

# Delridge Approval and Adoption Matrix

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Prepared by the Delridge Neighborhood Planning Committee and the City of Seattle Interdepartmental Review and Response Team.

Compiled by the Strategic Planning Office. Revised by Council and Council Central Staff AUGUST 27, 1999

## Introduction

### **PURPOSE AND STRUCTURE OF THE APPROVAL AND ADOPTION MATRIX**

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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 its 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 development of the sector work programs and a central database will be the primary tools to track implementation of the activities in all the neighborhood plan matrices 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 Estimate and Implementor columns. The City 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.

Some neighborhood recommendations may need to be examined on a city-wide basis before the City can provide an appropriate response. This is usually because similar recommendations are being pursued in many neighborhoods and the City will need clear policy direction to ensure a consistent city-wide response. Such recommendations are being referred to the "Policy Docket," a list of policy issues that will be presented to City Council, for further discussion and action.

## **ACRONYMS AND DEFINITIONS**

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**ArtsWest** a community, non-profit arts agency based in West Seattle, promoting music, visual arts, literature, and theater

**BIA** Business Improvement Association

**CIP** Capital Improvement Program

**CRF** Cumulative Reserve Fund (City of Seattle)

**CPTED** Crime Prevention Through Environmental Design

**DCC** Delridge Community Center

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

**DON** Department of Neighborhoods (City of Seattle)

**DNDA** Delridge Neighborhood Development Association

**DPR** Department of Parks and Recreation (City of Seattle)

**DSHS** Department of Social and Health Services (Washington State)

**ECA** Environmentally Critical Areas

**EIF** Early Implementation Fund

**ESD** Executive Services Department (City of Seattle)

**FEMA** Federal Emergency Management Agency

**GIS** Geographic Information Systems

**Health** Seattle/King County Department of Public Health

**HPO** Historic Preservation Office (DON)

**HSD** Human Services Department (Formerly part of the Department of Housing and Human Services) (City of Seattle)

**Low-income** at or below 50% of area median income

**Low-moderate-income** between 50% and 80% of area median income

**LTA** Long Term Activity (as identified by the neighborhood)

**Metro** King County Department of Transportation Metro Transit Division

**Moderate-income** between 80% and 100% of area median income

**NBC** Neighborhood Business Council

**NDG** Neighborhood Design Guidelines

**NDM** Neighborhood Development Manager (Department of Neighborhoods)

**NGP&CE** Neighborhoods, Growth Planning, and Civic Engagement Committee (a committee of the Seattle City Council)

**NMF** Neighborhood Matching Fund (Department of Neighborhoods)

**NPO** Neighborhood Planning Office (City of Seattle)

**NSC** Neighborhood Service Center (Department of Neighborhoods)

**NSF** Neighborhood Street Fund (Seattle Transportation Department)

**OED** Office of Economic Development (City of Seattle)

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

**OH** Office of Housing (Formerly part of the Department of Housing and Human Services) (City of Seattle)

**OIR** Office of Intergovernmental Relations (City of Seattle)

**ROW** Right-of-way

**RPZ** Restricted Parking Zone

**SAC** Seattle Arts Commission (City of Seattle)

**SAP** Station Area Planning process (City of Seattle)

**SCL** Seattle City Light (City of Seattle)

**SDART** Seattle Disaster Aid and Response Team (SPD program)

**SEATRAN** Seattle Transportation Department (Formerly part of Seattle Engineering Department [SED]) (City of Seattle)

**Section 8** Federal rental assistance program

**SHA** Seattle Housing Authority

**SFD** Seattle Fire Department (City of Seattle)

**SJI** Seattle Jobs Initiative

**SOA** Special Objectives Area, an area where specific types of housing may be designated as priority or prohibited to address the identified conditions and community development plans in that neighborhood

**Sound Transit** Formerly Regional Transit Authority [RTA]

**SPD** Seattle Police Department (City of Seattle)

**SPL** Seattle Public Library (City of Seattle)

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

**SPR** Single Purpose Residential

**SPU** Seattle Public Utilities (City of Seattle)

**SSCC** South Seattle Community College

**SSD** Seattle School District

**TSP** Transportation Strategic Plan

## **ACTIVITIES ALREADY ACCOMPLISHED BY THE DELRIDGE NEIGHBORHOOD PLANNING COMMITTEE**

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### ***Greg Davis Park***

Greg Davis, a Delridge leader and landscape architect, worked to improve Longfellow Creek. The community vision was to create a passive park at the intersection of 26th Avenue SW and SW Brandon Street. The vision of a park located next to Longfellow Creek was at least nine years in the making.

Since mid-1995, the community has been formally engaged in developing this site. When completed, the park will provide an opportunity to assist in restoring a salmon stream, provide a site to release salmon, and increase the accessibility to Longfellow Creek. Ultimately, the creation of Greg Davis Park will enhance an urban open space with appropriate native plantings.

Currently, community volunteers have planted over 5,000 native plants, installed an irrigation system, designed interpretive signs, and increased public awareness of

the park. The Delridge Neighborhood Planning Committee has also used the site as a stepping stone to other restoration efforts in the Longfellow Creek watershed.

### ***Brandon Court***

*The Delridge Neighborhood Development Association has been pursuing the development of a mixed-use building at the intersection of Delridge Way SW & SW Brandon Street, the focal point of the Central Node. This new construction project will consist of 4,100 square feet of ground floor commercial space and 17 townhomes located above the commercial space. The townhomes will be arranged around a landscaped courtyard. The townhomes will be sold to first-time homebuyers with down payment assistance from the Seattle Office of Housing. The community hopes this project will be the anchor and catalyst for further development of Central Delridge as a pedestrian oriented neighborhood.*

## 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 Executive 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 a Sector Work Program that includes evaluation of 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. 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 in bold type as the lead. Otherwise, DON is designated as the lead. Other participating departments are also identified.

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

## **A: INTEGRATE THE COMMUNITY WITH NATURE**

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### **Description**

Complete and improve the open space network in Delridge in a way that integrates the residential and business environments with natural areas and improves public access to natural areas and wildlife habitat.

Vision - Delridge is a place where the community and the natural environment are integrated; where open space and natural areas are preserved, interconnected, well maintained, and safe - for the wildlife that inhabit them, for the people who seek enjoyment within them, and for the children and students who use them as 'natural classrooms.' The community, in partnership with the city, takes pride in this natural environment and provides the stewardship needed to help maintain it.

Goals - Conserve open space, wildlife habitat, critical areas, and other natural features that define the physical community. Create trails, public access sites, and interpretive exhibits that communicate the value of natural features. Where appropriate, develop more intensive park and activity areas that incorporate or provide access to natural areas, corridors, or features.

### **Integrated City Response**

The City recognizes and encourages the Delridge community's strong commitment to nature and environmental stewardship. The Delridge neighborhood contains some of the best remaining opportunities to preserve open space and nature within the City of Seattle.

The community has proposed a wide variety of recommendations including acquisition and preservation of open space lands, increased enforcement of environmental laws and regulations, a number of capital improvement projects, increased availability of public open space for recreational use, and several community-based stewardship activities.

The City is committed to implementation of many of these activities. Some of these recommendations will need additional study and/or funding before they can be implemented. The development of sector work programs provides an on-going opportunity to further develop these projects and pursue funding resources. As noted below, numerous projects are already underway. One project, the Millennium Legacy/Urban Creeks project at Longfellow Creek, provides an excellent model of how the City can work with the neighborhood and greatly advance this Key Strategy.

**Lead Department:** DON

**Participating Departments:** SPU, DPR, DCLU, SEATRAN, ESD, SAC, SCL, OED, OH

### **Activities Already Underway**

1. The Millennium Legacy/Urban Creeks project at Longfellow Creek – SPU has four major Capital Improvement Program (CIP) creek drainage projects in the Longfellow Creek basin that are components of this effort: the Yancy Street restoration project, West Seattle Golf Course fish passage enhancement, Brandon & Willow Streets stream restoration, and the Webster Street Detention Pond. Public access trails, interpretive/education signs, and other improvements that are incidental and adjacent to these drainage projects will be included. SPU will continue to work with the community on the design and development of these projects to encourage community ownership and environmental stewardship of these sites.
2. DPR has provided the Delridge community with a detailed assessment of potential sites for acquisition for public/park uses.
3. DCLU is expanding mapping of critical areas, increase staff in site review, inspection and enforcement, and update the Critical Areas Ordinance. This inter-agency effort is being done by DCLU in conjunction with the University of Washington and the US Geological Survey.
4. SEATRAN and SPU are preparing a sidewalk demonstration project for 1999 to construct and test residential street construction options; the results may lead to adding additional options to the Seattle Street Improvement Manual that are more in keeping with an informal, rural character on residential streets.
5. OED has provided funding for DNDA's Community Agriculture Program including a market study of value-added agricultural products that can be produced by local residents in community gardens and the High Point Market Garden.



6. SPU has funded a part-time Watershed Interpretive Specialist position through DPR's Camp Long facility to focus on environmental education opportunities in the Longfellow Creek watershed.

**Tasks to be Undertaken in 1999-2000**

1. In 1999, the City will examine its buffer regulations in light of the listing of the salmon under the Endangered Species Act. DCLU has recently added inspection and enforcement staff (with emphasis on critical areas, including riparian corridors) to improve implementation and enforcement of existing regulations.

2. In 2000, DCLU will study possible changes in the cluster and planned residential development requirements and standards to make them more flexible and increase their usage.
3. Access sites along the Millennium Legacy/Urban Creeks project at Longfellow Creek will be included in the project as indicated in activity I-A-11.
4. The requested amenities at the Webster Creek Detention Pond are being included as part of the Longfellow Creek Watershed Action Plan.
5. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, funding sources, and departmental staffing concerns through the southwest sector work program.
6. Identify next steps for continued implementation.

<b>A: Integrate the community with nature</b>						
<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Cost Estimate</b>	<b>Implementor</b>	<b>City Response</b>
<b>Ecology –</b>						
I-A-1	Land conservation - identify land that should be preserved for public and/or park uses including: <ul style="list-style-type: none"> <li>▪ vacant land in the Longfellow and Puget Creek corridors,</li> <li>▪ on the west slope of Puget Ridge, the length of the planning area,</li> <li>▪ on the slide prone and steep slopes of the planning area,</li> <li>▪ vacant land in the Puget Creek riparian corridor and adjacent watershed - especially along 17th and 19th Avenue SW rights-of-way,</li> <li>• trail corridors, and spaces that balance areas of high density and/or commercial nodes.</li> </ul>	High	1-3		DPR Delridge DCLU ESD	<p>DPR is meeting with all neighborhoods and updating the 1993 Parks COMPLAN. The COMPLAN directs the department's energies in terms of maintenance, acquisition, and development. The COMPLAN was developed in 1993 and is being updated in 1999 to reflect changing conditions and neighborhood planning. This may provide additional opportunities to incorporate elements of this activity into the long-range Parks COMPLAN.</p> <p>Also, in 1999, DPR provided the Delridge community with a detailed assessment of potential sites for acquisition in these areas in a document entitled "Delridge Neighborhood Open Space Plan." DPR staff has acquired a significant amount of property in the Longfellow Creek area through the Open Space program. However, open space funding has been spent, so funding for additional property acquisitions would need to be identified. Any additional acquisition will need to be weighed with other priorities in the community and throughout the City.</p> <p>Lastly, for any City properties that are to be surplussed, ESD's disposition process will be used and the City will work with City</p>

**A: Integrate the community with nature**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>departments and interested neighborhood groups to evaluate and make recommendations on the disposition of the property while trying to fulfill neighborhood goals as a high priority. Please contact ESD to pursue this activity.</p>
I-A-2	<p>Land acquisitions - identify strategies, partners, and funds to preserve sites.</p>	High	1-3		<p>DPR Delridge ESD DCLU SPU SEATRAN</p>	<p>The City recognizes the neighborhood's desire to build partnerships that will help identify funding to implement this activity. The City is committed to working with neighborhoods to implement their plans. The Department of Neighborhoods has hired six neighborhood development managers (NDM). The NDM will strive to incorporate neighborhood plan strategies in city department decisions, to coordinate projects and to build partnerships. These collaborative efforts with neighborhood stewardship groups will focus on implementing the neighborhood plans.</p> <p>DPR's previous assessment of open space in Delridge (see response to I-A-1) provides some suggestions about potential vehicles for preservation and is a useful tool in determining the next steps. DPR is not currently funded for additional acquisition of property. However, special funding for acquisitions such as a bond might be an appropriate source of funding for these activities.</p> <p>Additional acquisition of land by SPU can be considered when evaluating strategies for resolving drainage problems. However, acquisition of land for open space purposes, without collateral benefit to the drainage system, is not the primary mission of SPU.</p>
I-A-3	<p>Buffer zones - work with DCLU to establish and enforce buffer zones of official or legal standing that are wide enough to maintain and preserve the growth of native plants and materials that perform natural biological functions including buffer zones from steep slopes, wetlands, riparian corridors, and other environmentally sensitive areas.</p> <p>Also, the neighborhood suggests that developers be required to physically mark the buffer zones</p>	High	1-3		<p>DCLU</p>	<p>The existing requirement for buffers is based on the best available science which DCLU staff believes is sufficient to maintain the growth of native plants and materials that perform natural biological functions.</p> <p>In light of the listing of salmon under the Endangered Species Act in 1999, the City will be re-examining its buffer regulations. In addition, DCLU has substantially increased its ability to review and inspect the geotechnical, grading and drainage components of construction projects through development of a newly-formed Site Development Services group. This group will bring DCLU engineers, reviewers and inspectors into a single work unit for a more coordinated approach during both the</p>

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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	and maintain marking throughout construction so that the City and community can monitor compliance.					<p>review and inspection phases. A particular focus of the team will be construction projects in environmentally critical areas, shorelines and the drainage basins of the five major creeks of Seattle. Two new environmental inspectors have been hired, and new geotechnical and drainage reviewers will soon be hired.</p> <p>Currently, physical markers, including a highly-visible (usually orange) construction fence, are required during construction to delineate the critical area and its associated buffer for all wetland, all riparian corridors and a significant portion of the steep slope projects. Permanent markers are also required to be in place at the close of construction.</p>
<b>Environmentally critical areas</b>						
I-A-4	Critical areas - fund improved and increased mapping, identification, and enforcement of Environmentally Critical Areas Ordinance.	High	1-3		DCLU	<p>This activity is already underway. DCLU received funding this year to expand mapping in critical areas, increase staff in site review, inspection and enforcement, and update the Critical Areas Ordinance. The inter-agency effort to map additional areas defined as critical and eliminate mapping errors is being done by DCLU staff, the University of Washington, and the US Geological Survey.</p>
I-A-5	DCLU liaison - identify lead organization to liaise with DCLU for early warning of development in critical areas.	High	Continuous		Delridge DCLU	<p>Currently, DCLU notifies residents of Master Use Permit (MUP) applications by posting signs on the development site and by publishing the information in the GMR (General Mailed Release). This notice opens a comment period during which the neighborhood is urged to communicate their concerns with the DCLU planner assigned to the project.</p> <p>DCLU is happy to include any other representative group on the GMR list and supports the neighborhood in empowering an advocacy group to monitor the GMR and neighborhood newspapers for neighborhood development issues. Development of a 'liaison' or 'watchdog' group would be a neighborhood-led activity.</p> <p>The pre-application stage is the earliest time that the City knows that a formal application may be pending. When a project applicant comes in for a pre-application meeting, the development proposal information is</p>

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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>available to the public. Also, minutes of the pre-application meeting are available and will be given to neighbors upon request. DCLU is willing to meet with the community to discuss strategies that a designated stewardship group can use to learn about projects as early as possible.</p>
I-A-6	<p>Longfellow Creek Watershed Action Plan - continue support for the implementation of the Longfellow Creek Watershed Action Plan and the elements identified in the plan.</p>	High	Continuous		<p><b>Delridge</b>  <b>SPU</b>                      DPR                      DON                      SEATRAN</p>	<p>SPU and the community have worked together to develop the Longfellow Creek Watershed Action Plan for improvements to the watershed, and SPU has committed funding to move forward on portions of this work as a Millennium Legacy/Urban Creeks project. SPU has four major CIP creek drainage projects in the Longfellow Creek basin which incorporate public access trails, interpretive/education signs, and other improvements that are incidental and adjacent:</p> <ul style="list-style-type: none"> <li>• Yancy Street Park (\$2,000,000). This 5+ acre area will include rearing ponds, a wetland, in-stream structures, pedestrian paths, an outdoor classroom area and several interpretive overlooks, all of which also function as drainage control measures while enhancing fish and wildlife habitat. Groundbreaking will occur on August 16.</li> <li>• Webster Street Detention Pond (\$1,674,000). The Webster Street Detention Pond will be revised for improved detention in low and medium flows. A trail around the pond, a grassy play area, and two basketball half-courts will also be added to the site. Clearing of blackberries and construction at this site are underway.</li> <li>• West Seattle Golf Course Dam (\$1,000,000). The culvert and man-made dam at the north end of the West Seattle Golf Course will be revised to allow salmon access to the upper two miles of Longfellow Creek. Local community, golf and environmental groups are reviewing plans for the culvert and dam on the golf course. The changes on the course will provide visual interest for golfers, and access to restored upstream habitat for fish.</li> <li>• SW Graham and SW Willow Streets (\$300,000). Seattle Public Utilities will establish sedimentation and erosion control measures at the two sites at SW Graham and SW Willow Streets. There is also a possibility for a salmon-release boardwalk that would be</li> </ul>

