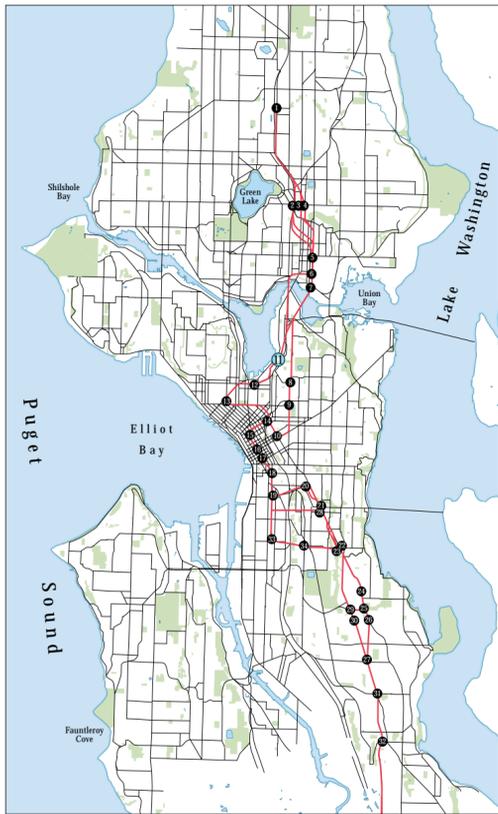
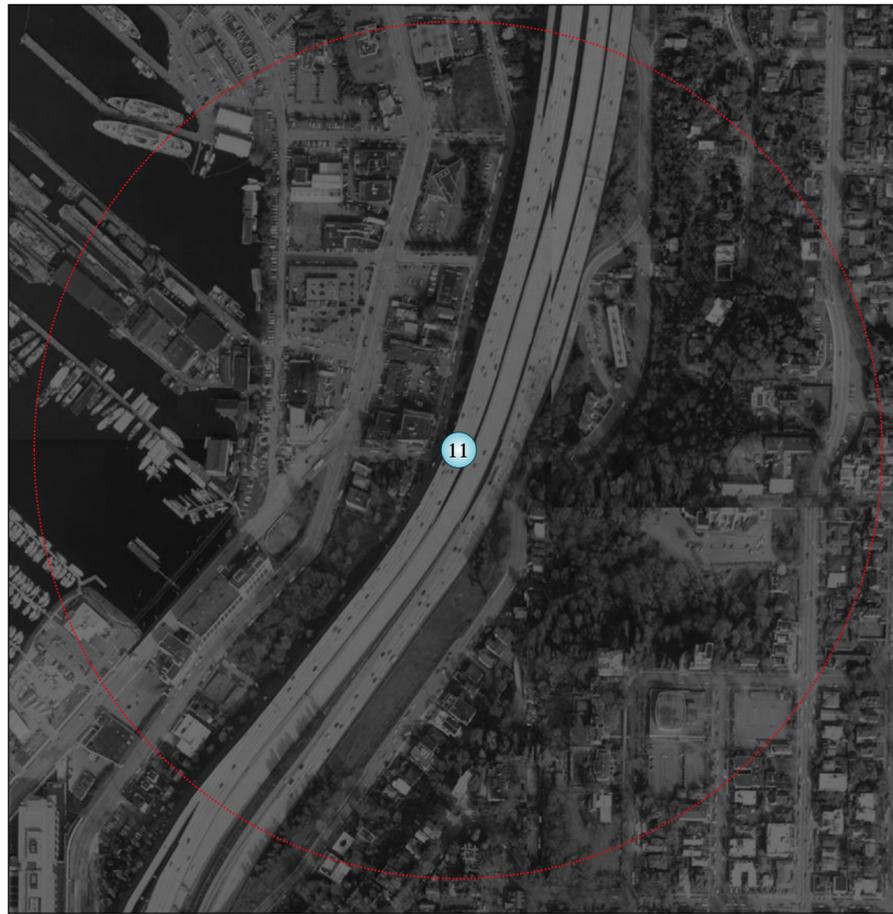


