

Henderson



Seattle Light Rail Stations

Station and Alignment Options

All alignment options north of the Boeing Access Road include a station at MLK, Jr. Way South and South Henderson Street. The Rainier Beach neighborhood center is located just to the east of the station area and contains the Rainier Beach High School and a commercial area.



Looking west along Henderson towards station site and Beacon Hill. Note the City Light right-of-way which could include a regional trail corridor.



Small business at northeast corner of Martin Luther King, Jr. Way and Henderson.



Commercial strip development at southeast corner of Martin Luther King, Jr. Way and Henderson.

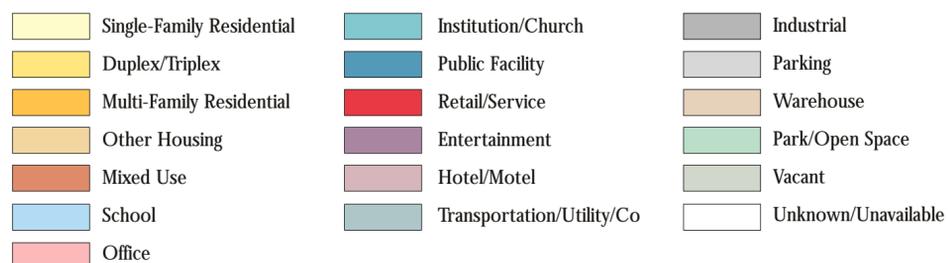
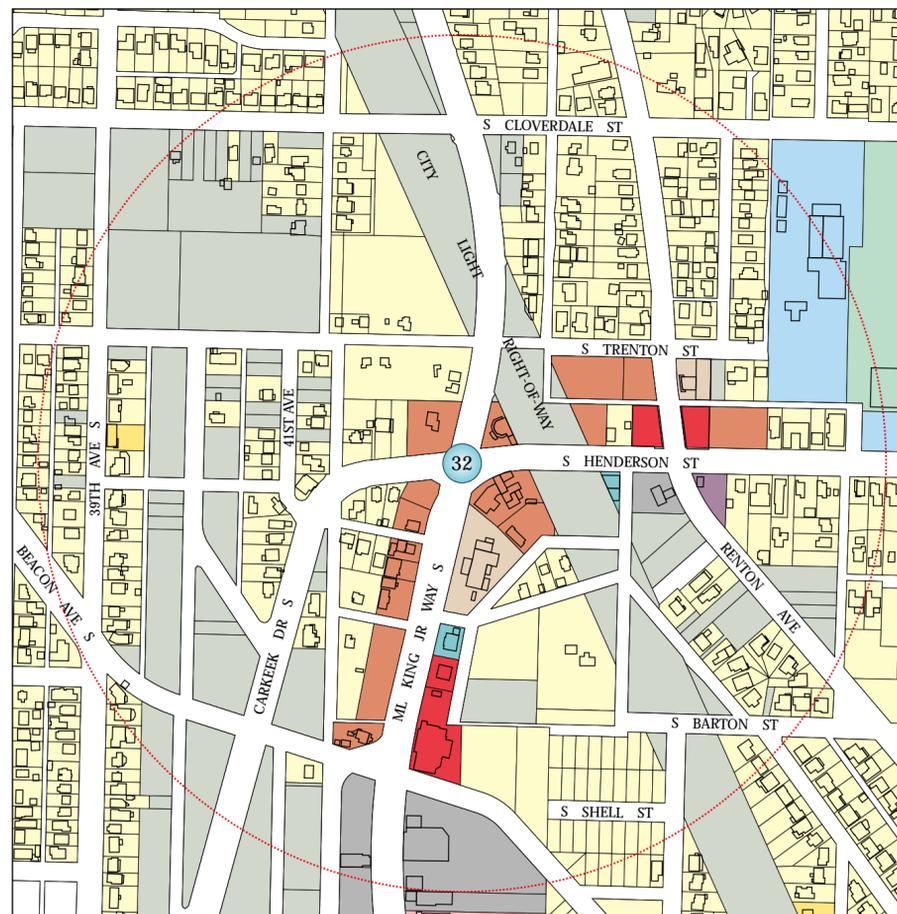
Orthophoto (1993)



Planning Context:

The Henderson station area is located partly within the Rainier Beach Residential Urban Village and is characterized by residential uses, the City Light transmission right-of-way, large tracts of City-owned greenbelt, and limited commercial uses along Martin Luther King, Jr. Way South and S. Henderson Street. The Dunlap Elementary School is located within the station area. The neighborhood's primary retail area, South Shore Middle School, Rainier Beach High School, Rainier Beach Community Center, and Rainier Beach branch library are all located to the east, just outside the station area along Rainier Avenue.

