

Columbia City Approval and Adoption Matrix

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Prepared by the Columbia City Planning Committee and the City of Seattle Interdepartmental Review and Response Team. Compiled by the Strategic Planning Office. Revised by the City Council and Council Central Staff.

October 1, 1999

Introduction

PURPOSE, STRUCTURE AND FUNCTION OF THE APPROVAL AND ADOPTION MATRIX

Through the City of Seattle's Neighborhood Planning Program, 37 neighborhoods all over Seattle are preparing neighborhood plans. These plans enable people in neighborhoods to articulate a collective vision for growth and change over the next 20 years and identify activities to help them achieve that vision. The plans are also intended to flesh out the City's Comprehensive Plan. Because each plan is unique, this Approval and Adoption Matrix has been designed as a standard format for the City to establish its work program in response to the recommended activities proposed in the specific neighborhood plan and to identify implementation actions to be factored into future work plans and tracked over time. The development of the Sector Implementation plans and a central database will be the primary tools to track implementation of the activities in all the neighborhood plan matrices over time.

The matrix is divided into two sections:

- I. *Key Strategies*: usually complex projects or related activities that the neighborhood considers critical to the successful implementation of the neighborhood plan.

The neighborhood planning group or its consultant generally fills in the Activity, Priority, Time Frame, Cost Estimate and Implementor columns. The City Response column reflects City department comments as compiled by the Strategic Planning Office. The City Action column in Section II and the narrative response to each Key Strategy are initially filled in by City departments, then reviewed, changed if appropriate, and finalized by City Council. Staff from almost every City department have participated in these planning efforts and in the preparation of this Matrix. Ultimately, the City Council will approve the Matrix and recognize the neighborhood plan by resolution. Some neighborhood recommendations may need to be examined on a city-wide basis before the City can provide an appropriate response. This is usually because similar recommendations are being pursued in many neighborhoods and the City will need clear policy direction to ensure a consistent city-wide response. Such recommendations are being referred to the "Policy Docket", a list of policy issues that will be presented to City Council for further discussion and action.

ACTIVITIES ALREADY ACCOMPLISHED BY THE COLUMBIA CITY PLANNING COMMITTEE

P-2 Pedestrian Overlay Zone

Worked with the City to create a P-2 Pedestrian Overlay Zone along Rainier Avenue S in the Columbia City and Hillman City cores. This will help strengthen and reinforce the Columbia City urban village as a pedestrian-oriented neighborhood center. The P-2 Pedestrian Overlay Zone will reduce parking requirements for businesses and limit uses to those that generally create pedestrian activity.

Neighborhood Revitalization Area

The City obtained HUD approval of a neighborhood revitalization area in Southeast Seattle that includes Columbia City. This program will result in regulatory flexibility as it relates to the use of federal funds for specific and achievable community revitalization objectives and could result in access to new funds for neighborhood based efforts which meet neighborhood plan objectives. The Columbia City planning area benefits from

inclusion in this program and groups such as HomeSight and SEED will be provided new tools to help meet community needs.

Multifamily Tax Abatement Program

Made Columbia City planning area (including the homeownership zone) eligible for the City's Multifamily Tax Exemption Program. State law, RCW 84.14, allows Seattle to offer a property tax exemption as an incentive for the development of new multi-family housing, both ownership and rental. The neighborhood places a high value on use of the program for condominium projects. The program exempts the portion of property tax attributable to the building for ten years. This tool could be used in concert with other incentives to attract the type of market rate development desired for the neighborhood, including housing produced for the home ownership zone. All projects which receive tax exemption will be subject to design review. The program will be reviewed annually to evaluate its effectiveness.

Acronyms & Definitions

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)

EIF Early Implementation Funds

ESD Executive Services Department (City of Seattle)

GMR General Mailed Release (DCLU Publication)

HSD Human Services Department (formerly a part of the Department of Housing and Human Services) (City of Seattle)

KC Metro King County Metro Transit Division

MOSC Mayor's Office for Senior Citizens, a section of HSD's Aging and Disabilities Services Division.

NMF Neighborhood Matching Fund (Department of Neighborhoods)

NPO Neighborhood Planning Office (City of Seattle)

OED Office of Economic Development (City of Seattle)

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

OH Office of Housing (formerly a part of the Department of Housing and Human Services) (City of Seattle)

OIR Office of Intergovernmental Relations (City of Seattle)

OUC Office of Urban Conservation (City of Seattle, Department of Neighborhoods)

ROW Right-of-way

RPZ Restricted Parking Zones

SAC Seattle Arts Commission (City of Seattle)

SAP Station Area Planning Team (a work unit led by of SPO, the team includes many departments)

SCL Seattle City Light (City of Seattle)

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

SEED Southeast Effective Development

SESAC Southeast Seattle Arts Council

SHA Seattle Housing Authority

Sound Transit (formerly Regional Transit Authority [RTA])

SPD Seattle Police Department (City of Seattle)

SPL Seattle Public Library (City of Seattle)

SPO Strategic Planning Office (formerly part of Office of Management and Planning [OMP]) (City of Seattle)

SPU Seattle Public Utilities (City of Seattle)

SSD Seattle School District

WSDOT Washington State Department of Transportation

HIGHLIGHTS OF STATION AREA PLANNING RECOMMENDATIONS

(All of the recommendations listed below are separately identified in the following matrix. At the neighborhood planning group's request they are compiled here together to provide a comprehensive summary of the various recommendations.)

The development of a Sound Transit light rail transit (LRT) corridor and station within Columbia City will be the community's most important revitalization opportunity in the early 21st century. To realize this opportunity, the community and the City, in cooperation with Sound Transit, must plan a focused set of actions that minimizes the intrusive aspects of the LRT corridor and maximizes the positive redevelopment and transportation related benefits.

The Columbia City/Hillman City/Genesee Neighborhood Plan was prepared prior to Sound Transit's selection of a final LRT corridor alignment or station location. Because of the uncertainty regarding a critical element in the community's future, the plan's recommendations for the Columbia City core and the MLK corridor have necessarily been less specific than if there were a solid corridor and station design proposal. However, the top priority for community and City efforts during the next several years must be to continue to plan, fund and construct the civic improvements and private redevelopment to complement the LRT station for the benefit of the community. To this end, the following recommendations assume highest priority. Some recommendations are to be accomplished regardless of the station location while others depend on a specific station site. In general, the focus of efforts in the Columbia City core should be on constructing the indicated public improvements and joint development projects in the core and to improve the MLK streetscape and residential community along that corridor. Because MLK has been preliminarily selected as a station site, substantially more extensive traffic, aesthetic and environmental improvements, as well as redevelopment projects, will be needed along the MLK corridor and substantially more extensive public investment must be made in the core to maintain the community's commercial and civic focus.

Note: In February 1999, the Sound Transit Board voted and approved a preliminary preferred light rail alignment that would emerge from a tunnel under Beacon Hill, to an aerial station in the McClellan area, touching down to a surface alignment on MLK Jr. Way. The exact station location to serve the Columbia City area is still being determined, but Sound Transit and the City have worked with the community to determine that it will be north of S Edmunds and south of S Alaska.

The following station area actions are included in the recommendations related to station area planning within this matrix:

Key station area actions regardless of which station is selected:

- Provide curb, gutter, sidewalk, and street tree improvements on residential streets within the Columbia City core.
- Improve pedestrian access between Rainier Vista and the Columbia City business district.
- Strengthen Columbia Park and expand the Columbia City Library.
- Give special consideration towards private property loss compensation and assist in relocating residents.
- Rezone areas zoned L-2 and L3-RC, west of Rainier Avenue, between S. Lilac Street and S. Genesee Street, to LDT.
- Reduce the height limit at the Columbia Plaza/Seafirst Bank site from 65 to 40 feet.
- Develop car/bus drop off sites close to the transit station.
- Conduct a detailed transportation analysis of all major north-south transportation corridors within the areas influenced by the ¼ mile station area planning boundary.
- Develop a bus loop system connecting area neighborhoods to the transit station.
- Maintain current mobility standards along Martin Luther King Jr. Way.
- Improve bicycle access on Martin Luther King Jr. Way or Rainier Avenue S.

Key station area actions if the Columbia City underground station site is selected:

- Integrate the primary station entry into the redevelopment of the Columbia Plaza site.
- Create station entries at 37th Avenue S., S Edmunds Street and off of Rainier Ave. S.
- Preserve historic streetfront buildings in Columbia City.
- Provide streetscape improvements on 37th Avenue S (above light rail tunnel route) including street trees, curbs, gutters, new sidewalks, street furniture, signage, etc.
- Develop a linear park with separated pathways along the west side of Rainier Avenue S north of S Alaska.
- Improve the streetscape and residential community along Martin Luther King Jr. Way S.

Key actions if one of the MLK at-grade or elevated station sites is selected:

- Coordinate the development of the station and alignment with the redevelopment of the Rainier Vista public housing garden community.
- Provide for streetscape and pedestrian improvements such as widened sidewalks, landscaping, street trees, and improved sidewalks on MLK to mitigate for rail alignment and limited street crossings.

- Provide for effective signalization and traffic control at the MLK / S Alaska intersection to enhance pedestrian safety while maintaining good mobility standards.
- Explore the option of closing off 31st Avenue S between S Alaska and MLK to increase redevelopment opportunities.
- Explore opportunities to create a small park/open space area near the southeast corner of MLK and S Alaska in conjunction with condemnation for alignment and possible closure of 31st Avenue S.

- Develop a stairclimb/pedestrian access from the Beacon Hill area towards the transit station.
- Add bicycle and pedestrian improvements on Columbia Way S / S Alaska Street up to Beacon Hill.

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 Implementation plan 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 1999-2000.

A. COLUMBIA CITY COMMUNITY FOCUS

Description

Goal: Strengthen the Columbia City Core as a historic, mixed-use, pedestrian oriented community focus.

Columbia City has the opportunity to be South Seattle's premier community-based center for cultural and commercial activity. To achieve this, the plan recommends intensification of commercial and residential uses while maintaining the "small town" historic scale, integrating the transportation system, and improving community services. Because the core is the community's central focus, pedestrian connections reaching outward are a high priority, as are the improvement of Columbia Park and the greening of Orca School's westside playfield. Public/private efforts should be undertaken to develop key parcels within the core to help ensure quality and contributing development.

Integrated City Response

This strategy is consistent with the Comprehensive Plan. The Executive supports the neighborhood's efforts to foster development in close proximity to the light rail station by providing pedestrian and bicycle improvements, transit improvements, public open spaces, plazas, and streetscape improvements.

A number of recommendations are already being considered as part of the station area planning process. In addition, the City Council has passed an interim ordinance that prevents specific types of new auto-oriented development from occurring within 1/4 mile of proposed light rail stations until station area planning (SAP) is complete.

The final report SAP staff submits to Council, at the end of 1999, will include a list of recommended actions from all the neighborhood plans, (including the Columbia City Approval and Adoption Matrix) relating to station area planning. This list will also detail the recommended actions and issues that still need additional work or consideration. The SAP final report will also include background information from the station area planning process and identify legislation or further resources needed to implement the recommended actions.

Council can then choose to forward recommendations that were not finalized to the appropriate department for further staff work and also to the Neighborhood Development

Manager (NDM) for tracking. These additional recommendations will already be included in the central database as activities for departments to complete and the NDMS to monitor. Each activity as originally written in the matrix will also be included in the database with a cross reference to the recommendation in the SAP final report.

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

Lead Department: DON

Participating Departments: SEATRAN, DPR, SPO, OED, SPD, Library

Activities Already Underway

1. As part of light rail SAP, in March 1999 the Seattle City Council passed an ordinance relating to land use and zoning for the areas within approximately 1/4 mile of 10 of the 16 light rail stations planned for the City. Ordinance 119394 recognizes that the station area planning process is designed to encourage transit-oriented development near stations. Because detailed station area plans, due to the City Council by the end of 1999, may include proposals to change the City's zoning to achieve transit-oriented development, the ordinance imposed interim regulations that enable the City to temporarily prohibit new land uses that are incompatible, certain auto oriented uses, with transit-oriented development.

2. The City's station area planning team is considering the activities in this and other neighborhood plans.

Tasks to be Undertaken in 1999-2000

1. Policy Docket Issues:
 - a) The City's current policies and practices on sidewalk maintenance, construction and related drainage requirements are currently being reviewed by SEATRAN. SEATRAN's report and recommendations will be presented to Council in 1999. A second and related policy analysis will explore placing special emphasis on funding opportunities for designated walking areas, such as designated urban villages. SEATRAN will present recommendations to the Council on funding options in January 2000.
 - b) An analysis of whether, and if so how, the current service delivery and vehicular circulation function of alleys can be maintained while also integrating alleys into the streetscape, internal pedestrian circulation and residential and business needs of the neighborhood will be presented to Council in second quarter 2000.
3. SEATRAN will review specific recommendations regarding streetscape and intersection improvements as they are forwarded by the neighborhood.
4. DPR, SEATRAN and SPD will hold discussions to finalize solutions for addressing safety issues around Rainier Playfield in 1999.
5. A reader board sign to announce Rainier Community Center, SEED and general community activities will be installed at Rainier Avenue S and S Alaska in 1999.
6. 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 Southeast sector implementation plan.
7. Identify next steps for continued implementation.

A. COLUMBIA CITY COMMUNITY FOCUS						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
A1 – Capital Infrastructure						
A1-a	Develop the 37 th Avenue S. tunnel light rail transit (LRT) route with an underground transit station at 37 th Avenue S. and S. Edmunds Street to provide a centralized transit station and build upon Columbia City's opportunity to become South Seattle's premier community-based center	High	Long term		Sound Transit SPO (SAP)	Ultimately, light rail alignment, station locations, system construction and system operation are the responsibility of Sound Transit. In February 1999, the Sound Transit Board voted and approved a preliminary preferred light rail alignment that would emerge from a tunnel under

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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	for cultural and commercial activity. If a Martin Luther King Jr. Way S route is chosen, provide substantially more public and private investment in the Columbia City Core.					<p>Beacon Hill, to an aerial station in the McClellan area, touching down to a surface alignment on MLK Jr. Way S. The exact station location to serve the Columbia City area is still being determined, but Sound Transit and the City have worked with the community to determine that it will be north of S Edmunds and south of S Alaska.</p> <p>The City will work with Sound Transit to ensure that mitigation addresses impacts resulting from the construction and operation of light rail - especially for property and business owners. As appropriate, the City's Station Area Planning effort will explore opportunities to provide substantially more public and private investment in the Columbia City Core to implement this Key Strategy.</p>
A1-b	Provide street, sidewalk, street tree, and alley improvements in existing single family neighborhoods. A capital improvement plan for the existing single family neighborhoods should be developed in conjunction with home ownership zone strategies for new housing and preservation of existing housing. Many streets within the low and moderate income single family areas of Columbia City are in poor repair. Sidewalks, curbs and gutters do not exist or are deteriorated. Alleys are not paved or are in poor repair. Neighborhood residents do not have the resources to make improvements through local improvement districts. City investment in infrastructure would contribute to the appearance, longevity and stability of the area and could help attract new infill development.	High	Where possible, implement in conjunction with light rail improvements		SEATRAN, SPO (SAP), community	<p>The City's Station Area Planning effort is working on ways to integrate the light rail station into the surrounding community. Opportunities to create better connections and provide pedestrian improvements are an important focus of this work. S Edmunds St, from MLK Jr. Way S to Rainier Ave S, will receive particular attention. Improvements to this street would be to connect the light rail station on MLK Jr. Way S. to the Columbia City business area on Rainier Ave S.</p> <p>For other locations and overall neighborhood streetscape improvements, SEATRAN has general comments on the different types of desired improvements. These are provided below:</p> <p>Street Trees: SEATRAN's Arborist's Office is willing to join with other departments and the community to develop a master planting and maintenance plan for the neighborhood's street trees.</p>

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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>The "plantability" of various locations along Rainier Ave S depends upon the individual characteristics of each location – key considerations include the condition of overhead wiring, sidewalk widths, and lighting. The NMF and SCL's Urban Tree Replacement Program could be possible resources for a street tree planting project.</p> <p>The Urban Tree Replacement Program provides communities with a minimum of 100 trees. SCL works with communities to assess project sites, provide trees, prepare planting sites, and provide limited care for open space or street side plantings. Community volunteers and residents plant the trees and the adjacent property owners assume ownership and maintenance. All projects are reviewed by the City Arborist for permit approval.</p> <p>Street improvements: In general, street improvement fund sources do not provide money for work on nonarterial streets. The limited amount of money SEATRAN has for nonarterial street maintenance is focused toward our chipseal program. This program's aim is to extend the pavement life for asphalt streets in residential areas. It does this by sealing the street with an oil coat and strengthening the pavement with rock pressed into the oil coat. This work was most recently done in the Columbia City neighborhood in 1994. Based on the current level of funding it is anticipated additional chip sealing will be done in Columbia City in 2005.</p> <p>Sidewalks: SEATRAN has some limited funding for sidewalk improvements. The amount of funding is small relative</p>

