2.7 FRONTING USES

The purpose of this section is to record current the qualities of the fronting uses and recommend guidelines for future modifications and development. Aspects addressed include historic development characteristics, the variety of scales, the relationships between upland and shoreline areas, the potential for new development and improvements to existing structures, aspects of uniqueness and diversity, opportunities for a continuous, rich street-level experience along the eastern edge of Alaskan Way and its relationship with what is planned for the waterfront west side.

This section includes:

1. **The Description of Sectors Comprising East-side Fronting Urban Environment.** The variety of qualities stretching the length of the central waterfront is important to record, understand and enhance for the future.

2. **The East Perimeter Planning and Design Concept.** This concept includes two scales: One at the scale of the sectors, with the goal of conserving the unique qualities of the six sectors, and one at the detailed sub-scales within each sector. The second scale addresses the potential for a rich variety of Alaskan Way street front activity and on the east-west connecting streets to support pedestrian circulation and activity. This potential is described and illustrated with inspiration and precedent examples.

3. **The Potential New Development Sites.** These include parking lots, sites at the north Belltown Bluff Balcony sector, to be opened up with the removal of the viaduct access to the tunnel and in some instances existing buildings likely to be replaced.

4. **The Design Guidelines.** These guidelines follow the structure of the Downtown Design Review Board Guidelines with reference to the Pioneer Square and Pike Place Market guidelines as well. The guidelines have been modified to respond to the east frontage qualities in some instances and guidelines have been added to address the unique qualities of the east frontage. These may be found in the Design Appendix.

![View north beneath viaduct](View north beneath viaduct)

![View east at Yesler Way + Western Ave.](View east at Yesler Way + Western Ave.)

![View north beneath viaduct](View north beneath viaduct)
SECTORS COMPRISING EAST SIDE FRONTING URBAN ENVIRONMENT

RAILROAD WAY + WOSCA-T46
PIONEER SQUARE + PIER 48 BEACH
COMMISSION DISTRICT
MARKET + AQUARIUM
NORTH END/ BELL HARBOR
BELLTOWN BLUFF BALCONY
RAILROAD WAY

Context

- A portion of the street right-of-way is zoned IG2 U/85, and it primarily abuts areas zoned Pioneer Square Mixed (PSM) 85-120.
- Adjoining properties are part of the Pioneer Square Preservation District. The City of Seattle will work with the Pioneer Square Preservation Board to determine if the guidelines for development in the “Rules for the Pioneer Square Preservation District” adequately address the changed conditions along Railroad Way and Alaskan Way and will promote the uses and development character desired for abutting development.
- The stadiums have a strong presence in the skyline within this sector and as a destination. Railroad Way is important as a pedestrian and bicycle connection between the stadiums and the waterfront, especially the ferry terminal. They should be improved in the future.

Distinguishing Qualities

- Railroad Way is a unique diagonal with vestiges of the railroad remaining, which may be preserved in a portion of the street.
- Currently, portions of Railroad Way have no curb and sidewalk separation. There is a potential for the street to become primarily pedestrian while providing vehicular access to service and parking which is extensive along the length of the Way.
- There is a landmark triangle-shaped brick building, currently housing the Triangle Pub, at the intersection of Railroad Way and First Avenue.
- "In the same vicinity, a new loft-style building is located, characterized by transparent upper floors and commercial uses at ground level, including several garage and service openings.

Opportunities

- In this sector, old and new warehouse and loft-style buildings are built of red brick. A variety of detail-rich buildings of a modest scale extend from Railroad Way and Occidental to and along First Avenue South into Pioneer Square. The building at the corner of Railroad Way and Occidental could be improved by opening up the ground floor and introducing commercial uses to attract the public.
- Old signage in disrepair exists on some blank walls and may be conserved for a time, as it has been in some instances elsewhere in Seattle.
- The new tunnel operations building will be located on the west side of Railroad Way. It will require access and will have a strong presence on this street.
NEW CONSTRUCTION

STOREFRONTS

OLD SIGNAGE IN DISREPAIR

A PRESENCE + DESTINATION

VARIETY OF DETAIL

PARKING + SERVICE

OLD SIGNAGE IN DISREPAIR

VARIETY OF DETAIL
FRONTING USES

RAILROAD WAY

Zoning PSM 85-120

- 85’ height limit for non-residential uses.
- 120’ height limit for residential use & mixed use projects with minimum of 75% of the floor area in residential use.
**PIONEER SQUARE**

