

## Chapter 4

# Existing Plans: Review of City's Policies and Previous Studies and Other Study Area Projects

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This section summarizes the transportation issues identified in the City of Seattle plans and neighborhood plans reviewed.

Although this is a transportation study, other elements reviewed included economic development, land use, and zoning. Please refer to Appendix B for a complete list of studies reviewed.

A project matrix was developed, which includes recommendations from the reports and the documents reviewed and includes the status of implementation. Please refer to Appendix A for this matrix. Please note that the planning studies are presented in *reverse chronological* order so the most recent studies are presented first.

### 4.1 Economic Development

*Conclusions:*

- A strong desire exists to create incentives through various programs for economic development in Southeast Seattle.
- Strategies developed by various City of Seattle departments reinforce the Urban Village/Urban Center concept by focusing resources in specific areas targeted for growth.

#### 4.1.1 Southeast Seattle Action Agenda

The Southeast Seattle Action Agenda is the result of meetings convened by Mayor Greg Nickels in 2004 that included community and business leaders, community-based organizations, financial institutions, and public and private sector organizations. These meetings discussed potential strategies for revitalization of Southeast Seattle. The five issue areas covered in these meetings were: 1) business and job creation, 2) physical development, 3) education and workforce development, 4) public safety/image, and 4) arts, culture and public space.

The strategies dealing with transportation are discussed below, and those unrelated to transportation are located in Appendix C. The status, as provided by the City of Seattle, is included for the various recommended strategies.

#### **Business and Job Creation Strategies**

No transportation-related strategies exist for this issue area.

## Physical Development Strategies

### Strategies

- Develop incentives to encourage development in Rainier Valley’s transit station areas and neighborhood business districts.
- Develop additional parking around transit station areas and in business district nodes.

### Status from the City

- *The City of Seattle will work to direct Sound Transit’s investment in the light rail system along the M. L. King Jr. Way S. corridor so that the action agenda’s community development goals are advanced. (Seattle Department of Transportation, Office of Economic Development, and Office of Policy and Management)*
- *The City of Seattle’s Neighborhood Business District Strategy is proposing to eliminate the parking requirements within Station Area Overlay areas and Urban Centers. (Department of Planning and Development)*

## Education and Workforce Development Strategies

### Strategy

- Create and implement local education pathways that link high schools with middle and elementary schools.

## Public Safety/Image Strategies

### Strategies

- Address conflicting demands on Rainier Avenue S. as a major arterial and neighborhood business district “Main Street.”

### Status from the City

- *Increase connections between neighbors – The City of Seattle has provided \$13,000 to establish connections between neighbors and access to vital social support in and around five public housing communities in Seattle, including Rainier Vista and New Holly. Funding will support translation, design and printing of multilingual resource guides, advertisement in ethnic newspapers, and welcome basket supplies and materials. (Department of Neighborhoods)*
- *Improve pedestrian safety/access – The City of Seattle will install sidewalk and curb improvements at various locations in Southeast Seattle (e.g., along 37th Avenue S., and 42nd Avenue S. between S. Hudson Street to Rainier Avenue S.) and will ensure rebuilding of M. L. King Jr. Way S. from S. Henderson Street to S. McClellan Street to provide a safe pedestrian environment. (Seattle Department of Transportation)*
- *Improve transportation financing and programming – The City of Seattle will provide a comprehensive, multimodal transportation plan that will serve as a blueprint for transportation improvements in Southeast Seattle over the next*

20 years. To be completed by April 2006. (Seattle Department of Transportation)

## **Arts, Culture and Public Space**

### Strategies

- Increase the artistic value of the built environment and open space by encouraging implementation of community design guidelines that include pedestrian access.
- Develop a “way-finding” system for the various neighborhood business districts.
- Increase the amount of art, cultural facilities, and public open space.

### Status from the City

- *Develop the Chief Sealth Trail – The City of Seattle will construct the initial segments of the Chief Sealth Trail in Southeast Seattle. The trail will provide off-road opportunities to walk or bike between Beacon Hill and Seattle’s southern boundary (Rainier Valley). Construction of the initial segment is expected to be completed in 2006. (Seattle Parks and Recreation, Seattle Department of Transportation, Office of Arts and Cultural Affairs, and Department of Neighborhoods)*
- *Improvements to Mapes Creek Walkway – The City of Seattle will improve the Mapes Creek 52nd Avenue Walkway. Improvements may include landscaping, lighting, paving, signs, or other priority items identified in the Mapes Creek 52nd Avenue Walkway Plan. Construction is expected to be completed in 2005. (Seattle Parks and Recreation)*

### **4.1.2 Southeast Seattle Neighborhood Revitalization Strategies**

In July 2000, the Seattle Office of Economic Development developed neighborhood revitalization strategies for the Southeast Seattle area in response to the Federal Department of Housing and Urban Development’s authorization of the Neighborhood Revitalization Strategy (NRS) program. This document, *Neighborhood Revitalization Strategies, Southeast Seattle*, serves as a policy framework for spending Community Development Block Grant (CDBG) dollars within Southeast Seattle. This document characterizes the historical settlement of Southeast Seattle and its current-day diversity. Over 62% of the population falls in the low or moderate income categories, and the area is predominantly residential with a high concentration of subsidized housing.

