

RAINIER BEACH STATION - COMMUNITY RECOMMENDATIONS



Photo courtesy Flickr user Slightlynorth



Photo courtesy Rainier Valley Historical Society



Photo courtesy WILLAUSTIN.COM

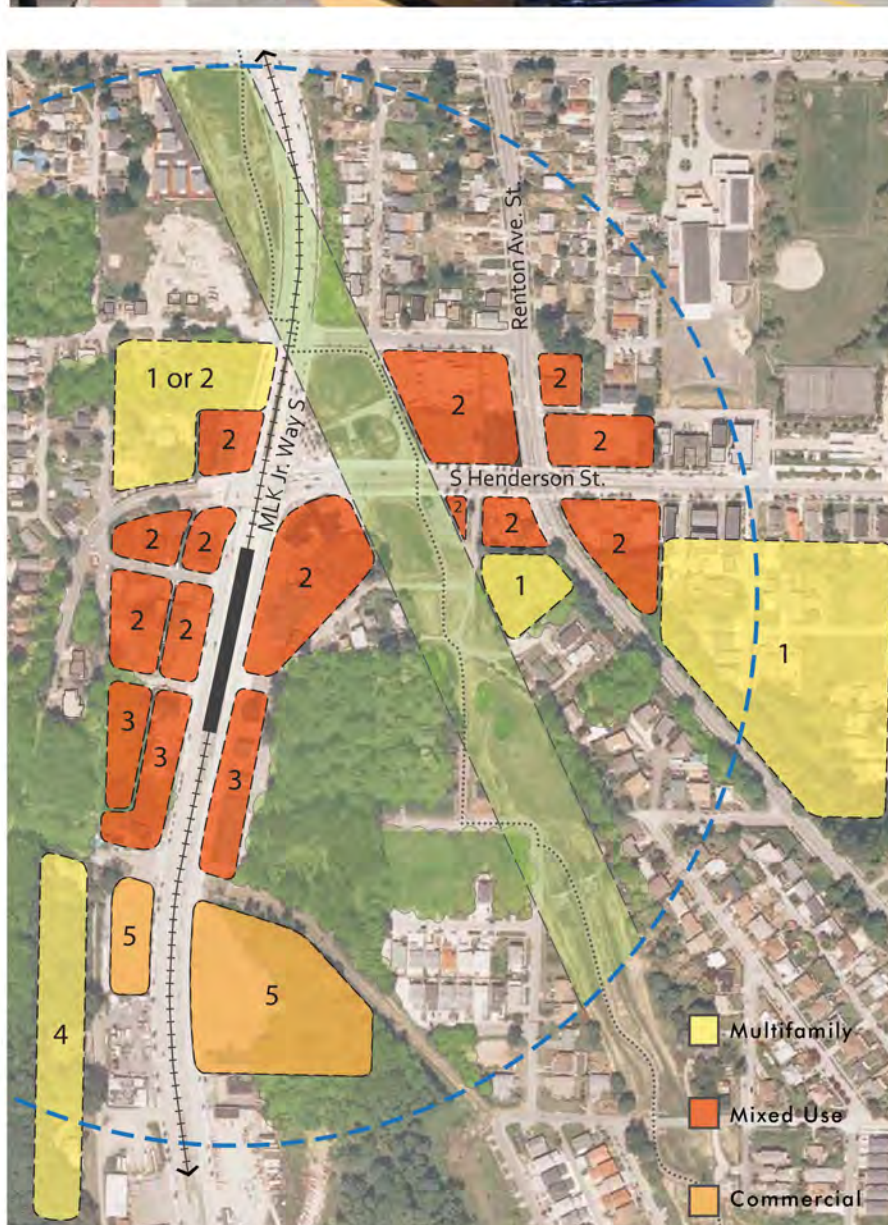
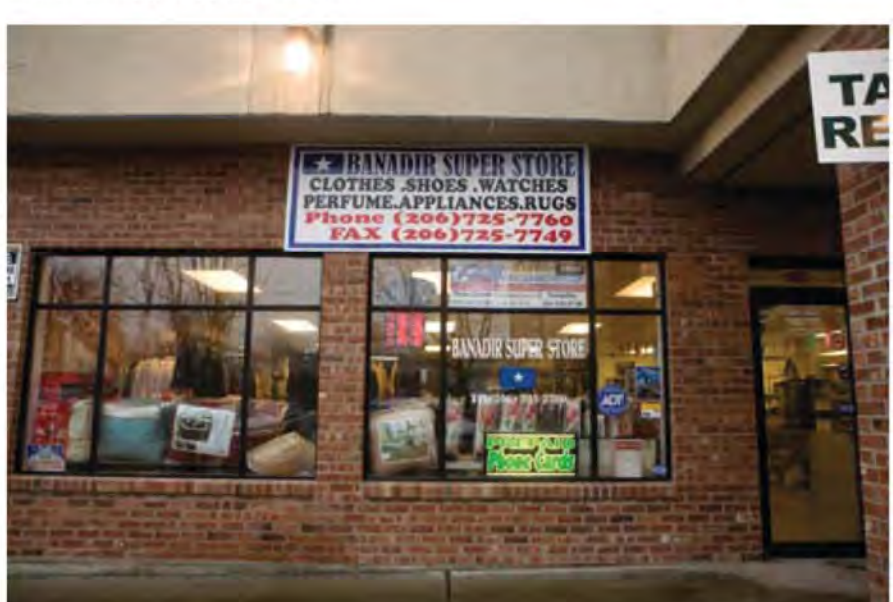