**Context**
- Zoned PSM-100/100-120 and PSM 100/100-130 north of Yesler Way.
- The frontage on Alaskan Way will face Pier 48 (which could become a major outdoor event space, possibly a beach), and the Washington Street Landing. These waterside places and activities will become an integral part of the Pioneer Square district. The streets (S. King, S. Jackson, S. Main and Jackson) are critical pedestrian access corridors between the waterfront and the interior of Pioneer Square. A pedestrian bridge from the ferry terminal and open space is proposed at the terminus of Yesler Way, thereby strengthening the connection between the waterfront and Pioneer Square.

**Distinguishing Qualities**
- Existing historic buildings are primarily brick with corners often articulated including in one instance, a uniquely strong stone corner.
- Most buildings have served as residences and offices over time which provides a finer scale with a greater variety of detail than exists in the Railroad Way or Commission sectors.
- Exterior fire escapes are a unique feature.
- One instance of a raised platform on the east frontage, but access is provided mainly at street level.

**Opportunities**
- Some existing street level commercial, but there are many instances where buildings could be opened up for commerce at the street level.
- Especially distinctive free standing brick triangle building at the intersection of Alaskan Way and Yesler Way with a modest r.o.w. separating the building from adjacent buildings which should be considered as an opportunity for improvement.
Key

HISTORIC BUILDINGS

FIRE ESCAPES

STREET LEVEL COMMERCIAL

UNIQUE CHARACTER

ARTICULATED CORNERS

LARGE SCALE MASONRY FRAMING AND WINDOWS

HISTORIC BUILDINGS
FRONTING USES

PIioneer SQUARE

Zoned PSM 100/100-120

- 100’ height limit for non-residential uses and base height for residential uses
- 120’ maximum height for residential
COMMISSION DISTRICT

Context

- This sector is zoned DMC-160. With frontage on Alaskan Way opposite the historic piers of the Central Waterfront Landmark Area (currently the Historic Character Area), development on this edge provides for a transition between Elliott Bay and the downtown commercial core of the city. This frontage is a key component of the City’s “front porch” on the waterfront. Along with adjacent Western Avenue and First Avenue, this sector also maintains a consistent character between Pioneer Square and the Pike Place Market. The buildings on the east frontage in this sector physically define the city-side edge of Alaskan Way between Columbia and Union Streets. They provide uses and activity that will enliven the promenade and other public spaces.

- Under current zoning, the area is intended to accommodate a mix of uses, but differences in permitted development densities tend to favor residential use, and the more than 500 housing units in the area were added through recent developments. While a wide variety of uses are permitted, nonresidential uses are subject to a floor area ratio (FAR) limit, with a base FAR of 5, which can be increased to a maximum FAR of 7 through participation in the City’s incentive programs. A residential or mixed use structure is permitted more area, since residential use is not subject to the FAR limit.

- Streets connecting the waterfront to downtown through this sector, many of which require improvements for pedestrian access include; Columbia, Marion (including a pedestrian bridge connecting to the ferry terminal), Madison (a key street extending from Lake Washington to Elliott Bay), Spring, Seneca, University and Union.

Distinguishing Qualities

- Existing buildings are distinguished by large scale masonry framing and window openings and have the potential for a variety of uses in the future. Older development typically ranges from 4 to 7 stories in height (approximately 40 to 88 feet). More recent development is generally characterized by poured concrete construction and a greater variety of exterior building materials and forms. Newer buildings range between 13 to 16 stories (140 to 160 feet), the maximum height limits under the zoning existing at the time of construction. Because of view corridor requirements, new structures provide the minimum 40-foot setback specified along most east-west streets in this sector. To some degree, the form of new structures reflects a volume shaped by the permitted zoning envelope.

- Raised platforms on wester-facing facades provide potential space for expansion of raised terraces or buildings out to the property line on land purchased from the railroad. Usually about 17 feet of space is now used for service, private parking and containers.

- The existing steam plant is a notable feature and a landmark within the entire length of the east frontage uses. Improvements to some blank walls and the large, dark stack could be considered in the future.

Opportunities

- Opportunities to increase openings at street and platform levels to support commercial uses, in combination with the set of existing service entrances along much of the length of this sector.

