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Livable South Downtown

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

Background Report



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Project Summary

The Livable South Downtown planning effort is a project of the Mayor's "Center City Seattle" strategy to create a livable, walkable 24/7 regional core within downtown and the surrounding neighborhoods. The goals of the planning effort include:

- Stimulate housing and jobs through zoning and land use decisions;
- Respect neighborhood character and neighborhood plans;
- Promote an integrated mix of uses;
- Connect neighborhoods ;
- Promote economic vitality, environmental sustainability;
- Accommodate regional services and ensure they respect the goals of the local community.

The Livable South Downtown Background Report is meant to further inform the planning effort by:

- identifying a range of current policy and planning objectives; and
- evaluating zoning and land use regulations that currently shape growth in South Downtown neighborhoods.

The South Downtown area is a highly diverse area, from its activities and land use patterns, and decisionmaking authorities, to its cultural and historic resources, and regional entertainment and recreational resources. It is an area of industrial activity, small businesses, residences, and human services facilities. The area is also a crossroads and hub of regional transportation infrastructure, and anchors the south end of the downtown business and government community.

There are generally five geographic subareas within the study area, each with their own particular characteristics, needs and opportunities (see Fig. 1):

- Pioneer Square;

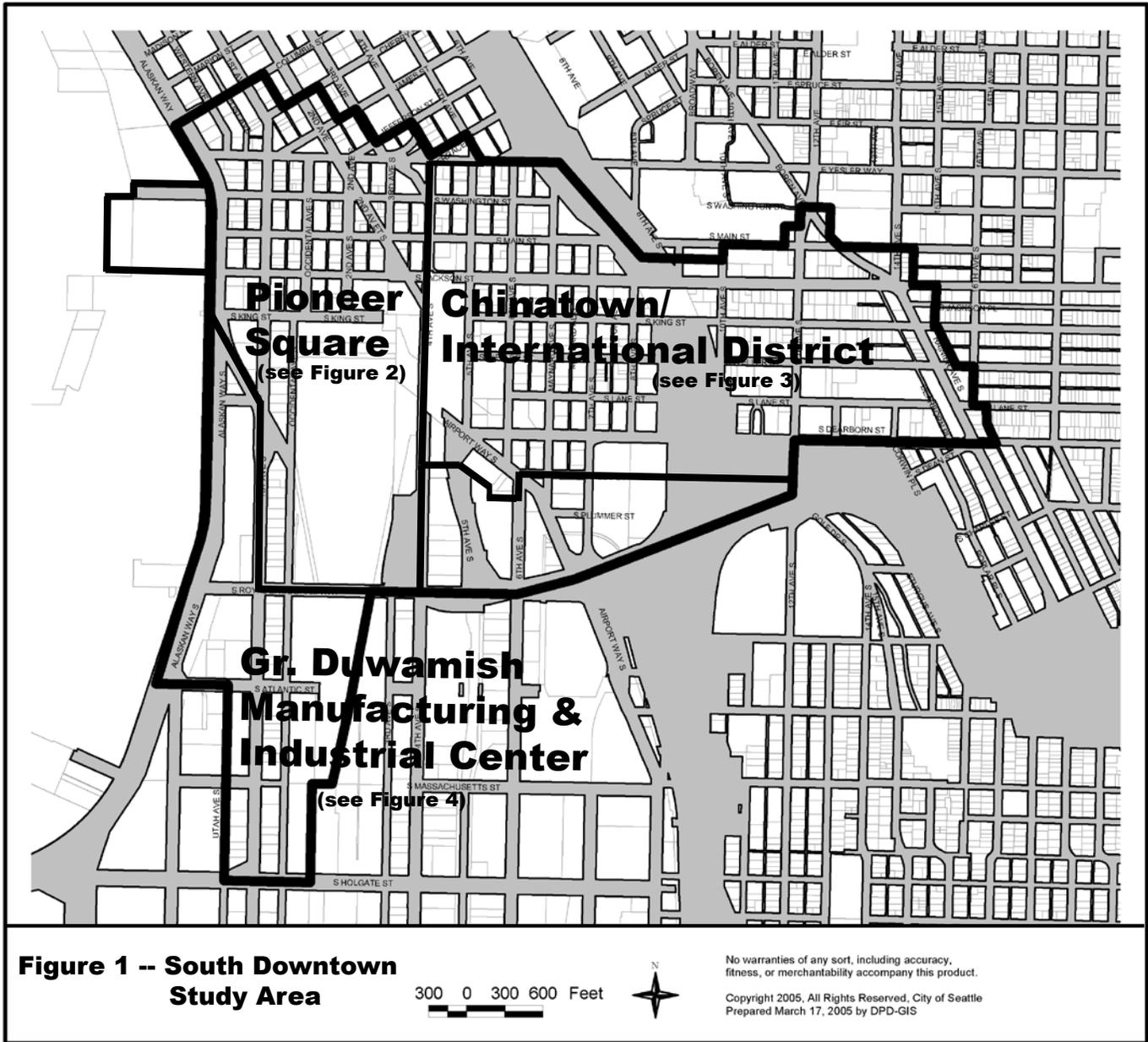


South Downtown, view from west.

- Chinatown/International District west of I-5;
- Chinatown/International District east of I-5 to Rainier Avenue S. (known as Little Saigon);
- the vicinity south of Dearborn Street, west of I-5 and north of I-90; and
- the "stadium transition area" along First Avenue S. to S. Holgate Street.

The historic cores of Pioneer Square and Chinatown have long served as centers of social, cultural, commercial and tourist activity. New professional sports stadiums, restaurants and nightclubs also have created centers of entertainment activity. Peripheral areas of these districts have generally remained vacant or underused. Other areas have retained small-scale industry and commerce, or, like the Little Saigon area, have vitality and growth associated with the investment and growth of new immigrant communities.

Specific sites, such as the football stadium's north parking lot and the former Immigration and Naturalization Service (INS) building are examples of the significant potential that exists to further economic and community development goals. The adjacencies of these areas provide opportunities to improve connections among these neighborhoods as well as the overall quality of the urban setting.



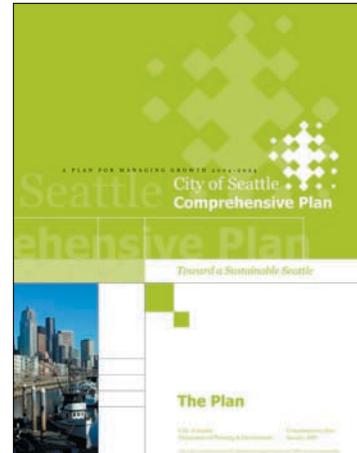
Overview of Seattle's Comprehensive Plan

The City's Comprehensive Plan supports the preservation of South Downtown's neighborhood character while also encouraging further development to enhance the quality of the neighborhoods as a residential and business environment. As part of the Downtown Urban Center, Pioneer Square and Chinatown/I.D. are both expected to accommodate housing and employment growth over the 20-year comprehensive planning period now covering 2004-2024.

The Downtown Urban Center Neighborhood Plan prepared by the Planning Group (DUCPG) set housing growth goals by affordability levels. These goals were incorporated into the City's Comprehensive Plan. The DUCPG Plan set the following downtown-wide affordability goals for the period between 1994 and 2014:

- 9,300 additional units affordable to households with incomes at or below 50 percent of median income;
- 6,838 additional units affordable to households with incomes from 51-80 percent of median income;
- 11,213 additional units affordable to households with incomes above 80 percent of median income.

In addition to these goals, the housing objectives include, at a minimum, maintaining the existing number of occupied low-income units, and developing a significant supply of affordable housing in balance with the market growth.



Seattle's Comprehensive Plan

Several Comprehensive Plan goals and policies for the Downtown Urban Center endorse positive housing, urban design and building attributes relevant to the South Downtown neighborhoods.

- Goals for urban form recognize the value of light, air, views, pedestrian-oriented streets, new downtown parks, historic preservation, and mitigating impacts of intensive development on the physical environment.
- Goals for residential and commercial mixed-use areas recognize Pioneer Square and Chinatown/I.D. as areas with residential, retail and mixed-use concentrations, emphasizing their suitability for residential use.
- Goals for housing "seek to significantly expand housing opportunities in Downtown Seattle for people of all income levels..." to accommodate growth and provide housing opportunities in balance with the housing market. Included in the Comprehensive Plan is a goal to target public resources and private development through density regulations and development standards.

- Policies on housing also promote public and private actions for development of affordable housing, encouraging mixed-income development, maintaining existing housing resources, using housing bonuses, and reviewing opportunities for higher-density transportation-efficient housing in areas near transit stations.
- Policies for urban design support historic preservation and landmark designation. The policies cite landmark transfer of development rights (TDR) and recommend flexibility on size of landmark uses, as long as residential uses are not compromised.
- Other policies provide guidance on building height, scale, street-level uses and open space.

Pioneer Square

Overview

The challenges facing the Pioneer Square neighborhood are familiar to those who live or work in the area, or have visited the neighborhood over the years. For decades there has been a compelling public interest in protecting and preserving this historical and fragile Center City neighborhood. These efforts have drawn upon substantial interest and resources from many private and public entities.

Challenges & Concerns	Types of Activities & Resources
Housing & homelessness	Public, private funding & planning for housing
Business climate & retention	Business improvement associations Community development organizations
Public safety	Law enforcement
Health & human service needs	Social & health services
Pedestrian environment	Urban design & planning, capital projects Private development & investment
Historic preservation	Public & private historic preservation advocacy
Traffic & parking	Transportation planning Public investment in infrastructure

The Pioneer Square neighborhood plan, other city plans and policies, and ongoing planning activities clearly acknowledge these key themes and recommend improvements, but progress is often slow.

In 2002, a consultant was retained and asked to evaluate the housing and business environment and concluded that revisiting land use and zoning requirements, among other issues, would be worthwhile in fostering new business and housing development. Identifying and taking the next strategic steps toward community improvement will be important, to build momentum for positive change.

Summary of Plans & Visions for Pioneer Square

Comprehensive Plan

- Supports residential land use in Pioneer Square, encouraging housing opportunities for households of all incomes
- Residential and job growth estimates are for 1,000 new dwelling units & 3,500 new jobs added over 20 years

Neighborhood Plan Objectives

- Five identified “critical areas:” Occidental Corridor, Fortson Square (Second Avenue and Yesler), Fourth Avenue and Jackson, waterfront connections, Pioneer Square park (First Avenue and Yesler).
- “Top seven projects” include:
 1. “catalyzing housing development;”
 2. “developing the North Lot of the stadium property;”
 3. “improve public safety, cleanliness and behavioral standards”
 4. “strengthen our economic base;”
 5. “build pedestrian linkages;”
 6. “improve access during events and secure a community parking facility;”
 7. and, “developing the parking lots on the east side of Occidental Park.”
- “Embrace change” while maintaining the historic character

Summary of Important Growth Data, Targets & Key Opportunities

Demographics (2000 Census)	Approx. 960 dwelling units, 100 percent occupied Approx. 720 of the units are income-restricted subsidized housing Average household size: 1.26 persons. Relatively low population of children and seniors Average income (1999): \$11,130	
Growth Targets (Comprehensive Plan)	For 2004 to 2024: Residential: 1,000 dwelling units Employment: 3,500 jobs	Prior target for 1994 to 2014: Residential: 2,100 dwelling units Employment: 4,800 jobs
Net Growth	For 1994 to 2004: Residential: Net gain of approx. 100 dwelling units (5% of target) Employment: Net loss of 480 jobs (1995 to 2002 job data). Total emp. = 10,310 in 2002	
Current Development Capacity	Approx. 1,000 dwelling units*; and Approx. 1.1 million square feet of non-residential uses (4,200 jobs)*	

* This capacity level assumes that the North Lot of the football stadium and vacant floor area in existing structures are available to accommodate a substantial share of household and employment growth.

- “Increase the residential population in Pioneer Square while integrating the current population and maintaining historic character.”
- “The community is committed to encouraging private development of middle-income housing through implementing incentives, marketing the neighborhood to developers, and facilitating partnerships for development of targeted properties. The focus must also be on protecting the historic character within the district, and developing special strategies to preserve and expand the supply of artist live/work housing.”
- Better sanitation, improved safety and civility enforcement
- Strengthening the economic base
- Building pedestrian linkages

Key Development Opportunities

- North Lot of football stadium
- Diamond Parking site just west of Occidental Park
- Vacant lot north of Diamond Parking site, at Occidental Avenue and Washington Street
- “Sinking ship garage” site at Second Avenue and Yesler

Key Planning Opportunities

- Occidental Corridor
- The North Lot of the Qwest Field football stadium
- “Sinking ship garage” site at Second Avenue and Yesler Way
- Alaskan Way Viaduct replacement
- Redevelopment of Colman Ferry Dock
- Improved pedestrian connectivity between Pioneer Square, Chinatown/ID and the rest of Downtown.

Chinatown/ International District

Overview

The Chinatown/International District (ID) and Pioneer Square neighborhoods share many of the same challenges. Attracting a greater variety of market-rate and family housing, improving public safety, livability, economic vitality, streetscapes, and celebrating historic and cultural character are all common interests. Zoning and land use regulations for these neighborhoods are similarly structured, although not identical.

The varied nature of the different neighborhood sub-areas distinguishes Chinatown/ID from Pioneer Square. There are several vacant or underused parcels in the area between Jackson Street and Yesler Way (Japantown), as well as within the Chinatown core. The area east of Interstate 5 (Little Saigon) has developed under commercial zoning, and is composed of a mix of auto-oriented and pedestrian-oriented business establishments. Each of these sub-areas has different topography, different relationships to existing building patterns and parks, and different prospects for future development. Planning for change in each of these sub-areas should recognize their individual character and the community’s vision for each.

The February 2004 Urban Design Streetscape and Open Space Master Plan identifies the nature of preferred improvements along corridors that include King, Jackson and Main streets and Maynard Avenue. Other complementary interests and concerns include how to encourage appropriate types of development, and how to address underused or vacant buildings.

Summary of Current Plans & Visions for Chinatown/International District

Comprehensive Plan

- Supports residential use for households of all incomes in Chinatown/I.D.
- Residential and job growth estimates: 1,000 new dwelling units and 2,000 jobs over 20 years

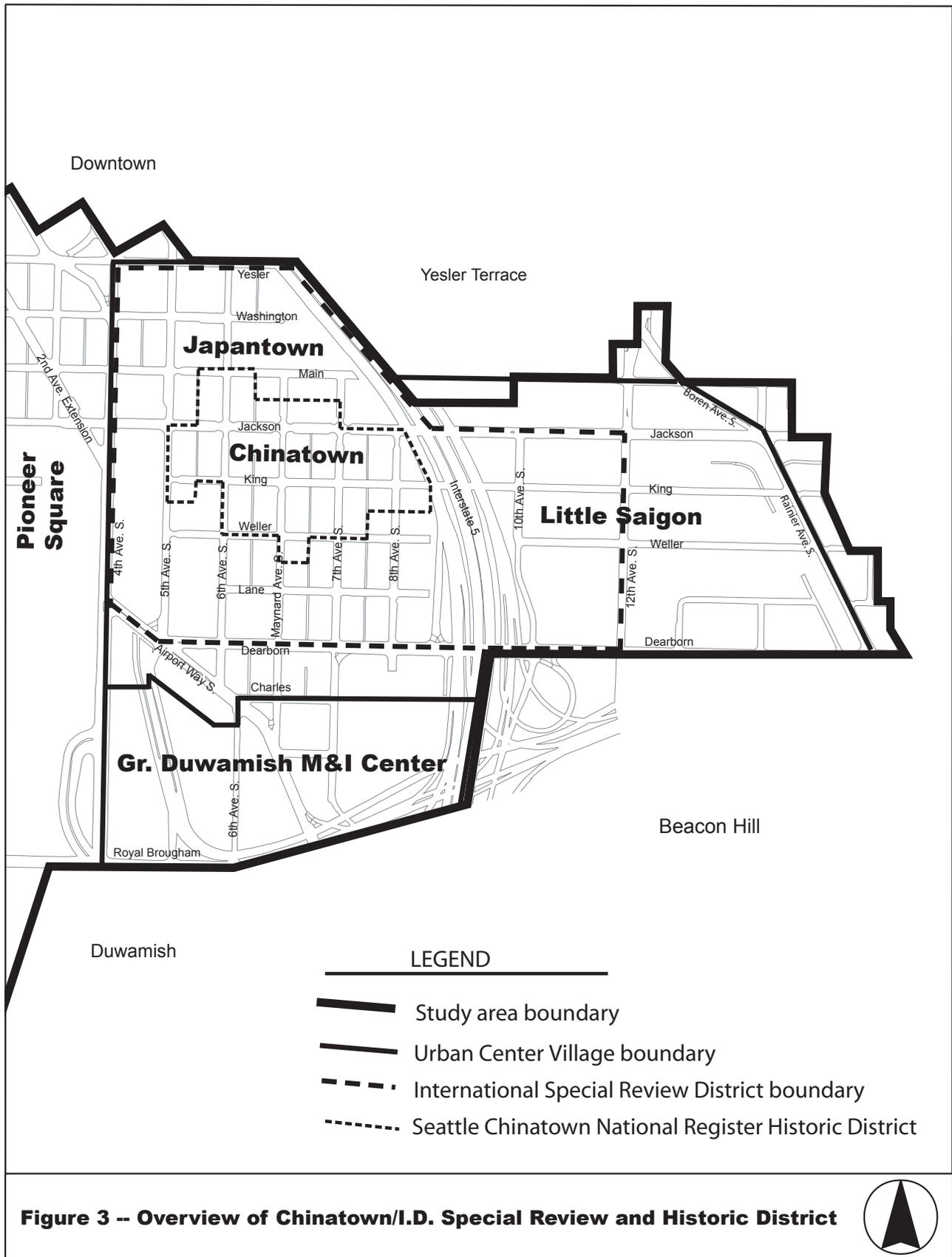
Neighborhood Plan Objectives

- Housing diversity and affordability:
 - ♦ Diversification of housing stock with more moderate income and family housing;
 - ♦ Preservation of affordable housing, and rehabilitation of vacant and sub-standard buildings.
- Ideas:
 - ♦ TDR, density bonus and/or “inclusionary” programs for housing;
 - ♦ Leverage funds for rehabilitation of substandard buildings;
 - ♦ Property tax exemption for low-income multifamily development.
- Safe, dynamic and pedestrian-friendly public spaces:
 - ♦ Active, safe spaces including parks, sidewalks, streets, alleys and parking lots;
 - ♦ Improve maintenance, activate parks and provide new open space;
 - ♦ Safer spaces through environmental design, improved police presence, more lighting;
 - ♦ Improvements on key corridors such as Jackson, King, Dearborn, and Fifth Avenue.
- Accessibility within and to/from the neighborhood:
 - ♦ Address traffic safety hotspots;
 - ♦ Improve transit service, including streetcar extension; and,

- ♦ Expand short-term on-street parking and off-street community parking opportunities.
- Cultural and economic vitality:
 - ♦ Thriving businesses, organizations and cultural institutions;
 - ♦ Marketing and business improvement strategies;
 - ♦ Community recreation center;
 - ♦ Supportive utility infrastructure.

Urban Design Streetscape & Open Space Master Plan, 2004

- This plan “aims to provide a guiding vision the community can use in building healthy, safe and lively public spaces that honor the past and reflect the vitality of the people living there today.”
- Streetscape improvements favored along King Street, Jackson Street, Maynard and Main Street.
- King Street is viewed as the heart and spine of the neighborhood. The plan suggests dealing with negative effects of vacant and boarded up buildings to reinforce its character and sense of place.
- In Japantown, the plan suggests defining a community vision for how new infill development should be “stitched together.”
- In Little Saigon, the plan notes the need for a better quality pedestrian environment.
- Along the Dearborn Street corridor, a low level of streetscape improvement is noted, but also the potential for improvement if other development becomes permissible there.



Key Development Opportunities

- Vacant parcels in Japantown, north of Jackson Street.
- Vacant or underutilized properties and buildings within or near the Chinatown historic core.
- Little Saigon district east of Interstate 5.

Key Planning Opportunities

- Coordinated improvements along the corridors of Jackson and/or King, or other locations identified by community (such as Maynard, Main and Fifth Avenue)
- Strategies to better encourage redevelopment of vacant or substandard buildings
- Pedestrian connections near King Street Station
- Opportunities at the former INS building and nearby vicinity
- Opportunity to evaluate infrastructure needs and devise creative and practical solutions

Summary of Important Growth Data, Targets & Key Opportunities

Demographics	From 2000 Census and City information: Approx. 2,240 dwelling units, 92 percent occupied Approx. 1,400 units are income-restricted subsidized housing Average household size: 1.54 persons. Relatively large population over age 70 Average income (1999): \$11,200	
Growth Targets (Comprehensive Plan)	For 2004 to 2024: Residential: 1,000 dwelling units Employment: 2,000 jobs	Prior target for 1994 to 2014: Residential: 1,300 dwelling units Employment: 2,800 jobs
Net Growth	For 1994 to 2004: Residential: Net gain of 456 dwelling units (35% of target) Employment: Net gain of approx. 1,000 jobs (1995 to 2002 job data). Total emp. = 5,083	
Development Capacity	Approx. 3,750 dwelling units; and Approx. 2.2 million square feet of non-residential uses (7,300 jobs)	

Stadium Area

Overview

The Stadium Area (see Figure 4), particularly along First Avenue S., is influenced by stadium development, events and related activities. It includes a variety of commercial and industrial uses, and is also an active transportation corridor for automobile and freight traffic, including port, rail and other general industrial traffic uses.

The Stadium Area has not experienced much new development since stadium construction. Generally, the area supports an array of business, wholesale, warehouse and light industrial activities, and a few restaurants and entertainment uses. However, the immediate stadium vicinity has not changed in ways that define a particular character.

The Stadium Area is formalized in zoning with an Industrial Commercial (IC) designation and a Stadium Transition Area Overlay District. This Overlay is intended to support a mix of industrial and non-industrial uses; maintain economic vibrancy; discourage encroachment of commercial uses into nearby industrial areas to the south; and create pedestrian connections with Downtown.

The South Downtown study area includes the Stadium Transition Area Overlay District plus the Industrial-zoned area between South Dearborn Street to the north and Interstate 90 ramps to the south.

