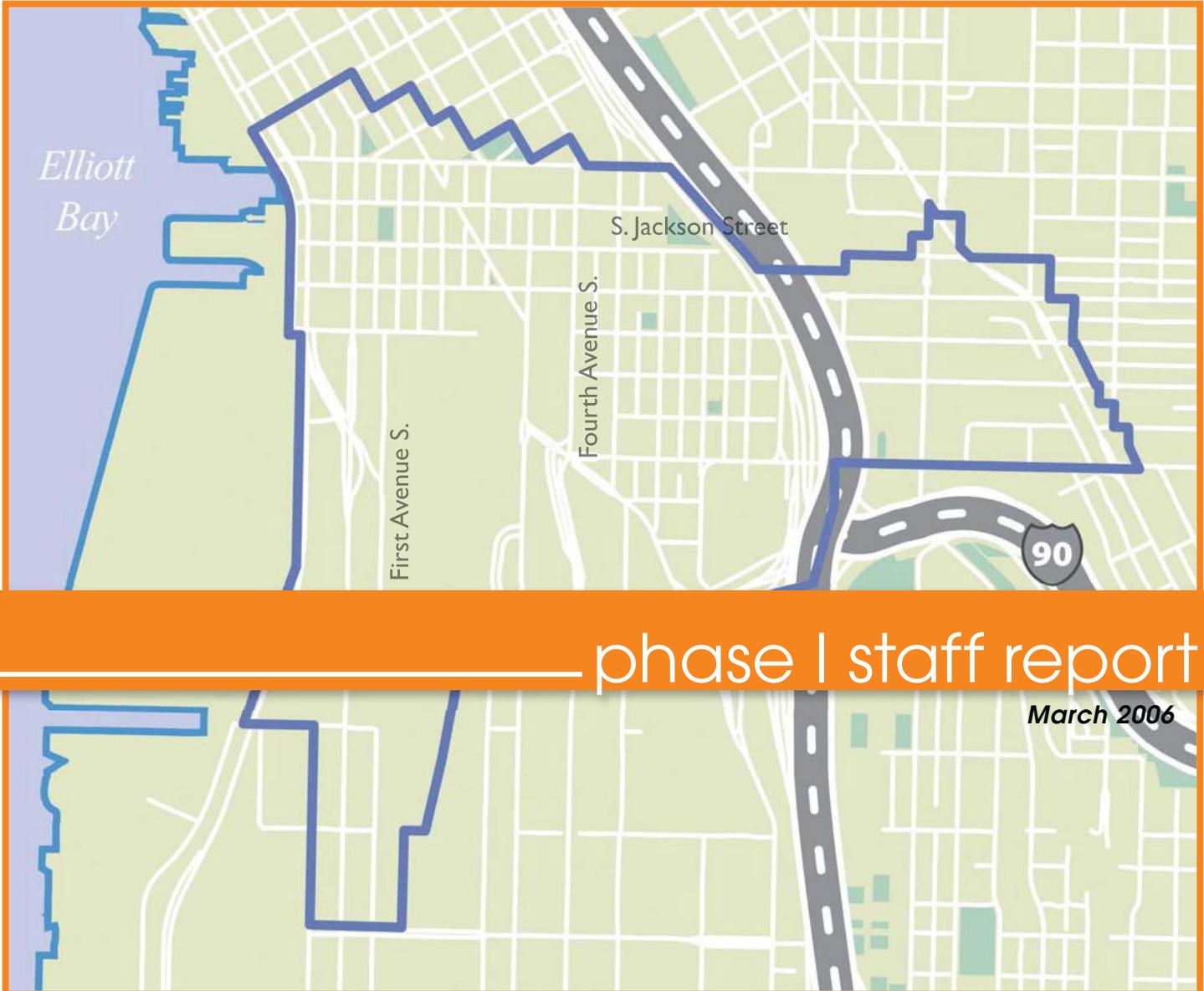


Livable South Downtown

...a project of the Mayor's Center City Seattle strategy



phase I staff report

March 2006



acknowledgements



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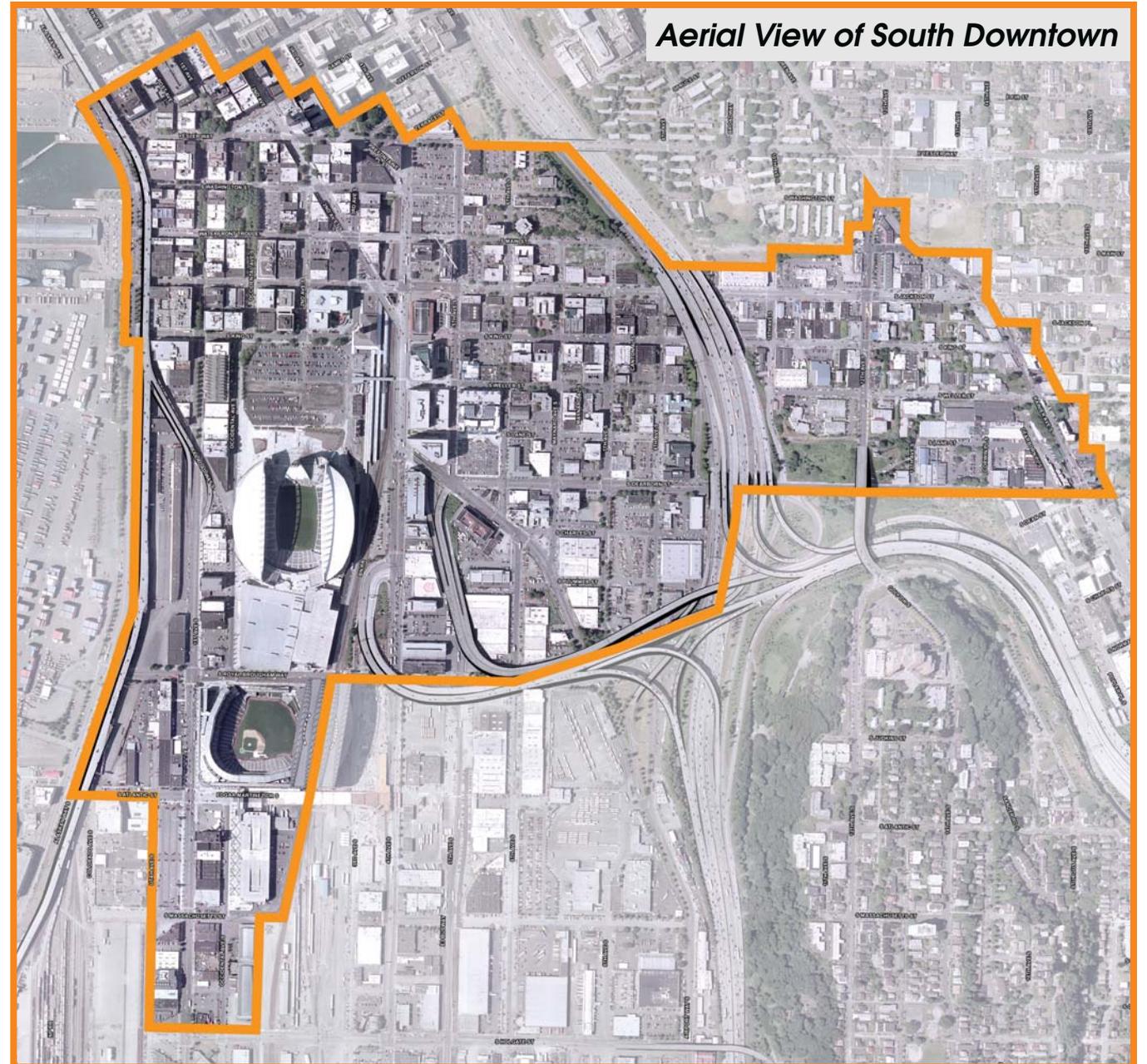
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South Downtown, view from the west

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introduction



Introduction



South Downtown, view from the north

The Livable South Downtown project is intended to identify and implement land use actions that will encourage people to live, work and play in Seattle's South Downtown. The project was inspired by neighborhood plans and by the community's interest in balancing regional services in the area with a strong residential-employment base.

In 2004, Mayor Greg Nickels directed Department of Planning and Development staff to conduct land use planning for South Downtown—an area inclusive of Pioneer Square, Chinatown/ International District (I.D.), Little Saigon east of Interstate 5, industrially-zoned areas immediately south of Chinatown/I.D., and the Stadium areas.

This report describes Phase I of the Livable South Downtown project, and identifies work that will be undertaken during Phase II. The report focuses on land use objectives, but also identifies other elements that contribute to a healthy, vibrant South Downtown community.

Department of Planning and Development staff acknowledges the significant contributions to this study by people throughout the South Downtown community, and invites you to offer your thoughts and commentary to:

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Overview

Of Livable South Downtown Phase I

Why Planning for South Downtown Now?

Seattle's South Downtown area is many things to different people: the city's first neighborhoods, a center for Asian culture, a hub of transportation, a location for industry, and a recreational destination for many.

South Downtown is the location of many regional services, but it is also a place where people live and work on a daily basis. It is a place where people are creating a community with a strong local identity. In general, City of Seattle policies encourage residential and workforce density in areas with high levels of transit. South Downtown will soon be home to nearly every major mode of transit in the region.

Many feel that South Downtown, in spite of its many virtues, has suffered over the years: beautiful historic neighborhoods struggle economically; concerns exist about public safety; buildings need to be updated; and parcels are vacant or underused, inviting uncivil behavior. Changes are needed in South Downtown. However, the area's transformation should balance local and regional uses and respect the rich culture and history of the area.

Livable South Downtown

The Livable South Downtown project identifies City land use actions that may result in a more livable community. The goal of the Livable South Downtown project is to encourage residential and job-related development in appropriate ways. The project is informed by area neighborhood plans and by interest from diverse community stakeholders. The hope is that the recommendations in this report will help to focus a vision for a cohesive community made of distinct neighborhoods where people can comfortably and safely live, work and play.

Goals for the Livable South Downtown project include:

- Stimulate housing and jobs through zoning and land use decisions.
- Respect neighborhood character and neighborhood plans.
- Promote an integrated mix of uses.
- Support quality connections between neighborhoods and downtown as a whole.
- Encourage economic vitality and environmental sustainability.
- Accommodate regional services and ensure they align with the goals of the local community.

Specific tasks to accomplish through the project include:

- Evaluate zoning opportunities and constraints, particularly in regard to achieving more housing and jobs.
- Identify desired development direction.
- Recommend and implement City land use actions to support emerging residential/employment communities.
- Consider opportunities for sustainable practices in future development.
- Recommend public and private investments that would contribute to a well-balanced community in South Downtown.

The Livable South Downtown project is comprised of two phases of work:

Phase I: 2004–early 2006

Background study and initial planning. This report presents DPD staff findings and preliminary recommendations from Phase I.

Phase II: 2006–2007

Detailed staff work, including environmental review culminating in a final proposal to City Council in early 2007.

Project Elements and Milestones

1 Phase I: Study and Initial Planning, 2004–March 2006

Background Report	Staff compiled and summarized baseline information for the project into a background report.
Meetings with Community Groups	Staff met with a variety of community groups and the Seattle Planning Commission.
Advisory Group Process	An advisory group comprised of 25 stakeholders from the South Downtown community was convened. The advisory group met nine times to explore a range of issues including: community character, land use goals, transportation, urban design, sustainable forms of development, and future zoning options.
Public Meetings	At the International District/Chinatown Community Center, Department of Planning and Development (DPD) hosted the first of two public open houses in September 2005 to discuss project goals and land use directions. Approximately 100 people attended. The second public open house is scheduled for March 15, 2006, at 4:30 p.m. in City Hall.
Phase I Staff Report	City staff release the Phase I Staff Report that identifies preliminary rezone recommendations.

2 Phase II: Detailed Analysis and Preparation of Final Recommendations, 2006–2007

Throughout 2006, DPD staff will continue detailed land use analysis and will refine the recommendations. Final recommendations will be presented to the Mayor and City Council in late 2006 or early 2007. Elements of this phase of work include:

- Continued land use analysis to test and refine preliminary recommendations.
- Environmental review, including transportation analysis.
- Urban design analysis and real estate/economic study.
- Coordination with other departments on non-land use issues.
- Consultation with the advisory group and community groups.
- Development of final report and legislation, including recommended rezones.

Overview of Community Dialogue to Date

Since its inception, the Livable South Downtown project has been informed by a rich dialogue with the community, including the following:

- Review of relevant neighborhood plans with special attention to specific recommendations that inform the Livable South Downtown project.
- Meetings with community groups throughout Pioneer Square, Chinatown/I.D., and industrially-zoned areas.
- Meetings with the Pioneer Square Historic Review Board and the International Special Review District Board.
- Interviews with individuals throughout the community by phone and in person.
- Meetings with industrial representatives, Port of Seattle officials, rail representatives, stadium-related representatives, elected leaders and numerous property owners.
- Public open house event held in September 2005.
- Consultation with City departments that play a role in South Downtown's development.
- Meetings with the Seattle Planning Commission.
- Consultation with the Livable South Downtown Advisory Group. Notes from the advisory group meetings can be found online at: www.seattle.gov/dpd/Planning/South_Downtown/. A list of advisory group members and their affiliations can be found in the appendices of this report.

South Downtown

Themes and Approaches



Office buildings along Fifth Avenue S.



Occidental Park in Pioneer Square

Area-wide Themes

The Livable South Downtown project involves planning for a diverse community that is changing and growing. The project will evaluate and update land use regulations that determine how and where development can occur, and how South Downtown neighborhoods may change over time. Zoning and land use regulations help protect valued resources and neighborhood character. They can help promote the expansion of the city's resources (such as affordable housing), promote a better urban environment, and generally fit with public goals and expectations.

The first phase of Livable South Downtown planning identified several themes that will inform the second phase of this effort. These themes, as described below, will assist Department of Planning and Development staff in shaping the land use recommendations that will be finalized in 2006.

1. Support sustainable patterns of development and transportation consistent with the City's Comprehensive Plan. A discussion about existing Comprehensive Plan goals and policies can be found in the Livable South Downtown Background Report. Analysis of Comprehensive Plan issues will take place throughout Phase II of the project.

- 2. Create diverse opportunities for housing.** Strategies for housing in South Downtown will focus on:
- Enhancing the capacity for new residential development in targeted areas, and creating conditions that will encourage new housing development to occur.
 - Supporting re-use of existing structures for residential use.
 - Seeking balance in the housing inventories of the neighborhoods, with a mix of market-rate, workforce and low-income housing. Descriptions of these terms can be found in the Glossary of this report (see page 44), and maps of existing housing resources can be found on pages 19 and 48 of the Background Report.
 - Creating incentives for a higher density of development upon provision of housing and/or participation in programs that support affordable housing or other public amenities.
 - Exploring a full range of techniques available under State law to support housing objectives, and exploring other techniques that might become possible with changes in State law.
 - Seeking consistency with other City housing policies and programs, and simplifying the approach to the extent possible.

3. **Ensure continued mobility.** While supporting more residents in dense, walkable Center City neighborhoods that are accessible to transit, the recommendations must also support the functionality of the transportation network. This is particularly important to and from centers of industry and trade that fuel the area's economy. Recommended choices should ensure that freight corridors are maintained between regional highways and adjacent industrial areas. The appendices of this report include a map of major truck streets in the planning area (see page 47). Phase II of the Livable South Downtown project will study how the city's transportation infrastructure will be impacted by proposed land use changes.

4. **Prioritize good design and connectivity.** Livable South Downtown planning will identify a set of urban design improvements that will better connect the neighborhoods of South Downtown and downtown as a whole; provide more pleasant streetscapes and public spaces; encourage expression of community life through public art; and improve overall safety and comfort. This effort will build upon past planning by the City and neighborhoods, and will encourage future new development to include high-quality, publicly-accessible spaces. Chapter IV of this report provides a discussion on how urban design is important to this project.