Existing issues identified in this effort include:

- Commercial and industrial property is currently underutilized in the Southeast area.
- Unemployment is higher in this area than in the rest of Seattle.
- Public health problems are more prevalent in Southeast Seattle than in other parts of the city.
- Crime rates are high.

- Southeast Seattle has a high proportion of housing in a “deteriorated” or “dilapidated” condition.
- Southeast Seattle is in need of street improvements and efforts to enhance its physical environment.

A number of specific economic development, housing, land use, and health and safety strategies were identified. They generally fall within the following categories:

- Reinforce the urban village concept in Southeast Seattle; develop mixed-use and transit centers while preserving the area’s historic commercial and residential character.
- Build development and neighborhood capacity within the community by capitalizing on the strengths of existing neighborhood efforts and organizations.
- Help link residents with employment opportunities.
- Promote local residential spending that reinvests in the community and strengthens the area’s role as a shopping destination.
- Invest in local housing and home ownership while retaining existing low-income housing.
- Assist Southeast Seattle in becoming a better and safer place to live, work, and shop by investing in capital improvements and community policing.
- Support youth-related services.

#### **4.1.3 Neighborhood Business District Strategy**

The Department of Planning and Development (DPD) has been developing the *Neighborhood Business District Strategy* to advance Seattle's urban village strategy. This is a major update to the City’s commercial portions of the of the land use code. The focus of the proposed strategy is to:

- Support job creation and business vitality;
- Protect and enhance neighborhood character;
- Improve the pedestrian environment;
- Provide housing growth in neighborhood business districts;
- Achieve quality design through development flexibility;
- Support transit connections;
- Balance parking needs; and
- Make the Land Use Code easier to use.

The Neighborhood Business District Strategy will affect all areas with commercial zoning in Southeast Seattle, including the pedestrian-designated area around Columbia City and the commercial zones within the Station Area Overlays along M.L. King Jr. Way S.

#### *Key Recommendations*

- Apply pedestrian overlays to commercial cores of neighborhood business districts.
- Remove unnecessary obstacles to housing development in commercial areas.
- Strengthen the pedestrian orientation of commercial streetfronts through development standards and guidelines.
- Refine use categories.
- Simplify maximum business size standards.
- Revise requirements for residential amenities (open space).
- Control building bulk by promoting floor-area ratios that encourage wider sidewalks, plazas, ground-level open spaces, or view corridors.
- Lower parking requirements based on demand and support alternative transportation.
- In urban centers and high-capacity transit station areas, allow the market rather than the code to determine appropriate parking supply.
- Simplify the City of Seattle’s regulations so they are easier to understand.

The City Council is currently reviewing the proposal and action is anticipated by the end of the year or early 2006.

## 4.2 Sound Transit’s Central Link Light Rail Studies

*Conclusions:*

- *Five light rail stations will be operating in Southeast Seattle by year 2009.*
- *Travel times to downtown Seattle (Westlake Station) will be 18 minutes from the Columbia City/S Edmunds Street Station.*
- *Sound Transit is including a number of transportation improvements within one quarter-mile of the five proposed light rail stations. These improvements include enhancements for pedestrian, bicycle and transit accessibility.*

The Link Light Rail project will operate five light rail stations in the SETS area by 2009. Sound Transit is including a number of improvements to the affected neighborhoods within about one quarter-mile of the stations and directly along the light rail corridor. Please refer to Table 15 for a list of Sound Transit’s station area improvements. These new or improved sidewalks and crosswalks will improve pedestrian access to the stations.

The five stations in Southeast Seattle will bring residents to and from downtown and eventually to and from SeaTac Airport. Please refer to Table 16 for ridership and boarding information.

