



URBAN CENTER NEIGHBORHOOD PLAN

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Neighborhood Plan, see:

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INTRODUCTION

Executive Summary

South Lake Union has undergone significant changes in the nine years since the neighborhood plan was adopted in 1998. Key neighborhood plan recommendations, such as improvements to Cascade Playground and Lake Union Park are being implemented. And new ideas, such as the South Lake Union streetcar, are becoming a reality. Perhaps most notably, the neighborhood has seen significant residential and non-residential development, changing expectations about the future of the neighborhood.

South Lake Union is now expected to see much more growth than the neighborhood had planned for in the 1990s. In 2004, Seattle's Comprehensive Plan update designated South Lake Union as an Urban Center to recognize the expected growth. Under these new targets, the Comprehensive Plan calls for 16,000 new jobs and 8,000 new households to be added to the neighborhood between 2004 and 2024.

This neighborhood plan recognizes the work of the South Lake Union neighborhood in developing the original South Lake Union neighborhood plan, but updates recommendations to reflect a changing development environment. The plan update also recognizes other recent planning efforts, and incorporates the key proposals of those efforts without repeating the work. Finally, the plan update includes new ideas that have come from South Lake Union community members, and other interested citizens, and provides additional detail to a number of concepts that were proposed in the original plan.

This updated plan starts with the topics of the original neighborhood plan: neighborhood character, transportation and parks and open space. New sections on housing and sustainable development have been added, recognizing both an increased interest within the community, and the importance of addressing those topics given the significant development planned for the neighborhood.

Overall, the updated South Lake Union Neighborhood Plan describes a neighborhood that will:

- » balance housing and job growth, providing a live/work neighborhood;
- » provide a model for sustainable redevelopment and infrastructure;
- » respect the neighborhood's marine and industrial past, but welcome change;
- » be easy to get around on foot, bike, boat, transit and car;
- » attract innovative industries and organizations; and
- » be safe and attractive to a diverse range of families and households.

Preface

What a Plan for South Lake Union Can Accomplish

Expand the role of the neighborhood in the region.

South Lake Union has served as a commercial and light industrial support area to the city from the late 1800s. It has played a vital role in providing services that are utilized by downtown businesses and surrounding neighborhoods. The original South Lake Union plan sought to continue that role through emphasis on a stable and supportive environment for business. This updated plan recognizes the important role that historic businesses have played in the development of the city, but also recognizes that South Lake Union has become a hub for new industries, particularly the biotechnology industry. Balancing new industries and development with the historic role of the neighborhood is one of the challenges this plan addresses.

Recognize the long-standing commitment of many area businesses and property owners.

South Lake Union in 1998 was characterized by numerous businesses, organizations and property ownerships that dated back several generations. One of the key changes in the neighborhood has been a change in property ownership. While many large employers have remained in the neighborhood, many smaller employers and property owners have moved. New owners see South Lake Union as a neighborhood of opportunity, and are leading the redevelopment of the neighborhood.

Recognize the mix and diversity of uses.

South Lake Union has never been and does not want to be a monoculture. It was home to some of the first businesses in Seattle and, in Cascade, contains one of the City's oldest residential neighborhoods. As it has evolved, it has seen subtle changes that have added to, but never dominated the character of the neighborhood. New development is providing one of the biggest changes in the neighborhood's history. But the neighborhood is continuing its tradition of mixing uses, and avoiding the potential of becoming a monoculture.



South Lake Union from the air.

Lay a foundation for long-term development.

Planning for South Lake Union's future has been going on for many years, with several major proposals prepared in the last fifteen years. The future of the neighborhood, while still dynamic, is more certain today, in part because of the 1998 plan. By making definitive statements on the future of the neighborhood and supporting that future with appropriate policy and capital programs, the area will flourish.

Provide new opportunities.

South Lake Union has a unique physical relationship with its surroundings and a comparatively large amount of land appropriate for redevelopment. This will allow it to continue to provide new opportunities for business, recreation, community facilities and housing. The neighborhood has balanced multiple goals successfully in the past and with thoughtful planning can continue this role well into the foreseeable future.

Plan Development

In 2004, South Lake Union was designated an Urban Center in Seattle's Comprehensive Plan, to reflect significantly increased expectations for housing and job growth. This new designation for the neighborhood reflects its growing importance as a regional center of growth. Along with the increased regional recognition, come additional requirements for an urban center plan. The Countywide Planning Policies require specific elements in urban center plans that were not part of the 1998 South Lake Union neighborhood plan. This plan update is intended to meet those requirements.

In addition, this update seeks to incorporate the significant amount of work that has occurred to move toward a more livable neighborhood. Among the projects that this plan recognizes and builds on are:

- » Sustainable Strategies: Proposed Cascade Neighborhood Council Design Guidelines (1997)
- » The existing South Lake Union Neighborhood Plan (1998)
- » Resource Guide for Sustainable Development in an urban environment; Vulcan/Urban Environmental Institute (2002)
- » Seattle's Biotech Strategy (2003)
- » South Lake Union Design Guidelines (2003)
- » South Lake Union Transportation Study (2004)
- » North Downtown Park Plan (2004)
- » Terry Avenue North Street Design Guidelines (2004)
- » Housing Principles and Action Steps (2004)
- » University of Washington's Department of Urban Design and Planning studios (2005)
- » South Lake Union Streetcar Project (approved 2006)
- » South Lake Union Draft On-Street Parking Plan (2006)

This plan update is the result of countless hours donated by community members and organizations. Many community members and organizations were involved in shaping the plan, either by providing background information, participating in meetings or providing feedback on recommendations.

Of particular assistance have been the Cascade Neighborhood Council (CNC) and South Lake Union Friends and Neighbors (SLUFAN) (especially SLUFAN's Policy and Planning Committee), both of which have provided invaluable assistance in guiding and shaping the development of the plan.

Focus groups were held on three topics identified in the neighborhood plan scoping process that had not been covered by recent planning activities: public safety, human services and arts and culture. These focus groups helped to shape the approach to how these topics are addressed in the plan update. Committees of SLUFAN and CNC members have helped to prioritize the neighborhood plan recommendations to help guide the implementation of the plan.

The University of Washington's Department of Urban Design and Planning held a series of studio classes in 2005, focusing on the development of a South Lake Union neighborhood plan. These studios helped to research innovative strategies for the updated plan, and a number of their recommendations are captured in this document. Their work culminated in a public Open House in the spring of 2005, which introduced members of the public to the idea of updating the neighborhood plan and presented the students' work as a starting point for that update.

In addition to the spring 2005 open house, the City and SLUFAN held four public meetings at key points in the neighborhood planning process. These meetings allowed community members to shape the plan and its recommendations. Between 50 and 75 people attended each of these meetings.

Scope of the South Lake Union Neighborhood Plan Update

The South Lake Union neighborhood plan update has built on past work, particularly the existing South Lake Union neighborhood plan, and the vision for the neighborhood developed to guide the original plan's development. The scope of work for the neighborhood plan update was developed based on:

- » the existing plan;
- » requirements for Urban Center plans under the Countywide Planning Policies;
- » plans for large scale redevelopment of the neighborhood;
- » major public investments planned for the neighborhood;
- » ongoing City work with the community; and
- » gaps in planning identified by community organizations and City staff.

In talking with community stakeholders, the three main sections of the existing neighborhood plan still resonated with the community: neighborhood character, transportation and parks and open space. Two new topics have become more important over the past seven years: housing and sustainable development, and new strategies have been developed to address those issues.

Vision

The 1998 neighborhood plan included a vision of what the planning area will become. In spite of all of the changes occurring in South Lake Union, the 1998 vision for the future of the neighborhood continues to have resonance, and helped to guide the neighborhood plan update.

The future of South Lake Union will be characterized by:

- » a pervasive human scale ambiance consistent with a vital aesthetically pleasing, safe and energetic neighborhood which embraces a dynamic intermixing of opportunities for working living and playing;
- » retention of a significant element of the area's commercial activities, including opportunities for business growth;
- » a full spectrum of housing opportunities;
- » ecologically sound development and life-styles and promotion of ecologically sound business practices consistent within the regulatory environment;
- » ease of transportation for all modes within and through the area;
- » a variety of open spaces serving the needs of the area and the city, with emphasis on Lake Union, and its continued preservation for a wide range of uses;
- » a sensitivity to the area's history and historical elements; and
- » coordination with plans of adjacent neighborhoods.

Existing Conditions

South Lake Union Urban Center

The South Lake Union Urban Center encompasses the area outlined in the map below (Figure 1). The area is bounded by Interstate 5, to the east, Denny Way to the south, Aurora Avenue to the west and the Lake Union shoreline to the north (up to Galer and Ward Streets). The neighborhood can be broken into six subareas: Cascade, Westlake, Denny Park, Dexter, Waterfront and Fairview.

The Urban Center is approximately 340 acres in size, and at the time of the 2000 census contained 730 households, yielding a density of 2.3 households/acre, up from 625 households in 1990. Between 2000 and 2006, an additional 380 housing units have been built in the neighborhood, resulting in an estimated 1,100 households or 3.5 households/acre in 2006. Another 400 units are under construction. When completed, the neighborhood will have a density of 4.3 households/acre.

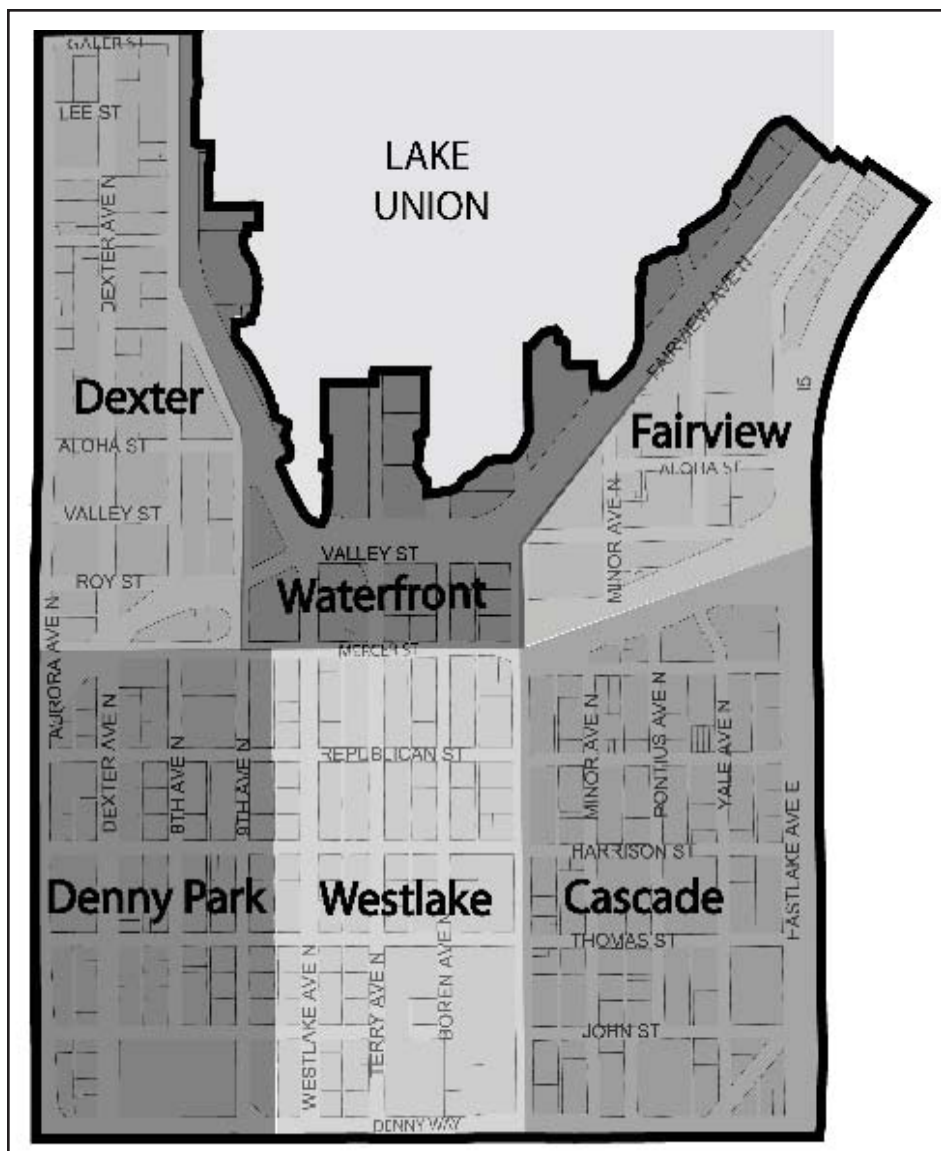


Figure 1. South Lake Union Urban Center boundaries and subareas.

Employment in the urban center has also grown. In 1995, there were 15,000 jobs in the neighborhood for a job density of 44 jobs per acre. In 2004, there were 18,400 jobs in South Lake Union, resulting in a job density of 54 jobs per acre. At its peak, in 2000, South Lake Union had 23,400 jobs, more than were on First Hill at the same time, but the neighborhood lost approximately 5,000 jobs between 2000 and 2004. Since 2004, approximately 2,000 jobs have been added back to the neighborhood.

Strong growth has led to a significant increase in the number of jobs and households planned for the neighborhood. In the 1994 Comprehensive Plan, an increase of 1,700 households and an additional 4,500 jobs was planned over twenty years. Those numbers were significantly increased in 2004, as the area was redesignated an urban center. Current growth targets are for 8,000 additional households and 16,000 additional jobs over the twenty year period between 2004 and 2024.

Existing zoning allows more than sufficient reserve to accommodate Comprehensive Plan goals. There is zoning capacity for an additional 10,000 housing units and up to 27,000 additional jobs in over 8 million square feet of commercial space. The planning area includes areas zoned for light-industrial, commercial and residential development. The zoning in most areas allows a broad mix of uses, including housing. Areas abutting the shore of Lake Union are subject to special shoreline regulation. Twelve blocks in the center of the area are zoned Industrial Commercial (IC) to accommodate a mix of industrial and commercial activities, including high technology research and development uses, but not residential.

The Cascade neighborhood, east of Fairview and south of the Mercer ramps to I-5, is zoned Seattle Mixed (SM) and Seattle Mixed/Residential (SM/R). Both of these zones allow mixed residential and non-residential uses, but the SM/R zone includes special provisions to encourage residential development. This zone was recently applied to areas west of Fairview, that were not zoned IC. The remainder of the Urban Center is zoned Commercial 2 (C2) which accommodates auto-oriented and more intense commercial activity. See Figure 2. on page 12.

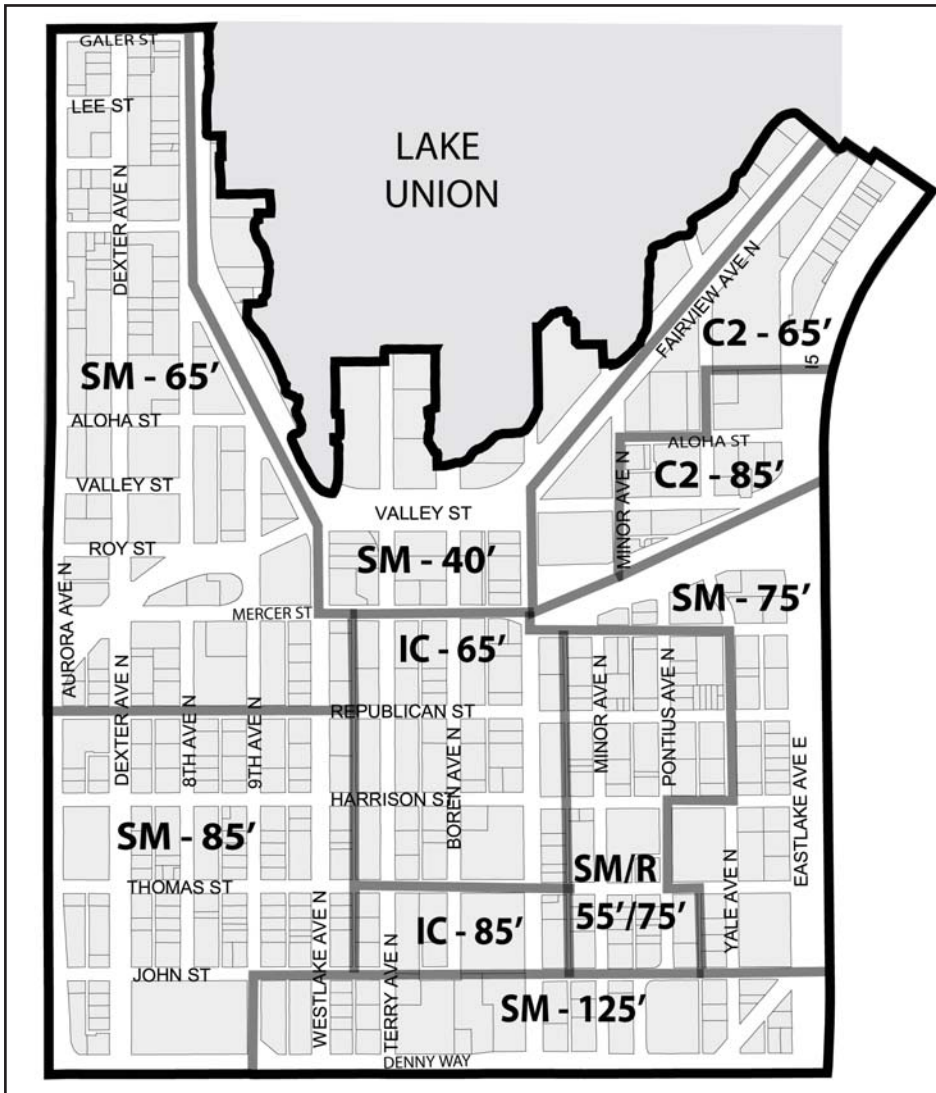
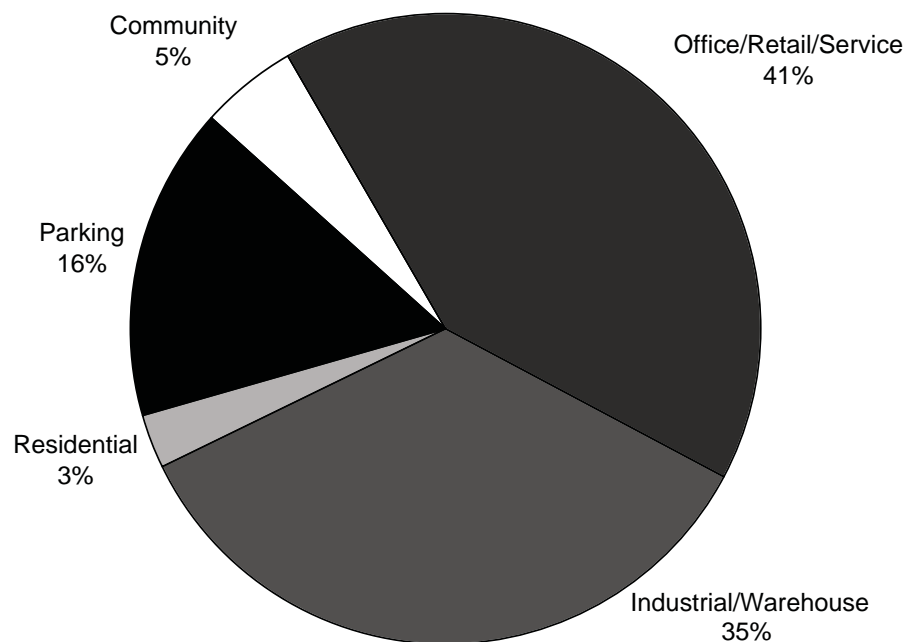


Figure 2. Current South Lake Union zoning.

Height limits range from 40 feet to 125 feet with most areas in the 65-foot to 85-foot height range. Generally, the tallest buildings are allowed at the southern edge of the neighborhood abutting downtown, and decrease moving northward to the lake, with the lowest height areas along the shoreline.

South Lake Union contains a very broad mix of uses. Within the South Lake Union Planning Area, no land use is dominant. The charts below show the general breakdown of land uses by parcel area for 1998 and 2006.

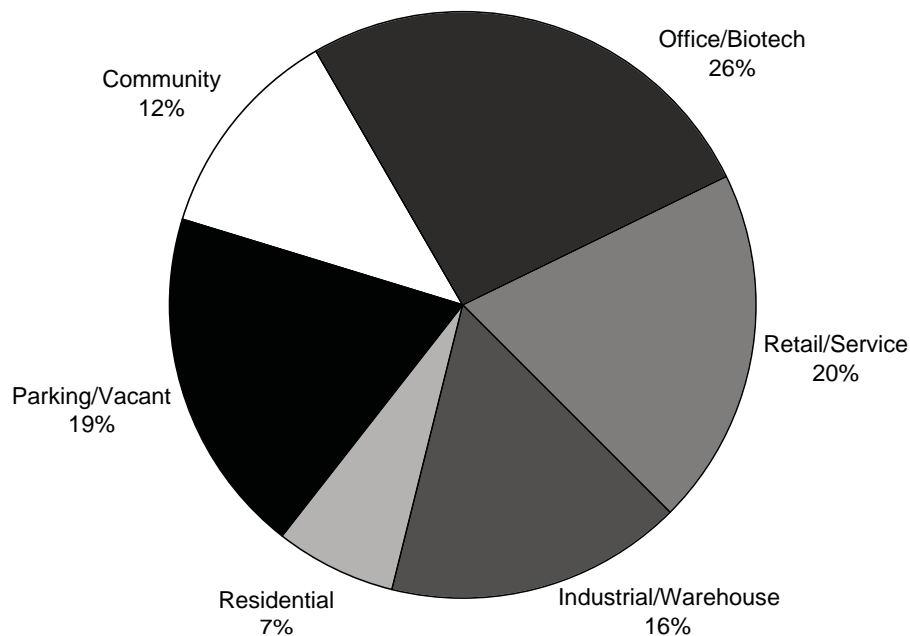
1998



Source: 1998 South Lake Union Neighborhood Plan

Chart A: Percent of South Lake Union parcel area by land use, 1998.

2006



Source: City of Seattle, Department of Planning and Development

Chart B: Percent of South Lake Union parcel area by land use, 2006.