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						used by <i>Salmon in the Classroom</i> and other salmon release programs.
						<p>SPU staff will continue to work with the community on the design and development of these projects to encourage community ownership and environmental stewardship of these sites.</p> <p>SPU is putting "1% for Art" money towards the SW Yancy Street wetland project. An artist is working with the project team to develop site integrated art work, trails, etc., at the SW Yancy Street site. SPU is also coordinating closely with the North Delridge Community Council to include their art ideas in other Longfellow Creek projects. For example, the community suggested incorporating casts of salmon into the exterior of the new multi-use building to be constructed at the corner of Delridge Way SW and SW Brandon St.</p>
<b>Open space</b>						
I-A-7	Coordination – coordinate with city departments and other public agencies to make publicly-owned land available for open space. Consider land swaps or transfers (interdepartmental and public/private) with privately owned sites to preserve important parcels and green corridors.	High	Contin-uous		DPR Delridge DCLU SPU ESD SEATRAN	Evaluation of the disposition of city properties includes recommendations from neighborhood plans. Issues of funding and, where required, reimbursement to the owning fund, still need to be addressed as opportunities arise. Where trades for private land could address open space needs, DPR will work with the community and ESD to identify any such opportunities.
I-A-8	Public ownership – create a mechanism that will ensure public ownership in perpetuity of all public lands dedicated and/or used for parks and open space purposes.	High	On plan adoption		DPR Delridge SPU SSD	The current protections for maintaining public ownership of parks and open space are strong. While not crafted on a neighborhood-specific basis, Initiative 42 essentially provides for a "no-net-loss" of City-owned lands for park and recreation purposes. It also sets criteria for any changes (size, use, etc.) to existing parklands. Should a proposal be made that would affect the public ownership of a park, DPR staff would involve the community in extensive public process and ensure that the intent of Initiative 42 was upheld. Also, the neighborhood should

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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						continue to participate in DPR's update of the Parks COMPLAN which sets goals for open space and parks.
I-A-9	Open space dedications/street rights-of-way - work with DCLU to allow developers to provide less than full street improvements when their projects preserve open space and natural features.	High	Contin-uous		SEATRAN DCLU SPU	<p>There may be opportunities to address this recommendation through the City's work on the Seattle Street Improvement Manual and through the design review program. One project related to flexibility in sidewalk design is already underway. SEATRAN and SPU are preparing a sidewalk demonstration project for 1999 to construct and test residential street construction options. The results of this project may lead to adding additional options to the Seattle Street Improvement Manual that are less expensive and more in keeping with an informal, rural character on residential streets. DCLU's role is to ensure that minimum requirements, established by SEATRAN, are built into project design. Also, the design review program provides another opportunity to address preservation of open space and natural features, and can respond to a variety of sensitive environmental conditions by influencing the project design.</p> <p>However, there may not be a sufficient relationship between the proposed tradeoff of street improvements for open space to warrant the development of new policy and program administration. Also, see response to I-B0-5 related to NDGs.</p>
I-A-10	Cluster housing - create a cluster housing ordinance to conserve sensitive hillside open spaces.	High	1-2		DCLU Delridge OH	<p>In 2000, DCLU will study possible changes in the cluster and planned residential development requirements and standards to make them more flexible and increase their usage. DCLU is likely to begin this work as part of their 2001-2002 work program.</p> <p>OH can provide technical assistance in the feasibility analysis of affordable units within cluster development prototypes.</p>
I-A-11	Longfellow Creek public access sites - develop public access opportunities along Longfellow Creek specifically at SW Yancy, SW Brandon, and SW Webster Streets.	High	1-3		SPU DPR	<p>Opportunities for public access are an important part of the Millennium Legacy /Urban Creeks project at Longfellow Creek and will be included at these sites. See response to I-A-6.</p> <p>DPR will work with the community and SPU to achieve these goals.</p>

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						DPR can also work with the community on additional opportunities through the NMF program.
I-A-12	Identify additional open space parcels in the Longfellow Creek Watershed to improve either public access or wildlife habitat. Improve sites accordingly.	High	1-3		SPU DPR DON	SPU is committed to four major projects in Longfellow Creek (see response to I-A-6). In 1999, DPR provided a report to the Delridge Community outlining potential opportunities for open space acquisition. DPR will continue to work with the community on the development of existing and new properties, collaborate with the community on NMF grant applications and projects, and will work with the community and SPU on the Millennium projects.
I-A-13	P-Patch Gardens - expand and possibly relocate community P-Patch gardens in the Puget Boulevard right-of-way between 25th and 26th Avenues SW to create a focus around Greg Davis Park and Brandon Minipark and to allow development of Puget Boulevard Commons.	Med.	3-6		DPR DON (P-Patch) Delridge Friends of P-Patch	<p>P-Patch and DPR supports this idea in concept. DON P-Patch staff are available to assist community members in assessing sites and others for their suitability as P-Patches/community gardens. Currently, P-Patch staff assess sites annually all over the City as sites are suggested by neighborhood groups. DON is now developing a more structured approach and a way to prioritize sites mentioned in Neighborhood Plans. It should be noted that commitment to a site by a community group would still be required. This would figure into the overall feasibility of a site. Any P-Patch or community garden developed on park property must demonstrate significant community benefit and encourage broad community use, public access, and enjoyment of the site through design.</p> <p>Prior to relocating the current, existing P-Patch, it will be important to involve the community gardeners in the existing P-Patch who are heavily invested in the current site and soil. DPR staff will work with P-Patches that wish to relocate.</p>
I-A-14	SW Webster Street Detention Pond - develop an interpretive trail, picnic tables, artwork, and exhibits on the hillside surrounding the pond.	High	2-4		SPU DPR SAC Delridge	Much of this recommendation has been included as part of the Longfellow Creek Watershed Action Plan. In addition to improving stormwater management, the Webster project will provide trails, open space (possibly including a community garden or play field), salmon habitat, and educational opportunities. SPU is also coordinating closely with the North Delridge Community Council to incorporate their art ideas

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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						into Longfellow Creek projects. Also, see response to I-A-6.
I-A-15	Community Agricultural Program - develop a coordinated community agriculture program in Delridge as a land use strategy for vacant land.	Med.	2-3		Delridge DON DPR OED	<p>The City supports this community-based activity. An NMF grant may be an appropriate source of funding for pursuing this activity. As part of its financial support of DNDA, OED has provided funding for DNDA's Community Agricultural Program including a market study of value-added agricultural products that can be produced by local residents in community gardens and the High Point Market Garden.</p> <p>If the community is considering the development of city-owned P-Patches or community gardens, DON and/or DPR would be involved. Sites would need to be identified and evaluated, and funding for acquisition would need to be secured.</p>
<b>Nature-related parks and recreation</b>						
I-A-16	Greg Davis Park - complete development of the park.	High	1-3		DPR Delridge SPU DON	DPR appreciates the community's ongoing commitment to this project and will continue to work towards the successful completion of the plan. DPR and the community have been working closely on the development of Greg Davis Park for the past several years. Some improvements have occurred as a result of the NMF grant secured several years ago. Currently, DPR and SPU are working on completion of a curb and gutter project at the site. DPR will continue to work with the community to explore funding opportunities for future improvements desired by the community.
I-A-17	West Seattle Youth Golf Course – prior to any acceptance of a development plan, involve the community in the review of the proposal and if acceptable plans move forward, include the community in the development of the property for a youth activities complex possibly including a community meeting, employment, environmental learning, and a mixed use nature/entertainment/ clubhouse within the facility improvements.	High	3-6		DPR Seattle NW Golf Delridge	DPR encourages the community's involvement and input on this project, and will work with the community on the integration of any new facilities that are developed through the work at Longfellow Creek. SPU is not directly involved in this project. SPU projects in the area are limited to Longfellow Creek improvements and do not include plans to develop new facilities. The SPU project near the proposed golf course site is in the immediate area of the creek, which is well downhill from the proposed golf course site. On the existing golf course, SPU is installing a fish ladder at the masonry dam.



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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
I-A-18	Vivian McLean Park - preserve the unopened section of 17th Ave. SW right-of-way between SW Juneau and SW Graham Streets for a community park.	High	2-4		SEATRAN Delridge DPR	Since this project is on SEATRAN property, SEATRAN will be the lead department. Opportunities to develop this right-of-way as a park exist because SEATRAN does not have any current or future plans to develop it for transportation purposes. A first step will be to pursue a street use permit or a street vacation. Then, funding will need to be secured to develop the park. After this is done, the neighborhood will need to work with city departments (including DPR) to develop a vision and design for the park. DPR should be involved in the design of the park if they will be involved in park maintenance.
I-A-19	Brandon Minipark - develop a neighborhood park with recreational courts, playground, and picnic shelter on SW Brandon Street between 25th and 26th Avenues SW to provide neighborhood activity balancing Greg Davis Park.	High	3-6		DPR Delridge DON	DPR supports this activity but does not currently have funding for this project. DPR can work with the community in seeking a NMF grant for design and development of this project. Note that the NMF grant is often used for redesign of existing (and design of existing) park space.
I-A-20	New Cooper Elementary School Playfields – complete development and operation of joint-use school and park facilities at the site of the New Cooper School adjacent to Puget Park.	High	2-4		DPR SSD (New Cooper School Delridge	DPR supports this project, but would need additional funding if the department were to assume responsibility for maintenance at the site. The Joint Use agreement may already provide opportunities. The Agreement governs the use of DPR and SSD facilities to maximize recreation opportunities for students and community members. If appropriate, the community should provide additional information to DPR staff as to what is not being achieved by the current agreement.
<p><b><i>Trails – develop the following north/south segments of a community loop system. This is a high quality system of multipurpose trails connecting and accessing significant environmental features, public facilities, and developed residential areas.</i></b></p>						
I-A-21	Longfellow Creek North Trail - from SW Andover Street to SW Brandon Street, and SW Morgan Street to Sylvan Way SW - class 1.	High	1-3		SEATRAN SPU DPR	<p>The City appreciates the level of detail the neighborhood has provided in identifying segments and classes of the desired facilities. Development of the 'loop system' will require significant collaboration given the public and private property owners that are affected. For clarification, the City understands the definition of walking and hiking trails (from page 24 of the Delridge Neighborhood Plan) as follows:</p> <ul style="list-style-type: none"> <li>• Class 1 is a 6 foot trail with 2 foot buffers.</li> <li>• Class 2 is a 4 foot trail with 1.5 foot buffers.</li> </ul>

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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<ul style="list-style-type: none"> <li>• Class 3 is a 3 foot trail with 1 foot buffers.</li> <li>• Class 4 is a 2 foot trail with .5 foot buffers.</li> <li>• Class 5 is a 1 foot trail with no buffers.</li> </ul> <p>In general, the City is supportive of these types of projects but has not identified funding to undertake the next steps at this time. If the community would like to move forward more quickly on this recommendation they can seek alternative funding sources. NMF is a possible funding source. The next steps to pursue this idea should include:</p> <ul style="list-style-type: none"> <li>• Outreach within the community to further develop the pathway concept, and to ensure that key groups and individuals and the broader community are involved.</li> <li>• Preliminary design work and engineering to further develop the concept and assess the operational workability of each element.</li> <li>• Preliminary environmental review, permitting, and researching construction costs for the proposal and its various parts.</li> <li>• Prioritizing the parts of the project – so that the work can be pursued in a phased way.</li> <li>• Developing a funding and implementation strategy for the proposal.</li> </ul> <p>With this work done, the neighborhood can make significant progress on developing the community loop trails. Some additional comments address, in general terms, the 'loop system' activities.</p>
						<p>SEATRAN has limited funds to build pedestrian/bicycle safety improvements. Trail development projects are generally funded through a grant which might come from federal, state, county, or private sources. These projects tend to serve large populations of pedestrians and bicyclists. The community should prioritize their trail development projects and seek funding for conceptual designs. The neighborhood is encouraged to coordinate with the Westwood/Highland Park neighborhood that has also recommended trail improvements through the Longfellow Creek area. SEATRAN can play a supportive role in trail development in cooperation with other departments. Please contact</p>

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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>SEATRAN's Bicycling Program Office staff.</p> <p>SPU does not have funding for pedestrian connection trails in parks, streets, or private property that is remote from actual drainage CIP work (such as the funded Millennium Legacy/Urban Creeks project). It was anticipated that the "trail system" would be completed with DPR and SEATRAN Pedestrian Program participation in locations that are not developed through Millennium project funding.</p> <p>DPR staff would be involved as appropriate on DPR-owned property. The department supports of trail development and wants to be sure that any new maintenance costs are addressed as part of the planning and design process. DPR would not be involved if the trail development was in the right-of-way unless there was an expectation that DPR would maintain the trail.</p>
I-A-22	Pigeon Point/Puget Park Trail - from Marginal Way SW to New Cooper School to Puget Blvd. Trail – class 2.	High	1-3		SEATRAN SSD (New Cooper School) DPR	See response to I-A-21 related to development of the Longfellow Creek Trail.
I-A-23	Golf Course Loop Trail - from Longfellow Creek Trail to the Stadium to Greg Davis Park - class 1.	Med.	3-6		SEATRAN Delridge DPR	See response to I-A-21 related to development of the Longfellow Creek Trail.
I-A-24	High Point Hillside Trail – from SW Brandon Street to Sylvan Way SW - class 2. Seattle City Light owns a significant parcel of land (Delridge Substation) where trail is to be located.	Med.	3-6		SEATRAN SCL SHA DPR	<p>See response to I-A-21 related to development of the Longfellow Creek Trail.</p> <p>Also, the actual location and design of the trail is still undetermined, and the development of trails may or may not involve SCL property where active substations are located. If the proposed trail does include SCL properties, SCL will work with the community and DPR to determine whether use of utility property is feasible.</p>
I-A-	Sylvan Way Trail – from 35th Avenue SW past	Med.	3-6		SEATRAN	See response to I-A-21 related to development of the Longfellow Creek

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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
25	High Point Hillside Trail along the north side of Sylvan Way SW to 24 <sup>th</sup> Avenue SW – class 1.				SCL SHA DPR	Trail, and I-A-25 related to impacts on SCL properties.
I-A-26	Longfellow Creek South Trail - from K-Mart south on 24th Ave. SW to Sealth High School , Denny Middle School, SW Community Center, Westwood Town Center, and Roxhill Park – class 1.	High	1-3		<b>SEATRAN</b> SSD (Sealth HS and MS) Westwood Town Center DPR SPU	See response to I-A-21.
I-A-27	Puget Park/Riverview Trail - from Duwamish River through Puget Park behind SSCC to Riverview Park to Highland Park Drive SW - class 1-2.	High	1-3		<b>SEATRAN</b> DPR SSCC	See response to I-A-21.
I-A-28	Duwamish Hillside Trail – from Highland Park Way SW along hillside to Puget Creek – class 2.	High	1-3		<b>SEATRAN</b> DPR	See response to I-A-21.
<b>Trails - develop the following east/west segments of a community loop system</b>						
I-A-29	Map hillclimbs in planning area to identify ownership of right-of-way and utility poles for design of lighting options, and to develop a maintenance plan.  A hillclimb is usually a staircase that goes up hills or through undeveloped parcels of land. A hillclimb may possibly have sections that are not fully paved.	High	1-3		<b>Delridge</b> SEATRAN SCL DPR SPD	Mapping is a good first step to help the community prioritize hillclimbs and trails (see response to I-A-21). Also, the City has much of this information already available in it's GIS system and available to the neighborhoods through the "dataviewer." The neighborhood should work closely with DON's NDM to inventory what resources exist, and to facilitate the neighborhood's working with city departments. If the neighborhood develops additional information that does not currently exist, the City will consider incorporating the information into the City's dataviewer.  It is unclear if the neighborhood wants to develop a lighting plan. If so, the neighborhood is encouraged to develop a lighting plan by working

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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						with SCL. The plan should include the specific location and type of lighting fixtures that will be the basis of project feasibility and cost estimates. SCL offers a selection of pedestrian lights for neighborhoods. Any lighting in parks should involve DPR, and security lighting should involve SPD. Please reference SCL's new publication entitled 'Resources for Neighborhood Planning Opportunities' for more details; available at the NSC.
I-A-30	Charleston Street Trail – from SW Delridge Way to Marginal Way SW - class 1-3.	Med.	3-6		<b>SEATRAN</b> DPR	See response to I-A-21.
I-A-31	Genesee Street Trail – from Longfellow Creek to 17th Ave. SW - class 1-3.	High	1-2		<b>SEATRAN</b> SSD (Cooper/ Boren School)	See response to I-A-21.
I-A-32	Puget Boulevard Trail - from Greg Davis Park to Duwamish River Trail - class 1-2.	High	1-2		<b>SEATRAN</b> SSD (New Cooper School) DPR	See response to I-A-21.
I-A-33	SW Juneau Street Trail - from SW Kenny Street and High Point Hillside Trail to SSCC Chinese Gardens and Puget Creek/Riverview Trail - class 1-3.	Med.	3-6		<b>SEATRAN</b> SSCC SHA	See response to I-A-21.
I-A-34	SW Graham Street Trail - from SW Kenny Street and High Point Hillside Trail to SSCC - class 1-3.	Med.	3-6		<b>SEATRAN</b> SSCC SHA	See response to I-A-21.
I-A-35	Myrtle Street Trail - from the water reservoir site on 35th Avenue SW past High Point Playground and Longfellow Creek Trail past Sanislo School	Med.	3-6		<b>SEATRAN</b> DPR	See response to I-A-21.

