3.4 Housing arid Land Use

Issue Discussion. The Rainier Beach Residential Urban Village was established through adoption of the City's Comprehensive Plan in [994. The Rainier Beach Residential Urban Village is one of five "villages" designated in the Rainier Valley. The others include North Rainier @ 1-90, Beacon" Hill, Columbia City and MLK @ Holly Street. The intent of these designations is to reinforce concentrations of employment and housing in locations that will support and have direct access to regional high capacity transit. Urban Centers are intended to accommodate the majority of future residential and employment growth within the City. To recognize differences in existing or desired functions and physical characteristics, distinct areas were designated as Hub Urban Villages and Residential Urban Villages. As a residential urban village, Rainier Beach is expected to consist of compact residential neighborhoods that provide a range of housing types. Household growth in Rainier Beach is intended to accommodate an additional 740 households over the next 20 years, or approximately 1.2% of the total household growth citywide (60,000 households). There is no employment growth target for the Rainier Beach Residential Urban Village.

The Land Use and Housing Committee of Rainier Beach 2014 had the charge of addressing future growth, physical housing development, and affordable housing needs that will help retain Rainier Beach's diverse population. Appropriate land use and zoning amendments also fall under the responsibility of the committee. To shepherd Rainier Beach's housing growth, the following goals, policies, strategies, and recommendations have been put forward.

Goals and Recommendations

Goal **LUH-1** Encourage townhomes and mixed-use residential/commercial buildings as the preferred development pattern for meeting the projected growth target of 740 new households by 2014.

LUH-L1 Establish "housing opportunity" subareas to locate new growth:

- Kenyon to Holden east of Rainier has the existing zoning and available land to accommodate significant numbers of new residential units.
- Rainier Avenue S between 51st and 57th could be an attract location for mixed-use or single-purpose residential development.
- The area east of 48th Avenue S south of Henderson Street could accommodate residential small lot single-family homes similar to those developed by HomeSight in the Central Area and North Rainier Valley.
- The single-family area around Wabash south of Rose could also house new small-lot single-family homes like bungalow courts.
- The highest density new housing should be located around the light rail station area at Henderson and MLK.

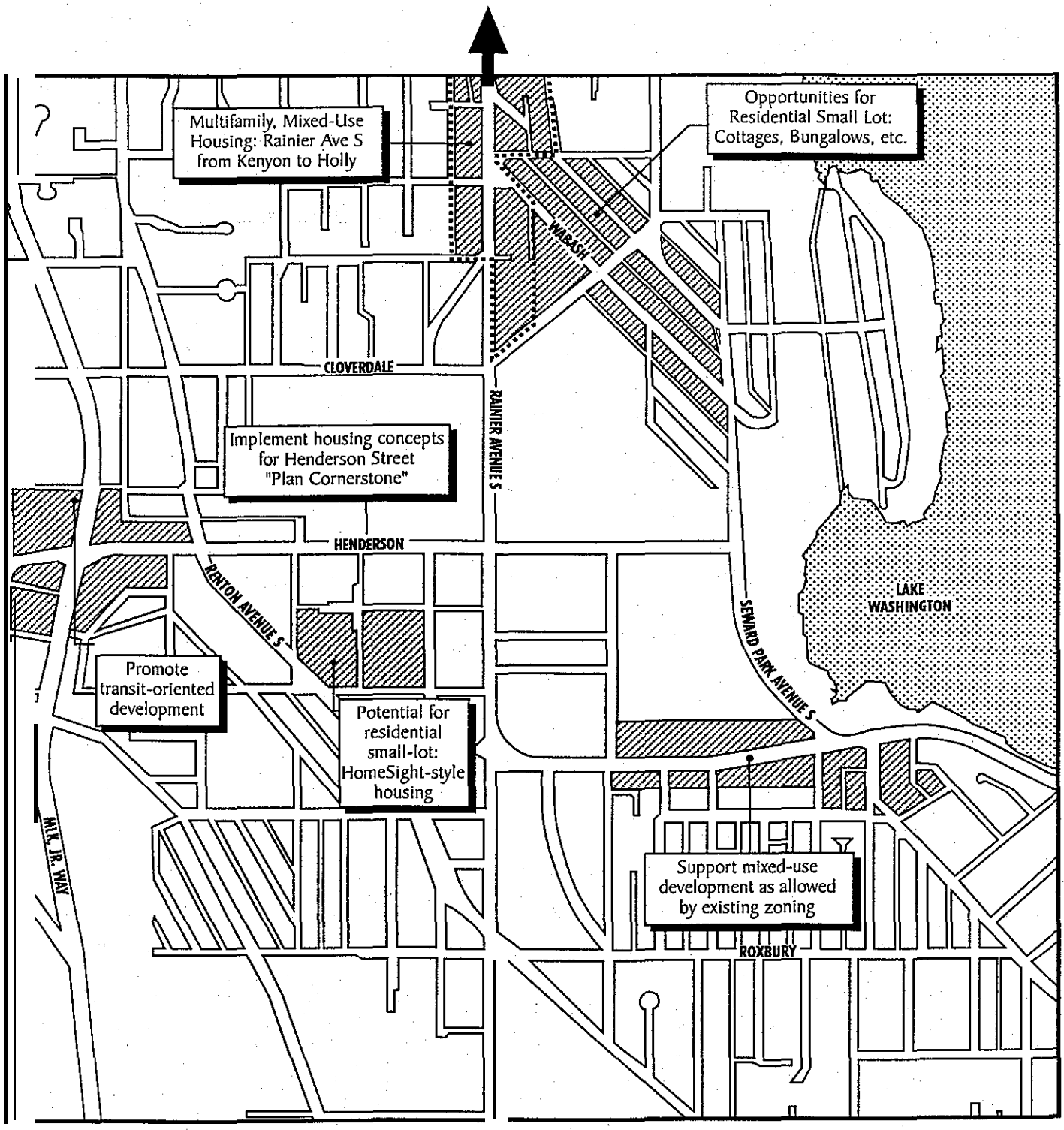

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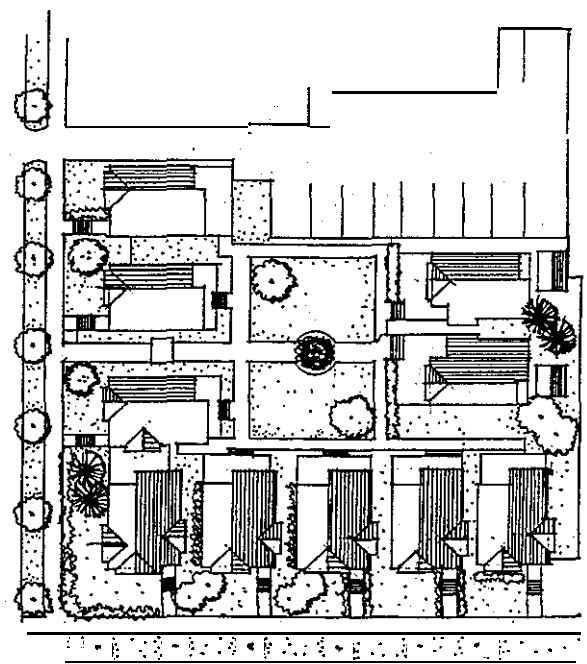
FIGURE 16
Housing Opportunities Map

Mixed-use buildings would be appropriate near the light rail station, as well as along sections of Rainier Avenue S.

Townhomes (above) and cluster housing projects (below) are the preferred housing development pattern.

Well-designed buildings with attractive storefronts are necessary to help Improve the social, physical, and economic environment in Rainier Beach.



Villa Park Townhomes, just west of the Rainier Beach Library, stands out as an ideal example of the type of residential development desired by the community.

FIGURE 17
Preferred Housing Types
for Rainier Beach

LUH-L2 For each of the areas, the City should establish development incentives, perhaps implementing its Tax Abatement Program, to encourage new housing construction in these targeted areas.

Goal LUH-2 Address derelict properties and illegal uses which promote the perception of crime and lack of personal safety, while also detracting from Rainier Beach's community character

LUH-2.1 Require the City Attorney's office to establish policies that more effectively abate problems with derelict and poorly managed properties.

LUH-2.2 Establish a local housing "Watchdog" organization that can work with the City's Police Department and the City Attorney's Office

LUH-2.3 Ensure proper and timely enforcement of all applicable City codes

Goal LUH-3 Promote affordable housing as a means. of retaining the diverse population that defines RainierB each. Seek ways of linking affordable housing to homeownership through existing and new programs, as well as through land use/ zoning incentives.

LUH-3.1 Allow residential small lot zoning (RSL) in single-family zones only within the Residential Urban Village boundary.

LUH-3.2 Work with SEED, HomeSight, and other housing providers to develop affordable housing demonstration projects.

LUH-3.3 Change NC zones within the urban vi llage to NCR zones, thereby allowing single-purpose residential development in zones that previously required ground floor retail uses.

LUH-3.4 Increase the housing stock in Rainier Beach by rewiring new single-purpose commercial projects to provident least one floor of upper story housing.

Goal LUH-4 Establish a land use and zoning plan that will preserve Rainier Beach's single-family areas: limitand discourage more apartment-sty ledwelling units; and promote ground-related townhome developments to serve the needs of future residential growth.

LUH-4.1 Promote no zoning changes as part of plan adoption, but allow flexibility for potential changes or contract rezones when they support the goals, strategies, and vision of Rainier Beach as a transit-friendly, pedestrian-oriented, safe. and secure urban village.

LUH-4.2 Preserve single-family zones in the urban village and general planning area.

