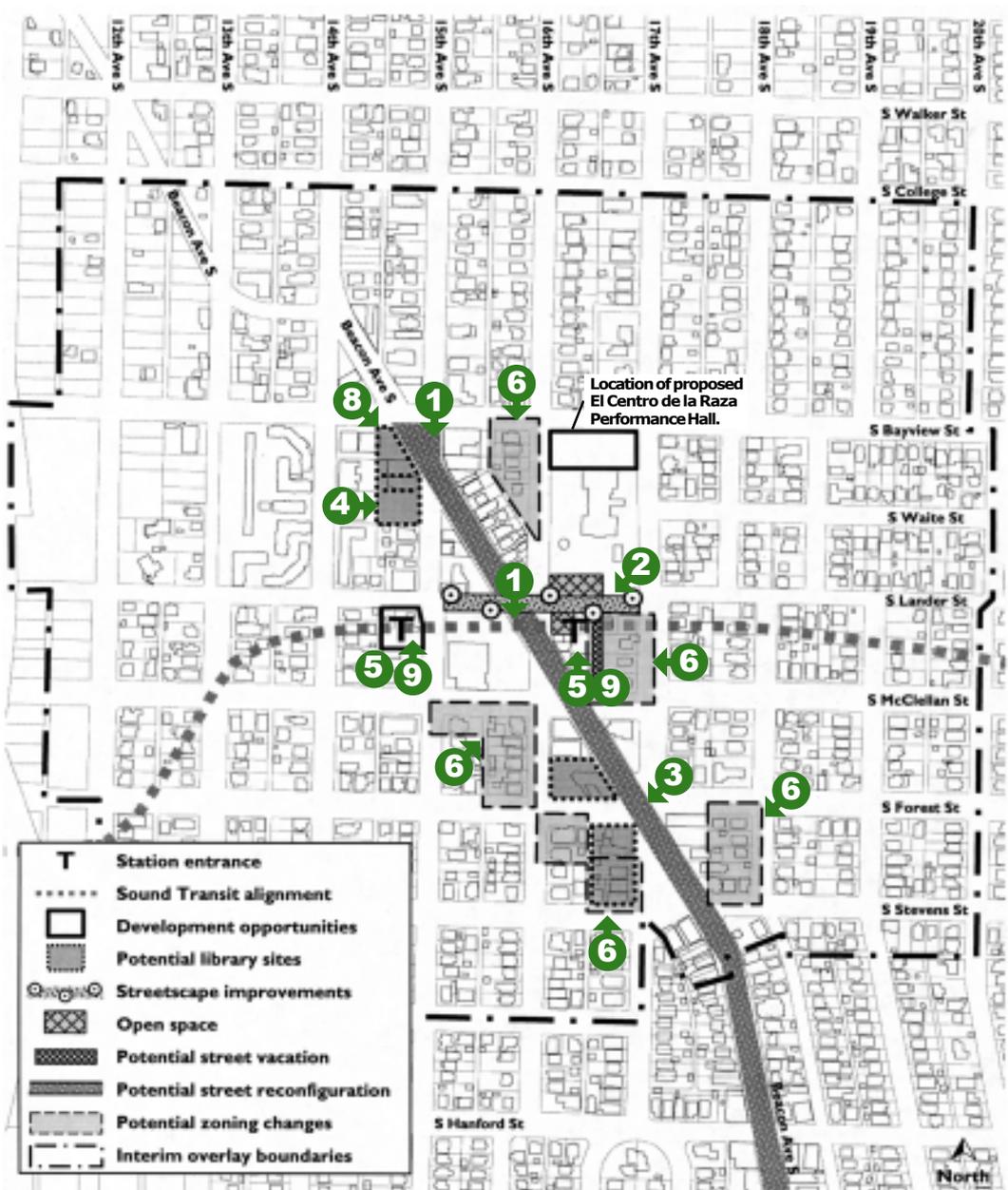
BEACON HILL STATION AREA

The Beacon Hill Station entrances (headhouses) will not be constructed in Phase I. Therefore, the majority of the recommendations listed on these two pages relate to the future condition when the station headhouses are developed.

This map shows the location of the draft station area for Beacon Hill



Future location of west entrance to Beacon Hill Station.



4 Reconnect Mt Baker and Cheasty Boulevards.

Explore appropriate alternatives to pedestrian overpass.

5 Improve pedestrian/Americans with Disabilities Act accessibility

from Center Park to the station (*not shown on map*).

6 Provide basic infrastructure improvements

throughout the station area, such as wider sidewalks, pedestrian crossing improvements, and bicycle facilities to give pedestrians, transit users and bicyclists safe, comfortable access to and from the light rail system (*not shown on map*).

7 Complete traffic analysis and mitigation measures

for cut-through traffic in the Cheasty/S. Della area.

8 Examine zoning changes and complete analysis

to allow for neighborhood-commercial development around the station area.