5. **Reinforce historic preservation policies and regulations.** The historic preservation districts, boards and guidelines are long-established City policies and programs that will continue in the Pioneer Square and Chinatown/International District (I.D.) neighborhoods. Recommended zoning changes will avoid direct impacts on sensitive historic resources, and will support future development that is compatible with the character of surrounding neighborhoods. Recommendations will also en-



Kobe Terrace in Japantown Hill



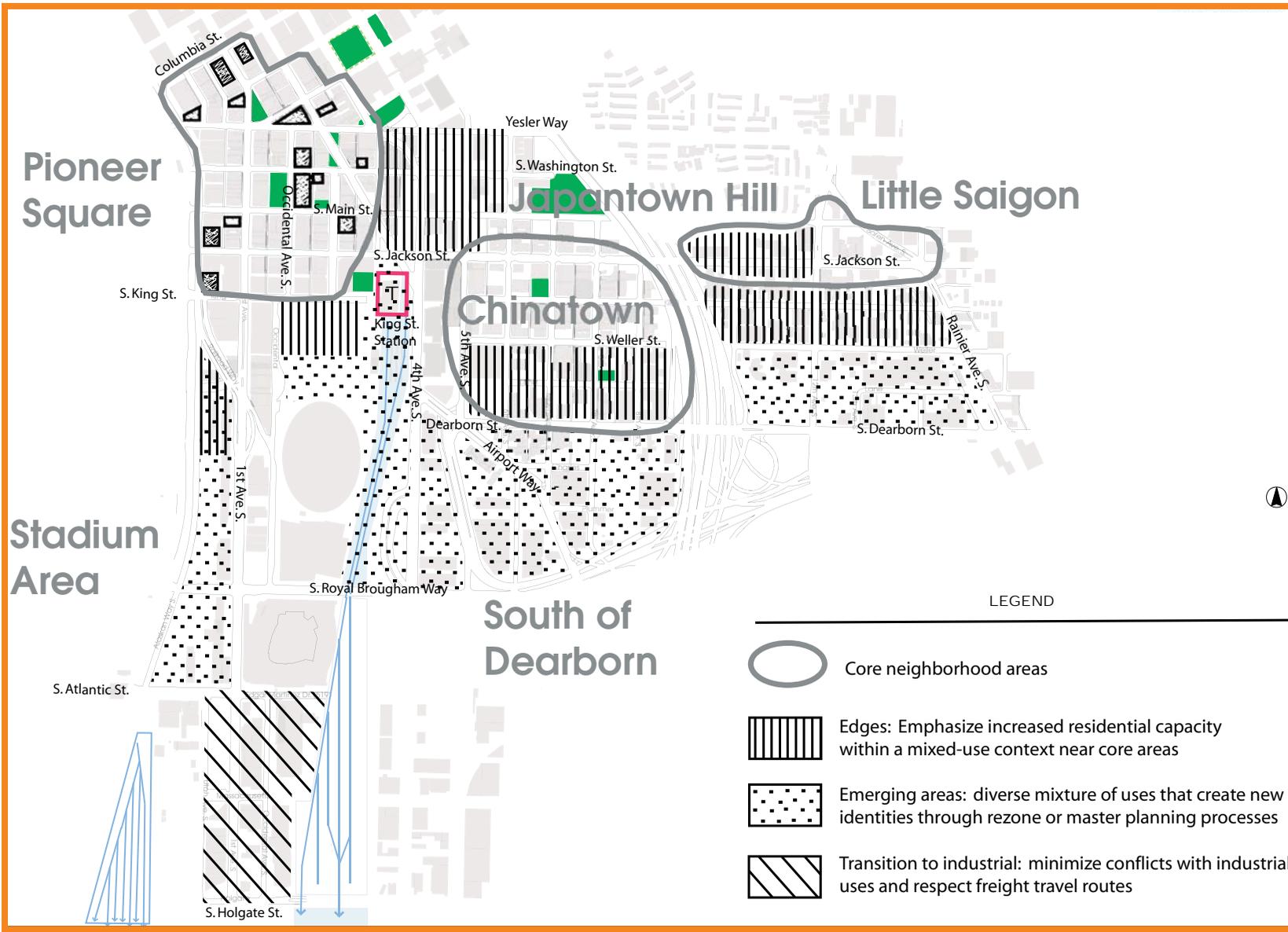
Pioneer Square

courage reuse and rehabilitation of existing structures, some of which are unoccupied and in need of repair.

6. **Support the economic health of South Downtown.** A strong local economy is vital to a Livable South Downtown. Existing businesses should be supported by the presence of additional resident populations within the core neighborhood areas. Where appropriate, opportunities for development of new commercial, industrial and other non-residential uses should also be supported. This will attract new investment in the city, greater efficiency in land use in the downtown area, and greater neighborhood vibrancy.



King Street in Chinatown



Geographic Themes

The Livable South Downtown project is intended to increase residential development opportunities while providing for a balance of uses, thereby encouraging a community where people will choose to live, work and play. Final recommendations will support the following four broad geographic themes by employing traditional land use tools that address uses, building form, density and permitting:

- **Careful infill in existing core neighborhoods.** Continue to preserve historic areas and structures, and find ways to carefully encourage infill development that is compatible with historic district goals and existing viable commercial areas and establishments.
- **Housing emphasized in “edge” areas.** Increase the capacity for housing development at the edges of the historic neighborhood cores to create a critical mass of residents that will enliven core areas.
- **A mix of uses in “emerging areas.”** Provide for a diversity of uses in emerging areas in environments that are welcoming and safe.
- **Transition to industrial.** Retain a buffer to minimize conflicts with industrial uses and activities and respect freight travel routes throughout South Downtown.



Careful infill: Empress Apartments on Fifth Avenue S.

Careful Infill in Existing Core Neighborhoods

Pioneer Square · Chinatown/ International District · Little Saigon retail core along S. Jackson Street

The core neighborhoods of Pioneer Square, Chinatown/I.D. and Little Saigon are centers of daily activity that include business, shopping, tourism, social events, recreation and residential life. Each has a distinctive history that contributes to Seattle’s heritage and social fabric. The core neighborhoods require a delicate balance between preserving cherished cultural and historic resources while also stimulating economic activity and positive change.

Small retail businesses contribute to the character of the core neighborhoods but frequently are more vulnerable to change. Businesses in each of the core areas are concerned about customer access and parking. Neighborhood activists and business owners in the core areas express a desire for a larger residential presence to provide activity and stability more hours of the day. Each neighborhood has concerns about decline in neighborhood quality if steps are not taken to encourage positive change.

Regulatory changes must acknowledge the differences within each area, given sensitive historic resources and businesses. What works in one area may not work in another. In general, the recommended changes are meant to encourage “infill” development of vacant or under-developed properties with a mixture of residential and commercial uses complementary to existing historic/cultural neighborhood character.

Housing Capacity Emphasized at Edges of Core Neighborhoods

Japantown Hill · Fourth-Fifth Avenue corridor north of S. Jackson Street · Southern portion of Chinatown/International District · Areas around the Little Saigon retail core · Stadium North Lot

Feedback from the community supports the concept of a larger population of residents near core neighborhood areas where opportunities for re-development exist. This future residential base would help support small businesses and contribute to a more balanced social environment throughout South Downtown. Areas at the edge of core neighborhoods contain large vacant or under-utilized properties that are adjacent to commercial services and transit facilities. Recommended land use changes in these areas may offer incentives—such as additional height and density—for residential development. Street-level commercial uses should continue to be required at the edges of residential areas, and special consideration should be given to improving sidewalks and other outdoor elements to provide more pleasant, usable and environmentally sustainable public spaces.



Housing at the edges: Tashiro Kaplan Building



Mix of uses: William Booth Center

A Mix of Uses in Emerging Areas

*Industrially-zoned properties south of S. Dearborn Street
· Industrially-zoned areas west of First Avenue S. (and north of S. Royal Brougham Way) · Areas of potential development over the railroad tracks west of Fourth Avenue S.*

“Emerging areas” within South Downtown are generally areas that are making a transition from purely industrial uses to a broader mix of uses. These areas offer few existing neighborhood or pedestrian amenities; however, they are locations with potential for development that could support the overall vibrancy of South Downtown. Several re-development concepts are under consideration by property owners. New development in these areas should be compatible with the adjacent character of buildings, improve pedestrian connections between neighborhoods, contribute to efficient land use patterns in the Center City, support an emerging pedestrian environment, and consider future impacts on core neighborhoods and on existing industrial uses and freight routes. Residential uses in these areas may be considered only if amenities for future residents are provided.



Transition to industrial: First Avenue S.

Transition to Industrial

Industrially-zoned areas south of S. Royal Brougham Way

A goal of the Livable South Downtown project is to encourage a balance between local and regional uses. Regional uses in the planning area include the sports stadiums, the exhibition center, regional commercial enterprises along First Avenue S., industrial operations within the Greater Duwamish Manufacturing and Industrial Center, the railroads, State Route 99 (SR 99), and Port of Seattle operations. Large trucks and railways traverse several parts of South Downtown, but the area south of S. Royal Brougham Way has the greatest potential for conflicts between regional freight traffic and local travel. Further, properties south of S. Royal Brougham Way are located along a relatively narrow corridor between SR 99 and the railroads. The lack of available land mass, the possibility of conflicts between uses, and the degree of anticipated change in transportation infrastructure over the coming decade all limit the extent to which the area can connect to South Downtown’s core neighborhood areas. For these reasons, minimal land use changes are envisioned for this area.

Pioneer Square

Sensitive Infill; Opportunities for Growth at the Edges



First Avenue S. looking north



Occidental Avenue Mall looking south

Pioneer Square is Seattle's first neighborhood, with buildings and infrastructure that date to the late 1800s. The neighborhood's zoning and historic district regulations help maintain the landmark district's architectural and historic character. Shops and art galleries, mature trees and unique pavement surfaces also contribute to a vibrant pedestrian environment along certain streets.

A key goal of the Pioneer Square neighborhood plan is the development of housing through both new construction and renovation of existing structures. Under-developed properties within the central historic area, the stadium north parking lot and northern WOSCA site represent the only significant sources of new development capacity in the neighborhood. Also, redevelopment of upper floors in historic structures is a potential source of additional housing in the historic core area.

A host of social issues influence the neighborhood's perceived attractiveness for new housing development. The neighborhood plan calls for actions to address public safety and civility, customer parking, noise and encouragement of businesses "necessary to support residents in new housing developments." Some of these issues are addressed later in Chapter VI of this report.

Central Pioneer Square

Sensitive Infill within a Historic Neighborhood

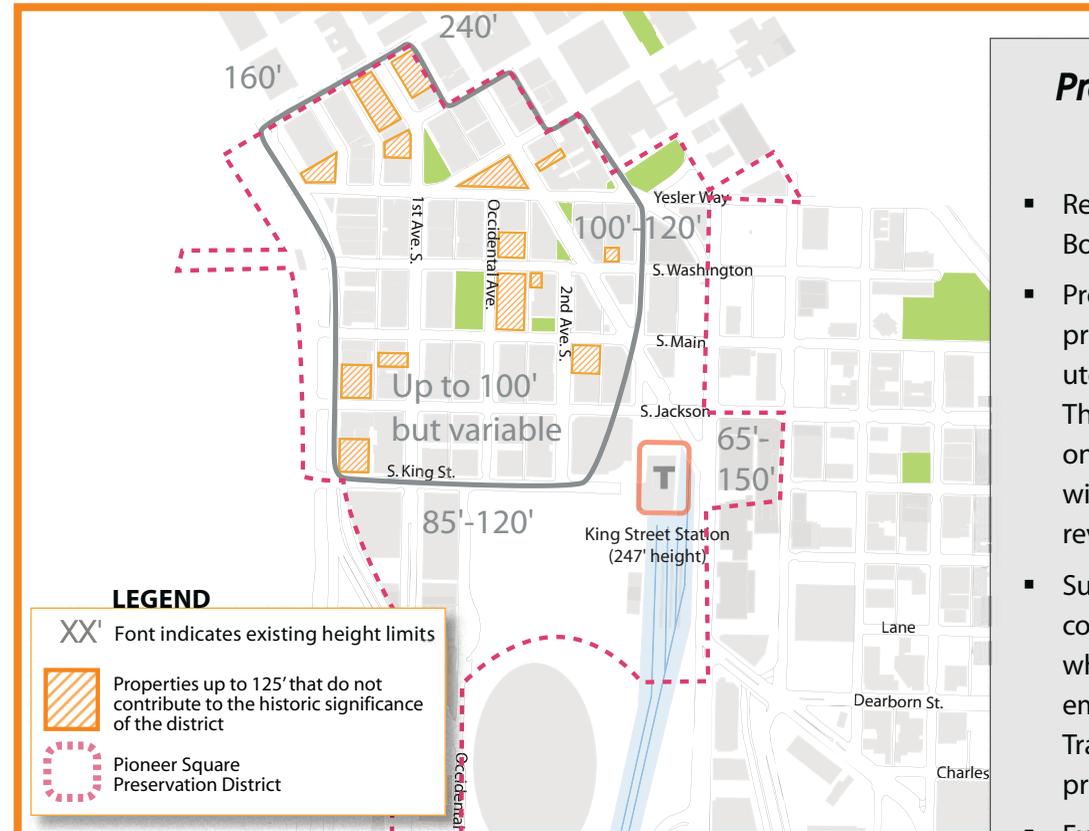
Central Pioneer Square's beauty and historic character is interrupted by numerous vacant and non-historic properties, sometimes called the area's "missing teeth." These under-used sites interrupt the continuity of street-level businesses and create problems for pedestrian safety and comfort. Infill development of these properties would benefit Pioneer Square but is complicated by several issues, including relatively small parcel size, instability of soils and a high water table.

Renovation of existing historic buildings would also contribute to the future vitality of central Pioneer Square. The relatively high cost of updating historic buildings to modern standards complicates the conversion of these buildings to more active uses.



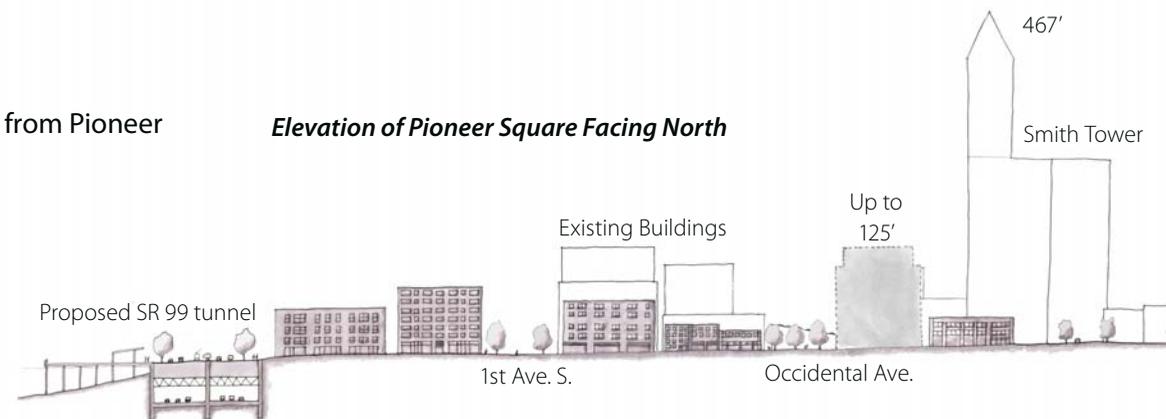
Objectives for Central Pioneer Square

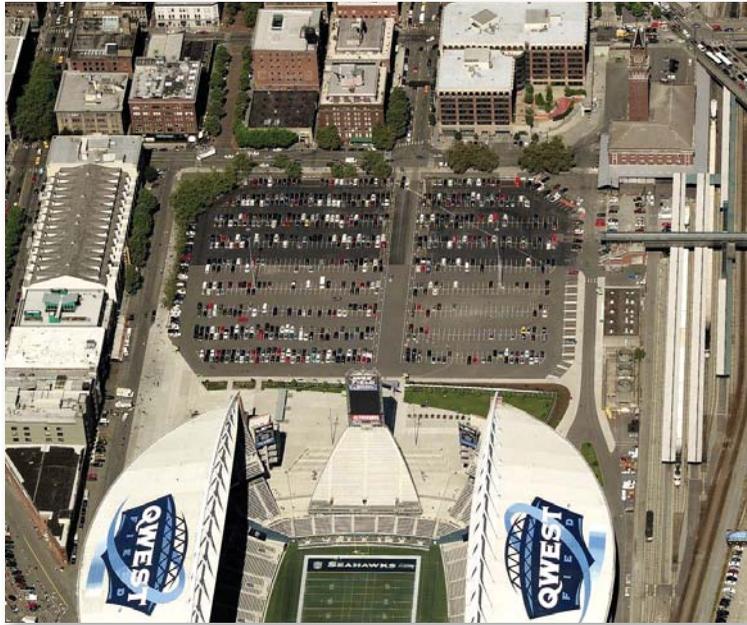
- Protect and preserve historic buildings and historic character of the neighborhood.
- Ensure that new buildings complement, but not mimic, existing historic buildings.
- Increase opportunities for new development to support a viable residential community.
- Provide incentives for redevelopment of vacant and underdeveloped properties.
- Support pedestrian connections.
- Acknowledge the social challenges that detract from Pioneer Square as a residential neighborhood.



Preliminary Recommendations for Central Pioneer Square

- Retain the Pioneer Square Historic Review Board's authority and process.
- Provide incentives for redevelopment of vacant properties and properties that do not contribute to the historic significance of the district. These may include allowing additional height only for new development on these properties within Pioneer Square, contingent upon historic review board evaluation.
- Support renovation of historic buildings in core neighborhood areas for residential uses while allowing greater commercial density in emerging areas in South Downtown through Transfer of Development Rights (TDR) and other programs.
- Explore the possibility of a predictable height standard throughout the district that is consistent with existing character.





