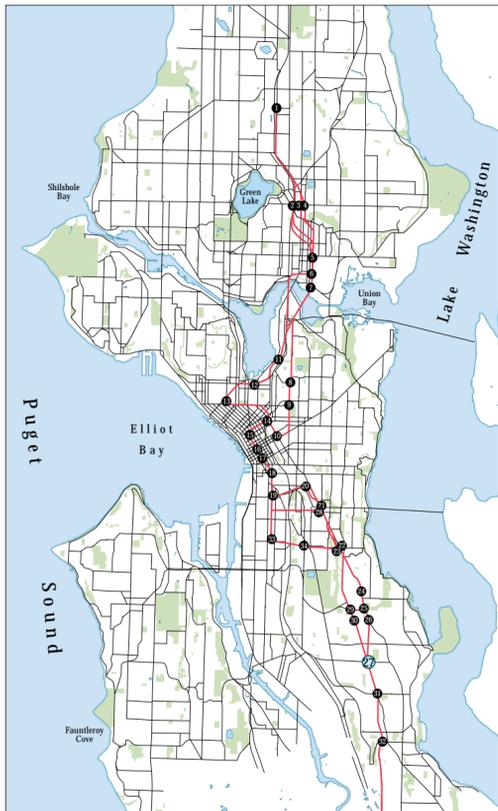


Graham



Seattle Light Rail Stations

Station and Alignment Options

All alignments call for a potential station near South Graham Street (at grade or below) and a station at grade near Othello Street. The potential site for the Graham Station would be located near South Graham Street at Martin Luther King Jr. Way.

Orthophoto (1993)



Planning Context:

The Graham station area is located in the northern portion of the MLK at Holly Street Residential Urban Village. Auto-oriented commercial development is concentrated on parcels along Martin Luther King, Jr. Way South at South Graham Street. West of MLK, the station area includes primarily single-family development and vacant parcels. The eastern portion of the station area includes a mix of single- and multi-family development and Sharples School.

