

# Rainier Beach Neighborhood 2014 Approval and Adoption Matrix

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Prepared by the *Rainier Beach Neighborhood 2014 Planning Committee*, in conjunction with *Urban Works*, and the City of Seattle Interdepartmental Review and Response Team. Compiled by the Strategic Planning Office. April 27, 1999. Revised by the City Council and Council Central Staff. August 20, 1999.

## Introduction

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

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Through the City of Seattle's Neighborhood Planning Program, 37 neighborhoods all over Seattle are preparing neighborhood plans. These plans enable people in neighborhoods to articulate a collective vision for growth and change over the next 20 years and identify activities to help them achieve that vision. The plans are also intended to flesh out the City's Comprehensive Plan. Because each plan is unique, this Approval and Adoption Matrix has been designed as a standard format for the City to establish its work program in response to the recommended activities proposed in the specific neighborhood plan and to identify implementation actions to be factored into future work plans and tracked over time. The development of the sector work program 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 Estimate and Implementor columns. The City Response column reflects City department comments as compiled by the Strategic Planning Office. The City Action column in Section II and the narrative response to each Key Strategy are initially 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 THE RAINIER BEACH NEIGHBORHOOD 2014 PLANNING COMMITTEE***

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- ***Rainier Beach Tour***

The community developed a tour of the Rainier Beach community that highlights views, parks and other areas of interest to visitors. A tour guide was printed which contains a map of the area and 27 points of interest.

- ***Youth Peace March***

A youth peace march sponsored by Unity in the Community, was joined by other community members as it moved down MLK Jr. Way South towards the Rainier Beach Community Center. The marchers wanted to emphasize the need for peace and unity in their neighborhood. The march culminated with a rally at the community center.

- ***New Computers***

Twenty-five new computers were donated by Safeco to the Rainier Beach Complex Advisory Council. Members of the advisory council overlap with members of the planning association in a joint effort to implement a career center in the South Shore Middle School/Community Center site. The group is currently negotiating with the community center for space.

## ***C. ACRONYMS AND DEFINITIONS***

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**BIA** Business Improvement Association

**BTA Levy** Building, Technology, and Athletic Fields Levy (Seattle School District Levy)

**CDC** Community Development Corporation

**CPTED** Crime Prevention Through Environmental Design

**CSO** Combined Sewer Overflow

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

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

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

**ECA** Environmentally Critical Areas

**EIF** Early Implementation Fund

**ESD** Executive Services Department

**F&E Levy** Families and Education Levy (Seattle School District Levy)

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

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

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

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

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

**NDM** Neighborhood Development Manager

**NMF** Neighborhood Matching Fund

**NSC** Neighborhood Service Center

**NSF** Neighborhood Street Fund

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

**OFE** Office for Education (City of Seattle)

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

**PTA** Parent Teacher Association

**RSL** Residential Small Lot

**RPZ** Restricted Parking Zone

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

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

**SCA** Seattle City Attorney's Office (City of Seattle)

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

**SEATRAN** Seattle Transportation Department (City of Seattle)

**SEED** Southeast Effective Development

**Section 8** Federal rental assistance program

**SFD** Seattle Fire Department

**SHA** Seattle Housing Authority

**SJI** Seattle Jobs Initiative

**STI** Seattle Transit Initiative

**Sound Transit** (Formerly RTA – Regional Transit Authority)

**SPD** Seattle Police Department

**SPL** Seattle Public Library

**SPO** Strategic Planning Office (Formerly part of Office of Management and Planning) (City of Seattle)

**SPR** Single Purpose Residential

**SPU** Seattle Public Utilities

**SSD** Seattle School District

**StART** Sound Transit Art Program

**TSP** Transportation Strategic Plan

## 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 which 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 are used in this matrix interchangeably.

## **C-1 HENDERSON STREET: BUILDING A BETTER BOULEVARD**

Revitalize the street by connecting the community's commercial and civic core at South Henderson Street & Rainier Avenue S to the future light rail station at South Henderson Street & MLK Jr. Way.

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### **Description**

Today, Rainier Beach can be seen through two different looking glasses: one of a neighborhood with tranquil views, beauty, friendliness, and a positive vibe, and another, perceiving it as a place beset with urban decay, crime, and lack of basic City services. Stretching less than half a mile from Rainier Avenue S to Martin Luther King, Jr. Way South, present day South Henderson Street and its immediate surroundings articulate these two viewpoints dramatically. Located in the heart of the neighborhood, the street houses community-serving uses and provides a vista to Lake Washington, yet also is a hot-spot for crime, poorly maintained, and unfriendly to pedestrians.

The community-at-large has identified its importance to Rainier Beach as a focal point for housing and economic redevelopment, but perhaps more importantly as a multi-use, transportation gateway connecting the proposed regional light rail station at MLK Jr. Way to the community's commercial and civic core at Rainier Avenue South. The future vision focuses on building a better boulevard, accessible and attractive to transit riders, pedestrians, bicyclists, and motorists, while also facilitating opportunities to redevelop adjacent housing and commercial uses.

In the future, South Henderson Street will be a well-lit, tree-lined street with ample sidewalk space. It will have distinctive features like well-articulated crosswalks, street furniture, and other urban amenities to define its sense of place. It will be the confluence of various pedestrian and bicycle routes. It will be the end line of transportation systems that will connect to other parts of the Rainier Valley and/or Renton, further increasing mobility for local residents. Complementing this grand boulevard will be townhome and mixed-use housing, as well as pockets of commercial uses. South Henderson Street will be the conduit that ties together new development capitalizing on the presence of the light rail station at MLK Jr. Way, and the community's shopping and civic core at Rainier Avenue S and South Henderson Street. It will be the place in Rainier Beach to stroll, shop, meet friends, attend community functions, and catch a train to SeaTac International Airport, Downtown Seattle, or other neighborhoods within the Rainier Valley.

### **Integrated City Response**

This strategy is consistent with the Comprehensive Plan. The Executive supports the neighborhood in efforts to foster development in close proximity to the light rail station. While resources within the City to develop these kinds of transportation improvements are limited, potential improvements may be implemented as part of new private and/or public development spurred by construction of the light rail route and station. Also, the King County Wastewater Combined Sewer Overflow project has the potential to help fund and implement some of the activities in this strategy. Also, while not being done immediately, expansion of the Rainier Beach Library will occur by 2007 and hours of operation will expand 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:** SEATRAN/SPO

**Participating Departments:** OED, SPU, OH, DCLU, SCL, SAC, DON, DPR, SSD

### **Activities Already Underway**

1. SPO staff will review South Henderson Street for transit capacity improvements as part of its work on the Seattle Transit Initiative. (Activity C-1.1.1)
2. SSD's Rainier Beach High School stadium redevelopment is funded with \$8 million. (Activity C-1.5.2)
3. SEATRAN staff are developing the Chief Sealth Trail. (Activity C-1.1.6)
4. In February 1999, the Seattle City Council adopted the SE Seattle Neighborhood Revitalization Strategy, which includes the Rainier Beach Urban Village, and is waiting for adoption by HUD around the summer of 1999. (Activity 1.4.3)

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

1. Station area planning will incorporate community goals, such as those proposed for South Henderson Street, for the 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.
2. Pedestrian links at two locations, South Henderson Street and South Edmunds Street will be funded by ST as part of station area design. ST and the City's SAP staff will work with the community to discuss streetscape designs in further detail.

- The initial concept design will be addressed in SAP, especially through a series of intensive community-involved work sessions in late July 1999. Sound Transit staff will also be very involved with these work sessions.
3. The Rainier Beach Library hours of operation are scheduled to expand as of January 2000 from 55 to 60 hours per week. (Activity C-1.5.1)
  4. DCLU and OH 1999 work programs include investigating the existing Transferable Development Rights (TDR) and Bonus Programs Lessons learned from this work may be useful to this neighborhood. (Activity 1.4.3)
  5. 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 SE sector work program.
  6. Identify next steps for continued implementation.

<b>C-1 HENDERSON STREET: BUILDING A BETTER BOULEVARD</b>						
<i>Ref.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>
<b>Transportation Improvements</b>						
C-1.1.1	<b>South Henderson Street Improvements.</b> Designate South Henderson Street as key pedestrian street and reconfigure the arterial to primarily service non-automobile transportation modes. Allow for development of a local trolley system in the median (or other local circulator system), and stagger on-street parking to eliminate it from some locations. Develop a range of alternatives to explore the feasibility of modifying the street's function to serve non-automobile transportation modes. <b>Refer to Plan Figure 7 for Street Section Alternatives.</b>	Highest	With other public investment, such as the Metro CSO project. Next 2-3 years		SEATRAN SPO SPU	The City's Station Area Planning (SAP) staff, with neighborhood involvement, will discuss these activities in further detail during SAP, which began in Spring 1999. Note that SAP 'Community Forum and Workshops' will be held in late July 1999 and the initial design concepts will be presented. The light rail station at South Henderson Street and MLK Jr. Way South will include improvements to the South Henderson Street corridor as part of the project costs. The station will be designed to accommodate adjacent bus layover facilities to provide convenient transfers to east-west and north-south buses. Also urban design improvements (such as benches, sidewalks, and lighting) will be part of the station design.  King County's Combined Sewer Overflow (CSO) project, which is developing an underground stormwater retention facility, may provide opportunity for detailed design and/or partial construction before Sound Transit construction begins. Also, Seattle Transit

**C-1 HENDERSON STREET: BUILDING A BETTER BOULEVARD**

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						<p>Initiative staff will be looking at "Intermediate Capacity Transit Service" including feasibility of transit capital investments, such as trolley lines, along South Henderson Street and other corridors throughout the City of Seattle.</p> <p>Recognizing the need for crosswalks citywide, and in the Rainier Beach area, the City doubled the amount of funding for crosswalk 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, so SEATRAN intends to restripe all of these crosswalks in 1999/2000, as opposed to doing this work over the next four years.</p> <p>Funding for new crosswalks is very limited relative to the amount of work being requested. Also, from the experience of SEATRAN staff, not all locations are well suited for crosswalks. If there are specific locations that community members would like to nominate for new crosswalks, these should be presented directly to SEATRAN. SEATRAN will then need to analyze new crosswalk locations.</p> <p>A City team is looking at what the "key pedestrian street" designation means, where it would be appropriate, and how it would be best implemented. Key Pedestrian Streets have been raised in a number of neighborhood plans and will be included on the citywide "Policy Docket" for City Council discussion. These activities will be considered as part of the policy discussion. Staff will present options to the City Council in mid-1999.</p> <p>Where communities have a clear idea of what improvements they would like to pursue along streets, they are encouraged to present these ideas to SEATRAN for review and feedback in addition to requesting a specific street classification. A SEATRAN review would then check the safety and operational aspects of these</p>

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						ideas and alert staff to the types of improvements communities are seeking. This will enable staff to provide guidance on how to pursue ideas that have potential.
C-1.1.2	Light Rail Alignment. Recognize that this neighborhood plan's recommendations support an at-grade alignment and station at MLK Jr. Way South & South Henderson Street.	Highest	Concurrent with light rail station and alignment construction		SPO Mayor's Office City Council Sound Transit	The Locally Preferred Alternative identified in February 1999 by the Sound Transit Board and formally endorsed by the City Council and Mayor, and the City's Station Area Planning work, are predicated on this alignment and station location.
C-1.1.3	<b>Station Area Development.</b> Designate all streets within one-quarter mile of the light rail station as key pedestrian streets, providing for adequate sidewalk facilities such as curbs, gutters, and drains (minimum 6-foot sidewalk). Recognize light rail station will also be served by a bus transfer facility; ensure that clear and well-marked pedestrian areas are provided with that facility.	Highest	Concurrent with light rail station and alignment construction		SEATRAN SPO DCLU SPU	The City supports the neighborhood's activity to provide adequate pedestrian facilities and amenities, as well as good bus transit. In the Sound Move Plan, Sound Transit committed to making improvements within 1/2 mile of each light rail station for safe, easy transit, pedestrian and bicycle access. This will need to be looked at in further detail by Sound Transit and the City during station area planning work in 1999. Therefore, the City's SAP staff, with neighborhood involvement, will discuss these activities in further detail during SAP. Key pedestrian streets, however, have a number of criteria that must be met - one is that they be arterial streets. This will need to be further considered as this activity is pursued.  Also, see response in C-1.1.1 regarding key pedestrian streets.
C-1.1.4	<b>Local Circulator System.</b> Implement one and/or all of the following alternatives to ensure successful and efficient local access to the transit station:  <ul style="list-style-type: none"> <li>• <b>South Henderson Street Trolley.</b> Explore potential and feasibility of developing a state-of-the-art trolley line to travel on South Henderson Street from the light rail station to points south and/or north along Rainier Avenue South.</li> <li>• <b>East-West Circulators.</b> Provide local</li> </ul>	High	In place with opening of light rail station		Metro SPO SEATRAN Sound Transit	The City supports the neighborhood's activity to provide good bus transit connections to the light rail station. The City is committed to working to ensure successful and efficient local access to the Sound Transit station. SAP staff and the NDM will work with the neighborhood to find ways to carry out this policy.  Consideration and implementation of new transit service would be led by King County Metro in coordination with SAP work. Metro is currently operating several circulator routes (Route 86 from the Zoo to Golden Gardens Park, Route 318 in the Northgate area, and several routes in West Seattle), with only marginal success.



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	circulator buses (in the future using alternate fuel systems) to connect community members to rail system.					<p>Metro has established evaluation criteria and will be doing analysis to determine whether to continue such routes and under what conditions new circulator routes should be established.</p> <p>A more promising approach in some cases is the possible creation of east-west routes. In 1998, Metro provided grant funds for a demonstration project and established Route 38 on Beacon Hill (with encouragement from the City). The project was successful and even though grant funding has run out, METRO expects to continue operating the route. Future east-west routes may be successful in neighborhoods such as Rainier Beach.</p> <p>METRO is currently updating their six-year plan and is reviewing its priorities for circulators and east-west routes. The Executive will forward neighborhood plan recommendations to METRO and will encourage METRO to consider adding east-west routes and/or take other measures to respond to neighborhood plan requests.</p> <p>Currently, staff working on the Seattle Transit Initiative will look at "Intermediate Capacity Transit Service" including feasibility of transit capital investments, such as trolley lines, along South Henderson Street and other corridors throughout the City of Seattle.</p> <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 them 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>
C-1.1.5	<b>Bus Transit Center.</b> Require Metro and Sound Transit to design an attractive, pedestrian-	High	Transit center		<b>Metro</b>	The City supports the neighborhood's activity to provide aesthetically pleasing transit connection areas that are well

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	friendly, and well-landscaped facility that fits with the overall character envisioned for South Henderson Street by the Rainier Beach community. Mitigate impacts to surrounding residences.		opening with light rail station		Sound Transit SPO SEATRAN	<p>integrated into the surrounding area. Therefore, the City's SAP staff, with neighborhood involvement, will discuss this recommendation in further detail during SAP. Note, that a bus transit center is already under consideration at this location. Also, SAP staff are focusing on non-transit facilities development around light rail stations. A bus layover facility will be an integral part of the light rail station itself, and Sound Transit is designing the bus layover facility. There is close coordination among Sound Transit, Metro, SEATRAN and SPO on the light rail station facility, the alignment near South Henderson Street , and the bus layover facility.</p> <p>Also, see response in C-1.1.4 related to forwarding activities to Metro.</p> <p>Note that the development or improvements to additional transit facilities (such as bus shelters, bus stops, bus pullouts) within the ¼ mile radius of stations will be considered during the SAP process. SAP is using a ¼ mile boundary because numerous studies have shown that ¼ mile is the typical distance a person will be 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 the specific station area issue.</p>
C-1.1.6	<p><b>Bicycle Trails.</b> Designate, paint, and sign bicycle lanes on:</p> <ul style="list-style-type: none"> <li>Renton Avenue South from City limit to its intersection with MLK Jr. Way;</li> <li>MLK Jr. Way South for its entire length from City limit to northern tip of Central Area (East Madison Street); and</li> <li>South Henderson Street (as a bike path on the south side of South Henderson Street).</li> <li>Also, develop Chief Sealth Trail along the power line right-of-way, creating possible grade separations where it meets South</li> </ul>	Highest	Begin ASAP		SEATRAN SPO	<p>The City strives to develop facilities to promote bicycle transit. This is pursued through SEATRAN's bicycle and pedestrian program. Some comments on the specific locations:</p> <p><i>Renton Avenue South</i> - From SEATRAN's experience, Renton Avenue works fairly well as a bike route, and it's a route that is presented on the City's Bike Guide Map. SEATRAN's review finds that the street is not wide enough to stripe separate bike lanes. One option for developing a bicycle trail would be to remove parking. SEATRAN could only support this option if there was community support that allowed for removal of enough parking to allow for a meaningful length of bicycle trail (i.e., SEATRAN would probably not support a bicycle trail only a few blocks long). This</p>