Existing Land Use



Source: King County Assessor's records (1998)

Station Area Profile

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

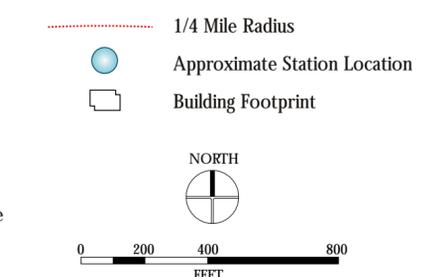
1997 CONDITIONS	
Demographics	
1997 Population	755
1997 Employment	219
1996 Median Household Income	\$47,405
STATION AREA LAND USE	
Residential	
Units	282
Density ¹	
Single-family	2.2
Multi-family	5.7
Apartment Rents per Sq. Ft.	0.71
Apartment Vacancy Rate	6.0%
Commercial	
Floor Area (Sq. Ft.)	
Retail/Service	46,990
Office	550
Total	350,621
Floor Area Ratio (FAR) ²	.07
Office Rents per Sq. Ft.	n.a.
Office Vacancy Rate	n.a.
TRENDS IN LAND PRICES³	
(1985-97 Avg. increase/year)	
Commercial Lots	0.9%
Single-Family Lots	6.2%
Multi-family Lots	9.1%
Active Permit Applications	
Residential (Dwelling Units)	8
Commercial (Thousands of Sq. Ft.)	6
LRT WITH GROWTH PROSPECTS	
Projected 2010 LRT Daily Boardings:	3,800
Projected 20-Year Growth	
Increment with LRT	
New Housing Units	110
New Employment	180
Non-residential Space (Sq. Ft.) ⁴	53,000
Projected Floor Area Ratio (FAR)	.08
2020 Development with LRT and No Supportive Policies	
Total Housing Units	392
Total Employment	399
Non-residential space (Sq. Ft.)	403,700

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

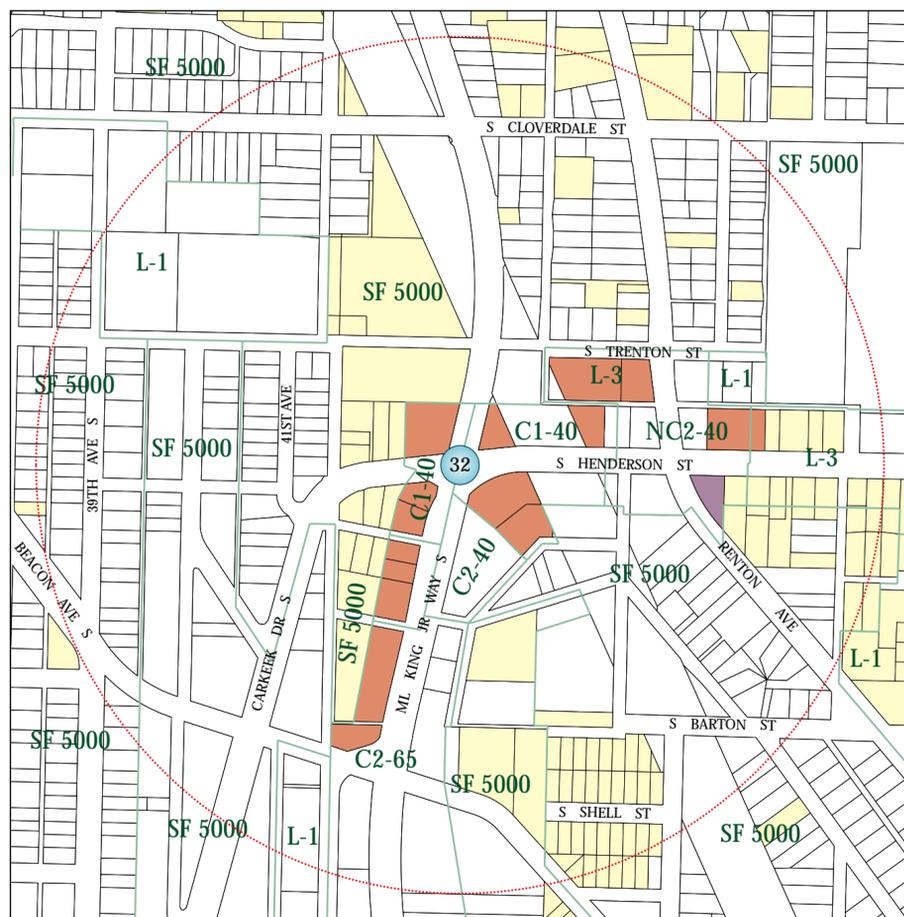
Summary of Current Land Use Henderson Station Area

Land Use	Acres	Percent of Total
City-owned Vacant	44.24	36.77
Single-Family	37.72	31.35
Schools	15.96	13.26
Open Space	9.47	7.87
Industrial	4.55	3.78
Retail/Service	3.33	2.77
Warehouse	1.44	1.19
Duplex/Triplex	1.27	1.06
Multi-Family	0.93	0.77
Institutions	0.89	0.74
Parking	0.29	0.24
Office	0.24	0.20
Total	120.30	100.00