Neighborhood Character

South Lake Union's character is changing quickly. In 1998, the neighborhood plan stated:

"South Lake Union is significant for the consistent role it has played in Seattle's history. It is one of few places left in the city where the businesses commonly found in a turn-of-the-century city still exist."

In the eight years since that plan was written, many of those businesses have left the neighborhood. In 1998, the character of the neighborhood was identified as dominated by two- to four-story buildings. While many of those buildings remain today, new buildings in the six- to eight-story range are starting to become as common in the neighborhood as the lower-scale buildings of the past, and structures with as many as twelve stories are under construction.

Some of the key aspects of the neighborhood's character continue, however. The neighborhood has been characterized by a dynamic mixing of uses, which continues. The mix of varied uses includes large and small retail businesses, a cancer research center, the City's oldest park, one of the oldest car dealerships, studio space for artists, the state's largest newspaper and a Russian Orthodox church. This complexity of use is further reflected along the south shore of Lake Union. Kenmore Air's seaplanes share the waterfront with Lake Union Park, the Center for Wooden Boats, private moorage, restaurants, office buildings and marine-oriented service industries.

Different subareas within South Lake Union can be defined through land use and development type. For example, the Cascade neighborhood is a mixture of business and residential, supporting many housing types and social services. Westlake and its vicinity comprise the core of the historic industrial/commercial area, and the growth of the bio-tech industry in the neighborhood. Waterfront uses are mainly dependent on, or enhanced by, Lake Union.

Since the adoption of the 1998 neighborhood plan, South Lake Union has seen a dramatic shift in land use away from the neighborhood's traditional industrial and Downtown-support services to office, biotechnology and residential development. Since 1998, over two million square feet of office and biotechnology lab space, and three large hotels have been built. Over the same period more than 1,500 residential units have been built or are under construction, more than doubling the number of residential units in the neighborhood. Because of private and public investment in the neighborhood and its central location, South Lake Union has become an attractive investment for local and national real estate interests, and development in the neighborhood appears to be accelerating. In June 2007, development projects, including over 2,000 additional residential units, were under construction or proposed.

South Lake Union has developed as an area for affordable housing. The Cascade neighborhood has been the primary recipient of affordable housing through private and public subsidies. Since the initial adoption of the Comprehensive Plan in 1994, eight buildings containing over 400 units have been built or renovated using City funds to provide subsidized units.

The South Lake Union planning area contains a number of human services and education organizations, particularly concentrated in Cascade. Many of these facilities combine affordable housing with direct services to the tenants of the building. Others provide direct services to a range of populations.

Parks and Open Space

There are three parks in the planning area. The heavily wooded Denny Park, Seattle's oldest public park, is at Denny Way and Ninth Avenue. Denny Park is approximately 4.7 acres and is the current site of certain administrative functions for the Seattle Department of Parks and Recreation.

Cascade Playground located in the heart of the Cascade neighborhood is over two acres. The playground features children's play areas, a grassy field for games and picnic areas. The City, with support from the private sector, improved the park's play area, field and accessibility in 2005. The park is one part of a complex of public facilities, including the Cascade community P-Patch and the Cascade People's Center, which provides services for families and children, and has a community garden.

The third park in the planning area is Lake Union Park. In 2000, the City acquired the final five acres of Lake Union Park from the Navy, creating a twelve acre waterfront park. Redevelopment of the park following the Lake Union Park Master Plan began in the summer of 2006. The Master Plan calls for a regional facility that will accommodate maritime activities, support civic and educational festivals and provide day-to-day passive park space.

For both its current and planned population South Lake Union has adequate acreage of park space. But the neighborhood lacks formal recreation space. A playfield at the corner of Denny Way and 9th Avenue is privately owned and subject to development.

Transportation

Traffic

Transportation has played a major role in the development and public perception of the South Lake Union Neighborhood. Acting as both a gateway to Seattle and major regional attractions and key corridors serving the immediate neighborhood, the east/west arterials in South Lake Union are often congested. South Lake Union itself is a major traffic generator of vehicular trips. Historically, the

businesses located in South Lake Union have been light industrial, which tend to be more auto-oriented. As the nature of the land use has changed to commercial and residential, the demands on the existing transportation infrastructure has increased. Pass-through trips are prevalent due to its strategic location between Seattle's two major north-south highways (I-5 and SR99/Aurora) and close proximity to Seattle Center.

South Lake Union has a dense network of arterials and local streets. Two main corridors, Denny Way along the neighborhood's southern boundary and the Mercer/Valley corridor at the south end of Lake Union, serve east/west traffic. Denny Way connects to I-5 southbound and serves not only South Lake Union but also Lower Queen Anne, Denny Triangle, Belltown and the Waterfront. The Mercer/Valley couplet connects to both northbound and southbound I-5 and serves Queen Anne, Magnolia, Fremont, portions of Ballard, Denny Triangle and Belltown. These corridors are extremely congested and operate at or beyond capacity several hours a day and during major Seattle Center events. Between Denny Way and the Mercer/Valley corridors, there is a network of local streets, but the barriers of I-5 to the east and Aurora Avenue to the west limit their usefulness in moving traffic through South Lake Union.

North/south traffic is somewhat better flowing, due in part to the parallel flows of I-5 and SR99/Aurora Avenue N. and in part to the fact that four arterials carry internal flows. The Dexter Avenue N corridor carries traffic and bicycles from downtown to the north end of Queen Anne and is generally free-flowing. Westlake Avenue N and 9th Avenue N form a one-way couplet from downtown to North Queen Anne and, except where they cross Mercer Street, are generally free-flowing. The Eastlake corridor is on the eastern edge of the neighborhood and connects from downtown to Eastlake and the University District. It is generally free-flowing. The fourth corridor, Fairview Avenue N connects downtown to Eastlake and is slowed at crossings with Denny Way and Mercer Avenue.

Transit

Transit service to South Lake Union has become one of the key concerns of the neighborhood. Due to a number of factors (limited transit service, relatively inexpensive and plentiful parking, etc.) the great majority of employees commute to South Lake Union by automobile. Year 2000 census data indicated an 11-percent transit mode share for work trips to the SLU area, while 71 percent drove alone. Commute Trip Reduction survey data for the year 2003 indicated a higher share of work trips by transit or about 14 percent. The overall level of transit ridership share is higher for the survey data because it only includes major employers. Many of these major employers have implemented Transportation Demand Management programs that have helped to increase the transit mode share.

Four north-south corridors have frequent service (at least every 15-minutes) between 6 AM and 7 PM, including, 5th Avenue North, Aurora Avenue North, Dexter Avenue North and Fairview Avenue North. There is also all-day transit service on Westlake Ave N, Eastlake Avenue N and Denny Way. However, because SLU covers a wide area, buses that serve one end of the SLU area may not be useful for those who work in a different area of SLU. For example, most people who work near Fairview Avenue would be unwilling to walk seven blocks to Aurora Avenue N. to catch a bus. There is no east-west transit service north of Denny. Furthermore, a number of these routes only serve the SLU neighborhood during off-peak hours, therefore limiting their ability to adequately serve employees or residents of SLU. The routes which serve the core area of SLU include Route 70 (U. District and Eastlake) along Fairview Avenue N. to the University District; Route 17 (Ballard and Nickerson) along Westlake (northbound) and Ninth (southbound) Avenues to Ballard, and Routes 26 (Fremont, Wallingford and Green Lake) and 28 (Fremont and Broadview), along Dexter Avenue N. The Seattle Streetcar is planned to start running by the end of 2007, and will provide transit service along Westlake and Terry Avenues, from Westlake Mall in Downtown Seattle to the Fred Hutchinson Cancer Research Center.

Pedestrians and Bicycles

There are a number of barriers to pedestrian and bicycle travel both within South Lake Union and between it and adjacent neighborhoods. Mercer and Valley streets are difficult for pedestrians to cross, and make it difficult to access the Lake Union waterfront from the rest of the neighborhood. I-5 to the east and Aurora Avenue N/SR99 to the west present barriers to Capitol Hill and Queen Anne, respectively. There are some gaps, especially in the bicycle network, that limit the potential for these modes to serve as viable alternatives for residents, employees and others.

In addition, the general streetscape environment, while adequate, is not conducive to pedestrians. In particular, the narrow sidewalks and lack of landscaping along high volumes streets, like Mercer and Valley, make these streets unsafe and uncomfortable for pedestrians. Likewise, Aurora Avenue N. and Broad Street present major barriers to pedestrian and bicycle travel by severing the street grid, accommodating high traffic volumes and limiting access points. As the number of people living in South Lake Union grows, the need for a street system that facilitates safe and convenient pedestrian and bicycle circulation will become increasingly important.

Parking

Most of South Lake Union's 3,000 on-street parking spaces have been either unregulated or are regulated by signs that are frequently ignored by parkers, and infrequently enforced by the City. There are four main groups competing for parking in South Lake Union: employees of neighborhood businesses, residents, employees of downtown businesses, and visitors. Each of these groups has different parking needs. Currently, residents and commuters often park all day on the street for free. At the same time, off-street parking lots sit partially empty. As development occurs on surface parking lots, competition for free on-street parking will increase. This will result in less on-street parking for residents, customers and employees.

How to Use this Plan

This plan is made up of four components, each of which has had a different level of public input and direction. It is meant to be a guide for future actions by the City and community, but is not intended to be the only guide. Additional work will need to be done to implement a number of the recommendations, and different recommendations will be easier or more difficult to implement. Many of the ideas in this plan will lead to future actions, but only the goals and policies indicate a clear City commitment.

The Plan format generally presents a “goal,” followed by “policies” related to the goal. “Strategies” provide approaches to implementing the policies. “Discussion” sections are intended to provide background or context for the goals, policies and strategies. Each of these components is further defined as follows:

Goals represent the results that the City and neighborhood hope to realize over time, generally within the 20-year life of the Plan, except where interim times are stated. Whether expressed in terms of numbers or only as directions for future change, goals are not guarantees or mandates.

Policies represent a general approach to achieving the goals. They should be read as if preceded by the words “it is the City’s general policy to...” Policies help to guide the creation or change of specific strategies. Implementation of most policies involves a range of actions or strategies over time. Both goals and policies are adopted into the City’s Comprehensive Plan and form the “adopted Neighborhood Plan” that directs City actions. Other parts of the plan may provide direction, but are not adopted City policy.

Strategies are different means of reaching the goals and implementing the policies. They provide a range of actions that can be implemented in order to meet the neighborhood plan goals and address policies. Some strategies have, through other City processes, already been implemented; others will need to be balanced with other City and neighborhood priorities; and some strategies will include no City involvement, but will instead be implemented by neighborhood stakeholders on their own.

Discussion sections are intended to provide context, background and explanation of the goals, policies and strategies. As with the strategies, they are not City adopted policy, but are meant to help the reader understand the Plan's recommendations. Goals, policies and strategies are identified through bold text and numbering.

Implementation timetables

At the end of the plan is a table showing each strategy, potential implementers of those strategies, potential time frames for implementation and the neighborhood's priority for implementation. Those schedules and implementers represent current understanding of the feasibility of those recommendations, community interest, and availability of resources. Over the next twenty years, some of these strategies will be implemented according to this schedule, but others may be faster or slower, or a different approach to implementing the policies may be found.

History of South Lake Union

South Lake Union was occupied by Native Americans before David Denny and Thomas Mercer laid claim to portions of the area in the 1850s. When coal was discovered in Newcastle, coal was shipped across the lake and then transferred to rail to be delivered to boats on Elliott Bay. The abundance of large cedar and Douglas fir trees in the area led to the creation of saw and shingle mills along the lake. The sawdust from these mills contributed to filling of the southern portion of the lake.

South Lake Union soon became a truly mixed-use area when employees of the growing lumber industry began living in the area. Residences were first built in what is now the Cascade neighborhood in the late 1800s and housed a diverse mix of people. Working class families made up a large percentage of the population, but there were also artisans and business people. The area was ethnically diverse with large populations from Russia, Greece, Norway and Sweden. This diversity can be seen in churches including the Russian St. Spiridon Orthodox Cathedral and Denny Park Lutheran Church, which was historically part of the Norwegian-Danish Lutheran Church, and the St. Demetrios Greek Orthodox Church, which has since moved to Montlake.

In 1894, the Cascade School opened in the heart of the neighborhood that eventually took the school's name and, with its nearby play field, soon became its soul. This neighborhood had an excellent location at the geographic center of Seattle situated on a waterway used for transporting resources from the north to the Seattle waterfront. The neighborhood was well-connected to downtown Seattle by electric streetcars that ran on what is now Westlake Avenue.

From 1902 through 1911, the City undertook a dramatic land-altering project, the first Denny Regrade. The project involved sluicing the west side of Denny Hill into Elliott Bay. Many of the houses in the Regrade area were moved to the Cascade neighborhood. In 1907, the Westlake Avenue and Valley Street corridors north of Denny Way were filled.

The sawmills in South Lake Union were followed by the arrival of manufacturing at the turn of the century. In 1917, the U.S. Army Corps of Engineers completed the “government locks” at Salmon Bay to open Lake Union to shipping between Puget Sound and Lake Washington. The new canal opened Lake Union to more intensive maritime use and industry. This brought shipbuilding, Boeing seaplane fabrication, and a regional Model T assembly plant to the area. Several large laundries, smaller machine shops, and auto dealerships also located in the area. South Lake Union provided services and materials to downtown businesses and surrounding neighborhoods. Residential buildings sprang up to house the employees of these industries.

The final regrade of Denny Hill was completed in 1930, creating a flat expanse east of Fifth Avenue. Westlake Avenue was now fully connected to downtown. This massive effort was undertaken to encourage businesses to move into the area, but by the time it was completed, the Great Depression had slowed business activity. One business sector, however, was able to take advantage of the land opened by the regrade—auto dealers. Westlake Avenue became home to new and used car dealerships, repair shops, tire shops, and service shops.

After World War II, the industrial activity in the area began to shrink and the population of the neighborhood followed suit. In 1957, South Lake Union was rezoned to manufacturing uses and therefore forbade new residential uses. In the 1960s, I-5 eliminated seven blocks of residential and retail uses in Cascade and isolated the neighborhood from Capitol Hill. Increases in land values and restrictive code ordinances led to the conversion of much of the housing stock to low-density manufacturing and commercial uses.

Despite the continued reduction in housing stock, the neighborhood remained strong throughout the 1960s and 1970s. The neighborhood organized to oppose the construction of the elevated Bay Freeway, which would have connected I-5 with Seattle Center, cutting through Cascade neighborhood. In a special election in 1972, the neighborhood’s efforts paid off when Seattle voted down the freeway plan.

During the 1980s, South Lake Union’s cheap land and central location began to attract biotechnology enterprises such as the Fred Hutchinson Cancer Research Center, beginning a new phase of development for the neighborhood.

The mid-1990s brought a plan to construct a large park in South Lake Union called the Seattle Commons. Supporters proposed a large park centered on Westlake Avenue and extending from Denny to the southern shore of the lake. The plan also included rezoning the area, developing more residential units and mixed-use buildings, building roadway improvements and attracting biotechnology companies to



This tire shop, built in 1925, reflects the historic “auto row” character of Westlake Avenue.



Terry Avenue, where new biotech buildings sit across the street from old warehouse buildings reflects the changing character of the neighborhood.

create a new hub in the newly designated Urban Village. After the first vote on this proposal failed in 1995, the park was cut in size, the roadway improvements were eliminated and construction and design plans were altered to reduce the cost. The proposal failed in its second attempt in 1996 and was permanently shelved.

The economy of the area has evolved away from a concentration of small businesses, warehouses and auto-oriented services. Starting with the Fred Hutchinson Cancer Research Center in 1993, and Zymogenetics in 1994, it has become home to a significant number of biotechnology (biotech) and high-technology (high-tech) companies. The neighborhood is also home to a strong arts community including artists, musicians and craftspeople, as well as arts and theater organizations and schools. Today, nearly 50 artists, organizations and theaters are located in South Lake Union. Six independent schools in the South Lake Union area serve over 300 children from across the city. Numerous human service organizations serve the neighborhood and the city as a whole.

The neighborhood is expected to continue to evolve with additional growth in jobs and housing. The City of Seattle's Comprehensive Plan targets the area for an additional 16,000 jobs and 8,000 new households between 2004 and 2024. South Lake Union is a unique neighborhood that has historically had a rich, diverse mix of land uses and will continue this trend in the future.

1998 South Lake Union Neighborhood Plan

Written shortly after the second vote on the Seattle Commons proposal, the 1998 neighborhood plan for South Lake Union placed a great deal of emphasis on the importance of preserving the character and land use of the neighborhood. The plan recommended specific design guidelines for the entire neighborhood as well as each defined subarea. The plan identified a number of topics as key neighborhood character issues, including: historic preservation, neighborhood districts, social services, housing and zoning.

Neighborhood Character Goals, Policies and Strategies

➤ Goal 1

A vital and eclectic neighborhood where people both live and work, where use of transit, walking and bicycling is encouraged, and where there are a range of housing choices, diverse businesses, arts, a lively and inviting street life and amenities to support and attract residents, employees and visitors.

➤ Policy 1

Encourage the co-location of retail, community, arts and other pedestrian-oriented activities in key pedestrian nodes and corridors.

Strategy 1a: Require pedestrian-oriented uses along Westlake Avenue North and Valley Street, consider whether similar requirements would be appropriate along other streets. Westlake and a narrower, rebuilt Valley are key neighborhood corridors, and can support retail uses. Other streets, such as Harrison Street and Thomas Street may also be able to accommodate concentrations of pedestrian-oriented uses and should be reviewed. Require buildings along key streets that do not have use requirements to be designed so that they can accommodate retail uses, but allow a range of uses in those spaces, to enable change as the neighborhood grows. If the zoning along Fairview south of Mercer Street changes, consider requiring pedestrian-oriented uses along Fairview between Denny Way and Valley Street.

The locations identified as heart locations in the design guidelines are:

- » Cascade Playground,
- » Denny Park,
- » Lake Union Park,
- » Harrison Street,
- » Terry Avenue North, and
- » Westlake Avenue North.

Other streets could be considered, particularly Dexter, Eastlake and Fairview Avenues.

Strategy 1b: Require pedestrian-oriented uses along Westlake Avenue North and Valley Street, consider whether similar requirements would be appropriate along other streets.

Westlake and a narrower, rebuilt Valley are key neighborhood corridors, and can support retail uses. Other streets, such as Harrison Street and Thomas Street may also be able to accommodate concentrations of pedestrian-oriented uses and should be reviewed. Require buildings along key streets that do not have use requirements to be designed so that they can accommodate retail



An example of pedestrian-oriented streetscape on Westlake Avenue N.

uses, but allow a range of uses in those spaces, to enable change as the neighborhood grows. If the zoning along Fairview south of Mercer Street changes, consider requiring pedestrian-oriented uses along Fairview between Denny Way and Valley Street.

Strategy 1c: Encourage development at “heart locations” to provide spaces at street level that can be converted to retail or community uses. The heart locations have been designated as Pedestrian 1 and Pedestrian 2 areas under the Seattle Mixed zone. These areas require more transparency and less blank wall space than other areas. Design guidelines can encourage the creation of spaces that can be easily converted to different uses, including retail or community space.

Strategy 1d: Encourage residential and job growth to promote a vital and vibrant neighborhood and to meet neighborhood growth targets. The South Lake Union neighborhood has accepted its growth targets of 8,000 additional households and 16,000 additional jobs between 2004 and 2024. Growth can support the development of a more exciting, vital and safe neighborhood, as more people are on the street, and more businesses open to serve residents and employees.

➤ Policy 2

Promote diversity of building styles and support the diverse characters of neighborhood sub-areas.

Strategy 2a: Support the key characteristics of neighborhood sub-areas. The South Lake Union design guidelines identify six neighborhood sub areas. (See graphic on page 26.) Use these subareas to identify key design goals, but also recognize that different types of buildings will have their own distinct needs.

Cascade: Supporting a mixture of commercial, residential and social services; this area has several historic sites, sustainable infrastructure and local improvement projects that maintain a creative, collaborative and eclectic nature.

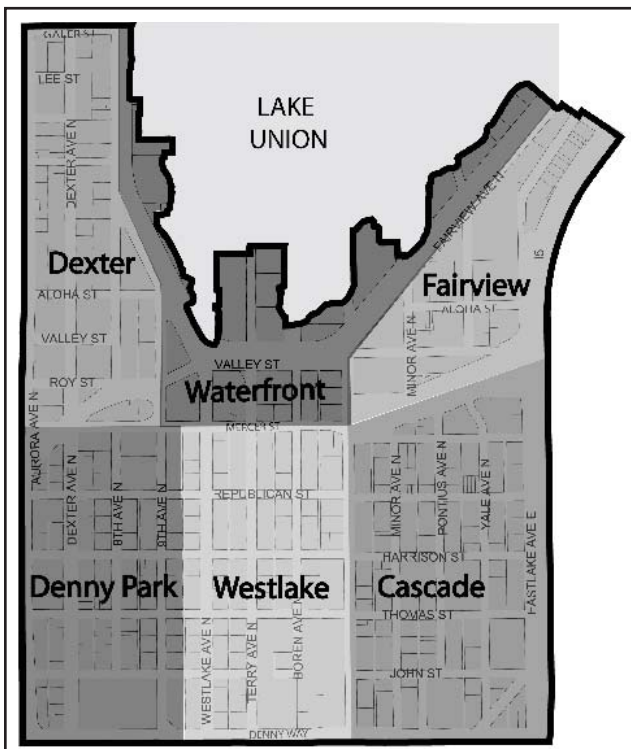
Dexter: This area is the most undefined area of the neighborhood, with a variety of building types and forms that house a diverse range of uses. Views of Lake Union to the east coupled with its strong north-south streets create an interesting lattice of connections.

Denny Park: This area also provides a diverse mix of buildings and uses. Denny Park anchors it on the south; at the north, Mercer and Broad Streets provide a clear break with the rest of the neighborhood.

Fairview: Home to the Fred Hutchinson Cancer Research Center, this area's growth as a center for biological research shapes its character.

Waterfront: With Lake Union Park, this area maintains the neighborhood's water dependent activities and strives to build on the maritime nature of the area.

Westlake: The key commercial spine of the neighborhood, the Westlake Corridor will provide retail businesses along the street, housed in a range of building sizes and types. Off of Westlake, larger office and biotechnology buildings provide an employment core to the neighborhood.



