

CENTRAL STATIONS EDITION:

Capitol Hill
First Hill
Convention Place
Downtown
International District
Greater Duwamish

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LIGHT LINK RAIL IS COMING TO MANY NEIGHBORHOODS IN SEATTLE, and here's your opportunity to participate in the planning for your local light rail station! You have received this publication because your business, property or residence is located within walking distance of a future light rail station. Sound Transit and the City of Seattle are working together with community partners to site the stations and shape development that can happen around the stations. This publication includes background information on Link light rail developments in your neighborhood and how YOU can get involved. **We're on a fast track. Don't miss your chance to participate!**

YOU'RE INVITED

to attend a joint Seattle Station Area Planning/Sound Transit

Community Forum AND "REPORT OUT" SESSION

Capitol Hill/First Hill:

FORUM: Monday July 12

DESIGN TEAM WORK SESSION:

Tuesday July 13 — Friday July 16

REPORT OUT: Monday August 2

International District/Pioneer Square:

FORUM: Monday August 16

DESIGN TEAM WORK SESSION:

Tuesday August 17 — Friday August 20

REPORT OUT: Friday August 20

Convention Place/Westlake: Mid-September

Southeast (including Beacon Hill):

FORUM: Monday July 19

DESIGN TEAM WORK SESSION:

Tuesday July 20 — Saturday July 24

Monday July 26 — Friday July 30

REPORT OUT: Saturday August 14

University District:

FORUM: Saturday June 26

DESIGN TEAM WORK SESSION:

Monday June 28 — Thursday July 1

REPORT OUT: Tuesday July 6

See page 12 for further details

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Station Area Planning
Information Update From the City of Seattle
STRATEGIC PLANNING OFFICE • JUNE 1999



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

For further information, please contact Barbara Gray at 206.615.0872



Station Area Planning Objectives

Ensure that Sound Transit's routes and stations fit with neighborhood plans and concerns.

Take advantage of housing and economic development opportunities in station areas.

Foster Transit-Oriented Development around transit stations, where appropriate and compatible with neighborhood plans.

Provide public amenities and supportive infrastructure.

Identify needs for local transit service.

BACKGROUND

What is Light Rail Station Area Planning?

Generally, a station area is walking distance (approximately one-quarter mile) around each light rail station. Station area planning will integrate light rail stations with work done in neighborhood planning. Station area planning will produce a series of actions that may include increased choices for housing, support for existing businesses, new business development, parking management strategies, and pedestrian and public space improvements. The purpose of station area planning is NOT to create another 'plan,' but to use the light rail investment as a catalyst to achieve community goals.

What is the Schedule?

Sound Transit is working hard to meet the voter-approved mandate of designing and building a light rail system by 2006. Now that Sound Transit has identified a preferred route and stations, design and engineering will continue through 1999. A final environmental impact statement will be published in August. To influence Sound Transit's decision and keep pace with its schedule, the City of Seattle and communities will complete station area planning in nine months. If Sound Transit doesn't keep on schedule, we lose millions of federal dollars, which affects our ability to build the light rail system.

How Will Station Area Planning Benefit My Neighborhood?

What happens around Seattle's new light rail stations is important for the future of our city and for making the most of our transit investment. With this in mind, the Seattle City Council has adopted goals and strategies for light rail station areas. The City wants to encourage more people to ride transit. We want the transit system to improve the quality of life in Seattle, for those that live and work here now, and for the future.

Making that vision a reality is our job—and you can help us! Following is an outline of the City's goals for light rail station areas and a description of some of the strategies we will pursue.

Encourage housing, commercial, and retail uses that support transit and generate pedestrian activity.

The light rail stations will become hubs of activity and will support new development. We are going to work to see that new development is appropriate to the station area and the surrounding neighborhood. We also want to make sure that activity in the station area will encourage transit use. For housing, that probably means townhouses and mixed use buildings. Commercial development around stations will have to be supported by market demand and be oriented to pedestrians.

Use urban design to enhance the community identity of station areas and make them attractive, safe, and convenient.

Seattle is known for the strength and individuality of its neighborhoods, and it is our goal to ensure that both of those qualities are enhanced in station areas. Each station area will have its own urban design concept, based on the identity, history, and cultures of the community it serves. Features such as public art, landscap-

ing, paving, lighting, signage, drinking fountains, and benches can all celebrate the community and make the stations easy to find and use. Design for people with different physical abilities will also be a part of the station area urban design program.

Provide public facilities that encourage transit ridership.

It is our goal to connect stations to important community assets, such as libraries and public plazas, and to explore the development of new community facilities in areas near stations. We will work to provide clear, safe and continuous pedestrian connections within each station area and to key neighborhood destinations.

Create a safe environment around stations.

There are ways to use design to make sure the station areas are both attractive and safe. We will look at the best ideas from other cities that promote security and prevent crime through design. Station areas that are lively and active promote safety by encouraging people to walk and observe the station area. We will ensure that good lighting and clear lines of sight are provided at each station area; and ensure that station areas (including public restrooms) are clean and well maintained.

Enhance the existing transportation network, support transit-oriented development, and promote good walking, bicycle, and transit connections.

Link light rail is about moving people, and we aim to make station areas places where people will be encouraged to come by foot, bike, or bus. We are going to make sure that these areas have great sidewalks and crosswalks, good lighting, smooth surfaces and easy grades for walking, as well as the best connections with local bus service. Bicycle racks and connections from the station areas to our city's extensive trail network are included in our package of strategies. Finally, we are going to look at ways of managing parking that enhance neighborhood businesses while promoting transit ridership.

Promote economic vitality within station areas

Experience from other cities tells us that economic vitality does not automatically follow transit system investments. Some station areas will benefit from the growth of existing businesses as well as new businesses that start up in the area. We are looking at strategies that will help support existing businesses in the station areas and our neighborhoods, as well as businesses that will create jobs for the local community.





Building on Neighborhood Planning Efforts

Many citizens have spent the past four years developing neighborhood plans and defining visions and goals for our communities. We want to build on these efforts—involve new people, focus on partnerships, and capitalize on the opportunities that Sound Transit's light rail system will provide. The City's work to ensure light rail fits into the community is directed by these neighborhood-specific planning recommendations, as well as by the City Council's adopted goals for light rail, and by opportunities specific to the development of the light rail system.