Summary of Current Plans & Visions for the Greater Duwamish MIC

Comprehensive Plan & Neighborhood Plan Objectives

- The City’s Comprehensive Plan and the Greater Duwamish Manufacturing and Industrial Center (MIC) Plan emphasizes industrial uses as the preferred and dominant uses in the MIC. This reflects the public purpose of promoting family-wage job retention and economic growth in industrial and manufacturing sectors, and preserving industrially suited land suited for industrial uses rather than for competing or incompatible uses. Pedestrian and automobile traffic conflict with industrial uses. Higher rents and land values can also impact the viability of industrial uses.
- Regarding the Stadium Area, the Neighborhood Plan agreed with the IC zoning, but opposed a “stadium transition” and opposed residential uses in the stadium area vicinity. It also opposed removal of the WOSCA site from the MIC (and it remains within the MIC today).

Key Development Opportunities

- First Avenue S. corridor north of Holgate Street (e.g., within the Stadium Transition Overlay Area).

Key Planning Opportunities

- Stadium Transition Overlay Area
- Dearborn Street Corridor

Summary of Important Growth Data, Targets & Key Opportunities

Growth Targets (Comprehensive Plan)	For 2004 to 2024: Employment: 9,750 jobs Residential: None	Prior target for 1994 to 2014: Employment: 10,860 jobs Residential: None
Net Growth	For 1994 to 2004: Employment: Net gain of approx. 7,000 jobs, 65 percent of target, (1995 to 2002 job data)	
Development Capacity	Approx. 42 million square feet of employment uses, equivalent to approx. 28,500 jobs	

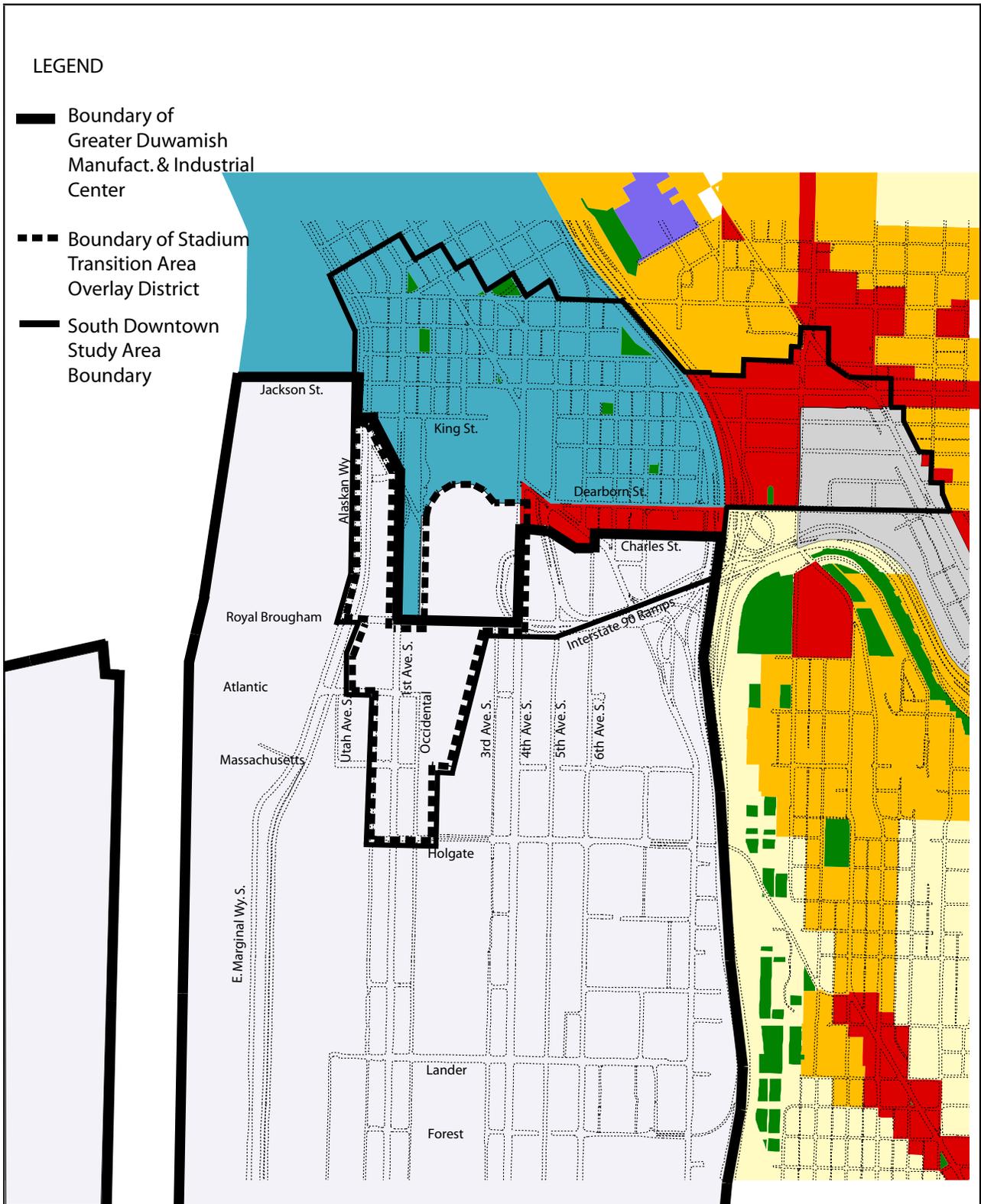
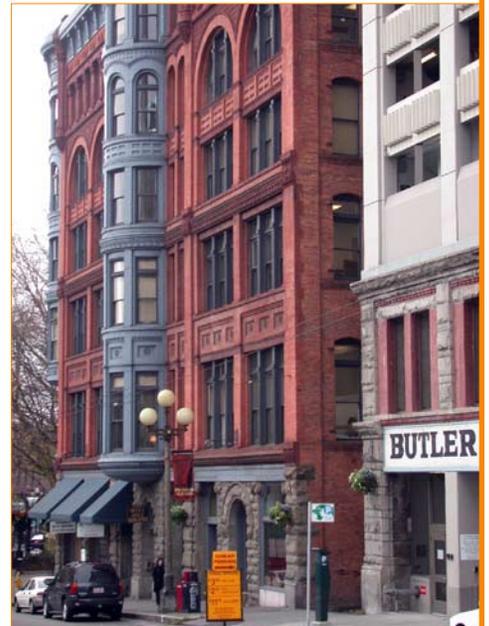


Figure 4 -- Overview of northern Greater Duwamish M&I Center vicinity



Pioneer Square





Pioneer Square light pole and banner

Existing Conditions

The Pioneer Square neighborhood embodies historic character in its architecture and offers a lively and diverse mix of business, residential, entertainment and recreational uses.

Most of Pioneer Square is developed with buildings ranging from one to 10 stories in height, yet a limited number of vacant properties remain. The largest of these vacant sites is the north lot of the football stadium, which has long been planned for infill development, and is now the subject of renewed discussions about its future.

Some of the neighborhood's buildings are susceptible to damage from earthquakes, but many were reinforced before or following the 2001 Nisqually earthquake. Changes continue to occur in Pioneer Square through rehabilitation and reuse of old buildings, and larger actions such as the pending plans for replacing the Alaskan Way Viaduct.

Pioneer Square Physical Characteristics

The Pioneer Square neighborhood is relatively flat, except for portions north of Yesler Way, which begin to slope up toward the east and the north. Much of this neighborhood sits on fill soils above former tidelands of Puget Sound. The fill soils are less stable in earthquake conditions (see Figure 5) and many properties are subject to shallow water tables that constrain the depth of basements or garages. The larger, newer structures, such as the football stadium, achieve structural support through pilings that do not rely on the fill soils. Instead, they sit on denser subsurface layers. Other building rehabilitation projects in the neighborhood have provided additional earthquake protection by retrofitted improvements to structural supports.



Delmar Building on Washington Street



Pioneer Square Housing & Demographic Data

2000 U.S. Census Data

The 2000 Census data on housing characteristics help describe neighborhood conditions, indicating that a majority of the neighborhood’s housing stock is subsidized housing. These units, mostly in large, older buildings, are predominantly occupied by single-person households with low incomes.



Building at Second and Washington



Cadillac Hotel

Total number of units & occupancy:	959 housing units, 100 percent occupied.
Number of owner-occupied units	75
Average household size	1.26 persons per unit, about 80 percent are one-person households
Total Population	2,029 persons counted
Size of residential buildings	About 2/3 of the housing units are located in buildings with 50+ dwelling units.
Age of dwelling units	About 87 percent of the housing units were built before 1950, while about one percent of the units (nine units) were built since 1995.
Median contract rent	\$193, considerably below the median of \$539 in the Downtown Urban Center and citywide median of \$721.
Median household income	\$11,128 in 1999, considerably below the citywide median income of approximately \$45,000. Approximately 55 percent of the households had incomes that fell below the poverty level.
Age distribution of residents	Largest group is between 25 and 60 years of age, with low populations of persons younger and older.
Family presence	Approximately 100 families.
Languages	Approximately 20 percent of the households speak languages other than English.



Pioneer Square Housing Resources

At the end of 2004, there were an estimated 911 dwelling units within Pioneer Square, plus an additional 112 units were permitted but not yet built. City records show that over 580 units currently serve households with incomes less than 50 percent of median income (see table below).

The following is a list of development projects that are underway or recently completed:

- The Tashiro Kaplan Building was renovated in 2004 for 50 units of artist live/work space.
- The OK Hotel has been renovated for 44 units of affordable housing.
- The Compass Center was expanded to provide short-term housing for 78 persons, and 23 studio apartment units.
- Monterey Hotel – Chief Seattle Club will begin renovations in Fall 2005 on this building at Second Avenue near S. Washington Street for a Native American cultural and service center, with approximately 11 units of separately managed housing on two upper floors.
- The Lowman Building near First and Cherry streets is being remodeled for 89 units of workforce housing over street-level retail uses.
- The Cadillac Hotel renovation is proceeding, for use by the National Park Service.
- The Campbell Fuller Building site (201 Yesler Way) is proposed for redevelopment with a 13-story apartment with 132 subsidized dwelling units.
- The Washington Shoe Building (Occidental Avenue S.) was renovated for office and retail uses;

Housing Units in Subsidized Buildings

Map #	Building Name	Units for 0 - 30 percent of MFI	Units for 31-50 percent of MFI	Units for 51-80 percent of MFI	Unrestricted by Income	Total Housing Units
1	Compass Center I	78				78
2	Compass Center II	17	5	1		23
3	Frye Apartments	119	114		1	234
4	Leroy Helms Center	3	8			11
5	Lowman Building			89		89
6	Morrison Hotel	190				190
7	Tashiro Kaplan Artists'		24	25	1	50
8	Union Hotel		26	24	2	52
TOTAL		407	177	139	4	727

Source: Office of Housing, 2005. Notes: MFI = median family income. See Figure 6 for building locations.

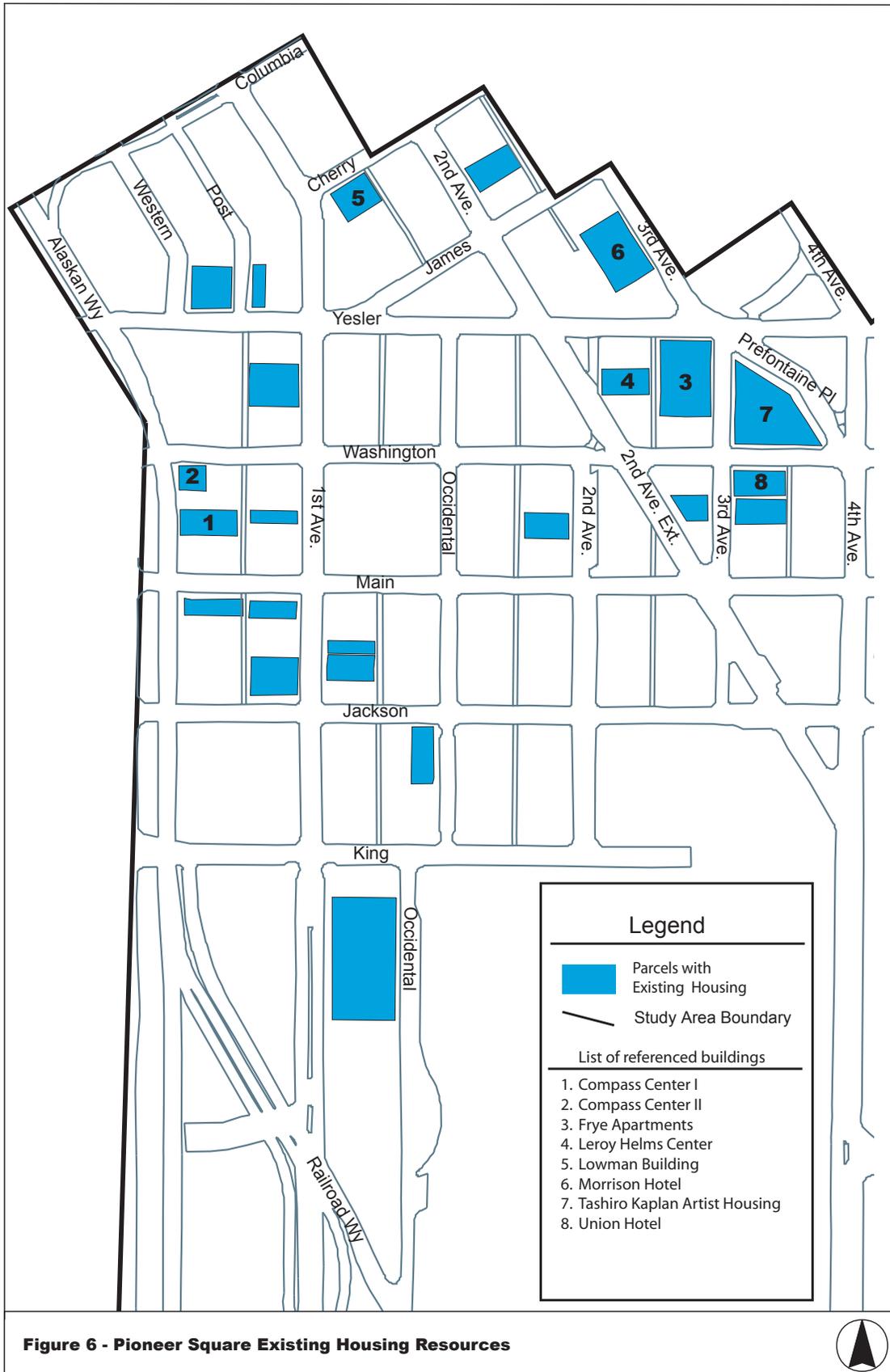


Figure 6 - Pioneer Square Existing Housing Resources





- The Washington Shoe Manufacturing Building (542 First Ave. S.) has permits for new office use;
- The Buttnick Building was renovated for the Fenix nightclub and office uses.
- The Silver Cloud Hotel (located at Occidental Avenue and Royal Brougham) is under construction.
- Masin's furniture store is being renovated, including expansion into the adjoining triangular Apex building to the north.
- The Johnson Building (located at First Avenue S. and Railroad Way) is the subject of a Request For Proposals (RFP) from the current owner, King County.
- The Morrison Hotel is being renovated, and will also host a new hygiene center at street level.
- The Arctic and Alaska Buildings will transition from City government to other uses (residential and hotel, respectively).

The information on housing and development trends suggests there may be only limited "momentum" for development of additional housing, much of it subsidized or developed as artist housing. The recent renovations and pending development activities for office uses suggest that commercial/office uses are viable if financing can be arranged and buildings can be rehabilitated.

Market-rate housing and greater diversity in housing development may be limited, with development choices likely to favor commercial/office uses. While this would bring needed economic benefits, it won't promote the residential growth and improvement objectives contained in the neighborhood plan.

Comprehensive Plan

Development Capacity & Growth Targets

Typically, the 20-year residential and employment growth estimates for a given area are defined within the bounds of its development capacity, as measured by the City's calculation methods. The City's method compares the relative value of the building (or other improvements) to the assessed value of the land. If the building's value is relatively low compared to the land, it is rated as more likely to be redeveloped in the future. Then, according to the site's zoning, a calculation of the amount of residential and/or commercial use that could be developed on the site determines its capacity for future growth. In the Pioneer Square Mixed zone, in order for a site to be considered redevelopable, it must be vacant or have a minimal assessed value of improvements (on the order of \$1,000).

The 20-year residential growth estimate of 1,000 dwelling units for the Pioneer Square Urban Center Village slightly exceeds the calculated 910-unit residential development capacity in this neighborhood (which includes an estimated 500 units of residential development capacity on the northern half of the North Lot of the football stadium). To achieve the 20-year goal, additional



Occidental Avenue Mall



capacity will need to be identified either through building rehabilitation opportunities, or greater efficiency in redevelopment.

The commercial development capacity of this urban village is rated in terms of job growth that can be accommodated within sites with development capacity; there is capacity for growth of approximately 4,200 jobs in Pioneer Square.

The Pioneer Square neighborhood’s growth targets are defined by the City’s comprehensive planning activities, which address how projected citywide growth should be distributed within the different parts of the city. This helps satisfy growth management requirements and provides city planners with perspective on how much growth is expected over the next 20 years. These targets are periodically updated to reflect changes in comprehensive plans, as occurred with the 2004 update to the City’s comprehensive plan, ten years after its original adoption (which covered 1994 to 2014). The updated target now covers the next 20 years (2004 to 2024). Lower goals for this area reflect lower expected growth citywide than projected by past growth targets.

Residential

- Previous target, 1994 to 2014: 2,100 dwelling units.
- Current target, 2004 to 2024: 1,000 dwelling units

Since 1994, net residential growth has been much slower than targeted with only approximately 100 new dwelling units. This includes the 50-unit Tashiro-Kaplan artist housing.

Employment

- Previous target, 1994 to 2014: 4,800 jobs.
- Current target, 2004 to 2024: 3,500 jobs

From 1995 to 2002, there was a net loss of nearly 500 jobs in the Pioneer Square neighborhood, from a total of about 10,800 jobs down to 10,300 jobs in 2002.

Pioneer Square Specific Goals & Policies from the City’s Comprehensive Plan

Open Space

Summary

- Improve the quality of public open spaces
- Recognize Occidental Corridor as a key open space and center of the neighborhood

Goals & Policies

- PS-Goal 1** A community with a strong quality of life including public art and cleanliness.
- PS-P1** Encourage the inclusion of an artist in the design of publicly funded projects.
- PS-P2** Improve gardening, cleaning and maintenance of public spaces within Pioneer Square through the coordination of city departments and private or non-profit cleaning companies
- PS-P3** Recognize the importance of Occidental Corridor as the “center” of the neighborhood.
- PS-P4** Strive to improve park areas within Pioneer Square through grant funding and technical assistance.
- PS-P5** Reclaim Pioneer Square alleys for positive uses through improved cleanliness and safety programs.

Public Safety

Summary

- Create an inviting atmosphere through civil behavior and cleanliness



Goals & Policies

- PS-Goal 2** A community that invites pedestrian and tourist activity through a high level of civil behavior and cleanliness.
- PS-P6** Raise and maintain a high level of public behavior and civility standards through police enforcement and participation by neighborhood groups.
- PS-P7** Continue to support Good Neighbor Agreements between existing social service providers and the neighborhood.

Housing

Summary

- Encourage housing development for a variety of household incomes through new construction and renovation, and additional artist live/work space
- Propose effective housing incentives

Goals & Policies

- PS-Goal 3** A diverse community with a significant residential population.
- PS-P8** Encourage housing development through both new construction and renovation of existing structures.
- PS-P9** Encourage the retention and development of artist live/work space.
- PS-P10** Encourage the development of incentive packages for housing construction and rehabilitation.
- PS-P11** Encourage the development of housing opportunities for a mix of incomes.
- PS-P12** Encourage concurrent

development of businesses necessary to support residents in new housing developments.

Economic Development

Summary

- Encourage businesses to support residents
- Recognize the North Lot of the Stadium as a future “business anchor”
- Recognize importance of the arts and artists

Goals & Policies

- PS-Goal 4** A diverse and unique community with an eclectic mix of businesses and major community facilities.
- PS-P13** Recognize the Kingdome North Lot development as a business anchor in the neighborhood.



Pioneer Square Neighborhood Plan

The 1998 Pioneer Square Neighborhood Plan articulates a vision and objectives to achieve that vision. Those objectives relate to housing, economic development, improving public spaces and infrastructure, improving civil behavior, hygiene, and overall cleanliness, as well as emphasizing the importance of artists in the community. Preservation of historic character is also a top priority. Excerpts from the plan indicate the nature of several issues as well as their interrelated effects on the neighborhood's overall livability.

In its introduction, the Comprehensive Plan states "The mantra for Pioneer Square planning activity is to embrace change while maintaining historic character and diverse identities...What sets Pioneer Square apart...is the emphasis on developing partnerships necessary for implementing the community's good ideas," and its emphasis on action planning to implement the plan in "real time."

The neighborhood plan defines its "top seven projects" as:

1. Catalyzing housing development;
2. Developing the North Lot of the football stadium property;
3. Improving public safety, cleanliness and behavior standards;
4. Strengthening its economic base;
5. Building pedestrian linkages;
6. Improving access during stadium events and securing a community parking facility;
7. Developing the parking lots on the east side of Occidental Park.

The neighborhood plan notes five "critical areas" that need additional investment to improve public spaces (see figure 7):

1. Occidental Corridor
2. Second Avenue and Yesler Way (Fortson Square)
3. Fourth Avenue S. and S. Jackson Street
4. Central Waterfront
5. Pioneer Place Park (First Avenue and Yesler Way).

Guiding Principles of the Pioneer Square Neighborhood Plan

Housing Summary

Focus on spurring new affordable housing to middle-income households to improve viability of the neighborhood while maintaining historic character.

Housing Objective: Broadening Residential Availability

"Increase the residential population in Pioneer Square while integrating the current population and maintaining historic character. Increased housing density has long been a priority for Pioneer Square, because continued viability of the neighborhood depends heavily on an expanded residential population. The neighborhood supports the targets defined for housing in the City's 1994 Comprehensive Plan [2,100 additional units].



Targets for low-income housing have already been met. High-income housing is more likely to be provided through market dynamics, so attention will be focused primarily on catalyzing middle-income affordable housing. The community is committed to encouraging private development of middle-income housing through implementing incentives, marketing the neighborhood to developers, and facilitating partnerships for development of targeted properties. The focus must also be on protecting the historic character within the district, and developing special strategies to preserve and expand the supply of artist live/work housing. These units are typically located in unrehabilitated buildings vulnerable to redevelopment.”

Guiding principles regarding housing:

- Initiate housing development through both renovation of historic structures and new construction.
- Implement incentives to encourage private development of mixed-income housing.
- Actively promote housing development opportunities on targeted sites in Pioneer Square.
- Secure the [football stadium’s] North Lot for a mixed-use development substantially devoted to housing.
- Protect the existing supply of artist live/work space and expand artist housing opportunities.
- Promote development of businesses needed by residents: grocery, hardware, pharmacy, service retail, etc.
- Maintain existing supply of low- and middle-income affordable housing, including mission and shelter beds.

