

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

Downtown Seattle Stations
Jeff Munnoch • (206) 398-5131
email: munnochj@soundtransit.org



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.

CENTER CITY PUBLIC FORUM

Center City Forum Implementing Neighborhood Plans in the Center City Neighborhoods

FORUM: Thursday, March 2, 2000
from 4:00 pm

LOCATION: Community Room, West Precinct
820 Virginia Street

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

Want more detailed information?

Visit our Website at
www.ci.seattle.wa.us/planning/homesap.htm

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

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

BARBARA GRAY
(206) 615-0872

Email:
barbara.gray@ci.seattle.wa.us

Newsletter design
by Bronwyn Edwards
SirenSong Productions
206.938.3820

LINK LIGHT RAIL AND DOWNTOWN SEATTLE TRANSIT TUNNEL CONVERSION: Maintaining Mobility Downtown

Sound Transit is building a light rail transit system to provide fast, convenient, and reliable transportation through the heart of the Puget Sound region. By 2006, trains will serve 21 stations between SeaTac and Northgate.

Simply put, transit prevents gridlock. By 2010 downtown Seattle is expected to add 38,000 more jobs and 14,200 more residents—but only 12,600 parking spaces. Transit will keep downtown moving as it grows. As one of several transit options, light rail will provide fast, frequent, reliable service into downtown for commuters, shoppers, tourists and sports fans – without requiring more capacity for cars.

Converting the Downtown Seattle Transit Tunnel

To develop the light rail system, the existing Downtown Seattle Transit Tunnel (DSTT) will be converted for use by light rail. Buses that currently operate in the tunnel will be moved onto surface streets—2nd, 3rd and 4th Avenues.

Sound Transit, King County Metro, Community Transit and the City of Seattle have committed to maintaining the speed and reliability of bus traffic on downtown streets, and to keeping the downtown area user-friendly for shoppers, visitors and employees.

Sound Transit will support a marketing campaign led by the Downtown Seattle Association to promote downtown Seattle during and after tunnel construction.

Surface Street Improvements

To keep downtown streets functioning smoothly, Sound Transit is working with the City of Seattle and King County to improve downtown surface streets. The surface improvements and changes are expected to include:

- Simplification of downtown bus routes, putting buses with similar destinations on the same streets;
- Uniformed police officers at key intersections to direct traffic;
- During the morning and evening rush, traffic on 3rd Ave between Yesler and Stewart will be restricted to transit and emergency vehicles only. (Auto traffic will be permitted, but only to make right turns off 3rd Avenue to allow for passenger pick-up, deliveries, exiting parking garages, etc.)
- A contraflow lane for transit (with travel in the reverse direction) will be provided on 9th Avenue between Olive Way and Stewart Street.
- An eastbound transit lane will operate during the evening peak period eastbound on Olive Way between 3rd Avenue and Boren Street.



Transit lines on 4th Avenue

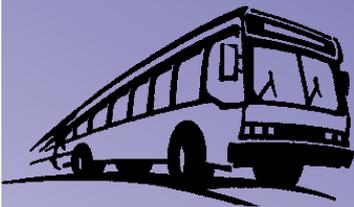
- A transit-priority signal will be added to the intersection of Boren and Olive.
- Prefontaine Place will be converted to a transit-only street.
- A transit contraflow lane will be added to 5th Ave. between Jackson Street and Washington Street. (Auto traffic would be permitted, but would be required to turn right at Main Street or Washington Street.)
- Transit priority will be added to the S. Royal Brougham Way, 6th Avenue S., and Airport Way intersections between the E-3 busway and S. Jackson Street.

Monitor and Maintain Program

Sound Transit, King County Metro, Community Transit and the City of Seattle have established a “monitor and maintain” committee to track transit and traffic operations. The Committee will establish standards, take measurements, and propose strategies that can be used to modify and change the downtown street operation if needed during construction or after Link is in operation.

Extending LINK to Northgate

Extending light rail to Northgate will allow transit agencies to reduce the number of buses routed to downtown Seattle, reducing congestion on the surface streets. Sound Transit is actively pursuing funding to extend light rail to Northgate and beyond as soon as possible.



Background

OTHER SOUND TRANSIT STATIONS NOT DESCRIBED IN THIS NEWSLETTER

The University Street Station

Although LINK light rail will service the University Street station, there are few opportunities for new development specific to the University Street station area. The downtown post office branch building falls within the Westlake station area and further efforts will be done to identify development opportunities for this property.