- The entire vacant block between Spring and Seneca now used for surface parking could be developed as well as a more modest site on the north side of Columbia Street. The site between Spring and Seneca faces an existing parking garage on Western. In both instances, new, contemporary development could be added to further diversify this sector.

- The vacant parking lot to the south of the steam plant, fronting on University, should be developed to add life on the eastern front and especially to strengthen the University Street connection from the Harbor Steps to the waterfront.

- University Street will remain open to vehicles and bicycles between the new Alaskan Way and Western Avenue. Pedestrian access should be improved and dominate as an extension of the pedestrian way on the Harbor Steps from 1st Avenue to the waterfront.
RAISED PLATFORMS

SERVICE NEEDS

OPPORTUNITY TO INCREASE OPENINGS

UNIQUE ARCHITECTURAL DETAILS

IMPROVE STOREFRONT QUALITY

RAISED PLATFORMS

IMPROVE BLANK WALLS

Framework Plan
FRONTING USES

COMMISSION DISTRICT

Zoned DMC 160

Key
- Zone Boundaries
- Parcel Line
- Tree
- Door
- Service Entrance
- Garage Entrance
- Container
- Raised Platform
- Loading Dock

0' 80' 160' 40'

Raised Platform
Container
Garage Entrance
Service Entrance
Door
Tree
Parcel Line
Loading Dock

SCW - EAST SIDE FRONTING USES
ENLARGED PLAN 9/14/2011

WESTERN AVE
COLUMBIA STREET
MARION STREET
MADISON STREET
SPRING STREET
SENECA STREET
UNION STREET

Zoned DMC 160

ZH1/45
ZH1/45
DMC 160

2.180
FRONTING USES

MARKET/ AQUARIUM

Context

- Zoned PMM 85 and DMC 160.
- The existing Alaskan Way north of Pine Street will turn and realign at Pine to connect to the new Alaskan Way, thereby creating a relatively large pedestrian open space at the Shoreline elevation east of the Aquarium.
- This sector lies between the Pike Place Market and the Aquarium in a complicated, steep topography. This area presents both challenges and opportunities to connect the Market and Aquarium.

Distinguishing Qualities

- There are no east-west streets between University and Wall Streets that are accessible by vehicles.
- Pedestrian access from downtown and the Pike Place Market to the waterfront should be provided and strengthened in this sector on Union, Pike, Pine Streets, and on the proposed fold extending from Steinbrueck Park to the waterfront. The proposed fold will have a major impact on the form and structure of this sector, and most issues related to east-fronting facades could be addressed in the design of the fold.

Opportunities

- Zoned PMM-85, existing buildings on the north and south side of Union Street could be replaced with new development, thereby bringing life to the waterfront and the Union Street connection between the waterfront and downtown.
- The southern side property on Union Street is zoned DMC-160. Union Street may include a funicular, escalator or another vertical form of access along the edge of one of the new developments. The Union Street connection between the waterfront and downtown is very important, because Union and University Streets connect east to the freeway park and Union connects to the Washington State Convention Center.
- The existing building and parking site at the foot of the Pike Street hill climb provides an important opportunity to strengthen the street level connection between the Pike Place Market, the aquarium and the waterfront. Commercial uses should be considered.
- The adjacent parking garage will be exposed and should be screened. However, the garage may be an important resource for aquarium parking. These connections should be considered in conjunction with the design of Overlook Walk.
UNION STREET OPPORTUNITY FOR NEW DEVELOPMENT AND IMPROVE PEDESTRIAN CONNECTION

SCREEN PARKING

STRENGTHEN CONNECTION TO PIKE STREET HILL CLIMB

STRENGTHEN CONNECTION TO PIKE STREET HILL CLIMB

STRENGTHEN CONNECTION TO THE HARBOR STEPS

SCREEN PARKING
FRONTING USES

NORTH END/ BELL HARBOR

Context
- The southern portion of this sector, zoned DH2/55, is characterized by a series of residential condominiums with private, secured courtyards opening to the west. Except for a hotel at the north end, which includes outdoor restaurant seating, there is no public oriented commercial use in this area. The hotel is in a DH2/85 zone.
- The privacy of the condominiums at the south end and the presence of the railroad corridor separate this eastern edge of buildings from Alaskan Way and the waterfront. Therefore, the focus of experience for pedestrians and bicyclists along this segment will be towards the west, including the open piers 62/63, the marina and piers to the north with some restaurants.