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	Henderson Street and MLK Jr. Way South.					<p>can be a difficult process, and developing community support (including businesses) will need to be led by the community.</p> <p><i>MLK Jr. Way South</i> - Opportunities may become available as the design and use of MLK Jr. Way South change with construction of the light rail system. Whether there might be future opportunities for cycling improvements along this street will depend upon decisions made regarding placement and design of the light rail. Note that Sound Transit Board Motion M99-14 (identifying the Locally Preferred Alternative) provides that ST will work with the City to provide bike access through the Rainier Valley roughly paralleling the light rail route but not along MLK so that impacts along MLK are minimized.</p> <p>The City, including SEATLAN, will be reviewing plans for the light rail alignment design. This work will include looking for opportunities by which the light rail work will contribute to improvement of surrounding area streets – including those to improve the local bike system. Note, however, in its present use and design, SEATLAN sees a challenge in pursuing MLK Jr. Way South as a designated or striped bike route. This is because the street carries very high traffic volumes at arterial speeds. This is not a kind of street SEATLAN believes a novice cyclist would be comfortable riding. Given this, SEATLAN would not presently support striping this street with a bike lane or designating it as a bike route. However, 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>South Henderson Street</i> - Improvements to South Henderson Street will be considered and reviewed during SAP. SAP and SEATLAN staff will consider the development of bicycle facilities in their work with the neighborhood.</p> <p><i>Chief Sealth Trail</i> - SEATLAN is pursuing the development of a</p>

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						<p>trail in the power line corridor. Called the "Chief Sealth Trail," this work is in the planning stages. SEATRAN is pursuing funding for the trail's construction. As envisioned, it would include providing a pathway for pedestrians and cyclists. This pathway would extend along the power line corridor, from roughly the Beacon Avenue/Orcas Street intersection to the south City limit.</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, 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> <ul style="list-style-type: none"> <li>(a) list requested bicycle facilities, including those identified in neighborhood planning, (perhaps by subarea) along with what the City has currently endorsed and is planning to complete as part of the Urban Trails System and other bicycling projects;</li> <li>(b) provide a prioritized list of the additional improvements and funding strategies; and</li> <li>(c) provide a citywide map identifying locations where bicycle</li> </ul>

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						<p>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-1.1.7	<b>Station Parking.</b> Advocate for a Boeing Access Road light rail station to ensure that the Rainier Beach station does not attract park-n-ride traffic. Do not allow construction of a park-n-ride only facility at the Rainier Beach Station.	Highest	In place with opening of light rail station		<p><b>SPO</b></p> <p>Mayor's Office</p> <p>City Council</p> <p>SEATLAN</p> <p>Sound Transit</p>	<p>The City is not planning to encourage the development of park and ride lots around light rail stations - this includes the South Henderson Street station. As noted in the TSP, Strategy T6 calls for the City to "discourage the development of park and ride lots in Seattle. Nonetheless, the City's SAP staff, with neighborhood involvement, will discuss the full range of parking management strategies in further detail during SAP. SAP will consider appropriate parking management strategies to deal with the commuter parking problems that might be expected around a station.</p>
C-1.1.8	<b>Station Area Parking.</b> Explore the potential for some shared parking facilities as part of new development in and around the station area, but only in limited numbers (less than 50). Designate a restricted parking zone (RPZ) to restrict hide-n-ride parking; the RPZ shall extend out one-half mile from the station area.	High	In place with opening of light rail station and associated transit center, or with development		<p><b>SPO</b></p> <p>SEATLAN</p> <p>Sound Transit</p> <p>DCLU</p>	<p>The City is committed to working with the neighborhood through SAP to develop effective and appropriate on-street parking measures. A parking management study and strategies are being developed for each station by SPO that will be informing SAP work. A number of parking management strategies, including RPZ's, can be used to deal with the commuter parking problems that might be expected around a station.</p> <p>Also, SPO staff are conducting a comprehensive, though focused, parking study to provide background information that will form the basis for recommending approaches or solutions for the appropriateness of parking requirements for certain land uses; specific parking management strategies to promote transit-oriented design around Sound Transit stations; and on-street parking restrictions that minimize "hide-and-ride" around Sound Transit stations. The SPO study methodology will allow the City to apply</p>

C-1 HENDERSON STREET: BUILDING A BETTER BOULEVARD						
Ref.	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>the recommendations particular to the Sound Transit light rail station areas to other neighborhoods as appropriate.</p> <p>Lastly, issues related to the City's role in funding parking facilities is currently on a Policy Docket where the City is reviewing citywide policy issues. This activity will be considered as part of that review. Staff will present options to the City Council in the summer of 1999.</p>
<b>Streetscape</b>						
C-1.2.1	<p><b>South Henderson Street Improvements.</b> Implement the following streetscape elements:</p> <ol style="list-style-type: none"> <li>1. Ensure ample sidewalk width and planting strips along both sides of the street. Combined, the sidewalk and planting strip should be 12 to 14 feet minimum.</li> <li>2. Designate one evergreen and one flowering street tree to be selected and designed into the streetscape planting plan.</li> <li>3. Add well-articulated crosswalks (north-south) at all intersections on South Henderson Street. At the major intersections of Rainier Avenue S, Renton Avenue S, and MLK Jr. Way, provide for decorative crosswalks in all directions. Determine the crosswalk treatment as part of preparing a full, detailed streetscape plan that may be part of or independent of the MLK Jr. Way at South Henderson Street Station Area Plan.</li> <li>4. Provide for street furniture amenities, including waste baskets, seating in and around the station area and civic core, bicycle racks, tree grates, "wayfinding" signage, and community bulletin boards/kiosks. When feasible, incorporate such elements as part of a 1% for Art program.</li> <li>5. Provide well-illuminated lighting to ensure</li> </ol>	Highest	In conjunction with other public investment, such as the Metro CSO project  Next 2-3 years		<p><b>SEATRAN</b> SPU SPO SCL Sound Transit SAC</p>	<p>The City supports the neighborhood's activity to improve South Henderson Street to provide a good connection from the surrounding areas to the light rail station. Pedestrian links at two locations, South Henderson Street and South Edmunds Street will be funded by ST as part of station area design.</p> <p>Therefore, the City's SAP staff, with neighborhood involvement, will discuss streetscape designs in further detail. The initial concept design of the improvements will be addressed in SAP, especially through a series of intensive community-involved work sessions in late July 1999. Sound Transit staff will also be very involved with these work sessions. The concept plans from the work sessions will form a basis for more detailed design work to be done at a later date by Sound Transit as part of project design.</p> <ol style="list-style-type: none"> <li>1. SAP staff will examine opportunities by which the light rail work will contribute to improvement of surrounding area streets and sidewalks. City funding for sidewalk improvements, however, is very limited. SEATRAN does have some funding for sidewalk improvement. The amount of this funding is very small relative to the citywide need for sidewalk maintenance and repair. 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 sidewalk, and locations where sidewalk damage is caused by the roots of City street trees. For other locations, sidewalk maintenance and improvement is held as the responsibility of adjacent property owners.</li> </ol>

**C-1 HENDERSON STREET: BUILDING A BETTER BOULEVARD**

<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>public safety along the street. Determine funding feasibility for unique light posts for the entire length of South Henderson Street.</p>					<ol style="list-style-type: none"> <li data-bbox="1308 266 1990 581">2. SEATRAN's Arborist Office will assist with tree planting and maintenance planning. Also, SCL offers a community tree planting program (also known as the Urban Tree Replacement Program) by providing communities with a minimum of 100 trees. City Light works with communities to assess project sites, provide trees, prepare planting sites, and provide limited care for open space or street side plantings. Community volunteers and residents plant the trees and the adjacent property owners assume ownership and maintenance. All projects are reviewed by the City Arborist for permit approval.</li> <li data-bbox="1308 581 1990 1377">3. SEATRAN is in the process of updating many sidewalks across the City to the 'ladder-style' crosswalk, as these are more durable and therefore provide better protection. However, SEATRAN's experience is that decorative crosswalks – using materials such as pavers – are expensive to install and maintain. Funds from Sound Transit might be available for decorative sidewalk and crosswalk treatment in selected locations near light rail stations. This will be considered through SAP. As noted in the response to activity C-1.1.1, funding for crosswalk has been doubled citywide, and the installation of ladder style crosswalks prioritized for existing crosswalk locations along MLK Jr. Way South and Rainier Avenue South. For new crosswalks, however, not all locations are well suited as marked crosswalks. Marked crosswalks in some locations 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 would want to look very carefully at locations along this street before making a decision about marking them for crosswalks. If there are locations that community members have a present concern about safety, these should be presented directly to SEATRAN for review. Also, issues related to how the City marks and maintains crosswalks are currently on a Policy Docket where the City is reviewing citywide policy issues. This activity will be considered as part of that review. Staff will present options to the City Council in 1999.</li> <li data-bbox="1308 1377 1990 1438">4. If "1% for Art" funds are generated from the streetscape improvements, an artist should be involved in these treatments.</li> </ol>

**C-1 HENDERSON STREET: BUILDING A BETTER BOULEVARD**

<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>If not, but the community seeks DON funds to implement amenities such as signage and gateways, SAC can provide technical assistance (for a fee). For Sound Transit issues, they have their own art program; there will be overall design review in which the City is involved.</p> <p>5. For lighting projects, neighborhoods are encouraged to develop a "lighting plan" by working with SCL's South Service Center. The plan should include the specific location and type of lighting fixtures that will be the basis of project feasibility and cost estimates. SCL offers a selection of pedestrian lights for neighborhoods. For lighting on arterials such as South Henderson Street, SEATRAN has jurisdiction and needs to be involved. Any lighting in parks should involve DPR. SCL also works closely with SPD to address security issues. Please reference SCL's new publication entitled 'Resources for Neighborhood Planning Opportunities' for more details; it is available at the NSC or from DON.</p> <p>Also see response in C-1.1.1.</p>
C-1.2.2	<p><b>MLK Jr. Way.</b> Require specific design standards for Sound Transit's light rail alignment.</p> <ul style="list-style-type: none"> <li>• For MLK Jr. Way route, particularly from Boeing Access Road to South Henderson Street, provide a tree-lined right-of-way as a welcoming gateway into the City of Seattle and Rainier Beach.</li> <li>• Ensure this arterial also has designated bicycle lanes.</li> <li>• Do not allow a storage track for light rail vehicles north of South Henderson Street.</li> </ul>	High	With light rail construction		<p><b>SEATRAN</b> SCL Light Rail Review Panel Sound Transit SPO</p>	<p>Sound Transit is working with the affected jurisdictions to develop design standards for the entire Link light rail system.</p> <ul style="list-style-type: none"> <li>• The specific elements, such as tree-lined rights-of way and bicycle lanes are being considered as part of SAP. The initial concept design of the improvements will be addressed in SAP, especially through a series of intensive community-involved work sessions in late July 1999. Sound Transit staff will also be very involved with these work sessions. The concept plans from the work sessions will form a basis for more detailed design work to be done at a later date by Sound Transit as part of project design. Other opportunities for funding street trees may be available through a NMF grant and through SCL's Urban Tree replacement program.</li> <li>• See response in C-1.1.6 regarding a MLK Jr. Way South bike route.</li> <li>• While not finalized, SEATRAN is working with Sound Transit to develop a turn-back track further south of the MLK Jr. Way South/South Henderson Street intersection. This would allow for</li> </ul>



C-1 HENDERSON STREET: BUILDING A BETTER BOULEVARD						
Ref.	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						a narrower pedestrian crossing width at MLK Jr. Way South/South Henderson Street. The configuration for the turn back track will be finalized in 1999. As of July 1999, there has been no discussion about siting the turnback north of South Henderson Street.
C-1.2.3	<p><b>Light Rail Station as Gateway.</b> Design the light rail station at MLK Jr. Way and South Henderson Street as a gateway into the City and Rainier Beach.</p> <ul style="list-style-type: none"> <li>Develop unique street paving and intersection patterns.</li> <li>Design unique station platforms celebrating Rainier Beach's diversity. Incorporate public art made by local Rainier Valley artists in the overall station design.</li> <li>As stated in C-1.2.2, do not allow a storage track for light rail vehicles north of South Henderson Street.</li> </ul>	High	With light rail construction		<p>SPO SEATRAN Sound Transit Design Comm. Light Rail Review Panel SAC DON</p>	<p>The City's SAP team is interdepartmental and does includes staff from many other City departments, as well as key Sound Transit staff. The City's SAP team will work in coordination with Sound Transit's station design staff, to ensure that the station and area immediately surrounding it are constructed in keeping with neighborhood character and in concert with the needs and preferences of the community.</p> <ul style="list-style-type: none"> <li>Some of these elements will be incorporated into the station development process. However, if the neighborhood wants to expand the amenities further out from the station, elements of the Gateway proposal could be eligible for NMF. Once more detailed proposals for the gateway are developed, DON will be in a better position to assess eligibility for funding and provide related technical support. Additional DON support will be available from the Neighborhood Development Manager as part of plan implementation.</li> <li>Sound Transit has its own "1%-based" budget for art. On occasions where Sound Transit installations overlap City of Seattle infrastructure projects, SAC may add City "1% for art" funds to the budget. SAC staff and three commissioners participate on an inter-commission Light Rail Review Panel together with the Design and Planning Commissions. The purpose of this panel is to review Sound Transit's infrastructure designs for those segments of the light rail light that pass through Seattle. One goal of the panel is seek to ensure that the system meets Seattle's public art and design goals.</li> <li>See response in C-1.2.2 for storage track.</li> </ul>
<b>Housing</b>						
C-1.3.1	Develop a special overlay zone, with design standards promoting preferred development	High	By end of 1999, with		DCLU SPO	For those areas within approximately ¼ mile of the station, SAP staff will consider these activities. SAP is using a ¼ mile boundary

<b>C-1 HENDERSON STREET: BUILDING A BETTER BOULEVARD</b>						
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C-1.3.2	<p>pattern (C-1.3.1), for the South Henderson Street corridor that will promote higher density townhome and single-family small lot development. Adopt overlay as part of Station Area Planning.</p> <p>As part of a possible future overlay zone for South Henderson Street, use Villa Park Townhomes, just south of Director Street west of Rainier Beach Library, as example of desired physical development pattern for Rainier Beach housing: higher density units designed in a townhome, courtyard setting. Prepare development and design standards.</p>		preparation of Station Area Plan		OH Light Rail Review Panel	<p>because numerous studies have shown that ¼ mile is the typical distance a person will be 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 the specific station area issue.</p> <p>The SAP team will look at land use and zoning issues along South Henderson Street. This recommended activity will be considered as part of that SAP-related work. While the current code may already provide designations for what is desired, DCLU will work with the community and the SAP group when rezones are considered.</p> <p>If the neighborhood is proposing specific design guidelines, the neighborhood can use the NMF to develop neighborhood-specific design guidelines which address community concerns. As Rainier Beach has not developed the guidelines listed in this activity, the neighborhood is encouraged to apply for an NMF grant to pursue this activity.</p> <p>OH supports this housing development goal. The department will work cooperatively with the community to help implement its housing goals wherever possible.</p>
C-1.3.3 C-1.4.1	<p>As the City develops a specific Station Area Plan for the MLK Jr. Way at South Henderson Street light rail station, study and implement the following neighborhood plan-supported land use and zoning objectives for housing development:</p> <ol style="list-style-type: none"> <li>Downzone the existing midrise zoning (MR) that fronts South Henderson Street to a low- to moderate-density multifamily zone (L1, L2, or L3). Also explore the potential for changing the zoning designation to NCR-40, allowing for possible mixed-use development. This would be for properties facing South Henderson</li> </ol>	High	By end of 1999, with preparation of Station Area Plan		SPO DCLU Light Rail Review Panel	<p>The City appreciates the guidance the neighborhood has given regarding rezones through this activity. These activities will be considered as part of SAP.</p> <ol style="list-style-type: none"> <li>These rezone activities will be considered as part of SAP.</li> <li>These rezone activities will be considered as part of SAP.</li> <li>The neighborhood planning process allowed neighborhoods to map areas where SPR would be allowed outright as opposed to be allowed as a conditional use. The neighborhood chose to do this, and this is included in the Comprehensive Plan Ordinance being forwarded for City Council adoption.</li> <li>There is a mechanism to allow for RSL zoning in the Land Use Code. In its 2000 work program, DCLU intends to resolve how to</li> </ol>