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						<p>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 – including landings at street corners, alley crossings over sidewalks, and locations where sidewalk damage is caused by the roots of City street trees. Otherwise, sidewalk maintenance and improvement is held as the responsibility of adjacent property owners. Public funding of new sidewalk construction would require a change in City policy. Issues regarding construction and maintenance of sidewalks have been referred to the Policy Docket. The City's current policies and practices on sidewalk maintenance, construction and related drainage requirements are currently being reviewed by SEATRAN. SEATRAN's report and recommendations will be presented to Council in 1999. A second and related policy analysis will explore placing special emphasis on funding opportunities for designated walking areas, such as designated urban villages. SEATRAN will present recommendations to the Council on funding options in January 2000.</p> <p>Alleys: Currently, adjacent property owners are responsible for improving and maintaining alleys. Use of public funding for alley construction and maintenance work would require a change in City policy. An analysis of whether, and if so how, the current service delivery and vehicular circulation function of alleys can be maintained while also integrating alleys into the streetscape, internal pedestrian circulation and residential and business needs of the neighborhood will be presented to Council in second quarter 2000.</p> <p>Overall Streetscape Improvements: The City's SAP staff, with neighborhood involvement, will</p>

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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>explore opportunities for improving the surrounding pedestrian system and neighborhood streetscape during SAP. Coordination with SEATRAN and Sound Transit will be critical.</p> <p>Overall, this is a very broad request. To give good technical feedback to the community on street improvement ideas, SEATRAN needs the following kinds of information: 1) the specific project location, 2) a rough proposal/sketch for the proposed street design, and 3) a description of how the change would accommodate the kinds of travel that would be affected by the proposal -- car, truck, transit, bike, and pedestrian.</p> <p>Capital Improvement Plan: SEATRAN does not have funding to do a plan of this magnitude or to implement the elements that would be included in such a plan. Funding to implement a capital improvement plan must be available in order to make the plan valuable. The neighborhood could work on their own to outline and prioritize the most important improvements needed in the neighborhood. SEATRAN can then focus resources on evaluating individual projects.</p>
A1-c	<p>Enhance Rainier Playfield. Develop unique park entryway features at both Rainier Ave S entrances, particularly at S Alaska Street to improve the connection with Columbia City, Columbia Park, and the Genesee Business District. Enhance crosswalks at both intersections to improve safety and visibility. Develop landscaped stairclimbs at both Rainier Ave S entrances to enhance neighborhood access to the park. Develop a pathway around the interior of the park. Improve the pedestrian connection between the park and the community center.</p>	High			DPR, SEATRAN, SPD, community	<p>DPR has an agreement with Pepsi Co. to install a reader board sign at Rainier Avenue S and S Alaska Street to announce Rainier Community Center, SEED and general community activities in a variety of languages. DPR is also supportive of the concept of landscaped stairs; however, there is no current funding available for this project.</p> <p>DPR is working with SEATRAN and the Police Department to address safety issues at the intersections around the playfield. SEATRAN has developed a preliminary plan for improvements on 38th Avenue S, between the playfield and the community center, that</p>

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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						was presented to the Community Center Advisory Council in December. Further discussion will occur to finalize solutions. DPR has collaborated with the Rainier Little League on a King County Youth Sportsfield Grant and NMF grant to improve the three fields at Rainier Playfield. In addition, DPR currently has the following <i>unfunded</i> improvements listed in its Major Maintenance Plan: basketball courts; irrigation and drainage; sewer and drainage rehabilitation; and tennis court upgrade. DPR does not have funding for the type of improvements listed in the plan and would recommend that the community consider applying for NMF grants for entryway enhancements and other planning and design. DPR will work with the community on design and construction if an external grant source is found.
						SPD is available to provide a Crime Prevention through Environmental Design review for any enhancements made at this playfield. SPD recommends that these principles be incorporated at the design phase instead of the implementation phase.
A1-d	Enhance Columbia Park (a.k.a. Columbia Green). Although one of the community's most valued assets, Columbia Park is underutilized and in need of improvements. Hire a landscape architect to work with the community and create an improvement plan for the park.	High			DPR, community	Additional discussions about this project will be part of SAP. The City is supportive of creating an improvement plan for this park but has not identified funding for developing a plan at this time. If the community would like to move forward more quickly on this recommendation they can seek alternative funding sources. The NMF or EIF are possible funding sources.
A1-e	Improve the pedestrian connection between Rainier Vista and Columbia City. Provide sidewalks, landscaping, street trees, lighting, and signage improvements to S Alaska and S Edmunds streets from Martin Luther King Jr. Way S to Rainier Avenue S.	High	Examine in detail during the station area planning process.		SEATRAN, SHA, SPO (SAP)	Improving pedestrian connections is a goal of the Station Area Planning effort. Plans call for making substantial improvements to South Edmunds Street – creating an attractive pedestrian connection between the business district and light rail station – and improving the connection from Rainier Vista to Columbia City.

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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>SHA has been awarded a HOPE VI grant from HUD for \$35 million to redevelop the Rainier Vista development into a mixed income community with a new street grid and increased density to support light rail use. This project will provide an excellent opportunity for the City, SHA, and Sound Transit to strengthen the connections among Rainier Vista, the Columbia City business district, and the Edmunds light rail station.</p> <p>The City's SAP staff, with neighborhood involvement, is exploring opportunities for improving the surrounding pedestrian system during SAP. Coordination with SEATRAN and Sound Transit will be critical.</p>
A1-f	Provide streetscape improvements in the business district core. Extend the signature streetscape pattern/elements of Columbia City's Historic District on Rainier Ave S, northward from S Edmunds Street to S Alaska Street and on side streets just off of Rainier Ave S, as streetfront redevelopment occurs. This includes brick paving patterns, street lights, landscaping, and street furniture improvements.	Med	Contingent upon redevelopment activity.		Developers (as re-development occurs)	<p>See response to A1-b.</p> <p>SEATRAN would want to review suggested improvement ideas to ensure that they would not present safety or operational problems in the street or sidewalk area. Any conceptual drawings that could be provided would assist SEATRAN in this review.</p>
A1-g	Reduce the total number of travel lanes on Rainier Ave S within Columbia City from four to two, plus a center turn lane. Although this would serve as a traffic calming measure, it can improve efficiency by moving left-turning vehicles out of the through lanes. It may also provide additional space for bicycle lanes.	Med	Contingent upon alignment, street improvements and findings from future studies.		SEATRAN	<p>A change like this needs to be considered very carefully. Rainier Ave S is a principal arterial and a heavy carrier of local, regional, and transit traffic. This plan suggests – and SEATRAN supports – improvement to this street's pedestrian character. The plan includes ideas for exploring bike-related improvements along these streets. 65. In addition, as a major street, how Rainier Ave S operates affects the operation of the street system district-wide. A redesign that would reduce the street capacity would push traffic to other streets – arterial and nonarterial – and affect how they operate. It seems likely, too, that the street's operation would be affected by changes made to MLK Jr. Way S to carry future light rail.</p>

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						<p>The suggested change could have the potential to congest Rainier Ave S itself, and affect safety and operations on adjacent arterials, and nonarterial streets. At this time and as described, SEATRAN does not support this change; however, pending future studies of Rainier Ave S and MLK Jr Way S done as part of station area planning/construction mitigation, the proposed change may be feasible. SEATRAN can look for other ways to incorporate bicycle traffic into the streetscape.</p>
A1-h	<p>Create angled parking on side streets within the business district core. This will help to provide more parking for Columbia City businesses. The streets include S Angeline, between 38th Ave S and 39th Ave S; S. Edmunds one block east of Rainier Ave S; S Ferdinand, on the east side of Rainier Ave S; and on S Hudson, one block west of Rainier Ave S. In conjunction with these improvements, enhance the existing angled parking area on S Hudson, east of Rainier Ave S, by providing paving and striping improvements. Ensure, however, that all parking revisions do not conflict with other recommendations, including sidewalk, landscaping, and other streetscape improvements.</p>	Med	<p>A study on the project's feasibility is essential.</p>		SEATRAN, community	<p>SEATRAN staff worked with community members in investigating the potential and workability of placing angled parking on these streets. This has included identifying local streets where installation of angled parking could work operationally.</p> <p>The work done by SEATRAN reviewing angled parking locations has been presented to neighborhood proponents so that these ideas can be reviewed by affected businesses and residents. A key toward pursuing street changes like this is in ensuring there is understanding of these changes and strong support for them among affected businesses and residents. The community can work with adjacent businesses and residents to develop the consensus needed to pursue them.</p>
<p>A2 – Regulatory Measures. (Refer to C2 for all zone change recommendations)</p>						
A2-a	<p>Develop measures to inform prospective business owners within Columbia City of the Historic District designation. This is essential at the business license stage to inform businesses of the requirements for signage, exterior work, etc., within a historic district.</p>	Med	<p>Implement as soon as possible.</p>		Community, Landmark Committee, DCLU, OED.	<p>As part of its Main Street Program, SEED's Main Street Coordinator welcomes new businesses to the Columbia City business district and provides a variety of assistance and information to both existing and new businesses regarding the area's historic district designation.</p> <p>The most effective method to notify new businesses of</p>

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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>the Columbia City Landmark District designation may be to encourage area property owners and commercial real estate brokers to inform interested tenants of the Landmark District designation and to encourage prospective tenants to contact SEED's Main Street Coordinator or the Rainier Chamber of Commerce for additional information. SEED's Main Street Coordinator will continue to work with the Columbia City Landmark District coordinator to provide information to new and prospective business owners.</p> <p>The Landmarks Preservation Board and Columbia City Landmark District Review Committee, in reviewing applications, are guided by the adopted guidelines in the Columbia City Landmark District Ordinance, the adopted Columbia City Landmark District design guidelines and the Secretary of the Interior's Standards for Rehabilitation. These specify materials, colors, signage, planting, and other design-related considerations which are to be allowed, encouraged, limited or excluded from the District. Changes to buildings, structures, and other property may only occur with a Certificate of Approval from the Landmarks Preservation Board. The Columbia City Landmark District Review Committee is currently reviewing the ordinance and is considering changes to a number of design aspects in the district.</p> <p>DCLU does not have a role at the business license stage. DCLU's role begins at the application stage of a land use or building permit. DCLU verifies conformance with Landmarks Preservation Board and Landmark District Review Committee requirements as part of any land use or building permit review process.</p>

A3 –Programs

A3-a	Develop a parking management plan for Columbia City.	Med			Rainier	The City's SAP staff are discussing ways to discourage
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A. COLUMBIA CITY COMMUNITY FOCUS

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<p>Seek formal approval for public use of the area's private parking lots. Manage employee parking in ways that reduce impacts on customer/visitor parking availability.</p>				<p>Chamber, community, SEATRAN</p>	<p>hide-and-ride parking and to develop parking management strategies during SAP. Operation of the light rail station will likely have an impact on the local parking system, although it is not yet clear what this impact will be – as the station is not designed and in operation. SEATRAN agrees that maintaining a functional parking system will need to be addressed as the station goes into operation. Several parking management strategies, including Restricted Parking Zones (RPZs), can be used to deal with the commuter parking problems that might be expected around a station. The combination of strategies that would best address station-related parking impacts will be clarified through SAP.</p> <p>The community can take steps to begin these studies by working with consultants during SAP work. Possible funding could be through the NMF. The Executive has several parking projects underway which may be able to inform work on parking issues in Columbia City. The community may want to wait until this parking projects are complete before pursuing an neighborhood specific study. These include:</p> <ol style="list-style-type: none"> 1. SPO is conducting a comprehensive, though focused, parking study to provide background information that will provide the basis for recommending approaches or solutions for parking requirements for certain land uses; specific parking management strategies to promote transit-oriented development around Sound Transit stations; and on-street parking restrictions that minimize "hide-and-ride" parking around Sound Transit stations. The SPO study methodology will allow the City to apply the recommendations particular to the Sound Transit light rail station areas to other neighborhoods as

A. COLUMBIA CITY COMMUNITY FOCUS						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>appropriate.</p> <p>2. DCLU, as part of an interdepartmental effort, has begun to look for ways to allow flexibility in the Land Use Code to provide off-street parking. The scope for this project includes: allowing new development to provide additional parking (principal use parking), creating more opportunity for shared parking, and revising development standards such as those for allowed distance between uses and their off-site parking, and appropriate street-level treatment for parking structures. DCLU is scheduled to present recommendations to Council by the end of 1999.</p>
A4 – Special Opportunities						
A4-a	<p>Redevelop the Columbia Plaza site. Originally the Tradewell Supermarket, this structure, built in 1957, ignores both the historic pattern of streetfront buildings on Rainier Ave S and Columbia Park in the rear, and detracts from the ambiance of the neighborhood. Redeveloping this key site consistent with the neighborhood's traditional historic pattern not only would strengthen the appearance of Rainier Ave S and Columbia Green, but could provide a vibrant mix of uses including retail, housing, and offices. The site's redevelopment should also incorporate a permanent location for the Farmers Market (connected to Columbia Park).</p>	High	<p>Incorporate the site's redevelopment into the station area planning process during 1999.</p>		<p>Property owners, SEED, Rainier Chamber, OED, Community</p>	<p>Columbia Plaza's location along S Edmunds St makes it a key factor in efforts to integrate the Edmunds light rail station with the Columbia City business district.</p> <p>OED staff are working with SEED in its efforts to identify and contact the property owner of the Columbia Plaza building, located at 4801 Rainier Ave S. Previously a Tradewell Grocery Store, the facility is currently used for several retail operations. As discussed at a recent interdepartmental meeting, the Columbia City Neighborhood Plan identifies the need to redevelop this key site consistent with the neighborhood's traditional historic character. The community believes redevelopment of the identified site would strengthen the appearance of Rainier Ave S and could provide a vibrant mix of uses, including retail, housing, and office space, and serve as a permanent home for the Columbia City Farmers Market. SEED is interested in acquiring the parcel.</p>
A4-b	<p>Green Columbia Elementary School's (Orca) Playground. The playground on the west side of the school currently</p>	High			School District,	<p>DPR understands that the school and community are working on a greening proposal for the school site. DPR</p>

A. COLUMBIA CITY COMMUNITY FOCUS

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	looks like an abandoned parking lot with its cracked asphalt and chain link fence. Breaking up the starkness of the playground with "green" elements would contribute to improving the image of the neighborhood.				community DPR	<p>has encouraged the principal and community to discuss design options, as they share a mutual interest in improving the site. The Orca School project may be eligible for Grey to Green funding through DPR in 1999. This funding does not cover design work. Planning and design work could be funded through the NMF. Community efforts to improve both Rainier Playfield and Orca School should be coordinated with work already completed by other community groups focusing on each effort.</p> <p>The City's Station Area Planning effort is considering potential streetscape improvement alternatives for S Edmunds St from MLK Jr. Way S to Rainier Ave S, which borders the Columbia Elementary School site</p>
A4-c	Find a permanent home for Columbia City's Farmers Market. Incorporate provisions for a Farmers Market site in the redevelopment of the Columbia Plaza site and Columbia Park improvements.	High	Incorporate into the station area planning process during 1999.		Property owners, developers, community, OED	The OED is currently working with SEED to identify and contact the owner of the Columbia Plaza site. The objective is to determine the feasibility of SEED acquiring the site, which could serve as the permanent home for the Columbia City Farmers Market.
A4-d	Participate in efforts to expand the Columbia City Library. Work with the Seattle Library to develop an expansion plan for the Columbia City branch library. Special attention will be paid to the needs of school age children, residents of Rainier Vista, and the blind. Retain architectural integrity of historic structure with expansion.	Med High			Library, City, community, DON	The Seattle Public Library has identified a number of libraries for renovations and expansions in the "Libraries for All" plan. This plan includes the Columbia City library with a projected completion date of 2003. Columbia City is the smallest of the Seattle branch libraries funded by Carnegie grants. It is currently 5,838 square feet. The proposed addition of 5,440 square feet will effectively double its current size. It will have a total program space of 11,278 square feet including: more seating; an expanded book collection; special areas serving children, young adults, and adults; more computer work stations and instructional areas; modern electrical, mechanical and air conditioning systems; a more efficient lobby, circulation desk, and staff area; and additional parking.