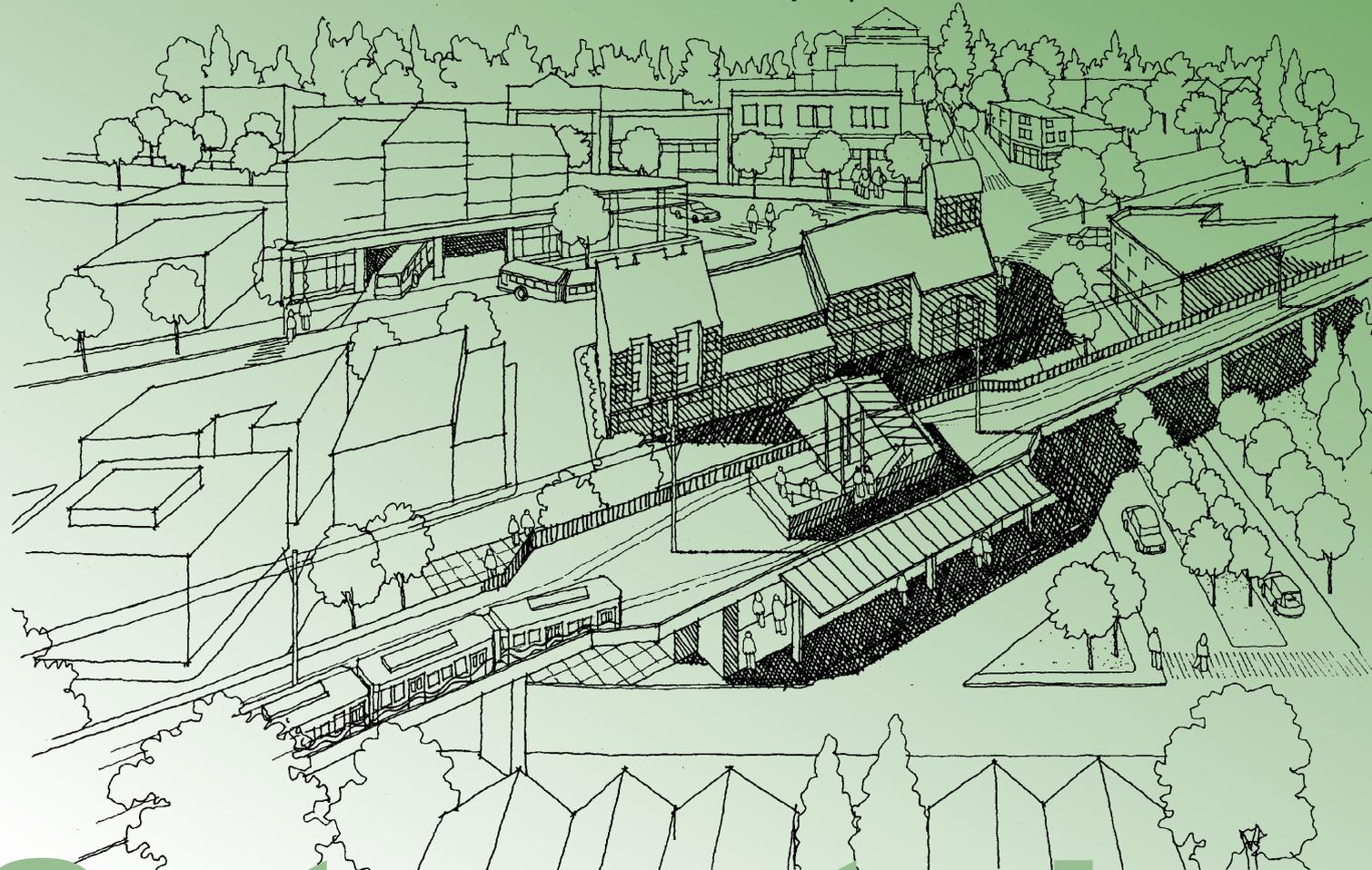
9 Opportunities for additional housing, retail and office development

include the Razore/DSHS parcels, bus layover facility parcels, and Rainier Avenue parcels at the station area.

10 Create a gateway to the Rainier Valley (beginning of MLK Jr Way as a "Great Street").



Current view looking east from Cheasty Blvd including Franklin High School and Franklin field.



Artist's rendering of McClellan Station looking east from Cheasty Blvd at MLK Jr Way and Rainier Ave S. The potential town center development and station are in the foreground with Franklin High School in the distance.

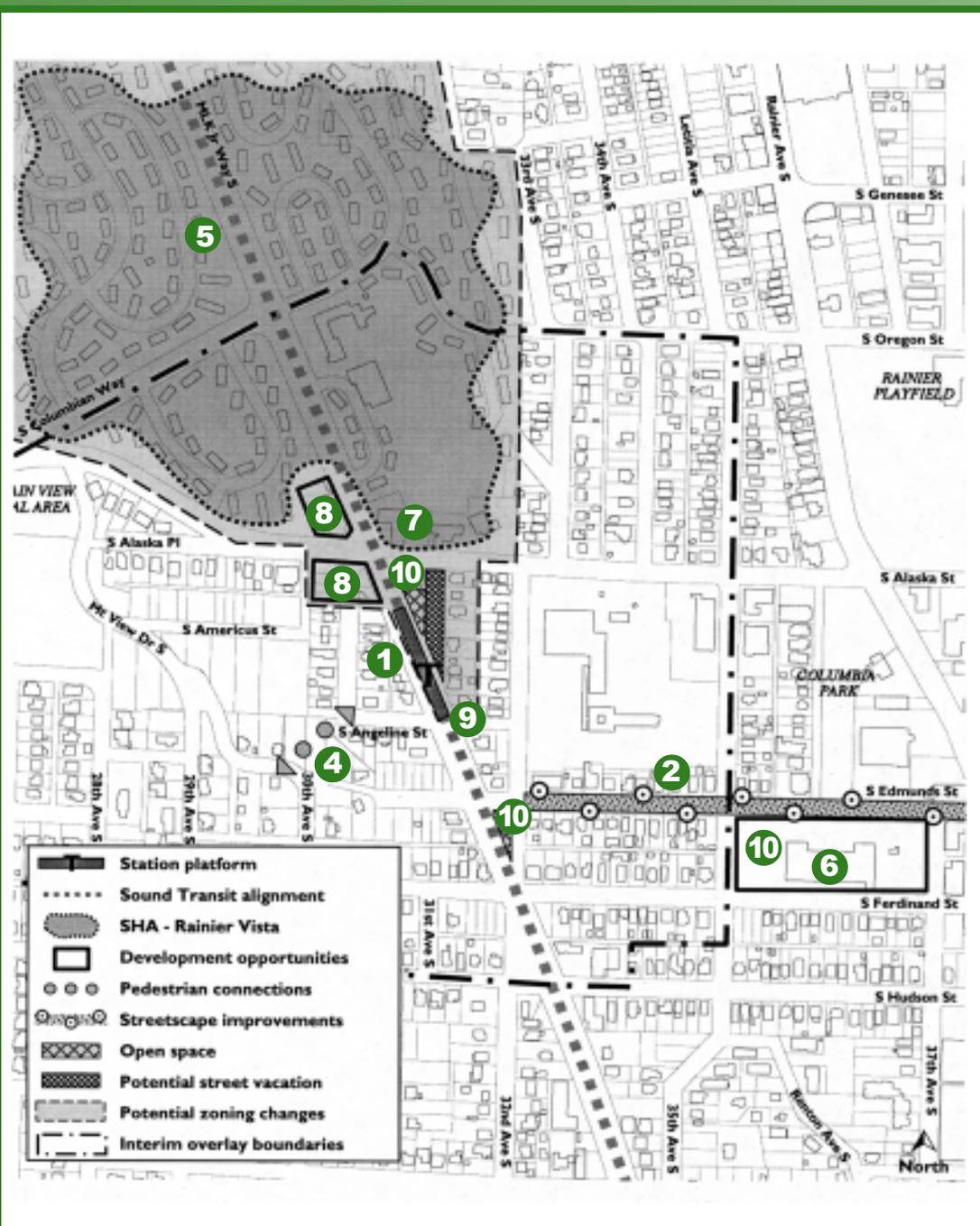
Drawing by Michael Kimelberg.