**Table 15: Sound Transit Station Area Improvements for SETS Study Area**

<b>Neighborhood (Light Rail Station)</b>	<b>Urban Design Improvements for Light Rail Station</b>
<p>North Rainier (Mount Baker/ S. McClellan St. Station)</p>	<p>A bus transit/layover facility on the east side of Rainier Ave. S., south of S. McClellan St.</p> <p>Sidewalk and landscaping improvements to Cheasty Blvd, consistent with the Olmsted legacy, enhancing connections to the light rail station.</p> <p>Crosswalks for the southbound approaches to both M.L. King Jr. Way S. and Rainier Ave. S.</p> <p>S. Stevens Plaza connecting bus stop on Rainier Ave. S. to station entrance.</p> <p>Improvements to areas impacted by construction. Improvements along S. Forest St. to match 25th Ave. S. improvements.</p> <p>Sidewalk from the transit center to a crosswalk at S. Forest St. and Rainier Ave. S.</p>
<p>Columbia City (Columbia City/ S. Edmunds St. Station)</p>	<p>New pedestrian crossings along M.L. King Jr. Way S. in vicinity of station. Includes crosswalk pavers with pedestrian islands at S. Walden, S. Andover, S. Dakota, S. Genesee, S. Oregon/Columbian Wy, S. Alaska, S. Edmunds, S. Hudson, S. Dawson, S. Brandon, Orcas, 37<sup>th</sup> Ave. S., S. Graham, and S. Angel.</p> <p>Streetscape improvements along S. Edmunds St. between Columbia City and M.L. King Jr. Way S.</p> <p>Sidewalks and planting strips along M.L. King Jr. Way S. in vicinity of the station.</p> <p>Extensive landscaping along M.L. King Jr. Way S. from S. Walden to S. Angel included in design.</p>
<p>M.L. King Jr. Way S. at Holly Street (Othello/New Holly Station)</p>	<p>Pedestrian crossing improvements at M.L. King Jr. Way S. and S. Myrtle St., S. Othello St.</p> <p>Sidewalk improvements along S. Myrtle between 39th Ave. S. and 42nd Ave. S.</p> <p>Sidewalks improved along Othello from 39th Ave. S. to 43rd Ave. S.</p> <p>Typical sidewalks along M.L. King Jr. Way S. will be 10'-6" wide. On the east side of M.L. King Jr. Way S. between S. Othello and S. Myrtle the sidewalk will be 17'. Coordination with the City of Seattle to integrate and implement Great Street improvements.</p> <p>Full or partial street vacation of cul-de-sac south end of 42nd Ave. S. between S. Othello and S. Myrtle streets.</p>
<p>Rainier Beach (Rainier Beach/S. Henderson St. Station)</p>	<p>ST improvements on S. Henderson St. extend from 42nd Ave. S. to Renton and include: new turn lanes; widened sidewalks (minimum width of 11-feet for both landscape zone and sidewalk); new street lighting; and landscaping (trees).</p> <p>Crosswalk planned across S. Henderson St.</p> <p>Sound Transit contributing \$1 million to a City of Seattle project for pedestrian street improvements along S. Henderson St. to link the station with the Rainier Beach neighborhood.</p>
<p>Beacon Hill Area (Beacon Hill Station)</p>	<p>17' sidewalks along south side of S. Lander St. between alley and 15th Ave. S. and along west side of 15th Ave S. between S. Lander and S. McClellan streets.</p> <p>17' sidewalks on S. Lander St., north and south sides. Continue south on S. Beacon Ave. one half block. 10' 6" sidewalks on 16th Ave. S. north of S. Lander St. on half block and on 17th Ave. S. north/south of S. Lander St. on half block.</p>

**Table 16: ST Light Rail’s Project Boardings and Travel Times**

<b>Station</b>	<b>Configuration</b>	<b>Projected Daily Boardings (2020)</b>	<b>Travel Time North (to Westlake Station)</b>	<b>Travel Time South (to Tukwila International Blvd/Southcenter Blvd Station)</b>
Beacon Hill Station	Tunnel	3,000	12 minutes	21 minutes
Mount Baker/ S. McClellan St. Station	Elevated	3,300	14 minutes	19 minutes
Columbia City/ S. Edmunds St. Station	At grade	2,900	18 minutes	16 minutes
Othello/New Holly Station	At grade	1,400	21 minutes	12 minutes
Rainier Beach/S Henderson St. Station	At grade	2,000	24 minutes	9 minutes

### **4.3 Future Transit Plans**

*Conclusions:*

- *With light rail implementation, King County Metro has developed transit restructuring ideas that include the addition, discontinuation, and restructuring of routes serving Southeast Seattle.*
- *Seattle Connections, or the Urban Village Transit Network (UVTN), proposes three UVTN designations in Southeast Seattle: Local, Candidate, and Light Rail. These designations can be applied to nine corridors in the study area.*

#### **4.3.1 Transit Restructuring Ideas**

Approximately 27 King County Metro routes use I-5/I-90 border the study area, but do not provide direct access to Southeast Seattle. Eight Sound Transit Regional Express bus lines also use these freeways to provide express service between Pierce and King counties.

Some bus routes that serve Southeast Seattle where Sound Transit Central Link Light Rail is being constructed will either be removed or rerouted, to provide neighborhood access to light rail stations and avoid duplication of services. Several new routes will also be initiated to take advantage of the new light rail

station hubs. Table 17 shows potential bus route modifications for King County Metro bus service in Southeast Seattle. King County Metro plans to implement an extensive stakeholder process to develop the specific service change proposals. An outreach process will also take place, likely coinciding with the next update to Metro's Six Year Plan.