LUH-4.3 Property at 9050 Seward Park Avenue S. Allow for a contract rezone of the Shoreline Overlay zone from Conservancy Management to Urban Residential with the following specific conditions:

- Inclusion of housing units.
- Preference for some ground floor retail, i.e., restaurant (the community acknowledges that this may not be allowed by code).
- Provision of public access to the waterfront.
- Inclusion of public open space or public plaza.
- Preservation of the Mapes Creek riparian corridor.
- Provision forsome views of thewaterfront.

Goal LUH-5 Coordinate with the Economic Development subcommittee on recommendations related to the commercial and mixed-use revitalization of Rainier Beach's "Beach Square" near the intersection of Rainier Avenue Sand Henderson Street. In conjunction with the physical and economic enhancement of the shopping center area, seek redevelopment opportunities and land use/zoning strategies that will. encourage new housing in the "Beach Square."

LUH-5.1 Support the policies, strategies, and recommendations outlined for Plan Cornerstone Element, "Beach Square: Commercial Core Revitalization (C-2)

3.5 Economic Development

Issue Discussion. Several key issues and concerns have been identified within the Rainier Beach community during past and ongoing planning efforts as it relates to the economy of the neighborhood. These issues, as well as the opportunities and challenges facing Rainier Beach, are summarized below.

- Business and Economy. The character of retail development along Rainier Avenue South has declined. There is an increasingly narrow mix of retail goods and services/lack of retail diversity that does not provide what the community is looking for. Of particular concern is lack of "anchor" and/or magnet stores, such as Fred Meyer or Target. Lack of an identifiable commercial center and strip development are detractors. Burglar bars add to the negative image of a high crime area. Trash, lack of pedestrian amenities, inadequate lighting and speed of traffic moving through the neighborhood negatively impact pedestrian flow.

. Safety. Many people feel unsafe in community due to crime, uncleanliness and the presence of some aggressive youth. It is believed that street and other outdoor lighting is inadequate and there is insufficient police presence. Pedestrian safety is a concern, given high speeds on area side streets and lack of adequate pedestrian facilities.

- Transportation **and Parking.** There is common concern that increased traffic is negatively impacting the neighborhood. There is a lack of enforcement of existing traffic regulations (e.g. speeding, illegal passing and parking) and lack of adequate street and sidewalk maintenance (e.g. too many potholes and overgrown planting strips). There is inadequate bus access and connections and lack of pedestrian amenities. Sidewalks are cluttered and too narrow. The area lacks adequate bicycle facilities. There are insufficient street trees and lack of outdoor gathering places.

- Residential. There needs to be greater effort to protect and promote stable residential development. There is a lack of enforcement of noise ordinances and other regulations (e.g. garbage dumping and abandoned vehicles), and incomplete infrastructure (e.g. lack of sidewalks, curbs and gutters in some areas).

The Opportunities. The qualities that make Rainier Beach an attractive area to do business include:

- New development and renovation projects currently underway (primarily to the north);
- Major property owners;
- Good location with access to major transportation arterials and modes of transportation:
- Access to quality residential areas and major employment centers;
- Diverse community;
- Small spaces that could accommodate start-ups and provide valuable incubation space; and
- City and community interest in maintaining the vitality and quality of the neighborhood.

Residential and, to some extent, commercial real estate activity in the last several years indicate that there are positive economic forces at work within the planning area. While not as robust as the changes being experienced in other Seattle neighborhoods, market activity in the Rainier Valley has been positive. In Rainier Beach, purchase of Stock Market Foods by QFC, redevelopment of the Lake Washington Apartments, development of a performing arts theater at the high school, and location of a Sound Transit light rail station are all positive Factors. Retail activity, as measured by taxable retail sales, increased 7.2% over the last fiveyears.

The Challenges. On balance, there are probably more opportunities for real estate and economic development in the future for Rainier Beach when viewed on the basis of market factors. Nevertheless, the following have been identified as issues or challenges facing future development in Rainier Beach.

. Small parcels resulting in land assembly problems;
- Ground floor retail retirement of NC zones:
- Organization of business and property owners:
- Community vision v. property-owner vision;
- Derelict and blighted stretches . low "visual quality" of many buildings and streetscapes;
- Community access to capital: and
- Perception problems (i.e. high crime, "poor" community, negative media focus).

Property ownership patterns dominated by small parcel size and multiple ownership, as well as deteriorated buildings and/or deferred maintenance of buildings are generally not conducive to retail development. Future development may be hindered in that small parcel size maybe inadequate to accommodate required parking and parcel assembly may be difficult. To tackle these challenges and set a foundation for future economic development activities in Rainier Beach, the following goals and recommendations have been developed.

Goals and Recommendations

Goal ED-1 Improve the physical appearance of the business district, both in the public right-of-way and the facades of buildings. Recommend needed streetscape improvements, existing maintenance retirements, desired pedestrian-oriented capital facilities, and promotion of existing programs that could benefit existing local business and property owners, and attract new investment to Rainier Beach.

Explore the development potential of the remainder of the Rainier Beach Business District, as it extends north from Henderson Street to Holly Street. Identify possible solutions for transforming derelict buildings and properties into useful developments contributing to the overall character and economic vitality of Rainier Beach.

ED-1.1 Provide Access to Capital. The State Constitution prohibits the lending of credit, and also requires that all property within a given taxing district be assessed at the same rate, eliminating the potential for business recruitment and tax increment finance and similar financing techniques. However, there are a number of other potential sources of capital and technical expertise for neighborhood development Projects (outside the more "normal" lending institutions), including

- ***Community Development Loan Funds.*** Cascadia Loan Fund in Seattle consists of organized investors who deposit funds in a credit union or local bank and those funds serve ***as*** collateral for loans from the financial institutions to borrowers approved by the sponsoring fund. Other small business assistance and loans are available through Community Capital Development in Seattle. They provide a business assistance center and small business loan program. Loan categories' include equipment, inventory and working capital; manufacturing or technology based production needs: commercial or mixed use real estate: franchises: contract financing contract receivable financing and cash flow restructuring.

- ***Foundations and.philanthropy organizations.*** These sources can be ***attained*** through grant writing and applications. However, Local employers should not be overlooked as sources of funding for neighborhood development projects. For example, the Pepsi-Cola Bottling Company (located in North Rainier Valley) donates a percentage of local sales to community programs. Darigold also contributes to the community

- ***Assistance from Community Development Corporations.*** In this case, partnerships with SEED, and possibly HomeSight and Emerald City Outreach Ministries, should be explored. , community land trusts, and public development authorities.

- ***Community LandTrust (CLT).*** This mechanism helps preserve the long-term use and affordability of land and improvements added to land. CLTS can be used by any nonprofit, cooperative, mutual housing association, public development authority, or community development corporation. The essential character of a CLT is the separation of ownership of the land from ownership of the improvements that are constructed on the land.

ED-1.2 Other Funding Sources. In addition to private sources, Rainier Beach 2014 should also plan, as part of its stewardship component, to actively pursue various forms of public investment, including

- City and County funding for neighborhood improvement projects such as Matching Fund, City Light tree planting, mitigation dollars from large scale public projects, anda host of other sources.

- Fair share funding from Southeast Seattle's designation as a Community Empower Zone and Federal Enterprise Community.

- Good Neighbor Fund for facade improvements and funding from Community Development Block Grants. Both are operated by SEED.

- Assistance from the Office of Economic Development. Existing programs include the Seattle Economic Development Association (SEDA) and Seattle Community Development Partnership (SCDP).

Goal ED-2 Provide an environment in which existing businesses can grow and thrive and to which new business will be attracted. Encourage mix of community supported businesses, including locally-owned and operated businesses as well as smaller, local or regional chain stores. Actively work to promote area businesses as well as attract new businesses that provide goods and/or services desired by the community.

ED-2.1 Business Retention and Recruitment. Focus on building a strong, collaborative effort among area merchants, the Rainier Chamber of Commerce, and SEED for marketing, promotion, and special events. This includes utilizing existing programs to conduct outreach to merchants on marketing and promotion, financial issues and other business operation concerns. programs are available to foster business retention and recruitment. These include:

- ***National Main Street Program.*** The Main Street Program focuses on effective promotions, design, economic restructuring and organization to foster the renewal and revitalization of community business districts. The Program offers anumberof tools, educational materials, training seminars and workshops, networking and technical services. The Main Street Program has been used successfully in communities throughout the United States and has recently been undertaken in "the North Rainier Valley (Rainier/Genesee, Hillman City and Columbia City) through SEED. SEED used Enterprise Community Funds to implement the Business District Enhancement Fund, a low-interest revolving loan fund for business district physical improvements for business located inthe Main Street Program Area. The program also provides business and technical assistance to existing and new businesses and provides marketing assistance. Consideration should begiven toexpanding the boundaries of the Main Street Program Area to include Rainier Beach businesses. Materials from the National Main Street Center are available on loan from the Neighborhood Business Council.

- ***University of Washington's Business and Economic Development Program.*** The program isintended tojointhe educational resources of the UWBusiness School with private investment dollars and the efforts of students, faculty and corporate volunteers to establish long-term partnerships with inner-city businesses. The goal is business retention and job creation. individual businesses apply for assistance.

ED-2.2 Land Assembly. In terms of new development, the community should work with the City of Seattle and SEED (or other local 'development entity) to assemble parcels and help market properties to the development community.