Distinguishing Qualities
- The railroad fronts the length of this district. Therefore, the streets are the only connections across to the waterfront, except at Bell Street where there is a pedestrian overpass to Bell Harbor. The gates and crossings at the streets are an important part of the streetscape, as are the trains moving through.
- Towards the north end, existing buildings, zoned DH2/65, are of a modest height with large scale masonry frames and window openings supportive of their historic use for warehousing and manufacturing. The buildings include the offices of Real Networks, the Seattle Art Institute, the Seattle Trade Center and a church. All buildings have gone through restorations.
- The railroad extends the length of this portion of the sector and restricts pedestrian access and any potential for ground level commercial on the west side.
- The modest red building at the north end of the sector is a popular restaurant, the Old Spaghetti Factory (former Ainsworth and Dunn Warehouse). Its has been nominated for landmark status.
- The adjacent parking lot, zoned DH2/65 has potential for development, although parking is necessary to serve the restaurant.
- The removal of the vacated railroad/ trolley right-of-way could provide space for more landscape and trees or an enlarged north-south pedestrian and bicycle trail.
- Blanchard, Lenora and Pine streets are opportunities to strengthen the pedestrian access and experience from Belltown to the waterfront. Lenora has an existing elevator and stairs, but additional improvements could be made between First Avenue, Western, Elliott and the existing platform.

Opportunities
- Wall, Vine, Clay, and Broad provide vehicular access from Belltown west to the waterfront and Alaskan Way. Pedestrian access on these streets should be improved addressing landscape, storm water management and safety.
- Bell Street will become a park as well as a vehicular street in Belltown therefore it is especially important to extend this street as a park between First Avenue, Western and Elliott to the existing overpass to the waterfront. Bell has the opportunity to connect from South Lake Union, Westlake Avenue and Denny Park all the way to the waterfront.
- The north end of this sector terminates at the Sculpture Park which includes important pedestrian and bicycle paths leading north to Myrtle Edwards Park and beyond. Improved pedestrian and bicycle routes could be developed south along the waterfront in this sector.
FRONTING USES

NORTH END/ BELL HARBOR

Key:
- Zone Boundaries
- Parcel Line
- Tree
- Door
- Service Entrance
- Garage Entrance
- Container
- Raised Platform
- Loading Dock

0' 400' 800' 200' Raised Platform
Container
Garage Entrance
Service Entrance
Door
Tree
Parcel Line
Loading Dock

SCW - EAST SIDE FRONTING USES ENLARGED PLAN 9/14/2011
FRONTING USES

NORTH END / BELL HARBOR
FRONTING USES

BELLTOWN BLUFF

Context

• Currently this sector is characterized by the bluff, the Alaskan Way Viaduct, on and off ramps and access into the Battery Street tunnel. The sector is zoned DMR/C-85/65 between Western and the alley between Western and First Avenue and DMR/R-85/65 from the alley east.
• Existing uses in the area include housing, ground floor commercial and on the western edge, institutional and office uses and a church. There are largely historic masonry buildings on First Avenue and many newer buildings on Western and Elliott.

Distinguishing Qualities

• With the removal of the viaduct and ramp infrastructure and development of the new street connecting to Western and Elliott there will be significant fragments of triangular shaped space which lend themselves to development as open space.
• The bluff between the railroad tracks and the new street and existing buildings on the west side of Elliott Avenue presents a challenge.

Opportunities

• The open space to be realized with the removal of the access to the Battery Street tunnel between Battery, Bell, 1st and Western is most significant. Proposed development of this space focuses on extending the level of First Avenue westward, creating a park and viewing platform accessible directly from First Avenue and providing usable, community oriented space below.
• Along Elliott and Western, as well as Bell and Battery Streets, the height limit is 85’. Care should be taken to preserve views from the planned Belltown Balcony park.
• A significant characteristic and opportunity are the east-west street connections between Belltown and the waterfront. Potential improvements to east-west streets include:
  1. Extend the planned Bell Street Park west to Elliott Avenue and connection to the potential Belltown Balcony park.
  2. Develop a pedestrian overpass on Vine Street over the railroad tracks and extend the existing Vine Street green infrastructure on an already designated Green Street to Denny Way.
  3. Develop Broad Street as a segment of the “Lake to Bay” trail to include widened sidewalks, landscape, improved pedestrian crossings across Broad to the Seattle Center and possibly develop a hill climb assist such as an escalator between Elliott and Western.
  4. Improve pedestrian circulation connecting to the Pike Place Market and Blanchard in the vicinity of the Elliott/Western crossing.
  5. Design and develop street improvements for the designated Clay, Eagle and Bay Green Streets.
  6. Encourage activity and improvements in alleys and consider mid-block crossings at alleys.
  7. Improve pedestrian crossings at intersections at Denny, Elliott, Western, Alaskan Way and the new Alaskan Way alignment.
UTILIZE VIEWS TO THE BAY

