

Station Area Profiles

As part of this report, a profile was prepared for each potential station area in Sound Transit's light rail system. Based upon detailed analysis of existing conditions in each station area, the profiles analyze opportunities and constraints for transit-supportive development and recommend development strategies for improving connections between transit and station area development.

This overview describes the structure and format of the station area profiles and includes:

- *Purpose.* A conceptual framework for the analysis of existing conditions, opportunities, and constraints in each station area;
- *Organization.* A description of the contents of each station area profile and key issues to be addressed in each station area; and
- *Relationship to Atlas.* A description of how each station area profile is related to the Station Area Atlas.

PURPOSE

The main purpose of the station area profiles is to analyze opportunities and constraints for transit-supportive development in each potential station area and to recommend potential development strategies for improving connections between the stations and their surrounding areas. Specifically, the profiles are intended to answer two main questions:

- *Opportunities and Constraints.* Given the physical, socio-economic, and regulatory characteristics of the station area, and taking into account community concerns, what can be done to make the station area as supportive of transit as possible?
- *Development Strategies.* How can transit-supportive development be implemented in the station area, given existing plans and applicable regulations?

The answers to these questions identify specific steps that the City can take to promote transit-supportive development in each station area.

While this analysis was conducted with a specific focus on each individual station, some information was analyzed for groups of station areas (segments). For example, the analyses of residential and commercial real estate markets was conducted by light rail corridor segments,

allowing a “reality check” of the station area development prospects to trends in the larger markets.

ORGANIZATION AND CONTENT

ORGANIZING PRINCIPLES

Organizing principles of the station area profiles and Atlas include:

- *Quarter-Mile Station Area.* A station area is defined generally as the land that falls within a ¼-mile radius of the station site. The distance of ¼-mile is used because it generally represents the maximum distance and time that people are willing to walk to reach a transit station. A person can typically walk a quarter-mile in five minutes.
- *Joint Profiles of Alternative Stations.* In general, each potential station area is profiled, but where station area boundaries substantially overlap, information has been combined for profile purposes. These include the three options for a Roosevelt station, four of the five Downtown bus tunnel stations, the two options for an I-90 station, and the two options for a McClellan station.
- *Organization from North to South.* Station area profiles are presented from north to south, starting with the Northgate station area and ending with the Henderson station area. This order follows the number system used by Sound Transit to identify potential station sites.

Station Area and Potential Station Locations

<i>Station Area</i>	<i>Potential Station(s)</i>	<i>Station Area</i>	<i>Potential Station(s)</i>
Northgate	1	E3/Royal Brougham	19
Roosevelt	2-4	Lander Street	33
NE 45 th Street	5	Poplar	20
Campus Parkway	6	I-90	21, 28
Pacific Street	7	McClellan	22-23
Broadway at Roy	8	Beacon Hill	34
Capitol Hill	9	Rainier Valley Square	24
First Hill	10	Genesee	25
Eastlake	11	Columbia City	30
South Lake Union	12	Alaska	29
Seattle Center	13	Edmunds	26
Downtown	14-17	Graham	27
International District	18	Othello	31
		Henderson	32

ANALYSIS OF EXISTING CONDITIONS

Each station area profile presents the physical, socio-economic, and regulatory environment, opportunities and constraints to transit-oriented development, some community concerns, and potential development strategies. Specifically, the analysis of existing conditions examines the following characteristics of each station area:

- *Physical Environment.* Land Use and Housing, Transportation, Pedestrian/Bicycle Networks, Infrastructure and Community Facilities, and Urban Design Features;
- *Socio-Economic Environment.* Market Conditions (e.g., rents, land prices, and vacancies), Recent Development Projects, and Station Area Forecasts;
- *Regulatory Environment.* Planning Context and Zoning;
- *Community Concerns.* Neighborhood Planning Concerns, Stakeholder Perspectives.

STATION AREA ATLAS

The Station Area Atlas presents information about each station area, including a land use map, an opportunity/constraint diagram, photographs of station area conditions, and tables of key information. The station area profiles and Atlas are intended to complement one another, with the profiles providing a written analysis and synthesis of the information that the Atlas presents in a visual format.

