

5. Officially Adopted Plans & Other Proposals



Officially Adopted Plans & Other Proposals

The purpose of this section is to review previous plans and proposals to ensure alternatives are consistent with planning and policy. The review includes site specific plans and proposals, as well as County scale plans including transit plans.

The review is divided into two sections 1.) officially adopted plans, and 2.) other proposals and plans that are ongoing at this time or not yet adopted.

Officially Adopted Plans

- King County Comprehensive Plan
- King County Six-Year Transit Plan
- Wallingford Neighborhood Plan

Other Proposals (Not Adopted)

- Water Borne Transportation Studies
- South Wallingford Neighborhood Plan Amendment

Planning Context - King County Comprehensive Plan

When planning for the North Lake Union study area, it is important to consider the Goals and Policies in the King County Comprehensive Plan, as these policies are created to guide overall county actions and land use. The Goals and Policies which are most relevant to the study parcels include:

Chapter 2 - Urban Communities

- U-106 Urban Centers to meet region's need for housing, jobs, services, culture, and recreation. Strategies include joint development leveraging County assets in Urban Areas.
- U-107 Concentrate facilities and services in the Urban Growth Area.
- U-137 Support infill and redevelopment proposals that improve the character of existing neighborhoods.
- U-167 Protect existing industrial areas.
- U-170 King County to work in collaboration to create and fund a process to clean up and reclaim polluted industrial areas.
- U-313 Support programs and strategies to preserve and plan for an adequate supply of industrial land including; sell county owned surplus industrial and commercial lands for development by private sector promote the redevelopment and infill of industrial and commercial areas and explore the feasibility of using incentives to achieve this goal.
- U-425 Expand County's use of surplus County owned property for affordable housing. Explore its use for other public benefits such as human services. Consider conveyance of properties to public or non-profit housing developers and agencies at below-market cost.

Chapter 5 - Parks, Open Space, and Cultural Resources

- P-105 Local parks, trails and open spaces that complement the regional system should be provided in each community.
- P-106 Complete park system.
- P-130 Work with others to promote all aspects of environmental quality and preserve open space and recreational opportunities.

Chapter 6 - Transportation

- T-105 Implement locally based regionally linked network of public transportation services and facilities. Promote non-conventional transportation options.
- T-107 Work with WSDOT to ensure that Ferry service plans are consistent with transit service plans and goals.
- T-202 Interconnected travel modes integrated and balanced.
- T-310 Support alternatives to auto usage through integration of regional and local services and facilitate access to the system for pedestrian, bicycle, transit, collection/distribution, persons with disabilities.
- T-311 Support local and regional growth management plans. Focus new services within UGA.
- T-315 Nonmotorized transportation should be promoted countywide to increase safety, mobility and convenience.

The King County Six-Year Transit Development Plan for 2002-2007 ("The Six-Year Plan") describes how Metro Transit will add and change service to relieve congestion and improve mobility within King County. A series of 29 strategies is included in the Six-Year Plan. Strategies address service, capital improvements, implementation, financing and management of the transit system.

A number of strategies are directly relevant to the North Lake Union Master Plan, where they 1) guide capital improvements relating to Metro Transit's maintenance base (the current use of the Upland site), and 2) guide future transit choices, including those that could be accommodated by the waterfront study sites (eg. potential water taxi).

The Six Year Plan is updated every two years. Accordingly, Metro plans to bring an update to the Regional Transit Committee in the fall of 2004 for adoption.

Waterborne Transit

A 2004 County Budget proviso (separate from the one mandating this study) calls for development of policies related to waterborne transportation, and assess services that may be consistent with those policies. Information will be used to propose a policy framework for governing county investment in waterborne transportation.

(See also Lake Union Water Taxi in the proposals section.)

Capital Strategies

- C - 1 Maintain, replace, and upgrade current facilities, equipment and systems based on reasonable public transportation and engineering practices.

- C - 6 Expand transit operating base capacity...to support transit fleet growth projected to occur through the year 2020.

Service Strategies

- S - 3 Improve service levels on existing routes and create new routes serving established urban and manufacturing/industrial centers and urban areas where transit use is projected to be the highest.

- S - 7 Improve community mobility options by increasing service levels on existing routes or through the creation of new service in transit-supportive communities.

- S - 9 Develop transportation alternatives to reduce single-occupant vehicle use. Develop partnerships with local jurisdictions, employers and institutions.

