

West Seattle Junction Approval and Adoption Matrix

Table of Contents

| | |
|---|----|
| Introduction | 2 |
| Purpose and Structure of the Approval and Adoption Matrix..... | 2 |
| Activities already accomplished by the Friends of the Junction..... | 2 |
| Acronyms and Definitions | 4 |
| I. Key Strategies | 5 |
| A. Strengthen the Mixed-use Commercial Core..... | 6 |
| B. Improve the Fauntleroy Gateway into the Junction..... | 20 |
| II. Additional Activities for Implementation | 26 |
| A. Housing and Land Use | 26 |
| B. Transportation, Transit, Parking and Pedestrian Amenities..... | 29 |
| C. Community Identity: Business, Cultural Arts, Aesthetics | 39 |
| D. Parks and Open Space..... | 44 |
| E. Human Development and Public Safety | 48 |

Prepared by the Friends of the Junction and the City of Seattle Interdepartmental Review and Response Team.
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Introduction

PURPOSE AND STRUCTURE 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 of the neighborhood plan matrices over time.

The matrix is divided into two sections:

- I. *Key Strategies*: usually complex projects or related activities that the neighborhood considers critical to the successful implementation of the neighborhood plan.
- II. *Additional Activities for Implementation*: activities that are not directly associated with a Key Strategy, ranging from high to low in priority and from immediate to very long range in anticipated timing.

The neighborhood planning group or its consultant generally fill in the Activity, Priority, Time Frame, Cost Estimates and Implementor columns. The Executive Comment column reflects City department comments as compiled by the Strategic Planning Office. The City Action column in Section II and the narrative response to each Key Strategy are initially filed in by City departments and then reviewed, changed if appropriate, and finalized by City Council. Staff from almost every City department have participated in these planning efforts and in the preparation of this Matrix. Ultimately, the City Council will approve the Matrix and recognize the neighborhood plan by resolution.

Some neighborhood recommendations may need to be examined on a city-wide basis before the City can provide an appropriate response. This is usually because similar recommendations are being pursued in many neighborhoods and the City will need clear policy direction to ensure a consistent city-wide response. Such recommendations are being referred to the "Policy Docket", a list of policy issues that will be presented to City Council for further discussion and action.

ACTIVITIES ALREADY ACCOMPLISHED IN THE WEST SEATTLE JUNCTION

California Ave SW Study

At the neighborhood planning group's request, SEATRAN pursued funding for a traffic study to be performed as part of the UATA project for signal and paving improvements in West Seattle. The primary focus of this portion of the traffic study was to evaluate the three-lane versus four-lane operation of California Ave SW, in order to provide information for future community discussion on the traffic flow through the Junction business district. Approximately \$18,000 was awarded for the study's completion. The study concluded that a three-lane operation could work for California Ave SW, if

the all-way walk signal was removed, at a comparable level-of-service with the current four-lane operation both at existing and projected future growth levels of traffic. SEATRAN, however, would not pursue a change in lane operation unless there were clear community consensus to do so. A summary of the analysis is available from SEATRAN.

Tree Planting

Friends of the Junction planning group, with help from TREEmendous Seattle, planted 200 trees in the urban village.

Landscaped Traffic Island

Friends of the Junction, ArtsWest and the Southwest District Council, are working on a project to create a landscaped island at Fauntleroy Way and 39th Ave SW with funding from the Seattle Transportation Street Fund. The area, which was previously an informal used car lot, is virtually at the center of West Seattle's hub urban village and is the major entryway into the classic "West Seattle Junction."

Neighborhood Signs

The Friends of the Junction planning group and the West Seattle Chamber teamed up with their local business district to develop a revitalization plan. One result was the design and construction of directional signs which provide information to both residents and visitors alike and make visible connections between the different neighborhoods in West Seattle. Four signs have been installed.

ACRONYMS AND DEFINITIONS

ArtsWest a community, non-profit arts agency based in West Seattle, promoting music, visual arts, literature, and theatre

BIA West Seattle Junction Merchants Association, the local business improvement association

Chamber West Seattle Chamber

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)

ESD Executive Services Department (City of Seattle)

FOJ Friends of the Junction Neighborhood Association, the West Seattle Junction neighborhood planning group or other community stewardship organization

HSD Human Services Department (Formerly part of the Department of Housing and Human Services [DHHS]) (City of Seattle)

Metro King County Metro Transit Division

NATS Neighborhood Action Team Seattle (City of Seattle)

NPO Neighborhood Planning Office (City of Seattle)

OED Office of Economic Development (City of Seattle)

OFE Office for Education, SPO (City of Seattle)

OH Office of Housing (Formerly part of the Department of Housing and Human Services [DHHS]) (City of Seattle)

OIR Office of Intergovernmental Relations (City of Seattle)

Policy Docket A list of issues for discussion and action by City Council to establish city-wide policy in response to neighborhood plans

SAC Seattle Arts Commission (City of Seattle)

SCL Seattle City Light (City of Seattle)

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

SFD Seattle Fire Department (City of Seattle)

SJI Seattle Jobs Initiative

ST 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 the Office of Management and Planning [OMP]) (City of Seattle)

SPU Seattle Public Utilities (City of Seattle)

SSD Seattle School District

Trusted Properties West Seattle Trusted Properties. Owners of a number of the parking lots in the West Seattle Junction business district. The Junction BIA leases parking from Trusted Properties in order to provide free parking for customers in the district.

UATA Urban Arterial Trust Account, a grant source offered by the State's Transportation Improvement Board to fund city and urban county arterial road and street projects to reduce congestion and improve safety, geometrics, and structural concerns (Washington State)

WSDOT Washington State Department of Transportation

WSHFC Washington State Housing Finance Commission

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 and is listed in bold type. Otherwise, DON is designated as the lead. Other participating departments are also identified.

The City Response lists activities already underway, and other tasks that the City has committed to commence during the 1999-2000 biennium.

A. STRENGTHEN THE MIXED-USE COMMERCIAL CORE

Description

The main retail core of West Seattle Junction is currently centered along California Avenue SW between SW Oregon Street and SW Edmunds Street. This area is characterized by small one- and two-story structures concentrated wall-to-wall along the street, giving it the image of "Main Street" in a small town. The purpose of this Key Strategy is to build on this retail core, maintaining and enhancing a compact mixed-use commercial core, with small town character, located between 41st and 44th Avenues SW and SW Genesee Street and SW Edmunds Street, by: improving traffic flow and circulation; improving pedestrian safety and access; providing pedestrian amenities; implementing a strong business retention and recruitment program; improving parking signage; providing employee parking opportunities; and improving architectural image.

