

North Rainier Neighborhood (Rainier @ I-90 HUV) Approval and Adoption Matrix

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Prepared by the *North Rainier Neighborhood Steering Committee*, in conjunction with *Urban Works*, and the City of Seattle Interdepartmental Review and Response Team. Compiled by the Strategic Planning Office. **June 1, 1999. Amended by the City Council and Council Central Staff. September 17 1999.**

Introduction

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

Through the City of Seattle's Neighborhood Planning Program, 37 neighborhoods all over Seattle are preparing neighborhood plans. These plans enable people in neighborhoods to articulate a collective vision for growth and change over the next 20 years and identify activities to help them achieve that vision. The plans are also intended to flesh out the City's Comprehensive Plan. Because each plan is unique, this Approval and Adoption Matrix has been designed as a standard format for the City to establish 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 of 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 Estimates and Implement 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 filed in by City departments and 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.

B. ACTIVITIES ALREADY ACCOMPLISHED BY NORTH RAINIER 2014 PLANNING GROUP

Parks

Encouraged the re-vitalization of the Cheasty Boulevard advocacy group. This group then developed the application for Early Implementation Funds for the start of a pedestrian pathway along the boulevard. The effort was successful.

Developed a working relationship between the Bradner Garden Park Development Group and the NRN to work together to complete that project.

Organized under the North Rainier Neighborhood umbrella, a York Park Development to first, encourage the Department of Parks and Recreation to obtain the property from City Light as it is surplus for them and then develop the park.

Transportation

Persuaded Sound Transit to develop a route which did not go down Rainier Avenue South by holding meetings which the neighborhood could develop a consensus of opinion against that option and communicating it to them.

C. ACRONYMS AND DEFINITIONS

BIA Business Improvement Association	OH Office of Housing (formerly part of Department of Housing and Human Services) (City of Seattle)
CPTED Crime Prevention Through Environmental Design	ROW Right-of-way
DCLU Department of Design, Construction and Land Use (City of Seattle)	RPZ Restricted Parking Zone
DON Department of Neighborhoods (City of Seattle)	RSL Residential Small Lot
DPR Department of Parks and Recreation (City of Seattle)	RVS Rainier Valley Square Shopping Center
ECA Environmentally Critical Areas	SAC Seattle Arts Commission (City of Seattle)
ESA Endangered Species Act	SAP Station Area Planning process (conducted by SPO, with a team from other departments)(City of Seattle)
ESD Executive Services Department (City of Seattle)	SCL Seattle City Light (City of Seattle)
GIS Geographic Information Systems	SEATRAN Seattle Transportation Department (formerly part of Seattle Engineering Department [SED]) (City of Seattle)
HSD Human Services Department (formerly part of Department of Housing and Human Services) (City of Seattle)	SFD Seattle Fire Department (City of Seattle)
HUV Hub Urban Village	SHA Seattle Housing Authority
LTA Long Term Activity	SJI Seattle Jobs Initiative
Low-income At or below 50% of area median income	Sound Transit (formerly Regional Transit Authority [RTA])
Low-moderate-income Between 50% and 80% of area median income	SPD Seattle Police Department (City of Seattle)
Metro King County Department of Transportation Metro Transit Division	SPL Seattle Public Library (City of Seattle)
Moderate-income Between 80% and 100% of area median income	SPO Strategic Planning Office (formerly part of Office of Management and Planning [OMP]) (City of Seattle)
NBC Neighborhood Business Council	SPR Single Purpose Residential
NMF Neighborhood Matching Fund(Department of Neighborhoods)	SPU Seattle Public Utilities (City of Seattle)
North Rainier 2014 (NRN) North Rainier Neighborhood Planning Group (from 1994 to 2014)	SSD Seattle School District
NPO Neighborhood Planning Office (City of Seattle)	StART Sound Transit's Art Program
NSF Neighborhood Street Fund (administered by SEATRAN)	TSP Transportation Strategic Plan
OED Office of Economic Development (City of Seattle)	
OFE Office for Education (City of Seattle, Strategic Planning Office)	

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 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 the 1999-2000 biennium.

NOTE: This planning group refers to the Plan's Key Strategies as "Cornerstones." The terms Key Strategies and "Cornerstones" are used interchangeably in this matrix.

C-1 TOWN CENTER

Opportunities for Transit-Oriented Development and Station Area Planning.

Description

Implementation of the Town Center concept at the hourglass intersection formed by the crossing of Rainier Avenue South at MLK Jr. Way South would create the “hub” in the North Rainier Hub Urban Village. With anticipated employment and household growth targets of 3,500 new jobs and 1,200 new households by 2014, the Town Center concept identifies an area to concentrate some of that growth by capitalizing on light rail station construction and transit-oriented development opportunities.

In the future, the Town Center is envisioned as the heart of the neighborhood; the place where people will gather, shop, stroll, and enjoy community life. It will be the location where the greatest commercial and mixed-use density will occur, where transit connects people to the region, and where public places and open spaces help create a sense of identity and welcome.

Integrated City Response

The Executive support the neighborhood’s vision and efforts to foster development near the light rail station using pedestrian and bicycle improvements, transit improvements, public open spaces and plazas, streetscape improvements, all while protecting valuable natural resources.

As noted below, a number of projects are already underway. The City Council has passed an ordinance that seeks to prevent auto-oriented development from occurring until March 2000 (when SAP plans are developed) . SAP staff are considering how the activities in this strategy can be incorporated into the implementation of the light rail station and station area planning. Also, DCLU will review neighborhood plans and neighborhood design guideline recommendations starting in 1999 for neighborhoods that have developed guidelines. For neighborhoods who have not (which includes North Rainier), DCLU will be working with neighborhoods in 2000. .

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

Participating Departments: OED, DCLU, SEATRAN, DPR, Metro, SAC, Sound Transit

Activities Already Underway

1. Station area planning will incorporate community goals, such as those proposed for the North Rainier neighborhood areas around light rail stations. As part of station area planning, the City has a consultant contract to conduct a market analysis to identify the kinds of activities and services that might be attracted to light rail station areas in Southeast Seattle and the potential for market activity associated with the future light rail alignment through the area. Planning will also include strategies to encourage that type of development in keeping with the community’s vision. Station area planning is being coordinated by the Strategic Planning Office, and will be conducted from March 1999 through mid 2000.
2. DCLU will review the Neighborhood Design Guidelines recommendations that were proposed in various neighborhood plans. . (Activity C-1.5.2)
3. The City Council passed an Ordinance in 1999 for the areas within 1/4 mile of 10 planned light rail stations that recognizes that the SAP process is designed to encourage transit-oriented development near stations and to limit development that is auto oriented. (Activity C-1.5.3)

Tasks to be Undertaken in 1999-2000

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

C-1 TOWN CENTER						
<i>Ref.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>
Goal C-1 Establish a Town Center for the North Rainier Valley to concentrate the highest density growth around the construction of the regional Link Light Rail system. Promote a range of housing, commercial, and mixed-use activities that will add to the vitality of the hub. Develop appropriate community amenities such as attractive streetscapes, open/civic spaces, and a street network that places its priority on serving pedestrians and bicyclists.						
C-1.1	For the purposes of station area planning, delineate the Town Center's boundaries approximately as properties abutting South McClellan Street to the north, South Winthrop/Hanford Streets to the south, the Cheasty Greenbelt to the west, and MLK Jr. Way South/Rainier Avenue South to the east. As part of Station Area Planning, develop and implement strategies to assemble land and finance the type of development envisioned by this neighborhood plan around the light rail station.	Highest	Adopt as part of finalizing plan.		SPO OED Private Sector	The City's SAP staff, with neighborhood and property owner involvement, will consider land assembly and financing in further detail during SAP, which began in Spring 1999. SAP staff are also considering other issues raised in this recommendation, including identifying and analyzing development opportunities around station locations, especially on Sound Transit station excess construction staging property. SAP boundaries are approximately a ¼ mile radius around the stations. SAP staff are using a ¼ mile boundary because numerous studies have shown that ¼ mile is the typical distance a person is willing to walk to a light rail station. In practice, however, the boundaries are more flexible depending on geographic constraints, local street and development uses, as well as specific station area issues.
C-1.2	As part of the station area plan (based on the content of this neighborhood plan) for the North Rainier Light Rail station, amend land use and zoning designations as needed to facilitate transit-oriented development. Explore changing general commercial zoning (C1 and C2) to allow for more residential or mixed-use projects. It is envisioned that this would be limited to properties south of South McClellan Street to the pedestrian overpass spanning Rainier Avenue South and MLK Jr. Way South.	Highest	End of 1999, or with SAP		SPO DCLU	The City's SAP staff, with neighborhood and property owner involvement, are considering potential land use and zoning designations in further detail during SAP and recognize that the proposed Town Center concept in the neighborhood plan is conceptual and represents an overall vision from the community for the proposed light rail station. The planning for the station area will include consideration of key factors, such as economic revitalization, capital facilities, infrastructure, market conditions, and site-specific characteristics. Inside the boundaries of the SAP program, DCLU is working within SAP staff to provide technical assistance on land use issues. Outside the boundaries of the SAP program, DCLU will work with the neighborhood and property owners to undertake a land use planning exercise and rezone analysis to explore zoning designations that achieve the neighborhood's vision, including economic goals, 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

C-1 TOWN CENTER						
Ref.	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						program.
C-1.3	For area where light rail transit station will be developed, reconfigure streets as necessary to facilitate pedestrian environment. Provide for a minimum of 12-foot sidewalks, install decorative crosswalks, add streetscape elements and appropriate signage.	High	As part of Light Rail construction and as new development occurs.		SEATRAN Sound Transit	<p>The City's SAP staff, with neighborhood involvement, are exploring opportunities for improving the surrounding pedestrian system during SAP. Coordination with SEATRAN and Sound Transit will be critical.</p> <p>Also, the issues of marking and maintaining crosswalks and sidewalk construction and maintenance have been raised in a number of neighborhood plans and have been included on the citywide "Policy Docket" for City Council discussion. This activity is being considered as part of the policy discussion.</p>
C-1.4	Ensure the City works with King County Metro and Sound Transit (RTA) to provide a transit facility that accommodates a bus transfer center and vehicle drop-off point in the immediate vicinity of the North Rainier light rail station. As appropriate, encourage the development of a mixed-use parking structure (with ground-floor retail), and possibly housing/office above, to serve as the single parking point for the entire Town Center.	Highest	As part of Light Rail construction and as new development occurs.		SPO SEATRAN Metro Sound Transit	<p>The City's SAP staff, with neighborhood involvement, will work with Sound Transit to identify development opportunities and parking options around station locations, especially on Sound Transit's excess construction staging property for stations. SAP staff believe there are two parts to this recommendation. First, the neighborhood appears to be interested in bus transit connections to the McClellan light rail station and kiss-and-ride (vehicle drop-off) areas. King County Metro has been involved in the SAP process and will be key in the discussions about connecting bus transit and the light rail station. Bus stops and kiss-and-ride areas are a part of Sound Transit's Station Design process, which is running parallel to the City's Station Area Planning process and will be holding public forums this Fall.</p> <p>Second, the neighborhood appears to be interested in centralized parking within a mixed-use development (with ground-floor retail, housing, office, etc.) The parking element is being handled in the SPO parking study, which will develop parking management strategies in the neighborhoods around the light rail stations. This recommendation also relates to the Policy Docket no. 17 on Parking Facilities. It is not clear what kinds of parking the community is interested in and what mix (short-term, long-term, park-and-ride, etc.) makes the most sense from technical, financial and other policy perspectives. These questions will be further explored in the SPO parking study and SAP process. Additionally,</p>

C-1 TOWN CENTER

<i>Ref.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>
						<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> <p>Note, however, that 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 prowl 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. This is the general policy unless changes are justified by exceptional circumstances and supported by an analysis of alternatives. 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>
C-1.5.1	Designate the Cheasty hillside greenbelt as an undevelopable natural resource.	Highest	ASAP		DCLU DPR	The Cheasty Greenbelt is in DPR ownership. DPR does not support development of buildings on this property but would want to retain the potential for development of trails within the greenbelt.
C-1.5.2	Ensure attractive new buildings by preparing general urban design and site-specific development guidelines as part of the station area plan phase. Reinforce guidelines as part of new development.	Highest	End of 1999, or with SAP		SPO DCLU SAC	Sound Transit is taking the lead on Light Rail station design and development of system-wide design guidelines for the stations themselves through their StART program. City staff, including the SAC, the Design Commission, and the Planing Commission all serve on the Light Rail Review Panel, reviewing all urban, landscape and architectural design elements of light rail. These guidelines will be specific to the station uses, and not to the

C-1 TOWN CENTER

<i>Ref.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>
						<p>surrounding neighborhood.</p> <p>In addition to Sound Transit's work on the stations, the City's SAP staff, with neighborhood involvement, may develop design guidelines and/or other tools for the areas within approximately 1/4 mile from the stations during SAP. This work will be done in late 1999 and to the extent possible, will also be coordinated with later work on neighborhood-specific design guidelines to be done in 2000 and described in more detail below.</p> <p>DCLU will address neighborhood specific design guideline proposals starting 2nd quarter 1999 and ongoing 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 2nd and 4th quarters. DCLU will work with North Rainier to assist them in development of design guidelines. DCLU anticipates North Rainier to fit into the third phase of the process.</p> <p>Artists can be involved in the development of streetscape amenities and station development through SAC's "1% for Art" program and Sound Transit's Art program (StART). "1% for Art" funds can be generated from new construction and infrastructure projects. SAC administers the "1% for Art" funds to create the Municipal Art Plan and works with the department (from which the funds were generated) and representatives from the neighborhood-planning group to determine how projects will be created and funds allocated. These funds are used to commission artists for involvement in specific projects and SAC's administration of the artist's work. Grant funds generate "1% for Art" if so determined by the sponsoring department (e.g. SEATRAN).</p>