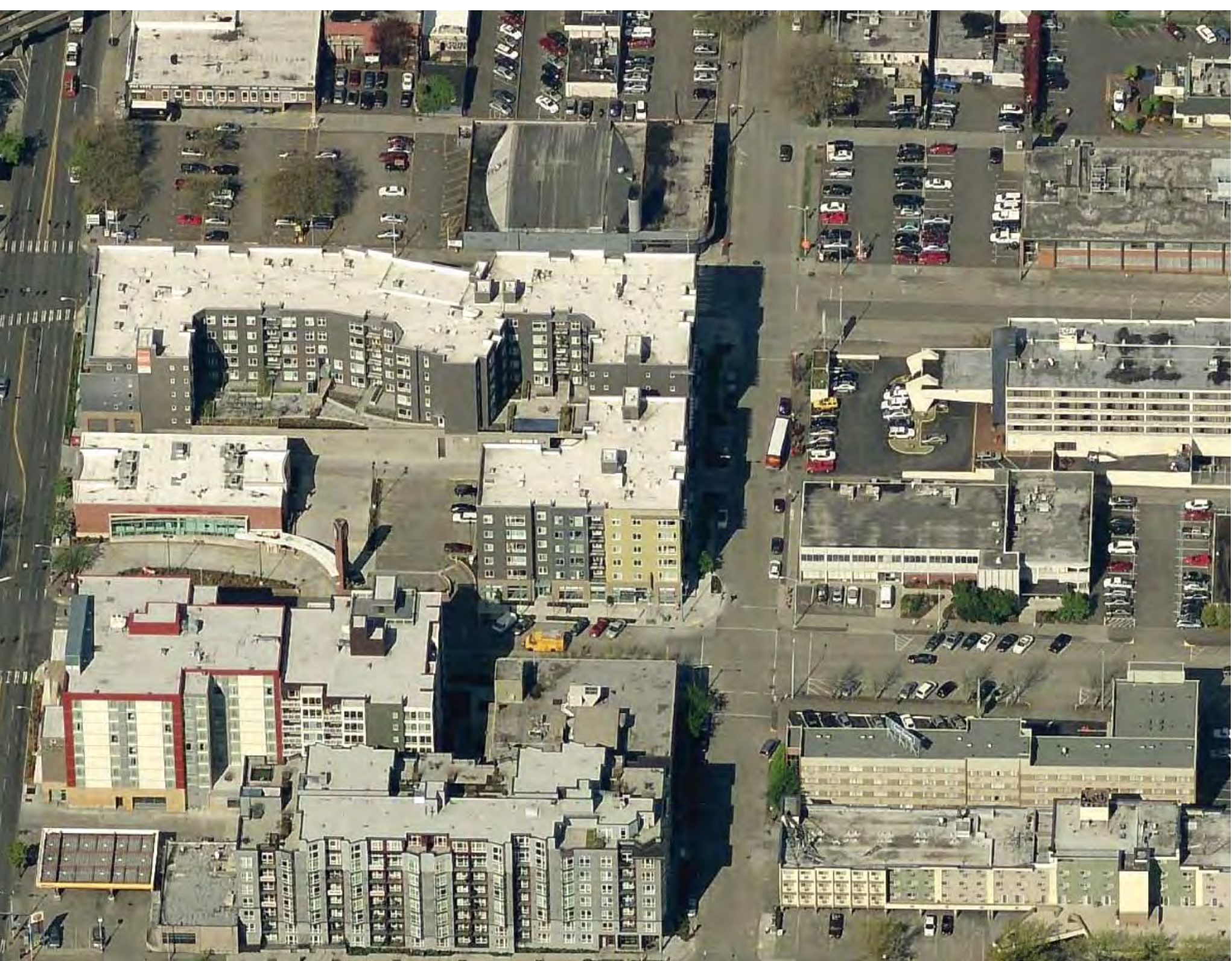
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Community Recommendations for the Rainier Beach Station Area