Station Area Kick-Off Events

Kick-off events took place in March to inform people about station area planning and what is meant by transit-oriented development (TOD). Essentially, transit-oriented development is "development that happens around transit stations that encourages transit use." It is pedestrian and bicycle-friendly—lively, mixed use development that is open after hours to encourage activity on the street past 5 p.m. People were reminded that transit-oriented development is not new to Seattle neighborhoods—it is happening in most of Seattle's urban hubs and throughout downtown. **See page 11.**

Guiding Planning Work Through Advisory Committees

Following each of the kick-off events, the City assembled an **advisory committee** of community stakeholders and interested individuals to guide planning work for each station area. These volunteer groups, representing a broad cross-section of neighborhood interests, form the core of station area planning for the duration of this year. Each committee provides feedback to Sound Transit engineers on details concerning station area location, and works with City staff to prioritize station area planning efforts. Areas of discussion include land use/zoning/development incentives, housing, transportation, urban design, public safety, open space and economic development.

Atlas is Available

An atlas describing all of the station areas in visual terms is available on our website, and as a reference at your local library, including demographic information, geographic characteristics, land uses, and parcel information. **See page 4.**

What are Community Forums and the Design and Development Work Sessions?

A series of community forums and work sessions will take place throughout June and July. The **forums** provide opportunities for the community to check-in with the City's station area planning efforts and Sound Transit's progress with the development of the rail system. This newsletter contains further details of the upcoming forums for the University, Central and Southeast station areas.

Over the summer there is going to be some intense work to figure out how to implement the ideas presented at the community forums. The City will be working with community representatives and specialists in an intense week-long **design and development work session** to integrate all the comments made at the forum into more specific proposals. The work sessions will fit with Sound Transit's schedule and needs regarding station design. **A set of draft urban design and development concept plan options** for station areas will be developed which are grounded in economic reality and support existing neighborhood plan recommendations. They will be especially useful for those station areas that have not already developed urban design concept plans as part of their neighborhood plan.

The products of these professional work sessions will be presented to the community in a "**report out**" session. During this session, community members will have an opportunity to give additional feedback. The Station Area Advisory Committee will use the work session and the report back session to guide the development of these draft options throughout the summer and fall.

One of the **benefits** of the work sessions is an intense, focused effort that results in useable products that will include maps, illustrative sketches, photos, executive summaries, infrastructure plans, and recommended revisions to zoning and land use. Many of these products can be used as tools by Station Area Advisory Committees, at further community forums, and ultimately as marketing tools for property owners and developers.

You Can Choose Your Level of Involvement

Participating on a Station Area Advisory Committee requires an extensive time commitment. If you can volunteer considerable time over this period, consider joining an advisory committee.

If you want to participate but don't have that much time, please plan to attend the community forum in your neighborhood this summer. Other special events are planned through the end of 1999, at which you will receive important feedback about Sound Transit's light rail system and the City's station area planning efforts. You can also monitor our progress by getting on our mailing list and checking out our website. Information about station area planning is available at Seattle branch libraries, Neighborhood Service Centers, and community centers near the rail alignment.



An **urban design and development concept plan** describes :

- **Development** concepts and proposals
- Land use, zoning and other **policy amendments** necessary to achieve the identified concepts
- **Location of opportunity sites** (especially property that Sound Transit acquires for construction staging or station use)
- **Access and linkages** (visual connections; pedestrian, bicycle & transit connections;)
- **Urban form** (scale, height, bulk, massing of buildings)
- **Infrastructure** (existing facilities, needed carrying capacity to handle new development)
- **Streetscape** conceptual plans and sections
- **Parking strategies** to encourage transit oriented developments



We are looking to implement solutions, not just plans. We'll have the opportunity to advance recommendations which were initially just ideas to the point where we can develop cost estimates, analyze feasibility, and seek funding for these projects.

Visit the Strategic Planning Office website at:

www.ci.seattle.wa.us/planning

ATLAS

This page from the Station Area Atlas presents demographic information, geographic characteristics, land uses, and parcel information for the vicinity of the First Hill station.

The goal of station area planning is to capitalize on the largest public investment in our generation and to build on neighborhood plans.

➔ **First Hill**



Seattle Light Rail Stations

Station and Alignment Options

The alignment between the University District and Westlake Station includes a tunnel under First Hill and Capitol Hill. A First Hill Station will be underground, in the vicinity of East Madison Street between Minor Avenue and Broadway, at the foot of the Swedish Medical Center tower.



Upper-level parking lot of new retail trail on Broadway between Union and Pike accommodates pedestrians and cars.



Example of pedestrian streetscape that integrates commercial and residential environments.



Intersection of Broadway and Madison at Seattle University.

Orthophoto (1993)



Planning Context:

The First Hill station area is located primarily in the First Hill Urban Center Village. The station area is bisected by the Madison Street commercial district and includes Virginia Mason and Swedish Hospitals and Seattle University. Historic resources located in the station area include St. James Cathedral and the Stimson-Green Mansion. A well-maintained public housing complex, Vesler Terrace, is located to the south of the station area.

Existing Land Use



Single-Family Residential	Institution/Church	Industrial
Duplex/Triplex	Public Facility	Parking
Multi-Family Residential	Retail/Service	Warehouse
Other Housing	Entertainment	Park/Open Space
Mixed Use	Hotel/Motel	Vacant
School	Transportation/Utility/Co	Unknown/Unavailable
Office		

Source: King County Assessor's records (1998)

Station Area Profile

(Statistics for area within 1/4 mile, or 5-minute walk)

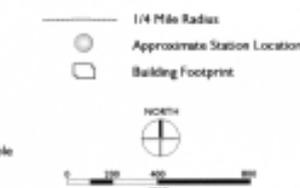
1997 CONDITIONS	
Demographics	
1997 Population	3,758
1997 Employment	14,073
1996 Median Household Income	\$22,993
STATION AREA LAND USE	
Residential	
Units	2,924
Density ¹	
Single-family	n/a
Multi-family	27.3
Apartment Rents per Sq. Ft.	\$1.03
Apartment Vacancy Rate	1.3%
Commercial	
Floor Area (Sq. Ft.)	
Retail/Service	166,543
Office	2,190,143
Total	10,052,932
Floor Area Ratio (FAR) ²	2.33
Office Rents per Sq. Ft.	n/a
Office Vacancy Rate	n/a
TRENDS IN LAND PRICES³	
(1985-97 Avg. increase/year)	
Commercial Lots	2.6%
Single-Family Lots	8.1%
Multi-Family Lots	5.0%
Active Permit Applications	
Residential (Dwelling Units)	97
Commercial (Thousands of Sq. Ft.)	61
LRT AND GROWTH PROSPECTS	
Projected 2010 LRT Daily Boardings	
	4,700
Projected 20-Year Growth Increase with LRT	
New Housing Units	320
New Employment	2,800
Non-residential Space (Sq. Ft.) ⁴	840,000
Projected Floor Area Ratio (FAR)	1.52
2010 Development with LRT and No Supportive Policies	
Total Housing Units	3,244
Total Employment	~16,673
Non-residential space (Sq. Ft.)	10,891,000

