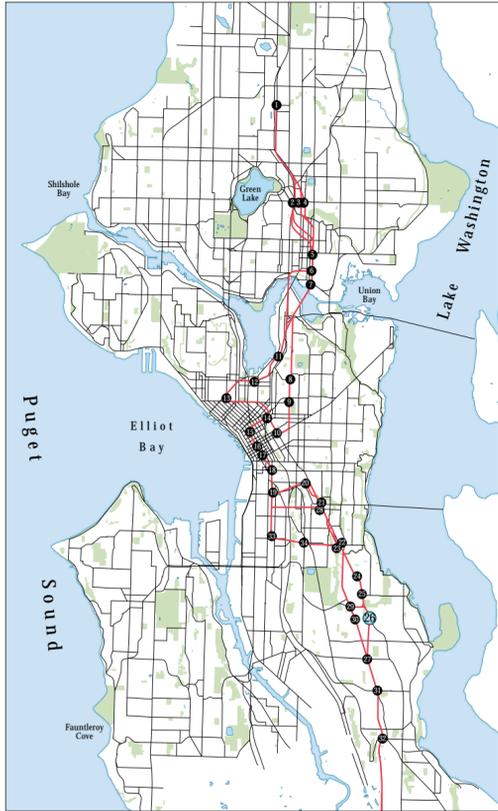


Columbia City



Seattle Light Rail Stations

Station and Alignment Options

There are five possible Columbia City station locations under review. Depending on the alignment option selected, one or two of these stations will be built, with one located near South Edmunds and 37th Avenue South and Rainier Avenue South (the "Columbia City" station). The proposed site for this station is located within the Columbia City Historic District. Particular care must be taken in siting and designing the station to reflect the historic character of the neighborhood.



View of the characteristic architecture in the Columbia City Landmark District at the intersection of Rainier Avenue and South Edmunds Street.