From the Rainier Beach Neighborhood Plan Update

- Help to create a strong local economy for Rainier Beach
- A place where Rainier Beach youth will want to live and work
- Flexible commercial zone
- Space for strong entrepreneurial ventures that create jobs and grow the local economy
- Hub of food and agricultural production
 - Partnerships with local schools and training initiatives to create jobs
 - Develop and market cooking programs that feature the neighborhood's diverse culinary traditions
 - Create craft industries that use local plant-based materials
 - Incubator businesses linked to the Urban Farm
- Small, locally-owned businesses
- Businesses that provide jobs accessible to area residents, especially for teens and young people
- Active storefront businesses
- Higher density residential and mixed-use development within 1/4 to 1/2 mile of light rail station
- Mix of businesses (open into the evening hours) and residences to increase number of people using public spaces and sidewalks, increasing eyes on street
- Vibrancy and safety along South Henderson Street, Renton Avenue South and at station area
- Live/work spaces
- Housing affordable to a range of incomes and family sizes that includes units with 4+ bedrooms for large families
- Community college facility
- Destination entry to Rainier Beach
- Landscaped front yards and no parking in front of buildings

RAINIER BEACH STATION - ZONING COMPARISON



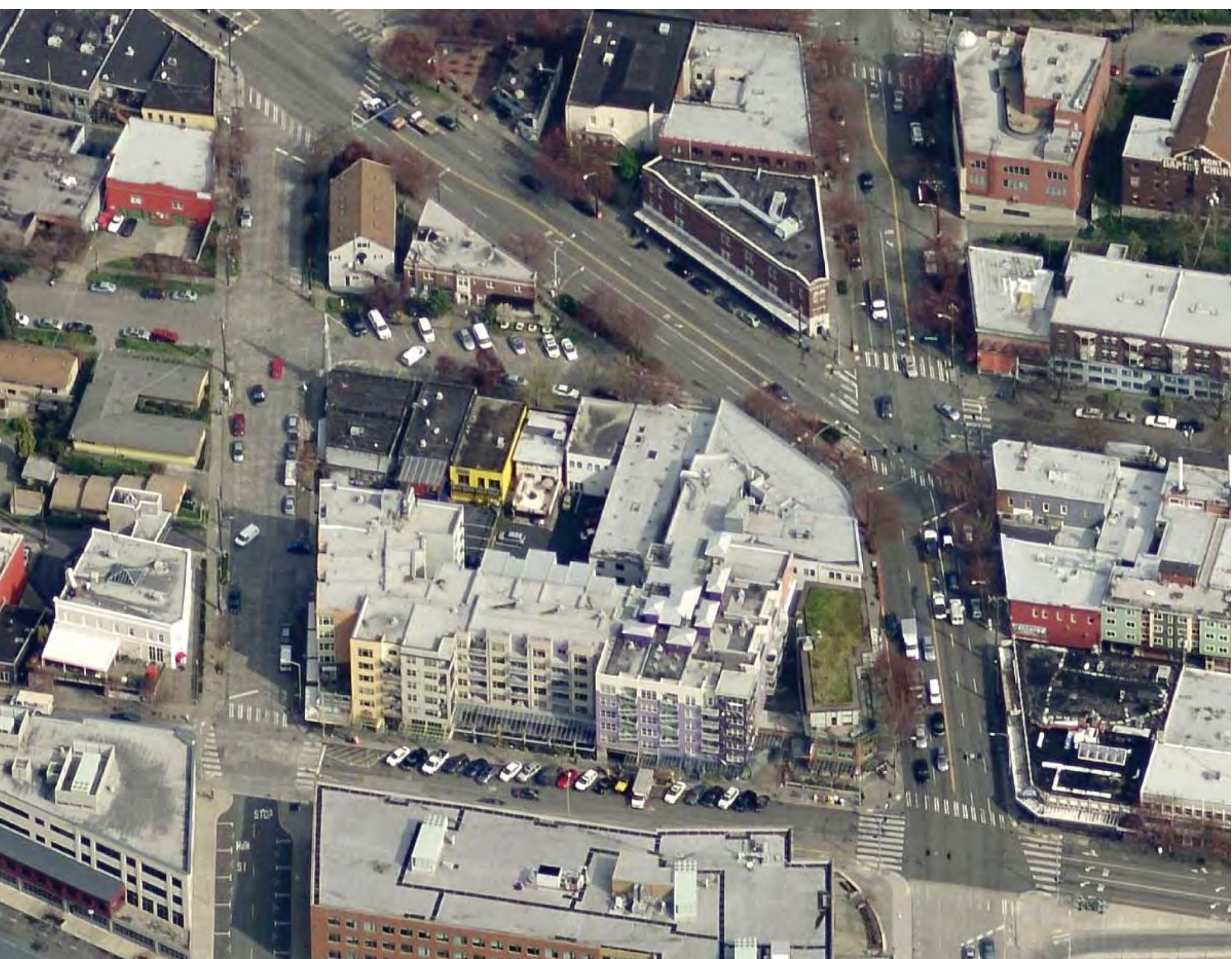
SM-85' zone in South Lake Union

SM - Seattle Mixed

A mixed-use area that provides for a flexible, wide range of uses intended to encourage evolution into a mixed-use neighborhood

The SM zone has many similarities to the NC zone, but is more flexible. The SM zone's greater allowance for light industrial, manufacturing, and food processing/craft uses matches the community's aspirations for the station area to provide living-wage employment opportunities for neighborhood residents. The SM zone also reinforces vibrant, pedestrian-oriented uses in designated locations.