South Lake Union subareas.

Strategy 2b: Provide incentives for the retention and adaptive reuse of existing buildings that meet goals for subareas or that can help maintain a diversity of building styles. Transferring unused development potential from these sites to other parts of the block or neighborhood can provide a financial incentive to retain the existing building.

Strategy 2c: Use additional height and density as an incentive for projects that implement multiple neighborhood plan policies where the additional height will not negatively affect the surrounding area, flight paths or key public view corridors. Additional height and density can be a strong incentive for developers to incorporate facilities

that will support the neighborhood in ways contemplated by this plan. Consider allowing additional height in appropriate locations for commercial projects, residential projects, or both, as appropriate. In locations where taller buildings may be permitted, consider impacts on views, the street level environment, landmarks and other historic buildings, flight paths for seaplanes, and the relationship to the downtown skyline. Note: There is disagreement regarding this recommendation, with particularly concern about its impact on views across the neighborhood to Lake Union and the Space Needle.

➤ Policy 3

Encourage public and private developers to consider existing neighborhood character when designing projects adjacent to parks and historical sites.

Strategy 3a: Identify key characteristics of neighborhood parks. Each of South Lake Union’s parks has a different character and role, which can be reflected in the surrounding area:

Lake Union Park will be a regional attraction, with a strong relationship to the lake and the area’s maritime heritage.

Cascade Playground is a local attraction, focused on providing play space for neighborhood residents and children. With the adjacent P-Patch and Cascade People’s Center, the park provides a model for a sustainable and collaborative community space.

Denny Park is Seattle’s oldest park and home to the Parks Department offices. It is large enough to be an attraction for both the South Lake Union and the north Downtown neighborhoods. It provides flexibility for a range of activities within an historic setting.

Strategy 3b: Recognize key historic sites identified in historic surveys for different parts of the neighborhood. Several sources provide guidance for identifying key sites: the City of Seattle’s designated Landmarks, the Cascade Neighborhood Historic Survey, the South Lake Union Building Survey and Inventory and the South Lake Union Streetcar Cultural and Historic Resources Technical Report. Use information about key sites to inform design review of projects nearby. Use this list to identify older buildings that might be appropriate sites for transferring development rights under Policy 6.

Strategy 3c: Use the South Lake Union Design Guidelines to support development that reflects existing and desired neighborhood character. The South Lake Union Design



View of South Lake Union Park with Armory in the background.



Denny Park is primarily a passive park with sitting areas, trees and vegetation.

Guidelines identify key design goals that should be incorporated into projects in the neighborhood. Use of the design guidelines should be tempered by an understanding of the different uses and characters desired by the neighborhood. For example, biotech buildings may call for a different design solution than a residential building, and projects in the Fairview subarea might receive different design guidance if they were in Cascade.

Strategy 3d: Revise design review boundaries so that the same board reviews all projects in South Lake Union.

Currently South Lake Union is divided into two separate areas for purposes of design review: the Queen Anne/Magnolia board reviews projects west of Fairview, and the Capitol Hill/First Hill/Central District board reviews projects east of Fairview. Bringing the entire neighborhood under the purview of one board can provide a deeper understanding of the neighborhood's design guidelines and a consistent set of recommendations.

➤ **Policy 4**

Work with the community to develop strategies to keep the neighborhood safe for all community members. Safety is a key component to developing a livable community. The neighborhood wants to make sure that it remains a safe place to live, work and play. In doing so, the neighborhood does not want to lose its vitality, and does not want to push out law-abiding groups, such as the homeless, who have been part of the neighborhood for many years.

Strategy 4a: Encourage neighbors, including residents, businesses and other organizations, to work together on safety strategies. The Cascade Partnership for Safety provides a model of stakeholders in one part of the neighborhood to address safety issues. If each individual or organization only considers its own safety, dangerous activities may be moved from one part of the neighborhood to another, but never addressed. Perceived danger can often be addressed by community members working together.

Strategy 4b: Encourage individuals and groups to practice self-policing behavior through activities such as organized block watches or outreach to the homeless. Educate residents, businesses, employees and visitors to the neighborhood about the importance of taking responsibility for the neighborhood's safety. For example, PEMCO monitors key routes through the neighborhood in order to keep their employees safe, providing a service to other community members at the same time. Other groups might work with homeless residents of South Lake Union to make sure that the law-abiding homeless are safe and continue to be welcomed by the neighborhood.

Strategy 4c: Use community-policing strategies. Under the community-policing model, an officer is assigned to the neighborhood to work with the community on longer-term safety issues. Providing a single point of contact to the police department can help increase understanding of neighborhood safety issues and provide support to the other public safety strategies.

Strategy 4d: Encourage development that promotes activity and eyes on the street through development standards and design guidelines. Attracting people to be out in the neighborhood both at night and during the day can help keep the neighborhood safe. For example, use of Cascade playground by neighborhood schools has improved the safety of the playground during the day. Designing housing so that residents are able to overlook the street and other public places provides “eyes on the street.” Arts organizations and retail businesses that are open at night and open onto the sidewalk, and residential development that includes units on lower stories, are good long-term tools for helping to keep the neighborhood safe. On the other hand, vacant buildings and empty parking lots can provide havens for crime.

Strategy 4e: Emphasize safe pedestrian and bicycle routes between neighborhood activity centers. The South Lake Union Transportation Study presents a number of improvements that can enhance safety. (See the Transportation Chapter.)

Strategy 4f: Identify and work to improve dangerous locations in the neighborhood. Partnerships between the neighborhood and the City can help to create a safer community. Knowing where problems arise repeatedly is one of the first steps for improving the neighborhood. City Departments, particularly the Seattle Department of Transportation, should continue to work with community organizations on identifying and improving dangerous locations in the neighborhood. The Seattle Fire Department and the Seattle Police Department should monitor activity in the neighborhood and review response times, and work with the community to provide increased or improved service as appropriate.

➤ **Policy 5**

Encourage designs of public spaces and private buildings that can accommodate the needs of people across a range of ages and abilities, allowing residents to age in place.

Strategy 5a: Develop design guidelines to encourage active living by design. These design guidelines should incorporate

accessibility and connectivity into right-of-way design. The goal of the guidelines should be to enable older people to maintain their health and independence.

Strategy 5b: Encourage housing development that is designed to accommodate tenants with a range of mobility through universal design principles. In order to maintain a diverse population in the neighborhood, it is important to provide housing options for people of diverse age groups and mobility.

Strategy 5c: Consider accessibility in reviewing public projects. Design public projects to accommodate all potential users.

➤ Goal 2

A neighborhood that recognizes its history as a maritime and industrial community and embraces its future as a growing urban center that provides for a wide range of uses.

➤ Policy 6

Establish incentives to encourage preservation, reuse and rehabilitation of historically significant structures in the neighborhood; explore incentives to encourage the adaptive reuse of other older buildings in the neighborhood that provide a visual reminder of the past and promote diversity of character and building types. The neighborhood treasures its current eclectic mix of old buildings, locally owned businesses, historic vessels, and non-profit organizations. Visitors and newcomers also note that this mix is a major part of the area's appeal. A number of people have voiced a fear that the neighborhood could become homogenized and indistinguishable, if a mix of new and old buildings is not maintained. In addition, adapting existing structures to new uses is one of the most sustainable ways to develop the neighborhood.

Strategy 6a: Use existing City processes to designate significant structures as City of Seattle Landmarks, as appropriate. Recent surveys of the buildings in South Lake Union have provided a wealth of information regarding the existing character of the neighborhood. While many of the older buildings will not meet the standards to be designated a Landmark, some may. Decisions about whether a building meets the standards of a City of Seattle Landmark are made by the Seattle Landmarks Preservation Board.

Strategy 6b: Provide incentives for the preservation of landmark structures. Recognizing the significant development pressure in the neighborhood, land use incentives including, but not limited to, a transfer of development rights (TDR) program from landmark structures to new development are appropriate.



The Center for Wooden Boats provides education and boating opportunities that help link the current neighborhood to its maritime past.

Strategy 6c: Provide incentives to support property owners who wish to maintain existing non-historic buildings. South Lake Union has a number of interesting buildings that probably would not meet the criteria for a City of Seattle Landmark, either because they are not significant enough, or because they've lost some of their historic integrity over time. In order to maintain the diverse character and recognize the strong history in the neighborhood, some of these buildings and uses should be preserved. To maintain these buildings, use incentives including, but not limited to, flexibility through the design review process, planned developments that will maintain these structures or transfer of development rights from older buildings that maintain historic features or scale.

➤ **Policy 7**

Support existing organizations that provide for an eclectic and livable community, including arts and culture, human services, maritime and educational organizations.

Strategy 7a: Provide incentives to retain and/or create space for existing community not-for-profit organizations.

Transferring the development rights from an existing structure removes development pressure and retains the spaces for the existing organizations.

Strategy 7b: Continue to develop public/private partnerships around areas of mutual interest between the City and community.

The South Lake Union neighborhood provides a number of examples of public/private partnerships that have resulted in neighborhood improvements. These projects have ranged from the large (the South Lake Union streetcar) to the small (repainting Immanuel Lutheran Church). Public/private partnerships leverage both community and City resources to help develop the neighborhood.

Strategy 7c: Encourage public and private investment in arts, human services, libraries, community centers and schools to support the growing residential population of South Lake Union.

As the neighborhood grows, there will be additional demand for services and amenities from residents and employees. Both public and private investment in these types of facilities will be needed to meet this demand.

➤ **Policy 8**

Seek to maintain a diversity of uses in the neighborhood, including maritime, industrial and downtown-core service businesses traditionally occupying the neighborhood.



St. Spiridon Orthodox Cathedral is an example of a historic building that adds character to the neighborhood.

Strategy 8a: Encourage development of new housing to meet neighborhood goals while minimizing impacts on the traditional industrial character of certain areas of the neighborhood. While South Lake Union has a goal of supporting housing throughout the neighborhood, rezoning the existing industrially zoned area to allow housing more broadly should be analyzed in the context of existing uses. Zoning to allow housing should also allow existing industrial and heavy commercial uses to remain.

Strategy 8b: Maintain shoreline designations that support maritime, water-dependent and recreation uses along the Lake Union shoreline. Shorelines are limited resources, and development along shorelines can have significant environmental impacts. Prioritize uses that are dependent on the water in shoreline areas. Consider whether the list of uses permitted in this area is appropriate in the context of updates to citywide shoreline policies in response to changes in the Shoreline Management Act.

Strategy 8c: Encourage building design that provides flexibility for street-level uses. Currently the Seattle Mixed zone requires street level spaces along key streets to be designed to accommodate a range of commercial and other uses. By designing street-level spaces to be flexible, a range of uses will be accommodated.

Strategy 8d: Work with neighborhood businesses to support economic development within the neighborhood. In order to implement this strategy a number of different things will need to occur.

- The City will need to work with the South Lake Union Chamber of Commerce to collaborate on projects to help existing South Lake Union businesses and non-profit organizations sustain themselves. Of particular importance will be projects focused on supporting small businesses and non-profits.
- The neighborhood should make efforts to attract new and diverse businesses, particularly into street-level spaces.
- The City will need to work with the South Lake Union Chamber of Commerce, and other neighborhood organizations, to coordinate and communicate with neighborhood businesses regarding activities that can affect businesses and customers.
- Finally, the City, working with neighborhood businesses, will need to identify opportunities to mitigate the impacts of projects in the neighborhood.



Water-related activities line the Lake Union shoreline.

➤ **Goal 3**

A neighborhood that serves as a regional center for innovative organizations and that supports a diverse and vibrant job base.

➤ **Policy 9**

Support the growth of innovative industries in South Lake Union including biotechnology, information technology, environmental sciences and technology, and sustainable building. Part of the goal of being a sustainable neighborhood is being home to innovative industries. A number of industries in the neighborhood have low impacts on the natural environment and provide family wage employment. Fostering a number of different industries that have these features will be important if the neighborhood is to be able to meet its job targets in a way that minimizes impacts on the natural and human environments. The features that are particularly desired in the neighborhood are a diversity of businesses that pay their employees living wages, employ sustainable business practices and support the local economy through local purchasing. Developers are encouraged to provide incubator spaces that can foster the early growth of companies that meet these goals. A combination of large and small businesses can help to make sure that the jobs in the neighborhood are diverse and that the business community will grow and respond to changes in the economy.

Note: There is disagreement about this policy. Some of the residents of Cascade object to providing support to and attracting the Biotechnology industry to the South Lake Union neighborhood and would prefer that the policy state “Support the growth of innovative industries in South Lake Union” without preference given to particular industries.

Strategy 9a: Develop neighborhood amenities to attract innovative firms. By implementing the recommendations of this plan, South Lake Union can develop as a diverse community that provides a range of attractions, facilities to support existing residents and attract the employees of these innovative organizations.

Strategy 9b: Recognize the special needs of some buildings by allowing additional height and roof coverage for buildings that have unusual mechanical systems. Biotechnology and other high technology buildings often have mechanical systems that are large enough to require exceptionally tall floor-to-floor heights, and cover large sections of rooftops. Continue to allow additional height and greater than average rooftop coverage for these buildings. Less building modulation may also be appropriate for these buildings, if they are able to use other tools to minimize the appearance of bulk.

Strategy 9c: Work with key industry groups to develop action agendas to support the growth and diversity of innovative industries in the neighborhood, such as the sustainable building and smart energy industry sectors. The City’s Office of Economic Development has developed “action agendas” to support the growth of some key industries. Action agendas for other innovative industries can help to guide the City’s efforts to support the growth of these industries, providing for a diversity of employment and growth of the neighborhood. As part of these action agendas, consider unique roles for South Lake Union.

Strategy 9d: Create reliable power and telecommunications networks to attract innovative industries and businesses. Innovative industries sometimes have higher demand for power or telecommunications networks than traditional industries. As the neighborhood develops, utilities should work with the neighborhood to provide networks that will meet the neighborhood’s needs.

➤ Policy 10

Foster a collaborative and creative community through interaction among community members and different types of organizations in the community, including those engaged in arts and culture, human services and education, as well as neighborhood businesses and other organizations.

Strategy 10a: Support existing neighborhood organizations.
See Policy 7 for recommended actions.

Strategy 10b: Encourage communication and collaboration among community members and neighborhood groups through online newsletters or e-mail groups. South Lake Union has a number of community organizations. Communication among these organizations is strong, but additional communication could increase understanding of the community’s common goals and projects. Such communication can encourage participation in and support for existing organizations by new members or the neighborhood.

Strategy 10c: Create and support additional spaces in and near South Lake Union that allow for a range of community activities and interaction among diverse groups. South Lake Union currently contains a range of community spaces that provide these types of activities, including the South Lake Union Armory and the Cascade People’s Center. However, possible occupancy of the Armory by the Museum of History and Industry may mean that space will no longer be available to the community. As the neighborhood grows and becomes denser, and if community



The Community Bulletin Board located outside the Cascade P-Patch provides a good opportunity for community members to communicate and stay informed about activities in the neighborhood.

meeting spaces disappear and are not replaced, the neighborhood and City should work together to explore the feasibility of building new community spaces, including community centers, libraries, or spaces that serve multiple uses.

The closest community centers are at the top of Queen Anne Hill and a planned, but unbuilt community center in Belltown. The closest libraries to the neighborhood are the Washington Talking Book & Braille Library, the Capitol Hill Branch, and the Central Library. As development occurs in and around South Lake Union, consider whether additional services are needed closer to the neighborhood, and look for opportunities for appropriate co-location of activities.

➤ **Goal 4**

A neighborhood where arts and culture thrive, with attractions for citywide audiences and a broad range of arts and cultural organizations.

➤ **Policy 11**

Encourage characteristics that favor a sustainable arts and cultural presence, including affordable and adaptable venues for making, performing and displaying art that meet the diverse needs of artists and arts organizations.

Strategy 11a: Convene discussions with arts and cultural organizations. Arts and cultural organizations in South Lake Union have begun to talk with one another, and from these discussions, it is clear that many wish to remain in the area. A broader context is emerging of shared goals and interests with opportunities for partnership and collaboration.

Strategy 11b: Create an arts and cultural plan for South Lake Union. Using the artist-in-residence model, complete the inventory of arts and cultural spaces in the neighborhood and identify locations and potential opportunities for growth. Work with the community to develop a strategy to support the retention and growth of arts and culture organizations.

Strategy 11c: Consider incentives for including not-for-profit arts and cultural spaces in private development. South Lake Union has been home to a range of different arts and cultural organizations over the last ten years. A wide range of non-profit arts and cultural organizations have had their home in South Lake Union including organizations such as the Seattle Opera and the Seattle Gilbert and Sullivan Society, Cinema Seattle and 911 Media Arts, the Open Circle Theater and the Wright Exhibition Space, and the Center for Wooden Boats and the Steamer Virginia Foundation. Arts and cultural organizations create urban vitality and community



911 Media Arts Center is a non-profit arts center located in South Lake Union that supports the creative use of media for communications and artmaking.

identity in South Lake Union. However, they often have limited resources, and may not be able to compete for space with other uses. Recently, some of the neighborhood's arts organizations have moved or close due to increased rents or redevelopment. Providing incentives for the creation or retention of spaces available and suited to arts organizations can help to ensure that the neighborhood is able to keep these institutions and the vitality that they foster. Among the range of spaces that could enhance the neighborhood are live performance and movie theaters, museums and the historic ships wharf at Lake Union Park, gallery and office space to keep these non-profits in the neighborhood.

➤ **Policy 12**

Provide for a livable community by encouraging artistic activities that create a positive street presence.

Strategy 12a: Consider establishing an arts district or arts and cultural zone with “arts-friendly” permitting. Such a zone might require revisiting noise and street use policies for special events and festivals, or providing incentives for artist live-work housing. Work to identify the purpose and key features of an arts district.

Strategy 12b: Encourage the presence of a range of arts organizations that can encourage pedestrian activity at different times of day, including visual and performing artists.

In South Lake Union today, one finds visual artists, galleries, live theaters, movie screening rooms, arts schools and rehearsal studios all of which contribute to a lively daytime environment. At night, one can attend performances of live music, theater, film and other arts events, bringing both residents and visitors out on neighborhood streets at night. Together, these arts organizations contribute to the neighborhood's pedestrian activity and livability, and should be encouraged.

➤ **Policy 13**

Seek to incorporate the arts into the design of public projects and the use of public spaces.

Strategy 13a: Maximize the potential for public art in public capital improvement projects by developing a public art plan. The public art plan would be a component of other major transportation, utility and open space projects, as well as low-income housing and human service projects. The Streetcar public art plan currently in development may provide a model for a broader public art plan.



The Troll in Fremont activates the space under the Aurora Bridge and is a neighborhood attraction.

Strategy 13b: Use a Public Art Advisory Committee process to expedite review of art components of public/private projects. Several developers in South Lake Union are committed to the value of art in public places. For projects that involve public resources, a committee including Design Commission and Arts Commission representatives has been convened to review proposals. Providing policy guidelines and procedures will result in better projects and greater public value.

Strategy 13c: Collaborate with community arts organizations on programming public spaces. Public art in public areas, such as performances in parks, outdoor movie screenings or temporary arts fairs in the street right of way, can enhance the neighborhoods vitality and bring people to the neighborhood at times when they otherwise would not visit, such as weekends or evenings.

➤ Goal 5

A neighborhood that supports this and future generations by providing community-based historical, cultural, artistic and scientific learning and enrichment activities for children, residents, employees and visitors.

➤ Policy 14

In order to support neighborhood families, encourage existing and new schools and childcare facilities in South Lake Union and adjacent neighborhoods.

Currently five independent schools serve up to 300 children in grades pre-K through 8, within South Lake Union. These schools serve a diverse population of students:

- » Hutch School,
- » Hutch Kids,
- » New Discovery School,
- » Morningside Academy, and
- » Cascade Children's Corner.

The Spruce Street School is very close to the neighborhood and uses Denny Park as a play area.

There are no public schools in South Lake Union, and the neighborhood is split into two different school clusters, meaning that children in different parts of the neighborhood are likely to be sent to schools in different areas. The closest public schools are:

- » The Center School, an alternative high school at the Seattle Center House;
- » Hay Elementary on Queen Anne Hill;
- » Lowell Elementary on Capitol Hill (an alternative school);
- » McClure Middle School on Queen Anne; and
- » Tops K-8 in Eastlake (an alternative school).



Morningside Academy is a private school located on Westlake Avenue N and serves students in grades K-8.

Strategy 14a: Seek to bring a public school in or easily accessible to South Lake Union as the neighborhood develops. If South Lake Union adds 8,000 households, it could have more than enough children to support a school. While it is clear that the Seattle School District will not be able to provide a school in the near term, planning should begin now to identify strategies for adding a school to this neighborhood or Denny Triangle before the 20-year span of this plan has been completed. Opportunities for public/private partnerships to provide space for a school should be actively pursued.

Strategy 14b: Work with the School District to move the boundary between school district clusters so that all children in the neighborhood have the opportunity to go to the same school. The current boundary between the Magnolia/Queen Anne and Central Clusters runs along Terry Avenue, down the middle of the neighborhood. Moving the boundary to either Aurora Avenue or I-5 can help support the development of the neighborhood as an area that is friendly to families with children.

Strategy 14c: Provide incentives to retain spaces for schools and childcare facilities or provide new space for schools and childcare facilities. Existing schools in the neighborhood are located in older buildings that might face redevelopment pressure. Provide incentives for developers to preserve buildings currently used by the schools, or to create spaces in new buildings that could accommodate schools. Target incentives to projects that can help meet multiple goals, such as retaining an interesting older building, providing diversity of neighborhood character or providing affordable housing.

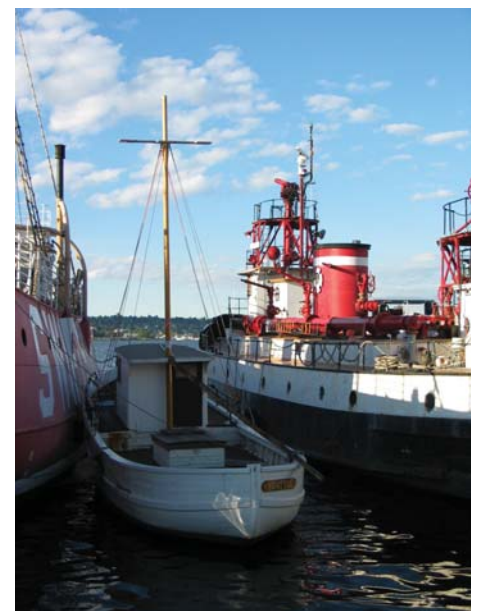
Strategy 14d: Encourage educational institutions to provide community access to arts and cultural enrichment opportunities. For example, Cornish College for the Arts will have a significant impact on the community with exhibition and performance opportunities open to the public.