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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	to Riverview Playfield and the Puget Creek/Riverview Trail - class 1-3.				SSD (Sanislo) SHA	
I-A-36	Holden Street Trail - from K-Mart to 9th Avenue SW /Puget Park/Riverview Trail – class 1-3.	Med.	3-6		<b>SEATRAN</b> DPR	See response to I-A-21.
I-A-37	Thistle Street Trail - from 35 <sup>th</sup> Avenue SW past Sealth High School to 9th Avenue SW /Puget Park/Riverview Trail and Westcrest Park – class 1.	Med.	3-6		<b>SEATRAN</b> SSD (Sanislo) DPR	See response to I-A-21.

**Environmental Stewardship**

I-A-38	Environmental stewardship organization – create and provide funding for an organization to coordinate public, private, and volunteer environmental stewardship in Delridge and to implement the nature related elements of the Delridge Neighborhood Plan.	High	Contin-uous		<b>Delridge</b> DPR SPU SSD	Developing an environmental stewardship program is a community-based activity that could be partially supported by existing city programs. SPU has programs available to support community organizations and environmental stewardship through its Environmental Partnerships division. SPU currently funds a part-time Watershed Interpretive Specialist position through DPR's Camp Long facility to focus on environmental education opportunities in the Longfellow Creek watershed who is available to work with the community on these issues. DON's Neighborhood Development Manager should be able to provide assistance to the neighborhood's stewardship organization.
I-A-39	Open space maintenance - fund Parks Department to maintain and enhance open space using whatever resources are appropriate and available, including the development of Adopt-A-Park program, a youth employment and/or training program, or a stewardship program.	High	Contin-uous		<b>DPR</b>	DPR appreciates the neighborhood's support for maintenance of park property. The department would need additional funding in order to increase maintenance as not enough funding has been provided to maintain new DPR open space properties. The Adopt-A-Park program is another means by which citizens can aid DPR in some maintenance activities and take on park stewardship.  DPR does not currently have plans underway for a year round youth employment program but will explore the option and provide a cost estimate for developing and operating such a program in 2000. DPR will

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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>work with the NDM to further prioritize this activity as part of the sector work plan. Currently, youths participate in many ways to improve park property for everyone. In the summer of 1999, DPR benefited from the work of paid youth from the Park Corps working in Lincoln Park and from the work of students affiliated with Consejo working at Fauntleroy. Both these groups have grants to pay for the youth's time. DPR hopes the sponsoring organizations will be able to continue the programs next summer. Other groups such as the YMCA EcoLeaders provide volunteer work to improve parks.</p>
I-A-40	Longfellow Creek Watershed Educator/Coordinator - fund a full-time position.	High	Contin-uous		SPU, DPR	<p>The City appreciates the support for the watershed educator/ coordinator. SPU currently funds a part-time Watershed Interpretive Specialist position through DPR's Camp Long facility to focus on environmental education opportunities in the Longfellow Creek watershed and tion to full time.</p> <p>From this recommendation it is unclear what the additional education and coordination activities are that the neighborhood would like this position to accomplish. In the context of developing a 10-year plan for SPU's city-wide Urban Creeks Legacy program, SPU will work with the neighborhood and DPR to explore developing and funding additional education and stewardship activities to further the goals of the Urban Creeks Legacy program, including the possibility of increasing the position to full-time. Budget issues and equity among the City's major watersheds, some of which do not have a half-time watershed coordinator to date (e.g. Thornton and Taylor Creeks), will need to form part of the discussion.</p> <p>While the watershed coordinator is part-time, it is important to note that SPU already has a civil engineer and an urban creeks coordinator dedicating 70% and 25% of their time respectively to outreach, stewardship and restoration activities in Longfellow Creek. This is on an ongoing basis and does not include the additional staff working in this watershed in conjunction with the Millennium projects.</p>

## ***B: DEVELOP NEIGHBORHOOD NODES OF CONCENTRATED ACTIVITY***

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### ***Description***

Develop neighborhood nodes of concentrated activity with mixed use commercial and residential developments, pedestrian and transit orientations along Delridge Way in the north at Andover, in the center between Brandon and Juneau, and in the south at K-Mart.

### ***Integrated City Response***

The Executive strongly supports the community's vision for the development of concentrated nodes of activity in the Delridge neighborhood. This is consistent with the City's overall growth management strategy of concentrating growth and activity to improve neighborhood identity and foster a sense of place, encourage transit and pedestrian-oriented development, develop a range of neighborhood businesses and services, and relieve development pressure on environmentally sensitive sites.

Numerous activities are already underway, and some tasks are to be undertaken in 1999-2000. Many of the other activities in this key strategy will require the cooperation and continued efforts of the neighborhood, the City, private and non-profit developers, property owners, and other agencies for eventual implementation. While directed toward a single goal, the individual activities in this strategy could be implemented independently of one another. The neighborhood has also proposed zoning changes to help implement this Key Strategy. A proposed ordinance to amend the official zoning map will be prepared and forwarded to Council with the plan.

It will be helpful for the neighborhood to identify their highest priorities since it is likely that much of this strategy will be implemented incrementally. While the NMF and Neighborhood EIF may provide funding for some of the less expensive items, other recommendations will require additional resources for further concept development and eventual implementation. Priorities will need to be identified through the City's sector work programs to focus city efforts once resources are identified and become available.

**Lead Department:** DON

**Participating Departments:** DCLU, SEATRAN, SCL, SAC, DPR, OED, OH, SPL

### ***Activities Already Underway***

1. DCLU will address design guidelines proposed by all neighborhoods simultaneously, in order to revise the city-wide design review program in the most efficient manner. This work is underway and DCLU is scheduled to make recommendations to the City Council in the fourth quarter, 1999.
2. For the rezones proposed with the Delridge plan, DCLU will prepare the ordinance amending the official zoning map and submit it to the City Council for their consideration with the Delridge plan.
3. OH recently provided \$220,500 in down payment assistance funds to DNDA for the Brandon Court Project, and looks forward to additional opportunities to assist the Delridge neighborhood in meeting their affordable housing goals.
4. OED, as a member of the Seattle Economic Development Collaborative – a consortium of economic development investors in Seattle – recently loaned DNDA \$245,000 to finance acquisition and development costs for the Brandon Court Project.
5. DNDA, through support from OED, had a consultant complete a market study to determine the market for potential businesses in the Brandon Court Project.
6. The City is currently evaluating sites in West Seattle for the Southwest Police Precinct. ESD and SPD will involve the community in design and project development once a site is chosen.

### ***Tasks to be Undertaken in 1999-2000***

1. The Executive will forward transit related requests to King County Metro on the community's behalf.
2. DCLU staff will work with the neighborhood, to undertake a land use planning exercise and rezone analysis to explore different zoning designations to see if a rezone might achieve the neighborhood's vision and meet the City's criteria for rezones. Several neighborhoods have requested DCLU's services



- in this capacity. DCLU is likely to begin this work as part of their 2001-2002 work program
- An urban arterial trust account (UATA) project will be done on Delridge Way SW. This project entails signal removal, replacement, and interconnection between SW Holly Street and SW Henderson Street. The project will be undertaken in late 1999 and costs approximately \$400,000.
  - Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, funding sources, and departmental staffing concerns through the Southwest Sector Work Program.

- Identify next steps for continued implementation.
- SEATRAN will review options for improving signage near SW Roxbury Street and SW Holden Street to let commuters know that there are alternative routes to Delridge Way SW. This review will be done in 2000. (Activity I-B0-4)

<b>B: Develop neighborhood nodes of concentrated activity</b>						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
<b>Key recommendations pertaining to all four neighborhood anchors:</b>						
<b>Traffic and transportation</b>						
I-B0-1	Transit shelters - install transit shelters with unique lighting, signage, artworks (including student work), and other furnishings, including storm drainage improvements, at Andover, Genesee, Oregon, Alaska, Brandon, Juneau, 25th, Myrtle, Orchard, and Webster Streets to improve transit access and visual identity.	High	1-3		Metro SAC SSD SAC	<p>Improving transit service is a high priority for the City, and City staff work closely with Metro staff on transit shelter issues. Metro provides the funding, does the basic design work, and installs the shelters. City staff's role is more limited, and primarily is focused on reviewing shelter locations as suggested by Metro staff. The Executive will forward this and related transit requests to King County Metro on the community's behalf. SPO, SEATRAN and DON will review the transit service requests and transit stop improvements identified in the neighborhood plans and integrate those requested improvements into the work being done under Strategy T4 "Establish and Implement Transit Service Priorities" in the City's Transportation Strategic Plan (TSP). The Executive will report to the City Council Transportation Committee on its progress on Strategy T4 as part of its ongoing reporting requirements on the TSP and to the Neighborhoods, Growth Planning and Civic Engagement Committee.</p> <p>Some options for implementing this activity may already exist. The Intermediate Capacity Transit Service Study, a component of the Seattle Transit Initiative, will analyze corridors citywide for implementation of intermediate capacity transit. Options being looked at to serve these</p>

**B: Develop neighborhood nodes of concentrated activity**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>corridors include bus rapid transit, historic streetcar, tram/modern streetcar, at-grade LRT and monorail. Corridors being looked at include a number of West Seattle corridors, including Delridge Way, Fauntleroy Way, and cross-town service linking White Center with the Duwamish area. A Request for Proposals for consultant services will be issued in the summer of 1999 and community scoping meetings will occur in late fall 1999.</p> <p>For the "Arts" elements, Metro started a program in 1989 to involve youth and other members of the community in designing and painting bus shelter murals. Metro contributes panels and paint, and members of the community donate their artistic talent to create murals for Metro bus shelters. While volunteers create the majority of the murals, Metro does fund a few artist commissions each year for bus shelter artworks. Announcements about these opportunities are published by the King County Public Art Program. For more information on artist opportunities refer to the King County Public Art Program website.</p> <p>Lastly, SAC staff may be involved if "1% for Art funds" or NMF grants are involved or if transit shelter projects are part of a larger capital streetscape plan.</p>
I-B0-2	West Seattle Circulator – create a West Seattle Circulator or shuttle bus route between Delridge and West Seattle business districts.	High	1-3		<b>Metro</b> SEATRAN West Seattle Chamber King County	<p>This activity will be forwarded to Metro (see I-B0-1). One activity that is underway related to transit in West Seattle, and which may provide some opportunities to create better transit service in West Seattle, is the Seattle Transit Initiative. The Intermediate Capacity Transit Service Study, a component of the Seattle Transit Initiative, is analyzing corridors citywide for implementation of intermediate capacity transit. Options being looked at to serve these corridors include bus rapid transit, historic streetcar, tram/modern streetcar, at-grade LRT and monorail. Corridors being looked at include Delridge Way SW, Fauntleroy Way SW, and cross-town service linking White Center with the Duwamish area. However, neighborhood circulator services using small buses are not a part of this study. Funding for analysis of circulator routes in neighborhoods has not been identified at this time.</p>

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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>This activity is similar to activity II-E-4, which is part of the West Seattle Transportation Action Agenda. See response to II-E-4.</p> <p>Another method for starting to implement this activity would be to seek to demonstrate that strong demand for this type of service exists. Demonstrating demand for such a service can help show Metro how much a circulator shuttle is needed in the community. If the community wishes to pursue this activity, the community (possibly in conjunction with other West Seattle neighborhoods) could initiate either a demand-based van or circulator van system as a demonstration activity. Monitoring of van usage will help demonstrate whether such a program should be expanded and run by Metro. The initial demonstration activity may qualify for Neighborhood Matching Fund grants.</p>
I-B0-3	Improve maintenance of existing roadways throughout the planning area. Fix potholes and improve spot drainage.	High	1-3		SEATRAN SPU	<p>The City supports the neighborhood's recommendation to improve maintenance of existing roadways throughout the neighborhood. However, funding is very limited compared to the maintenance need. SEATRAN does, however, have some programs that address sites where maintenance problems are causing safety concerns. SEATRAN will investigate these problem sites if provided with a specific location, detailed description, and neighborhood contact who can describe the problem. SEATRAN has also begun a new program, the "Pothole Ranger" program, to respond to pothole repair requests. Residents need to contact SEATRAN's Street Maintenance division and list specific locations to be filled.</p> <p>For drainage improvements, more information is needed on the locations and types of problems in order to assess the need for utility drainage system spot improvements. If the drainage system infrastructure is in place, current policy requires property owner contribution for drainage improvements adjacent to their property to connect to the system. However, SPU is currently conducting a drainage policy study to investigate various shared funding strategies to address these conditions citywide. Also, see response to II-A-1.</p>

## B: Develop neighborhood nodes of concentrated activity

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
<b>Community design and amenities</b>						
I-B0-4	<p>Delridge Way SW Streetscape - modify the existing roadway to provide the following functional and visual enhancements:</p> <ol style="list-style-type: none"> <li>sidewalk - 12 foot with furniture and trees in nodes, 6 foot with 4 foot planter with trees in residential areas,</li> <li>parking lane - 8 foot,</li> <li>bike lane - 4 foot through intersections,</li> <li>traffic lanes - 11 foot (15 foot including bike lane),</li> <li>turning lane - 12 foot (105 foot minimum length),</li> <li>median - 7-12 foot with trees and plantings,</li> <li>curb extension - 8 foot (17-18 foot total sidewalk).</li> </ol>	Med.	3-6		<p><b>SEATRAN</b> SCL SAC Delridge</p>	<p>This is a large activity that will require community and SEATRAN participation. SEATRAN notes that this activity will require careful review as changes to this arterial will have impacts on parallel, residential non-arterial streets. Implementation of this activity should be coordinated with activities I-B1-9 and I-B1-16. These should be evaluated at the same time to coordinate sidewalk improvements, curb bulbs, pocket parking, and HOV lane recommendations.</p> <p>Resources are not currently available to do this level of improvement, so funding will need to be secured. One partial funding option is a NMF grant to begin developing a conceptual design.</p> <p>For issues related to decreasing commuter traffic on Delridge Way SW, one interim measure that SEATRAN will undertake is to look at improving signage near SW Roxbury Street and SW Holden Street to let commuters know that there are alternative routes to Delridge Way SW. This review will be done in 2000.</p> <p>Below are comments specific to the amenities listed.</p> <ol style="list-style-type: none"> <li>SEATRAN has some funding for sidewalk improvements. The amount of this funding is <i>very</i> small relative to the need for sidewalk maintenance and repair citywide. Its use tends to be focused on sidewalk locations for which the City assumes maintenance responsibility. These include landings at street corners, alley crossings over sidewalks, and locations where sidewalk damage is caused by the roots of city street trees. Otherwise, sidewalk maintenance and improvement are held as the responsibility of adjacent property owners. If there are locations that are in need of repair, the community can contact SEATRAN's Street Use Office for a review. If the review finds that repairs are necessary, SEATRAN can work with the property owners to have the existing sidewalks repaired.</li> </ol> <p>Recommendations for sidewalk maintenance and construction have been raised in a number of neighborhood plans and this issue been</p>

**B: Develop neighborhood nodes of concentrated activity**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>placed on the policy docket for further discussion. SEATRAN will provide an update on this work to the City Council in 1999, and this recommendation will be reconsidered in light of this work. In addition, the City will be considering whether or not it can redirect or increase funding to increase the level of sidewalk maintenance and construction, and how drainage improvements should be paid for, as policy docket issues. The policy docket work shall be expanded to include placing special emphasis on funding opportunities for designated walking areas, such as urban villages and areas that have pedestrian access to them. Recommendations on funding options will be presented to the City Council in early 2000.</p>
						<p>SCL offers a community tree planting program (also known as the Urban Tree Replacement Program) by providing communities with a minimum of 100 trees. SCL works with communities to assess project sites, provide trees, prepare planting sites, and provide limited care for open space or street side plantings. Community volunteers and residents plant the trees and the adjacent property owners assume ownership and maintenance. All projects are reviewed by the City Arborist for permit approval. Finally, providing street furniture is a community-based activity and may be appropriate for a NMF grant.</p> <p>2, 4, 5, 7 - Changes to street configurations would have to be part of a corridor-wide study. Funding for conducting a corridor-wide study is very limited. SEATRAN recommends that the neighborhood develop a NMF grant to study Delridge system wide. The City encourages the neighborhood to work with the planning committee from the Westwood/Highland Park neighborhood as that plan specifically calls for a study of Delridge Way SW as it passes through their neighborhood.</p> <p>3. Delridge Way SW is not currently on the City's bicycle map because traffic volumes are high, and because good alternate routes exist on 26<sup>th</sup> Ave. SW, 21<sup>st</sup> Ave. SW, and the Duwamish Trail on W. Marginal Way SW.</p> <p>4. SEATRAN staff carefully review requests for bicycle facilities –</p>

**B: Develop neighborhood nodes of concentrated activity**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>whether they be on-street lanes, wide outside lanes, off-road paths, etc. SEATRAN staff use the "AASHTO Guide for the Development of Bicycle Facilities" as their planning and design guide. These nationally accepted criteria help staff to determine which facilities are most appropriate, and what information will then be included in the Bicycling Guide Map. The following two factors are weighed heavily in the determination:</p> <ul style="list-style-type: none"> <li>• Safety is always SEATRAN's number one priority. Safety considerations play a major role in determining both the type and location of bicycle facilities that staff develop.</li> <li>• Space is required to install a bicycle trail or path. Consequently, SEATRAN has been very aggressive in purchasing old railroad rights-of-way and in getting permission to use utility corridors for trail purposes. With regard to on-street facilities, staff have worked very hard to install bike lanes wherever space has been available.</li> </ul> <p>In general, when SEATRAN says "no" to an idea, it is because it does not meet one of the above criteria. Nonetheless, after all the plans are reviewed and adopted by the City Council, SEATRAN will comprehensively review the bicycle facility requests in all the plans. (see II-A-2)</p> <p>6. Developing landscaped medians is a significant task, and is a community-led process. Medians can significantly restrict access to properties along a street. In some neighborhoods, SEATRAN has seen proposals for median improvements opposed because of their impacts on access. Before developing a median concept in detail, it would be important to check with adjacent residents and businesses to ensure that this is an idea for which there is consensus and strong community support. If consensus can be obtained, note that landscaped median concepts are generally high-cost. Being largely aesthetic, installation of landscaped medians is work that most transportation CIP grant sources tend not to fund. Other funding sources will need to be developed to implement this activity.</p>