<b>C-1 HENDERSON STREET: BUILDING A BETTER BOULEVARD</b>						
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	<p>Street only.</p> <p>2. Allow for higher-density development around the light rail station. As a transition to the neighborhood commercial zoning at Renton Avenue S and South Henderson Street, change the C1-40 around the station area to NCR/NC3 or possibly MR, thereby allowing mixed-use development and higher-density housing. Ensure design standards to minimize impact to surrounding lower density single-family housing.</p> <p>3. Allow Single Purpose Residential (SPR) buildings in all neighborhood commercial zones (NC) within the urban village boundary.</p> <p>4. Allow Residential Small Lots (RSL) for SF zones in urban village.</p>					<p>make RSL work better for neighborhoods that would like to use it. After this review, DCLU will assist the neighborhood to pursue this activity.</p> <p>See OH response in C-1.3.1.</p>
<b><i>Economic Revitalization</i></b>						
C-1.4.2	Seek opportunities for public/private joint development opportunities between the private sector and the City of Seattle, Southeast Effective Development, and any other emerging local Community Development Corporations or affordable housing providers.	High	ASAP		<p><b>OED</b> DON OH SPO Mayor's Office SEED Other CDCs</p>	<p>OED and SPO will work with Sound Transit and with King County to seek opportunities for development projects near the proposed station, especially on excess station construction staging property.</p> <p>City departments will work to coordinate joint development opportunities with community members, SEED, and governmental agencies.</p>
C-1.4.3	Develop strategies that will spur economic development before and after construction of the regional light rail system, including developer density bonuses, design departures from the land use code, easing of parking restrictions, transfer of development rights (from other commercial areas to the station area only), capital investments of public infrastructure, tax	High	Adopt policies and strategies as part of Station Area Planning		<p><b>OED</b> OH SPO DCLU DON Light Rail Review</p>	<p>Some activities are underway which may help to implement this activity.</p> <p>In February 1999, the Seattle City Council adopted the Southeast Seattle Neighborhood Revitalization Strategy, which includes the Rainier Beach Urban Village. If adopted by HUD (the decision will be made in the summer of 1999), this strategy will give the City and community-based development organizations (such as SEED and HomeSight) flexibility in how they use Community</p>

**C-1 HENDERSON STREET: BUILDING A BETTER BOULEVARD**

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	abatement programs, and others the City finds feasible.				Panel	<p>Development Block Grant funds in Rainier Beach. Also, OED provides funding for Southeast CDCs to provide equity in real estate development projects, and OED and SPO are working with Sound Transit on station area planning activities at the proposed South Henderson Street station, and identifying potential pilot TOD projects on publicly owned property in the area. DCLU AND OH has a work program item to investigate the existing TDR program and density bonus programs in 1999. Lessons learned from this work may be useful to this neighborhood. DCLU will consider modifications to existing standards, guidelines or policies to address station area objectives as part of SAP.</p> <p>City departments will work with the community to support a variety of economic development initiatives/projects related to light rail and station area development.</p> <p>Lastly, the neighborhood may wish to consider developing a local Business Improvement District. OED has programs which assists neighborhoods to develop BIAs. Local businesses should contact OED regarding this program.</p>

***Civic Core***

C-1.5.1	Expand and improve the Rainier Beach Library.	Highest	Move forward as part of bond vote		<b>Library</b>	<p>Capital improvements for the Rainier Beach Library are funded through the Libraries for All bond measure approved by voters. The Rainier Beach Library is scheduled to be expanded from 9,000 to 15,000 square feet by 2007. Hours of operation are scheduled to expand as of January 2000 from 55 to 60 hours per week. Other improvements in service such as hours and collections will be part of on-going discussions with the community and would be funded through the operating budget.</p>
C-1.5.2	Support the Rainier Beach High School Football Stadium and Performing Arts and Cultural Center. Seek opportunities for community joint use of these facilities.	High	ASAP		<b>SSD DPR</b>	<p>The Performing Arts Center is available for community use, although school activities will take precedence. Interested parties should contact the school principal for scheduling information.</p> <p>This activity is being implemented, with the redevelopment of the Rainier Beach High School Stadium being funded at \$8 million dollars through the recent BTA school levy. The community will be</p>

**C-1 HENDERSON STREET: BUILDING A BETTER BOULEVARD**

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						involved as the design for the stadium is developed. The design review process will begin in late 1999 and include opportunities for public participation. Shared use of SSD's sports fields with the Parks Department and the community is an on-going arrangement and will continue with the Rainier Beach sports complex. Issues related to public use of SSD facilities is currently on a Policy Docket where the City is reviewing citywide policy issues. This activity will be considered as part of that review. Staff will present options to the City Council in the summer of 1999.  DPR will be meeting with all of the neighborhood groups in 1999-2000 to discuss and develop their Parks COMPLAN update. This will provide another opportunity for involvement.
C-1.5.3	Expand programs for youth recreation and education at the Community Center, as determined by the Site Advisory Council.	Highest	Include in next budget cycle		DPR	DPR provides numerous programs and will work with the neighborhood to determine the feasibility of any additional programs that are desired.
C-1.5.4	Expand the existing Community Center/Middle School facility to include a multi-use service center for job placement, apprenticeship training, adult education, computer lab, and mini-City Hall functions. Site the facility to face South Henderson Street as a storefront use.	Highest	ASAP- Begin working with SSD		SSD DPR OED DCLU	Funding to fully implement this activity is not currently available. If funding is secured, implementation of the various components of this activity should begin with OED and the SJI. SSD coordination for the use of the Middle School space should begin with SSD's Logistics and Property Management Division. DPR notes that one option for housing some of the listed uses might be the Middle School building. The community will need to coordinate with SSD. Whichever site is chosen to house these programs, DCLU should be consulted as to reconfiguring the facility to face South Henderson Street.  Many neighborhoods are requesting community centers. The Executive will review the City's policies related to community centers (as part of the citywide "Policy Docket" discussions) and neighborhood recommendations related to community space and provide council with a summary of options and opportunities in July of 1999. This recommendation will be considered as part of that review.
C-1.5.5	Through either the City of Seattle's and/or Sound	High-	As feasible-		SAC	Artists can be involved in the development of streetscape

**C-1 HENDERSON STREET: BUILDING A BETTER BOULEVARD**

<i>Ref.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>
	Transit's 1% for Art programs, design and build a public gathering place at the northwest corner of Rainier and South Henderson Street, creating a physical focal point for community pride and sense of place.	Medium	Begin working with SSD (owner of adjacent property)		SPO DPR Sound Transit SSD DON Community	<p>amenities and station development through SAC and StART. If there are "1% for Art" funds generated out of the projects developed through the SAP process (i.e., capital improvements in the neighborhoods and areas near the light rail system), an artist should be involved. Ideally, this artist would be involved in the total design of the station area and streetscape, or at least in the design of amenities. If there are no "1% for Art" funds, but the community seeks DON funds to develop amenities, SAC can provide technical assistance. Also, see SAC response in C-1.2.3.</p> <p>Design for the public gathering space may require special funding, such as a bond. Another option is for the community to pursue a NMF grant. With assistance from City agencies, this will be a community-led activity.</p> <p>Note, Sound Transit also has a team of artists who will be working with SAP on station design and station area public art opportunities.</p>

## C-2 "BEACH SQUARE": COMMERCIAL CORE REVITALIZATION

Transportation, Economic Development, Land Use, and Streetscape concepts to rejuvenate the commercial shopping center of Rainier Beach.

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### Description

Today, the blocks bounded by South Henderson Street to the north, Seward Park Avenue S to the east and Rainier Avenue S on both the west and south make up the core of the Rainier Beach shopping area. It consists primarily of auto-oriented uses like supermarkets and large-scale pharmacy/sundry stores, as well as small neighborhood convenience services such as banks and eating establishments. Several parcels around this "square" are vacant or have the potential for redevelopment. In the immediate surrounding areas are the refurbished Lake Washington Apartments, Rainier Beach High School, South Shore Middle School and Rainier Beach Community Center, the Rainier Beach Public Library, the Lake Washington waterfront, and single-family neighborhoods.

In many respects, this square represents the crossroads of the community ... geographically, socially, and economically. Its revitalization has been identified as a critical component to the recovery and prosperity of this portion of Rainier Beach. As a cornerstone element of the neighborhood plan, the recommended actions for "Beach Square" address economic development, transportation/streetscape, pedestrian connections, housing, and land use issues.

### Integrated City Response

This strategy is consistent with the Comprehensive Plan. The Executive supports the vision of a vibrant, pedestrian-focused commercial core in Rainier Beach. Over the next year, DCLU will work with neighborhoods interested in utilizing neighborhood design guidelines. Other City activities will be SEATRAN's 'design group' providing technical assistance for "Mapes/52<sup>nd</sup> Avenue South Walkway" improvements as part of the neighborhood NMF project. SPU will work with the community to determine how to clean up the pathway and will try to involve the adjacent SEED housing project. This may become part of a future Spring Clean program.

While directed toward a single goal, the individual activities in this strategy could be implemented independently of one another. While the NMF and Neighborhood EIF may provide funding for some of these less expensive items, other recommendations will require additional resources for further concept development and eventual implementation. Priorities will need to be identified through the City's sector work programs to focus City efforts once resources are identified and become available.

**Lead Department:** DON

**Participating Departments:** DCLU, SPO, OED, SEATRAN, DPR, SPU

### Activities Already Underway

1. SEATRAN is building a mid-block crosswalk in front of at Rainier Beach Library at South Fischer Street. This project is in the final design stage. (Activity C-2.3.1)

2. DCLU prepared the legislation to permit SPR outright in selected locations. This legislation was forwarded for Council consideration concurrent with the neighborhood plan. (Activity 2.4.1)

### Tasks to be Undertaken in 1999-2000

1. SEATRAN design group will provide technical assistance on design for "Mapes/52<sup>nd</sup> Avenue South Walkway" improvements as part of the neighborhood NMF project. SPU will work with the community to determine how to clean up the pathway and will try to involve the adjacent SEED housing project. This may become a part of a future Spring Clean program. (Activity C-2.3.3)
2. SEATRAN will review the proposed pedestrian crossing locations in Activity C-2.2.3.
3. Citywide "Policy Docket" discussions are underway regarding crosswalks and pedestrian activated signals. (Activity C-2.2.3)
4. DCLU will be reviewing the Neighborhood Design Guidelines recommendations that are developed as part of the neighborhood planning program as well as guidance proposed by neighborhoods that have not developed a full set of guidelines.
5. 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 SE sector work program.
6. Identify next steps for continued implementation.

**C-2 "BEACH SQUARE": COMMERCIAL CORE REVITALIZATION**

Ref.	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
<b>Economic Development</b>						
C-2.1. 1.A	<p><b>Business Retention and Recruitment.</b> Provide physical and economic environment in which existing businesses can grow and thrive, and to which new business will be attracted. Consider the following:</p> <p><b>A. Potential Zoning Changes- Neighborhood Commercial.</b> Consider relaxing the requirement for ground-floor retail uses in neighborhood commercial zones, by allowing existing NC zones to be adapted to the urban village designation of NCR zones. Also, while this plan does not promote any specific zoning changes, consider possible rezones to change general commercial (C1/C2) zoning to neighborhood commercial (NC/NCR) for potential new development, if proposed development contributes to the vision of a pedestrian-oriented urban village.</p>	Highest	ASAP		<p><b>DCLU</b> SPO OED Private Sector SEED SAC Other CDCs Community Groups</p>	<p>DCLU will work with the neighborhood to undertake a land use planning exercise and rezone analysis to explore different zoning designations to see if a rezone might achieve the neighborhood's vision and meet the City's criteria for rezones. Several neighborhoods have requested DCLU's services in this capacity. DCLU is likely to begin this work as part of their 2001-2002 work program.</p> <p>Many of the elements of this activity will be considered through the Station Area Planning process within approximately a ¼ mile radius of the station. SAP is using a ¼ mile boundary because numerous studies have shown that ¼ mile is the typical distance a person will be 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 the specific station area issue.</p> <p>SPO, DCLU and other City departments will be working with the community and will further review future rezone requests.</p>
C-2.1. 1.B	<p><b>B. Potential Zoning Changes- Pedestrian Overlay.</b> As area develops in the future, consider a P2 overlay zone to further encourage pedestrian uses and building amenities.</p> <p><b>C. Design Guidelines.</b> Create guidelines to promote elements that will encourage storefront shopping, walking, and interaction among residents, business owners, and area visitors.</p>	Highest	ASAP		<p><b>DCLU</b> SPO OED Private Sector SEED SAC Other CDCs Community Groups</p>	<p>DCLU will address neighborhood specific design guideline proposals starting 2<sup>nd</sup> 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 2<sup>nd</sup> and 4<sup>th</sup> quarters.</p> <p>The neighborhood can use the NMF to develop neighborhood-specific design guidelines which address community concerns. DCLU will work with Rainier Beach to assist them in development of</p>



C-2 "BEACH SQUARE": COMMERCIAL CORE REVITALIZATION						
Ref.	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>design guidelines. DCLU anticipates to fit Rainier Beach into the 2nd or 3rd phase of the process.</p> <p>Pedestrian overlays will be considered as part of the SAP process. See response in C-2.1.1.A.</p>
C-2.1.1.C	<p><b>D. Collaboration Among Providers.</b> Build a strong, collaborative effort among area merchants, the Rainier Chamber of Commerce, and SEED for marketing, promotion, and special events. Utilize existing programs to conduct outreach to merchants on marketing and promotion, financial issues and other business operation concerns. Make additional efforts to improve the physical environment to make Rainier Beach a more attractive place to do business and shop, and this means coordinating the proposed streetscape and pedestrian connection recommendations.</p>	Highest	ASAP		<p>OED</p> <p>SAC</p> <p>DCLU</p> <p>SPO</p> <p>Private Sector</p> <p>SEED</p> <p>SAC</p> <p>Other CDCs</p> <p>Community Groups</p>	<p>The planning group should identify a specific organization to lead efforts to develop a joint marketing, promotions and special events campaign for the planning area. The planning group should work with the Rainier Chamber and SEED, as these two organizations are currently involved in the identified activities. For example, SEED's Main Street Project Coordinator is currently working on business retention and recruitment efforts in other neighborhood business districts in Southeast Seattle.</p> <p>The planning group could use the services of the Neighborhood Business Council to assist with developing collaborative efforts with the identified organizations. The Neighborhood Business Council is under contract with OED to assist neighborhood business district organizations with such efforts. Also, see responses under C-1.4.3.</p> <p>One potential opportunity may exist through a collaborative effort to develop a 'Small Business Incubator' facility at Safeway shopping center with assistance from King County. Currently, the community is working on this as a long-term implementation activity and the Seattle Chamber of Commerce and King County are involved.</p> <p>See SAC response in C-1.2.1 for streetscapes.</p>
<b>Transportation/Streetscape</b>						
C-2.2.1	<p>Reconfigure Rainier Avenue S between 54th Avenue S to Cloverdale Street to (1) retain the existing number of lanes in each direction, (2) develop a landscaped median to slow traffic and create a more pedestrian-oriented street, and(3) allow on-street parking during off-peak hours.</p>	Highest	1 to 2 years		<p>SEATRAM</p> <p>Community Groups</p> <p>Local Shopping Centers</p>	<p>While the City supports the goal to provide pedestrian friendly streets, changes to the capacity a street such as Rainier Avenue South would affect the operations of other district streets. One significant impact of this activity might potentially be to displace traffic onto local residential streets, potentially creating more auto-pedestrian conflicts.</p>

