

# E-3/Royal Brougham

The E3/Royal Brougham station area is the site of major transportation facilities. It also functions as a rear entrance to the Kingdome and as an entryway to the Duwamish industrial area to the southwest. This station area does not currently support extensive pedestrian activity, but is primarily oriented to the automobile and truck circulation requirements of the industrial businesses in the area.

Changes in local zoning regulations can help ensure that new development does not preclude pedestrian activity or transit-oriented development. New transit-oriented development in the station area would require extensive alteration of the existing land uses and development patterns in the surrounding area. Mixed uses may be allowed, and parking management and improved pedestrian facilities can help improve pedestrian access and safety.

## **SOUND TRANSIT ALIGNMENT AND STATION OPTIONS**

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The E3/Royal Brougham station is sited south of Downtown Seattle at the intersection of Royal Brougham and the Metro E3 way between 4<sup>th</sup> Avenue South and 6<sup>th</sup> Avenue South. It is included in the two alternatives that include a tunnel under Beacon Hill.



*Looking east along Royal Brougham under Interstate highway ramps.*

## **EXISTING STATION AREA CONDITIONS**

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### **LAND USE AND HOUSING**

The E3/Royal Brougham station area is dominated by highway ramps, the E3 busway, the Kingdome, and industrial and commercial businesses. There is currently no housing in the E3/Royal Brougham station area.

### **TRANSPORTATION**

The E3/Royal Brougham station area is strongly oriented to the automobile, and the area's major land uses – the Kingdome and the Duwamish industrial uses – typically attract automobile and truck trips, rather than pedestrian or bicycle trips. The station area includes major transportation facilities, including the dedicated busway and highway on-ramps. Access to and from the station area includes:

<b>E3/Royal Brougham Station Area – Existing Conditions, 1997<sup>1</sup></b>	
Population	0
Employment	4,036
Median Household Income (1996)	N/A
<i>Residential Land Use</i>	
Total Dwelling Units	0
Density <sup>2</sup>	
Single-family Zones	N/A
Multi-family Zones	N/A
<i>Commercial Land Use</i>	
Total Floor Area (sq. ft.)	1,565,143
Retail/Service	1,485
Office	144,068
Floor Area Ratio (FAR) <sup>3</sup>	0.27
<sup>1</sup> Within a ¼-mile radius of station location.	
<sup>2</sup> Dwelling units per net acre in specified residential zones. Residential units in non-residential and downtown zones are excluded.	
<sup>3</sup> Ratio of non-residential space per net acre of commercial and industrial land use.	

- *Highway Access.* Access to I-5 and I-90 is provided by on-ramps and off-ramps on South Royal Brougham Way, 4<sup>th</sup> Avenue South, and Airport Way South. These ramps provide direct access to the Kingdome and Downtown Seattle.

- *Auto Access to Adjacent Neighborhoods.* Along 4<sup>th</sup> Avenue South and Airport Way South, automobiles can access neighborhoods to the north and south, including the International District and the Duwamish industrial district.
- *Transit Access to Downtown.* The E3 busway and Metro bus station provide transit access to the Downtown from neighborhoods in South Seattle. There is some pedestrian activity in the vicinity of the Metro bus station, although the surrounding land uses and development character preclude comfortable pedestrian activity.

### **Community Issues**

The E3/Royal Brougham station area is located in the Duwamish industrial district. The *North Duwamish Industrial Area Plan- Phase I* cites transportation improvements as the priority issue for the neighborhood. The community is primarily interested in maintaining and enhancing automotive access and circulation, seen as key to retaining the existing industrial uses in the area. Specific issues cited in the *Plan* include: access to I-5, freight mobility, alleviating congestion, promoting traffic flow, providing multiple grade-separations, improving east-west links, controlling event-related parking, and providing assistance to ACCESS (a group working to analyze and coordinate major transportation projects in the Duwamish industrial district).

