Retrofitting our transportation system

200 commuters can travel in 177 cars
Seattle region: Future transportation system
Future Center City transportation system

Seattle Center
Pike Street Market

Sound Commuter Rail
Link Light Rail
Bus Rapid Ride (BRT)
Seattle Streetcar
Monorail
Ferries
Hubs
Emerging streetcar typologies

- Local Circulator
- City Shaping
- City Serving
- Rapid Streetcar
Streetcar typologies

**Local Circulator**
- Stop Spacing: 2 to 3 Blocks
- Average Speed: 8 to 12 MPH

**Rapid Streetcar**
- Stop Spacing: Up to .75 Miles
- Average Speed: 12 to 15 MPH
Building a streetcar network
Initial segment

South Lake Union Line

- Length: 2.6 miles
- Cost: $53 million (including maintenance base)
- Ridership: 30 percent above forecast (1,400/day)
- Typology: Local circulator and city shaping
- Connections: Light rail station
South Lake Union
Meeting City Council requirements

- **August '04**: Proviso lifted
- **October '05**: Established Local Improvement District
- **June '07**: Authorized Operation Agreement
- **December '07**: Streetcar begins operating
### South Lake Union

#### Construction finance plan

<table>
<thead>
<tr>
<th>Source</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Federal</strong></td>
<td></td>
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<tr>
<td>2004/2005 FHWA Appropriations</td>
<td>4.0M</td>
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<tr>
<td>FTA 5307 (Competitive)</td>
<td>2.9M</td>
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<tr>
<td>FTA 5307 (Earned)</td>
<td>1.2M</td>
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<tr>
<td>2005 STP</td>
<td>1.3M</td>
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<tr>
<td>FTA 5307 (Competitive-2008)</td>
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<td>2008 FHWA Appropriation</td>
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<td>King County Metro Fund Exchange</td>
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<td><strong>State</strong></td>
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<td></td>
<td>$ 3.0M</td>
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<tr>
<td><strong>Local Improvement District (LID)</strong></td>
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<td>$25.7M</td>
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<tr>
<td><strong>Surplus Property Proceeds</strong></td>
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<td>$ 8.5M</td>
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<td><strong>Total Funding</strong></td>
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<tr>
<td></td>
<td>$52.1M</td>
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No use of the City of Seattle’s General Fund
South Lake Union Area
Development activity

Since 2004:
- 2,930,182 new commercial sq. ft.
- 1,980 new dwelling units
- 9,028 new jobs

Expected by 2024:
- 4,415,599 new commercial sq. ft.
- 9,000 new dwelling units
- 20,000 new jobs
Adjacent to South Lake Union Streetcar
Employment and Ridership Projections, 2010-2012

<table>
<thead>
<tr>
<th></th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
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<tbody>
<tr>
<td>2008 Employment</td>
<td>3,954</td>
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<td>2010-2012 Employment--</td>
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<td>3,470</td>
<td>7,800</td>
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<tr>
<td>Scheduled New Tenancy</td>
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<tr>
<td>(Cumulative)</td>
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<tr>
<td>Cumulative Employment</td>
<td>3,954</td>
<td>7,424</td>
<td>11,754</td>
<td>13,754</td>
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<tr>
<td>Average Daily Ridership</td>
<td>1,250</td>
<td>2,590</td>
<td>3,830</td>
<td>4,210</td>
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</table>

Area Boundary: Denny-Dexter-Fairview-Mercer
Priorities for expansion

First Hill Line

• Length: 2 miles
• Cost: $125M
• Typology: City shaping
• Operating: Fall 2013
Key opportunities

Redevelop Yesler Terrace and construct the First Hill Streetcar Line

Concept A

Concept Summary

Concept A takes its inspiration from the many wonderful, walkable neighborhoods in Seattle. It begins with an extension of the Seattle street grid to reinforce the connection between existing neighborhoods. An open space system of Green Streets and adjacent Street Parks compliments the street grid.

Housing dominates a majority of the site with office uses limited to the northwest quadrant near Harborview and retail focused along streets at the intersection of Yesler Way and Broadway adjacent to the Yesler Community Center.

View overlook

Pedestrian hillclimb

Micro commercial pavilions

Public plaza

Green belt

Potential bridge over I-5

Semi-private courtyard over parking

Extend Broadway to the southern portion of Yesler Terrace

Street node viewpoint

Concept Variables A

1. Topography
   1a. Existing topography to remain

2. Land Use - Retail
   2a. Retail along Yesler Way & Broadway

3. Land Use - Office
   3a. Single office buildings (high-rise)

4. Circulation
   4a. Extend the existing city grid
   4b. Strongest circulation along Broadway and Yesler Way

5. Open Space
   5a. Linked to a network of green streets
   5b. Hierarchy of public & semi-private parks related to streets

6. Building Height & Massing
   6a. Uniform throughout the site
   6b. Building heights range from 33'-150'

7. Connections & Edges
   7a. Community entrance at Yesler Way & Broadway

Seattle Streetcar

Housing (high-rise)

Housing (mid-rise)

Public open space connects with green belt

Pedestrian hill-climb
Priorities for expansion

Central Line

- Length: 2.5 miles
- Cost: $140M
- Typology: City serving and city shaping
- Operating: TBD