A. COLUMBIA CITY COMMUNITY FOCUS						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						The neighborhood will be invited to participate in design and service development discussions for the expanded library. Any changes to the exterior of the existing building and any new addition will need to be reviewed by the Columbia City Landmark District Review Committee and reviewed and approved by the Landmarks Preservation Board.
A4-e	Enhance and promote the Rainier Valley Cultural Center. Provide improvements such as new signage. Integrate the events of the cultural center into the community	Med High			SESAC, community, DON	This is primarily a community activity. Funding for improvements could be pursued through the NMF.
A4-f	Open an art gallery on Rainier Avenue in Columbia City This is a high priority of Southeast Seattle Arts Council (SESAC). Provide gallery space at the street level with artist live/work space above.	Med			SESAC, community	This gallery is already open. The success of this endeavor represents future opportunities for the planning group to partner with SEED, the Chamber and local property owners to discuss and strategize about future project-specific opportunities.
A4-g	Redevelop the Furon site if current activities cease. Furon, an aerospace, medical, and computer components manufacturing industry, occupies the largest piece of property under single ownership along Rainier Avenue S, within the Columbia City area (<i>approximately 4.5 acres</i>). Although Furon has been a valuable source of employment in Columbia City since 1955, the site represents a valuable redevelopment opportunity should Furon's activities cease in the near future. If this occurs, a combination of pedestrian oriented neighborhood services, retail, office, and residential uses would be appropriate at this location. Redevelopment here would be an opportunity to substantially improve the streetscape of S Hudson and S Dawson streets, and 37 th Avenue S, in addition to the Rainier Avenue S streetfront.	Med	Depends on when Furon activities cease.		Property owners, SEED, OED	As Furon's lease approaches expiration, OED will on a continual basis talk with Furon concerning the company's future plans for conducting business in the current location.

B. RAINIER CORRIDOR

Description

Goal: Enhance the Rainier Corridor as a series of commercial districts and neighborhood centers along an efficient transportation corridor.

Rainier Avenue S is often thought of as a homogenous commercial corridor, when in fact there are several individual district segments that each have their own character and opportunities. The fundamental strategy of the Rainier Corridor is to focus on these specific areas by recommending regulatory activities and capital improvements that reinforce and strengthen their identity.

Integrated City Response

This strategy is consistent with the Comprehensive Plan. The Executive supports the neighborhood's desire to improve the overall streetscape and operation of major community arterials. However, the City relies upon this major arterial to carry a significant amount of traffic, and any change on this arterial has the potential to shift traffic onto local, residential streets.

A number of recommendations are already being considered as part of the station area planning process. In addition, the City Council has passed an interim ordinance that prevents specific types of new auto-oriented development from occurring within 1/4 mile of proposed light rail stations until station area planning (SAP) is complete.

The final report SAP staff submits to Council, at the end of 1999, will include a list of recommended actions from all the neighborhood plans, (including the Columbia City Approval and Adoption Matrix), relating to station area planning. This list will also detail the recommended actions and issues that still need additional work or consideration. The SAP final report will also include background information from the station area planning process and identify legislation or further resources needed to implement the recommended actions.

Council can then choose to forward recommendations that were not finalized to the appropriate department for further staff work and also to the Neighborhood Development Manager (NDM) for tracking. These additional recommendations will already be included in the central database as activities for departments to complete and the NDMS to monitor. Each activity as originally written in the matrix will also be included in the database with a cross reference to the recommendation in the SAP final report.

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

Lead Department: SEATRAN

Participating Departments: SPO, DPR, DCLU, SCL, DON

Activities Already Underway

1. As part of light rail SAP, in March 1999 the Seattle City Council passed an ordinance relating to land use and zoning for the areas within approximately 1/4 mile of 10 of the 16 light rail stations planned for the City. Ordinance 119394 recognizes that the station area planning process is designed to encourage transit-oriented development near stations. Because detailed station area plans, due to the City Council by the end of 1999, may include proposals to change the City's zoning to achieve transit-oriented development, the ordinance imposed interim regulations that enable the City to temporarily prohibit new land uses that are incompatible, certain auto oriented uses, with transit-oriented development.
2. The City's station area planning team is considering the activities in this and other plans.

Tasks to be Undertaken in 1999-2000

1. SEATRAN will review community developed gateway design and streetscape ideas to ensure they will not present safety or operational problems.
2. SEATRAN will upgrade crosswalk markings along Rainier Avenue S.
3. Policy Docket Issues:

- a) A report on results of the pedestrian push-button study and the crosswalk safety study and how new policies respond to the range of neighborhood recommendations is due to Council in 1999.
 - b) A progress report and preliminary recommendations regarding Key Pedestrian and Green Streets is due to Council in 1999.
 - c) A review of existing City lighting policies, analysis and recommendations is due to Council in 1999.
- 4. OED will continue to work with SEED on their land acquisition efforts for Phase II of Rainier Valley Square.
 - 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 southeast sector implementation plan.
 - 6. Identify next steps for continued implementation.

B. RAINIER CORRIDOR						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
B1 – Capitol Infrastructure						
B1-a	Resurface Rainier Avenue S. with concrete to reduce the need for maintenance, increase the life expectancy of the street, and improve the pedestrian environment. Heavy bus and truck volumes and poor road conditions, particularly in the Hillman City and Darigold areas, are increasing the need to substantially improve the surface of Rainier Avenue S. Poor drainage contributes to a harsh pedestrian environment due to splashing water from passing cars onto sidewalks. Where possible, restore curbs to 6" height to enhance pedestrian safety and discourage cars from parking on the sidewalks.	High			SEATRAN	<p>This is a long-term maintenance issue. The timing and extent of paving done along the street will depend upon the amount of funding made available for paving work citywide. While the City supports this idea funding for paving projects is extremely limited citywide and is not expected to increase in the foreseeable future. A State grant paid for the paving of the outside lanes along Rainier Avenue S. in the vicinity of Rainier Square. This grant project was done, in part, to facilitate bus service in the area. The City could explore partnering with Metro to pursue additional grant funding for paving along Rainier Avenue S.</p> <p>Efforts have been made to expand our funding base to do more paving – including the pursuit of the Street Utility and the Transportation Bond -- but they have not succeeded. SEATRAN is continuing to look for new sources of funding to expand their paving services. Until these funding sources are realized, the level of funding SEATRAN has in their budget to maintain streets</p>

B. RAINIER CORRIDOR						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						and sidewalks will continue to be small relative to the capital paving needs citywide.
B1-b	Develop gateway treatments incorporating public art at the major entries to Genesee and Hillman City. For Hillman City, install gateway features near S Lucile Street in the north, and S Juneau Street in the south. For Genesee, install a gateway feature at the southern end near S Oregon Street.	High			SEATRAN, community	<p>The City supports the design and implementation of gateway treatments to identify Genesee and Hillman City. One resource the community can use to pursue the development of gateways is the NMF.</p> <p>While the development of gateways is essentially a community based activity, SEATRAN would want to review suggested improvement ideas and standards for work in the right-of-way to ensure they would not present safety or operational problems.</p>
B1-c	Make traffic signals more pedestrian friendly. The present traffic signal cycles on Rainier Avenue S. are so long that they cause pedestrians to be restless and cross the street illegally. Reducing the response time for pedestrian activated signals and including automatic WALK signals for each cycle will increase safety and promote pedestrian activity in Columbia City.	High	Implement immediately		SEATRAN	<p>Pedestrian signal issues have been referred to the Policy Docket for consideration by Council. SEATRAN has recently modified their policy on placing pedestrian push buttons at crosswalks and is testing its recently modified policy. A report on results of this study and how the new policy responds to the range of neighborhood recommendations will be reported to Council in 1999. A report on the crosswalk safety study will also be given at the same time.</p> <p>Potential problems from changes to signal operations on heavily traveled streets like Rainier Ave S. include:</p> <ul style="list-style-type: none"> • added congestion/delay to traffic and transit; • increased running of red lights by impatient drivers; and • diversion of traffic onto other streets less suited to carrying arterial through-traffic.

B. RAINIER CORRIDOR

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>With respect to the set-up of automatic WALK signals, current SEATRAN practice is that:</p> <ul style="list-style-type: none"> • In heavily-used pedestrian crossing areas, SEATRAN will remove pedestrian pushbuttons and operate a signal as “fixed timed” (so that the WALK signal always appears with a green light) if pedestrians are at the crossing for 75 percent of the signal’s cycles for the majority (12 or more hours of the day). • At intersections where the crossing is used for 50 percent of the signal’s cycles at peak times, SEATRAN will explore operating the signal “fixed timed” with an automatic WALK during pedestrian peak hours – and a non-automatic WALK signal during the non-peak times. <p>If there are signalized intersections about which community members have immediate safety concerns, these can be sent directly to SEATRAN traffic operations staff. The following information should be forwarded to SEATRAN:</p> <ul style="list-style-type: none"> • the specific location(s) • a specific description of the problem(s) • a neighborhood contact, with phone number
B1-d	<p>Improve the visibility of crosswalks. Improving pedestrian crossing designs, such as brick, textured concrete or cobblestone crosswalks, and/or restriping existing crosswalks promotes pedestrian activity and improves safety. Add new crosswalks where appropriate.</p>	High			SEATRAN	<p>Crosswalk issues have been referred to the Policy Docket for consideration by Council. SEATRAN is conducting a study of crosswalk safety. SEATRAN will use the results of this study to reconsider its crosswalk policy. A report on both pedestrian signals and the crosswalk safety study is due to Council in 1999.</p> <p>SEATRAN funding for restriping crosswalks has</p>

B. RAINIER CORRIDOR

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>been roughly doubled in the last year. With this, SEATRAN is focusing on upgrading existing marked crosswalks to the more visible, more durable ladder style marking. Upgrading the markings of the crosswalks along Rainier Avenue S is a high priority in this work and is included in SEATRAN's work plan to be completed in 1999.</p> <p>It would be possible to explore using different materials to mark crosswalks. SEATRAN's experience is that installation of decorative crosswalks – using materials like pavers – is expensive to install and maintain. In other locations where this has been tried at community request, SEATRAN has heard some community members say, in retrospect, that they might have chosen to invest in other kinds of street improvements in their neighborhood over this.</p> <p>If there is strong interest in maintaining this idea as a priority over other planning-related projects, SEATRAN will need to work with the neighborhood to estimate costs and identify some basic design parameters for this kind of work.</p>
						<p>If there are specific crossing locations – marked or unmarked – that community members would like reviewed for pedestrian safety, these concerns can be presented directly to SEATRAN for review. The following information should be forwarded to SEATRAN:</p> <ul style="list-style-type: none"> • the specific location(s) • a specific description of the problem(s) • a neighborhood contact, with phone number

B. RAINIER CORRIDOR

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
B1-e	Develop signature streetscape treatments and pedestrian features for Genesee and Hillman City business district cores. Include local artwork, kiosks, bus shelters, and signage that can help identify and distinguish the business districts.	Med High	Higher cost (than activity B1-b makes this a longer term activity, possibly dependent upon redevelopment activity.		Community, SEATRAN, property owners (redevelopment activity)	The City supports the development of signature design features in the Genesee and Hillman City business cores. One resource the community can pursue to develop a design plan is the NMF. SEATRAN will review suggested improvement ideas and standards for work in the right-of-way so that the department can assist in providing guidance and ensure these projects will not present safety or operational problems.
B1-f	In conjunction with the Rainier/Columbia City LRT alignment, develop a linear park with separated pathways along Rainier Avenue S. north of S Alaska. The park would lie within the strip of land between the LRT line and Rainier Avenue S. Also provide opportunities for redevelopment in key locations that complement the park, pathways, and Genesee business district activities.	Med High	Dependent on the alignment of LRT system. Station area planning started in mid 1999, with construction from 2001-2003.		Sound Transit, DPR, community	In February 1999, the Sound Transit Board voted and approved a preliminary preferred light rail alignment that would emerge from a tunnel under Beacon Hill, to an aerial station in the McClellan area, touching down to a surface alignment on MLK Jr. Way S. The exact station location to serve the Columbia City area is still being determined, but Sound Transit and the City have worked with the community to determine that it will be north of S Edmunds and south of S Alaska. Because the station will be located on MLK Jr. Way S, rather than Rainier Ave S., this recommendation will have to be carefully considered. This proposal may also have a significant maintenance impact if the intent of the park is to buffer the business district which is heavily used. A schematic or conceptual drawing would be useful for DPR to work with the community to evaluate the feasibility and impact of such a green space.
B1-g	Designate Rainier Avenue S. a Key Pedestrian Street between S. Genesee Street and S. Juneau Street. This	Med	Implement with the adoption of		SEATRAN, SPO	Issues regarding Key Pedestrian and Green Streets have been referred to the Policy Docket

B. RAINIER CORRIDOR

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	can help set priorities for pedestrian-related improvements throughout the corridor.		this plan.			for consideration by Council. A progress report and preliminary recommendations are due to Council Committee in 1999. This recommendation will be reviewed again when that policy analysis is completed. Regardless of classification, SEATRAN suggests that where communities have a clear idea of what improvements they would like to pursue along streets, they present these ideas to SEATRAN for review and feedback. The purpose of this review would not only be to check the safety and operational aspects of these ideas, but to alert SEATRAN staff to the kinds of improvements a community is seeking and to enable staff to share ideas on how to pursue workable ideas.
B1-h	Limit curb cuts along Rainier Avenue S., from S. Charlestown Street to S. Orcas Street to one per site. Encourage adjacent sites to share driveways and possibly parking lots.	Med	Ongoing		DCLU, SEATRAN	<p>The standards in the Land Use Code balance the need for access to property and public safety. For most new development in Columbia City, curb cuts would be limited to one per parcel (non-residential uses require a two-way driveway which is a minimum of 20' or two one-way driveways (entrance and exit) a minimum of 12' each); single purpose residential development will be limited to one curb cut per parcel; and pedestrian zones also limit curb cuts to one per parcel. On the lots with substantial street frontage, two or more curb cuts per parcel could be permitted. SEATRAN provides technical support to DCLU when there are questions about the operation of a proposed driveway.</p> <p>The Land Use Code does allow shared driveways but a caution here is that the use the driveway is serving must be a permitted use in</p>

B. RAINIER CORRIDOR

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						the zone. For example, if a driveway is being shared on a single family zoned lot but is serving a multifamily use, then they would not be able to share the driveway because the driveway serving a multifamily use would not be permitted in a single family zoned lot.
						As part of the SPO parking study, DCLU, as part of an interdepartmental effort, has begun to look for ways to allow flexibility in the Land Use Code to provide off-street parking. The scope for this project includes looking at: allowing new developments to provide additional parking (principal use parking), creating more opportunity for shared parking, and revising development standards such as those for allowed distance between uses and their off-site parking, and appropriate street-level treatment for parking structures. DCLU is scheduled to present recommendations to Council by the end of 1999.
B1-i	Reconfigure intersections with wider than normal approaches along Rainier Ave S. to shorten pedestrian walking distance. This includes intersections at obtuse angles and/or more than one cross-street that increase the amount of street that pedestrians must cross. (e.g., Brandon, Charlestown/Letitia).	Med			SEATRAN	SEATRAN has a program that installs curb bulbs at locations like these to narrow pedestrian crossing distances. If there are specific, priority locations (possibly Brandon, Charlestown and Letitia) community members would like to be reviewed for improvements through this program, please forward those locations to the department.
B1-j	Narrow the east (Genesee) approach at the intersection of Rainier Avenue S. and S. Genesee Street. This is a potentially hazardous intersection where cars turning to or from Genesee have the impression that they do not need to stop and pedestrians are unsure when to cross	Med			SEATRAN	In response to this request, SEATRAN reviewed this idea. The cost of this work is estimated at roughly \$270,000. However, there is no funding in SEATRAN's existing budget for making this change to the street. Much of the projected cost

B. RAINIER CORRIDOR

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	to/from the islands. Reduce the curb radius to a standard dimension, remove islands, and maintain sufficient room for buses and trucks to turn.					<p>is attributable to the relocation of signal poles and drainage that would be required.</p> <p>SEATRAN sees some advantages with the suggested change, including shortening the crossing distance for pedestrians across Rainier Avenue S. This would also slow traffic turning right to and from South Genesee Street. Disadvantages associated with the change would include high cost; reduction in the capacity of the intersection and added traffic delay at the intersection; and tighter turning radii at the intersection corners would constrict the ability of larger trucks to make right hand turns to and from South Genesee Street.</p> <p>If the neighborhood indicates that these proposed intersection improvements are of the highest priority, SEATRAN can pursue the improvements provided funding can be identified. The neighborhood should seriously compare this recommendation to other costly recommendation such as concreting Rainier.</p>
B1-k	Plant more street trees. Most of the Rainier Avenue S. corridor has a softening canopy of street trees. Continue this pattern by infilling street trees where absent.	Med	Implement during redevelopment, if needed.		SEATRAN, community, property owners	<p>The City Arborist's Office, located within SEATRAN, is willing to join with other departments and the community to develop a planting and maintenance strategy for this street.</p> <p>The "plantability" of various locations along the street depends upon the individual characteristics of each location – key considerations include the condition of overhead wiring, sidewalk widths, and lighting. From experience, SEATRAN believes that the NMF and SCL's Urban Tree Replacement</p>

B. RAINIER CORRIDOR

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>Program are possible resources for this kind of work.</p> <p>The Urban Tree Replacement Program provides communities with a minimum of 100 trees. SCL works with communities to assess project sites, provide trees, prepare planting sites, and provide limited care for open space or street side plantings. Community volunteers and residents plant the trees and the adjacent property owners assume ownership and maintenance. All projects are reviewed by the City Arborist for permit approval.</p>
B1-l	<p>Provide more pedestrian-oriented street lighting along the Rainier Corridor. Many areas along Rainier Avenue S are dark and intimidating, and thus deter pedestrian activity. Specific sites include the core of Hillman City and sidewalks adjacent to Rainier Playfield and the Darigold facility.</p>	Med			SCL, SEATRAN, community	<p>Issues regarding lighting have been referred to the Policy Docket for consideration by Council. A review of existing City policies, analysis and recommendations are due to Council in 1999.</p> <p>DPR will work with the community to strategize how specific lighting improvements for parks might be funded. The community should provide DPR specific information about park sites that are in need of additional security lighting. In recent work, SEATRAN made lighting improvements along Rainier Avenue S. With the aid of grant money aimed largely at signal improvements, SEATRAN and KC Metro were able to leverage funding to make a series of lighting improvements in the vicinity of bus stops along the street. These improvements extended along Rainier Avenue S from South Jackson Street to 56th Avenue S. This work was completed in 1997.</p>

B2 – Regulatory Measures (Refer to C2 for all zone change recommendations.)