**Table 17:  
King County Metro Potential Bus Route Modifications  
in Southeast Seattle with Link Light Rail Operations**

<b>Route Number</b>	<b>Name</b>	<b>Areas Served</b>	<b>Route Details</b>
<b>Assumed New Bus Routes</b>			
47	Skyway – Othello Link Station	Skyway, Rainier View, MLK Jr. Way S., Othello Link Station	From 38th Ave. S. & S. Myrtle St. to 76th Ave. S. & S. 126th St. Replacement for existing Route 42 south of Othello St.
<b>Bus Routes Assumed for Discontinuation</b>			
32	Rainier Beach – Downtown Seattle Express	Rainier Beach, South Beacon Hill, Downtown Seattle	Replaced by Route 106 operating via South Beacon Hill.
34E	Rainier Beach – Seward Park – Downtown Seattle Express	Downtown Seattle, SODO, Beacon Hill, Seward Park, Rainier Beach	Replaced by Route 38 connection to Othello and McClellan stations.
42	Rainier View – Downtown Seattle	Downtown Seattle, MLK Jr. Way S., Rainier Beach, Rainier View	Replaced by Link between Downtown Seattle and S. Henderson St. Replaced by new Route 47 between S. Henderson St. and Rainier View.
42E	Rainier View – Downtown Seattle Express	Downtown Seattle, MLK Jr. Way S., Rainier Beach, Rainier View	Replaced by Link between Downtown Seattle and S. Henderson St. Replaced by new Route 47 between S. Henderson St. and Rainier View.
<b>Bus Routes Assumed for Restructuring</b>			
8	Seattle Center – McClellan Station	McClellan Link Station, Capitol Hill, Group Health Hospital, Seattle Center, Lower Queen Anne	Revise route to terminate at McClellan Link Station.
9E	Rainier Beach – Capitol Hill Express	Rainier Beach, Rainier Ave. S., Columbia City, First Hill, Broadway, Capitol Hill	Revise route to terminate at Henderson Link Station.
14	Summit – McClellan Link Station	Summit, Downtown Seattle, International District, Central District, Mount Baker, McClellan Link Station	Extend route south to terminate at McClellan Link Station.
27	McClellan Link Station – Downtown Seattle	Downtown Seattle, Central District, East Yesler Way, Leschi Park, Colman Park, McClellan Link Station	Extend route south to terminate at McClellan Link Station.
36	Othello Station – Downtown Seattle	Othello Station, Beacon Hill, International District, Downtown Seattle	Rerouted from South Beacon Hill to S. Othello St. on extended trolley wire; routing is via S. Myrtle/S. Othello instead of Carkeek.

**Table 17 (continued):  
King County Metro Potential Bus Route Modifications  
in Southeast Seattle with Link Light Rail Operations**

<b>Bus Routes Assumed for Restructuring (continued)</b>			
38	SODO – Othello Link Station	SODO, Beacon Hill, McClellan Link Station, Seward Park, Othello Link Station	Extend route south via former Route 39 routing and terminate at Othello Link Station.
39	Columbia City – Downtown Seattle	Columbia City, VA Medical Center, SODO, Downtown Seattle	Restructured to terminate in Columbia City (36th Ave. S. & S. Oregon St.).
48S	University District – Central District – Rainier Beach	University District, Montlake, Central District, Columbia City, MLK Jr. Way S., Rainier Beach	Improved service levels.
106	Renton Transit Center – Downtown Seattle	Renton Transit Center, Skyway, Henderson Link Station, South Beacon Hill, Downtown Seattle	Rerouted via Carkeek Dr. S. to replace portions of existing routes 32 and 36.
107	Renton Transit Center – Othello Link Station	Renton Transit Center, West Hill, Henderson Link Station, Othello Link Station	Restructured to improve Link service integration.
<b>Bus Routes Assumed to be Unchanged</b>			
7	Rainier Beach – Downtown Seattle	Prentice St., Rainier Beach, Rainier Ave. S., Columbia City, International District, Downtown Seattle	No routing changes.
7E	62/Prentice – Rainier Beach – Downtown Seattle Express	Prentice St., Rainier Beach, Rainier Ave. S., Columbia City, International District, Downtown Seattle	No routing changes.
126	Rainier Beach - Southcenter	Rainier Beach, Henderson Link Station, Allentown, McMicken Heights, Southcenter	No routing changes.

Source: King County Metro, 2005

### 4.3.2 Seattle Connections, Mobility for the Future 2005

*Seattle Connections* is a network of top-quality transit services in the city, as proposed by the City of Seattle in the *Seattle Transit Plan, Mobility for the Future* (February 2005). Corridors designated will provide the following level of transit services by 2030:

- Frequencies of 15 minutes or less all day, for at least 18 hours a day;
- Net transit speeds no less than 30 percent of speed limit<sup>1</sup>; and
- Standards for reliability and to minimize overloading.

Seattle Connections has designated three Urban Village Transit Networks (UVTNs) in the Southeast Seattle study area: local, candidate, and light rail. Local UVTN lines are definitely needed, based on existing development and/or urban village strategy. Local UVTN lines stop about every four blocks. Candidate UVTN lines are corridors where a local UVTN designation may be needed, depending on the details of redevelopment and/or the market for the link provided. Light rail UVTN lines are those where rapid service is needed and light rail is planned.

