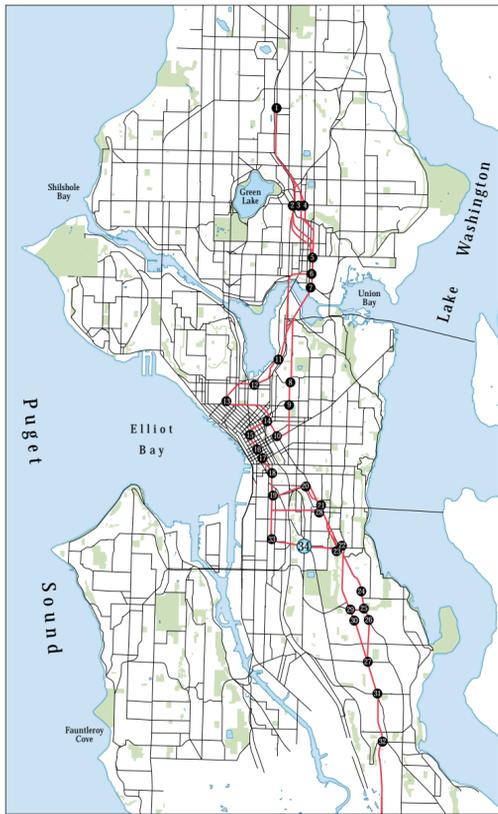


# Beacon Hill



Seattle Light Rail Stations

## Station and Alignment Options

The Lander Street Tunnel Alternative under Beacon Hill includes a potential station in the vicinity of Beacon Avenue South and South McClellan Street.

## Orthophoto (1993)



## Planning Context:

The Beacon Hill station area is located primarily within the southern portion of the Beacon Hill Residential Urban Village. This stable hilltop neighborhood is characterized by low- to moderate-density residential development mostly northwest of the station site, with some neighborhood retail and commercial uses along Beacon Avenue.

## Station Area Profile

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

1997 CONDITIONS	
Demographics	
1997 Population	2,270
1997 Employment	377
1996 Median Household Income	\$34,509
STATION AREA LAND USE	
Residential	
Units	905
Density <sup>1</sup>	
Single-family	8.9
Multi-family	28.9
Apartment Rents per Sq. Ft.	0.71
Apartment Vacancy Rate	6.0%
Commercial	
Floor Area (Sq. Ft.)	
Retail/Service	98,569
Office	81,855
Total	493,344
Floor Area Ratio (FAR) <sup>2</sup>	.14
Office Rents per Sq. Ft.	n.a.
Office Vacancy Rate	n.a.
TRENDS IN LAND PRICES <sup>3</sup>	
(1985-97 Avg. increase/year)	
Commercial Lots	4.7%
Single-Family Lots	7.3%
Multi-family Lots	9.3%
Active Permit Applications	
Residential (Dwelling Units)	0
Commercial (Thousands of Sq. Ft.)	0
LRT WITH GROWTH PROSPECTS	
Projected 2010 LRT Daily Boardings:	3,900
Projected 20-Year Growth	
Increment with LRT	
New Housing Units	70
New Employment	280
Non-residential Space (Sq. Ft.) <sup>4</sup>	84,000
Projected Floor Area Ratio (FAR)	.17
2020 Development with LRT and No Supportive Policies	
Total Housing Units	975
Total Employment	657
Non-residential space (Sq. Ft.)	577,400



The immediate station area is characterized by one and two-story development and provides views of Downtown Seattle skyline.



Opportunities for new development are limited and would consist mainly of redevelopment of existing structures with some opportunity for infill development.



El Centro de la Raza is located in a former public school and provides Latino community services.

## Existing Land Use

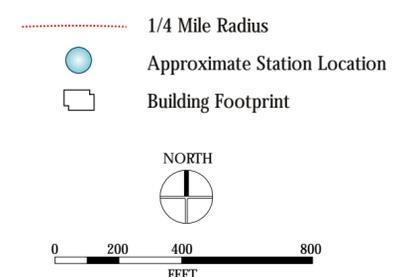


Single-Family Residential	Institution/Church	Industrial
Duplex/Triplex	Public Facility	Parking
Multi-Family Residential	Retail/Service	Warehouse
Other Housing	Entertainment	Park/Open Space
Mixed Use	Hotel/Motel	Vacant
School	Transportation/Utility/Co	Unknown/Unavailable
Office		