### **1995 Metro Six-Year Plan**

The E3/Royal Brougham station area is already an important transit center, and the transit services in the area are slated for improvement over the next several years. King County's *1995 Six-Year Transit Development Plan* targets the SODO area for improvements in transit services and facilities. The SODO area is designated an employment target area, and as a result, will experience improvements in transit service. Thirty-four (34) employment target areas throughout the Seattle region are identified and slated for improved peak-hour service, both for fixed routes and flexible routes (Strategy S-4).

## **PEDESTRIAN AND BICYCLE NETWORK**

Existing pedestrian connections are sufficient, although the current streetscape can make walking an unpleasant experience. Along the Metro E3 busway, some attention has been given to streetscape improvements, including some notable public art murals. The station would serve users of the new ballpark and stadium.

## **URBAN DESIGN FEATURES**

The E3/Royal Brougham station area is characterized by transportation infrastructure, commercial and industrial uses, and major regional sports facilities. Royal Brougham is a major east-west street, while 4th Avenue South is a major north-south traffic corridor. Interstate 90 terminates at 4th Avenue South just north of Royal Brougham, and the station area is bordered by I-5 to the east. The area is served by the Metro E3 busway.

The area is developed primarily with commercial and light manufacturing/industrial uses, with two major sports facilities providing regional entertainment destinations. The new Pacific Northwest Ballpark (due to open in the summer of 1999) is located south of Royal Brougham. The Kingdome (scheduled for demolition in 2000 and to be replaced by a new football stadium to open in summer 2002) is located north of Royal Brougham.

### ***Visual Landmarks***

Currently the Kingdome is a major visual landmark in the station area. In the future, the new baseball and football stadiums will be significant visual landmarks.

### ***Views***

There are views of the Olympic Mountains from the station area.



*Looking west along Royal Brougham toward intersection E-3 busway.*

## **RECENT MARKET TRENDS AND DEVELOPMENT ACTIVITY**

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### **MARKET CONDITIONS**

Market conditions in the E3/Royal Brougham station area are not strong for transit-supportive uses and development, specifically housing, office, or retail. Information on rents, vacancy rates, and land prices are not available for this area because these land uses are either non-existent or minimal.

<b>E3/Royal Brougham Station Area – Market Conditions<sup>1</sup></b>	
Rents and Vacancy Rates	
Apartment Rents (sq. ft.)	N/A
Apartment Vacancy Rate	N/A
Office Rents (sq. ft.)	N/A
Office Vacancy Rate	N/A
Trends in Land Prices <sup>2</sup>	
Commercial Lots	N/A
Single Family Lots	N/A
Multi-family Lots	N/A
Active Permit Applications	
Housing Units	0
Commercial Space (sq. ft.)	N/A
Projected 2010 LRT Boardings	400
<sup>1</sup> Within a ¼-mile radius of station location.	
<sup>2</sup> 1985-95 average annual increase, based on sales prices recorded by King County Assessor and reported by zone category.	

## RECENT DEVELOPMENT PROJECTS

Several major development projects are under construction in the station area, and a few opportunities for additional development on uncommitted sites are readily available. The character of the station area will change substantially once this phase of construction is completed. Recent development projects in the E3/Royal Brougham station area include:

- Metro Bus Base Expansion
- Baseball Stadium
- North Duwamish Intermodal Access Project
- South Downtown Waterfront Master Plan
- Terminal 5 Redevelopment
- SODO Urban Art Corridor
- Seattle Seahawk football stadium and Exhibition Hall

## RELATIVE STRENGTH OF DEVELOPMENT MARKETS IN THE E3/ROYAL BROUGHAM STATION AREA

Overall, development markets in the E3/Royal Brougham station area are weak. Some retail and office development may be possible, either in support of local industrial, sports, or transportation uses in the area. Residential development is not allowed in this industrially-zoned area.