UVTNs have been designated in the following Southeast Seattle corridors:

- Rainier Avenue S.: definite UVTN (local)
- S. Henderson Street: definite UVTN (local)
- S. Othello Street: definite UVTN (local)
- Beacon Avenue S.: definite UVTN (local)
- 15<sup>th</sup> Avenue S.: definite UVTN (local)
- S. Myrtle Place: definite UVTN (local)
- S. Alaska Street: definite UVTN (local)
- S. Columbian Way: definite UVTN (local)
- M. L. King Jr. Way S.: definite UVTN (light rail and candidate)

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<sup>1</sup> The average speed for a transit vehicle that operates on city streets is typically much less than the posted speed limit, because buses must stop to board passengers at bus stops and wait at traffic signals, and are slowed down by traffic congestion. Corridors in the Urban Village Transit Network use the percentage of the posted speed limit as the system of speed measurement, which represents the travel time along a segment divided by the posted speed limit. For these corridors, the overall transit speed should be at least 30 percent of the posted speed limit.

## 4.4 City of Seattle's Station Area Plans 1998 to 2001

*Conclusions:*

- *Station Area Planning (SAP) priorities for many neighborhoods include: encouraging Transit-Oriented Development (TOD), enhancing transit service (feeder and/or neighborhood circulator), and establishing Pedestrian Overlay Zones (POZs) and Residential Parking Zones (RPZs)*
- *Many priorities identified through the SAP process are in the process of being implemented.*

The City of Seattle's Strategic Planning Office, in partnership with Sound Transit, implemented a Station Area Planning (SAP) Program between 1998 and 2001. The SAP program engaged City of Seattle departments, community representatives, and partner agencies in planning and development work for the quarter-mile around proposed light rail stations. It also identified key public and private investments and City of Seattle actions to achieve city and community goals. The SAP Program refined each community's vision, which were initially articulated in Neighborhood Plans. The City of Seattle has begun to implement some of the actions necessary to make these visions a reality.

For example, on July 30, 2001 the City Council established permanent Station Area Overlay District (SAOD) zones for the light rail station areas. These zones identify principal pedestrian streets and rezone certain properties near future light rail stations. The legislation became effective August 30, 2001.

Some of the ways that the new overlay zoning modifies underlying zoning and supports Neighborhood Plans and future light rail include:

- Prohibiting uses that do not support walkable neighborhood business areas or uses that are automobile related.
- Providing more opportunity for housing development in Neighborhood Commercial (NC) zones (without large-scale changes to height limits) by allowing single-purpose residential (SPR) development to be permitted outright. Density limits do not apply outside the pedestrian designations; and the 64 percent upper-level coverage limit (which would otherwise apply when residential use is proposed) is removed.
- Managing parking by modifying restrictions to the location of parking in NC zones.

These actions support Transit-Oriented Development (TOD) and neighborhood goals for walkable town centers. The Station Area Overlay District provides flexibility for existing businesses, promotes new development, and prohibits certain auto-oriented land uses near the stations.

Station area planning staff commissioned a range of market assessments to provide real-world information to serve as a basis for future development scenarios. For example, market analysis indicated that the S. McClellan Street station area is the strongest location in the Rainier Valley for new housing and commercial

development. The neighborhood's vision of the S. McClellan Street station area as a vital mixed-use town center is well supported by this market analysis. Using this information, the station area planning team worked with community stakeholders and a team of design and economic professionals to craft a “town center design and development strategy” that is responsive to the neighborhood's market strength.

A large part of the SAP effort involved design coordination. The team worked with Sound Transit staff, other City of Seattle staff, and advisory committees on emerging light rail design issues. The goal is to coordinate Sound Transit's project designs with planned or ongoing development and public works projects in Southeast Seattle neighborhoods.

Please refer to Figure 1 for an illustration of the quarter-mile radii station area planning boundary around each light rail station. The following sections discuss some of the SAP priorities by neighborhood, and describe the status of implementation:

#### **4.4.1 North Rainier**

- Provide incentives for transit-oriented development (TOD) adjacent to the station and for mixed use along Rainier Avenue S.; establish limitations on auto-oriented uses along Rainier Avenue S.; and consider live-work in neighborhood commercial (NC3) zones.  
*Status: Implemented through establishment of Station Area Overlay District (SAOD) zones (described previously).*
- Establish pedestrian overlay zones (POZs) around the station and improve linkages to adjacent neighborhoods.  
*Status: To coincide with opening of stations.*
- Parking management – Consider a Residential Parking Zone (RPZ) west and east of the station.  
*Status: To coincide with opening of stations.*
- Provide light rail station and local east/west service.  
*Status: Light rail station will open by 2009. For improvements in east/west service, Route 38 may be expanded. This option and others will be evaluated as part of a future King County Metro’s public outreach process for Link start-up in 2009, which will likely begin in mid- to late 2007.*

#### **4.4.2 Columbia City**

- Provide feeder bus service, especially to Beacon Hill destinations.  
*Status: Sound Transit's final design for the Columbia City/S. Edmunds Street Station made no provision for a feeder bus terminal or circulation loop for buses to turn around. The only bus service directly serving this station would be provided by Metro Route 48. This station is located two blocks south of S. Alaska Street, the closest east-west bus corridor in the area. The sample transit network of the service integration plan prepared for the initial Link line assumed that Metro would continue to provide east-west service along S. Columbian Way and S. Alaska Street. These assumptions will be reviewed and evaluated against other options again, during a future King County*

*Metro's public outreach process for the 2009 Link start-up. The process will likely begin in mid- to late 2007.*