Integrated City Response

The City supports the concept of a compact mixed-use commercial core in the West Seattle Junction and encourages the community in working towards this vision of the neighborhood. This Key Strategy contains a number of ideas which will need to be developed further before feasibility and implementation issues can be addressed. At the community's request, SEATRAN studied three and four-lane alternatives for the operation of California Ave. This work will help inform the community in developing a street design for the Junction's main commercial street. The neighborhood has also listed a number of recommendations on which the community can take the lead and have a vital role in strengthening the core business district.

Funding will need to be identified for a number of the improvements listed in this Key Strategy. Some of these recommendations include local drainage work and other alleyway improvements, as well as improving district signage and providing more street furniture throughout the commercial core. While the Neighborhood Matching Fund and Neighborhood Early Implementation Fund may provide funding for some of these less expensive items, other recommendations will require additional resources for further concept development and eventual implementation.

The community has also proposed allowing single purpose residential development outright in commercial areas outside the defined commercial core. This recommendation may help alleviate the dispersion of new commercial space where

the market may not yet support it. DCLU has prepared amendments to the Land Use Code which are included in the Comprehensive Plan ordinance as part of the Approval and Adoption Package.

Lead Department: DON

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

Activities Already Underway

1. SEATRAN is completing work on a traffic study of California Ave SW to evaluate three and four-lane designs of the road as part of an Urban Arterial Trust Account project in West Seattle.
2. The City has committed \$300,000 to support the renovation of the ArtsWest Playhouse on California Ave SW through the 1999-2000 budget.
3. OED, the Neighborhood Business Council and the Downtown Seattle Association will be sponsoring a series of 4 workshops in 1999 for neighborhood business districts to focus on a variety of business district issues. Issues discussed could include business retention/recruitment, public safety, and special event planning. The first session was held on March 24, 1999 and focused on public safety in neighborhood business districts. A second session is scheduled for June 10.
4. In Spring 1998, 200 trees were planted in West Seattle. The West Seattle Junction planting was done with the Friends of the Junction Neighborhood Association Parks and Open Space Committee through SCL's community tree planting program (also known as the Urban Tree Replacement Program). Additional plantings may be pursued through this program.

Tasks to be Undertaken in 1999-2000

1. DCLU will address neighborhood specific design guideline proposals starting 2nd quarter 1999 and ongoing throughout 2000. DCLU will work with neighborhoods using a three phased process, which will package neighborhood proposals in sets of approximately 6 neighborhoods each. First, more fully developed neighborhood design guideline proposals will be reviewed by DCLU and the neighborhoods with the goal of Council adoption of the first package before the end of 1999. In the second and third phases DCLU will work with remaining

neighborhoods whose guideline proposals are more formulative for presentation to Council in 2000, likely in the 2nd and 4th quarters.

DCLU will work with FOJ to assist them in development of design guidelines. DCLU anticipates FOJ to fit into either the 2nd or 3rd phase of the process. Funding will likely be needed for the development of neighborhood specific design guidelines. The amount needed will depend on the scope of the neighborhood's proposal. Neighborhood Matching Fund grants or Early Implementation Funds have been used by other neighborhoods and should be considered here.

2. DCLU, as part of its 1999 work program, will conduct a project to examine possible changes to land use regulations that may facilitate the use of existing parking supply in neighborhoods (including parking in-lieu programs and other methods which could be used to establish joint-use facilities).

3. SPO is conducting a comprehensive, though focused, parking study to provide background information that will form the basis for recommending approaches or solutions for: the appropriateness of parking requirements for certain land uses; specific parking management strategies to promote transit-oriented design around Sound Transit stations; and on-street parking restrictions that minimize "hide-and-ride" around Sound Transit stations. In West Seattle, this work may address some of the community's concerns related to off-street parking.
4. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, funding sources, and departmental staffing concerns through the Southwest Sector Implementation Plan.
5. Identify next steps for continued implementation.

| A. Strengthen the mixed-use commercial core | | | | | | |
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| # | Activity | Priority | Time Frame | Cost Estimate | Implementor | Executive Comment |
| Transportation, Parking and Pedestrian Amenities | | | | | | |
| KS-1.1 | <p>Study the best methods of improving traffic flow through the retail core. The elements of the study should include the following recommendations:</p> <ul style="list-style-type: none"> • Reconfigure California Ave in the Junction commercial area (Oregon St – Edmunds St) to facilitate smooth traffic flow, maximize vehicular accessibility and circulation, and support improved pedestrian safety and convenience. • Provide one travel lane in each direction with left turn lanes at intersections (continuous two-way left turn lane not needed between intersections; however, median can be retained for landscaping and/or pedestrian refuges for midblock crossings). | H | 1-2 years | | SEATRAN | <p>SEATRAN was awarded funding from the State's Urban Arterial Trust Account (UATA) for basic street improvement work aimed at improving safety, maintaining traffic flow/roadway capacity, and upgrading/ maintaining basic roadway facilities in West Seattle. This work will involve largely paving and upgrades of local signals. The cost of the entire project, City match included, is about \$1.8M. Approximately \$18,000 was awarded for a traffic study as part of this work. In the West Seattle Junction, this work will primarily focus on making signal improvements to California Ave SW.</p> <p>At the neighborhood planning group's request, SEATRAN pursued and received funding for a traffic study to be performed as part of the UATA project. SEATRAN's study focused on how California Avenue SW would operate as a</p> |

A. Strengthen the mixed-use commercial core

| # | Activity | Priority | Time Frame | Cost Estimate | Implementor | Executive Comment |
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| | <ul style="list-style-type: none"> • Retain on-street parking. • Relocate bus stop zones as appropriate. • Remove walk-all-ways pedestrian signal phasing at Alaska St intersection. • On southbound California at Edmunds, provide exclusive lane for movements to southwest bound Erskine. • Coordinate and optimize signal timing/phasing plans for the traffic signals at Oregon, Alaska, and Edmunds/Erskine; consider actuation and interconnection. | | | | | <p>three-lane section with respect to:</p> <ul style="list-style-type: none"> • level of service (delay/queuing) • pedestrian safety • route shifting (keeping traffic circulation on the arterial network) • retaining on-street parking along California Ave • impacts to transit operations • impacts to cycling <p>The chief finding of this traffic modeling and technical analysis was that a three-lane operation on California Ave would operate with about the same traffic moving ability as the present four-lane design, both at existing and projected growth levels of traffic. A key factor to the comparable operations of the three-lane and four-lane designs is the removal of the all-way walk phase at the intersection of California Ave SW and SW Alaska Street.</p> <p>SEATRAN's major aim in performing this traffic study was to provide information for future community discussion on the traffic flow through the Junction business district. SEATRAN would not make a change to the current four-lane operation unless there were clear community consensus to do so.</p> <p>The UATA project is continuing with design work in 1999, and construction in 2000. Along California Ave SW, the UATA project will continue with the existing four-lane operation. SEATRAN is working with the community on opportunities for curb bulbs and potentially some sidewalk improvements as a part of this work.</p> |
| KS-1.2 | Coordinate with Seattle Public Utilities' California Avenue UATA-funded signal interconnect/street improvement project for SEATRAN. Prepare initial traffic operation analysis for California Ave street and | H | 1-2 | | Community, Consultant, SEATRAN | SPU staff responsible for coordinating the implementation of this project have been transferred to SEATRAN. The UATA project will be coordinated entirely within SEATRAN. |

