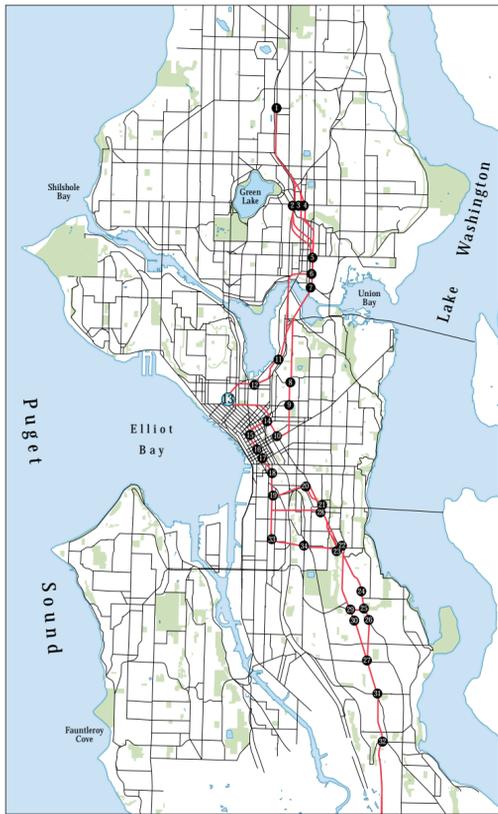
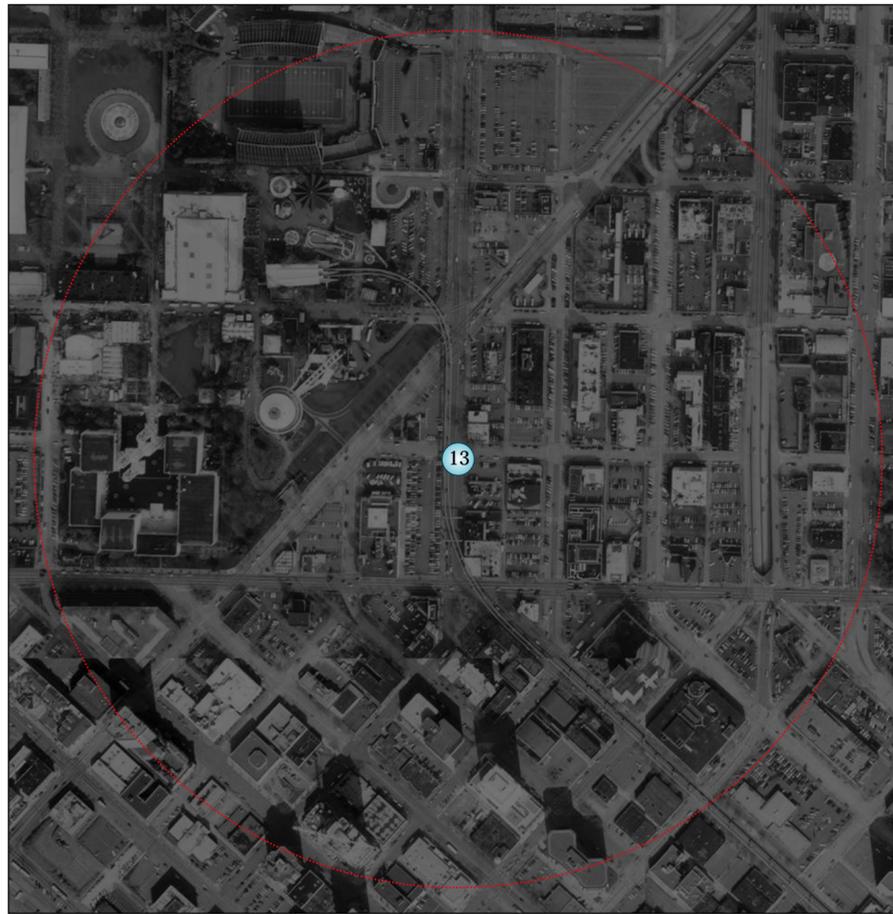