<b>C-2 "BEACH SQUARE": COMMERCIAL CORE REVITALIZATION</b>						
<i>Ref.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>
	<i>Refer to Figure 12 in the neighborhood plan.</i>					Also, provision of a median along a heavily used street such as Rainier Avenue South will raise significant issues, such as the possible difficulty of obtaining support of adjacent property owners reliant on access provided by the street, obtaining general community consensus behind the suggested change, and obtaining funding for design and construction of this kind of work. Clearly, this activity will need further development and funding will need to be secured to do this analysis. Funding will need to be secured to further analyze these options.
C-2.2.2	Restrict the flow of traffic from the Rainier Beach shopping center to two, well-defined entries. One should be located just south of the Library and Director Street, and another would be at 52nd Avenue S, tying into the proposed pedestrian walk path for this street (refer to C-2.3 recs).	High	Coordinate with redevelopment of various sites		<b>SEATRAN</b> DCLU Community Groups Local Shopping Center	SEATRAN will review any driveway access proposals that the shopping center owners submit. However, SEATRAN is not aware of a mechanism by which the local shopping center owners could be presently required to make such a change. SEATRAN thinks that such a change would need to be volunteered by the property owners themselves.  If the shopping mall redevelops, DCLU may request a traffic study at the time of the application and, based on the conclusions, condition development accordingly. DCLU will take the recommendations of the neighborhood plan into consideration.
C-2.2.3	Improve pedestrian crossings (perhaps providing decorative elements) at Director Street, Sturtevant/51st, and 52nd/54th. These crossings should not have pedestrian-activated signals, but be timed to allow for regular pedestrian intervals.	High	1 to 2 years		<b>SEATRAN</b> SAC	SEATRAN understands this to be a request for the installation of full signal to improve pedestrian crossings at these locations. Numerous neighborhood plans are requesting changes to pedestrian signals. Therefore, issues related to pedestrian crossing signals and the provision of crosswalks have been placed a 'Policy Docket' where the City is reviewing citywide policy issues. This activity will be considered as part of that review. Staff will present options to the City Council in 1999.  However, some general responses follow. The installation of new signals is based on meeting standard warrants for signal installation. These national standards are based on considerations including traffic speeds and volumes; pedestrian use of the intersections; and accident history. These locations – having low-volume non-arterial cross-streets – do not seem to be ones that would typically meet the warrants for new signals. SEATRAN will

C-2 "BEACH SQUARE": COMMERCIAL CORE REVITALIZATION						
Ref.	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>review these locations in 1999 to determine if they meet signal warrants.</p> <p>Artists can be involved in the development of streetscape amenities and station development through the Seattle Arts Commission. If there are "1% for Art" funds generated out of capital projects, an artist should be involved. Ideally, this artist would be involved in the total design of the station area and 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.</p>
<b>Pedestrian Connections</b>						
C-2.3.1	<b>Library Crossing.</b> Support development of a crossing across Rainier Avenue S between the Rainier Beach shopping center and the Library. Consider development of a decorative, paved crosswalk.	Highest	ASAP, eliminate steps required by SEATRAN to gather wide-spread support		SEATRAN Community	<p>In response to community request, SEATRAN has designed a median island for installation on Rainier Avenue South next to the library (at S Fisher Street). This improvement is being funded with NSF funds. This design has been shared with community members. It includes installation of the island, an overhead crosswalk sign, and signs on the island itself. The order for this work has been forwarded to SEATRAN crews and will be completed by summer 1999.</p> <p>SEATRAN will monitor the designed improvements to determine whether additional changes are needed (e.g., crosswalk striping).</p> <p>Also, issues related to the provision of crosswalks is currently on a 'Policy Docket' where the City is reviewing citywide policy issues. This activity will be considered as part of that review. Staff will present options to the City Council in the summer of 1999.</p> <p>Lastly, see response in C-1.1.1. related to funding for crosswalks.</p>
C-2.3.2	<b>Internal Circulation in Shopping Area.</b> As part of DCLU master use permit and project design review, require pedestrian plan showing specific internal site and sidewalk pedestrian paths and crossings. Also require trees in the parking area. <b>Refer to Figure 13 in neighborhood plan.</b>	High	Coordinate with redevelopment of various sites		DCLU SEATRAN Local Shopping Centers	<p>The Design Review process already considers the pedestrian environment related to private development. If the neighborhood is developing its own set of design guidelines, they might wish to emphasize the pedestrian environment and raise specific design goals. DCLU recognizes SEATRAN as the responsible party for providing pedestrian amenities in the ROW.</p>

C-2 "BEACH SQUARE": COMMERCIAL CORE REVITALIZATION						
Ref.	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						SEATRAN would not focus on design and operations internal to this site and on private property, but would want to review changes that may affect safety and operations in the adjacent public streets.
C-2.3.3	<p><b>Mapes/52<sup>nd</sup> Avenue S Walk.</b> Improve 52nd Avenue S into a safe and attractive pedestrian connection that bisects the Beach Square area. <b>Refer to Figures 13, 14 and 15 in neighborhood plan.</b> It would connect various residential neighborhoods to Rainier Beach's shopping and civic core. Implement the following ideas:</p> <ul style="list-style-type: none"> <li>• Improve path with benches, lighting, and signage.</li> <li>• Provide clear directional signage to key landmarks and destinations.</li> <li>• Add landscaping that complements the riparian and overgrown segments of the path.</li> <li>• Encourage participation among local businesses.</li> <li>• Tie into improving Fisher/Director Streets.</li> <li>• Tie into Lake Washington Apartments Play area and Community Hall.</li> </ul>	Highest	ASAP, project has been underway, previously separate from neighborhood plan process		<b>SEATRAN</b> SCL DON Community Groups SPU Surrounding Area Business	<p>The neighborhood has recently received a DON "Small and Simple" grant for the design of this facility and has finished most of the design. The neighborhood has applied to use an additional \$20,000 from the EIF. This City property is under SEATRAN's jurisdiction, SEATRAN would have jurisdiction in determining location and type of lighting. As the lights along the Mapes Walk are the property of SEATRAN, SEATRAN's design group will provide technical assistance for the "Mapes/52<sup>nd</sup> Avenue South Walkway" improvements as part of the neighborhood NMF project. Also, since the Neighborhood Power Project is located in SE Seattle this year, this project may merit attention and SCL participation. SCL staff will be available to provide technical assistance.</p> <p>Also, SPU will work with the community to determine how to clean up the pathway and will try to involve the adjacent SEED housing project. This may become a part of a future Spring Clean program.</p>
<b>Housing</b>						
C-2.4.1	Allow for development of mixed-use or single-purpose residential housing along Rainier Avenue S between 51st and 57th Avenues South Consider potential zoning changes (from current C1 to NCR) to facilitate infill development. This exception is limited to area covered by boundaries of this cornerstone element.	High	Coordinate as development occurs on various sites		<b>DCLU</b> SPO	<p>DCLU has prepared the legislation to permit SPR outright for Council consideration concurrent with the adoption of the neighborhood plan.</p> <p>For other zoning recommendations (including developing in-fill strategies that promote housing), DCLU will work with the neighborhood to undertake a land use planning exercise and rezone analysis to explore different zoning designations to see if a rezone might achieve the neighborhood's vision and meet the City's criteria for rezones. Several neighborhoods have requested DCLU's services in this capacity. DCLU is likely to begin this work as part of their 2001-2002 work program.</p>

**C-2 "BEACH SQUARE": COMMERCIAL CORE REVITALIZATION**

Ref.	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
<b>Land Use Issues</b>						
C-2.5.1	<p>Preserve all existing zoning designations along the Lake Washington shoreline. On a project-by-project basis, consider changing the underlying shoreline zone (from current Conservancy Management (CM) to Urban Residential (UR)) but the community feels strongly that the City should consider doing so as a contract rezone meeting the following criteria (also refer to recommendation LUH-4.3).</p> <ul style="list-style-type: none"> <li>• The proposal's site plan preserves public access to the waterfront.</li> <li>• The proposal's site plan preserves views of Lake Washington.</li> <li>• The proposal provides additional open space or public use of the site.</li> <li>• The proposed use benefits the community with a desired neighborhood-serving commercial use such as a restaurant (if allowed under the Shoreline Program).</li> </ul>	High	Address this issue as project permits come before the City		DCLU	<p>As written, this is a policy recommendation, rather than an implementation activity. It requires further development and analysis of possible changes to the Comprehensive Plan, shoreline regulations and the land use code, including rezone criteria. DCLU may be able to consider this as part of its 2001-2002 work program when it works with neighborhoods on a land use planning exercise and rezone analysis to explore different zoning designations and see if rezones might achieve the neighborhood's vision and meet the City's criteria for rezones.</p> <p>Rezoning are judged on the basis of adopted criteria to ensure that land use decisions across the City are made on the basis of the same set of rules. While the City can take into account the neighborhood's comments and recommendations, final decisions must be based on criteria in the City's Land Use Code.</p> <p>Also, rezones within the shoreline fall under the jurisdiction of the Department of Ecology. DOE approves or rejects rezoning proposals based on an approved Master Program.</p>
C-2.5.2	<p>Address neighborhood concerns regarding overflow of boat trailers onto South Henderson Street and Seward Park Avenue South. Consider the following alternatives:</p> <p>A. Develop a shared use agreement with SSD to use the Rainier Beach High School parking lot for boat trailer storage. This would be for the summer months only when the school is not in peak operation. Generate revenue by charging to park at facility or on City streets. Support with police enforcement.</p> <p>B. Raze existing parking lot, and construct an underground structure to house the trailers. Landscape over the parking structure.</p>	High	1 to 2 years		DPR SPD SEATRAN SSD DCLU Community Groups	<p>DPR will work with the community on the trailer parking issues at Atlantic Street. However, the department recently instituted a public process to revisit the city-wide programming needs for motorized boat launching. Through this process, the Atlantic Street Boat Ramp was re-affirmed as a site for this activity. If significant changes to Atlantic Street Boat Ramp were proposed, funding would need to be secured to analyze them. An NMF grant may be appropriate to fund a study to explore option A for Atlantic Street Boat Ramp. Currently, the Department does not have the funding to do this work. Another potential method for addressing this issue is for the SPD Parking Enforcement Unit to assist with the enforcement of illegally parked trailers on public streets. Citizens should contact the Parking Enforcement Unit with their complaints. SPD is very concerned with the use of SPD staff as described in alternative A, which calls for expanded enforcement, given their</p>

<b>C-2 "BEACH SQUARE": COMMERCIAL CORE REVITALIZATION</b>						
<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. Eliminate the boat ramp altogether, and return the parking area into more usable shoreline open space.					<p>limited staffing. The Parking Enforcement Unit should be consulted prior to any implementation or changes that would require SPD enforcement.</p> <p>Discussions about the feasibility (and then the practicality) of the use of Rainier Beach High School's parking lot should begin with the school's principal. The City will forward this activity to SSD.</p>

## C-3 COMMUNITY EDUCATION: THE BUILDING BLOCK OF THE FUTURE

Promote education as a means of improving the present and future for Rainier Beach's youth, adults, and seniors.

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### Description

"Outstanding public schools are essential to the vitality of our community. Strong public schools help families raise their children to become creative and productive community members, and they provide all of our children with the capacity to create destinies, dreams, and futures..." This excerpt comes from a draft of the City of Seattle/Seattle School District Education Action Agenda, but it may as well serve as the mantra for Rainier Beach's third Plan Cornerstone: Community Education. Rainier Beach, unlike many other Seattle neighborhoods, has taken up the challenge of planning for life long learning. The community envisions a future where ***Rainier Beach will have an innovative, connected learning system that supports the integration of education into community life at all levels, and for all residents, resulting in the empowerment of the residents and the attainment of sustainable and beneficial changes in the community.***

\*

The Education and Jobs Committee began their work by conceptualizing a shared vision for what education would be like in three to five years in the Rainier Beach community. The heart of the above vision statement (in bold italic), which was developed from the brainstorming sessions, focused on the established concepts of life long learning in the minds of teachers and students in schools, their parents, and adults in the general community. The defined goals and strategies outlined in the plan are the initial actions in the long term implementation of a new model of thinking and practice in schools. The Education and Jobs Committee hopes that the City of Seattle would assist the community in "selling" the ideas to the administrators of the Seattle Public Schools so that together we can work from a vision to a reality in the future. This long range plan cornerstone is based on five key tenets:

1. The school serves best and the children are best served when the school is child centered and learning focused. The only real justification for any reform or change is that somehow it would positively affect the life and learning of students. The student is the ultimate client and product in the educational process and would benefit from a child-focused approach. Over the past ten years, the school may have provided a haven for children from the harsh environment in which they live. A school may exist for healing and support, but ultimately it must stand for learning.
2. The primary objective of schools must be to develop life long learners. If one ever could, one cannot now afford to stop learning. The survival of communities and societies demand it. Enhancing the personal investment of students in learning is critical to the learning process. Most schools are committed to conveying general knowledge and skills, attitudes and values. What is not at issue is that children must not only learn to learn but must become life long learners. We live in a changing world. It is difficult to predict whether this or that piece of information will be useful in the future. It is critical in the course of schooling that everyone can and must develop a personal, life long investment in learning.
3. Schooling is learning in community. Schools are and must be concerned with self within community. The school is and has to be a very special place revolving around two key concepts - learning and community. If the community serves as an environment in which life long learning is practiced, then it reinforces the ideas taught in the school. Moreover, the community can provide opportunities for the student to experience the applicability of the learned material. Adult education provides the link with schools, homes and with each other that generates the vitality of a healthy community.
4. Parents need to feel welcome in the school. Some parents may have experienced limited success when they were in school and are therefore wary of attending school events and getting involved with their children's schooling. The first goal of the plan is to get parents "in the door" and to make them comfortable about being there.
5. Children's thoughts about school are influenced by school policies and practices. Teachers define the purpose of school as learning or performing. Schools reflect and promote the perceptions of why the student is there. Principals and teachers should examine what they are saying to children about the nature of learning and schooling through the policies and practices they allow and promote.

## Integrated City Response

This strategy is consistent with the Comprehensive Plan. The Executive supports this innovative and unique strategy focused on promoting education as a means of improving the present and future for Rainier Beach's youth, adults, and seniors. The Executive supports the community's effort to improve educational opportunity and facilities, and is committed to helping the community to realize its goals for education in their planning area. Many of the activities in the matrix, however, mostly fall under the purview of SSD, not the City. SSD tells the City that their overall educational programs and facilities plan for the school buildings in the Rainier Beach Neighborhood are in line with the neighborhood goal statements.

Both the School District and the City currently sponsor major programs that will help the neighborhood attain its education goals. The School District's current capital improvement program ('Building Excellence') has resulted in a new cultural arts auditorium for the community at Rainier Beach High School, and newly renovated schools are under construction at Dunlap Elementary School and nearby Emerson Elementary School. The District is making other capital investments through the recently-passed BTA (Buildings, Technology, and Athletics) Levy, which will provide basic building repairs, technology upgrades and ball field improvements for the schools in the area. The District is investing extra dollars in educational programs in the Rainier Beach area schools through its "weighted student formula," which results in per student funding at schools in the neighborhood that is substantially higher than funding at north-end schools. These funds are being spent on smaller class sizes and more services for students.

City investments in the children of Rainier Beach provide numerous services. The Families and Education Levy sponsors after school programs in the neighborhood and family support workers in the elementary schools. The Levy also helps to link the community to the schools through volunteer coordinators in the elementary schools and a family involvement program at South Shore/Sharples. A different type of investment by the City is the Career and Workplace Exploration in the Skilled Trades (C-WEST) program located at Rainier Beach, which provides a model for potential opportunities for school-to-work investments recommended in the Rainier Beach Plan. These are just a few examples of City participation in the development of kids in the Rainier Beach neighborhood. The City recognizes that it can learn from the neighborhood planning group about how to provide help to kids that is more effective, and looks forward to working with community members toward this goal.