<b>E3/Royal Brougham Station Area – Relative Market Strength<sup>1</sup></b>	
	Ranking (5 high, 1 low)
Housing	1
Retail	2
Office	2
<i><sup>1</sup> Indicates relative strength of market type of station area, compared to other potential station areas. Ranking is based on rents, employment levels, vacancy rates, land values, recent development activity, stakeholder interviews, field observations, and other information.</i>	

## **EXISTING PLANS AND ZONING**

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### **PLANNING CONTEXT**

The E3/Royal Brougham station area is located predominantly within the Greater Duwamish Manufacturing & Industrial Center and also includes small portions of the Pioneer Square and International District Urban Center Villages. The station area includes manufacturing, light industrial, transportation, warehousing, and retail uses. It also includes the Kingdome stadium, the sites of the new football and baseball stadiums, King County Metro bus bases, and right-of-way for Interstates 5 and 90.

### **ZONING**

The E3/Royal Brougham station area is zoned for commercial and industrial use, including C2 and IG2. The station area can accommodate more than 500,000 square feet of additional commercial development. Residential development is not allowed in the station area.

<b>E3/Royal Brougham Station Area – Potential Development Under Current Zoning Regulations<sup>1</sup></b>		
	<i>Commercial (sq. ft.)</i>	<i>Residential (units)</i>
Existing Development	1,565,143	0
Additional Potential Development under Current Zoning Regulations <sup>2</sup>	560,237	0
<b>TOTAL</b>	<b>2,215,380</b>	<b>0</b>
<i><sup>1</sup> Within a ¼-mile radius of station location.</i>		
<i><sup>2</sup> Potential development capacity is based on City of Seattle GIS database and Scenario 2 in the “Zoned Development Capacity” background paper.</i>		

## NEIGHBORHOOD PLAN ISSUES

The community is mainly interested in resolving traffic problems and preserving/enhancing the industrial character of the station area. The *North Duwamish Industrial Area Plan, Phase I Summary Report* cites transportation as the top priority for the neighborhood in Phase II. In addition, the neighborhood is interested in maintaining the economic health of the community and lists the following economic concerns:

- *Available Industrial Land.* Ensuring that industrial land is available to promote diverse and high wage employment.
- *Promote Industrial and Technology Industries.* Promoting job growth in manufacturing, advanced technologies, related warehouse, and distribution.

## STAKEHOLDER PERSPECTIVES

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Stakeholders in the Duwamish Manufacturing/Industrial Center have expressed concern that the introduction of light rail transit into the area could create pressure to convert industrial uses to residential and commercial uses. Also, there is interest in the connecting the E3 station to a Lander Street station to connect residential and industrial areas. Because the neighborhood has not yet adopted a draft plan, there is an opportunity for the neighborhood planning work to address station area planning issues. Key issues of concern include:

- *Retention of Industrial Uses.* “The neighborhood must retain its industrial character, but we probably need more drug stores, dry-cleaners, and other services to support workers down there. Land use and development needs further review.” “Rezoning of the stadium site for mixed use is being discussed. If this were adopted, we would need to find additional industrial space elsewhere.”
- *Transit and Bicycle Connections.* “Need better east-west access, perhaps a circulation bus.” “Revisit and restudy the issue of bike lanes. Perhaps eliminate one of the two on Marginal Way (because truckers do not like it) and replace the bike lane on Airport Way with one planned for the E3 busway.”

<b>E3/Royal Brougham Station Area – Opportunity Sites by Zoning Designation<sup>1</sup></b>		
	<i>Parcels</i>	<i>Acreage<sup>2</sup></i>
C2-85	3	1.74
IG2 U/85	1	0.27
TOTAL	4	2.01
<sup>1</sup> Within a ¼-mile radius of the station location.		
<sup>2</sup> Based on City of Seattle GIS database.		

