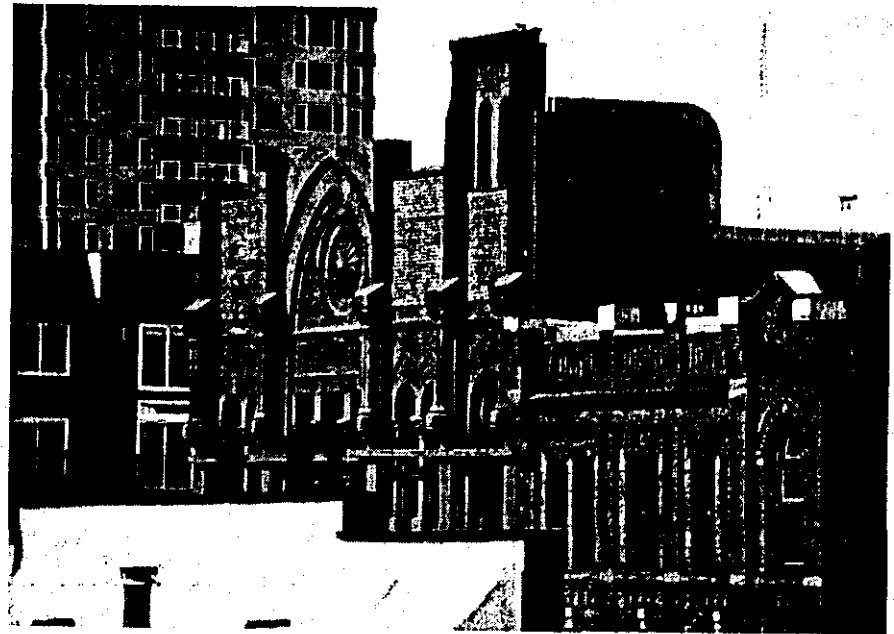


Belldown Neighborhood Plan

Denny Regrade
Urban Center Village

December, 1998





Belltown

Draft Neighborhood Plan

The Belltown Community is a multi-faceted jewel in the crown of Seattle. If you need a one word definition of “eclectic”, that word is Belltown. Belltown is, all at once, a residential community, an arts center, a shopping destination, home of cuisine that spans the globe from Mexico to China in both directions, the business home of crafts unions, architectural firms, engineers, appliance repair shops, international industrial decorators, and on and on. It is a link between and among communities—Ballard, Queen Anne, University District, Seattle Center, South Lake Union, The Waterfront, Central Business District, Denny Triangle, Pike/Pine Capitol Hill, First Hill and Pioneer Square; yet it is also a destination in and of

itself. The identifying character of Belltown is its diversity. Residents and businesses are here for lifetimes, decades, years, and months. Even the transients are diverse, with some waiting for completion of their million dollar homes in suburbia, and others waiting for their next meal. The architecture is especially diverse, with examples remaining that precede the re-grade itself, and continue with plans well into tomorrow.

It is this diversity which the community wishes to celebrate, preserve, and enhance, along with expanded connections to our neighboring communities, so that they may enjoy our diverse attractions, and we theirs.

Introduction

The Denny Regrade Urban Center Village Neighborhood Plan is the culmination of a neighborhood planning process initiated by the 1994 adoption of Seattle's Comprehensive Plan. The Comprehensive Plan designates the Denny Regrade neighborhood as an Urban Center Village.

Seattle's Comprehensive Plan

The Comprehensive Plan, *Toward a Sustainable Seattle*, is a 20-year policy plan (1994-2014) designed to articulate a vision of how Seattle will grow in ways that sustain its citizens' values. The Comprehensive Plan makes basic policy choices and provides a flexible framework for adapting to real conditions over time. The initial building blocks of the Comprehensive Plan are the "elements" required by the state's Growth Management Act: land use, transportation, housing, capital facilities and utilities. King County's Countywide Planning Policies require the addition of an economic development element, and the Seattle Framework Policies (Resolution 28535) inspired the inclusion of a neighborhood planning element and a human development element. The ideas in the plan were developed over five years through discussion and debate and the creative thinking of thousands of Seattle citizens working with City staff and elected officials.

The Urban Village Strategy

The goal that unifies all the elements of the Comprehensive Plan is to preserve the best qualities of Seattle's distinct neighborhoods while responding positively and creatively to the pressures of change and growth. A key component of the City's plan to achieve this goal is the urban center and urban village strategy.

The urban village strategy combines small changes in the city's development pattern with a more complete and competitive intermodal public transportation system, the targeted use of housing assistance funds and planning tools to provide desirable and affordable housing, investment in facilities and service delivery systems designed to serve higher density neighborhoods and neighborhood-based decisions built upon local citizens' expressed priorities.

Seattle will strive to develop and enhance these qualities of urban villages:

- A diverse mix of people of varied ages, incomes, cultures, employment, and interests;
- A variety of housing types, ranging appropriately for each village scale to meet the needs and preferences of the diverse community;
- A strong relationship between residential and commercial areas;
- Community facilities, including schools, community and recreation centers, libraries, parks, and human services within walking distance of the village core;
- Partnerships with neighborhood and community-based organizations to improve people's access to services and activities and to create opportunities for interaction through such means as neighborhood planning and community policing;
- Transit, bicycle and pedestrian facilities with connections to neighboring villages, good circulation within the village and between the village and surrounding neighborhoods;
- Well-integrated public open space, providing recreational opportunities for village residents and workers;
- A unique identity reflecting local history, the village's natural features, its culture and other sources of community pride.

Urban Center Village Designation

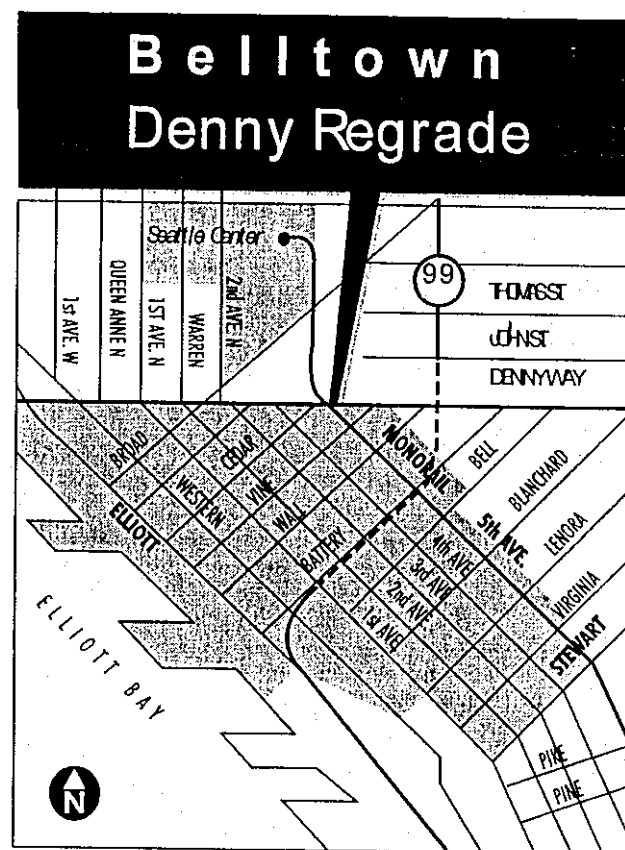
The Urban Centers are intended to be the densest areas in the city with the widest range of land uses. The Comprehensive Plan designates Downtown, First Hill/Capitol Hill, Seattle Center (Lower Queen Anne), University District, and Northgate as Urban Centers.

The Denny Regrade Urban Center Village is one of five villages in the Downtown Urban Center. The other villages are the International District, Pioneer Square, Downtown Core, and Denny Triangle. The boundaries of the Denny Regrade neighborhood are generally Denny Way on the north, Stewart Street on the south, 5th/6th Avenues on the east and the Waterfront on the west.

Of the five villages, Denny Regrade is the second largest in area at 216 acres. The Downtown Core Village is slightly larger. According to the Comprehensive Plan, the Urban Village contained 3,492 households in 1994 for a density housing density of about 16.2 households per acre. This density was substantially higher than any of the other Downtown Urban Villages, but just over half the density of Capitol Hill Village. However, the Comprehensive Plan estimates an additional 6,500 households will be constructed in Denny Regrade by the year 2014. This would increase the density to 46.3 households per acre, far and away the most densely populated neighborhood in Seattle.

There were an estimated 22,699 jobs within the urban village boundaries in 1994. The number of jobs is estimated to increase by 4,500 in 2014.

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The Comprehensive Plan estimates an additional 6,500 households will be constructed in Denny Regrade by the year 2014. This would increase the density to 46.3 households per acre, far and away the most densely populated neighborhood in Seattle.

Past Planning Studies

The Denny Regrade has been the subject of numerous planning studies in the past. Some of these studies have focused directly on the Regrade. Others have included the Regrade, or portions of it, in studies of larger geographic areas. Many of these planning studies are consistent with the current goals of the Denny Regrade community, particularly in the areas of diversity, housing affordability, open space and pedestrian access and transportation. While this current planning effort acknowledges and draws from past studies and recognizes the importance of coordination and continuity, it also seeks to recognize changes in the neighborhood, both physical and demographic, that make it unique.

Following is a brief summary of the most directly related previous planning studies.

Denny Regrade Development Plan, City of Seattle, 1974

The Denny Regrade Development Plan provided the primary impetus in creating a residential community in the neighborhood. The study recognized the Regrade as a highly underutilized area with vast development potential, particularly as a site for concentrated urban residential development due to its location between the downtown core and the Seattle Center.

At the time the study was done, zoning in the area was primarily General Commercial. This zoning discouraged residential development because commercial development for office use potentially brought higher returns on investment.

While the 1974 Development Plan was comprehensive in addressing open space, transportation and design guidelines, the key recommendation of the study was to develop a residential zone in the neighborhood generally bounded by Western Avenue on the west, Broad and Clay Streets on the north, 5th Avenue on the east, and Lenora Street on the west.

The Downtown Plan, City of Seattle, 1985

The Downtown Plan covers all five neighborhoods in the Downtown Urban Center. The Plan is a policy document and contains "framework" policies as well as policies relating to land use, transportation, housing and human services, urban form, incentive systems, economic development, land use districts, and implementation.

A Framework Policy relating to "Areas of Varied Character" promotes the recognition and enhancement of the varied character of the five neighborhoods that make up Downtown. The policy states that actions shall be taken to preserve those characteristics determined desirable, counter trends that are determined to be undesirable and define the character of areas which are emerging.

Another Framework Policy of the Downtown Plan states that the Belltown area of the Denny Regrade and the International District Hilltop "shall serve as priority housing areas. Public resources and incentives for private development shall be concentrated in these target areas, density regulations and development standards shall encourage housing as the primary use, and non-residential uses shall be limited to those of a scale and use compatible with a residential neighborhood."

There are a number of Transportation policies in the Downtown Plan that effect the Denny Regrade neighborhood. Each of the policies include implementation guidelines. The pertinent policies and implementation guidelines include:

Policy 5: Vehicular Access and Circulation

The efficiency of the regional highway system and major arterials within the downtown shall be maximized for vehicular access and circulation; through-traffic within downtown's residential and shopping areas shall be discouraged to facilitate peak-hour traffic which provides access to the regional highway network.

Implementation Guideline 1: Downtown Access and Circulation

Alaskan Way. Develop a plan for and implement changes to de-emphasize the use of Alaskan Way by through traffic between the Ferry Terminal and Pier 70 as part of the Alaskan Way Harborfront Public Improvement Plan.

Sixth Avenue. Convert Sixth Avenue to a two-way street between Denny Way and Westlake Avenue to route traffic around the Denny Regrade residential neighborhood.

Policy 6: Pedestrian Circulation

Travel by foot shall be enhanced as the principal method of movement within downtown. The street level environment shall be improved as the primary component of the pedestrian network. Wherever possible, the pedestrian network shall be accessible to the elderly and disabled.

Implementation Guideline 1: Pedestrian Circulation Improvements

Waterfront Promenade. Develop a promenade along Alaskan Way between Pier 48 and Myrtle Edwards Park as part of the Alaskan Way Harborfront Public Improvement Plan

Greenstreets. Develop portions of existing underutilized streets in key downtown neighborhoods for added passive and active pedestrian space in accordance with the open space element of the Downtown Plan.

Denny Regrade Boulevard. Develop a landscaped transit/pedestrian boulevard with widened sidewalks along Third Avenue through the Denny Regrade as an extension of the Downtown Transit Corridor.

Second Avenue. Improve the pedestrian environment of Second Avenue in the Denny Regrade by narrowing the area devoted to traffic and increasing pedestrian sidewalk area, and consider such measures as making Second Avenue two-way, or devoting traffic lanes to angle parking and landscaping.

Waterfront Linkages. Improve pedestrian connections and access between downtown and the waterfront.

In addition to these policies, the Transportation section of the Downtown Plan designates Cedar, Vine, Bell and Blanchard Streets as Green Streets; Third Avenue as a Principal Transit Street; and First, Third and Fifth Avenues as Class I Pedestrian Streets.

There are also several policies and implementation guidelines addressing parking that are relevant to the Denny Regrade Neighborhood Plan.

Policy 9: Parking

Actions shall be taken to ensure adequate supply of parking to meet forecast needs, balanced with incentives to encourage the use of transit, vanpools, carpools and bicycles as alternatives to commuting by auto.

Implementation Guideline 5: Location of Principal Use Parking

Principal use parking shall be limited to only those areas designated on the Principal Use Parking map (Map 9a). Note: Map 9a designates most of the Denny Regrade as an area where both short-term and long-term parking garages may be permitted, provided that long-term garages are limited to garages for residential uses in residential districts.

Implementation Guideline 6: Downtown Parking Fund

A downtown parking fund shall be established to facilitate the construction of parking facilities.

Parking facilities shall be developed in accordance with the following priorities and the Parking Development map (Map 9b). Note: Map 9b does not include the Denny Regrade, except the area along the waterfront between Alaskan Way and Elliott Avenue.

A. Short term parking to serve shopper and visitor needs in the retail core.

B. *Parking to serve residential needs where it is determined that such actions can significantly assist the production of affordable housing.*

The Urban Form section of the Downtown Plan contains numerous policies and implementation guidelines that apply to the Denny Regrade as part of the Downtown Urban Center. These policies relate to building height, building scale, street level views, street level uses and development standards, use of street space, signs, and open space. Policies relating to open space are particularly relevant to the Belltown Neighborhood Plan.

Policy 22: Open Space

Downtown open space shall be expanded as a comprehensive network to: 1) promote an orderly, visually pleasing and active environment for workers, residents and visitors; 2) reinforce desired land use patterns; 3) provide links among areas within and surrounding downtown; and 4) improve pedestrian circulation. Highest priority for the development of new public open space shall be projects to enhance residential neighborhoods, reinforce the retail core and improve access to and enjoyment of the downtown waterfront.

The open space system shall be expanded by: 1) development of new parks; 2) adaptation of existing underutilized street rights-of-way for open space and pedestrian circulation; 3) incorporation of open space in all major public projects; and 4) development of a system of incentives to gain private development of open space as part of downtown projects.

Implementation Guideline 1: Major New Downtown Open Spaces

Major new public open spaces shall be developed in the retail core, the Harborfront and the International District to meet the objectives established for each area.

Harborfront Park. A major public open space or open spaces shall be developed in portions of the street and rail right-of-way along the Waterfront. This open space shall improve public access to and enjoyment of the shoreline, and should be integrated with both the promenade from Myrtle Edwards Park to Pier 48 and the proposed east/west pedestrian connections to the rest of downtown. Design and

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implementation strategies for the park(s) shall be determined as part of the Harborfront Community Development Program.

Implementation Guideline 3: Green Streets

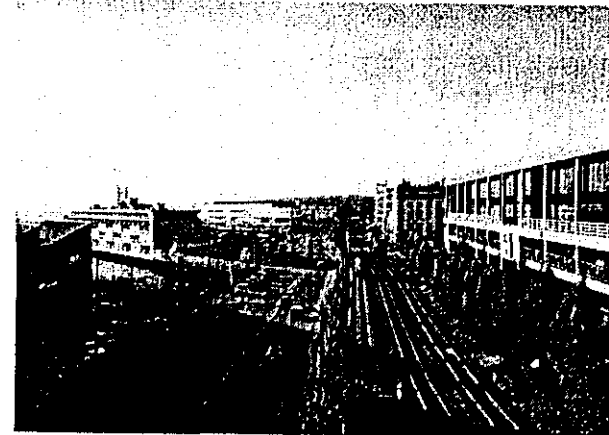
In residential areas, Green Streets shall be developed to establish neighborhood character and provide landscaped recreation space that functions as front yards for residents. Neighborhood commercial activities shall be encouraged at appropriate locations along Green Streets to bring life to the space with outdoor cafes, stalls and displays.

Note: There are several addition implementation guidelines contained in this section of the Downtown Plan which are consistent with the recommendations of the Belltown Neighborhood Plan.

Implementation Guideline 4: Open Space Public Benefit Features

Private development shall be encouraged to incorporate public spaces that will offset the additional demand for public open space from downtown employment, reinforce the downtown open space network and enhance the pedestrian environment... Features for which additional floor area shall be granted include:

Green Street Improvement. Private participation in the development of Green Streets in accordance with Guideline 3 and the adopted Green Streets development procedure.



To enhance access to the waterfront on the Regrade's Green Streets is a high priority of the community and is supportive of the Downtown Plan.

The Implementation section of the Downtown plan includes policies and implementation guidelines that were directed specifically to the Denny Regrade neighborhood.

Policy 40: Belltown

The City shall undertake a comprehensive community development program in the Belltown area of the Denny Regrade to create a mixed income residential neighborhood with complementary small retail and commercial uses. Greatest priority shall be placed on the development of new affordable housing, the preservation of low income housing, the retention and restoration of historic structures, and improvements to street level environment needed to create a sense of neighborhood.

Note: The Downtown Plan described Belltown as an area generally defined by Lenora Street, the alley between First and Western Avenues, Cedar Street and Third Avenue.

Implementation Guideline 4: Historic Preservation

A Belltown Historic Character Area shall be established. Commercial uses shall be permitted outright in non-residential landmark structures, in accordance with Policy 14: Historic Preservation, to provide an incentive for the rehabilitation of structures in which housing may not be a feasible economic use.