ED-2.3 Local Merchants/Business Association. Consideration should be given to developing a merchant's association or business improvement association that could do improvement projects, produce special events, andpromote area businesses. The organization could serve as a network for communication and support within the Rainier Beach business community, provide a unified voice to represent the business community citywide, and serve as a clearinghouse for business district issues. Assistance is available from the Neighborhood Business Council. Efforts should be coordinated with the Rainier Valley Chamber of Commerce.

ED-2.3 Linking Job Resources to the Local Workforce. The Seattle lobs initiative (SII). anon-profit organization, is coordinated by the Seattle Office of Economic Development. The purpose of the SJI is to link low-income residents to livable wage jobs (defined as $8 per hour plus benefits) which have an opportunity for advancement, skills upgrades and wage progression. The program provides career counseling, job training programs and job placement. Two new efforts include

- *A Community Network:* the creation of a job center in cyberspace—that provides regional information about job openings, training, basic education, language courses, and supportive services,

- *The Workforce Brokerage Service:* A team of employment brokers who will organize employers with similar training needs, help them develop customized training programs at community. and technical colleges, and establish apprenticeship programs. Job strategies are focused on several industrial sectors, including aerospace, diversified manufacturing, health care, construction, reactive capacity, office occupations, electronics, and automotive repair. In its first year of operation, SJI placed 823 workers with an average wage of $8.89/hour. Its placement target for 1998 is 1,200 workers.

3.6 Transportation and Transit Facilities

Issue Discussion. As a designated residential urban village, Rainier Beach should be given every opportunity to evolve into a pedestrian-oriented, bicycle-friendly, transit-connected neighborhood. The community recognizes that automobile and freight/delivery traffic will be part of the overall transportation system, but to reach its goal of becoming a sustainable and vibrant community, the motor vehicle must be de-emphasized. As such, the goals and recommendations presented in this transportation and transit section promote the presence of walkers, cyclists, transit riders, and safe, speed limit-obeying drivers, as well as reclamation of streets and sidewalks for the enjoyment and safety of the local residential and business population.

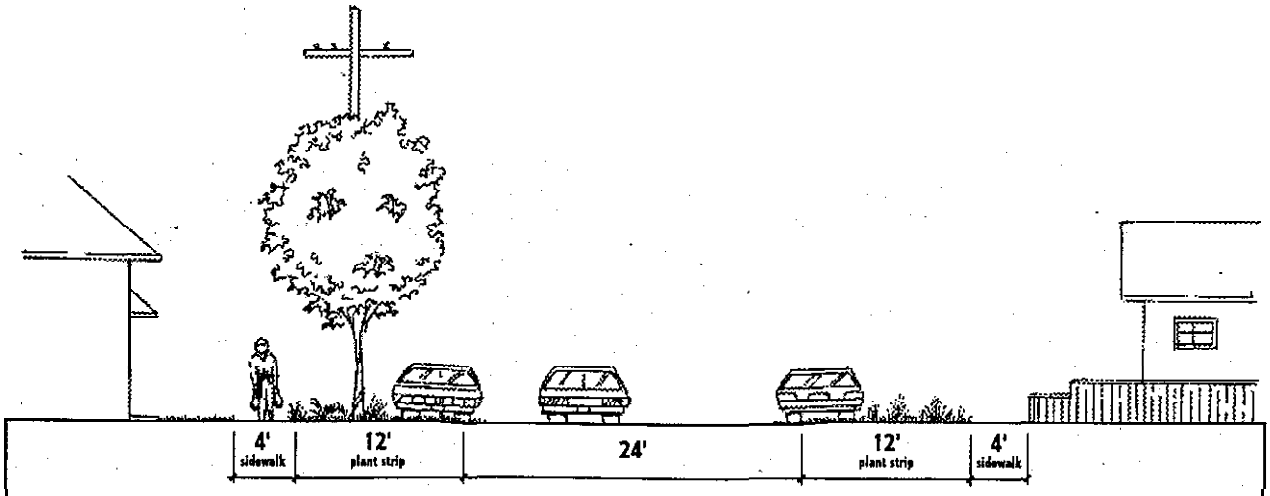
The components included here fall into five categories: (1) Pedestrians & Bicyclists, (2) Neighborhood Traffic Calming, (3) Transit Facilities, (4) Transportation-Related Code Enforcement Issues, and (5) Parking. Where warranted, additional issue discussions have been provided to further elaborate on the context of certain recommendations.

Goals and Recommendations

1. Pedestrians & Bicyclists

Goal T-1 Promote nonmotorized modes as sustainable alternatives to automobile travel. Identify opportunities for establishing pedestrian areas, adding bike lanes, and creating hospitable environments for pedestrians and cyclists.

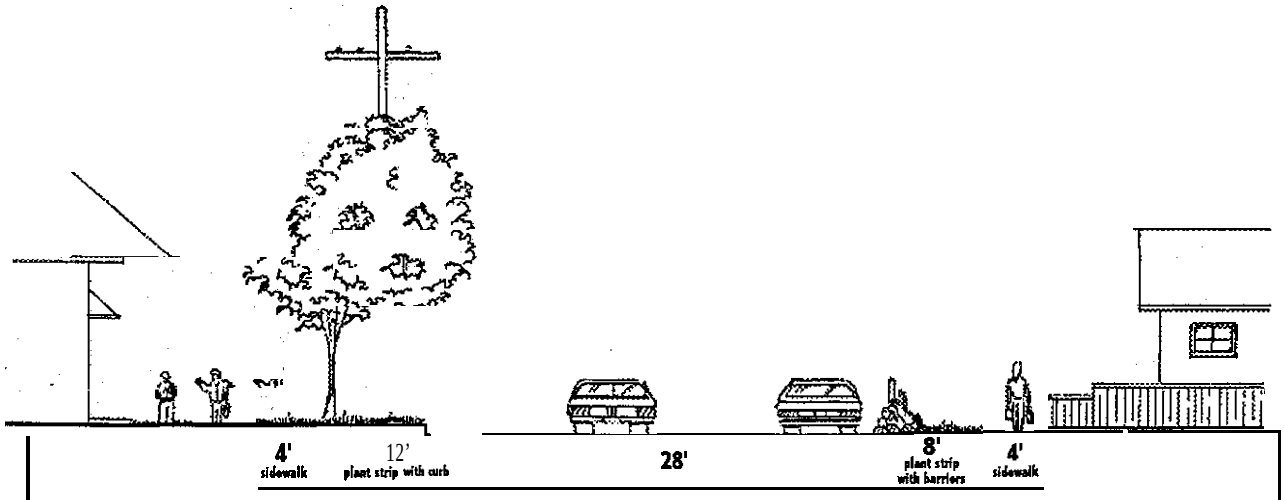
T-1.1 Lack of Curbs and Sidewalks. Many parts of Rainier Beach lack curbs and formal areas for vehicles, pedestrians, and bicyclists. The members of the Rainier Beach community recognize this to be a Citywide problem, but point out that such facilities are in high demand throughout Southeast Seattle. The figure onthe following page, illustrates possible solutions. Specific priority areas should include:



South Kenyon Street- Typical Existing Condition of Rainier Beach's Residential Streets

0' 5' 10'

No curbs, planting strips, cars parking on planting strips and sidewalks



Typical Proposed Improvement for Rainier Beachrs Residential Streets

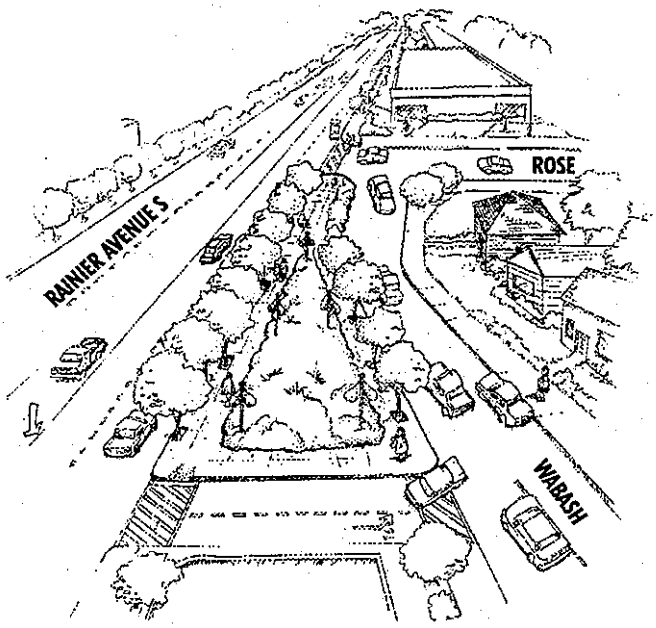
0' 5' 10'

New curbs, addition of barriers to block cars from parking in planting strip, landscaping. and street maintenance

FIGURE 18
Typical Potential Improvements for Streets Lacking Basic Pedestrian Facilities

Perspective view of proposed improvements for the Rose-Wabash-Rainier Intersection.

In many ways, the intersection provides a northern gateway into Rainier Beach. Currently, the intersection is unsafe for both pedestrians and motorists. Proposed improvements seek to improve traffic flow and create unattractive landscape.