Safety & Civility Enforcement Summary

The City must enforce standards for civil public behavior, important due to the diversity of residents and patrons.

Safety & Civility Enforcement

“The diversity of users of Pioneer Square public spaces requires that common standards of civility are established and respected by all. Tourists, shelter residents, shoppers, workers, night club patrons, sports fans and residents all share space, and together define the public life of the neighborhood. Dysfunctional, antisocial behavior-harassment, public inebriation, drug dealing, drug usage, urination, and excessive noise—cannot be ignored or tolerated. Existing standards for civil public behavior must be enforced by police.”

Cleanliness Summary

City cleaning and maintenance practices need improvement.



Interurban Building



Revive the Public Parks With Cleaning, Maintenance, Programming & Public Restrooms

“The continuous, heavy use of public spaces in Pioneer Square requires substantially more maintenance and cleaning [than other] neighborhoods. This plan recommends the City and the Parks Department assume responsibility for improved cleaning and maintenance of public spaces. Many property owners have already taken measures to better maintain sidewalks and alleys...” [Reference to CleanScapes]

Public Open Space Summary

Focus public investment on five critical open space areas; build on pedestrian character; revive our public parks; improve civility and cleanliness.

Improving Public Spaces

- “Focus public space investment on the five critical areas in Pioneer Square (Occidental Corridor, Second and Yesler, Fourth and Jackson, Waterfront Connections, Pioneer Place Park).”
- “Amplify local arts and historic identity through public art and legends projects and involving artists on design teams.”



Campbell-Fuller Building, at Second Avenue and Yesler Way

- “Build on pedestrian character by enhancing pedestrian promenades and improving navigability.”
- “Revive our public parks. They must have excellent cleaning, maintenance and gardening, exciting programming and ample public restroom facilities.”
- “Raise standards for civil public behavior and enforce those standards consistently.”
- “Keep moving toward comprehensive treatment of streets and spaces, including paving, signage, and street furniture as they protect the unique and historic character of the neighborhood.”
- “Reclaim Pioneer Square alleys for positive uses; keep them clean, safe and dumpster-free.”

Economic Development Summary

Capitalize on Pioneer Square’s unique attributes; improve accessibility for customers; develop the North Lot as a southern anchor.

Strengthening Our Economic Base

- “Constantly celebrate Pioneer Square’s unique character, energy and mix of businesses.”
- “Ensure and maintain a clean, safe and attractive environment.”
- “Recognize Pioneer Square as a nexus of creative, technological and entrepreneurial leadership, and actively support this climate.”
- “Position Pioneer Square and its businesses as a regional destination for customers and clients.”
- “Ensure the highest level of access to Pioneer Square and parking for local businesses during events.”
- “Activate the synergistic potential between development projects, neighborhood enterprises and the local labor pool, especially the low-income and shelter residents.”

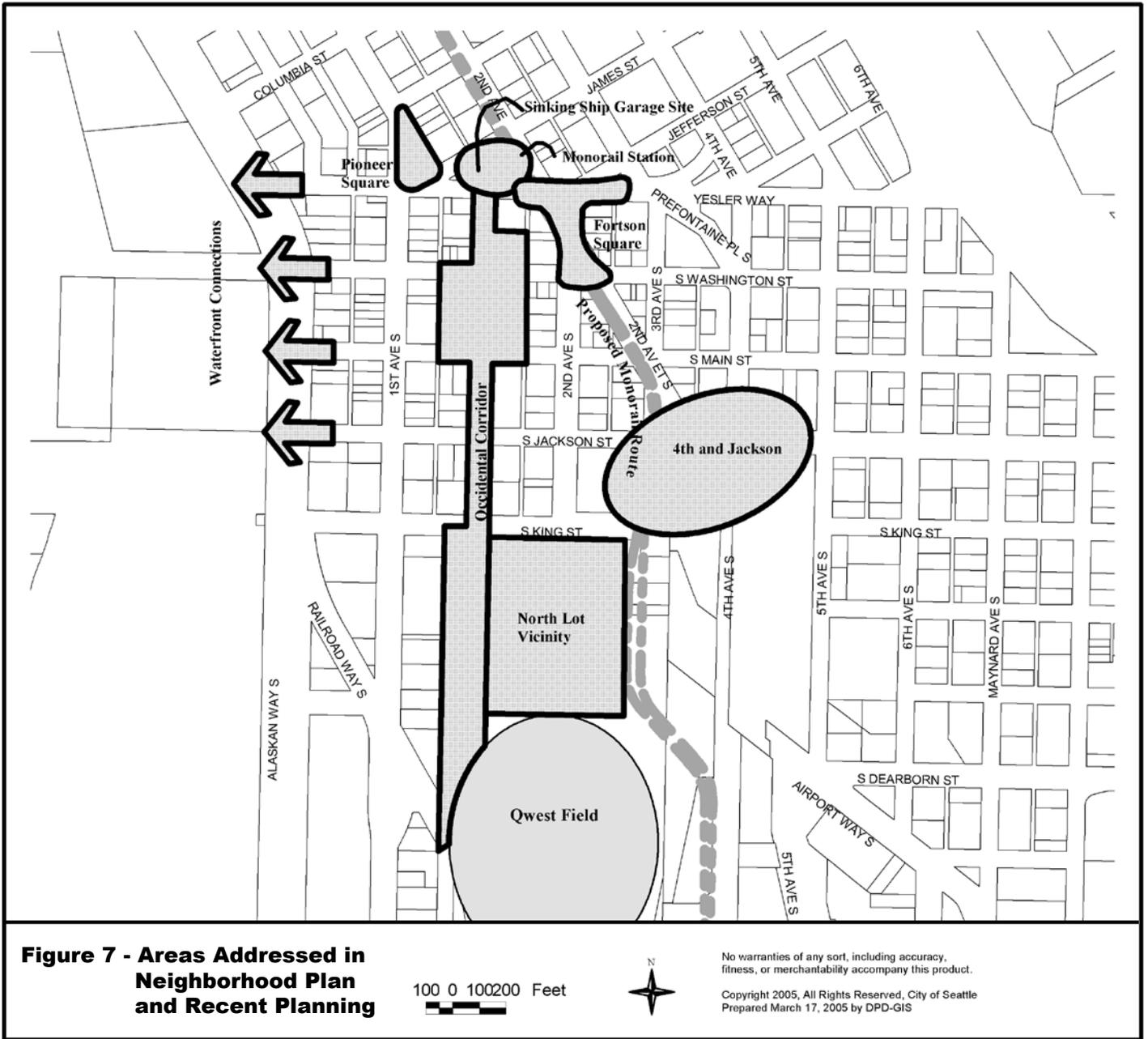


Figure 7 - Areas Addressed in Neighborhood Plan and Recent Planning

100 0 100200 Feet



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Waterfall Park



Occidental Park

- “Develop the Kingdome North Lot with the best combination of retail, housing, commercial uses, parking and public space to expand the residential population and act as the southern anchor for stability and prosperity in Pioneer Square.”

Transportation Summary

Maintain and expand mobility of all kinds, and parking availability.

Improving Parking, Transportation & Infrastructure

- “Preserve and enhance pedestrian primacy on non-arterial streets.”
 - “Keep Pioneer Square open for business during events with maximum transportation demand management measures.”
 - “Expand the availability of parking spaces for customers, restaurant and club patrons, and residents during events.”
 - “Provide excellent transit service to and from the area, and clear pedestrian connections to facilities within the area.”
- “Provide infrastructure and traffic management to allow port freight traffic, industrial traffic, ferry traffic and event traffic efficient access to the regional transportation system while preserving the pedestrian character of Pioneer Square.”
 - “Keep First Avenue for local use primarily by keeping parking lanes for parking and routing event traffic, ferry traffic and freight traffic outside Pioneer Square core.”
 - “Provide adequate utility capacity and reliability to accommodate projected needs of South Downtown projects and growth in the three neighborhoods.”



Other Neighborhood Planning Activity

The Pioneer Square Neighborhood Plan continues to receive support from citizens, including neighborhood residents and business owners. Its principles, top projects and critical areas of concern continue to be relevant to planning in the neighborhood. Various actions have been taken by the City and the private sector to implement improvements or plan for improvements, including the redesign of Fortson Square, renovation of the Pioneer Place pergola, Occidental Park planning by the Parks Department, establishment of an alcohol impact zone, alley cleanups and Metropolitan Improvement District activities.

Other efforts, such as the waterfront planning process, are also relevant to the neighborhood.

The neighborhood plan's concept for the Occidental Corridor remains timely because the corridor encompasses Occidental Park, the potential trolley barn relocation site and the football stadium's North Lot site, as well as other key vacant sites that may be redeveloped. In addition to aesthetic and functional improvements at the park, the neighborhood plan recommended:

- facilitation of redevelopment at key vacant sites near the park;
- extension of the corridor further south of King Street;
- pedestrian wayfinding improvements; and
- improved maintenance of the street and park areas.

The Parks Department already has proposed aesthetic, functional and programmatic improvements to Occidental Park, helping to fulfill neighborhood plan objectives. In 2004, City Planners and the community also engaged in an effort to define how the park and corridor could and should complement each other.

2002 Rypkema Economic/Marketing Report

In December 2002, a consultant provided a report to Pioneer Square residents, employers, and visitors on economic and marketing issues. The report included recommendations for revitalizing the commercial district. Several items in the report recommend pursuing changes in zoning and other regulations, promoting residential development, and generally protecting the neighborhood's character.

The Rypkema Report identified a number of successful strategies for urban business districts:

- do the basics well: public safety, sanitation, maintaining public spaces, and not tolerating drug use and other vice;
- review, then change: zoning, building codes, processes, parking requirements and capital improvement budgets;
- review and customize development incentives to meet neighborhood's commercial needs;



Streetcar on Marion Street



- encourage high-quality infill development;
- remove graffiti;
- prohibit suburban building typologies from diminishing the urban character of the neighborhood;
- build to pedestrian orientation, not automobile orientation;
- create appropriate design guidelines and provide design assistance;
- ensure that public improvements are appropriate to the scale and character of the neighborhood;
- encourage “little catalysts” for change, and resist “big fixes” or “quick fixes;”
- use demolition as a last resort;
- “to the extent possible, de-politicize the revitalization process.”

Rypkema noted that code enforcement should be equivalent to the level of regulation. The consultant’s first priority is more residential development. Further, the consultant recommends the City look into Tax Increment Financing (TIF) capability, “waivers of labor sales taxes,” “occupancy guarantees,” “gathering comprehensive alternatives,” and having a “preservation board delegate to staff a minor-issue approval authority.” To the real estate community he recommends, “revisit upper-floor residential opportunities.”



Occidental Avenue



Smith Tower and the “Sinking Ship Garage”



Lot at Occidental Avenue and Washington Street



Zoning & Land Use Regulation

Pioneer Square is an area of the city identified as a Special Review District. Special Review Districts are neighborhoods where historic and architectural significance, diversity and location (among other factors) are deemed to be sensitive to new development.

The City is enriched by the character of such areas and they are therefore protected by rules governing any changes that may take place in the area. A board of appointed citizens acts to review development in accordance with zoning and design guidelines. The guidelines that govern all aspects of new development and activities within the district.

Pioneer Square, owing to its historical prominence as Seattle's first neighborhood, and its collection of late nineteenth and early twentieth century buildings and architectural styles, was designated as a Special Review District in the 1970s, in order to protect its history, architecture and community.

Rules for the Pioneer Square Preservation Board

These rules prescribe use and design conditions applicable to development in Pioneer Square, for use by the board in review of proposals. The rules require a "certificate of approval for use, design and demolition" for the following:

- Alteration, demolition, construction, reconstruction, restoration and remodeling of any structure;
- Any material and visible changes to the exterior appearance of an existing structure or to the public rights of way;
- New construction, removal, demolition or alteration of signage or placement of new signs;
- Establishment of the principal use of

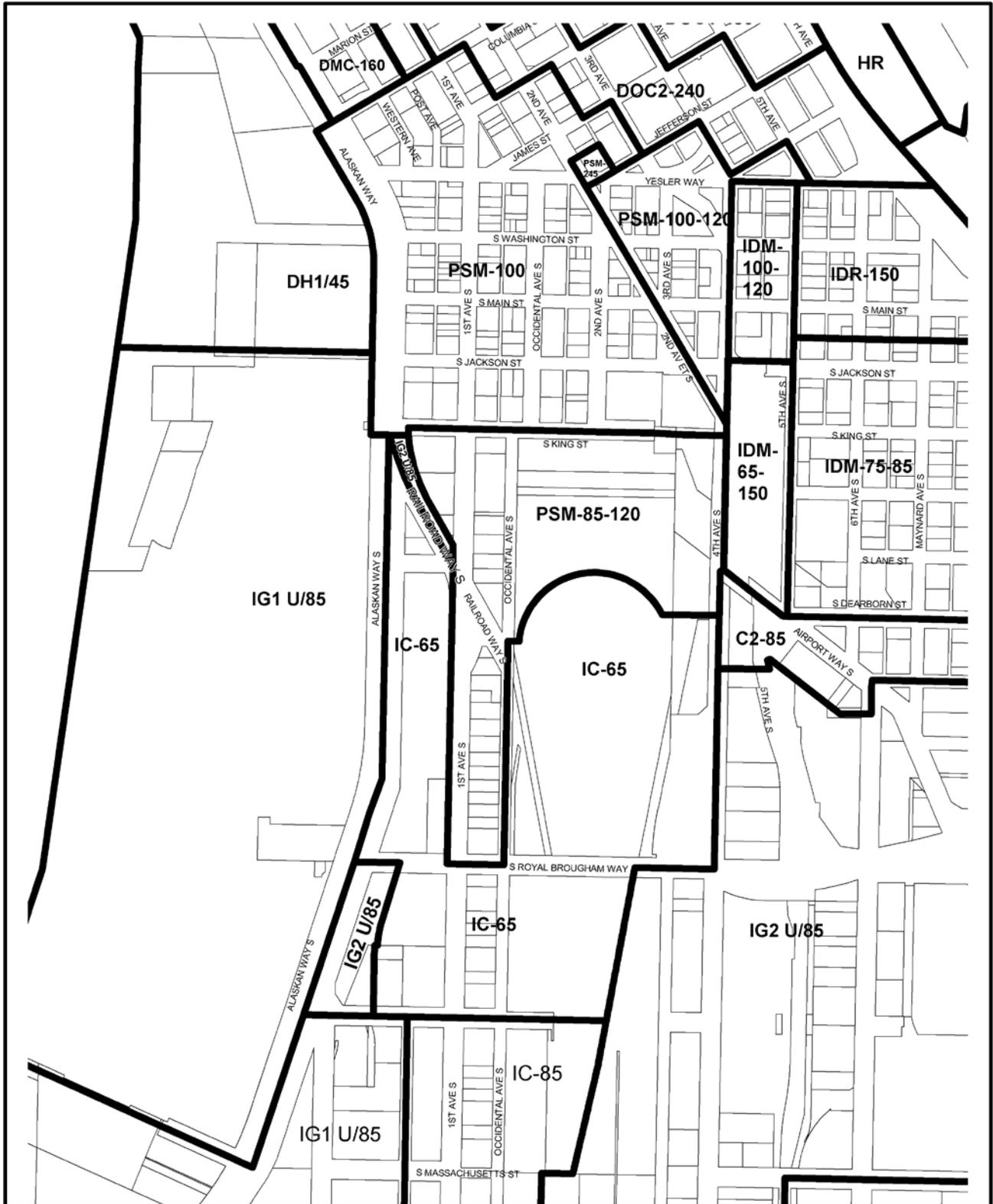
any structure, or space and any change of use after initial approval.

Use, design and demolition approval is required before any building or other City permit or license can be granted. At the applicant's option, use and design approvals can be requested at one time or in two separate steps. Applicants with major projects are encouraged to come before the Board for preliminary review and conceptual approval.

In addition to these rules, the Secretary of the Interior's "Standards for Rehabilitation with Guidelines for Rehabilitating Historic Buildings" and the complete series of "Historic Buildings Preservation Briefs" developed by the National Park Service serve as guidelines for proposed exterior alterations and treatments, rehabilitation projects and new construction.

New construction must be visually compatible with the predominant architectural styles, building materials, and inherent historic character of the district. Although new projects need not attempt to duplicate original facades, the design process ought to involve serious consideration of the typical historic building character and detail within the district.

The following architectural elements are typically used in the evaluation of requests for design approval for: siting; building design; building materials; color; building base; suitability of building additions; street paving; and curbs. The rules prescribe preferences regarding many other items such as: streetwalls/setbacks; mechanical systems; security bars and gates; fire escapes; street furniture; vending carts, sidewalk cafés; street trees; street lighting; sidewalk treatment; alleys; areaways; transparency; signs, awnings and canopies.



**Figure 8 - Pioneer Square
Existing Zoning**



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Pioneer Square Mixed Zone (PSM)

The Pioneer Square neighborhood is uniformly zoned PSM, generally distinguished by the allowable height of buildings in a number of sub-districts .

Use Regulations

Use regulations allow most uses in the district, while prohibiting those uses believed to be detrimental to neighborhood character.

Prohibited uses include: adult theaters, heavy manufacturing and other high impact uses, automotive retail sales and service, and certain heavy commercial and marine retail sales and services, for example.

Some uses are subject to special review, including: a public parking garage that is a principal use, and street-level uses at approved parking garages (for which a minimum depth of 20 feet is prescribed).



Occidental and Main Street

Preferred street-level uses include those that are “highly visible and pedestrian oriented” uses that “either display merchandise in a manner that contributes to the character and activity of the area, and/or promote residential uses, including but not limited to the following: art galleries, restaurants and other retail sales and service uses under 3,000 square feet in size, theaters, and accessory parking garages” that serve such uses.

The list of discouraged street-level uses sets some size and use parameters that shape uses at street-level. Single uses should not occupy more than 50 percent of any block frontage. Retail sales and service uses over 3,000 square feet and all other uses over 10,000 square feet are discouraged at street level. Also discouraged are professional services establishments or offices that comprise more than 20 percent of any block frontage. Human service and personal service establishments such as salons may not exceed 25 percent of any block front.

Prohibited street-level uses (in most of the neighborhood) include: wholesale/storage/distribution, vocational/fine arts schools, research and development, radio/television studios, upholstery and similar uses. The general objective is to avoid street-level uses that would not be pedestrian-oriented or very engaging to passersby.

Height Regulations

Pioneer Square is generally governed by three different height districts: a 100-foot district, an 85/120-foot district, and a 100/120-foot district. The 100-foot district is the most common height district, covering most of the area between Columbia and S. King streets. The 100/120-foot district lies predominantly east of Second Avenue Extension south of Yesler Way. The 85/120-foot district lies south of King Street in the stadium vicinity, including the North Lot of the stadium.

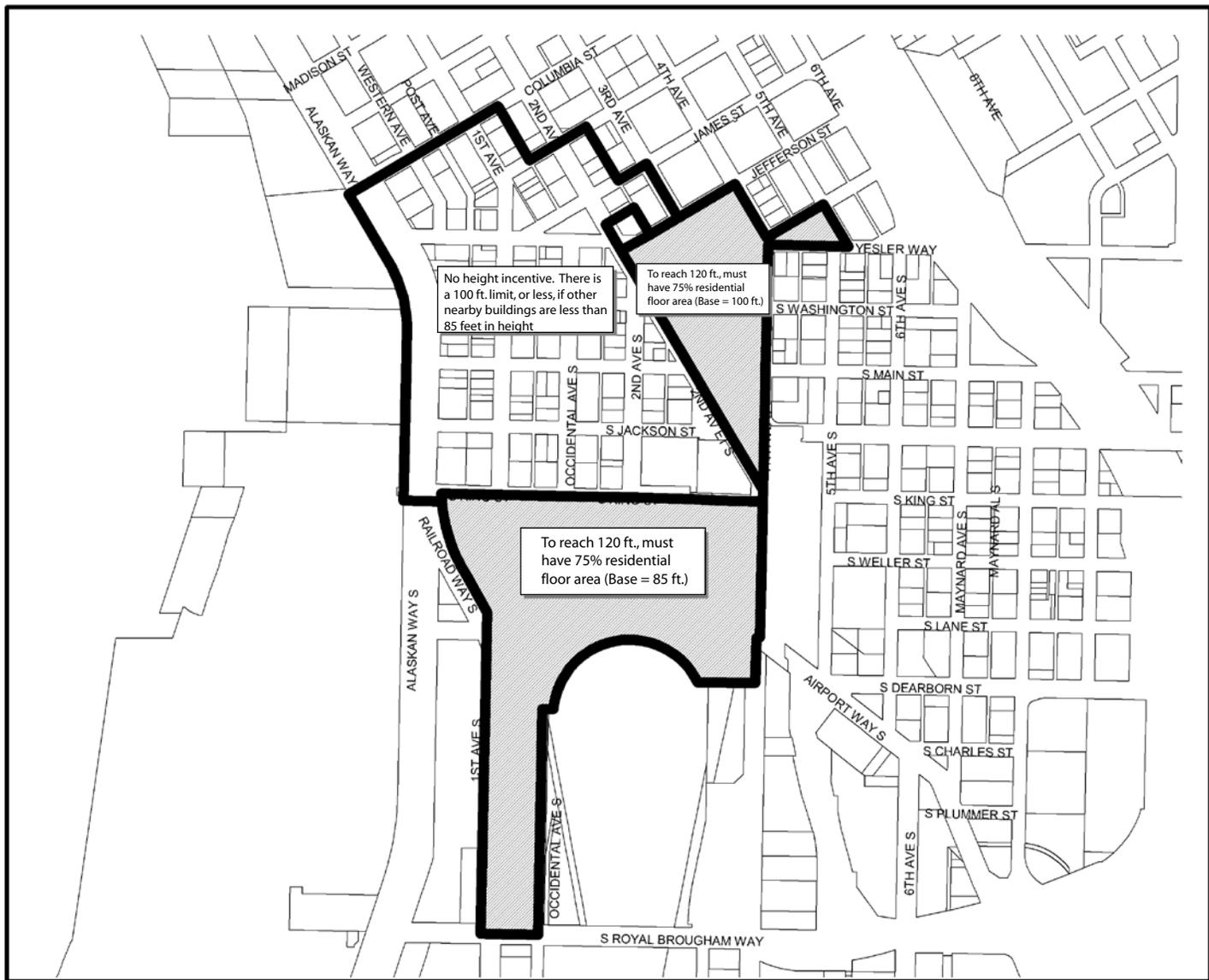
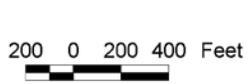


Figure 9 - Existing Incentives Related to Height - Pioneer Square



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Interurban Building detail

The “relational” height limit in the 100-foot district: In zones with a maximum height of 100 feet, “no structure shall exceed by more than 15 feet the height of the tallest structure on the block or the adjacent block front(s), to a maximum of 100 feet.” This is intended to maintain a historically consistent building scale within the Pioneer Square area.

