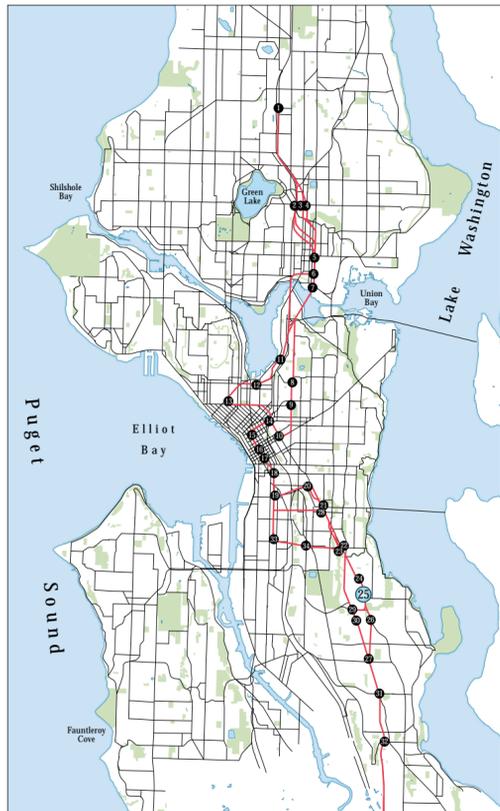


# Genesee



Seattle Light Rail Stations

## Station and Alignment Options

There are five possible Columbia City station locations under review. Depending on the alignment selected, one or two of these stations will be built. One may be located near South Genesee Street and Rainier Avenue South (the "Genesee" station) north of Genesee Park. One adjacent block could potentially be the location for a mixed use development clustering housing and businesses around the station location.



The Rainier Community Center in Genesee Park would be an area destination of users from a light rail station at Rainier and Genesee.