Implementation Guideline 5: Neighborhood Commercial Services

The development of street level neighborhood commercial uses shall be encouraged by targeting loans to small businesses needed to support an in-city residential neighborhood.

Implementation Guideline 9: Parking Structures for Residential Use

The City shall consider building one or more parking structures in the Belltown area primarily intended for use as parking for nearby residential buildings. This would facilitate low cost housing by eliminating the need to provide on-site parking.

Note: The remaining implementation guidelines in this section of the Downtown Plan are consistent with the recommendations of the Neighborhood Plan.

Policy 41: Harborfront

The City shall undertake a comprehensive planning and community development program in the Alaskan Way Harborfront to achieve the Downtown Plan's vision for the area as an active marine environment providing public access and recreation opportunities in harmony with maritime commercial use of the shoreline.

Implementation Guideline 2: Traffic Circulation

Alaskan Way shall be reduced to a two or three lane facility. South of Pike Street, consideration shall be given to relocation of portions of the street to the east of its current location. Through-traffic shall be diverted to the Alaskan Way Viaduct. The right-of-way provide by these changes shall be considered for pedestrian space, parking, and open space use. Adequate local access shall be maintained, including truck access sufficient to service water dependent uses permitted on the piers.

Implementation Guideline 5: Pedestrian Circulation

Pedestrian routes shall be developed between the downtown and the waterfront. Eagle, Vine and Lenora Streets shall be developed to connect with the Denny Regrade. Pike Street is already developed... ..

Implementation Guideline 6: Bicycle Circulation

A bike path shall be developed, integrated with the pedestrian promenade, from Myrtle Edwards Park on the north to Pioneer Square on the south.

Harborfront Public Improvement Plan, City of Seattle, 1987

The Harborfront Public Improvement Plan was a five-year strategy to revitalize one of Seattle's greatest natural assets – the downtown Elliott Bay waterfront. The waterfront area addressed by the plan extended from Pioneer Square on the south to Myrtle Edwards Park on the north. The Harborfront Plan sought to combine the goals and policies of the Downtown Plan and the Shoreline Master Program by promoting public access to the shoreline and preserving the shoreline for water dependent uses.

The waterfront is an important asset to the Denny Regrade neighborhood and several of the recommendations of the Harborfront Plan address the neighborhood's concerns. The Design Concept of the Harborfront Plan proposed that "The downtown waterfront from Pioneer Square to Myrtle Edwards Park will be revitalized as a linear 'walking park' with a series of different activity zones and open spaces along its length. Parks at key street ends will reflect their ties to upland neighborhoods – Pioneer Square, the Market, the Denny Regrade – and will connect to the central business district through street parks and pedestrian connections which are part of redevelopment projects east of Alaskan Way".

"Public open spaces will improve the range and quality of views to Elliott Bay and the direct access to the water. The Harborfront open space will accommodate diverse groups – Seattle residents, tourists, downtown workers, families with children, elderly and handicapped people – and a range of leisure activity – strolling, jogging, bicycling, shopping, boating and simply sitting and appreciating the water, mountains and the activity of a major shipping harbor."

Elements of the Harborfront Plan

There are several elements of the Harborfront Plan that relate directly to the Belltown Neighborhood Plan.

Enhance Public Access

Capitalize on the wisdom of the State's early leaders in assuring that streets were platted to the harbor to maintain public access to the shoreline. Develop a series of harborfront street-end parks of varied character which link to major pedestrian

corridors to downtown and relate to adjacent upland neighborhoods.

The following areas of emphasis are recommended: ...

- ◆ *Develop a small park at Vine Street which takes advantage of the broad vista to Elliott Bay and the diverse character of the Denny Regrade – connection to the Denny Regrade.*
- ◆ *Mark and enhance the entrance to Myrtle Edwards Park at Broad Street -- connection to Myrtle Edwards and Elliott Bay Parks.*

Unite the Harborfront with Downtown Through Public and Private Improvements

- ◆ *Develop a street park along Vine Street from the Denny Regrade to the Harborfront, as proposed in the Downtown Plan.*
- ◆ *Enhance Broad Street with landscaping, banners and lighting to emphasize the connection from the Harborfront to the Seattle Center.*
- ◆ *Enhance the link from Broad Street to Myrtle Edwards Park with signs, landscaping and other amenities.*

Discourage Use of the Harborfront As a Corridor for Through Traffic: Maintain Local Vehicular Access

- ◆ *Reduce Alaskan Way to two traffic lanes to discourage through traffic with no destination on Alaskan Way. Provide capacity as needed for access to local businesses, e.g. curbside loading and parking. Provide bicycle facilities through striped lanes or wide general traffic lanes.*

Creating a Neighborhood Plan

Denny Regrade is, proudly, an eclectic and diverse neighborhood. This is a positive characteristic that the majority of the neighborhood wants to maintain and foster. And it was a diverse group who came together as volunteers to perform the arduous task of preparing a neighborhood plan. Some long-time neighborhood activists were joined by others who, while newer to the neighborhood, were equally committed to participating in planning for the future of their community.

The neighborhood planning process was done in two phases. Phase I was devoted to organizing and outreach, issue identification, and development of visions for the future of the neighborhood.

Phase II was the process of developing goals and policies and describing actions required by both the City and the community to realize the visions described in Phase I.

Although participation in the Phase I planning process ebbed and flowed, a group of Regrade citizens were consistent in their commitment to see their neighborhood plan be representative of their community, and not be just a de-facto element of the larger Downtown Urban Center Plan.

This document represents the shared vision of the Denny Regrade Planning Committee as shaped through public outreach.

Denny Regrade or Belltown?

The neighborhood, or parts of it, are variously called the Denny Regrade or Belltown. During the neighborhood planning process, most participants expressed a preference for "Belltown". Therefore, in this plan, the terms Denny Regrade and Belltown are used interchangeably.

Vision Statement...

The Denny Regrade Planning Committee has identified five core values as the criteria we, the Denny Regrade, will use to evaluate our neighborhood planning choices. They are consistent with, but not necessarily the same as the city's core values for all neighborhood development. The Denny Regrade is an Urban Community concerned with quality of life and built on:

- Social Equity
- Economic Viability
- Environmental Stewardship
- Security
- Respect for its Cultural and Historical Traditions.

Guiding Principles...

These statements are values arrived at in Phase I of the Planning Process

Participants in Phase I of the Denny Regrade Planning Process acknowledged their consensus that public outreach, from the beginning, was weak in Phase I. To achieve genuine public input and validation for Phase II, we agreed by public motion to initiate a thorough outreach program.

- The planning process must remain flexible and inclusive.
- Phase II planning will be done with a consistent awareness of how that planning works or conflicts with DUCPG, the 1985 Downtown Land Use and Transportation Plan and the 1994 Seattle Comprehensive Plan. This Committee reserves the right to follow or differ from various aspects of these other planning efforts as it deems best for the community it serves.

Phase I Visions

Housing

Vision...

Increase the neighborhood's housing stock with a wide range of affordability. Achieve this in a way that integrates and stabilizes the current population, respects neighborhood character and serves as a catalyst for the rest of planning objectives. This will result in a thriving, integrated community that takes a stewardship role in the neighborhood.

Artist Housing

Vision...

Acknowledge the contributions to the character and history for Belltown by artists. Create a plan to preserve artist housing and create more in the future.

Commercial Land Uses

Vision...

Work to achieve a desirable balance between future residential and business development. Promote a safe neighborhood environment to encourage day/night and weekend pedestrian oriented activity. Promote human scaled architecture, particularly ground level retail uses. Develop public/private investment strategies to attract and support the type of development desired to meet growth targets. Increase neighborhood businesses and encourage businesses to provide jobs for residents and to attract visitors for a healthy business climate.

Transportation and Access

Vision...

To provide a circulation system enabling people to live, work, shop, and play in the Denny Regrade and all of Downtown Seattle without a car.

To accommodate vehicular access, egress, and parking supporting residences, businesses institutions and destinations within the Regrade

To manage routing and growth of vehicular traffic that uses the Regrade as a through-corridor and to mitigate neighborhood impacts.

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Pedestrian Environment

Vision...

The Denny Regrade seeks to entrust public spaces to all our stakeholders and ensure its care. Our public spaces (50% of the gross land in the Denny Regrade) need to be transitional edges that melt together, creating intimate associations between public and private space. We choose to view our streets as our front porches; the alleys as our back doors, and the parks (both public and private) as our yards and gardens. Through education and community ownership we want to enhance the physical make-up, providing creative quality, people and children friendly, community spaces and activities for all.

Public Safety and Neighborly Regulations

Vision...

Create a neighborhood that is safe to live, work and play.

Community Enrichment and Social Service Relations

Vision...

Develop a plan based on creative collective ideas to enrich the community resources available to residents. This will include as major projects creating an elementary school in the central community as well as a Community Center. Belltown is home to many social service providers. We shall aim to make the efforts of this subcommittee facilitate increased inter-communication between these service providers and the community at large.

Outreach

Achieve broad public participation in this planning process.

Goals for Neighborhood Planning

- Reach a consensus on specific, attainable strategies that strengthen the quality of life for all the stakeholders.
- Ensure that our efforts reflect the preferences of all the neighborhood's stakeholders.
- Involve residents, property and business owners, employers and employees in developing the strategies for implementing the goals and projects of the Denny Regrade.
- Work in partnership with other DUCPG members to ensure that the interests and needs of each neighborhood are fulfilled as wholly as possible.
- Use this planning process to improve existing relationships and establish new ones between the residents, this representative body, other neighborhood departments of the City government public and nonprofit agencies and private business interests
- Improve communication and collaboration of all kinds within the community
- Foster an environment of community stewardship for all stakeholders.

Committees

During Phase I, participants in the planning effort organized into sub-committees that reflect the identified needs of the neighborhood in terms of issues and stakeholders to be represented. These committees are Housing and Land Use, which includes Commercial Land Uses and Artist Housing; Transportation; Pedestrian Environment; Public Safety and Neighborly Regulations; and Community Enrichment and Social Services. Because they share many common concerns (and members) the Transportation and Pedestrian Environment committees were later combined, although the goals and recommendations of each are presented separately in this plan.

Representation was solicited from the numerous agencies and organizations that reside in the neighborhood including the Crime Prevention Council, Denny Regrade Business Association, Regrade BIA, Denny Regrade Community Council, and the social service agencies.

Each of these Committees developed Vision Statements and identified steps to be taken to accomplish that Vision during Phase II. These Vision statements follow.

Phase II

Goals and Policies

Core Values

- Social Equity
- Economic Viability
- Environmental Stewardship
- Security
- Respect for the Denny Regrade's Cultural and Historic Traditions

The following Goals and Policies are recommended for adoption into the City of Seattle Comprehensive Plan.

Housing

provides a varied housing stock and a wide range of affordability.

Goal: A neighborhood with the tools to preserve its housing stock and prevent displacement of low and low-moderate income residents.

- **Policy:** Provide a resource to assist nonprofit developers to develop new affordable housing in the neighborhood.

- **Policy:** Potentially preserve scale and character of the neighborhood by foreclosing the opportunity for land assembly around mid-block sites and the demolition of existing buildings.
- **Policy:** Develop methods to integrate and stabilize the current population, respect neighborhood character and serve as a catalyst for the rest of the planning objectives.
- **Policy:** Support the neighborhood's identified goals for housing affordability
- **Policy:** Support projects that will increase artist housing.
- **Policy:** Encourage methods to improve the effectiveness of the land use code requirement that at least 10% of units in newly constructed buildings of more than 20 units be provided and maintained as affordable housing to households up to 150%.
- **Policy:** Increase the amount of housing production achieved through the Bonus and Transfer of Development Rights Program.
- **Policy:** Preserve the existing housing stock, including older buildings, subsidized units, and affordable, unsubsidized housing.

- **Policy:** Use a variety of tools to create and preserve affordable housing, such as increased funding and regulatory mechanisms (i.e. Transfer of Development Rights (TDR) and Bonus Programs).
- **Policy:** Develop tools for owners of existing affordable rental housing to make property improvements without having to raise rents.
- **Policy:** Strive to maintain the affordability of existing federally subsidized housing.
- **Policy:** Create a forum for the ongoing monitoring of the housing issue as the market changes over time.
- **Policy:** Develop programs to assist non-profit agencies to identify local property owners who might be willing to enter into a first-right-of-refusal agreement for sale of their property.
- **Policy:** Research and report to the community on housing issues related to specific sites where neighborhood input is appropriate.

Land Use

Goal: A neighborhood with a vibrant streetscape.

Goal: A neighborhood with a mixed use character with an emphasis on residential and small business uses.

- **Policy:** Provide space opportunities for artists and start-up businesses through techniques such as live/work space and the temporary use of vacant “transitional” buildings.
- **Policy:** Promote pedestrian activity through such methods as eliminating “dead spots” of street level activity.
- **Policy:** Promote human scaled architecture, particularly ground level retail uses.
- **Policy:** Preserve and enhance the intended residential character of Belltown by limiting the amount of non-site related commercial advertising in the neighborhood.
- **Policy:** Develop public/private investment strategies to attract and support the type of neighborhood businesses and other development desired to meet growth targets, provide jobs for residents and to attract visitors for a healthy business climate.
- **Policy:** Promote opportunities for small businesses to find affordable sites within Belltown.

Goal: A Belltown with neighborhood design guidelines and design review.

- **Policy:** Increase neighborhood involvement in design review and development review.
- **Policy:** Maintain designated view corridors.

Transportation

Overall

Goal: A circulation system that enables people to live, work, shop, and play in Belltown, and all of Downtown, without a car.

- **Policy:** Accommodate vehicular access, egress and parking supporting residences, businesses, institutions and destinations within Belltown.
- **Policy:** Manage routing and growth of vehicular traffic that uses Belltown as a through-corridor and mitigate neighborhood impacts.

Pedestrian Environment

Goal: A neighborhood with continued pedestrian and bicycle access to the waterfront and Myrtle Edwards Park, including at grade access.

Goal: A neighborhood with a sense of ownership and seamless transition between public and private space.

- **Policy:** Encourage citizens to view streets as front porches; alleys as back doors, and parks (both public and private) as yards and gardens.
- **Policy:** Enhance the inclusion of the waterfront in the Belltown community.
- **Policy:** Provide safe pedestrian crossings
- **Policy:** Enhance pedestrian and bicycle access to the waterfront and Myrtle Edwards Park through such means as encouraging development in this area to provide associated street improvements and amenities that enhance this connection.

Transit

Goal: A neighborhood served by an efficient and easy to use transit system.

- **Policy:** Explore methods to consolidate transit service into major corridors within the neighborhoods.
- **Policy:** Develop well designed and managed multi-modal hubs in the neighborhood.
- **Policy:** Improve transit access to other neighborhoods, especially to Capitol Hill and the University District.

Parking

Goal: A neighborhood with sufficient parking to meet the needs of Belltown residents and businesses, where the provision of adequate parking does not encourage people to choose car trips over other modes.

- **Policy:** Strive to maintain adequate levels of parking, and provide additional parking in the neighborhood for residents and businesses while enhancing street level activities and aesthetics.
- **Policy:** Maintain the availability of parking in the neighborhood for Regrade businesses and residents

Alleys

Goal: A neighborhood with alleys which are viable pedestrian and bicycle routes and business access points, while maintaining their function for service access.

- **Policy:** Promote well used, safe and clean alleys.
- **Policy:** Promote the use and sense of ownership of alleys through such means as naming alleys and allowing numbering of business and residents whose entries face alleys.

Green Streets

Goal: A neighborhood with well designed and constructed green street improvements on designated green streets.

- **Policy:** Develop a process within City government wherein the procedures and responsibilities for design, development and maintenance of green streets is clear and concise.

Goal: A neighborhood with well designed streetscapes that enhance the character and function of Belltown's streets and avenues.

- **Policy:** Encourage the use of the Belltown Streetscape Guidebook and Green Street Guidelines when designing street and sidewalk improvements.

Community Enrichment and Social Services

Goal: A thriving, integrated community that takes a stewardship role in the community.

- **Policy:** Encourage increased communication between social service providers and the community at large.

Goal: A neighborhood with a neighborhood center that provides facilities and services for neighborhood residents.

Public Safety and Neighborly Regulations

Goal: A neighborhood where it is safe to live, work and play.

- **Policy:** Promote awareness of Crime Prevention Through Environmental Design (CPTED).
- **Policy:** Encourage the development of amenities and facilities which support youth and families.
- **Policy:** Promote safe neighborhood environment to encourage day/night and weekend pedestrian oriented activity.

Key Strategies

No single activity will achieve the vision of the community. Recommendations from several, perhaps all, of the subcommittees, when combined, result in a strategy of multiple actions or activities that will achieve that vision. Each Key Strategy consists of activities for a single complex project or theme that the neighborhood considers critical to achieving its vision for the future. Some of the recommendations require City action.. Others are recommended community activities. While the Key Strategies are high priorities for the neighborhood, they are also part of a twenty-year plan, so the specific activities within each Key Strategy may be implemented over the span of many years.

There are three Key Strategies in the Denny Regrade Neighborhood Plan:

- Green Streets and Open Space Connections Strategy
- Strategy to Sustain Belltown's Character
- Strategy to Sustain Adequate Parking

Each of the Key Strategies is described below, together with the recommendations that make up that strategy. Each of these recommendations will appear later in this document in the respective section from which it originated, along with other recommendations that stand alone.

A Green Street is defined as a street right-of-way which is part of the street circulation pattern, and through a variety of treatments, such as sidewalk widening, landscaping, traffic calming, and pedestrian-oriented features, is enhanced for pedestrian circulation and open space use.

The function of Greens Streets is primarily to (1) enhance public circulation and open space opportunities, particularly in medium to high density areas lacking open space; (2) reinforce the pedestrian environment of neighborhood commercial areas; and (3) develop a street network that includes neighborhood amenities such as pedestrian and bicycle trails connecting open spaces with activity areas

Green Streets and Open Space Connections Strategy

Description: The Green Streets and Open Space Connections Strategy combines a series of actions that will provide parks and open space opportunities for residents of the Denny Regrade without a significant expenditure of public funds for land acquisition. The strategy seeks to improve Green Streets within the community and to improve and enhance connections to Open Spaces outside, but near, the neighborhood, most notably the Myrtle Edwards Park and the Seattle Center.