B. RAINIER CORRIDOR

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
B4 – Special Opportunities						
B4-a	Develop/redevelop vacant and run down properties along the corridor. Work with SEED, property owners, realtors, and developers to target properties within the Rainier corridor for acquisition, redevelopment or co-development.	High			Property owners, SEED, Rainier Chamber, OED, OH community	The planning group has identified the key players who should be involved in this effort. The planning group should continue to coordinate with OED and OH and invite OED and OH staff to participate in future discussions regarding the subject matter.
B4-b	Support the Rainier Valley Square II development as a mixed-use (commercial and residential) project with a pedestrian focus along Rainier Avenue S. (see D4-b)	Med High			SEED, Rainier Chamber, OED, community	The proposed Rainier Valley Square Phase II expansion represents the continued partnership among the City of Seattle, SEED and Gramor Development Corporation. Phase II is expected to create jobs; remove blight; increase public safety; strengthen the local economy; and promote additional reinvestment in commercial <i>and</i> residential development. OED is currently working with SEED on their land acquisition efforts. Phase II will be designed to physically link Phase I and II so that the intersection has an expanded retail node appearance.
B4-c	Promote the development of artists' lofts and galleries in Hillman City.	Low			SEED, Rainier Chamber, OH, City, community, SAC	OH supports the creation of artists' lofts and is currently working with the Seattle Arts Commission on this issue.

C. RESIDENTIAL NEIGHBORHOODS AND HOUSING

Description

Goal: Strengthen the quality of existing residential areas and provide opportunities and incentives for market rate housing.

Columbia City housing development is lagging far behind *Seattle's Comprehensive Plan* housing growth projections. Only 11% of the 20-Year growth estimate, or 5 units of housing a year, have been added since 1994. Without (1) changes in zoning, (2) addition of new tools to stimulate development, and (3) demonstration of successful market rate multifamily housing development, new multifamily housing development is likely to be nearly nonexistent for the foreseeable future. This plan recommends a set of integrated strategies, meant to stimulate new multifamily housing developments which are assets to the community, and which support the revitalization and strengthening of commercial centers. Existing single-family housing is the heart and soul of the Columbia City planning area and must be protected, improved, and expanded. This plan also recommends strategies which would accomplish this goal.

Integrated City Response

This strategy is consistent with the Comprehensive Plan. The Executive supports the neighborhood's efforts to develop housing strategies that allow residents to live in 'clean, safe, affordable neighborhoods.' A number of these activities provide good policy direction and seek to continue or expand existing programs such as homeownership and down payment assistance programs.

City departments are already working on several of the activities in this key strategy. A number of recommendations are also being considered as part of the station area planning process. The final report SAP staff submits to Council, at the end of 1999, will include a list of recommended actions from all the neighborhood plans, (including the Columbia City Approval and Adoption Matrix) relating to station area planning. This list will also detail the recommended actions and issues that still need additional work or consideration. The SAP final report will also include background information from the station area planning process and identify legislation or further resources needed to implement the recommended actions.

Council can then choose to forward recommendations that were not finalized to the appropriate department for further staff work and also to the Neighborhood Development Manager (NDM) for tracking. These additional recommendations will already be included in the central database as activities for departments to complete and the NDMS to monitor. Each activity as originally written in the matrix will also be included in the database with a cross reference to the recommendation in the SAP final report.

Other activities will require the neighborhood to take a lead role with support from appropriate City departments. The proposed rezone package is a major element of this strategy and will be brought forward for consideration with the plan.

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

Lead Department: OH

Participating Departments: SEATRAN, DCLU, SPU, SCL, OED, SAP

Activities Already Underway

1. As part of light rail SAP, in March 1999 the Seattle City Council passed an ordinance relating to land use and zoning for the areas within approximately 1/4 mile of 10 of the 16 light rail stations planned for the City. Ordinance 119394 recognizes that the station area planning process is designed to encourage transit-oriented development near stations. Because detailed station area plans, due to the City Council by the end of 1999, may include proposals to change the City's zoning to achieve transit-oriented development, the ordinance imposed interim regulations that enable the City to temporarily prohibit new land uses that are incompatible, certain auto oriented uses, with transit-oriented development.
2. The City's station area planning activities is considering the activities in this and other plans.

Tasks to be Undertaken in 1999-2000

2. Policy Docket Issues: A briefing on the legal and fiscal constraints, options, opportunities and implications of waiving utility fees and requirements will be made to Council by the beginning of 1st quarter 2000.
3. DCLU will address design guidelines proposed by neighborhoods in three phases. First, fully developed neighborhood design guidelines will be reviewed and possible adopted. Other neighborhood-developed guidelines and design recommendations will be reviewed in order to include common design elements in the revision of the City-wide design review program. This work is underway and DCLU is scheduled to make recommendations to the City Council in the fourth quarter, 1999. DCLU will also review other neighborhood design guidelines as they are developed by the neighborhoods. Once design guidelines are developed by the neighborhood, DCLU

will conduct a preliminary review of the design guidelines to determine in which phases of DCLU's review they belong.

4. OH & OED will continue to work with HomeSight on the Nojii Gardens and with SEED on the housing component of Rainier Valley Square II.
5. OH is currently completing a program evaluation of the REACH program. The results of the evaluation, along with recommendations for restructuring of the program, will be presented to the Mayor and the City Council in 1999.
6. 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 southeast sector implementation plan.
7. Identify next steps for continued implementation.

C. RESIDENTIAL NEIGHBORHOODS AND HOUSING						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
C1 – Capital Infrastructure						
C1-a	Provide street, sidewalk, street tree, and alley improvements in existing single family neighborhoods. In addition to the Columbia City single family area (see A1-c), provide improvements on 37th Avenue S between S Genesee and S Dakota streets and 30th Avenue S. between S Alaska and S Angeline Streets.	High			SEATRAN, community	See response to A1-b.

C. RESIDENTIAL NEIGHBORHOODS AND HOUSING						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
C1-b	Identify options for City of Seattle utility incentives for new development. Identify methods of City provision of offsite improvements and utilities normally required of housing developers such as sidewalks and street improvements. Developers of new market rate multifamily housing in the Rainier Ave S and Martin Luther King Jr Way S corridors are virtual pioneers in this market. No new multifamily housing has been developed in these corridors since the 1960's. Consider a variety of City-provided infrastructure and utility incentives to attract market rate housing development in these corridors.	Med			SPU, SCL, SEED, OH, LAW, OED	<p>Currently, SCL provides energy conservation incentives through the BuiltSmart program for both market rate and "affordable" multifamily developments. Utility Assistance Programs provide lower utility bills for low-income homeowners and renters.</p> <p>This is a major City policy issue warranting discussion outside of neighborhood planning especially when the focus is "market rate" housing. Two policy docket items will help address this issue. First, a briefing on legal and fiscal constraints, options, opportunities and implications of waiving fees and requirements will be made to Council by the beginning of 1st Quarter 2000.</p>
						<p>Second, a briefing on Housing and Regulatory Programs will be made to Council at the end of 1999, or early 2000; however, an exact date is still to be scheduled. These recommendations will be reviewed again after the policy discussion on utilities and housing programs.</p>
C2 – Regulatory Measures						
C2-c	Amend all Commercial (C) zones in the planning area to allow single purpose residential development outright, except where a particular property is needed to support light rail stations. This change would not prohibit any commercial use now possible, but would give a property owner more choices for development of a particular property and may encourage some residential development.	High	1999. Implement with the adoption of this plan.		DCLU	DCLU supports these changes and is working with the neighborhood to further refine their proposal. Legislation has been submitted to the Council with the neighborhood plan.

C. RESIDENTIAL NEIGHBORHOODS AND HOUSING

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
C2-d	Allow single purpose residential development outright in all proposed Neighborhood Commercial/Residential (NC/R) zones in the planning area.	High	1999. Implement with the adoption of this plan.		DCLU	Procedurally, this will first require rezoning to NC/R (none currently exists in the planning area) and then require the single purpose residential amendment to the Land Use Code. DCLU supports these changes and has submitted legislation to the Council with the neighborhood plan.
C2-e	Relax the storefront commercial requirements for mixed use structures in all Neighborhood Commercial/Residential (NC/R) zoned areas within the planning area. Specifically, this means not requiring the 80% nonresidential facade coverage for mixed-use structures, while allowing for unlimited residential density in mixed-use structures (unlimited density is already provided for in single purpose residential uses in the NC/R zone).	High	1999. Implement with the adoption of this plan.		DCLU	DCLU believes this will be accomplished once SPR is allowed outright per C2-d above. No other text amendments are necessary.

C. RESIDENTIAL NEIGHBORHOODS AND HOUSING

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
C2-f	<p>Change all Neighborhood Commercial (NC) zoned areas to Neighborhood Commercial/Residential 2 with 40 foot height limits (NCR-2/40), with some exceptions noted below. This change does not change the potential for a broad range of single purpose or mixed commercial uses. The effects are: (1) more choices for property owners, (2) increased potential for residential single purpose or mixed use buildings, (3) a mix of commercial uses more compatible with neighborhood pedestrian oriented business districts and residential areas, and (4) height maximums for the Rainier Corridor of 40 feet. The 65 feet allowable heights are generally out of scale with existing and planned uses along the Rainier corridor. The potential for very dense, large scale development would detract from the vision of a low to medium scale commercial and residential area which makes immediate and sensitive transitions to adjacent single-family neighborhoods. A "small town" scale is desired, rather than a dense, urban, "downtown" feel. Exceptions:</p> <ol style="list-style-type: none"> 1. Retain the 65 foot height limit on the west side of 38th Avenue S adjacent to S Alaska Street, which lies at a lower elevation and immediately across from an existing ±60 foot high multi family residential building (rezone from NC3-65 to NC/R-2-65). 2. Retain the existing 30 foot height limit on the property bounded by S. Dakota Street, 36th Avenue S., S. Adams Street, and 37th Avenue S. 3. Retain existing zoning within the P-2 overlay zones in Hillman City (NC2-40) and Columbia City (NC3-40). 	High	1999.		DCLU	<p>The City supports the neighborhood's proposal to rezone these areas (designated as rezones H, K, M, P, R, U and V) from various Neighborhood Commercial designations to NC2/R-40. DCLU has prepared the rezone analysis and the rezone ordinance amending the official zoning map and has submitted them to Council for their consideration along with the Columbia City plan.</p> <p>One of the proposed rezones to NC2/R-40, designated as rezone E in the rezone analysis, is not supported by either the City or the neighborhood plan. The last bullet (8) of this activity indicates that if the MLK Way light rail alignment is selected the proposed rezone of site E should be reconsidered during the station area planning process.</p> <p>1, 2, 6. The City supports the other proposed rezones listed in the exceptions, including: rezone O (#1), rezone L (#2), rezone N (#6). DCLU has prepared the rezone analysis and the rezone ordinance amending the official zoning map and has submitted them to Council for their consideration along with the Columbia City plan.</p> <p>3, 4, 5. The City supports retention of existing zoning as specified in numbers 3, 4, & 5.</p>

C. RESIDENTIAL NEIGHBORHOODS AND HOUSING

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<p>4. Retain existing zoning (NC3-40) on properties bounded by Edmunds, Ferdinand, 37th, and the Columbia City P-2 overlay zone boundary.</p> <p>5. Retain existing zoning (NC3-40) on the first parcel immediately east of the P-2 overlay zone boundary, on the north side of Ferdinand.</p> <p>6. Retain the NC designation on parcels fronting Rainier Avenue (rezone from NC3-65 to NC2-40) on the east side of the street between Alaska and Angeline streets.</p> <p>7. NOTE: Proposed NC/R zone changes outside of the designated Urban Village boundary shall be recommendations only. These zone changes include proposed NC/R areas north of S. Lilac Street and south of S. Lucile Street. Currently, properties lying outside of designated urban village boundaries are ineligible for the NC/R zoning. The plan, therefore, recommends either a future amendment to the Columbia City/Hillman City/Genesee Urban Village Boundary to match the designated Planning Area boundary referenced in the plan or a policy change by the City to allow for the NC/R designation within non-urban village areas or neighborhood planning area boundaries.</p> <p>8. Implement all zone changes with the adoption of this plan, with the following exceptions: Conduct the Columbia Plaza site rezone (NC3-65 to NC3-40) during the station-area planning process; reconsider the zoning on the NC1 zoned property adjacent to the S Alaska Street/Martin Luther King Jr. Way S. intersection during the station area planning process should a LRT station be selected to be built within the immediate area on MLK.</p>					<p>7. The proposed NC/R zone north of S Lilac Street has been included in the North Rainier Neighborhood Plan for immediate adoption. The potential NC/R zone south of S Lucile Street is not proposed in the North Rainier Neighborhood Plan for adoption at this time. A future amendment to the urban village boundary could be considered in the future, to include the area south of S Lucile Street.</p> <p>8. One of the proposed rezones to NC2/R-40, designated as rezone E in the rezone analysis, is not supported by either the City or the neighborhood plan. If the MLK Way light rail alignment is selected the proposed rezone of site E should be reconsidered during the station area planning process.</p>

C. RESIDENTIAL NEIGHBORHOODS AND HOUSING

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
C2-g	<p>Rezoning the Commercial 2 (C-2) zoned area south of Columbia City to Neighborhood Commercial 2 (NC-2/40) west of 39th Avenue S and Neighborhood Commercial/Residential 2 (NCR-2/40) east of 39th Avenue S. Allow single purpose residential uses by right on those portions of the proposed NC2-40 zoned property that front on S Dawson Street, S Hudson Street, and 37th Avenue S. This selects zoning classifications for this planning area which prohibit auto oriented uses. The effects of this action are: (1) to discourage large-scale auto-oriented commercial uses at the south end of the historic district, (2) to increase the potential for single purpose residential development (except on the portion of the property that fronts on Rainier Ave S west of 39th Avenue S, where nonresidential uses are required unless through a conditional use permit) and (3) to continue to encourage a broad range of commercial uses compatible with neighborhood commercial districts. Reduce the maximum allowed height to 40 feet from 65 feet. The 65 feet allowable heights are out of scale with existing and planned uses along the Rainier corridor. The potential for very dense, large scale development would detract from the vision of a low to medium scale commercial and residential area which makes immediate and sensitive transitions to adjacent single-family neighborhoods. A "small town" scale is desired, rather than a dense, urban, "downtown" feel.</p>	High	1999. Implement with the adoption of this plan.		DCLU	<p>The City supports the neighborhood's proposal to rezone these areas (designated as rezones S and T) from Commercial C2-65 to NC2 40 and NC2/R-40 respectively. DCLU has prepared the rezoning analysis and the rezoning ordinance amending the official zoning map and has submitted them to Council for their consideration along with the Columbia City plan.</p>

C. RESIDENTIAL NEIGHBORHOODS AND HOUSING

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
C2-h	Rezone currently Lowrise 3 (L-3) zoned areas south and west of Zion Prep to Lowrise Duplex/Triplex (LDT). These areas are mostly in single-family use, with some duplex/triplex structures and one apartment building.	High	1999. Reconsider proposal if MLK/Edmunds		DCLU	The City does not support this proposal, and the neighborhood indicates that this rezone (designated as rezone F) should be reconsidered during the station area planning process given that the MLK Jr. Way S light rail alignment was selected in the preliminary
	Preservation of the single family residential character is highly desirable and the existing high intensity multifamily zoning causes disinvestment and pressure for redevelopment. Changing the zoning to Lowrise Duplex/Triplex reflects the existing use and better encourages reinvestment in single-family houses, (especially in concert with other planned single-family efforts in the neighborhood).		LRT station is chosen (consider appropriate zoning in the station-area planning process).			alignment decision. Given its proximity to the future light rail station, retention of low-density single-family uses in this location will conflict with the goals of fostering transit-oriented development.
C2-i	Rezone the area on the east side of Martin Luther King Jr. Way S starting one lot deep -south from S Hudson southward to S Dawson , to Lowrise 4 – Residential/Commercial (L-4 RC) from Commercial 1 (C1 40). This area is currently in multifamily residential use. This zoning change would preserve existing residential and encourage new residential. Single purpose apartment buildings would be allowed. A limited number of commercial uses, which are compatible with residential uses, would be allowed outright or in mixed use buildings including: personal and household retail, medical services, restaurants without cocktail lounges, offices, food processing and craft work. This idea should be considered going southward on MLK outside of the Columbia City planning area for the same reasons.	High	1999 . Implement with the adoption of this plan.		DCLU	The City supports the neighborhood's proposal to rezone this area (designated as rezone G) from Commercial C1-40 to Lowrise/Residential Commercial L4/RC. DCLU has prepared the rezone analysis and the rezone ordinance amending the official zoning map and has submitted them to Council for their consideration along with the Columbia City plan.