ACTIVATE FACADES

ENGAGE ACTIVE FRONTAGES

SCREEN PARKING

ACTIVATE ALLEY-WAYS

UTILIZE BNSF RAIL CORRIDOR
FRONTING USES

BELLTOWN BLUFF

Key

- Zone Boundaries
- Parcel Line
- Tree
- Door
- Service Entrance
- Garage Entrance
- Container
- Raised Platform
- Loading Dock

Key
WESTERN AVENUE AT LENORA ST.

WESTERN AVENUE AT BLANCHARD ST.

ALASKAN WAY AT BELL ST.

WESTERN AVENUE AT BELL ST.
FRONTING USES

EASTSIDE PERIMETER PLANNING AND DESIGN CONCEPT

Two scales drive the planning and design concept for the east-side frontage. One is at the relatively large scale of the six sectors. Each sector has existing, unique qualities which should be retained. At the same time, there are also opportunities to introduce contemporary buildings in some of the sectors to contrast with the historic nature of the existing buildings. The basic structure and form of existing buildings to be retained should be conserved. The six sectors provide a subtle, distinguishing rhythm along the length of the Central Waterfront that will become much more apparent when the viaduct is removed.

The zoning code allows new buildings to be developed substantially higher than most of the existing structures. On the site between Spring and Seneca and the sites on the north side of Columbia and University, the height limit is 160’. The potential redevelopment of the site north of Union is limited to a height of 85’, but the site on the south side of Union could be developed as high as 160’. Zoning regulations on properties which may be developed or redeveloped are outlined in the following section.

The second scale is largely experienced at the street level. There is a rich variety of street front activity. Opportunities for such activity will increase immensely with the removal of the viaduct and the introduction of a new Alaskan Way. The new Alaskan Way will provide critically important pedestrian circulation along its route while providing access to the west side of these east fronting properties and at intersections connecting to the east-west circulation accessing the stadiums and SODO, Pioneer Square, Downtown and Belltown.

At one time, railroads provided access to many of the buildings, creating raised platforms. At other places, access remains at street level. This variety of access levels along the length of the East Front should be retained and built upon. The scale of the frames and openings from block to block and sector to sector also varies and provides an opportunity to realize a diversity of openings at the street and platform levels. Many portions of buildings have no openings toward the service and viaduct side and open up onto Western Avenue and the side streets. However, with the removal of the viaduct and development of open space, buildings can provide street and platform level commerce to attract people and provide new activity and eyes on the street and public spaces.

Properties between Pike and Yesler were purchased from the railroad. As a result, 8 blocks presently have setbacks ranging from 18’ to 12’. Most of this property is currently used for private parking and service, except for the block between Spring and Madison which has been improved with trees and pedestrian circulation. These setbacks could be developed with expanded raised and street level terraces for outdoor dining and possible transparent expansions on existing buildings. Where designated landmark structures are involved, such additions should respect and maintain the architectural and historic integrity of the structure.

The design concept assumes that the new public sidewalk will be located on the property lines with parallel public parking on the street; private parking will no longer be allowed. There will be a need for service parking and drop-offs at places in the public parking zone as it is likely that service to the buildings will continue to be required on the west side of the buildings. However, trash containers will need to be removed from sight.