KEY RECOMMENDATIONS

PEDESTRIAN ENVIRONMENT ~ GREEN STREETS AND OPEN SPACE

Recommendations:

- ♦ Preserve and expand the Belltown P-Patch through the acquisition of additional property, including the cannery cottages and the "inset" lot within the P-Patch.

- ◆ Provide more green space in the Regrade neighborhood through implementation of Growing Vine Street and other Green Streets, as their designs are developed.
- ◆ Designate Clay Street, Eagle Street and Bay Street as Green Streets. Extend the Vine Street Green Street designation to Denny Way.



Vine Street is one of Belltown's designated Green Streets that provides access to the waterfront.

- ◆ Develop a process within the structure of City government based upon the DUCPG Green Streets, Open Space and Urban Design recommendations, wherein the procedures and responsibilities for implementing and maintaining Green Streets is clear and concise.
- ◆ Implement the Bell Street improvements as planned by the Denny Regrade Business Association (DRBA).
- ◆ Improve alleys as connections to and through Green Streets, by such methods as creating mid-block crossing and traffic bulbs, screening dumpsters, installing lighting, promoting alley entrances, naming alleys and retaining brick paving. Alley connections across arterial streets should not be considered.
- ◆ Retain existing at-grade crossings of the railroad tracks at Wall Street, Vine Street, Clay Street, Broad Street and Bay Street. Develop rest/information areas adjacent to railroad crossings that are designed to draw people into Belltown.
- ◆ Require a pedestrian connection to the waterfront through any future development of the vacant lots (Unocal site) on the western

end of Eagle Street. Recommend a private pedestrian overpass be installed over the railroad tracks to complete the connection from the Seattle Center to the waterfront and Myrtle Edwards Park.

- ◆ Improve pedestrian connections between the Regrade and the Seattle Center by connecting with the KOMO TV improvements at 4th and 5th Avenues and Denny Way, and connecting to the waterfront to the Seattle Center via Eagle Street Green Street as a continuation of Potlatch Trail (see Queen Anne Neighborhood Plan).

LAND USE

Recommendations:

- ◆ Ensure thorough design review that development in the area north of Broad Street encourages and accommodates pedestrian movement between the Seattle Center and the Waterfront/Myrtle Edwards Park, and into the Belltown Neighborhood. New development shall facilitate pedestrian and ADA access from 1st Avenue to the waterfront.

TRANSPORTATION

Recommendations:

- ◆ Oppose the Broad Street overpass project since the benefit to traffic congestion and delay does not outweigh the impact to the neighborhood. Support developing a plan for and implementing changes to de-emphasize the use of Alaskan Way by through traffic between the Ferry Terminal and Pier 70 as part of the Alaskan Way Harborfront Public Improvement Plan.
- ◆ Improve pedestrian crossings. Intersections with the highest priority for improvement include: 3rd Avenue/Denny Way, 2nd Avenue/Denny Way/Eagle Street, 1st Avenue/Denny Way, Vine Street/Elliott Avenue, Vine Street/Western Avenue, Vine Street and 3rd Avenue, 3rd Avenue and Cedar Street, Bell Street/Western Avenue, Lenora Street/Elliott Avenue, and Broad Street/Alaskan Way. Potential improvements should include crosswalks, lighting, signage and pedestrian signalization.

Strategy to Sustain Belltown's Character

Description: The Strategy to Sustain Belltown's Character is a combination of activities and recommendations intended to ensure that, in the future, when the neighborhood becomes the densest residential community in the city, the Belltown Neighborhood is truly a mixed use, mixed income, eclectic community that provides the broad range of services required for a vibrant and healthy downtown residential community. This strategy is also intended to guide growth in a manner that maintains the physical character of the neighborhood.

KEY RECOMMENDATIONS

COMMUNITY ENRICHMENT AND SOCIAL SERVICES

Recommendations:

- ◆ Officially change the name of the Denny Regrade Urban Center Village to the Belltown Urban Center Village.
- ◆ Establish Belltown Multi-Purpose Neighborhood Center providing recreational opportunities, youth activities, senior services, childcare and adult day-care, meeting rooms and space for public and private events. Provide for commercial space as a method of self-sustaining funding for the community center and as a method of maintaining and promoting the eclectic nature of Belltown small businesses.
- ◆ Develop a community school and encourage community educational programs and partnerships with area business and crafts people utilizing the resources of Antioch University, the Pacific Science Center, Children's Theatre, the Seattle Arts Institute, non-profits, social service organizations and other groups and organizations.
- ◆ Work with Denny Triangle Neighborhood to secure a major grocery store.

PUBLIC SAFETY AND NEIGHBORLY REGULATIONS

Recommendations:

- ◆ Work with Seattle City Light to install pedestrian oriented lighting on the streets, with 3rd Avenue being the highest priority.
- ◆ Continue and expand Denny Regrade Action Team (DRAT) walks through the neighborhood. Implement Block Watch programs.

HOUSING AND LAND USE

Recommendations:

- ◆ Create a Denny Regrade Housing Committee as a subcommittee of the neighborhood organization that follows up on the neighborhood plan implementation.
- ◆ Encourage the development of additional resources for the preservation of existing affordable housing. Consider including housing as a use of funds from the neighborhood bond issue.
- ◆ Recommend that the City develop a land-banking program and focus on the mid-block sites in the Denny Regrade to control sites before land costs increase further.
- ◆ Make live/work space an eligible street level use where street level uses are required by the land use code.
- ◆ Designate Denny Regrade as a Conservation District and develop design guidelines that will describe and preserve the architectural character of the neighborhood.

- ◆ DCLU should undertake a study to expand the area where Street Level Uses (retail and service uses) are required. Currently, Street Level Uses are required on 1st and 3rd Avenues from Cedar Street to Stewart Street, and on portions Cedar Street, 4th and 5th Avenues in the Five Corners area.

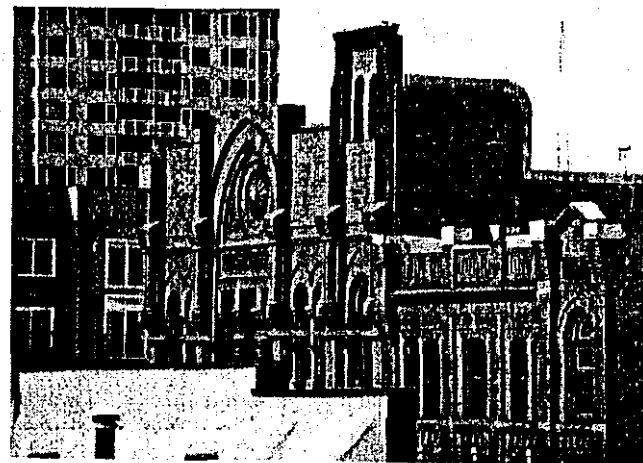
Alternative 1: Expand the area to include Western Avenue, 2nd Avenue, 4th Avenue and 5th Avenue. Extend the area from Cedar Street to Denny Way.

Alternative 2: Expand the area to include 2nd Avenue between Cedar Street and Virginia Street and all of the east-west streets between 1st Avenue and 3rd Avenue, with a recommendation that design review encourage live/work space on the streets, especially near the alleys.

- ◆ Ensure, through design review, that street frontages where Street Level Uses are not required, be designed in a manner that enhances the pedestrian environment. This may be accomplished through setbacks and extensive landscaping, public art, or similar means. Parking within a parking structure shall not be visible from ground level except through entrances and exits.
- ◆ Work with Historic Seattle regarding the viability of protecting historic or icon buildings.
- ◆ Establish Conservation or Community Heritage District in the Denny Regrade.

TRANSPORTATION AND PARKING

- ◆ Create a well designed, well maintained, well managed pedestrian multi-modal hub in conjunction with the Neighborhood Center that could be served by transit, jitney, and taxi, as well as provide other amenities such as bicycle storage lockers, telephones, and neighborhood retail services that are open in the evening.
- ◆ When street and sidewalk improvement programs are implemented, design the improvements in accordance with the Denny Regrade Streetscape and Pedestrian Environment Guidebook.



Maintaining the physical character of the Denny Regrade neighborhood through design review is a high priority for the community.



Strategy to Sustain Adequate Parking

Description : The Strategy to Sustain Adequate Parking is a combination of activities and recommendations intended to ensure that the supply of parking is maintained at a level that is adequate to serve neighborhood residents, businesses and employers. Currently, development of principle use parking is not permitted in the Denny Regrade and development of accessory parking is limited. As a consequence, each time a new development occurs on a site currently used as surface parking, there is a net loss in the supply of parking spaces.

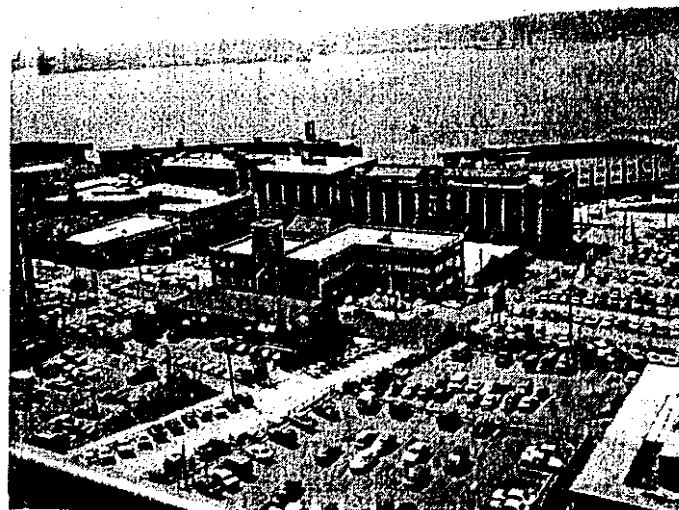
We do not want to become the parking lot at the end of the Metro Free-Ride area for Downtown Seattle— Park and ride lots are already designed for this. Off-street residential and employee parking is a must, in order that short and mid-term on-street parking is available for visitors to our shops and businesses. Zoning and construction rule changes are required to allow construction of new garage parking with new construction for residents of older buildings being preserved for historical purposes. Non-residential and non-business related long term parking should be discouraged.

KEY RECOMMENDATIONS

- ◆ Prepare an inventory of existing public parking spaces in the Denny Regrade. Establish a target number of parking spaces that should be sustained as the neighborhood develops
- ◆ Provide parking that is responsive to neighborhood needs (e.g., explore residential parking zones, extended meter hours, expanded private and public parking provisions in new construction, and evaluate parking script kiosks/meters).
- ◆ Support establishment of a “downtown parking fund”, as designated in the 1985 Downtown Plan, that would facilitate the construction of parking facilities. Expand the area for parking funds use to include the Denny Regrade.

There are about 60 surface parking lots in the Regrade, but they are rapidly being replaced by new development.

- ◆ Institute residential parking zones on streets with little commercial activity. Any RPZ designation should allow non-residents to park for a limited time.
- ◆ Allow public or private principle use parking structures in the Denny Regrade provided that the first floor be occupied by artists live/work housing or community uses. The ratio of area used for parking to area of other uses should be no greater than 2:1. Denny Regrade residents and businesses should be given first priority for use of parking.
- ◆ Allow developers to build more parking (for use by neighborhood residents and businesses) than is required by their development and expand the allowed distances between uses sharing parking.
- ◆ Increase the allowable distances between shared parking locations to greater than the existing 800-feet allowed. The City of Seattle should perform a study to determine the appropriate distance.
- ◆ Allow excess parking in a residential parking garage to be leased to residents who are not tenants of the building.
- ◆ Encourage the Denny Regrade Business Association (DRBA) to work with the operators of surface parking lots to limit the number of spaces that are available for all-day parking.



Plan Elements

The Key Strategies combine recommendations from several subcommittees. There are also many recommendations from each of the committees that are not included in the integrated strategies, but rather are intended for implementation by the City, community organizations and the Belltown community in both the near term and long term future.

The Denny Regrade Planning Committee organized into five subcommittees to develop the neighborhood plan. These committees include:

- Housing and Land Use
- Transportation
- Pedestrian Environment
- Community Enrichment and Social Services
- Public Safety and Neighborly Regulations

Although each of these committees met independently over the course of the planning period (the Transportation and Pedestrian Environment committees met jointly in the latter portion of the Phase II process), twice each month an overall Planning Committee meeting was held to share each committee's progress, concerns and recommendations.

The following sections present the recommendations of each of the subcommittees.



Each of the Subcommittees presented their recommendations to the community at a Neighborhood Picnic in Regrade Park

Housing and Land Use

Housing

Vision...

Increase the neighborhood's housing stock with a wide range of affordability. Achieve this in a way that integrates and stabilizes the current population, respects neighborhood character and serves as a catalyst for the rest of planning objectives. This will result in a thriving, integrated community that takes a stewardship role in the neighborhood.

Acknowledge the contributions to the character and history for Belltown by artists. Create a plan to preserve artist housing and create more in the future.

Population and Housing Characteristics

The Denny Regrade is an area that has seen rapid population and housing growth since 1990. In 1990, the population of the urban village was 4,106 people. Assuming the average household size has remained the same, the 1997 population estimate is 6,968. This represents a 70% population increase in 7 years.

The neighborhood continues to be made up predominately of single person and small, non-family households. The average size of Denny Regrade households is 1.24 people, compared with an average household of 2.09 people in the rest of Seattle, and 1.26 persons in the Downtown Urban Center. Single-person households make up 80% of all households and those with two or more unrelated people are 8% of the total. Families represent only 13% of the neighborhood's households.

Approximately 3% of neighborhood residents live in some type of group quarters, the majority in emergency shelters. This compares with

9% in the balance of the City, and 31% in the Downtown Urban Center.

The majority of housing units were built either before 1940 or after 1989. In 1990, 42% of the units in the neighborhood were built before 1940, and only 13% were built between 1985 and 1990. With the addition of the units built since 1989, 26% of the units are pre-1940 and 43% were built in 1989 or later.

Most units are small (82% are SROs, studios, and one bedrooms) and are located in large buildings of 50 units or more. In the remainder of the City nearly the reverse is true, with 67% of the housing units having two or more bedrooms. Ninety-eight per cent (98%) of all housing units (rental and ownership) in the Denny Regrade neighborhood are multi-family buildings.

The majority of new units built since 1989 have been market rate rental units. The same is true for the majority of new units under construction or planned. An additional 799 units are under construction. Of those 53% will be market rate rental units and the balance, market rate condominiums. In addition, 1,200 to 2,500 units are either in the planning or permitting stages. The majority of these units will also be rental units, nearly all of which will rent at market rates.

Vacant units are not a problem in the neighborhood, nor is overcrowding.

Housing Affordability

Average market rate rents for older, small units are affordable for households earning 50% and 60% of the median income. Average rents for new studio units are still affordable below 80% of median income, but newer one and two bedroom units require 80% and more than 120% of median income respectively.

Forty-seven (47%) of the rental housing (2,097 units), in the neighborhood is subsidized, with rents limited by local, state, or federal contracts to levels which are affordable to households with incomes

less than 80% of the median. This compares with 69% in the CBD/Pike Market area, 74% in the Denny Triangle, 64% in the International District, and 82% in Pioneer Square.

Sixty-seven percent (67%) of the rental housing in the Denny Regrade is affordable to households earning less than 50% of median income, 15% is affordable to those earning between 50% and 80% the median, and 16% is affordable to those with 81% to 120% of the median. At least 120% of the median income is required to afford 2% of the neighborhood housing units.

In the Denny Regrade, vacancy rates are, generally, higher in newer units (over 5%) than in older units (3% to 4%). Vacancy rate is a measure of housing availability. When demand for, and supply of, units is in approximate balance, the vacancy rate will be about 5%. Higher vacancy rates are indicative of an "over built" housing market and lower rates occur when the market is tight. A tight market is characterized by low turnover of units and/or units being for rent for a very short period of time.

Ownership units in the Denny Regrade represents 58% of all ownership housing in the Downtown Urban Center. The majority (59%) of this housing is affordable to those with 120%, or more, of the median income. Thirteen percent (13%) of ownership units are affordable to households with 50% to 80% of median income, and 30% are affordable to households with 81% to 120% of median income.



Housing types in the Denny Regrade vary from traditional brick "walk-ups" to high-rise towers with commercial ground floor space. Most of the new housing in the neighborhood has been four to six story wood frame construction on a concrete first-floor base.

Denny Regrade Housing Objectives and Strategies

Housing Preservation

Purpose of Housing Strategies

- Prevent displacement of low- and moderate-income residents.
- Preserve the existing subsidized housing stock.
- Preserve the older buildings (typically these units are more affordable).
- Preserve and enhance the residential character of the neighborhood.
- Preserve the affordability of the currently affordable, unsubsidized rental housing stock.

Strategies

Objective: To increase funding for the preservation of existing, affordable housing

Background

The City currently makes available \$10 million each year for the creation (through acquisition/rehabilitation or new construction) of rental housing affordable to those with less than 50% of the median income. Similarly, there is about \$1.5 million each year to assist homebuyers with incomes of less than 80% of the median income.

City funding is from a variety of sources. They include the federal Community Development Block Grant (CDBG) and HOME Programs, and local funds sources such as the Seattle Housing Levy, Growth Related Housing Fund, and bond funds. The amounts of federal funds are set by formula. The majority of local funds are provided by the Seattle Housing Levy. The most recent levy was

approved by City voters in 1995 and will provide a total of \$59.2 million between 1996 and 2002.

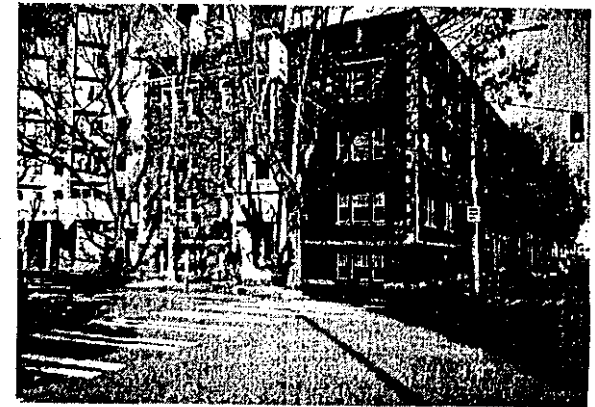
Federal funding for housing is determined by the Congressional budget process. In recent years, the amounts have been cut, rather than increased. Given the recent passage of the housing levy, it is unlikely that the City can generate a significant amount of new local funding solely for housing. However, the City intends to raise funds to address capital needs identified through the neighborhood planning process. If housing is a high priority capital need within a neighborhood, additional funding might be raised through the neighborhood bond issue.