**B: Develop neighborhood nodes of concentrated activity**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
<b>Land use and zoning</b>						
I- B0- 5	Design Guidelines - develop design guidelines specifying building standards, parking areas, signage, landscaping, and other furnishings to enhance street-front amenities and development potentials including controls over non-pedestrian activities like gas stations. Design guidelines for each neighborhood anchor that reflect the unique history, character and potential of each node.	Med.	3-6		<b>Delridge</b> property owners DCLU	<p>DCLU is addressing neighborhood specific design guideline proposals starting 2<sup>nd</sup> quarter 1999 and throughout 2000. DCLU will work with neighborhoods using a three phased process, which will package neighborhood proposals in sets of approximately 6 neighborhoods each. First, more fully developed neighborhood design guideline proposals will be reviewed by DCLU and the neighborhoods with the goal of Council adoption of the first package before the end of 1999. In the second and third phases DCLU will work with remaining neighborhoods whose guideline proposals are more formulative for presentation to Council in 2000, likely in the 2<sup>nd</sup> and 4<sup>th</sup> quarters.</p> <p>DCLU will work with Delridge to assist them in developing design guidelines. DCLU anticipates Delridge to fit into either the 2<sup>nd</sup> or 3<sup>rd</sup> phase of the process. Funding will likely be needed for the development of neighborhood specific design guidelines. The amount needed will depend on the scope of the neighborhood's proposal. Neighborhood Matching Fund grants or Early Implementation Funds have been used by other neighborhoods and should be considered here.</p> <p>If the neighborhood has specific design goals that it would like to emphasize in the Design Review process, DCLU encourages them to develop these for inclusion in the City's program. However, building standards and land uses are regulated by zoning rather than design guidelines.</p>
I- B0- 6	Cluster zoning - see description under Nature.	High	1-2		<b>DCLU</b> Delridge, OH	See response to I-A-10.
<b>Trails and pedestrian movement</b>						
I- B0-	Trails - see description under Nature.	varies	varies		<b>SEATRAN</b>	See response to I-A-21.

**B: Develop neighborhood nodes of concentrated activity**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
7					SPU DPR	
I-B0-8	Maintain existing hillclimbs – staircases crossing east/west need to be maintained and better lit.	High	varies		SEATRAN	The city supports this recommendation; however, funding for maintenance is very limited compared to the citywide need. This activity could be implemented if funding becomes available. If the neighborhood wants to develop a lighting plan, see response in activity I-A-29. Also, if there are locations that present safety problems, SEATRAN can investigate these problem sites if provided with a specific location and detailed description, and a neighborhood contact who can describe the problem. Identified problems may be addressed through existing spot improvement programs.

**North Node**

**Traffic and transportation**

I-B1-9	<p>HOV - increase transit and HOV capacity northbound on Delridge Way SW during peak hours by:</p> <ul style="list-style-type: none"> <li>▪ restricting parking and designating the outside northbound lane on Delridge Way SW for HOV use during morning peak commuting hours.</li> <li>▪ installing an early entry signal phase at SW Andover Street to allow buses to merge with traffic onto the West Seattle bridge.</li> </ul>	Med.	3-6		SEATRAN Metro	<p>The City believes this increasing transit capacity is a good idea, but specific methods for accomplishing this will require further analysis and involvement with Metro. One study, the Intermediate Capacity Transit Service Study, a component of the Seattle Transit Initiative, is already underway and will analyze corridors citywide for implementation of intermediate capacity transit (see I-B0-4 for more information.) This study is being coordinated between the City and Metro. Also, SEATRAN notes that this activity will require careful and comprehensive analysis, as changes to this arterial will have impacts on parallel, residential non-arterial streets. This should be evaluated at the same time as other activities in this key strategy to coordinate sidewalk improvements, curb bulbs, pocket parking, and HOV lane recommendations.</p> <p>Bicycle access along Delridge Way SW would be negatively impacted if parking is removed for additional motor traffic lanes. Studies have shown that increasing the number of lanes of traffic would also increase the speed of traffic. It also removes the ability for bicyclists to move into the parking lane, where cars are not parked, to get out of the traffic lane.</p>
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## B: Develop neighborhood nodes of concentrated activity

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						See comments in activities I-B0-4 related to forwarding activities to Metro.
I-B1-10	Park-and-Ride - develop a facility at SW Andover St. to increase transit ridership capacity before entering the Spokane Street Bridge.	High	1-2		Metro SPO SEATRAN	<p>This recommendation will be forwarded to Metro for their consideration.</p> <p>It is generally the City's policy (TSP strategy T6) to discourage new Park-and-Ride lots within the City limits due to high capital costs, increased noise and pollution in the neighborhood, car prowling problems at park and ride lots and limited benefits to the neighborhood of bringing drivers into the neighborhood who leave their cars for an extended period of time but do not necessarily bring any benefit into the neighborhood, unless justified by exceptional circumstances and supported by an analysis of alternatives.</p> <p>Also, the City does encourage pursuing opportunities for "shared parking" which makes use of existing parking spaces in another development (at little capital cost) and alternatives such as feeder service and pedestrian/bike access.</p>
I-B1-11	Left-turn only lane eastbound - onto Andover from southbound Delridge Way SW.	Med.	3-6		SEATRAN	A left turn pocket exists at this intersection - therefore SEATRAN believes an exclusive left turn signal phase is not warranted. SEATRAN can re-evaluate this intersection if provided with detailed information regarding what problem this activity is trying to solve.
I-B1-12	Right-turn only - onto Delridge Way SW northbound from westbound SW Andover Street.	Med.	3-6		SEATRAN	SEATRAN will evaluate this intersection if provided with detailed information regarding what problem this activity is trying to solve.
I-B1-13	Left-turn only - onto SW Andover Street westbound from Delridge Way SW.	Med.	3-6		SEATRAN	SEATRAN will evaluate this intersection if provided with detailed information regarding what problem this activity is trying to solve.
I-B1-14	SW Charlestown Street - with property owner participation, remove the barricade to allow access from Madison Cafe parking lot westbound; and designate right-turn only onto Delridge Way SW from Cafe parking lot, and into Cafe parking lot from Delridge Way SW to	High	1-3		SEATRAN Property owners	SEATRAN will evaluate this intersection if provided with detailed information regarding what problem this activity is trying to solve. Property owner participation will be critical in exploring this recommendation.

**B: Develop neighborhood nodes of concentrated activity**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	improve operating and pedestrian safety conditions.					
I-B1-15	23rd Avenue SW - with property owner participation, study and resolve the traffic conflicts resulting from commuter traffic cutting through this residential street to "short cut" Delridge Way SW onto the West Seattle Bridge.	Med.	4-6		SEATRAN local property owners residents	This activity needs further concept development and analysis. SEATRAN Neighborhood Traffic program staff can play a supportive role in helping resolve this conflict, by providing technical assistance to any neighborhood-based activities related to this activity.
I-B1-16	Delridge Way parking pockets – construct parallel parking pockets on the east side of Delridge Way SW north of SW Andover St. to support adjacent mixed use business/housing developments and remove parking conflicts from the peak hour HOV lane designation.	Low	5-7		SEATRAN Property/ business owners	See comments in activities I-B0-4 and I-B1-9. These activities must be coordinated as parking pockets will impact landscaping and potentially the sidewalks.
I-B1-17	Birmingham Steel truck traffic – encourage/support Birmingham Steel's move to rail versus truck transport.	High	1-3		Birmingham Steel Port of Seattle SEATRAN OED Delridge	As an industrial business, truck transport is necessary for Birmingham Steel and currently the City has no programs that can assist with this recommendation. However, the neighborhood should work with the NDM to meet with Birmingham Steel to discuss neighborhood concerns. OED and SEATRAN staff can assist with setting up the meeting and will be available to provide technical assistance as needed.
<b>Land use and zoning</b>						
I-B1-18	With property owner and neighborhood participation, study various methods including alternative zoning, to facilitate the redevelopment of the triangle bounded by Andover Street, Delridge Way SW, and 23rd Avenue SW to promote the development of a mixed use neighborhood anchor.	High	2001-2002		Delridge property owners DCLU	DCLU will work with the neighborhood, to undertake a land use planning exercise and rezone analysis to explore different zoning designations to see if a rezone might achieve the neighborhood's vision and meet the City's criteria for rezones. Several neighborhoods have requested DCLU's services in this capacity. DCLU is likely to begin this work as part of their 2001-2002 work program.

## B: Develop neighborhood nodes of concentrated activity

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
I-B1-19	Rezone - east side of Delridge Way SW between SW Dakota and SW Andover Streets to NC1-40, mixed use residential and business, to reduce potential traffic/parking conflicts on Delridge Way SW.	High	On plan adoption		DCLU Delridge Property owners	The City supports the neighborhood's proposal to rezone this area from C1-40 to NC1-40. Approximately half of the rezone area is included in environmentally critical areas. Most of the northern parcels are included in potential slide areas, and portions of other parcels are included in steep slope areas. However, this rezone proposal would not result in more intensive development than that permitted under existing zoning, and the development that is intended by the rezone is consistent with the Environmentally Critical Areas policies and regulations. Therefore, DCLU prepared a rezone analysis and a rezone ordinance amending the official zoning map and submitted it to Council for their consideration along with the Delridge plan.
<b>Community design and amenities</b>						
I-B1-20	Gateways - acquire and develop entry gateway park improvements with signage, artwork, landscaping, and other unique identity furnishings south of Madison Cafe on the west, and 23rd Avenue SW on the east shoulders of Delridge Way SW.	Med.	3-6		Delridge DPR DON SEATRAN Port of Seattle King County SAC	Developing and implementing a gateway design for the neighborhood is a community-based activity. Appropriate city departments would be involved depending on the ownership of the identified gateway site. Many neighborhoods have successfully used NMF grants to develop this type of amenity.  DON previously funded a community identification sign at this location.
I-B1-21	Walkway to Spokane Street SW – landscape and improve the area on the west side of Delridge Way SW from Madison Cafe north to Spokane Street SW, to create a visual identity.	Med.	1-2		SEATRAN Delridge	SEATRAN support this concept. The next step is for the community to develop a plan and seek funding opportunities. The Arborist's office will assist the community in selecting landscape materials.
I-B1-	SW Charlestown Street Hillclimb - develop a new hillclimb and park improvement on the eastbound right-of-way at 19th Avenue SW to	Med.	3-6		SEATRAN DPR	This City supports the concept of improved pedestrian access, but has not identified funding for a conceptual design at this time. Also, it is SEATRAN's experience that finding non-City funding for construction of

**B: Develop neighborhood nodes of concentrated activity**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
22	improve pedestrian access and visual amenity. Provide a scenic overlook of Birmingham Steel and other node features with interpretive exhibits.				SAC Delridge	a hillclimb would be difficult.  If community members are interested, SEATRAN will provide rough cost estimates and can list the key considerations (slope stability, ADA, security and lighting, etc.) that would be necessary for pursuing this project.  As this activity will occur in the right-of-way, DPR would only be involved if there was an expectation that DPR staff would maintain the site.
I- B1- 23	SW Dakota Street Hillclimb - develop a new hillclimb and park improvement on the eastbound right-of-way to improve pedestrian access and visual amenity.	Low	6-8		<b>SEATRAN</b> DPR SAC	See I-B1-22 above.
I- B1- 24	Maintain other existing hillclimbs in the node.	Med	3-6		<b>SEATRAN</b>	SEATRAN staff will investigate problem sites if provided with the specific locations, detailed descriptions, and a neighborhood contact who can describe the problems. Identified problems may be addressed through existing spot improvement programs; however, SEATRAN has limited funding for major maintenance of stairways.
<b>Other Key Actions:</b>						
I- B1- 25	Increase commercial services for daytime population and adjacent neighborhood residents by: <ul style="list-style-type: none"> <li>developing live-work opportunities to increase daytime employment and minimizing commuting traffic.</li> <li>developing additional commercial space and business activities to provide services to daytime workers and neighborhood residents based on performing a market survey of residents and daytime employees at Birmingham Steel, Services Group of America and DSHS to determine the needs, wants and desires for additional commercial</li> </ul>	Med.	3-6		<b>Delridge</b> OED DNDA Services Group of America DSHS Birmingham Steel SGA	OED, as a member of the Seattle Community Development Collaborative --- a consortium of economic development investors in Seattle, will continue to work with DNDA to provide funding for community priorities and to work on implementation of DNDA's business plan. OED recently loaned DNDA \$245,000 to finance acquisition and development costs for the Brandon Street project--a mixed use project which will provide housing and commercial services for the Delridge neighborhood.  OED and the Collaborative will continue to work with DNDA on their second mixed-use project, including a possible library branch, and on a potential market survey of residents and daytime employees in the neighborhood.

## B: Develop neighborhood nodes of concentrated activity

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	services.					
I-B1-26	Recruit an owner/user consistent with the clean/green elements of Delridge Plan to develop the vacant industrial buffer site at 28 <sup>th</sup> Avenue SW and SW Andover Street.	High	1-3		Delridge OED SJI	This is a community-based activity.  OED, as a member of the Seattle Community Development Collaborative --- a consortium of economic development investors in Seattle, will continue to work with DNDA to provide funding for community priorities and to work on implementation of DNDA's business plan. OED can work with DNDA on this item to the degree to which it is a DNDA priority and within DNDA's capacity.
<b>Campus Node</b> <i>Traffic and transportation</i>						
I-B2-27	Right-turn only - onto Delridge Way SW northbound from westbound SW Oregon Street.	Med.	3-6		SEATRAN	SEATRAN will evaluate this intersection when provided with detailed information regarding what problem this activity is trying to solve.
I-B2-28	Old Cooper School – Study alternatives and implement improvements for the intersection of SW Genesee St. and Delridge Way SW which include a new access road one-way through the Old Cooper School property.	High	1-3		SEATRAN SSD OED DNDA	The neighborhood has chosen to use \$45,000 of it's EIF to do a redevelopment study of the Old Cooper School (see response in I-B2-32). As part of this analysis, SEATRAN recommends considering the cost implication and transportation improvements that would be necessary with redevelopment.  SEATRAN advises that this area contains steep grades with unstable slopes that make engineering this roadway both expensive and difficult. As this is a high priority for the community, construction funding would be necessary to redevelop the intersection. If construction funding were secured, SEATRAN could then proceed with designing this roadway.
I-B2-29	Old Cooper School – consider developing additional housing on the north portion of the school site to offset the cost of redeveloping the historic school building.	High	3-5		DNDA OH SSD	As noted in I-B2-28, the EIF study will consider redevelopment options – this includes redevelopment for housing. To the extent that OH may be involved in the development of housing projects in Delridge, OH supports the use of publicly owned vacant land for the production of affordable housing.
I-	SW Oregon Street /21 <sup>st</sup> Avenue SW /23 <sup>rd</sup>	High	1-3		SEATRAN	See response to I-B0-4 related to sidewalks, and response to I-B2-32.

