

Summary of Proposed Station Area Development Strategies

	Land Use Tools	Pedestrian Network	Parking Management	Economics/Financial Assistance	Regulatory Process	Local Transit Service	Development Partnerships	Pilot Projects
Northgate (1)	●	✓/?	○	○	?	●	✓	●
Roosevelt (2-4)	●	○	●	?	?	●	?	?
NE 45th (5)	●	●	●	?	?	●	?	?
Campus Pkwy (6)	●	●	●	?	?	○	?	
Pacific (7)	●	●	●	?	?	○	?	
Broadway at Roy (8)	●	○	●	?	?	●	?	?
Capitol Hill (9)	●	?	●	?	?	●	●	○
First Hill (10)	●	●	●	?	?	●	○	?
Eastlake (11)	●	●	●	?	?	○	?	?
South Lake Union (12)	●	●	○	?	○	○	●	?
Seattle Center (13)	●	✓	●	?	?	✓	?	?
Downtown (14-17)	●	✓	?	?	○	✓	?	
International District (18)	●	○	●	●	?	?	?	●
E3/Royal Brougham (19)	○	✓	✓	?	?	?		?
Lander Street (33)	●	○	?	○	?	○	○	?
Poplar (20)	○	○	○	✓	?	●	?	✓
I-90 (21, 28)	○	●	●	○	?	○	?	?
McClellan (22-23)	●	●	●	●	?	●	?	○
Beacon Hill (34)	●	●	●	?	?	○	?	?
Rainier Valley Square (24)	●	●	○	●	?	○	✓	?
Genesee (25)	●	●	○	✓	?	○	✓	?
Columbia City (30)	●	●	○	✓	?	○	●	?
Alaska (29)	●	●	○	●	●	○	●	?
Edmunds (26)	●	●	○	●	?	○	●	?
Graham (27)	○	●	○	●	?	○	?	?
Othello (31)	●	●	●	●	?	○	✓	●
Henderson (32)	●	●	○	●	?	●	●	●

- ✓ = Supportive Policy/Program in Place
- = High Priority Action
- = Recommended Action
- ? = Further Study Required

Potential Development Strategies: Northgate (I)

Relative Market Strength (5 highest, 1 lowest)*

Housing: 2 Retail: 5 Office: 3

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Strategy	Potential Action	Comments
Land Use Tools	●	Establish TOD requirements and additional mixed-use incentives, including housing bonuses; maintain limitations on auto-oriented uses adjacent to transit center and station, consistent with Northgate plan.
Pedestrian Network	✓ / ?	Existing overlay provisions and project review addresses the pedestrian environment. To enhance TOD, create a POZ around station and transit center and establish pedestrian connections across I-5 and improved linkages to neighborhoods.
Parking Management	○	Establish a comprehensive parking management program, expanding upon existing provisions to balance parking needs for commuters and shoppers. Encourage joint use of parking facilities.
Economics/Financial Assistance	○	Provide assistance for affordable housing proposed as part of mixed-use development.
Regulatory Process	?	Explore expedited review/SEPA clearance for TOD projects.
Local Transit Service	●	Coordinate planning for transit center with Sound Transit and Metro; ensure feeder bus service to adjacent neighborhoods.
Development Partnerships	✓	Joint development potential at the transit center, currently being studied by Metro, King County, and WSDOT. Community College has MIO and master plan requirement; potential partnership.
Pilot Projects	●	King County pilot project at transit center. Stewardship/Update of Neighborhood Plan needed. A joint parking project coordinated with Mall expansion project could show how to balance short-term needs for shoppers and long-term needs for transit.

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Potential Development Strategies: Roosevelt (2-4)

Relative Market Strength (5 highest, 1 lowest)*		
Housing: 3	Retail: 3	Office: 2

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Strategy	Potential Action	Comments
Land Use Tools	●	Expand POZ and establish limitations on auto-oriented uses on 65th and provide additional mixed-use incentives for TOD.
Pedestrian Network	○	Existing POZ on Roosevelt Way. Reinforce linkages to adjacent Greenlake neighborhood, and provide streetscape improvements for pedestrian amenities on NE 65th St. Linkages already proposed on NE 70th St.
Parking Management	●	Establish RPZ to protect adjacent residential neighborhoods and coordinate provision of short term parking for shoppers and long-term needs for TOD. Reduce standards for TOD.
Economics/Financial Assistance	?	Provide financial assistance for affordable housing proposed as part of mixed-use TOD. Possibly link up with CDC.
Regulatory Process	?	Provide expedited review/SEPA clearance for TOD projects.
Local Transit Service	●	Coordinate with Metro, particularly service to Greenlake neighborhood, east/west connections, and park-and-ride services.
Development Partnerships	?	Possible Roosevelt Square Phase 2 residential south of 64th Street.
Pilot Projects	?	Further planning needed.