Seattle Center



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	1,723
1997 Employment	7,835
1996 Median Household Income	\$22,565
STATION AREA LAND USE	
Residential	
Units	1,416
Density ¹	
Single-family	n.a.
Multi-family	n.a.
Apartment Rents per Sq. Ft.	\$1.25
Apartment Vacancy Rate	3.9%
Commercial	
Floor Area (Sq. Ft.)	
Retail/Service	163,867
Office	1,496,579
Total	4,370,579
Floor Area Ratio (FAR) ²	1.03
Office Rents per Sq. Ft.	18.38
Office Vacancy Rate	1.7%
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)	989
Commercial (Thousands of Sq. Ft.)	452
LRT WITH GROWTH PROSPECTS	
Projected 2010 LRT Daily Boardings:	6,400
Projected 20-Year Growth	
Increment with LRT	
New Housing Units	2,630
New Employment	2,170
Non-residential Space (Sq. Ft.) ⁴	651,000
Projected Floor Area Ratio (FAR)	1.19
2020 Development with LRT and No Supportive Policies	
Total Housing Units	4,046
Total Employment	10,005
Non-residential space (Sq. Ft.)	5,021,600

Station and Alignment Options

The Lake Union alternative alignment continues in an aerial structure after leaving the South Lake Union Station and then drops into a tunnel before reaching the Seattle Center Station. This station is proposed to be located at the intersections of 5th Avenue North and either Broad Street or John Street.

Planning Context:

Portions of the Seattle Center station area (on the alternative alignment) are located within the Downtown Urban Center, the Seattle Center Urban Center, and the South Lake Union Hub Urban Village. The part of the station area that is within the Downtown Urban Center is primarily occupied by high-density housing and office uses. Seattle Center, with the region's largest concentration of recreational and cultural facilities, occupies most of the station area that is located in the Seattle Center Urban Center. The portion of the station area that is included in the South Lake Union Hub Urban Village is dominated by commercial uses, with a concentration of motel and hotels.

Existing Land Use



Summary of Current Land Use Seattle Center Station Area

Land Use	Acres	Percent of Total
Entertainment	22.03	22.70
Parking	20.83	21.46
Open Space	13.79	14.20
Office	13.68	14.10
Transp/Util/Co	8.78	9.04
Retail/Service	4.11	4.24
Hotel/Motel	3.33	3.43
Unknown/NA	2.05	2.11
Multi-Family	1.98	2.04
Industrial	1.75	1.80
Mixed Use	1.65	1.70
Vacant	1.29	1.33
Warehouse	1.17	1.21
Institutions	0.60	0.61
Total	97.10	100.00

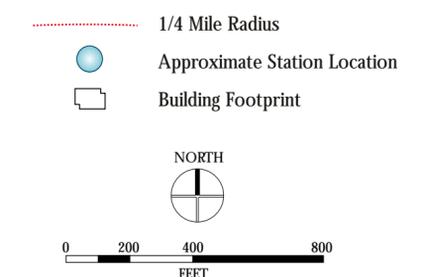
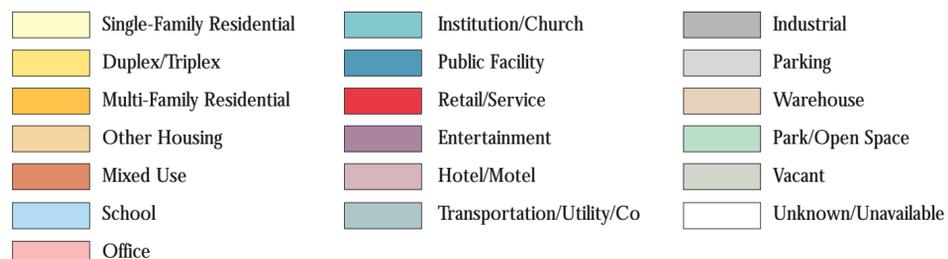
Note: Excludes public-right-of-way; these are parcel area subtotals only.



New housing in Denny Regrade.



"Five-point" intersection, next to elevated Monorail track.



Source: King County Assessor's records (1998)