C-1 TOWN CENTER						
Ref.	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>If there are "1% for Art" funds generated out of city construction projects related to the Sound Transit Link light rail stations, an artist should be involved. Ideally, this artist would be involved in the total design of the station area and, and possibly the surrounding streetscape or at least in the design of amenities. If there are no "1% for Art" funds, but the community seeks DON funds to implement amenities, SAC can provide technical assistance. Note, however, that NMF do not qualify for "1% for Art" funds but SAC can provide technical assistance to DON and neighborhood groups. SAC has been providing technical assistance to neighborhood groups for projects using EIF funds. SAC also created at project for collaboration with neighborhoods for projects developed out of the neighborhood planning process.</p>
C-1.5.3	Consider adopting a development moratorium ordinance for the Town Center area.	Highest	End of 1999, or with SAP		SPO DCLU	<p>A moratorium on development presents legal and policy issues that would have to be worked out by the City Council. However other tools have been developed that should meet the intent of this activity. As part of light rail SAP, in March 1999 the Seattle City Council passed Ordinance 119384 establishing a Station Area Interim Overlay District that places restrictions on property zoned Commercial or Neighborhood Commercial. Specifically, new businesses falling into the categories outlined below are prohibited in the Station Area Interim Overlay District:</p> <ul style="list-style-type: none"> * Commercial parking lots * Vehicle repair (major or minor) * Heavy commercial services * Mini-warehouse * Sales/rental of motorized vehicles * Sales, service, and rental of commercial equipment and construction materials * Drive-in businesses * Towing services * Sale of heating fuel * Warehouse * Outdoor storage <p>Furthermore the Ordinance requires parking to be on the side of buildings, behind buildings, or underground rather than between the front of the building and the sidewalk. The Ordinance expires March 2000 but may be renewed.</p> <p>A second tool, station area plans, are due to the City Council by</p>

C-1 TOWN CENTER						
Ref.	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						the end of 1999, and these may include proposals to change the City's zoning to achieve transit-oriented development.
C-1.6.1	Include urban amenities such as seating, plaza spaces, and lighting as part of station area development. Develop pedestrian improvements between the Town Center and the Cheasty Greenbelt, the Mount Baker area, and along the major arterials of Rainier Avenue South and MLK Jr. Way South.	High	As part of Light Rail construction and as new development occurs.		SPO SEATRAN Sound Transit DPR SAC	The City's SAP staff, with neighborhood involvement, will consider the types of amenities listed in this activity, and will look for opportunities through which the light rail work can contribute to improvement of the surrounding streetscape. DPR supports these ideas in concept. Specific park/open space amenities are being considered as the station area is designed. See SAC response in C-1.5.2.
C-1.6.2	Build new open spaces and require public/civic spaces as part of new transit-oriented development.	High	Coordinate with light rail station construction.		SPO DPR Sound Transit SAC	The City's SAP staff, with neighborhood involvement, will consider the types of amenities listed in this activity, and will look for opportunities through which the light rail work can contribute to improvement of the surrounding streetscape. DPR supports these ideas in concept. Specific park/open space amenities are being considered as the station area is designed. See SAC response in C-1.5.2.
C-1.7	Provide connection to the regional light rail transit system to the Town Center with a station near South McClellan Street. Ensure that the future light rail alignment mitigates impacts to this area through an all-tunnel Rainier Valley alignment and North Rainier/South McClellan Street Tunnel Station, or services the area via a Rainier Avenue South tunnel to South McClellan Street west of Rainier, or through the Beacon Hill/Lander Street tunnel alternative. Ensure that Sound Transit, in partnership with the City of Seattle and its elected officials, effectively mitigates concerns related to a surface and/or elevated light rail alignment. The community strongly recommends that mitigation strategies adequately address the	Highest	As part of Light Rail construction and as new development occurs.		SPO SEATRAN Sound Transit	In February 1999, the Sound Transit board voted and preliminarily approved a light rail alignment that would emerge from a tunnel under Beacon Hill, to an aerial station in the South McClellan area, touching down to a surface alignment on MLK Jr. Way South. The proposed mitigation strategies will all be reviewed and considered by many city departments, including by SAP staff. Some general comments on a few of the issues: <ul style="list-style-type: none"> • Sound Transit will work to ensure the mitigation of impacts resulting from construction - especially for property and business owners. As appropriate, the City SAP staff efforts to implement the Town Center concept will explore opportunities for relocation of displaced businesses. • Crime and public safety at the station are being addressed through SAP staff, and will include numerous City departments including SEATRAN, SPO, SPD (for CPTED

C-1 TOWN CENTER

<i>Ref.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>
	<p>following:</p> <ul style="list-style-type: none"> • Noise impacts to nearby residents in the Cheasty Greenbelt. • Crime and public safety at the station site. • “Hide-and-ride” parking impacts in adjacent low-density communities. • Pedestrian safety and vehicle crossings along MLK Jr. Way South. • Relocation assistance for displaced businesses to thrive and locate in North Rainier. The City and Sound Transit should jointly coordinate this effort to assist businesses affected by the light rail alignment as well as the proposed Town Center station area. 					<p>principles), and others as appropriate.</p> <ul style="list-style-type: none"> • City’s SAP staff are discussing hide-and-ride parking and parking management strategies in further detail during SAP. It seems likely that light rail station operations will have an impact on the operation of the local parking system. It is not yet clear what this impact would be – as the station is not designed and in operation. SEATRAN agree that maintaining a functional parking system will need to be addressed as the station goes into operation. Several parking management strategies, including RPZs, can be used to deal with the commuter parking problems that might be expected around a station. The combination of strategies that would best address station-related parking impacts are being clarified through SAP.

C-2 NEW HOUSING FOR NORTH RAINIER

Targeted Locations for Housing Development.

Description

The City's adopted Comprehensive Plan designates the North Rainier Neighborhood as a "hub urban village." This means that between 1994 and 2014, the community is expected to achieve a good influx of new jobs and population. Currently, there are over 2,000 households in the North Rainier Neighborhood. The City's growth targets estimate 1,200 new households moving into the area during that period. By 2014, this would make the total number of households more than 3,200. Also, with present zoning, this could result in as many as 2,033 new housing units, at maximum build-out allowable by code.

The community's vision for the residential environment foresees "multifamily, single family, and mixed-use housing, in clean, safe neighborhoods affordable to a broad range of people. Housing density increases near the core of the urban village and around transportation hubs. Multifamily housing is not concentrated in one area, allowing increased density while not overwhelming the community." The challenge for the North Rainier Neighborhood planning process is to determine where new, higher-density housing would be appropriate, what housing types and physical forms are most compatible, what needs to be preserved, what needs to be encouraged to retain the diverse population mix, and how sensitive transitions can be made from higher-intensity to single-family areas.

Integrated City Response

The Executive support the neighborhood's efforts to develop housing strategies that allow residents to live in 'clean, safe, affordable neighborhoods.' A number of these activities provide good policy direction (such as support for residential small lot zoning) and seek to continue or expand existing programs (such as homeownership programs, down payment assistance programs).

The Executive support the community's proposed HUV boundary, and believes the change in the boundary has the potential to augment the current existing zoning to meet the Comprehensive plan goals for housing and employment growth. City departments are already working on a number of the activities in this key strategy. Other activities will require the neighborhood to take a lead role with support from appropriate City departments.

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

Participating Departments: SPO, DCLU, SPU

Activities Already Underway

1. Cheasty Boulevard between South Horton Street and South Andover Street was included in the SPU survey of landslide-prone slopes in the City. (Activity C-2.6)

Tasks to be Undertaken in 1999-2000

1. DCLU will review the ECA regulations later in 1999 in response to the review of Landslide Policies and the Endangered Species Act. (Activity 2.6)
2. DCLU will be working to refine RSL later in late 1999 or early 2000 to make it work better for the neighborhoods that want to apply it.
3. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the sector work program.
4. Identify next steps for continued implementation.

C-2 NEW HOUSING FOR NORTH RAINIER						
Ref.	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
Goal C-2 Develop housing and accompanying land use policies for North Rainier, to suggest preferences for where new, higher-density housing would be appropriate, what housing types and physical forms are most compatible, what housing needs to be preserved, and how to ensure sensitive transition from higher-intensity mixed-use and multifamily residential to single family areas.						
C-2.1	Alter the existing City-designated urban village boundaries. Modify the boundary to exclude single family areas south of South Estelle Street and east of 31st Avenue South. Extend boundary to include all commercial and multifamily areas south of Charlestown Street to Genesee Street.	High	As part of adopting final plan and A&A Matrix.		SPO City Council	The neighborhood-proposed alterations to the proposed boundary to exclude a SF 5000 zone near the Southwest corner of the HUV, and to extend the HUV along Rainier Avenue South southwards to meet the Columbia City HUV are consistent with the Comprehensive Plan. The Executive supports the proposed HUV boundary changes, and has submitted legislation to accomplish this at the time the plan is adopted.
C-2.3	For single family zones (SF5000) inside the urban village boundary, allow for residential small lot zoning that would encourage cluster housing developments and bungalow courts.	Highest	Enact as adopted Citywide.		DCLU	DCLU will be working to refine RSL later in 1999, to make it work better for the neighborhoods that want to apply it and work with them at the same time on the necessary rezones. A refinement of RSL will involve Land Use Code text amendments, including where and when the zone may be applied as long as the zone is approved in a recognized neighborhood plan. This activity is not unlike the land use analyses DCLU have committed to undertake for some neighborhoods that may involve legislative rezones at a later date.
C-2.4	Seek partnerships and continue to develop programs such as down payment assistance and home-ownership workshops, with the likes of HomeSight and Southeast Effective Development (SEED) to develop affordable and attractive homeownership opportunities in the North Rainier Valley.	Highest	ASAP		OH Mayor's Office OED SAC	OH strongly supports these proposals and looks forward to participating. Also, OH and OED will continue to partner with both HomeSight and Southeast Effective Development (SEED) on programs and projects that develop affordable housing and promote homeownership by local residents in the North Rainier Valley. See SAC response in C-1.5.2).
C-2.6	Develop a Citywide strategy to preserve and protect environmentally sensitive hillsides from further residential development. In the North Rainier neighborhood, this particularly means those in the Cheasty Greenbelt.	Highest	ASAP		DCLU SPU	DCLU will review the City's ECA regulations in 1999 in response to the Landslide Policies and ESA listing of salmon. Also, DCLU has increased staff working on site review, inspection, and enforcement for critical areas. This may provide opportunities to help implement this activity. SPU preliminarily surveyed landslide prone slopes in the City in order to rank locations that have significant slide histories. SPU

C-2 NEW HOUSING FOR NORTH RAINIER

<i>Ref.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>
						also were seeking to identify if any public surface water management strategies could be employed to reduce the chances of future slides in the most critical areas. Cheasty Boulevard between South Horton Street and South Andover Street and 24 th between South Hines St. and South Spokane St. was included in the survey and will be prioritized based on landslide risk along with all of the other sites. In July 1999 SPU staff completed phase I of the survey, and SPU is now in preliminary design to determine possible solutions and the level of DPR and/or SEATRAN participation that will be required. SPU is available to discuss the results with the community. Contact SPU's Southeast Sector Coordinator.

C-3 ENCOURAGING PEDESTRIANS & BICYCLISTS

Key streets and new paths.

Description

The North Rainier Neighborhood holds no pretension to be an existing urban village in the mold of Capitol Hill, Ballard, Wallingford, or even Columbia City. There are currently no “Main Street-style” pedestrian districts and concentrations of small commercial storefronts. However, the North Rainier Neighborhood has envisioned the possibility of such an environment as significant changes, such as the regional light rail system, occur over the coming years. To that end, the community has established, as a cornerstone of the neighborhood plan, that it promotes the needs of pedestrians and bicyclists.

Integrated City Response

The Executive strongly support this activity that is designed to improve the quality of the environment for non-motorized travel, especially in light of the significant public investment being made in light rail transit throughout North Rainier.

With the Sound Transit alignment preliminary decision made, the next stage of planning and design has begun. A number of the activities in this key strategy relate to roads that may significantly change based upon Sound Transit and SAP decisions. Currently, some of the facility changes are feasible if funding were available; others are not. As SAP continues, these activities will continue to be considered and possibilities for implementation will be pursued.

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

Participating Departments: SPO, DCLU

Activities Already Underway

1. Citywide policy discussions regarding Key Pedestrian Streets are being conducted. (Activity C-3.1)

2. Station area planning will incorporate community goals, such as those proposed for the North Rainier neighborhood areas around light rail stations. As part of station area planning, the City has a consultant contract to conduct a market analysis to identify the kinds of activities and services that might be attracted to light rail station areas in Southeast Seattle and the potential for market activity associated with the future light rail alignment through the area. Planning will also include strategies to encourage that type of development in keeping with the community’s vision. Station area planning is being coordinated by the Strategic Planning Office, and will be conducted from March 1999 through early 2000.

