

Puget Sound Regional Council
2002 Regional Growth Centers Report

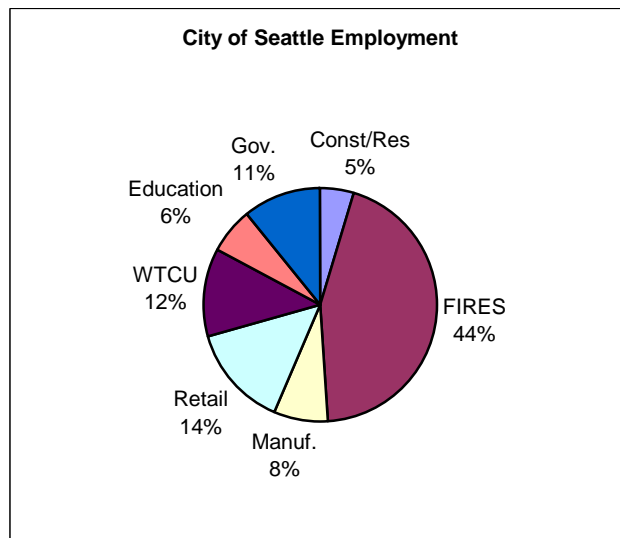
SEATTLE DOWNTOWN REGIONAL GROWTH CENTER

Community Context

Founded in 1869, the City of Seattle is located on Puget Sound in the State of Washington, 113 miles south of the U.S.-Canadian border. Seattle is the leading commercial, cultural and advanced technology center of the U.S. Pacific Northwest, and a major port city for trans-Pacific and European trade. Surrounded by mountains and water, the greater Seattle area features abundant recreational opportunities year-round. With a 2000 population of more than 563,000, and spread over 84 square miles, the city is the region’s largest and most diverse in terms of population, economic activity, and transportation options.

Seattle City-Wide Snapshot	
Area (square miles)	83.8
Population (2000)	563,374
Population per square mile	6,723
Employment (2000)	503,104
Employees per square mile	6,004
Housing units (2000):	270,524
Employees per housing unit	1.9

*Source: 2000 U.S. Census, Washington State Employment Security Department
 Puget Sound Regional Council*



The majority of employment in the city of Seattle is devoted to Finance, Insurance, Real Estate, and Services. This sector provides 44% of all the city's employment. Retail provides 14% of the city's employment. Other major job sectors include Wholesale trade, Transportation, Communication, and Utilities (12%), and Government (11%).

Comprehensive Plan

Seattle's *Toward a Sustainable Seattle* comprehensive plan, originally adopted in 1994, was developed to accommodate 72,000 new residents, a range of 131,400 to 146,600 new jobs, and between 50,000 and 60,000 new households by the year 2014. The plan uses an "Urban Village" strategy to preserve the best qualities of the city's distinct neighborhoods. The strategy combines small changes in the city's development pattern with a more complete and competitive intermodal public transportation system. The preferred overall pattern and character of development in the city will be achieved through directing growth to Urban Villages, where conditions and infrastructure can best support increased densities. Dispersed growth along arterials and in other areas not considered conducive to pedestrian and cohesive community development and is discouraged. The overall intent of the strategy is to focus future development in Urban Village locations in order to protect existing single family areas.

As part of this strategy, the City has designated five major Regional Growth Centers, along with a number of smaller Urban Villages, to absorb much of projected growth. The plan specifically recognizes the relationship of its designated Regional Growth Centers and Manufacturing Industrial Centers to regional guidance contained in King County's Countywide Planning Policies, and contains a stated policy to meet the density criteria they contain. All of the Regional Growth Centers and Urban Villages are planned to be vibrant, active areas, with a mix of housing, retail, cultural, educational, and employment opportunities. The plan assigns 45 percent of future household growth (22,500 – 26,700 households) and 65 percent of job growth (85,410 – 95,500 jobs) to the five larger Regional Growth Centers. In addition, the plan designates two Manufacturing/Industrial Centers, Ballard Interbay Northend, and Duwamish. Although the city has no housing goals for these MI Centers, they are expected to absorb approximately 10 percent of new jobs (13,140 – 14,660 jobs).

The Seattle Downtown Regional Growth Center

Background

Seattle's largest Regional Growth Center is the "Downtown Regional Growth Center" covering 947 acres. It includes the City's historic central business and retail districts, along with 35 percent of the city's jobs. Seattle's downtown emerged as the region's transportation hub in the 1800s and has grown over many decades into the region's primary center. The Center has retained the compact, small block form that was well established early in this century even as it has grown to contain over 80 million square feet of non-residential floor space. The Center includes historic areas such as the Pioneer Square Historic District, the International District, the Pike Place Market, and some 40 historic landmarks. The Center experienced rapid office expansion during the 1980s, and in the latter half of the 1990s both renewed commercial property investment in the retail core, as well as dramatic housing unit development in the Belltown Urban Village. New downtown amenities include the Westlake Center Mall, Pacific Place Mall, a new flagship Nordstrom department store, the Downtown Transit Tunnel, the Seattle Art Museum, the Benaroya Symphony Hall, numerous theaters, galleries, stores, hotels, and new Port facilities on the central waterfront. The Downtown Regional Growth Center is also the site of large-scale reinvestment in civic and public facilities, including a new Central Library, Federal Courthouse,

Waterfront Sculpture Garden, and a new Civic Center (which will feature a new City Hall, Justice Center and public open spaces) all currently under construction.