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Potential Development Strategies: NE 45th Street (5)

Relative Market Strength (5 highest, 1 lowest)		
Housing: 3	Retail: 3	Office: 3

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Strategy	Potential Action	Comments
Land Use Tools	●	Provide additional height/density for TOD, consistent with neighborhood plan proposals; continue to use pedestrian overlay; establish TOD incentives.
Pedestrian Network	●	Existing POZ on University Way. Additional planning should provide for improved linkages between the station and University campus, the "Ave" and University Gardens.
Parking Management	●	Comprehensive program should include University's needs, updated to reflect LRT access. Parking maximums and parking lot pricing may be appropriate.
Economics/Financial Assistance	?	Explore need and requirements for a new community-based development corporation.
Regulatory Process	?	Provide expedited review/SEPA clearance for TOD projects.
Local Transit Service	●	Coordinate with King County Metro; avoid impact to pedestrian streets, especially with regard to off-street lay-over and transfer areas.
Development Partnerships	?	Further planning and outreach to churches and the University is needed. Work with churches and UW on redevelopable sites. Explore Metro's off-street bus lay-over project.
Pilot Projects	?	Further neighborhood planning needed to develop project priorities. Work with churches and UW.

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Potential Development Strategies: Campus Parkway (6)

Relative Market Strength (5 highest, 1 lowest)*		
Housing: 3	Retail: 3	Office: 3

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Strategy	Potential Action	Comments
Land Use Tools	●	Encourage University to provide additional height/density for TOD; expand use of pedestrian overlay onto Campus Parkway and south on Brooklyn to Lakefront; establish TOD incentives.
Pedestrian Network	●	Recommend that the University provide for linkages to station entries; regional and bike trail links also needed. Provide wider sidewalks on the "Ave" and pedestrian lighting.
Parking Management	●	Comprehensive program should provide for University's needs, updated to reflect LRT access, and possibly include parking lot pricing at University lots to encourage transit.
Economics/Financial Assistance	?	Explore need and requirements for a new community-based development corporation.
Regulatory Process	?	Provide expedited review/SEPA clearance for TOD projects.
Local Transit Service	●	Needs to be coordinated with Metro to avoid impacts on neighborhood circulation and pedestrian streets, especially lay-over and transfer areas.
Development Partnerships	?	Potential opportunity depending on University's needs.
Pilot Projects	?	Further planning needed.

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Potential Development Strategies: Pacific Street (7)

Relative Market Strength (5 highest, 1 lowest)*		
Housing: 3	Retail: 2	Office: 3

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Strategy	Potential Action	Comments
Land Use Tools	●	Establish TOD provisions as a planning guide in MIO zoning.
Pedestrian Network	●	Establish limitations on auto-oriented uses adjacent to station entries and provide linkages with the University and adjacent uses. Improve/configure Burke-Gilman Trail interface; bike access to station and "bike station." Provide wider sidewalks and lighting on the "Ave."
Parking Management	●	Comprehensive program should provide for University's needs, updated to reflect LRT access, and possibly include parking lot pricing at University lots to encourage transit use.
Economics/Financial Assistance	?	Explore need and requirements for a new community-based development corporation.
Regulatory Process	?	Provide expedited review/SEPA clearance for TOD projects.
Local Transit Service	●	Needs to be coordinated to avoid impacts on neighborhood circulation and pedestrian streets, especially stadium linkage and Montlake Flyer/SR-520 bus stop connection.
Development Partnerships	?	Potential opportunity depending on University's needs; further planning needed.
Pilot Projects	?	Further planning needed.