Aerial view of the Stadium North Lot



Stadium North Lot

Southern Edge of Pioneer Square

Opportunities for Growth

Stadium North Lot

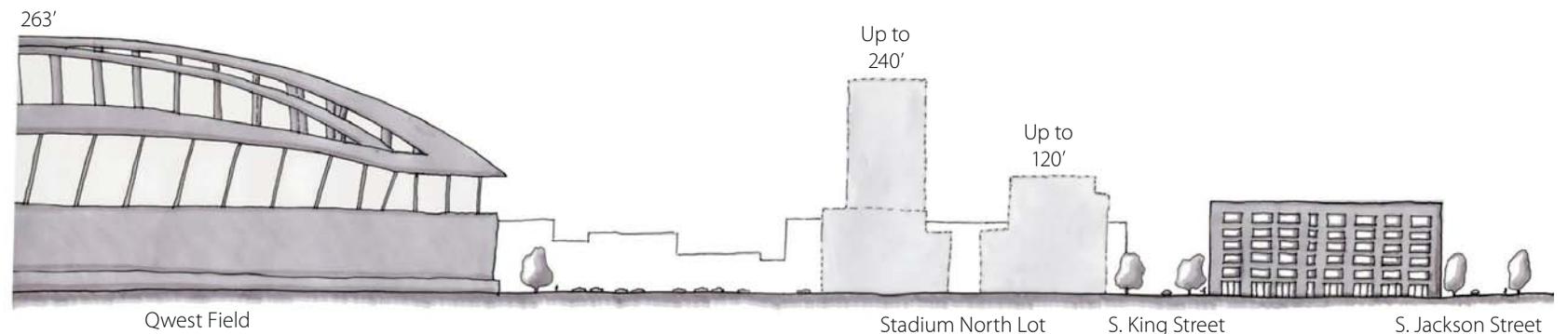
The parking lot between Qwest Field and Pioneer Square has long been recognized as a prime opportunity for infill development complementary to Pioneer Square. Achieving significant development of new housing at this key location is critical to meeting neighborhood plan objectives for a larger and better-balanced residential community. King County has identified new housing as a primary preferred use for the northern half of the lot, and is undertaking a process to identify a developer for this property.

Qwest Field's north parking lot is governed by zoning that limits commercial-oriented structures to 85 feet and structures containing primarily residential uses to 120 feet. In many locations around the city, this combination might be sufficient to design workable buildings. However, this area is subject to unique constraints that

complicate good design and development planning. Complications include the presence of exceptionally high water tables and programmatic needs associated with transit service, the train station and the stadium/exhibition center complex. These factors, in combination with the importance of well-designed residential development in the vicinity, suggest that additional zoning flexibility may be necessary.

Increased maximum height limits could provide much-needed flexibility in design. However, this change should be permitted only within the context of a holistic zoning strategy that would allow flexibility in exchange for achieving neighborhood plan objectives. On the north parking lot, heights of future buildings along S. King Street should have a compatible relationship with Pioneer Square's historic scale of development. However, additional height up to 240 feet should be considered on this property in a form that preserves views of Downtown, Smith Tower (467 feet in height), and King Street Station (247 feet in height).

Elevation Facing West

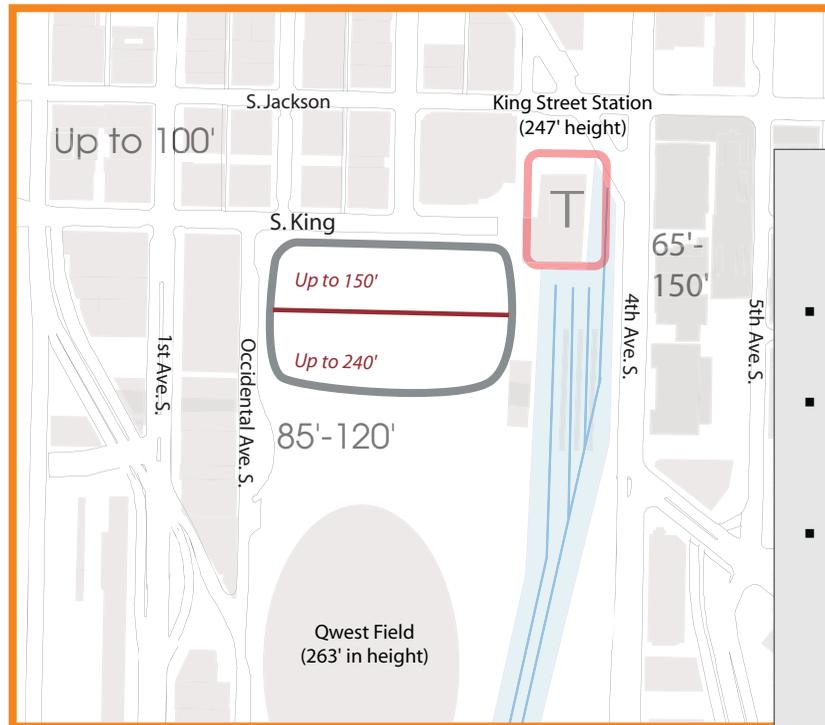


Objectives for the Stadium North Lot

- Allow for significant residential development within a mixed-use environment.
- Allow flexibility for site planning.
- Develop well-designed public spaces and pedestrian features along the perimeter of all development.
- Focus increased height limits away from central Pioneer Square, and ensure the northern portion of the site relates well to the scale and character of the historic district.
- Design an innovative, unique residential community, taking advantage of the large site.



Stadium North Lot, view from southwest



LEGEND

- XX' Font indicates existing height limits
- Up to xx' Font indicates preliminary height recommendations

Preliminary Recommendations for Stadium North Lot

- Continue to require review by the Pioneer Square Historic Review Board.
- Heights of future buildings near S. King Street should maintain compatible height, bulk and scale relationships with adjacent buildings in Pioneer Square to the north.
- For locations away from the immediate S. King Street corridor, increase maximum height limits up to possibly 240 feet to allow a taller, slimmer building profile. Ensure adequate separation between towers to preserve public views of downtown and access to light. Allow additional height above existing levels through a master planning or rezone process that will incorporate objectives for public spaces, a street-level environment, and affordable workforce housing.



Rush hour on First Avenue S.



Narrow sidewalk on First Avenue S.

First Avenue S. Corridor from Railroad Way S. to S. Royal Brougham Way

Pioneer Square zoning already extends on the east side of First Avenue S. down to S. Royal Brougham Way, recognizing a collection of buildings with historic character. However, the west side of First Avenue S. south of Railroad Way is industrially zoned (with some commercial use flexibility) and lies outside the Downtown Urban Center. It is dominated by the WOSCA property.

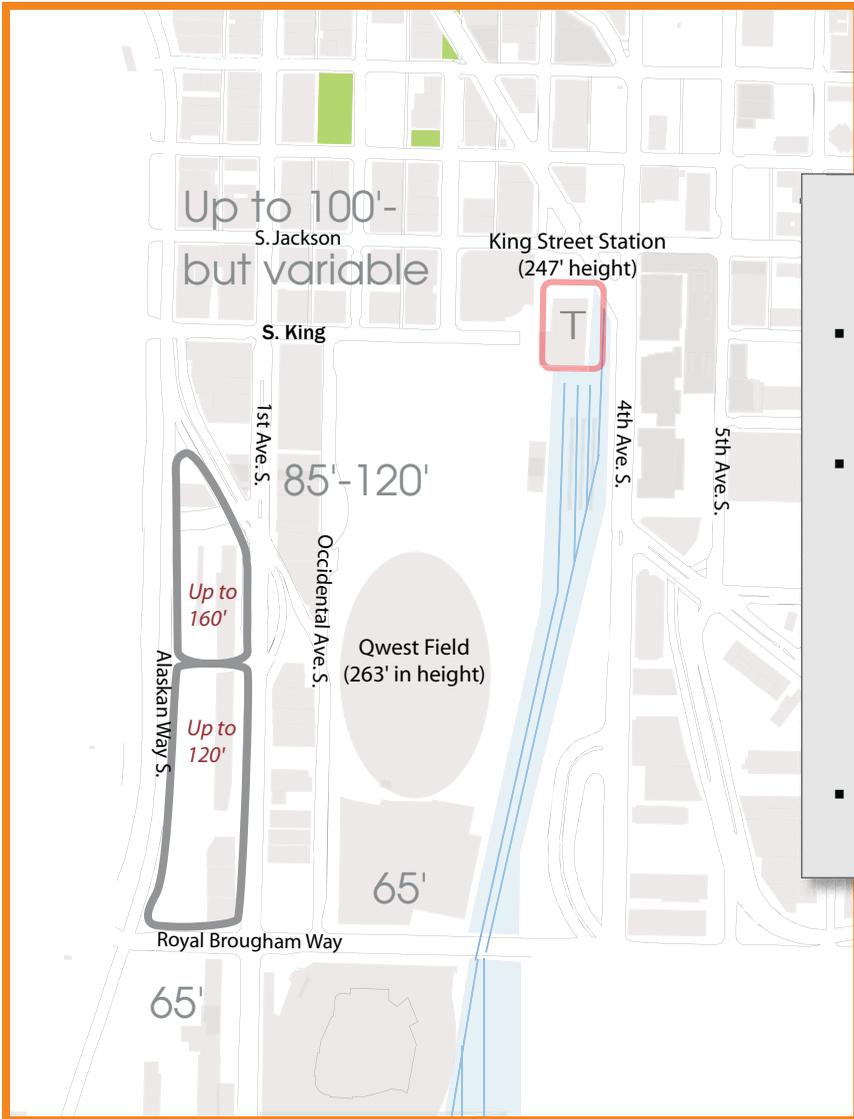
The adjacency to Pioneer Square and the possible future removal of Alaskan Way Viaduct ramps argue for future uses with a character complementary to Pioneer Square. New residential and mixed uses here could further enliven this corridor and improve its activity levels and streetscape quality.

This area is complicated, however, by its adjacency to Port of Seattle container operations that can create adverse light and noise conditions at all times of the day. Further, the proposed Alaskan Way tunnel project will affect properties in this area, including the addition of ramps and traffic lanes to the west. Future analysis will determine which conditions should accompany development of residential uses on properties in this area, including the zoning changes on this site to complement the future Alaskan Way tunnel project.

Objectives for First Avenue S. Corridor

- Establish a stronger physical relationship with Pioneer Square.
- Encourage residential uses in proximity to Pioneer Square.
- Provide a transition of uses and scale of development between Pioneer Square, the stadium area and industrial areas.
- Encourage building forms to enhance Seattle's skyline, views of the stadiums and downtown buildings, and views from inland areas westward.
- Limit potential traffic impacts and conflicts with freight movement, particularly in areas toward the south.
- Coordinate land use changes with the Alaskan Way tunnel project planning efforts.





Preliminary Recommendations for First Avenue S. Corridor

- Rezone First Avenue S. from Industrial-Commercial (IC) zoning to a designation that allows residential uses and requires design review.
- Limit structure height to approximately 120 feet—equivalent to the approximate height of the Qwest Field roof, not including rooftop trusses—to preserve views of roof features that enhance the Seattle skyline. Allow an increase in the height limit if a proposed design would result in a building form (tall, slimmer tower) that would complement the Seattle skyline, and would be consistent with design criteria determined through a planned development process.
- Address conditions such as noise, pedestrian safety and open space.

LEGEND

- XX' Font indicates existing height limits
- Up to xx' Font indicates preliminary height recommendations



WOSCA property



Building at First Avenue S. and S. Royal Brougham Way

Stadium

Transition Area and Over-Tracks Vicinity

Stadium Transition Area

Transition Area with a Commercial Focus

The Stadium Transition Area (STA) is part of the Greater Duwamish Manufacturing and Industrial Center (MIC) just south of Downtown. The STA overlay zone district was created in 1999-2000 to contribute to a safe pedestrian environment for people attending stadium events and to provide a smooth transition between industrial areas to the south and adjacent mixed use neighborhoods to the north and east.

The overlay district amends the underlying Industrial-Commercial (IC) zoning by encouraging pedestrian connections to Downtown while minimizing conflicts with industrial uses to the south and west. The overlay district also provides a transition between Downtown and areas characterized by industrial operations, large commercial uses and freight travel. The overlay prohibits many heavy manufacturing uses and encourages street level retail uses to accommodate pedestrians. The IC zone and overlay district do not currently allow residential uses, with the exception of artist live-work housing in existing buildings.

The STA is a large and complex area that has not experienced significant development since the stadiums were built over the past decade. Many people in the community advocate for the devel-

opment of a complete community that includes dense housing, retail, entertainment and a highly active pedestrian environment. Others point to the area's considerable truck and rail traffic. In addition to local businesses' trucks, the freight moves to and from Terminal 46 via trucks on local streets and key transportation facilities such as the State Route 519 connection at S. Atlantic Street to Interstate 5 and Interstate 90.

Added to this mix of uses and activities are the events associated with Qwest Field, the Seahawks Exhibition Center and Safeco Field. Sporting and exhibition events regularly attract large crowds and automobile and pedestrian traffic to this vicinity. These activities can undermine operations of local industrial enterprises and the Port of Seattle. Freight mobility and congestion are the primary concerns of industrial and business interests.

Preliminary recommendations reflect a judgment that current zoning effectively supports a variety of commercial uses that complement the stadiums. Residential uses are proposed to be allowed north of S. Atlantic Street, but only after consideration of several factors including residential amenities, pedestrian streetscape improvements, and analysis of traffic impacts. Finally, the boundary of the STA is proposed to extend eastward in recognition of expanding commercial uses east of the stadiums.



Occidental Avenue and Qwest Field



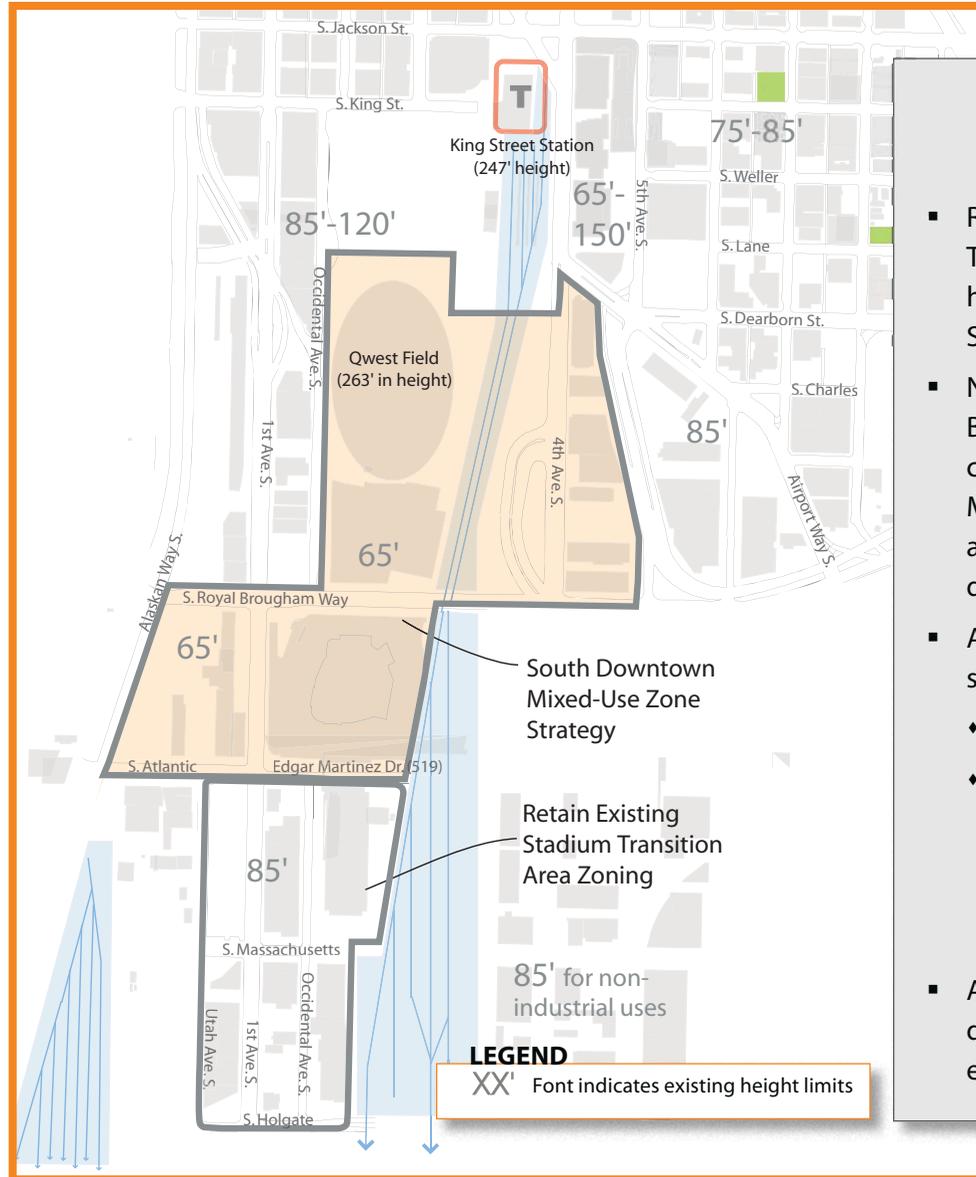
Utah Avenue S.