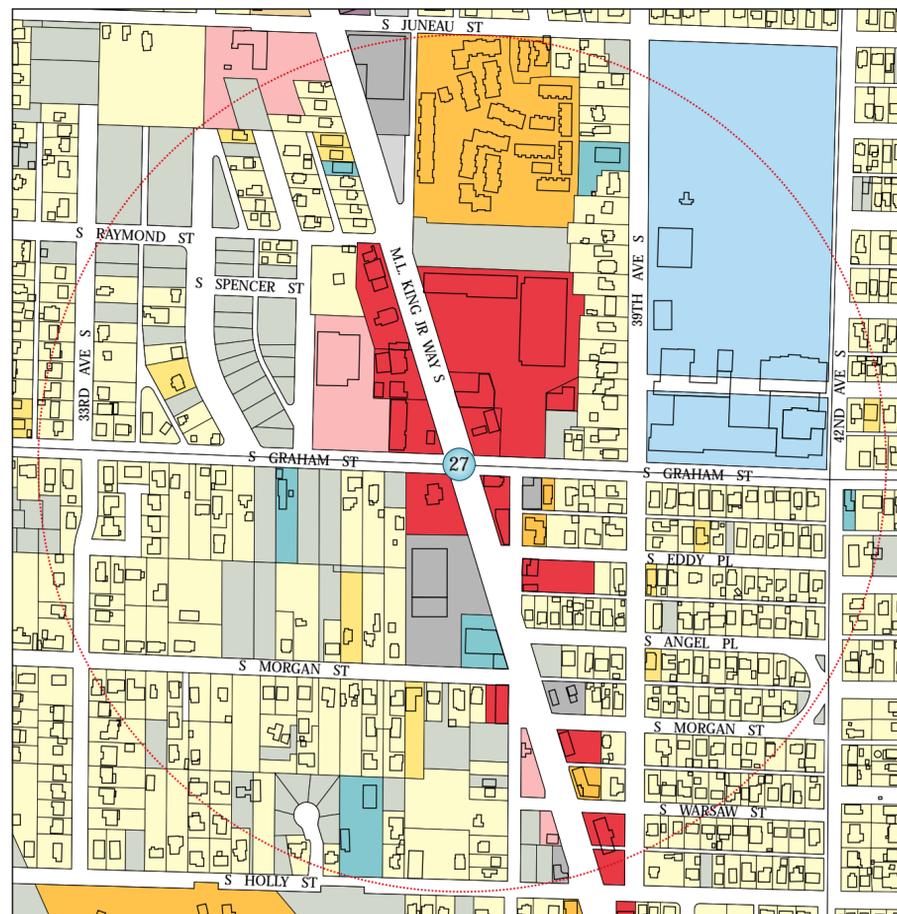
Station Area Profile

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

1997 CONDITIONS	
Demographics	
1997 Population	1,396
1997 Employment	627
1996 Median Household Income	\$21,935
STATION AREA LAND USE	
Residential	
Units	485
Density ¹	
Single-family	3.7
Multi-family	12.1
Apartment Rents per Sq. Ft.	0.71
Apartment Vacancy Rate	6.0%
Commercial	
Floor Area (Sq. Ft.)	
Retail/Service	103,353
Office	48,818
Total	623,663
Floor Area Ratio (FAR) ²	.13
Office Rents per Sq. Ft.	n.a.
Office Vacancy Rate	n.a.
TRENDS IN LAND PRICES ³	
(1985-97 Avg. increase/year)	
Commercial Lots	8.9%
Single-Family Lots	7.5%
Multi-family Lots	7.5%
Active Permit Applications	
Residential (Dwelling Units)	0
Commercial (Thousands of Sq. Ft.)	0
LRT WITH GROWTH PROSPECTS	
Projected 2010 LRT Daily Boardings:	2,200
Projected 20-Year Growth	
Increment with LRT	
New Housing Units	260
New Employment	530
Non-residential Space (Sq. Ft.) ⁴	158,000
Projected Floor Area Ratio (FAR)	.16
2020 Development with LRT and No Supportive Policies	
Total Housing Units	745
Total Employment	1,157
Non-residential space (Sq. Ft.)	781,700

- ¹ Housing units per net residential acre in residential zoning districts
- 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

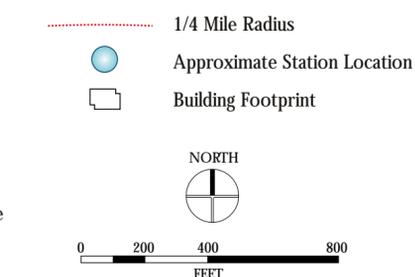
Existing Land Use



Land Use	Acres	Percent of Total
Single-Family	50.73	45.41
Schools	16.46	14.73
Vacant	15.65	14.01
Retail/Service	9.43	8.44
Multi-Family	6.98	6.25
Office	4.18	3.74
Industrial	3.57	3.20
Institutions	2.52	2.26
Duplex/Triplex	1.87	1.67
Parking	0.26	0.23
Uncertain/NA	0.07	0.06
Total	111.71	100.00

Note: Excludes public-right-of-way; these are parcel area subtotals only.

- 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



View looking south on Martin Luther King, Jr. Way at Graham Street.



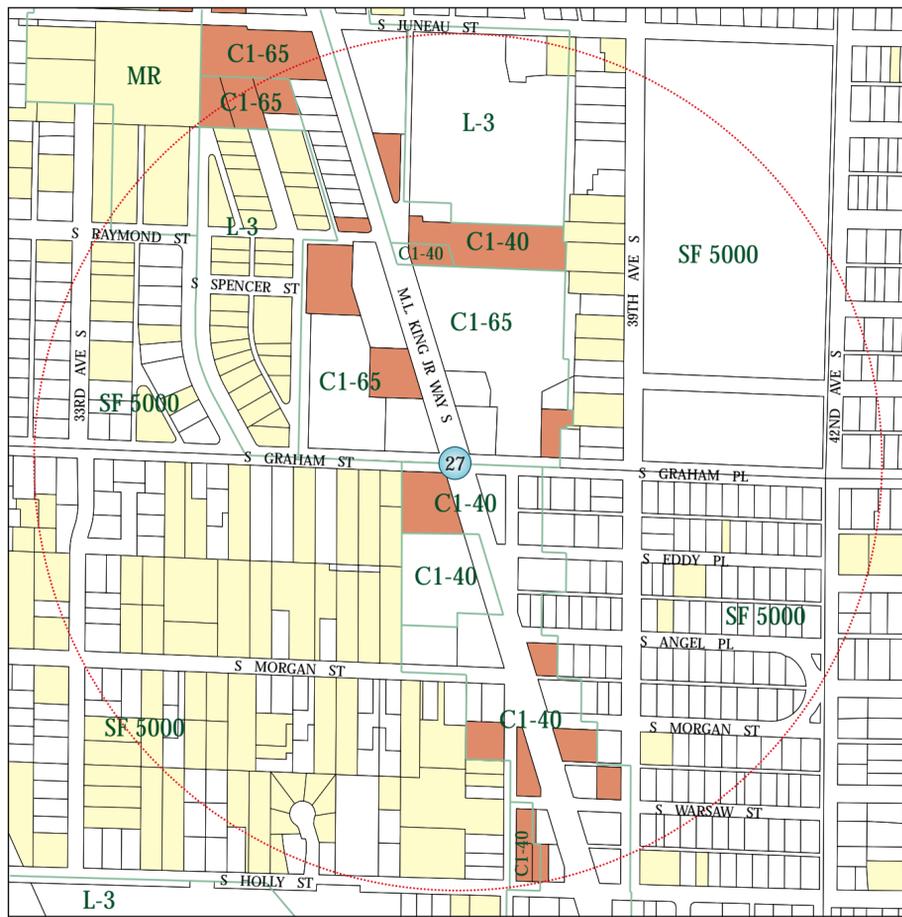
Typical view of auto-oriented commercial area at Martin Luther King, Jr. Way and Graham Street.



View looking west on Graham Street towards Beacon Hill.

