

Integrating
the
Monorail

SODO

draft

DRAFT

PLANNING
BACKGROUND
REPORT

JULY 2003



City of Seattle

SODO Overview



In November 2002, Seattle voters approved creation of a new public agency, the Seattle Monorail Project, to plan, design and build a 14-mile monorail system commonly known as the Green Line. The City of Seattle has initiated a station area planning program - *Integrating the Monorail* - to make the most of the opportunities presented by the Green Line and encourage the best fit between the monorail and its neighborhood setting.

This planning background report for *Integrating the Monorail: SODO/Greater Duwamish* summarizes existing plans and conditions in the SODO/Greater Duwamish segment of the Green Line corridor. Planning background reports for each of the Green Line corridor segments, as well as an overview of the City's station area planning program, are also available (see <http://www.seattle.gov/monorail>).

The route in SODO runs south from Seahawk Stadium, serving the baseball stadium with a station on the east side of Safeco Field. Continuing south on Third Avenue South, the route turns west to a station on South Lander Street. The Green Line then runs south and west towards the West Seattle Bridge.

Historic and Cultural Resources

- Starbucks Center (formally Sears Roebuck) building
- Historic industrial center of Seattle, largest industrial area in the Pacific Northwest
- Safeco Field
- Seahawk Stadium
- Stadium Exposition Hall
- Elliott Bay industrial waterfront
- Seattle School District headquarters



||||| Neighborhood Plan Summary

Greater Duwamish Neighborhood Vision and Goals

- *An economically vital manufacturing and industrial center that retains land and improves infrastructure for industrial business that provide family-wage jobs.*
- *Limit encroachment of non-industrial uses by both private and public entities.*
- *Develop a transportation system that emphasizes freight mobility and provides good transit service for employment centers and events, while minimizing impacts on industrial uses.*

Greater Duwamish Key Activities and Current Issues

- *Freight Mobility and Transportation Management: Large truck route signs were installed to improve mobility and wayfinding, and a Transportation Management Association was formed in 2002 to help coordinate transportation issues. Phase 1 of SR-519 will prove grade separated rail crossings.*
- *Industrial Land Use: The Manufacturing and Industrial Council continues to work to prevent changing industrial land use and zoning, with the possible exception of areas immediately adjacent to Pioneer Square and the stadiums.*

■■■■ Comp Plan Goals

The 3rd and King/Weller Street, SAFECO Field, South Lander Street and Delridge Way stations are within or adjacent to the Duwamish Manufacturing/Industrial Center. As a Manufacturing/Industrial Center, the Duwamish's primary role is as a center for industries such as manufacturing, warehousing, marine uses, transportation, utilities, construction and business services. It is not intended to be a residential or mixed-use community, and housing is generally prohibited in the Manufacturing/Industrial Center.

Out of the Duwamish's 4,961 acres, 288 are within a quarter mile of a monorail station.

Between 1995 and 2001, the Duwamish saw a 14% increase in jobs. The 7,800 jobs created over those six years were equivalent to 72% of the Center's 20-year job target of 10,850 new jobs. Job growth was in the retail and air transportation industries. Construction, business services and transportation equipment manufacturing also saw significant growth. Jobs were lost in the trucking and warehousing and food store industries.

||||| Transportation

Overview

The SODO/Greater Duwamish area features a complex transportation environment including railroad corridors and crossings, local freight traffic and through-movement of freight from the Port of Seattle to the regional highway system, and special event traffic to the stadia and exhibition hall.

At the north end of SODO are the multi-modal commuter connections that run in and out of the King Street Station. There are dedicated rail connections for Amtrak's regional trains and Sound Transit's Sounder commuter trains that make this a destination to many. Completing this multi-modal connection is the availability of the taxis, busses, customer pick up and parking, and easy pedestrian connections to the International District and Pioneer Square.

The north SODO area also hosts over 100 sporting events annually at Seahawks Stadium and Safeco Field. Each sporting event held at Seahawks Stadium can attract as many as 63,000 visitors and events at the Mariners' Stadium can bring in as many as 45,000 visitors.

