

South Lake Union Approval and Adoption Matrix

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Prepared by the South Lake Union Planning Committee and the City of Seattle Interdepartmental Review and Response Team. Compiled by the Strategic Planning Office.

June 24, 1999

Acronyms & Definitions

DCLU Department of Design Construction and Land Use (City of Seattle)

DON Department of Neighborhoods (City of Seattle)

DNR Washington State Department of Natural Resources

DPR Department of Parks and Recreation (City of Seattle)

ESD Executive Services Department (City of Seattle)

HSD Human Services Department

KCMetro King County Metro Transit Division

NMF Neighborhood Matching Fund Grant (Department of Neighborhoods)

NPO Neighborhood Planning Office (City of Seattle)

OED Office of Economic Development (City of Seattle)

OFE Office for Education (City of Seattle, Strategic Planning Office)

OIR Office of Intergovernmental Relations (City of Seattle)

OH Office of Housing

OUC Office of Urban Conservation (City of Seattle, Department of Neighborhoods)

ROW Right-of-way

SAC Seattle Arts Commission (City of Seattle)

SCL Seattle City Light (City of Seattle)

SEATLAN Seattle Transportation Department (Formerly Seattle Engineering Department [SED]) (City of Seattle)

Sound Transit (Formerly Regional Transit Authority [RTA])

SPD Seattle Police Department (City of Seattle)

SPL Seattle Public Library (City of Seattle)

SLUPCOM South Lake Union Planning Committee

SPO Strategic Planning Office (Formerly City of Seattle Office of Management and Planning [OMP]) (City of Seattle)

SPS Seattle Public Schools

SPU Seattle Public Utilities (City of Seattle)

WSDOT Washington State Department of Transportation

Introduction

PURPOSE, STRUCTURE, AND FUNCTION OF THE APPROVAL AND ADOPTION MATRIX

Through the City of Seattle's Neighborhood Planning Program, 37 neighborhoods all over Seattle are preparing neighborhood plans. These plans enable people in neighborhoods to articulate a collective vision for growth and change over the next 20 years and identify activities to help them achieve that vision. The plans are also intended to flesh out the City's Comprehensive Plan. Because each plan is unique, this Approval and Adoption Matrix has been designed as a standard format for the City to establish a work program in response to the recommended activities proposed in the specific neighborhood plan and to identify implementation actions to be factored into future work plans and tracked over time.

The matrix is divided into two sections:

- I. *Key Strategies*: Usually complex projects or related activities that the neighborhood considers critical to the successful implementation of the neighborhood plan.

- II. *Additional Activities for Implementation*: Activities that are not directly associated with a Key Strategy, ranging from high to low in priority and from immediate to very long range in anticipated timing.

The neighborhood planning group or its consultant generally fill in the Activity, Priority, Time Frame, Cost Estimates and Implementor columns. The Executive Response column reflects City department comments as compiled by the Strategic Planning Office. The City Action column in Section II and the narrative response to each Key Strategy are initially filled in by City departments then reviewed, changed if appropriate and finalized by City Council. Staff from almost every City department have participated in these planning efforts and in the preparation of this Matrix. Ultimately, the City Council will approve the Matrix and recognize the neighborhood plan by resolution. The Council resolution will specify projects they wish the Executive to pay particular attention to in the near term and specify when status reports are due to Council on these projects.

ACTIVITIES ALREADY ACCOMPLISHED BY THE SOUTH LAKE UNION PLANNING COMMITTEE

South Lake Union Park Master Plan Revisions

The South Lake Union Planning Committee, Parks Subcommittee has worked with the Parks Department and planning consultants on revising the South Lake Union Park Master Plan. The Navy Reserve has decommissioned the Armory and the City and Navy are close to finalizing negotiations on a purchase price for the remainder of the Navy property holdings at South Lake Union. The Parks Committee, Parks Department and Maritime Heritage interests are using this interim time period to look at revisions to the Master Plan that will include phased improvements with increased public access for recreation and maritime heritage related uses.

Mercer Corridor Transportation Improvements

The South Lake Union Planning Committee, Transportation Subcommittee has worked with SEATRAN and planning consultants on putting together a "package of smaller, focused improvements" to the Mercer/Valley Corridor. This package of improvements has been submitted to the Puget Sound Regional Council as a revision to an existing \$1.5 million PSRC Transportation Grant. The grant will be matched with approximately \$.5 million in City funds. A portion of the grant will be used for engineering for future improvements and a portion will be used for construction of improvements in the corridor.

Cascade Park Acquisition and Improvements

During the past two years the Parks Department has completed acquisition of the remaining parcels to complete full block ownership of Cascade Park. The Cascade Neighborhood Council has applied for and received funding for community garden improvements and for renovation of the restroom structure at the northeast corner. The Cascade Neighborhood Council is also working with the Parks Department on interim and future uses of the existing Day Care Center structure.

City Owned Property Redevelopment

In connection with Mercer/Valley transportation improvements, the Planning Committee and the City are discussing future uses of City owned properties including potential redevelopment, parking and streetscapes/open space opportunities. The City's Executive Services Department has completed an inventory of the Mercer/Valley corridor properties and will work with the Planning Committee on strategies for improving or making these properties available for redevelopment.

South Lake Union City Staff Team

The Office of Economic Development has established a "City staff team" to begin responding to elements of the South Lake Union Plan that are currently moving ahead. The City staff team model is similar to efforts by the City in South Downtown to coordinate multiple stakeholder activities in the area. The primary focus of the City staff team has been to work collaboratively with the Planning Committee and other area stakeholders on park acquisition and development, transportation improvements and economic development opportunities.

Westlake Boulevard Improvements

Westlake Avenue has been repaved during the past six months. The South Lake Union Planning Committee Community Character Subcommittee is working with their consultants, SEATRAN and property owners to define appropriate streetscape improvements within the existing street profile.

I. Key Strategies

Each Key Strategy consists of activities for a single complex project or theme that the neighborhood considers critical to achieving its vision for the future. While the Key Strategies are high priorities for the neighborhood, they are also part of a twenty-year plan, so the specific activities within each Key Strategy may be implemented over the span of many years.