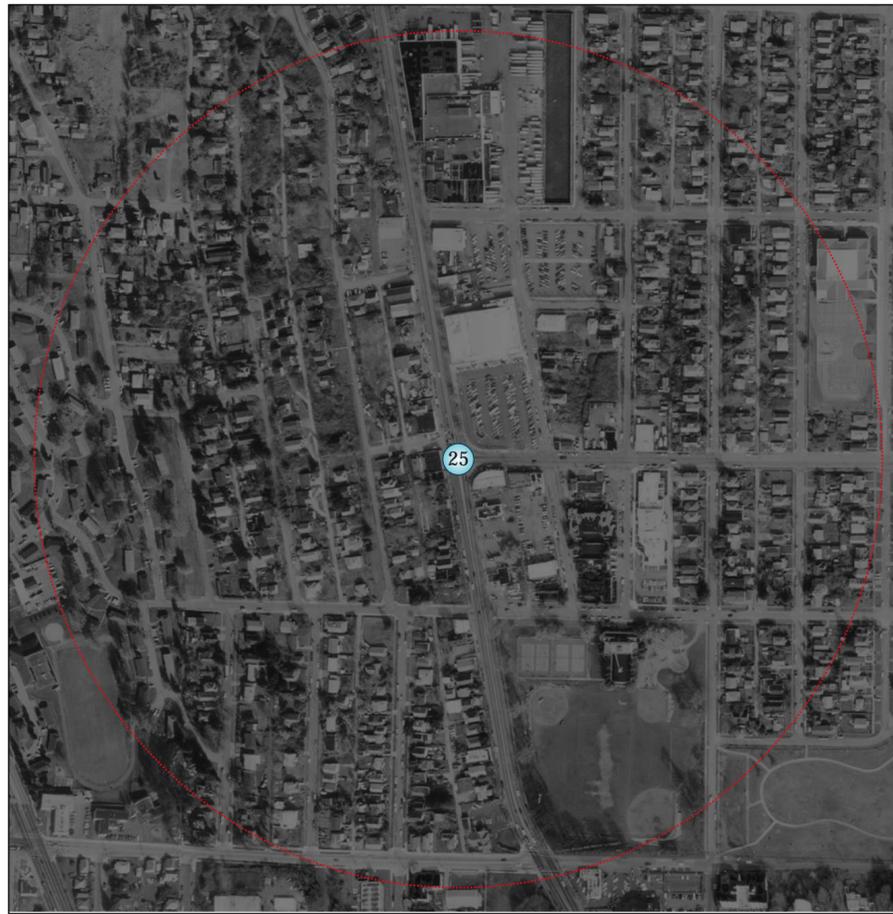


The Rainier playfields at Rainier and Alaska. Genesee Playfield is within easy walking distance of the proposed station.



View of former Safeway store at corner of Rainier Avenue South at Genesee Street.

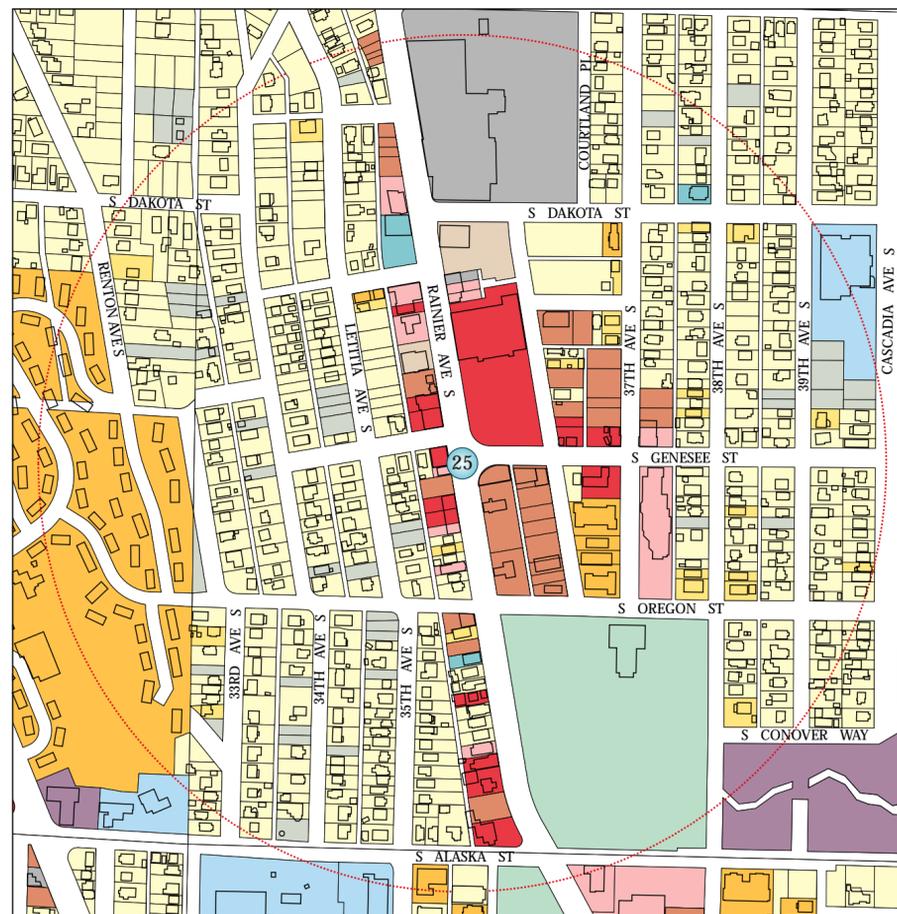
## Orthophoto (1993)



## Planning Context:

The Genesee station area is located within the Columbia City Residential Urban Village. The main thoroughfare through this station area, Rainier Avenue, is characterized predominantly by auto-oriented commercial uses. Low-density residential development occupies single-family zones on both sides of Rainier Avenue South. To the far west is the Rainier Vista Garden Community. Genesee Playfield is a large open space to the south of the station site.