**B: Develop neighborhood nodes of concentrated activity**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
B2-30	Avenue SW / SW Dawson Street to 17 <sup>th</sup> Avenue SW - expand pavement, shoulders, and construct a sidewalk. Also, improve drainage and traffic calming to improve roadway operating conditions and pedestrian access to Old Cooper School, and to improve safety conditions along this entire corridor.					<p>This area contains steep grades with unstable slopes that make engineering this roadway both expensive and difficult. As this is a high priority for the community, funding will need to be identified. If this were secured, SEATRAN could proceed with designing this roadway.</p> <p>Also, SPU is currently conducting a drainage policy study to investigate various shared funding strategies to address these conditions citywide. SPU will be briefing the City Council on the study in August or September 1999. The outcomes of this study will inform the Drainage Comprehensive plan which lays out the 5 year CIP plan and sets direction for community programs. Also, if the outcomes have major cost implications, it will impact the rates. In this case, SPU will undertake a rate study in the fall of 1999 to determine new rates for the 2000 rate cycle.</p>
<b>Community design and amenities</b>						
I-B2-31	Genesee Street Hillclimb - expand the walkway and develop a hillclimb and park improvement on eastbound right-of-way to improve pedestrian access and visual amenity.	Low	6-8		SEATRAN DPRSAC, Delridge	Please see I-B1-22.
<b>Redevelopment opportunities</b>						
I-B2-32	Old Cooper School – Support the utilization of early implementation funds by the Delridge Neighborhoods Development Association (DNDA) to create a redevelopment plan for the Old Cooper School. Include: convene the School Use Advisory Committee (SUAC) to rezone the property, work with the Seattle School District and the City of Seattle to effect the transfer of the property, and conserve this important community landmark for public use including the following options:	High	1-3		Delridge DNDA SSD (School Use Advisory Committee) DON HPO HHS	<p>The City has approved the Delridge neighborhood's \$45,000 EIF application for an "Old Cooper School Feasibility Study." The feasibility study will identify redevelopment options and potential uses, financing strategies and a development process for the school. The project is scheduled for completion in June 2000.</p> <p>OH staff are interested in exploring ways to cooperate with SSD, Historic Seattle and SAC in the production of affordable housing. OED staff and the Seattle Community Development Collaborative staff will continue to work with DNDA to identify the community's priorities and</p>

**B: Develop neighborhood nodes of concentrated activity**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<ul style="list-style-type: none"> <li>▪ cultural activities in original ground floor stage and training room,</li> <li>▪ suitable commercial and entertainment uses,</li> <li>▪ artists' live/work/gallery spaces,</li> <li>▪ affordable housing, and/or</li> <li>▪ artworks and murals on foundation abutting Delridge Way SW.</li> </ul>				<p>OED SAC Landmarks Preservation Board OH</p>	<p>the opportunities for providing financial and technical support as identified in the neighborhood plan.</p> <p>If the community anticipates nominating the building for a landmark designation, HPO will be available to assist the community in the landmark designation process. Recommendations for the preservation of historic buildings have been placed on the Policy Docket. SPO provided a briefing on issues and potential tools to the City Council in 1999.</p>

**Central Node**

**Traffic and transportation**

I-B3-33	Snake Hill (SW Brandon Street) - expand pavement, shoulders, and walkway on one side of SW Brandon Street to improve roadway operating conditions and pedestrian access.	Med.	4-6		SEATRAN	SEATRAN supports this concept. SW Brandon St. is planned to be an arterial street between Delridge Way SW and 30 <sup>th</sup> Ave. SW, however, the department currently lacks the resources to fully develop this segment. Additionally, this street has not been highly prioritized because of the low volumes of traffic on this street and the backlog of maintenance needs on other higher-traffic arterials.
I-B3-34	Croft Place SW - expand pavement, shoulders, and walkway on one side of Croft Place SW to improve roadway operating conditions and pedestrian access to Boren/Cooper School.	High	1-3		SEATRAN	SEATRAN supports the walkway construction, but does not support expanding the pavement. Given the high cost of improving this street, SEATRAN believes a walkway is a higher priority (for pedestrian safety) than expanding the pavement (which could lead to increased speeds from increased pavement widths). These improvements could be implemented if funding became available. If this is a high priority for the community, SEATRAN could explore opportunities for state funding through the Transportation Improvement Board (TIB) to fund a portion of this work. An initial, quick cost estimate for this project (including pavements, shoulders and a walkway) is \$160,000. The storm water detention work would cost approximately an additional \$100,000. TIB has a pedestrian-only funding source that provides up to \$100,000 per project, but there is heavy competition for these grants and additional funds would need to be identified to pursue this recommendation. If additional funding for this activity became available, SEATRAN staff would need to do a more thorough review of this location before

**B: Develop neighborhood nodes of concentrated activity**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						pursuing a TIB grant.
<b>Land use and zoning</b>						
I-B3-35	Rezone – remove RC overlay on Delridge Way SW frontage properties between Puget Boulevard and SW Hudson Street to focus commercial development potential within the node.	High	Submitted with plan		DCLU Delridge property owners	The City supports the neighborhood’s proposal to remove the RC overlay, and rezone this area from L2/RC to L2. Three parcels on the west side of Delridge Way SW, south of SW Hudson Street are included in steep slope areas. However, this rezone proposal would not result in more intensive development than that permitted under existing zoning, and the development that is intended by the rezone is consistent with the Environmentally Critical Areas policies and regulations. Therefore, DCLU has prepared the rezone analysis and the rezone ordinance amending the official zoning map and has submitted it to Council for their consideration along with the Delridge plan.
I-B3-36	Rezone the frontage properties on the south end of Delridge Way SW at SW Juneau Street to NC to focus commercial development within the defined boundaries of the node.	High	Submitted with plan		DCLU Delridge property owners	The City supports the neighborhood’s proposal to rezone this area from L3 to NC2-40. DCLU has prepared the rezone analysis and the rezone ordinance amending the official zoning map and has submitted it to Council for their consideration along with the Delridge plan.
I-B3-37	Rezone the frontage properties on SW Brandon and SW Findlay Streets to allow development of duplex and triplex housing as a transition and to support the development of the node.	High	Submitted with plan		DCLU Delridge property owners	The City supports the neighborhood’s proposal to rezone this area from SF5000 to LDT. DCLU has prepared the rezone analysis and the rezone ordinance amending the official zoning map and has submitted it to Council for their consideration along with the Delridge plan.  If any of these properties is not rezoned by the Council at this time, contract rezones for these properties could be considered in the future to meet the intent of the neighborhood plan.
I-B3-38	With property owner and neighborhood participation, study various methods including alternative zoning to facilitate the redevelopment of the JCI site so that this sizable concrete structure can be an economic development	High	1-2		Delridge property owners DCLU	DCLU and OED will work with the property owner and the neighborhood on a land use planning exercise and rezone analysis to facilitate use and/or redevelopment of the JCI site. DCLU is likely to begin this work as part of their 2001-2002 work program. A contract rezone could be considered in the future to meet the intent of the neighborhood plan.



**B: Develop neighborhood nodes of concentrated activity**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	asset that complements the plans for the neighborhood anchor.					
<b>Community design and amenities</b>						
I-B3-39	Puget Boulevard Commons – develop a public parking and plaza area with trees, landscaping, unique artworks, and other furnishings in the Puget Boulevard right-of-way on the west side of Delridge Way SW to provide space for a farmers market and other celebrations - and to support parking for the adjacent church and possible branch library if the library is located at this site.	Med.	3-6		DON DelridgeSPL DPR SEATRAN SAC	<p>While this recommendation is not yet developed fully enough for city department review, the City supports the concept of co-locating public spaces with public facilities and encourages the neighborhood in pursuing shared parking opportunities. The community will need to pursue this recommendation as opportunities (such as a future library site) and resources become available. The City will continue to track this recommendation through the Southwest Sector work program.</p> <p>Recommendations for neighborhood parking facilities have been placed on the Policy Docket. SPO staff will report on existing and planned study efforts to the City Council in 1999.</p>
I-B3-40	Gateways – extend curbs, expand sidewalks, improve crosswalks, install furnishings, street trees, signage, and artworks to create major gateway definitions on Delridge Way SW at Puget Boulevard SW, SW Brandon, SW Findlay, and SW Juneau Streets.	High	1-3		Delridge DPR SEATRAN SAC	<p>Developing and implementing a gateway design for the neighborhood is a community-based. Appropriate city departments would be involved depending on the ownership of the identified gateway site. Many neighborhoods have successfully used NMF grants to develop this type of amenity.</p> <p>If the community seeks DON funds to implement amenities (such as gateways or other community based projects), SAC can provide fee-based technical assistance. However, if “1% for Art” funds are generated from the streetscape improvements or other capital development, an artist should be involved. SAC has a roster of artists they work with, and if funds are available, artists on the roster are invited to present ideas for the project.</p> <p>See response in I-B0-4 related to sidewalk construction, street trees and furniture. For crosswalks, SEATRAN funding has been doubled, and the department is trying to prioritize this work. If there are specific crosswalk locations that community members would like to see restriped, these can be relayed to SEATRAN to be included as part of upcoming restriping work. If there are locations about which community</p>

**B: Develop neighborhood nodes of concentrated activity**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						members have immediate safety concerns, these can be sent directly to SEATRAN's traffic operations staff.
I-B3-41	SW Brandon Street Hillclimbs - develop a hillclimb and park improvement in the westbound and eastbound right-of-way of SW Brandon Street to improve pedestrian access and visual amenity.	Med.	3-6		SEATRAN DPR SAC	See response to I-B1-22.
I-B3-42	SW Juneau Street Hillclimb – develop a hillclimb and park improvement in the eastbound right-of-way of SW Juneau Street to improve pedestrian access and visual amenity.	Med.	3-6		SEATRAN DPR SAC	See response to I-B1-22.

**Redevelopment opportunities**

I-B3-43	Brandon Court Project – support development by DNDA of the mixed use housing and retail project on the southwest corner of Delridge Way SW and SW Brandon Street.	High	1-3		OED OH DNDA SEATRAN	<p>City housing assistance programs are available for the rehabilitation of low- and low-moderate income homes and for the assistance of renters and new home buyers. OH recently provided \$220,500 in down payment assistance funds to DNDA for the Brandon Court Project. OH looks forward to additional opportunities to assist Delridge in meeting their affordable housing goals for both owners and renters in their neighborhood.</p> <p>OED as a member of the Seattle Economic Development Collaborative – a consortium of economic development investors in Seattle – recently loaned DNDA \$245,000 to finance acquisition and development costs for the Brandon Court Project. Through its participation in the Collaborative, OED is supporting DNDA development of the Brandon Court Project.</p> <p>The Brandon Court development broke ground in June, 1999. The project will construct a three- and four-story mixed-use building with 17 residential units above 1,451 square feet of administrative office and 2,410 square feet of retail space. The residential units will be made available to low-to-moderate income residents.</p>
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## B: Develop neighborhood nodes of concentrated activity

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
I-B3-44	Delridge Library – develop the new branch library at an appropriate site within the Central node.	High	2-3		<b>SPL-Library Board</b> Delridge DNDA	The “Libraries For All” initiative provides for a Delridge Branch library; however, library siting decisions are the responsibility of the Library Board. It is the Executive’s understanding that the community and the Library Board have initiated discussions and will continue to explore the possibility of a Delridge Branch library in the Central node.
I-B3-45	Neighborhood Service Center - locate this public use in the Central node to increase public access and support development opportunities.	High	2-4		<b>DON</b>	DON is exploring the possibility of relocating the Neighborhood Service Center to the DNDA building proposed for Delridge and Brandon.
I-B3-46	Business recruitment – for neighborhood resident services including: <ul style="list-style-type: none"> <li>▪ specialty stores - food, bakery, espresso, and flower shops,</li> <li>▪ services – personal and health care,</li> <li>▪ office – including professional,</li> <li>▪ industrial – including small scale, environmentally clean manufacturing and cottage industries.</li> </ul>	High			<b>OED</b>	<p>DNDA, with support from OED, had a consultant complete a market study to determine the market for potential businesses in the Brandon Court project. This study might provide some guidance as to what types of businesses the Delridge market could support. The Delridge Planning Committee could also contact the Central Area Development Association (CADA) about the marketing video that they produced for business recruitment purposes.</p> <p>Another method for implementing this activity would be to work with the Neighborhood Business Council. The goal of the City's contract with the NBC is to support the creation and development of Seattle-area neighborhood business districts and small businesses. To accomplish this, NBC can assist neighborhood business district organizations with their efforts to develop and organize programs which support and improve the economic conditions of the business district and the small business environment. The NBC Director will assist DON's Division of Neighborhood Preservation and Development with implementation of business district-specific recommendations as identified in the neighborhood plans. NBC will serve as a resource and assist the Division with strategy development, planning and implementation.</p> <p>In addition, the Executive will review the recommendations in all the neighborhood plans for creating and strengthening existing business districts and the current policies, tools, and resources available to the City to assist in those efforts. The Executive will provide their analysis and recommendations on how they can respond to these neighborhood</p>

**B: Develop neighborhood nodes of concentrated activity**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						requests, including any new options, opportunities and strategies that should be explored to the Council by the end of the second quarter of 2000.
<p><b>South Node</b> <i>Traffic and transportation</i></p>						
I-B4-47	Sylvan Way SW Transit Transfer Station - convert Sylvan Way SW to a transit-only access and transfer station between SW Orchard Street and Delridge Way SW and reconfigure routes 20, 50, 85, and 128 to improve community access to K-Mart, facilitate easy transfer between new routes, and create a public commons for the community. Consider a Park-and-Ride lot within the K-Mart property.	High	1-3		Metro Sound Transit SEATLAN K-Mart	<p>This is a very broad and complicated activity, which will require the participation of numerous departments and agencies. While funding is limited, potential for coordination will be available through the neighborhood's stewardship group and city staff, possible including DON's NDM. The recommendation will require the approval of adjacent private property owners. If this can be accomplished, SEATLAN supports the development of this activity. SEATLAN notes that this recommendation will need to be developed into a project concept for further review. The City owns the west tip of the triangle made by Delridge Way SW, SW Orchard Street, and Sylvan Way SW (PMA 82) which may be included in this proposal. Also, SPD is currently negotiating to develop a SW Police Precinct at the K-Mart site. This may provide development opportunities that may help to begin implementing elements of this activity. Lastly, reconfiguring the routes and developing a transit center will be forwarded to Metro for consideration in their planning process.</p> <p>See response in I-B4-48 related to Park-and-Ride lots.</p>
I-B4-48	Study, and if appropriate, develop a Park-and-Ride lot within the K-Mart property.	High	1-3		MetroSound Transit, SPO SEATLAN K-Mart	See I-B1-10. Also, capitalizing on the existing parking supply at K-Mart for shared parking may be an effective and appropriate strategy.
I-B4-	Sylvan Way SW, SW Webster and SW Myrtle Streets transit shelters - correct the drainage/	High	1-3		SPU	SPU can evaluate the situation through existing spot improvement programs, if provided with specific locations, problem descriptions, and

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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
49	flooding problems.				SEATRAN Metro	<p>a community contact. For drainage problems, more information is needed on the locations and types of problems in order to assess the need for utility drainage system spot improvements. If the drainage system infrastructure is in place, current policy requires property owner contribution for drainage improvements adjacent to their property to connect to the system.</p> <p>SPU is conducting a citywide drainage policy study to determine drainage needs, policies and rate levels, and to recommend changes to the current approach. SPU will provide a status report to the Utilities and Environmental Management Committee in August 1999, and provide final recommendation shortly thereafter and before the end of the year. These citywide drainage issues have been placed on the Policy Docket.</p>
I-B4-50	Sunrise Heights/SW Community Center, etc. – study and develop alternatives for an additional bus route through Sunrise Heights using SW Holden St. or SW Thistle St.	High	1-3		Metro Sound Transit, SEATRAN K-Mart	<p>The Executive will forward this and related transit requests to King County Metro on the community's behalf. SPO, SEATRAN and DON will review the transit service requests and transit stop improvements identified in the neighborhood plans and integrate those requested improvements into the work being done under Strategy T4 "Establish and Implement Transit Service Priorities" in the City's Transportation Strategic Plan (TSP). The Executive will report to the City Council Transportation Committee on its progress on Strategy T4 as part of its ongoing reporting requirements on the TSP and to the Neighborhoods, Growth Planning and Civic Engagement Committee.</p>
I-B4-51	Sylvan Way improvements - expand the pavement and shoulders, and construct a sidewalk, a segregated bike lane, and drainage improvements along Sylvan Way SW to improve roadway operating conditions and pedestrian access to the facilities in the node.	High	1-3		SEATRAN , SPU?	<p>SEATRAN supports widening the roadway to accommodate a wider travel lane so cars will be able to pass slower moving bicyclists going uphill. See response to II-A-12. SEATRAN supports the addition of sidewalks along this roadway; however, a funding source would need to be identified to implement this recommendation.</p> <p>Currently, a project is underway along Sylvan Way SW. This is a project to develop a full subdivision. Some of these amenities will be provided as required by the street improvement manual and mitigation measures through SEPA. This will include the required pedestrian and drainage</p>

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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						improvements.
I-B4-52	24 <sup>th</sup> Ave SW /Delridge Way SW /Sylvan Way SW / SW Webster St. - with property owner participation, study and resolve the traffic/pedestrian conflicts at the perimeter of K-Mart. Consider transit improvements, automobile access to K-Mart, pedestrian safety and connecting the pedestrian trail along Longfellow Creek from access points north and south of K-Mart.	High	1-2		SEATRAN DCLU SPU Delridge	The City supports this concept but has not identified funding for a conceptual design at this time. The next step would be for the community to develop a conceptual design in which specific issues would be identified. The NDM is currently working to coordinate incorporating these recommendations into projects that are being developed at or near the K-mart site, including the SW Webster Street detention pond and the proposed SW Police station. The NDM will assist the neighborhood in providing input to the development of these projects.
I-B4-53	SW Myrtle Street crosswalk at Delridge Way SW - move the crosswalk to the north side of SW Myrtle Street to reduce turning conflicts.	Med.	3-6		SEATRAN	SEATRAN believes the crosswalk is in a good location due to the existing walkways, bus zone locations and SCL power poles (that could block the visibility of pedestrians if the crosswalk was relocated). Motorists turning right must yield the right of way to pedestrians in the crosswalk. Implementing alternatives to the crosswalk to address turning conflicts would take additional funding to study the intersection and develop proposals. SEATRAN will work with the community to look at other options to increase the safety of this intersection.
<b>Land use and zoning</b>						
I-B4-54	Rezone - Reduce the height allowances within the node from 65 to 40 feet to control impacts on adjacent residential properties.	High	On plan adoption		DCLU Delridge property owners	The City supports the neighborhood's proposal to rezone this area's height limit from C1-65 to C1-40 to be more consistent with the surrounding area. DCLU has prepared the ordinance amending the official zoning map and will submit it to Council for their consideration with the Delridge plan.  Also, ESD is in the process of negotiating with K-Mart for a new Police Precinct. Preliminary concepts for the precinct call for a two-story building with a gable roof which might face zoning restrictions related to the NC2-40 zone. The City and the neighborhood are working together to find a solution that will accommodate the neighborhood's concern for scale/height issues while allowing the police facility to meet functional needs. A specific recommendation about how to resolve this will be

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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						determined prior to final action by the City Council.
I-B4-55	With property owner and neighborhood participation, study various methods including alternative zoning, to mitigate the development impacts of the "sandpits" property northwest of K-Mart, to ensure the environmental safety of surrounding properties, to ensure that future development is consistent with surrounding character, and to minimize traffic impacts on surrounding residential areas.	High	1-2		<b>DCLU</b> Delridge property owners	DCLU will work with the neighborhood, to undertake a land use planning exercise and rezone analysis to explore different zoning designations to see if a rezone might achieve the neighborhood's vision and meet the City's criteria for rezones. Several neighborhoods have requested DCLU 's services in this capacity. DCLU is likely to begin this work as part of their 2001-2002 work program.
<b>Community design and amenities</b>						
I-B4-56	K-Mart Commons - redevelop a portion of the parking lot between K-Mart and the Transit Transfer Station into a public commons and plaza area with special pavings, artwork, street trees, furnishings, and facilities for street vendors, farmers market, and special events.	High	1-3		<b>K-Mart</b> Delridge Metro SEATRAN DPR OED SAC	The community will need to pursue this recommendation with K-Mart and Metro.  OED and the Seattle Community Development Collaborative will continue to work with DNDA to identify the community's priorities and the opportunities for providing financial and technical support as identified in the neighborhood plan.
I-B4-57	Gateways – acquire and develop gateway landscaping, signage, and other signature improvements along Sylvan Way SW west of 24th Avenue SW and SW Orchard Street at 21st Avenue SW to define an entry into the neighborhood.	Med.	3-6		<b>Delridge</b> SEATRAN SAC	Developing and implementing a gateway design for the neighborhood is a community based activity. Appropriate city departments would be involved depending on the ownership of the identified gateway site. The community may wish to consider NMF funds as a means to pursue this recommendation.  The City owns the west tip of the triangle made by Delridge Way SW, SW Orchard Street , and Sylvan Way SW (PMA 82), which may be included in this proposal.
I-	24th Avenue SW Hillclimb – develop a hillclimb	Med.	3-6		<b>SEATRAN</b>	See response to I-B1-22.