In areas where the height limit is defined by 100/120-foot and 85/120-foot height districts, to achieve the higher of the two height limits requires a minimum 75 percent floor area in residential use. This is essentially intended as an incentive for additional housing development.

A minimum height of 50 feet is generally applicable in Pioneer Square, while a 30-foot minimum height applies to the block between First Avenue S. and Occidental Avenue S., south of Railroad Way (adjacent to Qwest Field).

Rooftop Features Including Residential & Office Penthouses

Similar to many other zones, rooftop features may modestly extend above the height limit. Such features should be minimally visible from streets and public parks. These features generally include residential or office penthouses, mechanical equipment, and other features of building construction.

Density Regulations

Given the nature of its height and bulk requirements, the Pioneer Square Mixed zone is not subject to downtown’s base and maximum density limits. Therefore, the actual density depends on the building envelope defined by the height limits and any setbacks that may apply.



Occidental Mall at S. Jackson Street



Setbacks

No setbacks from street property lines are generally allowed (the Qwest Field north parking lot vicinity is an exception where only the front façade must be built to the street property line). However, limits on building setbacks may be modified upon recommendation of the Special Review District Board, if:

- a larger setback will be compatible with and not adversely affect the streetscape; and,
- a larger setback will be compatible with other design elements, such as bulk and profile of the proposed building.

Exterior Building Design

For the purpose of complementing and enhancing the character of the historic district and to retain quality and continuity of existing buildings, the Land Use Code regulates exterior materials, scale, and awnings of buildings. Brick, earthen-tinted concrete, sandstone or similar stone-facing material is preferred. Aluminum, painted metal, wood and other materials may be used for signs and building trim and similar purposes, unless the Board approves alternative use of such materials. Building façade elements (windows, cornices, street elevations, etc.) should be compatible with surrounding structures. Compatible awnings, with at least five feet of overhang, are permitted.

Parking & Access Requirements

Pioneer Square is subject to downtown parking requirements:

- No parking is required for residential uses, including residential portions of live-work units.
- No parking is required for new uses to be located in existing structures, or when existing structures are remodeled.
- No parking is required for human service or child care uses.



Occidental Avenue mall



Washington Shoe Building



For non-residential uses, a key aspect of downtown parking regulations is to set “long-term parking” requirements according to a map that divides downtown between “areas with high transit access” and “areas with moderate transit access.” The differences in parking required in these areas (for office and retail sales/service uses) are illustrated in the following table.

The Pioneer Square neighborhood is rated as an “area with moderate transit access.” However, the June 2005 proposal for downtown zoning changes does eliminate the minimum parking requirement, which would also eliminate the transit accessibility ratings conveyed in these requirements.

Exemptions from parking are provided in the “moderate-access” areas that include the Pioneer Square neighborhood.

- No parking is required for the first 7,500 square feet of retail sales and service uses.
- No parking is required for the first 2,500 square feet of other non-residential uses.

In contrast, areas of downtown with high transit access provide an exemption for the first 30,000 square feet of retail sales and service uses. Required parking may be provided on the subject site or within 800 feet of the site if that parking is properly “covenanted.”

The Director of Department of Neighborhoods (DON), after review and recommendation by the Preservation Board, is allowed to waive or reduce required parking or loading for Pioneer Square development in the following circumstances:

- After incorporating high-occupancy vehicle alternatives such as carpools and vanpools, required parking spaces exceed the net usable space in all below-grade floors; or
- Reasonable application of the parking or loading standards will adversely affect the visual character of the District.

Downtown Parking Requirements for Non-Residential Uses

(Parking spaces per 1,000 square feet of gross floor area)

Use	Long-Term Parking Requirement						Short Term Parking Req. in all areas
	Areas with High Transit Access			Areas with Moderate Transit Access			
	Unrestricted Long-Term	Carpool	Total	Unrestricted Long-Term	Carpool	Total	
Office	0.54	0.13	0.67	0.75	0.19	0.94	0.1
Retail sales and service, except lodging	0.32	0.08	0.40	0.56	0.14	0.70	0.5
Other non-residential	0.16	0.04	0.20	0.16	0.04	0.20	None
Lodging	1 space per 4 rooms (all areas)						None

Note: The maximum long-term parking requirement is 1 parking space per 1,000 square feet of nonresidential use, unless applicant receives a special exception per Chap. 23.76 of the Land Use Code.

Source: Seattle Municipal Code Chart 23.49.016 A



Second Avenue S. businesses



Building under renovation near Second Avenue and Washington

Demolition Approval

The Special Review Board must review building demolition proposals, and they must be approved by the director of the Department of Neighborhoods. The board's permits for preliminary design approval require financing be arranged so that building construction can proceed within two years. This is intended to avoid premature demolition and replacement with interim uses such as surface parking lots. However, if public health, safety or welfare is threatened, a building can be demolished on board recommendation, even if the other demolition criteria are not fulfilled.

Signs

Sign regulations ensure that signs will be generally compatible with the character of the building and the district. No freestanding signs (except park signs), roof signs, billboards, electric signs or video display signs are permitted. Flags, banners and temporary signs are also subject to board review.

Streets & Sidewalks

Changes to street and sidewalk design, including access to subsurface areaways, must be reviewed by the board.

Waiver of Common Recreation Area Requirements

The board may waive or reduce required common recreation area if the district's visual character or the project's economic feasibility would be adversely affected, or if the project is demonstrated to be reasonably served by existing public or private recreation facilities located nearby.

Transfer of Development Rights (TDR)

Properties within the PSM zone are eligible to be "sending lots" for Housing TDR—meaning development rights can be transferred from properties in these areas, but they cannot be "receiving lots" for any kind of TDR.



City Agency Projects & Planning Activities

The following table summarizes several recent and/or ongoing projects of Seattle City agencies in the Pioneer Square neighborhood.



First Avenue view

Summary of Recent Projects & Activities

Department	Description
Planning & Development	<ul style="list-style-type: none"> Waterfront Plan Seismic codes advisory group: focuses on updates to City rules related to earthquake protection in buildings
Transportation	<ul style="list-style-type: none"> Alaskan Way Viaduct/Seawall: planning and design work into 2008 SR 519 Surface Street Improvements: lane redesign, signalization, new pedestrian features, drainage and landscaping features SODO Traffic Study: SDOT is studying the traffic implications of expected increases in rail operations King Street Station Improvement Planning: assistance and coordination on planning updates to this train station Areaway and streetwall improvements: repair and reinforcement of subsurface features that support sidewalks and streets Assistance to "Parking Round the Square:" funding assistance to parking validation program
Parks & Recreation	<ul style="list-style-type: none"> Occidental Park Redesign: redesign park amenities, improve surfaces, landscaping and encourage new activities Pioneer Square Park: new pavers, landscaping and amenity improvements Funky Market: monthly weekend market attracts additional activity to Occidental Square Art In the Park: each "First Thursday" art vendors sell their works at Occidental Mall City Hall Park Improvement Project: planning and design work in 2005 to develop and redesign this park



<p>Economic Development</p>	<ul style="list-style-type: none"> • Façade Improvement Program: OED provides low-cost loans to business owners to improve façades • Cadillac Hotel Reconstruction, Section 108 loan • Compass Center Reconstruction, Section 108 loan • Planned impact study of Safeco Field on vicinity businesses
<p>Neighborhoods</p>	<ul style="list-style-type: none"> • Cadillac Hotel: overall coordination • Special Review District administration: administering the special review district that makes recommendations on uses and development proposals • South Downtown Lighting Analysis and Implementation: a thorough assessment of the lighting infrastructure and public safety implications of lighting quality, and action plan for new lighting, including pilot projects in the Pioneer Square and Chinatown/ I.D. neighborhoods. • Art incubator space: funds for art spaces within the Tashiro Kaplan Bldg. • M.I.D. storefront office space: multi-user drop-in resource center • Pioneer Square history project: recording the social and economic history of this neighborhood • Banner project: added 57 promotional banners in neighborhood • Holiday decorations: helping set a festive atmosphere • Bocce court and game tables at Occidental Park • Portable seating in Occidental Park • Pioneer Square Audio Tour: PSCA has launched a new audio tour of the district.
<p>Housing</p>	<ul style="list-style-type: none"> • Recent investments in affordable housing development and rehabilitation: includes the Morrison, St. Charles, Lowman Bldg., Tashiro Kaplan • Special housing incentives available within the Pioneer Square urban village: <ul style="list-style-type: none"> • Multifamily Tax Exemption Program: provides a 10-year tax exemption for newly constructed housing when some of the units are reserved for lower-income households. • Levy Neighborhood Housing Opportunity Program (NHOP) and Homebuyer Assistance Program: the majority of funds for these two programs are targeted in eight Housing Investment Areas in Seattle, one of which is Pioneer Square. • Transferable development rights (TDR) Program: TDR may be sold from certain Pioneer Square sites where housing is rehabilitated and preserved for 50 years for low-income households. Proceeds from the sale of TDR are helping fund rehabilitation of the Morrison Hotel. • Housing Bonus Program: developers of new low-income workforce housing are eligible to apply for housing bonus funds contributed by downtown commercial developers for affordable workforce housing mitigation. • Multifamily Rehabilitation Loan Program: a program created in 2001 to provide City credit enhancement to promote and facilitate building renovation in South Downtown. Renovation of the Lowman Building was made possible through this program



Police	<ul style="list-style-type: none">• Alcohol Impact Area, Good Neighbor Agreements: addressing alcohol sales• West Precinct liaison to community: Law Dept. staffer aids in addressing individual business issues and community issues• Neighborhood Corrections Initiative: regularly checking in on parolees in the area• Proposed 25 New Patrol Officers Citywide: staffing assignments to be determined when approved• Stadium Event traffic control
Fire	<ul style="list-style-type: none">• District Headquarters: currently stationed at Second and Main (Fire Station #10 to be relocated to Fourth and Washington after construction of new station.)• Annual commercial building inspections• Nightclub inspections: quarterly, or more frequently if problems noted• Stadiums: inspected annually and for each special event
Human Services	<ul style="list-style-type: none">• Hygiene Center• Contribution to Compass Center renovations: \$510,000 funding and an additional \$160,000 toward kitchen improvements
Public Utilities	<ul style="list-style-type: none">• Spot repairs: localized water, sewer and infrastructure repairs, as necessary
City Light	<ul style="list-style-type: none">• Alley lighting improvements: coordinated additional lighting in three alleys with Pioneer Square Community Association (PSCA), plan for lighting in at least four other alleys (fixtures purchased by PSCA). Energy and maintenance by City Light.• Occidental Avenue lighting improvements: updating the existing three-globe fixtures to provide brighter light with less energy usage. City Council has authorized \$100,000 for similar improvements on other streets.
Fleets & Facilities	<ul style="list-style-type: none">• Civic Center: including demolition of Public Safety Bldg. and site re-use.• Sale of Alaska and Arctic Buildings: for re-use in residential and hotel uses, respectively.



Other Government Entities

The Port of Seattle, the Public Stadium Authority (PSA) for the football stadium, and the Public Facilities District (PFD) for the baseball stadium are other government entities operating within or adjacent to the Pioneer Square neighborhood.

The Port of Seattle authority coordinates the use of harborfront land at the west edge of Pioneer Square for shipping and other commercial activity. The Seaport Division of the port manages the cargo, cruise ship and marina operations, supporting international trade, tourism and recreational opportunities.

The stadium-related PSA and PFD are independent public authorities that coordinated construction of and currently oversee the operations of the respective stadiums. They help ensure that the public's interests are represented and protected in the facilities' operations. Each authority has a seven-member board that provides leadership.

The important relationships of these entities to Pioneer Square include the port's need for efficient movement of container traffic via road and rail, and the PSA's role in coordinating uses on its properties, which include portions of the stadium's North Lot, a key site anticipated to support future development.



Safeco Field from First Avenue S.

Major Transportation Projects

Several transportation projects are underway or planned for the South Downtown area—the Sound Transit Link light rail system, redevelopment of Washington State Ferries' Colman Dock facility, and the Alaskan Way Viaduct and seawall projects being the largest. Other projects in planning include additional SR 519 improvements, redevelopment of King Street Station into a multimodal transportation facility, and proposed activities of the Port of Seattle and the BNSF Railway. These projects will contribute to some changes in street configurations and may contribute to temporary disruption of changes in regular traffic patterns over the next several years.

Light Rail/Bus Tunnel Retrofit

In Fall 2005, Sound Transit will begin retrofit construction within the King County Metro transit tunnel, necessitating re-routing of more than 100 buses in this area. The changes in the International District include: restrictions on curbside parking during rush hours on Fifth Avenue S. south of S. Jackson Street; creation of a single northbound "contraflow" lane on Fifth Avenue S. between S. Jackson and S. Washington to allow bus connections; and lane reconfiguration and parking removal on Prefontaine Place to add two rush-hour transit-only lanes, allowing connection to the Third Avenue transit priority street through downtown. The transit tunnel is expected to reopen to buses by late 2007.



Future transit tunnel

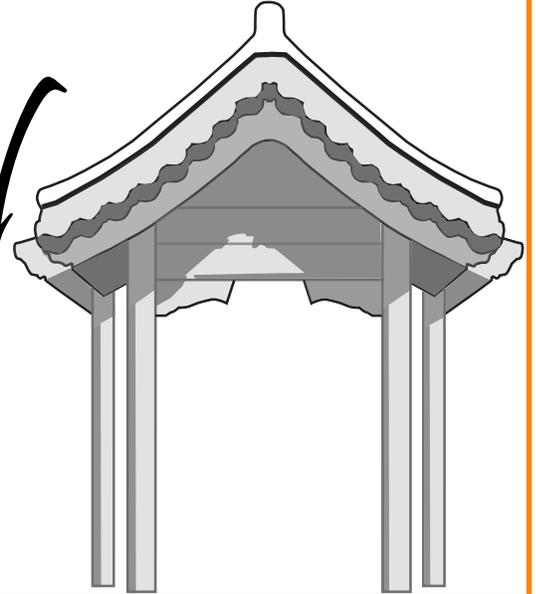
Alaskan Way Viaduct/Seawall

The viaduct/seawall project anticipates planning and design work will continue into 2008, with construction proceeding for a number of years after that. This project is most likely to affect the vicinity from First Avenue S. west toward Elliott Bay. It may mean that certain properties in that vicinity become used as interim construction staging sites during construction. It also likely means that parking capabilities in the viaduct vicinity will be eliminated, and additional traffic is likely on some streets.



Alaskan Way Viaduct

Chinatown/ International District/ Little Saigon





Existing Conditions

The Chinatown/I.D. neighborhood is an active and diverse community that is evolving while continuing to embrace its heritage. Many landmark buildings contribute to its historic character, while a variety of residents, visitors, workers and commercial activities enliven it with the daily activities of life.

The neighborhood is growing and changing, as several newer businesses and residential buildings have infused the area with additional energy over the past decade. However, it is also an area with many opportunities for additional growth that would fill in vacant or underdeveloped areas with new residents.

Chinatown/I.D./Little Saigon Physical Characteristics

This neighborhood has a varied topography. North of Jackson Street, east of Fifth Avenue is a steeply sloping hill primarily occupied by multifamily residential uses, Kobe Terrace Park, and the Danny Woo Community Gardens. Interstate 5 creates a large physical barrier through this neighborhood, but underpasses allow King, Jackson and Dearborn streets to connect both portions of the neighborhood. East of Interstate 5, most properties in Little Saigon are located on a terrace, separated from S. Dearborn Street to the south by a largely unused slope, and separated from the Yesler Terrace vicinity to the north by another largely vegetated slope. The industrial vicinity along S. Dearborn Street near Rainier Avenue S. also is separated from nearby properties to the north by a slope that was likely shaped by past grading. A variety of uses are present on and above this slope, including some rooftop parking access from Weller Street to the north. The topographical changes tend to impede pedestrian accessibility in these vicinities. However, the topography also creates opportunities for sweeping views to the west and south.



A market in Little Saigon



East Kong Yick Building



I.D. Village Square 2 apartments



Leschi Center, 12th Avenue and Weller Street

Chinatown/I.D. Housing & Demographic Data

2000 U.S. Census Data

The 2000 Census data on housing and demographic characteristics provide perspective on neighborhood conditions. These data illustrate a housing stock that serves many relatively small-sized households with lower incomes, in older buildings, with few owner-occupied units. The relative proportion of units in larger buildings is actually lower than the downtown as a whole, indicating the somewhat smaller-scale nature of typical buildings.

- *Total number of units and occupancy:* 1,847 housing units counted (census count less than City's count), of which about 92 percent were occupied.
- *Number of owner-occupied units:* 30
- *Average household size:* 1.54 persons; about 2/3 are one person households.
- *Total population:* 2,956 persons counted
- *Size of residential buildings:* Slightly more than half of the housing units are located in buildings with 50+ dwelling units.
- *Age of dwelling units:* Roughly half of the housing units were built before 1950, while about 11 percent of the units were built since 1995.
- *Median contract rent:* \$255, considerably below the median of \$539 in the Downtown Urban Center and citywide median of \$721.
- *Median household income:* \$11,201 in 1999, considerably below the citywide median income of approximately \$45,000. Nearly one-half of the households had incomes that fell below the poverty level.
- *Age distribution of residents:* Largest group is between 25 and 60 years of age, but there is also an unusually large population of residents 70 years old and above.
- *Family presence:* Nearly 500 families.
- *Languages:* Approximately 70 percent of the households speak languages other than English.



Housing Units in Subsidized Buildings

Building Name	0-30 percent of MFI	31-50 percent of MFI	51-80 percent of MFI	Unrestricted by Income	Total Housing Units	Income-Restricted Units
Adams Freedman Building			24		24	24
Atlas Hotel			46		46	46
Bush Hotel	46	49		1	96	95
Downtowner Apartments		240			240	240
Eastern Hotel	15	31		1	47	46
ID Village Square I	60	15			75	75
ID Village Square II	31	26			57	57
Imperial House		96			96	96
International House	92	2		2	96	94
International Terrace	100				100	100
Jackson Apartments	17				17	17
Leschi House	8		26		34	34
New Central Hotel		28			28	28
Nihonmachi Terrace	27	22		1	50	49
Nikkei Manor		5	5	40	50	10
NP Hotel	40	23		1	64	63
Oak Tin Manor	15	6			21	21
Rex Hotel	6	24			30	30
Victorian Row Apartments	5	7		2	14	12
William Booth Center	48				48	48
Yesler Terrace A	203				203	203
21 Buildings TOTAL	713	574	101	48	1,436	1,388

Notes: MFI = median family income. See Figure 10 for locations of several of these buildings.

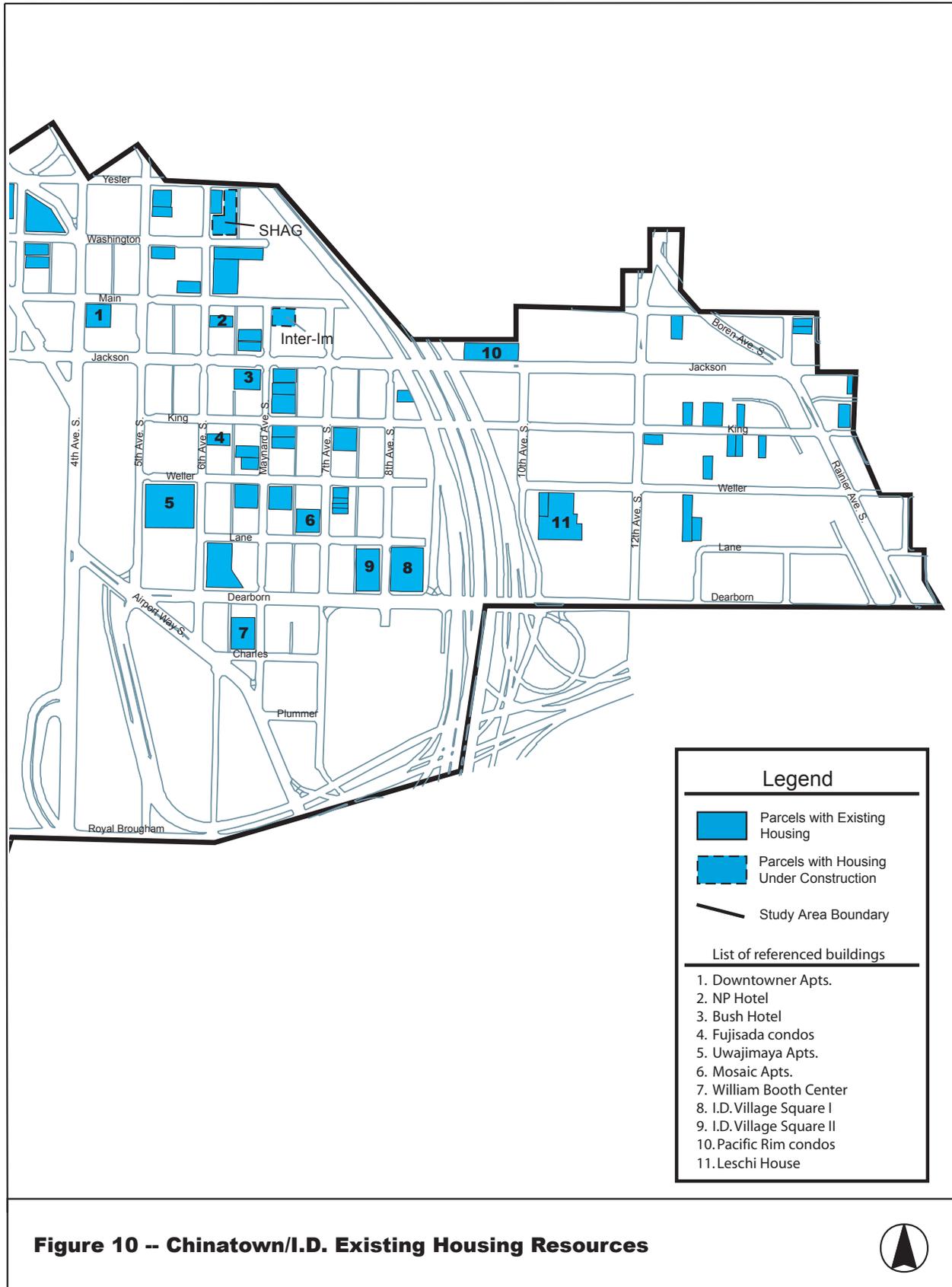


Figure 10 -- Chinatown/I.D. Existing Housing Resources





Chinatown/I.D. Existing Housing Resources

At the end of 2004, there were an estimated 2,013 dwelling units within the Chinatown/ International District urban village boundaries, plus an additional 125 units permitted but not yet built. Current City records show that over 1,200 units currently serve households with incomes less than 50 percent of median income (see Housing Units in Subsidized Buildings table).