## **STATION AREA DEVELOPMENT OPPORTUNITIES**

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The E3/Royal Brougham station area has very few parcels available for development, and these are zoned for industrial and commercial uses. The lack of available sites and the industrial and commercial zoning would make transit-oriented development difficult under existing regulations.

## **STATION AREA FORECASTS**

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Three different forecasts were developed for the new population, employment, dwelling units, and commercial floor area that will be added to the station area by 2020:

1. “Without light rail transit;”
2. “With light rail transit, but without supportive land use policies;” and
3. “With both light rail transit *and* supportive land use policies.”

## **POPULATION AND HOUSING**

The industrial zoning prohibits new housing development, and there is no existing housing in the station area.

## **EMPLOYMENT AND COMMERCIAL FLOOR AREA**

Since the *Comprehensive Plan* and PSRC forecasts are very similar regarding new commercial floor area in this station area, the average of 250,000 square feet was selected. However, these forecasts were made before the decisions to build new baseball and football stadiums. These changes may encourage the development of some sports-oriented restaurants and retailers in these station areas, but currently such development is constrained by the existing zoning.

## **LAND USE IMPACTS OF LIGHT RAIL**

The land use impacts of “rail without supportive policies” in the E3/Royal Brougham station area will be negligible. Development will be driven by the new sports stadiums and the existing commercial and industrial uses.

## **LAND USE IMPACTS OF LIGHT RAIL WITH SUPPORTIVE POLICIES**

The potential development strategies for the E3/Royal Brougham station area should focus on preserving industrial uses, while exploring the possibility of a tightly-drawn commercial area at the light rail station to serve riders. With a policy to preserve existing uses, the potential development strategies would have little effect on development in this station area.

<b>E3/Royal Brougham Station Area – Market Forecasts, 1997-2020<sup>1</sup></b>				
	<u>1997</u>	<u>1997-2020 Growth</u>		
		<i>Without LRT</i>	<i>With LRT Only</i>	<i>LRT and Supportive Policies</i>
Population	0	0	0	0
Dwelling Units	0	0	0	0
Employment	4036	830	830	830
Commercial Floor Area <sup>2</sup>	1565	250	250	250

<sup>1</sup> Within a ¼-mile radius of the station location.

<sup>2</sup> Square footage (in thousands); includes commercial, industrial and institutional space, but excludes Sound Transit facilities and public facilities.

## **POTENTIAL DEVELOPMENT STRATEGIES**

Potential development strategies for the E3/Royal Brougham station area are limited because the existing zoning and site characteristics preclude new transit-oriented development. The station area is dominated by major transportation facilities, industrial uses, and the south entrance to the Kingdome stadium. Implementation of potential strategies would not significantly change the character of the area as one of industrial and transportation/stadium supporting uses. However, some measures can be taken to make the station somewhat more supportive of transit use, including improving pedestrian linkages between the light rail station and the busway/stadiums.

The table on the next page shows high priority and recommended actions. It is unclear whether economic assistance or pilot projects will be necessary or desirable in the E3/Royal Brougham station area. A pilot project for intermodal transportation connections may help link the light rail and the busway and coordinate the efforts of ACCESS, a Duwamish organizations studying transportation issues in the industrial area.

## **Potential Development Strategies E3/Royal Brougham: (19)**

<b>Strategy</b>	<b>Potential Action</b>	<b>Comments</b>
Land Use Tools	○	<i>Provide for continued industrial use and possibly live/work.</i>
Pedestrian Network	✓	<i>Improve linkages to adjacent stadia with improvements/pedestrian facilities/street lighting along Royal Brougham.</i>
Parking Management	✓	<i>Confirm that recent planning will increase parking for local uses, address sports event needs and local industrial needs.</i>
Economics/Financial Assistance	?	<i>Support recommendations of ACCESS, a Duwamish group studying transportation issues.</i>
Regulatory Process	?	<i>Provide expedited review/SEPA clearance for TOD projects.</i>
Local Transit Service	?	<i>Support and explore commute trip reduction options/opportunities with employers.</i>
Development Partnerships	✓	<i>Seattle Jobs Initiative in place.</i>
Pilot Projects	?	