C. RESIDENTIAL NEIGHBORHOODS AND HOUSING

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
C2-j	Rezone currently Lowrise 2 and Lowrise 3, Residential/Commercial (L2-RC and L3-RC) zoned areas along Letitia Avenue S. between S. Lilac Street and S. Genesee Street to Lowrise Duplex/Triplex (LDT). This area contains limited existing infrastructure, lies on relatively steep slopes, and contains mostly single family residential uses. Surrounding zoning is SF-5000 on nearly all sides.	High	1999. Conduct rezone activities during the station area planning process.		DCLU	The neighborhood plan indicates that these actions (designated as rezones I and J) should be considered future possible rezones. Neither DCLU nor the planning group's consultant prepared analyses of these rezones and they are not included in proposed amendments to the official zoning map. The rezones could be reconsidered in the future during station area planning, although they are not located adjacent from the proposed light rail alignment.
C2-k	Create specific multi-family residential and commercial development guidelines. Use the design review process to assure that neighborhood goals for compatible design and attractive buildings are achieved for both residential and commercial projects, including rehabilitation of existing structures.	Med			DCLU, community	DCLU will address design guidelines proposed by neighborhoods in three phases. First, fully developed neighborhood design guidelines will be reviewed and possibly adopted. Other neighborhood-developed guidelines & design recommendations will be reviewed in order to include common design elements in the revision of the City-wide design review program. This work is underway and DCLU is scheduled to make recommendations to the City Council in the fourth quarter, 1999. DCLU will also be reviewing other neighborhood design guidelines as they are developed by the neighborhoods. Once design guidelines are developed by the neighborhood, DCLU will conduct a preliminary review of the design guidelines to determine in which phase of DCLU's review they belong.

C3 –Programs

C. RESIDENTIAL NEIGHBORHOODS AND HOUSING

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
C3-a	Develop a land banking and market rate and mixed income housing development program. Private developers are not purchasing land along Martin Luther King Jr. Way and Rainier Avenue for mixed use or single purpose housing because current zoning makes housing development difficult and because the market for new multifamily rental housing in these corridors is unproven. When sites are purchased and developed, the use is usually a single purpose commercial development community development organizations should be capitalized to purchase key land parcels with housing development potential on MLK Jr. Way and Rainier Avenue S. These parcels could then be readied for housing development (rezones, and other regulatory issues resolved) and then remarketed to housing developers or mixed use	High	1999		Neighborhood community development organization, OH, OED SEED, Homesight	OED and the Office of Housing will continue to work with SEED and HomeSight to search for new resources for land acquisition and the development of mixed income and market rate housing projects. OED will work to find other resources. OH and OED are currently working with HomeSight on the Nojii Gardens and with SEED on the housing component of Rainier Valley Square II.
	developers who are willing to develop market rate housing which meets community objectives for scale, design, amenities, and economic development.					

C. RESIDENTIAL NEIGHBORHOODS AND HOUSING

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
C3-c	<p>Support the activities of the Home Ownership Zone proposed by HomeSight and established by City Resolution. HomeSight is a non-profit Community Development Corporation (CDC) with a mission to revitalize neighborhoods through affordable home ownership. HomeSight builds homes affordable to low and moderate income buyers and provides down payment assistance. In 1997, HomeSight applied to HUD for funding of a Home Ownership Zone in Southeast Seattle. While not funded by HUD, HomeSight has continued planning for activities within this zone. The zone is bounded by Alaska on the North, Graham on the South, 46th Avenue on the east and 32nd Avenue on the west. HomeSight plans to construct up to 100 new homes, provide 40 down payment assistance loans, provide home buyer education, advise owners about rehabilitation resources, and coordinate home ownership activities with capital improvements. City funds should be invested to support Home Ownership Zone activities. Resources such as land banking funds, utility and down payment assistance, tax exemption programs and infrastructure improvements could all support these activities. Any programs which provide direct and indirect support for increased homeownership are encouraged, including Seattle Housing Authority efforts to increase homeownership opportunities for residents, Habitat for Humanity activities, and any others.</p>	High	Ongoing, beginning Fall, 1998.		HomeSight, OH	<p>The Homeownership Zone Initiative (HOZ) allows communities to reclaim vacant and blighted properties, increase homeownership, and promote economic revitalization by creating entire neighborhoods of new, single-family homes, called Homeownership Zones. Communities are encouraged to use New Urbanist design principals by providing for a pedestrian-friendly environment, a mix of incomes and compatible uses, defined neighborhood boundaries and access to jobs and mass transit. The HOZ application process is competitive. While the City was not selected in 1997, there may be further opportunities to establish an HOZ in the Columbia City area. There was no competitive HOZ process in 1998 or 1999.</p> <p>The City's Office of Housing (OH) supports the community's housing goals for mixed-use and mixed-income development around the proposed light rail stations and the redevelopment of the Rainier Vista housing project. It further supports the activities of HomeSight in this area and also makes available down-payment assistance funds for first-time buyers. OH does not have other funds available to support most of the market rate housing proposals identified in the plan. However, OH is willing to work with other departments and the community to find ways to help the community achieve its goals.</p>

C. RESIDENTIAL NEIGHBORHOODS AND HOUSING

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
C3-e	Target the City REACH program for repairs to single family houses to the area. The City's 1989 Housing Condition Survey shows Southeast Seattle to be among those neighborhoods with a high proportion of "Deteriorated" and "Dilapidated" housing. The City offers a low interest rate program for home repairs to low and moderate income households to enable them to make home repairs they normally could not afford. The City should market this program to all single family homes within the planning area boundaries through concerted, house to house marketing activities including workshops, mailing, signage, publicity, etc. This program should be coordinated with home ownership zone activities, and potentially microtargeted to the immediate vicinity of HomeSight activities.	High	1998, Ongoing.		OH	OH is currently completing a program evaluation of the REACH program. The results of the evaluation, along with recommendations for restructuring of the program, will be presented to the Mayor and the City Council in 1999. The program's marketing efforts are included in this evaluation. The REACH Program is already using direct mail and doorbelling to market the availability of its single family rehabilitation program in central and southeast Seattle.
C3-f	Use light rail station(s) as an opportunity to encourage new housing development. Station(s) should be located to support neighborhood community development objectives including the development of housing in the immediate vicinity of the stops. While encouraging the development of new housing, protection of existing housing from the impacts of transit stations should also be a high priority. Residents who are displaced because of transit related condemnation of their homes should receive the most generous relocation benefits possible, including "last resort" housing which is housing financed by transit funds to provide replacement housing which fully meets the financial and physical needs of the families displaced.	High	2000.		OH, Sound Transit neighborhood community development organization	As part of mitigation for construction impacts, Sound Transit will be providing compensation to property owners and relocation assistance to displaced businesses and residents. Sound Transit has already begun informal discussions with many business and property owners along the light rail corridor and, when the final Federal record of decision is obtained in early 2000, Sound Transit's formal property acquisition process will begin and formal discussions to determine appropriate relocation assistance will begin at that time.

C. RESIDENTIAL NEIGHBORHOODS AND HOUSING

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
C3-g	<p>Create a program for owners of existing buildings with affordable rents to obtain assistance with building improvements. This planning area has hundreds of rental units built in the 50's and 60's which are in poor repair and unsafe condition. This "blight" affects the personal safety of the residents and negatively affects the community's interest in new housing. Property owners will not reinvest in properties with depressed rents. In the recent past, the City had housing programs which provided funding for private owners of rental housing to obtain low-interest financing to make property repairs, particularly code repairs. In some programs, owners were required to regulate rent for a period of time. In other programs, rents were not controlled. The programs were made available in areas which had a predominantly low and moderate income population and where rents were below the City average. A new below-market loan assistance program should be made available to Rainier and MLK corridor rental property owners. It would be a valuable investment in community revitalization, and would help maintain the housing stock. It is a much less expensive investment than purchase and rehabilitation or construction of properties. Private owners should also be provided management training to assist them to provide well managed communities. The community would encourage the City to offer a program which does not require rent regulation, patterned after the federal rental rehabilitation program.</p>	High	1999.		OH	<p>As a part of the work being completed on the implementation of the Housing Action Agenda, OH staff are researching potential new program options and new financing mechanisms. OH is also considering revisions to the current Special Objectives Policies included in the Consolidated Plan. These recommendations will be considered during these revisions and future research.</p>

C. RESIDENTIAL NEIGHBORHOODS AND HOUSING

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
C3-h	Create a mixed income housing financing program to assist community based housing developers to build or buy and rehabilitate existing housing in the Rainier and MLK corridors. The Rainier Valley has a high percentage of units for very low income families, estimated to be 51% of all rental units, (Southeast Seattle Impact Area). While public investment in housing development and rehabilitation is necessary for the revitalization of the area, the community feels the funds must be invested to further community revitalization and neighborhood plan goals. Investment of funds is needed which increases home ownership opportunities, provides new construction and acquisition and financial assistance for rehabilitation of multi-family properties where market-rate rents are generally not high enough to provide the cash flow required for private loans, and to assist neighborhood revitalization through encouraging the gradual development of mixed-income multifamily communities. Within these parameters, additional funding must be made available to this community for housing development and rehabilitation.	High	1999.		OH, OED, neighborhood community development organization.	OED and the Office of Housing will continue to work with SEED and HomeSight to search for new resources for land acquisition and the development of mixed income and market rate housing projects. Both strategies were included in the City's Empowerment Zone application, which was not funded, and OED will work to find other resources. OH & OED are currently working with HomeSight on the Nojii Gardens and with SEED on the housing component of Rainier Valley Square II.
C4 – Special Opportunities						
C4-a	Support the Nojii Gardens Home Ownership Project. The first project proposed in the home ownership zone by HomeSight is Nojii Gardens located along South Juneau Street. Up to 100 new construction home ownership units are projected. This plan is supportive of the project and encourages provision of the necessary funding to assure the project is successful.	High	1999.		HomeSight, OED, OH	Even though the HOZ has not been officially recognized by HUD, projects within the proposed HOZ, such as the Nojii Gardens project are supported by the City. OH has awarded HomeSight \$200,000 for down payment assistance at Nojii Gardens and worked with HomeSight to secure \$500,000 in federal funds for the project. OED provided HomeSight with a \$1.44 million CD Float Loan for land acquisition.

C. RESIDENTIAL NEIGHBORHOODS AND HOUSING

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
C4-b	Support the Rainier Square II development. At the north end of the Columbia City planning area, SEED proposes to develop a mixed-use commercial and residential project. The project would reinforce the existing, successful Rainier Square commercial center, would develop new housing, and would provide retail services in the Rainier corridor to Southeast Seattle residents.	Med High	1999, Ongoing.		SEED, OED	See response to B4-b.
C4-c	Develop market rate multifamily housing projects through nonprofit/for profit partnerships. The community is lacking in successful, attractive, multifamily housing in the Rainier and Martin Luther King Jr. Way corridors. Using the land banking mechanism, (see Activity C3-b) or other resources available to nonprofit agencies, such as City of Seattle Block Grant Float Loan, or foundation funds, a nonprofit/ for profit developer partnership could jointly purchase and develop a market rate multifamily property. The development should complement existing commercial centers, utilize good design principles, and strengthen pedestrian and transit links. Demonstration of successful new rental or ownership housing on Rainier and MLK, within the planning area, is important. At least three development projects should be built, one on Martin Luther King Jr. Way, one in or near Columbia City and one in Hillman City. This activity would enliven and revitalize these areas and demonstrate the look and marketability of new housing.	High	1999, Ongoing.		Neighborhood community development organizations, OH, OED, private developers.	OED and the Office of Housing will continue to work with SEED and HomeSight to search for new resources for land acquisition and the development of mixed income and market rate housing projects. Both strategies were included in the City's Empowerment Zone application, which was not funded, and OED will work to find other resources. OH & OED are currently working with HomeSight on the Nojii Gardens and with SEED on the housing component of Rainier Valley Square II. OED is also working to identify partnerships for new housing development near light rail station areas.

C. RESIDENTIAL NEIGHBORHOODS AND HOUSING

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
C4-d	Support efforts at Rainier Vista to provide employment opportunities for Rainier Vista residents, and to plan for community improvements. The 496 unit Rainier Vista garden community is on the northwest end of the planning area on Martin Luther King Jr. Way. Rainier Vista has been designated one of six public housing developments in the country as a "Jobs Plus" site. SHA has established a target of tripling the number of residents who are employed. The remainder of the community and the City should support this effort to improve the lives and resources of the residents.	Med High	1999, Ongoing.		SHA, OH, HSD, OED	<p>The City (Seattle Jobs Initiative) is supporting the "Jobs Plus" effort. The Seattle Jobs Initiative connects Seattle residents looking for living wage jobs and employers seeking to hire a skilled entry-level workforce. SJI sits on the Jobs Plus Employment and Training Committee and SJI updates the committee twice a month on SJI training options. SJI has discussed pathways that can lead to Rainier Vista residents' participation in the SJI economy sector training.</p> <p>SHA welcomes the active support of the broader community.</p>
C4-e	Support the redevelopment of the Rainier Vista public housing garden community. The Rainier Vista public housing community was built in the 1940's to house World War II factory workers. Although some physical improvements have been made to Rainier Vista buildings and infrastructure, extensive improvements will be required within the next ten years. Preliminary planning to address existing or imminent problems with the housing units, the site and the supportive facilities at Rainier Vista has begun. The availability of resources to address these problems will heavily influence the type of improvements made. SHA should be encouraged to continue to master plan Rainier Vista and to actively pursue resources to implement the master plan once finalized.	Med High	1999, Ongoing.		OH, SHA	<p>SHA recently received a HOPE VI grant from HUD for \$35 million to redevelop Rainier Vista into a mixed income community with a new street grid and increased density to support light rail use. The grant application calls for the following housing mix: 250 rental public housing units, 100 units for low-income seniors, 200 home ownership units for current public housing residents (priority to current Rainier Vista residents), and 300 market rate homes, for a total of 850 units on site, 350 of which would serve very low-income people. In addition, SHA will replace the 131 very low income units not replaced on-site at Rainier Vista. At this time, SHA does not intend to ask the City for financial support for this redevelopment.</p> <p>The City's Office of Housing (OH) supports the community's housing goals for mixed-use and mixed-income development around the proposed light rail stations and the redevelopment of the Rainier Vista housing project.</p>

C. RESIDENTIAL NEIGHBORHOODS AND HOUSING

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
C4-f	<p>Support the creation of home ownership opportunities for working households with incomes at or below 50% of the area's median income. A large number of Rainier Vista public housing residents are actively pursuing economic self-sufficiency actions which will lead them to permanent employment. Existing down payment assistance programs assist households with incomes above 50% of median income, incomes which are still above the levels of most Rainier Vista working households. SHA is providing incentives to working residents to save for down payments. This plan encourages the creation of a special program for Rainier Vista residents with good credit and other qualifications for home ownership which working residents could afford. This approach will create upward mobility for Rainier Vista residents which could work in conjunction with the Jobs Plus employment activities.</p>	High	1999.		OH, SHA	<p>SHA has recently learned of a new program that allows Section 8 vouchers to be used for home ownership. SHA is investigating how this program could be applied at Rainier Vista, and making it the centerpiece of a revitalization plan that calls for a total of 500 home ownership units at Rainier Vista, of which 200 are intended for current public housing residents.</p> <p>OH staff will work closely with SHA staff to identify fund sources, alternative financial mechanisms and links to other programs such as REACH to make homeownership opportunities, as well as home improvement funds, maintenance funding and utility incentives available in Rainier Vista for households with incomes below 50% of Median Income.</p>

D. INTEGRATED TRANSPORTATION SYSTEM

Description

Goal: Optimize opportunities to make Sound Transit's rail line a positive community asset.