¹ Housing units per net residential acre in residential zoning district
² Ratio of non-residential space per net acre of commercial and industrial land use
³ Based on sales prices recorded by King County Assessor and reported by zoning category
⁴ Includes commercial, industrial and institutional space, but excludes Sound Transit facilities and public facilities

Summary of Current Land Use First Hill Station Area

Land Use	Acres	Percent of Total
Schools	22.05	21.26
Parking	16.32	16.37
Office	15.16	15.26
Institution	13.86	13.99
Multi-Family	11.35	11.36
Temp. Prot. Surv.	8.73	8.81
Retail/Service	3.17	3.16
Industrial	2.00	2.00
Vacant	1.48	1.49
Entertainment	1.19	1.19
Single-Family	0.73	0.73
Temp/Util/Co	0.56	0.57
Hotel/Motel	0.34	0.35
Mixed Use	0.31	0.31
Open Space	0.22	0.22
Warehouse	0.19	0.18
Duplex/Triplex	0.11	0.12
Other Housing	0.08	0.08
Total	99.10	100.00

Note: Excludes public rights-of-way; these are parcel area substrate only.



Capitol Hill/First Hill Community Forum • Monday July 12

Design Team Work Session
• Tuesday July 13 — Friday July 16

Report Out Session • Monday August 2

FORUM/REPORT OUT SESSION LOCATION:
SEATTLE CENTRAL COMMUNITY COLLEGE,
ROOM 1110/1111 FROM 5:30 TO 9:30 PM

*For further information,
please call Barbara Gray at 206.615.0872*

First Hill: Due to the nature and extent of First Hill land uses and activities—the institutions, the high-density residential areas, the senior housing, and the low-income housing—transit service and pedestrian circulation are crucial for First Hill residents and employees alike. While important to the continued vitality of First Hill, however, transit operations and pedestrian movement are susceptible to restriction and disruption by the through and local traffic flows—congested and uncongested—that pervade the neighborhood. The First Hill Urban Center Village Transportation Plan therefore must focus on improving and enhancing pedestrian and transit access/circulation while maintaining through and local traffic circulation.

EXCERPT FROM FIRST HILL'S NEIGHBORHOOD PLAN, NOVEMBER 1998

Following significant neighborhood planning work undertaken by the City of Seattle and citizens living and working in the Capitol Hill and First Hill districts, station area planning for these two stations is now in full swing. Following a March kick-off event, and the formation of Station Area Advisory Committees, the City and Sound Transit are gearing up for a **Community Forum** scheduled for Monday, July 12, followed by a **Design and Development Work Session** from Tuesday, July 13 through Friday, July 16. The ideas and comments made at the community forum will be developed by staff and consultants into draft concept plans. A **Report Out session** on Monday, August 2, will present a further opportunity for feedback, and will guide the development of station area concept plans throughout the summer and fall of 1999.

City of Seattle and Sound Transit Timeline

The timeline below describes the development of station area planning conducted by the City of Seattle simultaneous with Sound Transit's work on design and engineering of the light rail system. Station area planning is on a fast track, and the Capitol Hill/First Hill community forum affords you an opportunity to become involved in developing and implementing the actions created for the station areas at Capitol Hill and First Hill.

Use the Sound Transit Link Light Rail as a catalyst; take advantage of opportunities presented by the light rail stations in planning for the Capitol Hill and First Hill communities.



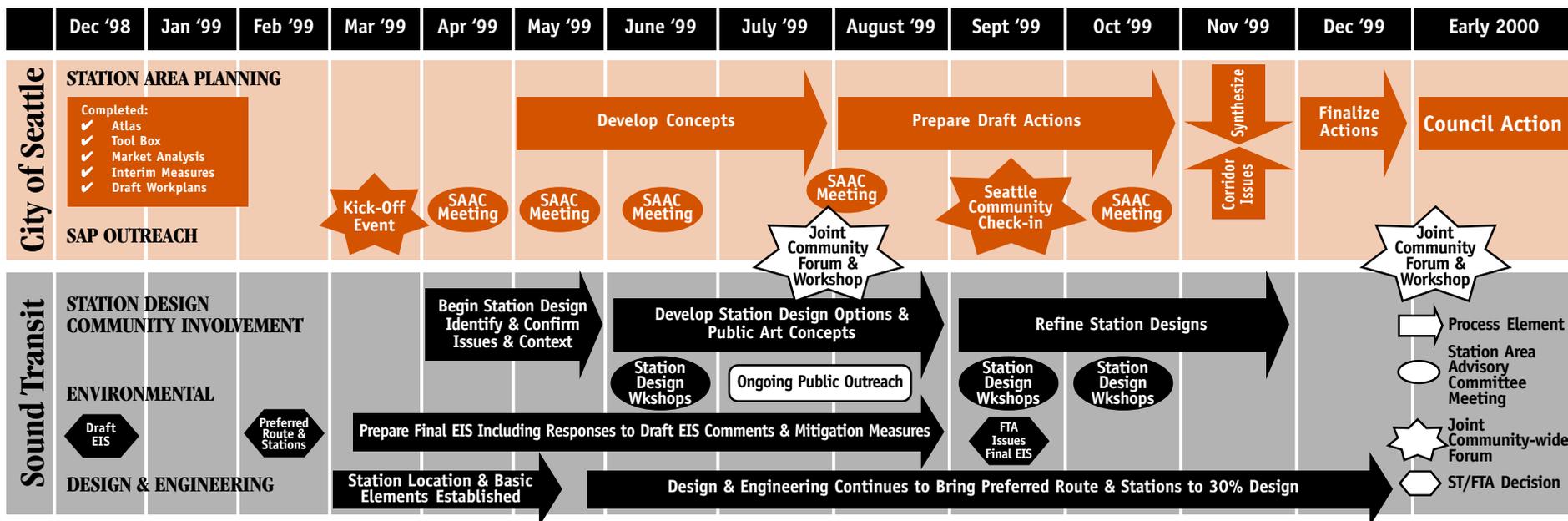
BACKGROUND

Capitol Hill: If vibrant business districts, attractive residential areas, accessible transportation and community services, strong institutions, and a diverse population make for a healthy neighborhood, then Capitol Hill must be among the region's most successful communities. Certainly Capitol Hill, with its robust architecture, pedestrian-oriented setting, and lively arts scene, is the Northwest's most urban and urbane community.