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Potential Development Strategies: Broadway at Roy (8)

Relative Market Strength (5 highest, 1 lowest)*		
Housing: 4	Retail: 3	Office: 2

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Strategy	Potential Action	Comments
Land Use Tools	●	Consider re-zoning to accommodate Neighborhood Plan's concerns about density with possible TOD incentives for opportunity sites directly adjacent to the station and closer to Broadway.
Pedestrian Network	○	Existing POZ on Broadway. Improve connections and provide streetscape amenities and lighting where lacking, especially near Lowell School and along Roy Street walkway between Federal and 11 th .
Parking Management	●	Existing RPZ east and west of station; potential for expansion. Evaluate potential for underground short-term parking for neighborhood uses. Also, explore parking maximums, as well as reduced standards and off-site parking provisions.
Economics/Financial Assistance	?	Provide for affordable housing proposed in mixed-use TOD and L-3 zones.
Regulatory Process	?	Provide expedited review/SEPA clearance for TOD projects.
Local Transit Service	●	Bus stops/transfer opportunities need to avoid impacts on pedestrian streets and improve east/west service between station and neighborhood destinations.
Development Partnerships	?	Potential mixed use library at station site.
Pilot Projects	?	Further work needed.

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Potential Development Strategies: Capitol Hill (9)

Relative Market Strength (5 highest, 1 lowest)*		
Housing: 4	Retail: 3	Office: 2

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Strategy	Potential Action	Comments
Land Use Tools	●	Consider limited rezoning on key vacant parcels; recognize neighborhood interest in height increase on Broadway between Thomas and Denny.
Pedestrian Network	✓ / ?	Existing POZ on Broadway and Olive; potential expansion can support TOD. Provide streetscape improvements, including lighting.
Parking Management	●	Comprehensive program needed, with parking maximums, off-site provisions, and reduced requirements for residential uses. Shared facilities for retail and institutions; SCCC parking controls.
Economics/Financial Assistance	?	Provide for affordable housing proposed as part of mixed-use TOD and in multi-family zones.
Regulatory Process	?	Provide expedited review/SEPA clearance for TOD projects.
Local Transit Service	●	Improve bus circulation without adversely affecting pedestrian streets or east/west bus service, especially serving Group Health.
Development Partnerships	●	Further planning needed for SCCC expansion in north lot.
Pilot Projects	○	Further planning needed (e.g. use of Bonney-Watson parking lot for station construction staging; rebuild with shared parking in mixed-use project).

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Potential Development Strategies: First Hill (I0)

Relative Market Strength (5 highest, 1 lowest)*		
Housing: 4	Retail: 3	Office: 3

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Strategy	Potential Action	Comments
Land Use Tools	●	Consider upzones to allow increased densities in NC3 commercial zones on north side of Madison and on Madison east of Broadway.
Pedestrian Network	✓ / ●	Existing POZ on Madison; potential expansion can support TOD to the northeast; improve pedestrian linkages with Seattle University and provide wider sidewalks, streetscape amenities, lighting, and bus shelters, especially on Madison.
Parking Management	✓ / ●	Expand residential parking zone; consider establishing parking "lids" and reduce number of spaces required; explore opportunities for shared parking.
Economics/Financial Assistance	?	Establish CDC to help finance affordable housing.
Regulatory Process	?	Provide expedited review/SEPA clearance for TOD projects.
Local Transit Service	●	Improve bus circulation without adversely affecting pedestrian streets, especially east and southeast of Central Area routes.
Development Partnerships	○	First Hill Marketing Strategy as recommended in the neighborhood plan can help local businesses; Institutions can serve as potential partners, especially Seattle University and Swedish Medical Center redevelopment opportunities near Broadway.
Pilot Projects	?	

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Potential Development Strategies: Eastlake (I I)

Relative Market Strength (5 highest, 1 lowest)*

Housing: 3

Retail: 1

Office: 2

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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.

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Potential Development Strategies: South Lake Union (12)

Relative Market Strength (5 highest, 1 lowest)*		
Housing: 3	Retail: 2	Office: 3

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Strategy	Potential Action	Comments
Land Use Tools	●	Rezone C2-40 to NC3-65 or TOC and establish POZ around station; provide incentives for live-work in NC3 zones.
Pedestrian Network	●	Develop "green streets" with pedestrian features; improve pedestrian linkages to adjacent neighborhoods.
Parking Management	○	The Neighborhood Plan notes that a parking study is needed.
Economics/Financial Assistance	?	Further planning needed.
Regulatory Process	○	Provide expedited review/SEPA clearance for TOD projects.
Local Transit Service	○	Good north/south bus service exists, but east-west improvements are needed.
Development Partnerships	●	Leveraging City-owned land on Mercer Street is a real opportunity.
Pilot Projects	?	Further planning needed.