Station

Edmunds

EXECUTIVE SUMMARY

The Edmunds station falls within the boundaries of the Columbia City neighborhood. Columbia City is an active and organized community. The station is located directly south of the Rainier Vista garden community, which is scheduled for extensive redevelopment into a mixed income community of renters and homeowners. Community members strongly support continued investment in the Columbia City historic business core on Rainier Avenue and desire small-scale neighborhood convenience retail and services near the station. Edmunds Street will serve as a visual and pedestrian connection from the station to the Columbia City neighborhood and business core.



THE CITY RECOMMENDS:

- 1** Include a station platform that can be boarded from both ends to allow access from all directions, including both Rainier Vista and Columbia City.
- 2** Pedestrian improvements on S. Edmunds Street will connect the station on MLK Jr. Way S. with the Columbia City business district on Rainier Ave. S. and will be an important link for transit oriented development.
- 3** In addition to Edmunds Street improvements, implement wider sidewalks, curb ramps, and pedestrian crossings on other key streets near the station (*not shown on map*).
- 4** Rehabilitation of the stairclimb at S. Angeline will allow pedestrian connections to Beacon Hill.
- 5** The future redevelopment of Rainier Vista garden community will provide new housing, street improvements and opportunities for additional retail uses near the intersection of Martin Luther King Jr. Way and S. Alaska St.
- 6** Explore a future development partnership between the Seattle School District and Seattle Housing Authority if the possibility of relocating Orca school to Rainier Vista is feasible in the future.
- 7** Explore ways to support additional moderate-scale and neighborhood serving development, including analysis for potential neighborhood-commercial zoning changes in the area of MLK Jr. Way and S. Alaska Street.
- 8** Provide opportunities for limited neighborhood retail services near station.