Recommendation: Encourage the development of additional resources for the preservation of existing affordable housing. Consider including housing as a use of funds from the neighborhood bond issue.

Objective: To help prevent the loss of the older buildings in the neighborhood and to help maintain the affordability of older units

Background

The Housing Bonus Program requires that the housing purchased with funds from the sale of bonus credits have a 20-year economic life. For older properties, this typically requires moderate to substantial rehabilitation. The funding for both acquisition and rehabilitation of the property must be identified before the Bonus transaction is approved. Due to the



competitive nature of public funds and the timing of their availability, maintaining site control for the time required to secure financing for both acquisition and rehabilitation may not be possible. In addition, the condition of some buildings may be such that rehabilitation is not needed for 3 to 5 years after acquisition.

Nonprofit organizations are the typical purchasers of Bonus-supported housing. If the following recommendation is implemented, purchasers would need to evaluate the existing condition of properties and the risk of acquiring a property needing rehabilitation, without an identified source of rehabilitation financing. Buildings with significant rehabilitation needs would likely not be candidates for acquisition through this mechanism.

Recommendation: Recognize preservation of existing, unsubsidized, affordable housing (without rehabilitation) as a bonusable item. Revise the Housing Bonus Program to allow funds from the sale of bonus credits to be used for nonprofit acquisition, without rehabilitation, of buildings with units affordable up to 80% of the median.

Objective: To increase the amount of housing preservation achieved through the Bonus and Transfer of Development Rights (TDR) Programs

Background

The Land Use Committee of the Downtown Urban Center Planning Group (DUCPG) has focused on modifications to the Bonus and TDR Program as a way to address housing needs throughout the five downtown neighborhoods. The Committee has developed a series of recommendations with the goal of making the creation of low- and moderate-income housing the highest priority under the two programs.

(See attached summary of DUCPG Land Use Committee recommendations.)

Recommendation: Support the DUCPG recommendations related to changes in the Bonus and TDR Program which 1) provide increased housing preservation options, 2) promote affordability for households with incomes between 50% and 80% of median income, and 3) simplify the programs.

Objective: Provide an opportunity for owners of existing affordable rental housing to obtain financing to make property improvements without having to raise rents.

Background

In the recent past, the City has had housing programs which provided funding for private owners of rental housing to obtain low-interest financing for property repairs, particularly code repairs. The purpose of the programs was to improve the housing stock, and upgrade living conditions for low- and moderate-income residents without major rent increases. In one program, for example, owners receiving rehabilitation assistance agreed to control rents for seven years. City funds were required to be matched by for-profit owners and nonprofits could borrow the full cost of repairs up to \$6,000 per unit.

The City, using federal funds, has historically (for over 20 years) offered this type of program. There are private owners of buildings where the residents are predominately low- and moderate-income who would be willing to accept the City loan terms and short term rent control requirements for the financing, and who are interested in maintaining affordable rents.

While this type of program does not create the long-term affordability resulting from the purchase of properties by non-profit organizations, it (1) helps to maintain the housing stock, (2) maintains affordability for

the short-term (five to ten years, depending on the program design) which is a significant benefit to the existing residents, 3) is much less expensive than the purchase and rehabilitation of a property, and 4) can forestall the sale and conversion of a property if the owner has an alternative that allows for keeping the property and making improvements.

Such a program should never replace those which assist with acquisition by non-profits. It should simply be another tool for addressing the preservation of properties and affordability.

Objectives: To create a forum for the on-going monitoring of the housing issue as the market changes over time.

To maintain information on properties for sale or potentially for sale.

To help nonprofit agencies identify local property owners who might be willing to enter into a first-right-of-refusal agreement for sale of their properties.

To research and report to the community on housing issues related to specific sites where neighborhood input is appropriate.

Background

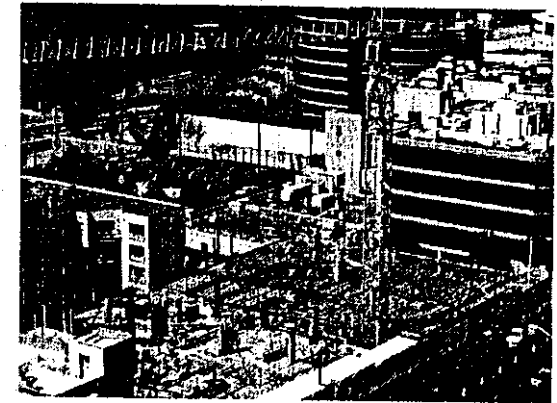
The City will be responsible for implementation of many aspects of the neighborhood plan. However, it will also take ongoing involvement by the neighborhood if the goals of the plan are to be achieved. This is particularly true for the housing goals, since the City has limited influence on the housing market.

Recommendation: Create a standing housing subcommittee of the neighborhood organization which will oversee implementation of the neighborhood plan. This is an idea which can be implemented without City approval if there are residents with the energy to implement it. It is a way for the neighborhood to have an ongoing role in the implementation of the housing strategies of the neighborhood plan.

Housing Production

Purpose of Housing Strategies

- Support housing development to achieve the 20-year (1994-2014) goal of 6,825 new units in the Denny Regrade. (165 units have been constructed since 1994 and 799 units are under construction.)
- Provide diversity of housing choice through development of both new rental and ownership housing.
- Support development of new subsidized rental housing units.
- Support development of artist's housing, particularly for low-income artists.



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Strategies

Objective: To increase funding for the construction of new affordable housing

Background: (See background under preservation goals, page.)

Recommendation: Encourage the development of additional resources for the construction of new affordable housing. Consider including housing as a use of funds from the neighborhood bond issue.

Objective: Improve the effectiveness of the land use code requirement that at least 10% of units in newly constructed buildings of more than 20 units be provided and maintained as affordable housing (affordable to households with up 150% of the median income).

Background

This requirement is viewed as having a very modest affect on affordability of housing. The units that are created in response to the requirement are the smaller and less desirable units in a building. As such, they are likely to remain relatively affordable over time.

The requirement is considered primarily a “paper hurdle” in the development approval process. However, any stronger requirement or a reduction in the affordability requirement, would likely not withstand legal challenges. The Washington State Supreme Court is a strong “property rights” court and many City attempts to create affordability through development regulations have been struck down over the years.

The program is somewhat more effective in providing affordable units for homeownership than for rental. It could be made more effective for lower income buyers if it worked in conjunction with a first-time homebuyer assistance program. It is also easier, legally, to institute stronger affordability requirements for homeownership units than for

rental units. (Any attempt to require a reduction or maintenance of rents below the market rate is viewed as rent control which is illegal in Washington.)

Recommendation: Develop a program of first-time homebuyer assistance for use in conjunction with the inclusionary requirement for 10% affordable units. Target the assistance and the requirement to lower income homebuyers (i.e. 65% to 80% of median income.)

Objective: To increase the amount of housing production achieved through the Bonus and Transfer of Development Rights (TDR) Program

Background: (See background under preservation strategies, page.)

Recommendation: Support the DUCPG recommendations related to changes in the Bonus and TDR Program which 1) increase housing development, 2) promote affordability for households with incomes between 50% and 80% of median income, and 3) simplify the programs.

Objective: Provide opportunities for artists to live and work in the Denny Regrade

Background

Research was conducted to determine if land use, building code, or other similar impediments exist which prevent rehabilitation of existing buildings, or new construction, for affordable live/work space for artists. (Note: Live/work space for artists is not the same as lofts or generic live/work units. Artist’s live/work space is intended to accommodate practicing artists who earn some or all of their living from their art.)

There are no land use or building code issues which are unique to artist's live/work space. Such units are considered residential under the land use code. Rehabilitation or new construction of these units must meet the same building codes as other properties.

Artists currently living in "affordable" spaces may well be living in buildings which do not meet current seismic or fire and life safety codes. When older buildings are rehabilitated, they must be brought up to such codes. These expenses, particularly the costs of seismic improvements, can result in significantly higher rents, but as health and life safety improvements, cannot, and should not, be waived.

The primary factor driving the cost of new artist live/work spaces is the amount of space needed for each unit, 850 - 1,000 square feet. It is also a unique product in the housing market which mainstream housing developers are not likely to produce without an incentive.

Recommendation: Provide an incentive for development of new artist live/work space by allowing it as a commercial use in the ground floor spaces of properties where ground floor commercial use is required.

Objective: Address the parking need created by both growth and the elimination of parking lots through redevelopment

Background

If new construction projects were allowed to provide more parking than is required for their use and "share" the parking with other uses, it could address the parking needs being created by neighborhood growth which often eliminates surface parking lots.

The land use code currently limits the amount of parking which can be built to only that needed by the uses in the structure. It allows for parking requirements to be reduced when uses share parking. Shared parking is only allowed between uses which are no more than 800'

apart. This is the distance that previous studies have suggested is the maximum distance a person will walk to a parking space.

The following recommendation expands the shared parking concept. Since there is no residential parking requirement for new development in the Denny Regrade, the reduction of parking through sharing is not relevant. However, since many new residential structures are being built with on-site parking, there might be an opportunity to create additional spaces which could be shared with existing uses (i.e. existing residential buildings which have no parking). The distance between shared uses could be expanded, or eliminated, to allow for sharing throughout the entire neighborhood.

The City's *Draft Transportation Strategic Plan* is available for public review. It proposes consideration of allowing more parking than is required by the uses in a building. The *Plan* does not address the issue of distance between shared parking uses.

Recommendation: Allow developers to build more parking than is required by their development and expand the allowed distances between uses sharing parking.

Objective: Strengthen the residential character of the neighborhood and increase funding for street parks

Background

The land use code requires newly constructed buildings of 20 units or more to provide common recreation area space equivalent to 5% of the total gross residential square footage. There are limitations on the maximum and minimum size of spaces, and on the amount of the space that can be covered. For properties abutting a street park, 50% of the requirement can be met by participation in the development of the street park.

The common recreation area requirement generally results in the development of a large roof garden. The space is infrequently unused

by building residents and it provides no benefit to the neighborhood at large. Additional costs are incurred for reinforcing the roof, providing elevator (handicapped) access, and adding additional stairways (fire exit requirements). Modification of the requirement could somewhat reduce the cost of producing housing and could provide additional funds for the development of street parks.

Recommendation: Allow any property developer to meet 50% of the common recreation area requirements by participating in development of a street park, regardless of the location of the property in relation to street park sites.

Housing Affordability

Each of the five downtown neighborhoods was asked to establish affordability goals for the additional housing to be developed by 2014. An additional 6,600 are planned for the Denny Regrade, resulting in a total of 12,617 units by 2014. The neighborhood's primary goal is to maintain a mix of housing affordable across a range of incomes. The

specific affordability goal is to have one-third of the neighborhood housing affordable to each of the following income groups:

- households with incomes below 50% of the area median
- households with incomes between 50% and 80% of the area median
- households with incomes over 80% of the median income

The following table illustrates the affordability of current units and the number of units which the neighborhood desires to have developed in each affordability category.

Denny Regrade Housing Affordability Options

<i>Affordability Category</i>	<50%	50% - 80%	81% - 120%	120%+	Total
<i>Current Units</i>	3,004	870	1,147	936	5,957
<i>% Total</i>	50%	15%	19%	16%	100%
<i>Units to Add by 2014</i>					6,600
<i>Affordability Category</i>	<50%	50%-80%	80%+		
<i>Total Units in 2014</i>	4,206	4,206	4,206	4,205	12,617
<i>% Total</i>	33%	33%	33%		

Source: Pacific Development Concepts

Purpose of Housing Strategies

- Improve affordability in newly constructed housing for both renters and owners.
- Increase the supply of subsidized housing through 1) acquisition and/or rehabilitation or 2) new construction by nonprofit housing agencies.
- Maintain the current mix of housing affordability in the neighborhood.
- Support “experimentation” (efforts to develop new, unique, or untested housing types, configurations, etc.) when those efforts are intended to positively impact affordability.
- Increase the supply of low- and moderate-income housing affordable to households earning between 0% and 80% of the median income.
- Support development of housing for special needs groups.

Strategies

Many of the strategies listed under preservation and production of housing also address affordability objectives, as do the following.

Objective: Maintain the affordability of existing federally subsidized housing

Background

The Section 8 Programs provide rent subsidies, either to individual low-income households, or to building owners to help reduce operating costs, thus reducing rents. Because of the high cost of the Program, the federal government has been unwilling to commit to refunding rental assistance contracts. If contracts are renewed, they are renewed for one

year rather than for 5 years, as in the past. The potential exists for program funding to be totally eliminated.

There are four properties in the Denny Regrade with rental assistance contracts. They are the Bay View Tower (nonprofit owner, expiration in 2008), the Scargo (nonprofit owner, expiration 1999), Security House (nonprofit owner, expiration 1998), and Sunset House (nonprofit owner, 2001 expiration).

The amount of funding required to sustain the Section 8 subsidies goes well beyond what can be provided by the City or State. It is imperative that the federal government commitment be maintained.

Recommendation: Support all efforts to maintain federal funding for the Section 8 Rental Assistance Programs. In addition to government entities, organizations such as the Downtown Seattle Association should be solicited to lobby for continued funding. (The Executive Director of DSA has indicated an interest in supporting lobbying efforts.)

Objective: To help achieve affordability of new or redeveloped vacant housing units.

Background

In 1995, the State legislature passed a law allowing a 10-year property tax exemption for new multi-family units (newly constructed or redeveloped units vacant for more than a year) located in areas designated as urban centers. The purpose of the legislation was to help cities encourage development in urban centers where there are insufficient residential opportunities. Only cities of 150,000 (Seattle, Tacoma, Spokane) or more population are eligible to implement the program. There are no rent requirements related to the program, however, the City can establish public benefit requirements such as design review, affordability controls, or other requirements. Only the “improvement portion” of the property tax will be abated for the 10-year period.

The City is currently proposing a pilot project to offer the exemption in low-and moderate-income neighborhoods with little recent development in order to attract new multi-family development. The Denny Regrade neighborhood is not on the list of neighborhoods under consideration for the program. The International District and Pioneer Square are included.

While there are a significant number of new units being developed in the Denny Regrade, affordability is an issue. There may be sufficient housing opportunities overall in the neighborhood, however, there are insufficient housing opportunities for households with incomes between 50% and 80% of the median income.

Recommendation: Include the Denny Regrade neighborhood in those neighborhoods eligible for the 10-year tax abatement program, and add the public benefit criteria that the housing be affordable to households with incomes between 50% and 80% of the median income.

Objective: Help to maintain the affordability of currently affordable units in older buildings

Background

Seattle City Light (SCL) currently offers utility cost reductions to individual low-income households. The program serves households in units which are individually metered for electricity. Many of the older buildings with units affordable to low- and moderate-income households (both subsidized and unsubsidized) are not individually metered. A program which would provide the same cost reduction on a building basis, with a subsequent reduction in rents, would help maintain affordable rents.

Recommendation: Modify the Seattle City Light (SCL) program which reduces utility costs for low-income households so that it can be used for buildings which are not separately metered, but which house low-income people. Have other city utilities explore provision of similar programs.

Objectives: Obtain control of sites for housing before land costs increase further

Potentially preserve scale and character of the neighborhood by foreclosing the opportunity for land assembly around a mid-block site and the demolition of existing buildings

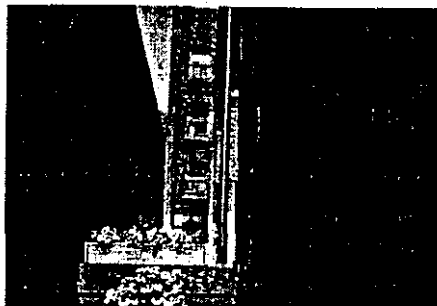
Provide a resource to assist nonprofit developers to develop new affordable housing in the neighborhood

Background

When for-profit housing developers were interviewed about future development options, they said they would attempt to develop on sites on the eastern edge of the neighborhood or in the Denny Triangle, before attempting development of the mid-block sites on First, Second, and Third Avenues (unless those sites were assembled with corner sites). The mid-block sites with their two "blank" walls and parking access issues are not attractive. Nonprofit developers, on the other hand, would be interested in those sites for new construction, but cannot afford the land.

If the City could purchase the land, then sell or lease it to nonprofits. It would provide a resource for affordable housing development.

Recommendation: Recommend that the City develop a landbanking program and focus on the mid-block sites in the Denny Regrade.



Land Use

Vision...

Work to achieve a desirable balance between future residential and business development. Promote a safe neighborhood environment to encourage day/night and weekend pedestrian oriented activity. Promote human scaled architecture, particularly ground level retail uses. Develop public/private investment strategies to attract and support the type of development desired to meet growth targets. Increase neighborhood businesses and encourage businesses to provide jobs for residents and to attract visitors for a healthy business climate.

Objectives: Increase live/work spaces in the Denny Regrade Neighborhood.

Increase the amount of pedestrian activity by eliminating “dead spots” of street level activity.

Background

The Housing/Land Use Committee considered the concept of increasing the number of streets on which commercial uses are required on the ground floor, and allow live/work units to be considered as commercial use. The goal was to increase live/work space.

It should be noted that the Design Review Program for both commercial and residential new construction is going to be extended to all Downtown neighborhoods. (Currently Design Review is required for downtown commercial buildings, but not residential properties.) The design review process is the vehicle for developers to obtain departures from development code requirements. In the Cascade neighborhood, a developer was able to get a reduction in the amount of required street level commercial use. Commercial uses were developed at each corner of the building, but the intermediate spaces were developed as live/work units.

The Housing/Land Use Committee recommended that live/work space be considered as commercial where Street Level Uses are required, but felt that the expansion of the area needed to be discussed as a land use matter related to issues other than live/work housing. (See Housing recommendations)

Another goal relating to Street Level Uses is to increase the amount of pedestrian activity by eliminating “dead spots” of street level activity. These “dead spots” result from building design where blank walls or parking structures face the street at the ground floor level!

First Avenue



Recommendation: Expand the area where Street Level Uses (retail and service uses) are required. Currently, Street Level Uses are required on 1st and 3rd Avenues from Cedar Street to Stewart Street, and on portions Cedar Street, 4th and 5th Avenues in the Five Corners area.