- **Policy 15**
Recognize the heritage of the neighborhood and the rich diversity of neighborhood businesses and organizations as opportunities for learning.

Strategy 15a: Build on existing organizations that provide unique opportunities for learning. A number of neighborhood institutions provide unique opportunities for learning, including the Center for Wooden Boats, Cascade People's Center and Seattle Biomedical Research Institute. Continue to provide information about these opportunities through community web sites and outreach to schools.



New Discovery School is located in the Cascade Neighborhood and works with children between the ages of 3 – 5.



Maritime heritage at the Center for Wooden Boats.

Strategy 15b: Explore new ways for community organizations to provide learning opportunities. Many other community facilities could provide opportunities for teaching about the neighborhood's rich past and diverse organizations. Among the tools to explore further are:

- » Walking tours, maps or signs to educate visitors about the neighborhood's maritime history, sustainable infrastructure, or diverse uses and characters.
- » Partnerships between schools and community organizations, such as the P-Patch, human service agencies or maritime historical groups.
- » Partnerships between schools, neighborhood organizations, and City agencies to educate about environmental programs and sustainable practices occurring in the neighborhood.
- » Partnerships among schools, such as between the elementary schools in the neighborhood and Cornish School for the Arts, to provide shared learning opportunities.

➤ **Policy 16**
Encourage the development of higher education, apprenticeship and internship opportunities and adult learning offerings that build on the innovative climate of the community.

Strategy 16a: Encourage area organizations to provide adult learning opportunities. The South Lake Union neighborhood currently has a few schools providing higher or advanced education, including two schools of massage, and two schools providing arts and design education. In addition, many of the area's research laboratories provide internships and other education opportunities. New programs could include a lecture series focused on the neighborhood's history; sustainable projects in the neighborhood or innovative ideas from local businesses.



The Walking Guide to Fremont connects visitors and community members to neighborhood art, history and other amenities. Signs like this one are located throughout the neighborhood.



Partnerships can be made with Cornish College of the Arts to work with local elementary school students.

History of Transportation Planning in South Lake Union

As a neighborhood, South Lake Union has been affected by transportation plans since the late 1800s. In 1890, a streetcar was built along Westlake Avenue allowing downtown Seattle's population to easily travel to Lake Union. This line linked the downtown business district with South Lake Union's docks and lumber mills. It was eventually extended to Fremont. The line's southern terminus at 4th Avenue and Pike Street became downtown Seattle's major transit hub.

The completion of Highway 99 in 1932 defined the western boundary of South Lake Union and transformed the area into a major gateway for motorists and commuters from the north. This gateway only lasted for about twenty years because the completion of the Battery Street Tunnel in the 1950s routed people away from the neighborhood. In the 1960s, I-5 eliminated seven blocks of residential and retail uses and isolated Cascade neighborhood from Capitol Hill, creating a new eastern boundary.

The World's Fair of 1962 caused an increase in traffic through the neighborhood from Seattle Center to I-5. This traffic problem has continued to grow and the neighborhood has struggled with the congestion associated with Mercer Ave and Valley Street connections to the I-5 on-ramps. Since the 1960s, the city has considered nearly 60 studies and solutions to this traffic jam. Ten solid proposals have been considered, with costs ranging from \$42 million to \$100 million. Over 50 goals have been identified, many of which are contradictory. The Bay Freeway was the first major proposal in 1960. Citizens worked together to oppose these plans for an elevated freeway and in 1972 it failed in a public vote. In 1988, Mayor Royer proposed the Broad Street Throughway, but this proposal failed in 1995.



Battery Street Tunnel circa 1950.
Image: Seattle Municipal Archives.

Starting with the 1998 neighborhood plan, the City and neighborhood started to look differently at how to deal with traffic problems on Mercer and Valley Streets. The neighborhood plan called for an end to searching for the big expressway solution. The plan pointed out that any improvements in the Mercer corridor must not only get traffic through the neighborhood, Mercer and Valley must also support access to and within the South Lake Union neighborhood itself.

In July 2004, the South Lake Union Transportation Study was completed, with recommendations for improvements to Mercer Avenue and Valley Street and alternatives for multi-modal transportation.

Currently, a number of projects are underway that have potential direct impacts on the South Lake Union neighborhood. The Alaskan Way Viaduct and Seawall Replacement Project (AWVSRP) would enhance east-west connections between South Lake Union and Queen Anne, including Seattle Center, and improve access from these neighborhoods to SR99. Construction began on the South Lake Union Streetcar in the summer of 2006, and it will have an impact on transportation choices within the neighborhood. The streetcar will run between the Central Business District just north of Westlake Center, and the South Lake Union neighborhood terminating on Fairview Avenue near the Fred Hutchinson Cancer Research Center. The Mercer Corridor Project will provide improved access to and through South Lake Union, while improving access and circulation within the neighborhood for all modes of travel.

The City of Seattle’s Comprehensive Plan contains goals to reduce the share of trips made by single-occupant vehicle (SOV) trips in South Lake Union. These “mode-split” goals provide an aggressive target for the future use of transit, carpooling, walking and bicycling to meet the increased demand for travel to and within South Lake Union:

| | 2000 | 2010 | 2020 |
|---|------|------|------|
| % of work trips made using non-SOV modes (to South Lake Union) | 30% | 37% | 50% |
| % of all trips made using non-SOV modes (by South Lake Union residents) | 65% | 70% | 75% |

Goals and policies in this chapter recognize that a sizable share of the neighborhood’s trips will still be made by cars in the future. But, it is important to increase opportunities to use other means to get to work and travel within the neighborhood.



The South Lake Union Streetcar will connect South Lake Union with downtown Seattle. Image: Seattle Department of Transportation.

1998 South Lake Union Neighborhood Plan

The transportation recommendations in the 1998 South Lake Union Neighborhood Plan address a wide range of issues and needs in the neighborhood including circulation, parking, and transit.

The Plan emphasizes addressing traffic issues in the Mercer/Valley corridor. It also emphasizes the importance of developing a comprehensive parking study for the neighborhood.

South Lake Union Transportation Study

Released in July 2004, the main objective of the South Lake Union Transportation Study is to address existing problems and to support and shape the development of the South Lake Union Urban Village. More specifically, the City has developed the following five goals to guide the development of transportation strategies:

1. improve mobility and access for all modes of transportation;
2. improve regional access to and through South Lake Union;
3. promote economic vitality, neighborhood livability, sustainable development and quality of life;
4. improve safety for all transportation modes; and
5. work toward implementing City of Seattle Comprehensive Plan goals and other city policies and plans.

The goals and strategies from this Transportation Study have been incorporated into the following Goals, Policies and Strategies statements for the new South Lake Union Urban Center Plan.



The South Lake Union Transportation Study was completed by the Seattle Department of Transportation in July 2004.

Transportation Goals, Policies and Strategies

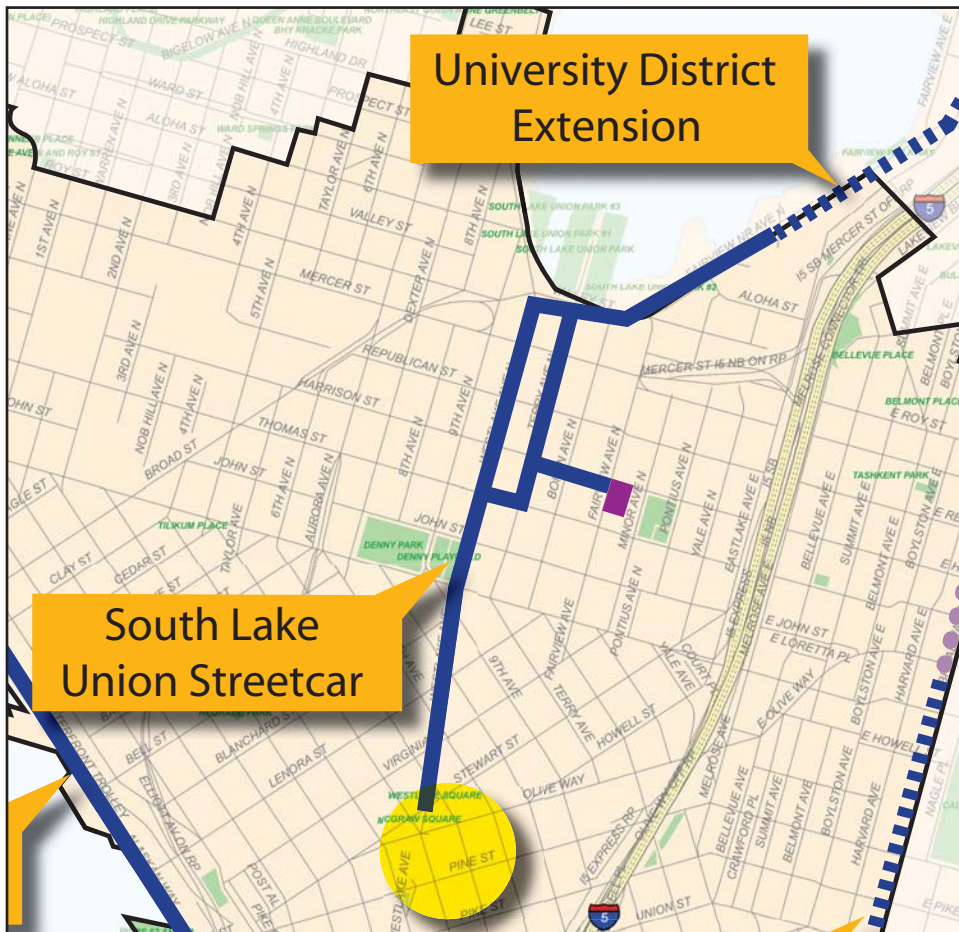
➤ **Goal 6**

A livable, walkable community that is well-served by transit and easy to get around by foot, bike or transit.

➤ **Policy 17**

Work with transit agencies to provide transit service to and through South Lake Union to meet growing demand and changing markets. Provide sufficient transit to serve the numbers of commuters required to meet Seattle’s Comprehensive Plan mode split targets.

Strategy 17a: Support the streetcar line to better connect downtown to the Denny Triangle and South Lake Union area. The streetcar route will connect the Westlake Center area with South Lake Union via Westlake Avenue and Terry Avenue (between Valley and Thomas Streets) and terminates at the Fred Hutchinson Cancer Research Center.



Proposed South Lake Union streetcar route. Image: Seattle Department of Transportation.

Strategy 17b: Extend the streetcar line to connect nearby Urban Centers. Among extensions to be pursued are extensions to the University of Washington campus to the northeast, Uptown and the existing waterfront streetcar to the west, Ballard and Fremont to the northwest and Capitol and First Hills to the east. If a streetcar can't climb the grade to Capitol and First Hills, work with transit providers to develop new transit routes to provide new connections to that adjacent urban center.

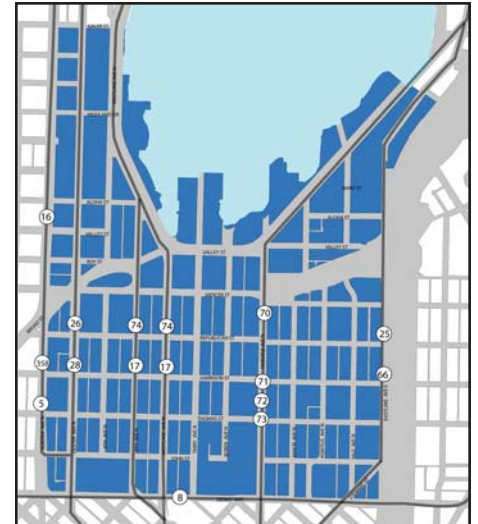
Strategy 17c: Improve transit service to South Lake Union through increased frequency of buses, modifications to existing routes and addition of new routes to meet growing and changing transit markets. Among the improvements to consider are:

- » Modify existing bus routes to serve the South Lake Union area better. By rerouting existing routes, or adding additional stops, connections to other neighborhoods can be enhanced.
- » Increase the frequency of existing bus routes through the area, including Route 8 along Denny Way.
- » Create new transit routes connecting South Lake Union to other urban centers. In order to change the share of commuters driving to work in the neighborhood, transit access needs to be improved. Providing connections to the region's other urban centers, the areas where the most growth in the region is expected to occur, will improve the use of transit and the neighborhood's accessibility. Improving connections to nearby urban centers, such as Uptown and Capitol Hill, and the region's other urban centers are both important.

Strategy 17d: Create transit emphasis/transit priority street(s) on Fairview Avenue N. and other streets where appropriate, provided that routes provide rider access to in South Lake Union. Improvements to facilitate transit flow along Fairview Avenue N could improve access to the community. Improvements would improve reliability through bottlenecks at Denny Way, Mercer, and Valley Streets through Transit Signal Priority and other measures, such as queue jump lanes. It is important that these changes maintain or improve rider access to South Lake Union.

Strategy 17e: Work with transit providers to provide service to the neighborhood when they use South Lake Union streets.

Bus routes that lay over in South Lake Union or drive through South Lake Union should be configured so that South Lake Union residents and employees can use those routes. This can be a relatively low-cost way to increase service to the neighborhood.



Existing neighborhood bus routes.

Strategy 17f: Improve Regional Transit Service to South Lake Union and adjacent neighborhoods. Direct regional service could be provided from transit centers and park and ride lots to the north, east and south of the city via the Mercer/I-5 ramps or other routing options. Service from the south or from the east of Lake Washington via I-90 might be provided by extending existing regional service through the north end of downtown. New regional service using the Mercer/I-5 ramps could serve both South Lake Union and the Denny Triangle via one or more of the following streets: Fairview, Westlake or Dexter Avenues.

➤ **Policy 18**

Promote a system of safe pedestrian and bicycle connections linking key activity areas and destinations, such as open spaces, schools and arts facilities.

Strategy 18a: Design streetscapes to increase pedestrian interest, accessibility and safety. Wider sidewalks, landscaping, street trees, public art, curb bulbs and pedestrian signals can all help to create a more attractive and safe pedestrian environment. Innovative right-of-way designs, such as that proposed along Terry Avenue can provide for a more intensive pedestrian environment in the neighborhood, while maintaining pedestrian safety by reducing vehicle speeds. Additional key pedestrian routes that warrant additional attention include Mercer and Valley Streets; Harrison and Thomas Streets; 8th, Westlake and Fairview Avenues; and Denny Way.

Strategy 18b: Improve non-motorized connections across Mercer & Valley Streets to Lake Union Park. Incorporate improved pedestrian and bike crossings in the two-way Mercer Street project, including curb bulbs, wide sidewalks, landscaping and new signals at Terry Street. Create an enhanced pedestrian environment on Valley Street in conjunction with the two-way Mercer Street, including narrowing the street to two traffic lanes, safe crossings at all intersections and wider sidewalks.

Strategy 18c: Improve neighborhood bicycle routes. Bike facilities are recommended on Fairview Avenue, between Eastlake Avenue and Valley Street. New bike lanes are also proposed on Valley Street between Fairview and Westlake and continuing west on Roy Street between Westlake and Dexter. Bicycle lanes are also proposed on Ninth Avenue, providing access to downtown across Denny Way. The installation of bike route signs is encouraged between the Dexter Avenue bike lanes and the existing Second Avenue bike lanes and the proposed Fourth Avenue bike lanes in downtown.



Future Valley Street at Westlake, looking west.



Bike lane on Dexter Avenue N.

Strategy 18d: Encourage sidewalk enhancements along designated “green streets.” A Green Street is a street that gives priority to pedestrian circulation and open space. Green street designs may include sidewalk widening, street trees, landscaping, traffic calming, and other pedestrian-oriented features. The purpose of a Green Street is to enhance and expand public open space, and to reinforce desired land use and transportation patterns

Harrison and Thomas are currently designated as “neighborhood green streets” from Eastlake to Fairview. The North Downtown Park Plan and the South Lake Union Transportation Study have recommended extending one or both of those designations across the neighborhood to Dexter. These plans also identified 8th Avenue N and Terry Avenue N as streets that merit additional pedestrian improvements.

➤ Goal 7

A transportation system that provides safe, convenient access to businesses, residences and other activities in the neighborhood.

➤ Policy 19

Collaborate with businesses, developers, housing providers and transit providers to reduce demand for automobile trips by making transit and other alternative modes attractive choices for residents and commuters. A cooperative approach to Transportation Demand Management that integrates efforts and resources of the City, developers, residential buildings, King County Metro and South Lake Union employers will allow all involved to act and invest in a coordinated fashion. The various public and private interests involved in the development process will make better long-term choices if each believes that the other will make mutually supportive choices.

Strategy 19a: Establish a partnership between businesses, developer, transit providers, housing providers, and the City to reduce demand for automobile trips by making transit and other alternatives modes attractive choices for residents and commuters. Among the activities to be undertaken by this partnership are:

- » managing the on and off-street parking supply collaboratively;
- » encouraging the use of transit, walking and bicycles for trips; and
- » increasing the level of transit service to the neighborhood.



Current and proposed green streets.

Strategy 19b: Coordinate with the business community in South Lake Union, the City of Seattle and King County Metro to create a neighborhood-wide Transportation Demand Management (TDM) system to reduce single occupancy vehicle trips within the neighborhood.

TDM systems manage the transportation needs of a business by focusing on alternatives to people driving alone to work and during the workday. Large employers are required under Washington State law to institute TDM systems, and many large buildings are required to provide a building TDM coordinator, but many TDM strategies can be most effective and efficient if several buildings and businesses team together to develop a comprehensive neighborhood-wide plan. TDM strategies include:

- » providing on-street bicycle facilities;
- » increasing transit service;
- » providing subsidized bus passes;
- » providing transit priority treatments;
- » enhancing the pedestrian environment;
- » providing car-sharing programs; and
- » encouraging a mix of uses.

Strategy 19c: Encourage individual businesses to participate in neighborhood-wide Transportation Demand Management activities. A neighborhood-based Transportation Demand Management Organization (TDMO), such as the current effort by the Downtown Transportation Alliance and the Urban Mobility Group, can oversee a neighborhood wide TDM system that encourages the use of non-auto travel modes through education, programs and parking management.

A TDMO with resources dedicated to consistent customer service will provide a higher level of service and penetrate more of the market than City of Seattle and King County Metro programs. Using the partnership approach to transportation demand management, the partners provide support for transportation management services in South Lake Union.

Strategy 19d: Create programs to encourage use of transit passes by as many South Lake Union employees and residents as possible. Transit passes make riding transit simple. The TDMO, or other partnerships, should work to get transit passes to community members, either through subsidized passes, partnerships among businesses, reduced passes for new tenants, or other innovative tools.

➤ **Policy 20**

Develop flexible off-street parking requirements that provide parking adequate to a building's occupants, and encourage the use of transit, walking, bicycling and other non-automotive modes. Currently, most trips to South Lake Union are made by car. The City has aggressive goals to encourage the use of other transportation modes for trips in the neighborhood in order to meet environmental goals and reduce congestion. If current trends in parking development were to continue, the neighborhood could see up to 13,000 more vehicles coming to the neighborhood each day by 2025, the equivalent of adding the amount of traffic that Mercer Street carries today. New approaches to managing parking will be critical to help ensure that the short- and long-term needs of South Lake Union businesses, residents and visitors are met.

Strategy 20a: Reduce or eliminate minimum off-street parking requirements. Minimum off-street parking requirements in South Lake Union have been adjusted over the past five years to reflect the increasing mix of uses and increased transit accessibility of the neighborhood. Even so, developers of new residential buildings have found that the parking that they were required to build under the new lower requirements has not been used by residents of the building. Requiring parking that is not used increases costs for residents and businesses. In order to meet mode-share goals emphasize investment in alternatives to driving, rather than in parking construction.

Strategy 20b: Allow flexibility for shared use of off -street parking. Shared parking provides the best opportunity to promote the most efficient use of a neighborhood's parking resources and to promote pedestrian friendliness and livable communities, with fewer surface parking lots. In the "park once, shop many times" strategy, existing businesses with a similar clientele can promote parking and walking to a variety of shops. With different peak periods, a restaurant and a bank can share a parking lot as dinner patrons visit after the bank closes.

The City should make sure that its regulations allow appropriate sharing of parking. At the same time, businesses and property owners can work collectively to use neighborhood parking resources more efficiently. A management system to broker parking resources throughout the neighborhood will allow for more parking flexibility. A broker would act as a consolidator for parking in South Lake Union. Its primary functions would be to ensure an adequate supply of interim parking and to make finding parking easy for businesses and employees.

Strategy 20c: Support efforts to share parking between businesses, residential buildings and public amenities. As the neighborhood develops, there are opportunities to share parking between different users who are in the neighborhood at different times of day or the week. Sharing parking can reduce costs and provide access to organizations or buildings that do not have on-site parking opportunities. A number of different approaches to community-based parking management and sharing of parking exist in Seattle, from the coordination around parking issues provided by the Downtown Seattle Association, to the leased parking managed by the West Seattle Junction Association, to the parking owned and operated by the University District Parking Association, to informal agreements between churches and adjacent businesses.

Strategy 20d: Use Transportation Demand Management activities to balance parking demand and supply. Parking management is one of the most powerful tools available to manage transportation demand. Abundant commuter parking holds prices down, which encourages drive alone trips that add to congestion and reduce overall mobility. Rather than promoting parking development, seek ways to minimize the amount of structured parking built to support new development.

Strategy 20e: Consider maximum parking requirements for high-commuter uses. Easy and cheap access to parking has been shown to encourage driving, even when there are viable alternatives available. Applying a reasonable maximum parking limit will help to make sure that some automobile access is built into the neighborhood, but that unmanageable increases in traffic do not result. Coupling parking maximums with the transit improvements can provide good access to jobs without requiring a parking space for each employee.

➤ **Policy 21**

Encourage the efficient use of on-street parking for neighborhood businesses, residents and attractions through innovative parking management and pricing strategies.