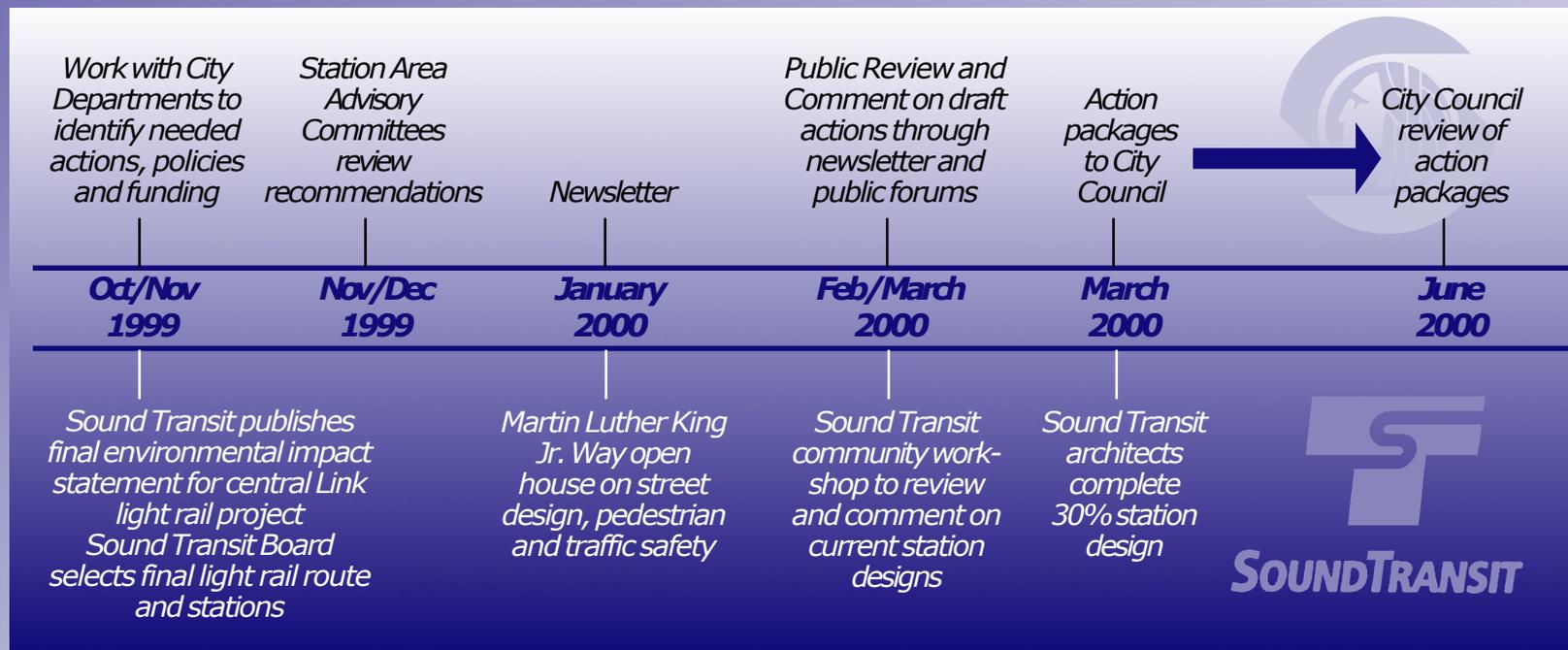
Royal Brougham and Lander Street Stations

The Sound Transit Board deferred the Royal Brougham station until a future phase of the LINK light rail project. Lander Street station will be designed and constructed in the first phase of the project. The City will continue to work with the Sound Transit station design team to include the station in the neighborhood in a way that supports the goals of the Greater Duwamish Manufacturing and Industrial Center plan. Transit oriented development is not being pursued by the station area planning team in efforts to preserve industrial lands and discourage non-industrial land uses. The City will work with Sound Transit and local employers to ensure that employees who use the light rail system have safe and comfortable access to the their workplace from the station. Other strategies include managing parking to support existing businesses, and exploring commute trip reduction options.

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 March 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

Timeline

ention Place



*Current view of Terry Ave
looking north from Virginia*

*Artist's sketch of Terry Avenue Green Streets
concept by Nakano Associates.*

- 6** Improving the I-5 bridges at Pine and Pike with art, weather and noise protection and wider sidewalks.
- 7** Developing streetscape and open space plan for Westlake Boulevard including gateway/roundabout at Westlake circle.
- 8** Developing design guidelines for the Convention Place TOD project.
- 9** The **Denny Triangle Transfer of Development Credits Program** is a voluntary program that allows new developments to take advantage of a height increase above existing limits for residential development. In return, the developer must contribute to a Denny Triangle Amenity fund (established through Ordinance # 112972) and to preserving rural lands in King County (*not shown on map*).
- 10** Identifying a location for a park/open space within the Denny Triangle. The neighborhood plan has recommended the blocks between 9th, Terry, Olive and Howell. The City's Green Streets team has identified a corner on Lenora between 9th and Terry as a desirable open space site.