Alternative 1: Expand the area to include Western Avenue, 2nd Avenue, 4th Avenue and 5th Avenue. Extend the area from Cedar Street to Denny Way.

Alternative 2: Expand the area to include 2nd Avenue between Cedar Street and Virginia Street and all of the east-west streets between 1st Avenue and 3rd Avenue, with a recommendation that design review encourage live/work space on the streets, especially near the alleys.

Recommendation: Ensure, through design review, that street frontages where Street Level Uses are not required, be designed in a manner that enhances the pedestrian environment. This may be accomplished through setbacks and extensive landscaping, public art, or similar means. Parking within a parking structure shall not be visible from ground level except through entrances and exits.

Objective: Provide space opportunities for artists and start-up business through the temporary use of vacant “transitional” buildings

Background

This occurred, briefly, in the buildings along 2nd Avenue south of Lenora Street, while the developer was processing plans for a new mixed-use development. There are a number of vacant buildings that would be suitable for this use, and, in addition to providing temporary space, the concept may be a good “incubator” for artist who have ideas but no affordable space to try them out.

Recommendation: Develop a program that provides incentives for owners of vacant commercial buildings who permit the use of the buildings for various art-related uses at reasonable cost. Part of this program could include outreach to artists when a willing building owner is found.

Objective: Prevent the further net loss of parking, and provide additional parking in the neighborhood while enhancing street level activities and aesthetics.

Background

Currently, principle use parking (both surface and structure) is not allowed in the Regrade. As the parking lots are developed, there is a net loss in parking. The primary objection to principle use parking structures is the street frontage. By requiring live/work space or community uses on the ground floor, that problem is eliminated. There is an example of this type of building on south of Virginia Street between 3rd and 4th Avenues, where Osborne & Ulland and Bergman Luggage used to be.

Recommendation: Allow public or private principle use parking structures in the Denny Regrade provided that the first floor be occupied by artists live/work housing or community uses.

Objective: Maintain the availability of parking in the neighborhood for Regrade businesses and residents.

Background

Currently it appears that people who work in the Downtown Core park in Regrade parking lots and either walk or bus to their jobs. Parking is considerably cheaper in the Regrade than in the Core. Consequently, less spaces are available for Regrade business customers.

Recommendation: Encourage the DRBA to work with the operators of surface parking lots to limit the number of spaces that are available for all-day parking.

Objective: Encourage the recognition of Regrade alleys as viable pedestrian and bicycle routes and business access points, while maintaining their function for service access.

Background

There is a good example of this on the southwest corner of Blanchard and 5th where a residential building has windows and balconies on the alley side of the building. This promotes many of the alley goals of the neighborhood including aesthetics, use and safety.

Recommendation: Amend Design Guidelines to encourage that uses “turn the corner” at the alleys

Objective: Preserve and enhance the intended residential character of the Regrade by limiting the amount of non-site related commercial advertising in the neighborhood.

Background

It is estimated that there are currently 35 to 40 billboards in the Denny Regrade Neighborhood. Denny Regrade is designated primarily as a residential neighborhood and billboards, therefore, are an inappropriate use.

Recommendation: Prohibit new billboards, and reduce the number of existing billboards through attrition, in the Denny Regrade neighborhood. This prohibition is not intended to prohibit murals that are painted on building walls.

Objective: Preserve and enhance the mixed use/residential architectural character of Belltown.

Background

The Denny Regrade is rapidly changing. The historic scale of the neighborhood is made up of one and two story commercial buildings and three and four story brick residential structures. While most of these buildings are not “historic” per se, they nonetheless define the character of Belltown. Without careful planning, innovative design, and design review, this character will be lost.

Recommendation: Increase neighborhood involvement in design review and development review.

Recommendation: Facilitate the development of Belltown Neighborhood Design Guidelines

Recommendation: Work with Historic Seattle regarding the viability of protecting historic or icon buildings.

Recommendation: Establish Conservation or Community Heritage District in the Denny Regrade.



The scale of the Belltown neighborhood is rapidly changing. Innovative design guidelines are needed to preserve this character while, at the same time, encouraging appropriate development.

Historic or Icon Buildings

Buildings already landmarked:

1. Austin A Bell
2. Oregon
3. New Pacific
4. Hull (A-1 Laundry)
5. Moore Theatre
6. Barnes Building (Odd Fellows Hall)

Buildings to protect:

1. Terminal Sales
2. Oxford
3. Lebuzznik
4. Josephinum
5. Terminal Sales Annex
6. Securities
7. Griffin
8. Facade of Bethell Temple
9. Lewiston
10. Scargo
11. Kasota
12. Castle
13. Humphrey
14. Rivoli
15. Dorothy Day House
16. Davenport
17. Devonshire
18. Windham
19. Comeillus
20. 2700 4th
21. Watermark
22. MGM Building(2nd&Battery)
23. 66 Bell

24. 81 Vine St
25. P Patch Cottages
26. Factory Houses on Western
27. 2715 Western
28. Centennial Building(4th&Stewart)
29. Donald Apartments
30. 5th&Blanchard Apartments
31. Wm Daniels Apartments
32. Stonecliff
33. Fleming
34. Fire Station No 2
35. Charlesgate
36. ranklin
37. Adams Apartments
38. Edwards on Fifth
39. Sheridan Apartments
40. El Ray
41. Two Downtown Building
42. Marshall Building
43. Haddon Hall
44. Grange Headquarters
45. Lexington & Concord
46. Payless Drug Building (3rd& Vine)
47. Old PI Building
48. Grovsenor House
49. Egbert/Apex Coop

Transportation

Vision...

To provide a circulation system enabling people to live, work, shop, and play in the Denny Regrade and all of Downtown Seattle without a car.

To accommodate vehicular access, egress, and parking supporting residences, businesses institutions and destinations within the Regrade

To manage routing and growth of vehicular traffic that uses the Regrade as a through-corridor and to mitigate neighborhood impacts.

The Denny Regrade neighborhood's transportation network includes its streets, sidewalks, bicycle facilities, the existing monorail, the Waterfront Streetcar, and the Burlington Northern Santa Fe (BNSF) Railroad mainline tracks along the waterfront. Except for the BNSF tracks, all of the transportation facilities are publicly owned, maintained, and operated.

The City of Seattle's *Comprehensive Plan* outlines the City's goals related to the use of its streets. The City recognizes that there is a limited amount of street space, and it is unlikely to expand this space significantly. Therefore, the City's street space must be carefully allocated among the competing uses. These City's goals related to use of streets include:

- G8: *Make the best use of the City's limited street capacity, and seek to balance competing uses.*
- G9: *Ensure adequate capacity on the street system for transit and other important uses.*
- G10: *Support a shift towards transit, carpools and vanpools, bicycling, and walking.*
- G11: *Support efficient freight and goods movement.*

G12: *Differentiate among the various functions of City Streets.*

G13: *Protect neighborhood streets from through traffic.*

This transportation plan presents information about various elements of the transportation network including: transit, vehicular access and circulation, non-motorized facilities, parking, and freight access. For each element, information about the existing conditions within the neighborhood is presented, followed by the city and neighborhood goals and recommendations. High, medium and low priorities for the recommendations were set by the Denny Regrade Transportation Committee at a meeting on July 21, 1998.

Transit

Existing Conditions

The Denny Regrade is a conduit for approximately 60 bus routes operated by King County/Metro. All routes through the Denny Regrade are also destined to or from downtown Seattle. Bus routes currently exist on all north-south streets in the neighborhood. The east-west streets where transit service is most concentrated include: Blanchard Street, Bell Street, Virginia Street, Lenora Street, Stewart Street, Denny Way, Broad Street, and Cedar Street, yet no route crosses Belltown to and from the waterfront on east/west streets. Table A in the Appendix lists all of the bus routes in the neighborhood.

Goals and Objectives

Seattle's *Comprehensive Plan* addresses transit service and defines the City's Transit Priority Network. Transit priority streets in the Denny Regrade include: Denny Way, SR 99, Second Avenue, Fourth Avenue, and Stewart Street. Goals for transit included in the *Comprehensive Plan* are as follows:

- G18: *Provide mobility and access by public transportation for the greatest number of people to the greatest number of services, jobs, educational opportunities, and other destinations.*
- G19: *Increase transit ridership, and thereby reduce use of single-occupant vehicles to reduce environmental degradation and the societal costs associated with their use.*

The Denny Regrade neighborhood desires to consolidate the transit service to a few major corridors. This would increase the frequency of service on these streets. Other goals include increasing the speed and reliability of bus service, and creating multi-modal hubs in the neighborhood.

Transit recommendations that are the highest priority for the Denny Regrade neighborhood include the following:

Recommendation: Designate First and Third Avenues as the principal north-south transit corridors.

Background

By focusing transit onto the neighborhood's two-way streets (First Avenue, Third Avenue, and in the future, Sixth Avenue), transit patrons would be able to catch the bus on the same street where they alighted from the bus. This would reduce the confusion that currently exists when the one-way streets of Fourth Avenue and Second Avenue are used for transit service.



Third Avenue

This recommendation is consistent with the recommendations in the ongoing Downtown Circulation Study. It would require a change in the City of Seattle's Transit Priority Network that identifies Second and Fourth Avenues

as transit priority streets. The neighborhood also desires to maximize the transit service on Third Avenue because of its central location in the neighborhood, and its connectivity to key transit routes in downtown Seattle. As discussed later in this section, Third Avenue is a good candidate for a transit corridor because it currently has the lowest traffic volume of any north-south arterial in the Denny Regrade neighborhood. As part of this recommendation, the neighborhood wants to discourage local transit service on Second and Fourth Avenues, although these streets could be used to provide through service to other neighborhoods. Consideration should be given to elimination of private automobiles on Third Avenue between Yesler and Broad Streets.

Recommendation: Create one or two well-designed, well-maintained, and well-managed pedestrian multi-modal hubs in the neighborhood.

Background

These hubs would provide a central location for transferring between transit and other modes of travel such as jitney, taxi, and bicycle. It could also provide other amenities such as bicycle storage lockers, telephones, and neighborhood retail services that are open in the evening. One option is to co-locate a multi-modal hub with a future community center.

Recommendation: Improve transit service to the Waterfront, Capitol Hill, the University District, and southeast Seattle.

Background

Transit service between the Denny Regrade and these other neighborhoods is currently poor or non-existent. The neighborhood desires transit service connecting to these other areas. One option for improved transit service to and from Capitol Hill is to relocate one or more of the routes between Capitol Hill and downtown Seattle so that they pass through the Denny Regrade.

Other transit recommendations for the neighborhood include:

- Provide transit stops every three blocks. Transit stops located every two blocks increase transit delay; stops every four blocks are too far to provide convenient access for riders.
- Promote jitney/shuttle service throughout the Regrade with handicap provisions and waterfront connections.
- Designate Broad Street and Cedar Street from Tillicum Place to First Avenue as minor east-west transit streets. Remove transit street designation for Vine Street.
- Provide trolley wires on First Avenue from Virginia Street to Broad Street and on Cedar Street between First and Third Avenues.
- Consider transit service on Bell and Blanchard Streets between Denny Way and First Avenue as part of service to Capitol Hill. Smaller transit vehicles on these streets would be desired to compliment their Green Street designation.
- Evaluate providing bus bulbs on Third Avenue and allowing buses to stop in the driving lane to speed transit service.
- Support providing “low-floor” transit to speed transit service.
- Extend the Metro free-ride zone to Denny Way/Broad Street.
- Support future streetcar/light rail service on Third Avenue.
- Enforce no stopping/no standing in bus zones by non-Metro vehicles.



Vehicular Access and Circulation

Existing Conditions

City of Seattle Transportation (SEATLAN) designates streets as principal arterials, minor arterials, collector arterials, and local access streets

depending upon the street's function in the roadway network. Principal and minor arterials in the neighborhood are summarized in Table 1. There are no collector arterials in the neighborhood. All non-arterial streets are considered to be local access streets.

Table 1. Arterial Classifications

Principal Arterial	
Alaskan Way	First Avenue
Elliott Avenue	Third Avenue
Western Avenue (Denny Way to SR 99)	Fifth Avenue (south of Denny Way)
Second Avenue	Wall Street (between Alaskan Way and Second Avenue)
Fourth Avenue	Battery Street (between First and Fourth Avenue)
Sixth Avenue	Lenora Street
Denny Way	Virginia Street
Broad Street	Western Avenue (South of SR 99)
Battery Street (between Fourth and Sixth Avenues)	
Wall Street (between Second and Sixth Avenues)	
Stewart Street (between Second and Fifth Avenues)	

Source: City of Seattle Data Viewer.

The north-south avenues through the Denny Regrade are the most heavily traveled since they connect downtown Seattle to other neighborhoods located north of downtown. Of these, Elliott Avenue and Western Avenue have the highest daily and PM peak hour traffic volumes. Approximately 70% of all traffic on Western Avenue and Elliott Avenue is destined to or

from the Alaskan Way viaduct. The avenue with the lowest traffic volume is Third Avenue. The traffic volumes for the north-south avenues are summarized in Table 2; the streets are ranked according to their daily traffic volumes.

Table 2. Average Daily and PM Peak Hour Traffic Volumes for the North-South Avenues

North-South Street	Average Daily Traffic			PM Peak Hour Traffic		
	NB	SB	Total	NB	SB	Total
Elliott Avenue (north of Viaduct)	0	24,900	24,900	0	2,500	2,500
Western Avenue (north of Battery)	24,500	0	24,500	2,000	0	2,000
First Avenue (north of Lenora)	10,700	4,700	15,400	1,200	300	1,500
Fourth Avenue (north of Lenora)	15,300	0	15,300	1,500	0	1,500
Alaskan Way (south of Blanchard)	7,800	6,000	13,800	1,000	800	1,800
Fifth Avenue (north of Lenora)	0	12,900	12,900	0	900	900
Second Avenue (north of Lenora)	0	12,000	12,000	0	1,000	1,000
Third Avenue (north of Lenora)	5,300	3,900	9,200	600	300	900

Source: City of Seattle Historic Traffic Volumes for 1996 and 1997.

NB - Northbound SB - Southbound

Stewart Street, along the neighborhood's southern boundary, is the most heavily traveled east-west street in the neighborhood. In 1997, the daily traffic volume was approximately 13,900 vehicles, and the PM peak hour volume was approximately 1,100 vehicles. Broad Street is the next most heavily used east-west street. In 1997, the daily traffic volume was approximately 12,200 vehicles and the PM peak hour traffic volume was approximately 1,000 vehicles in both directions. According to the City of Seattle's traffic count database, the highest traffic volumes on Broad Street occur between First and Second Avenues. The City of Seattle maintains

very little data for the other east-west streets in the neighborhood (source for traffic volume data: City of Seattle Historic Traffic Volumes, 1997).

Goals and Objectives

As noted above, streets in the Denny Regrade are designated as principal arterials, minor arterials, and local access streets. The following summarize the City of Seattle's Comprehensive Plan policies regarding arterials:

- T15: Designate principal arterials, a transit priority network, and major truck streets... to identify the key functions of these streets. Make operating, design, access, or service changes to enhance the key function of streets if hindered by congestion, while preserving pedestrian facilities.*
- T16: Facilitate through traffic on principal arterials and connect with regional facilities.*
- T17: Discourage the diversion of traffic from regional roadways and principal arterials onto lesser arterials and local streets.*
- T18: Use neighborhood traffic control devices to divert through traffic from local streets and collector arterials where appropriate.*

The Denny Regrade neighborhood wants to limit the growth of traffic passing through the neighborhood on the way to downtown Seattle. To that end, improvements that increase the capacity for vehicular traffic would have to be balanced against the neighborhood's desire for streetscape and pedestrian improvements.

The neighborhood has defined two high priorities related to vehicular traffic and street designations. These are both related to access to the waterfront along Alaskan Way.

Recommendation: Oppose the Broad Street overpass project.

Background

The neighborhood opposes construction of an overpass of the BNSF railroad tracks near Broad Street since the benefit to traffic congestion and delay does not outweigh the impact to the neighborhood. Such an overpass may also be counter to recommendations in the *Downtown Plan*

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that sought to "de-emphasize the use of Alaskan Way by through traffic between the Ferry Terminal and Pier 70." (City of Seattle, December 1995, Policy 5, Implementation Guideline 1.E.)

Recommendation: Retain existing at-grade crossings of the railroad tracks.

Background

There are three at-grade rail crossing in addition to Broad Street: Wall Street, Vine Street, and Clay Street. These existing connections to the waterfront are important to the neighborhood for pedestrian, vehicular and future transit circulation. Closing these crossings to improve rail operations would adversely affect circulation for all modes of travel within the neighborhood.

Other recommendations related to street designations and vehicular access are listed below:

- Convert Sixth Avenue to a two-way street.
- Support multi-modal underpass of Aurora Avenue at Roy Street.
- Designate Clay Street, Eagle Street, and Bay Street as a Green Streets (see discussion in Green Streets section of plan).
- Extend Green Street designation on Vine Street to the Waterfront and to Denny Way (see discussion in Green Streets section of plan).

Non-Motorized Facilities

Non-motorized facilities include both pedestrian and bicycle facilities. Existing pedestrian conditions and recommendations are discussed in the Pedestrian Environment section of the plan. This section briefly presents some of the pedestrian recommendations because of their relationship to arterial designations and traffic volumes.

Existing Conditions

There are three types of bicycle facilities designated by the City of Seattle: bike trails, bike lanes, and commonly used bike routes. The only bike trail

in the area is Elliott Bay Trail through Myrtle Edwards Park. Bike lanes exist on Second Avenue. Commonly used bike routes include: Alaskan Way (the extension of the Elliott Bay Trail), First Avenue north of Blanchard Street, Third Avenue, Bell Street, Blanchard Street, and Western Avenue south of SR 99 (source: City of Seattle Data Viewer).

Goals and Objectives

The Seattle Comprehensive Plan promotes non-motorized modes of travel (bicycle and pedestrian) as alternatives to driving automobiles. The Comprehensive Plan's goals related to pedestrian and bicycles are the same as the neighborhood's. They are:

- G20: *Increase walking and bicycling.*
- G21: *Create desirable, safe, convenient environments that are conducive to walking and bicycling.*

The highest priority pedestrian and bicycle improvements are listed below.

Recommendation: Improve pedestrian crossings.