Strategy 21a: Implement a flexible on-street parking meter program throughout the neighborhood that is able to adapt quickly and efficiently to changes in parking demand resulting from new businesses, offices and residences.

The South Lake Union On-street Parking Plan recommended a one-time roll-out of pay stations in 2007 throughout the neighborhood. All on-street parking would be regulated with a pay station, except for transit stops and layover areas, passenger and truck loading, and a potential residential parking zone. A neighborhood-wide rollout allows the Seattle Department of



Many of the on-street parking spaces in South Lake Union currently provide free all-day parking.

Transportation to ensure that parking impacts are not pushed from one part of the neighborhood to another, and that parking remains available for business customers, residents, visitors and employees throughout the neighborhood.

Parking studies indicate that there is currently little demand for short-term parking in the neighborhood. For most parking spaces, allow hourly parking up to ten hours a day, instead of the typical 2-hours. Price the parking spaces at a low hourly price. As demand for on-street parking increases with new development, adjust pay station rates using pricing to keep an average of one or two spaces on every block available at all times. Premium rates or time limits on certain stalls near key retail can be used to ensure short-term parking is available for business access, and rates can be adjusted as demand for short-term parking increases.

Strategy 21b: Ensure parking restrictions are enforced throughout the neighborhood, by providing enough parking enforcement officers. Add enforcement personnel and required equipment to ensure high levels of compliance. The South Lake Union On-Street Parking Plan found a high abuse rate of the existing on-street parking time limits. On-street parking data showed that people parking in the neighborhood either understand that parking is not actively enforced or do not understand the posted time limits. Adding parking enforcement personnel as new pay stations are put into the neighborhood will be key to making the parking system work.

Strategy 21c: Establish a “pilot” residential parking zone to provide a minimum amount of exclusive parking for residents of existing Cascade buildings that have no on-site parking. A “pilot” Residential Parking Zone (RPZ) should be implemented that sets aside a minimum amount of on-street parking for use by residents of existing Cascade buildings that were built without parking.

➤ Goal 8

A well-connected neighborhood with bicycle, pedestrian, waterborne and vehicular access to adjacent neighborhoods.

➤ Policy 22

Explore transportation improvements to link South Lake Union with its surrounding neighborhoods.

Strategy 22a: Improve bicycle connections to regional bicycle facilities and routes. New bike facilities on Fairview Avenue and Valley Street, along with the existing Westlake Trail, will create a comprehensive bike system around the south end of Lake Union and to the Lake-to-Bay Trail.



Seattle bike map. Image: Seattle Department of Transportation.

Strategy 22b: Improve pedestrian and bicycle connections to the Uptown Urban Center. Incorporate the Lake-to-Bay Trail into the design of the Mercer Corridor Project and the Alaska Way Viaduct and Seattle Seawall Replacement Project (AWVSRP). This includes a continuation of the bicycle lanes on Valley Street west onto Roy Street to Dexter Avenue and an enhanced pedestrian trail along this route. The trail would continue across Aurora Avenue North as part of the AWVSRP via a widened Mercer crossing that would include wide sidewalks and a separate off-street bicycle trail. The AWVSRP would also include at least two additional crossings of Aurora Avenue North.

Strategy 22c: Provide safe pedestrian crossings in the Denny Way corridor. Pedestrian improvements in the Denny Way corridor that could increase pedestrian safety and accessibility include: the addition of a sidewalk on the north side of the Denny Way crossing of I-5; and intersection improvements, including curb bulbs and pedestrian countdown signals.

Strategy 22d: Increase opportunities to cross I-5 for motor vehicles, pedestrians and bicycles. I-5 is major barrier between the Capitol Hill and South Lake Union urban centers. New crossings may not be feasible in the near-term due to costs, long crossing distance and grade. Potential improvements would enhance existing crossings, including the addition of a sidewalk on the north side of the Denny Way and enhancements to the Lakeview crossing. Over the long term, and as I-5 improvements are proposed, explore opportunities to provide an additional I-5 crossing between Denny and Lakeview.

Strategy 22e: Support efforts to provide water taxi service across Lake Union to connect neighborhoods around the lake. Private taxi service providers are exploring ways to connect neighborhoods around Lake Union by electric taxi boats. The City and community should work collaboratively with the providers to support this type of service, as appropriate.

Strategy 22f: Investigate the feasibility of a European-style boulevard design for Dexter Ave. N, from Denny Way to at least Galer Street, with wide sidewalks, medians, storefronts and trees. Implement the design if feasible. Dexter Ave. N. is both wide and underutilized given its width. This provides opportunities for streetscape improvements that enhance its current function as a key bike route into downtown, and that encourage pedestrian activity and aesthetic improvements. Identify what improvements could be made to make Dexter both safer and more pleasant, and implement those improvements as resources allow.



A water taxi in South Lake Union could be similar to the Elliot Bay Water Taxi.
Image: Department of Information Technology.

➤ Policy 23

Seek to provide improved access to and connections across Aurora Avenue North that result in a more integrated and efficient transportation system for multiple transportation modes. The South Lake Union and Uptown urban centers were divided in the 1950s when Aurora Avenue North was turned into a highway. Knitting the neighborhoods back together will provide access from South Lake Union to the cultural amenities and attractions available at Seattle Center, the Uptown neighborhood, and other destinations to the west, such as the Olympic Sculpture Park. Likewise, it will make it easier for residents and employees of Uptown to access South Lake Union's facilities.

Strategy 23a: Build additional crossings of Aurora Avenue N to allow for improved access to Seattle Center and Uptown for transit, pedestrians, bicycles and motor vehicles. Aurora Ave. N. currently provides a barrier for movement from South Lake Union to Uptown. Community members have stated that a lack of crossings encourage the use of cars to travel to the adjacent neighborhood. Redesign of Aurora is contemplated as part of the Alaskan Way Viaduct and Seawall project. Increased connections across Aurora - across bridges, underneath the roadway or at grade, as appropriate - should be part of any redesign, and are key to improving the area's transportation system.

Strategy 23b: Reconnect the street grid in conjunction with new crossings of Aurora Avenue N. Reconnecting the street grid, which is currently broken because of detours required by Aurora, not only provides new connections between South Lake Union and Queen Anne; it also improves circulation and access for all modes of travel to businesses and residences within each neighborhood.

➤ Goal 9

Principal arterials that move people and freight efficiently through the neighborhood, support local access, and provide circulation for all modes.



The Mercer/Valley Project will significantly re-configure these key east-west corridors. Image: Seattle Department of Transportation.

➤ Policy 24

Create a street network that enhances local circulation and access for all modes of travel by balancing the need to move people and freight efficiently through the neighborhood with the need for increased accessibility and safety for pedestrians and bicyclists.

Strategy 24a: Maintain and improve regional freight routes through South Lake Union. Design Mercer Street to move freight efficiently from I-5 to destinations in Interbay, Ballard and Fremont, while accommodating safe and convenient circulation for pedestrians in the area. Remove weave and turns associated with Fairview and Valley for connection to Interbay and Fremont.

➤ Policy 25

Encourage improvements to Mercer and Valley Streets that support development of Lake Union Park, improve neighborhood circulation for all modes and move people and freight efficiently through this corridor.

Strategy 25a: Implement two-way Mercer Street and Narrow Valley Street. This strategy eliminates the existing Mercer and Valley/Broad Street couplet by widening Mercer Street to accommodate three lanes of traffic in the westbound direction, as well as the existing lanes in the eastbound direction between Fairview and Westlake Avenues. Eliminating the weaving and extra turns for traffic exiting I-5 helps reduce conflicts between turning vehicles and pedestrians, simplifies the route for traffic, and reduces the number of turns required by large trucks heading from I-5 toward Fremont/Ballard/Interbay.

Strategy 25b: Consider priority access to High Occupancy Vehicles (HOVs) to and from I-5. Priority access from the Mercer Corridor to I-5 for transit and other high occupancy vehicles (HOVs) could be provided via the Mercer ramps to the I-5 express lanes. The ramps are currently open to all traffic. Restricting the ramps to HOVs would help provide a faster, more reliable trip for HOVs from areas to the north and, eventually, to the east via SR520 if that project includes connections from SR520 to the reversible lanes on I-5.



Proposed Valley Street at Westlake Avenue, looking West.

History of Parks in South Lake Union

Denny Park was the first public park in the City of Seattle. It lies on pioneer David Denny's land claim, and was donated by him to the City to become a public park. In 1930, Denny Park was regraded despite David Denny's demands that the park remain at its original grade as an early day landmark. In 1948, because of the Department of Parks and Recreation's (DPR's) growth in staff and stature, a permanent Administration Building was built on Denny Park.

Today the park is surrounded by major thoroughfares and consists of broad pathways planted with rhododendrons and azaleas leading to a central circle. A thick canopy of maples, pines and other trees shield the park from city noises.

Cascade Playground was purchased in 1926. The site was selected as a result of a massive community petition for "Pontius Playground" near Cascade School (across the street to the east). The park includes a P-Patch and received improvements to the play area, field and entrance thanks to the Pro Parks Levy. The Cascade People's Center is located adjacent to Cascade Playground.

Lake Union Park is a long hoped for regional park at the south end of Lake Union. This park became a reality on July 1, 2000, when the US Navy conveyed the deed to its five acres of land to Seattle Parks and Recreation. This transfer consolidated 12 acres that will be home to the park. A new plan for the park was developed with extensive community input by Seattle Parks and Recreation and the Seattle Parks Foundation will be used to guide redevelopment of the park.



Denny Park circa 1928. Image: Seattle Municipal Archives.



Cascade Playground renovation plans. Image: Seattle Parks and Recreation.



South Lake Union Park Plan. Image Seattle Parks and Recreation.

1998 South Lake Union Neighborhood Plan

The previous neighborhood plan focused primarily on Lake Union Park and included the following goals for the park:

- » Provide open space in combination with maritime heritage.
- » Define uses for existing buildings in Lake Union Park.
- » Provide both transient and historic ship moorage.
- » Design bulkheads, piers, and shoreline for maximum public access.
- » Incorporate natural features and Native American Long House and Canoe House.
- » Emphasize pedestrian and transit access including pedestrian overpass of Valley.
- » Provide limited parking north of Valley; primary parking in structures south of Valley.

The plan also mentions the need to implement the Cascade Playground Master Plan, acquire Denny Playfield or an equivalent sized parcel in the immediate area as active open space, and recommends relocating the Park Administrative Offices from Denny Park to provide community use for the building. The plan also recommends the provision of a pedestrian streetscape strategy and “green street” designation as a character statement for South Lake Union.

Blue Ring Strategy

The Blue Ring strategy was created to improve open space and connections in downtown Seattle. The purpose of the plan is to help build a new open space legacy by establishing concepts and implementation strategies. By linking water, existing parks, private plazas and rights-of-way, and by strategically adding new open spaces, the plan will create a more unified public realm and a wonderful walking experience.

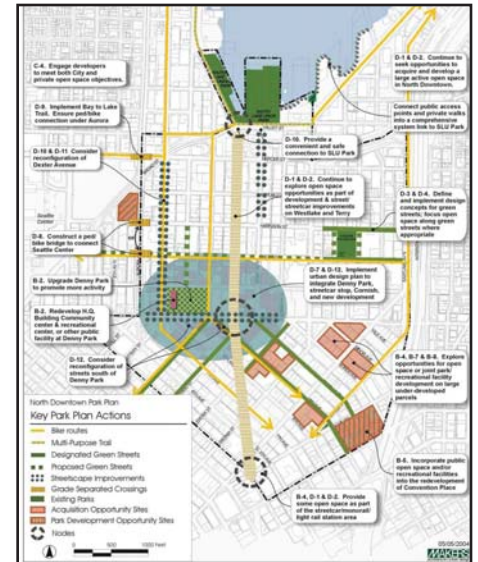
The strategy addresses ten diverse neighborhoods in and around downtown Seattle, including South Lake Union. Some of the strategies identified in the ten year plan and in the 100-year Vision relate directly to South Lake Union. For example, Westlake is identified as a key corridor that would become a key retail street with urban gardens. Denny Way and Terry Avenue are identified as key city connector streets that need detailed urban design plans. Harrison Street and Thomas Street are identified as green streets. Lake Union Park and Cascade Park are identified as parks needing improvement.



The Blue Ring Strategy connects Cascade Playground with South Lake Union Park within the neighborhood and also makes important connections to open spaces in surrounding neighborhoods.

North Downtown Park Plan

The North Downtown Park Plan of 2004 identified a number of open space and park priorities for the South Lake Union Urban Center and Denny Triangle. With Lake Union to the north and the Westlake Center/Downtown Core to the south, a substantial increase in both the amount and variety of open space resources will be needed to serve this area's projected growth. A number of priorities are specifically identified for South Lake Union, including: a large active open space, sport courts, a play area in the west sector of South Lake Union, urban plazas along the streetcar route, an off-leash dog area and community gardens. Priority is also given to the improvement of trails and other bike and pedestrian connections to existing and future parks.



The North Downtown Park Plan of 2004 sets goals for the amount and type of open space in South Lake Union. Image: Seattle Parks and Recreation.

Parks and Open Space Goals, Policies and Strategies

➤ Goal 10

Parks and open spaces provide an obvious and inviting purpose, accessible to and meeting the needs of an increasingly diverse neighborhood as it grows and changes.

➤ Policy 26

Support Lake Union Park as a local and regional waterfront attraction, which celebrates the area's natural history and maritime heritage. Note: since the original publication of this plan, "South Lake Union Park" was renamed "Lake Union Park."

Strategy 26a: Implement the Lake Union Park design. The Lake Union Park design reflects the desire to create a park that accommodates large public celebrations, improves public access to the lake and supports and enhances the maritime heritage and preservation organizations associated with the park.

Strategy 26b: Work with the Museum of History and Industry to develop a museum at the Armory.

Strategy 26c: Work with the Center for Wooden Boats to continue and enhance its hands-on maritime heritage programs, events and activities. The Center for Wooden Boats has been located at the south end of Lake Union since 1983. Their presence and activities help to provide a tangible sense of the neighborhood's history as a maritime community.

Strategy 26d: Work with area organizations to celebrate the neighborhood's maritime heritage through features such as the historic ships wharf and a history trail through the park.

➤ Policy 27

Support Cascade Playground and related facilities as a community resource and model for sustainable parks development. The Cascade park block contains three important community facilities: Cascade Playground, Cascade Community Garden P-Patch and the Cascade People's Center. The recent improvements to the park provide an active community play area and provide continued connections to the other facilities on the block. Together, these facilities provide a center and model for many sustainable ideas and techniques. While managed by separate entities, there are clear relationships between the different spaces and uses, and changes to one facility should be considered in the context of how the entire block functions.



South Lake Union Wharf in South Lake Union Park. Image: Seattle Parks and Recreation.



Cascade Playground's recent improvements provide an active community play area and, with the adjacent Cascade Community Garden and Cascade People's Center, provides a model for sustainable development. Image: Seattle Parks and Recreation.

Strategy 27a: Support the Eco Renovation of the Cascade People's Center. The Cascade People's Center building is home to many community events and services. The "eco-renovation" is intended to maintain the current use of the building, while providing a model of environmental sustainable renovation. The building will demonstrate renewable technologies such as passive solar heating, photovoltaic panels, rainwater harvest and use and grey water reuse through biological filtration.

Strategy 27b: Continue to support the Cascade P-Patch. The Cascade Community Garden P-Patch provides community gardening spaces. The patch has been developed with items that help to promote sustainable gardening and community use: including rain collection, children's play features, giving garden and cob bench.

Strategy 27c: Collaborate with the community to maintain the safety of the park. The Cascade Partnership for Safety has collaborated with the Police Department to identify new ways to bring lawful behavior into the park, which, at times, has been a haven for illegal behavior.

➤ **Policy 28**
Support Denny Park's historic character while identifying opportunities to encourage more use of the park.

Strategy 28a: Make improvements to Denny Park to increase its safety and encourage its use by the community, including adding a children's play area to the park. Improvements to Denny Park might include:

- » Children's play area.
- » Improved pedestrian access to the site.
- » Activities that can draw the community to the headquarters building, including remodeling or replacing the building with a community center.
- » Open plaza with seating for relaxing, informal gatherings and performances.
- » Sports courts, if space allows.
- » Floral gardens.
- » Arts space.
- » An off-leash dog area, if space allows.

Any changes to the park should balance their ability to draw positive activity with their potential impact on the park's historic character.

Strategy 28b: Encourage development around Denny Park that can increase "eyes" on the park. One of the current challenges to Denny Park's use is that there is only one building with continuous activity overseeing the park. The Parks



The Cascade People's Center's Eco Renovation project will provide a model of environmentally sustainable renovation.



Cascade P-Patch.



Denny Park provides a restful space within the neighborhood but is often underused.

Department Headquarters building, located in Denny Park, provides some daytime surveillance of activity in the park, but at night and on weekends, there are few neighbors to look into the park. Development of the vacant and/or underdeveloped sites next to the park should be designed so that residents and/or employees are able to watch the park for unlawful activity.

Strategy 28c: Work with the community to develop a safety plan for Denny Park.

➤ **Policy 29**

Consider a variety of tools, including regulatory measures and joint projects with public agencies and private organizations, to provide for new open spaces to support the growth of the neighborhood. Each of South Lake Union's parks reflects a partnership between public and private individuals and organizations. Lake Union Park is an excellent example of how a public/private partnership can be used to create and improve open spaces.

Strategy 29a: Identify and use new revenue sources to acquire and develop open space in or near South Lake Union. One option that has been considered is implementing an impact fee, which identifies the effect increased residential and commercial development have on park use and levies a fee to offset some of that impact. The North Downtown Park plan, and this plan, provide a number of ideas for use of impact fees in ways to address the community's highest parks and recreation needs, to provide parks and recreation facilities in conjunction with increased growth in South Lake Union.

Strategy 29b: Explore park and recreational opportunities associated with potential substation improvements.

Seattle City Light is planning to develop a substation site to accommodate projected growth in the planning area. Once City Light has selected a site, the two departments should evaluate the feasibility of co-locating recreational facilities with the substation. If recreation space is not feasible, consider other public facilities as potential co-locators with the substation.

Strategy 29c: Explore partnerships with the State to develop the Mercer portal as multi-functional open space that provides both stormwater and visual benefits. The landscaped area within the I-5 right-of-way between Fairview Avenue and I-5 could be developed and maintained to reflect this area's role as a primary gateway to the South Lake Union neighborhood and the City of Seattle. Opportunities to improve pedestrian connections to Capitol Hill and/or to treat runoff from I-5 through bio-infiltration should be explored in the design.

Strategy 29d: Partner with public agencies and private organizations to develop open spaces. Open spaces can provide multiple benefits, beyond recreation benefits. The Department of Parks and Recreation should collaborate with other City and public agencies where multiple goals can be achieved.

Strategy 29e: Consider open space and other community facilities identified by this plan as the only public benefits when granting right-of-way vacations. Streets and alleys play a number of roles, including that of providing spaces between buildings. If the City vacates streets or alleys, mitigate the impacts of the vacation by requiring the creation of open space, or, if open space isn't appropriate for the site, by providing a community facility that is called for by this plan.

Strategy 29f: Coordinate with housing development projects to create valuable open space for residents.

➤ Policy 30

Encourage acquisition and development of public or private spaces that provide for active play and recreation. Cascade Playground and Lake Union Park provide some spaces for active recreation, particularly Lake Union itself. And, improvements are planned to create a new play area at Denny Park. However, South Lake Union has few spaces for active play and recreation. New public recreation space can help support this fast-growing neighborhood.

Strategy 30a: If a school is developed in the neighborhood, explore options to jointly develop and manage open space and recreational facilities for the benefit of both school programs and the community.

Strategy 30b: Encourage private actions, public projects or public/private partnerships for the development of community and/or recreation facilities. Many new developments may accommodate recreation facilities within a building complex. The International District/Chinatown Community Center provides a successful model for incorporating both a community center and a library into a mixed-use building. Other opportunities may result from private organizations providing community facilities on public land, private entities creating community spaces as the result of incentives or street vacations, or City departments creating new spaces.

Strategy 30c: Incorporate children's play areas and sports courts into existing and new open space. Denny Park is a priority location for play areas. Play areas don't need to be very large, so they can easily be combined with other facilities. Sites should include play equipment for children between the ages of 2 – 11 and sitting areas.



This private playfield is slated for development, so it is important these recreational opportunities are replaced.



An example of a children's play area on the waterfront.

Sports courts could be effectively combined with other types of open space and recreational facilities to generate a diversity of ongoing activity. Sports courts include basketball, volleyball, and tennis courts, skateboard parks and other similar active recreational uses.

Strategy 30d: Encourage child-friendly design principles in all parks. Examples include safety elements such as seating near play areas, kid-sized details such as low hand railings and water fountains, diversity and variation in color and texture of paving materials and public art.

➤ **Policy 31**

Use visual and physical connections between open spaces, adjacent streets and surrounding activities to stimulate positive social interactions.

Strategy 31a: Try to site and design open spaces to receive as much direct, year round sunlight as possible. This is especially true of areas with predominantly passive activities such as seating and picnicking, such as in Denny Park.

Strategy 31b: Promote Crime Prevention Through Environmental Design (CPTED) principles in the design of facilities. Security and safety should be one consideration in the design of open space. Consider whether design elements will allow for “eyes on and in” the space day and night.

Strategy 31c: Design facilities to be physically and visually accessible from the adjacent street. Depending on the type of uses and design character, the open space may either be directly integrated with the sidewalk or separated by an appropriate enclosure with one or more prominent entries.

Strategy 31d: Plan for parks and open spaces to be adjacent to active uses such as shops, restaurants and community organizations.

➤ **Policy 32**

Identify opportunities for alternatives to traditional open space, including green streets and recognition and use of Lake Union as recreation and open space. While traditional parks and open space are important features of the neighborhood, other parts of the neighborhood also provide some of the benefits traditionally provided by parks and open space. Particularly important to the South Lake Union neighborhood is Lake Union itself. The lake provides opportunities for recreation, is a transportation link to surrounding neighborhoods and provides visual relief. Lake Union and other non-traditional open spaces can augment the traditional parks and open spaces that are vital parts of the neighborhood.