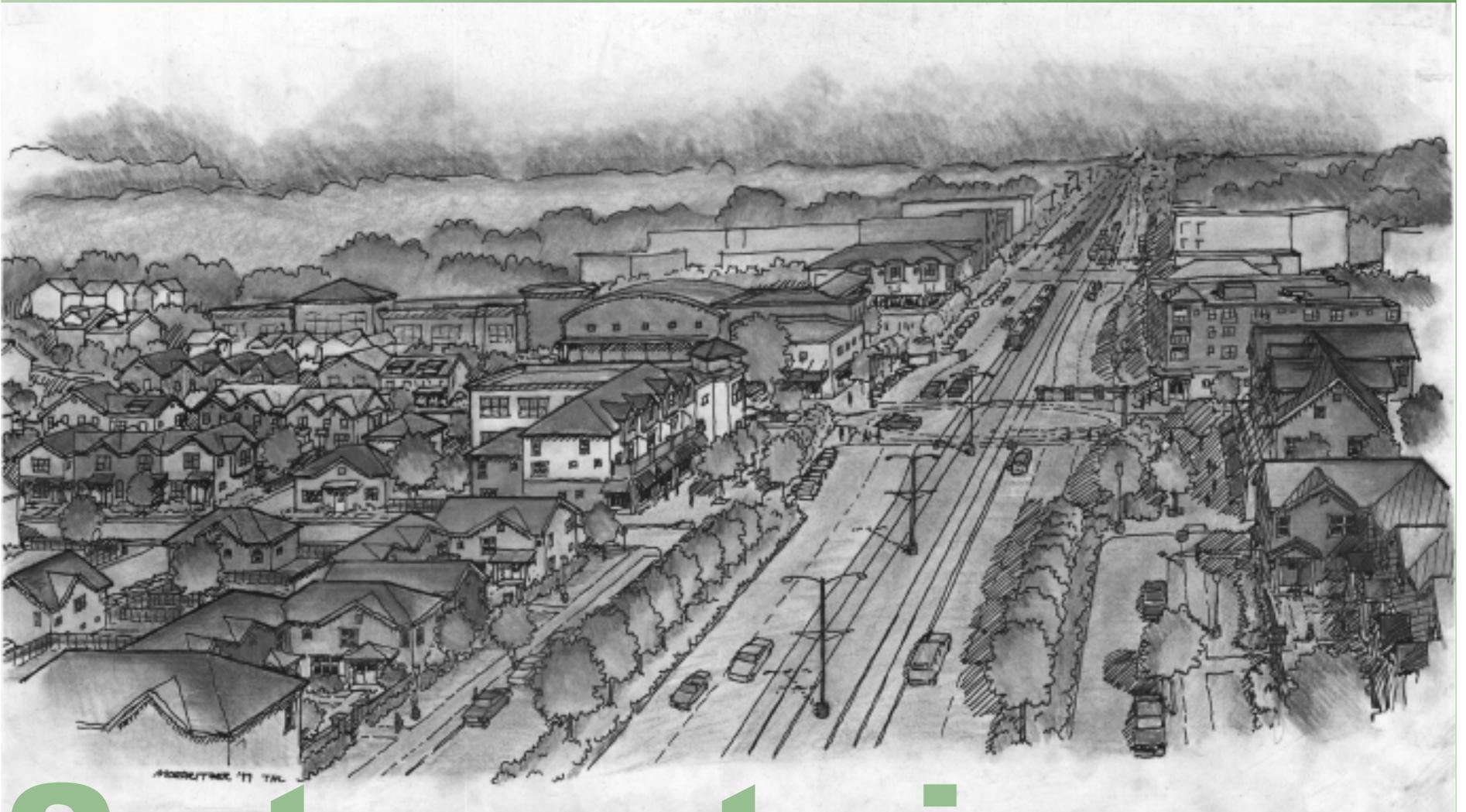
Columbia City business district

9 Design station to reflect the historic identity of Columbia City and incorporate urban design elements to draw people into the business district.

10 Creation of open space at 2 triangle parcels near the station as well as the greening of the playground at the Orca school will provide an amenity in the station area for residents, employees and transit users and increases neighborhood marketability.



Rainier Vista draft redevelopment concept showing MLK Jr. Way looking south. Drawn by Mike Moedritzer, Tonkin/Hoyne/Lokan Inc.



s t a t i o n

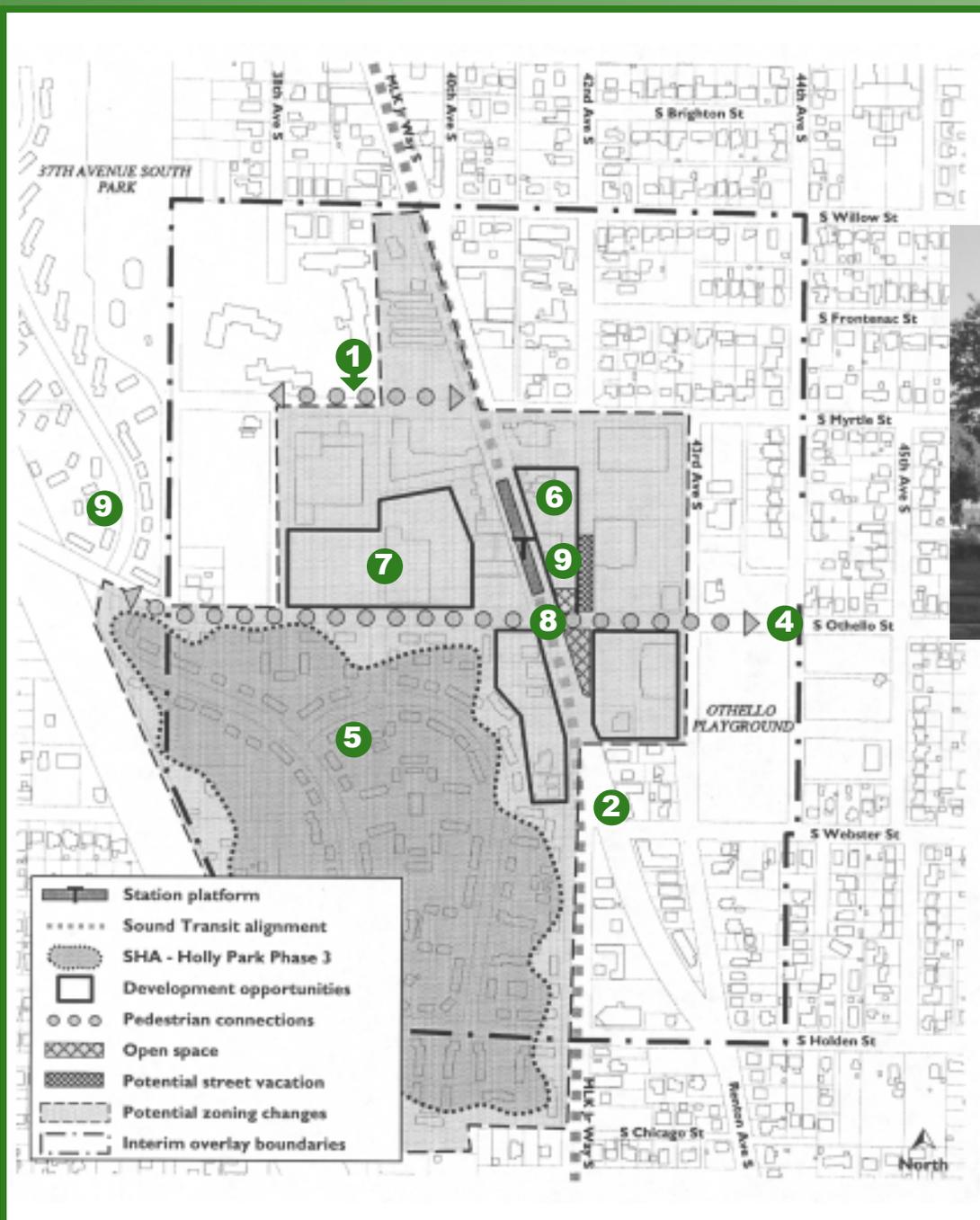
O t h e l l o

EXECUTIVE SUMMARY

The Othello station falls within the boundaries of the MLK@Holly Neighborhood. The neighborhood sees itself as the center of a new community that offers many attractions including shopping and services. The Othello area is already undergoing a rebirth with the first phases of redevelopment at NewHolly. The future phase 3 NewHolly garden community, as well as a flourishing commercial district with many small, ethnic businesses, are located in the station area and will encourage development around the station.