The development of Sound Transit's light rail transit system into Southeast Seattle will likely be the single most important planning event for the area in the next 25 years. Sound Transit's decision of which LRT alignment and station location to choose will likely have far reaching impacts on the direction of future development within the Columbia City/Genesee/Hillman City planning area. Coordination with Sound Transit on the utilization of their route/station selection criteria will be critical to ensure that the goals of the community are being considered in the selection of the LRT route and station location. Columbia City represents the only historic/traditional neighborhood center considered as a possible station location along the light rail route south of the International District. The Columbia City station -- 37th Avenue S tunnel route has been recommended by the Planning Committee not only for its unique pedestrian qualities, but also due to its limited transportation impacts, significant community development opportunities, its centralized location, and ability to efficiently serve riders. Despite the Columbia City station recommendation, the community must prepare mitigation measures and recommendations for each of the LRT proposals since the community recommendation by itself will not guarantee the ultimate route selection. There are a number of transportation strategies that exist regardless of the LRT route and station location. The most important of these strategies include retaining existing mobility standards along Rainier Avenue and MLK Jr. Way, developing a bus loop system providing residential areas efficient access to the LRT station, providing a stronger link between Rainier Vista and Columbia City's business district, improving bus service and facilities, and enhancing bicycle and pedestrian safety.

Integrated City Response

This strategy is consistent with the Comprehensive Plan. The Executive strongly supports this activity that is designed to improve the quality of the transportation system, especially in light of the significant public investment being made in light rail transit through Columbia City.

The Sound Transit preliminary alignment decision to put light rail at-grade on MLK Jr. Way S. has been made and the next stage of planning and design has begun. A number of the activities in this key strategy relate to the various proposed alignments and station locations that were preliminarily rejected, and thus these activities are likely no longer applicable. However, the Columbia City planning committee wanted to keep the ideas in the matrix. Issues raised within this key strategy may also significantly change based upon Sound Transit and SAP decisions. As SAP continues, these activities will continue to be considered.

A number of recommendations are already being considered as part of the station area planning process. The final report SAP staff submits to Council, at the end of 1999, will include a list of recommended actions from all the neighborhood plans, (including the Columbia City Approval and Adoption Matrix) relating to station area planning. This list will also detail the recommended actions and issues that still need additional work or consideration. The SAP final report will also include background information from the

station area planning process and identify legislation or further resources needed to implement the recommended actions.

Council can then choose to forward recommendations that were not finalized to the appropriate department for further staff work and also to the Neighborhood Development Manager (NDM) for tracking. These additional recommendations will already be included in the central database as activities for departments to complete and the NDMS to monitor. Each activity as originally written in the matrix will also be included in the database with a cross reference to the recommendation in the SAP final report.

In addition, the City Council has passed an interim ordinance that prevents specific types of new auto-oriented development from occurring within 1/4 mile of proposed light rail stations until station area planning (SAP) is complete.

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 implementation plans to focus City efforts once resources are identified and become available.

Lead Department: DON

Participating Departments: SAP, SEATRAN

Activities Already Underway

1. As part of light rail SAP, in March 1999 the Seattle City Council passed an ordinance relating to land use and zoning for the areas within approximately 1/4 mile of 10 of the 16 light rail stations planned for the City. Ordinance 119394 recognizes that the station area planning process is designed to encourage transit-oriented development near stations. Because detailed station area plans, due to the City Council by the end of 1999, may include proposals to change the City's zoning to achieve transit-oriented development, the ordinance imposed interim regulations that enable the City to temporarily prohibit new land uses that are incompatible, certain auto oriented uses, with transit-oriented development.
2. The Seattle Housing Authority (SHA) is actively involved in station area planning work for both the Othello and Edmunds station areas. SHA recently received approval of a proposal for a federal HOPE VI grant for the redevelopment of Rainier Vista. Included in the preliminary plans are potential receiving sites for businesses displaced by rail construction.
3. A southeast corridor market analysis has been completed that evaluates development potential and other economic development issues around Southeast

and Beacon Hill stations. This analysis is expected to offer insights about opportunities for specific mixes of uses around station and provide policy and program direction.

4. The City's station area planning team is considering the activities in this and other plans.

Tasks to be Undertaken in 1999-2000

1. SEATRAN is pursuing the development of the "Chief Sealth Trail", a trail in the power line corridor on the west side of MLK Jr Way S.
2. During the development/redesign of MLK Jr. Way S, SEATRAN will review the potential for incorporating cycling facilities on this street.
3. The City will forward transit related requests to KC Metro on the community's behalf.
4. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the Southeast sector implementation plan.
5. Identify next steps for continued implementation.

D. INTEGRATED TRANSPORTATION SYSTEM						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
D1 – Criteria for LRT Route/Station Selection.						

D. INTEGRATED TRANSPORTATION SYSTEM						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
D1-a	<p>Coordinate with Sound Transit to have them utilize the following criteria created by the Columbia City Planning Committee for their route/station selection:</p> <ul style="list-style-type: none"> Choose the LRT station/route that has the best opportunity for positive community development effects. The light rail station should be centrally located in order to serve the most people. It should be within easy walking distance of Columbia City's Business District. The LRT station should have the ability to draw people into the Columbia City Business District. The light rail station should be supported by strong local transit connections (both east-west and north-south). Construction impacts should be minimized and mitigated. Parking impacts to surrounding neighborhoods should be minimized. Traffic impacts such as congestion, safety hazards, and the creation of neighborhood barriers should be minimized. Pedestrians and bicyclists should have safe, inviting, and convenient access to the LRT station and along the LRT route. Development should be concentrated near the station. <p>The station should serve as the catalyst for new housing. Rainier Vista residents should be provided with strong links to the new light rail stations. The station itself should be developed on sites which are blighted or deteriorating, rather than on sites with viable</p>	High	Ongoing activity.		Community, Planning Committee, Sound Transit	<p>In February 1999, the Sound Transit board voted and approved a preferred light rail alignment that would emerge from a tunnel under Beacon Hill, to an aerial station in the McClellan area, touching down to a surface alignment on MLK Jr. Way S. The exact location of the station platforms is still being finalized, but Sound Transit and the City have worked with the community to determine that it will be north of S Edmunds and south of S Alaska.</p> <p>The City will work with Sound Transit to ensure that mitigation addresses impacts resulting from the construction and operation of the light rail - especially for property and business owners. As appropriate, the City's Station Area Planning effort will explore opportunities to address many of the specific bulleted issues listed in this activity.</p> <p>Specifically, station area planning has looked at and will integrate in the final station area plan, consideration of:</p> <ul style="list-style-type: none"> --pedestrian connections between the station and Columbia City --transit connections with the station --potential parking management strategies --qualitative analysis of traffic impacts --bike facilities and routes --potential station area development opportunities. <p>Seattle Housing Authority project staff working on Rainier Vista redevelopment plans as well as residents of Rainier Vista have participated in the station area planning process and have</p>
D1-a cont	<p>commercial or residential uses.</p> <ul style="list-style-type: none"> Impacts to viable single family housing in the neighborhood should be minimized. 					<p>provided significant input on how the station should relate to, provide access to, and create benefits for the Rainier Vista community.</p>

D. INTEGRATED TRANSPORTATION SYSTEM						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<ul style="list-style-type: none"> • Opportunities for green space in connection with the station and route should be considered. • The Columbia City Branch Library expansion should be coordinated with the LRT station planning and development. • The station should be designed to ensure public safety. • The station should include public art. • The LRT station/route should have minimal noise impacts on the surrounding neighborhoods. • The LRT station should be close to a variety of public services and amenities. 					<p>The station area planning process has considered and will integrate into final station area plans, consideration of:</p> <ul style="list-style-type: none"> --opportunities for supporting housing around the station --green space and other public improvements --opportunities for neighborhood serving services and amenities. <p>Sound Transit, through its station design process, is exploring ways to design stations for safety, to integrate public art, and to minimize noise impacts.</p>
D2 – Community LRT Route/Station Recommendations.						
D2-a	<p>The Columbia City/Genesee/Hillman City Planning Committee and community participants at the July 30, 1998, Light Rail Forum recommended the 37th Avenue S. tunnel alignment with the Columbia City station. Preference is due to greater transit-oriented development potential, the centralized location, and lesser potential negative traffic and noise impacts. Additional reasons include:</p> <ul style="list-style-type: none"> • Ability to draw people into the Columbia City Business District. • Fewer potential traffic impacts such as congestion, safety hazards, and the creation of neighborhood barriers. • Better pedestrian and bicycle access. • Concentrated development near the station. • This station is more likely to stimulate new housing. • Station location presents an opportunity to redevelop existing intrusive development. • Best opportunity to enhance existing parks. • Best access to the Columbia City Branch Library. • Station will not be located in the middle of a busy arterial. 	High			Sound Transit	Based on the Sound Transit Board's preliminary selection of a light rail alignment, it appears that the station will not be located at the site described in this activity. Please see D1-a above.

D. INTEGRATED TRANSPORTATION SYSTEM						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<ul style="list-style-type: none"> • Best opportunity to incorporate public art. • Least potential noise impacts on the surrounding neighborhoods. • Station is close to a variety of public services and amenities. 					
D2-b	<p>The option for the Martin Luther King Jr. Way S. at-grade alignment is undesirable while the aerial alignment is unacceptable. The community has identified the following reasons for the MLK alternatives to not be chosen:</p> <ul style="list-style-type: none"> • The station will not be centrally located. • The LRT station will not have the ability to draw people into the Columbia City Business District. • Unacceptable possible traffic impacts such as congestion and safety hazards (at-grade alignment only). • Unacceptable neighborhood barriers created (severely restricted street crossings). • Pedestrian and bicyclist access is poor. • Development is not concentrated near the station. • A station on MLK is least likely to stimulate new housing or commercial development. • The station location in the middle of MLK presents a safety concern and will detract usage. • Greater noise impacts on the surrounding neighborhoods than the 37th Avenue tunnel. • Unacceptable view blockage (aerial alignment). 	X				Please see D1-a above.
D2-c	<p>The option for the "S" curve alignment (Rainier Avenue S. and Martin Luther King Jr. Way S. at-grade) is unacceptable. Possible station locations associated with this station are at MLK/ S. Edmunds Street or Rainier Avenue S. /Genesee Street S. intersections. The community has given the following reasons for the "S" curve alignment to not be chosen.</p> <ul style="list-style-type: none"> • The route does not involve the station location within 	X				Based on the Sound Transit's Board's preliminary selection of a light rail alignment, it appears that light rail will not follow the "S" curve alignment described in this activity and the station will not be located at the site described in this activity. Please see D1-a above.

D. INTEGRATED TRANSPORTATION SYSTEM						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<p>Columbia City</p> <ul style="list-style-type: none"> · The LRT station will not have the ability to draw people into the Columbia City Business District. · Unacceptable possible traffic impacts such as congestion and safety hazards. · Unacceptable creation of neighborhood barriers. · The most significant potential noise impacts. 					
D3 – Transportation Strategies (regardless of selected LRT route/station).						
D3-a	<p>Coordinate with Sound Transit to provide bicycle facilities on, or adjacent to, Martin Luther King Jr. Way S. or Rainier Avenue S. Bicycling on either road is currently extremely dangerous. Non-existent shoulders and heavy traffic discourage bicycle use, not to mention pedestrian use. Since almost no reasonable alternatives exist for north-south bicycle access due to topography and the area's street pattern, measures to accommodate bicycle access along the light rail corridor are essential.</p>	High	<p>Develop strategy and plans during station area planning process in 1999.</p>		<p>Sound Transit, SEATRAN, community</p>	<p>SEATRAN agrees that Rainier Avenue S. and MLK Jr. Way S are currently not attractive routes for cycling. With the many demands for mobility on these streets it's not clear that they will operate as efficient bicycle routes. There may be some opportunities for incorporating cycling facilities on this street with the redesign of MLK Jr. Way for the light rail system. At this point, though, the new design of MLK Jr. Way has not been finalized.</p> <p>The City supports expanding the usable north/south bicycle/pedestrian trail system in Southeast Seattle. To the west of MLK Jr. Way S, SEATRAN is pursuing the development of a trail in the power line corridor, from roughly the Beacon Avenue S/ S Orcas Street intersection to the south City limit. Called the "Chief Sealth Trail", this work is in the planning stages and SEATRAN is pursuing funding for the trail's construction. As envisioned, this idea would include providing a pathway for pedestrians and cyclists.</p> <p>There are other routes that can be used for north-south travel through Southeast Seattle. These are presented in the Seattle Bicycling Guide Map.</p>
D3-b	<p>Develop a bus loop system connecting area neighborhoods to the LRT station. This will be essential to effectively serve the residential areas that lie beyond 1/4 mile from the station (Seward Park, Beacon Hill, etc.).</p>	High	<p>Planning for bus loops should begin in the</p>		<p>Sound Transit, KC Metro, community</p>	<p>SEATRAN would want to review proposed transit routes to ensure that they would operate safely and would not cause operational problems on community streets.</p> <p>The Executive will forward this and related transit requests to</p>

D. INTEGRATED TRANSPORTATION SYSTEM						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
			station area planning process in 1999.			<p>King County Metro on the community's behalf. SPO, SEATRAN and DON will review the transit service requests and transit stop improvements identified in the neighborhood plans and integrate those requested improvements into the work being done under Strategy T4 "Establish and Implement Transit Service Priorities" in the City's Transportation Strategic Plan (TSP). The Executive will report to the City Council Transportation Committee on its progress on Strategy T4 as part of its ongoing reporting requirements on the TSP and to the Neighborhoods, Growth Planning and Civic Engagement Committee.</p> <p>Station area planning has considered transit connections to the station and has received community input on alternatives for exploring the most effective routes for a bus loop system.</p>
D3-c	Conduct a detailed transportation analysis of all major north-south transportation corridors within the influence area in conjunction with the Sound Transit light rail line. This includes Rainier Avenue S., Martin Luther King Jr. Way S., Lake Washington Boulevard, and the Wilson/50th/Seward Park corridor. Analyze potential options for the improvement of MLK/Rainier and the corresponding potential impacts on traffic flow, channelization, signalization, bicycle and pedestrian access, and adjacent uses, in addition to potential impacts to other important transportation corridors. The overall intent is to ensure that if traffic revisions are made to one of the corridors, it doesn't come at the expense/degradation of the other corridors.	High	Ongoing		Sound Transit, SEATRAN	<p>Analysis is being performed for operation of the MLK Jr. Way S corridor. SEATRAN is not aware of broader analysis capturing the operations of the set of north-south corridors in Southeast Seattle. Currently, there is not an identified resource to support a detailed analysis of all major corridors. Given constraints in staff levels, an effort like this would presently have to be led outside of SEATRAN.</p> <p>SAP work conducted through the end of 1999 will provide qualitative analysis of and recommendations relating to critical traffic concerns in each station area. This may form the basis for a more detailed and comprehensive transportation study to be conducted in the future.</p> <p>SEATRAN and Sound Transit have preliminarily agreed to have Sound Transit rebuild Martin Luther King Jr. Way S., curb-to-curb, to accommodate a 4-lane through traffic operation. Turn lanes at intersections increase the number of lanes where needed, but the through-lanes would be a 4-lane</p>