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Potential Development Strategies: Seattle Center (13)

Relative Market Strength (5 highest, 1 lowest)*

Housing: 2 Retail: 3 Office: 2

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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 "lids" 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	?	

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Potential Development Strategies: Downtown Stations (I4-I7)

Relative Market Strength (5 highest, 1 lowest)*

Housing: 2 Retail: 4 Office: 4

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Strategy	Potential Action	Comments
Land Use Tools	●	Provide zoning to accommodate mixed use/joint development at Convention Place station; modify design guidelines to address station-specific orientation and access incentives.
Pedestrian Network	✓	Continue "green streets" program.
Parking Management	?	Evaluate need for additional parking controls in selected locations.
Economics/Financial Assistance	?	May be needed for up-front improvements at Convention Place station to facilitate joint development.
Regulatory Process	○	Provide expedited review/SEPA clearance for TOD projects.
Local Transit Service	✓	Coordinate service changes with King County Metro, including future use of Convention Place station.
Development Partnerships	?	Further air rights/ abandonment/ joint development planning needed at Convention Place.
Pilot Projects		

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Potential Development Strategies: International District (18)

Relative Market Strength (5 highest, 1 lowest)*

Housing: 2 Retail: 3 Office: 2

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Strategy	Potential Action	Comments
Land Use Tools		
Pedestrian Network	○	Extend pedestrian improvement corridor west on Jackson and north on 5th Avenue. Improve linkages to King Street station and Kingdome/Seattle Stadium.
Parking Management	●	Comprehensive program needed that responds to stadia impacts.
Economics/Financial Assistance	●	Provide funding to help preserve affordable housing and rehabilitate vacant properties.
Regulatory Process	?	Provide expedited review/SEPA clearance for TOD projects.
Local Transit Service	?	Expansion of the Free-Ride Zone to Dearborn and bus stop improvements.
Development Partnerships	?	Potential work with stadia authorities.
Pilot Projects	●	Establish a "Gateway" to the neighborhood at 5th and Jackson.

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Potential Development Strategies E3/Royal Brougham: (19)

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

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Strategy	Potential Action	Comments
Land Use Tools	○	Provide for continued industrial use and possibly live/work.
Pedestrian Network	✓	Improve linkages to adjacent stadia with improvements/pedestrian facilities/street lighting along Royal Brougham.
Parking Management	✓	Confirm that recent planning will increase parking for local uses, address sports event needs and local industrial needs.
Economics/Financial Assistance	?	Support recommendations of ACCESS, a Duwamish group studying transportation issues.
Regulatory Process	?	Provide expedited review/SEPA clearance for TOD projects.
Local Transit Service	?	Support and explore commute trip reduction options/opportunities with employers.
Development Partnerships	✓	Seattle Jobs Initiative in place.
Pilot Projects	?	

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Potential Development Strategies: Lander Street (33)

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

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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	?	

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Potential Development Strategies: Poplar (20)

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

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Strategy	Potential Action	Comments
Land Use Tools	○	Establish limitations on auto-oriented uses along Rainier Avenue and S. Dearborn St. Offer density bonuses for TOD.
Pedestrian Network	○	Improve pedestrian linkages to adjacent neighborhoods; establish a pedestrian overlay zone on Rainier Avenue and on 12 th from S. Jackson to the station; provide improvements on Dearborn.
Parking Management	○	Address business and short-term parking needs.
Economics/Financial Assistance	✓	Establish or support existing CDCs to help finance local businesses; provide support for affordable housing in L-3 zones.
Regulatory Process	?	Provide expedited review/SEPA clearance for TOD projects.
Local Transit Service	●	Provide feeder bus service to station and neighborhood circulator options.
Development Partnerships	?	
Pilot Projects	✓	Hiawatha Place

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Potential Development Strategies: I-90 (21, 28)