THE CITY RECOMMENDS:

- 1 Provide pedestrian improvements** along S Myrtle St to NewHolly & Campus of Learners (Library, daycare, etc).
- 2 Reconfigure intersection at Renton Avenue S. and MLK Jr Way** to improve traffic flow and pedestrian circulation.
- 3 Implement pedestrian improvements** including wider sidewalks, curb ramps, and pedestrian crossings at MLK Jr Way and Renton Avenue S, in NewHolly Park phase 3 redevelopment, and on streets throughout the station area (*not shown on map*).
- 4 Improve pedestrian “green” connection east-west**, between Othello Park, the transit station, 37th Ave Park, and west along S. Othello Street.



Strengthen connection between station and Othello Park.

- 5 The current and future redevelopment of Holly Park**, in particular phase 3, will provide new housing, street improvements and opportunities for additional retail uses near the intersection of Martin Luther King Jr. Way and S. Othello Street.
- 6 Support transit-oriented redevelopment of impacted businesses on east block of MLK Jr. Way.** Explore the full or partial vacation of 42nd Ave S. just north of S. Othello, which would facilitate the redevelopment of this block.
- 7 Explore potential consolidated parking and redevelopment opportunities.**

*Current view of Martin Luther King Jr. Way S.
looking north towards S. Othello Street*

8 At intersection of MLK Jr. Way and S. Othello, explore zoning changes and complete analysis for neighborhood commercial zoning to encourage mixed-use development. Recommended analysis would not look to change height limits from existing zoning.

9 A station plaza will provide an amenity for residents, employees and transit users and increase neighborhood marketability. The new 37th Avenue Park, as part of Holly Park redevelopment, will provide an additional pedestrian amenity to the neighborhood.



Artist's rendering of proposed Othello station, looking north on MLK Jr Way. Potential mixed use development (contingent on building owner interest) includes NewHolly Park Phase 3 (left foreground), the Othello Public Market, and a new East Block development.

Drawing by Michael Kimelberg.

S t a t i o n

Current view of Henderson Street looking east from Carkeek Boulevard.



6 **Land assembly** is a major challenge to development in the Rainier Valley. King County's Combined Sewer Overflow project will allow King County control of the southwest parcel at MLK and S. Henderson. Transfer of this parcel from King County to Sound Transit or the City of Seattle would preserve that parcel for future development.

7 **Design station to incorporate gateway elements** (i.e., the first station in Seattle) and reflect the ethnic diversity of the Rainier Beach neighborhood.

8 **Creation of open space with a station plaza** as well as on the linear strip in front of the Henderson Street tennis courts can provide amenities in the station area for residents, employees and transit users and increase neighborhood marketability.



*Artist's rendering looking east along Henderson Street from Carkeek Boulevard, including potential mixed use development at MLK Jr. Way S. and S. Henderson Street.
Drawing by Michael Kimelberg*

S t a t i o n

G r a h a m

EXECUTIVE SUMMARY

The Sound Transit Board voted on November 18 to defer the construction of the Graham station to a future phase. Sound Transit is completing analysis to determine what property impacts and public improvements will occur in the area of Martin Luther King Jr. Way and S. Graham Street with the deferral of station construction.

In Phase I we recommend that the City and Sound Transit work with the community to maximize access for Link Light Rail riders both to and from the Othello station.

IN PHASE I THE CITY RECOMMENDS:

Pedestrian Crossing Improvements

MLK and S. Graham; MLK and S. Morgan; S. Graham west of MLK. and at S. Angel Place.

Sidewalks

Sidewalk improvements on S. Graham between east boundary of Sharples school and 33rd Ave. S.

Should the Graham station be added in a future phase, additional station area actions related to station construction, zoning and private development may be recommended.

IN THE FUTURE THE CITY RECOMMENDS:

Curb Ramps

All curb ramps on arterial streets within the ¼ mile station area (and some residential streets on a negotiated basis) will be brought up to ADA standards.

Bicycle Storage Facilities

Storage space for 20 bicycles in 2006.

TPSS Facility

Locate on property away from triangle parcel adjacent to station platforms.

Analysis for Zoning Changes

At intersection of MLK Jr. Way and S. Graham, explore zoning changes and complete analysis for Neighborhood Commercial zoning to encourage mixed-use development.

Pedestrian Overlay Designations

Designate pedestrian overlay on MLK Jr. Way and S. Graham Street within new Neighborhood Commercial zones.

Open Space

Green space in appropriate locations, including triangle parcels west of King Way Apartments, on southeast corner of Martin Luther King Jr. Way and S. Graham Street, and at Martin Luther King Jr. Way and S. Morgan Street.



S t a t i o n

The Seattle City Council has adopted goals and strategies for station areas.

The City wants to encourage more people to ride transit.

ENCOURAGE HOUSING, COMMERCIAL & 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 places.

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.