The transformations, additions, and the opening up of the east fronting buildings will happen over time. The intent should be to support a diversity of development that could include walls and windows that open up at various times and in a variety of ways, temporary as well as permanent installations and a richness in scale and detail related to the pedestrian experience. Commercial enterprises should be encouraged to attract families and people of all ages, including tourists and residents. Throughout the world, places most attractive to tourists are those places which truly express the nature of the place and are loved and frequented by the residents.
VARIETY IN COMMERCE

ACCOMMODATION OF SERVICE + LOADING

OPEN FACADES

VARIETY IN CHARACTER
FRONTING USES

STREET FRONT ACTIVITY

RAISED SIDEWALKS AND TERRACES

OUTDOOR COMMERCIAL TERRACES

POTENTIAL TRANSPARENT ADDITIONS

TEMPORARY, SEASONAL TENTS AND DISPLAY + POTENTIAL MULTI-LEVEL COMMERCIAL DINING
EXAMPLE AT COLUMBIA ST

EXISTING CONDITION

POTENTIAL

EXCEPTING BUILDING

COLUMBIA ST

EXISTING BUILDING

COLUMBIA ST

MARION ST

EXCEPTING BUILDING

MARION ST

160' HEIGHT LIMIT
FRONTING USES

NEW DEVELOPMENT POTENTIAL

New development, as well as improvements to existing buildings, should enliven and increase the numbers of those living and working on and visiting the waterfront. With removal of the viaduct, the environment of the east side fronting buildings and properties will improve immeasurably, resulting in substantial new development and improvement of existing buildings.
NEW DEVELOPMENT POTENTIAL PRECEDENT

Consider contemporary, dynamic new development with street level commercial on existing parking lots such as between Seneca and Spring.
NEW DEVELOPMENT POTENTIAL

It will be important to create visual transparency and new uses of ground floor commercial on the east frontage as well as on the east-west connecting streets, on Western and on Post Alley. Uses occupying upper floors should contribute to a 24/7 population on the waterfront and this zone between downtown and the waterfront.

Affordable, workforce and market rate housing types are especially desired in this area by both the Pike Place Market and Pioneer Square Association. New development and adaptive reuse of existing buildings provide opportunities for housing.

The Seattle Downtown Code requires a 40 foot setback above the height of 60 feet along the following view corridors: University, Spring, Seneca, Madison and Marion Streets and in Belltown on Broad, Clay, Vine, Wall, Battery and Bell.

The Downtown Code requires at least part of the parking be provided below grade. Because of water table conditions on sites such as those on the eastern front, the City has allowed exceptions. A new project under construction at 888 Western may set a precedent for new construction. The ground floor will accommodate street level uses such as retail, lobby, access and service. Four floors of parking are located above the ground floor before residential floors start on level 6. Above grade parking should be screened.

The following lots may be considered for development or redevelopment:

1. 111 Alaskan Way S, between Yesler Way and S. Washington St. A proposed four-story hotel has been approved for this property.

2. 800 Alaskan Way, Existing parking lot on the north side of Columbia between Western and Alaskan Way. Zoned DMC 160. Assuming some reconfiguration occurs to match the properties on Columbia east of Western once the viaduct ramp is removed, the buildable site will be approximately 55 by 130 feet in area. The neighboring property to the north is a parking garage and the entire block is owned by Commuter Center LLC. The existing parking garage is in a building that was converted to parking. A portion of it could possibly be returned to commercial use. This lot may not include on site parking, as the neighboring parking garage is owned by the same group. The site could include commercial on the ground floor on both Alaskan Way and Columbia.

Alternatively, depending on the condition of the building converted into a parking garage, the development site could include both the parking lot and a portion of, or the remainder of the block. The height limit is 160 feet and there is no view corridor setback required along Columbia Street.

3. 1101 Western Avenue. The entire block consists of existing surface parking between Seneca and Spring Streets and is zoned DMC 160. While the height limit is 160 feet, a 40 foot setback above 60 feet is required on Seneca and Spring Streets. Similar to the project at 888 Western, development of this site could include retail, lobby, access and service at the ground level with 4 floors of parking above the ground floor, and other uses such as office, hotel, or residential located above the fifth floor.

4. Lot north of University between Western and Alaskan Way is an existing surface parking lot. Owned by Seattle Steam Corporation with Seattle Steam LLP, this small parcel (1950 SF) is former BNSF right-of-way on the western edge along Alaskan Way. Zoned DMC 160, the buildable site is approximately 120 by 150 feet including the former BNSF right-of-way. A 40 foot setback is required above 60 feet off of University. Development of this site is complicated by the proximity to the Steam Plant at the north end of the site. The ground floor could include retail on both the Alaskan Way and University frontage, possibly with 4 floors of parking above accessed from Western and office and/ or residential above. This site represents an important opportunity as a connection and gateway between the waterfront and the Harbor Steps leading into downtown, the Seattle Art Museum and Benaroya Hall.