Station Area

Westlake/Conv

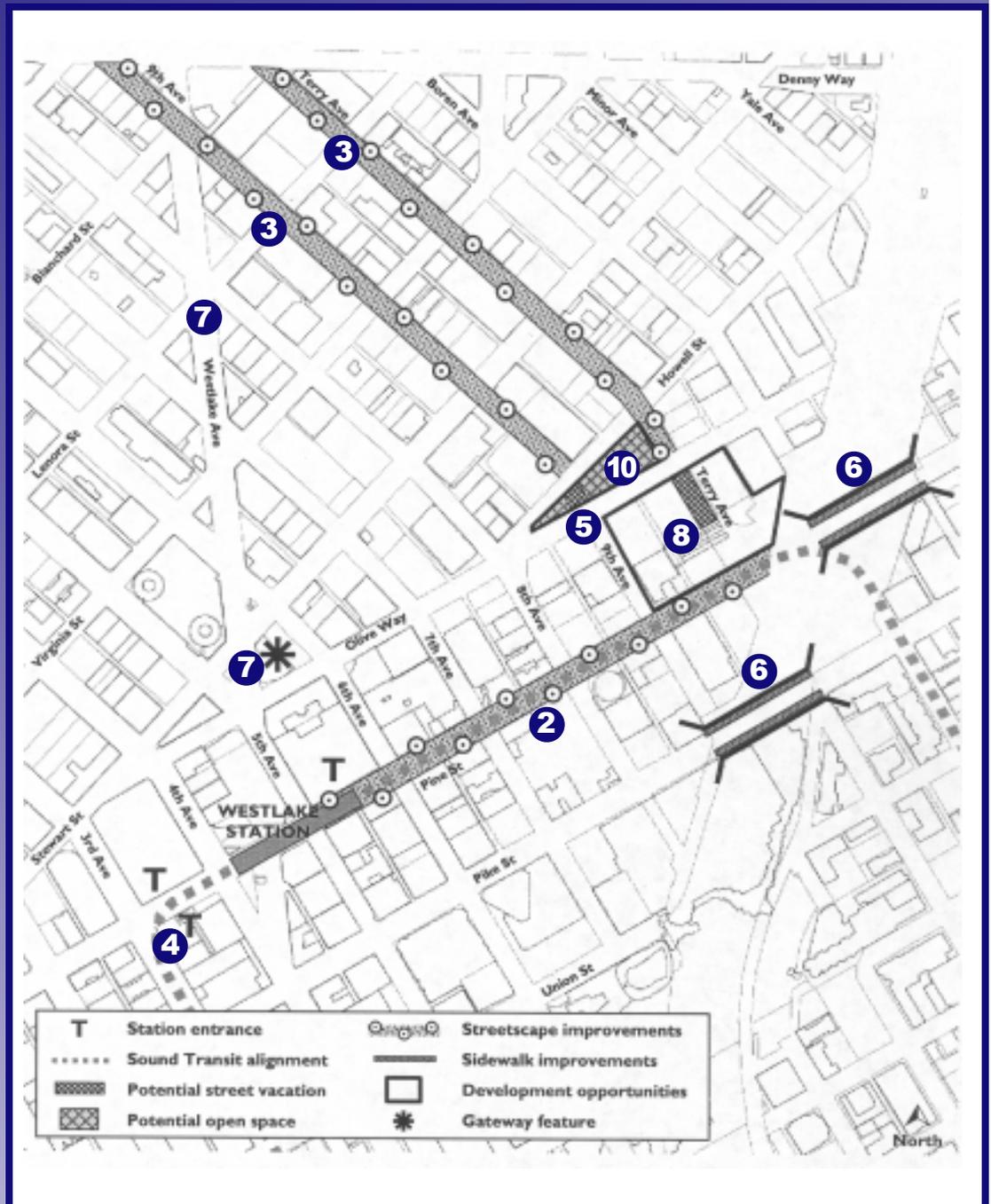
EXECUTIVE SUMMARY

The Denny Triangle and Commercial Core neighborhood plans identified tools to encourage high density, mixed use development. These include bonus programs that encourage housing development, an amenity fund for open space and green street improvements in Denny Triangle and a Downtown Urban Design Plan to establish a vision and guidelines for future development. There are many new projects underway in these neighborhoods including mixed use transit oriented development (TOD) projects, the new Federal Court-house, the Convention Center Expansion and King County's Convention Place TOD.