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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
B4-58	and park improvement in the unopened right-of-way of 24th Avenue SW and Sylvan Way SW to provide pedestrian access and a visual amenity.				DPR SAC	DPR staff would be involved in the design development if there were an expectation the department might maintain this property.
I-B4-59	SW Othello Street Hillclimb – develop a hillclimb and park improvement in the westbound right-of-way of SW Othello Street to increase pedestrian access and visual amenity.	Med.	3-6		<b>SEATRAN</b> DPR SAC	See response to I-B1-22.  DPR staff would be involved in the design development if there were an expectation the department might maintain this property.
I-B4-60	SW Webster Street hillclimb – develop a hillclimb and park improvements in the unopened west right-of-way of SW Webster Street to increase pedestrian access and visual amenity.	Med.	3-6		<b>SEATRAN</b> DPR SAC	See response to I-B1-22.  DPR would be involved in the design development if there were an expectation the department might maintain this property.
I-B4-61	24th Avenue SW / SW Webster Street Crosswalk - extend curbing, create a crosswalk, and install furnishings to improve pedestrian access and visual amenity.	Med.	3-6		<b>Delridge</b> SEATRAN DPR SAC	The City supports this concept but has not identified funding for a conceptual design at this time. The first step needed to pursue this idea is to develop a conceptual design. One possible funding source for design is the NMF. SEATRAN will provide review of any recommendations that are developed by the neighborhood. If a workable design is developed, SEATRAN will work with the community to identify potential funding sources to support the improvement – this might include the NSF, CRF funds, or other funding sources that become available. Also, the City is currently reviewing its policies on crosswalks and will report to the City Council Transportation Committee on the results of the study and recommend policy changes as part of the “Policy Docket.” This will occur in 1999.  DPR would be involved in the design development if there were an expectation the department might maintain this property.
<b>Redevelopment opportunities</b>						
I-B4-62	K-Mart access roadway – Improve the access roadway into K-Mart between Sylvan Way SW and SW Webster Street to align with 24th Avenue SW, provide parallel parking, curbs, sidewalks, street trees, and other furnishings to	Med.	3-6		<b>K-Mart</b> Metro	The community will need to pursue this recommendation with the property owner, and K-Mart staff. The neighborhood should continue to work with the NDM and the City’s interdepartmental team that includes staff from ESD, DCLU, SPU, OED, DON, and SEATRAN.



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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	control traffic/pedestrian activities and provide a visual amenity to the site.					
I-B4-63	K-Mart parking lot - install medians, curbing, sidewalks, street trees, and landscaping to improve parking/pedestrian activities and provide a visual amenity.	Med.	3-6		K-Mart Metro	The community will need to pursue this recommendation with the property owner, and K-Mart. The neighborhood should continue to work with the NDM and the City's interdepartmental team which includes staff from ESD, DCLU, SPU, OED, DON, and SEATRAN.
I-B4-64	K-Mart Commons retail uses – develop additional retail buildings on the K-Mart Commons adjacent to the Transit Station to provide conveniences and services for neighborhood residents and transit riders.	High	1-3		K-Mart Metro OED	The community will need to pursue this recommendation with the property owner, and K-Mart. The neighborhood should continue to work with the NDM and the City's interdepartmental team which includes staff from ESD, DCLU, SPU, OED, DON, and SEATRAN.  OED and the Seattle Community Development Collaborative will continue to work with DNDA to identify the community's priorities and the opportunities for providing financial and technical support as identified in the neighborhood plan.
I-B4-65	K-Mart facade - build a new entry and storefront facade on the K-Mart building to reflect the site's enhanced visual and activity potentials.	Med.	3-6		K-Mart	The community will need to pursue this recommendation with the property owner, and K-Mart. The neighborhood should continue to work with the NDM and the City's interdepartmental team which includes staff from ESD, DCLU, SPU, OED, DON, and SEATRAN.
I-B4-66	K-Mart tenants - recruit new grocery and/or entertainment activities to occupy the vacant space in the K-Mart building and provide desired services for neighborhood residents.	High	1-3		K-Mart DON OED	The community will need to pursue this recommendation with the property owner, and K-Mart staff. The neighborhood should continue to work with the NDM and the City's interdepartmental team which includes staff from ESD, DCLU, SPU, OED, DON, and SEATRAN.  OED and the Seattle Community Development Collaborative will continue to work with DNDA to identify the community's priorities and the opportunities for providing financial and technical support as identified in the neighborhood plan.
I-B4-67	West Seattle Police Precinct – If a West Seattle Precinct Station is located at K-Mart, immediately include the immediate community in design discussions, and allow for design features consistent with the ideas outlined	High	1-3		ESD SPD	The City is currently evaluating sites in West Seattle for the Southwest Police Precinct. ESD and SPD will involve the immediate community immediately in design and project development once a site is chosen. ESD is in the process of negotiating with K-Mart for a new Police Precinct. ESD will involve the immediate community in the design

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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	above.					process which will likely begin (depending on the negotiations) in August 1999. See response to I-B4-54
I-B4-68	SW Webster Street Detention Pond - see Nature.	High	1-3		SPU DPR Delridge	See response to I-A-14.
I-B4-69	High Point – promote development of mixed income housing in accordance with the Hope VI plan.	High	2-4		SHA Delridge DNDA OH	OH supports any development of mixed income housing, and supports any development at High Point in accordance with the Hope VI plan. The community will need to pursue this recommendation with SHA. In the event that SHA were to pursue mixed-income residential development at High Point, OH may be involved and would work with SHA and the community on this project.

## 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 that will be considered as part of the sector work programs in the future as opportunities arise; 4) activities for which the community must take the lead (may be supported by City departments or existing programs); 5) issues that will be on the policy docket (the docket will assign responsibility for consideration of the issue and provide a schedule for reporting back to Council); and 6) activities that 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.

The Executive will coordinate efforts to sort through these activities. During this sorting process, the departments will work together to create sector work programs that will prioritize these activities. This may include developing rough cost estimates for the activities within each activity; identifying potential funding sources and mechanisms; establishing priorities 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. Activities identified in this section, with the exception of activities the City will not support, will be included in the City's tracking database for monitoring neighborhood plan implementation.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response	City Action
<b>A: TRANSPORTATION</b>							
<b>Roadways</b>							
II-A-1	Improve maintenance of existing roadways throughout the planning area including: <ul style="list-style-type: none"> <li>▪ Repaving in areas with recurring/excessive potholes;</li> <li>▪ Fixing areas with drainage problems.</li> </ul>				SEATRAN SPU	For roadway maintenance, SEATRAN staff can investigate problem sites if provided with specific locations and a detailed description of the problems.  For drainage problems, more information is needed on the locations and types of problems in order to assess the need for utility drainage system spot improvements. If the drainage system infrastructure is in place, current policy requires property owner contribution for drainage improvements adjacent to their property to connect to the system.  City departments are working to coordinate right-of-way and utility work to minimize pavement cuts. SPU, SEATRAN and SCL staff are participating in the citywide "Consistency in Construction Communications Project" and a street-opening coordination effort designed to address these	If provided with specific locations, problem descriptions, and a community contact, SEATRAN and SPU will evaluate the situation through existing spot improvement programs.  SPU is currently conducting a drainage policy study to investigate various shared funding strategies to address these conditions citywide. SPU will be briefing the City Council on the study in August or September 1999. The

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response	City Action
						needs.	outcomes of this study will inform the Drainage Comprehensive plan which lays out the 5 year CIP plan and sets direction for community programs. Also, if the outcomes have major cost implications, it will impact the rates. In this case, SPU will undertake a rate study in the fall of 1999 to determine new rates for the 2000 rate cycle.
<b><i>Bikeways – develop/designate existing roadways for north/south segments of a community loop system</i></b>							
II-A-2	Avalon Way SW from 35th Avenue SW to Harbor Avenue SW - class 3.	Low	6-8		SEATRAN	<p>Providing bike lanes on Avalon Way SW between 35<sup>th</sup> Ave. SW to some point a bit south of SW Spokane St. appears possible. Also, see response in I-B0-4 related to the criteria SEATRAN staff uses in determining the appropriateness of bicycle facilities.</p> <p>Finally, for the purpose of clarification, the City understands the neighborhoods definition of on-road and off-road bicycle routes (from page 50 of the Delridge Neighborhood Plan) to be as follows:</p> <ul style="list-style-type: none"> <li>• Class 1 is a 10-12 foot off-road trail.</li> <li>• Class 2 is a 6 foot on-road bicycle lane.</li> <li>• Class 3 is a 4 foot on-road bicycle lane.</li> <li>• Class 4 is a wide shared multi-purpose lane.</li> </ul> <p>As there is a high demand for the Bicycle Guide map, SEATRAN staff will be re-printing it in 1999. SEATRAN staff will be incorporating changes in the system since the last printing into the map. The revised map will reflect most (if not all) of the on-</p>	SEATRAN will formally evaluate this proposal when the Harbor Bridges project is completed. The Harbor Bridges project is to be completed by the first half of 2000.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response	City Action
						<p>street route changes and additions recommended in the neighborhood plans that SEATRAN has reviewed and agreed would be good additions. The map does not show planned bicycle facilities that require physical changes to the roads (i.e. bike lanes) or construction of new rights of way (i.e. bike trails) as this is a guide map reflecting actual conditions in the field, not planned, future projects. As additional routes are recommended, approved, or constructed, SEATRAN staff will add them to future printings.</p> <p>Also, Neighborhood plan requests should be considered in the City's bicycle facilities planning process. Because neighborhood plan requests have largely been reviewed and analyzed by Executive staff and the Council one neighborhood at a time, and because bicycle facilities almost always cross neighborhood boundaries, it will be important to step back and take a broader view. The City is not intending to re-review specific decisions on specific matrix items, but to look at the broader, citywide issues.</p> <p>After all of the neighborhood plans have been reviewed by the City Council, the Executive will comprehensively review the bicycle facility requests in all the plans. This will be done as part of the first annual report to the Council by the Executive on strategies contained in the Transportation Strategic Plan (TSP). This review of bicycle facilities and operations will examine how various neighborhood plan proposals fit together within and across subareas of the City, as well as citywide and regionally. In addition, in each semi-annual memorandum submitted to the Council on nine specific TSP strategies, the response for Strategy</p>	

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response	City Action
						<p>B1 will:</p> <ul style="list-style-type: none"> <li>a) list requested bicycle facilities, including those identified in neighborhood planning, (perhaps by subarea) along with what the City has currently endorsed and is planning to complete as part of the Urban Trails System and other bicycling projects;</li> <li>b) provide a prioritized list of the additional improvements and funding strategies; and</li> <li>c) provide a city-wide map identifying locations where bicycle facility improvements are warranted.</li> </ul> <p>Lastly, Comprehensive Plan policy T49.5 directs the City to develop methods to evaluate the provision and performance of bicycle facilities. The Executive is currently preparing a workplan for developing such methods. It is anticipated that as such methods are established, they will be applied to neighborhood and subarea planning and used to assess the need for additional bicycle improvements.</p>	
II-A-3	35th Avenue SW from Avalon Way SW to SW Roxbury Street - class 3.	Low	6-8		SEATRAN	This steep, fairly high speed four lane arterial street is not suitable as a bike route; there are good substitutes for north-south bicycling in this area on the Bicycling Guide Map.	SEATRAN does not support this recommendation.
II-A-4	21st Avenue SW from SW Andover Street to SW Dawson Street to 16th Avenue SW – class 4.	Low	6-8		SEATRAN	21 <sup>st</sup> Ave. SW is currently designated on the Bicycling Guide Map between SW Myrtle Street and SW Andover Street. The connection via SW Dawson street, however, is not suited for most bicyclists. That is largely the reason SEATRAN staff have not previously extended the 16 <sup>th</sup> Avenue SW route on the current city bicycling map any farther north than Myrtle.	SEATRAN currently lists 21 <sup>st</sup> Ave. SW on the Bicycling Guide Map, but does not support SW Dawson St. as a bicycle route.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response	City Action
						<p>By not listing Dawson as a bicycle route on the Bicycling Guide map, a gap in the bike route system between 16th and 21st Avenues SW is left. However, the point of extending the 16th Ave route on our map is to show that bicycle access from the south to SSCC is viable.</p> <p>Both the neighborhood and the community college requested an extension of the 16<sup>th</sup> Avenue SW route northward. As 16<sup>th</sup> Avenue SW itself has adequate width to function as a bike route and extends to an important community destination – South Seattle Community College - with the potential for a great number of bicycle trips, SEATRAN staff felt it made sense to extend the route even though they could not recommend an outlet at the north end of 16<sup>th</sup> Avenue SW several blocks beyond SSCC. Unfortunately, SW Dawson Street is the only street than connects 16th to 21st Avenue SW in that part of Delridge, but SW Dawson Street has the worst of all possible combinations for bicyclists. It is a steep, narrow, winding road and has neither wide travel lanes or a shoulder. In other words, this is the kind of street that all but the most fit and fearless of bicyclists tend to avoid. However, like all surface streets in Seattle, it is open to bicycles whether or not it is officially designated on our map.</p>	
II-A-5	West Marginal Way SW from Spokane Street SW south through the Duwamish - class 2.	Low	6-8		SEATRAN	SEATRAN does not support bike lanes on W Marginal Way. The Duwamish Trail, which runs parallel to W Marginal Way SW, is scheduled to be completed in 1999, so no on-street facility is necessary.	SEATRAN does not support this recommendation.
II-A-6	16 <sup>th</sup> Avenue SW from SW Dawson Street to SW Roxbury Street- class 4.	High	3-6		SEATRAN	SEATRAN supports this recommendation to extend the current bike route on 16 <sup>th</sup> Ave. SW to SW Findlay St. (north end of the SSCC campus). This	SEATRAN will extend the current bike route on 16 <sup>th</sup> Ave. SW as far north as SW

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response	City Action
						will be included in the Bicycling Guide map as an 'arterial street commonly used by bicyclists.' Also, see response in II-A-4.	Findlay Street on the Bicycling Guide map when the map is next printed.
II-A-7	30th Avenue SW from Sylvan Way to SW Roxbury Street - class 4.	Low	6-8		SEATRAN	34th Ave. SW is the designated north-south route in this area and connects better to other routes than 30th Ave. SW would.	SEATRAN does not support this recommendation.
II-A-8	9th Avenue SW /Highland Park from West Marginal Way SW to SW Roxbury Street - class 3.	Low	6-8		SEATRAN	This is currently a designated route on the Bicycling Guide Map. Additionally, because safety concerns have been raised, SEATRAN staff met with staff from the church on the corner of 9th Avenue SW and SW Henderson Street and other community members in July 1999 to conduct a joint field check of the intersection. The purpose of this field check was to better understand how the intersection works before and during evening peak period commute time (as this is the time where the most concerns have been expressed). Additionally, the field check was to help people to gain a shared understanding of how the intersection works and to share observations/ideas about what might be done to make it work better. SEATRAN will forward the draft recommendations to the neighborhood and meeting attendees by September 1999. In addition, SEATRAN will be collecting new counts for this intersection to ensure the counts reflect current conditions. SEATRAN will work with the NDM to share this information with the community. SEATRAN will continue to work with the community to identify ways to improve how the intersection works.	This route is currently designated on the Bicycling Guide Map. Also, SEATRAN will also do a field check at 9th Avenue SW and SW Henderson Street.
<b><i>Bikeways – develop/designate existing roadways for east/west segments of a community loop system</i></b>							
II-A-9	Spokane Street SW - from Avalon Way SW east to - class 3.	Low	6-8		SEATRAN	The trail on the north side of SW Spokane St. is nearly completed, so there is no need for a bike	SEATRAN does not support this recommendation.