Typical Land Uses Varied mix, which could include retail, office, light industrial, manufacturing, and multifamily. Warehouses are a conditional use.	Street-level Design On P-streets, transparency >60% for street-facing facade, >30% elsewhere; blank facade length <15', <30' elsewhere. 30' average depth and height >13' for P-street required commercial uses.
Building Types Wide range, depending on use and location, including single-story-industrial, low-rise, car-oriented commercial, and midrise mixed-use residential.	Maximum Commcial Size 25,000 sf for general manufacturing; otherwise no limits.
Street-level Uses On P-streets, specific, street-activating non-residential uses required on 75% of the facade, and residential limited to 25%. No limit on residential otherwise.	Parking Location/Access At the rear or side covering <30% of lot, or within structure. Access from alley if feasible.



NC3-65' and NC2P-40' zones in Fremont

NC3 - Neighborhood Commerical

A pedestrian-oriented shopping district serving the surrounding neighborhood and a larger community, citywide or regional clientele

The NC zone encourages the creation of pedestrian-oriented urban villages, with an emphasis on street-level retail shops, restaurants, and cafes mixed with midrise multifamily. Although the community has expressed the desire for a greater diversity of employment than is typically found in an urban village, there may be specific areas in the station area where the NC intention is particularly important.

Typical Land Uses Supermarkets, restaurants, offices, hotels, clothing shops, business support services, and multifamily.	Street-level Design For street-facing facades, transparency >60% and blank facade length <20'. Height >13' and 30' average depth for commercial.
Building Types Single-purpose commercial, office, multi-story mixed-use and residential.	Maximum Size of Commercial 25,000 sf for wholesaling, light manufacturing, warehouse, and food processing/craft; general manufacturing not permitted.
Street-level Uses On P-streets, specific, street-activating non-residential uses are required on 80% of the facade, and residential limited to 20%.	Parking Location/Access At rear or side of structure or within it; parking between buildings along street limited to 60'. Access from alley if feasible.



C2-65' zone in Mt. Baker

C2- Commercial

An auto-oriented, primarily non-retail commercial area characterized by larger lots, parking, and a wide range of commercial uses

The C2 zone enables relatively large-scale, higher-impact commercial uses that may not be compatible with a pedestrian-oriented mixed-use area. For some areas located to the south of the station along MLK Way, it may be appropriate to retain C2 zoning to help preserve and encourage commercial businesses that diversify the neighborhood's employment base.

Typical Land Uses Warehouses, wholesale, research and development, and manufacturing uses.	Street-level Design Same as NC zone for residential uses or when across a street from a residential zone. No requirements otherwise.
Building Types A variety of types and layouts: single-story warehouse or manufacturing with surface parking and loading areas, and multi-story buildings with non-retail uses.	Maximum Size No size limits for most uses. Limit of 35,000 sf (or size of lot) for office.
Street-level Uses Non-residential, except for conditional use residential which must meet NC zone criteria.	Parking Location/Access No restrictions generally. NC zone standards for residential uses or if across a street from a residential zone.