Northwest gates, Safeco Field

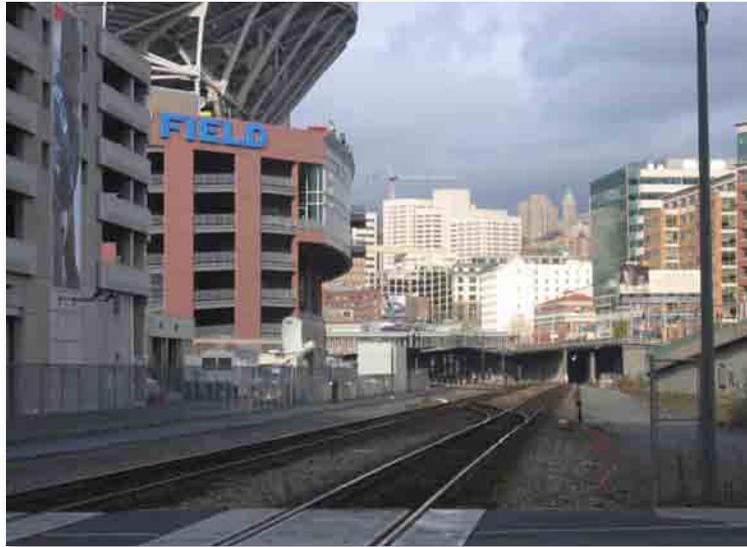
Objectives for the Stadium Transition Area

- Continue to serve as a transition between core neighborhood areas and higher impact stadium, exhibition and industrial uses.
- Expand the range of uses that complement or do not conflict with stadium activities.
- Continue to accommodate pedestrians.
- Minimize traffic impacts on freight mobility.
- Allow residential uses in northern areas only to the extent that they meet specific design guidelines and criteria determined through a master planning process or conditional use process.



Preliminary Recommendations for the Stadium Transition Area

- Retain existing Industrial-Commercial 65'/ Stadium Transition Area overlay zoning, as well as existing base height and floor-area ratio (FAR) density limits south of S. Atlantic Street.
- North of S. Atlantic Street or north of S. Royal Brougham Way: Consider the development of a new commercially-oriented zone (similar to the Seattle Mixed zone) to address the unique nature of this area and the mix of uses that may be complementary and desired in this area.
- Allow the following uses that are currently not permissible under existing zoning:
 - ♦ Lodging uses.
 - ♦ Limited residential use through a master planning or rezone process that addresses: pedestrian orientation and design; transportation/mobility/parking/access issues; open space needs; noise impacts; and environmental health concerns.
- Allow flexibility in development standards through design review that may differentiate this area from existing use and development patterns.



Rail crossing at S. Royal Brougham Way



Railyard below street grade near S. Jackson Street

Over-Tracks

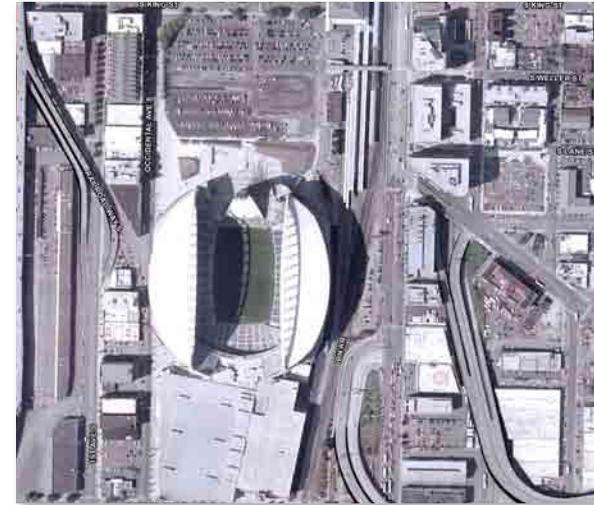
An Emerging Connector with an Employment Emphasis

Joining Pioneer Square, Chinatown/International District and the Stadiums

The Over-Tracks vicinity (see map on facing page) is a sub-area of the Stadium Transition Area. It has long served as part of King Street Station's rail corridor, which includes regional rail commuter trains as well as freight and continental passenger rail service. Vehicle access to Interstate 90 and Interstate 5 are also present in this vicinity. Safeco Field, Qwest Field and the Seahawks Exhibition Center have expanded spectator sports and entertainment uses in the immediate vicinity.

Neither the existing Pioneer Square Mixed zone (in the northern portion of the sub-area) nor Industrial-Commercial (IC) zone anticipated the possibility of development over a rail corridor. Yet, this idea has emerged as an opportunity for the developer and the community. Initial development concepts illustrate that large-scale development at this location could contribute to improved pedestrian connections between South Downtown neighborhoods, new open space, and enhanced public access to Qwest Field and the Exhibition Center. Development should contribute to the area's character, creating jobs and an opportunity for housing. Potential concerns include the relationships of new development to transportation infrastructure and overall traffic congestion in the vicinity.

Similar to the Stadium North Lot, the recommended zoning strategy should include increased maximum height limits to encourage design flexibility. Maximum heights could only be achieved



Aerial view of Over-Tracks and surrounding area

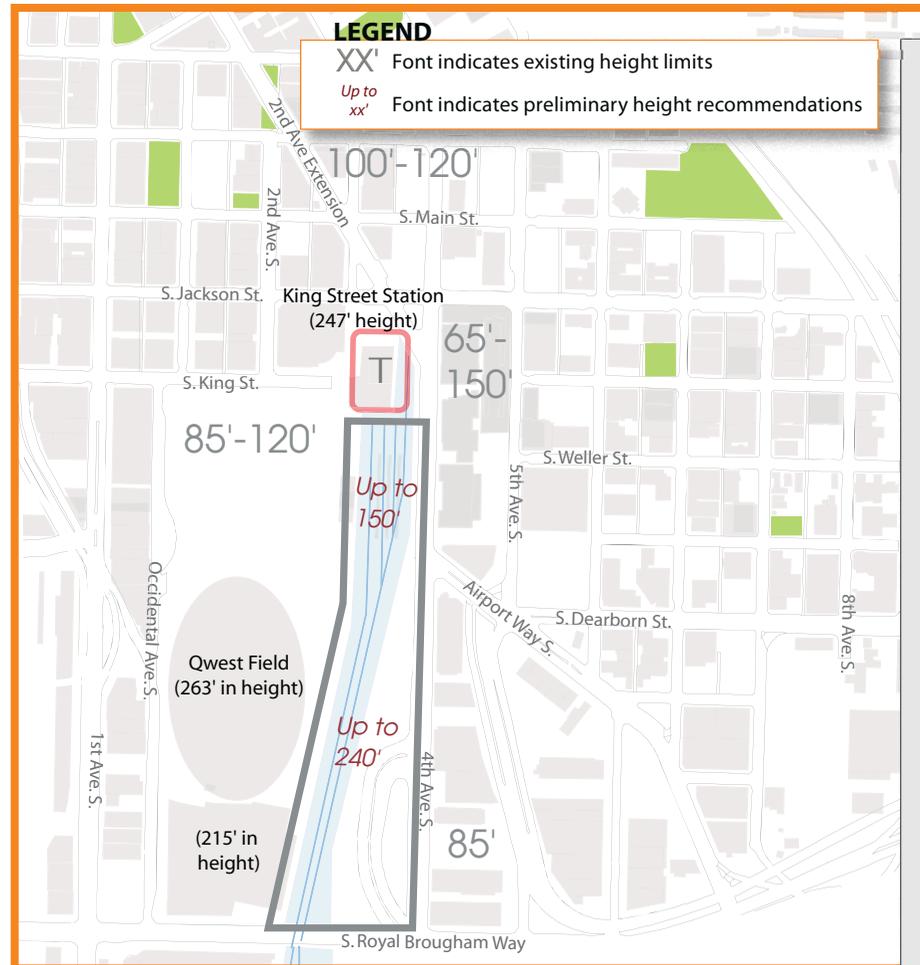
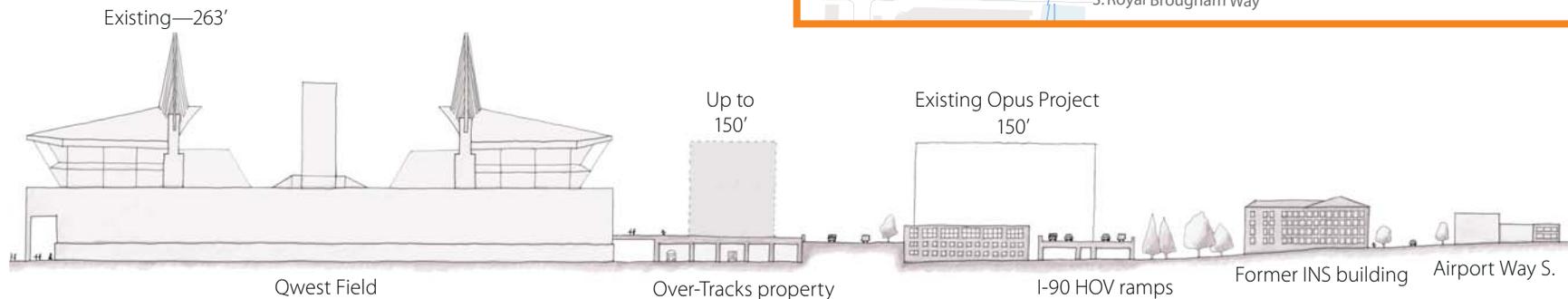
if public design and planning objectives are ensured through a development/design review process that would include community input. In the northern portion of this vicinity, heights up to approximately 150 feet would be compatible with Pioneer Square and Union Station commercial development located at the edge of Chinatown/International District (I.D.). Adjacent to Qwest Field, maximum heights exceeding 150 feet may be possible, but the development should be designed at a scale compatible with Qwest Field in a manner that would not obscure the arched roof trusses that contribute to the city's skyline and help to define the area.

A Transfer of Development Rights (TDR) program applicable to historic structures in the Pioneer Square and Chinatown/I.D. neighborhoods could be defined as part of the method for gaining maximum density (floor area) and height in this area. Such a mechanism could provide resources for the redevelopment of historic structures for residential use.

Objectives for Over-Tracks

- Encourage flexible site planning with a strong urban design component.
- Allow for additional height and density of development subject to site-specific guidelines and conditions.
- Meet public objectives such as public space, east-west pedestrian connections, public views and affordable workforce housing.
- Provide opportunities for public input on how public objectives are defined.
- Ensure that new development relates well to the surrounding stadium, neighborhood areas, and that new development would not cause unanticipated congestion limiting or obstructing freight mobility.
- Encourage future employment opportunities and jobs that will support and strengthen neighborhood businesses.
- Locate housing associated with future development in or near core neighborhood areas.

Elevation of Over-Tracks Vicinity Facing North



Preliminary Recommendations for Over-Tracks

Retain existing zoning but allow for the following:

- Establish a development review process that will identify design objectives and community benefits. Within such a process, provide for flexibility in site planning and building design. For example, a broader range of uses and transfer of density (floor-area ratio) within the area could be permissible.
- Allow maximum heights up to 150 feet in the northern half of the area, and up to 240 feet in the southern half, consistent with the scale of new development in Pioneer Square, Qwest Field's north lot and the existing Union Station development to the east of the site.
- Consider heights compatible with Qwest Field on southern portions of the site in a building form that complements the Seattle skyline and surrounding areas.
- Support renovation of historic buildings in core neighborhood areas for residential uses while allowing greater commercial density in emerging areas in South Downtown through Transfer of Development Rights (TDR) and other programs.

Japantown Hill

— Between Yesler Way and S. Jackson Street —

Connecting Many Areas with Residential and Mixed Use



Tashiro Kaplan Building, Prefontaine Place S.



S. Washington Street

The area between S. Jackson Street and Yesler Way and Fourth and Fifth Avenues S. (see map on facing page) is a lightly-developed area that has not experienced much change in decades despite its proximity to a major hub of transit and unique communities. Its few blocks are primarily occupied by commuter parking lots. This area includes parts of Pioneer Square, Japantown Hill, Chinatown/ International District (I.D.) and the south end of the Downtown office core. Development in the area and potential zoning changes are subject to review and approval by the Pioneer Square Historic Review Board and the International Special Review District Board (east and west of Fourth Avenue S., respectively).

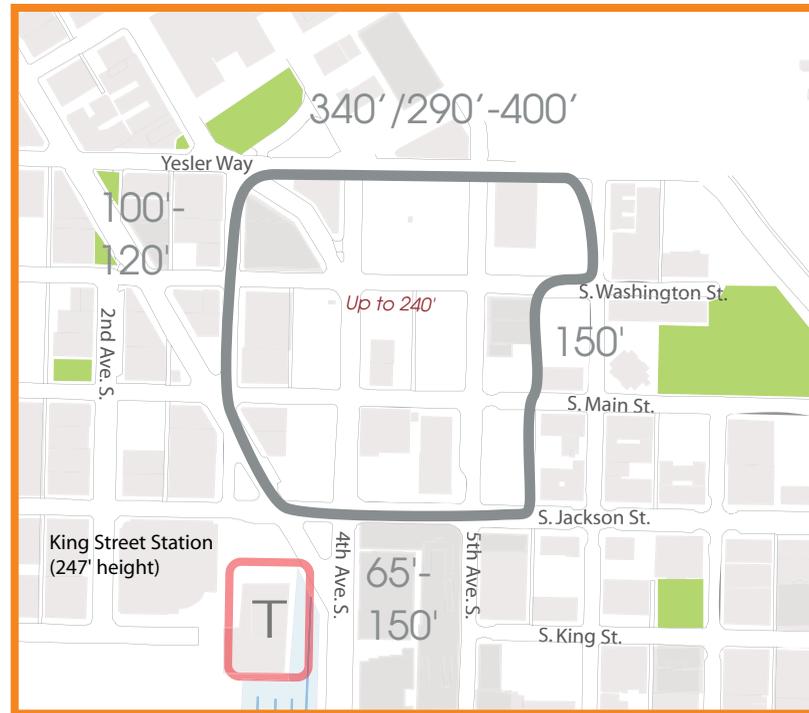
Two half-blocks west of Fourth Avenue are voids that look down onto the railroad tracks below. Japantown Hill east of Fifth Avenue is interspersed with parking lots and has not seen notable development in decades until the recent construction of two seven-story senior apartment complexes. Areas east of Fifth Avenue are zoned primarily for residential uses (International District Residential with a 150-foot height limit). While providing generous views, the steep slope of this area is an impediment to pedestrian travel.

This area's location and lightly-developed character make it a good candidate for residential-oriented infill development. This would increase efficiency of land use near the transit hub, and would better connect adjacent neighborhoods while allowing a new identity to emerge. This area could support new residents that would increase the customer base for neighborhood businesses to the south and west and improve pedestrian activity levels and overall safety. Feedback from the community and the advisory group supports the concept of providing incentives to encourage infill development on vacant properties. In addition, carefully-defined building bulk and scale controls and requirements for streetscape improvements would help improve the neighborhood character of this area.

Further urban design work will examine special opportunities presented by S. Washington Street and Sixth Avenue S. Zoning analysis will consider whether commercial uses are practical to require along steeply sloping streets. Future analysis will also identify building forms that are compatible with the hill location and retain views along streets.

Objectives for Japantown Hill

- Focus higher-density residential development between Fourth and Sixth Avenues (see map at right).
- Promote a strong pedestrian-oriented street-level environment; design street-level public spaces for pedestrians.
- Contribute toward Downtown affordable housing goals and public space needs.
- Reference neighboring cultural and historic areas.
- Require safe, pedestrian-oriented designs for sidewalks along sloping streets.
- Support the goals of the Chinatown/I.D. and Pioneer Square neighborhoods.