A. Strengthen the mixed-use commercial core

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| | intersection configuration concept; develop signal timing plan options. | | | | | See KS-1.1 above. |
| KS-1.3 | <p>Study the best methods of facilitating safe and convenient pedestrian access and circulation in the Junction commercial area. Alternative methods to be studied should include installation of curb bulbs, mid-block refuges and medians, pedestrian signals, a tree-planted median, crosswalks and/or other pedestrian safety devices for crossings at key locations where safety and/or vehicle traffic are issues. These include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • California Ave/Oregon St intersection (safety issues, particularly as traffic is reduced to one lane northbound). • California Ave mid-block between Oregon St and Alaska St (mid-block pedestrian safety and traffic speed issues). • California Ave/Alaska St intersection (retiming of walk-all-ways to reduce conflicts between vehicles and pedestrians, unless light is removed). • California Ave mid-block between Alaska St and Edmunds St (mid-block pedestrian safety and traffic speed issues). • California Ave/Edmunds St/Erskine Way intersection (five-way intersection with both vehicle and pedestrian safety concerns). • 44th Ave/Oregon St intersection. • 44th Ave/Alaska St/Glenn Way intersection. • 42nd Ave/Oregon St intersection. | H | 1-2 | | SEATRAN | <p>Intersections and mid-block crossing locations on California Avenue SW, between SW Oregon and SW Edmunds Streets were examined as a part of the UATA-funded traffic study described in KS 1.1 above.</p> <p>The traffic study found that mid-block pedestrian bulb improvements would be possible in either the three or four-lane configuration of California, although a funding source to make these improvements would need to be identified.</p> <p>A landscaped median might be possible with a three-lane design, but isn't guaranteed. Before this idea could be pursued for implementation, the street would have to be operationally tested (typically done by striping the street as a three-lane section and evaluating its performance). Construction and maintenance of landscaped medians is very expensive work, and there is no funding in the present UATA grant to support this kind of change.</p> <p>SEATRAN can investigate problem sites if provided with a specific location, detailed description, and neighborhood contact for the problem being observed through existing spot improvement programs.</p> <p>SEATRAN's safety programs tend to address problem locations with "spot" improvements directed in the immediate location of the safety problem – street changes that can be made more quickly than high-cost, capital work. The primary responses of these programs tend to include signing, parking restrictions, street striping, etc.</p> <p>Crosswalk policy issues have been raised in a number of neighborhood plans and have been placed on the policy docket for further discussion. The City is currently</p> |

A. Strengthen the mixed-use commercial core

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|--------|---|----------|------------|---------------|--|---|
| | <ul style="list-style-type: none"> • 42nd Ave/Alaska St intersection. • 42nd Ave/Edmunds St intersection (reduce business and commercial traffic overflow from California Ave SW). • 41st Ave/Edmunds St intersection (reduce business and commercial traffic overflow from California Ave SW). | | | | | <p>reviewing its policies on crosswalks and will report to City Council on the results of the study and recommend policy changes in June 1999. The crosswalk recommendations in KS-1.3 will be reviewed again by SEATRAN in 1999 in light of any policy changes made as a result of this recent study and policy analysis.</p> |
| KS-1.4 | <p>Encourage new, mid-block pedestrian connections that link public parking lots and businesses along California Ave SW. (SEATRAN to provide assistance based on new street revisions, see KS-1.3 above)</p> | M | 6-8 | | <p>Community to identify potential sites, DON, SEATRAN</p> | <p>This is a community based recommendation. Breezeways should be identified as a desirable design element when neighborhood design guidelines are developed (see KS-1.13). SEATRAN will review ideas presented from this work that would physically or operationally change the street, sidewalk or alleyway areas. Funding would need to be identified to pursue any appropriate projects.</p> |
| KS-1.5 | <p>Work with the City, West Seattle Chamber, Junction BIA, Trusteed Properties and merchants to examine existing parking arrangements and find ways to accommodate both shopper and employee parking. This could include shared use of existing parking facilities and future development of joint-use parking facilities as new development occurs.</p> | H | 2-6 | | <p>Community - BIA Lead: SPO OED DCLU ESD SEATRAN</p> | <p>The City encourages the community's interest in shared parking and recommends the community undertake a detailed parking study and parking management program to support this recommendation. A well-developed business district parking management program will require the participation and cooperation of area merchants, employers, employees, residents, and parking lot providers. The BIA will also need to play an active role. It is important for the identified participants to determine the number of parking spaces needed to support customers and the number of spaces to dedicate to employee parking through a parking study. While City resources to respond to parking study requests are limited, City staff are available to assist the community in developing their own parking study to support the neighborhood's recommendations. As part of its 1999 work program, DCLU is conducting a</p> |

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| | | | | | | <p>project to examine possible changes to land use regulations that may facilitate the use of existing parking supply in neighborhoods (including parking in-lieu programs and other methods which could be used to establish joint-use facilities).</p> <p>In addition, SPO is conducting a comprehensive, though focused, parking study to provide background information that will form the basis for recommending approaches or solutions for: the appropriateness of parking requirements for certain land uses; specific parking management strategies to promote transit-oriented design around Sound Transit stations; and on-street parking restrictions that minimize "hide-and-ride" around Sound Transit stations. In West Seattle, this work may address some of the community's concerns related to off-street parking.</p> |
| KS-1.6 | Work with local merchants, the Junction BIA, the West Seattle Chamber and Trusteed Properties to provide better signage for public parking and develop a parking map for use by merchants and customers. | M | 2-6 | Possible Matching Fund project | Community - BIA, Chamber, Trusteed Properties | <p>This is a community based activity.</p> <p>The Neighborhood Matching Fund is a potential funding source to develop and implement improved signage for the business district.</p> <p>To assist with this work, the planning group should contact the Downtown Seattle Association for information on that organization's development of a parking management, map and signage program.</p> |
| KS-1.7 | Work with landowner and community to improve the existing breezeway between California Avenue and the public parking lot to the west with signage, art, lighting and other amenities. Identify locations appropriate for additional pedestrian connections that link public parking lots and businesses along California Ave. Pedestrian connections could be developed in conjunction with redevelopment and/or new construction projects. | M | 2-6 | | Community, Property owner, BIA, assistance from DCLU, SAC | <p>Improving the existing breezeway listed here is a community based activity.</p> <p>The community should identify breezeways as a desirable design element when neighborhood design review guidelines are developed (see KS-1.13 below).</p> <p>The Seattle Arts Commission can provide some technical assistance with involving artists in streetscape design.</p> |