There are a number of special events such as the

annual boat show, home show, and more events held in the Stadium Exhibition Center, with a capacity of 20,000 visitors. Events at the Stadium Exhibition Center often occur over the course of a week—multiplying the number of visitors to the area each day the event is held.

A Transportation Management Association was formed in 2002 with start-up City funds to bring together the Port, SODO Business Association, Georgetown Business Association, and the Manufacturing and Industrial Council to ensure comprehensive coverage of transportation issues in the Manufacturing and Industrial Center.



Vehicular Circulation

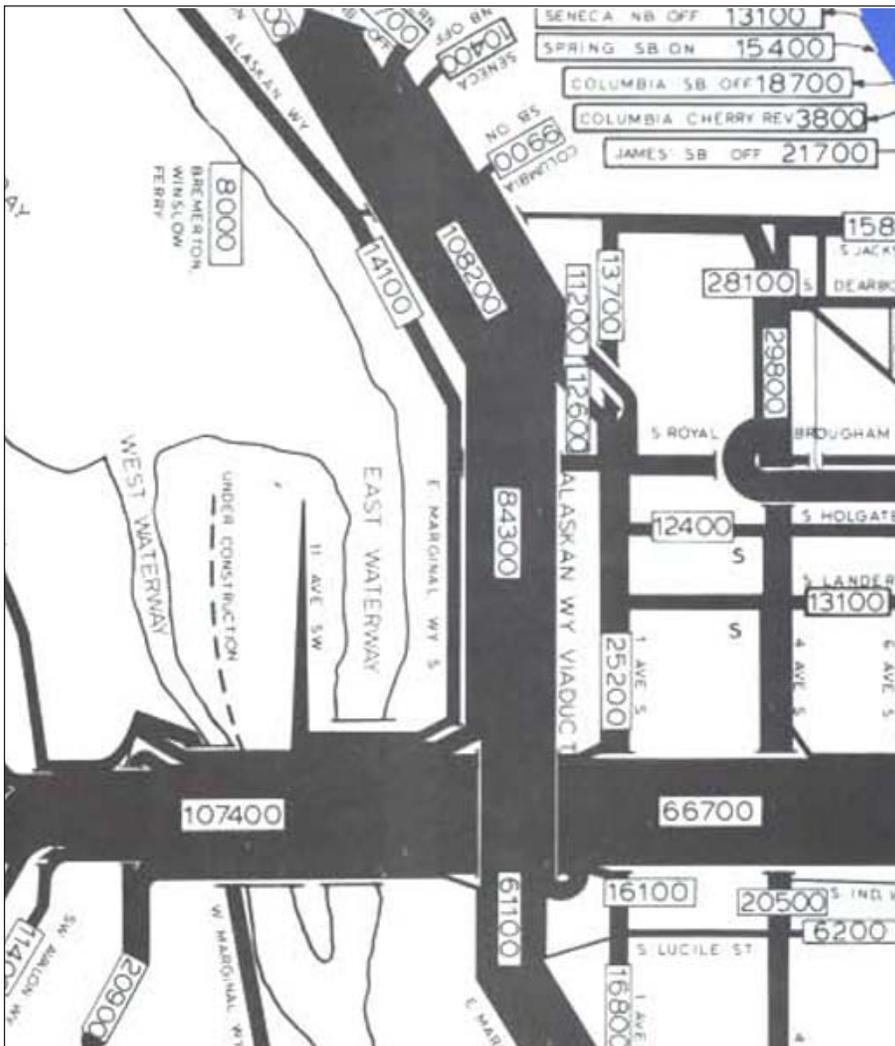
The arterial network in the SODO/Greater Duwamish area is comprised of street rights-of-way close to or in excess of 100' wide. To enhance freight mobility each of these connecting arterial streets are designed with freight in mind. The turning radius and curb-to-curb street width are typically greater than found outside of industrial areas to accommodate the larger tractor trailer trucks used in shipping and delivery of goods.

Adjacent to Safeco Field, a new roadway at S. Atlantic Street (SR-519 Phase 1) was completed in 2003, providing grade-separated connections between the interstate highway system and the Port of Seattle, stadia and other SODO destinations west

of the BNSF mainline railroad tracks.