- Establish a POZ south of S. Ferdinand Street for areas zoned as C1-40 (commercial areas with a maximum building height of 40 feet) and improve linkages to adjacent neighborhoods and the Columbia City historic area, especially pedestrian improvements on S. Edmunds Street between M.L. King Jr. Way S. and Rainier Avenue S.  
*Status: To coincide with opening of stations.*
- Establish limitations on auto-oriented uses on C1-40 opportunity sites south of station.  
*Status: Implemented through establishment of SAOD Zone and adoption of Transportation Strategic Plan (TSP).*

#### **4.4.3 MLK at Holly Street (Othello Neighborhood)**

- Limit auto-oriented uses on M.L. King Jr. Way S. for C1 and NC3 opportunity sites. Provide incentives for TOD, including increased height and density for the C1-40 area adjacent to the station, and contract rezone of L-2 (two-story residential low-rise multi-family) within Holly Park Phase 3.  
*Status: Implemented through establishment of SAOD Zone.*
- Improve linkages to adjacent neighborhoods, particularly Holly Park. Linkage to the Chief Sealth Trail in the power line right-of-way.  
*Status: SDOT project currently underway on developing adequate connections with local intersections/arterials.*
- Establish RPZs in Holly Park and adjacent residential neighborhoods, if needed. Explore shared parking for retail development, with reduced parking ratios at Holly Park Redevelopment Phase 3 (coincident with start of light rail service).  
*Status: To coincide with opening of stations.*
- Provide expedited review/SEPA<sup>2</sup> clearance for TOD projects.  
*Status: Not yet started.*
- Provide bus service to the Holly Park Campus of Learners and the South Beacon Hill neighborhoods.  
*Status: King County Metro currently provides east-west service on S. Myrtle Street/S. Othello Street with Route 106, but other options are possible to enhance service in the area. These options could include restructuring some or all Route 36 service to terminate at S. Othello Street/Holly Park Station, and shifting Route 106 to provide service to Carkeek Drive and South Beacon Hill. These and other options will be evaluated during a future King County Metro's public outreach process for the 2009 Link start-up. The process will likely begin in mid- to late 2007.*

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<sup>2</sup> SEPA stands for the State Environmental Policy Act, which provides a way to identify possible environmental impacts from governmental decisions. A proposal was put forth to enable TOD project to be reviewed for SEPA compliance more quickly than typical projects.

#### **4.4.4 Rainier Beach**

- Provide incentives for TOD adjacent to the station. Promote mixed-use (NC3-65, neighborhood commercial up to 65 feet high), rezone housing opportunity sites on S. Henderson Street for L-3 (three-story residential low-rise multi-family), and create housing opportunity sites north and south of the station.  
*Status: Implemented through establishment of SAOD Zone.*
- Establish a POZ around the station and improve S. Henderson Street as a major east-west pedestrian linkage (a “boulevard” environment) to commercial areas on Rainier Avenue S. and adjacent neighborhoods. Provide bike/trail links in the power line right-of-way via the Chief Sealth Trail.  
*Status: Improvements on S. Henderson Street will extend from Renton Avenue S. to Seward Park Avenue S. and include new turn lanes, new or improved sidewalks, new street lighting, and landscaping. SDOT is currently constructing the Chief Sealth Trail to Beacon Hill.*
- Consider RPZ west and east of the station.  
*Status: To coincide with opening of stations.*
- Provide feeder bus service, including a connection to Rainier Beach commercial areas, to increase neighborhood circulation.  
*Status: Bus feeder options for the Rainier Beach/S. Henderson Street Station will be identified and evaluated during a future King County Metro’s public outreach process for the 2009 Link start-up. The process will likely begin in mid- to late 2007.*

#### **4.4.5 North Beacon Hill**

- Provide incentives for neighborhood-scale TOD adjacent to station.  
*Status: Implemented through establishment of SAOD Zone.*
- Establish POZ around the station and improve linkages to adjacent neighborhoods.  
*Status: Limited improvements around the station to coincide with its construction.*
- Reduce the number of parking spaces required as a TOD incentive, and establish RPZs if needed in adjacent neighborhoods.  
*Status: To coincide with opening of stations.*
- Provide feeder bus service and neighborhood circulator.  
*Status: King County Metro already operates two heavily-used north-south routes past this station location (routes 36 and 60). Route 38 also provides an east-west connection from this station location to SODO and Rainier Valley. Options for enhancing these services will be evaluated during a future King County Metro’s public outreach process for the 2009 Link start-up. The process will likely begin in mid- to late 2007.*

## 4.5 Neighborhood Plans

*Conclusions:*

- *Five Neighborhood Plans were developed within Southeast Seattle: North Rainier, Columbia City, MLK at Holly Street, Rainier Beach, and Beacon Hill. Many plans recommended strategies and improvements that related to revitalizing and strengthening the neighborhood core.*
- *The Neighborhood Plan Implementation Priorities effort in 2003 prioritized the Neighborhood Plan recommendations. Many of the identified transportation related priorities include parking and pedestrian improvements.*

### 4.5.1 Review of Neighborhood Plans 1994 to 1999

Following adoption of Seattle's Comprehensive Plan in 1994, about 20,000 community members in 38 Seattle neighborhoods developed long-range plans to guide the future of their communities. In 1999, the City Council finished the approval process for these Neighborhood Plans. These 38 plans identify over 4,200 recommended actions, to ensure that these neighborhoods will continue to thrive and improve as Seattle grows over the next 20 years.