## 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                    |                           |                     |

Source: King County Assessor's records (1998)

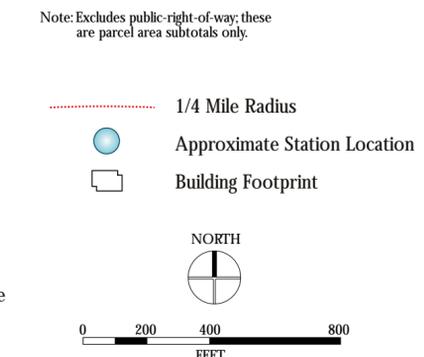
## Station Area Profile

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

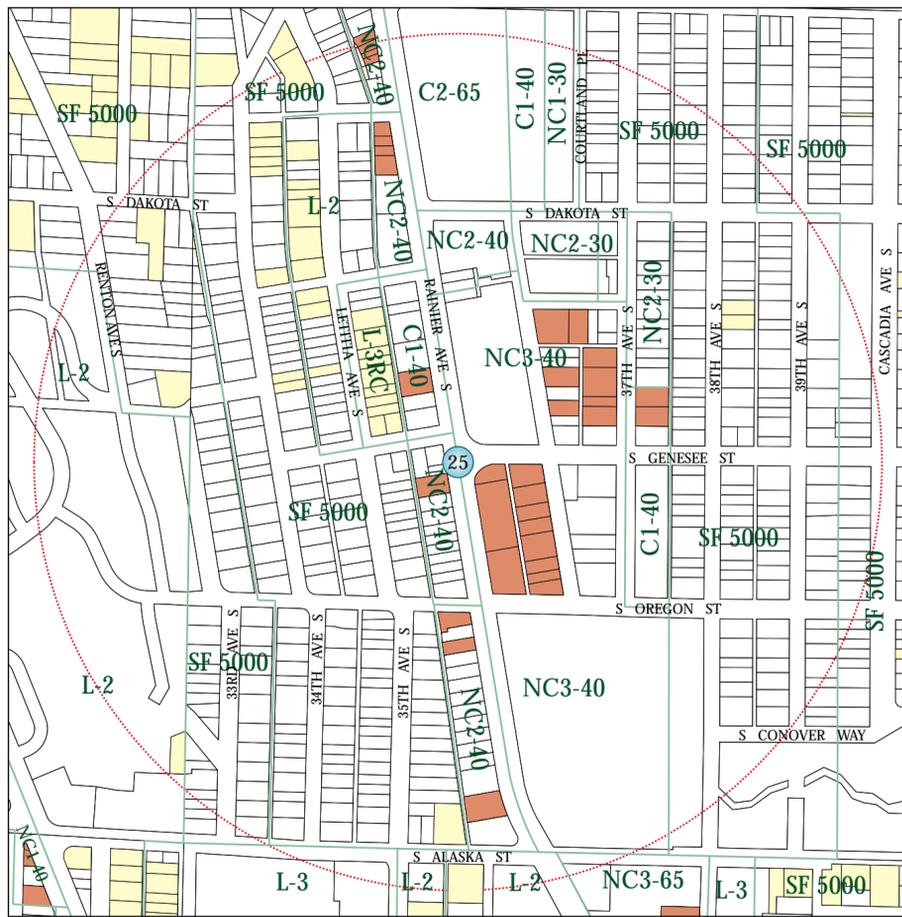
|  |          |
|--|----------|
| <b>1997 CONDITIONS</b>   |          |
| Demographics   |          |
| 1997 Population  | 1,334    |
| 1997 Employment  | 1,272    |
| 1996 Median Household Income   | \$37,831 |
| <b>STATION AREA LAND USE</b>   |          |
| <b>Residential</b>   |          |
| Units  | 493      |
| Density <sup>1</sup>   |          |
| Single-family  | 7.9      |
| Multi-family   | 3.4      |
| Apartment Rents per Sq. Ft.  | 0.71     |
| Apartment Vacancy Rate   | 6.0%     |
| <b>Commercial</b>  |          |
| Floor Area (Sq. Ft.)   |          |
| Retail/Service   | 87,050   |
| Office   | 75,637   |
| Total  | 592,057  |
| Floor Area Ratio (FAR) <sup>2</sup>                                      | .14      |
| Office Rents per Sq. Ft.   | n.a.     |
| Office Vacancy Rate  | n.a.     |
| <b>TRENDS IN LAND PRICES<sup>3</sup></b><br>(1985-97 Avg. increase/year) |          |
| Commercial Lots  | 8.2%     |
| Single-Family Lots   | 7.2%     |
| Multi-family Lots  | 4.5%     |
| <b>Active Permit Applications</b>  |          |
| Residential (Dwelling Units)   | 0        |
| Commercial (Thousands of Sq. Ft.)  | 23       |
| <b>LRT WITH GROWTH PROSPECTS</b>   |          |
| Projected 2010 LRT Daily Boardings:                                      | 2,000    |
| <b>Projected 20-Year Growth</b>  |          |
| Increment with LRT   |          |
| New Housing Units  | 140      |
| New Employment   | 250      |
| Non-residential Space (Sq. Ft.) <sup>4</sup>                             | 74,000   |
| Projected Floor Area Ratio (FAR)   | .16      |
| <b>2020 Development with LRT and No Supportive Policies</b>              |          |
| Total Housing Units  | 633      |
| Total Employment   | 1,522    |
| Non-residential space (Sq. Ft.)  | 666,100  |