The City recognizes the importance of the Key Strategies to the neighborhood that developed them. Given the number of Key Strategies that will be proposed from the 37 planning areas, priorities will have to be set and projects phased over time. The Executive will coordinate efforts to sort through the Key Strategies. During this sorting process, the departments will work together to create Sector work programs that will prioritize Key Strategy elements. This may include developing rough cost estimates for the activities within each Key Strategy; identifying potential funding sources and

mechanisms; establishing priorities for the Key Strategies within each plan, as well as priorities among plans; and developing phased implementation and funding strategies. The City will involve neighborhoods in a public process so that neighborhoods can help to establish citywide priorities. The results of these efforts will determine which strategies and activities are to be given priority for City response in 1999-2000 versus later implementation. Activities identified in this section will be included in the City's tracking database for monitoring neighborhood plan implementation.

The department most involved with the activities for a Key Strategy is designated as the lead. Otherwise, DON is designated as the lead. Other participating departments are also identified.

The Integrated City Response lists activities already underway, and other tasks that the City is committed to commence during the 1999-2000 biennium.

A. NEIGHBORHOOD CHARACTER

Description

The South Lake Union Neighborhood plays an important role in the richness of the City of Seattle. Land uses of South Lake Union are a functional mix of commercial and light industrial with small areas of residential. The key neighborhood character activities are aimed at perpetuating and emphasizing the dynamic quality of the neighborhood and continued vitality as a commercial and light industrial area.

Integrated City Response

This strategy is consistent with the Comprehensive Plan. It is designed to improve the quality of the environment for pedestrians and to retain the local business district with recognition of aspects of the historic Maritime "economy." Support of business and property owners will be important to maintain a vital commercial district in this area. Many of the recommendations in this Key Strategy are community based activities. The neighborhood may want to consider utilizing their early implementation dollars to pursue neighborhood specific design guidelines.

While directed toward a single goal, the individual activities in this strategy could be implemented independent of one another.

Lead Department: Department of Design, Construction and Land Use (DCLU)

Participating Departments: Strategic Planning Office (SPO Office for Housing, Human Services Department.

Tasks to be Undertaken in 1998-2000

1. DCLU will work with neighborhoods to develop neighborhood specific design guidelines in 1999.
2. DCLU will begin re-evaluating parking requirements in the South Lake Union area during the last quarter of 1999.

3. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the West Sector work program.

4. Identify next steps for continued implementation.

Neighborhood Character						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
Develop specific design guidelines for all of South Lake Union and each defined sub-area of South Lake Union						
NC 01	Sub-areas: Refine and adopt boundaries for each of the following sub-areas: Westlake District, Cascade Neighborhood, Waterfront District.	1	First 6-9 mo.	\$1,000	SLUPCOM w/Consultant DCLU	Please see the first paragraph in NC 05 for response regarding design guidelines.
NC 02	Waterfront: Maintain "industrial maritime" theme through the retention of existing historical maritime elements (1900-1930) in new private development. Pedestrian friendly access should be emphasized and should contain maritime elements in its street treatments.	1	First 6-9 mo.	\$20,000	SLUPCOM w/Consultant DCLU	Please see the first paragraph in NC 05 for response regarding design guidelines.
NC 03	Westlake: Identify historic potential, and consider designating this area as a conservation district managed by a neighborhood board. Utilize transfer-of-development- rights as an incentives mechanism.	1	First 6-9 mo.	\$20,000	SLUPCOM w/Consultant DCLU	Please see the first paragraph in NC 05 for response regarding design guidelines. Neighborhood Specific Design Guidelines would be one way to give weight to these conservation concerns without imposing unduly inflexible historic preservation requirements. DCLU, DON and SPO have been discussing methods of establishing a conservation district mechanism. This issue has been referred to the policy docket for City wide consideration. Issues regarding historic and "icon" buildings will be covered during this discussion. In addition, DCLU does have some concerns on the aspect of this activity to use a transfer of development rights (TDR) program. There are practical and policy issues associated with a TDR program. It has been our experience with the TDR program in place downtown and with proposals raised in the past for using TDR outside of downtown that the complexity of such a program and the expense involved in administering it will not likely match the benefits of applying this tool in the SLU

Neighborhood Character						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
						area. Expanding the use of TDR to cover structures within a proposed new district may raise policy issues about effects on the existing TDR program which is largely used in Seattle to help preserve housing and historic structures in Downtown.
NC 04	Cascade: Restore the parking requirements for housing and review parking provisions throughout the district.	1	First 6-9 mo.	\$13,000	SLUPCOM w/Consultant DCLU, SPO	<p>Please see the first paragraph in NC 05 for response regarding design guidelines.</p> <p>DCLU will bring legislation to Council to restore parking requirements for housing in Cascade on an interim basis, pending discussion of the results of the SPO parking study mentioned below. SPO has a grant to study parking requirements by use citywide in 1999. The results of these studies will be used to inform decisions about future changes to parking requirements for certain zones or uses in South Lake Union. (See also T22, pages 19-20)</p> <p>A brief examination of the parking issue in Cascade by DCLU indicates that market rate housing provides parking at a rate at or above 1 space per unit while below market structures permitted since adoption of the Seattle Cascade Mixed zone provide an average of .75 parking spaces per unit. It is also observed that the parking congestion seems to occur during the day. These observations raise questions about what, if any, effect a residential parking requirement is to have on a situation that appears to be due to day-time commercial use and general growth and natural increase in demand for an otherwise underutilized on-street parking resource. An analysis would aid the proponents of this activity in moving the proposal forward should questions such as the ones raised here arise, especially in front of the City Council.</p> <p>Since subsidized low income housing projects have</p>