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| <ul style="list-style-type: none"> <li>✓ = Supportive Policy/Program in Place</li> <li>● = High Priority Action</li> <li>○ = Recommended Action</li> <li>? = Further Study Required</li> </ul> | <ul style="list-style-type: none"> <li>TOD = Transit-Oriented Development</li> <li>POZ = Pedestrian Overlay Zone</li> <li>RPZ = Residential Parking Zone</li> </ul> |
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# Lander

The Lander station area is primarily a transportation center and industrial area located in the SODO area, a predominantly industrial and warehouse district that is experiencing some office development. This area does not currently support extensive pedestrian activity and is primarily oriented to the automobile.

Changes in zoning regulations can help ensure that new development is supportive of pedestrian activity and transit use. Land use mixtures may be allowed, and parking management and improved pedestrian facilities can help improve pedestrian access and safety. Transit-supportive development in the Lander station area would require extensive alteration of the existing land uses and development patterns in the surrounding area.

## **SOUND TRANSIT ALIGNMENT AND STATION OPTIONS**

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The Lander station is sited south of Downtown Seattle north of Lander Street. It is included in the South Lander Street Tunnel (under Beacon Hill) alignment.

## **EXISTING STATION AREA CONDITIONS**

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### **LAND USE AND HOUSING**

Industrial and warehouse uses comprise the most acreage in the Lander Street station area. In addition, transportation uses occupy a large number of acres, reflecting the presence of the



*The station location would be along the Metro E-3 busway – currently a north/south transit-only corridor running from downtown Seattle to the Georgetown neighborhood that may include a bike/pedestrian route.*

bus station. Parking and vacant lots are also in large number, reflecting the auto-orientation of the area and the low-density, underdeveloped character of the neighborhood. Housing is not an allowed use in the Lander station area.

## TRANSPORTATION

The Lander station area is strongly oriented to the automobile, and the area’s land uses – including industrial development and strip development – typically attract auto trips rather than pedestrians or bicycles. As a result, the area has heavy traffic and is not comfortable for pedestrians. The station area also includes major transportation facilities, including the dedicated busway and a heavy rail corridor. The Lander station area is accessible in the following ways:

- *Auto Access to Adjacent Neighborhoods.* Fourth Avenue South is the neighborhood’s major traffic corridor, linking to Downtown and the Kingdome. On-street parking is used during sports events, creating a parking shortage for locals.

<b>Lander Station Area – Existing Conditions, 1997<sup>1</sup></b>	
Population	0
Employment	3,660
Median Household Income (1996)	N/A
<i>Residential Land Use</i>	
Total Dwelling Units	0
Density <sup>2</sup>	
Single-family Zones	N/A
Multi-family Zones	N/A
<i>Commercial Land Use</i>	
Total Floor Area (sq. ft.)	3,269,066
Retail/Service	114,240
Office	2,544
Floor Area Ratio (FAR) <sup>3</sup>	0.58
<sup>1</sup> Within a ¼-mile radius of station location.	
<sup>2</sup> Dwelling units per net acre in specified residential zones. Residential units in non-residential and downtown zones are excluded.	
<sup>3</sup> Ratio of non-residential space per net acre of commercial and industrial land use.	

- *Transit Access to Downtown.* The E3 busway and station provide transit access to the Duwamish Industrial Area and Downtown from neighborhoods in South Seattle. There is some pedestrian activity in the vicinity of the station, although the surrounding land uses and urban design preclude extensive pedestrian activity.