The King County TOD project will add vitality to the Denny Triangle neighborhood by creating new hotel rooms, offices, shops, residences and open space. It will also "fill in the hole" created by the bus station and reconnect Denny Triangle to adjacent neighborhoods such as First Hill and Downtown. Street improvements will benefit existing residents and increase Denny Triangle's attractiveness as a place to live. Sound Transit construction will impact portions of Pine Street, Terry and 9th Ave. Impacted streets will be reconstructed to a standard that complies with ADA guidelines and implements the Pine Street Plan, green streets improvements and Westlake Circle and Boulevard.

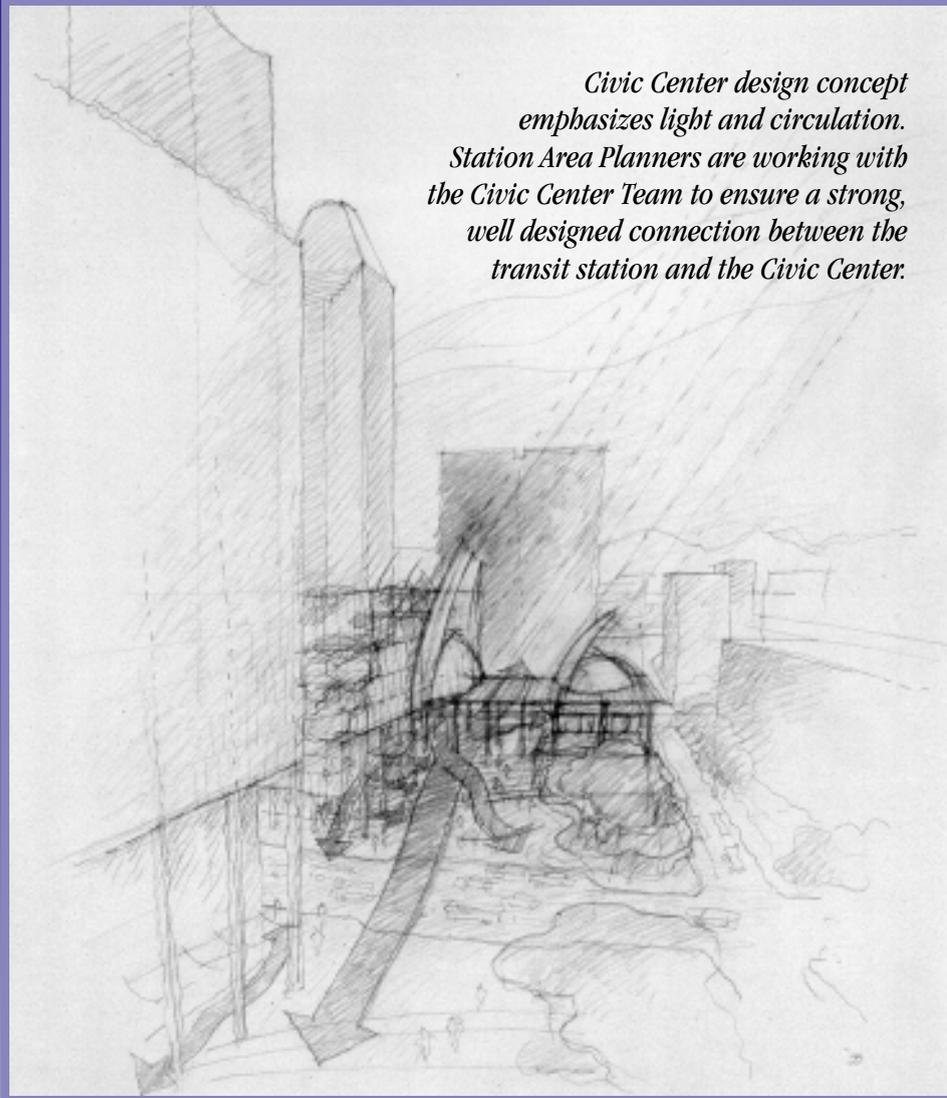
THE CITY RECOMMENDS:

- 1** Exploring parking strategies including shared parking (both with institutions and among private developments), "unbundling" parking requirements from individual project sites (which is separating parking costs from the building lease or rent costs); a payment-in-lieu-of program for parking, and car sharing (both through the existing King County program and tied to specific developments) (*not shown on map*).
- 2** Implementing the Pine Street plan between 5th and I-5, on the north and south sides of the street. The plan was partially implemented by new development between 5th and 7th Avenues.
- 3** Designing and constructing street improvements to the 9th and Terry Green Streets between Olive and Denny Way, and Lenora Green Street.
- 4** Exploring partnership with Housing Resources Group for a bike station/parking facility in the basement of the 3rd and Pine Building.
- 5** Reconfiguring 9th and Olive intersection (following Sound Transit and King County construction) to maximize opportunities for public open space.