Strategy 32a: Consider public rights-of-way, including street ends and public waterways, as potential places for open space, wildlife habitat, and locations for pocket parks or maritime facilities and activities, as appropriate. For example, the median area in the proposed Mercer Boulevard will provide a small landscaped open space. Street ends, where City streets end in Lake Union, provide another untapped opportunity for a range of potential uses, from environmental restoration and habitat to boating or other maritime events. Another opportunity for open space and pocket parks is along streets where environmentally sustainable features such as swales are used along the right-of-way. The added vegetation and aesthetics associated with these features is an asset to the neighborhood. Benches and sitting areas could easily be incorporated along these streets to create small pocket parks.

Strategy 32b: Identify streets for temporary closure during festivals and neighborhood functions. Temporary closure of a street for a weekend day, or in the evening can provide space for festivals, celebrations, art fairs, farmers markets or other community activities.

Blocks with low traffic volumes might be appropriate locations for these temporary activities on these streets:

- » 8th Avenue N,
- » Boren Avenue N,
- » John Street, especially adjacent to Denny Park,
- » Streets adjacent to Cascade Playground,
- » Terry Avenue N, or
- » Valley Street after the Mercer/Valley project is implemented.

Strategy 32c: Implement the proposed Green Streets and urban design strategies integrating streets, pedestrians, open space, and development. See Transportation Strategy 17d for more discussion of Green Streets and street designs.

Strategy 32d: Explore integrating art features and spaces for performances into existing and future open spaces. Facilitate partnerships with Cornish College of the Arts and local artists and arts groups to integrate art and open space.

Strategy 32e: Work with maritime heritage organizations to provide a wide variety of community-benefiting maritime activities, events and exhibits. South Lake Union is home to a number of maritime heritage organizations, which provide a wealth of information and programs that help to inform the community and region about Seattle's maritime history. Continue to work with these organizations to maintain these activities.

Strategy 32f: Consider Lake Union's role as a key community asset and space for recreation when planning for improvements adjacent to the lake. Changes to shoreline designations, utilities, parks or transportation facilities should consider the important role of Lake Union in the neighborhood.

Strategy 32g: Seek to create a waterfront trail around Lake Union. Lake Union is a key community asset. An extension and connection of existing trails (the Westlake and Burke Gilman Trails) could connect the neighborhoods around the lake and provide a citywide amenity and transportation corridor.



The Center for Wooden Boats provides visitors with the opportunity to experience and learn about the history of the Pacific Northwest's maritime world. The Center offers boat-building classes, boat-rentals, sailing classes and access to historic vessels.

History of Housing in South Lake Union

Historically, housing in South Lake Union has been related to nearby employment opportunities and has been concentrated in the Cascade Neighborhood. Housing first came to South Lake Union for the people employed by the mills, laundries and maritime industry. Working class families made up a large percentage of the population of South Lake Union, but there were also artisans and business people. As industry declined in the area and as other changes took place in the neighborhood, such as zoning changes and the construction of I-5, residential units began to be lost. In 1929, South Lake Union was zoned for manufacturing, and new residential uses were limited. In the 1960s, construction of I-5 eliminated seven blocks of residential and retail uses in the neighborhood and isolated Cascade from Capitol Hill.

Current Housing Trends in South Lake Union

Today, Cascade is still host to a majority of the residential units in South Lake Union. Most units are in multi-family buildings and less than 10% of the homes are owner-occupied. There are approximately eight City-funded affordable housing projects in South Lake Union which make up more than a quarter of the total dwelling units. Currently, there are a number of residential developments proposed and under construction which will significantly increase the number of housing units in the area.

1998 South Lake Union Neighborhood Plan

The previous neighborhood plan did not discuss housing in great detail, but did place an emphasis on balancing further residential growth with a mix of non-residential uses. The plan also stated the importance of having a diversity of housing types, which included the provision of affordability.



Housing in Cascade.

Housing Goals, Policies and Strategies

➤ Goal 11

A wide range of housing types is integrated into the community accommodating households that are diverse in their composition and income.

The Citywide Comprehensive Plan has a goal to add 8,000 households in South Lake Union between 2004 and 2024. The South Lake Union neighborhood wants to accommodate diverse households, including young single people, families with children and elderly couples. Just as important is that housing for households at a range of income levels, from the recently homeless to the wealthy, be integrated into the neighborhood. Providing a diversity of housing will help to make sure that South Lake Union will retain its character as a vibrant, welcoming and diverse inner city community.

➤ Policy 33

Provide incentives to encourage housing for people across a range of incomes in a variety of housing types, particularly in mixed income buildings.

The Comprehensive Plan has a goal of providing 20% of new housing units in urban centers and villages affordable to households that earn less than 50% of the Area Median Income [AMI] (approximately \$30,000-\$40,000 a year depending on household size) and 17% of new housing units affordable to households earning between 51 and 80% AMI (between \$30,000 and \$60,000 depending on household size).

| Goals for Housing Unit Affordability from Seattle's Comprehensive Plan | | |
|--|--------------------|--|
| Income range | # of units in 2024 | Rent for a 1 Bedroom Apt. (2006 dollars) |
| 0-50% AMI | 1,941 | \$0 to \$730 |
| 51-80% AMI | 1,650 | \$731 to \$1,117 |
| > 80% AMI | 6,114 | \$1,118 or more |

AMI = area median income as defined by HUD

Different parts of the South Lake Union neighborhood have different housing types and can play unique roles in the future of the neighborhood. As part of the subarea planning described under the neighborhood character goals consider the mix of housing in each subareas. Housing mix can include housing type, size and affordability. Specific plans for the mix of housing should be used to guide development incentives for housing in the neighborhood, and should reflect the Comprehensive Plan housing affordability goals.

Strategy 33a: Provide programs and incentives that support the development of housing affordable to lower- and moderate-income households.

A mix of funding sources is generally required to finance affordable housing. In Downtown Seattle, developers who provide affordable units, or funding for the construction of units, are allowed to build larger buildings. A similar program could be used in South Lake Union to encourage the creation of new affordable units as new market-rate units are built. Such a height and density bonus program would help to meet the neighborhood's housing goals. Target incentives to meet the housing goals of the neighborhood and the Comprehensive Plan. Other funding sources might include funding targeted at acquisition of land for affordable housing development or funding tied to development in the neighborhood, such as a "growth-related housing fund."

Strategy 33b: Revise and use the City's Multifamily Tax Exemption program to encourage developers to provide rental housing affordable to low-income households. The tax exemption program provides property tax relief for units in buildings that are affordable to low and moderate income households. South Lake Union is one of seventeen target areas in the city where the program applies. The tax exemption program is important to achieve the neighborhood's goals for a diversity of incomes.

Strategy 33c: Support the adaptive reuse of existing buildings for housing. Some of South Lake Union's older buildings may be strong candidates for reuse as housing. Converting these buildings to housing can preserve some of the eclectic character prized by the neighborhood and provide housing opportunities. Consider ways to support the adaptive reuse of existing structures when developing incentives.

Strategy 33d: Consider incentives to encourage the development of street-oriented units, such as townhouses and live-work units. Townhouses can be mixed with traditional apartment and condominium structures to help diversify the range of housing in a denser neighborhood. Townhouses provide a different type of multifamily unit than the typical "flat." These multi-floor units with direct access to the street



A portion of the Alley 24 project in South Lake Union is adapting the historic Richmond Laundry Building to a new use.

can provide an attractive alternative to traditional single-family houses. Often they also provide some private ground-level open space for each unit.

➤ **Policy 34**

Encourage affordable housing units throughout the community through new construction and preservation of existing buildings. The Comprehensive Plan's goals for housing affordability lay out an aggressive target for the next twenty years. A number of different tools will need to be used to meet those goals.

Strategy 34a: Work with non-profit housing agencies to preserve housing that is currently affordable to low-income residents. A few residential buildings in South Lake Union that are privately owned are currently affordable to low-income households. The City should work with the owners of those properties and not-for-profit housing agencies to acquire those buildings, or to otherwise maintain them as long-term affordable housing.

Strategy 34b: Provide affordable and workforce housing units at the same time as other new units. Timing construction of new subsidized units to match non-subsidized units, and incorporating subsidized units in market rate projects, can help to maintain a diversity of housing over time. Encouraging or requiring projects to include low-income units as they access housing incentives is one way to meet this goal.

Strategy 34c: Seek new sources of housing subsidies for affordable housing. Federal government dollars for affordable housing continue to diminish over time. The Office of Housing should work with public and non-profit partners to identify new sources of funding to subsidize housing affordable to households earning less than 50% AMI.

Strategy 34d: Work with property owners to identify sites for low-income housing. Major property owners in the neighborhood can play a role in helping to identify sites for new affordable housing projects. For example, Vulcan Northwest partnered with the Low Income Housing Institute to build the Denny Park Apartments.

Strategy 34e: Assess City-owned parcels in, or adjacent to, South Lake Union for their potential to facilitate low-income housing development. The City owns a few under utilized properties in the neighborhood. Consider residential development on these sites.



The Brewster Apartments is an example of a residential building that is currently affordable to lower-income households.

Strategy 34f: Support the implementation of the ten-year plan to end homelessness by seeking opportunities to develop supportive housing in South Lake Union. In supportive housing projects, social services, such as job training, childcare or counseling, are provided to residents.

➤ **Policy 35**

Encourage both rental and ownership housing.

Strategy 35a: Market incentive programs to apartment, townhouse, cooperative and condominium developers.

To some extent, the mix of rental and owner-occupied development in the neighborhood will be determined by the private market. However, in order to make sure that a diverse mix of housing is provided, City housing programs should be used for diverse housing types, and should be marketed to both rental and owner-occupied projects.

➤ **Policy 36**

Promote housing, amenities and services, including schools and childcare that will attract more families to move into the South Lake Union neighborhood. A number of actions will be required to create a denser neighborhood that is attractive to families. In addition to these strategies, see the Neighborhood Character, Parks and Open Space and Sustainable Development sections, particularly the strategies under Policy 14 regarding schools and childcare and Policy 30 regarding active recreation opportunities.

Strategy 36a: Plan for a percentage of units to be designed for, and affordable to, families. As part of the sub-area planning described below, identify an appropriate share of housing units that should be targeted for family households. Of that share of housing, it is important to ensure that it is affordable to varying income groups.

In 2000, 20% of households in Seattle were families with children. If in 2024, 20% of households in South Lake Union had children, approximately 1,700 units would be needed to accommodate those families.

Strategy 36b: Identify appropriate sub-areas for family housing to be concentrated within the neighborhood.

These family sub-areas should be identified based on easy walking access to essential community services and recreational amenities as well as protection from conflicts with adjacent land uses. Once identified, specific family-oriented strategies can be applied to each.



The new Denny Park Apartments include 3-bedroom apartments, large enough for families.

Concentrating (clustering) family housing in specified areas can help ensure that children will have peers to play with, a sense of community will be fostered and public and private amenities for families and children will be supported.

Strategy 36c: Provide incentives for the development of units designed for families. Incentives for projects designed for families, such as townhouses, can help to make sure that the neighborhood is a viable location for families to live. Include requirements for family units as part of other housing incentives programs.

Family housing provides a combination of shared and private outdoor open space as well as common indoor amenity space. Family units could be situated around these common spaces so parents can easily supervise children. Development should be designed with the safety needs of children in mind.

Strategy 36d: Provide incentives for the development or provision of space for childcare facilities. Childcare in the neighborhood can help to attract both employees and families to the community. Childcare that is located in or near residential buildings can help to make the neighborhood more attractive to families.

Strategy 36e: Identify and encourage other services that can support neighborhood families. Among the services that might help support families across a range of incomes are schools, low-cost medical care and recreation opportunities targeted at children. See also the policies and strategies under goal 5.

➤ Goal 12

Housing in South Lake Union is affordable for and attractive to workers in South Lake Union, to enable people to live near their jobs.

➤ Policy 37

Encourage employers to develop and participate in strategies that promote employees to live near their work.

Strategy 37a: Research innovative strategies from other areas. Other cities have developed effective strategies for employer-assisted housing. The results of that research will be most effective if shared with area businesses.

Strategy 37b: Work with employers to identify tools to support residents living near their workplaces. Tools might include down-payment assistance, rent assistance or partnerships with residential developers.



This example of a townhouse in Vancouver, BC was designed with the needs of families in mind.

Strategy 37c: Explore partnerships between businesses in providing employee-based incentives. There may be opportunities for collaboration among companies to create employee housing programs.

➤ **Policy 38**

Allow housing and businesses throughout South Lake Union to provide opportunities for people to work and live in the neighborhood. Consider redesignating the industrial commercial zone to allow a wider variety of uses, including housing. If South Lake Union is to become a true mixed-use neighborhood where residents live, work, shop and play, it is important to allow a mixing of uses throughout the neighborhood to help residents and employees easily meet their daily needs within the neighborhood. The Industrial Commercial zone at the heart of the neighborhood (see Map, page 12) is the only area where most residential uses are not permitted.

Strategy 38a: Rezone the Industrial Commercial (IC) zone to the Seattle Mixed (SM) zone to allow housing. Any rezone should consider the impacts on development capacity, existing businesses, opportunities to encourage mixed-income housing and community facilities, and the appropriateness of residential development adjacent to biotechnology structures.

Strategy 38b: Allow housing at street level. The Seattle Mixed zone allows residential development at street level, except along two key streets (Westlake and Valley Streets). Continue this policy with the possible addition of Fairview Avenue as a retail corridor.

Strategy 38c: Allow commercial uses throughout the neighborhood to provide space for businesses providing goods and services to neighborhood residents. A key theme of the South Lake Union neighborhood plan is to develop a mixed-use community providing opportunities for residents to live, work and play. The Seattle Mixed zone allows commercial uses to be mixed throughout the neighborhood, providing for such a mixed-use community.



Ground-oriented housing should be allowed throughout a majority of the neighborhood.

➤ **Policy 39**

Identify locations within South Lake Union where housing could be concentrated, to create viable urban residential communities. While residential uses can be effectively mixed with other types of uses, many potential residents will be more attracted to an area with a residential “feel” than a highly mixed area can provide. There currently is a residential designation (Seattle Mixed/Residential) in place in the Cascade neighborhood, which allows additional height for buildings with a concentration of residential uses. Most development in the SM/R zone has been multifamily, although other uses have been built.

Strategy 39a: Work with the South Lake Union community to identify new locations where zoning and/or incentives could encourage a residential concentration. Among the areas where this might be appropriate are:

- » the three blocks between Mercer and Valley Streets and Westlake and Fairview Avenues, where the zoning currently allows additional height for residential projects;
- » near Denny Park, where more housing could help to enliven the park, and where new residents would have a significant amenity nearby; or
- » along Dexter Avenue North, north of Mercer Street, where residential buildings have been recently developed under current zoning without an incentive.

➤ **Policy 40**

Promote the development of live-work housing, especially when designed to meet the special needs of groups like artists and their families. Live-work housing allows business people or others to combine their living and working environment. Live-work units are sometimes provided at the street level as an alternative to purely commercial spaces. Live-work units can also be designed to meet the particular needs of groups like artists or caterers who tend to work on their own, have special requirements for the type of space their work requires, and are able to reduce their living and working costs by both working and living within one space.

Note: There were different perspectives within the community about whether this should be a High or Medium priority policy. Some felt that this should be ranked as Medium because, although a range of housing options needs to be available in the neighborhood, promoting one type as a High priority was not consistent with having a wide variety of housing types. Some felt that it was a High priority because a mix of housing types is important and live-work housing is a key housing type.

Strategy 40a: Consider incentives to encourage development that provides live-work units at the street level. In areas where a strong retail environment is not required, live-work units can provide some of the interesting diversity of character that the South Lake Union neighborhood treasures and can support owners of small businesses. Incentives, such as exempting live-work units from development limits, can help to encourage the creation of these spaces.

Strategy 40b: Encourage the creation of artist live-work units and other live-work spaces. Artists often have special requirements for their studios, including floors that can bear heavier weights than the floors typically found in residential buildings, and special fire protection measures. The City should consider ways to support the creation of these special types of spaces or adoptive reuse of existing buildings when providing incentives for other types of housing.



SUSTAINABLE DEVELOPMENT

What is Sustainable Development?

“Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs.” (Our Common Future) Sustainable development measures success in terms of economic, environmental and social benefits. Its purpose is to reduce the adverse human impacts on the natural environment, while improving our quality of life and economic well-being. While this element of the neighborhood plan is labeled “sustainable development,” South Lake Union will not be a sustainable neighborhood unless the other elements of the plan are also implemented. In particular, policies related to increasing transportation choices, providing housing for diverse households and preserving valuable existing neighborhood buildings and organizations will be key to meeting the goal of becoming a model sustainable neighborhood.

History of Sustainable Development in the South Lake Union Neighborhood

The South Lake Union neighborhood, and specifically the Cascade Neighborhood Council, has long placed an emphasis on sustainability in South Lake Union. The following timeline highlights the sustainable accomplishments of the neighborhood:

- 1996 – Cascade community members designed and built their first **rainwater collection system**.
 - A **drought tolerant butterfly garden** was installed along Republican Street.
- 1997 – **Demonstration naturescape garden completed**.
 - **Sustainable Strategies: Cascade Neighborhood Council Design Guidelines**. The purpose of these guidelines is to serve as a non-binding supplement to the City’s existing guidelines. The distinguishing feature of the guidelines is that they provide guidance on issues of sustainable development, focusing on how a building performs, while the City guidelines are concerned primarily with how a building looks.



Water cisterns in Cascade P-Patch.

- 1998 – **Rainharvest Project** completed the construction of rain collection prototypes.
- 1999 – **Garden of Happiness** completed featuring a salvaged plant nursery, water cistern, gazebo and bioswale to the south of the building.
- 2002 – **Resource Guide for Sustainable Development in an Urban Environment: A Case Study in South Lake Union.** The purpose of this study was to identify design and technology solutions appropriate to South Lake Union that will reduce the short and long-term environmental impact of urban development and construction. This guide proposes goals, design principles and tools for designing and building sustainably in a mixed use development market.
- 2003 – Plans finished for **Cascade People’s Center Eco Renovation Project.** This project will transform the Cascade People’s Center in Cascade Park into a permanent learning center that showcases environmentally responsible design choices. The steering committee is currently in the process of selecting an architect, writing grant proposals and soliciting in-kind donations for the construction phase of renovation.



Cascade People’s Center Eco Renovation Project.

Sustainable Development Goals, Policies and Strategies

➤ Goal 13

A neighborhood that acts as a model for sustainable redevelopment.

➤ Policy 41

Encourage low-impact development and activities that can control consumption of resources, improve public health and safety and provide for multiple environmental benefits.

Strategy 41a: Encourage development that meets goals for sustainable development, such as meeting LEED® Silver in new commercial buildings or BuiltGreen™ 4-Star or better for multi-family development. LEED® (Leadership in Energy and Environmental Design Green Building Rating System) is a system developed by the U.S. Green Building Council that rates projects on their ability to minimize their impact on resources and the natural environment. BuiltGreen™ is a similar standard designed particularly for multi-family development in the Central Puget Sound Region by the Master Builders Association. Most new projects built in South Lake Union already apply for LEED® certification. However, if additional development rights are granted to projects through an incentive program, tools such as LEED® or BuiltGreen™ should become a requirement for those buildings.

Strategy 41b: Provide transportation alternatives and urban amenities to encourage biking, walking, boating and transit use. (See the “Transportation” chapter.)

Strategy 41c: Promote a water efficiency program designed for the growing economic sectors in South Lake Union.

Biotech and medical facilities use a great deal of potable water for cooling, sterilization, washing equipment and de-ionizing water. Encouraging biotech and medical facilities to invest in water efficient technology can help reduce water consumption while saving the companies money.

Strategy 41d: Provide and service trash, recycling and food waste receptacles in the neighborhood. Seattle Public Utilities can provide public trash receptacles to be placed in the neighborhood if there is a commitment that the trash receptacles will be emptied by an abutting business. Work to identify appropriate locations for public receptacles and to secure commitments to ensure that they are emptied appropriately.

Strategy 41e: Explore opportunities for reducing the amount of garbage (solid waste) produced within South Lake Union.



Vegetation surrounding REI headquarters in South Lake Union.

The City of Seattle's Solid Waste Plan of 2004, "On the Path to Sustainability," highlights a number of strategies for managing waste that are already in place citywide, including reuse, sustainable building, product stewardship, green purchasing and general waste reduction. South Lake Union can build on these existing programs to reduce the amount of solid waste produced in the neighborhood.

➤ Policy 42

Encourage careful stewardship of water quality in Lake Union, including strategies to improve the quality of water flowing into the lake.

Strategy 42a: Implement demonstration projects to test Low Impact Development concepts. Examples of projects could include: bio-retention areas, rain gardens, permeable pavement, green roofs and alternative rainwater collection systems.

Strategy 42b: Encourage the use of vegetated swales along the right-of-way to reduce pollutants in stormwater bound for Lake Union. While the majority of the stormwater in South Lake Union flows to the Denny Way/Lake Union combined sewer, a portion flows directly to the lake. Runoff from areas east of Yale Avenue N combined with runoff from Capitol Hill and I-5 flows untreated into Lake Union. In this area of the Cascade Neighborhood, potential exists to implement a vegetated swale system to treat the water that is flowing directly into the lake.

Similar vegetated swales could also be included in the Mercer Boulevard design for water quality benefits as well as aesthetics.

Strategy 42c: Support the use of green roofs, green walls, vegetated swales and other such strategies to replace traditional detention techniques where appropriate to slow and cleanse stormwater. Seattle Public Utilities is evaluating drainage benefits of certain stormwater control strategies that could be voluntarily implemented by property owners in order to receive reductions in their annual drainage fee and reduce requirements to build on-site detention tanks, where appropriate.

Strategy 42d: Encourage urban design amenities that reveal the aesthetic uses of rainwater. Rainwater can be used as an aesthetic amenity in new development and along the public rights of way. Water features, sculptures, stormwater plazas (public open space areas that fill with a few inches of water only during the heaviest rainstorms), downspout details such as sculptured scuppers and artistic splash blocks, and visible rainwater courses can all activate urban areas during a rain event. These visual amenities can add interest and encourage the enjoyment of the public realm during Seattle's rainy season.



Much of the stormwater in the Cascade neighborhood drains to Lake Union. Image: Seattle Municipal Archives.



Used with permission © 2002, Seattle Public Utilities, City of Seattle, WA

Vegetated swales developed as part of the Sea Streets project.