See the aerial photo on the following page for a depiction of the Seattle Downtown Regional Growth Center.

Center Planning and Implementation

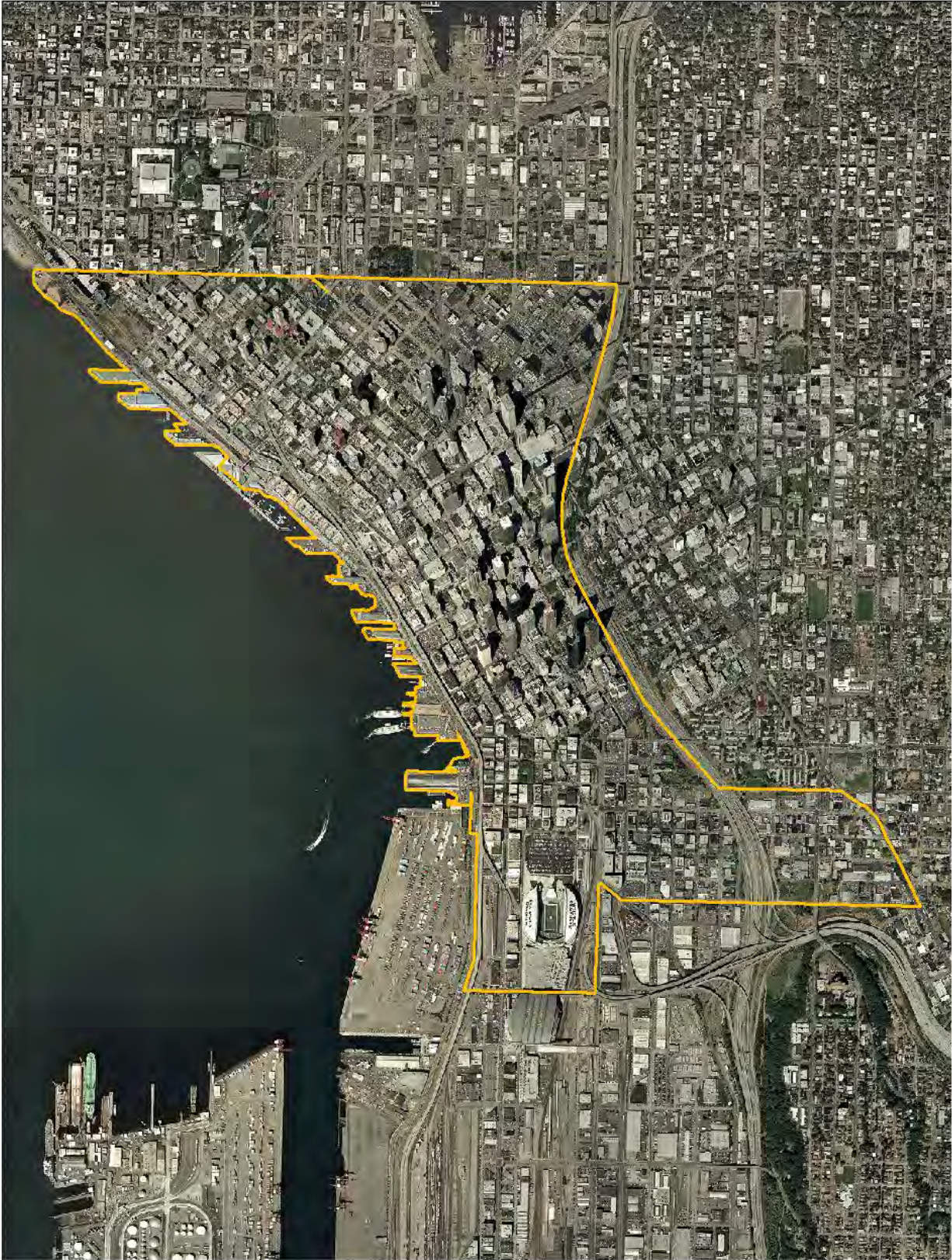
Under the City's planning strategy, future growth in Seattle is to be directed primarily to areas designated as Regional Growth Centers and Villages. The City plans that the greatest share of job will be accommodated in Regional Growth Centers, areas that it identified as already functioning as high density, concentrated employment centers with the greatest access to the regional transit network. The city also plans to accommodate the greatest share of residential in Regional Growth Centers, under the theory that it will increase opportunities for people to live close to work places. The City of Seattle has found that focusing planning and implementation efforts on smaller subareas is the best planning approach for such a large, complex Regional Growth Center. Consequently, the City has divided its Downtown Regional Growth Center into five separate Urban Village planning areas to address specific conditions in Belltown, the Chinatown-International District, the Commercial Core, Denny Triangle, and Pioneer Square. Separate, detailed land use plans, developed for each of the planning areas in the late 1990s, have been incorporated into *Toward a Sustainable Seattle*. These plans address issues, concerns, and opportunities that are unique to each of the neighborhoods that make up the Downtown Regional Growth Center.