There remain challenges in the neighborhood that require focused attention. The area's desirability has driven up housing prices to the point where affordable housing is not possible on Capitol Hill for many people. Limited parking availability and inadequate sidewalks threaten the viability of Capitol Hill's business corridors. And as the community grows, adequate transportation access, community services, and open space become increasingly critical.

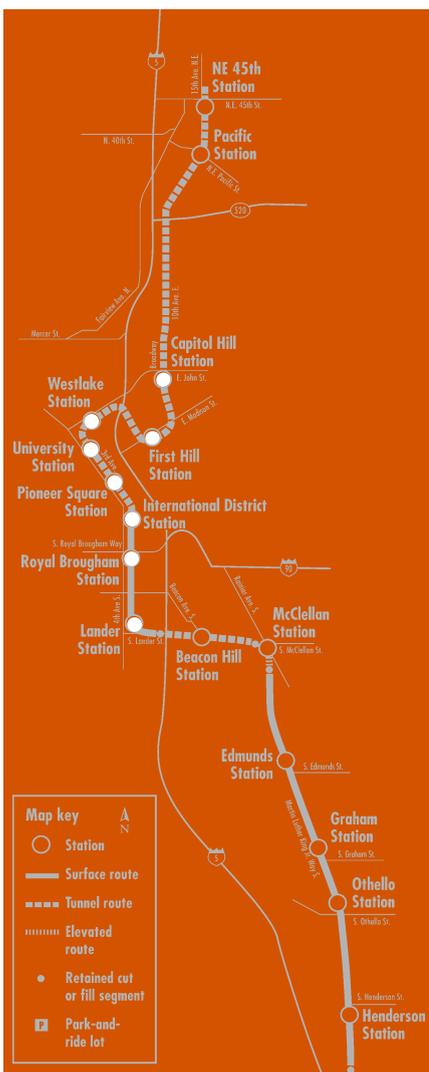
At the same time, several exciting opportunities offer the potential to impact the neighborhood's future character. These opportunities include the new Sound Transit light rail line, new open space on the lid over the Lincoln Reservoir, and new housing and retail development...

EXCERPT FROM CAPITOL HILL'S NEIGHBORHOOD PLAN, DECEMBER 1998



City of Seattle & Sound Transit TIMELINE





Why You Should Get Involved

Many issues affect the area around a station—pedestrian, bicycle, transit and traffic circulation, parking management, strategies for retaining and encouraging small businesses, and promoting affordable housing are all of vital importance. Your attendance at the community forum will:

1. Guide City of Seattle Actions:

- Help implementation of neighborhood plan recommendations relevant to station area planning
- Help identify solutions to circulation and access to stations

2. Guide Sound Transit Actions:

- Help with station design

3. Learn about coordination with other agencies:

- METRO

In addressing these community issues, developing concepts and preparing the actions to implement station area development, citizen participation will play a vital role in reinforcing the health of the business community in the central area. Come along, get involved!

First Hill station concept developed by the First Hill Neighborhood Planning Committee.

Courtesy of Arai/Jackson Architects & Planners



KEY ISSUES



CAPITOL HILL

Station Area Advisory Committee Priorities for the Station Area:

1. Pedestrian and Transit Connections

- Look at how the project will work with the Lincoln Reservoir lid and development of Cal Anderson Park. Strengthen connections to the Pike-Pine neighborhood.
- Improve traffic and pedestrian safety along E. John Street (main east-west access to and through Capitol Hill for cars, buses and emergency vehicles.)
- Upgrade Broadway streetscape, enhancing pedestrian-orientation of the commercial corridor and strengthening its connections to the Pike-Pine and First Hill neighborhoods.

2. Safety

- Public safety: work with Sound Transit and Broadway business associations to define additional public safety needs within station area.

3. Parking

- Parking management strategies: examine potential parking impacts resulting from light rail station. This is one of the highest priorities for the Capitol Hill area.
- Maximize on-street parking opportunities, review meter parking options, optimize use of existing surface and structured parking lots, explore opportunities for joint use of existing parking lots and garages.
- Develop special parking management and marketing programs, such as car sharing, locating rental cars on Capitol Hill, encouraging businesses to provide valet parking,

4. Station Area Development Opportunities

- Develop strategies for businesses, partnerships with landowners, partnership opportunities related to affordable housing.
- Encourage Seattle Central Community College to apply for a modification of their Major Institution Overlay (MIO) to decrease the campus' allowable building heights from 105' to 75'.
- Develop conceptual streetscape designs
- Improve streetscape along Mercer and Denny, particularly the safety of crossings along the commuter route west of Broadway.
- Review of generic quarter mile radius boundary with additional areas to be defined and included.
- Increased density around stations makes sense, particularly on Broadway. Conduct study and public involvement process to clarify rezone options.

4. Public Space

- Review bus stop locations, and install bus shelters to improve safety, comfort, convenience and character of bus shelters



FIRST HILL

Station Area Advisory Committee Priorities for the Station Area:

1. Pedestrian and Transit Connections

- Changes to surface transit and light rail will change the way Madison Street operates. The Advisory Committee wants to ensure that these changes have minimal impacts to existing businesses and support the neighborhood plan goals of making Madison Street a pedestrian friendly environment.
- Sidewalks need to be wide enough to accommodate realistic numbers of pedestrians that will be on Madison as a result of the light rail station.
- Transit connections are needed from the First Hill station to serve south First Hill. This message was echoed earlier this year by the community members who participated in the Central Area Gateway workshop. The Advisory Committee has discussed the need for increases to existing transit service, kiss 'n ride, additional routes to serve 12th Avenue and the feasibility of adding neighborhood circulators.

2. Safety

- The design of the station must take safety and security into account. This is a very high priority. A number of ideas were suggested by the Station Area Advisory Committee:
 - can't rely only on camera surveillance—physical response by an officer is critical
 - use television screens to show what's happening on the platform to people at the surface and show the street to people on the platform (e.g. Nike town TV screens)
 - don't let the presence of security make the station feel scary
 - include a community policing station as part of the First Hill station
 - undercover officers should ride the trains and patrol the stations

3. Parking

- Parking needs to be managed to accommodate residents, businesses and visitors. The City's parking policies need to encourage shared parking and lower parking ratios for transit oriented development. On street parking is critical for businesses and also improves the pedestrian environment. Parking will be explored in further detail at the community forum and design and development work sessions.