Early analysis and design ideas by architect Peter Boblin, of Boblin, Cywinski, Jackson.

Civic Center design concept emphasizes light and circulation. Station Area Planners are working with the Civic Center Team to ensure a strong, well designed connection between the transit station and the Civic Center.



Pioneer Square

EXECUTIVE SUMMARY

The Pioneer Square neighborhood is one of Seattle's oldest neighborhoods. Land use patterns favor mixed use development. As a landmark district, Pioneer Square has special review requirements for new developments and street furniture standards. Pioneer Square Neighborhood Plan recommendations are consistent with the goals for station areas. Station area planning will work with other City departments, the community, Sound Transit, King County and private developers to implement these recommendations. The new Civic Center campus is a major public investment that will create a center for Seattle's government offices. Safe, well designed physical connections and wayfinding elements are needed to direct people from the station to government offices.

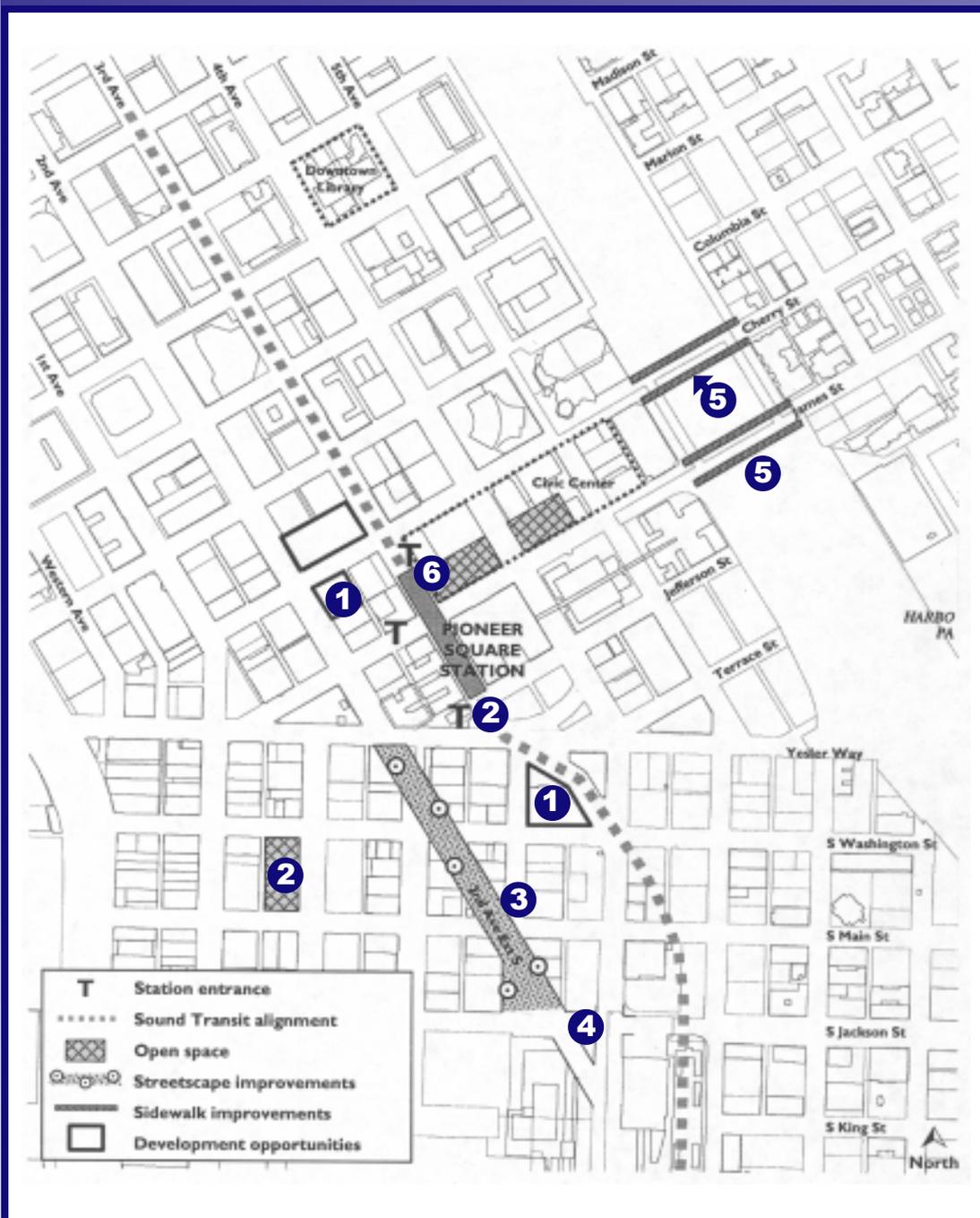
THE CITY RECOMMENDS:

1 **Redevelopment of the Alaska Building and the Tashiro/Kaplan Building** to ensure that community and City goals for these properties are addressed.



2 **Improving Occidental Park** as described in the Pioneer Square Neighborhood Plan.

3 **Improvements to the 2nd Avenue Extension** to enhance the link between the Pioneer Square shopping district and the Civic Center. Improvements include street trees, repair of areaways and sidewalks, and open space improvements on the remnant parcels resulting from the alignment of the 2nd Ave. Extension.



national District

4 Constructing sidewalks on 6th Ave. between Yesler Way and Jackson St. to provide access between the Yesler Terrace neighborhood and the light rail station.

5 Designing and implementing street improvements on lane between 7th and Maynard in conjunction with International District Village Square Phase 2.

6 Implementing the parking strategies in the International District and Pioneer Square Parking Study including “unbundling” parking requirements from individual project sites (which is separating parking costs from the building lease or rent costs), car sharing (both through the existing King County program and tied to specific developments) and “controlled” short term parking that would be available to customers during stadium events (*not shown on map*).



The unique character of the Chinatown/International District can be seen at Hing Hay Park.



Artist sketch of International District station area looking east up Jackson Street. Drawn by Michael Kimelberg.

Station Area

Chinatown/Inter

EXECUTIVE SUMMARY—CHINATOWN/INTERNATIONAL DISTRICT

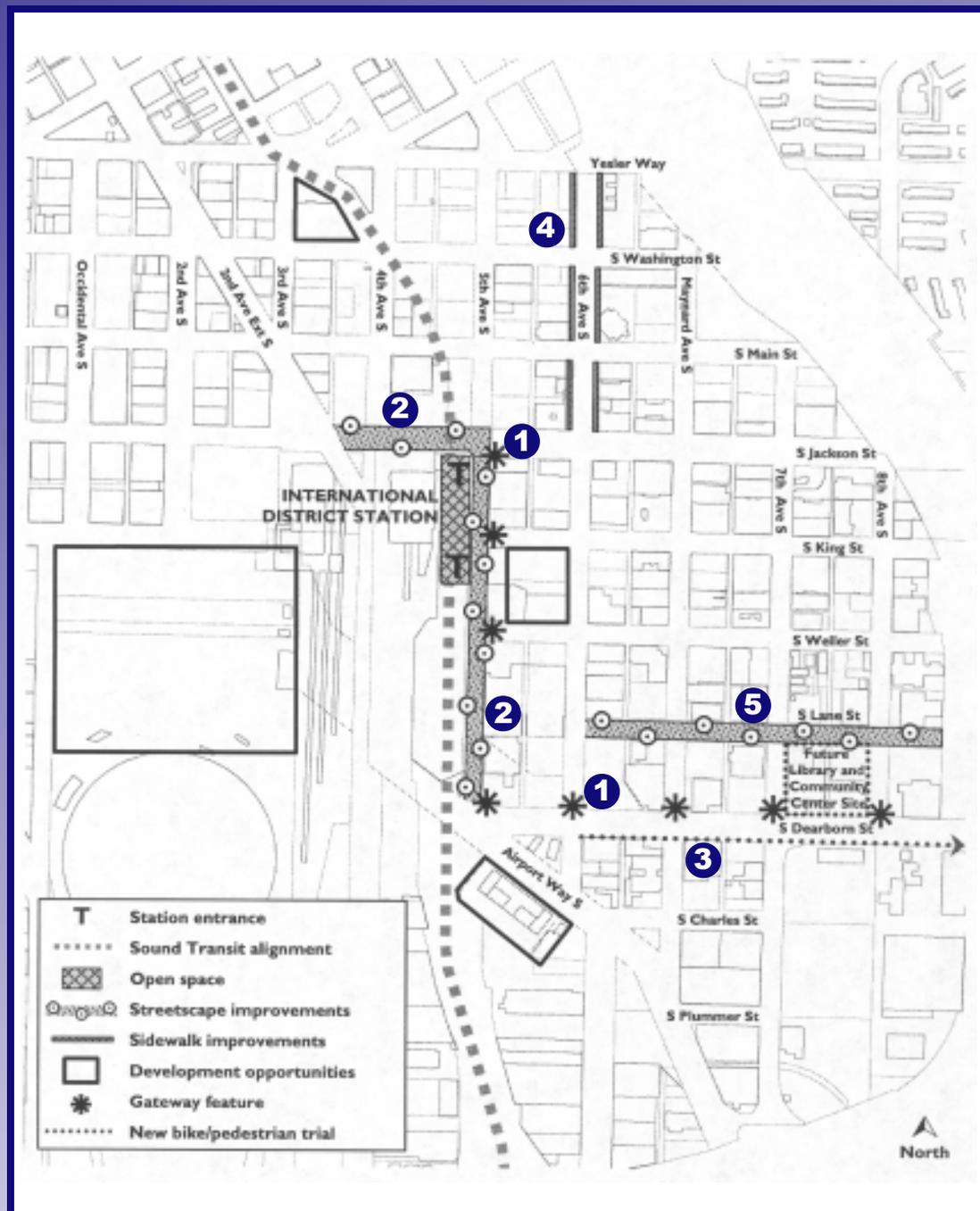
The Chinatown/International District is one of Seattle's most unique neighborhoods. History, culture and a close knit social network all contribute to the community's vitality. The access to light rail at International District station will make the neighborhood an even more attractive place to live, work, play and shop. As envisioned in the neighborhood plan, many new development projects are underway including a new community center and library branch, the re-opening of Union Station, the upcoming opening of the OPUS Northwest office developments, Uwajimaya Village, and the Fujisada Condominiums. New development must be consistent with the guidelines established through the International Special Review District to reinforce historic building forms and help retain the character of the district.