Population, Housing, and Employment

The Downtown Regional Growth Center had a year 2000 population of 21,361, an increase of 77% from the 1990 figure of 12,082. Housing units increased 73% in the 10-year period, from 7,431 in 1990 to 12,845 in 2000, and households also increased, from 6,649 in 1990 to 11,354 in 2000. The city's population target for the center is 39,142 and its household target is 22,121. As of 2000 the center had reached 54.6% of its population target and 51.3% of its household target.

With the increase in population and housing from 1990 to 2000, the Downtown Regional Growth Center also saw an increase in densities, with population increasing from 8,183 to 14,575 persons per square mile, housing units increasing from 7.9 to 13.7 units per gross acre, and households increasing from 7.0 to 12.1 per gross acre.

The center contained some 176,883 employees in 2000, compared with an employment target of 227,819. This places the center at 77.6% of its target as of 2000. The employee target is consistent with the Regional Council's *VISION 2020* employment guideline, which established 15,000 jobs as the minimum level of employment for an Regional Growth Center. With its 176,883 employees, the Downtown Regional Growth Center had an employment density of 189 employees per gross acre in 2000. This compares with the *VISION 2020* density guideline of 25 employees per acre. If the Downtown center retained its current size and achieved its target jobs, it would reach an employment density of over 242 employees per acre, nearly ten times the *VISION 2020* guideline.



Seattle Downtown Regional Growth Center Population, Housing, and Employment			
	1990*	2000	Target
Population	12,082	21,361	39,142
Persons per square mile	8,183	14,575	—
Housing units	7,431	12,845	—
Housing units per gross acre	7.9	13.7	—
Households	6,649	11,354	22,121
Households per gross acre	7.0	12.1	23.4
Employment	139,504	176,883	227,819
Employees per gross acre	149	189	—
Employees per housing unit	18.8	13.8	—
* Employment data is for 1995			

Source: 2000 U.S. Census, Washington State Employment Security Department, Puget Sound Regional Council

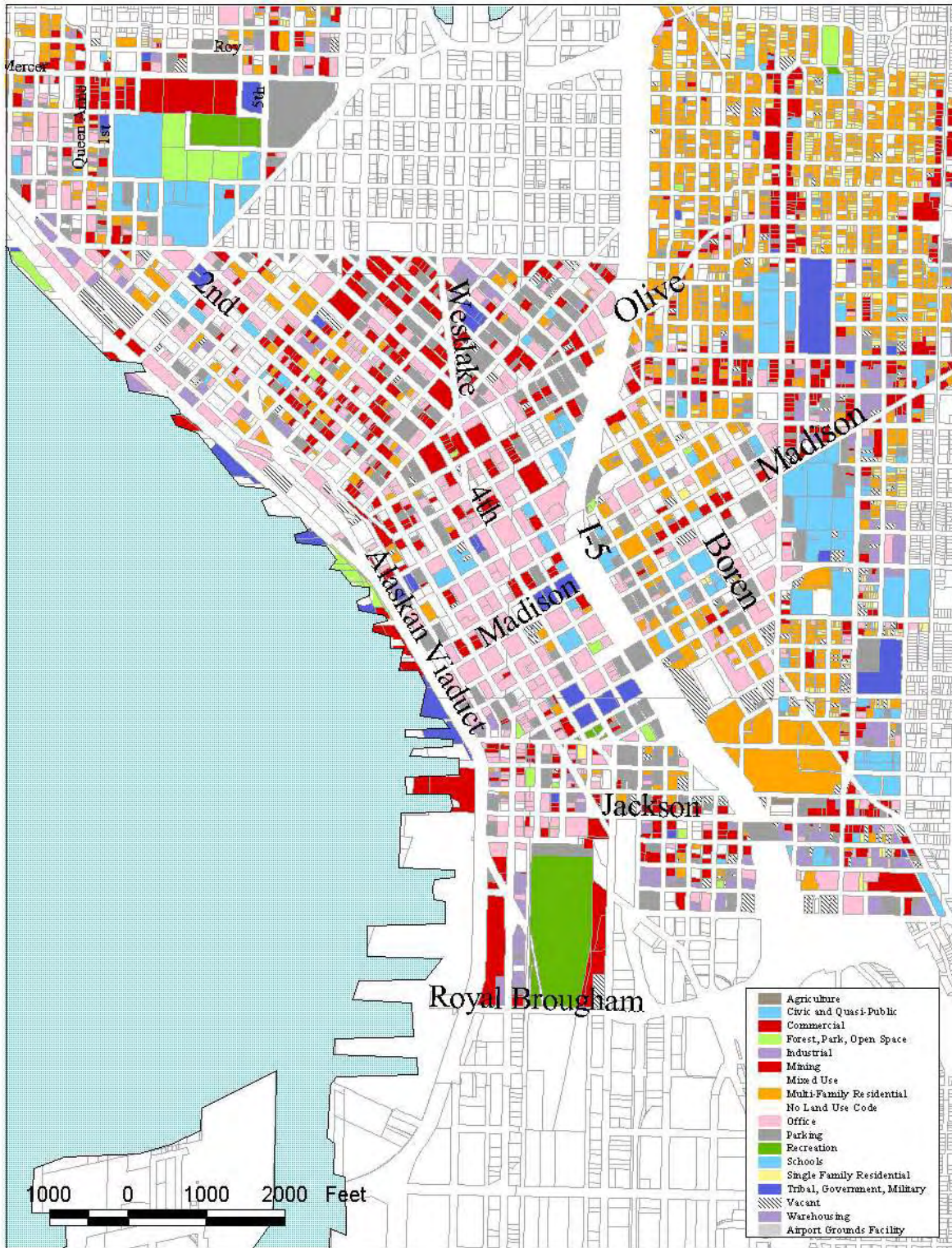
Seattle Downtown Regional Growth Center Employment by Sector	
	Percent Jobs
Const/Res	1.20%
FIRE	15.65%
Manufacturing	2.31%
Retail	10.97%
Services	43.31%
WTCU	9.78%
Education	---
Government	16.78%
Total	176,883