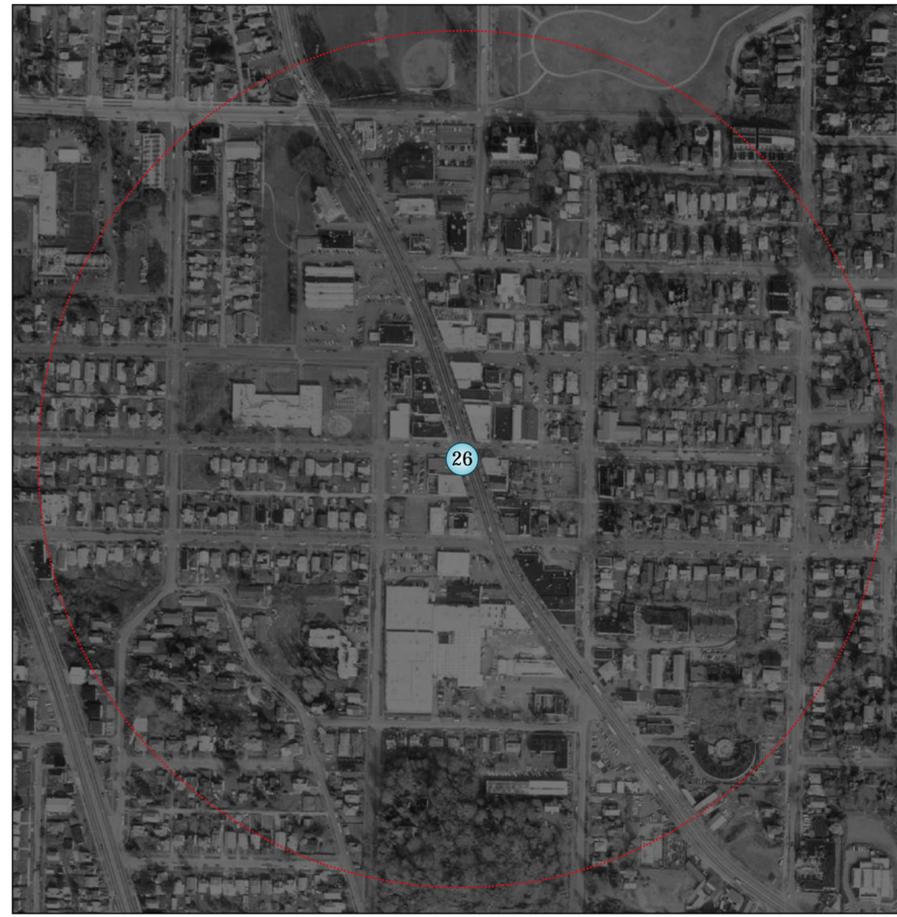


The streetscape within the Columbia City Landmark District is very pedestrian-friendly. This view is looking north on Rainier Avenue at Ferdinand Street.



View of station vicinity and opportunity site, from 37th Avenue at Edmunds, looking north toward historic library.

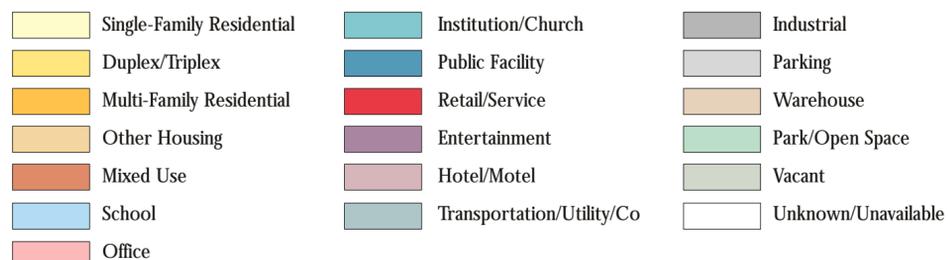
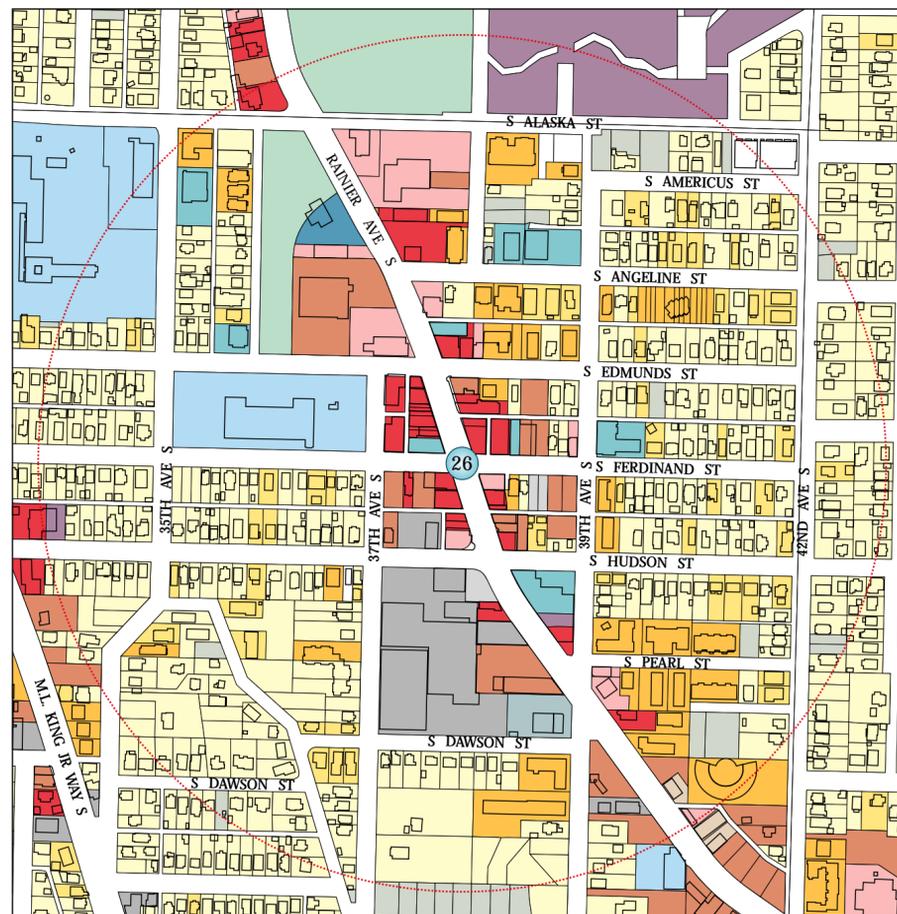
Orthophoto (1993)