Over the past 10 years, approximately 456 dwelling units of net residential growth has occurred. More recently completed developments include:

- Village Square I and II residential (mixed use)
- Mosaic residential (mixed use)
- Empress residential (mixed use)
- Pacific Rim condominium (mixed use)
- Uwajimaya residential (mixed use)
- Fujisada residential
- Eastern Hotel residential

Other proposed projects include:

- Renovation of the Alps Hotel (110 apartment units), Hong Kong (commercial space plus six units), and Milwaukee Hotel buildings (113 units) (in design)
- InterIm, a 50-unit family housing development (Nihonmachi Terrace), Maynard and Main Street (now under construction)
- SHAG housing development adjacent to Ticino Apts., southeast of Sixth and Yesler Way (now under construction).
- The 40-unit Weller Apartments is a development planned at the corner of Seventh Avenue S and South Weller Street; 12 of the units are proposed to be affordable for lower-income workers.

Other sites offering redevelopment opportunities include:

- the Immigration and Naturalization Service (INS) building at Airport Way and Fifth Ave. S.
- old Uwajimaya grocery property at Sixth and King streets
- three buildings; the Eclipse Hotel, Louisa Hotel, and the Hip Sing; all have vacant upstairs residential space and have been identified by the Office of Housing as key opportunities for renovated housing to be put back on line
- Post Office site
- existing parking lot at northeast corner of Fifth and Jackson Street
- existing parking lot site at southwest corner of Sixth and Yesler Way
- Acme Poultry property east of I-5 between Jackson and King Streets
- Goodwill properties in the vicinity of S. Dearborn Street east of I-5.



A market on Jackson Street



Comprehensive Plan

Development Capacity & Growth Targets

Development Capacity

The 20-year residential and employment growth estimates for a neighborhood are defined within the bounds of its development capacity, as measured by the City's calculation methods. The City's method compares the relative value of the building (or other improvements) to the assessed value of the land. If the building's value is relatively low compared to the land, it is rated as more likely to be redeveloped in the future. Then, according to the site's zoning, a calculation of the amount of residential and/or commercial use that could be developed on the site determines its capacity for future growth. In the International District zones (IDM, IDR) and Industrial zones (IC, IG1, IG2), in order for a site to be considered redevelopable, it must be vacant or have a minimal assessed value of improvements (on the order of \$1,000). In the Commercial (C) and Neighborhood Commercial (NC) zones, the value of the building or improvements must be less than 50 percent of the assessed value of the land).

The existing zoning in the Chinatown/I.D. Urban Center Village has residential development capacity for approximately 4,150 dwelling units, relatively high when compared to other urban villages. The commercial development capacity of this urban village is rated in terms of job growth that can be accommodated within sites with development capacity; there is capacity for growth of approximately 7,300 jobs in the Chinatown/I.D. neighborhood using the City's calculation methods.

Growth Targets

The Chinatown/I.D. neighborhood's growth targets are defined by the City's comprehensive planning activities. These targets address how projected citywide growth should be distributed within the

different parts of the city and help to satisfy growth management requirements, while providing City planners with perspective on how much growth is expected over the next 20 years. These targets are periodically updated to reflect changes in comprehensive plans, as occurred with the 2004 update to the City's comprehensive plan, 10 years after its original adoption (which covered the 1994 to 2014 period). The updated target now covers the next 20 years (2004 to 2024).

Residential

- Previous target, 1994 to 2014: 1,300 new dwelling units.
- Current target, 2004 to 2024: an additional 1,000 dwelling units.
- Since 1994, net residential growth was approximately 456 new dwelling units.



Jackson Street and Sixth Avenue



Light pole on Jackson Street



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

Employment

- Previous target, 1994 to 2014: 2,800 jobs.
- Current target, 2004 to 2024: 2,000 jobs.
- From 1995 to 2002, there was a net gain of approximately 1,000 jobs in this neighborhood, growing from approximately 4,050 jobs to approximately 5,050 jobs in 2002.

Chinatown/I.D. Specific Goals & Policies in the City's Comprehensive Plan

The Comprehensive Plan contains several pertinent neighborhood-specific goals and policies that are distilled from the Chinatown/I.D. neighborhood plan.

Cultural & Economic Vitality

Summary

- Support actions that promote cultural and economic vitality, including business improvement strategies and community improvement.

Goals & Policies

ID-Goal 1 Thriving businesses, organizations, and cultural institutions.

ID-P1 Support marketing activities that promote neighborhood businesses, events and cultural opportunities.

ID-P2 Work with the Chinatown/International District community to develop business improvement strategies to encourage greater customer patronage to individual businesses.

ID-P3 Encourage new business development and location within the neighborhood.

ID-P4 Emphasize night-time activity to tap into a new market for businesses.

ID-P5 Support development of a multi-purpose community recreation center with space for community programs and associations.

ID-P6 Improve utility infrastructure, when appropriate, to support community needs.

Housing Diversity & Affordability

Summary

- Preserve existing affordable housing while seeking to diversify housing stock with more moderate income and family housing.
- Explore strategies for upgrading sub-standard/vacant buildings.



Goals & Policies

- ID-Goal 2** A neighborhood with diverse and affordable housing.
- ID-P1** Seek to diversify housing stock to include more moderate income and family housing.
- ID-P2** Seek additional affordable housing strategies to preserve existing low-income units and households.
- ID-P3** Explore resources and strategies for upgrading existing sub-standard and vacant buildings.

Safe & Dynamic Public Spaces

Summary

- Improve public safety including pedestrian safety, through streetscape improvements, crime prevention through design techniques, and programming.

Goals & Policies

- ID-Goal 3** Create safe and dynamic public spaces.
- ID-P1** Support specific programming to deliberately activate the parks, especially Kobe Park.
- ID-P2** Look for ways to incorporate design elements for crime prevention throughout the neighborhood, especially in parks, parking facilities and alleyways.
- ID-P3** Increase pedestrian safety by adding additional stop signs and crosswalk striping, where appropriate.

- ID-P4** Build on partnerships which can work together to provide additional pedestrian amenities such as pedestrian street lighting, street trees, street furniture and informational kiosks that enhance the pedestrian environment.
- ID-P5** Target Jackson Street, Dearborn Street and Fifth Avenue for pedestrian improvements.

Accessibility

Summary

- Improve accessibility to and within the neighborhood, for bus, auto, pedestrians and bicyclists through targeted strategies.

Goals & Policies

- ID-Goal 4** An accessible neighborhood, with access within and to the neighborhood, for all transportation modes, while encouraging less dependence on cars and greater use of transit, bikes and walking.
- ID-P1** Seek to reduce auto congestion at key intersections.
- ID-P2** Work with Metro and Sound Transit to find ways to maximize service to residents, customers and employees in the neighborhood.
- ID-P3** Improve bicycle route markings and related bicycle facilities, including bicycle racks within the neighborhood.
- ID-P4** Increase short term parking opportunities within the neighborhood.



Chinatown/I.D. Neighborhood Plan

This neighborhood plan was adopted in 1998 as part of the Seattle's citywide neighborhood planning process. The plan included numerous action strategies and was defined as a "strategic plan." The main themes of the Neighborhood Plan are:

- Housing that is affordable and diverse;
- Public spaces that are safe, dynamic and pedestrian friendly;
- Accessibility both within and to the neighborhood for all travel modes;
- Cultural and economic vitality.

Summary

These neighborhood plan policies provide many specific strategies toward fulfilling the neighborhood plan objectives, as summarized above.

Notable strategies regarding housing include:

- transfer of development rights (TDR) and bonus programs;
- "inclusionary" zoning;
- leveraging of funds for rehabilitation projects; permit streamlining;
- and, property tax exemption for low-income residential projects.

Parks/Open Space

The plan requests improved maintenance of existing parks (such as Hing Hay Park), activation of parks with programming, and new open space perhaps east of I-5.

Parking

Expand off-street parking and maximize on-street parking opportunities, to address longtime needs of the neighborhood.



Danny Woo Gardens



Bush Hotel



Housing Diversity & Affordability

Neighborhood Plan Objectives:

- ♦ Diversification of housing stock to include more moderate-income and family housing.
- ♦ Preservation of affordable housing units.
- ♦ Rehabilitation of vacant and sub-standard buildings.”

Three key housing objectives:

1. Housing diversification

- ♦ Develop TDR and density bonus programs to encourage greater housing development.
- ♦ Work with downtown neighborhoods to split “fair share” of low-income housing units.

2. Affordable housing

- ♦ Leverage City funds for formation of Community Land Trust and restructuring financing of expiring subsidy contracts.
- ♦ Leverage more federal low-income tax credits.
- ♦ Develop inclusionary zoning for market-rate developments.
- ♦ Secure lender commitment to finance more mixed-use projects, including model project (I.D. Village Square Phase 2).
- ♦ Develop a 10-year property tax exemption for low-income multifamily development, based on RCW 84.14.
- ♦ Continue partnership with U.W. Law Clinic to research and develop housing development/land trust models.

3. Housing rehabilitation—ways to support upgrading of existing vacant and sub-standard buildings.

- ♦ Streamline DPD construction permitting.
- ♦ Leverage City funds for acquisition/rehab of vacant and sub-standard buildings, technical assistance and outreach by community non-profits to owners of vacant and sub-standard buildings.

Safe & Dynamic Public Spaces

ID Neighborhood Plan Objective: “Active yet safe public spaces including parks, sidewalks, streets, alleyways, and parking lots.”

▪ Parks

- ♦ Improve maintenance: Kobe Terrace, Hing Hay, Children’s Park, Danny Woo Gardens.
- ♦ Activate parks by encouraging more frequent dynamic use of parks for programs/events and with improved design elements.
- ♦ Create new open space in vacant parcels or rooftop gardens, including areas east of I-5.

▪ Safety

- ♦ Better crime prevention through environmental design (CPTED).
- ♦ Outreach programs on major public health and safety topics.
- ♦ Expanded police presence.
- ♦ Better lighting of parking areas.
- ♦ Athletic event-day assistance with traffic and clean-up.



Jackson Street in Little Saigon



King Street at I-5

- Pedestrian circulation and amenities
 - ♦ Improvements at key corridors of Jackson, Dearborn and Fifth Avenue S. and key nodes of King and Maynard, Eighth and Lane, Fifth and Washington.
 - ♦ More crosswalk striping, stop signs, pedestrian safety improvements.
 - ♦ Improved street lighting.
 - ♦ Wayfinding system.
 - ♦ Street furniture and trees.
 - ♦ Public art.
 - ♦ Better street/landscaping maintenance.
 - ♦ Attention to dumpster locations.

Accessibility

Neighborhood Plan Objective: "Accessibility both within as well as to the neighborhood for all transportation modes, while encouraging less dependence on cars and greater use of transit, bikes, and walking."

- Autos
 - ♦ Address traffic hotspots (such as 12th and Jackson), alley-related car/pedestrian conflicts; truck loading at Maynard and Jackson and King and Eighth.

- Transit
 - ♦ Extend free ride zone through entire Urban Village.
 - ♦ Improve transit service.
 - ♦ Circulator route.
 - ♦ Bus shelter improvements.
 - ♦ Bus tunnel access in evenings.
 - ♦ Multi-language bus schedule timetables.
- Bicycles
 - ♦ Restripe Dearborn bike lane.
 - ♦ Provide more bike racks to encourage stops by bikers.
- Parking
 - ♦ Take all opportunities to maximize on-street, short-term parking.
 - ♦ Expand off-street community parking opportunities (and address long-standing needs).
 - ♦ Expand and promote residential monthly parking.
 - ♦ Increased parking enforcement and higher fines on event days and at targeted locations.



Cultural & Economic Vitality

Neighborhood Plan Objective: “Thriving businesses, organizations and cultural institutions.”

Themes

- Marketing activities.
- Business improvement strategies (such as a façade improvement fund).
- Business resource center.
- Encourage new businesses.
- Tap into night-time activities encouraging new business.
- Community recreation center.
- Supportive utility infrastructure.



Slope east of I-5

Other Neighborhood Planning Activity

Chinatown, Japantown, Little Saigon: International District Urban Design Streetscape & Open Space Master Plan, February 2004

This urban design plan effectively describes existing conditions and numerous recommended actions for this neighborhood’s streetscape/open space public realm. The plan also relates urban design and open space needs to the aesthetic, economic, public safety, visioning and community building aspects of neighborhood planning. It arose through the efforts of a Community Advisory Board formed in 2002/2003 to develop a thorough outreach to all key stakeholders in this neighborhood, and the further efforts of InterIm and Nakano Associates.

The plan “aims to provide a guiding vision the community can use in building healthy, safe and lively public spaces that honor the past and reflect the vitality of the people living there today.” It is also a “synthesis of ideas” and a “stepping stone in the ongoing process of place-making.” It follows previous neighborhood planning efforts published in 1998, 1976, 1973 and 1968. As noted in this plan, “all subsequent reports reflect similar issues to those we face today; concerns about new development, crime, decay of historic buildings, and loss of businesses and residents.”

The plan discussion notes the following emphases in subareas of the neighborhood (also see figure 11).



How How Shopping Center on Jackson Street



Chinatown

The plan notes King Street as the heart and spine of Chinatown, and Hing Hay Park as one of the most prominent open spaces. Character and sense of place are important factors, yet the vacant and boarded up portions of approximately seven buildings on or near King Street detract from that character. They also may contribute to public and life-safety issues. The plan indicates a need to find solutions for these sites through incentives for rehabilitation or redevelopment. The plan also notes the proposal for installation of ceremonial gateways on King Street and urges streetscape and brick paving improvements at the King and Maynard intersection to extend the character out from Hing Hay Park.

Japantown

The plan notes the importance of the historic Japanese district and the continuing presence of several buildings such as the Nippon Kan Theater, NP Hotel and the Panama Teahouse and Hotel. The Danny Woo Gardens are also an important community amenity. Given the area's concentration of undeveloped surface parking lots, the plan notes the need to define a community vision for how new infill development should be "stitched together." It recommends new mixed-use development, a possible focus at Fifth and Main, and further Green Street improvements along Main Street and Maynard Avenue.

Little Saigon

The plan notes the difference in building and streetscape character in this area east of I-5, compared to the historic core area. Sidewalks are more frequently interrupted by curb cuts, dumpsters and damaged sidewalks and there are more parking lots in front of buildings. Consequently, the pedestrian sidewalk area is more challenging and less inviting to pedestrians.

The plan recommends streetscape improvements along Jackson and at its key intersection with 12th Avenue S, as well as coordinated business improvement efforts by business owners. The plan also recommends housing to be included in future mixed-use redevelopment to provide a greater residential presence that would better stabilize this neighborhood.



Typical outdoor market



King Street, view east of 12th Avenue

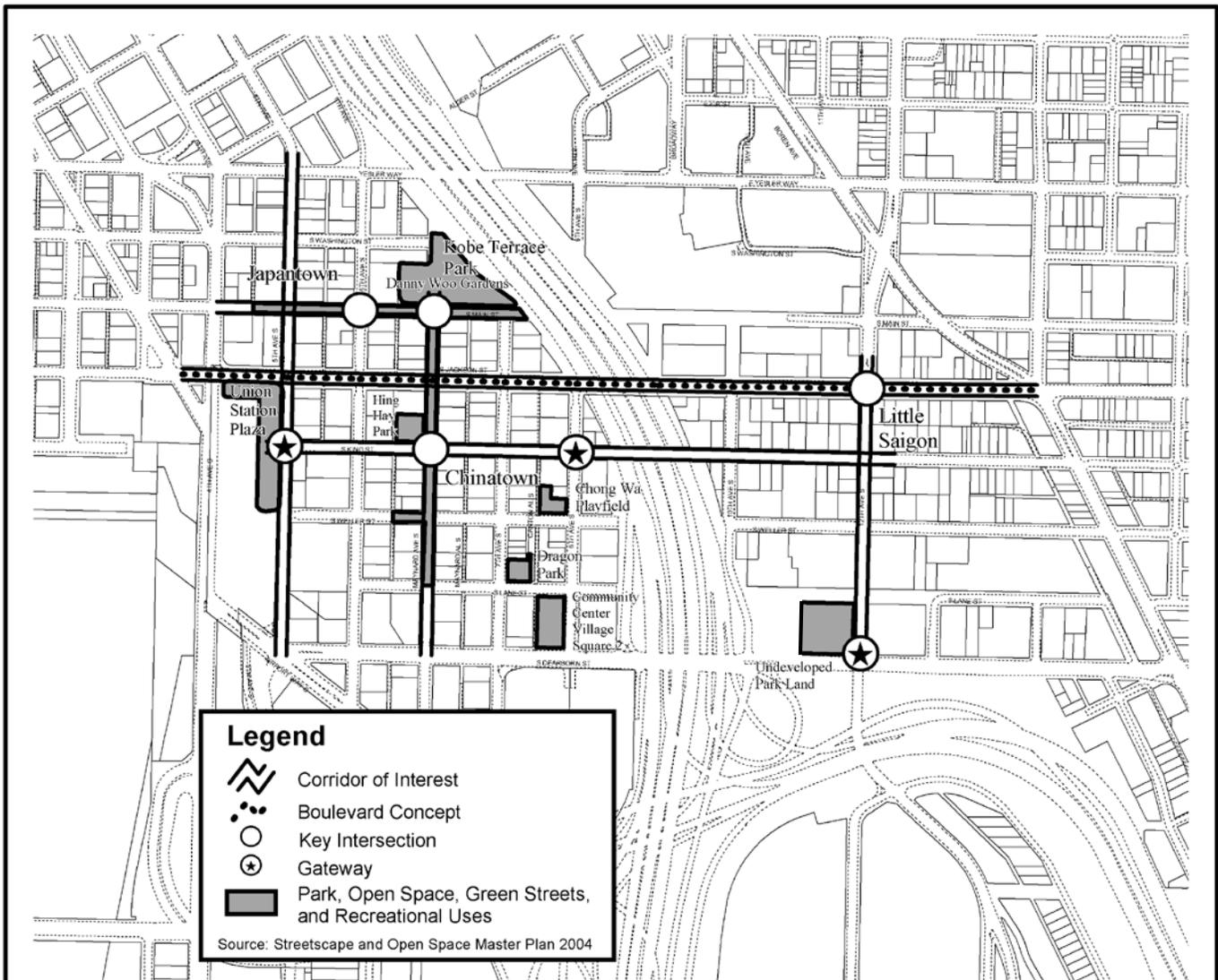


Figure 11 - Key Corridors, Parks and Open Space

300 0 300 Feet



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 Prepared March 17, 2005 by DPD-GIS



Dearborn Street Industrial Area

The plan notes the lack of a quality pedestrian environment in this area, along with the existing presence of industries. However, this discussion notes that if zones were reoriented to multifamily or mixed uses, there would be a greater need to make them more pedestrian-friendly. Residential-oriented rezones are also seen as a potentially desirable step that would help “support businesses in the Little Saigon community and help bring greater continuity in urban form from the Jackson Place neighborhood [to the east] through to Chinatown.”

Open Space Emphases

The plan notes the 1.5 acres of public parks—Hing Hay, Childrens’ and Kobe Terrace Park, the Danny Woo community garden, and one undeveloped park property near 12th Avenue and Dearborn Street. These parks are valued but have “serious problems with crime and require maintenance, programming and policing to help make them a well-used amenity.” The plan also points out that the neighborhood falls short of the public open space and “breathing room” open space requirements in Seattle’s Comprehensive Plan. Little Saigon is underserved by park space.

Streetscape Emphases

The plan identifies improvement opportunities along several streets including S. King Street, S. Main Street, S. Jackson Street, Maynard Avenue S., 12th Avenue S. and Fifth Avenue S. An improved pedestrian setting would result from recommended aesthetic improvements such as paving treatments, additional trees, street furniture, landscaping, lighting and more public art. In addition to the improvement concept adjacent to Hing Hay Park, another concept calls for a plaza at Maynard and Main, with strategic improvements to the aesthetics and pedestrian qualities of the steep Maynard right-of-way down to S. Jackson Street. Another idea in the plan is more active uses along cleaned-up alleyways.

Overview of Urban Design Plan’s General Principles & Recommendations

Open Space General Principles

- Existing open spaces should be renovated and programmed to activate these places, while discouraging illegal activity.
- New open space acquisition could be located in the zone that is not currently being served, primarily in the Little Saigon neighborhood. However, if the community identifies a better site to acquire in either Chinatown or Japantown, in light of its existing residential base, then acquisition of those sites should be taken into strong consideration.
- Encourage development of open space in conjunction with new construction and renovation as a public/private partnership where open space, business activity, and housing all support each other.
- Maintenance by the Parks Department and private community entities should continue to improve.

Streetscape General Principles

- Improve the pedestrian amenities in the district, which could include trees, street furniture, hanging flower baskets, better lighting as identified by the South Downtown Lighting Plan, landscaping and public art.
- Maintain a high standard for street-level activity from abutting buildings: ground floor retail that is transparent from the street, commercial activity interacting with the street, and other design components that keep the street active.
- Create a safer pedestrian environment for our residents, visitors, and employees through urban street calming measures: street lights, signage, reconfiguration, the streetcar.



Wing Luke Museum



Ding How Center, at 12th and Jackson

- Improve our neighborhoods' alleys: eliminate dumpsters, repaving, lighting, create activity in the alleys.
- Improve connections between the District and other surrounding communities: gateway elements, public art, improving King Street Station, developing parking parcels between Fourth and Fifth avenues, extending the streetcar.
- Move forward with developing the Green Streets in the neighborhood: Main, Maynard, and part of Weller.
- Improve the connection between Little Saigon and Chinatown/Japantown: improve the I-5 underpass with public art and a possible open air market, as well as encourage development on Jackson and King Street between I-5 and 12th Avenue.