Source: Washington State Employment Security Department

Land Use, Character & Urban Form

The Seattle Downtown Regional Growth Center is one of the larger centers at 947 acres. The downtown area has a relatively uniform grid of streets and alleys that form about 290 blocks, almost all of which have sidewalks. About 35 percent of the center's 947 acres are in employment-related use, including numerous office towers with retail on lower floors. Just under four percent of the land in the center can be identified as exclusively residential, although mixed-use zoning obscures the amount of center area that is available for residential development. Due to a dense street network, nearly 42 percent of the center is in public rights-of-way. Downtown Seattle has only about 12 acres, or under two percent of its land, in public parks and open space. The center has a significant and growing residential population, and is among the densest residential areas in the city. This includes both well-established and newly emerging neighborhoods. The center is targeted for an additional 14,700 households over the next 20 years. While an additional 62,700 jobs are targeted to the center by 2014, capacity for nearly 100,000 jobs is estimated.

See the map on the following page for a depiction of current land uses in the Seattle Downtown Regional Growth Center.



Seattle Downtown Regional Growth Center Existing Land Use	
	Percentage
Civic/Quasi-public	2.16%
Commercial	10.60%
Parks/Open Space	3.14%
Hospital	0.19%
Industrial	0.66%
Mixed Use	1.42%
Residential – Multi Family	4.17%
Office	11.15%
Parking	7.11%
Schools	0.43%
Residential – Single Family	0.15%
Government/Military	2.95%
Unknown (No Data)	51.18%
Vacant	2.51%
Warehousing	2.17%
Total	100%
Employment Related Land Use	31.73%
Residential Related Land Use	5.74%

Source: King County Assessor

About 11% of Seattle’s downtown center is devoted to exclusive office use. Commercial use accounts for 11% as well. Parking and multi-family residential each account for about 7%, and residential uses comprise 4%. While King County assessor records do not provide complete data on existing land use, the 51% of downtown Seattle’s center shown as “unknown” is likely devoted to mixed use buildings, including commercial and office use.

Downtown Seattle can be viewed as a collection of distinct districts with varying architectural character, function, and purposes. The southern portion of the center is made up of Pioneer Square and the Chinatown International District, the oldest parts of the city. Both districts retain much of their historic building stock, characterized by brick and masonry buildings of 3-6 stories developed in the late 19th and early 20th centuries, fine grained street networks, and structures with mixed uses, typically retail at the ground level and office and residential uses in upper stories. After a period of decline following World War Two, a revitalized Pioneer Square today contains a wide variety of office, entertainment, social service, and cultural uses, and has become an important gallery district for the region’s arts community. The new Seahawks Stadium and Exhibition Center and Seattle Mariners Safeco Field have been developed just south of Pioneer Square, bringing large numbers of sports fans to the area. The Chinatown International District lies just to the east of Pioneer Square. It is characterized by a sizable elderly population, significant low-income households, and a large number of affordable housing units. The district contains primarily small businesses as well as significant social service and community development organizations, and serves as the primary regional hub for Asian-Pacific American commerce and culture.

Just to the north of these historic districts lie city and region’s primary government and municipal campuses, containing the county seat, city, county and federal courts, and government offices. The city

of Seattle has nearly completed a multimillion-dollar redevelopment project, which will provide a new municipal court complex, city hall, public plaza, and city offices. This part of downtown, which blends into the city's financial district, is characterized by a dense grid of modern and historic highrise office buildings built along the downtown's large, high volume north south arterial avenues. Further north lie the city's major retail district in the blocks surrounding Westlake Park, followed by the redeveloping neighborhood of Belltown, which has become an important residential area with 5-6 story new condominium and apartment buildings, with vibrant ground level specialty retail and entertainment uses.

Seattle Downtown Urban Character and Urban Form	
Total area (acres)	938
Number of blocks	357
Average block size (net acres)	1.5
Number of parcels	1,439
Average parcel size (net acres)	0.37
Road network (linear miles)	65.14
Intersection density (intersections/acre)	0.37

Source: US Census, Puget Sound Regional Council

The city has envisioned continued redevelopment within all parts of Downtown Seattle, from Pioneer Square to Belltown. The city has established a wide variety of downtown zoning and planning designations, all of which allow for the development of mixed use structures at relatively high densities. These districts are designed to accommodate and provide appropriate transitions between a broad mix of office, retail, residential, government, and industrial land uses.