Tasks to be Undertaken in 1999-2000

1. SEATRAN will designate 31st Avenue South, south of South Jackson Street, a bike route. (Activity C-3.3)
2. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the sector work program.
3. Identify next steps for continued implementation.

C-3 ENCOURAGING PEDESTRIANS & BICYCLISTS						
Ref.	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
Goal C-3	Establish a priority network of key pedestrian streets and bicycle paths. New development along these streets and paths must address the needs of pedestrians and					

C-3 ENCOURAGING PEDESTRIANS & BICYCLISTS

<i>Ref.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>
provide safe and easy access for bicyclists.						
C-3.1	Establish a Citywide definition for key pedestrian streets and key bicycle paths. Define what elements of street design, lane configuration, and urban amenities will be required of new development and invested in by the City for those streets and paths prioritized by the neighborhood.	Med.			SEATRAN SPO DCLU	<p>A City team is looking at what the “key pedestrian street” designation means, where it would be appropriate, and how it would best be implemented. The Executive will review its policies on Green Streets and Key Pedestrian Streets in 1999. Once this policy analysis is completed, this recommendation will be reviewed again.</p> <p>Regardless of classification, where communities have a clear idea of what improvements they would like to pursue along streets, they should present these ideas to SEATRAN for review and feedback. The purpose of this review would be to check the safety and operational aspects of these ideas, and to alert SEATRAN to the kind of improvements communities are seeking. This will enable staff to provide guidance on how to proceed in pursuing ideas that seemed feasible.</p> <p>Also, the City follows standards for bike path design, using AASHTO (American Association of State Highway Transportation Officials) design standards. These standards are used in the development of the Seattle Bicycling Guide Map produced by SEATRAN. For more information about bike path design, the City’s bike classification system for streets, or to suggest a specific classification change for a street, interested community members can contact SEATRAN’s Bicycle Programs Office.</p>
C-3.2.1	Require new development to allow for a minimum 12-foot sidewalks with street trees, while also accounting for the needs of the disabled (e.g., those wheelchair-bound, the blind). Additional pedestrian amenities should be encouraged, including but not limited to seating, trash cans, kiosks/bulletin boards, and street lighting.	Highest	ASAP		DCLU SEATRAN OED DPR Metro SPD SCL	<p>The City strongly supports the intent of accounting for the needs of the disabled, however, this activity greatly extends the existing requirements made on new development. Currently, 12 foot sidewalks are required in downtown and not in neighborhood commercial areas. Wider sidewalks as required through redevelopment may happen in such a piecemeal way over a long period of time as to be ineffective. This change would likely necessitate a change in required setbacks throughout the neighborhood that would raise significant legal issues. This activity may be realized best through other programs, such as the ‘Green</p>

C-3 ENCOURAGING PEDESTRIANS & BICYCLISTS

<i>Ref.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>
						<p>Streets' program. DCLU can work with SEATRAN and the neighborhood as this concept develops.</p> <p>While still unclear as to what can be offered, an opportunity to foster these types of amenities may be pursued through designation as a Key Pedestrian Street (KPS) or as a Green Street (see response in 3.1 related to KPS). Also, the issue of sidewalk maintenance and construction has been raised in a number of neighborhood plans and has been included on the citywide "Policy Docket" for City Council discussion. In 1999, the City will be considering whether or not it can increase funding to increase the level of sidewalk maintenance and construction and how drainage improvements should be paid for as policy docket issues. 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. This activity is being considered as part of the policy discussion. Once this policy analysis is completed, this recommendation will be reviewed again.</p> <p>Lighting issues have been raised in a number of neighborhood plans and has been included on the citywide "Policy Docket" for City Council discussion. This activity is being considered as part of the policy discussion. The neighborhood is encouraged to develop a "lighting plan" by working with SCL Service Center. The plan should include the specific location and type of decorative lighting fixtures that will be the basis of project feasibility and cost estimates. Please reference SCL's new publication entitled "Resources for Neighborhood Planning Opportunities" for more details. This is available at the Neighborhood Service Center. Also, SCL notes the following jurisdictional issues, as SCL does not own or install all public streetlights.</p> <ul style="list-style-type: none"> • <u>Arterial:</u> SCL as of 12/31/99.. • <u>Parks:</u> Any lighting in parks should involve DPR. • <u>Metro:</u> Lighting at Metro bus stops is Metro's jurisdiction. • <u>Security:</u> Although SCL has no formal security lighting

C-3 ENCOURAGING PEDESTRIANS & BICYCLISTS

<i>Ref.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>
						<p>program, SCL responds to SPD requests for additional lighting.</p> <p>For the other listed amenities, the neighborhood may consider working with the business community, the Chamber of Commerce, or with OED, to develop a Business Improvement Association. This group can pursue funding for these, and other, improvements.</p>
C-3.2.2	<p>Key Pedestrian Streets. Designate the following as key pedestrian streets:</p> <ul style="list-style-type: none"> • Rainier Avenue South from 23rd to MLK Jr. Way South. • South Walker Street from Rainier Avenue South to MLK Jr. Way South. • South McClellan Street from Rainier Avenue South to Mt. Baker Drive. • Cheasty Boulevard– pedestrian path. • All streets within the Town Center. 	High	ASAP		SEATRAN SPO	<p>Citywide, resources for this type of work is limited. However, SEATRAN believes opportunities for pursuing improvements on some of these segments exists through SAP and light rail construction. Streets that are within approximately ¼ mile of a light rail transit station will be examined as part of SAP - the community is involved in this effort. SAP will create mechanisms to more fully develop these concepts that are feasible, to which SEATRAN will provide review and technical assistance. For streets that are not within the SAP scope, the neighborhood will need to pursue additional funding, such as a NMF. Also, see response in C-3.1 related to key pedestrian streets.</p>
C-3.2.3	Develop a pedestrian network from upland neighborhoods along street ends and street rights-of-way to connect down to the Town Center.	High-Med.	ASAP		SEATRAN SPO Sound Transit	<p>Opportunities for implementation may come through SAP and construction of the light rail system, for those streets within approximately ¼ mile of a light rail transit station, however, Sound Transit will not likely be focusing on developing undeveloped right-of-ways that are not close to the stations. Outside this area, funding would need to be secured. This activity would need to be further developed, which would be community-led. The community should further develop this concept and prioritize the individual street segments to be improved. With these steps done, the project may be feasible to implement after funding is secured.</p>
C-3.3	<p>Key Bicycle Streets. The following streets should be designated as bicycle lanes/paths/routes to facilitate the safe and efficient movement of non-motorized wheeled travelers (i.e., cyclists, rollerbladers) within and through the North Rainier Neighborhood.</p>	Highest	ASAP		SEATRAN	<p>SEATRAN do not have a Key <i>Bicycle</i> Street designation, but does have bike facility standards (see response in C-3.1 related to bicycle facility standards).</p> <p><i>MLK Jr. Way South.</i> With the development of the light rail system on MLK Jr. Way South and a planned station at South McClellan Street, it is virtually certain that the use of MLK Jr. Way South will</p>

C-3 ENCOURAGING PEDESTRIANS & BICYCLISTS

Ref.	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<ul style="list-style-type: none"> • MLK Jr. Way South Bicycle Lane: South McClellan to South Massachusetts. • Mt. Baker-Cheasty Boulevard Lane. • South McClellan Street Bicycle Lane: Rainier Avenue South to Mt. Baker Drive South. • 31st Avenue South from South McClellan Street to South Jackson Street. 					<p>change. Therefore, it makes sense to see how light rail development unfolds before the City evaluates whether bike lanes would be an appropriate addition on MLK Jr. Way South between South Massachusetts Street and South McClellan Street. It is important to note, however, that light rail will not be on this portion of MLK Jr. Way South but that changes to other segments will affect the use of the street system-wide. The City will strive to incorporate neighborhood plan elements such as this into the design of capital improvements adjacent to the light rail system, and in the areas that surround and are impacted by the light rail system. SEATLAN will continue to work with the community on exploring options for this street, including eliminating parking and narrowing the street width to install bike lanes, or retaining the parking but widening the street width to install bike lanes.</p> <p><i>Mount Baker/Cheasty Boulevard paths.</i> These streets are already designated bike routes. They are not, however, wide enough to have separate bicycle lanes.</p> <p><i>South McClellan Street bicycle path.</i> Unless the width of the street changes, it will be challenging to provide a bicycle lane on South McClellan. However, developing the light rail system may possibly necessitate changes to this street that might affect the feasibility of the proposed bicycle path. The City will strive to incorporate these elements into capital improvements adjacent to the light rail system, and in the areas that surround and are impacted by the light rail system.</p> <p><i>31st Avenue South.</i> In response to the plan, SEATLAN will designate this street, south of South Jackson Street, a bike route.</p> <p>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 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,</p>

C-3 ENCOURAGING PEDESTRIANS & BICYCLISTS

<i>Ref.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>
						<p>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 City-wide and regionally.</p> <p>In addition, in each semi-annual memorandum submitted to the Council on nine specific TSP strategies, the response for Strategy B1 will:</p> <p>(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;</p> <p>(b) provide a prioritized list of the additional improvements and funding strategies; and</p> <p>(c) provide a citywide map identifying locations where bicycle facility improvements are warranted.</p> <p>Additionally, Comprehensive Plan policy T49.5 directs the City to develop methods to evaluate the provisions and performance of bicycle facilities. The Executive is currently preparing a work plan 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>

C-4 RAINIER & MLK STREETSCAPES

Improving the North Rainier Neighborhood's Major Arterials.

Description

Two major north-south arterials dominate the valley floor of the North Rainier Neighborhood: Rainier Avenue South and MLK Jr. Way South. The community recognizes the importance of both streets as major automobile corridors, but desires to see these roads become more friendly to transit, bicyclists, and pedestrians. Therefore, plan recommendations propose that Rainier Avenue South and MLK Jr. Way South become more like boulevards with attractive streetscapes, clearer pedestrian crossings, and where feasible, designated bicycle lanes.

Integrated City Response

The Executive support the neighborhood's desire to improve these two major roads. The City relies upon these two major arterials to carry a significant amount of traffic, and any change to these two arterials has the potential to shift traffic onto local, residential streets. While any changes will need to be carefully considered, some of the desired improvements are currently underway. SEATRAN will be upgrading crosswalks along MLK Jr. Way South and Rainier Avenue South. DCLU is reviewing strategies such as the 'in-lieu-of' program that might help develop more open space.

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

Participating Departments: SPO, DCLU

Activities Already Underway

1. DCLU citywide evaluation of an "Open Space in-lieu-of" program. (see description in Activity C-4A.2)

Tasks to be Undertaken in 1999-2000

1. SEATRAN will upgrade crosswalks to 'Ladder style' along MLK Jr. Way South and Rainier Avenue South in 1999. (Activity C-4A.3)
2. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the sector work program.
3. Identify next steps for continued implementation.

C-4 RAINIER & MLK STREETSCAPES						
Ref.	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
Goal C4A-1 <u>Rainier Avenue South.</u> Recognize the importance of the street as the arterial spine of the entire Rainier Valley. Improve the street into a grand boulevard that retains its vistas of Mount Rainier and balances the needs of pedestrians, bicyclists, transit riders, and motorists.						
C-4A.1	Preserve Mount Rainier vistas. Ensure that the future light rail alignment travels either below Rainier Avenue South, to the west of Rainier Avenue South, or services the North Rainier Valley	Highest	Coordinate immediately with		SPO Light Rail Review Panel	In February 1999, the Sound Transit board voted and preliminarily approved a light rail alignment that would emerge from a tunnel under Beacon Hill, to an aerial station in the South McClellan area, touching down to a surface alignment on MLK Jr. Way South.