### ***Community Issues***

The Lander Station area lies within the Duwamish Manufacturing-Industrial Center. The *North Duwamish Industrial Area Plan, Phase I* cites transportation improvements as the top priority for the neighborhood. The community is primarily interested in maintaining and enhancing automotive access and circulation, which are seen as key to retaining the industrial uses in the area. Specific issues include: I-5 access, freight mobility, promoting traffic flow, multiple grade-separations, improving east-west linkages, controlling event-related parking, and providing assistance to ACCESS, a group working to analyze and coordinate major transportation projects in the Duwamish.

### ***1995 Metro Six-Year Plan***

Because the Lander station is currently served by the busway, it already serves as an important transit link to the downtown area. Transit services in the area are slated for improvement over the next several years. King County's *1995 Six-Year Transit Development Plan* targets the SODO area for improvements in transit services and facilities.

SODO is designated an employment target area, and as a result, will experience improvements in transit service. Thirty-four (34) employment target areas throughout the Seattle region are identified and slated for improved peak-hour service, both for fixed routes and flexible routes (Strategy S-4).

## **PEDESTRIAN AND BICYCLE NETWORK**

Pedestrian and bicycle circulation throughout the neighborhood is difficult. The area is predominantly oriented to the automobile, except in the area of the Metro bus station on Connecticut Street, where murals and pedestrian facilities create an oasis in an otherwise inhospitable area.

New development in the station area offers the potential for new pedestrian activity and circulation. In particular, the former Sears Building has been renovated as the Starbucks Center, the company's headquarters and offices. As a major employer, Starbucks will attract many commuters to the Lander station area. Because the building has a distinctive architectural quality and serves as a visual icon for the neighborhood, and because it is located within walking distance of the existing Metro Bus station and the potential light rail station, it can potentially generate new pedestrian activity.

## **URBAN DESIGN FEATURES**

The Lander station area is characterized by transportation infrastructure, as well as commercial and industrial uses. Lander is a major east-west street, while 4th Avenue South is a major north-south traffic corridor that connects to Downtown. The Lander station area is comprised of primarily commercial and light manufacturing/industrial uses of low intensity development and accessory parking lots.

## **RECENT MARKET TRENDS AND DEVELOPMENT ACTIVITY**

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### **MARKET CONDITIONS**

Market conditions in the Lander station area are not strong for transit-supportive uses and development, specifically housing, office, or retail. While there is some retail in the area of 4<sup>th</sup> and Lander, housing is not permitted. Information on rents, vacancy rates, and land prices are not available for this station area because these uses are either non-existent or minimal.

### **RECENT DEVELOPMENT PROJECTS**

The Starbucks Center functions as the company’s corporate headquarters. The Starbucks Corporation is a major employer, and the building serves as a visual icon for the area. Several major projects in surrounding areas will affect the character of the station area. These include:

- Mariners baseball stadium
- Seahawks football stadium and Exhibition Hall
- North Duwamish Intermodal Access Project
- Redevelopment of Piers 1 & 2
- Redevelopment of Terminal 5
- SODO Urban Art Corridor
- SR 519 Improvements

<b>Lander Station Area – Market Conditions<sup>1</sup></b>	
Rents and Vacancy Rates	
Apartment Rents (sq. ft.)	N/A
Apartment Vacancy Rate	N/A
Office Rents (sq. ft.)	N/A
Office Vacancy Rate	N/A
Trends in Land Prices <sup>2</sup>	
Commercial Lots	N/A
Single Family Lots	N/A
Multi-family Lots	N/A
Active Permit Applications	
Housing Units	
Commercial Space (sq. ft.)	
<sup>1</sup> Within a ¼-mile radius of station location.	
<sup>2</sup> 1985-95 average annual increase, based on sales prices recorded by King County Assessor and reported by zone category.	

## RELATIVE STRENGTH OF DEVELOPMENT MARKETS IN THE LANDER STATION AREA

Some retail and office development may be possible, either in support of local industrial uses or the sports and transportation uses in the area. Because the Lander station area is in a designated manufacturing/industrial area where housing is not permitted, residential development is not possible.