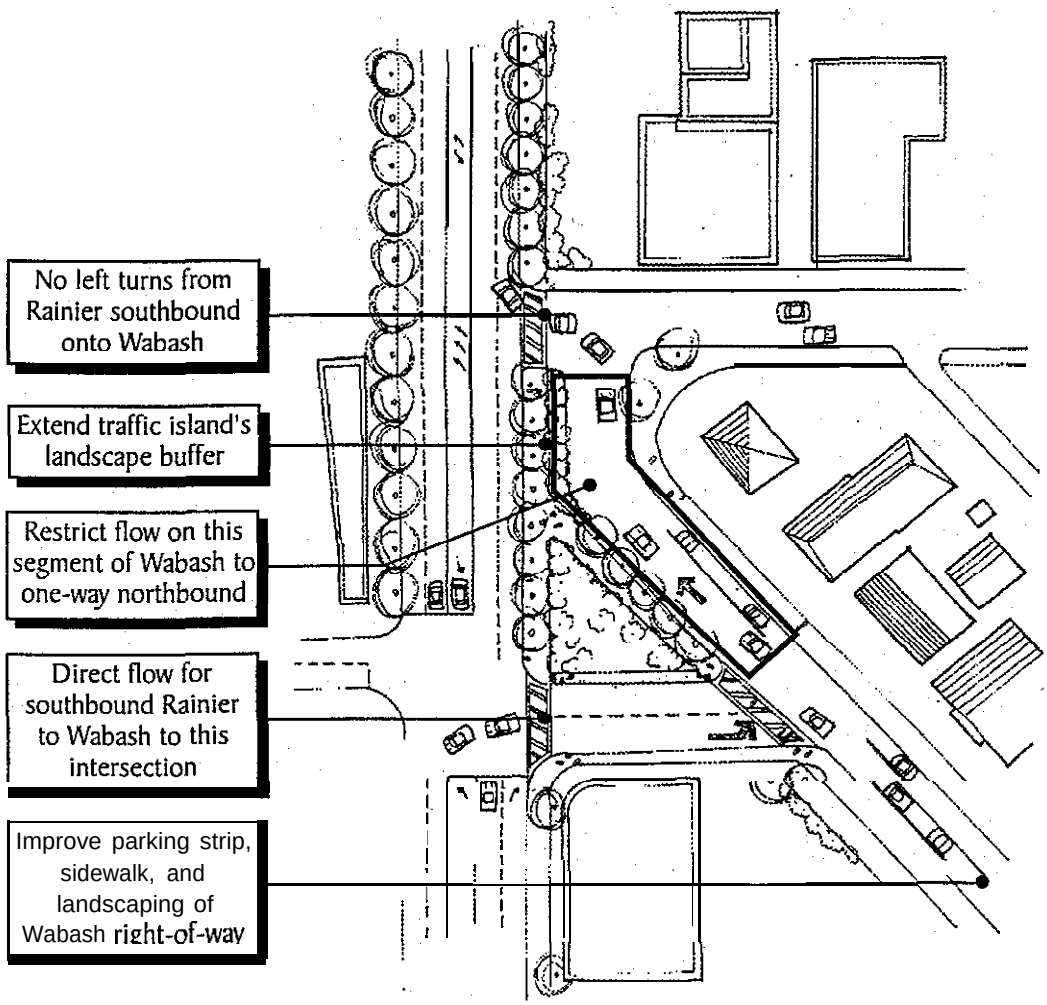


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FIGURE 19
Potential Improvements for the Rose -Wabash Diaognal

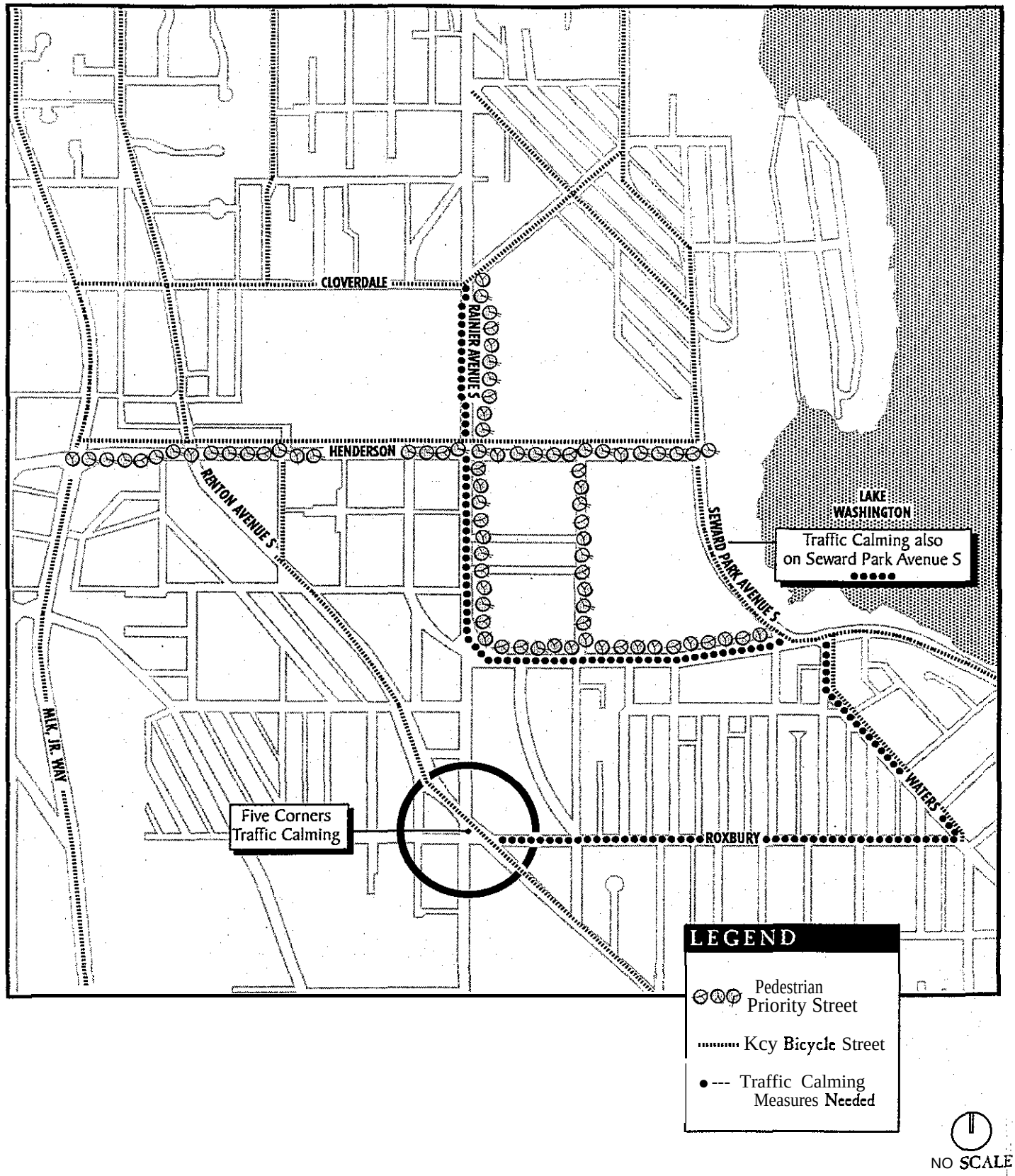

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FIGURE 20
Important Pedestrian and Bicycle Streets

. Rainier View Neighborhood Throughout
- Dunlap-Happy Valley between Rainier and MLK from Cloverdale to Kenyon
. The Rose-Wabash Diagonal

T-1.2 Ravine Trail. Establish a Rainier View Ravine Trail for Bicycling and Hiking. The City should coordinate its open space purchases in the uplands of Rainier Beach and develop a trail system that connects the residential areas extending from Kubota Gardens to the Lake Washington waterfront at the Waters/Rainier intersection.

T-1.3 Key Bicycle Streets. Rainier Beach is the crossroads of many important bicycle trails, lanes, and paths, Opportunities to extend this network should be implemented and coordinated with Sound Transit's (RTA) light rail station planning, as well as with local jurisdictions and other public agencies. The following streets shall, at minimum, be designated as bicycling streets with appropriate signage and lane widths installed to mark them as routes:

- Rainier Avenue S from Seward Park Avenue S to the City limits- lanes on both sides
- Cloverdale from MLK to Seward Park Avenue S
- Renton Avenue S- add a full standard bicycle lane
- Henderson Street- explore opportunities for separate bike path
- MLK, Jr. Way from Cloverdale to Boeing Access Road- possible separate bike path.
- Kenyon Street- Rainier Beach to Beacon Hill Connector
- 46th Avenue S-designate asabike street without improvements
- Possibility of 48th Avenue S as a bicycle street
- Seward Park Avenue S- bike lane on east side of the street
- 51st and Waters- bike lane connecting Rainier View area to commercial core
- Wabash Bicycle Signage - designate between Rose/Rainier to Seward Park Avenue S

2. Neighborhood Traffic Calming

Goal T-2 Protect Rainier Beach's residential neighborhoods from cut-through traffic and establish these local streets as safe, pedestrian-, bicycle-, and child-friendly environments. Proposed Neighborhood Traffic Calming typically involves reducing speeds, eliminating cut-through traffic, and creating a more hospitable environment in residential areas. Elements of traffic calming could include well-defined crosswalk, curb bulbs, reduction of travel lanes, addition of bike lanes and wider sidewalks, street closures, etc.

T-2.1 Seward Park Avenue S. From Othello to Cloverdale, implement the following

- Add curb bulbs at major intersections.
- Provide for a parking lane on the west side of the street,
- Add a bicycle lane on the east side of the street.
- Retain one travel lane in each direction.
- Consider raised intersections at key crossings between Othello to Henderson.

T-2.2 The Waters to Rainier Strip S. implement the following

- Redesign Waters/Roxbury intersection to prevent wide left turns.
- improve Waters/Fletcher intersection to prevent stop-sign running.
- Reconfigure Waters at Rainier to improving parking area for businesses and prevent cut-throughs to avoid the red light.