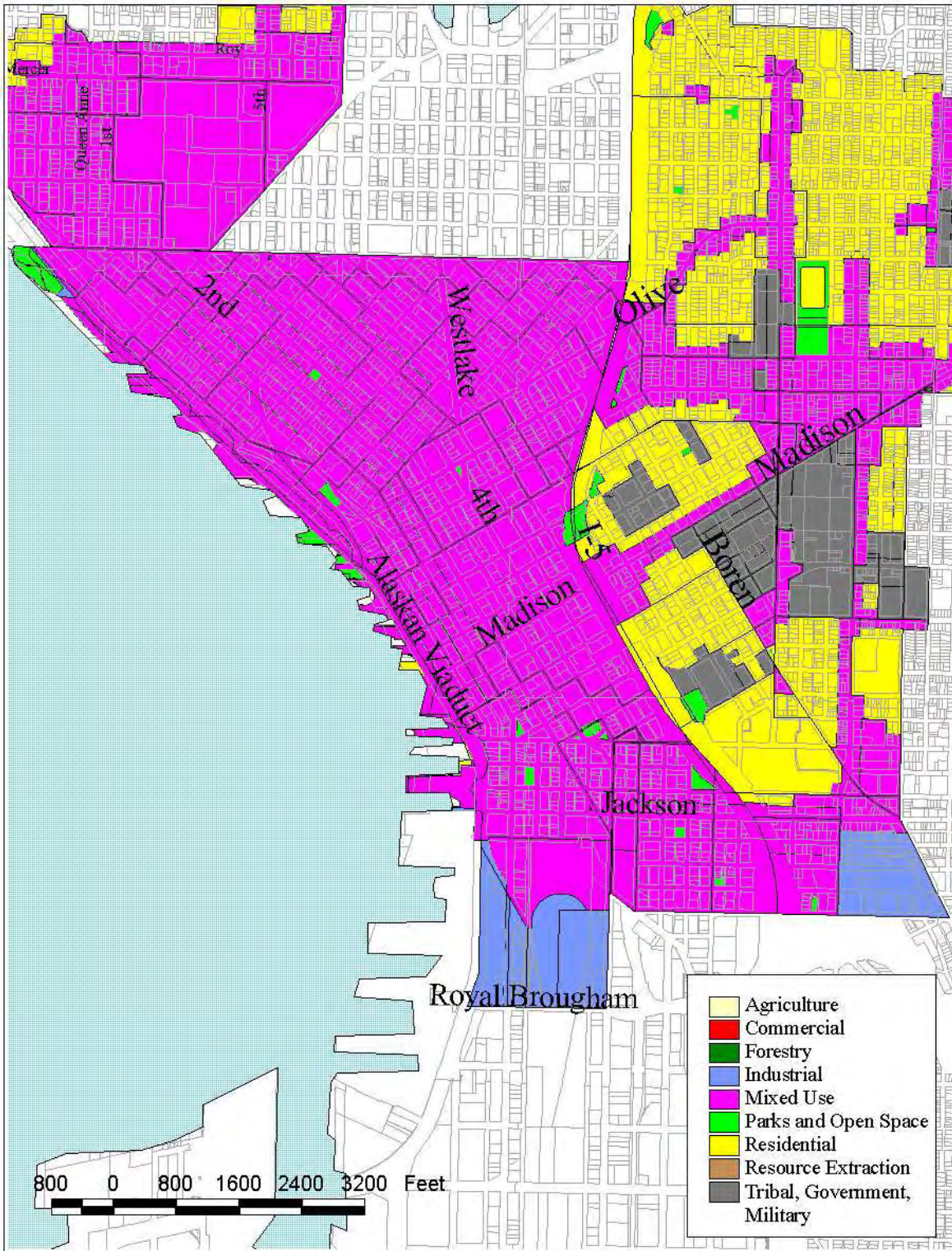
Seattle Downtown Regional Growth Center Future Land Use	
	Percentage
Commercial/Mixed Use in Centers/Villages	4.00%
Downtown Areas *	85.56%
Industrial	8.85%
Multi-Family Residential Areas	0.24%
Public Open Space	0.83%
Single Family Residential Areas	0.51%
Total	100%

*"Downtown areas" accommodate the broadest mix of office, retail, mixed-use commercial, mixed-use residential, waterfront activity, and industrial land uses.

Source: Seattle's Comprehensive Plan – Toward a Sustainable Seattle (2000)

See the map on the following page for a depiction of future land uses in the Seattle Downtown Regional Growth Center.

Seattle Downtown Urban Center (Future Land Use)



Transportation and Access

Downtown Seattle is the region's primary transportation hub, with major facilities including the downtown bus tunnel, King Street Multimodal Transportation Station, Port of Seattle, state ferry terminal, Greyhound station, and a mile-long monorail. Interstates 5 and 90, State Routes 99 and 520, and many major arterials link the downtown to the region and the rest of the city. Sound Transit Sounder Commuter Rail service currently offers four trains daily between Tacoma and downtown Seattle with stops in Puyallup, Sumner, Auburn, Kent, and Tukwila. Sounder service to Everett is expected to begin in 2003, with additional southward expansion planned from Tacoma to the city of Lakewood. The Link Light Rail system being developed by Sound Transit is planned to use the bus tunnel and its five stations in the Center as the focus of a regional hub. Downtown Seattle is served by a total of 170 separate express, local and other bus routes, as well as the Waterfront Streetcar and the Monorail which provide for local circulation and links to destinations such as Pioneer Square and the Seattle Uptown Regional Growth Center. Most of these services operate seven days a week, although with reduced numbers of runs on weekends and evenings. In addition, five Seattle Express routes are provided weekdays by Pierce Transit from Gig Harbor, Lakewood, Downtown Tacoma and the Tacoma Dome, and Community Transit provides 15 routes from various Snohomish County cities during the week. In addition, Sound Transit 8 regional express routes serving downtown Seattle from the cities of Bellevue, Everett, Gig Harbor, Issaquah, Lynnwood, Redmond, SeaTac, and Tacoma. Most of the Downtown Regional Growth Center is covered by a 6:00 am to 7:00 PM "free ride" transit zone, which encourages taking the bus instead of driving for local trips.