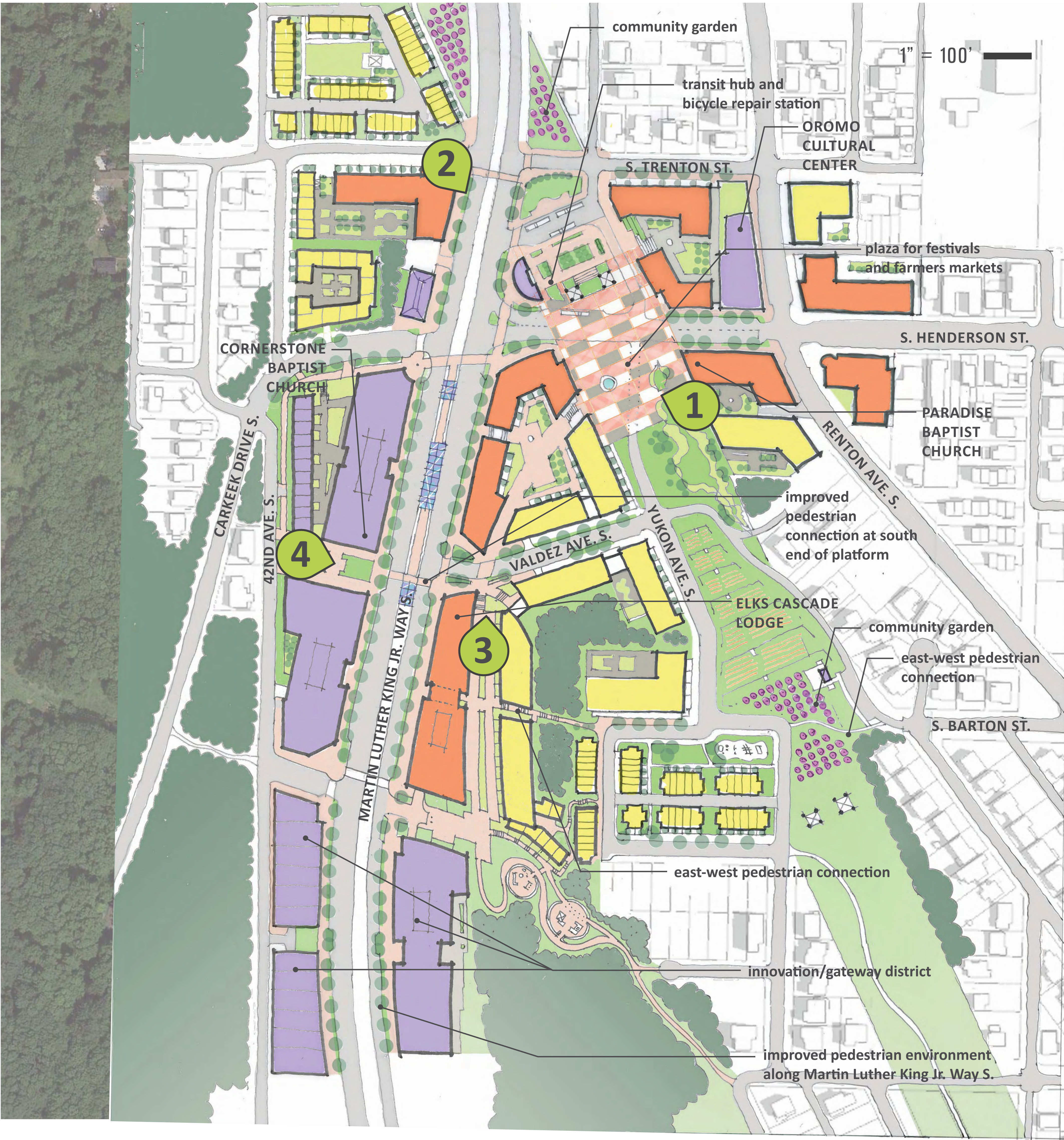
Station area existing conditions

1" = 100' 



What kind of place could the station area be in the long term?

Where in Rainier Beach do you see yourself living or working 30 years from now?



What kind of place could the station area be in the long term?



1 View of market plaza (facing northwest)



2 View of streetscape on Martin Luther King Jr. Way S. (facing southeast)

What kind of place could the station area be in the long term?



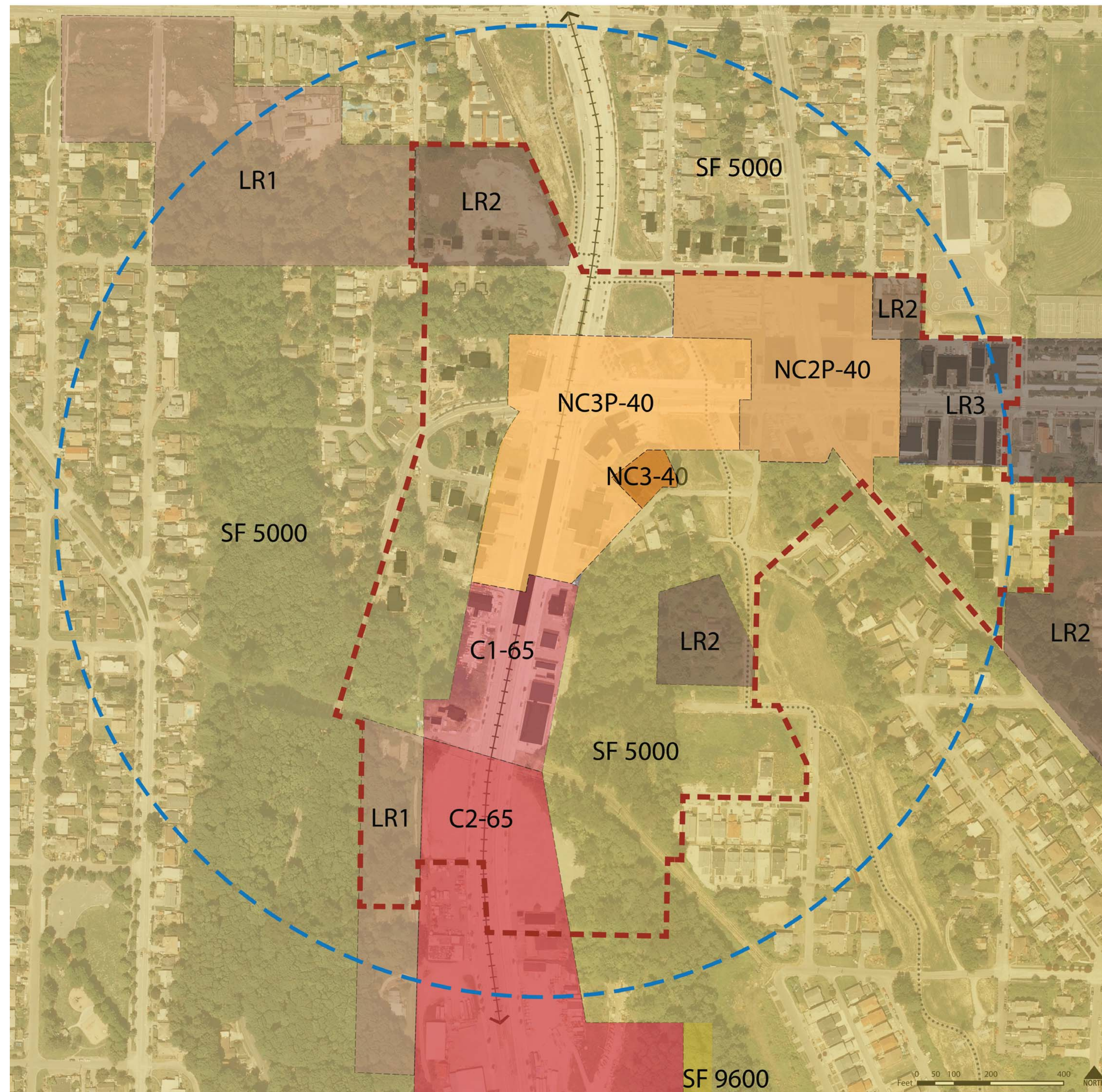
3 View of pedestrian walkway (facing north)