4. Station Area Development Opportunities

- Sound Transit needs to acquire property in all the station areas (with the exception of downtown stations) for station entrances and for construction staging. The Station Area Advisory Committee has been discussing how to make transit oriented development happen on these properties following the light rail construction.
- The Advisory Committee members agree that the station entrances should be part of new developments that are consistent with neighborhood goals for housing, mixed use, public space and pedestrian oriented development. Housing and retail development is very desirable.
- Development sites, strategies for surplus property and the types of development that would work best for First Hill will be further

developed at the community forum and design and development work sessions this summer.

- Don't forget about adjacent neighborhoods. The orientation and design of the station area and any new developments will have significant impact on development of 12th Avenue as an urban village.

5. Public Space

- The station area should include public space and greenery. Some envision it to be a "sun spot on the hill"
- Coordinate signage, public art and pedestrian scale lighting. These are critical components of the station area design and will provide people with necessary information about the light rail and the location of other attractions in the neighborhood.
- Public restrooms should be part of the station area. They must be attractive, safe and clean (San Francisco model).



CONVENTION PLACE/WESTLAKE STATION

Convention Place Transit Oriented Development Project

- King County, the City of Seattle and Sound Transit are working with a team of consultants to explore preliminary opportunities and constraints for the future of Convention Place station. The existing bus station will not operate as a Link light rail station and the County is looking at the feasibility of developing the site above ground and creating bus layover space and parking below the ground. City and King County staff will attend the Denny Triangle Neighborhood Council meeting on June 8th to discuss the project.
- A community forum and design and development work session is being scheduled for mid August to further develop the project and links to the Westlake Station.

Transfer of Development Credits *(see diagram, page 8)*

In September 1998, Seattle Mayor Paul Schell and King County Executive Ron Sims announced their intent to collaborate with the Denny Triangle neighborhood on a new project that promises to further several goals important to the City, County, and Denny Triangle neighborhood. These include:

- The preservation of rural resource land
- The concentration of new development in existing urban centers where the infrastructure needed to support growth already exists
- The stimulation of residential and commercial development in the Denny Triangle to enable that neighborhood to meet Comprehensive Plan growth targets
- The provision of neighborhood amenities needed to attract and support desired development.

An economic and market feasibility study on this project has been completed and is available from the Strategic Planning Office. The City is hosting a community workshop in June to refine the project.

Pedestrian Connections/Green Streets

- Any new development at Convention Place should "reconnect" pedestrians traveling from downtown to First Hill and Pike/Pine neighborhoods and include a neighborhood park or other public space. No more "hole in the ground."

continued on page 8



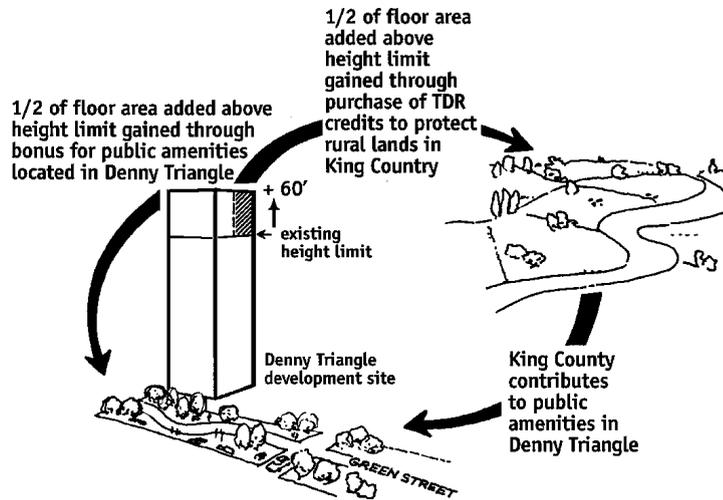
KEY ISSUES FOR STATION AREA ADVISORY COMMITTEES:

- Pedestrian and Transit Connections
- Safety
- Parking
- Station Area Development Opportunities
- Public Space





The Transfer of Development Credits Pilot Program allows for the transfer of development rights from designated "sending sites" in rural King County to properties in the Denny Triangle neighborhood.



continued from page 7

- City staff are working with the community to implement Green Streets on Terry and 9th Avenues to enhance the residential neighborhood that is rapidly developing in the area. Coordination with Metro's plans for surface bus routing and Sound Transit construction activities may result in phasing Green Street implementation.



DOWNTOWN

New Westlake Station Entry

The Westlake tunnel station will need an additional exit to accommodate the projected number of riders entering and exiting the system at Westlake. The new entry will be constructed on Pine Street east of 6th Avenue and will better serve the Denny Triangle neighborhood and the new Convention Center and hotel. The exact location of this new entry has not been determined.

Impacts of Surface Buses

The bus tunnel will close to buses in late 2004 to allow Sound Transit to retrofit the tunnel for light rail service. When the tunnel reopens in 2006, it will have rail only service. All of the buses that are currently routed through the downtown bus tunnel will run on the surface streets. This will increase the volume of buses on surface streets substantially from what they are today. When the tunnel is re-opened in late 2006 for light rail service, surface bus volumes will decrease as rail service replaces some existing bus routes and other bus routes are restructured. The impacts of higher bus volumes on surface streets will be greatest during the two years the downtown tunnel is closed for retrofit. The Downtown Seattle Surface Report was prepared by Sound Transit, King County/Metro and the City of Seattle and describes alternatives to improve transit operations in downtown as a result of the tunnel conversion to rail. The Surface Report examines the impacts of higher volumes of buses on downtown streets, options to retain reliable service and address neighborhood concerns about the impacts the additional buses may cause. For more information, contact Barbara Gray at (206) 615-0872.

Downtown Urban Design Plan

An Urban Design Plan for downtown was the highest priority recommendation from the Downtown Urban Center Planning Group's (DUCPG) Downtown Plan. The Urban Design Planning process is beginning to take shape through the efforts of DUCPG and City staff at the Department of Design, Construction and Land Use (DCLU). The Plan will address public transportation facilities, design direction for streets and other public spaces (including Green Streets), signage and street furniture, community facilities, related private projects and other elements defined by the community.