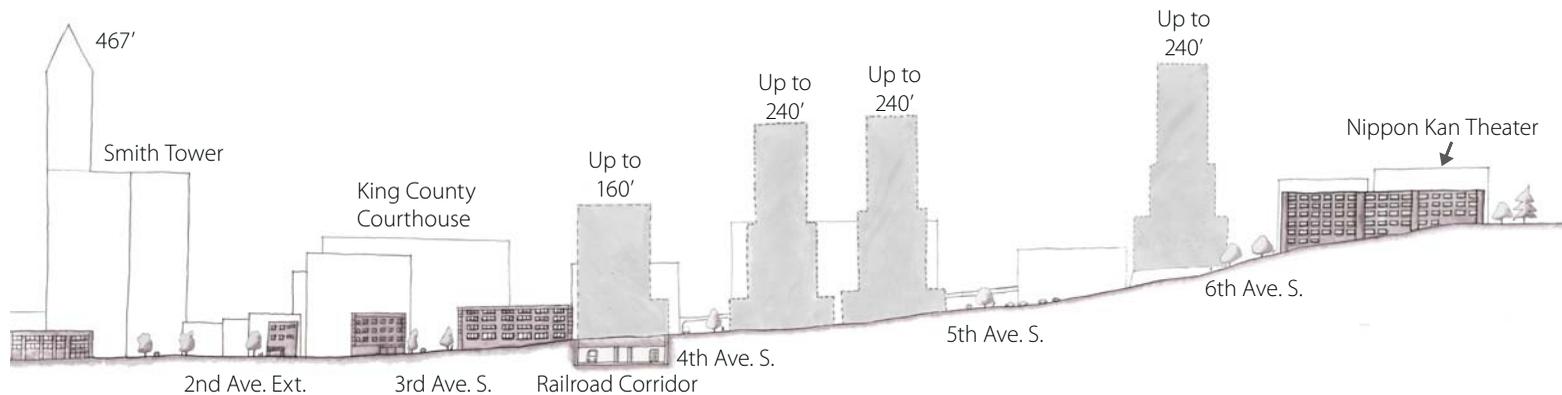
LEGEND

- XX' Font indicates existing height limits
- Up to xx' Font indicates preliminary height recommendations

Preliminary Recommendations for Japantown Hill

- Increase the maximum height limit up to 240 feet for residential-dominated development. Maximum density and Land Use Code flexibility would be linked with investments in public space, public art, preservation of historic core buildings, and/or affordable workforce housing.
- Allow commercial-only buildings at lower heights.
- Define building base, setback and other building bulk requirements that will encourage slim towers above the building base, maintain public view corridors, and ensure comfortable building relationships to sidewalks.
- Require street-level commercial uses along key pedestrian-oriented commercial streets.
- Identify street improvements to support key pedestrian connections and green streets.

Elevation of Japantown Hill Facing North



Chinatown/ International District

*Support Preservation; Encourage Additional Growth
South of S. Weller Street*



Art on the concrete pillars at I-5 and S. Jackson Street

Chinatown/International District (I.D.) is a unique historic and cultural treasure. One of Seattle's first neighborhoods, the integrity of Chinatown/I.D. is protected by a National Register Historic District designation and through review by the International Special Review District Board. Recommended zoning changes would require review and approval by this board.

Public comment from the community and from advisory group members noted the sensitivity of the business environment within the historic heart of Chinatown/I.D. north of S. Weller Street. The viability of many small businesses is vulnerable to increases in rent and other unanticipated factors that increase business costs. Comments from the advisory group and members of the community suggest that regulatory changes should not be pursued if it is believed that they would jeopardize the viability of core businesses through redevelopment pressure, increased land and lease costs, or would disrupt business access and activity. In addi-

tion, the historic landmark district designation status of this area strongly argues against regulatory changes. For these reasons, no zoning changes are recommended for Chinatown north of S. Weller Street.

Concerns continue to be expressed about the condition of some historic buildings in the core of Chinatown/I.D. These are beautiful, historic buildings whose upper floors remain in disrepair and are not up to current building and public safety standards. The City is working with property owners to understand and address the issues associated with bringing these buildings up to acceptable standards of public safety. The rehabilitation of these buildings may be supported by transferring development rights from historic buildings to potential commercial development sites within the South Downtown planning area.

Areas south of S. Weller Street are markedly different in character from the rest of the Chinatown/I.D. core. Between S. Weller Street and S. Dearborn Street are approximately ten blocks with a mixed use pattern that includes several non-historic buildings, several vacant or lightly-developed properties, and a variety of newer mixed-use structures (such as the I.D. Village Square I, II and Mosaic Apartments). Also in this area are a major grocery store (Uwajimaya) and a new library and community center. These uses contribute to an overall mixed-use, residential orientation. Additional residents would enhance the area by increasing pedestrian activity levels, providing a safer environment through more “eyes on the street,” and increasing patronage of local businesses and services.

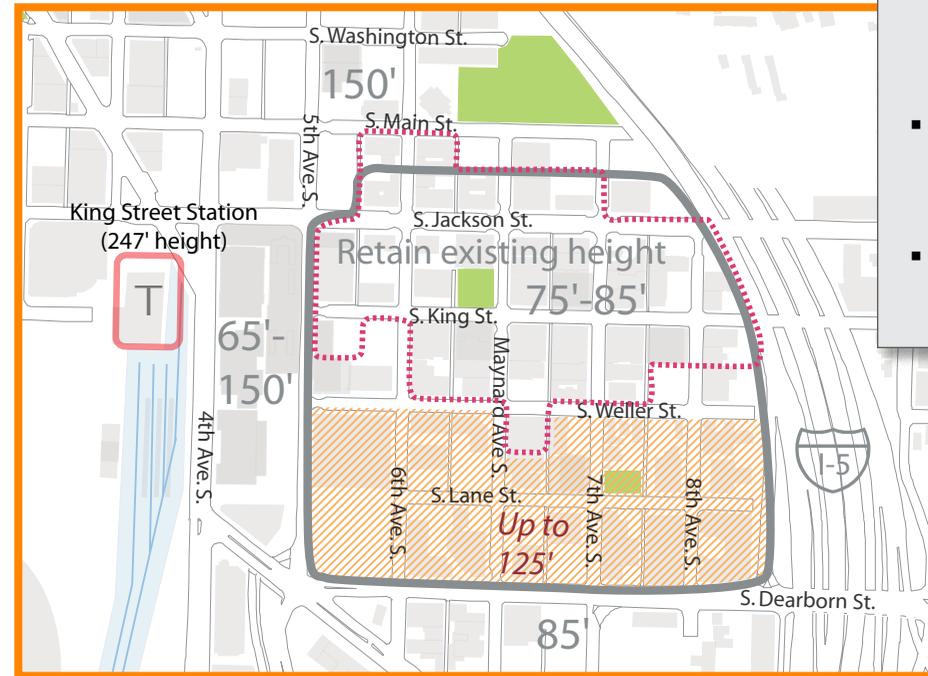
Zoning changes are recommended for the blocks south of S. Weller Street, with the exception of one quarter-block that is within the National Register Historic District. A 125-foot maximum height is proposed, which is consistent with the reported level at which development with concrete and steel structures are feasible. Currently, zoning and building codes, as well as the local real estate market, dictate wood-frame constructed buildings no more than seven stories in height.

Objectives for Chinatown/I.D.

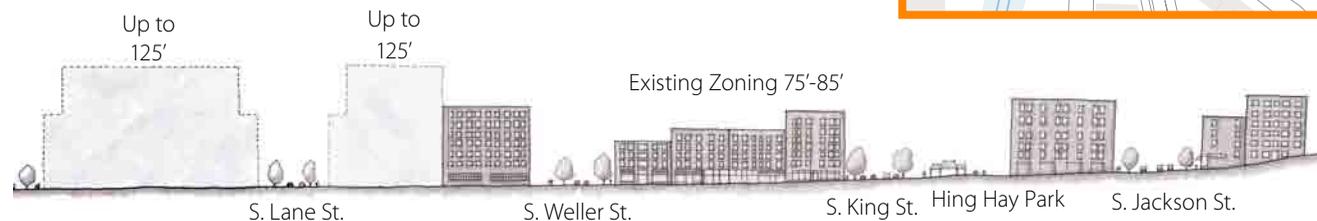
- Preserve historic resources and encourage revitalization of historic buildings in core areas.
- Continue to encourage a pedestrian-oriented street-level environment throughout Chinatown/I.D.
- Encourage new housing development south of S. Weller Street.
- New development should maintain appropriate building scale relationships with nearby historic neighborhood areas.

Preliminary Recommendations for Chinatown/I.D.

- Increase allowable height to a maximum of 125 feet for structures containing a certain minimum density of residential use south of S. Weller Street.
- Maintain existing 75-foot height limits for primarily non-residential structures south of S. Weller Street.
- Define new setbacks and bulk controls south of S. Weller Street to ensure proper scale relationships with buildings in the Chinatown/I.D. core.
- Continue to encourage mixed-use development and a pedestrian-oriented street front consistent with the character of Chinatown/I.D. core areas.
- Develop incentives to support production of affordable workforce housing.



Elevation of Chinatown/International District Facing West



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- XX' Font indicates existing height limits
- Up to xx' Font indicates preliminary height recommendations
- Seattle Chinatown National Register Historic District

South-of-Dearborn Area

An Eclectic Urban Mix



View of I-90 ramps from South-of-Dearborn Area



Charles Street Yard Facility

The South-of-Dearborn area is partially located within the Greater Duwamish Manufacturing and Industrial Center (MIC). The area is a transition between the Chinatown/International District (I.D.) neighborhood and industrial uses to the south. It is separated from the industrial properties to the south by the intervening presence of major freeway access ramps. The area is bounded by a major truck route—S. Dearborn Street to the north, S. Royal Brougham Way to the south—and elevated freeway ramps to the east, south and west. Airport Way S., another major freight route, bisects the area from north to south. Light manufacturing, heavy commercial and warehouse uses predominate in the area, which also includes the City's Charles Street maintenance and shop facilities.

The advisory group exhibited keen interest in the future possibilities of the South-of-Dearborn area. Several people envision a new mixed-use community shaped by City and/or private investment with input from the community. Others envision this as an encroachment into industrial areas that the City should be protecting from competing uses. Further, the City's Fleets and Facilities Department, owner of the largest single property in the area, is not currently contemplating sale or redevelopment of the S. Charles Street property.

A key question for this area is whether to allow housing. In general the strategies identified in this report concentrate residential development toward core neighborhood mixed-use areas and away from "emerging areas" or transitional areas where there exists a higher probability for conflicts with industrial uses and freight mobility. If the area is to effectively transition away from existing light industrial character toward a broader mix of uses it will be necessary to first enhance pedestrian safety and comfort, and upgrade pedestrian connections across S. Dearborn Street and along and across other freight corridors.

Objectives for the South-of-Dearborn Area

- Transition from light industrial (existing zoning) to a broader mix of commercial and office uses.
- Permit residential development only in conjunction with strategies to improve conditions that would protect residents from the impact of surrounding freight and industrial activities.
- Enhance pedestrian access, safety and comfort in a well-designed urban environment.
- Pedestrian access across S. Dearborn Street should not impede freight and other traffic.



LEGEND

XX' Font indicates existing height limits

Up to xx' Font indicates preliminary height recommendations

- ### **Preliminary Recommendations for the South-of-Dearborn Area**
- Rezone from industrial zones and general commercial zone (currently General Industrial 2 with an 85-foot height limit [IG2/U85'] and Commercial 2 with an 85-foot height limit [C2 85']) to a commercial or mixed-use zone.
 - Amend the Comprehensive Plan to change the area from the Greater Duwamish Manufacturing and Industrial Center to the Downtown Urban Center.
 - Allow a wide range of uses from light industrial to commercial to office at relatively large sizes.
 - Allow residential development only after determining that pedestrian safety, environmental health and residential amenities have been addressed. Identify incentives for affordable workforce housing.
 - Allow building heights consistent with those of adjacent Chinatown/I.D. along S. Dearborn Street up to a maximum of 125 feet, with the use of development bonus features that enhance the area for pedestrian orientation.
 - Working with the Seattle Department of Transportation, identify streetscape and pedestrian safety improvements while maintaining necessary freight movements and mobility through the area.
 - Require design review of new development.

Elevation of South-of-Dearborn Area Facing West



Little Saigon

Supporting a Unique Community



Street scenes in Little Saigon

Little Saigon is an intriguing mixed-use neighborhood that has emerged from an old industrial/light manufacturing area. The Little Saigon neighborhood is characterized by the commercial community of Southeast Asian businesses that line S. Jackson Street between Interstate 5 and Rainier Avenue S. In contrast to the Pioneer Square and Chinatown/International District (I.D.) neighborhoods, the development of Little Saigon has been more automobile-oriented and less compact over the past several decades. Little Saigon businesses serve a local clientele and also appeal to a regional customer base.

Throughout this report, land use recommendations emphasize bringing new residents into core neighborhood areas to increase the diversity of uses and community vitality. Little Saigon is no exception. The recommended changes would retain and enhance the core of Little Saigon's commercial area along S. Jackson Street, while encouraging higher density residential-oriented development around the edges of that core (along S. King Street and S. Weller Street). Recommended changes acknowledge the possibility of regional-serving commercial uses along S. Dearborn Street. Areas west of 12th Avenue S. are within the International Special Review District. Zoning changes and development projects in this area (and areas immediately adjacent) require review and approval by the International Special Review District Board.

Jackson Street Commercial Corridor

Retain and Enhance the Little Saigon Commercial Core

Numerous small businesses are located in commercial centers in the core of Little Saigon along S. Jackson Street and 12th Avenue S., with parking typically located between the structure and the street. Businesses include restaurants, groceries, salons, jewelers and other variety retail stores and services. In spite of the auto-orientation of the street, a lively environment is created by merchandise that spills onto sidewalks and parking lots, and by pedestrians who move between businesses.

Many businesses in Little Saigon are owned by families of Asian immigrants that arrived in Seattle over the past half-century. While these businesses appear to be stable and thriving, community representatives note that many small businesses operate on narrow profit margins and will likely be subject to displacement by future development or by substantial increases in property values. There is strong community interest in supporting these businesses through economic development assistance and by ensuring that future land use decisions benefit this emergent and unique busi-

ness community. Interest has also been expressed in promoting residential growth that will enhance the pedestrian environment, complement and support retail uses with new customers, and strengthen the overall vitality of the area.

Recommended zoning changes acknowledge the sensitivity of existing businesses by retaining the approximate scale of development possible under current zoning along S. Jackson Street. The recommended changes will encourage future development of a more pedestrian-oriented streetscape environment by addressing location-of-parking regulations and other requirements that affect building form and location on the property. Over time, infill development is likely to occur in ways that will create a more continuous pattern of commercial uses at street level. New residential uses could occur above street-level commercial uses along S. Jackson Street, but will also be expected to grow in the adjacent properties and blocks south of S. Jackson Street, as discussed at right.

Objectives for the Jackson Street Commercial Corridor

- Encourage mixed-use pedestrian-oriented development that is well-designed and urban in form.
- Protect the existing business community.
- Surround existing commercial area with higher-density housing.
- Support visual references to Asian culture.
- Conduct urban design work that will support the development of a cohesive neighborhood area.
- Accommodate future streetcar extension through design of public rights-of-way and adjacent properties.

Preliminary Recommendations for the Jackson Street Commercial Corridor

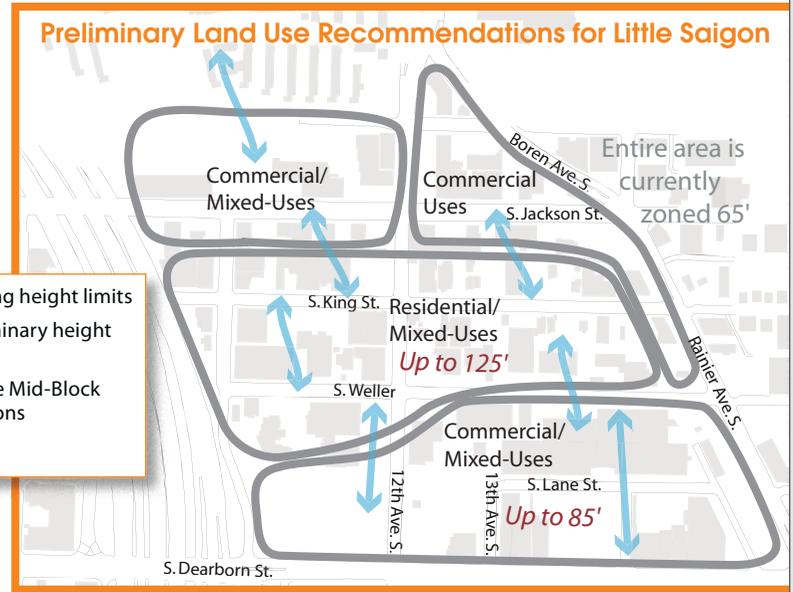
- Rezone S. Jackson Street west of 12th Avenue S. to either a Downtown Mixed Commercial (DMC) or Neighborhood Commercial (NC) zone to strengthen the pedestrian orientation and mixed use environment.
- Retain the existing height limit (65 feet) along S. Jackson Street; allow increased structure heights away from and south of the existing S. Jackson Street business corridor.
- Provide development incentives to accomplish open space and street design objectives with an emphasis on establishing stronger pedestrian connections north-south through existing long blocks, and east-west along S. Jackson and S. King Streets to the Chinatown/I.D. core neighborhood.
- Develop urban design guidelines that will enhance the unique Asian culture of the area.
- Encourage higher-density residential development near the commercial core (see discussion of Central Little Saigon) on the following page.
- Develop alternatives to address short-term parking needs of local businesses.