Eastlake



Seattle Light Rail Stations

Orthophoto (1993)



Station Area Profile

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

1997 CONDITIONS	
Demographics	
1997 Population	438
1997 Employment	1,202
1996 Median Household Income	\$45,391
STATION AREA LAND USE	
Residential	
Units	335
Density ¹	
Single-family	2.1
Multi-family	11.7
Apartment Rents per Sq. Ft.	\$1.25
Apartment Vacancy Rate	3.9%
Commercial	
Floor Area (Sq. Ft.)	
Retail/Service	39,467
Office	315,991
Total	874,260
Floor Area Ratio (FAR) ²	0.27
Office Rents per Sq. Ft.	21.42
Office Vacancy Rate	3.2%
TRENDS IN LAND PRICES³ (1985-97 Avg. increase/year)	
Commercial Lots	5.0%
Single-Family Lots	7.0%
Multi-family Lots	5.6%
Active Permit Applications	
Residential (Dwelling Units)	0
Commercial (Thousands of Sq. Ft.)	0
LRT WITH GROWTH PROSPECTS	
Projected 2010 LRT Daily Boardings:	1,200
Projected 20-Year Growth	
Increment with LRT	
New Housing Units	210
New Employment	420
Non-residential Space (Sq. Ft.) ⁴	126,000
Projected Floor Area Ratio (FAR)	0.30
2020 Development with LRT and No Supportive Policies	
Total Housing Units	545
Total Employment	1,622
Non-residential space (Sq. Ft.)	1,000,300

Station and Alignment Options

As an alternative to the Capitol Hill/First Hill alignment, Sound Transit is considering a second alignment that runs closer to Lake Union. The proposed alternative alignment runs in a tunnel just east of Eastlake Avenue, with a below-grade station located just south of where Eastlake and Fairview Avenues meet.

Planning Context:

Portions of the Eastlake station area (on the alternative alignment) are included within both the Eastlake Residential Urban Village and the South Lake Union Hub Urban Village. The station area includes industrial uses along a portion of the Lake Union waterfront, Interstate 5 right-of-way, and a portion of a predominantly-residential area in the Capitol Hill neighborhood uphill and to the east of I-5.



Looking north from station site, Interstate 5 on right.



New housing on Eastlake Avenue, with Interstate 5 beyond.

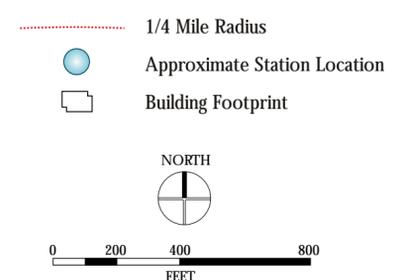
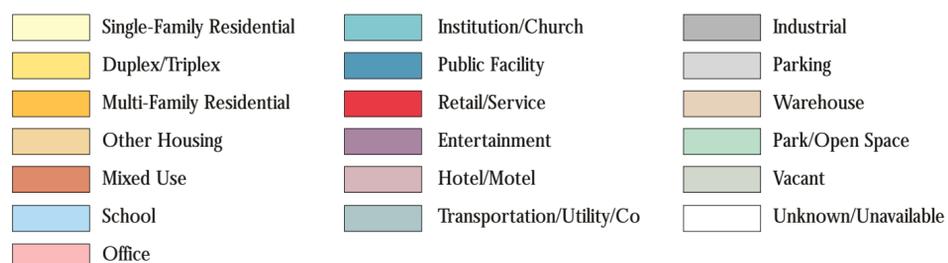
Existing Land Use