## EXISTING PLANS AND ZONING

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### PLANNING CONTEXT

The Lander station area is located entirely within the Greater Duwamish Manufacturing and Industrial Center. The station area includes manufacturing, light industrial, transportation, warehousing, and retail uses. With the exception of limited artist live/work space, there is no housing allowed in this station area.

<b>Lander Station Area – Relative Market Strength<sup>1</sup></b>	
	Ranking (5 high, 1 low)
Housing	N/A
Retail	2
Office	2

<sup>1</sup> Indicates relative strength of market type of station area, compared to other potential station areas. Ranking is based on rents, employment levels, vacancy rates, land values, recent development activity, stakeholder interviews, field observations, and other information.

### ZONING

Most of the Lander station area is zoned IG1, which is intended to promote heavy manufacturing and industrial use and allows for a range of industrial/commercial uses. The area is almost completely built out for commercial space under existing regulations. No residential uses exist in the station area, and zoning provisions do not allow residential uses to be built.

<b>Lander Station Area – Potential Development Under Current Zoning Regulations<sup>1</sup></b>		
	<i>Commercial (sq. ft.)</i>	<i>Residential (units)</i>
Existing Development	3,269,066	0
Additional Potential Development under Current Zoning Regulations <sup>2</sup>	290,780	0
<b>TOTAL</b>	<b>3,559,846</b>	<b>0</b>
<sup>1</sup> Within a ¼-mile radius of station location.		
<sup>2</sup> Potential development capacity is based on City of Seattle GIS database and Scenario 2 in the “Zoned Development Capacity” background paper.		

## **NEIGHBORHOOD PLAN ISSUES**

The community is mainly interested in preserving industrial land for industrial uses. Resolving traffic problems in the station area is also a concern. The *North Duwamish Industrial Area Plan, Phase I Summary Report* cites transportation as the top priority for the neighborhood in Phase II. In addition, the neighborhood is interested in maintaining the economic health of the community. The *Phase I Summary Report* lists the following economic concerns:

- *Available Industrial Land.* Ensuring that industrial land is available to promote diverse and high wage employment.
- *Promote Industrial and Technology Industries.* Promoting job growth in manufacturing, advanced technologies, related warehouse, and distribution.

## **STAKEHOLDER PERSPECTIVES**

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Stakeholders have expressed concern that a transit station in the area could adversely impact east-west vehicular circulation and create pressure to convert industrial uses to residential and commercial uses. There is interest in connecting the Lander station to the E3/Royal Brougham station to connect residential and industrial areas. Because the neighborhood has not yet adopted a draft plan, there is opportunity for the neighborhood planning work to address station area planning issues. Key issues of concern include:

- *Retention of Industrial Uses.* “Land use and development needs further review.” “Rezoning of stadium site for mixed use is being discussed. If this were adopted, we would need to find additional industrial space elsewhere.”
- *Transit and Bicycle Connections.* “Need better east-west access, perhaps a circulation bus.” “Revisit and restudy the issue of bike lanes. Perhaps eliminate one of the two on Marginal Way (because truckers do not like it) and replace the bike lane on Airport Way with one planned for the E3 busway.”

## STATION AREA DEVELOPMENT OPPORTUNITIES

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The Lander station area has very few parcels available for development, and the few available parcels are zoned for industrial uses. The lack of available sites and the industrial zoning would make transit-supportive development difficult under existing regulations.

<b>Lander Station Area – Opportunity Sites by Zoning Designation<sup>1</sup></b>		
	<i>Parcels</i>	<i>Acreage<sup>2</sup></i>
IGI U/85	5	6.51
TOTAL	5	6.51
<sup>1</sup> Within a ¼-mile radius of the station location.		
<sup>2</sup> Based on City of Seattle GIS database.		

