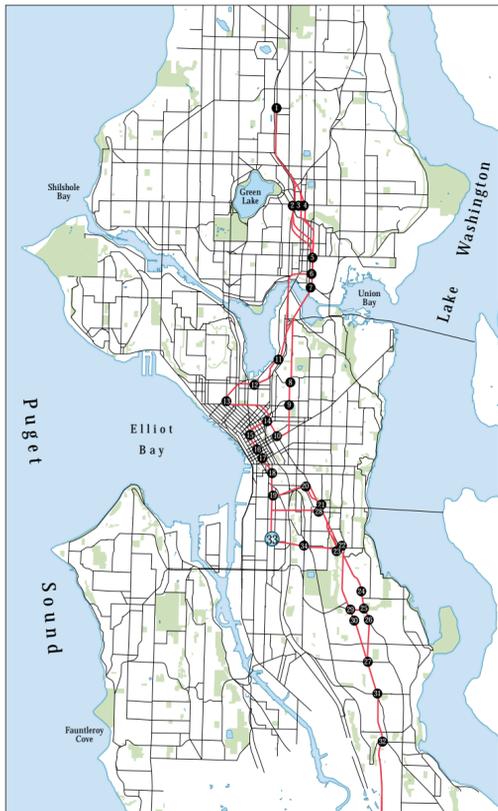


Lander



Seattle Light Rail Stations

Station and Alignment Options

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.

Orthophoto (1993)



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.

Station Area Profile

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

1997 CONDITIONS	
Demographics	
1997 Population	0
1997 Employment	3,600
1996 Median Household Income	n.a.
STATION AREA LAND USE	
Residential	
Units	0
Density ¹	
Single-family	n.a.
Multi-family	n.a.
Apartment Rents per Sq. Ft.	n.a.
Apartment Vacancy Rate	n.a.
Commercial	
Floor Area (Sq. Ft.)	
Retail/Service	114,240
Office	2,544
Total	3,269,066
Floor Area Ratio (FAR) ²	.58
Office Rents per Sq. Ft.	n.a.
Office Vacancy Rate	n.a.
TRENDS IN LAND PRICES ³	
(1985-97 Avg. increase/year)	
Commercial Lots	n.a.
Single-Family Lots	n.a.
Multi-family Lots	n.a.
Active Permit Applications	
Residential (Dwelling Units)	0
Commercial (Thousands of Sq. Ft.)	n.a.
LRT WITH GROWTH PROSPECTS	
Projected 2010 LRT Daily Boardings:	2,500
Projected 20-Year Growth	
Increment with LRT	
New Housing Units	0
New Employment	430
Non-residential Space (Sq. Ft.) ⁴	130,000
Projected Floor Area Ratio (FAR)	.60
2020 Development with LRT and No Supportive Policies	
Total Housing Units	0
Total Employment	4,090
Non-residential space (Sq. Ft.)	3,399,066

- 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

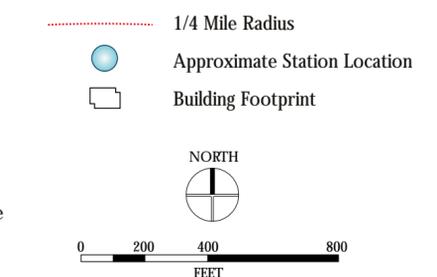
Existing Land Use



Summary of Current Land Use Lander Station Area

Land Use	Acres	Percent of Total
Industrial	39.15	30.28
Warehouse	35.89	27.77
Vacant	14.29	11.05
Transp/Util/Co	13.18	10.19
Parking	10.31	7.98
Public Facilities	8.80	6.81
Retail/Service	7.24	5.60
Office	0.21	0.16
Unknown/NA	0.21	0.16
Total	129.30	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

Source: King County Assessor's records (1998)



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 bikeway/pedestrian route.



The immediate station area is primarily industrial and light manufacturing, characterized by warehouses and minimal streetscape facilities for pedestrians.



The existing US Postal System Employee Parking Garage could be a shared-use facility providing an alternative parking garage for the public adjacent to the light rail station.

Zoning and Opportunity Sites



Types of Opportunity Sites, Based on Current Zoning



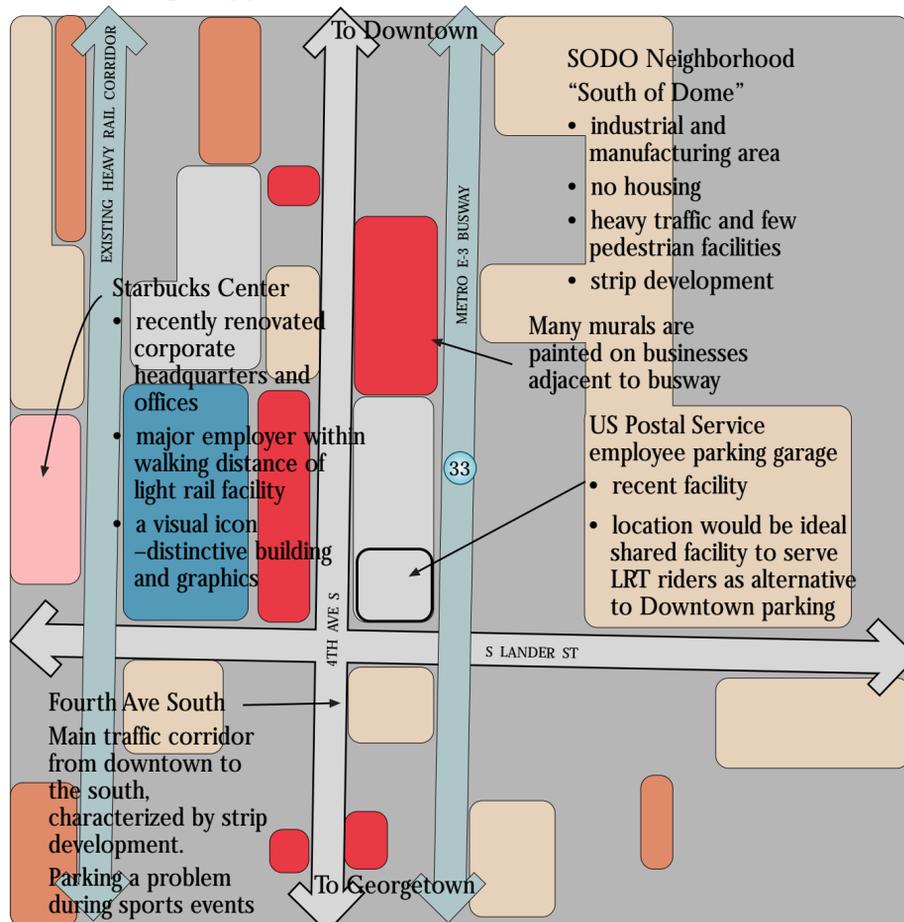
Some neighborhood concerns:

- Preserving industrial use of the area with the development of two stadiums and a potential light rail station;
- Coordinating and facilitating the large number of current transportation and development projects in the area; and
- Addressing pedestrian access and significant freight mobility needs in the area, especially east-west travel along Lander.

Opportunity Sites by Zoning Designation: Lander

Zoning	Number of Parcels	Total Acres	Percent of Total
IG1 U/85	5	6.51	100.00
Total	5	6.51	100.00

Urban Design Opportunities and Constraints



Potential Development Strategies: Lander Street (33)

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

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