The arterial network running north and south in SODO is formed by Alaskan Way South / East Marginal Way South, 1st Avenue South, 4th Avenue South, 6th Avenue South, and Airport Way South. The east/west arterial connections complete the circulation with South King Street, Rail Road Way South, South Royal Brougham, South Holgate Street, and South Lander Street.

Many of the non-arterial streets are designated industrial streets, again triggering a different design standard to handle the larger trucks.



Traffic flow in SODO

Street Classifications

The City's Street Classifications are intended to integrate multiple vehicular, freight and pedestrian needs, minimize modal conflicts, reflect and reinforce adjacent land use, and provide the basis for identify-

ing and prioritizing capital improvements and operating changes. The transit classification identifies a street's suitability for serving as a route for different levels of bus service.



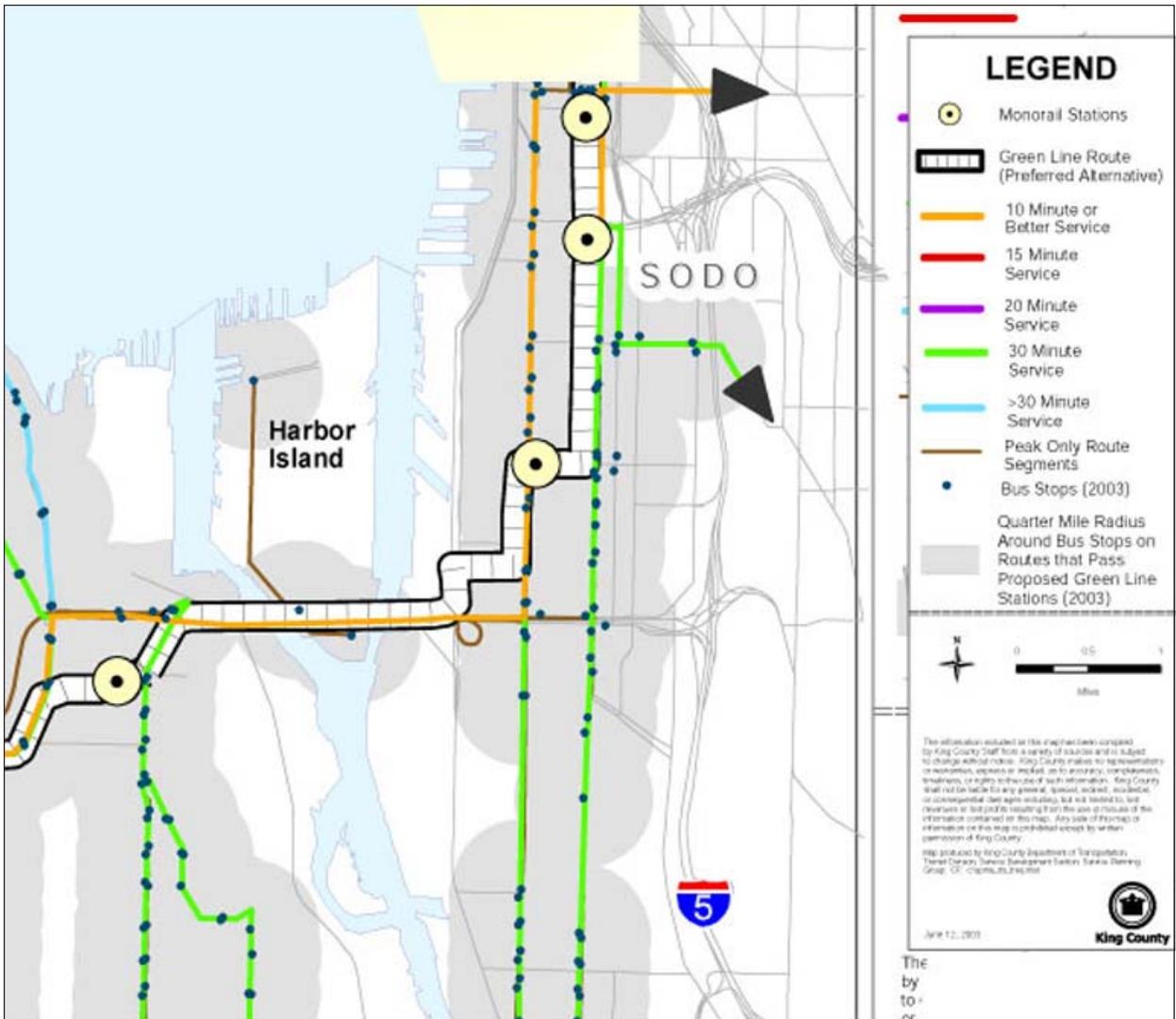