The Office for Education (OFE) at the City can play a lead role in helping the community to hone its strategies and link with like-minded individuals and organizations in the

community who may not have participated in the neighborhood planning process. OFE can also help the community communicate with the District about its dreams and ambitions.

While directed toward a single goal, the individual activities in this strategy could be implemented independently of one another. With support from appropriate City agencies, a number of these activities will require the neighborhood to take a lead in the implementation.

**Lead Department:** SPO-OFE

**Participating Departments:** HSD, SSD, OED, DPR, DON

### *Activities Already Underway*

1. Numerous community outreach programs exist in the area. (Activity C-3.3.1)
2. Currently, funding is provided through the F&E Levy to schools in the Rainier Beach area for parent and community involvement. Area schools can apply for additional Levy funding to develop a comprehensive parent and community involvement program during the 99-00 school year, . (Activity C-3.3.1)
3. The City provides an Upward Bound program for low income high school students at Rainier Beach High School to help students apply to and attend college. (Activity C-3.2.6)

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

1. HSD has submitted and received a grant application to continue Upward Bound program for 4 more years at Rainier Beach High School. (Activity C-3.2.6)
2. OFE recommends linkages between the education committee of the Rainier Beach neighborhood planning group and the Partnership for Successful Schools, which is a coalition of several schools in the neighborhood who have agreed to work together to form better connections with the community. This group is struggling to get funded at the moment, but a connection with the neighborhood planning folks might help them win funding from foundations and the City's Department of Neighborhoods. Note that OFE has convened a meeting with staff from 'Powerful Schools' (A consortium of Columbia City neighborhood elementary schools and local business and community groups sharing resources and staff to provide educational and growth enhancing programs for neighborhood youth.) and the Rainier Beach Neighborhood and principals to discuss options for a similar program: "Partners for Successful Schools." (Activity C-3.3.3)



3. To establish priorities among all of the good ideas in this plan, the community sought Early Implementation Funds to hold a mini education summit. This event should result in clarity about which strategies should be pursued first.
4. Internal City discussions about the use of schools as community centers may help the neighborhood gain greater access to school facilities after school and during the summer.(see Activities C-3.1.3 and C-3.4.4).
5. 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 SE sector work program.
6. Identify next steps for continued implementation.

<b>C-3 COMMUNITY EDUCATION: THE BUILDING BLOCK OF THE FUTURE</b>						
<i>Ref.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>
<b><i>Capital Facility Replacement and Improvement</i></b>						
C-3.1.1	Upgrade, renovate and maintain the school facilities to accommodate current and projected educational programs to meet changing social, environmental and workforce needs.	Highest	Work with SSD ASAP		SSD OFE HSD DPR	<p>The School District bears full responsibility for the maintenance and renovation of its properties, and after several decades of inadequate funds, they are now on a well-planned pathway towards facilities renewal. Two voter approved levies (Building Excellence for major renovations and BTA for roofs, seismic upgrades, technology and athletic fields) provide the bulk of the funding that is available for capital investments, and both of the levies will result in improvements to Rainier Beach area schools. Rainier Beach High School Auditorium (completed in 1999) along with renovations/reconstruction of Dunlap Elementary School (completed fall 2000) and Emerson Elementary School (completed in 2001) are included in SSD's Building Excellence Levy program. The BTA Levy will provide gymnasium and ball field improvements, including a new stadium with a synthetic track, at Rainier Beach High School in 2001 as well as a new room and technology at South Shore Middle School in 2000.</p> <p>In 2001, the School District will ask voters to renew the Building Excellence Levy at a higher level, and most of the benefits of this new levy will be directed at the south end of the City.</p> <p>Transit Oriented Development (TOD) funds (also referred to as \$50 million in economic development funds) in Southeast Seattle may be utilized to meet these goals. Greater community and SSD involvement will be necessary to help leverage TOD funds and development opportunities. The Sound Transit Board is developing guiding principles for implementation of the Fund. These will be a</p>

**C-3 COMMUNITY EDUCATION: THE BUILDING BLOCK OF THE FUTURE**

<i>Ref.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>
						basis for a more detailed framework, to be developed with community involvement. There may also potentially be opportunities for the underutilized SSD properties along South Henderson Street. Further exploration will need to include the principals of the respective schools and other representatives from SSD.
C-3.1.2	Work closely with SSD regarding the distribution and allocation of dollars obtained through levies and other funding for Rainier Beach schools and develop a comprehensive facilities plan for the Rainier Beach community and obtain a commitment to the implementation of the plan from the stakeholders.	Highest	Work with SSD ASAP		<b>OFE</b> SSD DPR	<p>There are a number of opportunities for citizen involvement in school development and the School District would be very appreciative if the Rainier Beach planning group could help to increase participating in these forums in this neighborhood. OFE can help the community in this regard by putting the education committee in the neighborhood in touch with the capital planners at the District so that the committee receives all notifications of planning events in the future.</p> <p>In addition, if the community wishes to convene a special capital planning event regarding the levy funds that will be spent on neighborhood schools, the District's customer service unit will help to arrange this.</p> <p>HSD supports this recommendation. HSD's 'Community Facilities' program allocates dollars on an annual basis. All agencies receiving funds under this program must document that the funds benefit low- and moderate-income persons or neighborhoods. Eligible applicants are non-profit organizations, public development authorities, and/or community development corporations. Eligible activities are construction, renovation and rehabilitation, acquisition of property, Americans with Disabilities Act accessibility improvements, and facility feasibility studies.</p>
C-3.1.3	Provide school facilities for after school use to facilitate additional academic, remedial and enrichment programs for youth.	Highest	Work with SSD ASAP		<b>SSD</b> OFE HSD DPR	<p>The City strongly favors increased use of school facilities for after school programs, and this is one of the primary goals of the Mayor's and Council's Project Lift-Off initiative. The School District leaders also recently began to consider ways to use the time after school and during the summer to help students improve their academic outcomes. In Rainier Beach, the community, the City, and the District all in favor of this proposal, and the City is optimistic that all the groups can work together to create more opportunities for kids in schools after hours.</p>

**C-3 COMMUNITY EDUCATION: THE BUILDING BLOCK OF THE FUTURE**

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						<p>The recently announced partnership between South Shore Middle School and YMCA may provide a model of how the City can make the space available, and the Partnership for Successful Schools has after school community use as one of its central aims.</p> <p>Also, opportunities may exist through on-going policy docket discussions related to community centers and public use (also know as shared use) of SSD facilities. The Executive will review the City's policies related to community centers (as part of the citywide "Policy Docket" discussions) and neighborhood recommendations related to community space and public/shared use of SSD facilities and provide council with a summary of options and opportunities in July of 1999. This recommendation will be considered as part of that review. .</p> <p>HSD supports this recommendation and is willing to work with the community. There are already many programs in place in the area. The primary after school program for middle school youth is the After-School Activities Program at South Shore. Emerald City Outreach Ministries provides after school programming for high school aged youth.</p>
C-3.1.4	Businesses, community residents, and SSD will work together to include interested students in decisions and opportunities related to the facilities in order to promote school and community pride among the student body.	High-Medium	1 to 5 years		SSD Community Groups Local Business	The City will forward this and related proposals to the SSD. Students are already involved in design processes for new schools.
<b>Education Programs &amp; Promoting Life Long Learning</b>						
C-3.2.1	Develop a well established K through 20 education pathway that is linked and presents continuous and transitional learning in which every student is proficient at one level before they are moved to another.	Highest	Work with SSD ASAP		SSD HSD	The School District has recently adopted standards to determine student proficiency in each grade level. The standards have been adopted District-wide and they will be distributed to each student over the next year. The City's Families and Education Levy is providing some teacher training funds to help with the implementation of the standards. This major change in the School District's academic program may address some of the community concerns that led to this proposal, but it is critical that the District work with the community to

**C-3 COMMUNITY EDUCATION: THE BUILDING BLOCK OF THE FUTURE**

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						<p>implement the new standards. OFE will share this goal with the District to ensure that they reach out to the community as they implement the standards.</p> <p>Regarding the links between high school and higher education, the District has begun to improve these. If high school reform plans continue as currently conceived, high school counselors will help each student set career goals and develop pathways that would include both school-based and after school programs to achieve those goals. Despite this recent progress, this activity is a long-term one, that will require on-going vigilance from the City and the community to ensure that progress continues.</p>
C-3.2.2	Network with libraries, community colleges and vocational schools to create linkages and opportunities for participation for the youth from elementary to high school.	High	1 to 3 years		HSD SSD SPO	<p>This goal recognizes the high value to youth of real-world experiences that will help them make career decisions in the future. The City works in many ways to help create such real-world linkages and training opportunities, and the City will continue to do so in the future with a focus on young people in the Rainier Beach neighborhood. The City already has help to link students with the Seattle Vocational Institute, South Community College, Renton Vocational, CAMP Employment program, and the Career Link program, and also provides internships at the City, as well as co-sponsoring the well-regarded C-WEST program at Rainier Beach. In the future, the City hopes to provide more counseling and educational enhancement services to the limited English-speaking youth in the Rainier Beach area, especially the African immigrants.</p> <p>The School District's School-to-Work department can also play a role on this activity as it becomes more specific.</p>
C-3.2.3	Maintain a curriculum reflective of and sensitive to the diversity of the students in the schools.	High-Medium	ASAP		SSD	<p>The Executive will forward this activity to SSD. OFE can assist in emphasizing the community's desire for "a curriculum reflective of and sensitive to the diversity of the students in the schools."</p>
C-3.2.4	Develop a Citizen Advisory Group to work with the administrators in the Rainier Beach schools on curricula and outcomes and evaluation methods ensuring accountability.	Highest	Work with SSD ASAP		Community	<p>This is a community-led activity, and it sounds similar in its aim to the mission of the Partnership for Successful Schools. It is an important first step for the community to work closely with the principals if they are going to be successful in implementing their education-related activities. The community will find that new district-level standards and</p>

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						assessments will greatly improve the accountability of schools to the community. HSD supports this recommendation.
C-3.2.5	Develop programs that are specific to the needs of students from the Rainier Beach community.	High-Medium	1 to 3 years		<b>SSD</b>	The Executive will forward this activity to SSD. OFE can assist in emphasizing to the District the community's desire to develop programs that are specific to the needs of students from the Rainier Beach Community HSD supports this recommendation.
C-3.2.6	Develop programs to aid students and families to prepare for college/vocational, post secondary education beginning in elementary school, including SAT classes and other preparatory or remedial programs.	Highest	Work with SSD ASAP		<b>HSD</b> <b>SSD</b>	The City provides an Upward Bound college preparatory program for low income high school students at Rainier Beach High School to provide academic, motivational, and cultural enrichment activities necessary to enter and succeed in post-secondary education, and to help students apply to and attend college. The program focuses on students from families where no member has ever attended a 2- or 4-year college. Services include tutoring, summer classes and workshops on SAT, college applications and financial aid.  The City has received a grant that will continue the program for another 4 years at Rainier Beach High School
C-3.2.7	Establish a Charter School in Rainier Beach community to serve a safety net for those students who are not successfully served by SSD.	High-Medium			Community with Other Providers	Charter schools currently cannot be legally established in this state. However, the School District offers two alternative schools within the Rainier Beach reference area: ORCA, a K-6 school that will be increased to a K-8, puts special emphasis on art education and ecology, and there is a "re-entry" program for high school drop outs that will be located next year in the South Shore building.  Although safety net programs may be helpful, the City recommends strongly that the community focus its efforts and energies on improving the existing school programs so that they do serve the needs of children in the Rainier Beach neighborhood.
C-3.2.8	Develop and coordinate mentoring and tutoring programs.	High	ASAP		<b>HSD</b> <b>SSD</b>	This goal is shared by the Southeast Weed & Seed Citizen Advisory Council and the African Immigrant Association. A well-developed strategy is needed to target elementary through middle school students, as well as a special strategy to support students in grades 9-

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						<p>12. HSD is willing and able to work with the neighborhood group and other community organizations to move this activity forward. Unfortunately, HSD does not have existing resources for this activity, but would be able to work with the community on resource development.</p> <p>The City is engaged on this issue in other ways as well: The Families and Education Levy provides a number of educational enrichment programs that have a mentoring and/or tutoring component. Homework Centers, administered by the Seattle Public Library, offer students help in completing homework assignments. Each center provides homework materials, technological resources and has a variety of programs and tutoring activities designed to support students. The Upward Bound program at Rainier Beach High School provides a college prep program for high school students who are low income and potential first generation college graduates. Students receive tutoring, counseling support and summer enrichment classes. The Seattle Public Library also operates a Summer Reading Program and the Read To Succeed program that encourage elementary students to read.</p>

***Community Activism in the Schools***

C-3.3.1	Work with SSD to have School Administrators/ principals take the initiative to engage in outreach activities, encourage involvement of the community in the schools and actively participate in community activities in which the school is located.	Highest	Work with SSD ASAP		SSD HSD DON	<p>The City is a strong proponent of community involvement in schools and school involvement in the community. The City supports these objectives through our Families and Education Levy and our Neighborhood Matching Grants. The F&amp;E Levy is currently providing funding to schools (about \$2,500 per school) in the Rainier Beach area for parent and community involvement. South Shore School has received a larger planning grant of \$10,000 to develop a comprehensive parent and community involvement program for their school. Next year they will receive approximately \$8,000 to implement that plan. The City will convey to SSD that the community is dissatisfied with the level of communication and engagement they experience with the local schools. It is difficult to force principals to be community-minded, but it may help the principals to understand that their community is ready to support them and their schools to</p>
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						succeed. They will receive this message strongly if they attend the Rainier Beach Neighborhood Education Summit that is planned using the EIF.
C-3.3.2	Identify the needs of parents in relation to attendance at PTA meetings and other functions, and develop a plan for child care or transportation that would allow full participation.	Highest	Work with SSD ASAP		HSD SSD DON	<p>The City supports parents attending PTA and other events through the F&amp;E Levy. Schools in the area receive small grants (\$2,000/yr.) to support this kind of activity, more support from other sources may be needed. Perhaps the education committee of the neighborhood planning group could convene a meeting with PTSA presidents, volunteer coordinators, and principals to develop strategies to grow the PTSA membership and participation.</p> <p>The community should consider whether there are other models of parent participation that might be better suited to the needs and time schedules of parents in the neighborhood. Partnership for Successful Schools has access to many such alternative models, and the planning group at South Shore Middle School has probably also developed diverse parent involvement strategies.</p>
C-3.3.3	Hire a Volunteer Coordinator to pursue opportunities for participation by businesses and community residents and to arrange field trips, etc., for the students.	High-Medium			HSD DON Community	<p>This is a promising idea that is closely related to the mission of the Partnership for Successful Schools. At the moment, individual schools have volunteer coordinators funded by the Families and Education Levy, but perhaps it would be helpful to have an individual who does this work with several schools.</p> <p>NMF grants can be used for things such as field trips but cannot be used to provide program staff on an ongoing basis.</p>
C-3.3.4	Make principals and school officials more accessible to parents and residents.	High	ASAP		SSD Community	The Executive will forward this and related community recommendations to the SSD for consideration.
C-3.3.5	Develop programs that allow students to develop and perfect technical skills taught in the schools through collaboration of the schools administrators and local opportunities in the community.	Highest	Work with SSD ASAP		HSD SSD DON	A number of programs exist in this area, but the City certainly agrees that more opportunities would benefit students. The City will continue to work with the District, the Alliance for Education, and other community members to increase the choices kids have to prepare