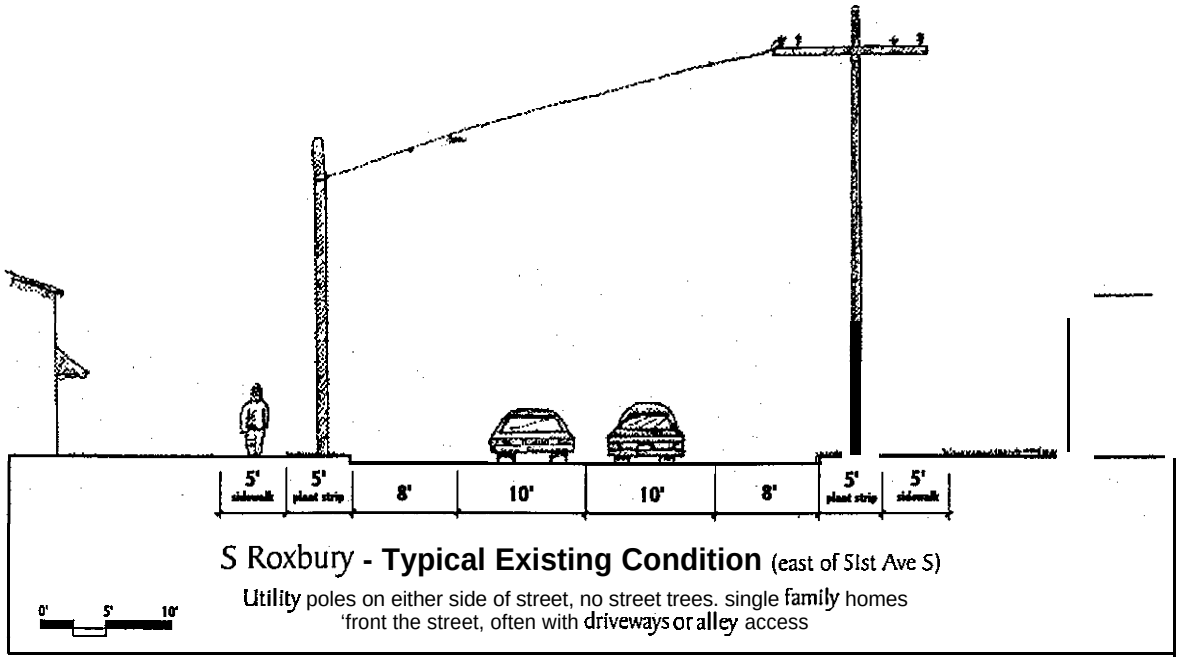
T-2.3 Slowing the "Roxbury Speedway"- Waters to Renton Avenue S. People who walk on and cross this street are in fear of their lives, and for the lives of their children. There are dips in the grade that make visibility poor at several places. Cars, trucks, and buses generally travel at from 40-48 MPH. This has been confirmed by two studies, one an official study of Seattle Transportation, and one a citizen radar survey. Moreover, many cars abuse the street by recklessly speeding in excess of 50 MPH. The speed limit (which had not been posted until after citizen action) is 30, just like huge arterials in the south end, such as MLK and Rainier. The type of auto traffic, the habits of commuting, etc., do not justify such an arterial, particularly since South Roxbury is surrounded on all sides by nearby large arterials. To alleviate this situation, the following recommendations should be immediately acted upon (also refer to Figures 21 and 22 on the following pages):

- Redesignate South Roxbury Street, a street comprised only of single family homes and one church, a local residential street.
- Design a system of diverters and left-turn prohibitions so as to reduce the number ofcut-through cruising andstop-sign running by motorists. Improve Waters/ Fletcher intersection to prevent stop-sign running:
- Design curb bulbs between 55th and 57th to reduce speed and create "peal" refuge.
- Install chokers on streets afflicted with severe cut-through problems.
- Establish a streetscape that includes trees planted in the street's planting strips.

T-2.4 Improving Five Corners- Intersection of 51st, Renton, and Roxbury. Implement one of the following two alternatives (also refer to Figure 23):

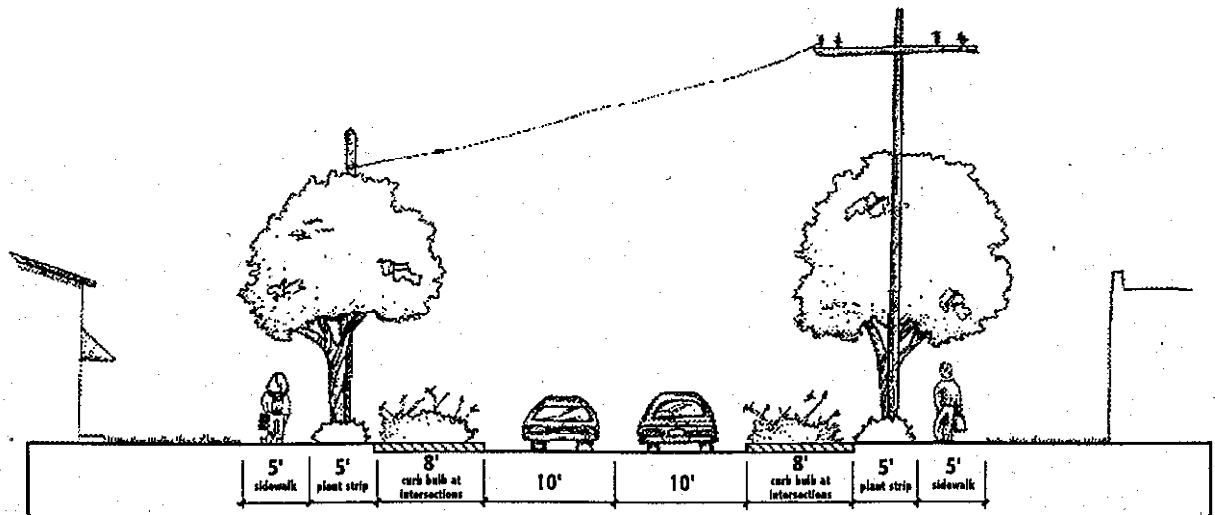
- ***Alternative A:*** Establish a system that closes off left-turns onto Roxbury from southbound Renton. Redirect this flow to eliminate cut-through traffic and direct local access to 54th off of Renton, or by continuing on Rainier to 54th or 57th.
- ***Alternative B:*** Design and build a "Roundabout" at this intersection to feed all traffic in an even flow to whichever street the motorist desires.
- ***Alternative C:*** Establish traffic calming with designated lanes, new signalized intersection at Renton/51st, and allowance for maintaining left turns onto Roxbury.

T-2.5 Rainier View Traffic Calming. Conduct a full traffic analysis of the upper Rainier Beach area to determine other potential residential traffic management needs.



S Roxbury - **Typical Existing Condition** (east of 51st Ave S)

Utility poles on either side of street, no street trees. single family homes 'front the street, often with driveways or alley access



South Roxbury Street- Proposed Traffic Calming

(between 51st A.. s and Waters)

Install large curb blubs at some intersections, plant street trees, and in some locations create diverters/chokers to eliminate cut-through traffic

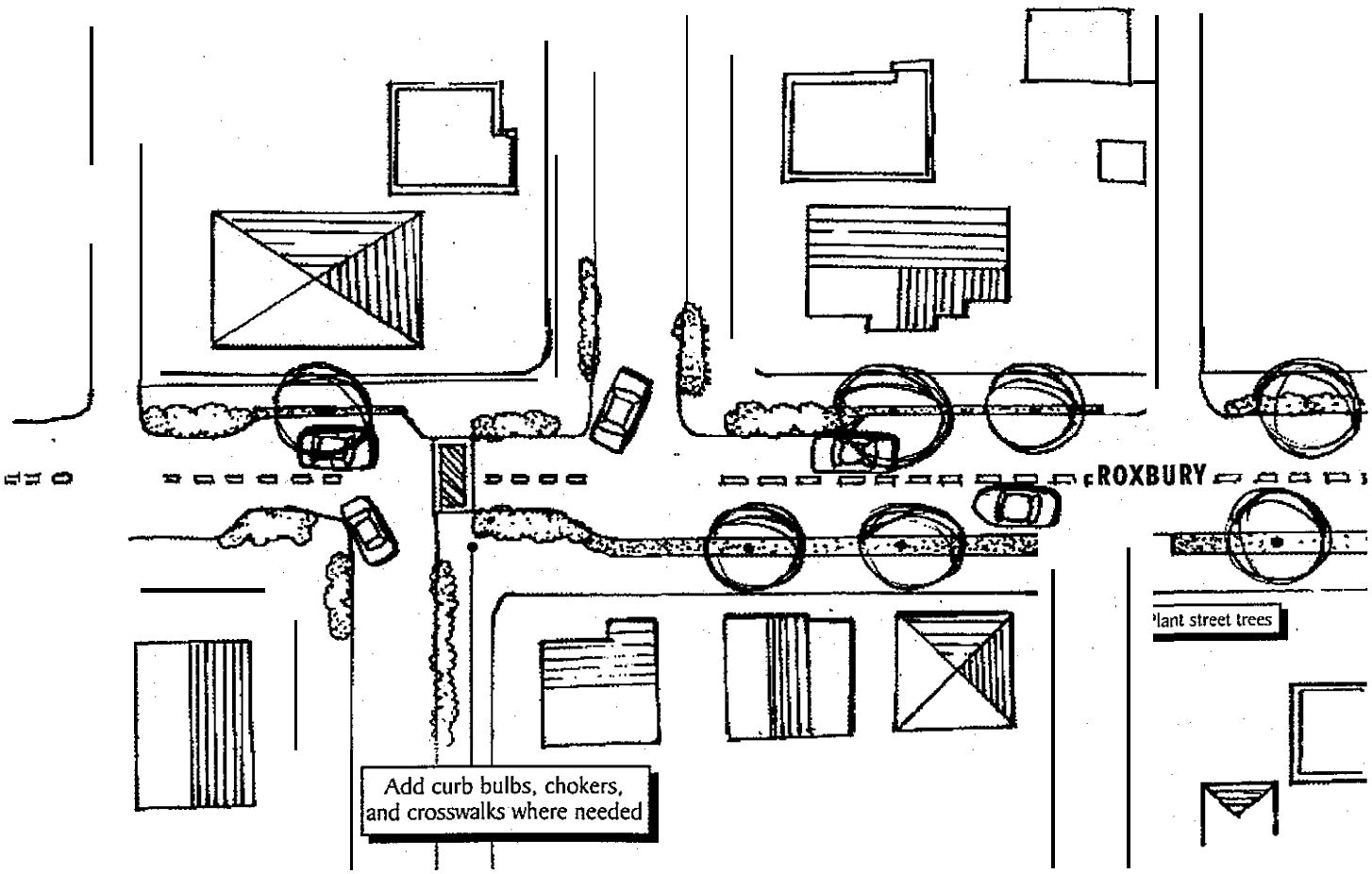


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FIGURE 22
Roxbury Street Improvements
Plan View

