

North Lake Union Metro Properties Master Plan Scenarios Stakeholder Working Group Comments

Metro Upland Parcel Discussion

Brainstorm of Possible Uses

1. Community/public use (e.g., Lake Union WaterShed, other community purposes)
2. Private industrial use
3. Private commercial mixed use
4. Private commercial/residential mixed use
5. Private mixed use with Metro Transit maintenance facility
6. Continued Metro Transit use

MUP1. Community/public use

Benefits:

- Badly needed; highly desired
- Identified in South Wallingford Amendment to the Wallingford Neighborhood Plan (SWA)
- Would provide resources not present in the local area; open land currently scarce in the area
- Connection/gateway for neighborhood and public uses
- Surrounding area has high residential density that could be served by this potential use
- More public input and control in design and architecture
- If the use would require no further excavation, less clean-up would be required
- Long-term legacy for the neighborhood and the city; the property would continue to be in public trust
- Accessible by many modes of transportation

Concerns/Issues To Address

- Doesn't increase the tax base
- In addition to funds to acquire the property, the use would require funds to cover development, construction, operation, and maintenance costs
- Could require additional clean-up of the site, depending upon the type of construction needed
- Limited off-street parking in the area

MUP2. Private industrial use

Benefits:

- Desired use in neighborhood
- Would necessitate further environmental clean-up
- Would provide jobs and tax revenue
- Would provide funds and a new maintenance facility for Metro Transit
- Lack of industrial property in Seattle

Concerns/Issues To Address

- No design review required; no required community input on building design
- Higher degree of lot coverage permitted, further limiting views
- Impact on near-by residential neighborhood (traffic, noise, views)
- Could exploit loopholes in developing the property with potential impacts on height limits, etc.
- Private development might not include commercial uses for the neighborhood
- Does not provide the sales tax benefit for the City of Seattle that mixed-use development would

MUP3. Private commercial mixed use

Benefits:

- Could provide neighborhood amenities and services
- Fine-grained project; defined design elements
- More incubator/expansion space for locally-based businesses
- More on-site parking than industrial use requires
- Could spark more transit service to this area, especially if connected with waterborne transit
- Provides sales tax benefit for the City of Seattle

Concerns/Issues To Address

- Further crowds neighborhood parking (would need more off-street parking in addition to the off-street stalls provided with the new construction)
- With heightened pedestrian traffic, pedestrian safety even more of a concern; would require public investment for improvements

MUP4. Private commercial/residential mixed use

Benefits:

- Improves jobs/housing balance in the city of Seattle
- Would require neighborhood design review
- Smaller building envelope~~d~~ (64% vs. 100% for industrial)
- Could possibly increase multi-modal connections (would require public investment)
- Preferred by the City of Seattle
- Commercial businesses could provide neighborhood services and amenities
- Improves the pedestrian flavor of the area
- Provides sales tax benefit for the City of Seattle

Concerns/Issues To Address

- There is already enough housing development (condominiums, apartments) in the area
- Would increase automobile traffic and usage in the area
- Southern segment of the parcel is not usable for residential uses given the proximity to current maritime industrial uses
- Infringes on and potentially conflicts with current industrial uses in the area

MUP5. Private mixed use with Metro Transit maintenance facility

Benefits:

- Possibility of mixed use development in current building on N. 34th Street
- Commercial uses could provide services and amenities to neighborhood
- Possibility of new construction would allow co-location of commercial uses with current Metro Transit uses
- Could provide some sales tax benefit for the City of Seattle

Concerns/Issues To Address

- With new construction, Metro would not be able to continue current operations on the current site
- Mixed uses potentially not compatible

MUP6. Continued Metro Transit use

Benefits:

- Metro needs to continue maintenance functions
- Would preserve the space for possible community use or open space at some point in the future
- Could provide future possible multi-modal connections, consistent with Metro Transit's mission and SWA; in concert with water transit at the waterfront parcel or the Stone Way Pier, the lower third of the site could provide a drop-off area and parking, serving as a multi-modal hub and eliminating the need to purchase additional property to support waterborne transit
- Minimal vehicle and traffic impacts to area
- No further impact to views

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Additional considerations or conditions

Community/public use:

- Revenue is needed by Metro Transit
- Explore any additional clean-up issues with the Department of Ecology
- Waterborne transit would need support structure near docking area (waterfront parcel or Stone Way Pier); existing upland parcel could be adapted at little cost for ticket sales, parking, commercial spaces/food service, etc.

Private industrial use:

- Research & development uses have a competitive financial advantage over other industrial uses
- There is currently a saturation of office space in the Seattle market
- Need to eliminate design loopholes that developers have exploited in other industrial development in the area
- Explore additional clean-up requirements

Private commercial mixed use:

- Explore additional clean-up requirements

Private commercial/residential mixed use:

- Would require a zoning change; need to explore problems with spot-zoning
- Explore additional clean-up requirements

Private mixed use with Metro Transit maintenance facility:

- Explore co-location as a way to generate funds for Metro
- Explore additional clean-up requirements