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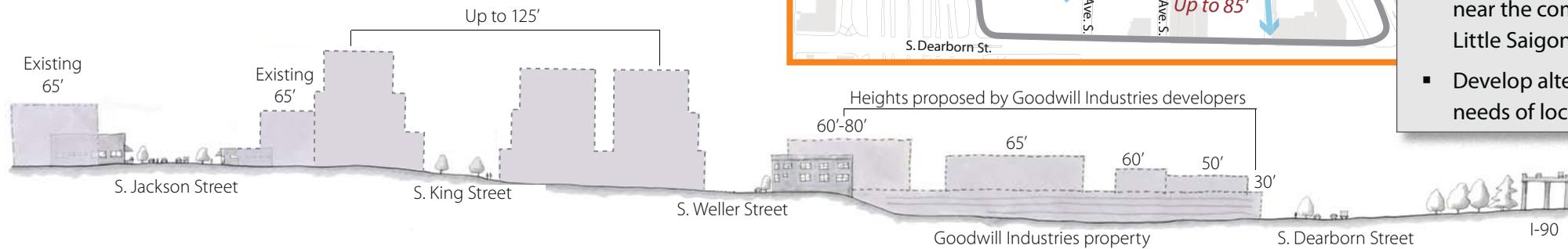
XX' Font indicates existing height limits

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↕ Potential or Desirable Mid-Block Pedestrian Connections



Elevation of Little Saigon Facing East





S. King Street

Central Little Saigon: S. King and S. Weller Streets

Residential Density within a Mixed-Use Environment

Blocks along S. King and S. Weller Streets exhibit a mixed land use pattern, with a variety of retail, warehouse and light industrial uses. Residential uses are distributed sparingly throughout the area. Two old structures are potential landmarks: the Nichiren Buddhist Church and the King Street Chinese Baptist Church. The area west of 12th Avenue S. is zoned Neighborhood Commercial (NC3) and General Commercial (C1). Development in this area is subject to special review by the International Special Review District Board. The area east of 12th Avenue S. is zoned Industrial Commercial, a category that does not permit new residential uses. Both areas have 65-foot height limits. The topography east of 12th Avenue S. terraces down toward the south.

Guidance from neighborhood plans and the community suggests that incentives for residential development should be considered here to reinforce and support the existing business community of Little Saigon. Patterns of current land use suggest this is achievable. Several under-developed properties could become candidates for mixed-use development with appropriate zoning. These properties would be close enough to provide complementary benefits to the Little Saigon core.

Similar to other areas, preliminary recommendations are intended to ensure a critical mass of housing by assigning a zone that allows residential uses and by increasing allowable structure height. However, the area currently offers few amenities to existing and future residents. The provision of usable open space in the area will be important to this area's attractiveness to future residents. Similarly, pedestrian connections to Chinatown/I.D. and to proposed new mixed use development on S. Dearborn Street will greatly contribute to the appeal of living in Little Saigon.

Objectives for Central Little Saigon: S. King and S. Weller Streets

- Encourage residential development within a mixed-use environment.
- Encourage the creation of much-needed public open spaces and pedestrian-oriented streets.
- Increase height and density as an incentive for residential development.
- Include design guidelines as part of future permitting processes, with special attention given to elements that reflect the Asian heritage of the area.

Preliminary Recommendations for Central Little Saigon

- Unify the area with a single Downtown Mixed Residential (DMR) or Neighborhood Commercial (NC) zone designation that emphasizes residential development within a mixed use environment.
- Increase maximum height up to a maximum of 125 feet with appropriate setbacks and limitations on the bulk of upper floors.
- Develop incentives to support production of affordable workforce housing, public open space, pedestrian street fronts and other pedestrian and residential amenities.
- Create design guidelines for Little Saigon and require design review of new development.
- Develop a public works plan with an emphasis on street design, quality pedestrian connections to Chinatown/I.D., future connections to proposed mixed-use development on S. Dearborn Street, and sustainable Green Streets.

Little Saigon South of S. Weller Street

Region-Serving Commercial Uses to Complement the Core Neighborhood

S. Dearborn Street is the southern boundary of Little Saigon, the Chinatown/I.D. neighborhood and the Downtown Urban Center. The area west of the 12th Avenue S. bridge is an undeveloped vegetated slope that could be developed in the future with a mix of uses including office, commercial services and retail. The area east of 12th Avenue S. predominantly consists of Goodwill Industries property. Currently the property is proposed to be redeveloped as a large mixed-use complex that would include a substantial amount of retail floor area, a new facility for Goodwill Industries, structured parking, and up to approximately 400 residential units. The property is currently under application for a contract rezone to obtain a Neighborhood Commercial zoning classification that would allow proposed development to take place up to 85 feet (NC3 85').

Objectives for the S. Dearborn Street Corridor

- Design and function of future development should relate to central Little Saigon to the north.
- Focus regional uses, access and associated traffic on S. Dearborn Street.
- Establish a height limit of 85 feet.
- Require design review and a pedestrian environment.
- Accommodate pedestrians through development and sidewalk design on the north side of S. Dearborn Street.

Preliminary Recommendations for Little Saigon South of S. Weller Street

- Support rezoning of the Goodwill property site to Neighborhood Commercial zoning with an 85 foot height limit (NC3 85').
- Implement complementary zoning west of the Goodwill site similar to NC3 85'.
- Require development at the street along S. Weller Street to complement Little Saigon neighborhood goals for building scale, access, uses and design.
- Establish stronger pedestrian connections and scale of development consistent with Little Saigon commercial areas to the north and with the greater Chinatown/I.D. neighborhood to the northwest.
- Allow larger regional-serving commercial uses along S. Dearborn Street.
- Develop incentives to support production of affordable workforce housing.



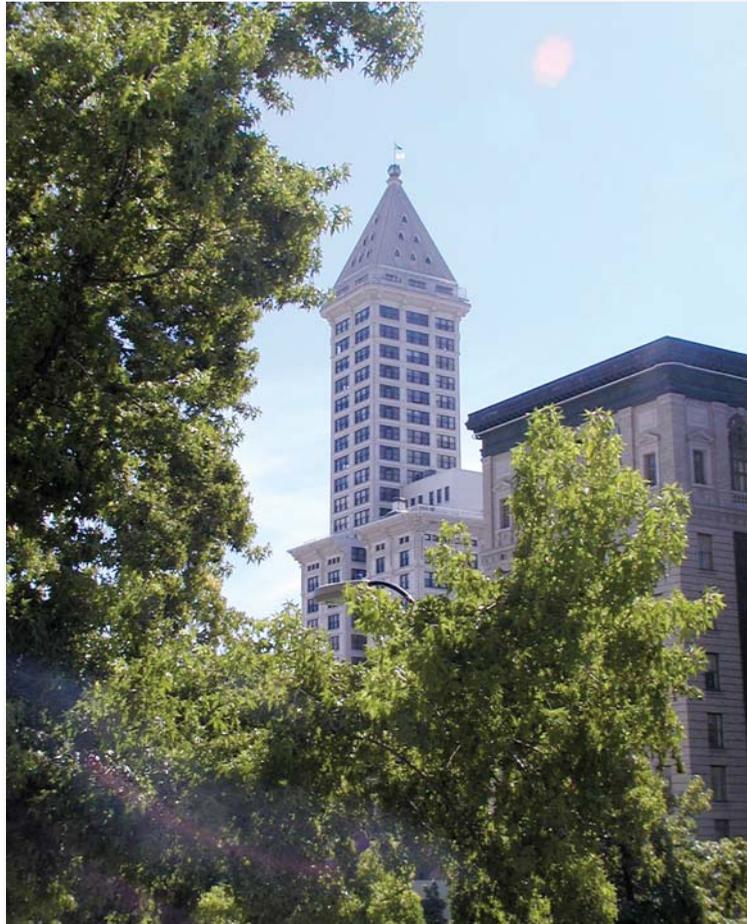
Goodwill Industries



Goodwill Community Learning Center

Connecting South Downtown

Through Urban Design



View of Smith Tower from City Hall Park

A truly successful South Downtown is much more than balancing residential and workforce populations and regional and local services. If South Downtown neighborhoods are to thrive as places where people live, work and play, then the City must examine the character of public life between buildings, on the streets and in the parks, as well as the quality of places between neighborhoods, including streets, sidewalks, alleys and paths. This, in part, is urban design.

Urban design considers how public and private sectors work together to create great places. For example, private development on large undeveloped parcels within South Downtown can contribute to the community's function and character through well-designed buildings and publicly-accessible spaces. In addition, well-designed public rights-of-way that accommodate pedestrians and other modes of travel can serve to connect sub-areas within South Downtown and create an appealing "whole."

During Phase I of the Livable South Downtown project, staff and community members considered the existing and future character of areas within South Downtown, as well as the connections between them. Travel routes, especially for pedestrians, are complicated by the presence of regional entertainment and transportation uses that bisect the community. For this reason the avail-

ability of safe and appealing walking routes between workplace, residence, services, transit hub and other destinations is critically important to attracting a residential or workforce population to the area.

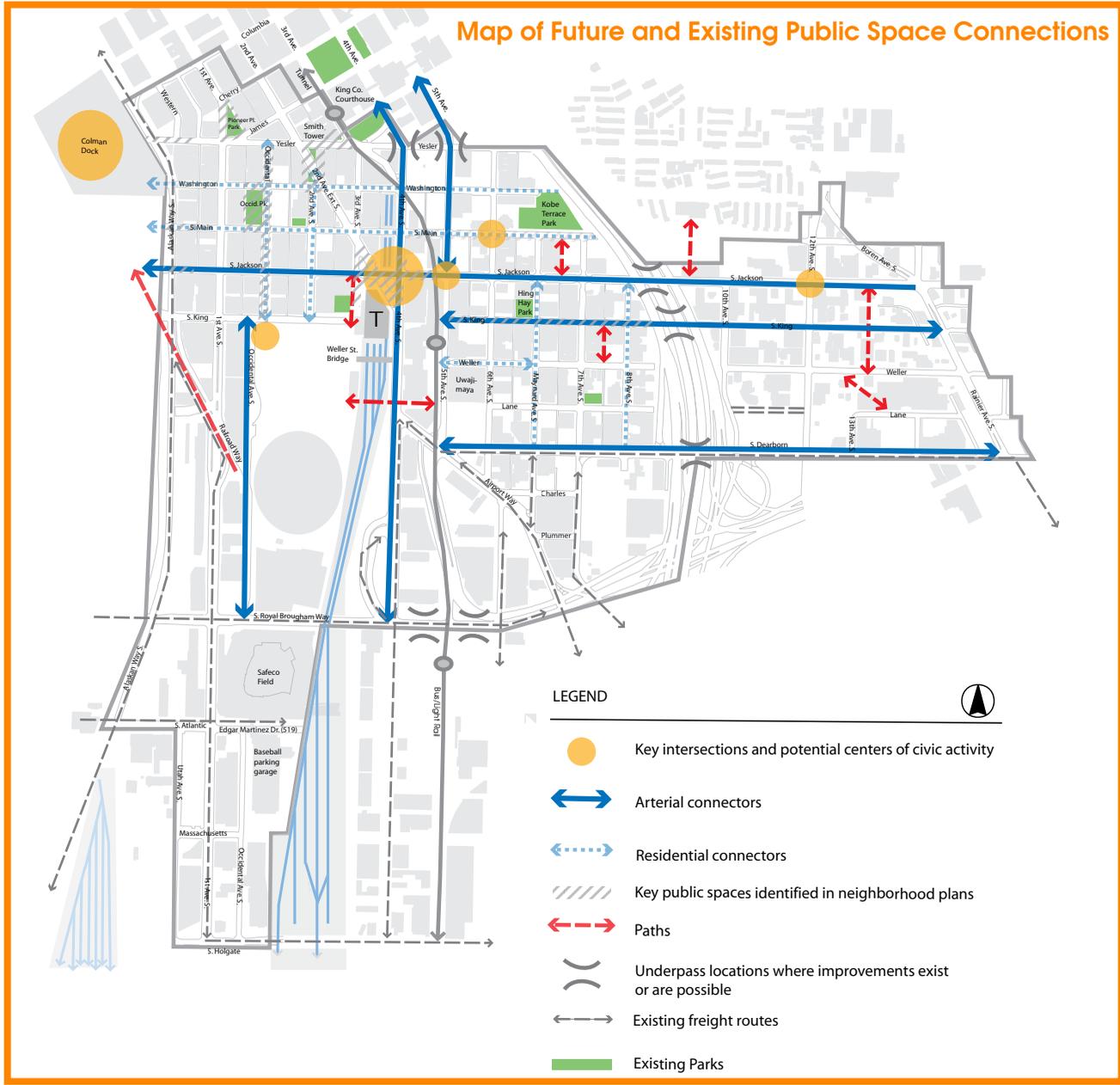
Phase I Urban Design

Creating a Network of Connections and Public Spaces within South Downtown

Phase I Urban Design planning is based upon past urban design work by neighborhood groups, information about existing freight travel routes around and through the area, and discussion about "connections" with the Livable South Downtown Advisory Group. The following elements have been identified as important to connect areas within South Downtown and establish neighborhood-wide character. This preliminary network will be further refined in the first phase of urban design in spring 2006.

- **Arterial connectors** that could provide walking and bicycle routes to key destinations. These include:
 - ♦ S. Jackson Street (including the King Street Station public space at Fourth Avenue S. and S. Jackson Street).

- ♦ S. King Street (Fifth Avenue S. to Little Saigon), including coordination with the Seattle Chinese Historical Gates (SCHG) project.
- ♦ Occidental Avenue S. (between S. King Street and S. Royal Brougham Way).
- ♦ S. Dearborn Street.
- ♦ Fourth Avenue S. (between S. Jackson Street and Royal Brougham Way).
- ♦ Fourth and Fifth Avenues S. (between Yesler Way and S. Jackson Street).
- **Key intersections** where sub-areas within South Downtown come together and where bustling civic spaces might be developed, including:
 - ♦ S. Jackson Street & Fourth Avenue S.
 - ♦ S. Jackson Street & Fifth Avenue S.
 - ♦ S. Main Street & Sixth Avenue S.
 - ♦ S. Jackson Street & 12th Avenue S.
- **Residential connectors**, including Green Streets that could provide a pleasant walking and bicycle environment from residential areas to other destinations:
 - ♦ S. Main Street from Kobe Terrace to the waterfront.
 - ♦ S. Washington Street from Kobe Terrace to the waterfront.
 - ♦ Maynard Avenue S. between S. Dearborn and S. King Streets.
 - ♦ Second Avenue S. between Yesler Way and Qwest Field.



- **Paths** such as:

- ♦ The footpath between Yesler Terrace Community Center (Yesler Way and Broadway) and S. Jackson Street.
- ♦ Future pedestrian connections between the stadiums and Pioneer Square across proposed development over the railroad tracks.
- ♦ Railroad Avenue, serving as a connection between Colman Dock and the stadiums.

- **Alleys** that might serve unique functions that underscore the character of specific sub-areas in South Downtown, including:

- ♦ Canton Alley S.
- ♦ Maynard Alley S.
- ♦ North-south alley between Fifth and Sixth Avenues S., Yesler Way and S. Jackson Street.



Plaza at King Street Station



Main Street near Danny Woo Gardens

Important connecting features for community life that occur in public rights-of-way include:

- **Sidewalks** that enable flexible and innovative use by store-front businesses; essentially extending the retail marketplace into the public right-of-way. This is particularly significant in Little Saigon and the core Chinatown/International District (I.D.) area where grocery markets traditionally display produce and other items on adjacent sidewalk space.
- **View Corridors** that provide visual cues for way-finding, provide visual connections between landmarks, and define sub-areas within South Downtown.