Planning Context:

The potential Columbia City station area is located within the Columbia City Residential Urban Village. A neighborhood of commercial buildings, churches, apartment buildings, and single-family homes, Columbia City is listed in the National Register of Historic Places and is designated a City of Seattle Landmark District. The station area includes several schools, parks, and an historic library, as well as neighborhood retail uses.

Existing Land Use



Source: King County Assessor's records (1998)

Station Area Profile

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

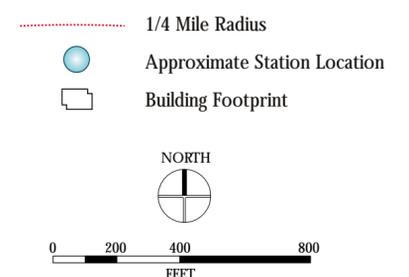
1997 CONDITIONS	
Demographics	
1997 Population	1,852
1997 Employment	612
1996 Median Household Income	\$27,995
STATION AREA LAND USE	
Residential	
Units	734
Density ¹	
Single-family	9.1
Multi-family	10.5
Apartment Rents per Sq. Ft.	0.71
Apartment Vacancy Rate	6.0%
Commercial	
Floor Area (Sq. Ft.)	
Retail/Service	134,767
Office	75,932
Total	1,015,690
Floor Area Ratio (FAR) ²	.24
Office Rents per Sq. Ft.	n.a.
Office Vacancy Rate	n.a.
TRENDS IN LAND PRICES³ (1985-95 Avg. increase/year)	
Commercial Lots	8.2%
Single-Family Lots	7.2%
Multi-family Lots	4.5%
Active Permit Applications	
Housing Units	0
Commercial Space (Thousands of Sq. Ft.)	0
LRT WITH GROWTH PROSPECTS	
Projected 2010 LRT Daily Boardings:	3,000
Projected 20-Year Growth	
Increment with LRT	
New Housing Units	210
New Employment	350
Non-residential Space (Sq. Ft.) ⁴	105,000
Projected Floor Area Ratio (FAR)	.27
2020 Development with LRT and No Supportive Policies	
Total Housing Units	944
Total Employment	962
Non-residential space (Sq. Ft.)	1,120,700