Summary of Current Land Use Eastlake Station Area

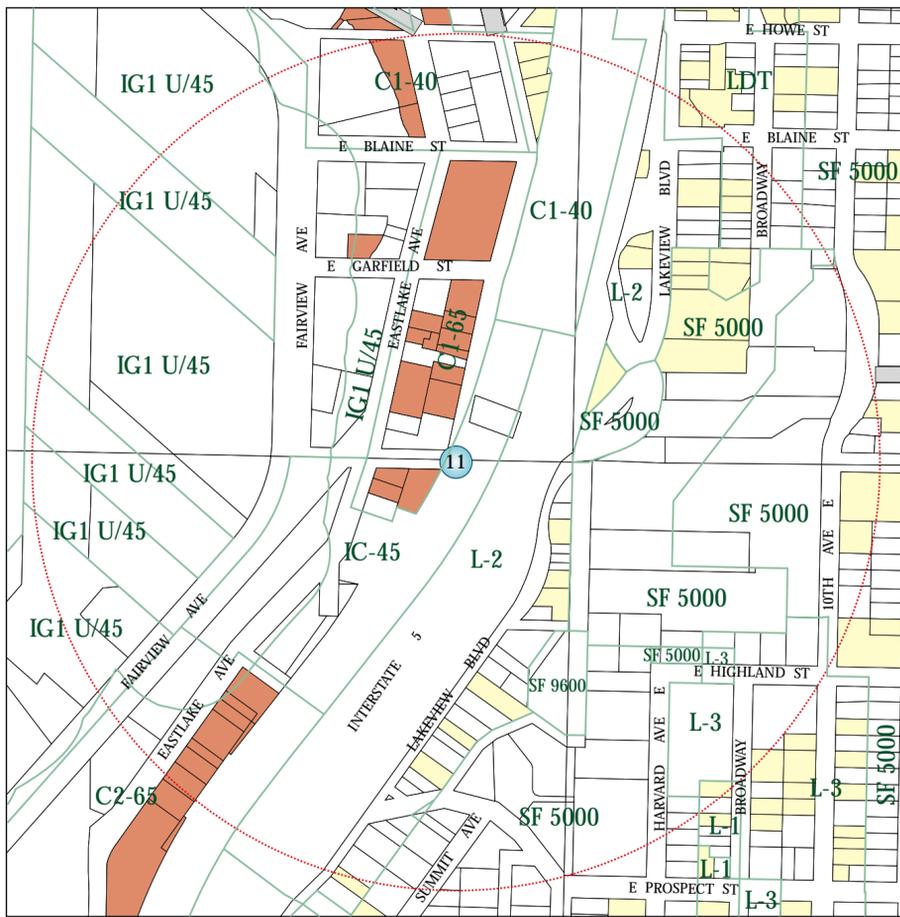
Land Use	Acres	Percent of Total
Single-Family	14.71	19.49
Industrial	10.65	14.11
Institutions	8.04	10.65
Vacant	7.51	9.95
Public Facilities	6.76	8.96
Unknown/NA	6.70	8.88
Office	5.92	7.84
Entertainment	3.16	4.18
Duplex/Triplex	2.93	3.88
Retail/Service	2.50	3.32
Schools	2.43	3.22
Multi-Family	2.03	2.69
Hotel/Motel	0.82	1.09
Parking	0.58	0.77
Warehouse	0.48	0.63
Mixed Use	0.24	0.32
Total	75.50	100.00