4 View of live-work lofts (facing east)

What municipal policies, regulations, and actions can enable the community vision?

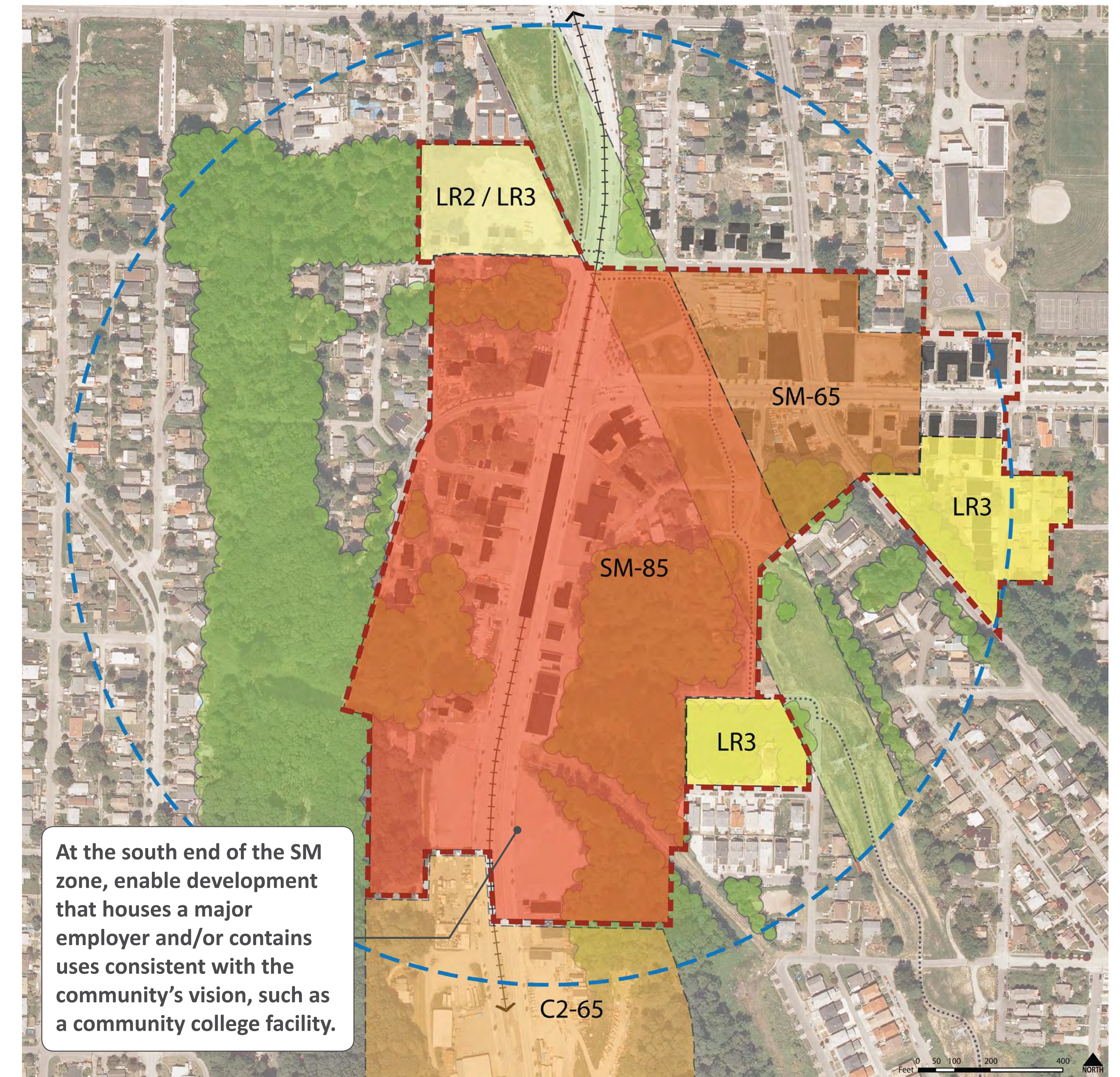
Existing Station-Area Zoning



Legend

- ||||| Light Rail
- Light Rail Station
- 1/4 Mile From Station
- Existing Trail
- Existing Building
- Existing Tree

Proposed Station-Area Zoning