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



Zoning and Opportunity Sites



Types of Opportunity Sites, Based on Current Zoning



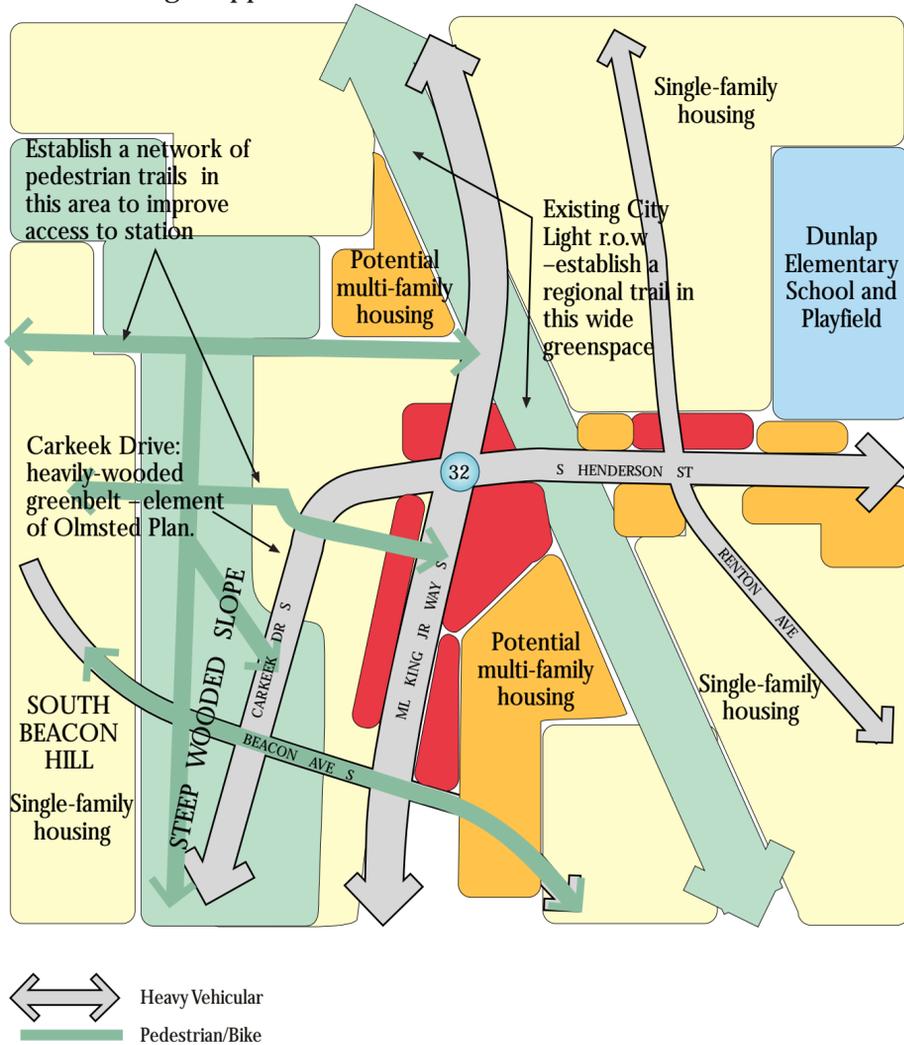
Some neighborhood concerns:

- Creating a strong connection between Martin Luther King, Jr. Way and Rainier Avenue along Henderson Street through pedestrian and local transit improvements;
- Moving from auto-oriented commercial uses and zoning within the station area to more pedestrian-friendly, mixed use development and zoning;
- Exploring opportunities for development of community facilities and public plaza midway along Henderson to help make the connection and spark redevelopment; and
- Design the station as a “gateway” into Seattle and as a connection to Lake Washington.

Opportunity Sites by Zoning Designation: Henderson

Zoning	Number of Parcels	Total Acres	Percent of Total
NC2-40	2	0.90	3.20
L-3	10	1.78	6.36
SF 5000	86	22.50	80.38
L-1	1	0.50	1.79
C1-40	7	2.31	8.27
Total	106	27.99	100.00

Urban Design Opportunities and Constraints



Potential Development Strategies: Henderson (32)

Relative Market Strength (5 highest, 1 lowest)*		
Housing: 1	Retail: 1	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 TOD adjacent to station, including mixed use (NC3-65), rezone housing opportunity sites on Henderson for L-3 and housing opportunity sites north and south of station (SF5000 to L2 or L3)
Pedestrian Network	●	Establish POZ around station and improve Henderson as a major east-west pedestrian linkage (a “boulevard” environment) to commercial areas on Rainier and to adjacent neighborhoods. Provide bike/trail links in powerline right-of-way via Chief Sealth Trail.
Parking Management	○	Consider RPZ west and east of station. Encourage Sound Transit to provide bus layover and any commuter parking at intermodal station at Boeing Access Road.
Economics/Financial Assistance	●	Help CDCs finance affordable housing and appropriate mixed-use development.
Regulatory Process	?	Explore expedited review/SEPA.
Local Transit Service	●	Provide feeder bus service, including a connection to Rainier Beach commercial areas and for neighborhood circulation.
Development Partnerships	●	Explore joint development opportunity for community facilities/mixed use development on school district lands along Henderson.
Pilot Projects	●	Determine feasibility of joint development opportunities with School District and Metro CSO projects. Rebuild Henderson pursuant to Neighborhood Plan concepts via Metro CSO and Sound Transit.

- ✓ = 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