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

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Strategy	Potential Action	Comments
Land Use Tools	○	Rezone L-1 and L2 adjacent to Rainier to L3, subject to buffering and design standards (+33% to +75% in number of units). Consider POZ and NC zoning on selected opportunity sites along Rainier Avenue. Establish limitations on auto-oriented uses and provide for live-work in NC3 zones.
Pedestrian Network	●	Improve linkages to adjacent neighborhoods
Parking Management	●	Reduce standards for uses along Rainier Avenue; establish residential parking zone in neighborhoods south of station.
Economics/Financial Assistance	○	Establish CDC (and/or support SEED) to help finance affordable housing and local businesses.
Regulatory Process	?	Provide expedited review/SEPA clearance for TOD projects.
Local Transit Service	○	Develop local service for neighborhood and station accessibility.
Development Partnerships	?	Further planning needed.
Pilot Projects	?	Further planning needed.

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Potential Development Strategies: McClellan (22-23)

Relative Market Strength (5 highest, 1 lowest)*		
Housing: 2	Retail: 3	Office: 1

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Strategy	Potential Action	Comments
Land Use Tools	●	Provide incentives for TOD adjacent to station and for mixed use along Rainier Avenue; establish limitations on auto-oriented uses along Rainier Avenue and consider live-work in NC3 zones.
Pedestrian Network	●	Establish POZ around station and improve linkages to adjacent neighborhoods.
Parking Management	●	Consider RPZ west and east of station.
Economics/Financial Assistance	●	Establish CDC/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 station and local east/west service.
Development Partnerships	?	Possible partnership with State, a station-area land owner and employer.
Pilot Projects	○	A "town center" around the station may be desirable.

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Potential Development Strategies: Beacon Hill (34)

Relative Market Strength (5 highest, 1 lowest)*

Housing: 3

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	●	Provide incentives for neighborhood-scale TOD adjacent to station.
Pedestrian Network	●	Establish POZ around station and improve linkages to adjacent neighborhoods.
Parking Management	●	Reduce number of spaces required as a TOD incentive; establish RPZs, if needed, in adjacent neighborhoods.
Economics/Financial Assistance	?	Potential work with Community Development Corporations?
Regulatory Process	?	Provide expedited review/SEPA clearance for TOD projects.
Local Transit Service	○	Provide feeder bus service and neighborhood circulator.
Development Partnerships	?	Further planning needed.
Pilot Projects	?	Further planning needed.

- ✓ = Supportive Policy/Program in Place
- = High Priority Action
- = Recommended Action
- ? = Further Study Required

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Potential Development Strategies: Rainier Valley Square (24)

Relative Market Strength (5 highest, 1 lowest)*

Housing: 2 Retail: 3 Office: 1

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Strategy	Potential Action	Comments
Land Use Tools	●	Rezone C2-65 south of Andover to TOD overlay with incentives for infill.
Pedestrian Network	●	Improve linkages to adjacent neighborhoods to east and west; establish a pedestrian overlay for NC zoning along Rainier Avenue.
Parking Management	○	Establish a residential parking zone in adjacent neighborhoods. "Lids" for commercial and/or shared parking with mixed use at mall.
Economics/Financial Assistance	●	Support SEED; finance affordable housing.
Regulatory Process	✓ / ?	SESRA in place. Provide expedited review/SEPA clearance for TOD projects.
Local Transit Service	?	Further planning needed, especially east and to MLK and Beacon Hill.
Development Partnerships	✓	Coordinate planning with Proposed Rainier Valley Square expansion project to provide for transit orientation.
Pilot Projects	?	Further planning needed.

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Potential Development Strategies: Genesee (25)

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

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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.

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Potential Development Strategies: Columbia City (26)

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

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Strategy	Potential Action	Comments
Land Use Tools	●	Establish POZ on Rainier Avenue; provide incentives for mixed-use development, including housing, on opportunity parcels, subject to standards that will ensure compatibility with historic character. Amend NC zoning with T overlay to provide flexibility in ground floor uses on sites off Rainier Avenue (e.g. live-work units). Any regulatory measures must reflect the historic character of the neighborhood.
Pedestrian Network	●	Improve linkages to adjacent neighborhoods, especially Edmunds to MLK.
Parking Management	○	Consider establishing parking "lids" and reducing the number of spaces required to protect the historic character of the district; provide public parking for short-term needs.
Economics/Financial Assistance	✓	Support SEED to help finance affordable housing and economic development projects.
Regulatory Process	✓ / ?	SESRA in place; Any regulatory measures must reflect the historic character of the neighborhood.
Local Transit Service	○	Provide feeder bus service, especially to Beacon Hill.
Development Partnerships	●	Explore specific joint development opportunities with qualified developers who will respect integrity of historic district.
Pilot Projects	?	Further planning needed.