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						<p>them for their future.</p> <p>These are some of the existing opportunities: One program targets youth at Rainier Beach High School and prepares them for pre-apprenticeship training in the trades. This program is called Career and Workplace Exploration in the Skilled Trades, and it is co-sponsored by the City. This is a comprehensive one semester vocational educational class on campus, and a paid internships at City of Seattle, King County and Port of Seattle work sites partnered with skilled crafts persons. The community colleges' "Career Link" program provides opportunities for students interested in high-tech professions. In addition, the Technology Access Foundation program in Columbia City provides technology training and internship opportunities to high school students. District/City School-to-Work programs assist students in developing technical and business skills cited as a goal in this section. The City's Executive Services Department (ESD) provided a Job Shadow Day at Rainier Beach High School. Job shadows provide students opportunities to observe different careers within City departments by meeting with and learning from employees in the workplace. In the summer, Math, Engineering and Science Achievement internships are available through the City's ESD.</p>
<b>Adult Education</b>						
C-3.4.1	Work with a Community College system and other educational institutions to establish a site in the Rainier Beach community to provide English as a Second Language/Adult Basic Education (ESL/ABE), vocational and pre-college programs that will include a well coordinated tutoring and mentoring program for adults as they engage in new areas of learning.	Highest	Work with SSD ASAP		HSD OED  Community	<p>This is primarily a community based activity, but the City is very supportive of efforts to expand adult education opportunities. Currently, the City is not looking to develop new locations for ESL in the area. However, some efforts are already underway. While SSD does not run an adult ESL/ABE program, the F&amp;E Levy partially supports ESL/ABE programs through Family Support Centers (FSC). HSD oversees the operation of the FSC located in several elementary schools with Van Asselt Elementary School probably the closest to the Rainier Beach community. Additionally, the Refugee Women's Alliance (REWA) conducts ESL programs at the Rainier Vista site.</p> <p>The Executive will forward this activity and related community recommendations to SSD.</p>



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						Also, OED notes that the Seattle Jobs Initiative (SJI) currently holds ESL/ABE classes at Seattle Vocational Institute (SVI) in the Central District. SVI is centrally located and has served as a positive partner with SJI.
C-3.4.2	Establish a range of activities and opportunities for learning that includes cultural arts, music, personal and professional development.	Highest	Work with SSD ASAP		SSD HSD DPR Community	This is primarily a community based activity, but the City is very supportive. The Executive will forward this activity and related community recommendations to SSD.
C-3.4.3	Develop a system of rewards and perks for those residents who actively participate in the planning, development and implementation of programs.	High-Medium	1 to 3 years.		Community SSD HSD DPR	This is primarily a community based activity, but the City is very supportive. The Executive will forward this activity and related community recommendations to SSD.
C-3.4.4	Establish a Neighborhood Service Center-style facility for residents of Rainier Beach that will serve as a One Stop facility for payment of bills, skills assessment, information and referral services, voter registration, information on community activities and community concerns, outreach and recruitment.	Highest	Work with SSD ASAP		DON HSD	The City has one NSC for each of the 13 districts. The NSC for the SE District is currently in Columbia City. There are currently no resources for more than one NSC per district. However, DON is open to providing materials and City information in other locations if that did not require staff support. Also, one of the seven bill-paying centers in the City NSC system is already in SE at Columbia City.  Also, many neighborhoods are requesting community centers. The Executive will review the City's policies related to community centers (as part of the citywide "Policy Docket" discussions) and neighborhood recommendations related to community space and provide council with a summary of options and opportunities in July of 1999. This recommendation will be considered as part of that review.
<b>Formation of a PTA</b>						
C-3.5.1	Organize a PTA in all schools that will work closely with their school. Representatives of each PTA will serve on the Citizen Advisory Group for the region.	Highest	Community will work ASAP with SSD		Community	See response in C-3.3.2.
C-3.5.2	Provide parent training and development from	Highest	Community		HSD	The Children and Youth Action Plan called for the addition of one

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	kindergarten on and a "buddy" system to be instituted to teach native and non-native parents how to advocate and support their children in schools.		y will work ASAP with SSD		Community	more Family Center to be located in a neighborhood in "far" SE Seattle. Establishing such a center would address these and other related goals. Cost of such a center would be about \$100,000 that is not included in the current budget.
C-3.5.3	Principals and teachers will actively participate in the development of PTAs and will lend their support and expertise in empowering the PTA to realize their full potential.	Highest	Community will work ASAP with SSD		SSD Community	See response in C-3.3.2. The City will communicate to the District that the Rainier Beach community's desire to improve communication with and participation by school staff on PTAs.
<b><i>Developing a Local Community Education Network</i></b>						
C-3.6.1	Contact every church and solicit them to have representation equal to 10% of their congregation on committees, councils and other groups engaged in working on behalf of the Rainier Beach community.	High-Medium	1 to 3 years		Community	The community should also consider including other religious organizations such as synagogues and Buddhist temples. The Buddhist temples are not members of the Council of Churches and a special relationship needs to be developed with these temples since they serve many Asian families and the temples provide some social services and orientation to new refugee/immigrant families.
C-3.6.2	Appoint representatives to attend the meeting of the Council of Churches to communicate relevant community information to the Council and to gain their involvement and support.	Highest	1 to 3 years		Community	This is a community based activity, however, the Executive will forward this and related community activities to SSD for their information.
C-3.6.3	Create a system of perks and rewards for those churches who become actively involved in the community.	Highest	1 to 3 years		Community	This is a community based activity, however, the Executive will forward this and related community activities to SSD for their information.
C-3.6.4	Extend the community education programs into the church facilities to reinforce the church in the work and life of the community.	Highest	1 to 3 years		Community	This is a community based activity, however, the Executive will forward this and related community activities to SSD for their information.
<b><i>Increasing Employment Opportunity: Education to Workforce</i></b>						
C-3.7.1	Create linkages with established employment programs that would result in the location of program sites in the community.	High	1 to 5 years		OED HSD	Since 1997, OED has successfully worked with the private sector to connect businesses (major employers with labor shortages) with skilled job-ready SJI clientele. SJI clients must be low-income individuals in Seattle, including Rainier Beach. To determine the feasibility of establishing a formal link with the Seattle Jobs Initiative

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						<p>(SJI), the planning group should contact the SJI Project Manager. Staff would be available to discuss and potentially identify ways to connect SJI with the objectives identified by the planning group.</p> <p>Opportunities for community-based linkages with employers include the Student Assistant Program at the Rainier Beach Library. SAP is a work and internship program that hires low-income students exposing them to a wide variety of library functions, enhances their job skills, and prepares them for regular employment in the job market</p> <p>HSD supports this activity.</p>
C-3.7.2	Seek representation and involvement in the site planning for a One Stop Employment Center to advocate for placement in Rainier Beach.	Highest	ASAP		OED HSD	<p>The Seattle Jobs Initiative is participating in efforts to develop and implement a One Stop Employment Center. The siting of that location has yet to be determined. OED will forward this and related recommendations to SJI.</p> <p>HSD supports this activity, and allocates Community Facilities dollars on an annual basis. See response in C-3.1.2.</p>
C-3.7.3	Negotiate and establish commitments from businesses new and existing to hire from the community. Work with the City to establish commitments as part of the permitting and contracting process.	Highest	ASAP		OED Community Private Sector	<p>OED has determined that there is not an effective way to use the permitting process to leverage commitments from developers to participate in the OED Employment Linkage Strategy. OED has had some success using other City approvals (street vacation process, Transfer of Development Rights, Community Development Float Loans) to secure commitments. Also, see response in C-3.7.1.</p>
C-3.7.4	Promote apprenticeships and the 'trade' professions as a viable choice for employment to the residents, providing orientation sessions and training in basic skills required for admission.	High	ASAP, coordinate with Seattle Jobs Initiative		OED	<p>Some programs exist that may provide opportunities for implementing this activity. The Office of PortJOBS Apprenticeship Opportunities Project (AOP) represents an organization that is at the forefront in working with general contractors to maximize the utilization of apprentices in the skilled trades and crafts. Residents should contact the PortJOBS Apprenticeship Opportunities Partnership for specific information regarding pre-apprenticeship programs in the building and construction trades. Additional community-based organizations that individuals can contact to attain additional information regarding apprenticeship opportunities.</p> <ul style="list-style-type: none"> <li>Center for Career Alternatives - 206.332.9080</li> </ul>

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						<ul style="list-style-type: none"> <li>• Puget Sound Occupational Industrialization Center - Rainier Job Service Center - 206.721.5980</li> <li>• Seattle Central Community College - Wood Construction Office - 206.587.5460</li> <li>• Rainier Beach High School - Construction Industry Training Council - 425.454.2482</li> <li>• Apprenticeship &amp; Non-Traditional Employment for Women - 425.235.2212</li> </ul>
C-3.7.5	Work proactively and in partnership with the surrounding industrial and high employment sites to market the Rainier Beach community as a valuable pool of workers to, e.g., the Duwamish Manufacturing Council, Kent, Tukwila, Port of Seattle, etc.	Highest	ASAP, conduct as a regional issue		OED MIC/Port Kent/ Tukwila etc.	The planning group should work with the SJI on this goal. SJI and the Manufacturing and Industrial Council (MIC) have established a working relationship. MIC has partnered with SJI to develop a training program at South Seattle Community College. OED will forward this and related recommendations to SJI.

## 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 program 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 which 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	City Response	City Action
<b>A. Housing &amp; Land Use</b>							
LUH-1.1	Establish "housing opportunity" subareas to locate new growth:	High	1 to 5 years		OH	Establishing 'housing opportunity sub-areas' is a long-term priority for the Office of Housing, and will be incorporated into work-programs over time. While Rainier Beach is not currently part of the multi-family tax exemption program, the City will consider including the area during the annual review of the program.  For the area identified outside SAP, DCLU will work with the neighborhood to undertake a land use planning exercise and rezone analysis to explore different zoning designations to see if a rezone might achieve the neighborhood's vision and meet the City's criteria for rezones. Several neighborhoods have requested DCLU's services in this capacity. DCLU is likely to begin this work as part of their 2001-2002 work program.  OED- See responses under C-1.4.2 and C-1.4.3.	This activity will be considered as part of the sector work program in the future as opportunities arise. OH will incorporate portions of this activity into their long-term work program.  OED and SPO will work with Sound Transit and with King County to seek opportunities for development projects near the proposed station, especially on excess station construction staging property. Also, city departments will work to coordinate joint development opportunities with community members, SEED, and governmental agencies.  The City will consider including the Rainier Beach
LUH-1.2	<ul style="list-style-type: none"> <li>• South Kenyon Street to South Holden Street east of Rainier Avenue South has existing zoning and land to accommodate new residential units.</li> <li>• Rainier Avenue South between 51st and 57th Avenue South could attract mixed-use or single-purpose residential development.</li> <li>• The area east of 48th Avenue South south of South Henderson Street could accommodate residential small lot single-family homes similar to those developed by HomeSight in the Central Area and North Rainier Valley.</li> <li>• The single-family area around Wabash south of Rose could also house new small-lot single-family homes like bungalow courts.</li> <li>• The highest density new housing should be located around the light rail station area at South Henderson Street &amp; MLK Jr. Way.</li> <li>• For each area, City should establish</li> </ul>			DCLU OED			

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	development incentives, perhaps implementing its Tax Abatement Program, to encourage new housing construction in these targeted areas.						area in the multi-family tax exemption program during the year 2000 review of the program.
LUH-2.1	Require the SCA's office to establish policies that more effectively abate problems with derelict and poorly managed properties.		Long Term Activity		DCLU OH SCA	DCLU has been working with Law and the Hearing Examiner to develop the proposed Citation Enforcement Process that is intended to help change behavior of code violators from whom the City has had difficulty gaining compliance in the past. The proposed process is built on the traditional citation framework, and includes features such as pre-set penalties that increase with repeat offenses, and an opportunity for a hearing to contest the violation or request mitigation of the penalty. Initially this process will be tested on five types of Land Use Code violations. Council is also trying the citation process on a limited number of Housing and Building Maintenance Code violations. After six months, DCLU will prepare an evaluation of the process and make recommendations on whether or not this process should be expanded to cover more Land Use and Housing violations.	This activity is already being implemented. DCLU's 1999/2000 work program includes exploring, for both substandard and vacant buildings, mechanisms to more aggressively discourage unproductive use of residential buildings and evaluating different enforcement mechanisms.
LUH-2.2	Establish a local housing "Watchdog" organization that can work with the City's Police Department and the SCA's Office.	High	ASAP, with support from City agencies		<b>Community</b> SPD DCLU SCA	SPD is available to assist the community form block watches.  DCLU is available to hold workshops with community organizations to provide training on code requirements and assistance with code enforcement.  See also LUH-2.1.	This is primarily a community-based activity, but SPD and DCLU can provide assistance.
LUH-2.3	Enforce all applicable City codes.	High-Medium	ASAP		<b>DCLU</b> SCA	DCLU will continue to enforce all codes within its jurisdiction. DCLU has increased its inspection and enforcement staff in 1999. DCLU is also working with the Mayor to implement the Housing Action Agenda. DCLU's 1999/2000	Activity is currently being implemented (see response in LUH 2.1).

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
						work program includes exploring, for both substandard and vacant buildings, mechanisms to more aggressively discourage unproductive use of residential buildings, and evaluating different enforcement mechanisms (see response in LUH 2.1).	
LUH-3.1	Allow residential small lot zoning (RSL) in single-family zones only within Urban Village boundary.	Medium	Allow for action as part of Citywide program		DCLU	There is a mechanism to allow for RSL zoning in the Land Use Code. In its 2000 work program, DCLU intends to resolve how to make RSL work better for neighborhoods that would like to use it. See response for C-1.3.3.	In its 2000 work program, DCLU intends to resolve how to make RSL work better for neighborhoods that would like to use it.
LUH-3.2	Work with SEED, HomeSight, and other housing providers to develop affordable housing demonstration projects.		Long Term Activity.		OH DCLU	OH has limited funding available for home-ownership and multifamily housing demonstration projects, and will work with non-profit housing providers to develop affordable housing demonstration projects.	This activity will be considered as part of the sector work program in the future as opportunities arise. OH will continue to develop housing demonstration projects.
LUH-3.3	Change NC zones within the urban village to NCR zones, thereby allowing single-purpose residential development in zones that previously required ground floor retail uses.	Medium	Allow for action as part of Citywide program		DCLU	NC/R currently is not a zone that can be established beyond the neighborhood plan adoption so this specific strategy may pose challenges at a later date. However, other strategies in the plan call to permit SPR outright, which would appear to accomplish what is sought by this strategy.	The neighborhood has proposed specific areas for SPR buildings to be permitted outright, and the City is forwarding this proposal as part of the adoption of the Rainier Beach A&A packet.
LUH-3.4	Increase the housing stock in Rainier Beach by requiring new single-purpose commercial projects to provide at least one floor of upper story housing.		Long Term Activity		DCLU OH	For the areas surrounding the light rail station, SAP staff will look at this issue. For other areas, when the community is ready to pursue this idea, they should contact DCLU regarding new tools that are being developed in response to neighborhood planning (such as new street overlays, rezones, etc.). DCLU will work with the neighborhood to undertake a land use planning exercise and rezone analysis to	OH is prepared to work with DCLU regarding mixed use projects that the code allows and could look at some type of financing options for homeowners and occupied businesses.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
						explore different zoning designations to see if a rezone might achieve the neighborhood's vision and meet the City's criteria for rezones. Several neighborhoods have requested DCLU's services in this capacity. DCLU is likely to begin this work as part of their 2001-2002 work program.	
LUH-4.1	Promote no zoning changes as part of plan adoption, but allow flexibility for potential changes or contract rezones when they support the goals, strategies, and vision of Rainier Beach as a transit-friendly, pedestrian-oriented, safe, livable, and secure urban village.	Medium	Take action as project development occurs		DCLU	<p>This activity clarifies that no rezones are proposed to be enacted upon plan adoption. DCLU supports the neighborhood indicating their guidance regarding future rezones. Also, see response in LUH-3.4.</p> <p>DCLU places community organizations on the General Mailed Release (GMR) for free with the expectation that the organizations are responsible for posting, distributing, or perusing the publication for relevant projects and issuing further notice.</p>	<p>DCLU will add the stewardship group, when provided with a contact name, to the GMR mailing list.</p> <p>The community, its stewardship organization, and the NDM should continue to be involved in all future rezones that are proposed for this area. The City will consider neighborhood goals when a rezone application is submitted.</p>
LUH-4.2	Preserve single-family zones in the urban village and general planning area from proposed changes to intensities higher than RSL zoning.	High	Support this policy for life of the plan		DCLU	The City has many policies supporting the preservation of SF zones. Each requested rezone is considered on its merits by DCLU and the City Council, is judged on the basis of adopted criteria, and includes the consideration of neighborhood planning goals as an important element of the decision. These criteria ensure that land use decisions across the City are made on the basis of the same set of rules. Therefore, the City cannot automatically reject rezones if they meet the balance test built into the criteria.	The community, it's stewardship organization, and the NDM should continue to be involved in all future rezones that are proposed for this area. The City will consider neighborhood goals when a rezone application is submitted. This activity will need to be further developed by the neighborhood through pursuit of DCLU zoning tools such as overlays and