Intersections with the highest priority for improvement include:

3rd Avenue/Denny Way
 2nd Avenue/Eagle Street/Denny Way
 1st Avenue/Denny Way
 Vine Street/Elliott Avenue,
 Vine Street/Western Avenue,
 Vine Street/Third Avenue
 Third Avenue/Cedar Street
 Bell Street/Western Avenue,
 Lenora Street/Elliott Avenue, and
 Broad Street/Alaskan Way.

Other locations should also be evaluated as pedestrian volumes and access needs increase.

Background

Four of the five intersections with the highest priority for improvement are located on Western or Elliott Avenues. Table 2 in the *Vehicular Access and Circulation* section shows that these have the highest traffic volumes of any street in the neighborhood. The high traffic volumes make pedestrian crossings at these unsignalized intersections very difficult.

Improvements are likely to vary by location and will require further evaluation to determine the best option for each of the locations. Possible improvements could include: constructing curb bulbs that narrow the crossing distance and improve the sight lines between pedestrians and motorists; installing actuated beacons that flash when a pedestrian is crossing (the City of Kirkland has recently installed flashing beacons set into the pavement at some of its crossings of major arterials); and/or installing a pedestrian signal.

Recommendation: Create bicycle trails or provide bicycle lanes on key streets.

Background

The highest priority for a bicycle trail is to complete the connection between the Elliott Bay Trail with the trail along Alaskan Way. Priority for bicycle lanes include: Fourth Avenue, Vine Street, Clay Street, Lenora Street, Bell Street, and Blanchard Street. The current Downtown Plan lists Third Avenue as a "bike corridor" between Seattle Center and Downtown. The neighborhood recommends against providing bike lanes on Third Avenue because it is the neighborhood's highest priority for a transit and pedestrian corridor.

Other recommendations for pedestrian improvements are listed below. Further information about these and other improvements is provided in the Pedestrian Environment section of this plan.

- Improve alley conditions for pedestrian and bicycle usage.
- Improve and enhance pedestrian connections between the Regrade, the waterfront, and Myrtle Edwards Park.

- Improve pedestrian connections between the Regrade and the Seattle Center.
- Improve street lighting. The highest priority is Third Avenue.

Parking

Existing Conditions

Most of the on-street parking in the neighborhood east of First Avenue and south of Bell Street is regulated by parking meters. The vast majority of these are two-hour meters, although there are some 30-minute and 15-minute meters located where adjacent businesses have requested them. West of First Avenue and north of Bell Street, the parking is either unrestricted (no signs or meters), or regulated with two-hour or four-hour parking signs. This section of the neighborhood also has some two-hour meters along Western Avenue and along Alaskan Way. The City of Seattle's current policy is to obtain approval of property owners and/or tenants along a street frontage before changes to parking along that street are implemented. Typically, 60% of the property owners/tenants must agree to the revision.

There are also more than 60 surface parking lots in the neighborhood. These lots provide parking for neighborhood businesses and residents, and may also serve as remote parking locations for downtown.

Goals and Objectives

The Seattle Comprehensive Plan includes goals and policies for parking. The goals and policies relate to mobility needs as well as the role of parking availability in influencing citizens' mode choice. The introductory discussion in the Comprehensive Plan's Parking section includes the following summary:

Long- or short-term parking is part of every car trip, and is a key factor in the choice of mode for a trip. The availability and price of parking influences people's choices about where to live, work, shop, and conduct personal business.

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Parking policies can influence car use; the challenge is to provide enough parking to meet mobility and economic needs, while limiting supply to encourage people to use non-auto modes.

The Comprehensive Plan's goals related to parking are:

- G15: *Provide enough parking to sustain the economic viability and vitality of commercial areas while discouraging commuting by single-occupant vehicle (SOV).*
- G16: *Reduce use of cars over time, particularly for commute trips.*
- G17: *Make the best use of the City's limited street space, seek balance among competing uses, and protect neighborhoods from overflow parking.*

The goals of the Denny Regrade are to provide the parking needed to sustain both the residential and commercial needs of the neighborhood without becoming a remote parking area for the rest of downtown Seattle. The neighborhood also recognizes that the existing surface parking lots in the neighborhood provide parking for many residents and businesses that do not have their own on-site parking. Loss of this parking as surface lots are redeveloped could adversely impact existing residents and businesses in the neighborhood. The priorities for parking should be for business customers and residents. Long-term parking by SOVs should be discouraged.

Many of the recommendations related to parking in the Denny Regrade would change existing policies and codes related to parking. Further information about the policy changes is provided in the *Land Use* section of the plan. The highest priorities related to parking are listed below:

Recommendation: Develop a *car co-op* for the Belltown area.

Background

Car co-ops or car sharing programs have been established in the Cities of Portland and Vancouver, B.C. They are essentially cooperatives through which members have access to jointly-owned vehicles. King County/Metro is currently evaluating car sharing programs; it may provide some seed money to establish such a program in the Seattle area. The co-op could be coordinated with similar programs being considered in other nearby neighborhoods such as Queen Anne and the Denny Triangle neighborhoods.

Recommendation: Eliminate unrestricted on-street parking spaces.

Background

Many of the streets in the neighborhood have unrestricted (unsigned/unmetered) parking. Most of this unrestricted parking is located west of First Avenue and north of Bell Street. Installing signs with "2-hour" parking limits between 9:00 A.M. and 6:00 P.M., or installing meters, would increase parking turnover for customers and reduce use of these spaces for long-term employee and resident parking.

Recommendation: Extend meter operating hours to 9:00 P.M. along the key night-time activity streets.

Background

Some night-time businesses in the neighborhood, such as restaurants, may benefit by having some of the parking meters enforced after 6:00 P.M. Extending the meter hours (and enforcing the extended hours) would prevent neighborhood residents from parking at prime on-street parking spaces, and increase meter turnover between 6:00 and 9:00 P.M. Higher meter turnover in the evening would increase the amount of parking available for customers.

Recommendation: Institute residential parking zones on streets with little commercial activity.

Background

There are many existing residential buildings in the neighborhood that have little or no off-street parking. Parking for these residents could be provided with a residential parking zone (RPZ). An RPZ is established in a

neighborhood to discourage long-term parking by non-residents on residential streets. It is appropriate where parking congestion in residential areas is being caused by a nearby business or institution such as a hospital or school. An RPZ will not ease congestion when it is caused by residents themselves owning more cars than there are parking spaces available. Establishment of an RPZ requires approval of 60% of the property owners/tenants along a street.

RPZs could be considered in the Denny Regrade along streets where there is little commercial activity and a low demand for customer parking. The RPZ should also allow two-hour parking for vehicles that do not have a valid RPZ permit which would provide short-term parking for customers and visitors.

Recommendation: Reduce parking rates for short-term, off-street parking.

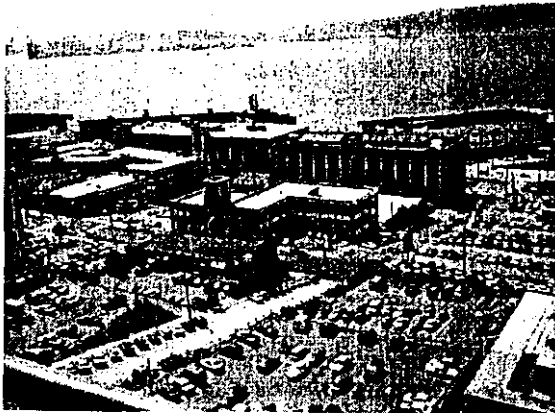
Background

Current rate structures for short-term off-street parking lots are not competitive with on-street meters. Changing the rate structure to encourage short-term parking may increase utilization of the off-street parking lots and increase parking turnover. Because of this, several locations where parking rates were changed to favor short-term parking (such as downtown Portland) have reported an increase in parking revenue even when additional staffing for the parking lots was required. Rates that favor short-term parking would also discourage parking lots in the neighborhood from becoming satellite parking for downtown Seattle.

Recommendation: Encourage replacement of public parking spaces when surface parking lots are redeveloped.

Background

There are over 60 off-street, surface parking lots in the neighborhood that could be redeveloped. Loss of these lots could adversely affect residents and businesses that do not have their own on-site parking. Developers should be encouraged to replace existing off-street parking for short-term customer parking and resident parking. Development or financial incentives may be needed in areas where the revenue from this public parking would not cover the cost of constructing it.



Other recommendations for parking are listed below. Some of these are also described in the *Land Use* section.

- Support establishment of a “downtown parking fund,” as designated in the Downtown Plan, that would facilitate the construction of parking garages.
- Allow “principal parking” in the Denny Regrade that would allow developers to replace existing public parking in a garage when a site is redeveloped.
- Increase the allowable distances between shared parking locations to greater than the existing 800-feet allowed. The City of Seattle should perform a study to determine the appropriate distance.
- Allow excess parking in a residential parking garage to be leased to people who are not tenants of the building.

Freight Access

Existing Conditions

The Denny Regrade has a good system of alleys that provide freight access and services such as garbage collection. There are also existing loading zones on most streets in the neighborhood.

Goals and Objectives

One of the two freight-related goals in the Comprehensive Plan applies to the Denny Regrade:

G22: Preserve and improve commercial transportation mobility and access.

The other goal relates to Seattle's role as a national and international gateway. The neighborhood's goal related to freight access is to maintain truck access to businesses and residents in the neighborhood.

The highest priority related to freight access is:

Recommendation: Retain alleys for freight deliveries and garbage pick-up.

Background

The existing alley system is the best location for truck loading and other service functions such as garbage collection. In some locations, the alleys have already been eliminated by full-block development. The alleys also need to be kept clear of obstacles (e.g., dumpsters, parked cars, etc.) that would prohibit truck access.

Other recommendations related to freight access include:

- Consolidate loading zones. Many streets in the neighborhood have more than one loading zone. These should be evaluated to determine if they are adequate to serve the existing demand, if two or more loading zones could be consolidated, if a loading zone could be

relocated to the end of a block or adjacent to an alley, or if a loading zone could be eliminated.

- Enforce commercial vehicle loading zones. Almost all loading zones in downtown are designated for commercial vehicles. However, there are many vehicles with commercial plates that are not trucks. When these vehicles are parked in the loading zones, the trucks must find other places for loading/unloading activities or circle the block. The city should establish policies that would prevent passenger automobiles from using commercial loading zones.

Table A. Existing Transit Routes in the Denny Regrade Neighborhood

Route	Subarea Covered	Stops
1	Queen Anne, Downtown Seattle, First Hill, Pioneer Square	3rd
2	Queen Anne, Downtown Seattle, First Hill, Pioneer Square	3rd
3, 4	Queen Anne, Downtown Seattle, First Hill, Jackson Park	3rd, 4th
6	Bitterlake, Green Lake, Shoreline, Downtown Seattle	Blanchard, Cedar, Wall, 5th, 3rd
8	Rainier Valley, Capitol Hill, Downtown Seattle, Queen Anne	Denny, 2nd, 4th
10	Capitol Hill, Downtown Seattle	Cedar, Stewart, Virginia, 1st, 2nd, 3rd, 5th
15	Downtown Seattle, Queen Anne, Ballard, Crown Hill, Blue Ridge	1st
18	Downtown Seattle, Ballard, Loyal Heights, North Beach	1st
19	Downtown Seattle, Magnolia	Denny, 2nd, 4th
21	Downtown Seattle, Harbor Island, Fauntleroy, Rox Hill, Arbor Heights	Cedar, Stewart, Virginia, 1st, 2nd, 3rd, 5th
24	Downtown Seattle, Magnolia	Denny, 2nd, 4th
25	Downtown Seattle, Eastlake, Montlake, University District, Wedgwood, Lake City	Stewart, Virginia, 3rd
26	Downtown Seattle, Fremont, Wallingford, Greenlake	Battery, Stewart, Virginia, 2nd, 4th
27	Downtown Seattle, Magnolia	Denny, 2nd, 4th
28	Downtown Seattle, Rainier Beach	Blanchard, Lenora, 3rd
36	Downtown Seattle, Beacon Hill, Jefferson Park, Rainier Beach	Blanchard, Lenora, 3rd
37	Downtown Seattle, Harbor Island, West Seattle	Cedar, Stewart, Virginia, 1st, 2nd, 3rd, 5th
39	Downtown Seattle, SODO, Beacon Hill, Seward Park, Rainier	Denny, 2nd, 4th
47	Downtown Seattle, Rainier Beach	Blanchard, Lenora, 3rd
54	Downtown Seattle, West Seattle	Cedar, Stewart, Virginia, 1st, 2nd, 3rd, 5th

55	Downtown Seattle, West Seattle	Virginia, 4th
56	Downtown Seattle, SODO, West Seattle	Virginia, 4th
70	Downtown Seattle, Eastlake, University District	Stewart, Virginia, 3rd
73	Downtown Seattle, Eastlake, University District, Maple Leaf, Jackson Park	Stewart, Virginia, 3rd
81	Downtown Seattle, Queen Anne, Ballard, Central Business District	Stewart, 1st, 4th
82	Downtown Seattle, Fremont, Wallingford, Greenlake, Rainier	Stewart, 1st, 4th
83	Downtown Seattle, Eastlake, University District, Maple Leaf, Rainier	Stewart, 1st, 4th
84	Downtown Seattle, First Hill, Madrona, Madison Park	Cedar, Stewart, 1st, 4th, 5th
85	Downtown Seattle, SODO, West Seattle, White Center	Cedar, Stewart, 1st, 4th
109	Downtown Seattle, Mercer Island, Renton	Lenora, Virginia, 2nd, 4th
111	Downtown Seattle, Newport Hills, Renton, Maplewood	Bell, Virginia, 2nd, 4th

Table A (continued). Existing Transit Routes in the Denny Regrade Neighborhood

113	Downtown Seattle, White Center, Shorewood	No Map, stops at 2nd/Blanchard
114	Downtown Seattle, Southcenter, Newport Hills, Renton	Bell, Virginia, 2nd, 4th
116, 118, 119	Downtown Seattle, West Seattle, Fauntleroy, Vashon Island	Stewart, 4th
130	Downtown Seattle, SODO, Georgetown, Boeing, Burien, Normandy Park	Blanchard, Stewart, 4th, 2nd
132	Downtown Seattle, SODO, Boeing, Burien, Normandy Park, Rainier	Blanchard, Stewart, 4th, 2nd
135, 138	Downtown Seattle, White Center, Burien	Stewart, 4th, 2nd
143	Downtown Seattle, Renton, Maple Valley, Burien, Normandy Park	Stewart, 4th
152	Downtown Seattle, Auburn, Fremont	Lenora, 2nd
160	Downtown Seattle, Tukwila, Kent	No Map, stops at 2nd/Virginia
163	Downtown Seattle, Tukwila, Kent	No Map, stops at 2nd/Virginia
170	Downtown Seattle, SODO, Boeing, Riverton Heights	No Map, stops at 2nd/Virginia
174	Downtown Seattle, SODO, Boeing, Sea-Tac	Stewart, Virginia, 4th
175	Downtown Seattle, SODO, Boeing, Sea-Tac	Stewart, Virginia, 4th
184	Downtown Seattle, SODO, Boeing, Sea-Tac	Stewart, Virginia, 4th
191	Downtown Seattle, SODO, Riverton Heights, Midway	Stewart, Virginia, 4th
202	Downtown Seattle, Mercer Island	Stewart, 5th
210, 215		Lenora, Virginia, 2nd, 4th
268	Downtown Seattle, Redmond, Rainier	Stewart, 4th, 2nd
304	Downtown Seattle, Richmond Beach	Stewart, Virginia, 3rd, 5th
355	Downtown Seattle, Shoreline, Greenwood, Fremont, Queen Anne	Blanchard, Wall, 3rd, 5th
359	Downtown Seattle, Bitterlake, Shoreline, Greenlake	Blanchard, Cedar, Wall, 3rd, 5th

Pedestrian Environment

Vision..

The Denny Regrade seeks to entrust public spaces to all our stakeholders and ensure its care. Our public spaces (50% of the gross land in the Denny Regrade) need to be transitional edges that melt together, creating intimate associations between public and private space. We choose to view our streets as our front porches; the alleys as our back doors, and the parks (both public and private) as our yards and gardens. Through education and community ownership we want to enhance the physical make-up, providing creative quality, people and children friendly, community spaces and activities for all.

The Denny Regrade is primarily a residential neighborhood, and will be increasing so in the future. One of the features that makes living in the neighborhood attractive is its access to the downtown core, Pike Place Market, the Waterfront, Seattle Center and other nearby entertainment and recreation venues within the neighborhood. As a dense urban neighborhood, the Regrade seeks to discourage the every-day use of the automobile and to encourage alternative modes of transportation, such as transit, bicycling and walking. One way of discouraging use of automobiles is to encourage use of these alternate transportation modes through facilities enhancement. One of the Key Integrated Strategies is the "Green Streets and Open Space Strategy". Many of the activities included in that strategy originated in the Pedestrian Environment Committee in recognition of the importance of access to open

space in what will in the future be Seattle's densest residential neighborhood.

This section includes the specific recommendations of the Pedestrian Environment Committee, the Green Street character and design recommendations and the Street Hierarchy recommendations for street cape improvements.

Objective: Preserve and enhance existing open spaces and develop new open space opportunities.

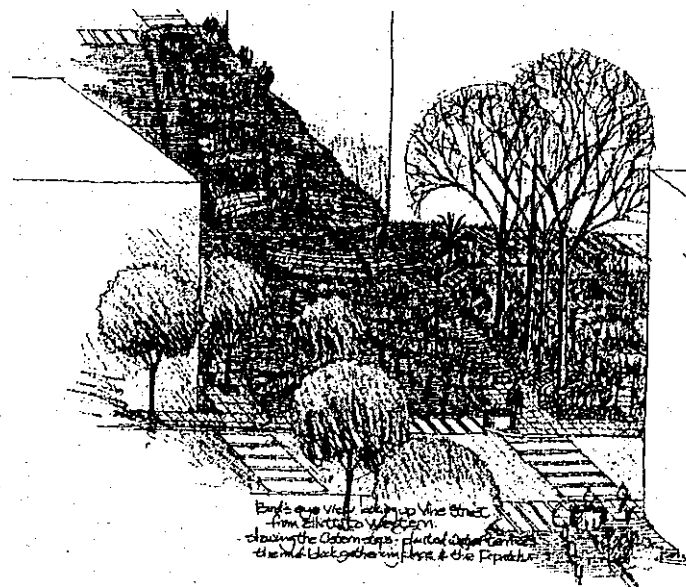
Recommendation: Preserve and expand the Belltown P-Patch through the acquisition of additional property, including the cannery cottages and the "inset" lot within the P-Patch.