Neighborhood Character						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
						taken most advantage of the provision for no required parking, Council Staff will work with OH and HSD to evaluate possible modifications of the Downtown Special Objective Area policies as they apply to the Cascade Neighborhood and the future development of subsidized housing in this neighborhood.
NC 04a	Review industrial zoning along Fairview recommending buffers along the industrial use corridor.				DCLU	To determine what actions might assist the community in this regard, more details would be helpful. In particular, what industrial uses are driving the request for buffers and what uses need buffering and what type of buffers are thought to be useful? Two important facts should be considered as part of this activity: 1) the types of uses permitted in the IC and the surrounding C2 and SCM zones are very similar; and, 2) if buffering is intended to be applied as part of new development permitting, existing uses will go unaddressed (if existing uses are to be targeted, what activities are proposed and who would fund them?). The community should indicate its priority for addressing this issue, so that it can be worked into the sector work program for future attention from DCLU.
NC 05	Overall: Encourage the adoption of housing design that would complement the industrial uses. Discourage alley vacations. Provide incentives for in-fill development. Encourage new commercial development that supports the existing neighborhood.	1	First 6-9 mo.	\$5,000	SLUPCOM w/Consultant DCLU	DCLU has committed to work with neighborhoods to review and implement neighborhood specific design guidelines in 1999. However, many neighborhoods have begun the development of neighborhood specific design guidelines as part of their planning process. DCLU is not prepared to initiate this process for the neighborhood. SLUPCOM may want to utilize Early Implementation Funding or Neighborhood Matching Fund grants to begin development of neighborhood specific design guidelines. DCLU would then work with them to finalize the guidelines they have

Neighborhood Character						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
						<p>developed.</p> <p>This proposal would benefit from more specifics about what the initial thinking is for how it is to be implemented. The development of neighborhood specific design guidelines could help with encouraging housing design that compliments industrial uses (at least in appearance). Incentives for in-fill development and encouraging commercial development seem like economic development activities (marketing, financial assistance, etc.) rather than design review issues.</p>
<i>Land use and character preservation of South Lake Union</i>						
NC 06	Designate minimum 1.5 floors commercial FAR requirements in C1 and C2 zones graduated to allowable height limits after the 1,700 housing goal is achieved.	1	Upon Adoption	-	DCLU City Council	<p>While an intriguing idea, this proposal has practical problems that should be carefully considered. Property owners may not want or be able to afford 1.5 FAR of new commercial floor area. The City would be in the position of requiring people to build space that they cannot use or lease. Many existing uses in the area fall below the proposed FAR minimum. Those uses, including surface parking, outdoor storage associated with auto sales lots and auto repair, would become nonconforming, meaning these uses could not be expanded at all unless they went to 1.5 FAR or higher. It is unclear that the market is ready to support a forcing of intensive development in this area at this time.</p> <p>In the short run, DCLU will draft a Director's Rule to ensure that the development standards requiring a minimum amount of commercial use at street level cannot be waived. (See NC 07 next below).</p> <p>Council will pass legislation to make single purpose residential development a prohibited use in the NC, C1</p>

Neighborhood Character						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
						and C2 zones in the area.
NC 07	Remove Design Review process from purview over land use waivers.	1	Upon Adoption	-	DCLU City Council	<p>The Design Review Board currently does not have the authority to waive use related requirements in the Land Use Code, such as mixed use development consisting of residential and nonresidential use. It appears that this proposal stems from recent projects that went through Design Review, including two at the former Washington Natural Gas site. In reviewing these projects the Design Review Board recommended that DCLU grant departures for certain development standards applying to these mixed use developments for the percentage of street front that must be in nonresidential use. While the departures allow use of a greater portion of the street front for artist live/work space (a residential use) the spaces were designed to allow conversion to nonresidential use in the future.</p> <p>DCLU will write a Director's Rule to clarify that the development standard requiring a minimum amount of commercial use at street level cannot be waived.</p>
NC 08	Support city-wide allocation of siting future social services until a city-wide siting process is in place	1	Upon Adoption	-	HSD City Council	Human service siting is conducted by HSD. DCLU will work with the community, HSD and SPO on examining human service siting issues. This issue has been raised by other neighborhoods and will be submitted for inclusion on the Policy Docket. The Policy Docket raises policy issues that need city-wide consideration.

B. PARKS AND OPEN SPACE

Description

In 1991 a master plan was adopted by the City of Seattle for development of a multi-use park at South Lake Union. Although there are some programmatic uncertainties in the master plan, the open public process provided clear direction to the types of uses and the environment desired along the southern shore of Lake Union. In 1998, the Department of Parks and Recreation allowed elements of the master plan to be refined as part of the neighborhood planning process.

Integrated City Response

This strategy is consistent with the goals and policies of the Comprehensive Plan. Improving pedestrian safety, traffic circulation and visual character along Valley Street will foster the park environment envisioned for this area. Major improvements along the waterfront will be subject to State and Federal permitting requirements. There are also state grant requests in motion which may fund certain improvements and feasibility studies, however, no decisions have yet been made by State agencies regarding this potential funding.

This strategy consists of projects that could be implemented incrementally to realize the full vision of the Master Plan; the majority of individual recommendations are not dependent on one another.

Lead Department: Department of Parks and Recreation (DPR)

Participating Departments: Seattle Transportation (SEATRAN)

Activities Already Underway

1. The City is currently pursuing additional funding to complete the acquisition of the Armory.

Tasks to be Undertaken in 1998-2000

1. DPR will coordinate the purchase and transfer of the Armory and surrounding property.
2. DPR will continue to work with the Maritime Heritage group in pursuit of their planned project. Pending the completion of Maritime Heritage's planning, DPR will proceed with the refinement of the South Lake Union Park Master Plan.
3. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the West Sector work program.
4. Identify next steps for continued implementation.

<i>Parks and Open Space</i>						
<i>#</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Comment</i>
<i>Implement the 1991 South Lake Union Master Plan with the following refinements:</i>						
<i>Provide open space in conjunction with maritime heritage</i>						
POS 01	Preserve waterway 3 for general public use.	1	Years 2-3	*	DPR/State Dept of Natural Res. (DNR)	DPR supports this activity and will include it for consideration as part of the Master Plan update.