A recent parking survey in Downtown Seattle revealed 52,275 off street parking spaces in the downtown area. Although only 1,647 of these spaces were dedicated exclusively to free, short-term customer use, over 45,500 were classified as "Other," or available for paid short or long-term parking. The rest are intended for employee, residential, and other unclassified uses.

Downtown Seattle Regional Growth Center Off-Street Parking by Type									
Seattle Downtown Total	Customer Only	Customer with other type	Employee Only	Employee with other type	Residential	Residential with some other type	Other	Other with some other type	Other Unclassified
52,275	1,457	190	2,343	1,081	606	238	45,616	N/A	744

Source: *Parking Inventory for the Central Puget Sound Region*, PSRC (2003)

Weighted hourly costs have risen for retail customer parking spaces to an average of \$7.21 per hour, with daily rates at \$14.56 and monthly costs at over \$200. These were the highest parking rates of the areas surveyed in the region.

Seattle Downtown Regional Growth Center Parking Costs					
Regional Growth Center	Total Stalls	Average Occupancy	Weighted Hourly Cost	Weighted Daily Cost	Weighted Monthly Cost
Downtown Seattle	52,275	64.3%	\$7.21	\$14.56	\$200.18

Source: *Parking Inventory for the Central Puget Sound Region*, PSRC (2003)

Seattle Downtown Regional Growth Center Transit Routes and Frequencies (AM Peak Period)			
Item	Route #	Destination	Freq
1	1	Kinnear-CBD	17.05
2	2	West QA-CBD	25.15
3	2	CBD-Madrona	15.32
4	2x	West QA-CBD	11.58
5	3n	CBD-Queen Anne	21.06
6	3s	CBD-Madrona	23.33
7	4n	CBD-Queen Anne	21.00
8	4s	CBD-Judkins Park	20.88
9	5	Shoreline or Northgate	14.68
10	5x	Greenwood-CBD	18.20
11	7	Broadway or UW	10.77
*	7	Rainier Valley	9.10
12	7x	Rainier Express	18.00
13	10	Capitol Hill	12.15
14	11	Madison Park	13.00
15	12	Interlaken	15.90
16	12/12tb	First Hill	11.73
17	13	SPU-CBD	17.65
18	14	Summit	14.52
**	14	Mt. Baker	20.47
**	15/18/21/22 /56/57	Seattle Center-CBD-SODO	10.00
19	15	Crown Hill	20.00
20	15x	Crown Hill	16.43
21	16	Northgate	22.06
22	16x	Northgate	17.57
23	17	Sunset Hill	20.27
24	17x	Sunset Hill	27.67
25	18	North Beach	20.00
26	18x	North Beach	23.40
27	19	West Magnolia	30.00
28	20	Delridge	16.68
29	21	Arbor Heights	30.00
30	21x	Arbor Heights	17.50
31	22	White Center	30.00
32	24	Magnolia	28.31
33	25	Laurelhurst	30.00
34	26	E. Greenlake	24.46
35	26x	E. Greenlake	23.75

Seattle Downtown Regional Growth Center Transit Routes and Frequencies (AM Peak Period)			
Item	Route #	Destination	Freq
36	27	Leshi	23.79
37	28	Broadview	29.50
38	28x	Broadview	20.71
**	28	Whittier Heights	25.17
39	33	Discovery Park	23.69
40	35	Harbor Island	36.00
41	36	Rainier Beach	26.77
42	36/36tb	Beacon Hill	10.39
43	36x	Rainier Beach	22.40
44	37x	Alki	20.17
45	39	Seward Park or Southcenter	30.00
46	39x	Seward Park	32.50
47	41/307	Northgate	9.73
48	42	Skyway	24.46
49	42x	Skyway	22.50
50	43	Capitol Hill-UW-CBD	15.23
51	54	White Center	23.73
52	54x	Fauntleroy	22.17
53	55	Admiral District	16.27
*	54/54	Junction	9.65
54	56	Alki	30.00
55	56x	Alki	30.00
56	57	Genessee Hill	30.00
57	64	Lake City	20.20
58	66	Northgate	30.00
59	70-73	Eastlake Local Service	12.00
*	71-73	CBD-UW Express	7.50
60	71	Wedgewood	30.00
61	72	Lake City	30.00
62	73	Jackson Park	30.00
63	73	Roosevelt	30.00
64	74x	NOAA	30.00
65	76	Wedgewood	16.11
66	77	Jackson Park	14.63
67	79	Lake City	29.50
68	97	WTC	10.00
69	99	Waterfront	30.00
*	1,2,13	Seattle Center- Belltown-CBD	6.45
*	3/4n	CBD-Queen Anne	12.69
*	3/4s	CBD-Cherry Hill	12.35