Seattle Center

Zoning and Opportunity Sites



Types of Opportunity Sites, Based on Current Zoning



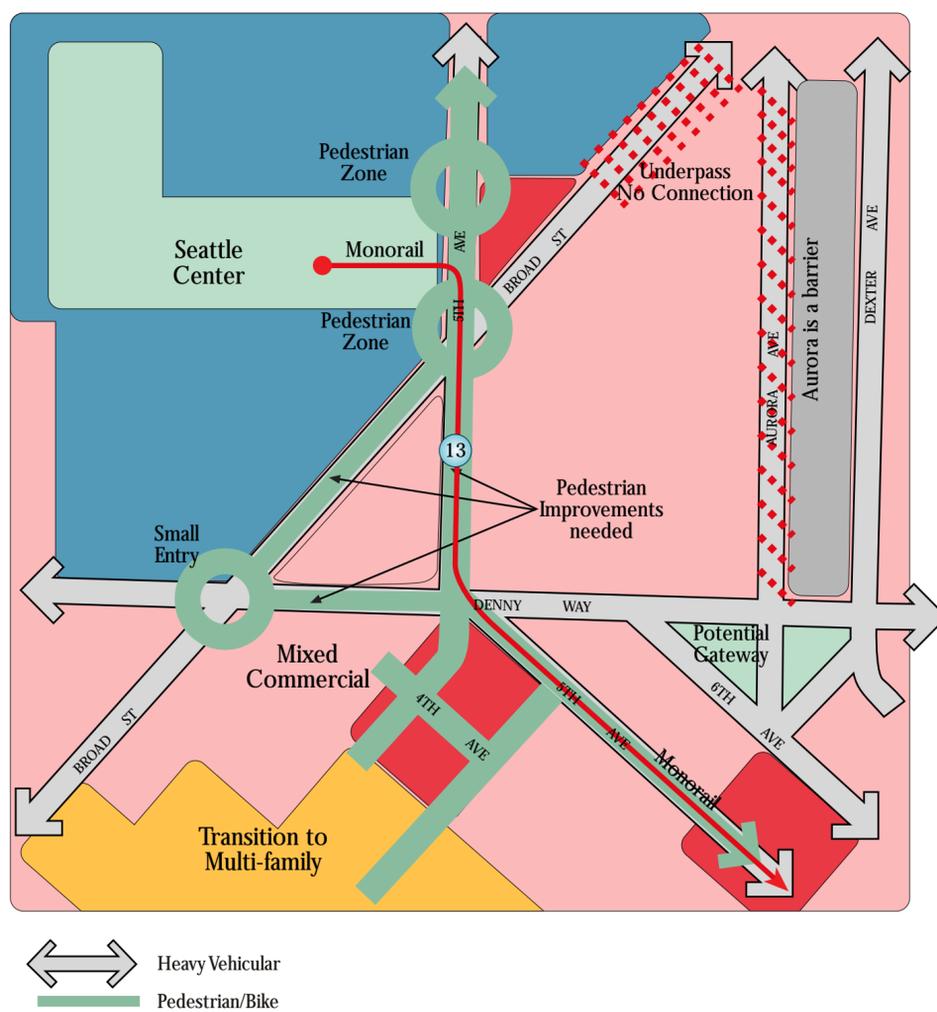
Some neighborhood concerns:

- Addressing parking congestion, particularly in relation to the Seattle Center;
- Improving pedestrian connections and safety;
- Improving transit access and circulation;
- Preserving the unique design characteristics of the neighborhood; and
- Maintaining and enhancing the business community.

Opportunity Sites by Zoning Designation: Seattle Center

Zoning	Number of Parcels	Total Acres	Percent of Total
NC3-85	33	11.09	58.72
C1-65	4	0.97	5.15
C1-85	4	0.84	4.42
DMC-85	2	0.64	3.37
DMR/R.125/65	4	0.67	3.54
DMC-160	9	1.11	5.87
DMR/R.240/65	7	2.09	11.05
DMR/C.125/65	2	0.44	2.36
DMR/C.240/125	1	0.30	1.58
DMC-240	1	0.75	3.94
Total	67	18.89	100.00

Urban Design Opportunities and Constraints



Potential Development Strategies: Seattle Center (13)

Relative Market Strength (5 highest, 1 lowest)*		
Housing: 2	Retail: 3	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	●	Extend mixed use incentives from Denny Regrade into other portions of station area; Establish limitations on auto-oriented uses and a pedestrian overlay zone (POZ). Offer height bonuses for mixed use TOD and incentives for live-work. (NC3 amendments).
Pedestrian Network	✓	The Monorail provides a link with Downtown; improve linkages to adjacent neighborhoods to the west, beyond Aurora and provide pedestrian improvements at both 5th and Broad and Broad and Denny. Improve lighting in Monorail corridor.
Parking Management	●	Establish parking "links" and reduce number of spaces required. A comprehensive parking management strategy is needed to address parking needs of Seattle Center.
Economics/Financial Assistance	?	The Neighborhood Plan identifies a need for funding for business improvements.
Regulatory Process	?	Provide expedited review/SEPA clearance for TOD projects.
Local Transit Service	✓/○	Monorail connection provides service to Downtown. Need for additional east/west service to complement strong north/south service.
Development Partnerships	?	Joint use opportunities might exist in Monorail corridor.
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