A. Strengthen the mixed-use commercial core

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| KS-1.8 | Provide bike racks in locations throughout the business district. Work with local merchants and schools to identify appropriate locations. Key areas include bus stops and public parking areas. | M | 2-6 | | Community - BIA, Schools, SEATRAN | SEATRAN has a program for installation of bike racks, which requires the support and approval of the adjacent property owner. With property owner support, racks can typically be installed within three to four months. If provided with a contact name, SEATRAN can provide more information and address this recommendation through the Bicycle Spot Improvement Program. |
| KS-1.9 | Develop a program to repair, replace and widen existing sidewalks in the business district. Phase in with new development. | M | 8-10 | | Community to identify priority areas, SEATRAN SPU SPO DCLU | <p>The City supports the installation of missing sidewalks citywide, particularly in urban villages. Recommendations for sidewalk maintenance and construction have been raised in a number of neighborhood plans and this issue been placed on the policy docket for further discussion. SEATRAN will provide an update on this work to City Council in June 1999, and this recommendation will be reconsidered in light of this work. In addition, the City will be considering whether or not it can redirect or increase funding to increase the level of sidewalk maintenance and construction, and how drainage improvements should be paid for, as policy docket issues. The policy docket work shall be expanded to include placing special emphasis on funding opportunities for designated walking areas, such as urban villages and areas that have pedestrian access to them. Recommendations on funding options will be presented to the Council in January 2000.</p> <p>General city funding for sidewalk improvement is currently very limited. SEATRAN has some funding for sidewalk improvement; however the amount of this funding is very small relative to the need for sidewalk maintenance and repair citywide. Its use has generally 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. The</p> |

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| | | | | | | <p>Neighborhood Service Centers and SEATRAN Customer Service office can both provide assistance. For other locations, sidewalk maintenance and improvement are currently held as the responsibility of adjacent property owners.</p> <p>SEATRAN is exploring potential opportunities for some sidewalk improvements along California Ave SW as a part of the UATA project described in KS-1.1.</p> |
| KS-1.10 | <p>Work with the City, BIA, West Seattle Chamber, Trusteed Properties and merchants to develop a program of improvements for the alleys directly east and west of California Avenue SW to enhance pedestrian circulation and safety throughout the retail core. This includes addressing drainage and lighting problems, rear building improvements, and litter control.</p> | M | 6-8 | | <p>Community SEATRAN SPU DON</p> | <p>The idea of making these alleys more pedestrian-friendly, with the goal of improving access to California Ave and the business district, may have merit; although it raises important issues such as retaining the alleys' function for vehicle access, commercial-related loading, and utility access. SEATRAN will want to review proposals that would change the design or operation of these alleys as appropriate after the community works with the Neighborhood Development Manager and the SEATRAN staff working on LIDs. More detail about the changes being proposed will be needed for SEATRAN to provide feedback on specific improvement ideas for the alley. The issues surrounding alley uses will be added to the policy docket. The Executive will analyze how alleys can be integrated into the streetscape, internal circulation and residential and business needs of the neighborhood and present their analysis and recommendations to Council in second quarter 2000.</p> <p>The City is also examining the use of Local Improvement Districts (LIDs) as a potential tool communities could use to fund these kinds of improvements. This issue has been placed on the policy docket, and recommendations will be presented to Council in third quarter, 1999 for consideration. SEATRAN has recently staffed a full-time</p> |

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| | | | | | | <p>position to work on LID issues. The community can work with the City through this position and with the neighborhood development manager on developing this recommendation for further study.</p> <p>Pedestrian and safety lighting issues have been raised in a number of neighborhood plans and have been placed on the policy docket for further discussion. The Executive will review its policies on lighting streets, alleys, parks, etc. and provide the Council with a report, analysis and recommendations by June 1999.</p> <p>SPU runs a number of litter-control programs. Funding for litter removal may be pursued through the Litter and Graffiti Matching Fund and the Business Improvement Association Supplemental Cleanup Fund.</p> |
| KS-1.11 | <p>Purchase and add street furniture, such as benches, in locations throughout the business district. Key areas include:</p> <ul style="list-style-type: none"> • the Senior Center, Town Hall and future playhouse on California Ave SW; • the areas proposed for additional public art: the vacant area at 42nd and SW Alaska, the triangle between the "Feed and Seed" and furniture stores on California Ave SW, the passageway between California Ave SW, and the public parking lot in the rear to the west; • the areas in the vicinity of new green spaces such as the proposed use of former City light substations. | M | 2-6 | | <p>Community -- BIA, Chamber, FOJ DPR SEATRAN</p> | <p>DPR has no program for funding furniture on DPR property. DPR can seek funding if part of a project, but often relies on donations and dedications. Communities applying for Neighborhood Matching Fund grants for park improvements can include furniture in their requests. DPR can work with community on siting of furniture on DPR property.</p> <p>Most of the sites listed in this recommendation, however, are not DPR-owned property. DPR cannot use its funding for furniture on private property or in the street right-of-way. Providing furniture on private property or in the right-of-way would be a community based activity. An NMF grant may be an appropriate source of funding for this activity.</p> <p>Proposed changes in the street right-of-way, like the placement of benches or art, would need review through SEATRAN's Street Use permit review to ensure that the</p> |

A. Strengthen the mixed-use commercial core

| # | Activity | Priority | Time Frame | Cost Estimate | Implementor | Executive Comment |
|-----------------|--|----------|--|--|-------------------|--|
| | | | | | | proposed changes would not create any safety, operational, or maintenance problems in the street area. |
| Land Use | | | | | | |
| KS-1.12 | In appropriate commercially zoned areas outside the commercial core, allow single-purpose residential as an outright permitted use and/or allow open space to fulfill commercial requirement. (Mapped in the West Seattle Junction Neighborhood Plan, Jan 1999) | H | With Plan | | DCLU | <p>Legislation allowing single purpose residential uses outright in the commercial zones identified in the Plan was submitted to the Council for consideration along with the Plan.</p> <p>Since SPR facilities will be allowed outright, no commercial use will be required (and therefore the request to allow open space to count towards the nonresidential portion of the structure is not necessary). The developer can provide additional open space if so desired.</p> |
| KS-1.13 | With representatives of Friends of the Junction, the West Seattle Junction Merchants Association (local BIA), the Chamber of Commerce, and West Seattle Truited Properties, work to develop design guidelines for the retail core to enhance pedestrian orientation and enhance architectural variety. Guidelines should be consistent with the Junction's historic architectural style and the community's desire for a small town atmosphere. (The community is considering hiring a consultant to help develop their proposal.) | H | Completed within one year of Plan adoption | \$20,000 Possible Matching Fund project | Community DCLU | <p>DCLU will address neighborhood specific design guideline proposals starting 2nd quarter 1999 and ongoing throughout 2000. DCLU will work with neighborhoods using a three phased process, which will package neighborhood proposals in sets of approximately 6 neighborhoods each. First, more fully developed neighborhood design guideline proposals will be reviewed by DCLU and the neighborhoods with the goal of Council adoption of the first package before the end of 1999. In the second and third phases DCLU will work with remaining neighborhoods whose guideline proposals are more formulative for presentation to Council in 2000, likely in the 2nd and 4th quarters.</p> <p>DCLU will work with FOJ to assist them in development of design guidelines. DCLU anticipates FOJ to fit into either the 2nd or 3rd phase of the process. Funding will likely be needed for the development of neighborhood specific design guidelines. The amount needed will depend on the scope of the neighborhood's proposal. Neighborhood Matching Fund grants or Early Implementation Funds</p> |