#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response	City Action
						route in the street.	
II-A-10	SW Andover Street - from Avalon Way SW to 21st Avenue SW - class 3.	Low	6-8		SEATRAN	SW Andover St. is on the current map as a temporary bypass route while the Spokane St. trail is under construction. SEATRAN will keep the route on future editions of the map.	This route is currently designated on the Bicycle Guide Map.
II-A-11	Brandon Street (Snake Hill) - from 35th Avenue SW to Delridge Way SW - class 3.	Med.	5-7		SEATRAN	If and when improvements are made to SW Brandon St., this could work as a bike route.	This recommendation will continue to be considered as part of the Southwest Sector work program.
II-A-12	Sylvan Way SW / SW Orchard Street - from 35th Avenue SW to Highland Park - class 3.	High	3-6		SEATRAN	This is potentially a good connecting route, but improvements would need to be made on the north side of Sylvan Way SW to create a wider travel lane so cars will be able to pass slower moving bicyclists going uphill.	This recommendation will continue to be considered as part of the Southwest Sector work program.
II-A-13	Thistle Street – from 35th Avenue SW to 9th Avenue SW – class 3.	Low	6-8		SEATRAN	SEATRAN supports this recommendation.	SEATRAN will include this street on the next edition of the Bicycling Guide Map, due out late 1999.
II-A-14	SW Roxbury Street – from 35th Avenue SW to SW Olson Place/1st Avenue SW - class 3.	Low	6-8		SEATRAN	SEATRAN opposes designating this a bike route as this is a four lane arterial street and lacks a wide curb lane. The SW Barton St. route a few blocks to the north works well as an east-west route in this part of town.	SEATRAN does not support this recommendation.
<b><i>Bikeways – develop bikeways on unopened roadways</i></b>							
II-A-15	SSCC – from SW Dawson Street behind campus buildings to 12th Avenue SW and Riverview Playfield to Webster and Highland Park - class 1.	Low	6-8		SEATRAN DPR SSCC	The steepness of the hillside could make a Class 1 Trail difficult to develop (meeting ADA requirements could require considerable switchbacks). It may be better if development were limited to soft surface mountain bike trails. This would likely involve DPR and SSCC, depending on who owns the property. If there is no street right-of-way involved, SEATRAN's role would be limited.	The community will need to take the initiative on this recommendation to develop a conceptual design that SEATRAN can review.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response	City Action
						The next step is to develop a conceptual design. The City supports this concept but has not identified funding for a conceptual design at this time. If the community would like to move forward more quickly on this recommendation they can seek alternative funding sources for the concept design. NMF or early implementation funds are possible funding sources	
II-A-16	Duwamish Hillside - from behind SSCC campus down hillside to Highland Park and West Marginal Way SW - class 1.	Low	6-8		SEATRAN	See response to II-A-15.	See response to II-A-15.
<b>Streetscape – improve existing streetscape for pedestrian safety</b>							
II-A-17	Modify the existing roadway (Delridge Way SW) to provide functional and visual enhancements (See I-B0-4).	Med.	3-6		SEATRAN DPR SCL Arts Commission	See I-B0-4.	The community will need to take the initiative on this recommendation to develop a conceptual design that SEATRAN can review.
II-A-18	Neighborhood street improvements – develop a street improvement plan for the Delridge neighborhood that prioritizes areas for future street improvements including: <ul style="list-style-type: none"> <li>▪ Mapping where street improvements (curb/gutter/sidewalks) currently exist,</li> <li>▪ Mapping walking routes to schools, business districts, parks, trails and other important community amenities,</li> <li>▪ Working with the community to establish a system to prioritize locations for sidewalks,</li> <li>▪ Developing a plan for financing and completing street improvements over</li> </ul>	High	1-3		Delridge SEATRAN	Mapping street improvements and routes is a good first step in helping the community prioritize its needs. If the neighborhood wants information that does not currently exist, they may wish to consider NMF or EIF funds as a means to pursue this recommendation. One alternative to pursuing funding is that the NDM will assist the neighborhood in inventorying what resources exist, and in facilitating the neighborhood’s work with city departments. Currently, much of the desired information is available. <ul style="list-style-type: none"> <li>• The City has a significant amount of GIS information in many city departments.</li> <li>• SEATRAN has a pavement management</li> </ul>	The community will need to take the lead on this activity with support from SEATRAN as appropriate.  The City supports the installation of missing sidewalks citywide, particularly in urban villages. The City will be considering whether or not it can redirect or increase funding to increase the level of sidewalk maintenance and construction, and how

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	time.					<p>system. Currently, this system only monitors the pavement conditions of city arterial streets and the small number of City non-arterials having Metro bus routes. This monitoring program does not look beyond these streets because there is no City funding to maintain non-arterial streets. SEATRAN's highest priority for paving remains city arterial streets.</p> <p>Lastly, funding issues and prioritization issues related to sidewalks are on the citywide Policy Docket for Council discussion.</p>	<p>drainage improvements should be paid for, as policy docket issues. SEATRAN will provide an update on this work to the Transportation and Utilities &amp; Environmental Management Committees. A second and related policy docket item shall explore placing special emphasis on finding options for providing sidewalks for designated walking areas, such as urban villages and areas that have pedestrian access to them.</p>
<b>B: HOUSING</b>							
II-B-19	High Point – see South node I-B4-69.	High	1-5		<b>SHA</b> High Point DNDA OH Delridge	This activity references activity I-B4-69, except this activity has a different priority and timeframe. It is recommended that the neighborhood clarify the meaning of this activity in comparison to I-B4-69. Also, see response to I-B4-69.	See response to I-B4-69.
II-B-20	Value/price distribution - with community residents, re-examine Special Objectives Area (SOA) policies on the development of new housing units serving households between 30% and 50% of the median income range.	High	1-3		<b>OH</b> Delridge DNDA	<p>In implementing the City's Housing Action Plan, OH will evaluate a variety of housing policies and programs, including the City's SOA and housing affordability policies.</p> <p>OH will review during 2000 all SOA policies as a part of the preparation of the 2001 – 2002 Consolidated plan. Appropriate neighborhoods will be involved in the review process and any potential changes. There is a public hearing process for the</p>	<p>This recommendation will be considered as OH implements the Housing Action Plan.</p> <p>OH will review all SOA policies during 2000.</p>

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						Consolidated plan and it is submitted to the City council for review and approval.	
II-B-21	Down payment – expand the housing down payment assistance program.	High	1-2		OH DNDA	<p>One of the City's primary housing goals is to increase opportunities for home ownership as expressed in the Comprehensive Plan, the Consolidated Plan and the Mayor's Action Agenda. OH has already provided \$220,500 in down payment assistance to DNDA for the Brandon Street project. DNDA has also submitted a proposal for a subsidized rental project to be built in conjunction with the new Delridge Library. This project was awarded funds in June 1999.</p> <p>OH looks forward to additional opportunities to work with the community and any involved nonprofit agencies on this issue.</p>	The City will continue to work on expanding home ownership opportunities throughout the City. This recommendation will be considered as OH implements the Housing Action Plan. A \$600,000 Request for Proposal for New Initiatives in Homeownership will be released by OH during August 1999. OH is continuing to seek additional funds and programs to support the increase in homeownership citywide.
II-B-22	Vacant properties - create a program to buy and reuse vacant properties and houses using eminent domain if necessary.	High	2-4		OH DNDA OED ESD DON	<p>OH is currently reviewing DCLU 's list of vacant publicly owned properties potentially available for housing. In this process, a variety of project development programs will be examined.</p> <p>OH in collaboration with OED and other city departments will exploring new opportunities to expand the supply of affordable housing in Delridge.</p>	The City will explore ways to encourage reuse of vacant properties and housing city-wide. This recommendation will be considered as OH implements the Housing Action Plan.
II-B-23	<p>Incentive Programs – create programs and funding for:</p> <ul style="list-style-type: none"> <li>▪ Non-profit purchase and preservation of existing "affordable" rental housing to preserve long term affordability,</li> <li>▪ Lease-to own purchase programs,</li> <li>▪ A community land trust program to</li> </ul>				OH	<p>As stated in II-B-20, OH will evaluate the City's SOA policies and evaluate the types of housing programs available to assist neighborhoods implement their neighborhood plans. A variety of techniques, including those listed here, will be considered. Additionally, a number of programs are currently being considered and undertaken in the area of housing incentive programs. OH will be</p>	<p>This recommendation will be considered as OH implements the Housing Action Plan.</p> <p>The Executive is currently exploring legal and fiscal constraints, options, opportunities and</p>

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	reduce home ownership costs.					<p>researching a variety of program options to encourage the private development of affordable housing to households over 50% of median income as strategies for the implementation of the Housing Action Agenda are developed.</p> <p>DCLU, OH and SPO plan to conduct a policy and code development project that will examine the efficacy of expanding incentive zoning provisions to areas outside of Downtown Seattle. This work will begin in 1999.</p> <p>Some proposals, such as creating a sliding scale for off-site requirements or utility rate reductions for affordable housing raise a number of legal and fiscal issues and have been placed on the Policy Docket for Council consideration.</p> <p>Lastly, the Delridge neighborhood was not included in the multifamily tax exemption program recently created by the City. It could be considered for inclusion in the future, after the initial program has been reviewed.</p>	<p>implications of waiving or reducing fees and requirements in order to stimulate housing development. The Executive will report to council in the first quarter of 2000. This recommendation will be reevaluated after that work is completed.</p> <p>DCLU, OH and SPO will conduct a policy and code development project that will examine the policy and legal issues associated with the expansion of incentive zoning provisions to areas outside of Downtown. This work will begin in 1999 and will include many areas of the City where interest has been expressed.</p>
<b>C: COMMUNITY &amp; CULTURE</b>							
II-C-24	Delridge Atlas - Provide City assistance and data to utilize, maintain, update and make available to the community, the Delridge Atlas and GIS data base of Delridge created by DNDA.	High	3-5		DNDA City of Seattle	The City provided the community with information and GIS data at the beginning of the neighborhood planning process. However, the City currently lacks the resources to provide the high level of support that would be necessary to update and maintain this information for all 37 neighborhoods in the City's GIS DataViewer. See response in II-A-18 related to city GIS resources.	The community should work with the NDM to facilitate access to additional GIS information.
II-C-25	Umbrella Cultural & Arts Outreach - create a steering committee and program of activities	Med.	2-4		Delridge ArtsWest	DON's 'small and simple' grants are an possible source of funding to provide the funding (to do	The community will need to take the lead on this activity.

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	to facilitate year-round activities with multicultural content.				SAC	mailings, host a meeting, etc.) necessary to start a local committee.	
II-C-26	Delridge Community Festival - expand the activities to include more diverse cultural and age oriented activities.	High	1-3		Delridge ArtsWest	This is a community-based activity. There are numerous community festivals sponsored by various community organizations. If it would be helpful the City will assist Delridge community members in contacting other community festival organizers in other neighborhoods.	This is a community-based activity.
II-C-27	Farmers' Market - sponsor a market activity at the Puget Boulevard Commons adjacent to the pea-patch gardens and/or at the K-Mart commons to support local business vendors and increase neighborhood activities and services.	High	1-3		Delridge DON OED	<p>The neighborhood should consider coordinating with adjoining communities, especially if other communities have similar plans for farmers' markets. There are numerous farmers' markets sponsored by various community organizations. If it would be helpful the City will assist Delridge community members in contacting other community farmers' market organizers in other neighborhoods.</p> <p>As part of its financial support of DNDA, OED has provided funding for DNDA's Community Agricultural Program including a market study of value-added agricultural products that can be produced by local residents in community gardens and the High Point Market Garden. A farmers' market could provide an outlet for products produced by the Community Agricultural Program. OED will continue to support DNDA's efforts to explore this activity.</p>	This community will need to take the lead on this activity with support from OED and DON.
<b>Security and Safety</b>							
II-C-28	Monitoring – Monitor gang and hate group activities in the neighborhood.	High	On-going		SPD Delridge	Both the South Precinct and the Gang Unit of the Police Department monitor gang activity in the neighborhood. If the community has information or concerns about either gang activity or hate group activity, they should contact the Precinct and Gang Unit.	This recommendation is already accommodated through existing SPD programs and units.

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II-C-29	Block Watch - expand the block watch program to increase crime prevention and disaster preparedness services.	High	Continuous		Delridge SPD	When SPD's emergency preparedness program SDART is introduced into a community, existing block watches are one of the first groups contacted for involvement and training. The decision to become active in the SDART program is determined by the block itself. Crime Prevention and Emergency Management are currently looking at ways that these links can be increased as SPD also sees the natural fit between Block Watch and emergency preparedness.	This is a community-initiated activity through the existing Block Watch program. SPD supports this recommendation and will work with interested blocks through SDART and Block Watch.
II-C-30	Police Services – support the effort to site a new West Seattle Precinct in Delridge.	High	3-5		SPD Delridge	SPD supports the addition of a new Precinct in the West Seattle/Southwest Seattle areas. ESD is in the process of evaluating potential sites.	The City is in the process of evaluating sites for a new Southwest Police Precinct.
II-C-31	Pedestrian lighting - maintain and install pedestrian lighting, residential porch lights, lighting at schools and transit stops to improve safety in public places, parks, trails and hillclimbs etc.	High	Continuous		Delridge SEATRAN SCL DPR	The community should contact SCL's South Service Center to begin work on developing a lighting plan. The plan should include the specific location and type of lighting fixtures that will be the basis of project feasibility and cost estimates.	The community will need to take the lead on this recommendation with support from SCL.  Pedestrian lighting recommendations have been placed on the Policy Docket. The Executive will review lighting policy and report to the Neighborhoods, Growth Planning & Civic Engagement Committee in 1999.
II-C-32	Centers – create emergency preparedness operations centers at the Delridge Community Center, Cooper, Boren, and Sanislo Schools.	Med	3-5		SPD FEMA SSD DPR Delridge CC Delridge	The City supports, and has programs for developing, plans (which includes designated centers) with the neighborhood. Emergency preparedness is important for all communities and SPD would recommend that the Delridge community become familiar with the City's overall emergency preparedness plan. SPD encourages and will assist community members in becoming	This recommendation has already been implemented at Delridge Community Center. SPD will work with the community to consider other locations as listed in the activity.

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						<p>actively involved in emergency preparedness through Emergency Management's SDART program.</p> <p>Currently, the Delridge Community Center (DCC) is designated as a Disaster Command Center and is able to provide a Red Cross station, shelter/beds, showers, etc. in the event of an emergency. Delridge Community Center was chosen over other area facilities as it is a newer facility, and thus better able to withstand damage during emergency events. If the community does not feel this is adequate, SPD recommends that they work with the SDART program to further develop recommendations for disaster preparedness in the community.</p>	
II-C-33	Instruction – conduct classes in first-aid and CPR for neighborhood residents.	Low	6-8		<b>DPD</b> Delridge Community Center SFD- Medic II	<p>The DCC currently offers CPR and first-aid courses approximately 4 times a year.</p> <p>In addition, CPR instruction is available through Medic II. Medic II has developed an ESL adult-CPR training program geared towards communities where English is spoken as a second language.</p>	This activity is already available through programs at Delridge Community Center and with Medic II.
II-C-34	Annual Event – conduct a disaster planning event as part of the annual Delridge Community Festival.	Low	6-8		<b>Delridge SPD</b>	SPD will work with the Delridge community to see if this type of event can be planned for the Community Festival.	This is a community initiated activity. The community will need to contact SPD as the community plans events for the Delridge Community Festival.
<b>Public Facilities</b>							
II-C-35	Delridge Branch, Seattle Public Library - locate a new branch library facility in the central neighborhood anchor to provide	Low	6-8		<b>SPL - Library Board</b> Delridge	See I-B3-44.	The community will need to pursue this recommendation with the Library Board.