INTERNATIONAL DISTRICT

Buses and Bus Layover

The tunnel closing to buses will mean a significant increase of buses on 5th Avenue. Sound Transit, Metro and the City are working with the International District neighborhood to determine the best way to lessen the impact of the added bus volumes. The community is concerned about pedestrian safety, potential loss of parking and does not support on-street bus layover within the district. Streetscape improvements to make walking safer and more pleasant and a new bus stop in the vicinity of 5th Avenue and South Weller street are ideas that have been discussed.

Future Use of the International District Station Lid

The International District Station Lid refers to the plaza currently located over the station. The community is exploring options to develop the lid, and / or to redesign the open space that better serves the community needs. One idea is to create a new development and public space using the lid and the air rights above. A Community Forum and Design and Development Work Session is being planned for early August to further refine these ideas.

Pedestrian Connections and Streetscape Improvements

New development is underway and coming to the International District. The renovation of Union Station, the Vulcan Northwest and Opus Northwest office development and Uwajimaya Village, will all be completed by the time the light rail system is running in 2006. The amount of pedestrians who will be in and around the International District will increase and the community has identified the need for street improvements that make walking safe and enjoyable. The South Downtown Pedestrian Connections Project Team has identified a network of pedestrian connections throughout south downtown and are working on strategies for funding and construction. Public art and lighting are key components of the Pioneer Square and International District neighborhoods and are high priorities for any new station area developments.



GREATER DUWAMISH

The Greater Duwamish Manufacturing and Industrial Center is still hard at work on finalizing their neighborhood plan. The City intends to work with them on their priorities of preservation of industrial land, retention of family wage jobs, and maximizing freight mobility. Stakeholders from the manufacturing and industrial area will help the City determine the best way to proceed with station area planning.

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City of Seattle •
Strategic Planning
Office

NEWS FROM SOUND TRANSIT

**A new transportation choice**

For those of us stuck in traffic, it's no surprise the Seattle area is now tied with Los Angeles and San Francisco for the nation's worst traffic congestion. In 2006, Link light rail will offer citizens a new transportation choice — enhancing the region's mobility. Link light rail will enable us to conveniently move around, without building more freeways. Light rail trains can carry 15,000 people per hour — as much as a 12-lane freeway, at only one-third the cost and within a space that is only one-fifth as wide. Link will save people 21 million hours every year over driving a car or riding the bus.

The light rail system, connecting the cities of Seattle, Tukwila and SeaTac, is part of a 10-year regional transit plan. Approximately 21 miles of new electric light rail tracks will have trains running 18 to 20 hours a day, seven days a week, and provide frequent, reliable service to get you where you want to go. The system will have 21 stations within easy walking distance of employment centers, major educational institutions, health care facilities, parks, museums, and residential neighborhoods. And Link will be fully integrated with other transit modes — King County Metro, ST Express, Community Transit and Pierce Transit buses, and Sound Transit's Sounder commuter rail.

What's next?

This year, planning for Link light rail will focus on three major tasks.

Environmental study Throughout spring and summer, the preferred route and all other options will undergo further analysis for the final environmental impact statement (EIS) to be published at the end of August. The final EIS will evaluate the benefits, costs and impacts of all route options; address citizens' comments; and describe measures to lessen or avoid adverse impacts. Once complete, the final EIS will help the Sound Transit Board make a final decision on Link's route and stations.

Light rail design At the same time, Sound Transit will continue to develop the design of the preferred light rail line and stations. Citizens will have the opportunity to influence the character of Link stations by participating in design workshops. Station entrances and structures, landscaping, lighting, paving materials and art are some of the elements that can be designed to reflect the local character of neighborhoods.

Station area planning While Sound Transit is responsible for designing and building the light rail system, its partner cities — Seattle, Tukwila and SeaTac — are responsible for developing land use and economic development plans that support transit around the stations. Through station area planning, communities can prepare strategies to encourage development in keeping with their community visions, propose actions to reduce obstacles or barriers to station access, and identify priorities to create attractive streetscapes and public spaces.

Where will Link travel in Seattle?

The proposed central Link route will stretch about 21 miles from the University District south to SeaTac. Starting in the University District near NE 45th Street and 15th Avenue NE, the light rail line will run in a tunnel under Portage Bay, Capitol Hill and First Hill, and connect to the downtown Seattle transit tunnel.

Two stations in the University District — one under N.E. 45th Street and one under NE Pacific Street — will serve the University of

Washington, the "Ave" business district, and the many people that live in the area. (Note: Consistent with the voter-approved *Sound Move* transit system plan, the Sound Transit Board recommended waiting to extend the light rail line to the Roosevelt and Northgate neighborhoods until "phase II" funding is approved.)

South of the University District stations, a Capitol Hill station will provide convenient access to Seattle Central Community College, Broadway businesses, and local residents. The First Hill station under East Madison Street near Summit Avenue will be a regional destination servicing a number of major medical facilities and Seattle University.

Link will use the existing downtown transit tunnel with stations at Westlake, University, Pioneer Square, and the International District—more than doubling its capacity. By 2010, nearly 50,000 people will board Link downtown each day.

The line will continue south along the Metro Busway to South Lander Street, with two stations serving the new stadiums and industrial employment centers in South Downtown. As many as 7,000 people may use these stations to attend sports events on game days. The route will head east in a tunnel under Beacon Hill to South McClellan Street.

A station under Beacon Hill will offer local residents greater mobility to destinations not currently served by transit; nearly 4,000 riders are expected to board this station each day. Just east of Beacon Hill, the McClellan Station will be central to Rainier Valley, Mount Baker, Lake Washington, and Beacon Hill neighborhoods with convenient bus transfers at the station.

From McClellan, light rail trains will travel on Martin Luther King Jr. Way South, helping transform this auto-dominated roadway into a neighborhood-friendly arterial. The Edmunds Station will be about a four-minute walk from both the heart of Columbia City and the Rainier Vista garden community. A station at South Graham Street will provide new access for local residents, social services, churches and businesses, and link to east-west buses.

The Othello Station will serve the New Holly community and support a mix of commercial, retail and residential growth. The Henderson station will serve the Rainier Beach community, creating light rail connections for both residents and businesses.

Capitol Hill News

The Capitol Hill station will serve the second highest ridership on the entire central Link line—over 13,000 daily passengers in 2010. To best serve the community college and link to east-west buses on East John Street, Station entrances will be on either the southwest or southeast corner of Broadway Avenue and John Street, and on the west or east side of Broadway Avenue near East Howell Street.