A. Strengthen the mixed-use commercial core

| # | Activity | Priority | Time Frame | Cost Estimate | Implementor | Executive Comment |
|---------|--|----------|------------|---------------|-----------------|--|
| | | | | | | have been used by other neighborhoods and should be considered here. |
| KS-1.14 | Investigate using incentives such as tax relief to encourage businesses to locate within the defined village core. | L | 4-6 | | OED Law Dept | <p>OED will work with the Law Department to determine the legality of geographic -based tax reductions.</p> <p>Nationally and within Washington State, tax incentives have not proven to be very successful in influencing the location of retail companies. The State has distressed area tax credits available which have not significantly led to economic growth. Proposing tax reductions in one area of Seattle also poses a policy question of the selection process for one district over another.</p> <p>This is different than the housing property tax abatement since the market conditions for retail are very different than for housing and that deduction focused on the capital costs of development rather than the operating costs of a business locating or already located there.</p> <p>OED supports the neighborhood in promoting its neighborhood business district and may be able to support the neighborhood with other business district strategies (see KS-1.17 below).</p> |

Community Identity: Business, Cultural Arts, Aesthetics

| | | | | | | |
|---------|---|---|-----|--------------------------------|--|---|
| KS-1.15 | <p>Work with ArtsWest, FOJ, Junction BIA, West Seattle Chamber of Commerce, merchants, and West Seattle Trusteed Properties to identify potential locations for public art in the business district. Identify local artists and seek their input and participation. Identify funding sources for initial projects and incorporate others as new development occurs.</p> <p>Install public art in the following locations:</p> <ul style="list-style-type: none"> The vacant lot at 42nd and SW Alaska. | M | 2-6 | Possible Matching Fund project | Community - ArtsWest, Lead SEATRAN SAC | <p>This is a community based activity. The Neighborhood Matching Fund may be an appropriate funding source for projects that come out of this activity.</p> <p>The Seattle Arts Commission can provide some technical assistance to neighborhood arts councils developing artworks. If any of these projects are associated with capital construction projects developed by the City, it is possible that Percent for Art funds can be applied to them.</p> <p>Proposed changes in the street right-of-way, like the placement of benches or art, would need review through</p> |
|---------|---|---|-----|--------------------------------|--|---|

A. Strengthen the mixed-use commercial core

| # | Activity | Priority | Time Frame | Cost Estimate | Implementor | Executive Comment |
|---------|--|----------|------------|--------------------------------|--|---|
| | <ul style="list-style-type: none"> The triangle between the Feed and Seed store and the "Also" Furniture Store on California Ave SW. The pedestrian passageway/breezeway between California SW and parking lot, south of SW Alaska St. | | | | | SEATRAN's Street Use permit review process. The purpose of this review is to ensure that the proposed change would not create any safety, operational, or maintenance problems in the street area. |
| KS-1.16 | Work with FOJ, Junction BIA, West Seattle Chamber of Commerce, merchants, and West Seattle Truusted Properties to support planting and upkeep of green spaces in the commercial core. | M | 2-6 | \$5,000 yearly | Community - BIA lead SCL | <p>The community will need to take the lead on this activity with support from SCL.</p> <p>In Spring 1998, 200 trees were planted in West Seattle. The West Seattle Junction planting was done with the Friends of the Junction Neighborhood Association Parks and Open Space Committee through SCL's community tree planting program (also known as the Urban Tree Replacement Program). Additional plantings may be pursued through this program.</p> <p>SCL's 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> |
| KS-1.17 | <p>Develop a program for retaining and recruiting businesses in the commercial district. Key actions include:</p> <ul style="list-style-type: none"> Developing a marketing packet and promotional video for the business district. Developing a consumer survey to determine what goods and services West Seattle residents want and where they currently shop to gauge the number of home-based businesses, and to | M | 2-6 | Possible Matching Fund project | Community - Chamber, BIA, FOJ OED, NBC | <p>The community will need to take the lead on this activity with support from OED.</p> <p>The neighborhood planning group, in conjunction with area business organizations, should first focus their efforts on business retention. Effective business retention requires a thorough knowledge of the business district's strengths, weaknesses and opportunities. The primary concern of the lead</p> |

A. Strengthen the mixed-use commercial core

| # | Activity | Priority | Time Frame | Cost Estimate | Implementor | Executive Comment |
|---|---|----------|------------|---------------|-------------|---|
| | <p>provide workshops on business recruiting.</p> <ul style="list-style-type: none"> • Coordinate business retention and recruiting efforts with West Seattle Chamber's ongoing efforts and Junction BIA. • Explore membership in the Main Street Program. • Explore resources available from OED, Neighborhood Business Council. | | | | | <p>business district organization should be to retain and assist existing businesses with expansion. OED can use its contract with the Neighborhood Business Council (NBC) to assist the planning group with the proposed activities. NBC is a private, non-profit organization created to assist Seattle's neighborhood Chambers of Commerce, Merchant and Business Associations to improve the business climate and quality of life in Seattle-area neighborhood business districts. OED contracts with NBC to assist neighborhood business district organizations with their efforts to develop and organize programs which support and improve the economic conditions of the business district and small business environment, and to assist OED with the development and implementation of a series of neighborhood business district workshops. OED, NBC and the Downtown Seattle Association will be sponsoring four such workshops in 1999. Issues discussed could include business retention/recruitment, public safety, and special event planning. The first session was held on March 24, 1999 and focused on public safety in neighborhood business districts. A second session is scheduled for June 10.</p> <p>OED supports the Main Street Program, a mechanism business district organizations can implement to develop and promote economically healthy neighborhood retail business districts. Main Street Programs, however, are typically funded on a volunteer basis by local businesses. OED staff would be happy to discuss the Main Street Program in greater detail with the planning group.</p> <p>Production of a marketing packet and video can be very costly and, if not distributed and marketed in the proper manner, will go under-utilized.</p> |