C-4 RAINIER & MLK STREETSCAPES

<i>Ref.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>
	via the Beacon Hill/South Lander Street tunnel alternative. Also explore the merits of surface and tunnel alternatives as the alignment proceeds south of South McClellan Street Station. Plant large, mature street trees along the entire length of Rainier Avenue South where there are currently no trees.		Sound Transit.		SEATRAN Sound Transit SCL	Mitigation strategies are being reviewed and considered by many city departments, including by SAP staff. Opportunities for funding street improvements and street trees may be available through a NMF grant specifically for street trees, and through SCL's Urban Tree replacement program. SEATRAN's Arborist Office is willing to join with other departments and the community in a discussion about developing a master planting and maintenance plan for the neighborhood's street trees.
C-4A.2	Create incentives through development standards and other regulatory mechanisms to encourage new development to build small pocket parks or landscaped spaces to soften the appearance of the street and allow for pedestrian refuge areas.	High	ASAP		DCLU SPO SEATRAN DPR	One existing program that may provide opportunities for implementation is the Open Space "in-lieu-of" program. The Land Use Code already requires open space in multifamily zones, but DCLU have been looking at alternative programs that might provide the option of creating open space off site in-lieu-of on-site. DCLU is evaluating the 'in-lieu-of program' as part of the 1999-2000 work program, and the neighborhood may benefit from DCLU's lessons learned. DCLU will be working with SEATRAN and DPR and the neighborhoods as this concept evolves. Other potential opportunities may be through a "Green Street designation," or through light rail development which might provide the opportunity to fund park improvements in very close proximity to the light rail stations. The development of public pocket parks may be possible through some type of regulatory mechanism such as open space "in lieu of," however, these spaces can be very expensive to maintain. DPR can work with the community to assess opportunities for more open space.
C-4A.3	Provide for well-marked, ladder crosswalks at more intersections. Provide for decorative, paved crosswalks at South Massachusetts, South Walker, South McClellan, and in the Town Center area.	Highest	1 to 2 years		SEATRAN	SEATRAN notes that there are a number of locations along Rainier Avenue South that are already marked with crosswalks. In response to this plan request, SEATRAN will complete the ladder upgrade work for the portions of these streets south of I-90 by the end of 2000. Recognizing the need for crosswalks citywide, and in the North Rainier area, the City doubled the amount of funding for crosswalk

C-4 RAINIER & MLK STREETSCAPES

<i>Ref.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>
						<p>installation and maintenance (restriping). This means that crosswalk locations will be restriped approximately every four to five years, rather than the current 8 to 10 years. Additionally, crosswalk maintenance work is prioritized for MLK Jr. Way South and Rainier Avenue South. What this means is that SEATRAN intends to restripe all of these crosswalks in 1999/2000, as opposed to doing this work over the next four years. However, not all intersections along MLK Jr. Way South and Rainier Avenue South have marked crosswalks, it is SEATRAN's experience that not all locations are well suited as marked crosswalks. A concern that SEATRAN has about marked crosswalks is that in some locations they can lead pedestrians, children and the elderly, in particular, into thinking they are safer than they really are as they enter a street to cross it. SEATRAN will look carefully at locations along these streets before marking new crosswalks. If there are specific locations that community members would like to nominate for new crosswalks, these can be presented directly to SEATRAN.</p> <p>Also, the issue of marking and maintaining crosswalks has been raised in a number of neighborhood plans and has been included on the citywide "Policy Docket" for City Council discussion. 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 in 1999. This activity is being considered as part of the policy discussion. Once this policy analysis is completed, this recommendation will be reviewed again.</p> <p>SEATRAN's experience is that decorative crosswalks – using materials such as pavers – are expensive to install and maintain. If funding were available and the neighborhood maintained a strong interest in this activity, SEATRAN could examine an intersection identified by the planning group. This would be to estimate the cost and identify some basic design parameters that the neighborhood group could use to determine whether to continue pursuing this improvement. One funding source available for</p>

C-4 RAINIER & MLK STREETSCAPES						
<i>Ref.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>
						developing decorative crosswalks is the NMF.
C-4A.4	Build on Rainier Chamber's community identity and beautification efforts by installing banners and gateway markers.	High	1 to 5 years		Community SAC	<p>Projects like these are eligible for NMF grants. Assistance in the design and development of neighborhood gateways is part of SAC's work. SAC can provide technical assistance to neighborhood arts councils developing artworks. If '1% for Art' funds are generated from city construction projects related to the Sound Transit Link light rail stations, an artist should be involved. If not, but the community seeks DON funds to implement amenities (such as gateways or other community-based projects), SAC can provide fee-based technical assistance.</p> <p>SEATRAN would want to review this proposal as it develops to ensure that it would not present safety or operational problems in the street or right-of-way area.</p>
C-4A.5	Retain the current lane capacity of two travel lanes in each direction and a center median. Where business access is not needed, consider developing landscaped islands in the center median.	High-Med.	1 to 5 years		SEATRAN	<p>Developing landscaped medians along Rainier Avenue South is a significant task, and the initial community organizing and outreach 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.</p> <p>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 likely be needed to implement this activity.</p>
Goal C4B-1 <u>MLK Jr. Way South.</u> Develop MLK Jr. Way South into an attractive, landscaped boulevard that connects the Rainier Valley to Seattle's Central Area. Establish the street as friendly to bicyclists, rollerbladers, pedestrians, and transit riders by providing the necessary facilities and atmosphere to welcome these types of users.						
C-4B.1	Establish a planted median from South McClellan to the I-90 lid, connecting with the proposed median in the Central Area neighborhood. Allow	Highest	ASAP, no later than 2 years		SEATRAN	Developing landscaped medians along MLK Jr. Way South is a significant task, and the initial community organizing and outreach is a community-led process.

C-4 RAINIER & MLK STREETSCAPES

<i>Ref.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>
	for a minimum 8-foot median with one travel lane each way, while still allowing left turn access at each intersection and access points to local businesses (similar to Sand Point Way). Continue south where it does not conflict with future light rail line.					<p>SEATRAN notes that analysis of this segment would be necessary to determine the feasibility and viability of a landscaped median. Each street has specific constraints and opportunities (such as traffic volumes, street widths, type of vehicles that use the street, intersections, and adjacent property owners) that determine whether a median is feasible. Also, 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.</p> <p>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 likely be needed to implement this activity.</p>
C-4B.2	Reduce traffic to one lane in each direction as currently exists north of South Massachusetts. Create a bicycle lane and street parking along MLK Way Jr. South from South McClellan to South Massachusetts.	Highest	ASAP, no later than 2 years		SEATRAN	This activity could have several potentially adverse impacts on the overall transportation system. The effects include potential impacts on the safety and operations of MLK Jr. Way South and other local streets from displaced traffic. Due to the complexity of the concept, SEATRAN recommends drawing on consultant assistance for further analysis. Currently, funding for this concept development work does not exist. Funding opportunities may exist, however, through the construction of the light rail system or potentially through pursuing a NMF grant. Also, see response in C-3.3 related to bike lanes.
C-4B.3	Make bike lanes distinctive by painting the stripe or entire lane a different color.	Highest	1 to 2 years		SEATRAN	This activity does not conform with national and local bicycle facility standards. Therefore, for legal and safety reasons, SEATRAN will continue to mark bike lanes with white edge lines. SEATRAN are available to work with the community to develop appropriate bicycling facilities that conform to standards and

C-4 RAINIER & MLK STREETSCAPES

<i>Ref.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>
						provide protections to bicyclists.
C-4B.4	Build sidewalks along MLK Jr. Way South where there are none between South Massachusetts and South McClellan.	Highest	1 to 2 years		SEATRAN	<p>While SEATRAN does have some funding for sidewalk improvement, the amount 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. Installation of sidewalks along the east side of MLK Jr. Way South north of South McClellan Street is not presently a priority for SEATRAN. This is because there is a usable sidewalk along the other side of the street, and because the construction of sidewalks here would require installation of a large retaining wall that would be very expensive.</p> <p>The issue of sidewalk maintenance and construction has been raised in a number of neighborhood plans and has been included on the citywide "Policy Docket" for City Council discussion. In 1999, the City will be considering whether or not it can increase funding to increase the level of sidewalk maintenance and construction and how drainage improvements should be paid for as policy docket issues. 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. This activity is being considered as part of the policy discussion. Once this policy analysis is completed, this recommendation will be reviewed again.</p> <p>If there are locations that need repair, the community can contact SEATRAN's Street Use office for a review. If the review shows that repairs are necessary, SEATRAN can work with the property owners to have the existing sidewalks repaired.</p>

C-5 RECLAIMING NORTH RAINIER'S OLMSTED PARKS & BOULEVARDS

Enhancing Cheasty Boulevard and Greenbelt.

Description

In 1909, a Seattle Park Commissioners Report stated, "Under the proposed system of Olmsted Brothers, Landscape Architects, the designers of the Seattle system, it is planned to have a boulevard system of fifty miles practically belting the city, and a park system of over two thousand acres ..." Planning for parks and boulevards early in its development history has left the City of Seattle with one of the country's finest examples and best preserved systems of Olmsted Parks, Playgrounds, and Boulevards.

The North Rainier Neighborhood houses two of the boulevards of the system: Mount Baker and Cheasty. The plan called for a continuity and connection between these two boulevards linking the uplands of Beacon Hill to the shores of Lake Washington. Today, the two are connected by a pedestrian bridge just south of the intersection of Rainier Avenue South and MLK Jr. Way South. One of the top community life recommendations focuses on developing ideas and concepts for establishing Cheasty as the boulevard it was envisioned to be in the Olmsted plan, and creating some type of physical, social, and/or cultural connection to Mount Baker Boulevard.

Integrated City Response

The Executive support this activity to protect, promote, and connect these two Olmsted parks and boulevards through non-motorized travel connections, hillclimbs, lighting, and signage.

The Neighborhood Matching Fund and Neighborhood Early Implementation Fund may provide funding for some of the less expensive items. Other activities 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.

While directed toward a single goal, the individual activities in this strategy could be implemented independently of one another. 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 Departments: DPR and SEATRAN

Participating Departments: SPO, SAC

Tasks to be Undertaken in 1999-2000

1. SEATRAN will hold a meeting with the community, DPR, and the NDM to discuss opportunities and constraints related to the EIF Design and Phase I

Installation of Cheasty Boulevard Trail" project. This meeting will be held in 2000. Also, DPR will be working with the community on a design of a trail along Cheasty Boulevard from 27th Avenue South to South Della Street. This is funded through the community's Early Implementation Funding. A trail will be developed along this portion as funding allows. (Activity C-5.3. and C-5.5)

2. DPR has rehabilitated some of the land along South Winthrop Street that was damaged during the staging for an SPU project. In addition, (Activity 5.1)
3. As part of light rail construction in the South McClellan Street station area, Sound Transit is currently planning to reconstruct the pedestrian overpass on MLK Jr. Way South/Rainier Avenue South, to be a safer and more functional facility that provides a better connection between Cheasty and Mt. Baker boulevards. (Activity C-5.7)
4. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the sector work program.
5. Identify next steps for continued implementation.

C-5 RECLAIMING NORTH RAINIER'S OLMSTED PARKS & BOULEVARDS

<i>Ref.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>
Goal C-5 Enhance Cheasty Boulevard and Greenbelt as a means toward reclaiming and celebrating North Rainier's Olmsted Parks and Boulevards legacy.						
C-5.1	Reclaim the parkland from encroachment by private property owners along South Winthrop Street that serves as a gateway to Cheasty Boulevard. City maps show a 120-foot parkland right-of-way west of MLK Jr. Way South.	High	ASAP- City already owns the land. Improvement 1 to 2 years.		DPR SEATRAN SPO	<p>Cheasty Boulevard and South Winthrop Street are part of the historic Olmsted boulevard. Both DPR and SEATRAN need to be involved in design and construction work as SEATRAN are responsible for the curbs and street in-between and DPR have jurisdiction for the parts of the right-of-way beyond the curbs.</p> <p>The City supports the neighborhood's desire to reclaim parkland that has been encroached upon. However, it is possible that this whole section of South Winthrop Street (between MLK Jr., Way South to Cheasty Boulevard) might be redesigned or redeveloped through the construction and mitigation work necessary to build the South McClellan Street Sound Transit Station. Therefore, any projects done here will be considered as part of SAP. SAP staff will work with DPR to explore the issue as they work on SAP.</p> <p>Note that redeveloping South Winthrop Street as part of the boulevard system in the area would involve a significant expense. The first step would be to develop a design for that street segment that is appropriate for the street and complements the Olmsted system. This activity could be accomplished through a NMF grant. DPR would work with the community to develop the design as DPR does not have the resources to fund a design process. Also, DPR has rehabilitated some of the land along South Winthrop Street that was damaged during the staging for an SPU project. In addition, DPR will be working with the community on a design of a trail along Cheasty Boulevard from 27th Avenue South to South Della Street. This is funded through the community's Early Implementation Funding. A trail will be developed along this portion as funding allows.</p> <p>SEATRAN supports improving this space in the long term (see response in C-5.5). Also, SEATRAN's work on the north side of Winthrop is almost complete, and DPR will be establishing plantings on this section of the street.</p>

C-5 RECLAIMING NORTH RAINIER'S OLMSTED PARKS & BOULEVARDS

<i>Ref.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>
C-5.2	Develop the South Winthrop Street parkland to allow for tree plantings, sidewalks, and small open spaces as a means of buffering and limiting automobile traffic access from the single-family neighborhood within the Cheasty greenbelt from the proposed higher-intensity Town Center development.	High	ASAP- City already owns the land. Improvem ent 1 to 2 years.		DPR SEATRAN	See DPR response in C-5.1. See SEATRAN response in C-5.1 related to development in Cheasty, and response in C-4.B.4 related to sidewalk construction and maintenance.
C-5.3	Develop alternative possibilities for Cheasty Boulevard to promote non-motorized use of the street and to calm existing traffic. Where feasible, extend non-motorized paths onto the landscaped shoulder of the right-of-way.	Highest	1 to 2 years		SEATRAN DPR	<p>The neighborhood has taken an important first step towards implementing this activity. The city has approved using \$28,000 of North Rainier's EIF for the "Design and Phase I Installation of Cheasty Boulevard Trail" project. This project seeks to promote non-motorized use of Cheasty Boulevard, and proposes to design a soft surface trail on park land on one side of Cheasty Boulevard from the intersection of 27th Avenue South and South Winthrop Street to the intersection of Cheasty Boulevard South and South Della Street. Any leftover funds would be used to construct a portion of the trail. This project is expected to be completed by April 2000. Since DPR has jurisdiction for boulevard areas, a project for improvement would need to be led through DPR.</p> <p>SEATRAN will hold a meeting with the community, DPR, and the NDM to discuss opportunities and constraints related to the EIF "Design and Phase I Installation of Cheasty Boulevard Trail" project. This meeting will be held in 2000.</p> <p>Another potential method for implementing this activity may come through the work being done by SEATRAN and SPU, who 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</p>