#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
							through plan stewardship such as becoming involved in any rezone applications that are submitted.
LUH-4.3	<p><b>Property at 9050 Seward Park Avenue S:</b> Allow for a contract rezone of the Shoreline Overlay zone from CM to U R, but the community feels strongly that the City should consider doing so with the following specific conditions:</p> <ul style="list-style-type: none"> <li>• Inclusion of housing units.</li> <li>• Preference for some ground floor retail, i.e., restaurant (may not be allowed by code).</li> <li>• Provision of public access to the waterfront.</li> <li>• Inclusion of public open space or public plaza.</li> <li>• Preservation of the Mapes Creek riparian corridor.</li> <li>• Provision for some views of the waterfront.</li> </ul>	Medium	Following the Plan adoption by City Council		DCLU City Council	See C-2.5.1.	See C-2.5.1.
<b>B. Economic Development</b>							
ED-1.1	<p><b>Provide Access to Capital.</b> The State Constitution prohibits the lending of credit, and also requires that all property within a given taxing district be assessed at the same rate, eliminating the potential for business recruitment and tax increment finance and similar financing techniques. However, there are a number of other potential sources of capital and technical expertise for neighborhood development projects (outside the more "normal" lending institutions), including:</p>	High-Medium	Continue as part of plan stewardship		OED SEED Other CDCs Private Sector Other Non-Profits	As is reflected in the neighborhood plan, OED's Community Capital Development provides technical assistance and lending activities to start-up and existing businesses. In most cases, these services are available to businesses that are not able to obtain them through conventional financing. OED will continue to offer the Community Capital program. OED will also continue to support local CDCs like SEED and HomeSight through OED's support of the Seattle Community Development Collaborative (SCDP). The SCDP is a local foundation-supported organization that provides project and operating	Activity is currently being implemented through OED programs such as the Community Capital program, and OED's support of SEED and HomeSight . OED will continue to support CDCs and other community development programs.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
	<ul style="list-style-type: none"> <li>• Community Development Loan Funds</li> <li>• Foundations and Philanthropic Organizations</li> <li>• Assistance from local CDCs</li> <li>• Community Land Trusts</li> </ul> <p><i>Refer to Plan recommendations for more detail (see page 60 of March, 1999 version of the Rainier Beach 2014 plan).</i></p>					support and technical assistance to Seattle CDCs.	
ED-1.2	<p><b>Other Funding Sources.</b> In addition to private sources, the Rainier Beach community should also plan, as part of its stewardship component, to actively pursue various forms of public investment, including:</p> <ul style="list-style-type: none"> <li>• City and County funding for neighborhood improvement projects such as Matching Fund, SCL tree planting, mitigation dollars from large scale public projects, and a host of other sources.</li> <li>• Fair share funding from Southeast Seattle's designation as an Empowerment Zone and Federal Enterprise Community.</li> <li>• Good Neighbor Fund for facade improvements and funding from Community Development Block Grants. Both are operated by SEED.</li> <li>• Assistance from the Office of Economic Development. Existing programs include the Seattle Economic Development Association (SEDA) and Seattle Community Development Partnership (SCDP).</li> </ul>	High-Medium	Continue as part of plan stewardship		<b>Community OED</b> SEED Other CDCs Private Sector Other Non-Profits	<p>The City acknowledges the neighborhood's desire to secure funding to implement the Rainier Beach 2014 plan.</p> <p>OED fully supports and encourages business district organizations to access the DON Matching Fund Program as a mechanism to implement business district projects.</p> <p>SEED operates the Good Neighbor Fund in a number of business districts in South Seattle. The planning group should contact SEED to discuss opportunities to make the program available to businesses in the planning area.</p> <p>The Seattle Economic Development Association (SEDA) is now known as Community Capital. For information on OED's support of Community Capital and the SCDP, see response to ED-1.1</p> <p>The Federal Government designated Seattle an Enterprise Community in 1994. The Rainier Beach community was not included as part of this designation. Rainier Beach (Census Tract 116) was however, included as part of the 1998 grant application for an Empowerment Zone designation (See C-1.4.3). Note that this grant was not successful. The City will continue to look for funding to continue it's economic development work in the Rainier Beach</p>	While this is a community-based recommendation, some activities are currently being implemented, such as OED's Community Capital program, and OED's support of SEED and HomeSight.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
						neighborhood.	
ED-2.1	<p><b>Business Retention and Recruitment.</b> Focus on building a strong, collaborative effort among area merchants, the Rainier Chamber of Commerce, and SEED for marketing, promotion, and special events. Programs are available to foster business retention and recruitment. These include:</p> <ul style="list-style-type: none"> <li>National Main Street Program</li> <li>University of Washington's Business and Economic Development Program</li> </ul> <p><i>Refer to Plan recommendations for more detail (see Rainier Neighborhood Plan 2014, page 61 of the March, 1999 version).</i></p>	High-Medium	1 to 5 years		OED SEED Rainier Chamber UW Community	<p>The neighborhood planning group has identified an appropriate first step in its efforts to ensure that the community's existing business base is retained. The City supports this activity and notes the following programs that are currently available to assist:</p> <ul style="list-style-type: none"> <li>The Rainier Chamber of Commerce and SEED represent the primary organizations that are involved in business retention and recruitment.</li> <li>SEED's Main Street Program started in 1997 and is focused on the Genesee, Columbia City and Hillman City business districts. After the program is completed at the end of 1999, OED will evaluate the success of the program and consider expanding the program to the Rainier Beach planning area. The Rainier Beach planning group should work closely with SEED's Main Street Coordinator to discuss lessons learned, and to collect data and to coordinate future efforts.</li> <li>The U.W. Business and Economic Development Program seek to aid and increase economic opportunities in the City's distressed communities.</li> </ul>	This activity will be considered as part of the sector work program in the future as opportunities arise. At the end of 1999, OED will evaluate the success of the Main Street program and will consider expanding the program to Rainier Beach. In addition, OED will be sponsoring a workshop on Business District Special Event Development and Management on July 14. Contact OED for more information.
ED-2.2	<p><b>Land Assembly.</b> In terms of new development, the community should work with the City of Seattle and SEED (or other local development entity) to assemble parcels and help market properties to the development community.</p>		Long Term Activity		OED Community	OED will continue to work with and support SEED and HomeSight on their development projects, which includes identifying resources for land acquisition.	Community involvement will be necessary for further implementation. OED will continue to work with local non-profits on land acquisition.
ED-2.3	<p><b>Local Merchants/Business Association.</b> Consideration should be given to developing a merchant's association or business improvement association that could do improvement projects, produce</p>		Long Term Activity		OED HSD	As the neighborhood planning group works to develop a strategy for the neighborhood business group, they should first work to collaborate with the Rainier Chamber of Commerce and SEED's Main Street Program.	Activity is currently being implemented. Also, see OED workshop information in ED-2.1.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
	special events, and promote area businesses. The organization could serve as a network for communication and support within the Rainier Beach business community, provide a unified voice to represent the business community citywide, and serve as a clearinghouse for business district issues. Assistance is available from the Neighborhood Business Council. Efforts should be coordinated with the Rainier Valley Chamber of Commerce.					Both organizations are involved in efforts to promote the development and maintenance of healthy business districts. The planning group should look to the Neighborhood Business Council for assistance to determine the proper mechanism (BIA, Merchants Assoc.) that will promote the development of the Rainier Beach neighborhood and the business community.	
ED-2.4	<b>Linking Job Resources to the Local Workforce.</b> <ul style="list-style-type: none"> <li>• <b>A Community Network:</b> Create job center in cyberspace providing regional information about job openings, training, basic education, language courses, and support services.</li> <li>• <b>The Workforce Brokerage Service:</b> Establish a team of employment brokers who will organize employers with similar training needs, help them develop customized training programs at community and technical colleges, and establish apprenticeship programs.</li> </ul>	Medium	1 to 5 years		OED SEED	The identified activities mirror the work undertaken by the Seattle Jobs Initiative. SJI has 12 community-based organizations that participate in its network. In South Seattle this includes the Center for Career Alternatives and the Refugee Federation. SJI also has brokers which work in specific industry sectors. OED recommends working directly with the SJI staff directly, and recommends contacting the program manager.	OED will forward this recommendation to SJI on the community's behalf.
<b>C. Transportation &amp; Transit Facilities</b>							
T-1.1	<b>Lack of Curbs and Sidewalks.</b> Many parts of Rainier Beach lack curbs and formal areas for vehicles, pedestrians, and bicyclists. The members of the Rainier Beach community recognize this to be a Citywide problem, but point out that such facilities are in high demand throughout Southeast Seattle. Specific areas which should be prioritized include:		Long Term Activity		SEATRAN	City funding for sidewalk improvement is very limited. SEATRAN does have some funding for sidewalk improvement. The amount of this funding is very 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. This includes landings at street corners, alley crossings over sidewalk, and locations where sidewalk damage is caused by	Activity raises issues (i.e., sidewalk maintenance and construction policies) that are on the policy docket. Staff will present options to the City Council in the summer of 1999.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
	<ul style="list-style-type: none"> <li>• Rainier View Neighborhood throughout</li> <li>• Dunlap-Happy Valley between Rainier and MLK Jr. Way from Cloverdale to Kenyon</li> <li>• The Rose-Wabash Diagonal</li> </ul>					<p>the roots of City street trees. For other locations, sidewalk maintenance and improvement is held as the responsibility of adjacent property owners.</p> <p>One potential opportunity for implementing this activity may come from SEATRAN's 'low cost sidewalk demonstration project.' SEATRAN is preparing a sidewalk demonstration project for 1999 to test low-cost street construction options. The results may lead to adding additional options to the Seattle Street Improvement Manual, and may allow SEATRAN to develop more sidewalks within the existing budget.</p> <p>Also, issues related to sidewalk construction and maintenance are currently on a 'Policy Docket' where the City is reviewing citywide policy issues. This activity will be considered as part of that review.</p>	
T-1.2	<p><b>Ravine Trail.</b> Establish a Rainier View Ravine Trail for Bicycling and Hiking. The City should coordinate its open space purchases in the uplands of Rainier Beach and develop a trail system that connects the residential areas extending from Kubota Gardens to the Lake Washington waterfront at the Waters/Rainier intersection. Tie into Kubota's proposed gateway landscaping along Renton Avenue South.</p>		Long Term Activity		SEATRAN DPR	<p>The City supports the provision of bicycle facilities, however, it is unclear as where the community wants this trail developed. SEATRAN staff review note that very limited space is available for developing a trail. As the community further defines this project, SEATRAN staff will assist with a review of the project. Funding would likely be needed to begin implementing this project (if feasible, given space constraints). Also, SEATRAN would want to review this proposal as it develops to ensure that it would not present safety or operational problems in the public right-of-way, and DPR would like to discuss the details with the community and other agencies</p>	This activity will be considered as part of the sector work program in the future as opportunities arise.
T-1.3	<p><b>Key Bicycle Streets.</b> The following streets shall, at minimum, be designated as</p>	High-Medium	1 to 2 years, but also to be		SEATRAN Sound	Each segment has specific opportunities and constraints as indicated below. Note that the	South Henderson Street improvements will be

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	<p>bicycling streets with appropriate signage installed and lane widths marked to mark them as routes:</p> <ul style="list-style-type: none"> <li>• Rainier Avenue South from Seward Park Avenue South to the City limits- lanes on both sides</li> <li>• Cloverdale from MLK Jr. Way to Seward Park Avenue South.</li> <li>• Renton Avenue S- add a full standard bicycle lane.</li> <li>• South Henderson Street- explore opportunities for separate bike path.</li> <li>• MLK Jr. Way South from South Cloverdale Street to Boeing Access Road.</li> <li>• South Kenyon Street- Rainier Beach to Beacon Hill Connector.</li> <li>• 46th Avenue South - designate bike street without improvements.</li> <li>• Possibility of 48th Avenue South as a bicycle street.</li> <li>• Seward Park Avenue South- bike lane on east side of the street.</li> <li>• 51st Avenue South and South Waters Street- bike lane connect Rainier View area to commercial core.</li> <li>• Wabash Bike Lane- designate between South Rose Street/Rainier Avenue South to Seward Park Avenue South.</li> </ul>		integrated with light rail construction		Transit SPO	<p>City uses federal and local standards for bicycle signs (developed from standards in the Manual on Uniform Traffic Control Devices). The neighborhood can contact SEATRAN's Bicycle and Pedestrian Program staff if they have questions regarding signage or the Bicycle Map that is referenced below.</p> <p><u>Rainier Avenue South</u> - The volumes of vehicular traffic on this street are very high. SEATRAN's experience is that this would not be a street that most cyclists could use comfortably or safely. Under present conditions, SEATRAN would not support designating this as a bike route. However, SEATRAN will continue to work with the community on exploring options for this street, including eliminating parking to install bike lanes, and/or installing a path on the west side along the toe of the existing slope south of Seward Park.</p> <p><u>South Cloverdale Street</u> - Streets more conducive to bike use are highlighted on the Seattle Bicycling Guide map. On the map, this part of South Cloverdale Street is designated a 'bike route commonly used by cyclists.'</p> <p><u>Renton Avenue South</u> - This street is shown as a commonly used bike route on the Seattle Bicycling Guide map. The street does not have the width for installation of a standard bike lane. See response in C-1.1.6.</p> <p><u>South Henderson Street</u> - SEATRAN will consider a bike lane for the street as the future of the street is considered as part of the light rail station design work.</p> <p><u>MLK Jr. Way South</u> - See response in C-1.1.6.</p> <p><u>South Kenyon Street</u> - In response to the</p>	<p>considered as part of SAP.</p> <p>Kenyon Street will be designated on the bike guide map.</p> <p>Waters Avenue (continuing into Holyoke Way) makes sense as a substitute route for Rainier Avenue South, southeast of 57<sup>th</sup> Avenue South, and will be added to the next printing of the bike map.</p> <p>The recommended route on Wabash to Rose, then east to 46<sup>th</sup> is feasible and will be added to upcoming bike map.</p>

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						<p>suggestion from the planning group, this street will be designated as a bike route 'commonly used by bicyclists' in the next version of the Seattle Bicycling Guide map.</p> <p><u>46<sup>th</sup> Avenue South</u> - This street is shown as a bike route on the Seattle Bicycling Guide map.</p> <p><u>48<sup>th</sup> Avenue South</u> - There is no particular reason to change the current route from 46<sup>th</sup> to 48<sup>th</sup>. There is, however, one good reason not to change - 48<sup>th</sup> does not go through all the way to Cloverdale so it does not connect as well to other existing routes.</p> <p><u>Seward Park Avenue South</u> - For reasons of safety, SEATRAN does not stripe bike lanes on only one side of the street. The concerns with striping on only one side of the street are: riders may be likely to ride in both directions in the one striped lane (very confusing to cyclists as well as drivers and could invite bike-bike conflicts as well as bike-car conflicts), and some riders - who may not be skilled or ready enough - try to ride in traffic when using the street in the other direction. This street does not have the width needed to stripe bike lanes in both directions.</p> <p><u>51<sup>st</sup> Avenue South and Waters Avenue South</u> - Both streets are too narrow to mark with bike lanes, however, Waters Avenue (continuing into Holyoke Way) makes sense as a substitute route for Rainier Avenue South, southeast of 57<sup>th</sup> Avenue South. This will be added to the next printing of the bike map as a street 'commonly used by bicyclists.' SEATRAN also agrees that Rainier Avenue South south of Seward Park Avenue South is not currently attractive for bicycling, and except for the portion east of Holyoke, it will be removed from the next</p>	

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
						<p>map.</p> <p><u>Wabash Bike Lane</u> - This route on Wabash to Rose, then east to 46<sup>th</sup> is feasible and will be added to upcoming bike map as a 'street commonly used by bicyclists.'</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 review specific decisions on specific matrix items, but to look at the broader, citywide issues.</p> <p>After all of the neighborhood plans have been reviewed by the City Council, the Executive will comprehensively review the bicycle facility requests in all the plans. This will be done as part of the first annual report to the Council by the Executive on strategies contained in the Transportation Strategic Plan (TSP). This review of bicycle facilities and operations will examine how various neighborhood plan proposals fit together within and across subareas of the City, as well as 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</p>	