Background

The thriving Belltown P-Patch is one of the most important open spaces in the neighborhood, not only for the gardening opportunities it offers for P-Patch participants, but for the pleasant experience it offers for residents and visitors alike. During initial establishment of the P-Patch, one small lot was

not obtainable, and the P-Patch has been forced to work around what should naturally be part of the garden itself. But a larger threat to the P-Patch has been the threat of losing solar access through development of parcels to the south. Implementation of this recommendation would ensure the P-Patch's viability into the future.

Recommendation: Provide more green space in the Regrade neighborhood through



implementation of Growing Vine Street and other Green Streets, as their designs are developed.

Background

Although four streets in the Regrade were designated as Green Streets in the 1985 Downtown Plan, no specific plans were ever developed for the streets that could be adopted and implemented. In 1996, a group, initially interested in expanding the P-Patch into the Vine Street right-of-way, formed as the Growing Vine Street Steering Committee. The Committee obtained funding from the City and County and developed a design for all of Vine Street from Denny Way to the Waterfront. This is the first Green Street design to be developed in the city, and should be the first to be developed.

Recommendation: Designate Clay Street, Eagle Street and Bay Street as Green Streets. Extend the Vine Street Green Street designation to Denny Way.

Background

This would expand the total number of east-west Green Streets to seven. Traffic flow through the neighborhood moves primarily north and south. The east-west streets are used primarily as residential-type streets and are not significant to the overall circulation system of the neighborhood.

Recommendation: Develop a process within the structure of City government based upon the DUCPG Green Streets, Open Space and Urban Design recommendations, wherein the procedures and responsibilities for implementing and maintaining Green Streets is clear and concise.

Background

Through interaction with City departments during development of the Growing Vine Street design, it became apparent that there are no clear established procedures for implementation and maintenance of Green Streets. Because there are Green Streets in other neighborhoods in the Downtown Urban Center, this issue was addressed by the DUCPG committees and consultants.

Recommendations: Implement the Bell Street improvements as planned by the Denny Regrade Business Association (DRBA).

Background: Through the volunteer efforts of the DRBA, a plan has been developed for improvements to Bell Street between 1st Avenue and Elliott Avenue, connecting to the Bell Street overpass of Alaskan Way. This plan addresses the serious problem of pedestrian safety at the intersection of Bell Street and Western Avenue, where there are exit and entry ramps to SR 99.

Objective: Improve pedestrian access and safety within the neighborhood and to surrounding neighborhoods.

Recommendation: Improve alleys as connections to and through Green Streets, by such methods as creating mid-block crossing and traffic bulbs, screening dumpsters, installing lighting, promoting alley entrances, naming alleys and retaining brick paving. Alley connections across arterial streets should not be considered.

Background

The Denny Regrade neighborhood feels fortunate that much of the original grid street and alley pattern remains in the neighborhood. Alleys are seen as both an asset, for freight access and pedestrian access, and a liability from the standpoint of public health and safety. The neighborhood believes the accentuating the opportunities and increasing public use through improvements listed above will diminish the desirability of alleys for illicit behavior.

Recommendation: Retain existing at-grade crossings of the railroad tracks at Wall Street, Vine Street, Clay Street, Broad Street and Bay Street. Develop rest/information areas adjacent to railroad crossings that are designed to draw people into Belltown.

Background

Access to the waterfront within the neighborhood is identified as an important amenity. Though crossing the railroad tracks can be delayed by train traffic, such delay is not viewed as detrimental. Installation of benches and information areas adjacent to the crossings would serve to make the wait both more pleasurable and informative.

Recommendation: Plan for a pedestrian connection to the waterfront through any future development of the vacant lots (Unocal site) on the western end of Eagle Street. Require a private pedestrian overpass be installed over the railroad tracks to complete the connection from the Seattle Center to the waterfront and Myrtle Edwards Park.

Background

The vacant Unocal site is the largest undeveloped property in the Regrade/Waterfront area. Because of the topographic change west of Western Avenue, a unique opportunity exists to integrate a pedestrian passage within the development of the site and over Elliott Avenue and the railroad tracks to Myrtle Edwards Park.

Recommendation: When street and sidewalk improvement programs are implemented, design the improvements in accordance with the Denny Regrade Streetscape and Pedestrian Environment Guidebook and Green Streets Guidelines.

Background

Functionally, there is a hierarchy of north-south streets in the Denny Regrade. The purpose of the Guidebook is to recognize this functional and historical hierarchy and suggest design characteristics for streetscape improvements for each street type. Likewise, the east-west Green Streets have different functional characteristics and should be designed following the Denny Regrade Green Streets Guidelines.

Recommendation: Maintain current view corridors. Develop a viewpoint at the end of Battery Street at First Avenue.

Background

Many east-west streets in the Regrade are designated view corridors. Views of Elliot Bay are especially prominent west of 1st Avenue and north of Battery Street, where the Alaskan Way Viaduct goes underground. But views of the water and the open sky over the bay can be seen from as far east as 4th Avenue in some

locations. At the tunnel entrance at 1st Avenue and Battery Street, there is an opportunity to provide a public viewpoint with benches, information graphics and other amenities.

Other Pedestrian Environment Committee recommendations include the following:

- Improve pedestrian connections between the Regrade and the Seattle Center by connecting with the KOMO TV improvements at 4th and 5th Avenues and Denny Way, and connecting to the waterfront via Eagle Street Green Street.
- Provide permanent, public restrooms (e.g., French kiosk toilets) located in public buildings such as the fire station, community center, educational facilities and social service organizations.
- Provide coordinated signage program and kiosks with information, maps, and schedules related to public restrooms, neighborhood destinations, special events, and available transportation. Change codes and regulations to allow development of kiosks and kiosk toilets.
- Develop a program of improved transfer of development rights (TDRs) to maintain the eclectic variety of buildings, scale, and character in the Regrade.
- Clean up, enhance, and maintain areas under and around the viaduct, Battery Street tunnel, and the railroad tracks.
- Improve cleanliness of sidewalks, alleys, plantings, and public spaces by developing programs like a "Cleanscapes" program, similar to that of Pioneer Square, or adopt-a-block or area programs by adjacent facilities and private citizens.
- Require street level awnings on new retail facilities.
- Decrease blank walls and dead zones by promoting increased building entrances/access on east-west streets and by providing heavily landscaped setbacks or public art on the north/south streets, where commercial street use is not developed.
- Develop a neighborhood public art program.

Denny Regrade Green Streets

Making Connections

Introduction:

The Character of Denny Regrade

The Denny Regrade is expected to be the fastest growing urban residential area in King County, with an estimated increase of over 6,500 households in the next 20 years. In anticipation of this growth, the Denny Regrade green streets plan and green streets design guide is an attempt to accommodate this growth by developing urban open space that encourages a pedestrian friendly environment.

The purpose of this section is to put together a framework for the future development of detailed planning and design of Green Streets and Open Space in the Denny Regrade, and give insight into the connections, characters, and uniqueness of each street.

Defining the Character of Open Space and Green Streets

Some of the largest parks and open space within Seattle occur at the edges of the Denny Regrade. These include: Myrtle Edwards Park; Waterfront Promenade; the Seattle Center; and Denny Park. In improving the quality of the urban pedestrian environment in the Regrade, the focus of new open space for the neighborhood will be concentrated within the Green Streets. They are seen as green threads that will weave these outlying parks together through an urban system of green spaces.

Through the Growing Vine Street project, there were several concepts of Green Streets that developed. These eventually became new overall neighborhood concepts, providing a framework for a design that will form a unique character for the Regrade. The following attributes are the central themes for the overall master plan and character for the neighborhood:

- ✓ Bio-regionalism
- ✓ Storm water
- ✓ View Corridors
- ✓ Social Engagement
- ✓ Public Art
- ✓ Education and Interpretation
- Community Participation

The focus for the Regrade's Green Streets is the environment. These streets should reintroduce natural processes into the urban environment. Ecosystem functions and the education of the natural processes should be addressed. Storm water management should be handled in a creative way to help educate people, addressing the problems of run-off in an urban setting.

The design of the Green Streets in the Regrade should break out of the traditional curb and gutter mold. Designing spaces that are beyond normal front door entries, courtyards and Gardens is essential to defining a character and sense of place for the neighborhood.

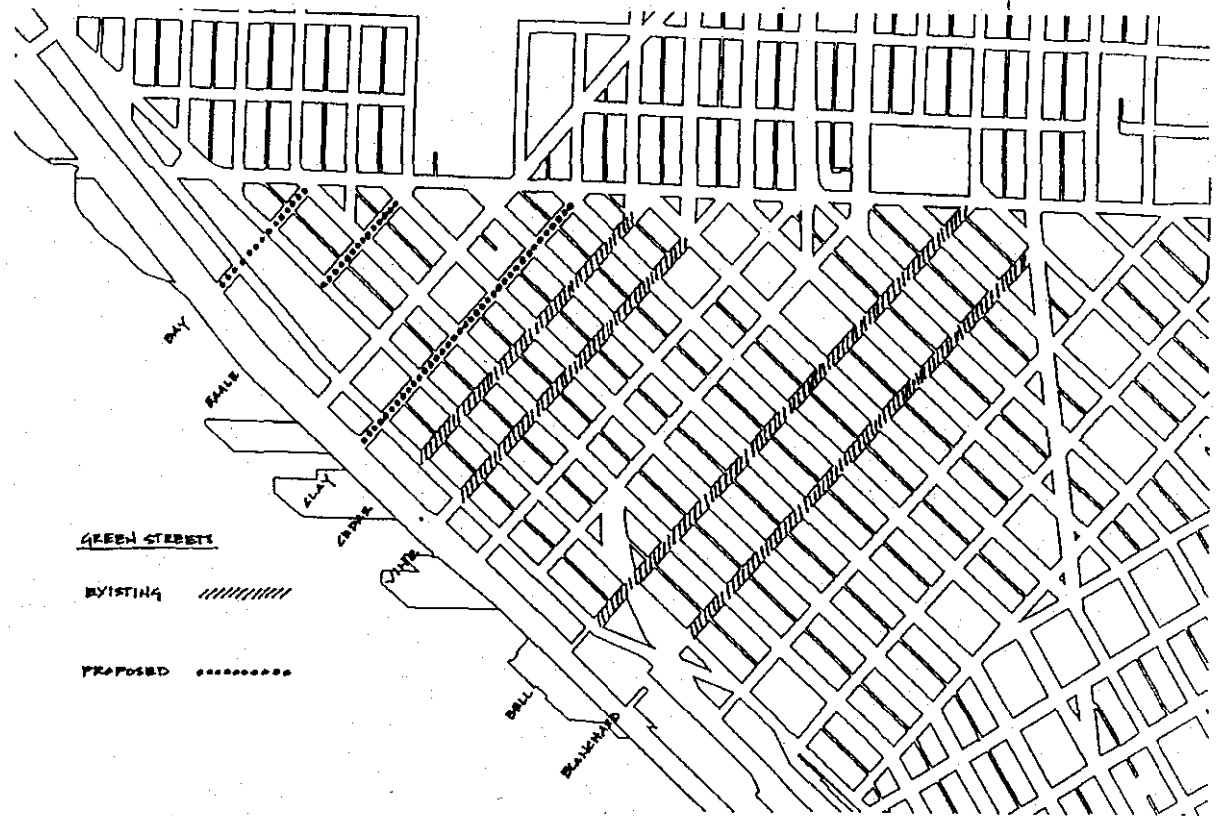
Within the Denny Regrade, there are three regions that are seen as having distinctively different characteristics from each other. These regions can tie into the theme of Bioregionalism for the neighborhood plan. "The defining characteristics of bioregionalism (much like an ecosystem) are usually based on a variety of common physical characteristics including climate, landforms, microclimates, communities, watersheds, and the human cultures that exist there. Bioregional concepts are useful as a planning aid and management tool to help more effectively use resources and to look at human impacts on the environment." (*Growing Vine Street*)

The region south of Battery Street has a larger block size, and contains a higher concentration of business and retail characteristics. The Bell and Blanchard Green Streets form a framework that ties this region together. The region north of Battery typically has a smaller block size, with a higher concentration of residential buildings. Vine, Cedar and Clay

Streets tie the central core of the north region together, linking the neighborhood to the Waterfront and The Denny Triangle neighborhood. Eagle and Bay Streets form a connection to the Waterfront, Myrtle Edwards Park, and The Seattle Center. They also form a gateway into the neighborhood.

Common Constraints for Belltown's Green Streets:

- Western and Elliott are busy intersections on every Green Street. In addressing this issue, crosswalks should clearly be painted at each intersection to help get pedestrians across the street.
- The connection to the Waterfront is an important element into the design of the Green Streets. Out of the thirteen cross streets that run east to west within the neighborhood, seven of them connect to the waterfront. Out of this seven, four are designated Green Streets. In improving access to the open space of the waterfront, the connection across the railroad tracks needs to be improved.



Belltown's Green Streets and Their Connections

Bell and Blanchard Region

Business and Retail

The Bell and Blanchard bioregion weave the mixed business and residential zones of the Regrade together. Heavy pedestrian activity is centered around 1st and 2nd Avenues, with the 2nd Avenue improvements forming a pedestrian oriented north south



connection into downtown.

The intersection at 1st Avenue (Historically Front Street) serves as a key piece to the puzzle of Seattle's History. William Bell, for whom Belltown is named, built a hotel that stood next his

home at the intersection of 1st, Bell and Blanchard. Today, the façade of the Austin A. Bell Building, which stood next to the Bell Hotel, is all that is left of these historic buildings. Currently, the Austin Bell building is being renovated into studio lofts. One of Seattle's first public works projects included linking Belltown along Front Street (1st Avenue), to Pike via a boardwalk. This became one of Seattle's favorite Sunday and Sunset Promenades. Bell and Blanchard also run through the historic peak of Denny Hill before it was washed into the bay, and stand as a testimony to a "historic urban archeology", compared to the "urban archeology" proposed by the Growing Vine Street plan.

Green Street Types for Bell and Blanchard

The current designation for Bell and Blanchard Street call for either a Class I or Class II Green Street. In determining that both streets will become transit streets, these classifications may not be appropriate for the amount of traffic that will be present on the street.

A Class III classification will handle continuous through traffic, making transit routes possible within the Green Street designation. An electric bus line may be appropriate to help keep pollution and noise down. This designation will still provide wider sidewalks and pedestrian amenities, such as street furniture, and artistic elements, while slowing and limiting the amount of traffic on the street.

Recommendations:

- Designs within this region need to address a character that is oriented toward the business and retail connections of the neighborhood. These items may include:
- Benches and street amenities that occur from 4th Avenue to 1st Avenue should take on the unique character of those cross streets.
- Providing spaces for pedestrians to sit down for lunch, or to take a break within a garden setting.
- Design for a higher concentration of pedestrian who will be walking to work or going to the waterfront for lunch.
- Highlight business entrances with hardscape elements, leaving the garden spaces to the entrances of residential buildings.
- Bell and Blanchard are designated from 1st Avenue through to Denny Way. This connection into the Denny Triangle neighborhood should be coordinated to help tie the concepts, or the identities, of the neighborhoods together.

Blanchard Street Character

Blanchard Street is a quiet, one-way connector street of mixed uses. The western end of the street intersects with Western Avenue and does not reach the waterfront. 1st Avenue is high above Western Avenue, affording a clear view of the bay from the busy intersection at Western. The next few blocks do not have much foot traffic, as most buildings have access via 2nd, 3rd, or 4th Avenues instead of Blanchard. The street has a residential feel, augmented by street tree plantings between 1st and 4th Street, but also houses some small scale commercial uses. This residential area visually and spatially ends at 5th Avenue and the Monorail. There is a low amount of traffic that currently extends past 6th Avenue into the Denny Triangle.

Recommendations:

- Encourage garden spaces to develop near building entrances, providing outdoor activities for residences to enrich the potential for street level uses.
- Emphasize the crossings of the 'retail' and 'commercial' streets as activity centers.

Bell Street Character

Bell Street is a one-way connector through the Belltown neighborhood. Most pedestrian traffic flows between 5th Avenue and 1st Avenue. Regrade Park at 3rd Avenue is a popular park for congregating, opening onto Bell Street. The neighborhood is interspersed with residential and commercial developments along the north south cross streets, making Bell a vibrant and active street. Bell Street connects to the Bell Street Pier on the waterfront via a pedestrian overpass at the end of the street. The pedestrian crossing at Western Avenue is difficult because there is an off-ramp to highway 99 that enters Western at Bell. Currently, there are plans to widen the sidewalk and enhance the pedestrian connection

from 1st Avenue to Elliott Avenue, and the World Trade Center. Future development of the street may include a series of stairs, or terraces to address the steep grade on Bell Street between Western and Elliott.

Recommendations:

- The connection to the Waterfront should be emphasized along the entire length of Bell Street, by implementing a street long design strategy. The design should provide for high pedestrian use associated with mixed use developments.
- Integrate the design currently underway from Western to 1st Avenue with the design strategy for the entire street to create a continuum of open space.
- Develop strategies to make the steep slopes from 1st to Western easy for pedestrians to negotiate.

Vine, Cedar and Clay Region

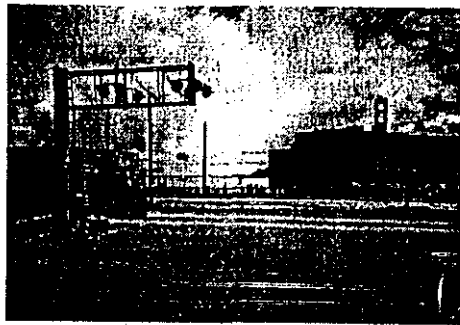
Residential Streetscape

Vine, Cedar and Clay form a link within the high-rise residential developments of Belltown. These three streets, two of which connect to the waterfront, form a dense network of potential open space and gardens for the neighborhood. Cross connections through the alleys, and the development of entrances onto these streets will help to form a residential character within this dense urban setting. Open space, in the form of the Green Streets, is going to be one of the most important connections within this region of the Regrade due to the residential developments that occur here.