C-5 RECLAIMING NORTH RAINIER'S OLMSTED PARKS & BOULEVARDS

<i>Ref.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>
						with an informal, rural character on residential streets.
C-5.4	Provide for decorative, textured crosswalks at hillclimbs and street intersections.	High	1 to 5 years		SEATRAN SCL SAC Community	See SEATRAN response in C-4A.3 regarding crosswalks, and decorative crosswalks. As noted in C-1.5.2, If "1% for Art" funds are generated from city construction projects related to the Sound Transit Link light rail stations, , an artist should be involved in these treatments. If not, the community can seek NMF funds to implement amenities such as signage and gateways. In this situation, SAC can provide technical assistance for a fee. SEATRAN's review of Cheasty (Activity C-5.5) may provide opportunities for implementing this activity.
C-5.5	Improve safety and discourage street parking and loitering by placing billiards (cut-up telephone polls resembling tree stumps) (like those that already exist in some portions of the parkway) along the landscaped parkway.	High	1 to 2 years		SEATRAN DPR	SEATRAN will hold a meeting with the community, DPR, and the NDM to discuss opportunities and constraints related to the EIF " <u>Design and Phase I Installation of Cheasty Boulevard Trail</u> " project. This meeting will be held in 2000. (see C-5.3) . Note that SEATRAN thinks that installation of a walkway here (given its length and potential need for accompanying drainage improvements) could be relatively expensive. Since DPR has jurisdiction for boulevard areas, a project for improvement would need to be led through DPR.
C-5.6	Consider allowing an at-grade crossing for bicyclists and pedestrians between Mount Baker and Cheasty Boulevards. Accomplish this by moving the limit line on northbound Rainier Avenue South south of the overhead pedestrian bridge.	Highest	1 to 2 years		SEATRAN	This is a very wide, high-volume intersection, with complex turning movements. Moving the limit line will have significant impacts on capacity, and may lead to decreased safety from improperly queuing vehicles. Also the large number of streets near this intersection cause additional safety difficulties. For these reasons, SEATRAN does not support this activity.
C-5.7	Develop a physical connection between Mount Baker and Cheasty Boulevards. Plant street trees in the landscaped median of Mount Baker Boulevard. Develop public artworks that could be integrated into the pedestrian bridge to create a community gateway.	High	1 to 5 years		SEATRAN/ DPR SAC SPO Sound Transit	As part of light rail construction in the McClellan station area, Sound Transit is currently planning to reconstruct the pedestrian overpass on MLK Jr. Way South/Rainier Avenue South, to be a safer and more functional facility that provides a better connection between Cheasty and Mt. Baker boulevards. Further design work will occur during SAP. For any improvements to the existing boulevard, SEATRAN and DPR will work with the community and

C-5 RECLAIMING NORTH RAINIER'S OLMSTED PARKS & BOULEVARDS

<i>Ref.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>
	As an alternative, explore the possibility of a new pedestrian bridge to physically connect the two boulevards; work with the City to seek such a facility through Sound Transit light rail impact mitigation.				Community	<p>Friends of Seattle Olmsted Parks in reviewing proposed designs/plans. The plans will be developed by Sound Transit and SAP staff, with community participation, as part of the SAP process.</p> <p>SAC recommends that artists be included from the outset in any design project, so that the artist is part of the design team for capital construction projects. See response in C-1.5.2.</p>

C-6 COMMUNITY SERVICES NODE

Housing Needs and Overall Neighborhood Accessibility.

Description

The North Rainier Neighborhood is home to several community service uses that have special needs populations. They are largely concentrated in the same part of the neighborhood, north of South Bayview Street between Rainier Avenue South and MLK Jr. Way South. The uses include Center Park Housing Complex and the Lighthouse for the Blind. Because many of the users are disabled, special considerations must be taken to address their needs. Among the most pressing of issues, include:

- Easy and efficient access to public transportation, including existing bus routes and the future light rail system.
- Access at the street level across both Rainier Avenue South and MLK Jr. Way South in order to reach commercial shopping destinations.
- Opportunities for employment and affordable housing in the immediate vicinity of these facilities.

Integrated City Response

The Executive support this activity to provide transportation services, amenities, and employment for the special-needs residents and employees at these facilities.

Some activities are underway, including OED currently working with non-profit developers in the neighborhood, station area planning, and citywide policy discussions regarding community use of public facilities.

While directed toward a single goal, the individual activities in this strategy could be implemented independently of one another. 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: OED, OH, SEATRAN, ESD

Activities Already Underway

1. OED currently provides ongoing support to Southeast Effective Development and HomeSight to undertake housing and economic development efforts in Southeast Seattle.

Tasks to be Undertaken in 1999-2000

1. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the sector work program.
2. Station area planning will incorporate community goals, such as those proposed for the North Rainier neighborhood areas around light rail stations. As part of

station area planning, the City has a consultant contract to conduct a market analysis to identify the kinds of activities and services that might be attracted to light rail station areas in Southeast Seattle and the potential for market activity associated with the future light rail alignment through the area. Planning will also include strategies to encourage that type of development in keeping with the community's vision. Station area planning is being coordinated by the Strategic Planning Office, and will be conducted from March 1999 through early 2000.

3. SEATRAN will review crosswalks on South Walker Street and Rainier, South Walker Street and MLK Jr. Way South; South Hill Street and Rainier, South Hill Street and MLK Jr. Way South; and South Plum Street and Rainier, South Plum Street and MLK Jr. Way South. (Activity C_6.3.1)
4. The Executive will work closely with Sound Transit to ensure Sound Transit provides adequate ADA access to local users of the proposed station within ½ mile of the station (this may include only portions of the area within ½ mile of the proposed station as the majority of facilities serving special needs populations are located to the northwest of the proposed station). In addition, OED and HSD will look for opportunities within CDBG or other fund sources, such as state or federal grants, that might be used to make improvements to streets and intersections as recommended by the community to assist the special needs residents in the community, many of whom are disabled.
5. Identify next steps for continued implementation.

C-6 COMMUNITY SERVICES NODE

<i>Ref.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>
Goal C-6 Provide for transit, access, and potential housing needs of users of North Rainier's community service facilities such as Center Park and Lighthouse for the Blind.						
C-6.1	Provide support for local housing providers, Community Development Corporations (CDC), and North Rainier property owners to build land uses that meet the needs of the population, including special needs housing and employment centers.	High	3 to 5 years		OED OH SEED HomeSight	<p>Existing OED programs provide opportunities for implementing this activity. OED and OH currently provides ongoing support to SEED and HomeSight to undertake housing and economic development efforts in southeast Seattle. In addition, OED administers the Community Development Float Loan and Section 108 Federal Loan programs that can help to support private development projects that benefit low/moderate income persons or neighborhoods.</p> <p>OH support this activity, and look forward to working with other City departments and with local community groups to make City housing assistance funds available, and to partner with local groups in implementing these programs.</p> <p>Finally, the criteria for creating new CDCs have been raised in a number of neighborhood plans and has been included on the citywide "Policy Docket" for City Council discussion. The Executive will review the City's existing criteria for the formation of CDCs. This activity is being considered as part of the policy discussion. Once this policy analysis is completed, this recommendation will be reviewed again.</p>
C-6.2	Provide future transit routes that establish direct and immediate access (i.e., efficient circulator routes connecting North Rainier's neighborhoods with the proposed light rail station and town center, as well as with neighborhoods on connecting arterials (down to Genessee and up to the Central Area)) to the Town Center and regional light rail system, as well as to the commercial area anchored by Rainier Valley Square.	Highest	Concurrent with Light Rail construction.		SPO SEATRAN Metro Sound Transit	The City's SAP staff, with neighborhood involvement, will consider proposed transit changes/route proposals in further detail during SAP, however, the City is not a transit service provider. See response in C-1.4 related to forwarding recommendations to Metro. SEATRAN will review any proposed changes to ensure that they will work safely and not present traffic operations problems.
C-6.3.1	Because several of the local streets have no sidewalks and difficult crossings, make improvements along Walker, Hill, and/or Plum	High	1 to 10 years. Also		SEATRAN	The City strongly supports this activity and recognizes it as a priority for the neighborhood. The City will implement this activity through a number of ways, including station area planning and use

C-6 COMMUNITY SERVICES NODE

<i>Ref.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>
	Streets. Enhance crossing of Rainier Avenue South and MLK Jr. Way South to address the needs of local users, many of whom are disabled.		concurrent with new developments.			<p>of funds not typically used for street and sidewalk improvements. In particular, the Executive will work closely with Sound Transit to ensure Sound Transit provides adequate ADA access to local users of the proposed station within ½ mile of the station (this may include only portions of the area within ½ mile of the proposed station as the majority of facilities serving special needs populations are located to the northwest of the proposed station).</p> <p>In addition, OED and HSD will look for opportunities within CDBG or other fund sources, such as state or federal grants, that might be used to make improvements to streets and intersections as recommended by the community to assist the special needs residents in the community, many of whom are disabled.</p> <p>SEATRAN understands this to be a request to review six intersections – South Walker Street and Rainier, South Walker Street and MLK Jr. Way South; South Hill Street and Rainier, South Hill Street and MLK Jr. Way South; and South Plum Street and Rainier, South Plum Street and MLK Jr. Way South. SEATRAN will review these locations in 2000. SEATRAN will coordinate with residents through the NDM. To be effective, SEATRAN specific description of the problems seen, and a neighborhood contact, with phone number, that SEATRAN can communicate with if there is a need for more information and to provide information back to from its review.</p> <p>SEATRAN's safety programs tend to address problematic locations with "spot" improvements directed in the immediate location of the safety problem. These programs tend to focus on signing, parking restrictions, street striping, etc. (i.e., street changes that can be made more quickly rather than high-cost, capital work). Pedestrian safety issues can be referred directly to the Pedestrian and Bicycle Programs Office. Arterial traffic safety problems can be referred directly to the Traffic Operations Office. Traffic safety problems on non-arterials can be referred directly to the Neighborhood Traffic Control Program.</p>

C-6 COMMUNITY SERVICES NODE						
<i>Ref.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>
						SEATRAN does have some funding for sidewalk improvement, but the amount of this funding is <i>very</i> limited (see response C-4B.4). Crosswalk funding has been doubled and this type of work prioritized, but it is still small relative to the amount being requested (see response C-4A.3).
C-6.4	Provide an inventory of existing public and quasi-public facilities that could potentially be shared facilities for community use.	High-Med.	2 to 3 years		ESD DPR	<p>Community use of public facilities has been raised in a number of neighborhood plans and has been included on the citywide "Policy Docket" for City Council discussion. 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, including potential opportunities for partnerships with the School District, in 1999. This activity is being considered as part of the policy discussion.</p> <p>Also, ESD has an inventory of City-owned property and has access to a limited amount of information about other public (SSD, King County, SHA) properties, which can be shared with the community. "Quasi-public" would have to be defined to determine if ESD has access to the desired information. Utilizing the available inventories to identify properties that could accommodate community use would require a detailed analysis. ESD does not currently have funding or capacity in its workplan to accomplish the study but could work with DON to prioritize and seek funding for this activity. DPR supports this activity, but does not have funding. DPR can assist with the development of a community-led NMF grant.</p>

C-7 CHARLESTOWN TO GENESEE

Commercial Retail for the Rainier Valley.

Description

The Charlestown to Genesee corridor along Rainier Avenue South provides an existing mix of commercial retail use and general commercial/light industries. The area also consists of several vacant parcels and has potential for redevelopment of underutilized areas. On the west side of Rainier Avenue South, there exists a unique combination of older homes, smaller storefronts, and commercial uses that have adaptively reused former residential properties.

The area is currently anchored by the Rainier Valley Square (RVS) shopping center and the Darigold Facility. Future redevelopment by Southeast Effective Development of lands in the northeast quadrant of the intersection of Rainier and Charlestown creates unique opportunities for this part of the North Rainier Valley. In addition, the potential connections to historic Columbia City and its commercial storefront uses create intriguing possibilities.

Because of the potential changes to this part of North Rainier, specific action items for land use, zoning, and necessary capital facilities have been included in this neighborhood plan to address the growth and development of the commercial area extending from Charlestown to Genesee.

Integrated City Response

The Executive support this activity to attempt to address through the neighborhood plan some of the impacts and opportunities that will come with the redevelopment occurring at the Rainier Valley Square II (RVS II) site.

Currently, OED is working closely with the community and the RVS II developers. , DCLU will review neighborhood plans and neighborhood design guideline recommendations in 1999 and 2000.