Source: King County Assessor's records (1998)

Zoning and Opportunity Sites



Types of Opportunity Sites, Based on Current Zoning



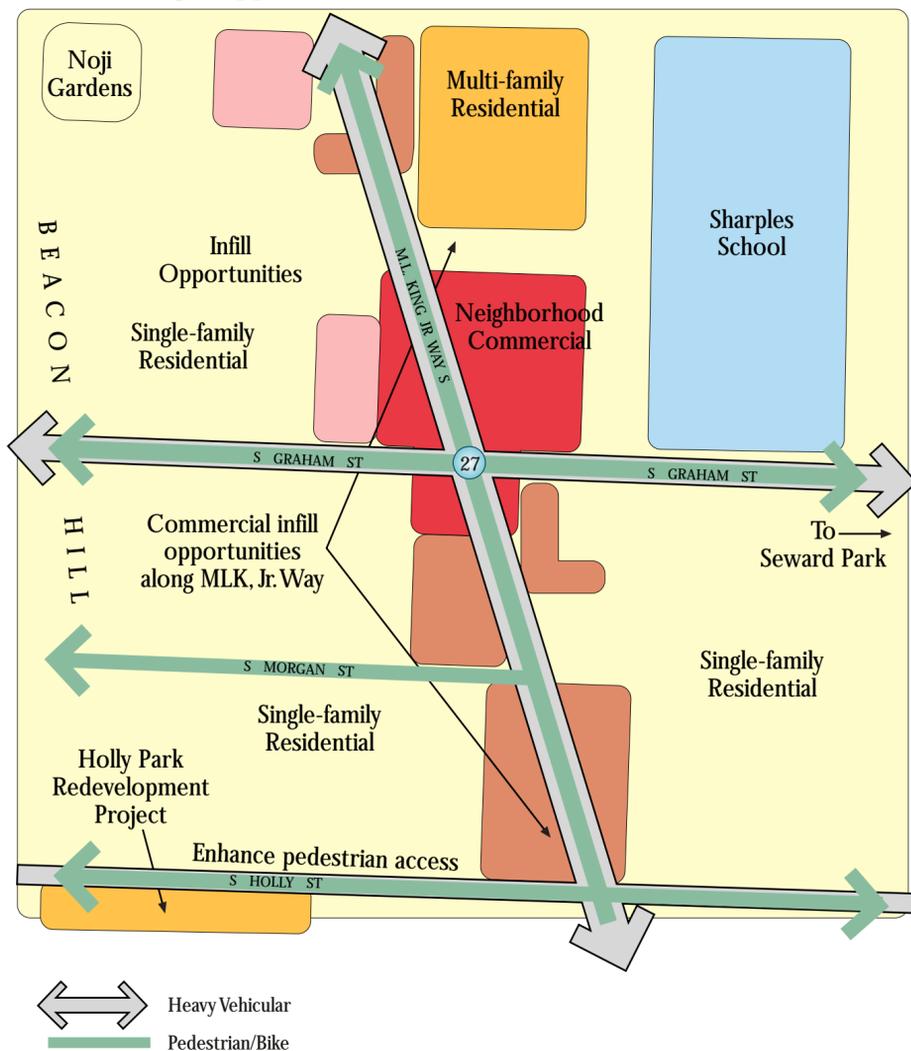
Some neighborhood concerns:

- Promoting economic development and improved public safety;
- Providing access to the station (including access for disabled, elderly, and young people); and
- Providing opportunities for increased home ownership, rehabilitation of existing multi-family housing, and mixed use development.

Opportunity Sites by Zoning Designation: Graham

Zoning	Number of Parcels	Total Acres	Percent of Total
L-3	32	4.68	11.25
SF 5000	81	24.63	59.28
C1-65	6	3.81	9.18
MR	2	4.32	10.40
C1-40	11	4.11	9.88
Total	132	41.55	100.00

Urban Design Opportunities and Constraints



Potential Development Strategies: Graham (27)

Relative Market Strength (5 highest, 1 lowest)*		
Housing: 2	Retail: 1	Office: 1

* Indicates the relative strength of market type of the station area compared to other potential Seattle station areas. Ranking is based on rents, employment levels, vacancy rates, land values, recent development activity, stakeholder interviews, field observations, and other information.

Strategy	Potential Action	Comments
Land Use Tools	○	Provide incentives for infill residential, including upzoning, where appropriate and mixed-use development on opportunity parcels on MLK. Establish limitations on auto-oriented uses.
Pedestrian Network	●	Establish POZ and improve linkages to adjacent neighborhoods.
Parking Management	○	Establish RPZs, if needed, in adjacent neighborhoods.
Economics/Financial Assistance	●	Help CDCs to finance affordable housing and support economic development projects.
Regulatory Process	✓/?	SESRA in place. Provide expedited review/SEPA clearance for TOD projects.
Local Transit Service	○	Provide feeder bus service and neighborhood circulators.
Development Partnerships	?	Support potential affordable housing projects.
Pilot Projects	?	

- ✓ = Supportive Policy/Program in Place
- = High Priority Action
- = Recommended Action
- ? = Further Study Required
- TOD = Transit-Oriented Development
- POZ = Pedestrian Overlay Zone
- RPZ = Residential Parking Zone