**Seattle Downtown Regional Growth Center
Transit Routes and Frequencies
(AM Peak Period)**

Item	Route #	Destination	Freq
*	26/28	cbd-Fremont	13.48
70	101	Seattle	11.88
*	101	Renton	20.88
71	106	Seattle	20.83
*	106	Renton	30.00
72	111	Maplewood	21.43
73	113	Shorewood	29.29
74	114	Renton Highlands	33.00
75	116	Fauntleroy	23.57
76	118	Vashon	60.00
77	119	Vashon	60.00
78	130	Burien	44.67
79	130x	Burien	36.60
80	132	Burien	29.31
81	132x	Burien	25.60
82	135	Burien	25.38
83	136	Burien	57.75
84	136x	Burien	31.00
85	137	Burien	40.88
86	137x	Burien	31.25
*	130x/132x/ 137x	Burien-CBD Express	13.19
87	143	Black Diamond	30.00
88	150	Kent	16.00
*	150	Auburn	30.00
89	152	Enumclaw	32.00
*	152	Auburn	20.25
90	158	Meridian-Seattle	30.25
91	159	Timberlane-Seattle	30.00
92	158/159/16 2	Kent-Seattle	9.62
93	160	Glencarin	30.00
94	163	East Hill	30.00
*	160/163	Tukwila-Seattle	15.00
95	170	Mc Micken	30.00
96	174	Seattle	25.33
*	174	Boeing, SeaTac	18.56
*	174	Federal Way	20.88
97	175	Seattle	30.00
98	176	FW - Seattle	27.67
99	178	FW - Seattle	26.67

Seattle Downtown Regional Growth Center Transit Routes and Frequencies (AM Peak Period)			
Item	Route #	Destination	Freq
100/101	176-8/195	Seattle	7.63
102	190	Star Lake	20.20
103	191	SeaTac	25.80
104	192	Camelot	23.25
105	194	Seatac-Federal Way	29.00
106	195/196	S. Federal Way	15.08
107	202	Mercer Is	30.00
108	210	Issaquah	24.25
109	212/215/225/229	Eastgate	10.40
110	214	Issaquah	10.46
*	214	North Bend	28.67
111	215	Issaquah	30.00
112	225	Overlake	27.17
113	229	Overlake	27.43
114	250	Redmond	20.40
115	251	Redmond	58.50
116	251x	Redmond	31.00
117	252	Kingsgate	19.00
118	254	Redmond	43.67
119	254x	Redmond	60.00
*	255/256/258/262	S. Kirkland - Seattle	15.35
*	251/254/255/258	Kirkland - Seattle	14.31
120	255	Kingsgate - Seattle	33.13
121	256	Overlake	60.67
122	257	Kingsgate	30.80
*	252/259/311	Kingsgate P&R - Seattle	10.67
123	258	Juanita	30.00
124	259	Kingsgate	36.00
125	260	Finn Hill	32.50
126	261	Overlake	30.00
127	262	Kingsgate	32.67
128	263	Seattle-Redmond	20.67
129	266	Redmond	19.14
130	267	Redmond	29.67
131	268	Bear Creek	36.67
132	301	Richmond Beach	31.40
*	301/301tb	Shoreline	19.27
133	304	Richmond Beach	24.00

Seattle Downtown Regional Growth Center Transit Routes and Frequencies (AM Peak Period)			
Item	Route #	Destination	Freq
134	306	Kenmore	26.25
*	306/312	Kenmore	8.47
135	307	Woodenville-Northgate	14.33
136	308	Horizon View	36.00
137	311	Duvall	27.83
138	312	Woodenville	14.70
139	317	Edmonds	30.00
140	355	Shoreline	22.50
141	358	Aurora	12.96
142	377	Lynnwood	30.00
143	510	Everett	30.00
144	510/513	Everett	27.78
145	511	Ash Way	30.00
146	512	Everett	60.00
147	550	Seattle	8.30
*	550	BTC	15.00
148	570	Seatac	30.00
149/150	590/594	Tacoma CBD - CBD	11.67
*	590/594	CBD - Tacoma CBD	33.75
151	592	Lakewood	10.63
152	590/591/594	TD-Seattle	5.23
*	590/591/594	Seattle-TD	31.00
153	595	Purdy	23.50
154	401	Lynnwood-Seattle	19.29
155	401/402	P & R -Seattle	7.67
156	404	Edmonds	31.25
157	404/405	Edmonds P&R	14.44
158	408	MNLK	20.67
159	411	Mariner	20.33
160	410/411	S. Everett	8.50
161	412	Silver Firs	17.14
162	413	Ash Way	25.33
163	415	Swamp Creek	21.83
164	417	MUKILTEO-SEATTLE 417	27.25
165	416	Edmonds	18.86
166	421	Marysville	30.00
167	422	Stanwood	30.00
168	424	Snohomish	59.00
169	435	Silver Firs	19.17

Seattle Downtown Regional Growth Center Transit Routes and Frequencies (AM Peak Period)			
Item	Route #	Destination	Freq
170	477	Brier	17.29
*	7/10/11	Pine Street	3.86
			24.075