Green Street Types for Vine, Cedar and Clay

The current Green Street classification for Vine and Cedar is either a Class I or a Class II designation. Clay does not have a designation as it

is a new Green Street. In reviewing the needs and uses of the streets, local vehicular access should be maintained for a majority of the length of the streets. Therefore, the Class II designation is recommended for these Green Streets.



The Waterfront is an important community resource to be connected by Green Streets.

In addressing the traffic needs of these streets, one lane of traffic with some on street parking will help to maintain the feel of a neighborhood streetscape. Two way traffic may help to enhance the feel of a neighborhood street, and make it easier for residences to access their units. There may be a design for the steeper portions of the streets towards Western and Elliott to eliminate traffic. The designation for this portion of the streets would then follow the Class I designation.

Recommendations:

In designing this portion of the Regrade, a unique character should be formed that addresses these issues:

- Benches and street furniture should match the identity of the cross street designs for 4th through 1st Avenue. These could include artistic elements that are used as gateways or wayfinding.
- The designs should focus on residential activities for the morning, evening and lunch hours. These include: Exercise, relaxation, socializing, walking the dog, enjoyment of landscaped spaces.
- Spaces for gathering or having an outdoor meal
- Connections to waterfront activities and restaurant

Vine Street Character

Vine Street has a character quite distinct from several of the other green streets. Just up from Elliott Avenue, one of the cities most vibrant P-Patches borders the street. The lower section of Vine, between Elliott and Western, are the steepest areas, both of which are the hardest to cross for pedestrians. Several historic buildings call Vine Street home. The strongest connection for Vine Street is along 5th Avenue, towards the Seattle Center. Improvements in the Growing Vine Street report handle several of the issues with pedestrian accessibility to 5th Avenue.

Case Study: *Growing Vine Street*

"The Growing Vine Street project is a laboratory for green solutions within an urban design context. This laboratory should become a testing ground for pragmatic, social and aesthetic innovations creating a healthy urban neighborhood, a neighborhood friendly to pedestrians, and a community process that addresses interconnectedness with the greater urban watershed environment." (*Growing Vine Street*)

Recommendations:

The *Growing Vine Street* report followed several design principles that served as a framework for the master plan development. *Nature* is the first guiding principle, to create an analogy to the dynamic tension between the natural and man-made elements in an urban open space. It guides a philosophy of bringing urban neighborhoods into balance with ecological concerns. *Character* is the second principle for the design concept. A theme that creates meaning and memory, but also builds the blocks of the street into a cohesive whole, should be developed. The character should be allowed to evolve to fit the vitality and spirit of the neighborhood. *Time* is the final guiding principle for Growing Vine Street. A flexible system, that is sustainable over time yet can respond to future neighborhood adaptations, is imperative for the continuation of a viable outdoor space.

Cedar Street Character

This quiet, low traffic street has several views that open up over Elliott Bay on the lower portions of the street. Although Cedar does not offer a connection to the waterfront, there are opportunities along the street to form a quiet, unique residential character. Steep sidewalk grades are found between Western and Elliott, leaving possibilities open for views to the water. Above Western, Cedar gently levels out to a comfortable walking pace. The alleys could be developed, especially at Post Alley, to link

Cedar to Vine and Clay. This would form a network within these three green streets that would connect Clay to the waterfront.

Recommendations:

- The design of Cedar Street should reflect, but not mimic, the designs of Vine Street and Clay Street, and should emphasize the quiet residential character of the neighborhood.
- Develop green connections to Vine Street and Clay Street through connecting alleys. Refer to "Growing Vine Street" for suggestions on alley development.
- Develop strategies to help aid pedestrian navigation of the steep slopes that occur along the length of Cedar.
- Create green links to Vine Street and Clay Street at Elliott Avenue to make a pedestrian connection to the waterfront.

Clay Street Character

Clay and Broad Street are the last links to the waterfront until Bay Street. The lower portion of Clay is highly undeveloped, and has potential to be integrated into several new projects to help preserve the vast views of Elliott Bay. The lower sections of Clay Street have retained their historic cobbles, leaving several opportunities for the street design. The largest amount of traffic on Clay is typically oriented towards connecting with The Old Spaghetti Factory or Pier 70. The Eastern end of Clay opens up onto a landscaped traffic triangle across from the KOMO TV4 station on 4th Avenue N. From this end of Clay, a connection can be made to the Seattle Center by traveling north on 4th Avenue N., or moving up Denny, and connecting at 5th Avenue N.

Recommendations:

- Establish a theme that is unique to the industrial and commercial character of Clay Street. The design should coordinate with the designs of Cedar and Vine Streets.
- Highlight the street as a link between Seattle Center and the Waterfront.
- Green links should be created through a network of alleys to connect Clay Street with Vine and Cedar Streets.
- Devise a strategy to direct the development of the vacant lots. Developments should maintain the views of Elliott Bay, and be integrated with the Green Street design.
- Preserve and highlight the historic cobbles that are exposed within the street. The cobbles will act as a traffic calming device.

Eagle and Bay Street Region

Residential Streetscape

Eagle and Bay Street form an identity for the northwest corner of the Regrade. The development of these two streets as Green Streets will help to ensure the residential character of the Regrade, as well as define entry points into the neighborhood.

Distinguishing landmarks, or wayfinding devices, could be used on Bay Street to help form the entry into the Regrade. Benches and street furniture should be unified within this portion of the neighborhood and be coordinated of standardized catalog items.

Green Street Types for Eagle and Bay

Eagle and Bay currently do not have Green Street designations. A residential character to the neighborhood would be provided with the designation of a Type II Green Street. Considerations of Eagle Street, may lend to a Type I classification between 1st and 2nd to help enhance the connection to the Seattle Center, and the waterfront through the future development of the vacant lots bellow Western Avenue. Two way traffic movement is recommended to give a feeling of a residential streetscape.

Eagle Street Character

Eagle Street is used primarily for local access only. The street is fairly wide, and is capable of handling wide sidewalk, or landscaped spaces. The Western terminus of Eagle is at Western, where the slope becomes a steep climb down the hill across a vacant lot. There is currently no connection from the western end of the street to the water. A future development of this vacant lot could include a pedestrian access way down to Elliott and over to the pedestrian crossing at Bay Street. The Eastern end of Eagle crosses two landscaped triangles, and is adjacent to the Seattle Center. The intersection of Eagle and 2nd Avenue is one of the strongest pedestrian connections to the Seattle Center.

Recommendations:

Coordinate with any future development of the vacant lots on the eastern end of Eagle, the planning of an extension to the Green Street as a pedestrian connection to the waterfront. This could be a pedestrian corridor, much like the connection through the development at the end of Bay Street.

Bay Street Character

Bay Street is the first cross street that is encountered upon entering Belltown from the northwest off Denny onto either Elliott or Western. The traffic flows along Elliott and Western Avenue is heavy. Pedestrian travel is difficult through this section of the city. There is a pedestrian crossing on Elliott Avenue at the intersection of Bay Street, controlled by a stoplight. Bay Street ends just before the train tracks, where pedestrians are left to cross the tracks at their own risk. This is currently a dangerous path, where people are trying to connect to Myrtle Edwards Park, they have to move around vehicle barricades to cross the tracks. Bay Street is the last passable connections down to Myrtle Edwards Park from the Regrade.

The Eastern end of Bay Street, where it meets 1st Avenue and Denny Way, is currently a wide, undeveloped intersection. Café Minnies and Ivar's line the end to the street, where a connection to the Seattle Center can be made. The section of Bay from Western to 1st Avenue could easily be vacated, or reduced to two lanes to enhance the pedestrian connection to the waterfront. Widened sidewalks, landscaping and traffic calming devices for pedestrian crossings are possible at Denny Way and 1st Avenue.

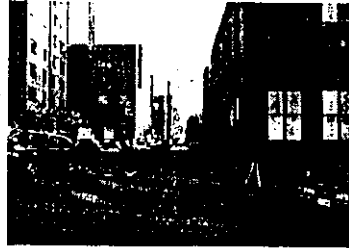
Recommendations:

Improve pedestrian connection from the end of Bay Street to the Waterfront Promenade and Myrtle Edwards Park if there is a high concentration of pedestrians crossing the railroad tracks to these

open spaces. Proposals for a waterfront connection may need to include a pedestrian overpass to cross the railroad tracks.

Development of the Alley Ways as Residential Connector Streets

In defining a unique pedestrian oriented system within the Regrade, the development of the alleys as pedestrian corridors, or links between Green Streets, will help to enhance automobile-free pedestrian travel. Creating "mega-blocks" is out of scale with the Regrade neighborhood, where social interaction, small businesses and lively street spaces are desired.



Post Alley, as it runs through the Pike Place Market, can be used as a model for this development. Entrances to buildings, businesses and outdoor cafes occur in the alley. The alley is kept clean, and dumpster-free to promote pedestrian use. Within the Regrade, vertical landscaping or other artistic elements could be used to define a sense of character for the alley. Extending Post Alley within the Regrade, and opening other alleys for regular use, would continue the distinct urban character of the market into the neighborhood.

Recommendations:

- Post Alley's development, along with other alleys can act as pedestrian connectors to, and through Green Streets.
- All alleys in the neighborhood are designated for possible development:
- Develop names for the alleys that match a character of the area and to create the ability to give specific addresses to businesses or residences that open onto the alley.

- Create a system to lower the amount of dumpsters in the alleys, either by promoting daily trash pick-up or "hiding" the dumpsters in building enclosures.
- Promote inviting entrances into alleyways from the east-west streets.
- Encourage building designs to address the alley space by wrapping buildings into the alley, facing balconies into the alley, providing entrances into commercial spaces at street level in the alley, etc.
- Promote entrances into alleys from within buildings to allow pedestrians to easily enter alley areas.
- Develop mid block crossings and traffic bulges at alley entrances to help promote pedestrian travel.
- Encourage building design that opens up onto courtyard gardens over the alleyway, or even create a second entrance into a building. Keeping "eyes" on the alley will help to improve safety within the neighborhood.
- Retain and promote the use of brick paving within the alleys. Several of the alleys are currently paved with brick. The brick surface helps to keep the alley clean, and adds a texture to help pedestrian travel.

Existing Parks and Open Space in the Regrade

Regrade Park

Regrade Park has had a series of problems in the past. Sociological changes associated with the needs of the neighborhood put together plans to redesign the park in 1985. Some of the issues that surround the current day problems of the park are social, with others focused on maintenance issues. Today, the park is far from a neighborhood family park.

Belltown P-Patch

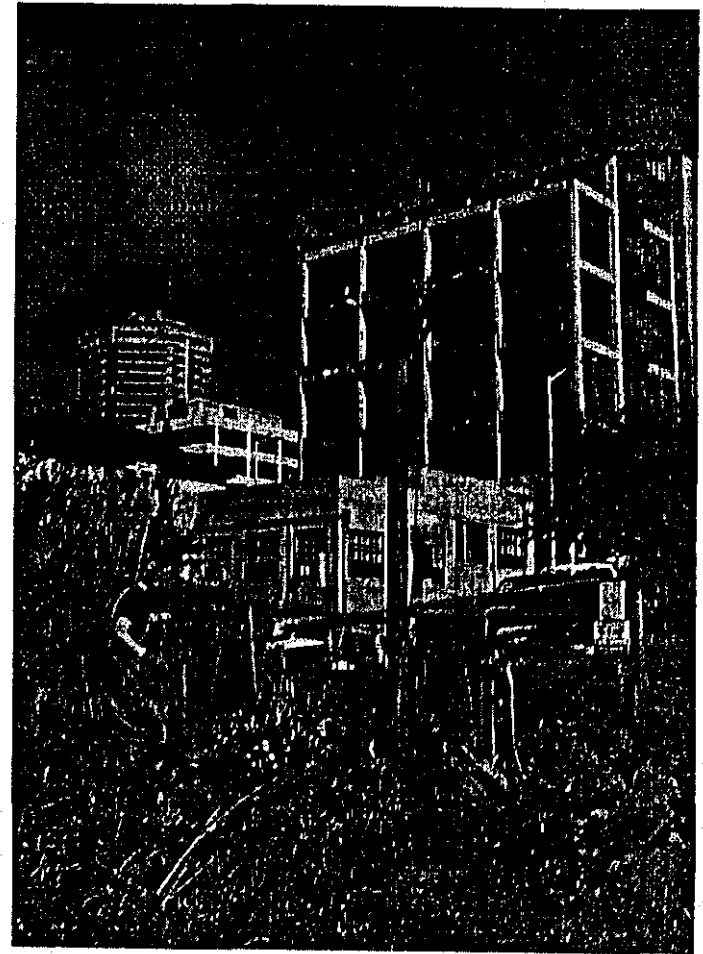
“Since building the Belltown P-Patch in 1993, Belltown residents have dreamed of expanding the garden north into Vine Street.” The dream of this expansion is becoming a reality. With the realization of the P-patch, a vision and starting point for the neighborhood was formed. This unique open space within the core of the neighborhood will serve as a reference point for the character of the Regrade. The celebration of the arts, nature and culture are all displayed within the garden, opening a door to what the surrounding Green Streets could look like.

Keeping the P-Patch from being shaded by a possible development to the south of the existing garden has been a large concern in the past. Recently, one lot to the south has been acquired by the P-Patch, as well as another small interior lot. The garden will now expand to two-thirds of the entire block, but is still threatened by one building lot the at the most southern edge of the block.

Reference:

“Growing Vine Street: Seattle, Washington”, 81 Vine Street, Suite 202, Seattle WA, ph. 206-441-1440, 1998.

Dorpat, Paul. Seattle, Now and Then. Second Edition, With Many Contemporary Scenes Updated.



Public Safety and Neighborly Regulations

Vision...

Create a neighborhood that is safe to walk and play.

One of the great benefits of Belltown is that, due to a combination of topography and location, it is a neighborhood where walking can be a resident's primary means of transportation. However, feedback received during our outreach efforts has told us that many people who live in Belltown do not feel safe on many of the neighborhood streets, especially at night.

Whether the lack of safety of our streets is perceived or real, meeting the vision stated above will require removing elements that cause the perception and building individual confidence through community programs.

The neighborhood is fortunate to have the Denny Regrade Crime Prevention Council (DRCPC) to work with the Seattle Police Department to develop and facilitate community programs. The DRCPC, begun in 1990, grew out of the interest of residents who participate in the neighborhood Block Watch program.

The stated purpose of the Crime Prevention Council is to promote safety in the Denny Regrade by addressing those issues that directly involve crime and safety and issues that are related to crime and safety. The DRCPC meets once a month and is open to anyone who lives, works or owns property in the neighborhood.

Among the programs initiated and facilitated by the DRCPC is the Denny Regrade Action Team or DRAT. DRAT is people joining together to walk through the neighborhood, focusing on places where criminal activity is known to occur. DRAT is non-confrontational, but experience has shown that the presence of a group of citizens walking in the neighborhood creates discomfort for those engaged in illegal activities.

The frequency of DRAT walks depends on the availability of participants. Walks will not occur with less than five participants. The goal is to have three DRAT walks per week, varying between mornings and evenings.

Anyone wishing to join DRAT should call Terry Johnston, Seattle

Recommendation: Develop an Outreach Brochure to inform residents and businesses about DRAT and encourage broad participation.



Participants

Although DRAT is effective, its effects are only temporary. One of the single most effective ways of making the streets safer on a permanent basis is through the strategic use of lighting. Much of the current street lighting in Belltown is located above the top of street trees and is oriented over the street. Consequently, except at street intersections, the light is obscured by the trees and the sidewalks remain dark.

Belltown residents appreciate their alleys for pedestrian and bicycle use, and there are recommendations elsewhere in this Plan for enhancing their use. However, alleys are also a source of concern because of undesirable activities that occur there.

Recommendation: Work with Seattle City Light to install pedestrian oriented lighting on the streets, with 3rd Avenue being the highest priority.

Recommendation: Work with Seattle City Light and property owners to install alley lighting connected to property owners' electrical system.

Recommendation: Work with METRO to provide better lighting at bus stops.

Denny Regrade Park at 3rd Avenue and Bell Street is the only publicly owned open space in the neighborhood. Although neighborhood children use the playground equipment on occasion, the park has a reputation of drug activity and violence.

Based on observation by the Crime Prevention Council, there are several recommendations for re-design of the park that would make it a more desirable place for residents.

Recommendation: Move the concrete sculpture to another location in the neighborhood.

Recommendation: Move the toilets and the pay telephones to a location near the Fire Station at 4th and Battery.

Recommendation: Replace sandbox and grass with safe and easily maintained rubberized playground surface.

There are other organizations that can be credited with helping to make Belltown a safer neighborhood. The Denny Regrade Business Association has sponsored neighborhood clean-up and are responsible for the development of an improvement plan for Bell Street between 1st Avenue and Elliott. The project includes the clean up and lighting of the area under the SR 99 viaduct. This effort should be supported and expanded so that all the remnant parcels around the tunnel entrance are beautified and made less attractive for undesirable activities.

Other organizations in the neighborhood should be encouraged to follow the DRBA's lead in targeting a particular problem and creating a solution.

Recommendation: Work with the City to promote the Adopt-a-Street program among community organization, condominium associations, and other groups.

Community Enrichment and Social Services

Vision...

Develop a plan based on creative collective ideas to enrich the community resources available to residents. This will include as major projects creating an elementary school in the central community as well as a Community Center. Belltown is home to many social service providers. We shall aim to make the efforts of this subcommittee facilitate increased inter-communication between these service providers and the community at large.

Objective: To develop a Neighborhood Center that provides facilities and services for neighborhood residents.

Background

One of the primary goals of the Neighborhood Plan in terms of community enrichment is the development of a Neighborhood Center. This is included in a Key Strategy to Sustain Belltown's Character.

In developing a program for the Neighborhood Center, it is essential to consider the diversity of the population of Belltown in terms of income, age and avocation. It is also important to recognize the facility and service needs of a vibrant and active urban residential community.

identifies the appropriate facilities and services for a Belltown Neighborhood Center and identify alternative sites for the center.

Objective: To develop a plan based on creative collective ideas to enrich the community resources available to residents.

Background

Belltown is home to many social services providers. We shall aim to make the effort to facilitate increased communication between the service providers and the community at large.

Recommendation: In all aspects of the Neighborhood Plan and in future community activities, recognize the importance of social service providers to Belltown and the larger downtown community.

Acknowledgements

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