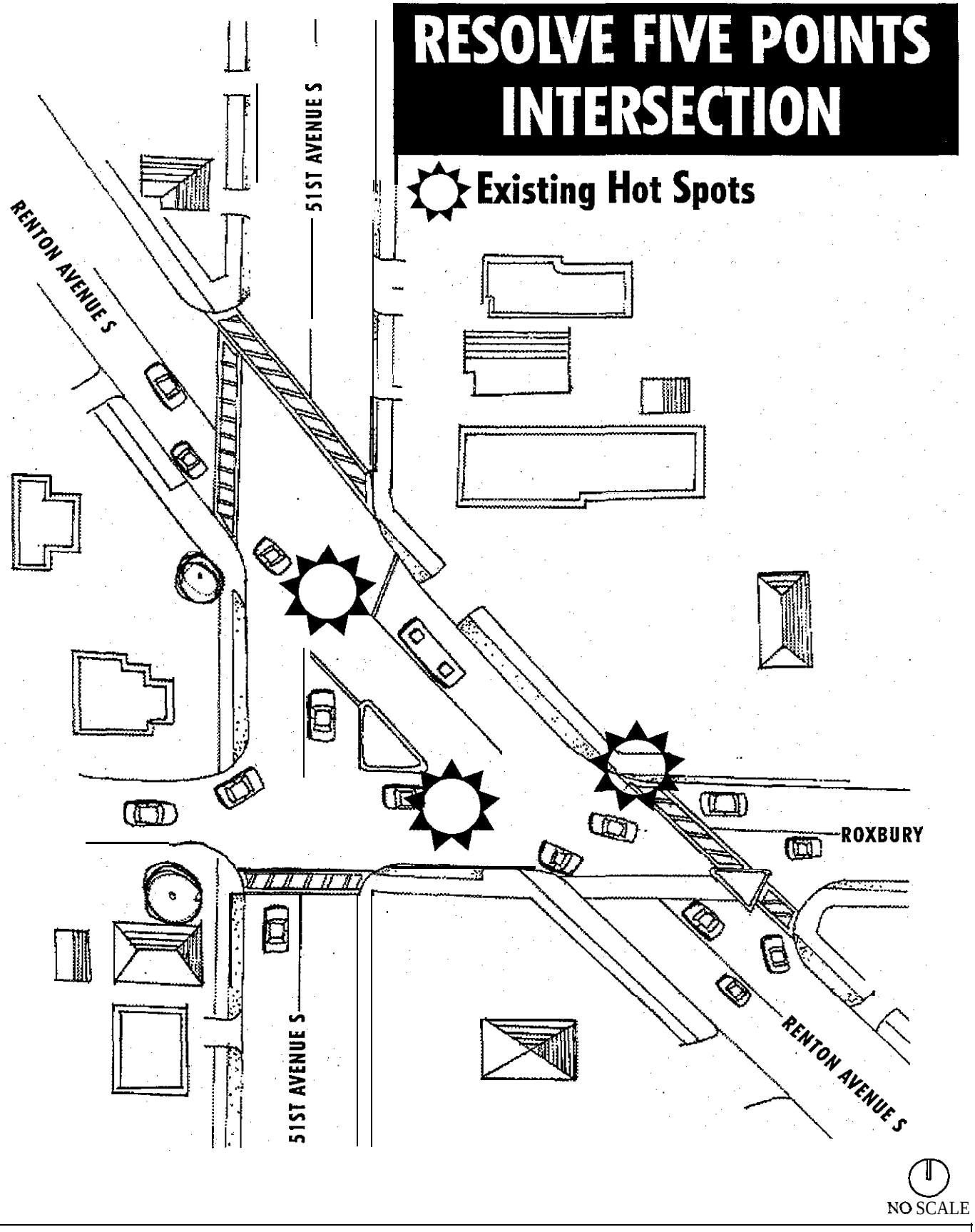

FIGURE 23
Alternatives for Addressing Five Corners Intersection- Existing *Condition*