At the south end of the SM zone, enable development that houses a major employer and/or contains uses consistent with the community's vision, such as a community college facility.

Legend

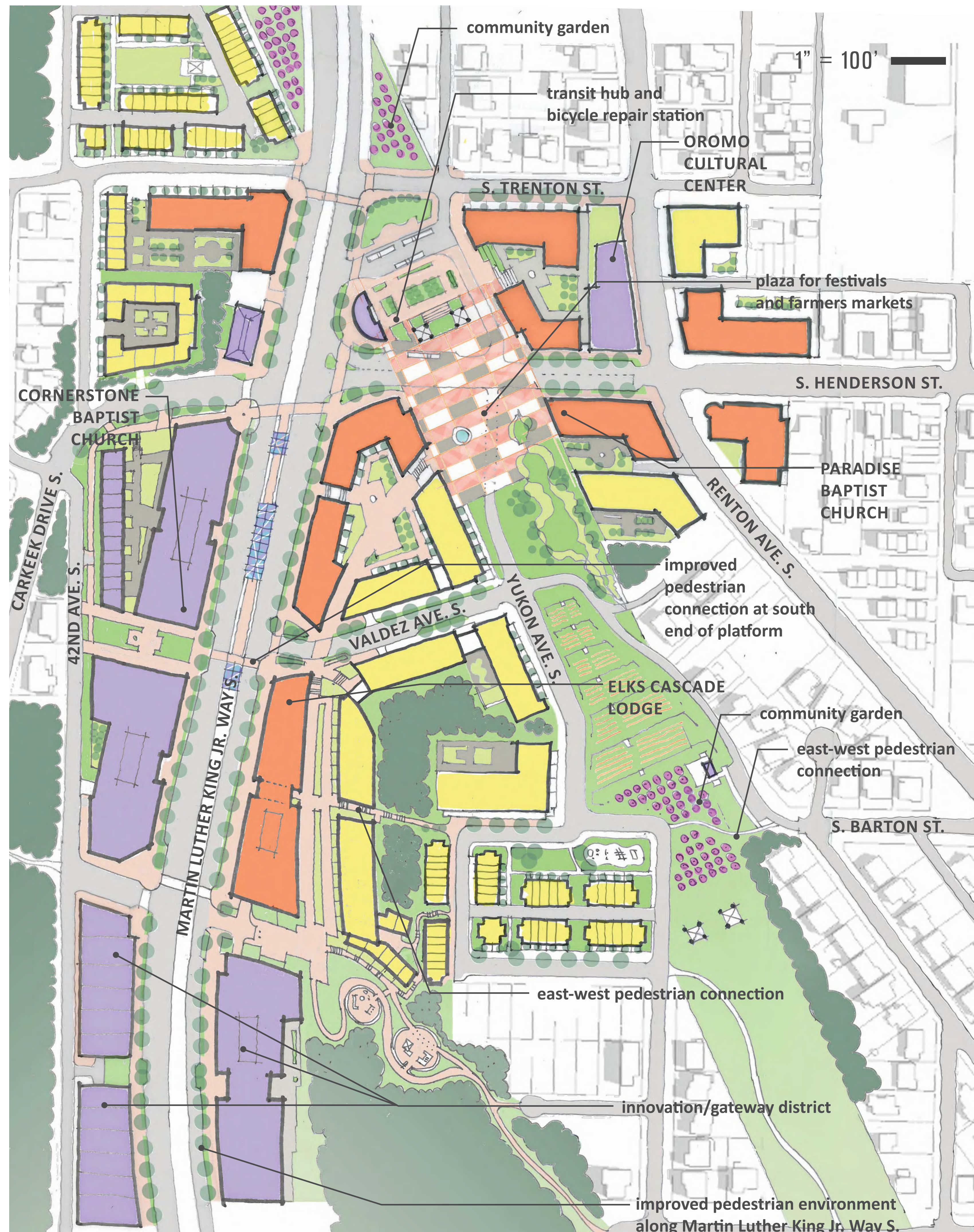
- ||||| Light Rail
- Light Rail Station
- 1/4 Mile From Station
- Existing Trail
- Existing Building
- Existing Tree
- City of Seattle Owned Properties

What kind of place could the station area be in the long term?