S. Royal Brougham Way



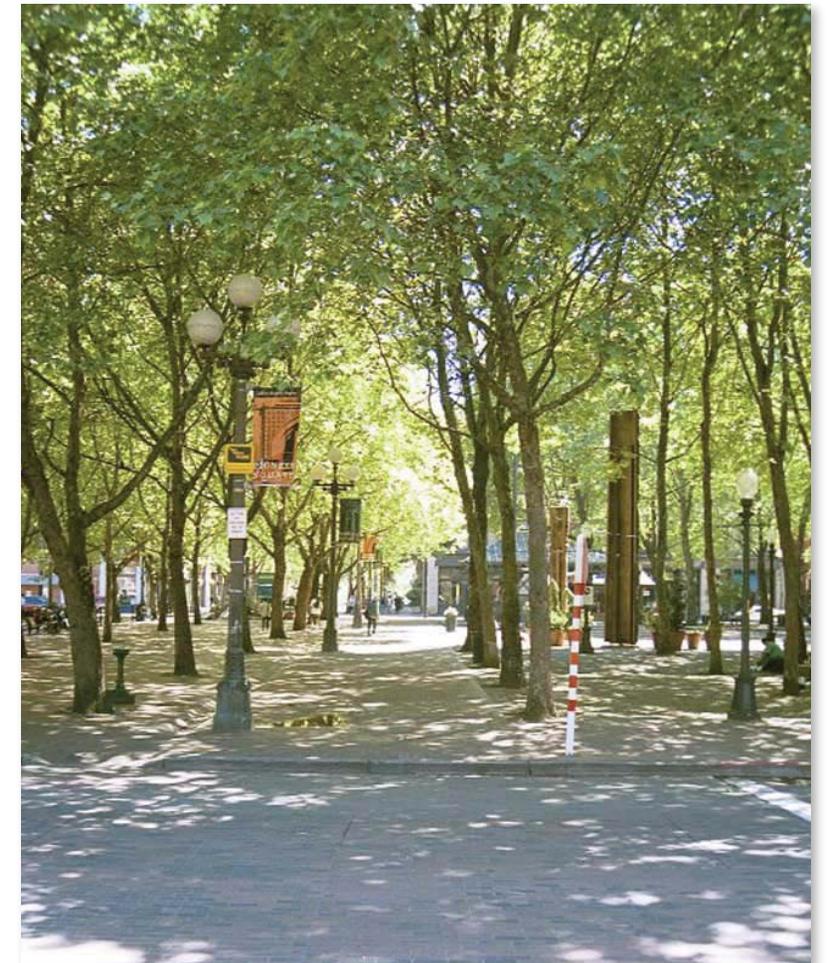
S. King Street between 10th and 12th Avenues S.

Phase II Urban Design

Future Urban Design “Connections” Work

The Livable South Downtown project will include urban design work at many levels addressing the following objectives:

- Support housing and land use goals and objectives of the Livable South Downtown project, drawing upon past urban design planning. The plan should reinforce the distinct character of the neighborhoods that comprise South Downtown while addressing the human-scaled experiential factors of the neighborhood, including public art, walkable streetscape and inviting public spaces.
 - Create a hierarchy or system of pedestrian connections and public spaces that will form an amenable environment for new residential and workforce development in South Downtown. Develop street design concept plans for the key connections identified in the hierarchy of connections for South Downtown.
 - Identify existing and future public space opportunities that are publicly- or privately-held, and which would contribute to the quality of public life in South Downtown. Develop an open space plan to guide open space acquisition and development for South Downtown.
 - Conduct detailed urban design work in Little Saigon east of Interstate 5. This is an area that may undergo significant zoning changes emphasizing residential uses. While the area is adjacent to neighborhood-serving businesses, it offers few other amenities to residents at this time. Further, the area is characterized by numerous smaller parcels. Together these factors argue for the need for a coordinated urban design strategy.
- Make sustainable principles and practices integral to the design of South Downtown. For example, incorporate such features as green roofs, rainwater harvesting systems, rain gardens, infiltration swales, gravel lenses under paved surfaces, and permeable paving in pedestrian areas and in vehicular parking areas.
 - Work with City departments, other agencies and private partners to implement urban design elements through Capital Improvement Program budgeting, regulations, policies, department practices and future development.
 - Continue to facilitate dialogue between major development projects in South Downtown so that these projects are integrated into an overall urban design vision.
 - Coordinate the Livable South Downtown urban design work with the waterfront public realm planning, especially east-west connections between the waterfront and uplands including S. Jackson Street and other streets in the Pioneer Square neighborhood.
 - Coordinate urban design projects with transportation and utility Capital Improvement Program investments.
 - Identify potential partners that will be needed to implement urban design projects proposed in this plan. Identify public funding sources. Develop a strategy for leveraging public and private funding for the implementation of public realm projects proposed by this plan.
 - Examine the relationship between building height, bulk and form and the public realm to ensure an appropriate scale of development in South Downtown neighborhoods.



Occidental Park

Sustainability

— In South Downtown —



International District Village Square |

The Livable South Downtown project aims to support the development of a sustainable community consistent with the City's Comprehensive Plan. In a sustainable South Downtown, many facets work together. The private sector creates great buildings and public spaces, interesting venues and activities, and a dynamic economic environment. The public sector provides great public places where we meet and recreate, as well as infrastructure and services such as transit, water, sewer and energy. Both realms work together and share a common ambition to create and/or protect and restore great places, great buildings, efficient infrastructure, economic viability and natural habitat, and we do this in a way that minimizes environmental impact and maximizes social equity.

This chapter focuses on the environmental aspects of sustainability. Other chapters in this report address the remaining elements required for a truly sustainable neighborhood: dynamic zoning for retail and commercial development; infill of new residential uses to activate the streets and provide the customers for the local businesses; re-use of vacant portions of buildings; and high quality urban design to create the kinds of places that delight the eye, intrigue the mind, and satisfy the needs of urban dwellers. All of these factors contribute to a livable community, creating a whole that is greater than the sum of its parts.

Background

At the August 25, 2005 meeting, the South Downtown Advisory Group focused on the issue of sustainability for South Downtown. The advisors offered a number of definitions of sustainability including, "something that will endure over time," "good stewardship of the environment and resources in every decision we make," and "facilitating a rich quality of life."

Advisors seemed supportive of the concepts included in the sustainability discussion and raised a number of important issues that must be addressed. Will sustainable systems actually work as advertised? How much will it cost and who pays? Are there going to be incentives to encourage sustainable features? What are the City's priorities going to be, and will the City exercise leadership?

This chapter does not provide the answers to all of these questions, but does provide discussion to help move us toward sustainable solutions that make sense for the city and its citizens.



City Hall



Union Station



An example of design incorporating stormwater cistern

Recommendations

Recommendation 1

Consider LEED™ as a requirement for all new buildings.

The LEED™ (Leadership in Energy and Environmental Design) Green Building Rating System is a voluntary, consensus-based national standard for developing high-performance, sustainable buildings. Use of LEED™ will minimize use of wasteful building materials, increase energy conservation, and increase water smart technologies such as rainwater harvesting, green roofs and other urban greening strategies. LEED™ will be implemented in the Downtown core for developers seeking to increase building heights. South Downtown offers an opportunity to take the next step and require LEED™ Silver level of certification for all new buildings in the study area. However, important economic analyses must be completed prior to this step to assure that this requirement would not become a barrier to investment in this area.

Recommendation 2

Encourage the renovation of existing buildings throughout the study area, especially in the historic cores of Chinatown/International District and Pioneer Square.

Reuse of existing buildings minimizes environmental impact and retains important elements of character in the urban fabric. Specific tools to be evaluated should include incentives, loans and partnerships. This recommendation should be included in the scope of work for the proposed economic analysis for Phase II of the Livable South Downtown project.

Recommendation 3

Evaluate opportunities to reduce potable water use and reduce storm and waste water flows to the sewer system.

Stormwater run-off from rooftops can cause combined sewer overflows and subsequent water quality impacts to the Duwamish River estuary and Elliott Bay. Strategic use of green roofs, green walls, street-side vegetation and rainwater harvesting can slow or reduce flows that contribute to these overflows. Robust analyses should be prepared by Seattle Public Utilities (SPU) in partnership with the Department of Planning and Development (DPD) to estimate potential drainage volume and timing reductions of these strategies, the relative worth in dollars of these various strategies, and various tools necessary to implement the findings. This work is expected to be completed in late 2006.



Example of possible urban greening

Recommendation 4

Consider public incentives, partnerships, and/or new regulations to increase urban greening via green roofs and walls, street-level vegetation and enhanced green street guidelines.

Once the potential water supply, storm and wastewater benefits are better understood, new incentives, public/private partnerships and regulations should be considered to optimize these benefits. Several cities have implemented greening requirements sometimes called the Green Area Factor or the Biotope Area Factor. Seattle needs to evaluate the potential ecological and economic benefits of these initiatives and test these concepts with our land owners, developers and citizens. This recommendation is not currently funded.

Recommendation 5

Create and implement a new “sustainable infrastructure policy” for all City departments active in South Downtown.

Within City government, a number of departments have responsibility for aspects of the public infrastructure. A shared strategy and enhanced coordination will be necessary in order to successfully implement these approaches. SPU, Seattle City Light (SCL), Seattle Parks and Recreation, Seattle Department of Transportation (SDOT), and the Mayor’s Office of Sustainability and the Environment (OSE) should work together on a joint policy for consideration by City leadership. OSE and DPD have agreed to convene and co-lead this effort. A draft policy is scheduled for review in December 2006.

Recommendation 6

Evaluate a range of thermal and electrical strategies and efficiencies that could be appropriate in South Downtown.

There is interest by some parties to explore the potential for South Downtown to become energy self-sufficient. The study will evaluate alternatives and technologies and the potential for cost-effective application in the South Downtown area. The “Energy Plus” strategy is under the leadership of International Sustainable Solutions, a local for-profit firm specializing in sustainability practices and methods in use around the world. They anticipate completing Phase I of their study in summer 2006.

Recommendation 7

Emphasize pedestrian traffic as the preferred mobility strategy for South Downtown, while recognizing that freight mobility will remain a priority to assure economic prosperity.

Too often streets are great automobile habitat but poor human habitat. Pedestrian movement should increase in importance as South Downtown evolves toward greater residential density due to greater access to multiple modes of public transportation. Walkable cities are healthier, less polluting and more delightful if designed with a pedestrian’s comfort and safety in mind. The balance needs to shift more towards streets that not only facilitate mobility, but that are also humane and attractive. This suggests wider sidewalks to accommodate people living and working nearby, slower traffic speeds, more pedestrian amenities, better building design that attracts pedestrians, and high quality transit systems providing efficient, safe and affordable mobility.

However, because of the strategic location of the South Downtown area as a conduit for freight movement north, south and east from the rail and port facilities, freight mobility will remain a priority. This will require innovation and trade-offs yet to be determined. Skillful urban designers and knowledgeable traffic planners will have to collaborate with affected parties to develop a workable strategy. Collaboration between SDOT and DPD will be key as they complete their urban design strategy for South Downtown in 2006.



Street greening concept

Recommendation 8

Integrate the design of alleys, streets, public buildings and parks as essential elements of a seamless open space system that provides recreation, relaxation, active movement, aesthetic beauty and environmental performance.

In dense urban areas, conceptions of open space have to expand to include the entire volume of space in the public realm. This concept has found expression in the award-winning Blue Ring Strategy for Seattle's Center City. Presuming that open space can only exist at the corner park misses the role of sidewalks, streets, and even building facades and roofs as essential elements in an integrated open space system. Open space strategies, then, must include an urban design element to extend the nodal role of parks and plazas to include the connective role of sidewalks, sidewalk cafes, alleys and corridors. Additionally, green roofs and walls and water features should be considered valuable additions to an open space network by providing visual relief, summer cooling, reflective noise reduction and native species habitat. Anticipated open space funding and planning for South Downtown will need to reflect this more inclusive approach.

Recommendation 9

Seek opportunities to increase and restore habitat for native species.

Native species have a role in dense urban areas. Opportunities can be provided throughout the public realm from the Washington Street Boat Landing to Danny Woo Gardens, from vegetation along our streetscapes to rooftop gardens. Rare species of birds and butterflies native to local prairies can be attracted by thoughtfully planted green roofs and gardens. Use of native plants along dense urban sidewalks, along vegetated swales, can also add valuable habitat for many native species. Use of extensive green roofs, green walls, vegetated swales, parks, and open space and shoreline areas should be evaluated for their potential to provide habitat. This recommendation is not currently funded.

Recommendation 10

Develop a disaster response strategy for the South Downtown neighborhood that assesses risk and recommends planning, policy, programs and investments appropriate to that risk.

Government officials and first responders have been developing disaster response plans for immediate health and safety activities that may be necessary should a disaster strike. Additional work needs to be developed to identify potential planning, policy, program or investments that may be prudent for rare but potentially catastrophic natural disasters. Initial work is underway to evaluate this information.

Recommendation 11

Develop a feasibility analysis that explores the potential for a green business area that could incubate, co-locate and encourage new and emerging sustainable businesses.

The Pacific Northwest is a leader in sustainability in the United States. This could become a strategic advantage for economic development if a conscious strategy is developed to capitalize on this fact. The Prosperity Partnership has outlined key steps necessary to increase the economic climate in the central Puget Sound area. This work should be enhanced to review the potential for green development and expertise as an export of this region. This recommendation is not currently funded.

Recommendation 12

Identify special sustainability demonstration zones to initiate implementation and experimentation of these policies.

Specific areas to demonstrate sustainable practices were identified by the Livable South Downtown Advisory Group. As redevelopment happens in the rights-of-way or on private property adjoining these streets, opportunities should be explored to implement demonstration projects as outlined in this chapter. Areas identified include:

- S. Washington Street from the Kobe Terrace Park to Elliott Bay.
- Second Avenue S. from Yesler Way to Qwest Field.
- Occidental Avenue S. from S. Main Street to S. Royal Brougham Way.
- S. King Street from 12th Avenue S. to Rainier Avenue S.

Quality of Life

In South Downtown



Outdoor market at Occidental Mall



Vegetable market in Little Saigon

The primary focus of the Livable South Downtown planning project is land use and zoning. However, there are a range of other factors that will need to be addressed if South Downtown neighborhoods are to become vital places where people want to live, work and play. This chapter identifies issues of concern for South Downtown neighborhoods and some of the actions the City is taking to address them.

Public Safety

Public safety concerns are a significant issue in South Downtown and are consistently listed as the highest priority concern. Street level drug dealing and use, periodic gang activity, and assaults associated with the nightclub scene all add to a perception and reputation that South Downtown is not a safe place to live, work or visit.

Issues

- Street level drug dealing and use.
- Car prowls.
- Aggressive, uncivil behavior.
- Periodic gang activity.
- Assaults and other anti-social behavior associated with the nightclubs.
- Convenience store sales of low cost/high alcohol content products and drug paraphernalia.

Current Initiatives

The **Neighborhood Corrections Initiative (NCI)** is a partnership between the Seattle Police Department (SPD) and the State Department of Corrections (DOC) which is deployed throughout downtown. A large percentage of crime in the downtown area is committed by previously convicted felons. Teams of SPD and DOC officers are particularly effective in managing this population, as they each have complementary authority in law enforcement. DOC officers, for example, can arrest parolees for parole violations, while SPD officers cannot.

The **Nightlife and Neighborhoods Task Force**, involving both club owners and neighbors, will recommend a set of actions to address conflicts between nightclubs and other neighborhood stakeholders in Seattle's urban neighborhoods.

Data Collection Initiative. The City will begin collection of calls for service and other data to enable trend analysis and to pinpoint problem businesses.

The **Joint Assessment Team (JAT)** is an inter-agency team that visits nightclubs to ensure that City codes and regulations are being adhered to.

Alcohol Impact Area (AIA). The City has passed legislation requesting that the Washington State Liquor Control Board impose product restrictions on off-premise liquor licensees in Center City and university neighborhoods. Pioneer Square has hours of sale and packaging restrictions (no singles) in an Alcohol Impact Area designation. The new requested product restrictions would cover the balance of the South Downtown study area except for the areas south of S. Royal Brougham Way.

Possible Future Actions by the City/Public Safety

- Advocate for continued state support for the NCI program.
- Implement the set of recommendations that result from the Nightlife and Neighborhoods Task Force process.
- Advocate strongly for the adoption of the requested alcohol product restrictions.
- Develop a “chronic public nuisance” ordinance which would give the City new authority to address repeated public safety and nuisance issues associated with a business. Such an ordinance could also be linked with the City’s business license ordinance, allowing the City to revoke a business license for an establishment that has violated the chronic public nuisance ordinance.

Human Services

South Downtown neighborhoods support the area’s human service providers as important community stakeholders who fulfill critical needs. However, there is a sense, particularly in Pioneer Square, that a significant increase in work force and market rate residential population is essential to create a healthy, balanced neighborhood.

Issues

- The presence of many human services is not balanced by a large enough permanent residential population.
- Presence of street alcoholics adds to the perception that the area is not safe.

Current Initiatives

The **Alcohol Impact Area (AIA)** would place mandatory restrictions on certain alcohol products. Restrictions on packaging and hours of sale are already in place in Pioneer Square. A new AIA has been proposed for the balance of the Center City, including other South Downtown neighborhoods.

1811 Eastlake Project is a 75-bed facility to house formerly homeless late-stage street alcoholics and connect them with treatment and healthcare services. The facility opened in January 2006 and joins the Westlake and the Wintonia in the provision of services to this population. It is an important extension of City and King County efforts to provide supportive housing options to vulnerable people.