Chinatown Recommendations

- Special attention should be given to the building facades and land uses along Fifth Avenue S.
- King Street should be pedestrian-oriented with gateways at Fifth and Eighth and a "town square" at the intersection of King and Maynard.
- Develop a public art project along King Street between the two gateways, highlighting Chinese American culture and history. Utility poles can be painted, the surface of the sidewalks can integrate public art features, and historical and/or cultural markers can be placed at various locations along the length of the street.
- Alleyways should be clean, dumpster-free, and possibly activated. Look at programs like San Francisco's Chinatown as a template to clean up our alleyways.
- Strengthen connections along Weller, Maynard and Lane Streets to Hing Hay Park, the new Community Center, the Bus Tunnel Lid, the Wing Luke Museum, and Children's Park with various pedestrian amenities, like enhancing the walking surface, landscaping, signage and public art.



Japantown Recommendations

- Main Street should be a park-like green street (it is already designated as such), featuring the intersections at Sixth and Main with public art and Maynard and Main as a park-like plaza. This could be done through paving, public art and other wayfinding elements. These elements should help newcomers to the area understand its historical significance.
- Work on and extend the green street on Maynard Avenue from the Danny Woo Garden to Hing Hay Park. Look at installing tree pods, mid-block crosswalk between Jackson and Main Street, and other landscape features on Maynard Avenue.
- When the area between Fourth and Sixth avenues and Yesler and Jackson streets is developed, the streets should include trees, lighting, furniture, and public art consistent with the rest of the community. The intersection of Main and Fifth could become a node of activity and commerce which announces Japantown and provides a visual connection to the Government Center to the north, Pioneer Square to the west, and the rest of the district to the south. This node of commerce with preferably sustainable development principles can offer a mix of pedestrian-oriented activities.
- Parking should be veiled to maximize the pedestrian experience.
- Maybe add steps, street furniture and landscaping to help people climb both Maynard and Seventh avenues and incorporate playful treatment of stormwater in fountains and water features. These can be related in concept to Japanese character, fish, and other aquatic natural systems. Handrails can be affixed to buildings to assist people climbing these hills.
- Develop a public arts plan around Main Street and Sixth Avenue to highlight Japanese-American culture and history.
- Continue use of honey locust as the street tree in this area along Main Street. Possibly, plant cherry trees on that street.

Little Saigon Recommendations

- The intersection at 12th and Jackson should be highlighted with public art. In addition, as buildings redevelop, developers should help create more public space at the various corners of this intersection.
- Improvements should further strengthen the image of Jackson Street as a boulevard, including possibly integrating the streetcar.
- A textured mid-block crosswalk on Jackson Street between Rainier Avenue and 12th Avenue S. can be created to increase pedestrian safety in the area, as well as improve the streetscape.
- Banners highlighting the Little Saigon neighborhood can be posted on 12th Avenue and S. Jackson Street.
- Public art features at the neighborhood's various points of entry can signify that one is entering the district.

Other planning activity

The Urban Design Plan indicates some possible rezone areas, including the area south of Yesler between Fourth and Fifth avenues, and areas east of I-5 in the Little Saigon district potentially south to Dearborn Street and east to Rainier Avenue S. Such rezones could help encourage infill mixed-use or residential development that would enliven and support these areas.

The community has also formed a Land Use Committee that is helping sort through priorities for changes. One statement of their principles indicates, "we want to support projects that will create and support housing affordable to all income levels and household types (including ownership, family, special needs), maintain the neighborhood's architectural integrity, enhance the area's social and cultural amenities, and support the accessibility to public transportation, cycling and pedestrian movement, and improve the conditions for neighborhood businesses, consequently enhancing the economic vitality of the neighborhood."



For the area east of I-5, the committee would like to, “Increase the area’s housing capacity. Housing would create a vibrant, dynamic community. It would provide a stable customer base for the small businesses in the area. In addition, with more people living in the area, a safer environment will be created.”

The Land Use Committee recommends looking at various tools and strategies for possible rezoned areas to encourage development, such as:

- incentive zoning mechanisms;
- reduced parking requirements;
- tax exempt financing;
- increased height limits;
- transfer of development rights (TDR); and,
- tax increment financing (TIF).

The land use committee also endorses principles of sustainable development practices, such as transportation efficiency, LEED standards and use of non-toxic materials.

For the area south of Dearborn Street and west of I-5, the committee recommends initiating a visioning process for this area with major property owners, the City, Pioneer Square and Duwamish stakeholders.

Zoning & Land Use Regulation

Like Pioneer Square, the Chinatown/ID neighborhood is a Special Review District established to promote, preserve, and perpetuate the cultural, economic, historical and otherwise beneficial qualities of the area, particularly the features derived from its Asian heritage. The district is governed generally by the same administrative rules and all development and use-changing activities are subject to the review of the Chinatown/ID Special Review District Board.

Rules for the Chinatown/I.D. Special Review District Board

The International Special Review District Board is a seven-member elected board that reviews actions that would change the use or exterior appearance or structures, streets, sidewalks and other public spaces in the district. This includes activities such as sign installations, new awnings or canopies, additions or remodels, demolition, exterior painting, proposed new businesses/services (change of use) and any change in parks or rights-of-way. Such changes need to obtain a Certificate of Approval from the board and the director of the Department of Neighborhoods. This certificate is not a permit. Proposals must also obtain relevant permits from City departments prior to proceeding.

New construction must be visually compatible with the predominant architectural styles, building materials, and inherent historic character of the district. In addition to regulations described above, other design guidelines pertain to awnings, canopies, façade alteration, signs and security systems.

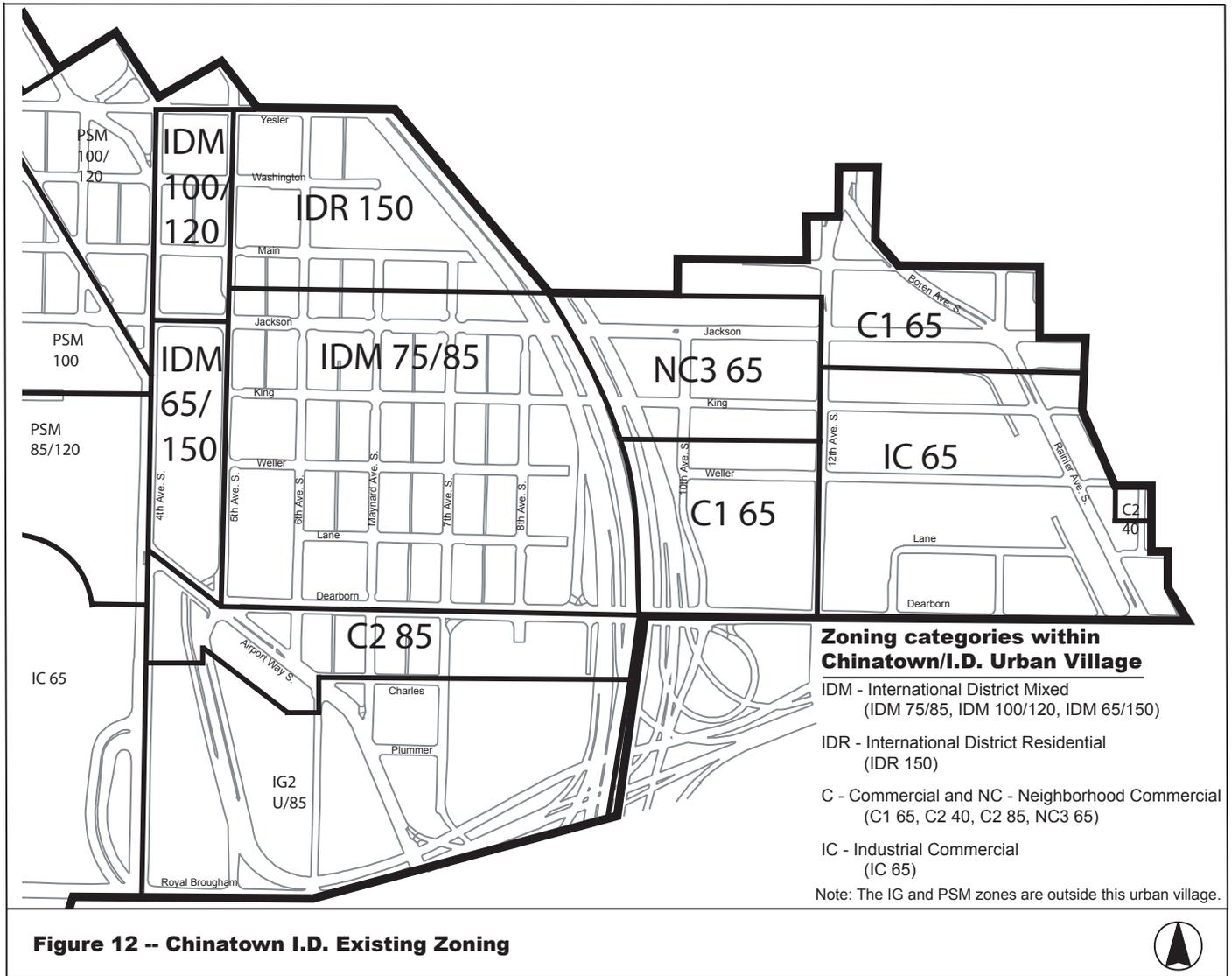


Figure 12 -- Chinatown I.D. Existing Zoning



Jackson Street sidewalk view



Steps to Yesler Terrace



Also, the Secretary of the Interior's "Standards for Rehabilitation with Guidelines for Rehabilitating Historic Buildings" and the complete series of "Historic Buildings Preservation Briefs" developed by the National Park Service serve as guidelines for proposed exterior alterations and treatments, rehabilitation projects and new construction.

Demolition is regulated, because the board's permits for preliminary design approval require financing be lined up, so that building construction can proceed within two years. This is intended to avoid premature demolition and replacement with interim uses such as surface parking lots.

Zoning

The Chinatown/I.D. neighborhood has two zones covering the area west of Interstate 5: the International District Mixed (IDM) and International District Residential (IDR) zones (see Figure 12). The area east of Interstate 5 in the Jackson Street to Dearborn Street vicinity is also part of Downtown Urban Center and the Chinatown/I.D. neighborhood, but it contains a variety of industrial, commercial and multifamily zoning—including Industrial Commercial (IC), Commercial 1 (C1), Neighborhood Commercial 3 (NC3) and an isolated parcel in Lowrise 3 (L3).

International District Mixed zone (IDM)

Use Regulations

The use regulations are oriented toward allowing most uses, while prohibiting several types of uses believed to be detrimental to neighborhood character.

Prohibited uses include: adult theaters, heavy manufacturing and other high-impact uses, salvage/recycling operations, automotive retail sales and service, bowling alleys, drive-in businesses, major communication utilities, medical testing labs, mobile home parks, outdoor storage and certain heavy commercial and marine retail sales and services. Also, light manufacturing uses that occupy more than 10,000 square feet are prohibited in the portion of the Special Review District west of I-5, and light manufacturing uses are entirely prohibited in the IDR zone.

Uses subject to special review include: "formula fast food" restaurants, hotels, planned community developments, and principal-use parking garages. Other uses subject to special review when they are at street-level include: appliance repair shops, experimental labs, radio/television studios, vocational/fine arts schools, warehouses or wholesale showrooms, upholstery shops, taxidermy shops and residential uses. The special review addresses impact concerns including, but not limited to, traffic, parking, noise, scale and pedestrian character.

Preferred street-level uses include those pedestrian-oriented retail shopping and service business uses that are "highly visible or prominently display merchandise in a manner that contributes color and activity to the streetscape, including but not limited to: apparel shops, bakeries, banks, barbecue shops, bookstores, coffee shops, floral shops, grocery stores, museums, oriental crafts shops, personal services such as beauty shops and barbershops, restaurants, sidewalk cafes, travel agencies and variety stores.



Standards for street-level uses in the historic core sets some size and use parameters that shape uses at street level. Uses should not occupy more than 50 feet of street frontage when located within the interior portion of a block, and no more than 145 feet of frontage when located on a corner. Also, “non-pedestrian-oriented” uses and “businesses which are not typically visible from the sidewalk” cannot exceed 25 feet of street frontage per use when located within the interior portion of a block, and no more than 145 feet of frontage when located on a corner. Examples of such non-pedestrian-oriented uses include, but are not limited to: community clubs, family associations, human service uses, nonprofit community service organizations, and places of public assembly.

Uses above street-level in the historic core must meet standards that prefer “residential uses and non-vehicular-oriented commercial uses which primarily serve the district and are in operation throughout the day.” These include: community clubs and centers, expansion of existing retail sales and service uses from street level, medical services, offices, vocational or fine arts schools and wholesale showrooms.

Height Regulations

Building heights in the IDM zone are regulated by two Land Use Code sections addressing the Chinatown/I.D. neighborhood, Sections 23.49.208 and 23.66.332.

Section 23.49.208 describes maximum heights for the IDM zone. This section defines three different height districts: a 75/85-foot district, a 100/120-foot district, and a 65/120-foot district (actually mapped as 65/150 feet). The 75/85-foot district is the most common height district, covering the historic core between S. Jackson Street and S. Dearborn Street. The 100/120-foot district lies between Fourth and Fifth Avenues, south of Yesler Way and north of S. Jackson Street. The 65/120-foot district lies within the Union Station vicinity (between Fourth and Fifth avenues, and S. Jackson and Airport Way S.), which is already extensively developed with office uses.



Milwaukee Hotel

An unusual aspect of the Chinatown/I.D. maximum height limits is the requirement for a minimum percentage of floor area in residential use in order to achieve the maximum heights in 75/85-foot and 100/120-foot districts. That percentage is 50 percent of gross floor area in residential uses, excluding parking, in the 75/85-foot district, and 75 percent of gross floor area in residential uses in the 100/120-foot district. In the 65/120-foot district, structures between 65 and 120 feet (or 150 feet as mapped) may be permitted only as a part of a planned community development (see Section 23.49.036 of the Land Use Code).

Rooftop Features

Similar to many other zones, rooftop features may modestly extend above the height limit. For this neighborhood, many items may extend up to 15 feet above the maximum height limit, provided roof area coverage does not exceed 15 percent (25 percent with special board review). This section is relatively simpler than the comparable section for the Pioneer Square Mixed zone, because it does not address penthouses used for residential or office uses. Another item of note is that rooftop features must be reviewed to ensure protection of views from Kobe Terrace Park near I-5 and S. Washington Street.



Density Regulations

For density regulations, the IDM zone has a base and maximum floor area ratio (FAR) of 3, except for hotels, which have a base and maximum FAR of 6. The IDR zone has a base FAR of 1 and a maximum FAR of 2 when 50 percent or more of the total gross floor area on a lot is in residential use (see SMC 23.49.011). Residential use is not subject to a density limit, but is controlled through height and bulk limits.

Setbacks

This IDM zone regulation does not address setbacks.

Exterior Building Design

For the purpose of complementing and enhancing the historic Asian design character of the historic district and to retain quality and continuity of existing buildings, the code regulates exterior materials, colors, surfaces, transparency (windows), scale and awnings of buildings. Brick, earthen-tinted concrete, stucco, wood and other “earthen” materials are preferred. Aluminum, ceramic tile and tiled awnings and marquees may be used if approved by the board. Building façade elements (windows, cornices, street elevations, etc.) should be compatible with surrounding structures. Compatible awnings with at least five feet of overhang are permitted.

Parking & Access Requirements

Chinatown/I.D. is subject to the downtown parking requirements in Section 23.49.016. The first things to note are:

- No parking is required for residential uses, including residential portions of live-work units.
- No parking is required for new uses to be located in existing structures, or when existing structures are remodeled.
- No parking is required for human service or child care uses.



Doorway detail



Chong Wa Benevolent Association Building



Downtown Parking Requirements for Non-Residential Uses

(Parking spaces per 1,000 square feet of gross floor area)

Use	Long-Term Parking Requirement						Short Term Parking Req. in all areas
	Areas with High Transit Access			Areas with Moderate Transit Access			
	Unrestricted Long-Term	Carpool	Total	Unrestricted Long-Term	Carpool	Total	
Office	0.54	0.13	0.67	0.75	0.19	0.94	0.1
Retail sales and service, except lodging	0.32	0.08	0.40	0.56	0.14	0.70	0.5
Other non-residential	0.16	0.04	0.20	0.16	0.04	0.20	None
Lodging	1 space per 4 rooms (all areas)						None

Note: The maximum long-term parking requirement is 1 parking space per 1,000 square feet of nonresidential use, unless applicant receives a special exception. Source: Seattle Municipal Code Chart 23.49.016 A, and 2376.

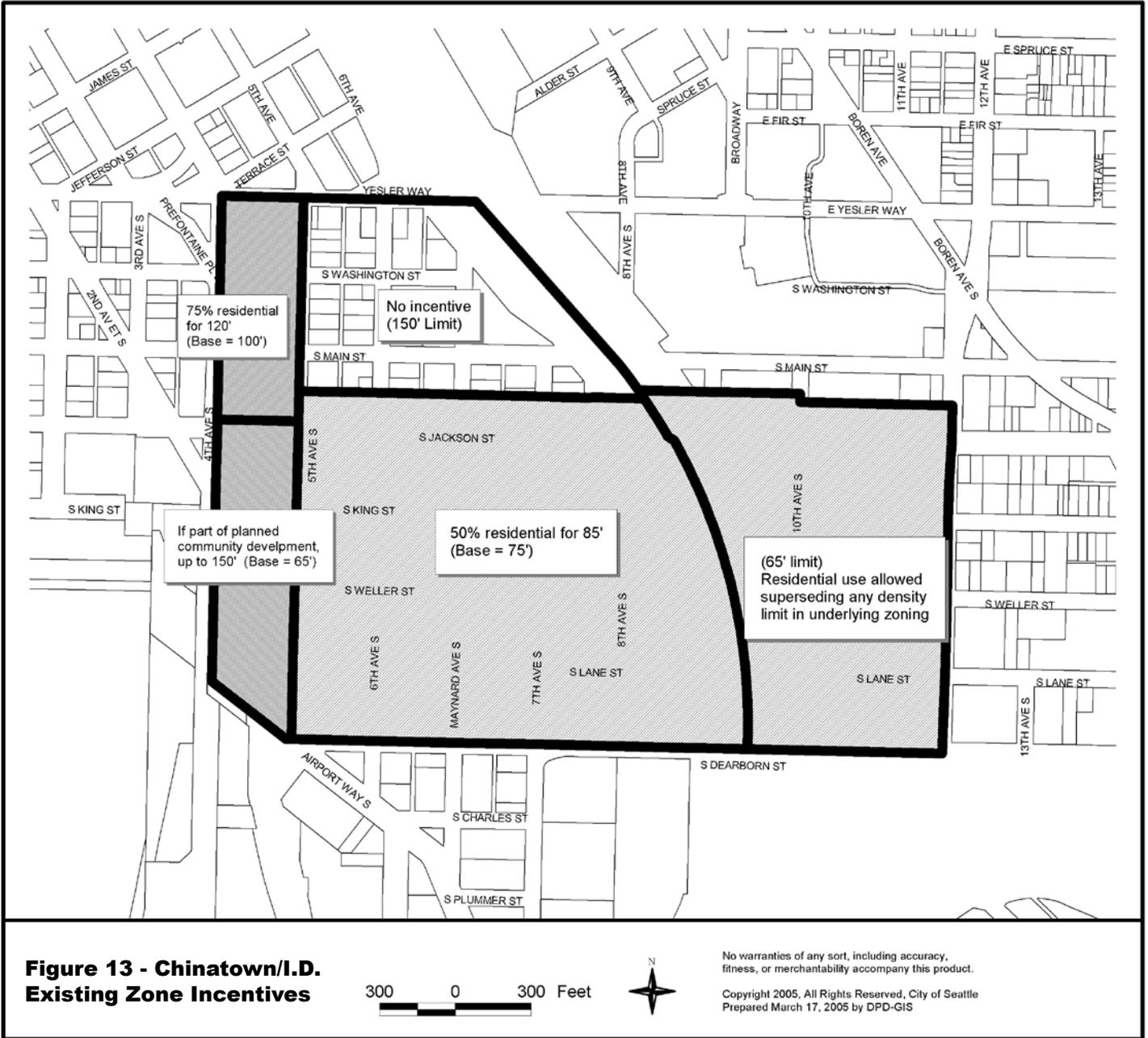
For non-residential uses, a key aspect of the downtown parking regulations is to set “long-term parking” requirements according to a map that divides downtown between “areas with high transit access” and “areas with moderate transit access.” The differences in parking required in these areas (for office and retail sales/service uses) are illustrated above. The Chinatown/I.D. neighborhood is rated as an “area with moderate transit access.”

Exemptions from parking are provided for a portion of the building area in the proposed uses. In the “moderate-access” areas that include the Chinatown/I.D. neighborhood, no parking is required for the first 7,500 square feet of retail sales and service uses, or the first 2,500 square feet of other non-residential uses that are something other than retail sales and service. In contrast, the areas with high transit access provide an exemption for the first 30,000 square feet of retail sales and service uses. Required parking may be provided on the subject site or within 800 feet of the site if that parking is properly “covenanted.”

Requirements tied to the Chinatown/I.D. neighborhood are specified in SMC 23.66.342. For example, principal-use parking garages are subject

to special review, and must be designed so that the street-level portion of the garage is committed to pedestrian-oriented uses permitted in the District. However, this requirement may be waived if the abutting street slope exceeds eight percent. Also specified are additional parking requirements for restaurants, motion picture theaters and other entertainment uses and places of public assembly. For example, restaurants must provide an additional parking space for each additional 500 square feet of gross floor area that exceeds 2,500 square feet.

The code in SMC 23.66.342 allows the director of DON (after review and recommendation by the board) to waive or reduce required parking or loading for the Chinatown/I.D. neighborhood in the following circumstances: “A. after incorporating high-occupancy-vehicle alternatives such as carpools and vanpools, required parking spaces exceed the net usable space in all below-grade floors; or, B. strict application of the parking or loading standards would adversely affect desirable characteristics of the district; or, C. an acceptable parking plan is submitted to meet parking demands generated by the use...”





The code prefers access to parking to be from alleys. Conflicts with pedestrian traffic, transit access and efforts to provide continuous street façades shall be minimized. Principal use parking garages are subject to special review, with street-level uses required (except where they may be waived for steep slopes). Further, special parking restrictions in Section 23.66.342E indicate that “all new surface parking areas shall be accessory... , a sign is required at each parking entrance, and adequate screening” is required along the perimeters of new surface parking areas.

Signs

Sign regulations are tailored to the Chinatown/ I.D. neighborhood and well specified, in order to ensure that signs will be generally compatible with the character of the buildings and the area. No freestanding signs (except signs in parks and parking lots), roof signs, off-premises advertising signs (billboards), or product advertising signs of a permanent nature are permitted. Flags, banners and temporary signs are also subject to board review.