Bird's-eye overview facing southeast

What is the urban design vision for the station area you would like to see in the next 30 years?



PROJECTED USES: 30-YEAR TIMEFRAME



Commercial/Institutional Use

Light manufacturing/creative incubator space
Institutional anchors
Work/live, artist space



Residential Use

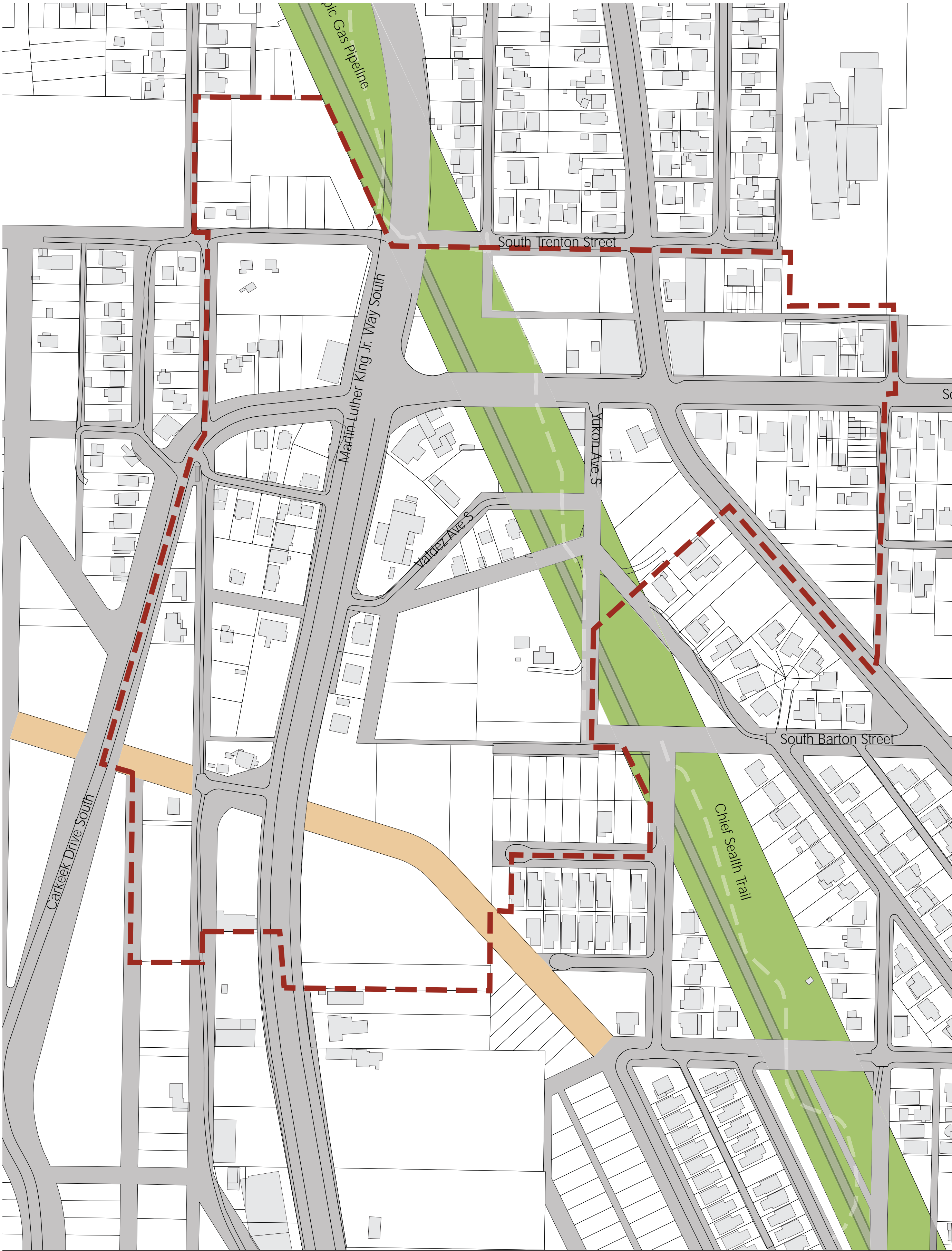
Affordable multifamily with large units
Cooperative housing



Mixed Use (a combination of the above)

How can infrastructure improvements enable the community vision?

Existing Rights-of-Way



- Station Area Overlay
- Existing Rights-of-Way
- Seattle City Light corridor
- Seattle Public Utilities corridor
- Proposed circulation revisions

Revised Circulation Concept