Natural drainage in Cascade Playground.

➤ **Policy 43**

Provide for a stable and reliable supply of electrical power to South Lake Union as a growing urban center.

Note: Some members of the community feel that this policy and its strategies should be a basic responsibility of the electrical utility, and are not appropriate to the neighborhood plan. Others felt that issues with the current quality of service in the neighborhood, or that the significant growth planned for the community resulted in special electrical service needs, that warranted the inclusion of these issues in the neighborhood plan.

Strategy 43a: Continue to coordinate with building owners and developers to encourage energy conservation and demand reduction. In 2000, the Mayor and City Council adopted a climate change policy that requires Seattle City Light meet an increase in demand for energy with no net greenhouse gas emissions. One thing the City must do in order to achieve this goal is to reduce overall energy use. The City can do this by continuing to encourage a passive design strategy, that uses building orientation, massing, siting, natural ventilation, thermal storage and vegetation.

Strategy 43b: Develop a utility infrastructure plan to address projected growth in load that:

1. **identifies essential infrastructure, including a substation; and**
2. **evaluates a plan and financing for an underground network system that provide stability to the system.**

The amount of growth planned for South Lake Union may necessitate a new substation to support the energy demands of the neighborhood. City Light is currently exploring potential sites for a substation. Development of a substation should be timed to address growth in energy demand in the neighborhood and coordinated with other infrastructure improvements to address the expected demand.

An underground electrical network can serve high density demands and provide redundant energy to meet the needs of high- demand facilities. Some of the development that is being built in the neighborhood, such as biotechnology facilities, is expected to have large energy demand that may warrant a network. Financing the network will require a partnership between the utility and property owners.

If part of the neighborhood has its electrical service placed underground, City Light should evaluate whether it is appropriate to underground utilities throughout the rest of the neighborhood.

➤ Policy 44

Explore new sources of energy for heating and cooling, renewable energy, distributed co-generation and energy conservation, at the building, block and neighborhood level.

Strategy 44a: Provide technical assistance to help design projects that use natural light and ventilation practices.

City Light and other City agencies should continue to provide information and direct assistance to building designers to reduce the demand for energy in new buildings.

Strategy 44b: Explore partnerships with other public and private partners to evaluate new sources of energy. Examples include the use of energy from photovoltaic technology, fuel cells, heat pumps, microturbines and wind generated power.

Strategy 44c: Evaluate district energy as an option for meeting energy needs. District energy involves sharing energy among facilities, so that energy can be produced more efficiently, and directed to facilities as appropriate.

Strategy 44d: Provide incentives for co-generation if multi-block and multi-use development is proposed. The heat created from producing electricity can be reclaimed for building use rather than exhausted to the environment, thus improving overall energy efficiency.

➤ Policy 45

Encourage building designs that allow for public view corridors through the neighborhood to Lake Union and the Space Needle and natural light at street level.

Strategy 45a: Identify key public view corridors within and through the neighborhood. Identify locations in the neighborhood where some increase in structure height could occur without significant impacts to views.

Strategy 45b: Regulate designs to minimize impacts on City-protected view corridors. Sometimes shifting the location of a tower on a site, or rearranging the bulk or massing of a building, can help to protect and maintain a view corridor. The City's SEPA policies identify key view corridors through the neighborhood.

Strategy 45c: Review light and shadow impacts at the street when evaluating proposals to allow additional height. The South Lake Union community is considering allowing taller buildings in order to meet many of the goals of this plan. However, allowing taller buildings should not result in dark "canyons".



View of the Space Needle along Denny Way.

Strategy 45d: Encourage designs that provide for natural light at the street. Consider various design and massing techniques to reduce the shadow effects of new buildings.

➤ **Policy 46**

Increase tree coverage, reintroduce native plant species into the neighborhood and provide for additional wildlife habitat appropriate to the urban environment. Using native species in open spaces will also help to create additional wildlife habitat by providing wildlife with ready access to food, water and shelter. In addition, using native plants that can withstand drought conditions reduces the dependence on irrigation and therefore supports water conservation. However, reasonable use of native species should be encouraged. Removing viable plants for the sole reason of planting native plants is not the intent of the neighborhood.

Strategy 46a: Consider applying the Seattle Green Factor to the Seattle Mixed zone to increase vegetation around and on new buildings in South Lake Union. The Seattle Green Factor is a technique for increasing the benefits of vegetation on and around buildings in dense urban areas. Building developers can apply various techniques such as green roofs, vegetated walls, ground level landscaping and pervious pavements to meet the requirement.

Strategy 46b: Encourage use of native vegetation along shorelines and open waters that drain to Lake Union. Vegetation along the shoreline will provide a number of benefits including stabilizing the shoreline and preventing erosion, adding habitat to the area and filtering pollutants.

Strategy 46c: Encourage use of native vegetation in landscaping of private projects. Native plants provide excellent habitat for fish, birds and other animals. Native vegetation requires less irrigation and generally less maintenance because they are adapted to the climate and soil of the Northwest. This reduces the demand on water in summer months and reduces the need for harmful chemical fertilizers.

Strategy 46d: Encourage street designs and plantings to increase canopy coverage, landscaping, and native species to beautify the neighborhood and enhance its ecological value. This strategy will help create an environment that supports a range of plants in a neighborhood that currently has very few trees or plants. A healthy, fully mature tree canopy will reduce microclimate temperatures and contribute to the reduction of the urban-heat island, provide habitat for birds and insects, and will beautify the neighborhood.



Big trees in the Cascade P-Patch.



APPENDIX: IMPLEMENTATION STRATEGIES

The following table shows the goals, policies and strategies in the South Lake Union Urban Center Neighborhood Plan. South Lake Union community members have recommended priorities and time frames for these policies. These priorities and time-frames are intended to provide guidance to decision-makers as they seek to implement the recommendations of the neighborhood plan.

Implementation of near-term strategies is desired in the next five years. Long-term strategies may be implemented over the next twenty years. Strategies with a time-frame of both “near-term” and “long-term” either are strategies that are best implemented as an ongoing activity over the next twenty years, or have multiple steps that require action at different times. For example, work on creating a new public school to serve the South Lake Union neighborhood will require significant planning beginning in the next five years, but a new school will likely not be built in South Lake Union for many years.

All of the strategies in this plan are considered important to the community, and many community members had a hard time identifying any of the strategies as “low priority” strategies. The priorities given in this appendix are, therefore, intended to provide a sense of the relative importance among strategies in the plan.

Short term = approx. 2006-2009, Mid-term = approx. 2010-2014, Long term = approx. 2015-2024

Acronyms uses in the Implementation Strategies Appendix

CWB: Center for Wooden Boats
 DOIT: Department of Information Technology
 DON: Department of Neighborhoods
 DPD: Department of Planning and Development
 DPR: Department of Parks and Recreation
 DRB: Design Review Board
 HSD: Human Services Department
 Metro: King County Transit Division
 MOACA: Mayor's Office of Arts and Cultural Affairs
 MOHA: Museum of History and Industry
 OED: Office of Economic Development
 OFE: Office for Education
 OH: Office of Housing
 OPM: Office of Policy and Management
 OSE: Office of Sustainability and Environment
 SCL: Seattle City Light
 SDOT: Seattle Department of Transportation
 SKCPHD: Seattle-King County Public Health Department
 SPD: Seattle Police Department
 SPU: Seattle Public Utilities
 SSD: Seattle School District
 WSDOT: Washington State Department of Transportation

Short term = approx. 2006-2009, Mid-term = approx. 2010-2014, Long term = approx. 2015-2024

Implementation Strategies

June 5, 2006

| # | GOAL/POLICY/STRATEGY | IMPLEMENTOR(S) | TIMEFRAME | PRIORITY |
|-------------------------------|---|-------------------------|-------------------------|----------|
| NEIGHBORHOOD CHARACTER | | | | |
| Goal 1 | A vital and eclectic neighborhood where people both live and work, where use of transit, walking and bicycling is encouraged, and where there are a range of housing choices, diverse businesses, arts, a lively and inviting street life and amenities to support and attract residents, employees and visitors. | | | |
| Policy 1 | Encourage the co-location of retail, community, arts and other pedestrian-oriented activities in key pedestrian nodes and corridors. | | | High |
| 1a | Support existing concentrations of pedestrian-oriented uses around "heart locations" (around parks and along Westlake, Terry and Harrison). | DPD | Near-term and Long-term | High |
| 1b | Require pedestrian-oriented uses along Westlake Avenue North and Valley Street, consider whether other similar requirements would be appropriate along other streets. | DPD | Near-term and Long-term | High |
| 1c | Encourage development at "heart locations" to provide spaces at street level that can be converted to retail or community uses. | DPD | Near-term and Long-term | Medium |
| 1d | Require pedestrian-oriented uses along Westlake Avenue North and Valley Street, consider whether other similar requirements would be appropriate along other streets. | OED, OH, DPD, Community | Near-term and long-term | High |
| Policy 2 | Promote diversity of building styles and support the diverse characters of neighborhood sub-areas. | | | Medium |
| 2a | Support the key characteristics of neighborhood sub-areas. | DPD, OH, Community | Near-term and long-term | High |
| 2b | Provide incentives for the retention and adaptive reuse of existing buildings that meet goals for subareas or that can help maintain a diversity of building styles. | DPD, DON, OH | Near-term and long-term | High |

Short term = approx. 2006-2009, Mid-term = approx. 2010-2014, Long term = approx. 2015-2024

| # | GOAL/POLICY/STRATEGY | IMPLEMENTOR(S) | TIMEFRAME | PRIORITY |
|----------|---|---------------------|-------------------------|----------|
| 2c | Use additional building height and density as an incentive for projects that implement multiple neighborhood plan policies, where the additional height will not negatively affect the surrounding area, flight paths or key public view corridors. | DPD | Near-term and long-term | High |
| Policy 3 | Encourage developers to consider existing neighborhood character when designing projects adjacent to parks and historical sites. | | | Medium |
| 3a | Identify key characteristics of neighborhood parks. | DPD, Community | Near-term | Medium |
| 3b | Recognize key historic sites identified in historic surveys for different parts of the neighborhood. | DON, DPD, Community | Near-term | Medium |
| 3c | Use the South Lake Union Design Guidelines to support development that reflects existing and desired neighborhood character. | DPD, DRB | Near-term and long-term | Medium |
| 3d | Revise design review boundaries so that the same board reviews all projects in South Lake Union. | DPD | Near-term | High |
| Policy 4 | Work with the community to develop strategies to keep the neighborhood safe for all community members. | | | Medium |
| 4a | Encourage neighbors, including residents, businesses and other organizations, to work together on safety strategies. | SPD, Community | Near-term and long-term | Medium |
| 4b | Encourage individuals and groups to practice self-policing behavior through activities such as organized block watches or outreach to the homeless. | Community | Near-term and long-term | Medium |
| 4c | Use community-policing strategies. | SPD | Near-term and long-term | High |
| 4d | Encourage development that promotes activity and eyes on the street through development standards and design guidelines. | DPD | Near-term and long-term | High |

Short term = approx. 2006-2009, Mid-term = approx. 2010-2014, Long term = approx. 2015-2024

| # | GOAL/POLICY/STRATEGY | IMPLEMENTOR(S) | TIMEFRAME | PRIORITY |
|----------|---|---|-------------------------|----------|
| 4e | Emphasize safe pedestrian and bicycle routes between neighborhood activity centers. | SDOT | Near-term and long-term | High |
| 4f | Identify and work to improve dangerous locations in the neighborhood. | Community, SPD | Near-term | Medium |
| Policy 5 | Encourage designs of public spaces and private buildings that can accommodate the needs of people with a range of ages and abilities, allowing residents to age in place. | | | Medium |
| 5a | Develop design guidelines to encourage active living by design. | HSD, SKCPHD | Near-term | Medium |
| 5b | Encourage housing development that is designed to accommodate tenants with a range of mobility through universal design principles. | HSD, OH, DPD | Near-term and long-term | Medium |
| 5c | Ensure accessibility in public projects. | Capital Departments, DPD, Design Commission | Near-term and long-term | Medium |
| Goal 2 | A neighborhood that recognizes its history as a maritime and industrial community and embraces its future as a growing urban center that provides for a wide range of uses. | | | |
| Policy 6 | Establish incentives to encourage preservation, reuse, and rehabilitation of historically significant structures in the neighborhood; explore incentives to encourage the adaptive reuse of other older buildings in the neighborhood that provide a visual reminder of the past and promote diversity of character and building types. | | | High |
| 6a | Use existing City processes to designate significant structures as City of Seattle Landmarks, as appropriate. | Community, DON | Near-term | High |
| 6b | Provide incentives for the preservation of landmark structures. | DON, DPD | Near-term and long-term | High |
| 6c | Provide incentives to support property owners who wish to maintain existing non-historic buildings. | DPD, DON | Near-term and long-term | Medium |
| Policy 7 | Support existing organizations that provide for an eclectic and livable community, including arts and culture, human services, maritime and educational organizations. | | | High |
| 7a | Provide incentives to retain and/or create space for existing community not-for-profit organizations. | DPD | Near-term and long-term | High |

Short term = approx. 2006-2009, Mid-term = approx. 2010-2014, Long term = approx. 2015-2024

| # | GOAL/POLICY/STRATEGY | IMPLEMENTOR(S) | TIMEFRAME | PRIORITY |
|----------|---|--|-------------------------|----------|
| 7b | Continue to develop public/private partnerships around areas of mutual interest between the City and community. | OPM, DON, Community | Near-term and long-term | Medium |
| 7c | Encourage public and private investment in arts, human services, libraries, community centers and schools to support the growing residential population of South Lake Union. | City, Community | Near-term and long-term | High |
| Policy 8 | Seek to maintain a diversity of uses in the neighborhood, including maritime, industrial and downtown-core service businesses traditionally occupying the neighborhood. | | | High |
| 8a | Encourage development of new housing to meet neighborhood goals while minimizing impacts on the traditional industrial character of certain areas of the neighborhood. | DPD | Near-term and long-term | High |
| 8b | Maintain shoreline designations that support maritime, water-dependent and recreation uses along the Lake Union shoreline. | DPD | Near-term and long-term | High |
| 8c | Encourage building design that provides flexibility for street-level uses. | DPD | Near-term and long-term | Medium |
| 8d | Work with neighborhood businesses to support economic development within the neighborhood. | OED, South Lake Union Chamber of Commerce, Community | Near-term and long-term | Medium |
| Goal 3 | A neighborhood that serves as a regional center for innovative organizations and that supports a diverse and vibrant job base. | | | |
| Policy 9 | Support the growth of innovative industries in South Lake Union including biotechnology, information technology, environmental sciences and technology, and sustainable building. | | | Medium |
| 9a | Develop neighborhood amenities to attract innovative firms. | OED, OPM, Other City Departments, Community | Near-term and long-term | Medium |
| 9b | Recognize the special needs of some buildings by allowing additional height and roof coverage for buildings that have unusual mechanical systems. | DPD | Near-term and long-term | Medium |

Short term = approx. 2006-2009, Mid-term = approx. 2010-2014, Long term = approx. 2015-2024

| # | GOAL/POLICY/STRATEGY | IMPLEMENTOR(S) | TIMEFRAME | PRIORITY |
|-----------|---|---------------------|-------------------------|----------|
| 9c | Work with key industry groups to develop action agendas to support the growth and diversity of innovative industries, such as the sustainable building and smart energy industry sectors. | OED, DPD, Community | Near-term | High |
| 9d | Create reliable power and telecommunications networks to attract innovative industries and businesses. | SCL, DOIT | Near-term | Medium |
| Policy 10 | Foster a collaborative and creative community through interaction among community members and different types of organizations in the community, including those engaged in arts and culture, human services and education, as well as neighborhood businesses and organizations. | | | High |
| 10a | Support existing neighborhood organizations. | DON, OPM | Near-term and long-term | High |
| 10b | Encourage communication and collaboration among community members and neighborhood groups through online newsletters or email groups. | Community | Near-term and long-term | Medium |
| 10c | Create and support additional spaces in and near South Lake Union that allow for a range of community activities and interaction among diverse groups. | DON, DPR, SPL | Near-term and long-term | High |
| Goal 4 | A neighborhood where arts and culture thrive, with attractions for citywide audiences and a broad range of arts and cultural organizations. | | | |
| Policy 11 | Encourage characteristics that favor a sustainable arts and cultural presence, including affordable and adaptable venues for making, performing and displaying art that meet the diverse needs of artists and arts organizations. | | | High |
| 11a | Convene discussions with arts and cultural organizations. | MOACA | Near-term | Medium |
| 11b | Create an arts and cultural plan for South Lake Union. | MOACA | Near-term | Medium |
| 11c | Consider incentives for including not-for-profit arts and cultural spaces in private development. | MOACA, DPD | Near-term | High |

Short term = approx. 2006-2009, Mid-term = approx. 2010-2014, Long term = approx. 2015-2024

| # | GOAL/POLICY/STRATEGY | IMPLEMENTOR(S) | TIMEFRAME | PRIORITY |
|-----------|---|----------------------------|-------------------------|----------|
| Policy 12 | Provide for a livable community by encouraging artistic activities that create a positive street presence. | | | Low |
| 12a | Consider establishing an arts district or arts and cultural zone with "arts-friendly" permitting. | DPD, SDOT, MOACA | Near-term | Low |
| 12b | Encourage the presence of a range of arts organizations that can encourage pedestrian activity at different times of day, including visual and performing artists. | DPD, MOACA, Community | Near-term and long-term | Medium |
| Policy 13 | Seek to incorporate the arts into the design of public projects and the use of public spaces. | | | Medium |
| 13a | Maximize the potential for public art in public capital improvement projects by developing a public art plan. | MOACA, Capital Departments | Long-term | Medium |
| 13b | Use a Public Art Advisory Committee process to expedite review of art components of public/private projects. | MOACA | Near-term and long-term | Medium |
| 13c | Collaborate with community arts organizations on programming public spaces. | Community, SDOT, DPR | Near-term and long-term | Medium |
| Goal 5 | A neighborhood that supports this and future generations by providing community-based historical, cultural, artistic and scientific learning and enrichment activities for children, residents, employees and visitors. | | | |
| Policy 14 | In order to support neighborhood families, encourage existing and new schools and childcare facilities in South Lake Union and adjacent neighborhoods. | | | High |
| 14a | Seek to bring a public school in or easily accessible to South Lake Union as the neighborhood develops. | DON (OFE), SSD | Near-term and long-term | High |
| 14b | Work with the school district to move the boundary between school district clusters so that all children in the neighborhood have the opportunity to go to the same schools. | DON (OFE), SSD | Near-term | High |

Short term = approx. 2006-2009, Mid-term = approx. 2010-2014, Long term = approx. 2015-2024

| # | GOAL/POLICY/STRATEGY | IMPLEMENTOR(S) | TIMEFRAME | PRIORITY |
|-----------------------|--|----------------|-------------------------|----------|
| 14c | Provide incentives to retain spaces for schools and childcare facilities or provide new space for schools and childcare facilities. | DPD, SSD | Near-term and long-term | High |
| 14d | Encourage educational institutions to provide community access to arts and cultural enrichment opportunities. | Community | Near-term and long-term | Medium |
| Policy 15 | Recognize the heritage of the neighborhood and the rich diversity of neighborhood businesses and organizations as opportunities for learning. | | | Medium |
| 15a | Build on existing organizations that provide unique opportunities for learning. | Community | Near-term and long-term | Medium |
| 15b | Explore new ways for community organizations to provide learning opportunities. | Community | Near-term and long-term | Medium |
| Policy 16 | Encourage the development of higher education, apprenticeship and internship opportunities and adult learning offerings that build on the innovative climate of the community. | | | Medium |
| 16a | Encourage area organizations to provide adult learning opportunities. | Community | Near-term and long-term | Medium |
| TRANSPORTATION | | | | |
| Goal 6 | A livable, walkable community that is well served by transit and easy to get around by foot, bike or transit. | | | |
| Policy 17 | Work with transit agencies to provide transit service to and through South Lake Union to meet growing demand and changing markets. | | | High |
| 17a | Support the streetcar line to better connect downtown to the Denny Triangle and South Lake Union area. | SDOT | Near-term and long-term | High |
| 17b | Extend the streetcar line to connect nearby Urban Centers. | SDOT, Metro | Near-term and long-term | High |

Short term = approx. 2006-2009, Mid-term = approx. 2010-2014, Long term = approx. 2015-2024

| # | GOAL/POLICY/STRATEGY | IMPLEMENTOR(S) | TIMEFRAME | PRIORITY |
|-----------|--|---|-------------------------|----------|
| 17c | Improve transit service to South Lake Union through increasing the frequency of buses, modifications to existing routes and addition of new routes to meet growing and changing transit markets. | Metro, SDOT | Near-term and long-term | High |
| 17d | Create a transit emphasis/transit priority street(s) on Fairview Avenue N. and other streets as appropriate, provided that routes provide rider access to South Lake Union. | SDOT, Metro | Near-term | High |
| 17e | Work with transit providers to provide service to the neighborhood when they use South Lake Union streets. | SDOT, Metro | Long-term | Medium |
| 17f | Improve regional transit service to South Lake Union and adjacent neighborhoods. | Metro, Sound Transit, Community Transit, SDOT | Near-term and long-term | High |
| Policy 18 | Promote a system of safe pedestrian and bicycle connections linking key activity areas and destinations, such as open spaces, schools and arts facilities. | | | High |
| 18a | Design streetscapes to increase pedestrian interest, accessibility and safety. | SDOT, DPD, Community | Near-term and long-term | High |
| 18b | Improve non-motorized connections across Mercer & Valley Streets to Lake Union Park. | SDOT, DPR | Near-term | High |
| 18c | Improve neighborhood bicycle routes. | SDOT | Near-term and long-term | Medium |
| 18d | Encourage sidewalk enhancements along designated "green streets." | SDOT, DPD | Near-term and long-term | High |
| Goal 7 | A transportation system that provides safe, convenient access to businesses, residences, and other activities in the neighborhood. | | | |
| Policy 19 | Collaborate with businesses, developers, housing providers and transit providers to reduce demand for automobile trips by making transit and other alternative modes attractive choices for residents and commuters. | | | High |