## STATION AREA FORECASTS

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Three different forecasts were developed for the new population, employment, dwelling units, and commercial floor area that will be added to the station area by 2020:

1. “Without light rail transit;”
2. “With light rail transit, but without supportive land use policies;” and
3. “With both light rail transit *and* supportive land use policies.”

## POPULATION AND HOUSING

There is no existing housing in the Lander station area, and the industrial zoning prohibits new housing development.

## EMPLOYMENT AND COMMERCIAL FLOOR AREA

The PSRC and *Comprehensive Plan* forecasts are very similar regarding new commercial floor area in the Lander station area; the average of 130,000 square feet was selected. The renovation of the SODO Center as the headquarters for Starbucks indicates there may be some additional conversion of warehouse space to commercial uses, but new construction will likely remain limited. Both forecasts were made prior to the decisions to build the new baseball and football stadiums. These developments may encourage the development of some sports-oriented restaurants and retailers in the station area, but such development is currently constrained by the existing zoning.

## LAND USE IMPACTS OF LIGHT RAIL

The land use impacts of “rail without supportive policies” in the Lander station area will be negligible.

## LAND USE IMPACTS OF LIGHT RAIL WITH SUPPORTIVE POLICIES

The potential development strategies for the Lander station area should focus on preserving industrial uses while exploring the possibility of a tightly-drawn commercial area at the light rail station to serve riders. With a policy to preserve existing uses, the proposed development strategies would have little effect on development in this station area.

<b>Lander Station Area – Market Forecasts, 1997-2020<sup>1</sup></b>				
	<u>1997</u>	<u>1997-2020 Growth</u>		
		<i>Without LRT</i>	<i>With LRT Only</i>	<i>LRT and Supportive Policies</i>
Population	0	0	0	0
Dwelling Units	0	0	0	0
Employment	4,036	430	430	430
Commercial Floor Area <sup>2</sup>	1,565	130	130	130

<sup>1</sup> Within a ¼-mile radius of the station location.

<sup>2</sup> Square footage (in thousands); includes commercial, industrial and institutional space, but excludes Sound Transit facilities and public facilities.

## POTENTIAL DEVELOPMENT STRATEGIES

Potential development strategies for the Lander station area are limited because the existing zoning and characteristics of the site preclude intensive new development. The site is dominated by major industrial uses, and stakeholders would like to preserve those uses as much as possible. Strategies focus on making the station more supportive of transit use and pedestrians:

- *Pedestrian Connections.* Improved pedestrian linkages, including lighting, benches, signs, and market crosswalks could help improve pedestrian mobility throughout the area. In addition, limitations on auto-oriented uses could allow for development that supports pedestrian activity, rather than being oriented solely or predominantly to the automobile.
- *Interest in Development and Parking at the Station Site.* Although the community wishes to protect industrial uses throughout the area, there may be some local interest in development and parking strategies at or near the station. Community organizations, ACCESS, and the US Postal Office may be interested in working with the City to plan for development and parking around the light rail station.

The table of potential development strategies on the following page shows high priority and recommended actions. It is unclear whether pilot projects will be necessary or desirable in the Lander station area, although partnerships with community organizations and the U.S. Postal Service may be possible.

### Potential Development Strategies: Lander Street (33)

Strategy	Potential Action	Comments
Land Use Tools	●	<i>Review/revise zoning to protect industrial base; establish limitations on auto-oriented uses directly adjacent to station.</i>
Pedestrian Network	○	<i>Improve pedestrian environment with better lighting, benches, signs and marked crosswalks.</i>
Parking Management	?	
Economics/Financial Assistance	○	<i>Support recommendations of ACCESS, a Duwamish group studying transportation issues.</i>
Regulatory Process	?	
Local Transit Service	○	<i>Flexible service options serving employment needs.</i>
Development Partnerships	○	<i>Active community organizations should continue to be involved in planning; US Postal Office parking garage project may have joint development potential.</i>
Pilot Projects	?	

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