D. INTEGRATED TRANSPORTATION SYSTEM

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>width. The choice of how to operate the street, by using striping, buttons, etc, is a City decision, and could be either a 2-lane or 4-lane use. Choices for operation could vary depending on abutting business needs for on-street parking or loading zones, during off-peak periods. SEATRAN and Sound Transit will be discussing these issues with the community beginning in 1999 and continuing until an operational decision is made. Finally, the street reconstruction by Sound Transit would at the earliest be done in 2004, and SEATRAN's follow-up striping plan would not actually be implemented until approximately 2006. The initial decision on whether to operate the street with 2 or 4 lanes can be revisited and may be informed by how the street actually operates as either a 2 or 4 lane street.</p>
D3-d	Minimize construction impacts of LRT system to surrounding residents, businesses and traffic flow. Take precautions to reduce negative impacts to businesses, adjacent residences, and traffic.	High	2001-2003		Sound Transit	City staff will work with Sound Transit to ensure the mitigation of impacts resulting from construction - especially for property and business owners.
D3-e	Maintain current standards of mobility along Martin Luther King Jr. Way S.	High	Ongoing		Sound Transit, SEATRAN	<p>MLK Jr. Way S is a key arterial, heavily relied on to carry the large north-south volumes through and to Southeast Seattle. It is a heavy carrier of local and regional traffic as well as transit. MLK Jr. Way S will soon be carrying light rail. Pedestrian system improvements are envisioned along the corridor. There is discussion about trying to better integrate north-south cycling facilities through this part of the city, as well.</p> <p>With the construction of the light rail line along MLK Jr. Way S, and accompanying street improvement work, SEATRAN sees that the standard for mobility along the street will change. This change is expected to be positive, in particular with the operation of the light rail and associated pedestrian system improvements.</p>

D. INTEGRATED TRANSPORTATION SYSTEM

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>SEATRAN and Sound Transit have preliminarily agreed to have Sound Transit rebuild Martin Luther King Jr. Way S., curb-to-curb, to accommodate a 4-lane through traffic operation. Turn lanes at intersections increase the number of lanes where needed, but the through-lanes would be a 4-lane width. The choice of how to operate the street, by using striping, buttons, etc, is a City decision, and could be either a 2-lane or 4-lane use. Choices for operation could vary depending on abutting business needs for on-street parking or loading zones, during off-peak periods. SEATRAN and Sound Transit will be discussing these issues with the community beginning in 1999 and continuing until an operational decision is made. Finally, the street reconstruction by Sound Transit would at the earliest be done in 2004, and SEATRAN's follow-up striping plan would not actually be implemented until approximately 2006. The initial decision on whether to operate the street with 2 or 4 lanes can be revisited and may be informed by how the street actually operates as either a 2 or 4 lane street.</p> <p>Rainier Avenue S is a key corridor through southeast Seattle as well. The standard for the operation of Rainier Avenue S and how it accommodates traffic could change as change is made to MLK Jr. Way S to accommodate future light rail operation.</p> <p>This matrix element seems to conflict with element #A1-g. SEATRAN thinks reducing the number of through-lanes on Rainier Avenue S (suggested by matrix element #A1-g) would reduce the street's ability to accommodate the demands of general traffic and transit.</p>
D3-f	Develop principles for station area planning. Develop principles that will preserve and enhance the neighborhood character, reduce and mitigate impacts of transit oriented development, and incorporate public	High	1999.		Community	The City's SAP staff, with neighborhood involvement, is working with Sound Transit to identify development opportunities and parking management options around station locations, especially on Sound Transit's excess construction

D. INTEGRATED TRANSPORTATION SYSTEM

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	amenities in station area developments.					<p>staging property for stations.</p> <p>The City Council has adopted Citywide goals and strategies for Station Area Planning which are the basis of further policy development with regard to specific station area issues. The Executive will provide the neighborhood planning group with these goals and strategies.</p>
D3-g	Provide Rainier Vista residents with strong links to the new light rail station. Since car ownership is relatively low at Rainier Vista, residents will need effective public transportation links to job opportunities. Therefore, the establishment of strong and convenient links to the new light rail transit stations for Rainier Vista residents is important.	Med High	Develop strategy and plans during station area planning process in 1999.		Sound Transit, community, SHA	<p>SAP staff, since March 1999, have been working closely with neighborhood stakeholders in developing station area planning recommendations which reflect community desires for station area development and associated improvements. Both Seattle Housing Authority project staff for the Rainier Vista redevelopment as well as Rainier Vista residents have been involved with the SAP process and have worked with the SAP team and other community stakeholders to ensure that the Rainier Vista plans are well integrated with station area plans. The SAP recommended actions, to be forwarded to City Council at the end of 1999, will reflect these neighborhood desires.</p> <p>Please also see D3-b.</p>
D3-h	Create restricted parking zones (RPZ) in residential neighborhoods adjacent to the selected transit stations to discourage commuter parking in such neighborhoods. Since the proposed station areas have a very limited capacity for parking facilities that may be associated with the transit station, the creation of an RPZ in adjacent residential areas is critical.	Med High	Begin process during station area planning process in 1999.		SEATRAN, SPO, community	<p>Maintaining a functional parking system will need to be addressed as the station goes into operation. City's SAP staff are discussing hide-and-ride parking and station area parking management strategies in further detail during SAP. It is not yet clear what this impact would be – as the station is not designed and in operation. Several parking management strategies, including RPZs, can be used to deal with the commuter parking problems that might be expected around a station. A best solution would likely involve implementing several strategies in combination. The combination of strategies that would best address station-related parking impacts will be clarified through SAP.</p>
D3-i	Improve the east-west transit service. Particularly	Med			KC Metro	Please see D3-b.

D. INTEGRATED TRANSPORTATION SYSTEM						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	important is access to Lake Washington and West Seattle. At a minimum, improve the transfer between Route #39 and West Seattle routes.	High				Station area planning has considered transit connections to the station and has received community input on alternatives for exploring the most effective routes for a bus loop system. Metro has been involved in station area planning work sessions with the community and has engaged in exploring alternative routes for east west transit service as well.
D3-j	Improve bus stops, particularly those that function as transfer stations. Provide necessary benches, shelters, lighting, and transit information. Incorporate public art around stops.	High			KC Metro	Please see D3-b. Station area planning has involved Metro in work sessions with the community and has received input and is exploring appropriate locations for bus stops.
D3-k	Improve bicycle access on S. Alaska Street/ S. Columbian Way, west of Rainier Avenue S. Although the steep hill west of MLK discourages most cyclists, this is one of the only through east-west roads in the immediate area and thus is important, particularly for those who commute to work by bike. Improvements could include adding a bicycle lane or providing shoulder improvements (west of MLK).	Med			SEATRAN	This street is a steep and heavily-used, four-lane arterial. The street does not have the width for including bike lanes without removing lanes for general traffic. SEATRAN does not support this change.
D4 – Strategies for Individual Station-Area Alternatives						
D4-a	Columbia City Station. As a top priority, develop the underground Columbia City Station at 37 th Avenue S. and S. Edmunds. Consider: <ul style="list-style-type: none"> Integrating the primary station entry into the redevelopment of the Columbia Plaza site. Create station entries at 37th Avenue S./ S. Edmunds Street and off of Rainier Avenue S. Preserve historic streetfront buildings in Columbia City. Special consideration should be given towards private property loss compensation and relocation assistance. Develop car/bus drop off sites on Rainier Ave S 	High				Please see D2-a.

D. INTEGRATED TRANSPORTATION SYSTEM						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<p>near S Edmunds.</p> <ul style="list-style-type: none"> • Provide streetscape improvements on 37th including street trees, curbs, gutters, new sidewalks, street furniture, signage, etc. • Improve pedestrian access from Rainier Vista to station via Alaska and Edmunds. • Strengthen Columbia Park. • Expand the Columbia City Branch Library consistent with architectural integrity. • Provide streetscape improvements on 35th Avenue S. between Edmunds and Alaska (curbs, gutters, sidewalks, and street trees). • Develop a linear park with separated pathways along Rainier north of Alaska. 					
D4-b	<p>Genesee Station. If this station and subsequent alignment is chosen despite community recommendations, provide substantially more extensive traffic, aesthetic, and environmental improvements, as well as redevelopment projects along the MLK corridor, and substantially more extensive public investment must be made in the Columbia City core than if the underground station is selected. Consider the following:</p> <ul style="list-style-type: none"> • Special consideration should be given towards private property loss compensation and relocation assistance. • Develop a linear park with separated pathways along Rainier Avenue S. north of Alaska. • Develop car/bus drop off sites on Rainier near the station. • Incorporate the redevelopment of the Columbia Plaza site into the station area plans. • In conjunction with proposed linear park and pathway, provide for redevelopment opportunities between the LRT rail and Rainier. • Develop a stairclimb/pedestrian access from S. 	X			Sound Transit	Please see D2-a.

D. INTEGRATED TRANSPORTATION SYSTEM						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	Genesee Street westward to 37th Ave.					
	<ul style="list-style-type: none"> Provide streetscape improvements on 37th and 38th avenues including street trees, curbs, gutters, new sidewalks, street furniture, signage, etc. Provide streetscape and pedestrian improvements on Alaska and MLK to mitigate for rail alignment and crossings. Redevelop the parking lot on the old Safeway site at the northeast corner of Rainier and Genesee with pedestrian-oriented development. 					
D4-c	<p>MLK/Alaska Station. If this station and subsequent alignment is chosen despite community recommendations, provide substantially more extensive traffic, aesthetic, and environmental improvements, as well as redevelopment projects along the MLK corridor, and substantially more extensive public investment must be made in the Columbia City core than if the underground station is selected. Consider the following: Coordinate the development of the station and alignment with the redevelopment of the Rainier Vista public housing garden community. Although some physical improvements have been made since Rainier Vista was built in the 1940's, extensive improvements will be required within the next ten years. Preliminary planning to address existing or imminent problems with the housing units, the site, and supportive facilities has begun. A MLK/Alaska station will nevertheless have a major impact on the master plan for Rainier Vista. Working with the neighborhood, the Seattle Housing Authority should be encouraged to coordinate the master planning of Rainier Vista with Sound Transit on new transportation improvements.</p> <ul style="list-style-type: none"> Provide for streetscape and pedestrian improvements such as widened sidewalks, landscaping, street trees, and improved sidewalks 	X			Sound Transit	SAP staff, since March 1999 have been working closely with neighborhood stakeholders in developing station area planning recommendations which reflect community desires for station area development and associated improvements. Both Seattle Housing Authority project staff for the Rainier Vista redevelopment as well as Rainier Vista residents have been involved with the SAP process and have worked with the SAP team and other community stakeholders to ensure that the Rainier Vista plans are well integrated with station area plans. The SAP recommended actions, to be forwarded to City Council at the end of 1999, will reflect these neighborhood desires.

D. INTEGRATED TRANSPORTATION SYSTEM

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<p>on MLK to mitigate for rail alignment and limited street crossings.</p> <ul style="list-style-type: none"> • Provide for effective signalization and traffic control at the MLK/Alaska intersection to enhance pedestrian safety while maintaining good mobility standards. Explore the option of closing off 31st Avenue S between Alaska and MLK to increase redevelopment opportunities. • Focus on mixed use redevelopment opportunities at or near the intersection of MLK and Alaska, while focusing on multi family residential redevelopment opportunities on vacant or underutilized property in other areas within close proximity to the station. • Improve pedestrian access from Columbia City's business district to station. This includes streetscape improvements such as landscaping, street trees, sidewalk improvements, signage, and lighting for Alaska and Edmunds streets between MLK and Rainier Avenue S. • Incorporate the redevelopment of the Columbia Plaza site into the station area plans. • Provide car/bus drop off points near Alaska and MLK. • Explore the option of realigning 30th Avenue S. and S. Angeline Street from Alaska to MLK to increase redevelopment opportunities. • Retain the existing ballfield at Rainier Vista. • Develop a pedestrian pathway from Renton Ave S., southwesterly around the ballfield to near the MLK/Alaska intersection to improve access to the station. • Explore opportunities to create a small park/open space area near the southeast corner of MLK and Alaska in conjunction with condemnation for alignment and possible closure of 31st Avenue S. 					

D. INTEGRATED TRANSPORTATION SYSTEM						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<ul style="list-style-type: none"> Develop a stairclimb/pedestrian access from Angeline southwesterly to Mountainview Drive S./30th Avenue S. Develop a stairclimb/pedestrian access from 30th Avenue westward to 29th Avenue S. 					
D4-d	<p>MLK/Edmunds Station—If the station and subsequent alignment is chosen despite community recommendations, provide substantially more extensive traffic, aesthetic, and environmental improvements, as well as redevelopment projects along the MLK corridor, and substantially more extensive public investment must be made in the Columbia City core than if the underground station is selected. Consider the following:</p> <ul style="list-style-type: none"> Give special consideration towards private property loss compensation and relocation assistance. Provide substantial streetscape and pedestrian improvements such as widened sidewalks, landscaping, street trees, lighting, and signage on MLK Jr. Way, 32nd Avenue S., and S. Alaska Street (<i>with "S" curve route</i>) to mitigate for the effects of the rail line and rail street crossings. Develop a linear park with separated pathways west of Rainier Avenue (between the rail line and the street) north of Alaska Street (<i>with "S" curve route</i>). Provide streetscape improvements on Edmunds, Ferdinand, and Hudson streets, such as improved sidewalks, landscaping, street trees, lighting, and signage, to improve access between the LRT station and Columbia City Explore the option of closing off 31st Avenue S between Alaska and MLK to increase safety and improve redevelopment opportunities. Incorporate the redevelopment of the Columbia Plaza site into the station area plans. Retain and strengthen single family residential areas 	X			Sound Transit	Both this activity and D4-c most closely reflect the future station site as preliminarily selected by the Sound Transit Board. The specific bulleted recommendations are included in this matrix as specific activities. SAP will be reviewing all recommended area improvements as proposed by the neighborhood.

D. INTEGRATED TRANSPORTATION SYSTEM

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<p>between station and historic district.</p> <ul style="list-style-type: none"> • Provide for effective signalization and traffic control at the MLK/Alaska intersection to enhance pedestrian safety while maintaining good mobility standards. • Focus on mixed use redevelopment opportunities at the MLK/Hudson and MLK/Alaska intersections, while focusing on residential redevelopment opportunities on vacant or underutilized property in other areas within close proximity to the station. • Provide car/bus drop off points on MLK near the station. • Develop a stairclimb/pedestrian access from Angeline southwesterly to Mountainview/30th Ave. • Develop a stairclimb/pedestrian access from 30th Avenue westward to 29th Avenue S. 					

E. MARTIN LUTHER KING JR. WAY CORRIDOR

Description

Goal: Improve the appearance of the MLK corridor while retaining its function as an efficient transportation corridor.

Martin Luther King Jr. Way S. was originally designed to serve as an efficient high speed transportation corridor providing alternative north-south access to Rainier Avenue S. To this day, MLK retains this valuable function. However, efforts to mitigate the negative impacts of heavy traffic on adjacent property and pedestrian activity, have largely been insufficient. Moreover, the continued emphasis of commercial zoning along the MLK corridor, particularly south of Rainier Vista, has had a deleterious effect on the visual quality of the corridor. The overall consequence has been a general pattern of disinvestment and lack of property maintenance. The plan recommends activities that improve the appearance of the corridor, increase pedestrian safety while maintaining traffic capacity, and encourage new or redevelopment of vacant or blighted properties.

Integrated City Response

This strategy is consistent with the Comprehensive Plan. The Executive supports the neighborhood's desire to improve major roads. SAP will have a major impact on this arterial and the recommendations put forth in this key strategy will be incorporated as appropriate into the overall transit and station area design.

The final report SAP staff submits to Council, at the end of 1999, will include a list of recommended actions from all the neighborhood plans, (including the Columbia City Approval and Adoption Matrix) relating to station area planning. This list will also detail the recommended actions and issues that still need additional work or consideration. The SAP final report will also include background information from the station area planning process and identify legislation or further resources needed to implement the recommended actions.

Council can then choose to forward recommendations that were not finalized to the appropriate department for further staff work and also to the Neighborhood Development Manager (NDM) for tracking. These additional recommendations will already be included in the central database as activities for departments to complete and the NDMS to monitor. Each activity as originally written in the matrix will also be included in the database with a cross reference to the recommendation in the SAP final report.

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

Lead Department: SEATRAN

Participating Departments: SAP, SPO

Activities Already Underway

1. As part of light rail SAP, in March 1999 the Seattle City Council passed an ordinance relating to land use and zoning for the areas within approximately 1/4 mile of 10 of the 16 light rail stations planned for the City. Ordinance 119394 recognizes that the station area planning process is designed to encourage transit-oriented development near stations. Because detailed station area plans, due to the City Council by the end of 1999, may include proposals to change the City's zoning to achieve transit-oriented development, the ordinance imposed interim regulations that enable the City to temporarily prohibit new land uses that are incompatible, certain auto oriented uses, with transit-oriented development.
2. The City's station area planning team is considering the activities in this and other plans.

Tasks to be Undertaken in 1999-2000

1. SEATRAN is planning a pedestrian signal at S Hudson and MLK Jr. Way S, and this work will be done as part of the overall MLK street redesign.
2. SEATRAN will review community developed gateway design and streetscape ideas to ensure they will not present safety or operational problems.
3. Policy Docket Issues:

a) A report on results of the pedestrian push-button study and the crosswalk safety study and how new policies respond to the range of neighborhood recommendations is due to Council in 1999.

4. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the Southeast sector implementation plan.
5. Identify next steps for continued implementation.

E. MARTIN LUTHER KING JR. WAY CORRIDOR						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
E1 – Capital Infrastructure						
E1-a	Install pedestrian activated signals along Martin Luther King Jr. Way S at S Edmunds (or S Ferdinand) and S Dawson streets, and at Rainier Vista, north of Columbian Way S. Include pedestrian islands to enhance safety.	High	1999. High immediate priority.		SEATRAN	<p>Pedestrian signal issues have been referred to the Policy Docket for consideration by Council. SEATRAN has recently modified their policy on placing pedestrian push buttons at crosswalks and is testing its recently modified policy. A report on results of this study and how the new policy responds to the range of neighborhood recommendations is due to Council in 1999. A report on the crosswalk safety study will also be given at the same time.</p> <p>A conceptual level proposal for improvements in the Martin Luther King Jr Way S corridor that would accompany investment in light rail has been developed. While detailed design work isn't completed, the conceptual proposal includes:</p> <ul style="list-style-type: none"> • an attractive, unified streetscape design • additional safe, signalized and marked functional pedestrian and vehicular crossings along MLK Jr. Way S • attractive, usable crossings at the intersections at S Edmunds and S Dawson Streets to connect existing neighborhood centers to the proposed stations • construction of median improvements, including better traffic channeling for left-turning vehicles. <p>While signal installation at major intersections is supported by both SEATRAN and Sound Transit, it's</p>

E. MARTIN LUTHER KING JR. WAY CORRIDOR

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						not clear at this point whether these crossings would include pedestrian-activated signals or not.
						<p>SEATRAN is also planning a pedestrian signal as a minimum treatment at S Hudson Street. SEATRAN supports a more comprehensive treatment at S Hudson to include cross traffic access onto MLK from S Hudson if the community is interested. The community work should be a Sound Transit/SAP led effort.</p> <p>There will be opportunities for community members to shape/participate in the streets' design. A key opportunity will be through the station area design process for the station planned at S Edmunds Street.</p> <p>If there are locations along MLK Jr. Way S., about which community members have immediate safety concerns, these can be presented directly to SEATRAN operations staff.</p>
E1-b	Enhance the Martin Luther King Jr. Way Streetscape. Develop a unified streetscape design that creates a continuous, safe, attractive pedestrian route. Include widened sidewalks, street trees, marked crosswalks, pedestrian lights, vegetated boulevards, and other landscaping.	Med High	Can be done in connection with LRT construction from 2001-2003 if MLK route is chosen.		SEATRAN, Sound Transit, community	See responses to A1-b & E1-a.
E1-c	Provide decorative gateway features along MLK to direct travelers to Columbia City's historic business district. Without such an informative feature, motorists and other travelers may be unaware that the unique business district exists. For northbound traffic, install feature just south of S. Hudson Street. For southbound traffic, install feature just north of S. Alaska St.	Med	This becomes a top priority if an MLK LRT station is developed.		SEATRAN, Sound Transit community	<p>See responses to A1-b & E1-a.</p> <p>In addition, improvements along S Edmunds Street is part of the Sound Transit project, from MLK Jr. Way S. to Rainier Avenue S. Alternative options for S Edmunds streetscape improvements have been explored as part of the SAP process.</p>

E. MARTIN LUTHER KING JR. WAY CORRIDOR

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>Sound Transit's Public Art program will provide opportunities to explore arts in the light rail station area and as part of the station design itself, and may lead to creative ways to address this recommendation.</p> <p>The NMF is also a possible funding source for the design and construction of decorative gateway features.</p>
E1-d	Reconfigure intersections with wider than normal approaches along Martin Luther King Jr. Way to shorten pedestrian walking distance. This includes intersections at obtuse angles and/or more than one cross-street that increase the amount of street that pedestrians must cross.	Med	Can be done in connection with LRT construction from 2001-2003 if MLK route is chosen.		SEATRAN, Sound Transit	See responses to A1-b & E1-a.
E1-e	Close direct access from MLK Jr. Way S. to 31 st Ave S. Make 31st Avenue a one-way street (northbound only) and provide curb bulbs to slow down traffic. This eliminates dangerous short cuts from Alaska to MLK Jr. Way S.	Low	Can be done in connection with LRT construction from 2001-2003 if MLK route is chosen.		SEATRAN, Sound Transit, developers.	See responses to A1-b & E1-a. At this stage of MLK Jr. Way's design, SEATRAN recommends that this part of 31 st Avenue S. operate as southbound only, reflected in plans for the street being developed by Sound Transit.
E1-f	Improve pedestrian access from Beacon Hill to the MLK area/Columbia City. This can be accomplished by developing a stairclimb from 30 th Avenue S./S. Mountainview Drive to S. Angeline Street. Provide landscaping at the stairway entryways. Complementary to the development of the stairclimb, preserve and enhance the greenbelt area.	Low	This becomes a high priority if an MLK LRT station is chosen.		SEATRAN, Sound Transit, community	This connection is being proposed in conjunction with the light rail station. This proposed stairclimb will be reviewed as part of Station Area Planning work.

F. PUBLIC SAFETY AND COMMUNITY LIVABILITY

Description

Goal: Stabilize and enhance the Columbia City area as a safe and clean neighborhood in which to live, work, and recreate.

Three attributes are critical in improving the area's livability. They include enhancing the area's physical attractiveness, improving standards of law and code enforcement, and strengthening community identity and pride related programs and activities.

Integrated City Response

The City supports the goals of this Key Strategy. The Seattle Police Department will work with the community to implement many of these activities, including increasing crime prevention and community policing work in the neighborhoods. Some activities are underway, including OED currently working with non-profit developers in the neighborhood, station area planning, and citywide policy discussions regarding human service siting and pedestrian lighting issues.

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

Lead Department: DON

Participating Departments: SEATRAN, SCL, DPR, DCLU, SPD, OED, SAP OH, HSD

Activities Already Underway

1. As part of light rail SAP, in March 1999 the Seattle City Council passed an ordinance relating to land use and zoning for the areas within approximately 1/4 mile of 10 of the 16 light rail stations planned for the City. Ordinance 119394 recognizes that the station area planning process is designed to encourage transit-oriented development near stations. Because detailed station area plans, due to the City Council by the end of 1999, may include proposals to change the City's zoning to achieve transit-oriented development, the ordinance imposed interim regulations that enable the City to temporarily prohibit new land uses that are incompatible, certain auto oriented uses, with transit-oriented development.
2. DCLU has prepared legislation for Land Use Code amendments on housing projects and for demonstration projects, both of which should help to increase good-quality affordable housing in the community.

3. OH & HSD are undertaking an update of the City's housing and human service siting policies.
4. The City's station area planning team is considering the activities in this and other plans.

Tasks to be Undertaken in 1999-2000

2. Policy Docket Issues:
 - a) A review of existing City lighting policies, analysis and recommendations is due to Council in 1999.
 - b) A briefing on Housing and Human Service Facilities Siting Policy will be given to Council prior to adoption.
3. SPU will continue to provide support for ongoing community organized graffiti removal activities.
4. OED is currently finishing up a three year contract with SEED to help develop and define goals, objectives and outcomes in relation to SEED's Main Street program.
5. OED will continue to support Rainier Chamber of Commerce functions and work with the Chamber staff on an ongoing basis
6. SPD will continue to pursue improvements to public safety in the neighborhood, including hiring additional officers to fully staff the South Precinct, using foot & bike patrols and working with residents and businesses to foster cooperation.
7. 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 Southeast sector implementation plan.
8. Identify next steps for continued implementation.

F. PUBLIC SAFETY AND COMMUNITY LIVABILITY						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
F1 – Capital Infrastructure						
F1-a	Improve security lighting around schools, parks, public facilities, parking lots, and alleys.	Med High	Ongoing.		SCL, SEATRAN, DPR	<u>Lighting.</u> The neighborhood is encouraged to develop a "fighting plan" by working with SCL's 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 staff works closely with SPD staff to address security issues. Lighting in parks should involve DPR. Please reference SCL's new publication entitled "Resources for Neighborhood Planning Opportunities" for more details. This is available at the Neighborhood Service Center. Issues regarding lighting have been referred to the Policy Docket for consideration by Council. A review of existing City policies, analysis and recommendations are due to Council in 1999. These recommendations will be reviewed again when that policy analysis is completed.
F1-c	Identify and develop sites for new P-patches, particularly in areas with predominately multifamily residential uses.	Med High	1999>		DON	The city supports the communities' efforts to develop new P-Patch sites. The community should begin exploring potential sites for P-Patches with the Department of Neighborhoods (DON) since any site acquisition will need to occur through a future bond measure.
F1-d	Work with the Rainier Community Center to develop a new toddler gym. While the planning area has a much higher concentration of children under the age of 5 than the city as a whole, there are no applicable community facilities for them.	Med High	1999>		DPR, community development organizations	The community has been discussing the idea of a new toddler gym or programs at the Rainier Community Center for some time and submitted an NMF grant for equipment. This NMF grant has been funded and the community has begun selecting equipment and exploring programming for the program.
F2 – Regulatory Measures						
F2-a	Aggressively enforce property maintenance and nuisance codes. Pay special attention to the condition	High	Ongoing.		DCLU	DCLU is working to strengthen its enforcement of land use, housing, noise and building code

F. PUBLIC SAFETY AND COMMUNITY LIVABILITY						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	of storefronts, abandoned vehicles, and graffiti.					<p>standards. DCLU will continue to enforce the appropriate codes; complaint based enforcement actions; work with police community officers and other departments to resolve enforcement issues; work with owners and tenants to inform them about tenant/landlord responsibilities and to obtain code compliance; and provide information to other agencies and City departments regarding minimum housing standards so they can assist their customers to find code compliant housing. DCLU has also been working with Law and the Hearing Examiner to develop the proposed Citation Enforcement Process that is intended to help change the 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.</p> <p>DCLU prepared legislation for Land Use Code amendments in 1998 on housing production and for demonstration projects, both of which should continue to help increase good-quality affordable housing within the community and city-wide Graffiti removal violations can be reported to the SPU Illegal Dumping/Graffiti Hot Line. SPU also provides support for ongoing community organized graffiti removal activities, Adopt-a-street organizing, and Spring Clean Community Clean-ups (March-May annually).</p>
F2-b	Ensure that the South Precinct funding keeps pace with population growth and changes in crime statistics.	High	Ongoing.		SPD	SPD is actively hiring police officers so that all police precincts, including the south precinct, are fully staffed at authorized levels. Any additional Officers assigned to the South Precinct above current authorized levels would require additional funding.

F. PUBLIC SAFETY AND COMMUNITY LIVABILITY						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						SPD uses a computer based staffing model to determine staffing levels for all precincts. The computer model takes into consideration a number of factors, including the number of calls for service received by precinct.
F2-c	Develop measures to control the siting of new social services in the planning area. The large number of human service agencies operating within the area have led to community concerns that the continued concentration of these facilities will undermine redevelopment and stabilization efforts. Concern has been expressed over the proximity of some facilities to local schools and business districts, such as Hillman City, which are struggling to redevelop.	Med High	2000>>>		OH, HSD, community	OH & HSD are undertaking an update of the City's housing and human service siting policies. As part of policy docket work, a briefing on Human Service Facilities Siting Policy will be given to Council prior to adoption.
F3 –Programs						
F3-a	Establish and maintain a visible police presence via foot patrol and bicycle patrol within the planning area's commercial centers.	High	1999>>>		SPD	SPD supports and does have a visible presence in this community. Foot patrols and bike patrols are used when staffing levels and calls for service permit this type of service.
F3-b	Restore and expand community-based policing. Foster a more cooperative relationship between residents, businesses, and public safety officials.	High	1999>>>		SPD	In September, 1998 Community Policing Officers were reassigned from Patrol back to their Community Policing responsibilities. SPD through the South Precinct, Crime Prevention and CSO works extensively with residents and businesses to foster a more cooperative relationship. SPD is attempting to expand community policing to all parts of department operations, not just the specific Community Policing Team. Additional officers and programs beyond this would require additional resources.

F. PUBLIC SAFETY AND COMMUNITY LIVABILITY						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
F3-c	Increase SEATRAN's budget for Southeast Seattle to improve all services, including street sweeping, litter and garbage service, landscaping maintenance, etc.	High	1999>>>		SEATRAN Council	SEATRAN does not budget for individual sectors, funding for street sweeping and other maintenance is provided through the general fund. In addition, the community may want to consider leveraging BIA or LID funding to hire non-profit organizations to supplement SEATRAN's efforts.
F3-d	Support the continued activities of the Rainier Main Street Program. Administered by Southeast Effective Development (SEED), the Main Street Program is a business retention, promotion, and attraction program that works with small businesses located in the community, or potential businesses and investors interested in the community. As an image related measure, continue to explore alternative security measures to the security bars on business windows.	Med High	Ongoing.		SEED, OED, community	The Office of Economic Development provides financial and technical assistance to SEED's Main Street Project. In 1997, OED established a 3 year contract with SEED to help develop and define goals, objectives and outcomes. This funding expires at the end of 1999
F3-e	Secure the ongoing funding for the Good Neighbor Fund which includes a facade improvement program and consulting assistance for businesses. This program is part of the Rainier Main Street Program that provides matching grants for exterior improvements. Beyond funding, additional needs and priorities for the GNF involve more promotion of the program and technical assistance with facade design.	Med High	Ongoing.		SEED, OED	Since 1993, OED has contributed funding to the SEED Good Neighbor Fund to enable business and property owners to make exterior improvements to private property and expects to continue doing so. In 1996, OED provided additional funds to support the program through its Main Street Contract with SEED.
F3-f	Support the continued efforts of the Southeast Seattle Arts Council (SESAC) in adding murals, sculptures, and other visual art to the community Specifically: <ul style="list-style-type: none"> Support efforts of community cultural groups with facilities in which to work, perform, exhibit, and teach. Integrate cultural development with other community development efforts. Expand municipal funding for cultural programs, services and development efforts. Develop cultural programs, instruction, classes and residencies for children and special needs populations who do not have access to arts 	Med High	Ongoing.		Sound Transit, SAC, SAP, community, property owners.	SAC will provide technical assistance for a fee, especially if DON funds are involved. Artists can be involved in the development of streetscape amenities and station development through SAC and START. If there are "1% for Art" funds generated out of station construction and pedestrian improvements an artist should be involved. Ideally, an 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 will provide technical

F. PUBLIC SAFETY AND COMMUNITY LIVABILITY						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	opportunities.					assistance. Sound Transit's station design process has begun and is conducting a series of community meetings in the fall of 1999 to elicit neighborhood feedback on desirable public art elements for the light rail station. Coordination between SESAC and Sound Transit's station design will be key.
F3-g	Support the continued activities of the Rainier Chamber of Commerce. Assist in Chamber's biannual neighborhood cleanups. Support the Chamber's anti-graffiti efforts and the Rainier Valley Rose Project, which aims to deter vandalism while beautifying the area.	Med High	Ongoing		Community, OED	The Office of Economic Development (OED) supports the Rainier Chamber of Commerce and works with the Chamber staff on an ongoing basis.
F3-h	Develop and distribute informational brochures/flyers on graffiti, litter, and weed removal tactics. Such a brochure or flyer could include contact numbers for the Department of Design, Construction and Land Use and the Rainier Chamber of Commerce, applicable City codes, and graffiti removal tips. Post brochure/flyers at neighborhood bulletin boards, kiosks, public facilities, and local businesses, with permission.	Med	1999.		DCLU, SPU, community development organizations	DCLU maintains a fact sheet on the Weeds and Vegetation ordinance, available for distribution. SPU maintains and enforces the graffiti and litter codes. Brochures regarding SPU Environmental Partnership Programs (Adopt-a-street, illegal dumping, graffiti removal, litter clean-up) are currently available at the NSC.
F3-i	Incorporate Crime Prevention Through Environmental Design (CPTED) techniques. This involves the siting of buildings to allow for security and surveillance.	Low	1999.		Community SPD, DCLU	SPD has increased its incorporation of CPTED principles and plans to train more staff to use this technique. When requested, SPD does review development plans of projects proposed in the community and recommends that a CPTED review become a standard requirement for any new development in the community. SPD also recommends that CPTED principles be incorporated in the design review phase of development.
F3-j	Develop a design assistance program for new and existing community businesses through pro-bono work by local architects and artists. This could involve assistance in the design of new signage, building	Low			Community development organizations	This is a community based activity. The development of such a program should directly relate to the development of design guidelines for the neighborhood. Please see the response to C2-k.

F. PUBLIC SAFETY AND COMMUNITY LIVABILITY						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	facade improvement, or interior design elements.					

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