Management Strategies

- IM - 4 Involve the community, local jurisdictions and subarea groups in the development of recommendations for periodic updates of the Six-Year Plan.

Seattle Planning Framework: Adopted Wallingford Neighborhood Plan

The Seattle Comprehensive Plan, adopted in 1996, empowered Seattle neighborhoods to prepare their own plans and have these neighborhood plans adopted into the city's comprehensive plan. The Wallingford Neighborhood Plan, completed in 1998 was among the first to be adopted by the city. At the time of this report, the Wallingford Neighborhood Plan remains the only adopted neighborhood planning document for the area. A summary of relevant sections is provided. Many of these policies are ongoing.

Key Projects For Wallingford

The Plan begins with key strategies identified for priority consideration by the city. These are:

- I. Revitalize and enhance the 45th Street business district.
- II. Build the sense and value of community
- III. Calm traffic and enhance the pedestrian environment.

Wallingford Urban Village

The Wallingford Plan supported designation of a portion of the neighborhood (not covering any of the study sites) as a residential urban village. Residential Urban Villages are intended to concentrate moderate densities of residential development with a compatible mix of support services and jobs. The Urban Village Boundary is shown at right. This area was intended to absorb the bulk of projected growth.



Wallingford Urban Village designation - does not include South Wallingford

Wallingford Neighborhood Plan Relevant Policies

- UV - 3: Design Review: Develop general design guidelines for all multi-family and commercial zones in Wallingford, with site specific guidelines for key lots.
- UV - 4: The Wallingford neighborhood should be served by 1/4 to 1/2 acre of “usable open space” within 1/4 to 1/2 mile of every resident.
- T - 5: Safe and convenient pedestrian and bicycle crossing opportunities are needed throughout the South Wallingford Corridor (Pacific St., 34th St., Northlake Way).
- H-1: Accept more housing growth than the city target.
- CB1.1: Develop a new organization called WEaving Wallingford that will operate a community office and achieve promote neighborhood networks. (Ongoing)

Relevant Proposals (Not Adopted)

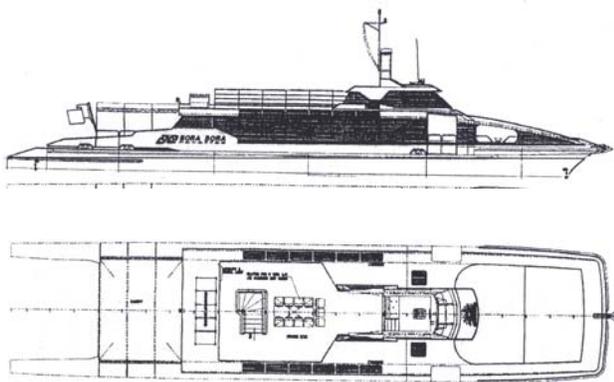
Water Borne Transportation Studies & Proposals

Waterborne transportation was discussed extensively during the Stakeholder Working Groups. It is included here as a general proposal, as various past and ongoing studies look at the feasibility of waterborne transportation in the Lake Washington and Lake Union water bodies. Summaries are provided below of past studies for trans-Lake Washington Ferry service. Potential water taxi service is considered separately.

Trans-Lake Washington Passenger Ferry Feasibility

A pair of studies of trans Lake Washington ferry service were prepared to examine passenger only service between Kirkland, the University of Washington and a possible South Lake Union extension during 2000. The first was sponsored by Sound Transit, and the second was done by the Passenger Vessel Association (a group of private vessel operators) largely in response to the Sound Transit study. Findings of each of these studies are summarized.

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Low wake / wash catamaran vessel recommended for Trans Lake Washington ferry in Passenger Vessel Association Study. Potential water taxi vessels could be smaller boats than shown here.

Sound Transit Study Key Findings

- Travel time Kirkland to South Lake Union (with stop at UW) about 60 minutes.
- Travel time Kirkland to UW about 32.5 minutes.
- Ferry service every 30 to 35 minutes if two vessels.
- Shuttle service and park and ride could be provided in Kirkland.
- Ridership of up to 837 boardings per day projected for year 2010 (705 Kirkland - UW, 135 UW - South Lake Union). Assumes 17 hour operating day.
- Discretionary tourist trips represent up to 1/3 of estimated boardings.
- 49 or 149 passenger vessels possible.
- Optimal farebox recovery of 9% to 15%.