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

Participating Departments: OED, SPU, SEATRAN, SAC, SPO

Activities Already Underway

1. OED recently helped SEED secure federal funding for site acquisition for the RVS II project. OED are preparing an application to HUD for their Brownfields Economic Development Initiative (BEDI) grant program for the RVS II expansion and will pursue a Section 108 loan. (Activity C-7.1)

2. The Executive supports the proposed HUV boundary changes, and has submitted legislation to accomplish this at the time the plan is adopted.(Activity 7.4)

3. DCLU will address neighborhood specific design guideline proposals starting 2nd quarter 1999 and ongoing throughout 2000, and DCLU will work with North Rainier to assist them in development of design guidelines. DCLU anticipates North Rainier to fit into the third phase of the process. (Activity C-7.2) Tasks to be Undertaken in 1999-2000

1. DCLU is encouraging SEED and its consultants to work proactively with the neighborhood on the use and design concept in advance of filing the Master Use Permit application for the RVS II development. (Activity 7.2)
2. For the RVSII development, the NDM should work with DCLU to ensure that neighborhood plan elements are considered in the MUP process.
3. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the sector work program.
4. Identify next steps for continued implementation.

C-7 CHARLESTOWN TO GENESEE

<i>Ref.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>
<p>Goal C-7 Establish opportunities for the future redevelopment of underutilized parcels to strengthen the commercial retail environment of this part of North Rainier, and explore strategies for enhancing pedestrian linkages to historic Columbia City via Rainier Avenue South. Ensure installation of all necessary capital facilities and infrastructure to support the growth of this segment of the North Rainier Valley.</p>						
C-7.1	<p>Rainier Valley Square II. Support SEED's expansion of the Rainier Valley Square shopping center north of South Charlestown Street, but in so doing, the community recommends the City require the following:</p> <ul style="list-style-type: none"> • New roads and sidewalks within and at the perimeter of redevelopment. • Development and implementation of a streetscape plan for South Charlestown Street. • Installation of all necessary capital facilities, e.g., drainage, wastewater hookups, prior to or concurrent with redevelopment. 	Highest	Work with SEED on the timing of redevelopment and ensure development of facilities prior to or concurrent with the project.		<p>OED SPU SEATRAN SEED SAC DCLU</p>	<p>The proposed Rainier Valley Square Phase II expansion represents a continued partnership among OED, SEED and Gramor Development Corporation. OED recently helped SEED secure federal funding for site acquisition for this project. In addition, OED is preparing an application to HUD for their Brownfields Economic Development Initiative (BEDI) grant program for the RVSII expansion and will pursue a Section 108 loan.</p> <p>Phase II work is expected to result in job creation, blight removal, increased public safety, a strengthened local economy, and additional reinvestment in commercial and residential development. Roads and sidewalks are expected to be included as part of the RVS II expansion.</p> <p>The community, its stewardship organization, and the NDM should continue to be involved in all future development proposals.</p> <p>See SAC response in C-1.5.2.</p>
C-7.2	<p>Potential Land Use/Zoning Changes. Support a contract rezone agreement between SEED and the City to change existing L2/L3 zones (for the RVS II development) along the west side of 36th Avenue South from Charlestown to Spokane Streets, but the community strongly recommends the City require the following:</p> <ul style="list-style-type: none"> • Require community design review for the project. Develop site specific design guidelines. • Allow input from local organizations to shape the overall site plan, and internal and external pedestrian/ vehicle circulation of the site. 	Highest	ASAP		<p>DCLU OED SEED</p>	<p>SEED will apply for a MUP for the Rainier Valley Square phase II project, which may or may not call for rezoning. However, it will likely require Design Review. The neighborhood is encouraged to develop specific design guidelines as soon as possible for use by SEED and its consultants in the development of the design concept for the site. SEED is being encouraged to work proactively with the neighborhood on the use and design concept in advance of filing the MUP application. The pre-design review board meeting will be an opportunity for the neighborhood to discuss its desires and design guidelines, but hopefully it will not be the first opportunity.</p> <p>OED supports the proposed rezone to facilitate RVS Phase II, and SEED is committed to reviewing the proposed project and site plan with the neighborhood.</p>

C-7 CHARLESTOWN TO GENESEE

<i>Ref.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>
						Also, DCLU will address neighborhood specific design guideline proposals starting 2nd quarter 1999 and ongoing 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 2nd and 4th quarters. DCLU will work with North Rainier to assist them in development of design guidelines. DCLU anticipates North Rainier to fit into the third phase of the process.
C-7.3	Charlestown to Genesee Pedestrian Overlay Zone. Create a Pedestrian Overlay Zone (P2) along Rainier Avenue South from Charlestown to Dakota Streets to connect to the proposed P2 zone recommended by the Columbia City Neighborhood Plan.	High	Concurrent with Columbia City Neighborhood Plan action.		DCLU	The pattern of existing development and topography may not easily lend itself to an existing pedestrian overlay designation. It is highly likely, however, that DCLU will be able to better meet the community's goals using tools other than a P2 overlay. Therefore, DCLU will work with the neighborhood, as part of its 2001-2002 work program, to undertake a land use planning exercise and rezone analysis to explore different zoning designations to see if a rezone might better achieve the neighborhood's vision and meets the City's criteria for rezones.
C-7.3B	Change the NC2-40 zoning on Rainier Avenue South (between South Charleston Street and South Lilac Street) to NC2/R-40.	High	Concurrent with plan adoption		DCLU	A proposed ordinance amending the official zoning map has been submitted to Council for consideration with the North Rainier plan.
C-7.4	Extend Urban Village Boundaries. Extend the North Rainier Hub Urban Village boundary to include the Rainier Valley Square shopping center and the Darigold manufacturing and distribution plant. Include all properties in commercial and multifamily zones south of Charlestown to Dakota	High-Med.	ASAP		SPO	This description of the urban village boundary extension not as specific as the description in C-2.1. The Executive supports the proposed HUV boundary changes as described in C-2.1 and have submitted legislation to accomplish this at the time the plan is adopted. If these two activities are not meant to be identical, the community will need to forward to SPO any changes that were not

C-7 CHARLESTOWN TO GENESEE

<i>Ref.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>
	in the Urban Village boundary.					included for further consideration by SPO.
C-7.5	Preservation of Lower Intensity Residential and General Commercial Uses. Ensure preservation of the existing uses in the Charlestown to Genesee corridor. Create a strategy, perhaps as an amendment to the P2 Overlay, that encourages the rehabilitation of existing homes and general commercial uses, and allows for the non-conforming uses to expand their size and function.	High-Med.	1 to 3 years		DCLU SEED	DCLU is willing to work with the neighborhood on a pedestrian concept for this area and possible solutions to the non-conforming use issues when we undertake the land use planning exercise in 2001-2002.

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 implementations 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 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 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
Economic Development							
ED-1.3	Implement economic development Neighborhood Revitalization Strategies being developed for Southeast Seattle. Ensure fair and equitable distribution of any federal Empowerment Zone funding throughout Southeast Seattle. For the North Rainier Valley, should it become a part of the NRS program, target funding toward increasing the presence of family-wage job businesses and implementation of the Town Center area.	Long-Term Priority	Long Term Activity		OED OH HSD	The City recognizes that economic development has historically been identified as a long-term goal by the community (SESRA, SEED, etc.). The Southeast Neighborhood Revitalization Strategy (NRS), which includes the North Rainier area, was passed by the Seattle City Council in February 1999, and was transmitted to HUD. The NRS was adopted by HUD in the summer of 1999. This strategy will give the City, SEED and HomeSight increased flexibility in the use of Federal Community Development Block Grant (CDBG) dollars which are to be used on projects in the North Rainier Valley and other Southeast neighborhoods. The North Rainier Town Center concept is specifically mentioned in the NRS document. OED will work with community-based organizations, SAP staff, the community, and property owners to ensure coordination with station area planning and consideration of measures to promote economic vitality in station areas and consideration of efforts to retain and	Activity is currently underway with OED as the lead.

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						<p>increase the presence of businesses that provide living-wage jobs.</p> <p>Note that the City did not receive the 1999 federal Empowerment Zone grant.</p>	
ED-2.1	Lobby for one of the following Link Light Rail alignments to minimize construction and business displacement impacts in North Rainier Valley (outside of the proposed Town Center): (1) South Lander Street/Beacon Hill Tunnel, (2) Rainier Tunnel via South Dearborn Street/Poplar Place South, or (3) an all Rainier Valley tunnel.	Highest	Coordinate as part of Sound Transit determining the Locally Preferred Alignment		SPO Light Rail Review Panel	In February 1999, the Sound Transit board voted and preliminarily approved a light rail alignment that would emerge from a tunnel under Beacon Hill, to an aerial station in the South McClellan area, touching down to a surface alignment on MLK Jr. Way South.	Activity is currently underway with SPO as the lead.
ED-2.2	Promote the Good Neighbor Fund program that provides property and business owners financial assistance for building facade improvements. Efforts should also be made to promote the retention and development of family and locally owned small businesses either through existing City resources or development of tax incentive or special loan programs.	High	ASAP		OED SEED	Since 1993, OED has contributed funding to SEED's Good Neighbor Fund to enable business and property owners in southeast Seattle to make exterior improvements to private property. In 1996, OED provided additional funds to support the program through its Main Street Contract with SEED. In addition, Community Capital Development provides loans to small businesses unable to obtain conventional financing.	Activity is currently underway with OED as the lead.
ED-2.3	Have OED work with Rainier Valley Chamber of Commerce to develop a marketing program that would promote local businesses to new and existing residents. Explore the potential of a "Welcome Wagon" packet that provides discounts to local establishments, general information about local business services, advertises community programs such as the Columbia City Farmers Market, and promotes the unique range of ethnic and one-of-a-kind uses located in the greater Rainier Valley.	Long-Term Priority	Long Term Activity		OED Community	<p>In 1998 and 1999, OED has provided a series of neighborhood business district workshops, which included one on marketing and public relations. The workshops provided participants with information and instruction on how to effectively market the business district, how to engage the media, and how to develop an effective public relations campaign.</p> <p>Future workshops in 1999 will include financial and business assistance, organizational development and commercial development. Also, OED can assist the Rainier Chamber of Commerce with its efforts to develop a marketing</p>	The community can implement this activity with assistance from OED. OED will provide workshops in 1999.

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						program that promotes local businesses. Also, OED can assist through its contract with the Neighborhood Business Council. This activity might be a good candidate for a NMF grant. NMF is available for a variety of projects including those that address neighborhood marketing and development, community identity, and community/natural history.	
ED-2.4	Request that the City, in conjunction with SEED, actively pursue the development of a movie theater complex within Southeast Seattle.	High	ASAP		OED SEED	SEED and OED are studying the feasibility of a movie theater as part of the RVS Phase II.	Activity is currently being studied with OED as the lead.
Community Life							
CL-1.1	Improve maintenance of all park properties in North Rainier, and add amenities such as public restrooms and drinking fountains where currently there are none.	High	1 to 5 years		DPR	DPR maintains its property to the extent possible given its limited resources. Additional maintenance activities require additional funding. If the community has specific sites for amenities, DPR could strategize with the community on how certain improvements might be funded. Opportunities for implementing this activity may be available, as DPR has major maintenance projects scheduled for implementation in 1999 and 2000 in the North Rainier area. DPR solicited input from the public, specifically neighborhood planning groups in the spring of 1998 as part of the development of their major maintenance plan. Also, some parks in this area are eligible for Community Block Grant funding which could fund items such as benches and drinking fountains. The neighborhood should contact DPR's grant planners to pursue funding opportunities to implement this activity.	DPR may be able to implement parts of this activity with existing funding and programs.
CL-1.2	Have DPR work with the State to maintain and continue to improve I-90 park (a.k.a. Sam Smith	High	ASAP		DPR	DPR has responsibility for maintaining this park through an agreement with the State. The maintenance work is contracted out and the	Activity is currently being implemented..

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	Park).					State reimburses DPR for the costs of the contract. DPR supports efforts to improve this park and will discuss with the community what additional maintenance they envision. One opportunity for implementing this activity is by having the community assist with maintenance over the long term by becoming involved with the "Adopt-A-Park" program.	
CL-1.3	Continue efforts to build City-Seattle School District partnerships that will result in the joint use of school facilities as community facilities, including playgrounds and school buildings.	Long-Term Priority	Long Term Activity		OFE SSD DPR	<p>OFE's 1999-2000 Education Action Agenda reflects the City's commitment to enhancing the partnership between the City and SSD. Some of the City/SSD initiatives planned for 1999 include the development of athletic fields and facilities, coordination of neighborhood plans with SSD's Facilities Master Plan, and continued exploration of the shared efficiencies of library and media resources. The Education Action Agenda is envisioned as a renewable document expressing, in part, joint initiatives to develop shared resources for community use.</p> <p>DPR already works very closely with the school district through an existing joint use agreement. The community could provide additional information as to what is not being achieved by the current agreement.</p> <p>Finally, City policies related to community use of SSD facilities have been raised in a number of neighborhood plans and have been included on the citywide "Policy Docket" for City Council discussion. This activity is being considered as part of the policy discussion. Once this policy analysis is completed, this recommendation will be reviewed again.</p>	<p>Activity is currently being implemented.</p> <p>Activity is included in the Policy Docket for Council discussion. The Executive will review the City's policies and present to Council in mid 1999. All policies should be in writing and should be shared with the neighborhood planning groups.</p>
CL-1.5	Promote arts and culture in North Rainier, including: <ul style="list-style-type: none"> • Fair-share investments of the City's 1% for 	Long-Term Priority	Long Term Activity		SAC DPR	A number of existing programs may provide opportunities for implementing this activity. See response in C-1.5.2. related to how SAC	Existing programs address this activity.