<i>Parks and Open Space</i>						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
POS 02	Allow the western half of park uplands to remain primarily unprogrammed open space and the eastern half to be occupied by Maritime Heritage Museum activities.	1	Years 2-3	* (1)	DPR Maritime Heritage Museum	DPR supports the western half of park uplands to remain primarily unprogrammed public open space. As currently planned, the park uplands east of Terry Ave. will accommodate Maritime Heritage use. As DPR understands right now, the park uplands west of Terry Ave. will be dedicated primarily to unprogrammed public open space.
POS 03	Allow expansion of the Center for Wooden Boats to occur in waterway 4, including access to the eastern side of the Naval reserve bulkhead/pier.	1	Years 2-3	\$1+ Million	Center for Wooden Boats DNR	Expansion of the Center for Wooden Boats cannot occur until the proper permits are received from the appropriate agencies. <i>DPR supports the community's efforts to expand the Center for Wooden Boats and will write letters in support of this effort to the appropriate permitting agencies when applications are submitted. As part of this activity, the structural conditions of the Navy's east pier for CWB use must be verified.</i>
<i>Define uses for existing buildings in South Lake Union Park</i>						
POS 04	Concur with the removal of the Neptune building; evaluate community/neighborhood needs for similar space.	1	Years 1-2	*	DPR	DPR concurs with the recommendation to remove the Neptune Building; however, conducting analysis to evaluate community/neighborhoods needs for similar space will require additional funding. This analysis may be completed as part of the Master Plan Update, however, state funding for the update is not expected for some time.
POS 05	Pursue funding sources for the purchase of the Armory building.	1	First 6 mo.	\$4+ Million	DPR	Negotiations are still underway with the Navy about the purchase price of the building. Funding sources are somewhat secured although other sources must still be explored to finance the remaining \$1-2 million acquisition costs.
POS 06	Identify the Naval Reserve Armory building for use as a Maritime Heritage Museum. Provide museum interests first right of refusal to the Naval Reserve Armory building pending a completed financial plan	1	Year 1 (for commitment)	\$20-25+ Million	Maritime Heritage Foundation	DPR recommends this not be used solely as a Museum but also as a space for community activities. A feasibility study for usage is encouraged by DPR. This feasibility study could be achieved by the community through a

<i>Parks and Open Space</i>						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
	accepted by the Department of Parks and Recreation.					Neighborhood Matching Fund grant.
<i>Provide both transient and historic ship moorage.</i>						
POS 07	Relocate the area identified in the 1991 Master Plan as "Permanent Historical Ship Moorage" to the north end of the Naval Reserve bulkhead/pier.	1	Years 2-3	*(1)	DPR Maritime Heritage Foundation	DPR supports, with cost estimates subject to further design and verification.
POS 08	Allow only short-term moorage at the area currently occupied by the vessel Wawona.	1	Years 2-3	N.A.	DPR Maritime Heritage Foundation	DPR supports this suggestion subject to coordination with the Center for Wooden Boats' proposal to expand its activities in Waterway 4.
POS 09	Provide docking at the foot of Terry Avenue for a South Lake Union water taxi.	1	Years 2-3	*	DPR	DPR questions the feasibility of this project and requires more information on how this fits into the larger picture before commenting.
POS 10	Consider permanent moorage of the restored Wawona at the northeast corner of waterway 3.	1	Years 4-5	(1)	Maritime Heritage Foundation	DPR supports the moorage of one large vessel in good display condition at the Park.
<i>Design bulkheads, piers and shoreline for maximum public access</i>						
POS 11	Consider a "hard-edge" shoreline for the northeast corner of waterway 3.	1	Years 2-3	*	DPR	DPR supports this recommendation and recommends it be included for consideration as part of the Master Plan update.
<i>Incorporate natural features and Native American Long House and Canoe House</i>						
POS 12	Plan for the inclusion of a Native American Long House and Canoe House at waterway 3.	1	Years 2-3	(1)	DPR Maritime Heritage Foundation	DPR supports locating this activity building as far from the shoreline as possible to avoid decreasing the size of available natural habitat and would like to keep the building at a minimum height.
POS 13	Recognize and plan for connection to the Pottlatch Trail.	1	Years 4-5	N.A.	SEATRAN DPR	DPR supports this concept. The Pottlatch Trail is on the City's long term needs list. See response to T 01.

<i>Parks and Open Space</i>						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
POS 14	Consider a reduction of the "Natural Habitat" area depicted on the 1991 Park Master Plan.	1	Years 2-3	*	DPR	DPR will consider this recommendation with the intent of preserving a significant amount of quality habitat.
<i>Emphasize pedestrian and transit access including a pedestrian overpass on Valley.</i>						
POS 15	Include provisions for transit service to the park area.	1	Years 2-3	-	Metro	This recommendation will be forwarded to KC Metro for consideration during their six year planning process.
POS 16 T 18	Reinforce at-grade pedestrian crossings on Valley Street at Terry Avenue and Westlake Avenue.	1	Years 3-4	*	SEATRAN DPR	Please see the response to T-01
POS 17	Provide pedestrian access to all shorelines.	1	Years 2-3	*	DPR SEATRAN	DPR supports this recommendation where appropriate. Some areas of the shoreline may not be appropriate for pedestrian access. Street ends, such as Terry and Yale, are managed by SEATRAN. Depending upon a policy decision to be made this year, SEATRAN could establish a new program to help enhance such shoreline street ends for public use. Partnerships that stretch funding, neighborhood plan recommendations, and collaboration with adjacent property owners will all be important criteria for development of street ends.
POS 18 T 17	Construct a pedestrian bridge over Valley Street to connect the parking structure south of Valley Street with the park.	1	Years 4-5	*	DPR SEATRAN	This is a duplicate recommendation, please see T 17 in the following key strategy (Transportation) for a response.
<i>Provide limited parking north of Valley; primary parking in structure south of Valley</i>						
POS 19 T 24	Construct a parking structure south of Valley Street across from South Lake Union Park.	1	Years 4-5	* (revenue bond)	DPR ESD	This idea will be explored by the City's South Lake Union IDT in conjunction with ESD and OED. DPR supports this in concept although it is subject to the outcome of study and financial feasibility. Park dollars would not go to a facility on non-DPR owned land.

Parks and Open Space

#	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Comment</i>
POS 20	Parking must be planned to meet South Lake Union Park's special events needs.	1	Years 4-5	*	DPR	DPR agrees that parking for special events should be a consideration in design and development of new projects. Extraordinary large event parking requirements should be examined off-site.
POS 21	Limit parking north of Valley Street	1	Years 2-3	*	DPR	DPR supports this concept.