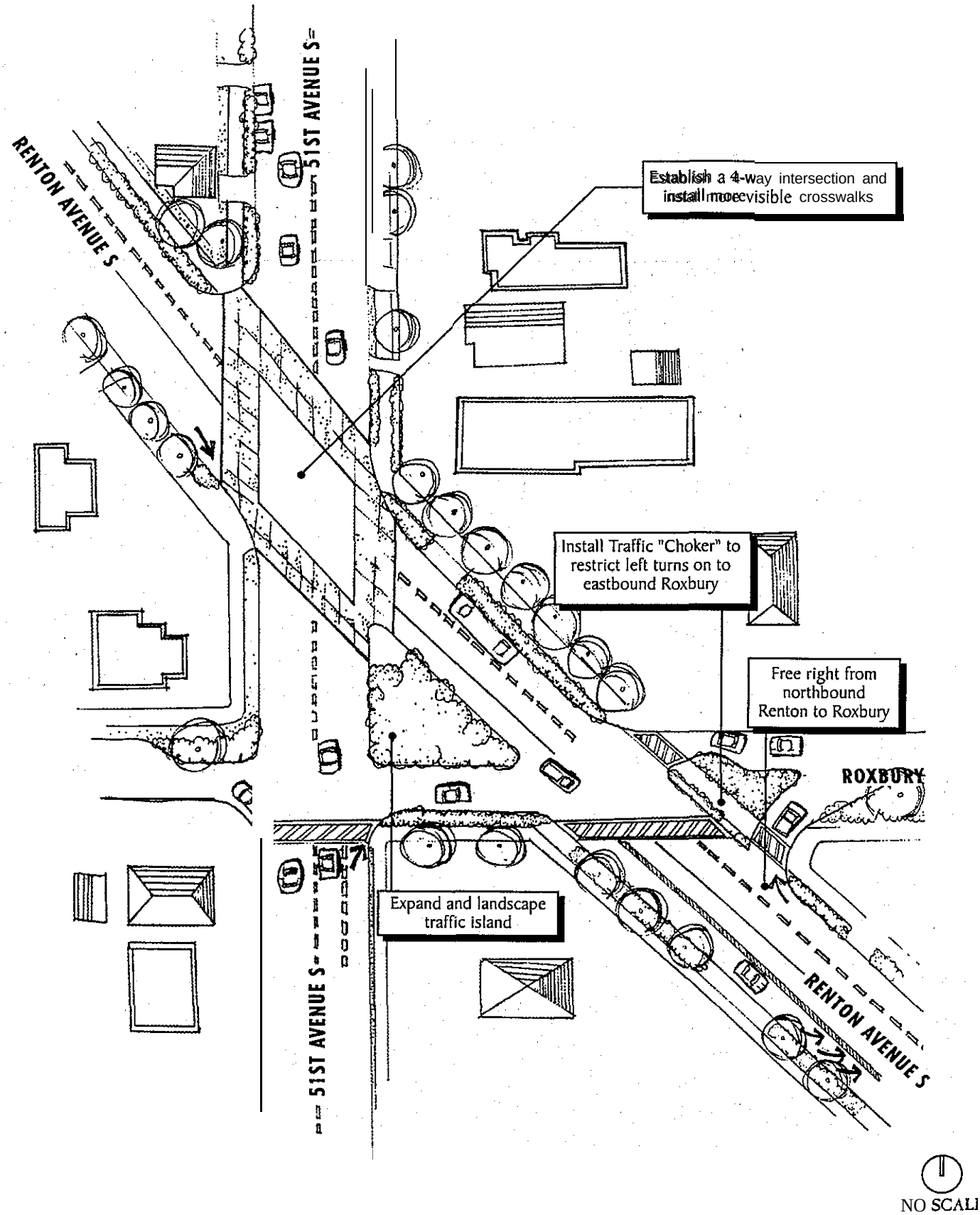

FIGURE 23
Alternatives for Addressing Five Corners Intersection- Alternative A

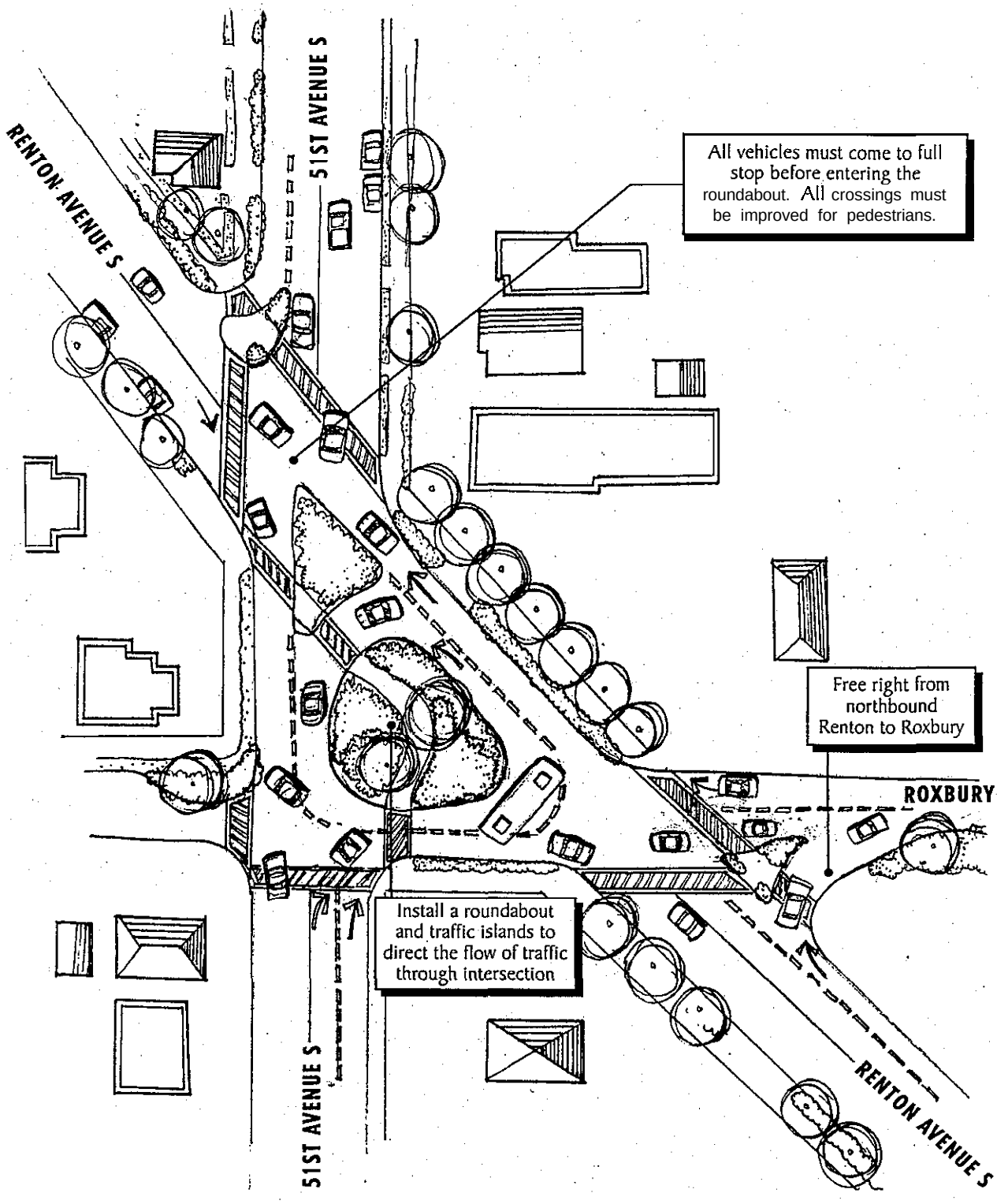

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FIGURE 23
Alternatives for Addressing Five Corners Intersection- Alternative B

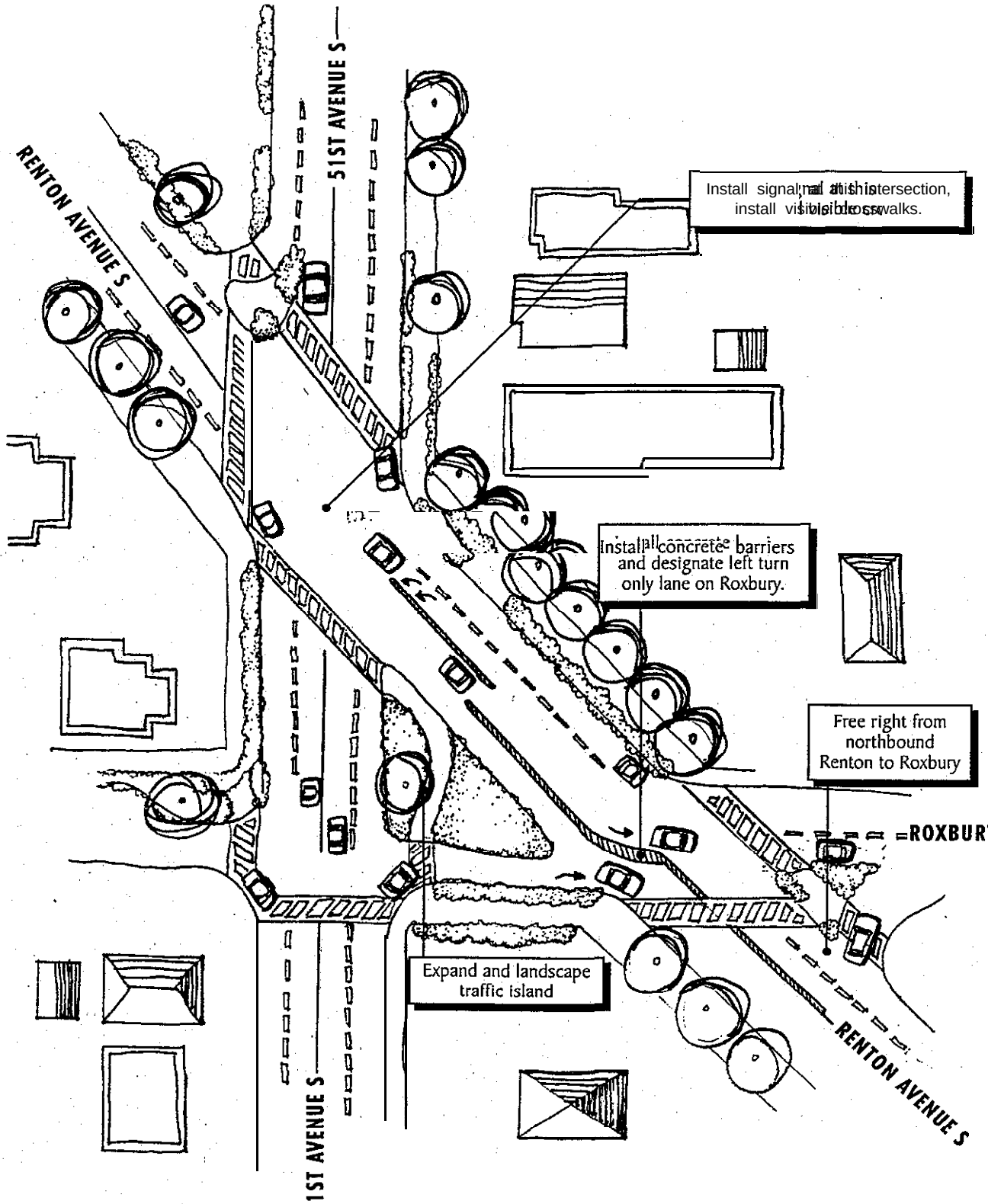

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FIGURE 23
Alternatives for Addressing Five Corners Intersection- Alternative C

3. Transit Facilities

Goal T-3 Recognize the importance of the regional light rail system to the neighborhood, but ensure that local transit circulation and feeder systems are in place, to connect Rainier Beach residents, employees, and visitors to the light rail station and other parts of the neighborhood.

T-3.1 Bus Transit Center. Tie King County Metro bus routes and future local circulator systems to the regional rail transit system. Ensure proposals, design, and future construction of a bus transit center' is consistent with the pedestrian boulevard envisioned for Henderson Street (refer Figure 2S for a conceptual illustrations of community alternatives for the station area).

T-3.2 Route 7 Improvements. Request the City work with King County Metro Transit to make Route 7 safer and more efficient in its connection to Downtown Seattle.

T-3.3 Alternative Systems- Multimodal "Lo-Way." Develop a multimodal transit right-of-way within the power line easement to facilitate a regional connection. Constructed as a long-term alternative to fuel-based vehicles, the right-of-way would include *lanes* for pedestrians, bicyclists, and zero-emission vehicles.