A. Strengthen the mixed-use commercial core

| # | Activity | Priority | Time Frame | Cost Estimate | Implementor | Executive Comment |
|---------|---|----------|------------|---------------|-------------|--|
| | | | | | | <p>The planning group should contact the Central Area Development Association (CADA) for information on the development of a marketing video which highlights Seattle's Central Area community.</p> <p>While a consumer survey would provide an improved understanding of where local residents obtain goods and services and the type of goods and services sought, it is unclear how a survey would gauge the number of home-based businesses.</p> |
| KS-1.18 | Continue to work with ArtsWest to support the Playhouse on California Avenue. | H | Ongoing | | Community | <p>The City has been very supportive of the ArtsWest Playhouse project and looks forward to its inaugural season.</p> <p>In 1998, the Playhouse received a Neighborhood Matching Fund award of \$89,000 with a neighborhood match of \$586,400.</p> <p>In addition, the City has provided \$300,000 through the 1999-2000 budget to support ArtsWest in the renovation of the Playhouse. This money is matching funds the group received from the State.</p> |

B. IMPROVE THE FAUNTLEROY GATEWAY INTO THE JUNCTION

Description

Fauntleroy Way SW serves as the primary entry into the West Seattle Junction Hub Urban Village. From 35th Avenue SW, where the Village begins, to its intersection with SW Alaska Street, the Fauntleroy Way SW corridor presents an image of a suburban commercial arterial dominated by automobiles. This image continues, to some degree, on Alaska Street to 42nd Avenue SW. While the businesses in this area are important to the community, the image created by this gateway area is inconsistent with the single-family, "small town" character valued by Junction residents. The purpose of this Key Strategy is to create a community gateway that reflects the character of the rest of the neighborhood, presents a positive image, and improves pedestrian safety and amenities, traffic flow and general aesthetic appearance. The recommended improvements address the "entry" arterial system including Fauntleroy Way SW, SW Alaska Street and the intersections at 35th Avenue SW and SW Avalon Way. The recommendations also address land uses in and around the entry area by recommending that there be an increase in mixed-use residential development and single purpose multi-family development. This strategy will meet the hub urban village targets for increased households and create a "residential village" environment. Easy access to transit and the arterial street system support this strategy.

Integrated City Response

This Key Strategy consists of a number of transportation recommendations and streetscape improvements to promote pedestrian and bicycle access and to facilitate vehicular travel. The City supports the neighborhood in efforts to improve mobility throughout the urban village and improve the public space at the entryway to this neighborhood. Many of the recommendations listed here are at a conceptual level and will need to be developed further before their feasibility can be evaluated. Resources within the City to develop these kinds of transportation improvements are limited.

Priorities will need to be identified through the Sector Implementation Plan to focus City efforts once resources are identified and become available.

Lead Department: SEATRAN

Participating Departments: DCLU

Tasks to be Undertaken in 1999-2000

1. SEATRAN was awarded a \$4.2 million Transportation Improvement Board grant for improvements along 35th Ave. SW from SW Roxbury to SW Alaska St. This project will consist principally of paving and signal improvement/interconnect work. SEATRAN will work with the community to explore opportunities to implement neighborhood plan recommendations through this grant.
2. The West Seattle Transportation Action Agenda requests that the City work with the West Seattle community in identifying: street-related needs that have broad impact on West Seattle and practical, action-oriented strategies for addressing these broad transportation needs.
The City will be reviewing the West Seattle Transportation Action Agenda in 1999 to help determine the next steps in the document's development and how the community and City will use it. This effort will require work between the City and community to flesh out the ideas in the document and objectives for its use. To begin these discussions, the City Council and Executive staff will hold a public meeting in West Seattle in June 1999.
3. Identify those activities in this Key Strategy that are good candidate for next steps for implementation considering priorities, funding sources, and departmental staffing concerns through the Sector Implementation Plan.
4. Identify next steps for implementation.

B. Improve the Fauntleroy Gateway into the Junction

| # | Activity | Priority | Time Frame | Cost Estimate | Implementor | Executive Comment |
|--|--|----------|------------|---------------|-------------|--|
| Transportation and Pedestrian Amenities | | | | | | |
| KS-2.1 | <p>Develop an "Avalon-Fauntleroy-Alaska" Pedestrian Corridor from 35th Avenue to California Avenue. Facilitate safe and convenient pedestrian circulation through the corridor by:</p> <ul style="list-style-type: none"> improving sidewalks on Avalon Way, Fauntleroy Way SW, and Alaska Street. installing curb bulbs, mid-block refuges and medians, pedestrian signals, and/or other pedestrian safety devices for crossings at the Avalon Way/35th Avenue, Avalon Way/Fauntleroy Way SW, and Fauntleroy Way SW/Alaska Street intersections. <p><i>(Note: this recommendation is consistent with the Morgan Junction Plan recommendations.)</i></p> | H | 2-6 years | | SEATRAN | <p>The West Seattle Transportation Action Agenda requests that the City work with the West Seattle community in identifying: street-related needs that have broad impact on West Seattle and practical, action-oriented strategies for addressing these broad transportation needs.</p> <p>The City will be reviewing the West Seattle Transportation Action Agenda in 1999 to help determine the next steps in the document's development and how the community and City will use it. This effort will require work between the City and community to flesh out the ideas in the document and objectives for its use. To begin these discussions, the City Council and Executive staff will hold a public meeting in West Seattle in June 1999.</p> <p>The neighborhood has identified a number of high-cost street improvement projects. This activity includes a major street improvement concept. Funding is not available to design or construct all of these improvements at one time. The community should prioritize these projects to help the City in developing priorities.</p> <p>The next step is to develop a conceptual design for further review. Funding for this design may be available if the neighborhood identifies this as a top project, or, potentially, through the Neighborhood Matching Fund.</p> <p>Recommendations for sidewalk maintenance and construction have been raised in a number of neighborhood plans and this issue been placed on the policy docket for further discussion. SEATRAN will provide an update on this work to City Council in June 1999, and this recommendation will be reconsidered in light of this work. In addition, the City will be considering whether or not it can redirect or increase funding to increase the level of sidewalk maintenance and construction, and how</p> |