* Demolition/site clean-up	\$500,000	(1) Maritime Heritage Foundation site costs	\$4,800,000
General park improvements, including shoreline treatment	\$16,000,000	Wawona pier	\$200,000
Parking garage	\$2,400,000	Historic ship moorage	\$800,000
Pedestrian overpass	\$500,000	Native American Canoe/Long House	\$400,000
At grade crossings of Valley	\$800,000		

C. TRANSPORTATION

Description

Vehicular, bicycle, pedestrian and transit movements are some of the important factors to enhancing the overall quality of the area. Access to business amenities and recreation in the South Lake Union neighborhood to and from outside destinations should be balanced with internal neighborhood needs.

Integrated City Response

This strategy is consistent with the Comprehensive Plan. It is designed to improve the overall efficiency of the major east/west corridor through this neighborhood. The quality of the environment for pedestrians and the local business district is also addressed through this Key Strategy.

The City received a Puget Sound Regional Council (PSRC) grant to plan for a six lane depressed roadway through the Mercer/Valley corridor. After working very closely with the neighborhood, the City has determined that the six lane roadway is no longer an option to consider. In order to utilize the grant for the type of projects desired by the community, a modification of the grant's scope of work must be obtained from the PSRC.

While directed toward a single goal, the individual activities in this strategy could be implemented independently of one another. It would be helpful to the City if the neighborhood set priorities among these activities, recognizing that most likely, activities independent of the activities identified within the PSRC grant will be implemented later as opportunities arise. Until the PSRC approves the proposed modifications, these projects are on hold.

Lead Department: SEATRAN

Participating Departments: DPR, Seattle Center

Activities Already Underway

1. SEATRAN is pursuing a modification to the Puget Sound Regional Council grant to allow the City to use the existing grant for projects identified in this Key Strategy.

Tasks to be Undertaken in 1998-2000

1. Pending approval of PSRC grant modification, begin study (Activities T01 & T03) of the corridor changes identified within this Key Strategy.
2. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the West Sector work program.
3. Identify next steps for continued implementation.

<i>Transportation</i>						
<i>#</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Comment</i>
<i>Develop system wide improvements for the Mercer/Valley corridor, including support for the South Lake Union Park Master Plan</i>						
T 01	Study the Mercer/Valley corridor at a global level to determine areas of traffic generation and destination.	1	Year 1	\$100,000 (study)	SEATRAN	SEATRAN may be able to reprogram a federal grant (awarded by the PSRC) that would allow SEATRAN to work with other departments and the community on a proposed package of transportation improvements in 1999. Based on transportation decisions made at the global level, SEATRAN would expect some minor

Transportation						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
						recommended activities to be dropped/added/amended. If the federal funds can not be reprogrammed, SEATRAN efforts would be much more minimal, such as working with the community on a limited number of conceptual plans during 1999.
T 02	Prepare "mini" urban design plan for Mercer/Valley corridor integrating considerations of land use, access, and neighborhood character.	1	Year 1	\$80,000	SPO Consultant	See response to T 01. SPO and SEATRAN can provide technical support for this project. SLUPCOM may want to utilize Early Implementation Funding or Neighborhood Matching Fund grants to begin work on this design plan.
T 03	Develop a set of integrated improvements for the whole corridor with little or no right of way impacts and only positively perceived or mitigatable impacts on the neighborhood.	1	Years 1-2	\$200,000 (study only)	SEATRAN Consultant	See response to T 01. This recommendation will be considered in the comprehensive South Lake Union transportation proposal, if the proposed modification to the Puget Sound Regional Council grant (submitted to the PSRC by SEATRAN on November 10, 1998) is accepted.
Sub-Category: Vehicle Mobility-signage and lane improvements						
T 04	North bound Fairview Avenue North to I-5 on ramps.	1	Years 2-3	\$50,000	SEATRAN DOT	See response to T 01. This recommendation will be considered in the comprehensive South Lake Union transportation proposal, if the proposed modification to the Puget Sound Regional Council grant (submitted to the PSRC by SEATRAN on November 10, 1998) is accepted.
T 05	9 th Avenue North to Mercer Street.	2	Years 2-3	\$50,000	SEATRAN	See response to T 01. This recommendation will be considered in the comprehensive South Lake Union transportation proposal, if the proposed modification to the Puget Sound Regional Council grant (submitted to the PSRC by SEATRAN on November 10, 1998) is accepted.
T 06	9 th Avenue North to Broad Street.	3	Years 4-5	\$50,000	SEATRAN	See response to T 01. This recommendation will be considered in the comprehensive South Lake Union transportation proposal, if the proposed modification to the Puget Sound Regional Council grant (submitted to the PSRC by SEATRAN on November 10, 1998) is accepted.

Transportation						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
T 07	Reconstruct the Valley/ Fairview intersection to reduce the west bound left turn angle.	1	Years 2-3	\$250,000	SEATRAN	See response to T 01. This recommendation will be considered in the comprehensive South Lake Union transportation proposal, if the proposed modification to the Puget Sound Regional Council grant (submitted to the PSRC by SEATRAN on November 10, 1998) is accepted.
T 08	Extend mainline on ramp lanes.	2	Years 4-5	?	DOT	DOT would be the lead on this activity (this is <u>not</u> included in the package of improvements for the PSRC grant amendment).
T 09	Improve lane definition and signage on Valley for west bound traffic.	1	Years 2-3	\$50,000	SEATRAN	Some of this is being done through a CSO (combined sewer overflow) project.
T 10	Off ramp merge/lane changes approaching Fairview/ Mercer intersection.	2	Years 2-3	\$100,000	DOT	DOT would be the lead on this activity (this is <u>not</u> included in the package of improvements for the PSRC grant amendment).
Sub-Category: Vehicle Mobility-modify and/or upgrade signal timing network						
T 11	Fairview/ Mercer intersection and related intersections	1	Years 2-3	\$150,000	SEATRAN	See response to T 01. This recommendation will be considered in the comprehensive South Lake Union transportation proposal, if the proposed modification to the Puget Sound Regional Council grant (submitted to the PSRC by SEATRAN on November 10, 1998) is accepted.
T 12	Left turn signal east bound Broad Street to north bound Westlake Avenue North.	1	Years 2-3	\$80,000	SEATRAN	See response to T 01. This recommendation will be considered in the comprehensive South Lake Union transportation proposal, if the proposed modification to the Puget Sound Regional Council grant (submitted to the PSRC by SEATRAN on November 10, 1998) is accepted.
Category: Potential improvements requiring further analysis						
T 13	Terry Avenue signal on Mercer and/or Valley Streets.	2	Years 4-5 (study)	\$50,000 (study)	SEATRAN DOT	See response to T 01. This recommendation will be considered in the comprehensive South Lake Union transportation proposal, if the proposed modification to the Puget Sound Regional Council grant (submitted to the PSRC by SEATRAN on November 10, 1998) is accepted.

