

THE SIDE WALK
Expanding the sidewalk along Rainier Ave will give people room to walk comfortably along a vibrant cultural corridor. The idea is to give pedestrians more space than cars, so that we will see the space between the building and road as a place to be, not a place to avoid.

LIGHT RAIL-RAINIER STREET CAR TRANSFER
Connecting the entire Rainier Valley community to Seattle's new light rail stations-- to their places of work-- will allow people to access mass transit without driving.

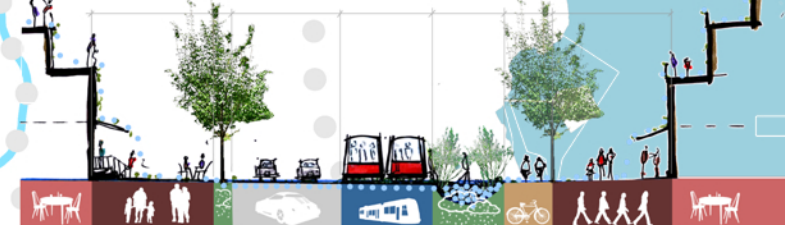
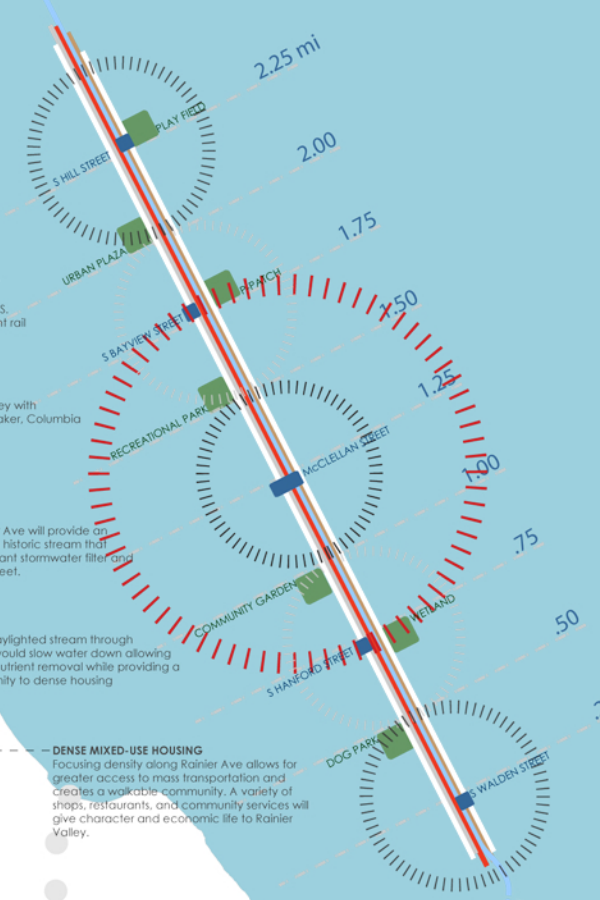
MT BAKER LIGHT RAIL STATION
Also acting as a central hub for community activity in Rainier Valley, this could be a destination anchor for the new Rainier Ave S. The ultimate Sound transit vision is to run light rail between Everett, Seattle, and Tacoma.

RAINIER STREET CAR
This street car connects Rainier Valley with Madison street car, as well as Mt. Baker, Columbia City, and Othello light rail stations.

DAYLIGHTED STREAM
Reconstruction of Rainier Ave will provide an opportunity to daylight a historic stream that could serve as an important stormwater filter and aesthetic value to the street.

WETLAND FILTER
Diverting the daylighted stream through development would slow water down allowing sediment and nutrient removal while providing a breathing amenity to dense housing

DENSE MIXED-USE HOUSING
Focusing density along Rainier Ave allows for greater access to mass transportation and creates a walkable community. A variety of shops, restaurants, and community services will give character and economic life to Rainier Valley.



UNCOVERING THE VALLEY

RAINIER VALLEY

03.10.2006 OPEN SPACE SEATTLE 2100 STUDENT LEADER: Peter Nelson