#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
						<p>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>	
T-2.1	<p><b>Traffic Calming- Seward Park Avenue South.</b> From Othello to Cloverdale, implement the following:</p> <ul style="list-style-type: none"> <li>• Add curb bulbs at major intersections</li> <li>• Provide for a parking lane on the west side of street</li> <li>• Add a bicycle lane on the east side of the street</li> <li>• Retain one travel lane in each direction</li> <li>• Consider raised intersections at key crossings between South Othello Street and South Henderson Street</li> </ul>	Medium	ASAP- Begin conducting more detailed analysis		SEATRAN	<p>This is a broad activity, with many complex elements. SEATRAN believes that further analysis will be necessary to develop a comprehensive strategy that analyzes each of the elements. Note that funding for this type of study is very limited, and SEATRAN suggest that the neighborhood pursue a NMF grant to do the analysis, if this is a high priority. Some comments are given below that address the specific elements - note that these are preliminary comments that might change if a comprehensive study were initiated.</p> <p>There is not enough room along this street for striping a bicycle lane (see response in T-1.3 on bicycle lanes on one side of the street). Proposed change to the street's parking design would require community support from the adjacent property owners. The community can work with SEATRAN to determine the</p>	Elements of this activity will likely be implemented incrementally over time. This activity should be considered as part of the sector work program in the future as opportunities arise.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
						<p>appropriate next steps.</p> <p>If curb bulbs are specifically being pursued for intersections, along this segment of Seward Park Avenue South SEATRAN notes that the community will need to determine specific locations.</p> <p>If there is a safety problem with any of the locations, along this segment of Seward Park Avenue South, requests can be presented directly to SEATRAN. Information needed to review locations with traffic safety concerns include:</p> <ul style="list-style-type: none"> <li>• Specific description of the problem location(s).</li> <li>• Specific description of the problem(s).</li> <li>• Neighborhood contact, with phone number, that SEATRAN can contact for more information and present findings from their review.</li> </ul> <p>The response to this kind of review would not likely be installation of curb bulbs, but instead tend toward possible signing and striping changes to these intersections.</p>	
T-2.2	<p><b>Traffic Calming- Waters Street to Rainier Avenue South.</b> Implement the following:</p> <ul style="list-style-type: none"> <li>• Redesign Waters/Roxbury intersection to prevent wide left turns and speeding down Waters</li> <li>• Improve Waters/Fletcher intersection to prevent stop-sign running</li> <li>• Reconfigure Waters at Rainier to improve parking area for businesses and prevent cut-through traffic avoiding the red light</li> </ul>	Medium	ASAP- Begin conducting more detailed analysis		SEATRAN SPD	<p>Each of these specific recommendations will require further analysis (see response in T-2.1 related to further analysis of activity).</p> <p><u>Redesign Waters/Roxbury</u> - To review this, it would be helpful to have additional information, including a sketch and a description of the problems that are presently seen at the intersection.</p> <p><u>Waters/Fletcher</u> - A review would be necessary to determine if geometric improvements might improve this intersection and solve this problem. However, this also seems like an enforcement</p>	<p>These activities will be considered as part of the sector work program in the future as opportunities arise. These activities will need to be further developed by the neighborhood.</p>

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
						<p>issue for SPD. SPD notes that this intersection will be targeted on a periodic basis for traffic enforcement.</p> <p><u>Waters at Rainier</u> - To review this, it would be helpful to have additional information, including a sketch and a description of the problems that are presently seen at the intersection.</p> <p>While SEATRAN is the lead for the traffic calming measures, SPD will assist with periodic traffic enforcement in these areas.</p>	
T-2.3	<p><b>Traffic Calming- Slowing the “Roxbury Speedway” - Waters Street to Renton Avenue South.</b> People who walk on and cross this street are in fear for their lives, and for the lives of their children. Cars, trucks, and buses generally travel at 40-48 mph, figures confirmed by two studies, one officially conducted by SEATRAN. To alleviate this situation, take immediate action on these recommendations:</p> <ul style="list-style-type: none"> <li>• Redesignate South Roxbury a local residential street.</li> <li>• Design a system of diverters and left-turn prohibitions so as to reduce the number of cut-through cruising and stop-sign running by motorists. Improve Waters/ Fletcher intersection to prevent stop-sign running.</li> <li>• Design curb bulbs between 55th and 57th to reduce speed and create “ped” refuge.</li> <li>• Install chokers on streets afflicted with severe cut-through problems.</li> <li>• Establish a streetscape that includes trees planted in the street’s planting strips.</li> </ul>	High	ASAP: 1 year out maximum		SEATRAN	<p>Each of these specific recommendations will require further analysis (see response in T-2.1 related to further analysis of activity).</p> <p>SEATRAN has concerns about some of the measures suggested, including reclassification of this street and suggested measures of traffic diversion. SEATRAN’s reason for concern is that while this may provide some benefit to South Roxbury Street, the likely effect is that this would shift traffic, raise volumes, and impact operation of other nearby residential, non-arterial streets. SEATRAN does not see moving this traffic and its effects onto these streets as a good solution. If the neighborhood wishes to consider alternatives, funding will need to be secured. The NMF may be on potential funding source for developing further analysis.</p> <p>SEATRAN thinks the installation of curb bulbs from 55<sup>th</sup> and 57<sup>th</sup> Avenues South and pursuing installation of street trees is workable. To be done, both of these projects would require funding.</p> <p>To pursue street trees, it would be important to contact and work with SEATRAN’s Arborist Office. The Arborist Office would work with</p>	This activity will be considered as part of the sector work program in the future as opportunities arise.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
						<p>interested community members in determining what locations would be viable for tree plantings. Staff from the office could also give a sense of what a planting project would cost.</p> <p>DON's NMF program may be a good resource to facilitate these projects.</p>	
T-2.4	<p><b>Improving Five Corners- Intersection of 51st, Renton, and Roxbury.</b> Implement one of the following three alternatives (also refer to Figure 23 of the neighborhood plan):</p> <p><b>Alternative A:</b> Establish a system that closes off left-turns onto Roxbury from southbound Renton. Redirect this flow to eliminate cut-through traffic and direct local access to 54th off of Renton, or by continuing on Rainier to 54th or 57th.</p> <p><b>Alternative B:</b> Design and build a "Roundabout" at this intersection to feed all traffic in an even flow to whichever street the motorist desires.</p> <p><b>Alternative C-</b> Establish traffic calming with designated lanes, new signalized intersections, and allowance for maintaining left turns onto Roxbury.</p>	High	ASAP: 1 year out maximum		SEATRAN	SEATRAN will investigate this location in 1999/2000. To do this review in a way that is meaningful to the community, it would help to have a community contact who is familiar with this location and can share information about identified traffic problems.	SEATRAN will investigate the "Five Corners" location in 1999/2000. Further implementation of this activity will be considered as part of the sector work program in the future as opportunities arise.
T-2.5	<p><b>Rainier View Traffic Calming.</b> Conduct a full traffic analysis of the upper Rainier Beach area to determine other potential residential traffic management needs.</p>		Long Term Activity		SEATRAN	<p>This would be a very large undertaking for which there is presently no funding. Given constraints in staff levels, an effort like this would have to be community-led. A NMF grant might allow the community to:</p> <ul style="list-style-type: none"> <li>• identify study area boundaries;</li> <li>• set specific objectives for the study;</li> <li>• identify specific and general problems to be addressed by the study; and</li> </ul>	This activity will be considered as part of the sector work program in the future as opportunities arise. Community involvement will be necessary for further implementation.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
						<ul style="list-style-type: none"> <li>set-up participation and input from community members with homes in the study area.</li> </ul>	
T-3.1	<p><b>Bus Transit Center.</b> Tie King County Metro bus routes and future local circulator systems to the regional rail transit system. Ensure proposals, design, and future construction of a bus transit center is consistent with the pedestrian boulevard envisioned for South Henderson Street (refer to Figure 25 in the neighborhood plan for a conceptual illustration of community vision for the station area).</p>		Long Term Activity		Metro	<p>Development or improvements to transit facilities (such as bus shelters, bus stops, bus pullouts) within the ¼ mile radius of stations will be considered during the SAP process. However, consideration and implementation of new transit service would be led by King County Metro in coordination with SAP work. (See response in C-1.1. related to forwarding activities to Metro).</p>	<p>SAP staff will consider this activity in their planning process and the Executive will forward this and related recommendations to Metro on the community's behalf. Staff working on the Seattle Transit Initiative will also look at "Intermediate Capacity Transit Service" including feasibility of transit capital investments, such as trolley lines, along South Henderson Street and other corridors throughout the City of Seattle. Further implementation of this activity will be considered as part of the sector work program in the future as opportunities arise.</p>
T-3.2	<p><b>Route 7 Improvements.</b> Request the City work with Metro to make Route 7 safer and more efficient in its connection to Downtown Seattle.</p>		Long Term Activity		Metro SEATLAN	<p>In the first half of 1999, SEATLAN, with Metro, will install and begin testing signal preemption equipment in locations along Rainier Avenue South. This trial/testing work is expressly aimed at improving the flow of Route 7 express service running along the Rainier corridor. As an initial test, the signal preemption equipment is being installed at five intersections along Rainier Avenue South.</p> <p>If there are specific safety concerns the neighborhood has related to the Route 7 bus service, these should be forwarded directly to SEATLAN for review. If the issue is related to</p>	<p>Activity is currently being studied.</p>

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
						<p>security, the community should also consider contacting Metro directly.</p> <p>See response in C-1.1.4 related to forwarding activities to Metro.</p>	
T-3.3	<p><b>Alternative Systems- Multimodal "Lo-Way."</b> Develop a multimodal transit right-of-way within the power line easement to facilitate a regional connection. Constructed as a long-term alternative to fuel-based vehicles, the right-of-way would include lanes for pedestrians, bicyclists, and zero-emission vehicles.</p>		Long Term Activity		SEATRAN	<p>SEATRAN is pursuing the development of a trail in the power line corridor. Called the "Chief Sealth Trail," this work is in the planning stages. SEATRAN is pursuing funding for the trail's construction. As envisioned, it would include providing a pathway for pedestrians and cyclists. This pathway would extend along the power line corridor, from roughly the Beacon Avenue/Orcas Street intersection to the south City limit.</p>	Activity is currently underway with SEATRAN as the lead.
T-3.4	<p><b>Future Electric Trolley Service.</b> As the City moves forward with its Seattle Transit Initiative, ensure Rainier Avenue S is served by an electric trolley connecting Renton to Columbia City with cross valley connections from Seward Park to Beacon where there are light rail stations, such as at South Henderson Street. This would replace bus service on Rainier.</p>		Long Term Activity		<p>Metro</p> <p>SEATRAN</p> <p>SPO</p>	<p>Development of new trolley service would be work led by Metro. SEATRAN would want to review proposals for new transit service to ensure that it would not create problems with traffic safety or operations.</p> <p>See response in C-1.1.4 related to forwarding activities to Metro. Also, Metro will begin the planning to restructure local bus service to feed the light rail stations between 2003 and 2005. Metro will involve the community during this process.</p> <p>Currently, the Seattle Transit Initiative will not be looking at connecting Renton and Columbia City using Rainier Avenue South.</p>	<p>While STI staff are not currently looking at this corridor for trolley service, the work they are doing now in other areas may provide information and/or guidance for future trolley work in the City.</p> <p>This activity will be considered as part of the sector work program in the future as opportunities arise.</p>
T-3.5	<p><b>Local Circulators.</b> Future shuttles will circulate through residential areas with connections to the light rail station and the commercial core. These would replace or supplement existing bus service, as appropriate. Develop loops that would</p>		Long Term Activity		<p>Metro</p> <p>SEATRAN</p> <p>SPO</p> <p>Sound</p>	<p>See response in C-1.1.4 related to forwarding activities to Metro. Also, Metro will begin the planning to restructure local bus service to feed the light rail stations between 2003 and 2005. Metro will involve the community during this process.</p>	This activity will be forwarded to Metro on behalf of the community.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
	connect the MLK Jr. Way & Holly station to the Rainier Beach station via a South Henderson Street- Rainier-Othello-MLK loop.				Transit	See response in T-3.4.	
T-4.1	<b>Code Enforcement:</b> Address proliferation of abandoned vehicles.	High-Medium	Near-Term: 1 to 3 years		SPD DCLU	SPD has an Abandoned Vehicle Task Force that will assist with the identification and removal of abandoned vehicles as staffing allows. SPD has six Parking Enforcement Officers for the entire City dedicated to abandoned vehicle enforcement. The primary contact for this will be the Seattle Police Department's Parking Enforcement Unit. Also, see response in LUH-2.1 related to the City's new enforcement program.	Activity is currently being implemented.
T-4.2	<b>Code Enforcement:</b> Address illegal automotive uses in residential areas (on-street parking and land use impacts).	High-Medium	Near-Term: 1 to 3 years		SPD DCLU	Some automotive-related uses may be permitted in single family zones, subject to specific code requirement. If the community has concerns about whether a specific use is permitted, they can contact DCLU's Code Compliance Program, which is responsible for code enforcement.  See also LUH-2.1 and LUH-2.2.  The Seattle Police Department's Parking Enforcement Unit will assist with the enforcement of illegally parked cars on public streets. The illegal use or illegal parking of vehicles on private property is a DCLU issue.	This activity is already being implemented. DCLU and SPD can assist with specific locations if contacted by the community.
T-4.3	<b>Code Enforcement:</b> Address parked vehicles which block the sidewalk (related to lack of curbs).	High-Medium	Near-Term: 1 to 3 years		SPD DCLU	SPD's Parking Enforcement Unit will assist by issuing citations to vehicles that are blocking the sidewalk. The Seattle Police Department's Parking Enforcement Unit will also assist with the enforcement of illegally parked cars on public streets. The illegal use or illegal parking of vehicles on private property is a DCLU issue.	This activity is already being implemented. DCLU and SPD can assist with specific locations if contacted by the community.
T-4.4	<b>Maintenance:</b> Remove and/or trim	High-	Near-Term:		SEATRAN	Property owners are responsible for maintaining	The community can

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
	vegetation in overgrown planting strips that blocks the sidewalk.	Medium	1 to 3 years		DCLU SPD	<p>the planting strips on streets adjacent to private property and for cutting plant material growing from their property into sidewalk or street areas. DCLU instructs property owners to cut grass or prune overgrowth when needed. The community should contact DCLU with concerns of overgrowth at specific locations. Also, see response in LUH-2.1 related to the City's new enforcement program.</p> <p>SEATRAN will trim overgrowth adjacent to city owned property or from city owned landscaping. The community should contact SEATRAN's Street Maintenance section with specific problematic locations.</p>	implement this activity with assistance from DCLU and SEATRAN.
T-4.5	<b>Maintenance:</b> Reclaim public alleys in private use (affects garbage pickup, etc.).	High-Medium	Near-Term: 1 to 3 years		SEATRAN	This element is not in enough detail to give feedback. If there are specific locations of encroachment that community members would like investigated these should be provided to SEATRAN's Street Use Office. Note, however, that, as part of the Citywide "Policy Docket" discussions, the City will analyze how alleys can be integrated into the streetscape, internal circulation and residential and business needs of the neighborhood.	Activity is on the Policy Docket. Staff will present options to the City Council mid-2000. This activity will be considered as part of the sector work program in the future as opportunities arise.
T-5.2	Consider Restricted Parking Zones for some of the single-family areas, particularly those that may be affected by the regional light rail system.		Long Term Activity		SEATRAN	<p>Pursuit of an RPZ is led by the community. SEATRAN will provide information on the next steps.</p> <p>In the areas within approximately ¼ mile of a light rail station, the City's SAP staff, with neighborhood involvement, will discuss parking management strategies in further detail. A number of parking management strategies, including RPZ's, can be used to deal with the commuter parking problems that might be expected around a station. The optimal solution</p>	Activity is being studied as part of SAP. .



#	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>	<i>City Action</i>
						would involve a combination of strategies that will be clarified through SAP.	

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