5. 1334 Alaskan Way. The lot south of Union between Western and Alaskan Way is an existing storage building owned by Shurgard Fremont Partners. Zoned DMC 160, the lot is 120 feet by 130 or 150 feet deep depending on the status of the former railroad strip. There is no view corridor setback required, though it may be desirable to set back at the Western elevation or one story above commercial on Western to add to the Union street terraced opening and connection to the stairway between Western and First Avenue. However the southern side of this site adjoins the Steam Plant and a setback may be desirable on a portion of the south side of the site. The ground floor on Alaskan Way, a portion of Union leading to the new steps, and on Western could be retail. A walkway from Western to an elevator near the west end of the
property either here or on the property across Union to the north should be provided, [or an escalator provided within the Union ROW] Portions of the structure facing Alaskan Way should be occupied by uses that enliven this important city edge.

6. Lot north of Union between Western and Alaskan Way an existing retail and parking building owned by Bradley Holdings Limited. Designated MC within the Pike Place Market Urban Renewal Area, development is subject to the urban renewal plan regulations [dated March 1973 and in effect until 2014.] The street elevation at the southeast corner of this property on Western is 28’ and at the northeast corner 37’. The maximum elevation of the building is designated to be 90’ or 53’ above the 37’ elevation and 62’ above the 28’ elevation.

In the Pike Market Urban Renewal Plan this lot is titled MC-3 and described as being approximately 32,000 square feet. The overall elevation differential between the highest point on Western Avenue and the lowest point at the western property boundary is approximately 26 feet. Permitted uses are commercial, recreational commercial, office commercial, wholesale commercial, wholesale/retail. Access to loading and service facilities is presently limited to the Alaskan Way level. One-hundred percent coverage is permitted. Retail could be provided on Alaskan Way, a portion of Union leading to new steps and on Western. Either could be provided here or on the property across Union to the south. Four floors of parking above the ground level and from the 5th floor and above commercial, office or residential may be developed. A portion of the building on this site was used as a gas station.

7. There are two sites, one on each side of the Hill Climb Corridor designated in the Pike Place Urban Renewal Area as MC-2. These may be added to and/or modified when the viaduct is removed and the new Alaskan Way added. The alignment and elevation of the new Alaskan Way will impact the opportunities and limitations for improving these 2 sites. The primary goal will be to open both sites to Alaskan Way and to the Hill Climb Corridor, to strengthen the connection on Pike Street from First Avenue and the Pike Place Market to the waterfront. It is critical that the opportunities here be considered and designed in conjunction with the design of the terraced folds proposed to extend from Steinbrueck Park to the waterfront, with the design of PC-1 and the potential for commercial development under consideration at the Alaskan Way and Waterfront level beneath the terracing.

8. A parking lot on the north side of Clay serving the Spaghetti Factory restaurant 110 by 120 feet. It is important to provide parking for the restaurant. The building housing the Spaghetti Factory is being nominated as a Seattle Landmark. The zoning designation is DH2/65, which has a height limit of 65 feet.

9. Three existing parking lots on the east side of 1st Avenue: one between Bell and Battery, one between Bell and Blanchard and one at the southeast corner of Blanchard and 1st Avenue. The zoning here is DM R/R 85/65, which allows a height of 85 feet for residential use.

10. Two existing parking lots on the east side of Western Avenue: one at the southeast corner of Bell and Western and another at the southeast corner of Blanchard and Western. The zoning here is DMR/C 85/65 which allows 85 feet as the height for residential use.

11. Portions of the block between Elliott, Western, Battery and Bell. A project has been proposed at the corner of Elliott and Battery, 2700 Elliott-Arthouse. The zoning here is also DMR/C 85/65.

12. Properties created as a result of the removal of the viaduct and realignment of the Elliott-Western connection which may be developed or remain as open space. The zoning is DMR/C 85/65.

13. Properties likely to be developed as open space exposed with the removal of the viaduct, access ramps and entry to the Battery Street tunnel. These include:

   G1. Property between First and Western, Battery and Bell, currently the entrance to the Battery Street tunnel. This is the location of the proposed Belltown Balcony.

   G2. The triangle shaped property and the bluff running from Blanchard south on the western and eastern sides of the new link from the new Alaskan Way to Elliott and Western Avenues.