B. Improve the Fauntleroy Gateway into the Junction

| # | Activity | Priority | Time Frame | Cost Estimate | Implementor | Executive Comment |
|--------|--|----------|------------|---------------|-------------|--|
| | | | | | | <p>drainage improvements should be paid for, as policy docket issues. The policy docket work shall be expanded to include placing special emphasis on funding opportunities for designated walking areas, such as urban villages and areas that have pedestrian access to them. Recommendations on funding options will be presented to the Council in January 2000.</p> <p>City funding for sidewalk improvement is currently very limited. SEATRAN has some funding for sidewalk improvement; however the amount of this funding is very small relative to the need for sidewalk maintenance and repair citywide. Its use has generally 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. For other locations, sidewalk maintenance and improvement are currently held as the responsibility of adjacent property owners.</p> |
| KS-2.2 | Develop traffic calming and traffic management measures to ensure that Fauntleroy traffic operates at appropriate speeds and that an adequate level of local access/circulation onto and across Fauntleroy Way SW can be maintained for neighborhood traffic (vehicular and non-motorized); identify locations for curb bulbs, mid-block refuges and medians, curb ramps, pedestrian signals, and other traffic calming and pedestrian safety devices and crossings. | H | 3-5 | | SEATRAN | <p>The West Seattle Transportation Action Agenda requests that the City work with the West Seattle community in identifying: street-related needs that have broad impact on West Seattle and practical, action-oriented strategies for addressing these broad transportation needs.</p> <p>The City will be reviewing the West Seattle Transportation Action Agenda in 1999 to help determine the next steps in the document's development and how the community and City will use it. This effort will require work between the City and community to flesh out the ideas in the document and objectives for its use. To begin these discussions, the City Council and Executive staff will hold a public meeting in West Seattle in June 1999.</p> |

B. Improve the Fauntleroy Gateway into the Junction

| # | Activity | Priority | Time Frame | Cost Estimate | Implementor | Executive Comment |
|--------|--|----------|------------|---------------|-------------|---|
| | | | | | | Also, See KS-2.1 above. |
| KS-2.3 | Provide painted bicycle lanes <ul style="list-style-type: none"> • For westbound movement on Avalon Way onto Fauntleroy Way SW. • On Avalon Way to connect West Seattle Junction to the southern terminus of the Harbor Avenue bikeway at Spokane Street. | M | 3-6 | | SEATRAN | <p>The West Seattle Transportation Action Agenda requests that the City work with the West Seattle community in identifying: street-related needs that have broad impact on West Seattle and practical, action-oriented strategies for addressing these broad transportation needs.</p> <p>The City will be reviewing the West Seattle Transportation Action Agenda in 1999 to help determine the next steps in the document's development and how the community and City will use it. This effort will require work between the City and community to flesh out the ideas in the document and objectives for its use. To begin these discussions, the City Council and Executive staff will hold a public meeting in West Seattle in June 1999.</p> <p>SEATRAN would not support marking a bike lane for westbound movement on Avalon Way onto Fauntleroy Way SW as there is insufficient room in the curb lane to provide a safe, continuous 5 foot wide bike lane at that location.</p> <p>While there is not enough room along the length of Avalon Way to provide a continuous bike lane, linking to the Harbor Avenue bikeway may be possible. SEATRAN will take another look at this location for bike lane striping when the Harbor Bridges project and other pedestrian and bicycle projects linking the Alki and Duwamish trails are completed by the end of 2000.</p> <p>For a broader description of bicycle routes in West Seattle, see NT-26 below.</p> |
| KS-2.4 | Modify lane configuration and traffic control at the Fauntleroy Way SW/Alaska Street intersection: <ul style="list-style-type: none"> • To facilitate smoother traffic flow and to accommodate southbound bicycle movement on Fauntleroy Way, convert the southbound center | H | 2-4 | | SEATRAN | <p>The West Seattle Transportation Action Agenda requests that the City work with the West Seattle community in identifying: street-related needs that have broad impact on West Seattle and practical, action-oriented strategies for addressing these broad transportation needs.</p> |

B. Improve the Fauntleroy Gateway into the Junction

| # | Activity | Priority | Time Frame | Cost Estimate | Implementor | Executive Comment |
|--------|---|----------|------------|---------------|-------------|---|
| | <p>lane on Fauntleroy Way from a shared through(on Fauntleroy)/right turn(to westbound Alaska) lane to an exclusive through lane.</p> <ul style="list-style-type: none"> To provide access from northbound Fauntleroy Way to the Junction commercial area, install a left turn lane on the northbound Fauntleroy Way intersection approach. | | | | | <p>The City will be reviewing the West Seattle Transportation Action Agenda in 1999 to help determine the next steps in the document's development and how the community and City will use it. This effort will require work between the City and community to flesh out the ideas in the document and objectives for its use. To begin these discussions, the City Council and Executive staff will hold a public meeting in West Seattle in June 1999.</p> <p>The neighborhood has identified a number of high-cost street improvement projects. Funding is not available to design or construct all of these improvements at one time. The community should prioritize these projects to help the City in developing priorities.</p> <p>As presented, this recommendation is not developed enough for SEATRAN to do a technical review and provide appropriate feedback on the idea's workability, cost, potential issues and obstacles, who would need to be involved, and other issues.</p> <p>The next step is to develop a conceptual design for further review. Funding for this design may be available if the neighborhood identifies this as a top project, or, potentially, through the Neighborhood Matching Fund.</p> |
| KS-2.5 | <p>Evaluate the Fauntleroy Way SW corridor, south of SW Edmunds Street, for opportunities to improve vehicular and pedestrian safety, accessibility, traffic flow, and provide aesthetic landscaping improvements that maintain or improve existing traffic flow.</p> <ul style="list-style-type: none"> Analyze traffic volumes (existing and future), delay times, travel times when considering potential new traffic and/or pedestrian signals, and retaining on-street parking and bus zones; consider bicycle lanes. | M | 6-8 | | SEATRAN | <p>The West Seattle Transportation Action Agenda requests that the City work with the West Seattle community in identifying: street-related needs that have broad impact on West Seattle and practical, action-oriented strategies for addressing these broad transportation needs.</p> <p>The City will be reviewing the West Seattle Transportation Action Agenda in 1999 to help determine the next steps in the document's development and how the community and City will use it. This effort will require work between the City and community to flesh out the ideas in the document and objectives for its use. To begin these discussions, the City Council and Executive staff will hold a public meeting in West</p> |

B. Improve the Fauntleroy Gateway into the Junction

| # | Activity | Priority | Time Frame | Cost Estimate | Implementor | Executive Comment |
|---|--|----------|------------|---------------|-------------|--|
| | <ul style="list-style-type: none"> Improve bus stops and pedestrian crossings by installing painted crosswalks, curb bulbs, pedestrian median refuges, and pedestrian signals in appropriate locations. | | | | | <p>Seattle in June 1999.</p> <p>The neighborhood has identified a number of high-cost street improvement projects. Funding is not available to design or construct all of these improvements at one time. The community should prioritize these projects to help the City in developing priorities.</p> <p>The next step is to develop a conceptual design for further review. Funding for this design may be available if the neighborhood identifies this as a top project, or, potentially, through the Neighborhood Matching Fund.</p> |

II. Additional Activities For Implementation

The activities listed in this section are not directly associated with a Key Strategy. The City has, when possible, identified next steps for implementation of each of these activities. The response will specify: 1) activities already under way; 2) activities for which the City agrees to initiate next steps (will include a schedule for the work); 3) this activity will be considered as part of the Sector Implementation Plan in the future as opportunities arise; 4) activities for which the community must take the lead (may be supported by City departments or existing programs); 5) issues that will be on the policy docket (the docket will assign responsibility for consideration of the issue and provide a schedule for reporting back to Council); and 6) activities which the City will not support. As with the activities listed for each Key Strategy in Section I, these activities are intended to be implemented over the span of many years.