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



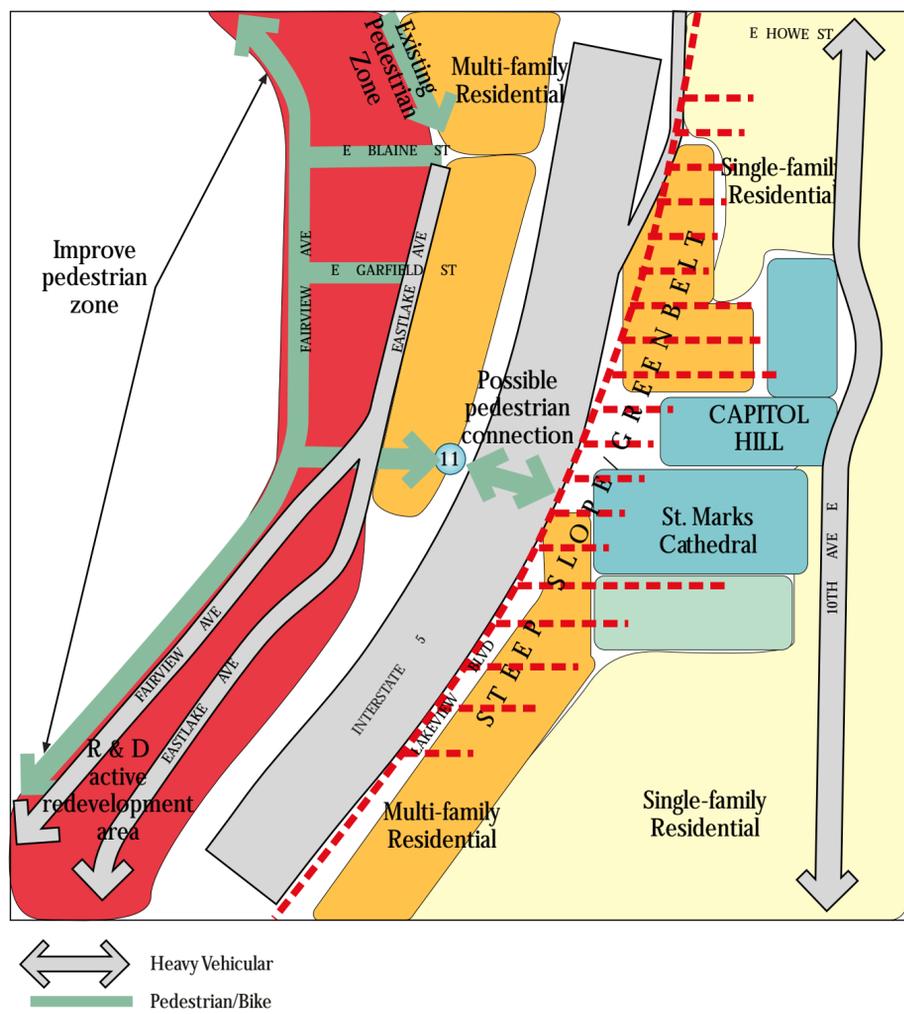
Some neighborhood concerns:

- Maintaining the existing neighborhood character, particularly the neighborhood's traditional diversity and scale;
- Providing and retaining affordable housing;
- Improving pedestrian amenities, parks and open space, and streetscapes;
- Improving car, pedestrian, and bicycle circulation, as well as express bus service; and
- Connecting light rail station to neighborhood business center to the north.

Opportunity Sites by Zoning Designation: Eastlake

Zoning	Number of Parcels	Total Acres	Percent of Total
L-3	6	0.80	6.89
SF 5000	9	3.59	30.95
L-1	3	0.46	3.95
LDT	6	1.21	10.40
L-2	11	1.61	13.86
C1-65	14	3.43	29.60
C1-40	2	0.51	4.35
Total	51	11.60	100.00

Urban Design Opportunities and Constraints



Potential Development Strategies: Eastlake (11)

Relative Market Strength (5 highest, 1 lowest)*		
Housing: 3	Retail: 1	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	●	Establish POZ; rezone C-65 to NC-65; provide affordable housing incentives; and establish limitations on auto-oriented uses.
Pedestrian Network	●	Improve linkages to neighborhoods adjacent to station.
Parking Management	●	Promote shared parking opportunities. RPZ may be needed adjacent to the station.
Economics/Financial Assistance	?	Establish funding mechanisms to help finance affordable housing.
Regulatory Process	?	Provide expedited review/SEPA clearance for TOD projects.
Local Transit Service	○	Coordinate local service needs with METRO; provide express bus service with stop at station and at one other key location along Eastlake Avenue.
Development Partnerships	?	Explore opportunities for neighborhood business support.
Pilot Projects	?	Support pilot project for affordable housing.

- ✓ = 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