Street classifications in SODO

Transit Service

Most bus service in this area is north/south and downtown-oriented. In addition to the downtown-oriented routes, cross-town Route 38 connects the area of Fourth and Lander with the Rainier Valley.

Fourth Avenue. S., and the E-3 Busway) have relatively frequent service during the day – usually 15 minutes or better – dropping to 30 at night except on the Busway where several routes converge and service levels are higher. Route 38 frequency is 30 minutes during all hours of operation.

The three primary transit corridors (First Avenue. S.,



Transit service in SODO

Pedestrian Environment

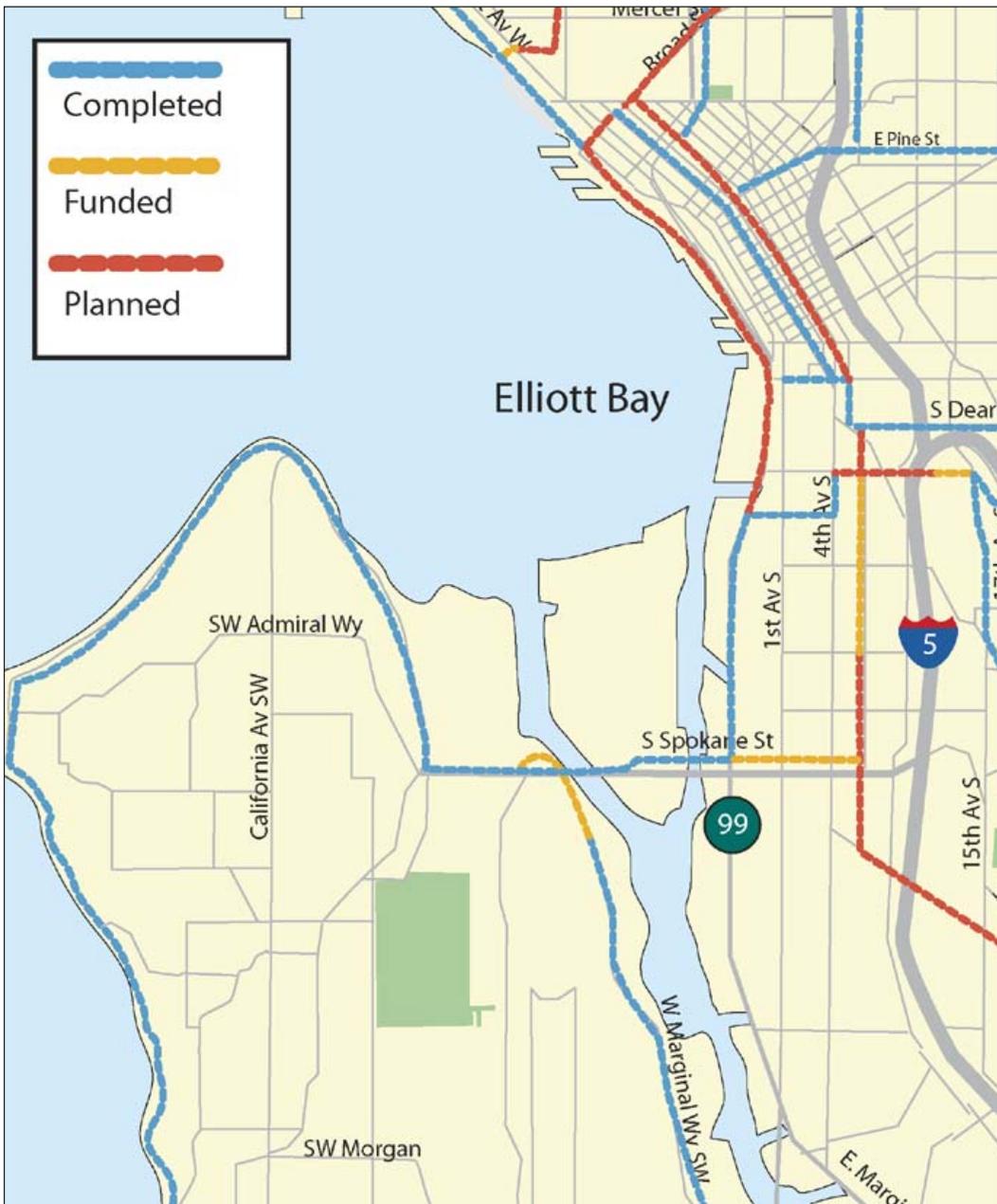
The SODO/Duwamish area is generally not considered as pedestrian-friendly as downtown or the other Green Line station areas because of the auto-oriented land uses, narrow or missing sidewalks, and absence of street trees/street furniture zone to act as a buffer between high-volume arterials and the sidewalk.