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	<p>Art Programs for public projects built in the North Rainier Valley. This shall include the Link Light Rail system.</p> <ul style="list-style-type: none"> • Development of Seattle Arts Commission-School District partnerships to establish "Artists in Residence" for local schools. • Establishment of "Art and Theater-in-the-Park" programs for locations such as MLK, Jr. Park, Blue Dog Park, Taejon Park, and I-90 Lid Park. • Establishment of community-serving arts and culture programs in the African American Heritage Museum and Cultural Center. 				HSD	<p>programs work.</p> <ul style="list-style-type: none"> • As neighborhoods plan capital construction projects, they should be encouraged to contact SAC about incorporating art into the projects. SAC recommends that artists be included from the outset in any design project, so that the artist is part of the design team for capital construction projects. Seattle Municipal Code 20.32 provides for "1% for art" for all capital construction projects. Also, Sound Transit is taking the lead on Light Rail station design, including art, through their StART program. SAC participating with Design Commission and Planing Commission on the Light Rail Review Panel, reviewing all urban, landscape and architectural design elements of light rail. • The "Arts Support" program of SAC administers Arts in Education grants. Applications are made by the artist in collaboration with a school, and this program is funded yearly. • Some of the programs mentioned for parks could be accomplished through community initiative. DPR agrees with this idea in concept but has some concerns about these types of activities at Blue Dog Park as it is an off-leash area. Contact the 'NMF planner' at DPR to pursue this activity. • The "Arts Support" program can provide technical assistance to neighborhood arts organizations, and to communities developing local arts councils. Arts Support also has a funding category for Community Arts Organizations. HSD supports this action though it has no specific programs in 	

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response	City Action
						<p>which to take the lead. Also, SAC supports cultural resource planning that may address the African American Museum.</p>	
CL-1.6	<p>Encourage increased public awareness of environmental stewardship issues. Support and complete Bradner Gardens Park, an educational horticultural amenity for south Seattle.</p>	LTA			DPR SPU Community	<p>Some City programs exist. SPU has programs available to support community organizations and environmental stewardship through its Environmental Partnerships division. Also, the Adopt-A-Park program is another means by which citizens can aid DPR in some maintenance activities and take on park stewardship.</p> <p>Concerning Bradner, <u>the City has approved a \$22,000 EIF grant for Bradner Gardens Park Improvements.</u> The project proposes first, to purchase building materials for the construction of a pedestrian footbridge, entry arbor and garden trellis to be designed and built by students from the University of Washington Architecture School. The second part of the project is to use Early Implementation funding to supplement a King County Youth Sports Facility grant for the purchase of two new basketball standards and the resurfacing of a basketball court. This project is expected to be completed by September 1999. DON's budget authority is being increased by \$22,000 and the funds will be disbursed to the Friends of Bradner Gardens Park.</p>	<p>DPR is working with the neighborhood to develop a NMF grant to complete the work at Bradner Park.</p>
CL-1.7	<p>Restore the WPA-era fieldhouse at Colman Playfield for community use.</p>	LTA			DPR	<p>DPR is interested in the idea of restoring the shelterhouse at Colman Playfield. Further discussions will need to take place with the neighborhood before this recommendation can be implemented. Restoring this building to useable shape will be very expensive and potential uses should be discussed before going forward with this project. Community involvement would be essential for this to work. Currently, the</p>	<p>Activity will be considered as part of the Southeast Sector Work Program in the future as opportunities arise.</p>

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						department does not have any funding for such a project.	
CL-2.1	Increase community policing: add a police pocket precinct in a storefront, as well as bicycle and horse patrols.	High	ASAP		ESD SPD	<p>Funding is the key element towards implementing this activity. If funding were identified, ESD would work with SPD to acquire or lease a suitable site. If the community identified a space that could be provided at no charge, ESD would work with SPD and the community to execute any necessary 'use' agreements.</p> <p>SPD continually looks for ways to increase its community policing efforts. As noted above, SPD does not currently have the funding to develop a "police pocket precinct." If this type of "pocket precinct" was made available for officers to use on a "drop-in" basis, then the department would encourage officers to use it when working in the neighborhood.</p>	Activity will be considered as part of the Southeast Sector Work Program in the future as opportunities arise. Also, the community can help implement this activity with assistance from ESD and SPD.
CL-2.2	Change police policy to ensure new officers are hired prior to the retirement of existing officers. Also, hire a diverse group of officers and create incentives for police to live in neighborhoods like North Rainier.	High	ASAP		SPD	SPD's 1999/2000 budget gives approval to hire a limited number of police recruits in advance of the retirement of existing officers. Also, SPD currently strives to hire a diverse work force and participates in the City's incentive programs that encourage officers to live in communities such as North Rainier.	Activity is currently being implemented.
CL-2.3	Provide decorative street lighting throughout North Rainier, particularly along bus routes and commercial areas. However, efforts should also be made to reduce "light pollution" in residential areas. One area cited as a bad example is 42nd Avenue South where lights are placed on each utility pole.	Med.	1 to 5 years		SCL DPR	<p>The neighborhood is encouraged to develop a "lighting plan" by working with SCL Service Center. The plan should include the specific location and type of decorative lighting fixtures that will be the basis of project feasibility and cost estimates.</p> <p>For lighting on arterials, SEATRAN needs to be involved until 12/31/99, when SCL assumes jurisdiction for arterial lighting. Lighting in parks should involve DPR. Please reference SCL's</p>	<p>With community assistance, SCL can implement this activity.</p> <p>Activity is included in the Policy Docket for Council discussion. All policies should be in writing and should be shared with the neighborhood planning</p>

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						<p>new publication entitled "Resources for Neighborhood Planning Opportunities" for more details. This is available at the NSC or from DON.</p> <p>Also, in 1999, the Executive is reviewing its policies on lighting streets, alleys, parks, etc. and will provide the Council with a report, analysis and recommendations. This activity is being considered as part of the policy discussion. Once this policy analysis is completed, this recommendation will be reviewed again.</p> <p>This area (residential side streets) has already been "saturated" under SCL's Saturation Program. Arterial streets (especially bus routes) could be reviewed to see if higher wattage or other changes are possible. If bus routes run on side/residential streets, SCL could investigate the possibility of increasing the wattage to arterial levels. This would need to be done carefully to avoid light pollution problems.</p> <p>Regarding 42nd Avenue South, it may be possible to reduce lighting levels in this area but the help of the local community needs to be enlisted to negotiate with residents on acceptable solutions. For additional jurisdictional information, see response in C-3.2.1.</p>	groups.
CL-2.4	Create a multipurpose facility where area youth can "hang out" yet also develop computer skills, search for jobs, get career/vocational counseling.	Long-Term Priority	Long Term Activity		HSD DON	Parts of this project could be submitted as a NMF request. A NMF application would be appropriate for capital expenses or one-time costs but not for ongoing staffing, rent or other ongoing program costs. Also, HSD has a major role in the Weed and Seed Program, which shares an interest in aligning services for young people in SE Seattle. The HSD operated Summer Youth Employment Program (SYEP) is an additional resource on youth employment	Activity will be considered as part of the Southeast Sector Work Program in the future as opportunities arise.

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						<p>issues. Community based agencies with which HSD contracts, such as Asian Counseling and Referral Services and SE Youth and Family Services (and others) could be potential partners in the development of the center.</p> <p>Lastly, the YMCA, Meredith-Mathews branch, with support from Boeing and Microsoft, is creating a pilot project to serve middle school kids and the community. Since the pilot program is developed for middle school students it is moving with the South Shore School to the former Sharples School on South Graham Street. The pilot will feature educational enrichment activities such as a leadership class for 7th graders, technology training for students and staff including the after school use by community members of the computer lab, and the establishment of a virtual YMCA at the school. The YMCA program will be open to the public during after school hours and will replicate existing YMCA programs. If the pilot is successful, the program may be placed at other schools.</p>	
CL-3.1.1	<p>Institute programs that increase community beautification and fight littering. Request Seattle Public Utilities to actively promote Adopt-a-Programs among local businesses and Franklin High School. Work with local school leadership to create a school "Community Service Corps" to be responsible for clean-ups around campus and the neighboring business district, plant and steward trees, and improve the overall appearance of the surrounding area.</p>	High-Med.	1 to 3 year		SPU DON SSD Community	<p>Community beautification and anti-littering programs/projects are good candidates for NMF. DON is available to assist citizens in developing project ideas, applying for funds, and implementing projects.</p> <p>SPU has existing programs to work with community groups to accomplish these objectives. The Environmental Partnership Team will assist the community in organizing such efforts. These efforts are most successful when locally sponsored with SPU support. The utility will evaluate the current coverage of trash cans in the Franklin H.S. area and adjacent commercial areas to increase the number, where</p>	<p>Activity is currently being implemented. Program expansion will be considered as part of the Southeast Sector Work Program in the future as opportunities arise. SPU will evaluate the need for additional trashcans. The Executive will forward this activity to SSD.</p>

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						<p>needed, to the degree that capacity in the area will permit. It has been SPU's experience that increased cans and signage require organized community support to achieve maximum result.</p> <p>Also, the Executive will forward this activity to SSD.</p>	
CL-3.1.2	Provide trash receptacles conveniently located throughout the Rainier Avenue South Business District and near Franklin H.S.	High	ASAP		SPU SSD	See CL-3.1.1.	See CL-3.1.1.
CL-3.2	Request Seattle Public Utilities to post "Littering Fine" signs in and around the commercial area and adjacent to Franklin High School. To discourage littering, waste cans should be placed intermittently in these locations as well.	Long-Term Priority	Long Term Activity		SPU	See CL-3.1.1.	See CL-3.1.1.
CL-3.3	Ensure the adaptive reuse of the Colman School as a building of architectural significance. Severe deterioration demands immediate action. Restore the building to a use that can insure its viability. The prominent location of it makes it an indicator of the health and vitality of the North Rainier Neighborhood and the greater Rainier Valley.	High	1 to 3 years		SPO DON DPR OED	<p>The Mayor's office is the lead on siting the African American Heritage Museum and Cultural Center and Colman is under consideration as a site.</p> <p>The Mayor's Office staff has met with the NDM to develop a strategy for action that includes a number of potential partnerships and options. Development of this strategy should be complete in September 1999. SSD has communicated with the African American Heritage Museum and Cultural Center board indicating that the sale agreement for the building will need to be consummated by October 31, 1999. Therefore, any plan developed by the City and/or the neighborhood will be contingent on the action taken by the board to purchase or abandon the building.</p> <p>If this activity includes designating the Colman School for landmark status, DON's Urban Conservation and the Landmarks Board should be included as implementors to ensure the</p>	<p>Activity will be considered as part of the Southeast Sector Work Program in the future as opportunities arise.</p> <p>With community assistance, SPO can assist researching the feasibility of this activity.</p>

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						<p>review of any adaptive reuse proposals.</p> <p>DPR should be listed as one of the implementors for this long-term activity as some uses may fall under the department's activities/programming.</p>	
CL-3.4	<p>Continue to allow and facilitate the ease of developing City street ends and other City properties for open space purposes. Target locations along shoreline, but also at hillclimbs on both Mount Baker/Leschi and Beacon Hill streets. Recommendations include:</p> <ul style="list-style-type: none"> • Streamline Street Use Permit processing. • Develop street ends above the Tennis Center: Hill, Plum and Holgate Streets. • Street ends in and around the Cheasty Greenbelt. • York substation located east of MLK Jr. Way South and west of Rainier: restore to former park status and develop it into a "usable" open space. <p>The non-grid pattern of streets in the neighborhood has created small, often triangular, undeveloped parcels on street corners and at street ends. One possibility for the small areas is to consider having larger shade trees if the areas provide enough space for trees larger than standard street trees.</p>	High-Med.	1 to 2 years		<p>SEATRAN</p> <p>DPR</p> <p>SPO</p> <p>SCL</p> <p>ESD (for York)</p> <p>NRN</p>	<p>Development of street end projects would be a community-led activity. Projects in the right-of-way require review for Street Use permits. The purpose of Street Use permit review is to ensure that improvements would not present safety or maintenance problems. To be able to give feedback on ideas for projects in these areas, SEATRAN would need to be presented with improvement concepts for these locations.</p> <p>The York substation located at 3650 Renton Avenue South is vacant and will become surplus property in 1999. Following the prescribed City property disposition process, SCL will notify ESD when the York substation is available. The City will work with city departments and interested neighborhood groups to evaluate and make recommendations on the disposition of the property – this work will consider and attempt to incorporate neighborhood goals. Please contact the SCL's Real Property Manager to pursue this activity.</p> <p>DPR supports these ideas in concept. Some of these activities will have impacts for the department in terms of maintenance responsibility – these issues should be addressed as part of the planning process and additional resources may be needed. When the substation becomes vacant, and if it is appropriate for development as a park, DPR can work with the community to strategize funding for acquisition. Currently, DPR does not have funding for acquisition; a future bond may be an</p>	Activity will be considered as part of the Southeast Sector Work Program in the future as opportunities arise.