Short term = approx. 2006-2009, Mid-term = approx. 2010-2014, Long term = approx. 2015-2024

| # | GOAL/POLICY/STRATEGY | IMPLEMENTOR(S) | TIMEFRAME | PRIORITY |
|-----------|---|-----------------------------|-------------------------|----------|
| 19a | Establish a partnership between businesses, developers, housing providers, transit providers, and the City of Seattle to reduce demand for automobile trips by making transit and other alternative modes attractive choices for residents and commuters. | SDOT, Community, Metro, DPD | Near-term and long-term | High |
| 19b | Coordinate with the business community in South Lake Union, the City of Seattle, and King County Metro to create a neighborhood-wide Transportation Demand Management (TDM) system to reduce single occupancy vehicle trips within the neighborhood. | SDOT, Community, Metro, DPD | Near-term and long-term | High |
| 19c | Encourage individual businesses to participate in neighborhood-wide Transportation Demand Management activities. | SDOT, DPD, Metro, Community | Near-term and long-term | High |
| 19d | Create programs to encourage use of transit passes by as many South Lake Union employees and residents as possible. | Metro, Employers, SDOT | Near-term and long-term | Medium |
| Policy 20 | Develop flexible off-street parking requirements that provide parking adequate to a building's occupants, and encourage the use of transit, walking, bicycling and other non-automotive modes. | | | Low |
| 20a | Reduce or eliminate minimum off-street parking requirements. | DPD, SDOT | Near-term | Medium |
| 20b | Allow flexibility for shared use of off-street parking. | DPD, Community | Near-term | High |
| 20c | Support efforts to share parking between businesses, residential buildings and public amenities. | Community, SDOT | Near-term and long-term | Medium |
| 20d | Use Transportation Demand Management activities to balance parking demand and supply and to reduce the need for off-street parking. | SDOT, Metro, Community | Near-term and long-term | Medium |
| 20e | Consider establishing maximum parking requirements for high-commuter uses. | DPD, SDOT | Long-term | Low |

Short term = approx. 2006-2009, Mid-term = approx. 2010-2014, Long term = approx. 2015-2024

| # | GOAL/POLICY/STRATEGY | IMPLEMENTOR(S) | TIMEFRAME | PRIORITY |
|-----------|--|-----------------|-------------------------|----------|
| Policy 21 | Encourage the efficient use of on-street parking for neighborhood businesses, residents and attractions through innovative parking management and pricing strategies. | | | Medium |
| 21a | Implement a flexible on-street parking meter program throughout the neighborhood that is able to adapt quickly and efficiently to changes in parking demand resulting from new businesses, offices and residences. | SDOT | Near-term and long-term | High |
| 21b | Eliminate time limits for most on-street parking spaces and charge hourly market rates. | SDOT | Near-term and long-term | Medium |
| 21c | Ensure parking restrictions are enforced throughout the neighborhood, by providing enough parking enforcement officers. | SPD, SDOT | Near-term and long-term | Medium |
| 21d | Establish a "pilot" residential parking zone to provide a minimum amount of exclusive parking for residents of existing Cascade buildings that have no onsite parking. | SPD, SDOT | Near-term | High |
| Goal 8 | A well-connected neighborhood with bicycle, pedestrian, waterborne and vehicular access to adjacent neighborhoods. | | | |
| Policy 22 | Explore transportation improvements to link South Lake Union with its surrounding neighborhoods. | | | High |
| 22a | Improve bicycle connections to regional bicycle facilities and routes. | SDOT | Near-term and long-term | High |
| 22b | Improve pedestrian and bicycle connections to the Uptown Urban Center. | SDOT | Near-term and long-term | High |
| 22c | Provide safe pedestrian crossings in the Denny Way corridor. | SDOT | Near-term and long-term | High |
| 22d | Increase opportunities to cross I-5 for motor vehicles, pedestrians, and bicycles. | SDOT, WSDOT | Long-term | Medium |
| 22e | Support efforts to provide water taxi service across Lake Union to connect neighborhoods around the lake. | Community, SDOT | Near-term and long-term | Medium |

Short term = approx. 2006-2009, Mid-term = approx. 2010-2014, Long term = approx. 2015-2024

| # | GOAL/POLICY/STRATEGY | IMPLEMENTOR(S) | TIMEFRAME | PRIORITY |
|-----------------------------|---|----------------|-------------------------|----------|
| 22f | Investigate the feasibility of a European-style boulevard design for Dexter Ave. N from Denny Way to at least Galer Street, with wide sidewalks, medians, storefronts and trees. Implement the design if feasible. | SDOT | Long-term | High |
| Policy 23 | Seek to provide improved access to and connections across Aurora Avenue North that result in a more integrated and efficient transportation system for multiple transportation modes. | | | High |
| 23a | Build additional crossings of Aurora Avenue N to allow for improved access to Seattle Center and Uptown for transit, motor vehicles, pedestrians and bikes. | WSDOT, SDOT | Near-term and long-term | High |
| 23b | Reconnect the street grid in conjunction with new crossings of Aurora Avenue N. | WSDOT, SDOT | Near-term and long-term | High |
| Goal 9 | A neighborhood with principal arterials that move people and freight efficiently through the neighborhood, support local access, and provide circulation for all modes. | | | |
| Policy 24 | Create a street network that enhances local circulation and access for all modes of travel by balancing the need to move people and freight efficiently through the neighborhood with the need for increased accessibility and safety for pedestrians and bicyclists. | | | Medium |
| 24a | Maintain and improve regional freight routes through South Lake Union. | SDOT | Near-term and long-term | Medium |
| Policy 25 | Encourage improvements to Mercer and Valley Streets that support development of Lake Union Park, improve neighborhood circulation for all modes, and move people and freight efficiently through this corridor. | | | High |
| 25a | Implement two-way Mercer Street and narrow Valley Street. | SDOT, WSDOT | Near term | High |
| 25b | Consider providing priority access to High Occupancy Vehicles (HOVs) to and from I-5. | WSDOT | Long-term | Medium |
| PARKS AND OPEN SPACE | | | | |
| Goal 10 | Parks and open spaces provide an obvious and inviting purpose, accessible to and meeting the needs of an increasingly diverse neighborhood as it grows and changes. | | | |
| Policy 26 | Support Lake Union Park as a local and regional waterfront attraction that celebrates the area's natural history and maritime heritage. | | | High |
| 26a | Implement the Lake Union Park design. | DPR, Community | Near-term | High |

Short term = approx. 2006-2009, Mid-term = approx. 2010-2014, Long term = approx. 2015-2024

| # | GOAL/POLICY/STRATEGY | IMPLEMENTOR(S) | TIMEFRAME | PRIORITY |
|-----------|--|-----------------------|-------------------------|----------|
| 26b | Work with the Museum of History and Industry to develop a museum at the Armory and a history trail through the park. | MOHAI, DPR, Community | Near-term and long-term | High |
| 26c | Work with the Center for Wooden Boats to continue and enhance its hands-on maritime heritage programs, events and activities. | DPR, Community | Near-term and long-term | High |
| 26d | Work with area organizations to celebrate the neighborhood's maritime heritage through features such as the historic ships wharf and a history trail through the park. | DPR, Community | Near-term and long-term | High |
| Policy 27 | Support Cascade Playground and related facilities as a community resource and model for sustainable parks development. | | | High |
| 27a | Support the Eco Renovation of the Cascade People's Center. | EcoCascade, Community | Near-term | High |
| 27b | Continue to support the Cascade P-patch. | DON, P-patch | Near-term and long-term | Medium |
| 27c | Work with the Center for Wooden Boats to continue and enhance its hands-on maritime heritage programs, events and activities. | DPR, Community | Near-term and long-term | High |
| 26d | Work with area organizations to celebrate the neighborhood's maritime heritage through features such as the historic ships wharf and a history trail through the park. | DPR, Community | Near-term and long-term | High |
| Policy 28 | Support Denny Park's historic character while identifying opportunities to encourage more use of the park. | | | High |
| 28a | Make improvements to Denny Park to encourage its use by the community, including adding a children's play area to the park. | DPR, Community | Near-term and long-term | High |
| 28b | Encourage development around Denny Park that can increase the "eyes" on the park. | DPD | Near-term and long-term | Medium |
| 28c | Work with the community to develop a safety plan for Denny Park. | DPR, SPD, Community | Near-term | High |

Short term = approx. 2006-2009, Mid-term = approx. 2010-2014, Long term = approx. 2015-2024

| # | GOAL/POLICY/STRATEGY | IMPLEMENTOR(S) | TIMEFRAME | PRIORITY |
|-----------|---|--------------------------------|-------------------------|----------|
| Policy 29 | Consider a variety of tools, including regulatory measures and joint projects with public agencies and private organizations, to provide for new open spaces to support the growth of the neighborhood. | | | Medium |
| 29a | Identify new revenue sources to acquire and develop open space in or near South Lake Union. | DPR | Long-term | Medium |
| 29b | Explore park and recreational opportunities associated with potential substation improvements. | DPR, SCL | Long-term | Medium |
| 29c | Explore partnerships with the State to develop the Mercer portal as multi-functional open space that provides both stormwater and visual benefits. | WSDOT, SPU, SDOT | Long-term | Medium |
| 29d | Partner with public agencies and private organizations to develop open spaces. | DPR, SDOT, SPU, SCL, Community | Near-term and long-term | High |
| 29e | Consider open space and other community facilities identified by this plan as the only public benefits for granting right-of-way vacations. | SDOT, DPR, DPD | Near-term and long-term | High |
| 29f | Coordinate with housing development projects to create valuable open space for residents. | DPD | Near-term and long-term | High |
| Policy 30 | Encourage the acquisition and development of public or private spaces that provide for active play and recreation. | | | Medium |
| 30a | If a school is developed in the neighborhood, explore options to jointly develop and manage open space and recreational facilities for the benefit of both school programs and the community. | DPR, SSD | Near-term and long-term | High |
| 30b | Encourage private actions, public projects or public/private partnerships for the development of community and/or recreation facilities. | DPR | Near-term and long-term | Medium |
| 30c | Incorporate children's play areas and sports courts into existing and new open space. | DPR, Community | Near-term and long-term | Medium |
| 30d | Encourage child-friendly design principles in all parks. | DPR | Near-term and long-term | High |

Short term = approx. 2006-2009, Mid-term = approx. 2010-2014, Long term = approx. 2015-2024

| # | GOAL/POLICY/STRATEGY | IMPLEMENTOR(S) | TIMEFRAME | PRIORITY |
|-----------|---|---------------------|-------------------------|----------|
| Policy 31 | Use visual and physical connections between open spaces, adjacent streets and surrounding activities to stimulate positive social interactions. | | | Medium |
| 31a | Try to site and design open spaces to receive as much direct, year round sunlight as possible. | DPR | Near-term and long-term | High |
| 31b | Promote Crime Prevention Through Environmental Design (CPTED) principles in the design of facilities. | DPR | Near-term and long-term | Medium |
| 31c | Design facilities to be physically and visually accessible from the adjacent street. | DPR | Near-term and long-term | High |
| 31d | Plan for parks and open spaces to be adjacent to active uses such as shops, restaurants and community organizations. | DPR, DPD | Near-term and long-term | Medium |
| Policy 32 | Identify opportunities for alternatives to traditional open spaces, including green streets and recognition and use of Lake Union as recreation and open space. | | | Medium |
| 32a | Consider public rights-of-way, including street ends and public waterways, as potential places for open space, wildlife habitat and locations for pocket parks or maritime facilities and activities, as appropriate. | DPR, SDOT | Long-term | Medium |
| 32b | Identify streets for temporary closure during festivals and neighborhood functions. | SDOT | Near-term and long-term | High |
| 32c | Implement the proposed Green Streets and urban design strategies integrating streets, pedestrians, open space, and development. | SDOT, DPD, DPR | Near-term and long-term | Medium |
| 32d | Explore ways of integrating art features and spaces for performances into existing and future open spaces. | DPR, MOACA | Long-term | Medium |
| 32e | Work with maritime heritage organizations to provide a wide variety of community-benefiting maritime activities, events and exhibits. | Community, CWB, DPR | Near-term and long-term | Medium |

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| # | GOAL/POLICY/STRATEGY | IMPLEMENTOR(S) | TIMEFRAME | PRIORITY |
|----------------|---|---------------------------|-------------------------|----------|
| 32f | Consider Lake Union's role as a key community asset and space for recreation when planning for improvements adjacent to the lake. | DPR, DPD, SDOT, Community | Near-term and long-term | Medium |
| 32g | Seek to create a waterfront trail around Lake Union. | SDOT, DPR, DPD, Community | Near-term and long-term | High |
| Housing | | | | |
| Goal 11 | A wide range of housing types is integrated into the community, accommodating households that are diverse in their composition and income. | | | |
| Policy 33 | Provide incentives to encourage housing for people across a range of incomes in a variety of housing types, particularly in mixed-income buildings. | | | High |
| 33a | Provide programs and incentives that support the development of housing affordable to lower- and moderate-income households. | OH, DPD | Near-term and long-term | High |
| 33b | Revise and use the City's Multifamily Tax Exemption program to encourage developers to provide housing affordable to low-income households. | OH | Near-term and long-term | High |
| 33c | Support the adaptive reuse of existing buildings for housing. | OH, DPD | Near-term and long-term | High |
| 33d | Consider incentives to encourage the development of street-oriented units, such as townhouses and live-work units. | DPD | Near-term and long-term | Medium |
| Policy 34 | Encourage affordable housing units throughout the community through new construction and preservation of existing buildings. | | | High |
| 34a | Work with non-profit housing agencies to preserve housing that is currently affordable to low-income residents | OH | Near-term and long-term | High |
| 34b | Attempt to provide affordable housing units at the same time as other new units. | OH, DPD | Near-term and long-term | High |
| 34c | Seek new sources of housing subsidies for low-income housing. | OH | Near-term and long-term | Medium |

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| # | GOAL/POLICY/STRATEGY | IMPLEMENTOR(S) | TIMEFRAME | PRIORITY |
|-----------|---|-------------------------|-------------------------|----------|
| 34d | Work with property owners to identify sites for low-income housing. | OH | Near-term and long-term | High |
| 34e | Assess City-owned parcels in, or adjacent to, South Lake Union for their potential to facilitate low-income housing development. | OH, FFD | Near-term | High |
| 34f | Support the implementation of the Ten Year Plan to End Homelessness by seeking opportunities to develop supportive housing in South Lake Union. | OH, HSD | Long-term | Medium |
| Policy 35 | Encourage both rental and ownership housing. | | | High |
| 35a | Market incentive programs to apartment, townhouse, cooperative and condominium developers. | OH | Near-term and long-term | Medium |
| Policy 36 | Promote housing, amenities, and services, including schools and childcare that will attract more families to move into the South Lake Union neighborhood. | | | High |
| 36a | Plan for a percentage of units to be designed for, and affordable to, families. | DPD, OH | Near-term and long-term | High |
| 36b | Identify appropriate sub-areas for family housing to be concentrated within the neighborhood. | DPD, OH | Near-term and long-term | High |
| 36c | Provide incentives for the development of units designed for families. | DPD, OH | Near-term and long-term | High |
| 36d | Provide incentives for the development or provision of space for childcare facilities. | DPD, HSD | Near-term and long-term | Medium |
| 36e | Identify and encourage other services that can support neighborhood families. | HSD, SSD, DON, DPR, DPD | Near-term and long-term | High |
| Goal 12 | Housing in South Lake Union is affordable for and attractive to workers in South Lake Union, to enable people to live near their jobs. | | | |
| Policy 37 | Encourage employers to develop and participate in strategies that allow employees to live near their work. | | | Medium |
| 37a | Research innovative strategies from other areas. | OH | Near-term | Medium |

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| # | GOAL/POLICY/STRATEGY | IMPLEMENTOR(S) | TIMEFRAME | PRIORITY |
|-----------|---|----------------|-------------------------|----------------|
| 37b | Work with employers to identify tools to support residents living near their workplaces. | OH | Near-term and long-term | Medium |
| 37c | Explore partnerships between businesses in providing employee-based incentives. | OH | Near-term and long-term | Medium |
| Policy 38 | Allow housing and businesses throughout South Lake Union to provide opportunities for people to work and live in the neighborhood. Consider redesignating the industrial commercial zone to allow a wider variety of uses, including housing. | | | Low |
| 38a | Rezone the Industrial Commercial (IC) zone to the Seattle Mixed (SM) zone to allow housing. | DPD | Near-term | High |
| 38b | Allow housing at street level. | DPD | Near-term and long-term | Medium |
| 38c | Allow commercial uses throughout the neighborhood to provide space for businesses providing goods and services to neighborhood residents. | DPD | Near-term and long-term | Medium |
| Policy 39 | Identify locations within South Lake Union where housing could be particularly concentrated to create viable urban residential communities. | | | High |
| 39a | Work with the South Lake Union community to identify additional areas where zoning and/or incentives could encourage a residential concentration. | DPD, Community | Near-term | Medium |
| Policy 40 | Promote the development of live-work housing, especially when designed to meet the special needs of groups like artists and their families. Note on priority: Some community members felt that this should be ranked Medium because, although a range of housing options needs to be available in the neighborhood, promoting one type as a High priority was not consistent with having a wide variety of housing types. Some felt that this was a High priority because a mix of housing types is important and live-work housing is a key housing type. | | | High or Medium |
| 40a | Consider incentives to encourage development that provides live-work units at the street level. | DPD | Near-term and long-term | Medium |
| 40b | Encourage the creation of artist live-work units and other live-work spaces. | DPD, OH | Near-term and long-term | High |

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| # | GOAL/POLICY/STRATEGY | IMPLEMENTOR(S) | TIMEFRAME | PRIORITY |
|--------------------------------|--|---------------------|-------------------------|----------|
| SUSTAINABLE DEVELOPMENT | | | | |
| Goal 13 | A neighborhood that acts as a model for sustainable redevelopment. | | | |
| Policy 41 | Encourage low-impact development and activities that can control consumption of resources, improve public health and safety, and provide for multiple environmental benefits. | | | High |
| 41a | Encourage development that meets goals for sustainable development, such as meeting LEED® Silver in new commercial buildings or BuiltGreen™ 4-Star or better for multi-family development. | DPD | Near-term and long-term | High |
| 41b | Provide transportation alternatives and urban amenities to encourage biking, walking, boating and transit use. | SDOT | Near-term and long-term | High |
| 41c | Promote a water efficiency program designed for the growing economic sectors in South Lake Union. | SPU | Near-term and long-term | Medium |
| 41d | Provide and service trash, recycling and food waste receptacles in the neighborhood. | SPU, Community | Long-term | Medium |
| 41e | Explore opportunities for reducing the amount of garbage (solid waste) produced within South Lake Union. | SPU, Community | Near-term and long-term | Medium |
| Policy 42 | Encourage careful stewardship of water quality in Lake Union, including strategies to improve the quality of water flowing into the lake. | | | High |
| 42a | Implement demonstration projects to test low impact development concepts. | SPU, SCL, DPD | Near-term | High |
| 42b | Encourage the use of vegetated swales along the right-of-way to reduce pollutants in stormwater bound for Lake Union. | SPU, SDOT | Near-term | High |
| 42c | Support the use of green roofs, green walls, vegetated swales and other such strategies to replace traditional detention techniques where appropriate to slow and cleanse stormwater. | SPU, DPD | Near-term and long-term | High |
| 42d | Encourage urban design amenities that reveal the aesthetic uses of rainwater. | DPD, SPU, DPR, SDOT | Near-term and long-term | Medium |

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| # | GOAL/POLICY/STRATEGY | IMPLEMENTOR(S) | TIMEFRAME | PRIORITY |
|-----------|---|----------------|-------------------------|----------|
| Policy 43 | Provide for a stable and reliable supply of electrical power to South Lake Union, which has facilities with unique load and service requirements, such as high-technology and biotechnology research laboratories. | | | High |
| 43a | Continue to coordinate with building owners and developers to encourage energy conservation and demand reduction. | SCL | Near-term and long-term | High |
| 43b | Develop a utility infrastructure plan to address projected growth in load that: 1. identifies essential infrastructure, including a substation; and 2. evaluates a plan and financing for an underground network system that provide stability to the system. | SCL | Near-term and long-term | High |
| Policy 44 | Explore new sources of energy for heating and cooling, renewable energy, distributed generation, and energy conservation, at the building, block and neighborhood level. | | | Medium |
| 44a | Provide technical assistance to help design projects that use natural light and ventilation practices. | SCL, DPD | Near-term and long-term | High |
| 44b | Explore partnerships with other public and private partners to evaluate new sources of energy. | SCL | Near-term and long-term | Medium |
| 44c | Evaluate district energy as an option for meeting energy needs. | SCL | Near-term and long-term | Medium |
| 44d | Provide incentives for co-generation if multi-block and multi-use development is proposed. | SCL, DPD | Near-term and long-term | Medium |
| Policy 45 | Encourage building designs that allow for public view corridors through the neighborhood to Lake Union and the Space Needle and natural light at street level. | | | High |
| 45a | Identify key public view corridors within and through the neighborhood. | DPD, Community | Near-term | High |
| 45b | Encourage designs that minimize impacts on City-protected view corridors. | DPD | Near-term and long-term | High |
| 45c | Review light and shadow impacts at the street when evaluating proposals to allow additional height. | DPD | Near-term and long-term | High |

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| # | GOAL/POLICY/STRATEGY | IMPLEMENTOR(S) | TIMEFRAME | PRIORITY |
|-----------|--|-------------------------------|-------------------------|----------|
| 45d | Encourage designs that provide for natural light at the street. | DPD | Near-term and long-term | High |
| Policy 46 | Seek to increase tree coverage, reintroduce native plant species into the neighborhood and provide for additional wildlife habitat appropriate to the urban environment. | | | High |
| 46a | Consider applying the Seattle Green Factor to the Seattle Mixed zone to increase vegetation around and on new buildings in South Lake Union. | DPD | Near-term and long-term | Medium |
| 46b | Encourage use of native vegetation along shorelines and open waters that drain to Lake Union. | DPD, SPU, DPR | Near-term and long-term | High |
| 46c | Encourage use of native vegetation in landscaping of private projects. | DPD, SPU, SDOT | Near-term and long-term | Medium |
| 46d | Encourage street designs and plantings to increase canopy coverage, landscaping, and native species to beautify the neighborhood and enhance its ecological value. | SDOT, DPD, SPU, SCL, DPR, OSE | Near-term and long-term | High |

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