Station options

Early design work assumed a Capitol Hill Station would be mined 120 feet underground with escalator access. However, recent geotechnical work shows soil conditions would require a mined station to be 180 feet deep, accessible by elevators only. Using cut-and-cover construction techniques, a station could be built 80 feet deep, making it accessible by escalators, stairs and elevators. To avoid potential construction and traffic impacts on Broadway, some community members recently suggested an alternative location a short block east of Broadway on Nagle Place. Sound Transit is currently studying the following four station options.

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LIGHT RAIL 1...2...3

Light rail is powered by electric overhead lines and runs on two rails.

Each train car is 8 to 9 feet wide and up to 90 feet long.

Link trains will be two to four cars in length.

Light rail averages 28 mph in city streets. It can reach up to 55 mph when separated from traffic.

Powered by electric motors, Link trains will be quiet.

Low-floor trains allow you to easily board Link — no steps.

Light rail has the versatility to run at street level, on elevated tracks, or in a tunnel.

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Option A: A deep, mined tunnel station about 180 feet deep under the west side of Broadway Avenue between East John and East Howell streets.

Entrances on the southwest corner of John and Broadway, and near East Howell Street.

Access would be elevator-only. Six elevators would operate at high speed (about 20 seconds one-way) and have the capacity to carry about 35 people each.

Option B & C: A shallow, cut-and-cover tunnel station about 80 feet deep under Broadway Avenue between East John and East Howell streets.

Entrances could be either the southwest or southeast corner of John and Broadway, and on the west or east side of Broadway near East Howell Street.

Access would be escalators, stairs, and elevators.

Option D: A shallow, cut-and-cover tunnel station about 80 feet deep under Nagle Place between East John and East Howell streets.

Entrances would be on the southeast corner of John and Broadway and on the east side of Broadway near East Howell Street.

Access would be escalators, stairs, and elevators.

First Hill

The First Hill station will be a regional destination, providing access to major medical facilities, Seattle University, local residents and businesses. This tunnel station will be approximately 170' underground, parallel to East Madison Street, with entrances on the northeast corner of Boylston and northwest corner of Summit Avenues. About 6,700 passengers are expected to board at this station daily.

Elevator access

To create easy and efficient access, elevators will be built so they run directly to and from the surface and station platform. Elevators will operate at high-speed (about 25 seconds each way), each able to carry about 35 people. Currently, two elevators are planned for both ends of the station.

Security issues

Security of our customers is a paramount concern for Sound Transit, and we are confident that we can provide excellent security in deep tunnel stations. Security issues have been addressed in similar deep tunnel facilities, including those in Washington DC and the newly opened Washington Zoo Station in Portland, Oregon (the deepest station in North America).

CONSTRUCTION

Sound Transit is committed to working with local businesses and residents to minimize the impacts from building the Link light rail system. The light rail tunnel will be constructed using tunnel boring machines that drill north from downtown Seattle and south from the University District.

MINED: (Proposed for University, First Hill, Beacon Hill stations)

With mined, deep tunnel stations, the station “box” is built underground. An area approximately 70 by 90 foot will be dug from the surface down to the station platform at both the north and south ends of the station. Some traffic will be disrupted and on-street parking displaced near the station entrance locations. Construction around entrance locations is expected to last about 24 months.

CUT-AND-COVER: (Proposed for Capitol Hill and other points of alignment)

A shallow, cut-and-cover station can be built in one of two ways. The traditional method is to excavate the station starting at street level and continuing downward, using temporary decking to allow car and pedestrian access on the surface, while work continues underneath. A permanent roadway would be rebuilt once the station construction is complete. Modified cut-and-cover techniques are to build from the surface down, but build a permanent or semi-permanent roadway bridge while construction continues underneath. With both cut-and-cover techniques, two lanes of traffic (one in each direction) and sidewalk access to businesses would be maintained throughout the construction. The temporary decking or permanent roadway bridge could be constructed within the first nine months, while construction around station entrances would continue about 24 months.

With any construction method, dirt from the station excavation would be removed via the surface and trucked away. Both mined and cut-and-cover techniques would require staging areas for removal of dirt, equipment storage, and stockpiling of material.

CROSSOVER TRACKS:

Crossover tracks will be designed throughout the system to allow for track maintenance and for Link trains to pass stalled trains. A set of crossover tracks is planned north of the Capitol Hill Station. Building the crossover tracks underground is similar to building a station “box.” With a deep, mined station, the line would be so deep that the crossover tracks would be mined. If the station is built using a cut-and-cover method, the crossover tracks could be built using cut-and-cover near the station, or mined further north where the line deepens to head under Portage Bay.

AT-GRADE CONSTRUCTION: (South-East corridor stations)

Construction on at-grade portions of the Link light rail system will take place between 2001 and 2003. The complete light rail line in South-East Seattle can be built within 18 to 24 months. Only about 3 blocks will be under construction at one time, with major construction in each 3-block area lasting from 6 to 8 months. During construction, a traffic lane in each direction will be open to ensure access to local businesses.



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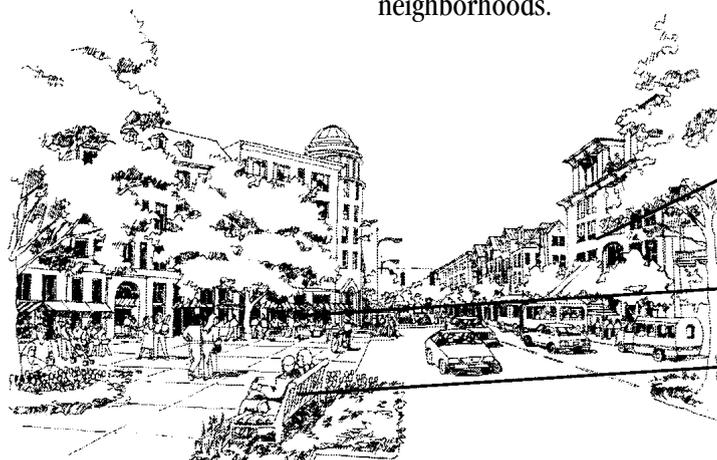
WHAT IS TRANSIT-ORIENTED DEVELOPMENT?