Transportation						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
T 14	Signalized intersection(s) on Aurora at or between Harrison and Aloha.	2	Years 4-5 (study)	\$50,000 (study)	SEATRAN DOT	DOT would be the lead on this activity (this is <u>not</u> included in the package of improvements for the PSRC grant amendment. Though it may be considered during the process, DOT will be the final decision maker).
T 15	Grade separation of Fairview/Mercer intersection.	2	Years 4-5 (study)	\$80,000 (study)	SEATRAN DOT	See response to T 01. This recommendation will be considered in the comprehensive South Lake Union transportation proposal, if the proposed modification to the Puget Sound Regional Council grant (submitted to the PSRC by SEATRAN on November 10, 1998) is accepted.
T 16	Under crossing of Roy Street for pedestrians and vehicles.	2	Years 4-5 (study)	\$80,000 (study)	SEATRAN DOT	See response to T 01. This recommendation will be considered in the comprehensive South Lake Union transportation proposal, if the proposed modification to the Puget Sound Regional Council grant (submitted to the PSRC by SEATRAN on November 10, 1998) is accepted.
Other traffic and pedestrian improvements						
T 17 POS 18	Construct a pedestrian overpass across Valley Street between Terry Avenue North and Fairview Avenue North.		Years 4-5	-	SEATRAN Parks	The pedestrian bridge would be tied to construction of a parking garage (discussed in Activity P19/T24 of the Parks & Open Space Key Strategy). Continued work on the property development and transportation element may revise the location or design. Financially, this project may not be feasible and there are concerns over space for placement. This must be anchored in the south end on the same axis as the city property.
T 18 POS 16	Create a separator curb on the north edge of Valley, and design an inviting visual entrance to South Lake Union Park.	-	See Parks and Open Space	-	SEATRAN Metro	Some of this is being done through a CSO (combined sewer overflow) project. The rest could be done with the PSRC grant - see response to T 01.
T 19	Improve routes connecting Mercer/Valley with Aurora.	2	Years 4-5	\$200,000	SEATRAN DOT	This is not included in the package of improvements for the PSRC grant amendment, so SEATRAN will not have the staff to develop potential improvements in the near future.

Transportation						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
T 20	Consider in physical design of South Lake Union Park, an internal street network with vehicle access from Westlake and Fairview.	2	Years 2-3	N.A.	SEATLAN Parks	Planning for this internal street network will occur during the Master Plan update. SEATLAN will be involved in this planning. Please see response to T 01.
T 21	Support greater vehicle capacity from Broad Street to Seattle Center parking.	2	Years 4-5	\$250,000	SEATLAN Seattle Center	This is probably beyond the PSRC grant's scope of work. Seattle Center would have the lead on identifying street capacity to their facilities.
Conduct parking study and develop parking plan for South Lake Union						
T 22	Conduct a comprehensive parking study to determine needs and identify changes in land use for current surface parking areas within each of the neighborhood sub-areas.	1	Years 1-2	\$100,000 (study)	Consultant SPO, DCLU	This is probably beyond the PSRC grant's scope of work. DCLU believes that the issues examined as part of the City-wide parking study to be conducted by SPO in 1999 could influence future decisions on parking issues highlighted in the Cascade Neighborhood. See also 5, Tasks to be undertaken 1998-2000.; and NC 04, page 7
T 23	Integrate parking requirements required by zoning with actual service levels of public transportation and uses in new developments.	1	Years 1-2	N.A.	DCLU	This activity is more of a policy statement rather than an action item.
T 24 POS 19	Provide adequate parking for the Maritime Heritage Museum as well as all new development in South Lake Union.	-	See Parks and Open Space	-	DPR ESD DCLU SEATLAN	While this activity is more of a policy statement rather than an action item, the following comments are: DPR recognizes the need for parking to access the park and proposed Maritime Heritage Center. Parking concerns outside this area would not be DPR's responsibility. ESD has gone through an RFP process for a parking operator at the parking lot south of Valley St. and will be negotiating an agreement.

II. Additional Activities For Implementation

The activities listed in this section are not directly associated with a Key Strategy. The City has, when possible, identified next steps for implementation of each of these activities. The response will specify 1) activities already under way; 2) activities for which the City agrees to initiate next steps(will include a schedule for the work); 3) activities to be placed on the agenda for prioritization as part of Sector work programs; 4) activities for City consideration in the long-term future, but which the City will not immediately prioritize; 5) activities for which the community must take the lead (may be supported by City departments or existing programs); 6) issues to be submitted for inclusion in the policy docket (the docket will assign responsibility for consideration of the issue and provide a schedule for reporting back to Council); and 7) activities which the City will not support. As with the activities listed for each Key Strategy in Section I, these activities are intended to be implemented over the span of many years. All activities with the exception of those in category 7 above will remain as items for further consideration and will be the subject of tracking and reports back to the Council and community.