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Potential Development Strategies: Alaska (29)

Relative Market Strength (5 highest, 1 lowest)*

Housing: 2

Retail: 2

Office: 1

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Strategy	Potential Action	Comments
Land Use Tools	●	Establish TOD zoning and pedestrian overlay zone (POZ) for small commercial opportunity sites adjacent to station.
Pedestrian Network	●	Improve linkages to adjacent neighborhoods and provide streetscape improvement on MLK. Sound Transit to provide streetscape improvements on Edmunds and Alaska between Rainier and MLK.
Parking Management	○	Establish residential parking zone in adjacent neighborhoods, if needed.
Economics/Financial Assistance	✓	Support SEED to help finance affordable housing and economic development projects.
Regulatory Process	✓	SESRA in place.
Local Transit Service	○	Provide feeder bus service, especially to Beacon Hill destinations.
Development Partnerships	●	TOD to be coordinated with Housing Authority plans for Rainier Vista redevelopment
Pilot Projects	?	Further planning needed.

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Potential Development Strategies: Edmunds (30)

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

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Strategy	Potential Action	Comments
Land Use Tools	●	Establish limitations on auto-oriented uses on CI-40 opportunity sites south of station.
Pedestrian Network	●	Establish POZ south of Ferdinand for CI-40 sites and improve linkages to adjacent neighborhoods and to Columbia City historic area, especially pedestrian improvements on Edmunds between MLK and Rainier Avenue.
Parking Management	○	Establish residential parking zones, if needed in adjacent neighborhoods.
Economics/Financial Assistance	✓	Support SEED to help finance affordable housing.
Regulatory Process	✓ / ?	SESRA in place. Provide expedited review/SEPA clearance for TOD projects.
Local Transit Service	○	Provide feeder bus service, especially to Beacon Hill destinations.
Development Partnerships	●	Further planning needed.
Pilot Projects	?	Further planning needed. Explore co-location of community and education facilities and redevelopment of publicly-held land.

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Potential Development Strategies: Graham (27)

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

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Strategy	Potential Action	Comments
Land Use Tools	○	Provide incentives for infill residential, including upzoning, where appropriate and mixed-use development on opportunity parcels on MLK. Establish limitations on auto-oriented uses.
Pedestrian Network	●	Establish POZ and improve linkages to adjacent neighborhoods.
Parking Management	○	Establish RPZs, if needed, in adjacent neighborhoods.
Economics/Financial Assistance	●	Help CDCs to 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 and neighborhood circulators.
Development Partnerships	?	Support potential affordable housing projects.
Pilot Projects	?	

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Potential Development Strategies: Othello (31)

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

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Strategy	Potential Action	Comments
Land Use Tools	●	Limit auto-oriented uses on MLK for C1 and NC3 opportunity sites. Provide incentives for TOD, including increased height and density for C1-40 area adjacent to station, and contract rezone of L-2 within Holly Park Phase 3.
Pedestrian Network	●	Improve linkages to adjacent neighborhoods, particularly Holly Park. Linkage to Chief Sealth Trail in powerline right-of-way.
Parking Management	●	Establish RPZs in Holly Park and adjacent residential neighborhoods, if needed. Explore shared parking for retail development, with reduced parking ratios at Holly Park Redevelopment Phase 3 (coincident with start of light rail service).
Economics/Financial Assistance	●	Help CDCs 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 bus service to Holly Park Campus of Learners and South Beacon Hill neighborhoods.
Development Partnerships	●	Retail and mixed-use joint development with Holly Park redevelopment (Phase 3).
Pilot Projects	●	Accelerate relocation of businesses (in anticipation of impacts of Sound Transit right-of-way needs) into new Town Center TOD project, pursuant to Neighborhood Plan goals.

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Potential Development Strategies: Henderson (32)

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

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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.

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- ? = Further Study Required

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