The **10-Year Plan to End Homelessness** is a regional effort to significantly increase the supply of housing and support services to address the issue of homelessness.

Safe Harbors is a management information system that provides information about the extent and profile of homelessness in King County to assess future service needs.

In 2006, the **Safe Streets Initiative** will allocate \$400,000 to fund initiatives connecting law enforcement and human services downtown.

“**Connections**” will provide \$1 million to provide support services as a part of the City’s investment in the Downtown Emergency Service Center’s Morrison Hotel project.

Right-of-Way Planning and Investment

A key component of “livability” identified in the advisory group process and in past planning efforts is the quality of streets as public spaces: streets that are friendly to pedestrians and that connect residents with commercial and business centers. Refer to Chapter IV of this report for specific recommendations regarding urban design initiatives.

Issues

- Additional urban design planning is needed to help “knit together” the South Downtown area, develop a street typology, suggest specific improvements, and to guide investments.
- Demonstration projects are highly desirable.
- An investment/implementation plan is needed.

Possible Future Actions by the City

- Identify one or more streetscape improvement projects and craft funding and implementation plans.
- Work with the State of Washington to complete State Route 519 improvements to improve east-west freight mobility.
- Conduct a study of transportation impacts in environmental review for Livable South Downtown planning.
- Continue to capitalize on the high degree of public transit access in the South Downtown area.



Second Avenue Extension



Danny Woo Gardens

Parks and Open Space

High quality parks and open space are essential amenities in inviting urban neighborhoods. While South Downtown has some excellent parks, there remains a need for additional park facilities. South Downtown has two primary parks and open space-related issues: 1) an inadequate supply and 2) compromised usability of the existing supply. Seattle Parks and Recreation has \$2 million in Pro-Parks and County Futures program funding to acquire new park space but has, thus far, been unable to find a suitable site. The impact fee proposal offers a potential funding source to increase the amount of park and open space in the South Downtown area.

Issues

- Current parks do not work well for a broad range of users.
- Need for additional park and open space.

Current Initiatives

Downtown Parks Task Force. This stakeholder group has released preliminary recommendations for revitalizing the Downtown park system in a proposal entitled “Downtown Parks Renaissance—A Strategy to Revitalize Seattle’s Public Spaces.” The proposal recommends the creation of a new Downtown Parks Division, partnering with others in the community to significantly increase programming and the deployment of park rangers, among others.

Significant improvements to **Occidental Park** will be made in 2006. The City Hall Park planning process for significant improvements is underway.

Park Acquisition. Seattle Parks and Recreation is working to identify new park/open space to purchase in the Little Saigon or Chinatown/International District (I. D.) neighborhoods. \$2 million is available.

Other Issues

Noise

Noise from nightclub music spillover and rowdy patrons has long been an issue in South Downtown neighborhoods. Late night garbage/recycling pickup is also an issue. The noise ordinance affecting Downtown zones is slated to be reviewed and amended in 2006.

Historic Preservation Code Enforcement

Lack of a strong mechanism to enforce historic preservation administrative requirement violations is an issue in Pioneer Square and Chinatown/I.D.

Possible Future Action:

- Approve an ordinance granting increased administrative review and enforcement authority to Historic Preservation program staff and the additional staff resources required to effectively enforce preservation codes.

Infrastructure Maintenance

South Downtown neighborhoods suffer from an aging infrastructure that needs to be carefully planned and updated.

Possible Future Actions:

- Increase the level of basic infrastructure maintenance in the Pioneer Square and Chinatown/I.D. historic districts. Private property maintenance is also very important in the historic districts.
- Work with Seattle Public Utilities (SPU) and Seattle City Light to identify future capital investments for South Downtown in keeping with future development in the area.

Building Restoration/Maintenance

Vacant and partially-vacant dilapidated buildings are an eyesore that negatively affects a neighborhood's vitality. They also are a potentially valuable source of badly needed housing that is not being utilized. Additional discussion on this topic can be found in Chapter III of this report.

Possible Future Actions:

- Identify new tools to facilitate the rehabilitation of substandard buildings in the area's historic districts (see Chapter III of this report).

Environmental Sustainability Initiatives

The Livable South Downtown planning process provides an important opportunity to implement a range of environmental sustainability initiatives associated with the physical development of the area. Please refer to Chapter V of this report for specific recommendations regarding sustainability initiatives.

Parking

Parking issues are particularly challenging in core areas of South Downtown. Older buildings often contain little or no parking. In many cases, the development of new parking cannot be built underground due to high water tables. Redevelopment of surface parking presents its own challenges: the Alaskan Way tunnel project and planned redevelopment of surface parking lots will result in a significant loss of parking.

Possible Future Actions:

- Analyze the impacts of major transportation and land use initiatives on the short term parking supply in South Downtown.

- Analyze programming of existing parking structures to understand if these resources can help meet the short-term parking needs of historic areas within South Downtown. This is not planned as part of the Livable South Downtown environmental analysis.
- Encourage use of transit.

Arts and Culture

Members of the community continue to express strong support for the arts throughout South Downtown. Similarly, public expression of the area's diverse cultures will become increasingly important as South Downtown becomes more densely developed. Artwork adds value to civic space through aesthetic and engaging enrichments and by reflecting the breadth of cultural and community diversity. The City and South Downtown neighborhoods should:

- Encourage characteristics that favor a sustainable arts and cultural presence, including affordable and adaptable venues for making, performing and displaying art that meet the diverse needs of artists and arts organizations.
- Provide for a livable community by encouraging artistic activities that create a positive street presence during the evening hours.
- Seek to incorporate the arts into the design of public projects and the use of public spaces.
- Encourage artist live-work housing opportunities.



Waterfall Park

Family-Friendly Amenities

Mayor Nickels' Center City Strategy includes a number of initiatives to make the city's core neighborhoods more attractive to families with children, both to live in and to visit. These initiatives will apply to South Downtown neighborhoods.

Conclusion



The preliminary recommendations in this report have been drafted in order to help achieve the overall goal of stimulating housing and related development in South Downtown in a manner consistent with the Mayor's Center City strategy. The Center City strategy focuses on encouraging economic growth, transportation, new housing, and great urban neighborhoods in Center City Seattle. The South Downtown study area includes two of the ten neighborhoods that comprise Center City Seattle.

Throughout 2006, DPD staff will continue detailed land use analyses to test and fine-tune these recommendations. Final recommendations will be presented to the Mayor and City Council in late 2006 or early 2007.

As South Downtown grows over time, it is hoped that recommendations from the Livable South Downtown project will encourage sustainable patterns of development, create diverse housing and economic opportunities, support continued mobility, sustain historic resources, and result in a hospitable South Downtown for all who live, work and play in this complex and intriguing area of our city.





Appendix A: Glossary

Affordable Housing: Affordable housing refers to all types of housing that serve households with incomes that are at or below the region’s median household income, currently defined as approximately \$40,000 per year (2005, Seattle Office of Housing). This is often expressed in categories related to percent of the median income, which indicate populations with different levels of need for affordable housing. Typical categories: 0-30 percent, 30-50 percent, 50-80 percent and 80-100 percent of median income.

Bonuses: Bonuses are additional levels of development (above a base amount permitted “as of right”) earned by meeting performance standards. These define how facilities or resources can be provided to address impacts of additional density. For example, new Downtown office development increases demands for housing and childcare. Building beyond a certain base level density requires either provision of childcare and housing resources or money that will be used to provide such resources.

Comprehensive Plan: The broad policy document that contains policies governing how the City of Seattle plans for future growth throughout the city, including reference to diverse topics such as neighborhoods, land use, transportation and utilities.

Floor Area Ratio (FAR): A ratio expressing the relationship between the amount of gross floor area permitted in a structure and the area of the lot on which the structure is located as depicted in Exhibit 23.84.012 A from the Seattle Land Use Code.

Low-Income Housing: Low-income housing refers to all types of housing that serve households with incomes less than 80 percent of the region’s median income, currently defined as approximately \$40,000 per year (2005, Seattle Office of Housing).

Manufacturing and Industrial Centers: Identified in the Comprehensive Plan, these are centers for regionally-important manufacturing and industrial business activity, comparable in importance to urban centers. The Greater Duwamish Manufacturing and Industrial Center is the largest such center in the region.

Mixed-Use Development: Typically refers to buildings that contain a mix of uses with residential development and commercial development, the latter of which is usually located at street-level.

Neighborhood Plans: Plans prepared with the past assistance of citizens to address future long-term preferred growth within particular neighborhoods, completed within the past decade. Policies representing these plans are adopted into the City’s Comprehensive Plan.

Planned Development Process: A “planned development process” allows a more flexible type of development planning and review than adherence to normal requirements. It is usually allowed for large sites where development issues can be addressed more comprehensively to create an outcome with greater public benefit. This allows for more thorough and flexible treatment of such issues as views, open space, pedestrians and building massing.

Stadium Transition Area Overlay: An industrially-zoned area in the vicinity of both major stadia where additional zoning regulations (an “overlay” zone) apply, as well as the underlying “base” industrial zoning.

Sustainability: A principle of environmental planning and comprehensive planning that suggest actions that will maintain environmental quality and overall conditions so that future generations continue to enjoy a healthy setting for life.

Transfer of Development Rights: Transfer of Development Rights (TDR) refers to legal transfers of unused development rights from certain properties (sending lots) to other properties (receiving lots). It is used, for example, to preserve existing structures that might otherwise be demolished due to real estate market forces. In downtown Seattle, development rights for non-residential uses may be transferred from qualifying sending lots, while residential development generally does not count against the total amount of rights available for transfer.

Urban Center: Urban centers, as identified in the Comprehensive Plan, are a critical aspect of the region’s growth management strategy. These are regional centers with the greatest employment and housing densities, providing a diverse mix of uses, housing and employment opportunities. Seattle’s urban centers, include Downtown, Capitol Hill/First Hill, Uptown Queen Anne, University District, South Lake Union and Northgate.

WOSCA Site: A large property located west of First Avenue S. and east of the Alaskan Way Viaduct between Railroad Way S. and S. Royal Brougham Way. “WOSCA” refers to the former site owner Washington-Oregon Shipping Cooperative Association.

Workforce Housing: Workforce housing refers to housing generally affordable to workers who are frequently priced out of Seattle’s rental housing market if they earn less than \$27,000 per year; or out of homeownership, if they earn less than \$40,000 per year.

Appendix B:

Livable South Downtown Advisory Group

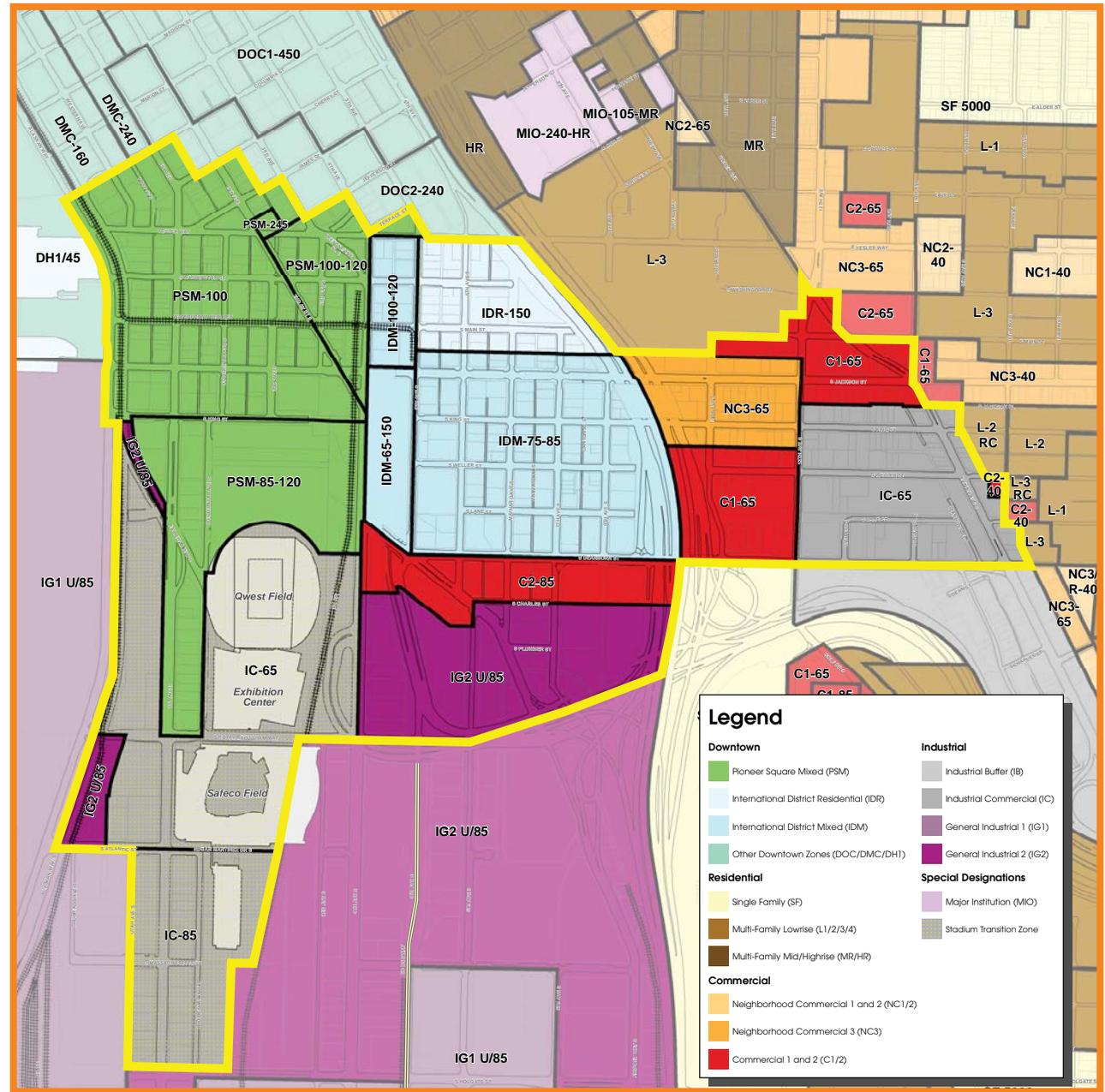
The Livable South Downtown Advisory Group was formed to provide advice and feedback to DPD planning staff to aid their work in developing land use and zoning concepts for South Downtown. The group members were selected to provide a representative cross-section of interests within these neighborhoods, with an emphasis on community leaders, agency and review board representatives, development and architecture professionals, and representatives of business and industry.

The group has met nine times to date, providing extensive input that influenced staff's development of planning concepts relating to urban design, historic preservation, transportation priorities, environmental sustainability, compatible infill development and real estate development feasibility. The results of the advisory group are recorded in meeting notes that illustrate the range of opinions and the specific input that was provided on the wide-ranging topics of interest. The advisory group is envisioned to continue meeting in the future to provide additional feedback as DPD staff continue to refine the recommendations for change.

DPD staff's recommendations represent the next step in defining the Mayor's preferred course of action for planning and future growth in South Downtown. DPD staff appreciates the contributions of the advisory group in providing input that is detailed, to-the-point and very relevant to the City's process of weighing and balancing possible future actions.

Advisor	Selected Affiliation
Fraser Black	Pioneer Square Properties
Steve Bull	Architect with offices in Pioneer Square
Jerry Chihara	Architect with offices in the International District, International Special Review District Board member
Tuck Eng	Chong Wa Benevolent Association; Chair, Traditional Chinese Gate Project
Joan Enticknap	Board member, Public Facilities District
Rick Friedhoff	Executive Director, Lutheran Compass Center
Bert Gregory	President and CEO, Mithun
Ann Kawasaki	Executive Director, Public Stadium Authority
Chris Koh	Coho Real Estate; Owner of several historic buildings in the International District
Alan Kurimura	Vice President, Uwajimaya Corporation
Tom Im	International District Community Planner, InterIm
William Justen	Principal, Samis Properties
Bo Lam	Little Saigon business owner
Sarah Lewontin	Executive Director, Housing Resource Group
Clyde Maclver	Seattle Mariners
Craig Montgomery	Executive Director, Pioneer Square Community Association
Quang Nguyen	Executive Director, Vietnamese American Economic Development Association
John Odland	Co-Chair, Manufacturing Industrial Council
Katherine Olson	Public Space Committee, Pioneer Square Community Association
Mike Peringer	SODO Business Association
Tony Scott	Sacotte Construction, building workforce housing projects in Pioneer Square
Mimi Sheridan	Member, Seattle Planning Commission
Greg Smith	Principal, Urban Visions
Sunny Speidel	Pioneer Square Community Association Board, Underground Tours
Cathryn Vandenbrink	Regional Director, Artspace

Appendix C:
Map of South Downtown Zone Designations



Appendix E:
Seattle Department of Transportation
Future Center City Transportation Network
as of January 21, 2005