#	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>Executive Response</i>	<i>City Action</i>
<i>Neighborhood Character</i>							
NC 09	For projects of 20 units or more, require 5% to be affordable housing at 80% of median income.	1	Upon Adoption	-	City Council	While DHHS supports the intent of the policy, the policy presents legal issues which need to be addressed by the City Attorney's office.	This issue will be included on the Policy Docket for discussion by City Council.
NC 10	Prepare and adopt Denny Way and Aurora Avenue corridor plans in recognition of the importance of these corridors as gateways and recipients of intense future development.		Long Term		SEATRAN SPO	This activity has been identified as a long term priority by the neighborhood.	This activity will be considered in the long-term, but will not be immediately prioritized through the West Sector work program.
NC 11	Establish concurrency requirements for housing units constructed in excess of the 1,700 target housing units specified under the City Comprehensive Plan. Consider contribution to parks and open space needs, transportation (especially transit) and community facilities.		Long Term			Policy L61 in the Comprehensive Plan establishes a special review process if the rate of growth is different from that anticipated by growth targets.	Beginning in 1999, SPO will review building activity in this area to see if it exceeds thresholds established to monitor the growth rate consistent with Policy L61. If the threshold is triggered, SPO will work with the community to conduct a more detailed review of circumstances in the area and to identify actions that could either reduce the pace of future development or offset the impact of the development that has occurred. Options considered could include various zoning tools or additional investment in community facilities

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response	City Action
							to provide services to the growing population.
Parks and Open Space							
POS 22	Implement the Cascade Playground Master Plan.	1	Years 2-3	\$500,000	DPR	Implement elements as funding becomes available.	This activity will be referred to the West Sector Manager for prioritization.
POS 23	Acquire Denny Playfield and retain as active open space for South Lake Union and Denny Triangle neighborhoods.	1	Years 2-3	\$4 Million	DPR	This opportunity needs to be further evaluated.	This activity will be referred to the West Sector Manager for prioritization. The City may choose to seek comparable park space as an alternative to this specific playfield, recognizing that the owners may want to substitute parcels as part of their development plans. However, DPR is not funded for this acquisition at this time.
POS 24	Relocate Park Administrative offices from Denny Park and study reuse for community functions or removal of structure.	1	Years 2-3	\$1 Million	DPR	Until an area viable for administrative space is located, DPR cannot consider this move.	The City does not support this activity at this time.
POS 25	Refine and adopt a pedestrian streetscape strategy and "green street" designation as a character statement for South Lake Union.	1	Years 2-3	\$40,000	SEATRAN Consultant	Before this Green Street can be designated, additional information is needed to describe the proposal: 1) an indication of the preferred Green Street type (i.e., Type I - IV, as described in the DCLU/SED Director's Rule "Design Guidelines/Implementation Process for Designated Green Streets"); and 2) a sketch or written description of a proposed design that is consistent with the preferred type.	SEATRAN will take the next steps to implement this recommendation pending initial concept work completed by the neighborhood.

#	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>Executive Response</i>	<i>City Action</i>
						<p>Of specific concern (and necessary for SEATRAN to make a final recommendation) is how the proposed Green Street will affect parking, access to adjacent property, and how much traffic the proposed Green Street will divert onto neighboring streets. Any information or analysis that the neighborhood can provide regarding these impacts will aid in the review of their proposal.</p> <p>SEATRAN will work with the neighborhood to refine their Green Street concept and develop potential design solutions. If a workable design is feasible, and the impacts are minimal or can be mitigated, SEATRAN will present the proposal to the City Council for designation. Alternatively, the neighborhood may want to preliminarily designate the street as a Key Pedestrian Street. The Green Street designation can be pursued later when a fuller design is developed.</p> <p>The neighborhood should prioritize proposed Green Streets according to their preferred order of implementation. SEATRAN will use this prioritization as guidance for their review and coordination activities.</p>	

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response	City Action
POS 26	Develop guidelines and action strategies for supplemental open space to include roof top landscaping, street ends at Lake Union, "P" patches, odd lots and corners, and special features (e.g. red brick roads, portals, etc.).		Long Term		DPR	DPR is working to develop a variety of creative ways for gaining Parks and Open Space in urban communities which may address some of the elements of this activity.	Next steps are being pursued by DPR.
POS 27	Develop an incentive strategy for the provision of pocket parks as part of future development. Consider density bonuses as the primary incentive.		Long Term		DPR	See response to POS 26 DCLU: Incentive zoning has technical and legal considerations that may make this a low priority for the neighborhood or an activity that is proposed for future study.	Next steps are being taken by DPR to explore this issue further.
Transportation							
Sub-Element: Upgrade existing signal timing network							
T 25	Denny Way from I-5 to Queen Anne Avenue North.	2	Years 2-3	\$500,000	SEATRAN	The signals on Denny are in good condition. Most have been interconnected. SEATRAN will review signal timing in 1999.	SEATRAN will pursue next steps to implement this recommendation.
T 26	Left turn signal from east bound Denny Way to north bound Westlake Avenue North.	2	Years 2-3	\$50,000	SEATRAN	See response to T 01.	SEATRAN will pursue next steps to implement this recommendation.
T 27	Install signal at Westlake and Republican.	1	Years 1-2	\$50,000	SEATRAN	See response to T 01.	This activity will be referred to the West Sector Manager for prioritization.
T 28	Westlake Avenue North from Westlake Center to Denny Way.	2	Years 3-4	\$250,000	SEATRAN	See response to T 01.	This activity will be referred to the West Sector Manager for prioritization.
Sub-Element: Vehicle mobility							
T 29	Maintain an east/west truck route from Eastlake Avenue East to Aurora Avenue on Harrison Street. Prohibit construction of traffic circles, curb bulbs and other features which may interfere with	2	Years 2-3	\$10,000 (study)	SEATRAN	Harrison is a non-arterial, trucks should use Republican. In order to arterialize Harrison, a petition signed by abutting property owners would have to be submitted, then	This activity will be referred to the West Sector Manager for prioritization. The community needs to take the first steps towards implementation by

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response	City Action
	freight mobility.					the corridor would have to be reviewed to see if it meets the criteria for an arterial designation. Pending results of review, funding would then need to be pursued in order to convert Harrison to an arterial.	submitting a petition to SEATRAN.
T 30	Improve route to Yale Avenue south bound on ramp from Eastlake Avenue East.	2	Years 4-5	\$100,000	SEATRAN DOT	This is out of the study area for the PSRC grant. It could be looked at in the long term future.	This activity will be considered in the long-term, but will not be immediately prioritized through the West Sector work program
T 31	Remove railroad tracks.	2	Years 4-5	\$50,000	SEATRAN	Tracks could be removed when streets are repaved. Normal levels of funding for street repaving would not fund this activity. Additional funding for track removal would need to be identified.	This activity will be referred to the West Sector Manager for prioritization.
T 32	Discourage construction of traffic circles.	1	Year 1	-	SEATRAN	Since SEATRAN uses traffic circles to lower accident rates at problem intersections, SEATRAN can not support this activity. However, as a petition is required, a traffic circle will not be installed if 60% of the nearby residents don't support the device.	This City does not support this recommendation.
T 33	Oppose use of ramp meters at Mercer.	1	Year 1	-	City Council	The City negotiates with the State Department of Transportation over the use of the ramp meters. DOT controls the ramps and usually the signals immediately adjacent to the ramps.	This activity will be referred to the West Sector Manager for prioritization.
Sub-Element: Pedestrian and Bicycle movement							
T 34	Improve Eastlake Avenue East for bicycle commuters.	3	Years 5-6	\$30,000	SEATRAN	SEATRAN will evaluate this route for improvements when demand increases. The route is currently	This activity will be considered in the long-term, but will not be immediately prioritized through the