In the SETS area, five neighborhoods developed plans: Columbia City, MLK at Holly, North Beacon Hill, North Rainier, and Rainier Beach. These communities recommended hundreds of actions for their neighborhoods, including land use, housing, public space, public safety, transportation.

Table 18 identifies some of the key transportation needs identified in the SETS neighborhoods.

A more detailed list of recommended actions by neighborhood and the current status is included in Appendix A, which includes only transportation-related actions identified by neighborhoods. Some of these recommended actions have already been completed, others are in progress, some are completed, and some are closed.

### 4.5.2 Neighborhood Plan Implementation Priorities for 2004

In late August of 2003, the Department of Neighborhoods asked the Chairs of Neighborhood Plan Stewardship Groups and District Councils to review the 1999 Neighborhood Plans and help provide input on prioritizing Neighborhood Plan recommendations. Over a dozen City of Seattle departments helped evaluate priorities, assigned project managers where appropriate, and provided explanation to promote information sharing, foster better coordination, and ensure that the proper department had been assigned the correct project. These departments also used many of the prioritized projects for their own planning purposes, and they committed to many of the projects. Following are the 2004 transportation-related priorities and current status for each Southeast Seattle neighborhood.

**Table 18: Neighborhood Transportation and Community Needs**

<b>Neighborhood</b>	<b>Identified Transportation and Community Needs</b>
North Rainier	<ul style="list-style-type: none"> <li>• Develop a town center that includes the new S. McClellan St. light rail station</li> <li>• Encourage pedestrians and bicyclists</li> </ul>
Columbia City	<ul style="list-style-type: none"> <li>• Revitalize the Columbia City area</li> <li>• Strengthen Columbia City's core</li> <li>• Enhance the Rainier Ave. S. corridor</li> <li>• Strengthen residential areas</li> </ul>
MLK Jr. Way S. at Holly Street (Othello)	<ul style="list-style-type: none"> <li>• Develop a mixed-use town center</li> <li>• Strengthen community identity</li> </ul>
Rainier Beach	<ul style="list-style-type: none"> <li>• Become a pleasant and safe neighborhood</li> <li>• Revitalize the commercial core at Rainier Beach Square</li> <li>• Link the community's commercial and civic core to the future light rail station at S. Henderson St. and M.L. King Jr. Way S.</li> </ul>
Beacon Hill Area	<ul style="list-style-type: none"> <li>• Revitalize the Beacon Ave. S. business core</li> <li>• Ensure neighborhood vitality during construction and operation of the new light rail, which will include a station at S. Lander St. and Beacon Ave. S.</li> </ul>

### **North Rainier**

- Establish a plan for mitigating neighborhood traffic through construction and development projects.  
*Status: In progress.*
- Add additional pedestrian crossings on M.L. King Jr. Way S. and Rainier Avenue S., and north of the S. McClellan Street station to S. Massachusetts Street.  
*Status: Closed (SDOT does not promote crossings at non-signalized crossings of Rainier Avenue S. and M.L. King Jr. Way S. for safety reasons).*
- Build sidewalks along M. L. King Jr. Way S. between S. Massachusetts and S. McClellan streets.  
*Status: Not yet started (SDOT funding is currently unavailable for sidewalks. SDOT suggests that adjacent property owners initiate a Local Improvement District (LID) to pay for sidewalks. Cumulative Reserve Funds (CRF) may also be applied for to repair existing sidewalks, and Neighborhood Street Funds (NSF) can fund building new sidewalks).*

### **Columbia City**

- Extend historic lighting on side streets.  
*Status: In progress.*
- Install sidewalk on S. Hudson Street east of Rainier Avenue S.  
*Status: In progress.*

- Tree pruning on Rainier Avenue S. from S. Genesee Street to Hillman City.  
*Status: Not yet started.*
- Create better marking or other measures at unsignalized crossings to make crossing on Rainier Avenue S. safer and easier.  
*Status: Closed (SDOT will reevaluate the situation once Sound Transit construction ends).*
- Assist the Columbia City Business Association with a parking plan for the business district.  
*Status: Completed.*

### **MLK at Holly (Othello Neighborhood)**

- Work with Sound Transit to develop and administer costs/fees for the residential parking zone (RPZ).  
*Status: Not yet started.*
- Develop an education program to explain property owner requirements for sidewalks, planter strips, and street tree maintenance in residential areas, paying special attention to bus stops and shelter maintenance.  
*Status: On-going.*

### **Rainier Beach**

- Fund and construct pedestrian crosswalk improvements adjacent to the Mapes Creek 52nd Avenue S. Walkway/S. Henderson St. Plaza.  
*Status: Completed.*
- Design and build a roundabout at Renton Avenue S., S. Roxbury Street, and 51st Avenue S.  
*Status: Not yet started (SDOT has applied for a grant to pay for this project. To date, no funds are currently available).*
- Install a traffic calming circle at the north end of S. Wabash Street at Rainier Avenue S.  
*Status: Not yet started (a curb bulb has been built at this location. A Neighborhood Coordinator will explore where this project falls in SDOT priorities, or whether a Neighborhood Matching Funds (NMF) application is warranted).*

### **North Beacon Hill**

(Note that most of this neighborhood's 2004 priorities were not transportation-related.)