## Summary of Current Land Use Beacon Hill Station Area

Land Use	Acres	Percent of Total
Single-Family	57.78	72.43
Multi-Family	6.25	7.84
Office	4.82	6.04
Retail/Service	4.29	5.38
Duplex/Triplex	3.05	3.83
Institutions	1.40	1.75
Vacant	1.03	1.29
Parking	0.56	0.70
Mixed Use	0.41	0.52
Public Facilities	0.11	0.14
Transp/Util/Co	0.05	0.06
Unknown/n.a.	0.03	0.04
<b>Total</b>	<b>79.80</b>	<b>100.00</b>

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



Source: King County Assessor's records (1998)

## Zoning and Opportunity Sites



### Types of Opportunity Sites, Based on Current Zoning



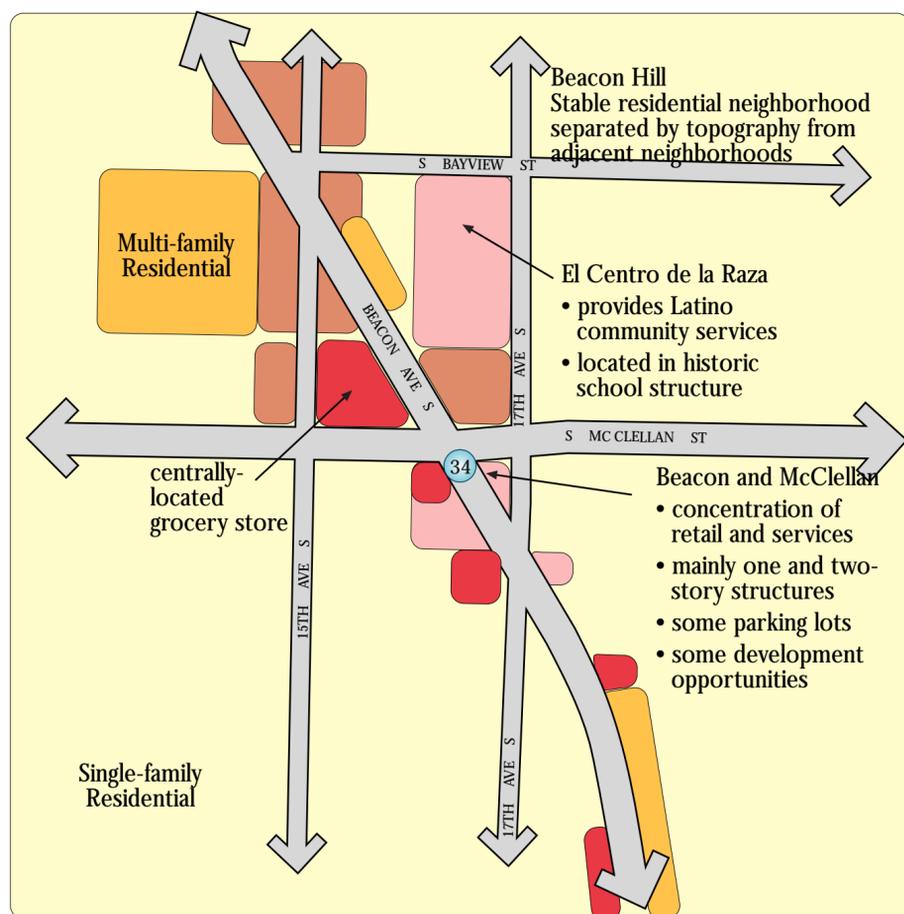
Some neighborhood concerns:

- Integrating the station with the local business district;
- Getting a new public library branch in the neighborhood;
- Coordinating light rail and local transit connections;
- Addressing through-traffic concerns associated with cross-town automobile trips; and
- Revitalizing Beacon Avenue and the business core.

### Opportunity Sites by Zoning Designation: Beacon Hill

Zoning	Number of Parcels	Total Acres	Percent of Total
NC2-40	10	2.77	32.81
L-3	3	0.36	4.24
SF 5000	14	2.24	26.59
L-1	5	0.73	8.60
L-2	20	2.34	27.75
Total	52	8.43	100.00

## Urban Design Opportunities and Constraints



## Potential Development Strategies: Beacon Hill (34)

Relative Market Strength (5 highest, 1 lowest)*		
Housing: 3	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	●	Provide incentives for neighborhood-scale TOD adjacent to station.
Pedestrian Network	●	Establish POZ around station and improve linkages to adjacent neighborhoods.
Parking Management	●	Reduce number of spaces required as a TOD incentive; establish RPZs, if needed, in adjacent neighborhoods.
Economics/Financial Assistance	?	Potential work with Community Development Corporations.
Regulatory Process	?	Provide expedited review/SEPA clearance for TOD projects.
Local Transit Service	○	Provide feeder bus service and neighborhood circulator.
Development Partnerships	?	Further planning needed.
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