<sup>1</sup> Housing units per net residential acre in residential zoning districts  
<sup>2</sup> Ratio of non-residential space per net acre of commercial and industrial land use  
<sup>3</sup> Based on sales prices recorded by King County Assessor and reported by zoning category  
<sup>4</sup> Includes commercial, industrial and institutional space, but excludes Sound Transit facilities and public facilities

| Land Use       | Acres | Percent of Total |
|----------------|-------|------------------|
| Single-Family  | 42.67 | 44.52            |
| Open Space     | 11.62 | 12.13            |
| Schools        | 11.31 | 11.80            |
| Vacant         | 8.76  | 9.15             |
| Industrial     | 6.98  | 7.29             |
| Retail/Service | 5.29  | 5.52             |
| Office         | 2.43  | 2.54             |
| Duplex/Triplex | 2.41  | 2.52             |
| Multi-Family   | 1.56  | 1.63             |
| Warehouse      | 1.04  | 1.08             |
| Institutions   | 0.89  | 0.93             |
| Parking        | 0.61  | 0.64             |
| Entertainment  | 0.25  | 0.26             |
| Total          | 95.80 | 100.00           |



## Zoning and Opportunity Sites



Types of Opportunity Sites, Based on Current Zoning



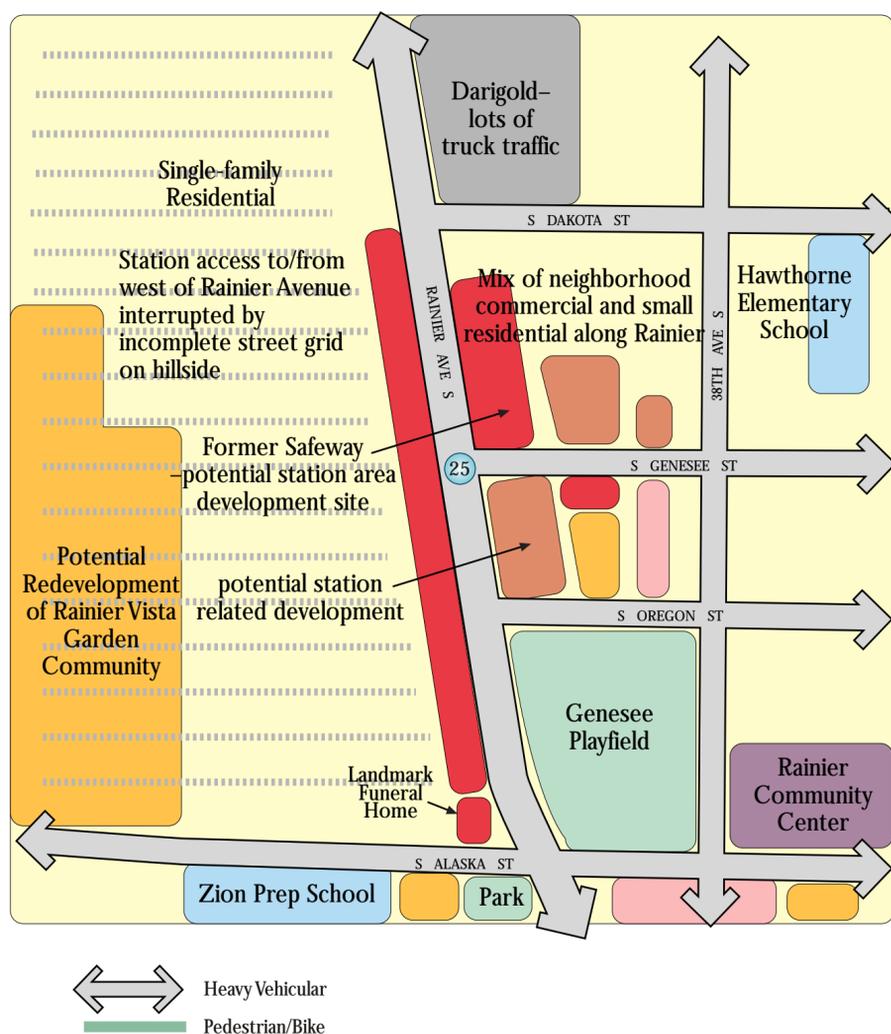
Some neighborhood concerns:

- 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;
- Some residential focus in NC zones (recommended in Neighborhood Plan);
- Improving neighborhood image; and
- Addressing noise, view and circulation impacts if the alignment and station are located at grade.

Opportunity Sites by Zoning Designation: Genesee

| Zoning  | Number of Parcels | Total Acres | Percent of Total |
|---------|-------------------|-------------|------------------|