THE CITY RECOMMENDS:

1 **Marking the entries** to the International District at Jackson St. and 5th Ave., along 5th and Dearborn Aves. Incorporate the metal dragon artwork developed by the community on all existing metal utility poles. Replace any existing wooden utility poles on 5th Ave. between Jackson and Dearborn and on Dearborn between 5th and the I-5 overpass with metal poles to accommodate artwork.

2 **Improvements to Jackson St.** (between 2nd Ave. Ext. and 5th Ave.), **and 5th Ave.** (between Jackson and Weller Sts.) to increase pedestrian and bicycle access between the station and the surrounding neighborhoods. Develop streetscape designs and an implementation strategy that addresses the transit volumes proposed when the bus tunnel closes for the light rail transition.

3 **Creating a pedestrian and bicycle trail in a dedicated right of way on Dearborn Ave.** between 6th Ave. S. and the I-90 lid. Include gateway elements at 6th, 7th and/or 8th Ave. S.



D o w n t o w n

RECOMMENDATIONS For All Downtown Station Areas



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. The Downtown Urban Center Planning Group (DUCPG) reviewed Station Area Planning Activities in 1999.

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 half-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.

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.

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 Downtown including:

Transit Oriented Development (TOD) TOD includes planning for future development at an appropriate scale, height and density to support transit while being compatible with community character. Since Sound Transit will not acquire property in downtown for station entrances or construction staging, any redevelopment opportunities in station areas will occur on private property or on land owned by public agencies such as the City or King County. Partnerships with Sound Transit, the City of Seattle, other agencies and community organizations can **maximize development opportunities** in the area.

The Tasbiro-Kaplan Building will be redeveloped. The community envisions artist live/work space and ground floor shops.



Wayfinding Wayfinding describes a group of visual elements (e.g. maps, kiosks, signs, public art) that help people find their way from place to place. A Downtown Wayfinding Program Demonstration Project was implemented in Fall of 1999. Additional wayfinding is needed to direct people between the downtown stations and major destinations. These include the King Street/Union Station and ferry terminals, community centers and libraries, business districts, the Civic Center and the Convention Center.



Pedestrian and Bicycle Facilities Emphasize good pedestrian, bus and bicycle connections throughout the station areas. Bring sidewalks and curb ramps up to American Disability Act standards, and provide bicycle parking at Westlake and International District stations.

Downtown Urban Design Strategy The Downtown Urban Design Strategy is being developed by the City in collaboration with downtown neighborhood groups. The Urban Design Strategy will help direct future design decisions in downtown including development and infrastructure improvements.