The Weller Street pedestrian bridge and signalized mid-block crossing on Fourth Avenue South provides a connection between the International District neighborhood, ID Metro bus tunnel station, Sound Transit's Commuter rail station and the stadia.

Bicycle Network

Through the SODO/Duwamish area, there are bicycle lanes on South Dearborn Street beginning at 6th Avenue South and continuing to Rainier Avenue and, second, East Marginal Way / Alaskan Way between Spokane Street and Royal Brougham, although the pavement is in poor condition. The E-3 Busway between Fourth Avenue South and 6th Avenue South, from Royal Brougham to Spokane Street, includes a trail.

The SR-519 / Mountains to Sound Greenway Trail currently ends at Jose Rizal Bridge, but will be extended to the waterfront via Royal Brougham, Fourth Avenue South, and South Atlantic Street. A section on Atlantic was recently completed with a non-motorized link on the north side of the bridge structure.



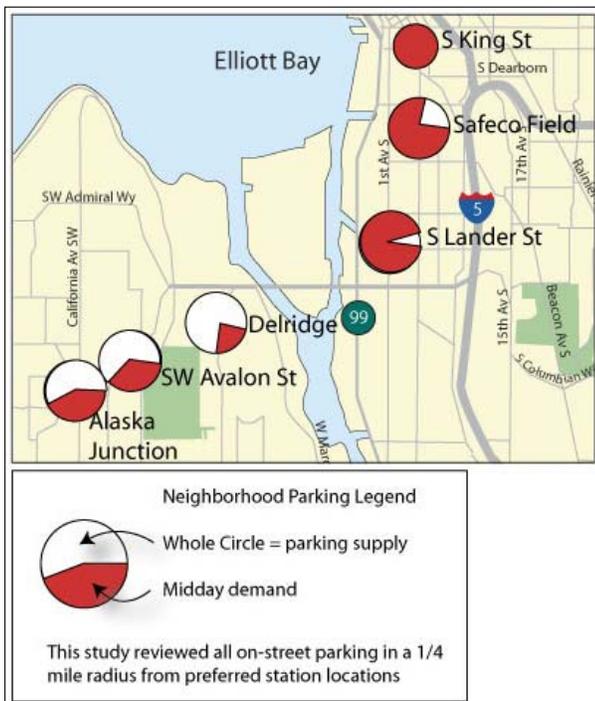
Bicycle trails through the SODO area

Parking

On-street parking in the SODO segment station areas is generally restricted, with parking meters or posted time restrictions in the International District and the more commercial parts of the Duwamish. Where streets are underdeveloped, parking is generally haphazard and unregulated.

First Avenue South has PM peak-period restrictions and South Lander Street has PM peak-period restrictions at the intersection with First Avenue South.

For off-street parking, the area has both on-site parking (particularly in the Duwamish) and private or non-profit public parking operators (particularly in the International District). The Chinatown/International District parking committee (with the International District Housing Alliance, Chinatown-International District Business Improvement Area and InterIm Community Development Association) recently completed the "Resident and Employee Parking Needs Assessment."



Parking conditions in SODO