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	convenient access to neighborhood residents and support development efforts within the neighborhood anchor. Use extra effort to make the library a truly multi-cultural facility including multi-lingual books and other media, etc.				DNDA		
II-C-36	<p>Youth activities center – develop a facility and programs for youth activities (consider the re-use of Cooper/Boren school in the event that it is no longer needed as a school facility) to provide:</p> <ul style="list-style-type: none"> <li>▪ volunteer and employment opportunities – including work with the Parks Dept. maintaining local greenbelts and public places,</li> <li>▪ late night activities including outdoor summer movies and basketball,</li> <li>▪ transit services to nearby community and recreation centers, and other after-school activities,</li> <li>▪ arts programs including fine and performing arts.</li> </ul>				DPR	<p>The City is aware of discussions between the neighborhood and SSD regarding Cooper/Boren school. In the event that the facility becomes available for community use, DPR would be involved in discussions regarding possible programming for the facility. Additional funding for operations and maintenance would need to be identified before DPR could take on additional responsibilities. However, some of the activities listed in this recommendation are currently available through the DCC and other DPR facilities.</p> <p>DPR does not currently run a youth employment program. A program of this kind would require funding and a reasonable scope of what maintenance work is appropriate for youth. Opportunities for youth to volunteer exist through the Adopt-A-Park program and at the DCC.</p> <p>DCC currently offers a late night basketball program on Saturday nights. DPR currently lacks the resources for showing outdoor summer movies; however, this would be appropriate for the neighborhood to pursue as a community-based activity. The community may wish to contact the Fremont Arts Council and the Fremont Urban Neighborhood Coalition for information on Fremont's Outdoor Summer Cinema.</p> <p>DPR recently received funding to provide youth with a guaranteed ride home from late night basketball</p>	<p>This recommendation will continue to be considered through the Southwest sector work program.</p> <p>Portions of this recommendation are already available through existing programs at Delridge Community Center.</p> <p>Recommendations for community center facilities have been placed on the Policy Docket. The Executive will review the City's policies related to community centers and neighborhood recommendations related to community space and provide Council with a summary of options and opportunities in 1999.</p>

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						<p>programs; however, the department lacks the resources to provide regular shuttle/transit services.</p> <p>DCC offers a variety of artistic programs for youth including piano and dance lessons.</p>	
<b>Human Development</b>							
II-C-37	Work with other West Seattle neighborhoods and agencies to develop a Human Services Provider Information Network to result in more knowledgeable referral information for the consumer of human services.	High	2-4		<b>Delridge</b> HSD SSD churches other private outreach organizations	<p>HSD supports the development of a Human Services Provider Information Network that would result in an expanded referral information system being provided to the consumers of human services. The Friends of the Junction stewardship group will use some Early Implementation Fund dollars to initiate Social Online Services, which will offer automated referrals between providers as well as information about local programs and agencies. Delridge should speak with FOJ about potentially linking with their effort. The Seattle Human Services Coalition and/or Crisis Center may be able to provide technical assistance, if funding is provided. Another resource for the neighborhood is Sound Connections, a non-profit organization that is currently implementing technical/computer assistance to non-profits. Sound Connections is located in the same offices as the Seattle Human Services Coalition.</p> <p>The Executive understands that West Seattle is pursuing the development of the Coalition of West Seattle Human Service Providers. HSD will be participating in this group and is eager to work on this initiative.</p> <p>SPO is beginning capacity building work with human service providers to strengthen community based organizations' stability and improve the quality of services delivered. As a part of this effort, SPO will work to help the community organizations</p>	The community will need to take the lead on this recommendation with support from HSD and SPO as appropriate.

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						provide "one stop" resource referrals and information, and could help support this recommendation.	
II-C-38	Mapping/Tracking – human development indicators (such as demographic, school, health statistics) that assist human service providers plan and assess the impact of their programs within the community.				SPO Health HSD SSD	<p>The City provided the neighborhood with a community profile, maps, and GIS data at the beginning of the neighborhood planning effort. Additional indicators are tracked citywide in the document "Monitoring Our Progress" that includes a number of growth, community, economic, social equity, and environmental indicators to measure our progress on the Comprehensive Plan. This document is available from SPO. Much of the available information is based on the 1990 Census and will be updated after the 2000 Census.</p> <p>The Seattle/King County Department of Public Health produced a health profile for the Delridge planning group in the past and would be willing to discuss updating the information or providing a customized summary of demographic and health data in their areas of interest.</p> <p>An NMF grant may be an appropriate source of funding for collecting information not currently tracked by the City or other public agencies. One alternative to pursuing funding is for the neighborhood to work with the NDM to inventory what resources exist, and to facilitating the neighborhood's work with city departments.</p> <p>Also, see response to II-C-37.</p>	SPO lacks the resources to provide specific on-going support to the neighborhood for this activity, but will continue to track significant indicators as part of monitoring the City's progress on the Comprehensive Plan. This information will be shared with the community.
II-C-39	Human Services Steering Committee - coordinate human services programs to be more culturally sensitive and to address the unique needs of youth, elderly, and recent immigrants.	High	2-4		Delridge HSD SSD churches	HSD supports this action and will begin working with the community, but lacks the resources to take the lead. HSD's Undoing Institutionalized Racism group can serve as a resource to increase cultural sensitivity and improve access to resources.	The community will need to take the lead on this activity with support from HSD as appropriate.

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					other private outreach organizations	Also, see response to II-C-37.	
II-C-40	Complete a West Seattle inventory, needs assessment, and human development strategic plan to guide service delivery and funding over the next 20 years.	High	2-4		Delridge HSD SSD churches other private outreach organizations	<p>HSD supports this action and will begin work with the community, but lacks the resources to take the lead. HSD can provide maps of existing Community Development Block Grant and Human Services Program funded programs. To conduct a 'needs assessment' and develop a strategic plan, partnerships between human service providers, government and the private sector will be critical. HSD suggests that the Coalition of West Seattle Human Service Providers is the best place to begin this work. Another resource available to the community is Crisis Clinic (461-3210) which has developed a directory of health and human services in Seattle/King County. The list, called "Where to Turn," is available for \$8.</p> <p>NMF grants may be available to conduct a community inventory, needs assessment and/or strategic plan. However, further description of the proposal is necessary to determine eligibility.</p>	The community will need to take the lead on this activity with support from HSD as appropriate.
II-C-41	Develop a multifaceted set of communication/public outreach tools to better serve clients and increase knowledge of available services. Tools may include a WEB page, written flyers, non-written communications, and public service announcements.	Med.	2-4		Delridge HSD SSD churches other private outreach organizations DON	<p>The City supports the community in pursuing this recommendation. The communication/public outreach should build on the 'needs assessment' and strategic plan referenced in II-C-40. HSD is eager to work with the community on these initiatives, but lacks the resources to take the lead.</p> <p>DON is available to assist in developing outreach tools for community-based initiatives through the NMF, NSC technical assistance, community organizing/outreach workshops, and neighborhood plan implementation.</p>	The community will need to take the lead on this activity with support from HSD as appropriate.

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<b>Neighborhood Plan Stewardship</b>							
II-C-42	Fund the staff and organizational capacity within the community to provide community-based stewardship of the Delridge Plan.	High	1-3		DON Delridge OH HSD DNDA	<p>The City strongly supports the neighborhood's efforts to take on stewardship of the neighborhood planned activities. DON through the Neighborhood Development Managers, and OED will provide assistance in exploring various organizational structures and community capacity building. Also, HSD is contributing to the Capacity Building Initiative for which SPO is the lead. This may be helpful to some of the stewardship groups seeking to improve organizational capacity.</p> <p>The community may wish to consider using their Early Implementation Fund money to pursue this activity.</p>	<p>Neighborhood plan stewardship issues have been placed on the Policy Docket. The Executive shall submit recommendations for ongoing stewardship of all neighborhood plans and continuing planning efforts for neighborhoods in 1999. The Executive shall work with each of the neighborhood planning groups on the recommendations.</p> <p>The community will need to take an active role in organizing to take on stewardship of the Delridge Plan.</p>
<b>D: ECONOMIC DEVELOPMENT</b>							
II-D-43	Job Support – Enhance existing and support new programs including: <ul style="list-style-type: none"> <li>▪ language assistance</li> <li>▪ basic education</li> <li>▪ childcare</li> <li>▪ transportation</li> </ul>				SJI OED Delridge	SJI will work with community based organizations in Delridge to identify additional opportunities to link Delridge residents to jobs that pay a livable wage and provide opportunities for advancement and services that enable residents to access these jobs.	The community can pursue this recommendation with SJI.
II-D-44	Job Opportunities – support and expand existing and develop new programs, particularly the Seattle Jobs Initiative, to provide employment –related benefits to Delridge residents including: <ul style="list-style-type: none"> <li>▪ job related education</li> </ul>	High	3-5		SJI DNDA OED Delridge	SJI will work with community based organizations in Delridge to identify additional opportunities to link Delridge residents to jobs that pay a livable wage and provide opportunities for advancement.	The community can pursue this recommendation with SJI.

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	<ul style="list-style-type: none"> <li>▪ apprenticeships</li> <li>▪ hire-local</li> <li>▪ job placement</li> <li>▪ communication among employment assistance programs</li> <li>▪ new employment assistance centers</li> </ul>						
II-D-45	Business Development – Create new programs including: <ul style="list-style-type: none"> <li>▪ business attraction and marketing</li> <li>▪ small and start-up business incubator</li> <li>▪ buy-local program</li> </ul>				<b>Delridge</b> OED NBC DNDA	This is a community-based activity. The Neighborhood Business Council (NBC), through its contract with OED, may be able to assist with business marketing issues.  OED is a significant investor in the Delridge Neighborhood Development Association. This investment advances OED's strategy of building capacity in distressed neighborhoods to plan, implement and manage their own economic development. OED and the Seattle Community Development Collaborative will continue to work with DNDA to identify the community's priorities and opportunities for providing financial and technical support as identified in the neighborhood plan.	The community will need to take the lead on this recommendation with support from OED as appropriate.
II-D-46	Business opportunity – Design new programs including: <ul style="list-style-type: none"> <li>▪ farmers' market</li> <li>▪ bartering networks</li> </ul>				<b>Delridge</b> OED	OED and the Seattle Community Development Collaborative will continue to work with DNDA to identify the community's priorities and opportunities for providing financial and technical support as identified in the neighborhood plan.  For farmers' market recommendation, see response to II-C-27.	The community will need to take the lead on this recommendation with support from OED as appropriate.
<b>E: LONG TERM TRANSPORTATION ELEMENTS</b>							
<b>West Seattle Transportation Coordination</b>							
II-E-1	West Seattle Transportation Improvements - develop and implement a comprehensive action program of transportation system		LTA		<b>SEATRAN</b>	SEATRAN encourages the West Seattle communities to work together in identifying broad transportation issues of high priority in West Seattle.	The West Seattle Transportation Action Agenda requests that the

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	<p>improvements and actions that will fully address the existing and future access needs of the entire West Seattle community. The action program must:</p> <ul style="list-style-type: none"> <li>• define and quantify existing and future access needs,</li> <li>• be comprehensive - it must jointly address all modes of transportation and levels of detail from the macro (transportation system capacity) to micro (traffic on Bridge on-ramps,</li> <li>• identify immediate, near-term, and long-range improvements, actions, and develop an implementation program.</li> </ul>					<p>The West Seattle neighborhoods have submitted a draft of the West Seattle Transportation Action Agenda to the City for review.</p>	<p>City work with the West Seattle community in identifying: street-related needs that have broad impact on West Seattle and practical, action-oriented strategies for addressing these broad transportation needs.</p> <p>The City will be reviewing the West Seattle Transportation Action Agenda in 1999 to help determine the next steps in the document's development and how the community and City will use it. This effort will require work between the City and community to flesh out the ideas in the document and objectives for its use. To begin these discussions, the City Council and Executive will hold a public meeting in West Seattle in June 1999. SEATRAN will give feedback, as appropriate, to the specific elements of the transportation action program after SEATRAN reviews the West Seattle Transportation Action Agenda in 1999.</p>

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							<p>SEATRAN is currently reviewing the WSTAA and developing their response. Once their review is complete they will advise the Council's Transportation and Neighborhoods Growth Planning and Civic Engagement Committees on their proposed timeline and methods for providing feedback to the community. The Transportation and Neighborhoods Growth Planning and Civic Engagement Committees, at that time, will provide information on how they will review and respond to the Executive's recommendations on the WSTAA.</p>
II-E-2	<p>West Seattle Bridge - Spokane Street Viaduct Bus Operations - Seattle, Port of Seattle, WSDOT, Sound Transit, and Metro should cooperate to provide roadway, intersection, and traffic control improvements that give Regional Express and Metro buses priority to, from, onto, off, and across the West Seattle Bridge and the Spokane Street Viaduct. Such improvements should include:</p> <ul style="list-style-type: none"> <li>• HOV lanes on the Bridge and Viaduct,</li> </ul>		LTA		SEATRAN	<p>SEATRAN has presented a plan for the installation of a bus lane on the West Seattle Bridge that would extend eastbound from SW Avalon Way to 1st Ave S. This new lane would be created by taking space from the roadway's shoulders and slightly narrowing the adjacent lanes on the bridge.</p> <p>The West Seattle neighborhoods have submitted a draft of the West Seattle Transportation Action Agenda to the City for review.</p>	See II-E-1.



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	<ul style="list-style-type: none"> <li>• intersection and ramp queue jump/bypass lanes on Bridge and Viaduct access routes,</li> <li>• traffic signal priority and preemption.</li> </ul>						
II-E-3	<p>Regional Express ((Sound Transit) Bus Service - the Regional express bus division of Sound Transit (RTA) plans to begin operating a number of express bus routes throughout the region in the fall of 1999. One of the Regional Express routes will operate between SeaTac Airport and downtown Seattle via Burien, White Center, Fautleroy, and West Seattle.</p> <ul style="list-style-type: none"> <li>• Recognizing the need to make limited stops on this express service, the Regional Express West Seattle route should maximize the connections and access it provides in West Seattle including transfers with Metro routes and access to the Fautleroy Ferry Terminal and West Seattle commercial districts.</li> <li>• The Regional Express West Seattle route should be extended or through-routed via I-90 to the Eastside.</li> </ul>		LTA		SEATRAN Sound Transit	The City is aware of Sound Transit draft plans for the Regional Express West Seattle route that appears to address the community's concerns in this recommendation. The proposed Regional Express route will provide access to the Fautleroy Ferry Terminal and the West Seattle Junction commercial district. In addition, the Regional Express route will continue into the Chinatown/International District to provide transfers to routes serving the Eastside.	The City will forward this recommendation to Sound Transit on the community's behalf. See II-E-1.
II-E-4	<p>West Seattle Public Access - improve and expand public transportation facilities and services providing access to/from West Seattle:</p> <ul style="list-style-type: none"> <li>• Improve speed and efficiency of existing and future bus service by enabling buses to avoid traffic congestion.</li> <li>• Expand service coverage in West Seattle - make transit services more</li> </ul>		LTA		SEATRAN Metro Sound Transit	The Executive will forward this and related transit requests to King County Metro on the community's behalf. SPO, SEATRAN and DON will review the transit service requests and transit stop improvements identified in the neighborhood plans and integrate those requested improvements into the work being done under Strategy T4 "Establish and Implement Transit Service Priorities" in the City's Transportation Strategic Plan (TSP). The	These recommendations will be forwarded to King County/Metro for consideration during their planning processes. See II-E-1.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response	City Action
	<p>easily accessible to more people and activities.</p> <ul style="list-style-type: none"> <li>• Expand transit network connections - provide more and better linkages between West Seattle and other parts of the city and region.</li> <li>• Develop new, alternative modes of public transportation to provide additional "auto-less" access to West Seattle (e.g., waterborne transit and monorail).</li> </ul> <p>Metro should continue to expand service hours and frequency of its West Seattle service. Also, Metro should continue to increase the number of West Seattle, Seattle, and King County origins/destinations served by West Seattle routes.</p> <p>Several transit "hubs" where multiple bus and rail routes can exchange passengers, should be developed to improve the efficiency, effectiveness, and utility of West Seattle transit service:</p> <ul style="list-style-type: none"> <li>• A transit hub on Spokane Street near I-5 would provide West Seattle buses with direct Eastside connections, transfers with South Seattle, South King County, and Eastside bus routes inbound and outbound to/from downtown, and a link to the Sound Transit's future Commuter Rail line.</li> <li>• A transit hub at the west end of the West Seattle Bridge would provide a connection point for Metro and Regional Express bus routes serving various parts of West Seattle (including</li> </ul>					<p>Executive will report to the City Council Transportation Committee on its progress on Strategy T4 as part of its ongoing reporting requirements on the TSP and to the Neighborhoods, Growth Planning and Civic Engagement Committee.</p>	

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response	City Action
	<p>shuttles/circulators) and for access to the Elliott Bay "Seabus" terminal.</p> <ul style="list-style-type: none"> <li>A transit hub at the West Seattle Junction would provide a connection point for Metro and Regional Express bus routes serving various parts of West Seattle.</li> </ul> <p>In addition to the hubs, direct bus-only ramps connecting the Spokane Street Viaduct and the E-3 Busway (to/from the downtown transit tunnel) are needed to improve travel times for West Seattle-downtown transit service.</p>						
II-E-5	<p>Elliott Bay "Seabus" – the existing Elliott Bay Water Taxi, begun in 1997, is a summer-season passenger-only ferry service connecting West Seattle and downtown Seattle. The Water Taxi service should be expanded into a permanent year-round system (like Vancouver BC's Seabus) that is designed to be an integral and important element of the transportation system serving West Seattle. In order to determine the capital and operational requirements of such a system and to guide it's incremental development, a long range comprehensive master plan for facilities and services should be prepared for both sides of Elliott Bay.</p> <p>Connections to the West Seattle Seabus Terminal should be expanded and improved. Bus service, shuttle/circulator service, a potential tram/funicular system, parking (or lack thereof), and bike/ped/pathways should be addressed.</p>		LTA		SEATLAN SPO Metro	<p>The Executive supports the concept of Water Taxi service in Seattle and the region as a means of expanding the public transit system, and will aid in efforts to explore its feasibility and implementation. However, the overall maintenance and operation of such services are the responsibility of King County/Metro.</p> <p>SEATLAN has completed a Docking Study to examine alternative terminal locations in West Seattle and Downtown with associated capital costs, permitting requirements, and possible funding sources. Based on experiences with the existing Water Taxi service, and the results of the Docking Study (i.e. a lack of potential sites for even the existing small boat), it is unlikely that full operation similar to Seabus service in Vancouver, B.C. would be implemented in the near-term due to the need for major terminal construction in both West Seattle and Downtown.</p> <p>The Executive is aware of some work being pursued at Metro regarding Water Taxi service and</p>	<p>These recommendations will be forwarded to King County/Metro for consideration during their planning processes. For the short-term (the summer of 1999) the taxi has been funded by Metro for operation and is to operate through Labor Day. Currently, City funding has not been provided for the taxi's operation in 1999.</p>

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						will continue to work with King County on these issues where a city role is appropriate.	

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