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response	City Action
						on the bike map as it links with the urban trails network.	West Sector work program
T 35	Continue/expand commuter bicycle corridor on Dexter Avenue North.	3	Years 5-6	\$30,000	SEATRAN	SEATRAN is unsure of the intent behind this activity. There is potential to extend the Dexter Bike Lanes on 7 th to the Downtown.	This recommendation will be forwarded to Sector Managers for prioritization.
Sub-Element: Transportation- public transportation							
T 36	Expand free ride zone to Seattle Center and South Lake Union (Galer).	2	Years 3-4	\$50,000/ year	Metro	Metro has a regional fare coordination project and they will be reviewing this option as well as some type of honor fare system.	This recommendation will be forwarded to KC Metro for consideration during their six year planning process.
T 37	Provide park-and-ride service to Seattle Center.	2	Years 3-4	\$25,000/ year	Metro Seattle Center	Additional work should be done on this recommendation to develop specific recommendations in relation to a park and ride program.	The community should work with SEATRAN, the Seattle Center and KC METRO to further refine this recommendation.
T 38	Improve Metro service with coordinated routes and schedules, and easy to understand maps.	1	Years 1-2	\$10,000	Metro Sound Transit	This is a KC Metro issue.	This recommendation will be forwarded to KC Metro/Sound Transit for consideration during their planning processes.
T 39	Improve transit connections with commuter rail.	2	Years 3-4	\$30,000	Metro	This is a KC Metro issue.	This recommendation will be forwarded to KC Metro for consideration during their six year planning process.
T 40	Encourage Sound Transit and/or monorail service with station(s) that do not impact views, access to Lake Union, or vehicular movement.	1	Year 1	N.A.	Sound Transit	This is a Sound Transit issue.	This recommendation will be forwarded to Sound Transit.
T 41	Conduct an intra-neighborhood study of a north/south boulevard through South Lake Union.		Long Term			This activity has been identified as a long term priority by the neighborhood. This recommendation should be further refined to establish intent.	This activity will be considered in the long-term, but will not be immediately prioritized through the West Sector work program.
T 42	Coordinate with plans being developed by surrounding neighborhoods for the Denny Way and Aurora Avenue corridors.		Long Term			This activity is linked to NC 10 and has been identified as a long term priority by the neighborhood.	This activity will be considered in the long-term, but will not be immediately prioritized through the

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response	City Action
							West Sector work program.
T 43	Establish Denny Way and Aurora Avenue North corridors as potential receiving areas for transfer of development rights from the Westlake district.		Long Term			Please see the Executive Comment under NC03 in the first Key Strategy. This activity has been identified as a long term priority by the neighborhood.	This activity will be considered in the long-term, but will not be immediately prioritized through the West Sector work program.
Improve vehicle mobility							
T 44	Add ramps connecting Highway 99 to I-5 at Spokane Street.		Long Term			This activity is outside the confines of the SLU planning area. Need more specifics on what is envisioned here. If it means completing the interchange at Spokane Street and SR-99, that is something that is not in the long term plans of the City or WSDOT because of cost and feasibility issues.	This recommendation will be forwarded to the Duwamish planning group for consideration during their planning process.
T 45	Rebuild/repave deteriorated streets.		Long Term			SEATRAN supports this activity, although funds are limited.	This activity will be considered in the long-term, but will not be immediately prioritized through the West Sector work program.
T 46	Construct a reversible ramp from express lanes to Highway 520.		Long Term			SR 520 connections <u>may</u> be included in the recommendations developed through the current Trans-Lake Washington study. This study is expected to develop a set of reasonable alternatives by June 99. These alternatives then would proceed through a detailed environmental review.	This activity will be considered in the long-term, but will not be immediately prioritized through the West Sector work program.
Bicycle/pedestrian access							
T 47	Continue efforts to connect South Lake Union		Long			The Potlatch Trail is on the City's	This activity will be considered in

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response	City Action
	with Seattle Center as a Potlatch Trail extension for pedestrians.		Term			long term needs list. See response to T 01.	the long-term, but will not be immediately prioritized through the West Sector work program.
T 48	Support use of overpasses and sky-bridges in appropriate locations.		Long Term			This activity has been identified as a long term priority by the neighborhood. However, in general, the City's policy is not to support skybridges. Overpasses may be appropriate in certain locations.	The recommendation to support skybridges will not be implemented. The City does support overpasses in appropriate locations.
T 49	Repair broken sidewalks.		Long Term			SEATRAN supports this activity, although funds are limited. Also, sidewalk repair is generally the responsibility of the abutting property owner. This activity has been identified as a long term priority by the neighborhood. The broader issue of sidewalk maintenance should be reviewed on a city-wide basis.	This activity will be considered in the long-term, but will not be immediately prioritized through the West Sector work program. The broader issue of sidewalk maintenance will be submitted for inclusion on the Policy Docket.
Public transportation							
T 50	Explore regional bus service on Mercer ramps.		Long Term			This activity has been identified as a long term priority by the neighborhood.	This activity will be considered in the long-term, but will not be immediately prioritized through the West Sector work program.
T 51	Explore shuttle/circulator connections with Downtown and Seattle Center.		Long Term			Seattle Transit Initiative has identified a feasibility analysis of downtown circulation options in their work program.	This activity will be considered in the long-term, but will not be immediately prioritized through the West Sector work program.