- Develop specific design guidelines for new commercial, mixed-use, and multi-family residential development within the urban village boundaries.  
*Status: In progress.*

## 4.6 Transportation Strategic Plan: 1998 and 2005

*Conclusion:*

*- The major plan elements stated in the Transportation Strategic Plan (TSP) focus on developing a balanced, well-designed transportation system that creates viable transportation alternatives. Proposed improvements for the SETS study area should be consistent with these major plan elements.*

The TSP was introduced in 1998 and updated in March 2005, and focuses on the following major plan elements:

- Building urban villages;
- Making the best use of existing streets to move people, goods and services;
- Increasing transportation choices;
- Promoting the economy: moving goods and services;
- Improving the environment;
- Protecting the infrastructure – operations and maintenance; and
- Connecting to the region.

The TSP's strategies recognize that people will not routinely use alternatives to driving alone unless they have viable choices that provide advantages in terms of travel time, cost, reliability, and convenience. According to the TSP, a balanced, well-designed transportation system that allows people to get around by transit, bicycle, and walking is critical to making livable communities. Proposed improvements for the SETS study area should be consistent with these major plan elements

## 4.7 City of Seattle Comprehensive Plan: 1994 and 2004

*Conclusion:*

*- By the year 2024, growth is anticipated in Southeast Seattle. Increases are forecasted both in number of households and employment.*

*- By the year 2020, traffic volumes will not approach the Comprehensive Plan's evel-of-service screenline for the southern City Limit.*

The City of Seattle's Comprehensive Plan, first introduced in 1994, was updated in 2004 to reflect how the city wants to grow over the next 20 years. One of the Comprehensive Plan's cornerstones is the designation of urban villages. These urban villages focus growth in designated areas throughout the city as a sustainable means of accommodating growth.

Several neighborhoods in the SETS study area have been designated as urban villages, either as Residential or Hub Urban Villages. Residential Urban Villages are compact residential neighborhoods that provide opportunities for a wide range of housing types and a mix of activities that support the residential population. Hub Urban Villages offer more concentrated housing and employment than Residential Urban Villages, although these areas are not as dense as Urban Centers such as Capitol Hill and the University District. Hub Urban Villages are also located in strategic locations and include a high level of transit service with direct access to at least one urban center, connections to regional transportation facilities, and connections to adjacent areas through pedestrian and/or bicycle facilities.

North Rainier is a Hub Urban Village (also the largest urban village in the community). North Beacon Hill, Columbia City, MLK at Holly Street, and Rainier Beach are designated as Residential Urban Villages. The City of Seattle estimates both household and job growth in these neighborhoods by 2024.

Table 19 shows household and employment growth targets for the SETS area. Household density is targeted to increase 28 to 56 percent by 2024 with the highest percent targeted for North Rainier. The number of jobs is targeted to increase 16 percent in the North Rainier Hub Urban Village. Employment estimates were only developed for Hub Urban Villages, so growth targets for Rainier Beach, Columbia City, Beacon Hill, or MLK at Holly are unavailable.

**Table 19: Household and Employment Growth Targets for SETS Area**

Village	Land Area in Acres	Households (HH)				Employment (Jobs)			
		Existing (2004)	Existing Density (HH/ Acre)	Growth Target or Planning Estimate (HH Growth in addition to existing HH)	Estimated 2024 Density (HH/ Acre)	Existing (2002)	Existing Density (Jobs/ Acre)	2024 Growth Target or Planning Estimate (Job Growth in addition to existing jobs)	Estimated 2024 Density (Jobs/ Acre)
North Rainier	453	1,590	4	900	5	4,670	10	750	12
Rainier Beach	250	1,370	5	600	8	Data not collected for residential urban villages			
Columbia City	313	1,750	6	800	8				
Beacon Hill	131	1,170	9	490	13				
MLK at Holly (Othello)	375	2,080	6	590	7				

Source: Seattle's Comprehensive Plan, Urban Village Appendix A - Growth Targets and Planning Estimates for Urban Centers, Center Villages, Manufacturing/Industrial Centers, Hub Urban Villages, and Residential Urban Villages (January 2005)

Seattle's Comprehensive Plan also sets level-of-service (LOS) standards to judge the performance of the transportation system. The screenline location relevant to the study area is from Martin Luther King Jr Way to Rainier Ave. S. at the City limit. This LOS standard is set at 1.00. For 2020, it is projected that the v/c ratio (volume divided by capacity) northbound will be 0.46 and the v/c ratio southbound will be 0.61. Therefore, future traffic volumes are not anticipated to approach the standard.