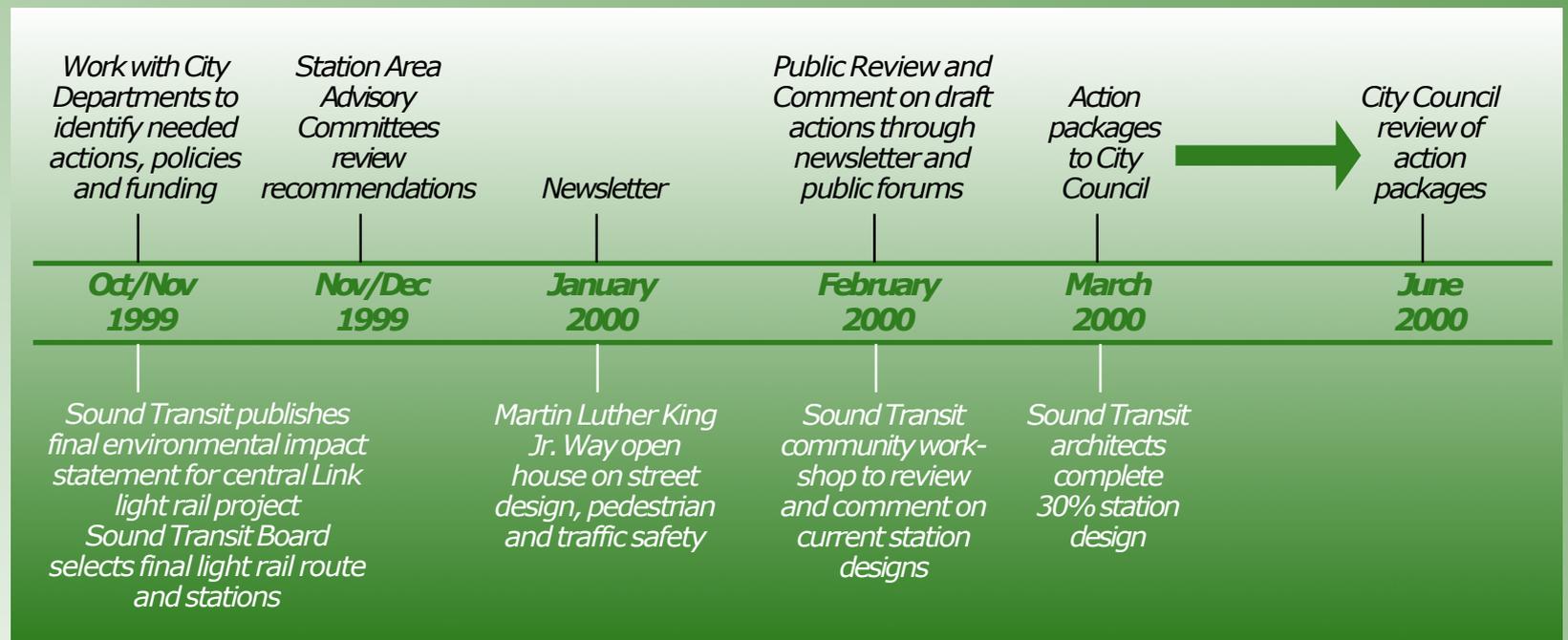
PROMOTE ECONOMIC VITALITY within station areas.

TIMELINE AND NEXT STEPS

The timeline below describes the next opportunities for public review of the City's Station Area Planning and Sound Transit's Station Design recommendations. This timeline also shows the main steps we have taken since our August 1999 "Report Back to the Community" public forum. We have been working to make the opportunities we presented at the forums into realistic actions the City and Sound Transit can implement. These recommendations will be modified before they go to City Council based on your feedback at the upcoming February public forum and in response to this newsletter. Council will also solicit feedback from the public as it considers potential policy changes and action items. Some of these actions can happen now, as soon as resources are available. Others will happen during or after Sound Transit's construction of the rail line.



STATION AREA PLANNING Timeline & Critical Path



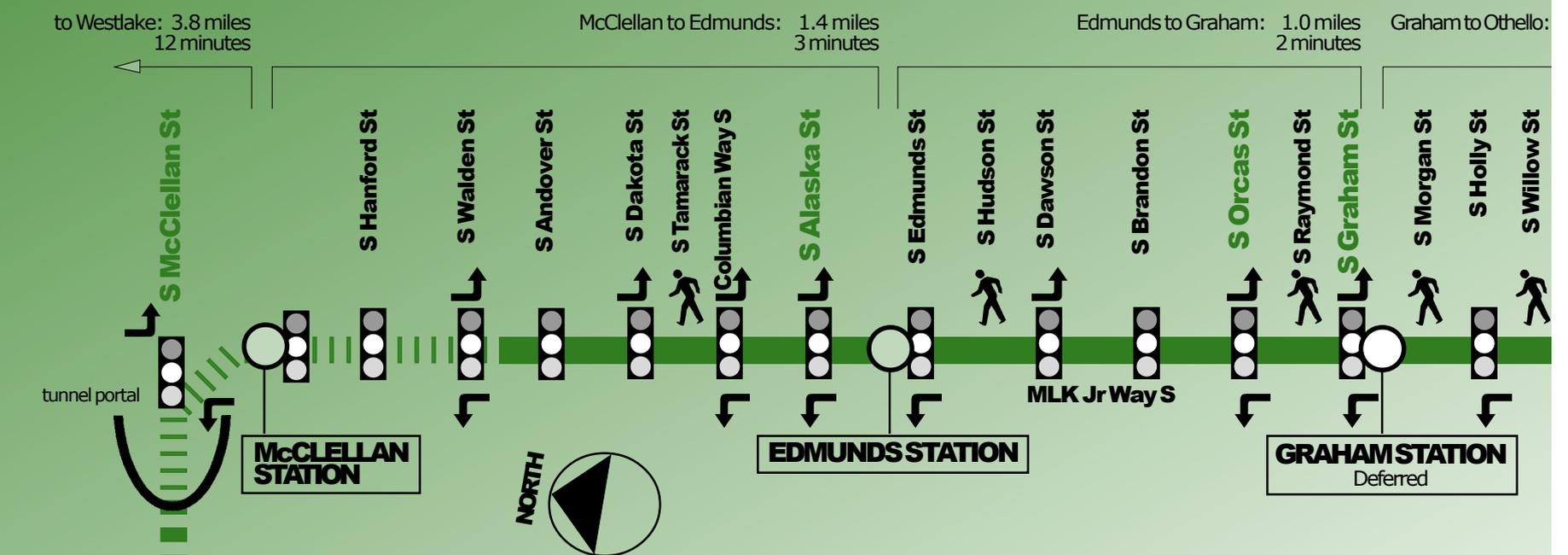
SOUND TRANSIT Timeline & Critical Path



SOUND

SOUND TRANSIT'S MOVING FORWARD

On November 18, the Sound Transit Board unanimously chose the SeaTac-Seattle Link light rail route. By 2006, Link trains will connect to Sea-Tac International Airport and move through Tukwila in a combination of elevated and street-level tracks. The electric trains will continue through the Rainier Valley at street-level and transition up to elevated tracks at McClellan. They will pass through Beacon Hill in a tunnel, emerging in the industrial area south of downtown Seattle before continuing north into the existing Downtown Seattle Transit Tunnel. From Westlake Station, Link trains will enter a new tunnel under First Hill, Capitol Hill, and under Portage Bay to the University District. They will travel to the Northgate Transit Center but the specific route has not yet been determined. In early January 2000, the Federal Transit Administration officially signed a "Record of Decision" (ROD) with Sound Transit. The ROD, which certifies that Sound Transit's environmental review process is adequate, is an important step in obtaining federal funding for the light rail project.