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

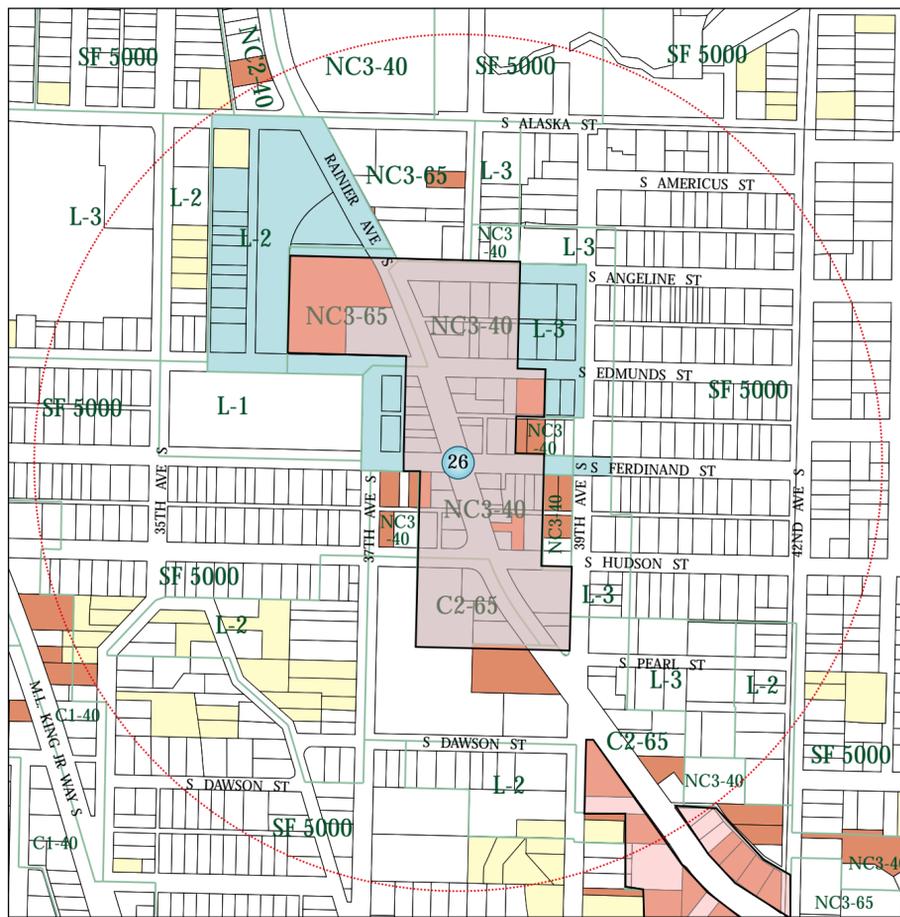
Summary of Current Land Use Columbia City Station Area

Land Use	Acres	Percent of Total
Single-Family	54.62	56.34
Vacant	16.48	17.00
Schools	12.60	13.00
Duplex/Triplex	3.01	3.11
Open Space	2.14	2.20
Multi-Family	2.09	2.15
Unknown/NA	1.63	1.68
Retail/Service	1.34	1.38
Institutions	1.20	1.23
Entertainment	0.72	0.74
Public Facilities	0.47	0.49
Industrial	0.24	0.25
Office	0.22	0.23
Mixed Use	0.10	0.10
Parking	0.09	0.09
Total	96.90	100.00

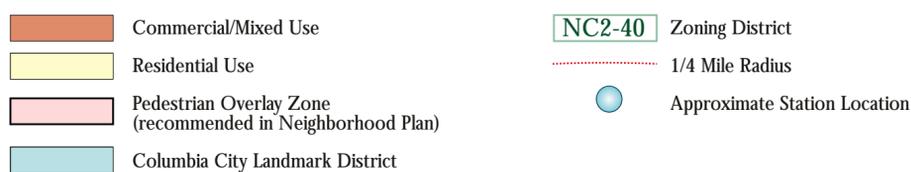
Note: Excludes public-right-of-way; these are parcel area subtotals only.