Public Restrooms The City will continue to work with Sound Transit and the community to address the need for public restrooms in the vicinity of the light rail stations.

Downtown wayfinding sign on Pine Street.

Station Areas

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

Make Seattle Neighborhoods Even More Livable!



TABLE OF CONTENTS

Downtown Station Areas	3
Chinatown/International District Station Area	4-5
Pioneer Square Station Area	6-7
Convention Place/Westlake Station Area	8-9
Background	10
Timeline	10
Sound Transit	11
City Council Station Area Goals and Strategies	12
Contacts for More Information	12

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

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.

Dates & Locations

Center City Forum:

FORUM: Thursday, March 2, 2000 at 4:00 p.m.

LOCATION: Community Room, West Precinct,
820 Virginia Street

Southeast (including Beacon Hill)

FORUM: Wednesday
February 16, 2000
LOCATION: Grace
Apostolic Temple
6718 MLK Jr Way S

U-District

FORUM:
Monday March 13
from 6:00 pm to 9:00 pm

LOCATION:
University of Washington,
Savery Hall Room 239

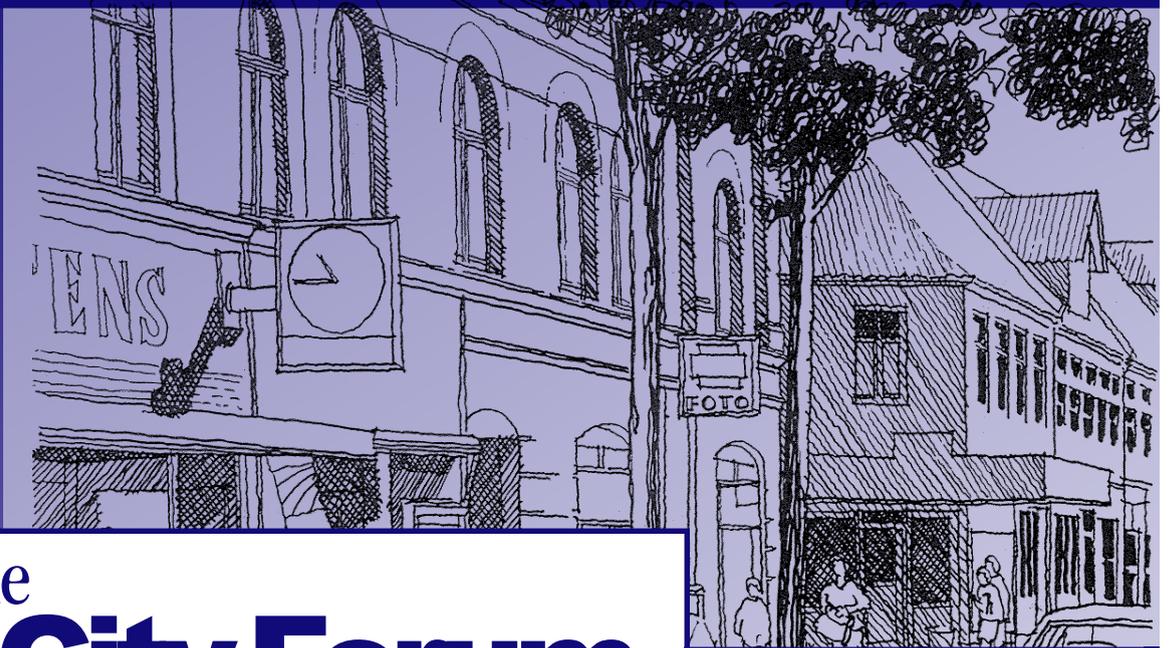
Capitol Hill/ First Hill

FORUM:
To be determined

**Directions to the forums will be posted on the Station
Area Planning web page. See page 12.**



TRACK



Join us at the
Center City Forum

Implementing Neighborhood Plans in the Center City Neighborhoods

**for an in-depth discussion
of the future of Seattle's
Center City neighborhoods**

Our Center City neighborhoods contain a mosaic of functions—cultural centers and civic facilities, commercial centers, urban residential neighborhoods, and regional crossroads. This event will provide an opportunity to discuss progress on implementing transportation, urban design, and housing elements of the neighborhood plans.



**Thursday, March 2, 4:00 pm
Community Room,
West Precinct
820 Virginia Street**

DOWNTOWN STATIONS

**Station Area Planning Information Update
From the City of Seattle
STRATEGIC PLANNING OFFICE • FEBRUARY 2000**

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

BULK RATE
U.S. POSTAGE
PAID
Seattle, WA
Permit 03258

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