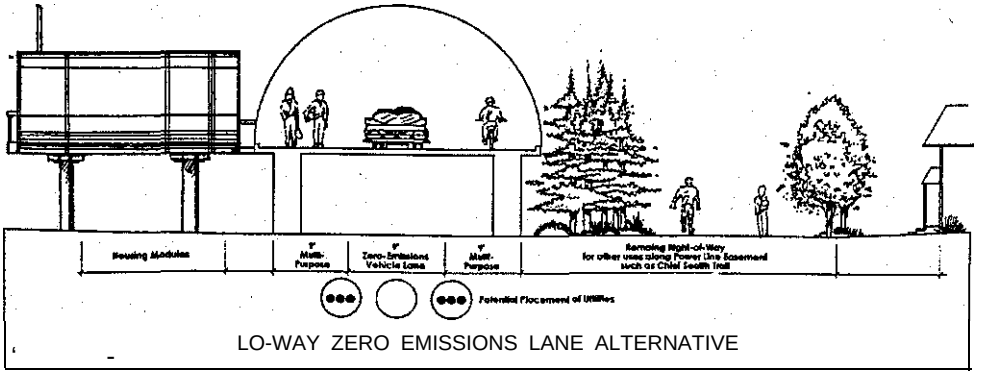
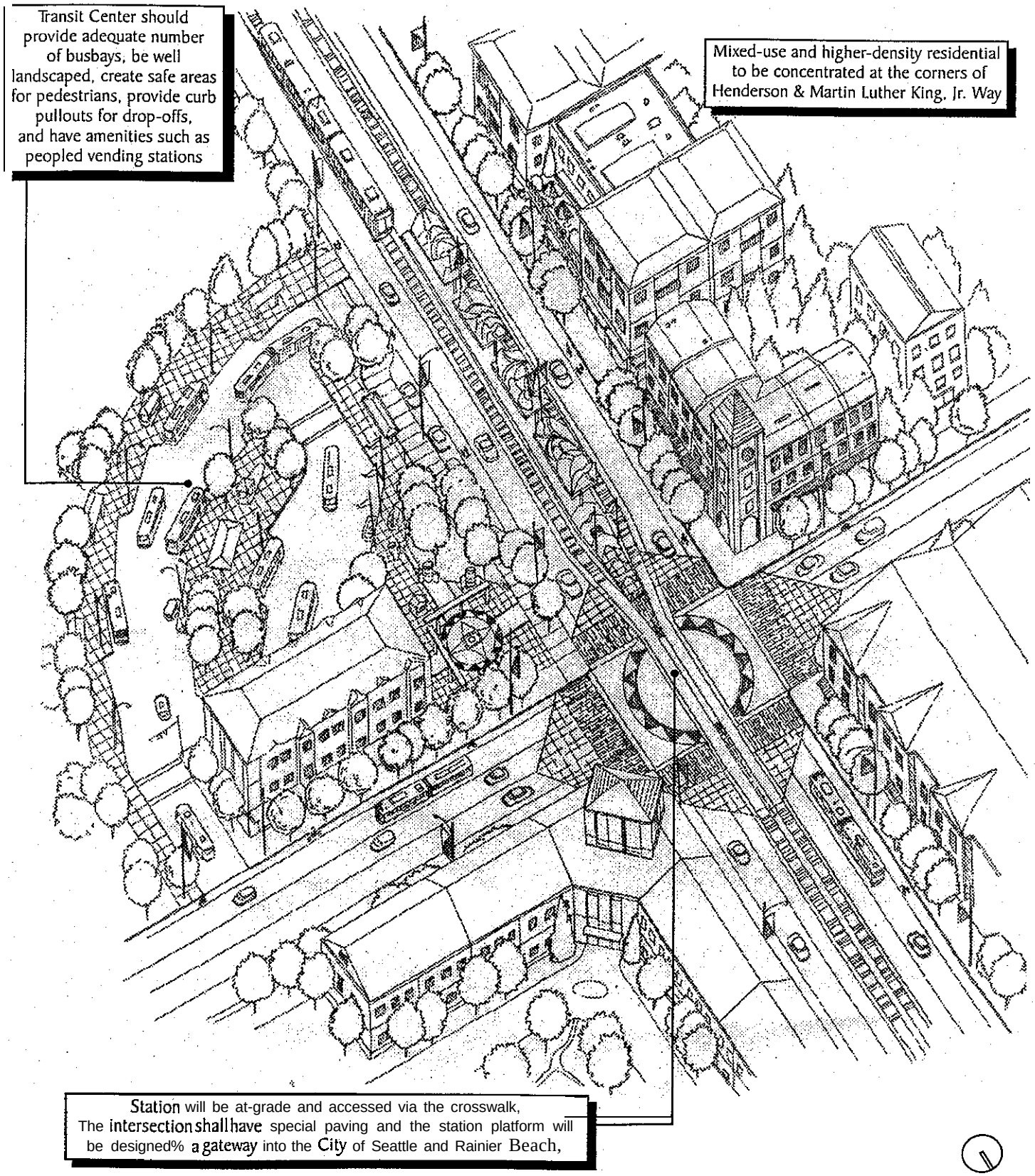


Figure 24: Cross Section of 'Lo-Way" Transportation Alternative

T-3.4 Future Electric Trolley Service. As the City moves forward with its Seattle Transit Initiative, ensure Rainier Avenue S is served by an, electric trolley service connecting Renton to Columbia City with cross val ley connections from Seward Park to Beacon where there are light rail stations, such as at Henderson. This would replace bus service on Rainier.



NO SCALE

FIGURE 25
Illustration of Transit Activity Center Alternatives at Station Area

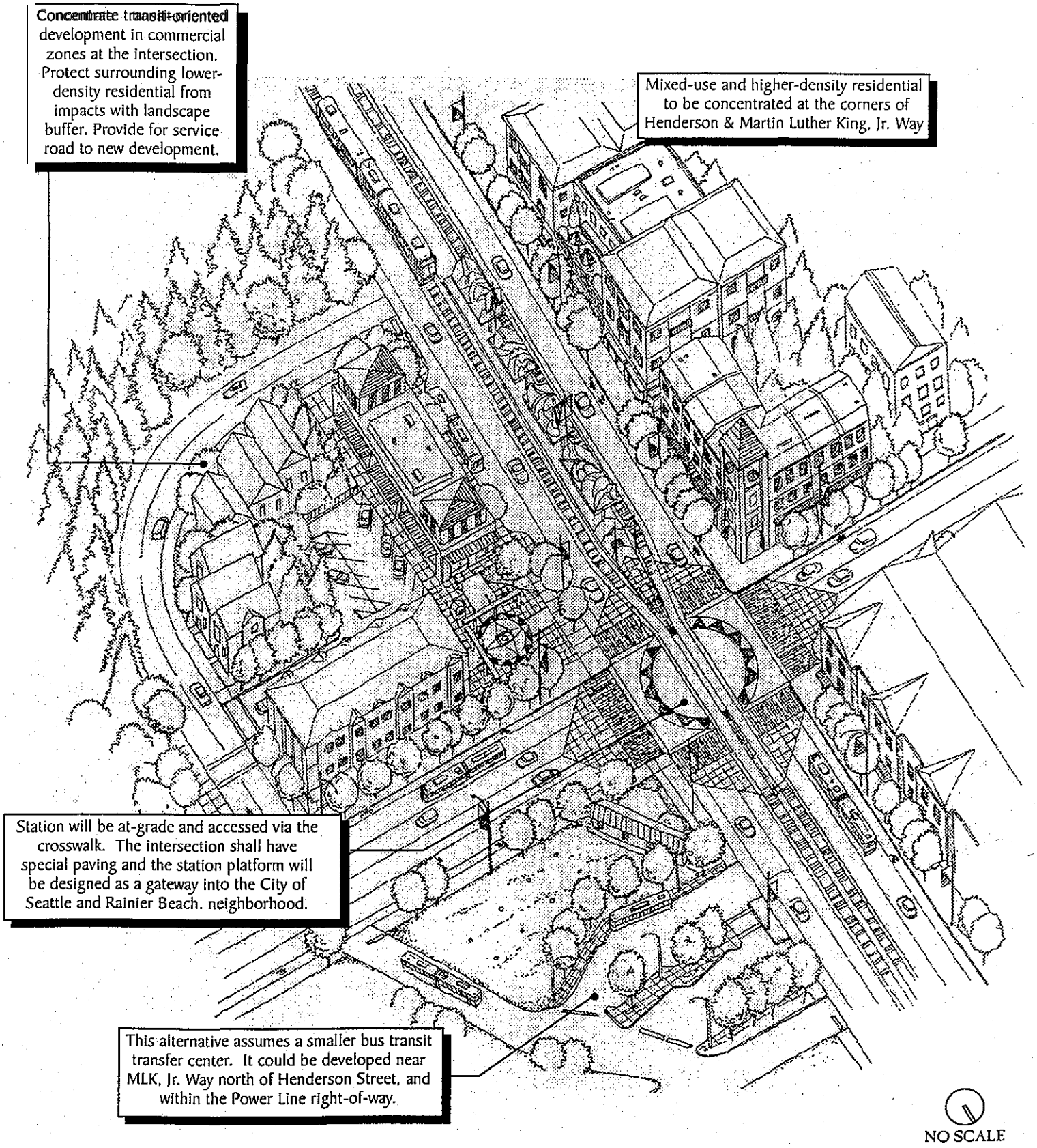


FIGURE 25
Illustration of Transit Activity Center Alternatives at Station Area

T-3.5 Local Circulators. Future shuttles will circulate through residential areas with connections to the light rail station and the commercial core. These would replace or supplement existing **bus service, as appropriate**

4. Transportation-Related Code Enforcement Issues

Goal T-4 Address illegal and derelict transportation-related conditions that impact the neighborhood.

T-4.1 Require City's code enforcement division to address proliferation of abandoned vehicles.

T-4.2 Require the City to address illegal automotive uses in residential areas (On-Street Parking & Land Use Impacts).

T-4.3 Require the City to address parked vehicles which block the sidewalk (related to lack of curbs/sidewalks).

T-4.4 Require the removal of overgrown planting strips which block the sidewalk.

T-4.5 Reclaim public alleys in private use (affects garbage pickup, etc.).

5. Parking

Goal T-5 Address parking concerns related to high-volume attractors such as the boat ramp and the future impact of the regional light trail system.

T-5.1 Boat Ramp Issue. Refer to Plan Cornerstone Policy C-2.5.2.

T-5.2 Consider Residential Parking Zone permits for some of the single-family areas, particularly those that maybe affected by the regional light rail system.