Streets & Sidewalks

Changes to street and sidewalk design elements must be reviewed by the board.

Waiver of Common Recreation Area Requirements

The board may waive or reduce required common recreation area if the district’s visual character or the project’s economic feasibility would be adversely affected, or if the project is demonstrated to be reasonably served by existing public or private recreation facilities located nearby.

Transfer of Development Rights (TDR)

Properties within the IDM and IDR zones are eligible to be “sending lots” for Housing TDR, meaning development rights can be transferred from properties in these areas, but they cannot be “receiving lots” for any kind of TDR.



Dragon pole decoration

International District Residential Zone (IDR)

Use Regulations

The use regulations described above for the IDM zone are also applicable to the IDR zone, except light industrial uses are prohibited in IDR and not in IDM. Section 23.66.306 provides IDR zone goals and objectives, which clarify that the IDR zone is “predominantly a residential neighborhood with primarily residential uses. Other compatible uses are permitted to the extent that they reinforce and do not detract from the primary use of the area.”

Height Regulations

The IDR zone has a mapped height limit of 150 feet. In order for a structure to be over 125 feet high, it must be located on a lot at least 19,000 square feet in size. The IDR and IDM zones split the blocks between Main Street and Jackson Street east of 5th Avenue S (see Figure 14). While split-zoned blocks are often not preferable, this zoning distinguishes the residential orientation of land use along Main Street from the commercially oriented land uses along Jackson Street.



Rooftop Features

As described above for the IDM zone.

Setbacks, Coverage Limits, Maximum Wall Length

These regulations for the IDR zone are similar to the standards defined for the downtown Mixed Residential (DMR) zone used in the northern portion of downtown. Section 23.49.248 requires side setbacks for portions of buildings that exceed 65 feet in elevation, if the building has street frontage that is more than 120 feet along an avenue. Also, setbacks from a green street are required, beginning with 10 feet for portions of building that are 40 to 85 feet in elevation, and a progressively greater setback above 85 feet.

Section 23.49.244 indicates coverage limits for portions of structures that are greater than 65 feet in elevation, depending upon the lot size. These limits provide bulk controls that help shape the allowable building envelope. Further, the code indicates that floors above 125 feet in height may have no more than 8,000 square feet of gross floor area.

The maximum wall length applies to portions of structures above 65 feet in IDR zones, indicated as 90 feet maximum length along avenues and 120 feet length along streets.

Exterior Building Design

As described above for the IDM zone.

Parking & Access Requirements

As described above for the IDM zone.

Zoning East of Interstate 5

East of Interstate 5, in Little Saigon, the International District zones are not used. Instead, the properties along S. Jackson Street and S. King Street are zoned Neighborhood Commercial 3 with a 65-foot height limit (NC3-65'). Other areas south to S. Dearborn Street are zoned General Commercial 1 (C1) with a 65-foot height limit (C1-65'). The NC3 zone accommodates many commercial uses, but also is oriented to accommodating mixed-use development with multifamily residential uses and typically commercial at the ground floor. The C1 zone is typically oriented to accommodating a general mixture of all types of commercial uses with less emphasis on housing, although multifamily housing is permitted in this zone as well.

Another distinguishing feature of these zones is the relationship of parking to the structure and property line. The NC zones encourage parking to be located to the side, rear or beneath structures. The C zones do not restrict parking, which means parking can occur between the structure and the front property line, as is typical for many automobile-oriented commercial areas. This area east of I-5 (to 12th Avenue S.) also has special permission for residential uses and unlimited densities, as noted in the special review district regulations. Section



I.D. Village Square 1 courtyard

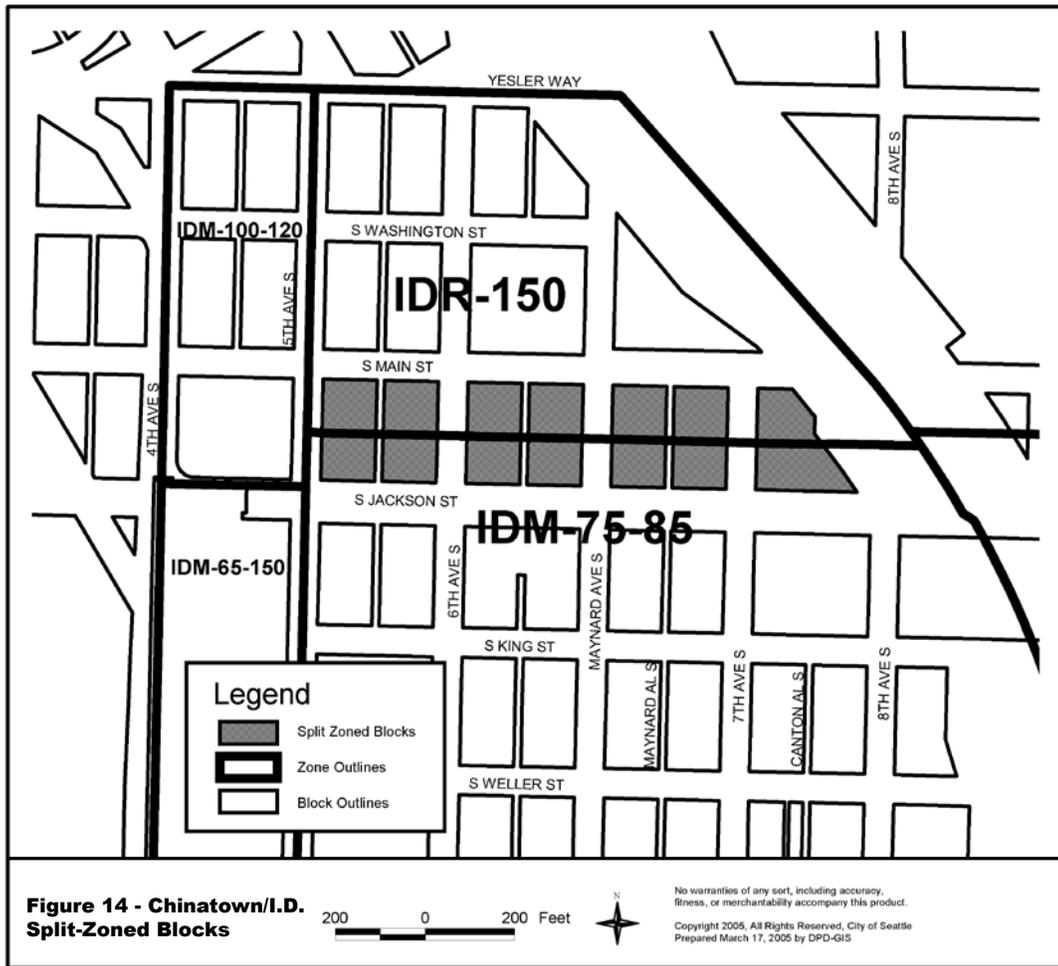


Figure 14 - Chinatown/I.D. Split-Zoned Blocks



Painted columns on South Jackson Street.



Goodwill property at South Dearborn Street.

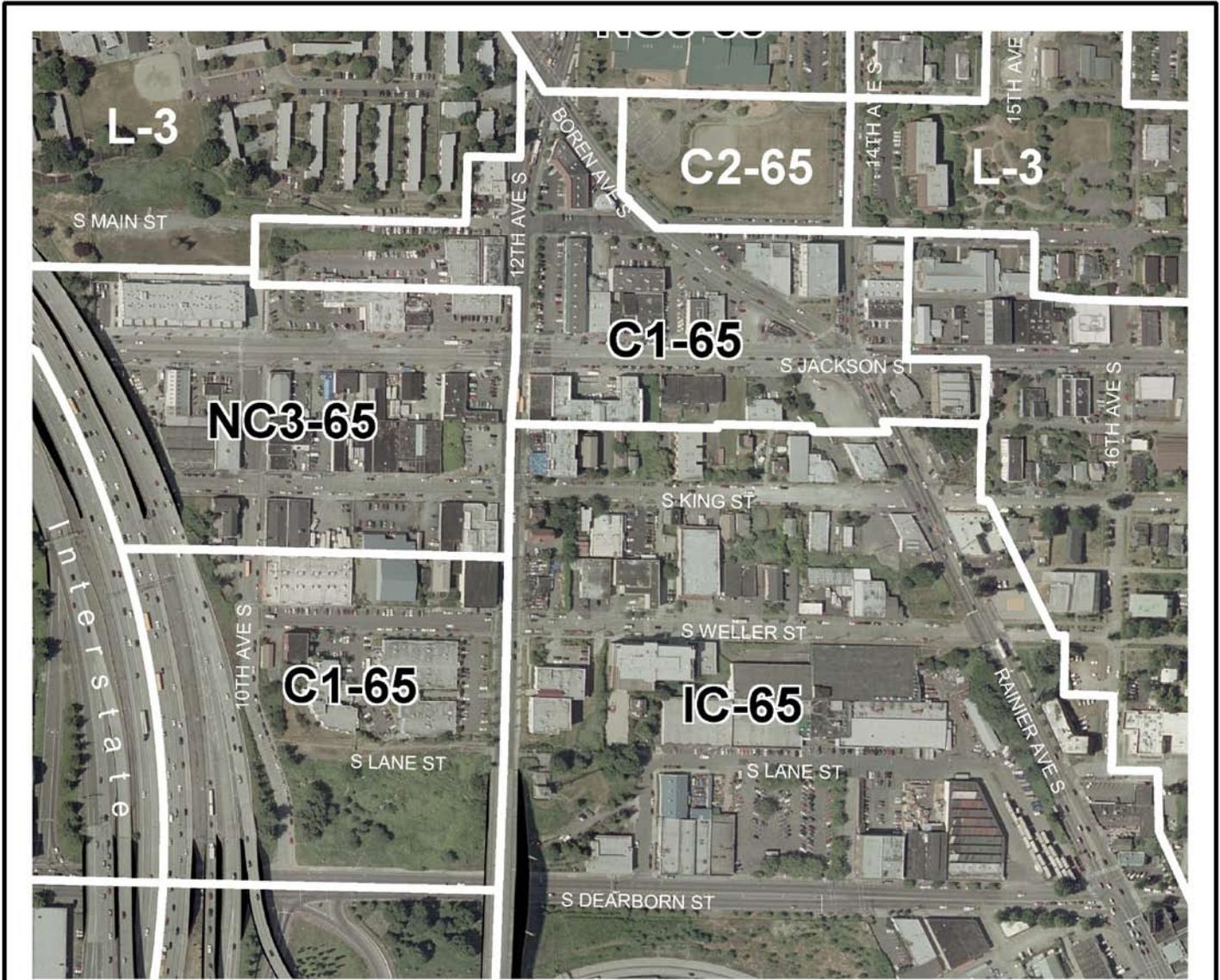


Figure 15 - Existing Zoning East of I-5

200 0 200 Feet

*USGS 2002 Aerial Photo



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Weller Street east of 12th Avenue South.



Apartment building near Tenth Avenue South & Weller Street.

23.66.330 indicates that “residential uses shall be permitted”, and that “this provision shall supersede any prohibition of residential uses and Floor Area Ratio [density] established in the underlying zoning for the area.”

Further east of 12th Avenue S. to Rainier Avenue S., the area is zoned Industrial Commercial (IC) with a 65-foot height limit, except for a strip of C1-65' zoning along S. Jackson Street. The IC zoning allows a wide variety of industrial and commercial uses, such as warehouses, general manufacturing and food processing uses. Prior to the economic downturn, some of the properties along S. Dearborn Street in this zone had been proposed for major redevelopment as offices.

Planned Community Developments (PCD)

Section 23.49.036 describes Planned Community Developments (PCD), a type of development in downtown zones that must be approved by the City Council. A PCD is a development located on a minimum 100,000-square-foot site (2.3 acres) for which site-specific development guidelines are prepared and applied to a development program. It is intended to provide additional flexibility in development planning. The plan must include demonstrable public benefits such as housing, employment, services, strengthening of neighborhood character and improvements in pedestrian circulation. Among the regulations that cannot be altered for a PCD are: permitted land uses (except related to parking); the maximum height permitted for any use in a zone; light/glare, noise and odor standards; minimum sidewalk widths, view corridor requirements, TDR regulations, bonus values for public benefit features, and development standards for adjacent zones in which a PCD may be partially located.



City Agency Projects & Planning Activities

The following table summarizes several recent and/or ongoing projects of Seattle City agencies.

Department	Description
Planning & Development	<ul style="list-style-type: none"> Seismic codes advisory group: focuses on updates to City rules related to earthquake protection in buildings
Transportation	<ul style="list-style-type: none"> Fifth Avenue: resurfacing and sidewalk ramp improvements, Terrace to King, pending “contraflow” lane improvements to aid transit traffic Fourth Avenue S. and Prefontaine: lane improvements to aid transit S. Dearborn Street: signalization improvements Seventh and Jackson: bus zone improvements King Street Station Improvement Planning: assistance, coordination on planning updates to this train station
Parks & Recreation	<ul style="list-style-type: none"> Chinatown/I.D. Community Center: located in Village Square 2
Economic Development	<ul style="list-style-type: none"> Façade Improvement Program: OED provides low-cost loans to business owners to improve facades
Neighborhoods	<ul style="list-style-type: none"> I.D. Village Square gym construction: located in Village Square 2 South Downtown Lighting Analysis & Implementation: a thorough assessment of the lighting infrastructure and public safety implications of lighting quality, and action plan for new lighting, including pilot projects in the Pioneer Square and Chinatown/I.D. neighborhoods. Danny Woo Garden, retaining wall improvements: funds to assist a 2,000 sq.ft. perennial garden, signage, improved path/stairways, retaining wall Dragon Poles: installation of dragons on light poles Chinatown/I.D./Little Saigon neighborhood directory: multi-lingual directory of businesses and attractions Interpretive storytelling placards: to convey neighborhood history Japantown heritage project and Bulosan Filipino heritage project Urban Design Master Plan project Neighborhood parking study Hing Hay Park events Establish a Little Saigon BIA



Housing	<ul style="list-style-type: none"> • Recent investments in affordable housing development: includes Nihonmachi Terrace, International District Village Square (IDVS) I & II • Special housing incentives available within this urban village: <ul style="list-style-type: none"> • Multifamily Tax Exemption (MFTE) Program: a 10-year property tax exemption for new housing when some of the units are reserved for lower-income households; examples include: the Mosaic, Uwajimaya Village and Empress on Fifth and the planned Weller Apartments • Levy Neighborhood Housing Opportunity Program (NHOP) and Homebuyer Assistance Program funds: the majority of funds for these two programs are targeted in eight Housing Investment Areas in Seattle, one of which is the International District; Nihonmachi Terrace is being funded partly through NHOP • Transferable development rights (TDR) Program: TDR may be sold from certain International District sites where housing is rehabilitated and preserved for 50 years for low-income households • Housing Bonus Program: developers of new low-income workforce housing are eligible to apply for housing bonus funds contributed by downtown commercial developers for affordable workforce housing mitigation; IDVS II was awarded housing bonus funds • Multifamily Rehabilitation Loan Program: a program created in 2001 to provide City credit enhancement to promote and facilitate building renovation in South Downtown
Police	<ul style="list-style-type: none"> • Alcohol Impact Area Good Neighbor Agreements: on alcohol sales • West Precinct liaison to community: Law Dept. staffer aids in addressing individual business issues and community issues • Neighborhood Corrections Initiative: regularly checking in on parolees in the area • Proposed 25 New Patrol Officers Citywide: staffing assignments to be determined when approved
Fire	<ul style="list-style-type: none"> • Planned Fire Station #10 construction at Fourth and Washington Street • Commercial building inspections.
Human Services	<ul style="list-style-type: none"> • Contribution to I.D. Village Square 2 Community Center: \$175,000
Public Utilities	<ul style="list-style-type: none"> • Spot repairs: localized water, sewer infrastructure repairs, as necessary
Fleets & Facilities	<ul style="list-style-type: none"> • Fire Station #10 and Emergency Operation Center project



Other Government Entities

The Port of Seattle, the Public Stadium Authority (PSA) for the football stadium, and the Public Facilities District (PFD) for the baseball stadium are other government entities operating nearby to the west of the Chinatown/I.D. neighborhood.

The Port of Seattle authority coordinates the use of harborfront land for shipping and other commercial activity. The Seaport division of the Port manages the cargo, cruise ship and marina operations, supporting international trade, tourism and recreational opportunities.

The stadium-related PSA and PFD are independent public authorities that coordinated construction of and currently oversee the operations of the respective stadiums. They help ensure that the public's interests are represented and protected in the facilities' operations. Each authority has a seven-member board that provides leadership.

The important relationships of these entities to Chinatown/I.D. include the Port's need for efficient movement of container traffic via road and rail (primarily an indirect impact on this neighborhood), and the ongoing need to coordinate stadium activities in ways that limit impacts (such as event-related parking demands) on the neighborhood.

The federal government also plays a role in deciding the fate of the now-vacated INS Building property. The General Services Administration had conducted a competitive process to identify the best potential re-use of the building. However, that process was halted in 2004/2005 and the building's use now will be resolved by offering it for sale to public agencies.

Major transportation projects

Refer to the major transportation projects summary in Section I of the Pioneer Square discussion.



Jackson Street and Seventh Avenue

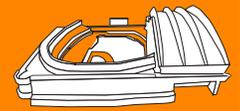


View from Main Street at Seventh Avenue



Stadium Area





Existing Conditions

The Stadium Area studied in this Livable South Downtown planning effort primarily consists of industrially zoned properties located just south of the Downtown Urban Center (see Figure 16). These are located within the Greater Duwamish Manufacturing and Industrial Center (MIC). They include:

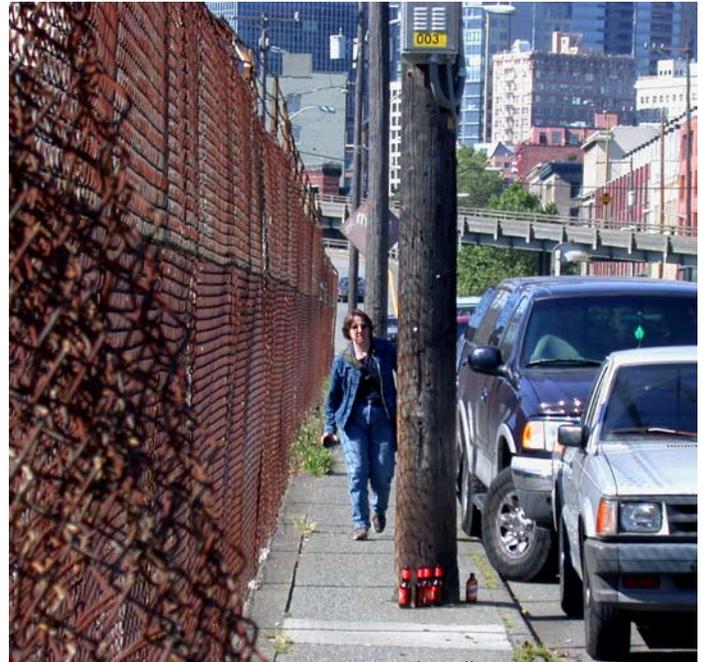
- properties between Alaskan Way (or Utah Ave. S. south of Atlantic St.) and the BNSF railroad tracks as far south as S. Holgate Street; and
- properties east of Qwest Field to Interstate 5, between S. Dearborn St. and S. Royal Brougham Way.

These two vicinities include and are adjacent to two of Seattle's professional sports stadiums, Safeco Field and Qwest Field. For additional description of existing conditions, see "Existing Land Uses and Development Activity" later in this section.

Physical Characteristics

In the vicinity of First Avenue South, the study area is essentially flat, occupying former tidelands that were filled in the last century or earlier. The area tends to have a high water table within a few feet of the surface in many locations, with soils at risk for liquefaction during large seismic events. These factors discourage such features as below-grade parking, and result in increased building code requirements for seismic and structural stability.

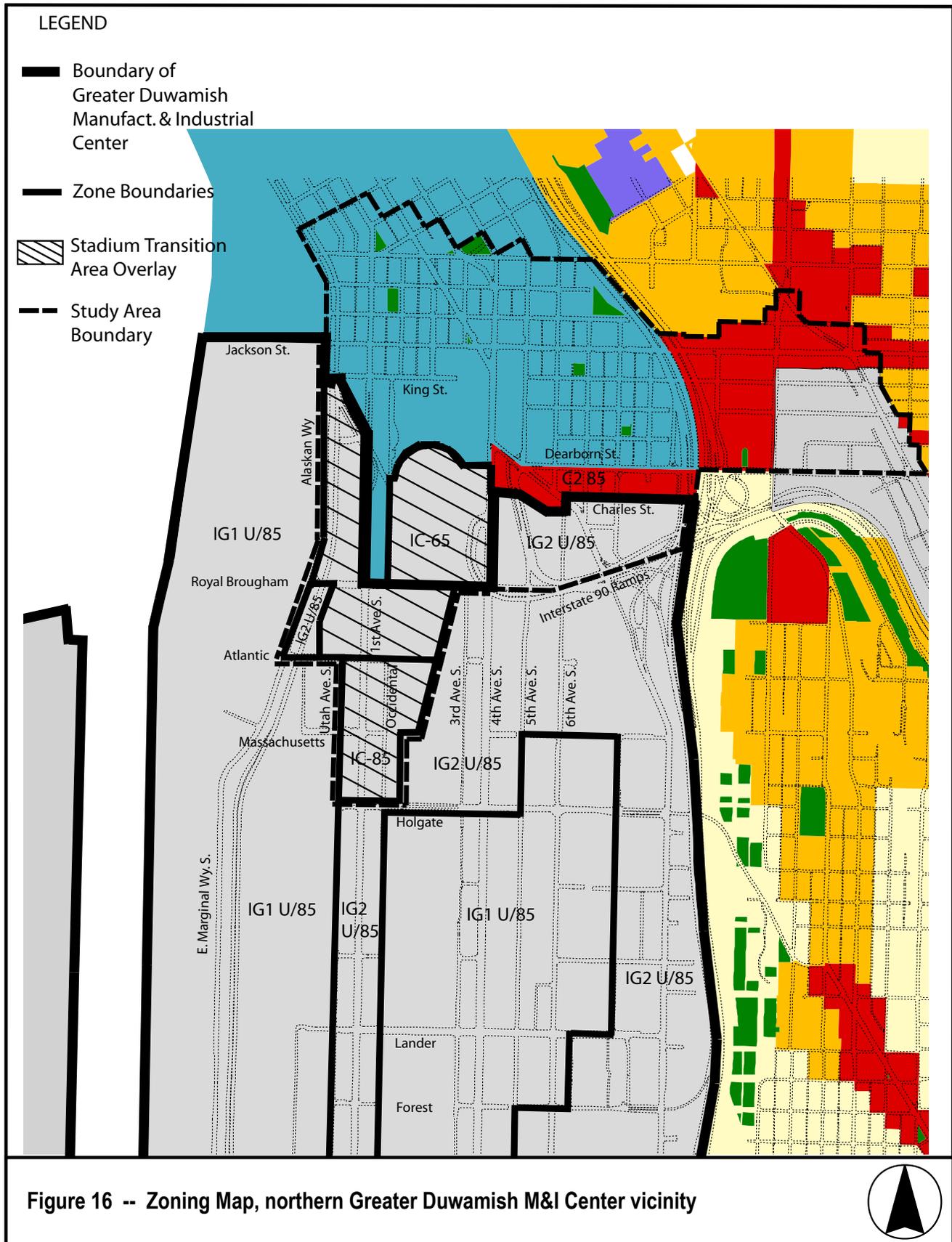
Near Airport Way, the industrial area south of South Charles Street slopes gently toward the south, flattening out at South Royal Brougham Way. The sloping topography represents the approximate location of transition between the upland area and filled former tidelands to the south.