Transit Station Areas

Downtown Seattle is the region's primary transportation hub, with major facilities including the downtown bus tunnel, King Street Multimodal Transportation Station, Port of Seattle, state ferry terminal, Greyhound station, and a mile-long monorail. Bus services currently originate at the Convention Place station and continue underground in the existing Downtown Bus Tunnel, with stops at Westlake Center, University Street, Pioneer Square, and Chinatown-International District, after which they emerge and continue at street level. Sound Transit Sounder Commuter Rail service currently offers four trains daily between Tacoma and downtown Seattle with stops in Puyallup, Sumner, Auburn, Kent, and Tukwila. Sounder service to Everett is expected to begin in 2003, with additional southward expansion planned from Tacoma to the city of Lakewood. In the long term, a major renovation of the King Street Station is being planned which will better integrate commuter rail, light rail (International District Station), Amtrak, regional bus service, and intercity bus connections. Another major existing facility is the Coleman Dock Ferry Terminal with connections across the Sound connecting Seattle with Kitsap County via car/passenger and passenger-only ferry service.

Phase 1 of Link light rail is planned to travel through the existing Downtown Seattle Transit Tunnel, serving the central business district and downtown shopping centers with stations at Westlake, University Street, Pioneer Square and the International District. Joint operations with buses in the transit tunnel will provide convenient transfers to other regional destinations. The tunnel, approximately 1.8 miles, will be closed mid-2007 to install new rail and widen the station platforms. Light rail service will start in 2009. A number of street use modifications, such as transit priority along 3rd Avenue, are planned to address downtown bus circulation issues both during the retrofit of the downtown transit tunnel and once trains are running in 2009. From the International District Station, light rail tracks will run at street level alongside the Metro busway to a station at Lander Street, outside the Regional Growth Center serving south downtown (SODO). Provisions will be made to add a station (Royal Brougham Station) in the future, when funding is available, to more directly serve the baseball and football stadiums.

As many as six new monorail stations are proposed as part of the Green Line in the Elevated Transportation Company's Seattle Popular Transit Plan. Monorail stations are proposed to be located at 5th/Lenora, (in Belltown), 2nd/Pine, 2nd/Marion, 2nd/Yesler, King Street, 4th/Royal Brougham (SODO).

The Sound Transit Board decided not to include a light-rail station at Convention Place. The site will be used for light-rail tunnel construction staging through 2005. King County Metro Transit intends to continue using the site and is investigating the potential "air-rights" above the transit facilities for pedestrian- and transit-supportive transit-oriented development. Based on preliminary market analysis, the project is expected to be financially feasible. Among the public features of a proposed TOD at this site would include: an urban plaza at street level with pedestrian-oriented shops and services; affordable- or moderate-income housing units; and shared parking and an aggressive transportation demand management program. Potential private development features include: four high-rise buildings and one mid-rise building (subject to view corridor and final project footprint decisions) above bus layover and

structured parking, 200-300 apartments, 100 condominiums, 600-900 hotel rooms, 500,000-700,000 square feet of office, and retail and service at street and plaza levels. Developers will be encouraged to use the new transfer-of-development-credits program cooperatively offered by the City of Seattle and King County to protect rural open space—by increasing density in the jointly designated Denny Triangle receiving area.

King County is also exploring transit-oriented development possibilities, including housing and office development, for the site that has been the north parking lot for the Kingdome in Seattle. The lot is next to King Street Station, the downtown Seattle stop for all Sounder commuter trains, and a short distance from the International District bus tunnel station. A pedestrian bridge across the railroad tracks connects the lot and the Pioneer Square area to the International District, the bus tunnel station and the Union Station development. The site is now used for event parking and as a staging area for trade shows. King County and the state Public Stadium Authority (PSA) each own half the lot. While First & Goal Inc. has an option to develop the site, a five-party agreement among King County, the City of Seattle, the PSA, First & Goal and the state Department of Transportation (WSDOT) governs future development of the lot. That agreement allows for a mixed-use development on the site if at least 60 percent of the development (including accessory parking) is dedicated to housing. Possible development on the site would include mid-rise office space, housing and structured parking, with parking either in a structure below the buildings or in a separate garage on one corner of the site.

Seattle Downtown Regional Growth Center Parking Requirements			
	Min.	Max.	
Multi family	No Limit	No limit	
Office	0.67	0.94	Per 1000 sf
Retail (general)	0.4	0.7	Per 1000 sf
Other	0.2	0.2	Per 1000 sf

Source: Application of Physical Design Guidelines in Regional Growth Centers Survey, 2002

Regional Growth Center references and contacts

Seattle’s Comprehensive Plan: Toward a Sustainable Seattle: A Plan for Managing Growth 1994 – 2014, City of Seattle, 1994. (Updated January 2001)

<i>Pioneer Square Neighborhood Plan</i>	(adopted 11/16/98, Ord. No. 119231)
<i>Chinatown/International District Neighborhood Plan</i>	(adopted 1/14/98, Ord. No. 119297)
<i>Denny Triangle Neighborhood Plan</i>	(adopted 2/08/99, Ord. No. 119365)
<i>Belltown Neighborhood Plan</i>	(adopted 5/10/99, Ord. No. 119464)
<i>Commercial Core Neighborhood Plan</i>	(adopted 5/24/99, Ord. No. 119475)

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