Passenger Vessel Association Study Key Findings

- High length-to-beam catamaran vessel required to mitigate wakes in Montlake cut.
- Convenient 1/2 hour departure times can be achieved for Kirkland - UW travel.
- Ridership projection numbers seemed low. Tourism and ambiance factors of water travel not adequately accounted for in projections.
- Operating costs per vessel should be much lower.
- Projected farebox recovery ratios for a trans-Lake Washington passenger only ferry would be consistent with Vashon and Bremerton passenger only ferries.

Water Taxi



Transportation potential to downtown via Lake Union

Separate from a trans - Lake Washington ferry service there is potential for smaller scale Lake Union Water Taxi service that does not cross lake Washington. Such a service could triangulate between UW, South Lake Union, and Fremont/Wallingford.

- Water taxi service could use smaller, less costly boats.
- Currently a water taxi operates between West Seattle and downtown Seattle as a Metro Transit demonstration project.
- Private operators currently run 'Sunday cruise' service on Lake Union similar to water taxi.

Budget Proviso for Waterborne Transportation

A separate King County budget proviso was issued in 2004 specifically for the study of passenger only waterborne transportation options. At the time of this report the waterborne transportation study is in the beginning stages. The waterborne transportation study will examine four potential waterborne transit routes. The study will also explore funding mechanisms. The four study routes were preliminarily identified during the stakeholder working group process:

- **Trans - Lake Washington:** Kirkland to the University of Washington with potential extension to South Lake Union
- **Triangular Intra-Lake Union:** Water taxi service connecting Fremont/Wallingford, University of Washington, South Lake Union
- **West Seattle to Downtown:** Existing route operated as a demonstration project
- **High Speed Trans Sound:** Similar to current routes operated by Washington State Ferries

Other Waterborne Transportation Discussion Points (Stakeholder Working Group)

- Public / Private partnership may be appropriate for waterborne transit
- State Law enables counties (including King County) to levy funding for ferry systems
- Water transit fits with emergency preparedness at the county level
- Low wake technology is an important consideration for waterborne transit on Lake Union

Draft South Wallingford Neighborhood Plan Amendment

Though not adopted at the time of this study, the Draft South Wallingford Neighborhood Plan Amendment provides greater attention to the south section of Wallingford, which some felt was not adequately addressed in the original 1998 Wallingford Neighborhood Plan. The Amendment makes specific recommendations for areas in South Wallingford including the study sites themselves. A summary of the most applicable sections is provided.

NOTE: All figures, text and discussion of the South Wallingford Neighborhood Plan Amendment are suggestions only at the time of this report. The Amendment has yet to be adopted as an official document.

Land Use Suggestions

Zoning adjustments in the vicinity of the study sites are recommended as follows:

- N. 34th St. proposed rezone to Neighborhood Commercial. (See figure at right.) The parcel immediately west of the Upland site has since been rezoned to NC3 - 65.
- N. 34th St. proposed Pedestrian -2 Overlay.
- Upland parcel excluded from rezone recommendation.

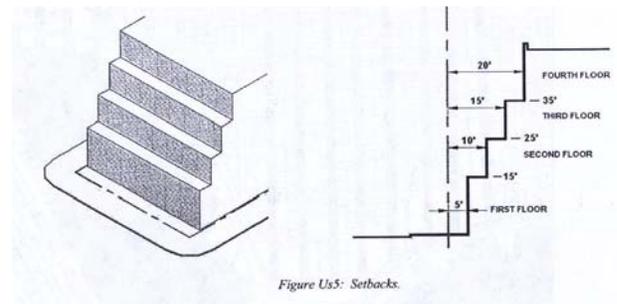


Draft South Wallingford Neighborhood Plan Amendment Land Use Suggestions

View Corridor Suggestions

The Amendment calls for mandatory design review in designated view corridors similar to that in Downtown (Policy Us2). Review for most north / south streets in the neighborhood including those adjacent to the Upland site: Densmore Ave. N., and Woodlawn Ave. N. is recommended. In addition, the Amendment calls for required setbacks as follows:

- 5' setback from street to 15' above grade
- 10' setback from 10' to 25' above grade
- 15' setback from 25' to 35' above grade
- 20' setback 35' above grade



Draft South Wallingford Neighborhood Plan Amendment View Preservation Recommendations