Benefits of light rail for the Rainier Valley

- Residents will have more than 195,000 additional jobs within an hour's ride.
- Access to education will more than double.
- Access to health services will increase by 27%.
- Fast, efficient and reliable travel to key employment centers, services and neighborhoods:
 - 13 minutes from Edmonds Station (near Columbia City) to University of Washington
 - 21 minutes from McClellan Station to jobs and travel at Sea-Tac Airport
 - 20 minutes from Henderson Station to downtown Seattle's Westlake Station

Safety

- The system will be designed to be as safe as possible using "lessons learned" from other systems.
- The speed of the light rail trains will be the same as the parallel road and not more than 35 mph. At that speed, the trains can stop in about the same distance as a large truck.
- Signals will be added along Martin Luther King Jr. Way South to provide frequent safe crossings of the light rail tracks. All pedestrian and vehicle crossings of the tracks will be signalized. Safe crossing zones will be provided for pedestrians.
- The trains will shine a light at all times and the professional operators will sound the horn and begin braking if they observe any people or vehicles in the tracks.

Transit

The four-lane option shown in the plan below and perspective at right permits two lanes of traffic in each direction along MLK.

MLK Corridor

- Martin Luther King Jr. Way South will undergo major improvements including sidewalks, better paving, trees, lighting and landscaping.
- Street level stations are planned for the center of MLK Way at S. Henderson, S. Othello and S. Edmunds Streets. The McClellan Station will be elevated off of Rainier Avenue near S. McClellan St. The shell for a future underground Beacon Hill Station is planned as part of the Beacon Hill tunnel.

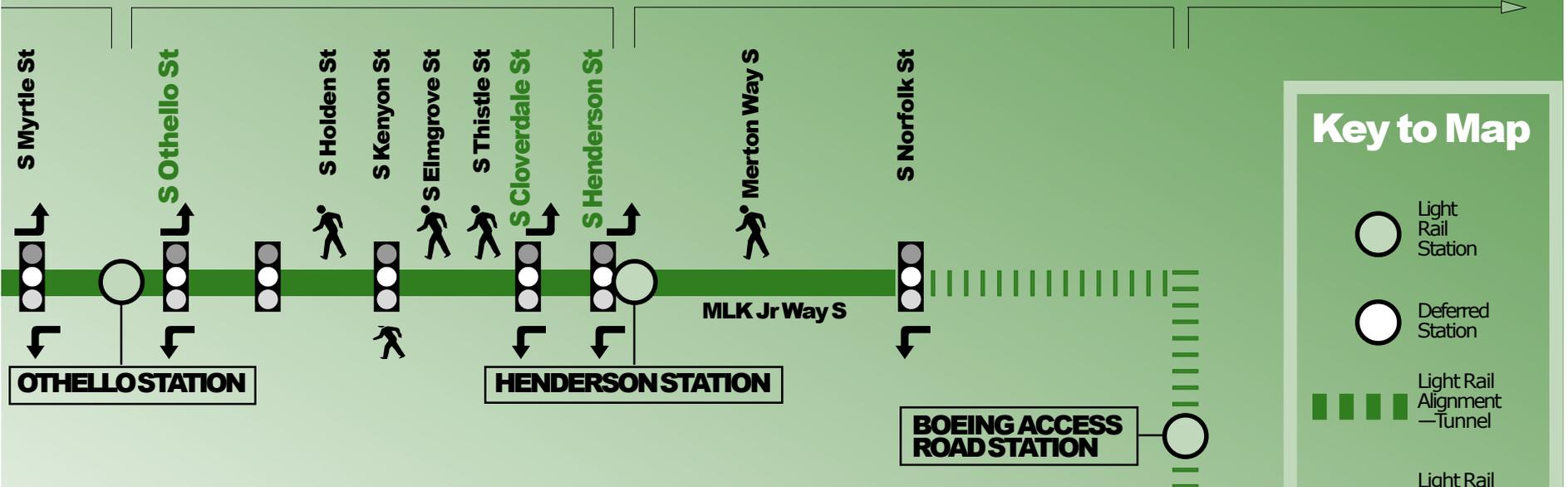


0.5 miles
2 minutes

Othello to Henderson: 1.1 miles
3 minutes

Henderson to Boeing Access: 1.3 miles
3 minutes

to SeaTac airport 4.8 miles
9 minutes



Key to Map

- Light Rail Station
- Deferred Station
- Light Rail Alignment - Tunnel
- Light Rail Alignment - Elevated
- Light Rail Alignment - At-Grade
- Signalized Pedestrian Crosswalk
- Signalized Intersection - includes pedestrian crosswalk; U-turns permitted
- Left Turn Lane

Safety (continued)

- An intensive safety education program, including school children, will be conducted prior to the start of train service.
- Electric light rail has been proven safe. Nationally in 1997, there were 1.16 collision incidents per million passenger miles for buses, 3.76 collision incidents per million passenger miles for motor vehicles and 0.34 collision incidents per million passenger mile for light rail.
- Construction of a median will improve auto safety by separating opposing traffic. It will also provide for safer turning movements.
- The trains will activate a "Train Coming" or similar signs to warn motorists and pedestrians.