Zoning and Opportunity Sites



Types of Opportunity Sites, Based on Current Zoning



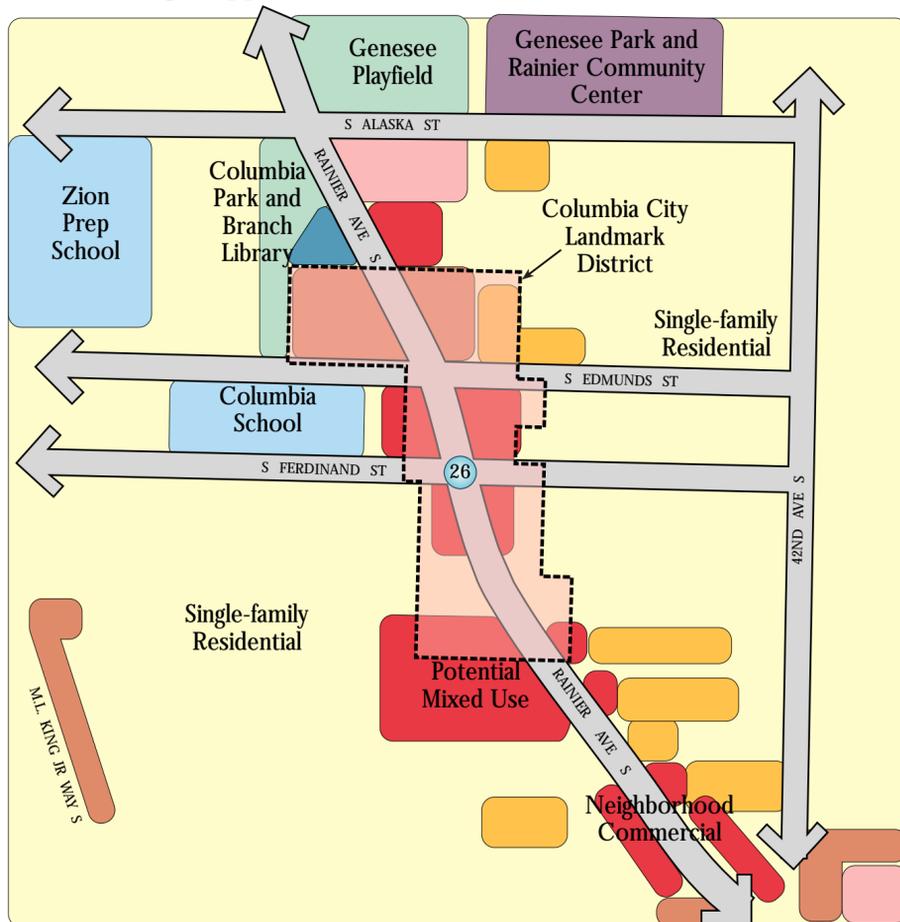
Some neighborhood concerns:

- Establishing strong and safe pedestrian, bike, and transit connections to the station;
- Preserving the unique historic character of Columbia City, while taking advantage of revitalization opportunities;
- Increasing jobs and housing;
- Improving neighborhood image; and
- Addressing noise, view and circulation impacts if the alignment and station are located at grade.

Opportunity Sites by Zoning Designation: Columbia City

Zoning	Number of Parcels	Total Acres	Percent of Total
NC2-40	2	0.31	2.67
L-3	13	1.38	11.88
SF 5000	13	1.62	13.95
L-1	3	0.24	2.05
NC3-65	2	1.63	14.02
L-2	23	4.35	37.45
NC3-40	10	1.39	11.92
C1-40	3	0.70	6.05
Total	69	11.62	100.00

Urban Design Opportunities and Constraints



Potential Development Strategies: Columbia City (26)

Relative Market Strength (5 highest, 1 lowest)*		
Housing: 2	Retail: 2	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	●	Establish POZ on Rainier Avenue; provide incentives for mixed-use development, including housing, on opportunity parcels, subject to standards that will ensure compatibility with historic character. Amend NC zoning with T overlay to provide flexibility in ground floor uses on sites off Rainier Avenue (e.g. live-work units). Any regulatory measures must reflect the historic character of the neighborhood.
Pedestrian Network	●	Improve linkages to adjacent neighborhoods, especially Edmunds to MLK.
Parking Management	○	Consider establishing parking "hubs" and reducing the number of spaces required to protect the historic character of the district; provide public parking for short-term needs.
Economics/Financial Assistance	✓	Support SEED to help finance affordable housing and economic development projects.
Regulatory Process	✓/?	SESRA in place; Any regulatory measures must reflect the historic character of the neighborhood.
Local Transit Service	○	Provide feeder bus service, especially to Beacon Hill.
Development Partnerships	●	Explore specific joint development opportunities with qualified developers who will respect integrity of historic district.
Pilot Projects	?	Further planning needed.

- ✓ = 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