- *Supportive land uses (such as employment centers and higher density housing) around transit stations.*
- *Compact urban form: Intensity/density which takes advantage of proximity to rail.*
- *Mix of uses to promote vitality.*
- *Attractive streetscapes and building designs that are at a pedestrian scale and make people feel comfortable walking.*
- *Public facilities that provide comfort, shelter and safety.*
- *Parking management strategies.*

Transit-oriented development is a relatively new term for a development pattern that has been around for almost a century—for as long as our cities have had streetcars and rail lines running through them. Transit-oriented development encourages the use of public transportation and often includes multi-unit housing and mixed-use projects (projects containing some commercial, retail, and/or residential spaces); pedestrian-friendly streets with sidewalks; designs that are consistent with the surrounding neighborhood; a traffic and parking management plan; and a complete network of pedestrian routes and access to other modes of transportation (such as buses and bicycles).

But transit-oriented development won't just happen by itself. Whether you want your neighborhood to stay pretty much the same or whether you hope the new light rail system brings new development, it will take careful planning to make sure we get the kind of services and activities we want near our stations. How do we make sure that new development will fit into our neighborhoods? Here are a few tools that will help get us where we want to go:

- **Station area planning itself**, building on neighborhood planning to create a vision for each station's neighborhood.
- **Community facilities near a station**, such as parks, libraries, child care centers, or community centers to make station areas better places to live and work.
- **Parking management programs**, including shared parking, to support neighborhood businesses and residents and to encourage use of transit and limit driving to light rail stations.
- **Expedited building permits** to make desired development near train stations get built more easily and quickly.
- **Redevelopment of land** for desired new projects at and around light rail stations.
- **Direct public investment in projects**, such as housing, to encourage new development.
- **Local transit service connections**, to provide desirable choices for getting to and from the station and around our neighborhoods.



Local access and pedestrian connections between urban neighborhoods and LINK light rail stations

Ground level retail and views into buildings

Pedestrian-oriented streets

COMPONENTS OF TRANSIT-ORIENTED DEVELOPMENT (TOD)

Land Use/Density

- High Density Mixed Use
- Medium Density Mixed Use
- Limits on Auto-orientation
- Bonuses for TOD

Site Design

- Pedestrian Orientation
- Transit Access
- Parking Location



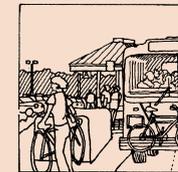
Parking

- Maximum Parking "Lids"
- Shared Parking
- Paid Parking



Transportation Facilities

- Link LRT Stations
- Bus Benches/Shelters
- Bike Racks/Lockers
- Wide Sidewalks
- Bike Access



Transportation Services

- Information Kiosks or Counters
- Information Bulletin Boards

Support Services

- Childcare Services
- Other Commercial Services





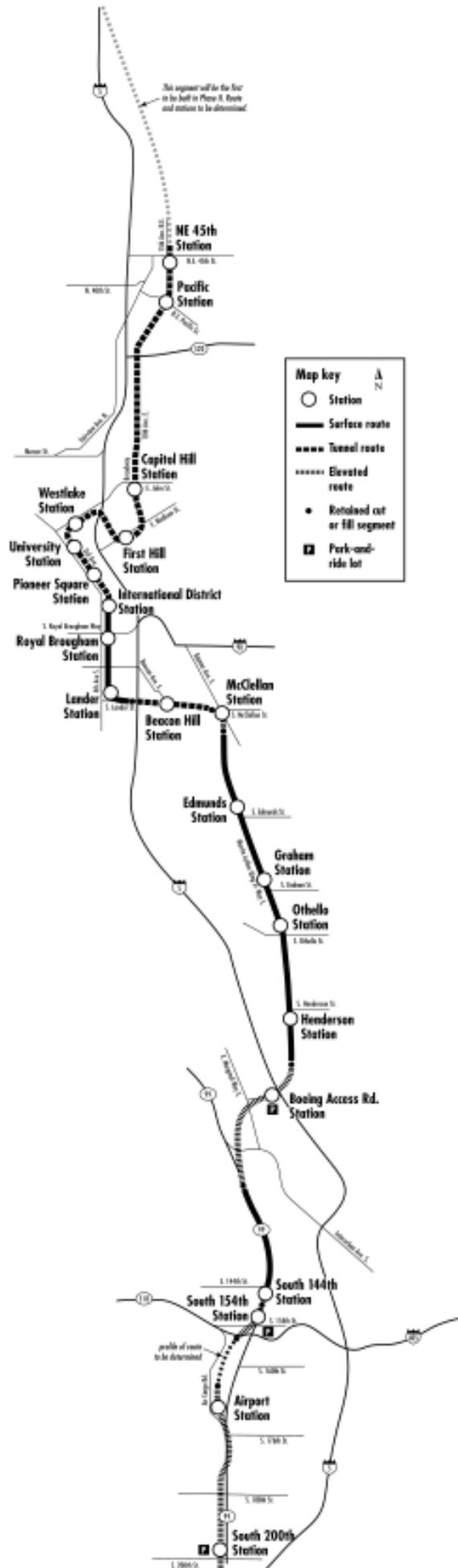
CONTACTS:

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For information, please contact the light rail station area planner in your neighborhood.

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Station Area Planning/Sound Transit

COMMUNITY FORUMS, DESIGN TEAM WORK SESSIONS AND "REPORT OUT" SESSIONS

Dates & Locations

Capitol Hill/First Hill:

FORUM: Monday July 12 from 5:30 to 9:30 pm
WORK SESSION: Tuesday July 13 — Friday July 16
REPORT OUT: Monday August 2 from 5:30 to 9:30 pm
Seattle Central Community College, Room 1110/1111

International District/Pioneer Square:

FORUM: Monday August 16
WORK SESSION: Tuesday August 17 — Friday August 20
REPORT OUT: Friday August 20
Location to be announced

Convention Place/Westlake: Mid-September

University District:

FORUM: Saturday June 26 from 9am to 12 noon
University of Washington, Savery 239
WORK SESSION: Monday June 28 — Thursday July 1
REPORT OUT: Tuesday July 6 from 5 to 9 pm
At University Heights, Room 209

SouthEast (including Beacon Hill):

FORUM: Monday July 19 from 5 to 9:30 pm
Filipino Community Center
WORK SESSION: Tuesday July 20 — Friday July 30
REPORT OUT: Saturday August 14 from 9 am to 3 pm
Rainier Valley Cultural Center, Lower Level

Please call Barbara Gray at (206) 615-0872
for further information.

WEBSITE INFORMATION:



City of Seattle Strategic Planning Office
www.ci.seattle.wa.us/planning



Sound Transit
www.soundtransit.org