Property needed for Link

- Much of Link will be built within public streets. Still, some private property and/or easements will be needed to construct and operate the system.
- Sound Transit is committed to working with each business owner, resident, tenant and/or property owner whose property is impacted to understand their needs and work toward solutions for their concerns.
- Where property is identified as necessary for the project, Sound Transit will assist owners, tenants and residents in looking for new locations and will reimburse eligible relocation expenses for those choosing to move. Impacted property owners will receive fair market value for their properties.

T r a n s i t

Edmunds

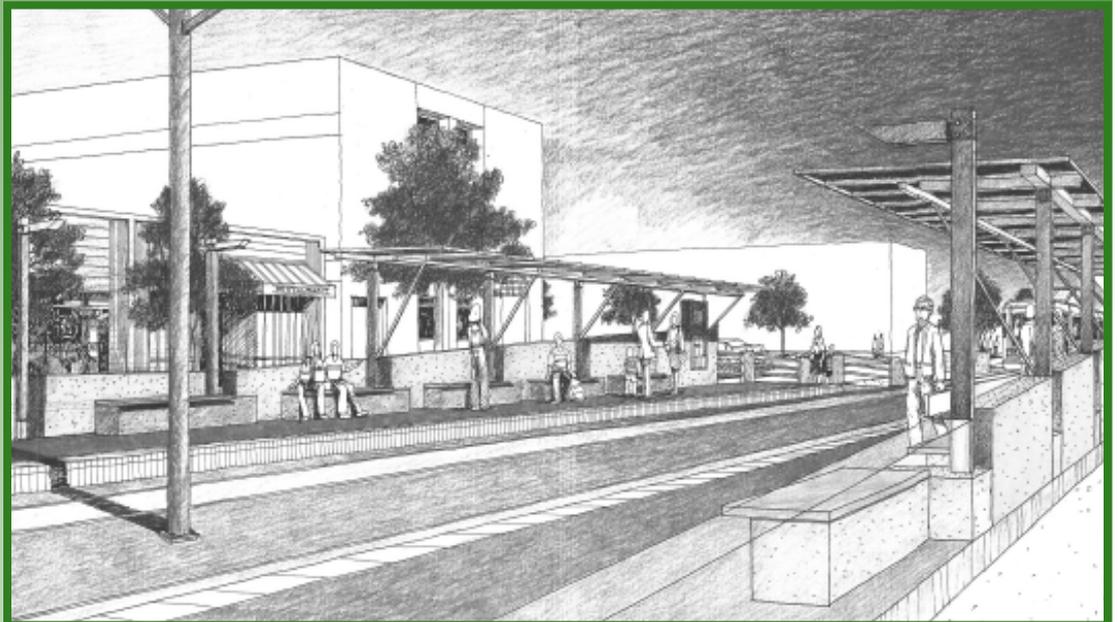
- The Edmunds Station will be located between S. Alaska and S. Edmunds streets and will serve the Columbia City neighborhood, Rainier Vista, Rainier Community Center, businesses, residents, schools and churches.
- Street improvements along S. Edmunds St, including new street lights, landscaping and paving, will connect the light rail station to Rainier Avenue, the commercial core of Columbia City.



Perspective of Edmunds Station

Graham

Construction of the Graham Street Station has been deferred. On November 18, the Sound Transit board voted to hold off building Graham Street until a future phase of the light rail project. In the meantime, Sound Transit is studying what impacts the deferral will have on public improvements and property in the area of Martin Luther King Jr. Way South and South Graham Street.



Perspective of Othello Station

Othello

The Othello Station will be located between S. Othello St. and S. Myrtle St. and will serve businesses, residents, churches and schools in the neighborhood including NewHolly, Othello Park Community, Union Gospel Mission and the Brighton Neighborhood.

Henderson

- Located just south of S. Henderson Street, the Henderson Station will be the southern gateway into Seattle and will serve the businesses, residents, schools and churches in the neighborhood including Rainier Beach Community Center and industrial areas south of Henderson.
- Visible pedestrian scale street improvements including landscaping, paving, and lighting along S. Henderson St. will connect the station area to the Rainier Beach neighborhood and commercial core.
- A bus facility will be located near Henderson Station.



Perspective of Henderson Station

Information

CITY OF SEATTLE

Southeast Seattle Stations
Trang Tu • (206) 615-0790
email: trang.tu@ci.seattle.wa.us

Central Seattle Stations
Barbara Gray • (206) 615-0872
email: barbara.gray@ci.seattle.wa.us

Northeast Seattle Stations
David Goldberg • (206) 684-8414
email: davidw.goldberg@ci.seattle.wa.us

Citywide contact
Jemae Pope • (206) 684-8674
email: jemae.pope@ci.seattle.wa.us



SOUND TRANSIT

Southeast Seattle Stations
Yuko Kodama • (206) 398-5132
email: kodamay@soundtransit.org

North Seattle Stations
Kara Palmer • (206) 398-5133
email: palmerk@soundtransit.org



Want more detailed information?

Visit our Website at

www.ci.seattle.wa.us/planning/homesap.htm

You will find:

- Summary of Transit-Oriented Development in Other Cities
- Case Studies of Transit-Oriented Development
- Station Area Atlas
- Station Area Planning Brochures
- Station Area Planning Schedule of Events
- More detailed station area recommendations will be listed in a working document called "Action Packages." These recommendations will be updated as they are amended or implemented.

In addition to our website, information on Seattle Station Area Planning is available at the Seattle Public Library and Neighborhood Service Centers.



Forum

SOUTHEAST STATIONS PUBLIC FORUM

Your chance to participate in the planning of your neighborhood!



Southeast Forum (including Beacon Hill):

FORUM: Wednesday February 16, 2000
from 5:30 pm to 9:00 pm
LOCATION: Grace Apostolic Temple
6718 MLK Jr. Way S

Directions to the forums will be posted on the Station Area Planning web page.

If you are unable to attend the forum, you can provide feedback by contacting:

Trang Tu
(206) 615-0790
Email:
trang.tu@ci.seattle.wa.us

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by Bronwyn Edwards
SirenSong Productions
206.938.3820