| NC2-40  | 12                | 0.90        | 10.17            |
| SF 5000 | 16                | 1.95        | 22.00            |
| L-3.RC  | 10                | 0.90        | 10.10            |
| L-2     | 11                | 1.55        | 17.54            |
| NC3-40  | 19                | 3.11        | 35.07            |
| C1-40   | 3                 | 0.45        | 5.11             |
| Total   | 71                | 8.87        | 100.00           |

## Urban Design Opportunities and Constraints



## Potential Development Strategies: Genesee (25)

|   |           |           |
|---|-----------|-----------|
| 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                 | ●                | Rezone opportunity sites on east side of Rainier Ave (former Safeway store and block to south) NC3-65 with a POZ and incentives for TOD.  |
| Pedestrian Network             | ●                | Establish POZ around station and improve linkages to adjacent neighborhoods, especially to the west, where the street grid is incomplete. |
| Parking Management             | ○                | Consider RPZ west and east of station.  |
| Economics/Financial Assistance | ✓                | Support SEED to help finance affordable housing and economic development projects.  |
| Regulatory Process             | ✓/?              | SESRA in place. Provide expedited review/SEPA clearance for TOD projects.   |
| Local Transit Service          | ○                | Provide feeder bus service, especially east and to MLK and Beacon Hill.   |
| Development Partnerships       | ✓                | The opportunity sites adjacent to the station site might be viable joint development projects with SEED, Sound Transit or others.         |
| 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