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						<p>appropriate funding source.</p> <p>SEATRAN's Arborist office can provide the neighborhood with technical assistance to develop a street tree plan which will help implement this activity.</p>	
CL-3.5	<p>Identify possible sites for new community gardens. Explore the potential of developing an open space/community garden in-lieu fee where developers can pay a fee in exchange for relaxing building/land use code open space requirements for direct identifiable community use. Potential locations identified during the planning process include:</p> <ul style="list-style-type: none"> • Vacant lands adjacent to the Tennis Center on MLK Jr. Way South. • Lands north of Rainier Valley Square just east of Rainier Avenue South. • Near Center Park and the Lighthouse for the Blind. • Hillside near Mt. Baker apartments along MLK Jr. Way South right-of-way. 	High-Med.	1 to 5 years		DON DPR DCLU	<p>DON P-Patch program staff are available to assess these sites within the next two months 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.</p> <p>P-Patch and the Friends of P-Patch have developed a set of criteria to evaluate a site's P-Patch suitability. The criteria evaluate physical characteristics (sun and water access), programmatic criteria (what populations will the garden serve) and neighborhood qualities (neighborhood organization, waitlist size, existing gardens). A number of gardens currently serve this area, Bradner Park Gardens, Colman Park, Judkins P-Patch, Estelle St and a new P-Patch in Courtland Place. Mt. Virgin also has a community garden. Note that staff believe that none of these existing gardens have sufficient demand that would ordinarily justify staff time to develop new gardens in the area.</p> <p>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. If a group is available that is committed to organizing and building the P-Patch, then staff would work with that group as quickly as possible.</p> <p>P-Patch are reluctant to develop a P-Patch on the hillside at Mt. Baker apartments. Staff have examined this site, and development of the steep</p>	With community assistance, DON P-Patch staff can study this activity.

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						<p>slope into a formal P-Patch (as opposed to the current guerrilla gardening) would be prohibitively expensive per unit of gardening. As a result, P-Patch has begun outreach to the Mt. Baker Park Apartments to offer community gardening space to those interested at the nearby Bradner Park Gardens or Colman Park P-Patch.</p> <p>Note that any community gardens on DPR-owned property would have to be designed so that public access and interaction are encouraged.</p> <p>One opportunity for implementing this activity may come through DCLU's 1999 work program activity that includes reviewing and expanding the "in-lieu-of" mechanisms for open space. The reason why staff are reviewing the program is that it has not been used. Part of the program that has not fully developed is the requirement for a banking entity to take responsibility for receiving and accumulating the fees paid in lieu. Activating is shorthand for the installation of the bank and the criteria by which the payment in lieu can be made.</p>	
CL-4.1	Place overhead utility wiring underground.	Long-Term Priority	Long Term Activity		SCL	<p>SCL offers "Voluntary Underground" projects that can assist neighborhoods with the required steps for undergrounding. The community should submit a preliminary site drawing of the proposed area to enable SCL to develop initial engineering cost estimates for the needed utility work. The City's 1999 budget includes funds to enable City Light to conduct feasibility analysis and cost estimates for proposed undergrounding of utilities in some communities. The implementation costs of the undergrounding project would have to be paid by the participating</p>	<p>The community should take the lead on this recommendation with support from SCL's Voluntary Underground Projects program.</p> <p>Activity will be considered as part of the Southeast Sector Work Program in the future as opportunities arise.</p>

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						<p>community.</p> <p>The community will need to develop support and funding within the community to successfully implement this recommendation. Please reference SCL's new publication entitled 'Resources for Neighborhood Planning Opportunities' for more information on lighting and undergrounding; it is available at the Neighborhood Service Center.</p> <p>Another potential funding mechanism may be available through the development of a Local Improvement District. It is the LID policy of the City that the property-owner pay when a public project is done that has private benefit. The criteria for private participation is that the City can not collect any more than the "amount" of the added value to the property immediately before the project was done to immediately after the project is completed. (This basically means that inflation is not a consideration) A certified appraiser determines the "amount" of the improvement. Usually, the amount of the public project exceeds the amount we can collect from the private property owner and that remainder has to be filled by some other funding source; i.e. federal grant money, matching funds, challenge grants, city funds, etc.</p> <p>The other area to be aware of it that a LID needs 50% plus one to be a valid petition, but 60% of the participants (dollar value) can kill an LID. So, it is wise to have many more than the simple majority support the petition. Also, it is vital to maintain the costs of the project, since if you go back with any more than 10% of budget as a cost overrun, the property owners can withdraw their support and the City can end up having to pay all the sunk costs. For these reasons, and</p>	

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						because of a lack of participation in the program, LIDs have been included on the citywide Policy Docket for City Council discussion in 1999. This activity is being considered as part of the policy discussion. Once this policy analysis is completed, this recommendation will be reviewed again.	
CL-4.2	Pave major arterials and add sidewalks for all streets in the urban village.	Long-Term Priority	Long Term Activity		SEATRAN	SEATRAN uses a pavement management system (PMS) to help guide the selection of streets to be paved. Presently, there are far more streets to be paved than there is funding. For information on the timing of pavement improvements on specific streets, or to suggest streets for pavement improvements, the neighborhood should contact SEATRAN's street Maintenance office. Also, see SEATRAN response to C-4B.4 related to sidewalk construction and maintenance.	Activity will be considered as part of the Southeast Sector Work Program in the future as opportunities arise.
CL-4.3	Increase DPR budget. Complete the Bradner Gardens Park. Purchase York substation for community open space and develop it into a pocket park.	High	Determine as part of DPR program process.		DPR	DPR appreciates the community's support for additional funding for these projects. DPR are working closely with the community on the Bradner project, and \$22,000 EIF grant has been approved for Bradner Gardens Park Improvements (see response in CL-1.6). Also, response in CL-3.4 for responses on the York substation.	Portions of this activity are being implemented, other portions will be considered as part of the Southeast Sector Work Program in the future as opportunities arise.
CL-4.4	Change existing land use and building codes to mandate a higher percentage of landscape area versus impervious surface as part of new development.	Med.	2 to 3 years		DCLU	The issue of increased impervious surface will likely be something that the City considers in light of its review of the ESA listing of salmon. Note that there currently is no limit on impervious surface, although the Land Use Code limits lot coverage in multifamily zones to provide for landscaping and movement of light and air. Also, this activity has the potential to conflict with the neighborhood's desire for pocket parks and use of payment-in-lieu mechanisms to achieve them,	Activity will be studied in 1999-2000 because of the listing of salmon under the ESA.

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						because 'payment-in-lieu of' may result in less open space on site.	
CL-4.5	Promote a "Respect for One Another" Campaign. Encourage community friendliness; discourage litterbugs; increase block watches; and create new community festivals.	Long-Term Priority	Long Term Activity		Community SPD	This will be a community-led activity. For block watches, SPD is willing to support efforts to expand local participation in Block Watch.	This is an activity for which community must take the lead.
CL-4.6	Promote development of community gathering uses such as a high quality newsstand that would carry printed matter representative of all the nationalities in North Rainier. Also encourage smaller newsstands at bus stops and street corners.	Long-Term Priority	Long Term Activity		HSD DON Community	The NMF has funded kiosk projects so this could be submitted as an NMF request.	Activity for which community must take the lead.
CL-4.7	Institute and actively enforce a "Tree Cutting" Ordinance that would require new development to gain a City permit prior to cutting down a tree.	Long-Term Priority	Long Term Activity		DCLU DPR	SPO and the Urban Forestry Task Force published a study on improving the protection of trees earlier in 1999 but did not suggest requiring a permit for tree removal. The study did suggest looking at regulatory changes for tree removal on vacant lots, which is being addressed in DCLU's 1999 work-program. It also suggested that the Design Review process consider a guideline for trees in multifamily and commercial development - this will also be considered. DCLU will revisit the city-wide guidelines in 2000, after many of the neighborhood design guidelines have been developed.	Activity is currently being studied.
CL-4.8	Work with King County Metro to allow bikes to travel into the Downtown Free Ride Zone during peak hour travel. (This is related to Metro's policy to not let bikes load and unload in the free ride zone).	Long-Term Priority	Long Term Activity		Metro	See C-1.4.	This activity will be evaluated as part of the Executive's work on TSP Strategy T4. In addition, the Executive will forward this activity to Metro and will also notify the Downtown neighborhood planning groups to ensure

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response	City Action
							coordination.
CL-4.9	Work with local community councils, group organizations, and the Rainier Chamber of Commerce to establish a theme or identity for the North Rainier Neighborhood. Create a physical identity, but also provide a social and cultural focal point that could be shared by all local residents and business owners.	High	1 to 2 years		OED DON Rainier Chamber Community	OED marketing and public relations efforts previously identified in this matrix (activity ED-2.3) could provide guidance to the community on how to pursue these activities.. A marketing campaign would address the identified issues. NMF is potentially available for projects related to establishing a theme or identity for the North Rainier neighborhood. A more specific proposal is needed before staff can definitively assess grant eligibility.	The community can implement this activity with assistance from OED.
Transportation & Transit in North Rainier							
T-1.1	Work with King County Metro to provide for additional east-west bus service. Expand and promote the existing Route 38 Shuttle bus route, and add new routes in the future to link residential areas to regional light rail system.	High	1 to 5 years		Metro SPO SEATLAN	The City's SAP staff, with neighborhood involvement, is considering proposed transit changes/route proposals in further detail during SAP. SAP staff are also considering increases in transit service, such as proposing the development of transit centers as part of the SAP plan. SEATLAN will review any proposed changes to ensure that they will work safely and not present traffic operations problems. See C-1.4 related to forwarding activities to Metro	Activity is currently underway with SPO as the lead. Also, this activity will be forwarded to Metro.
T-1.2	Work with King County Metro to create new Rainier Valley-serving routes to replace those that may be terminated with the construction of the Link Light Rail System. Ensure consideration for intra-Valley connections and frequency of service.	Long-Term Priority	Long Term Activity		Metro SPO	See response in T-1.1.	See T-1.1.
T-1.3	Require development of a bus transit center as part of the proposed Town Center concept. Ensure that both east-west and north-south routes provide clear and efficient access to the light rail station.	Long-Term Priority	Long Term Activity		Metro	See response in T-1.1.	See T-1.1.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response	City Action
T-1.4	Enhance the quality of the bus transfer station at Rainier Avenue South and I-90. Add durable and vandal-proof bus shelters, benches, kiosks/bulletin boards, make the environment more hospitable, and improve the overall experience for transit riders at both the Rainier Avenue South street level and I-90 bridge deck.	Long-Term Priority	Long Term Activity		Metro WSDOT	See response in T-1.1.	See T-1.1. Activity will also be forwarded to Metro on the community's behalf.
T-2.1	<p>Address concerns about residential cut-through traffic and heavy peak-hour volumes on Rainier Avenue South. Conduct a traffic circulation analysis to assess:</p> <ul style="list-style-type: none"> • The unusual and uneven lane configurations on Rainier Avenue South. • Pedestrian safety on Rainier Avenue South and MLK Jr. Way South. • Improving signal timing on Rainier Avenue South from South Dearborn Street to MLK Jr. Way South. • Reconfiguration of 31st Avenue South to calm traffic and increase pedestrian safety. • Residential cut-through traffic throughout the North Rainier Valley. • Existing and potential future "park-and-ride" impacts. 	Long-Term Priority	Long Term Activity		SEATRAN Community	<p>The City supports this activity, and believes it is important. However a circulation study is a large undertaking and there are no identified resources to support it. Given constraints in staff levels, an effort like this would have to be community-led. Steps that the community should take to further develop this activity include:</p> <ul style="list-style-type: none"> • Identify study area boundaries; • Set specific objectives for the study; • Identify specific and general problems to be addressed by the study; and • Seek participation and input from residents, businesses, and institutions in the study area. <p>Studies that have been conducted/coordinated by communities have been supported by NMF grants. Also, if there are locations along these streets about which community members have immediate safety concerns, these can be forwarded directly to SEATRAN for review and response.</p> <p>One activity that directly addresses this is already being implemented. Signal timing is being addressed along the Rainier corridor, and in the first half of 1999, SEATRAN, with Metro, installed and began testing signal preemption equipment in locations along Rainier Avenue South. This trial/testing work is expressly aimed at enhancing the flow of Route 7 express service</p>	<p>Activity will be considered as part of the Southeast Sector Work Program in the future as opportunities arise.</p> <p>Also, SEATRAN is testing signal preemption equipment on Rainier Avenue South in 1999 for express route #7.</p> <p>Lastly, many of these issues are already under consideration through SAP.</p>

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						<p>in the Rainier corridor. Additional pieces of equipment will be installed, pending analysis of the results of the test.</p> <p>As part of the SAP process and in the City's environmental review of the Sound Transit EIS, City staff have been working with communities and Sound Transit on the appropriate on-street parking measures to minimize hide and ride impacts around each station. Around Southeast Seattle stations, a particular concern is the large amount of existing available on-street parking and what level of impact this attractive free parking may have, if any.</p> <p>Sound Transit will likely collect detailed on-street parking data during the construction periods and before and after the light rail system opens. Parking demand estimates for the light rail stations will also be developed. Based on these parking conditions, potential parking demand, and overall City and Sound Transit policies, the City, Sound Transit, and the community will develop on-street parking restrictions for each station area as necessary to minimize hide-and-ride, including: some form of RPZs; on-street parking restrictions; and taxi stands and other measures that reduce auto travel demand to stations. Much of this work will occur during construction periods and immediately before and after the light rail system opens.</p>	

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