Narrow sidewalk on First Avenue South



First Avenue South near Atlantic Street





Summary of Planning Context

Comprehensive Plan & Manufacturing & Industrial Center (MIC) Plan

The Stadium Area is part of the Greater Duwamish Manufacturing and Industrial Center. The City's Comprehensive Plan and the MIC's neighborhood plan strongly emphasize industrial uses as the preferred and dominant uses in the MIC. More specifically, its policies prefer the following types of industrial uses: manufacturing, warehousing, marine uses, transportation, utility, construction and similar uses.

Industrial use promotes job retention and economic growth in industrial and manufacturing sectors, and preserves industrially suited land for those uses rather than competing or incompatible uses. Non-industrial uses tend to be accompanied by pedestrian and automobile traffic that compete for street capacity and create accessibility conflicts, impairing industrial operations. Non-industrial uses can also lead to higher lease rates and land values that can have a negative financial impact on the viability of industrial uses.

In 2000, the adoption of the MIC Plan included zoning amendments that strengthened the industrial emphasis of land use regulations in the industrial zones, while specifying the standards applicable to non-industrial uses. Currently, the entire Duwamish MIC has a 20-year employment growth target for 9,750 additional jobs, and since residential uses are generally prohibited, has no residential growth target.

The policy objectives of the MIC Plan are typified by a sampling of the policies in the City's Comprehensive Plan:

GD-P6 Strive to separate areas that emphasize industrial activities from those that attract the general public.

GD-P8 Strive to protect the limited and non-renewable regional resource of industrial, particularly waterfront industrial, land from encroachment by non-industrial uses

GD-P19 Prohibit certain commercial uses and regulate the location and size of other commercial uses in the Manufacturing/Industrial Center.

Current Planning Context & Themes

The Greater Duwamish MIC is an industrial center with a dynamic and diverse mix of industrial and commercial uses. The following observations relate to uses and trends in industrial areas that are outside of the Livable South Downtown study area. These conditions are worthwhile to note because they are part of the surrounding context.

- Industrial and heavier commercial uses remain the dominant use types in the Duwamish vicinity north of Spokane Street, along with the Metro transit base, railyards, Port facilities, the Starbucks headquarters, the Seattle School District headquarters, and a variety of retail uses, including Home Depot.
- Adding to this mix are the Sound Transit rail and maintenance base facilities under construction in the area near Airport Way and Forest Street.
- In the Port of Seattle's Terminal 46, adjacent and west of the study area, the Port recently completed a \$72 million upgrade and expansion of facilities, including new terminal buildings, additional container yard acreage, a stronger pier apron, and new 16-lane gate relocated to the vicinity of South Atlantic Street. The Port as



a whole has experienced growth in its volume of activity, from 2004 to 2005. Port data indicate increases in container volumes of about 28 percent (year-to-date through June 2005 vs. 2004), handling nearly one million TEUs (20-foot equivalent units) in the first half of this year.

The Stadium Area has gained a measure of improved transportation accessibility with the completion of the SR 519 connections to I-5 and I-90 at Atlantic Street and Fourth Avenue South. However, the area continues to be challenged with intermittent congestion, particularly on east to west connections that are influenced by rail traffic. Also, the influence of athletic event traffic and commuter traffic to Atlantic Street ramps in evening peak hours can at times create highly congested conditions. The Seattle Department of Transportation (SDOT) and Washington State DOT are moving forward with improvement projects (including surface street improvements along Alaskan Way and under the Viaduct), and the City continues to plan for eventual Alaskan Way Viaduct replacement.

Since the MIC Plan adoption, advocates' support for the industrial orientation of the MIC remains strong. The Stadium Area has experienced relatively little change over the past four years. While some properties are actively used in the Stadium Area, others remain vacant or lightly used for parking or small commercial facilities.

The City's Industrial Lands Study, currently underway with a planned completion date in 2006, will also address the status of industrial lands citywide and the potential needs and opportunities within these areas.

Comprehensive Plan

Development Capacity & Growth Targets

Development Capacity

The Greater Duwamish MIC: The MIC has capacity for approximately 42 million square feet of non-residential development, equivalent to approximately 28,500 jobs. These numbers illustrate the large size of this center and its capability to support additional employment uses.

The Stadium Area: The 75-acre industrial portion of the Stadium Area represents only about 1.5 percent of the MIC's acreage. Land use analysis further indicates that the Livable South Downtown study area contains about 2.2 percent of the MIC's future growth capacity, as measured by the amount of floor area that could be built on sites that are likely to experience redevelopment in the future. Using those figures and the 9,750-job growth target through 2024, the industrial portion of the Stadium Area is expected to accommodate approximately 215 additional jobs to help the MIC meet its job growth target.



Northwest gates, Safeco Field



Growth Targets

The following table summarizes employment growth targets and relative progress toward those targets in the MIC. The net gain of about 7,000 jobs in the seven years between 1995 and 2002 showed good progress toward meeting the 20-year target. The business sectors with the most growth included transportation equipment (ie: Boeing), eating/drinking places (ie: Starbucks), contractors, business services and passenger transit.

Greater Duwamish MIC Job Targets & Growth, 1995 to 2002

Employment growth targets	Current 20-year target: 9,750 jobs (2004 to 2024) Previous 20-year target: 10,860 jobs (1994 to 2014)
Net growth	Net gain of approx. 7,000 jobs; 65 percent of target (Data: 1995 to 2002)

Existing Land Uses & Development Activity

Existing Uses

Within the Stadium Area, the mix of existing uses includes warehousing, signage/advertising companies, mechanical parts and service-related businesses, wholesale showrooms, food preparation and handling, surface parking lots and garages, and comparable uses, as well as institutional uses—including Seattle Parks Department offices, City of Seattle operations yard (both in the vicinity south of S. Dearborn Street), and the former immigration services building at Airport Way and S. Dearborn Street. In the stadium vicinity, notable uses include the Pyramid brewery and restaurant, the WOSCA warehouse, Home Plate Parking Lot, Sound Produce, a flooring store, and the Bemis Building, an artists’ live-work residential adaptation of an older, historic industrial building. Planned new uses in the stadium vicinity include a Silver Cloud Hotel at First Avenue S. and S. Royal Brougham Way (under construction) and also a restaurant at the northwest corner of this same intersection.

The study area vicinity in and adjacent to the MIC has few housing resources.

- The Salvation Army’s “William Booth Center,” located on S. Charles Street near S. Dearborn Street (in a C2 zone adjacent to the Industrial zones to the south) provides 48 units of transitional housing and counseling for veterans.
- The Bemis Building at 55 S. Atlantic Street provides live/work space or more than 30 artists.



WOSCA Building and Alaskan Way Viaduct



Permitting & Development Activity

Review of permitting data indicates relatively little development activity in the industrial areas over the past five years, as summarized in the table below.



Home Plate Parking on First Avenue S.

Zoning

Overview

Industrial zones are primarily intended for manufacturing and industrial uses, particularly where their accessibility to rail transportation facilities and waterways make them a specialized and limited land resource. As such, the function of the zones is in part to conserve the industrial areas and provide for their continued viability. This has regional economic benefits, supporting a variety of industries and activities that provide many family-wage jobs and otherwise contribute to economic growth. The purposes of the Industrial zones influence how development standards are defined, generally meaning there are fewer or less restrictive standards on industrial and manufacturing uses than in other zones.

Most of the MIC near the Stadium Area is zoned as General Industrial 1 or 2 (IG1 and IG2) with an 85-foot height limit for non-industrial uses (such as retail, office and entertainment uses), and no height limit for industrial uses. As part of the Greater Duwamish MIC plan adoption in 2000, some areas in the stadium vicinity near First Avenue S. were rezoned to Industrial Commercial (IC) to accommodate the possibility of more commercial uses that would be compatible with stadium activities.

Project	Status
Six-story office/retail structure First Avenue S. and S. Atlantic Street	Permitted, not built yet
Change-of-use, light manufacturing to restaurant use First Avenue S and S. Royal Brougham Way	Unknown
Six-story mixed-use building with apartments and retail use in the C2 zone along S. Dearborn Street, adjacent to the MIC	Permitted, but expired
Three permits for minor building additions or accessory structures	Likely completed
Four permits for minor earthquake-related repairs	Likely completed or underway



Artists' studio dwellings are allowed in Industrial zones only to the extent that they are occupied by working artists and that artists agree to not claim incompatibilities that threaten the industrial land use pattern. The only other permissible forms of residential use include caretakers' quarters, and residences within a landmark structure or landmark district.

The northernmost blocks of this study area, between S. Dearborn and S. Charles Streets near Airport Way, are located within the Downtown Urban Center and are zoned Commercial 2 (C2) with an 85-foot height limit. The C2 zone accommodates a wider range of heavier commercial uses than the similar C1 automobile-oriented commercial zone, making the C2 zone relatively compatible with Industrial zone activity. However, C2 zones do permit residential uses, as a conditional use.

The table on the following pages summarizes the requirements of these zones.



Bemis Building



Pyramid Alehouse



Utah Avenue S.



**Zoning Information:
STADIUM AREA
(part of the Greater Duwamish Manufacturing & Industrial Center)**

General Industrial 1,2 (IG1, IG2)	Industrial Commercial (IC)	Stadium Transition Overlay	Commercial 2 (C2)
Permitted Uses			
<p>Industrial zones are the most permissive in the City. Industrial and a wide variety of retail, service and office uses, and R&D labs are permissible.</p> <p>In the MIC, the list of permitted uses is somewhat more restricted than other Industrial zones.</p>	<p>Within the IC zone, most of those uses prohibited or limited in the IG1 and IG2 zones are permitted.</p>	<p>In addition to those in Industrial zones, permitted uses include medical services, museums, community centers, clubs and religious facilities.</p> <p>Major institutions and artist studio/dwellings are permitted in existing buildings.</p>	<p>A wide range of commercial uses permitted, and many relatively “heavy” commercial uses.</p> <p>Similar to uses in IC zone, but more permissive of institutions and less permissive of large utility uses. Residential uses are conditionally permitted uses.</p>
Prohibited Uses			
<p>Parking garages, movie theaters, spectator sports facilities, lodging, various institutions, private clubs, nearly all residential uses, and other similar non-industrial uses.</p>	<p>Include salvage yards, many heavy manufacturing uses and certain railroad switchyards.</p> <p>In comparison to other Duwamish Industrial zones, the IC zone allows a greater number of permissible uses.</p>	<p>Similar to the IC zone, prohibits salvage yards, many heavy manufacturing uses & high-impact uses.</p> <p>Also, prohibits hospitals, schools, drive-in businesses except gas stations, principal-use parking, lodging.</p>	<p>Includes a variety of high-impact uses such as airports, heliports, railroad switch yards, salvage yards, heavy manufacturing and major utility plant uses.</p>
Height			
<p>No maximum height limit, except 85 ft. limits for specific types of non-industrial uses, including: retail sales and services; office; non-household sales and services; entertainment uses (except spectator sports facilities); R&D labs; and institutions.</p>	<p>Height limits for all uses are mapped height limit of the zone (65 feet and 85 feet in this area).</p>	<p>Does not affect the limits of the existing IC zones, except spectator sports facilities are not subject to the max. height limits.</p> <p>A provision allows height limits as high as 125 ft. in areas abutting the PSM 85'/120' zone.</p>	<p>Height limits for all uses are mapped height limit of the zone (primarily 85 ft. in the study area's C2 zones, but small area with 40 ft. limit).</p> <p>Additional flexibility for mixed-use development.</p>



General Industrial 1,2 (IG1, IG2)	Industrial Commercial (IC)	Stadium Transition Overlay	Commercial 2 (C2)
Maximum Size of Use			
<p>Size limits for certain non-industrial uses in the Gr. Duwamish M&I Center: Office: 50,000 sq. ft. in IG1, and 100,000 sq. ft. in IG2. Retail sales and service: 25,000 sq. ft. in IG1 and 50,000 sq. ft. in IG2. Restaurants: 5,000 sq. ft.; bars/taverns 3,000 sq. ft. Meeting halls: 5,000 sq. ft. in IG2. Exception comparable to that noted to the right for IC zones is possible.</p>	<p>Retail sales and service and entertainment uses: a 75,000 sq. ft. limit, except spectator sports facilities.</p> <p>Special exemption allows expansion of existing retail sales/service use by 30 percent (one time only).</p> <p>Exception: For existing buildings, a use occupying most of a building may expand to fill a structure. Also, it may be expanded 20 percent or 20,000 sq. ft. whichever is less.</p>	<p>Special exemption shown in IC zone to left is applicable.</p> <p>Size of use limits of the underlying zones do apply in this area.</p>	<p>No maximum size limits for non-residential uses, except size limit for office uses: 35,000 sq. feet per use, (although if certain design standards are met, that limit does not apply).</p>
Maximum Density			
<p>General max. density limit in IG1, IG2 zones equals 2.5 FAR. For non-industrial uses, max density of 1 FAR in IG1 and 2.5 FAR in IG2 zones.</p>	<p>Density limit of 2.5 FAR for all uses.</p>	<p>Maximum density equals 3 FAR, exempting the first 75,000 sq. ft. of street level retail sales/service and customer service uses.</p>	<p>No density limit for structures 65 ft. or less in height. In C2-85' zone, FAR limit equals 6 for mixed-use, 4.5 for single-purpose structures</p>
Setbacks			
<p>Setbacks may be required to meet improvement standards for existing streets in industrial zones, and alley improvements in all zones.</p>	<p>Setbacks may be required for street or alley improvements, and/or for street trees.</p> <p>When abut side & front residential lot line: a triangular setback of 15 feet required at corners.</p> <p>When abut side or rear residential lot line: min. 10 ft. setback (for bldg. area 12 to 65 ft. tall), & more setback for bldgs higher than 65 feet.</p>	<p>Within the designated pedestrian environments of First Ave. S., Railroad Way and Occidental Ave a maximum setback of 2 feet allowed for portion of structures up to 25 feet in height. Above 25 feet, the max setback is 10 feet with no single façade setback being wider than 20 feet.</p>	<p>Similar to setbacks in IC zones. However, slightly greater setbacks required for residential uses along some lot lines.</p>



General Industrial 1,2 (IG1, IG2)	Industrial Commercial (IC)	Stadium Transition Overlay	Commercial 2 (C2)
Screening, Landscaping			
<p>No requirements for screening and landscaping, except as required for designated streets, which include Alaskan Way, First Ave. S., Fourth Ave. S., Airport Way, Royal Brougham Way, and S. Holgate Street in this area.</p>	<p>Street trees, landscaping at blank façades, and screening for parking areas (>5 vehicles) that abut residential, NC or C1 zones). Screening/landscaping also required re: parking garages, outdoor storage/sales areas, drive-in business, and loading berths.</p>	<p>Similar to Industrial zones that abut commercial zones, except certain types of uses, require screening per other pedestrian environment requirements. (Also, blank façade and transparency standards apply in those pedestrian environments.)</p>	<p>Landscaped area equals five percent of lot area, for new construction, with ability to waive or reduce amount in certain situations. Generally, the screening and landscaping requirements are slightly greater than Industrial zones, with greater flexibility to meet codes.</p>

General Industrial 1, 2, (IG1, IG2) & Industrial Commercial (IC) Zones

Use Regulations

Industrial zones within the Greater Duwamish MIC generally allow a wide range of industrial activities and a variety of retail sales and service and office uses, as well as research and development laboratories, subject to some size limitations.

Within IC zones, prohibited uses include salvage yards, and many heavy manufacturing uses. In comparison to other Industrial zones, the IC zone is actually more permissive and flexible in allowing uses that are otherwise prohibited in general industrial zones.

Generally, residential uses are prohibited in all Industrial zones, except caretaker quarters, artist studio/dwellings, and residential uses in a landmark structure or landmark district.

Major Phased Developments

An applicant may seek approval of a “Major Phased Development” proposal in an Industrial zone that is subject to the provisions of the zone in which it is located, if it meets the following thresholds:

minimum site size of five acres; a single functionally interrelated campus containing more than one building with a minimum total gross floor area of 200,000 square feet; a first phase of development at least 100,000 square feet in size; and at the time of application, the project is consistent with the general character of development anticipated by the Land Use Code regulation (see SMC 23.50.015).

Maximum Size of Use and Density Limits

The Land Use Code places some limits on the size of non-industrial uses. Within the Stadium Area, the IC zone limits retail sales/service and entertainment uses to 75,000 square feet (except spectator sports facilities). Office uses are not subject to a maximum size of use, except for the 3 FAR density limit that applies in the Stadium Transition Area Overlay District. Street-level retail uses (up to 75,000 sq. ft.) do not count against this density limit. There are no maximum size limits for industrial uses except for the 3 FAR density limit cited above.

The IG2 zone (in the south-of-Dearborn vicinity) has more stringent limits on non-industrial uses, such as a 50,000 sq. ft. limit on retail sales/services (see the table on page 87 for more information).



Height Regulations

There is no maximum height limit within the IG1 and IG2 zones for industrial uses. However, height limits do apply to non-industrial uses, including: retail sales and services; non-household sales and services; offices; entertainment uses (except spectator sports facilities); research and development laboratories; and institutions. For structures that may contain industrial and these other uses, the height limit is applicable only to portions of a structure containing the non-industrial use(s).

The IC zone regulates the height for all uses. Within the South Downtown Project area, IC zoned height limits are generally 65-feet and 85-feet. Water-dependent uses within the Shoreline District are subject to the height limits of the applicable shoreline environment. Also, within the Stadium Transition Area Overlay District, zoned height limits are eligible to be set as high as 125 feet (although the current limit is only 85 feet).

Stadium Transition Area Overlay District

Purpose

The regulations of this district supplement those of the underlying Industrial IC zoning. As reflected in its creation, this district “centers on large sport facilities and allows uses complementary to them. It is intended to contribute to a safer pedestrian environment for those attending [sporting and exhibition] events and permits a mix of [commercial] uses, supporting the pedestrian-oriented character of the area as well as the surrounding industrial zone, while minimizing conflicts with industrial uses. Within the overlay district, use provisions and development standards are designed to create a pedestrian connection with downtown; discourage encroachment [of commercial uses onto] nearby industrial uses to the south; and create a pedestrian-friendly streetscape. Allowing a mix of uses, including office development, is intended to encourage redevelopment and to maintain the health and vibrancy of the area during times when the sports facilities are not in operation.”



Brick building on First Avenue



Building at First Avenue S. and Royal Brougham Way



Warehouse at Occidental Avenue, near Holgate Street



City Agency Projects & Planning Activities

The table below summarizes several recent and/or ongoing projects of City agencies.



Occidental Avenue and Qwest Field

Department	Description
Planning & Development	Industrial Lands Study: this study is evaluating the existing conditions and future of all Industrial-zoned lands within the City.
Transportation	SODO Traffic Study: studying the traffic implications of expected increases in rail operations. Alaskan Way Viaduct/Seawall: planning and design work into 2008.
Parks & Recreation	None indicated.
Economic Development	Maritime and Manufacturing Action Agenda.
Neighborhoods	Trashcan installation: fifteen historic-style trashcans installed to aid disposal in the vicinity of the stadiums Greater Duwamish Police Drop-In Center: funds to aid in the provision of this center for police use
Housing	None indicated.
Police	Proposed 25 New Patrol Officers Citywide: staffing assignments to be determined when approve Stadium event traffic control.
Fire	Commercial building inspections: annually Stadiums inspections: annually and for each special event
Public Utilities	Spot repairs: localized water, sewer infrastructure repairs, as necessary.
Fleets & Facilities	None indicated.



Other Government Entities

The Port of Seattle, the Public Stadium Authority (PSA) for the football stadium, and the Public Facilities District (PFD) for the baseball stadium are other government entities operating within or adjacent to the Stadium Area.

The Port of Seattle authority coordinates the use of much of the shore of Elliott Bay and the Duwamish, adjacent and west of the Stadium Area, for shipping and other commercial activity. The Seaport division of the Port manages the cargo, cruise ship and marina operations, supporting international trade, tourism and recreation.

The stadium-related PSA and PFD are independent public authorities that coordinated the construction of and currently oversee the operations of the respective stadiums. They ensure that the public's interests are represented and protected in the facilities' operations. Each authority has a seven-member board that provides leadership.

The important relationships of these entities to the Greater Duwamish industrial area include the Port's need for efficient movement of container traffic via road and rail, and the PSA's and PFD's interests in profitable operations of the stadiums, where regularly scheduled events attract traffic congestion.

Major Transportation Projects

This portion of the study area is directly affected by planning for future Alaskan Way Viaduct replacement projects, which may influence the vicinity west of First Avenue S., and will also result in re-routing of viaduct traffic to surface streets for a number of years during the eventual construction of this project. This area also is the location of improvements in 2005 related to ferry traffic routing and holding areas under the viaduct, as well as street, sidewalk and landscaping improvements in the Alaskan Way vicinity.



Rush hour on First Avenue S.



Railroad tracks at Atlantic Street



The first phase of SR 519 resulted in the construction of an overpass at S. Atlantic Street, now known as Edgar Martinez Drive, which connects to the on-ramps of Interstates 5 and 90.

In 2005, Seattle Department of Transportation is conducting a traffic study for the northern SODO area, evaluating east to west accessibility and the potential effects of increased rail traffic that interrupts traffic flow periodically on Royal Brougham, Holgate, Lander and other streets in this vicinity.

The light rail route under construction will run near Fifth Avenue S., to the east of this portion of the study area.



Atlantic Street, access to I-90 and I-5