The Executive will coordinate efforts to sort through these activities. During this sorting process, the departments will work together to create Sector Implementation Plans that will prioritize these activities. This may include developing rough cost estimates for these activities, identifying potential funding sources and mechanisms; establishing priorities within each plan, as well as priorities among plans; and developing phased implementation and funding strategies. The City will involve neighborhoods in a public process so that neighborhoods can help to establish citywide priorities. Activities identified in this section will be included in the City's tracking database for monitoring neighborhood plan implementation.

| # | Activity | Priority | Time Frame | Cost Estimate | Implementor | Executive Comment | City Action |
|--------------------------------|---|----------|------------|---------------|--|--|--|
| A. Housing and Land Use | | | | | | | |
| NT -1 | Restrict building frontages along California Avenue to a height compatible with small-town scale. | H | 1-2 years | | Community, Assistance from DCLU | It is the Executive's understanding that the community is interested in pursuing design guidelines as an alternative to rezoning in order to deal with the issues raised in this recommendation. Existing Citywide design guidelines encourage compatible bulk, scale and facade design. The neighborhood can augment the citywide design guidelines to address the character of the Junction as the community develops neighborhood-specific design guidelines. By their nature, it should be noted, guidelines are not used to limit heights or place "restrictions" on development but can lead to developments more in keeping with the community's character. | DCLU will be addressing design guidelines proposed by all neighborhoods simultaneously, in order to revise the city-wide design review program in the most efficient manner. This work is underway and DCLU is scheduled to make recommendations to the City Council in the fourth quarter, 1999. For this and other activities that involve design guidelines, neighborhoods should give direction on their vision and intent as soon as possible. The community will need to take the lead on developing neighborhood specific design |

| # | Activity | Priority | Time Frame | Cost Estimate | Implementor | Executive Comment | City Action |
|------|--|----------|------------|---------------|-----------------|---|---|
| | | | | | | | guidelines with support from DCLU.. |
| NT-2 | Establish a community-based design review process that provides for community input at the earliest stages of the design of new development. | H | 1-2 years | | Community, DCLU | The Design Review program is intended to elicit community input at the earliest stage of development, before a Master Use Permit application is even made. Community input occurs at the open public meetings required during the Design Review process. The notices of these meetings are published in the Department's weekly bulletin, GMR (General Mailed Release), which several West Seattle groups receive regularly, and DCLU is happy to include any other representative group on that list. DCLU suggests the neighborhood empower an advocacy group to monitor the GMR and neighborhood newspaper for notices of Design Review projects and publicize the meetings to encourage neighbor attendance at DR meetings. With experience, this group can begin speaking on behalf of the neighborhood's own interests. | This recommendation is already addressed by the City's Design Review program. Please see NT-3 for list of organizations that have been added to the mailing list for the GMR. |
| NT-3 | <p>Notify the following organizations of all rezone applications in the West Seattle Junction Hub Urban Village by adding these organizations to the mailing list for the General Mailed Release:</p> <ol style="list-style-type: none"> 1) the West Seattle Herald 2) the Friends of the Junction 3) the West Seattle Junction Association | H | With plan | | DCLU | The listed organizations have been placed on the mailing list for General Mailed Release. | This recommendation has been addressed by departmental action. |

| # | Activity | Priority | Time Frame | Cost Estimate | Implementor | Executive Comment | City Action |
|------|--|----------|------------------------------|---------------|------------------------------|--|---|
| | 4) the West Seattle Chamber of Commerce | | | | | | |
| NT-4 | Support and promote existing and new programs and policies aimed at helping low- and fixed-income people, especially seniors, retain ownership of their homes. | H | Through the life of the Plan | | Community, Senior Center, OH | <p>OH has a number of programs to help low- and fixed-income households retain their homes. The REACH program provides low interest rehabilitation and weatherization loans for up to \$40,000, while the Minor Home Repair Program provides up to \$4,000 for smaller items. OH also has programs for affordable rental housing development, and is willing to work with the neighborhood to achieve their housing goals. For seniors, the City runs a Homeshare program designed to help seniors retain occupancy of their homes.</p> <p>Information on these programs is available through the Neighborhood Service Centers; newspaper ads, direct mailings to selected zip codes and Section 8 landlords, and through case managers in various agencies.</p> <p>The City supports this recommendation, and would seek to include additional activities that ensure appropriate housing options for all seniors beyond owner-occupancy.</p> | This recommendation is already being addressed through existing City programs and the City's Housing Action Agenda. Through the Housing Action Agenda, the City is working on housing issues including: financing, land use and permitting, siting, expanding home ownership, and projects and shelters for the homeless. |
| NT-5 | The community should work with lending institutions, the Washington State Housing Finance Commission, and other agencies to make available low-cost mortgage programs for low- and moderate-income home buyers, including first-time buyers. | M | Through the life of the Plan | | Community | WSHFC programs and various lender programs for first-time buyers are currently available for low and moderate income buyers in the neighborhood and are supported by the City. | This is a community based activity. |
| NT-6 | Encourage the development of | L | Through | | Community, | Many of the proposals in the Mayor's | The City supports the |

| # | Activity | Priority | Time Frame | Cost Estimate | Implementor | Executive Comment | City Action |
|--|--|----------|----------------------|---------------|--------------------|--|--|
| | affordable market-rate housing for people who work in the neighborhood. | | the life of the plan | | private developers | Housing Action Agenda are aimed at increasing the supply of housing affordable to households earning 50-80% of median income throughout the city. | community's recommendation to develop affordable market-rate housing. As written, this recommendation is a policy statement and is submitted for inclusion in the neighborhood's goals and policies. Through the Housing Action Agenda, the City is working on housing issues including: financing, land use and permitting, siting, expanding home ownership, and projects and shelters for the homeless. DCLU is specifically working on streamlining the permit process to encourage the production of affordable housing. |
| <p>B. Transportation, Transit, Parking and Pedestrian Amenities <i>Note: The long-term activities (LT1-5) are part of a larger West Seattle Transportation Action Agenda. These recommendations are high priorities for affected neighborhoods.</i></p> | | | | | | | |
| NT-7 | For the area south of Edmunds Street in the California Ave SW corridor, prepare complete conceptual plan for recommended corridor improvements and specify type and location of pedestrian improvements (painted crosswalks, curb bulbs, pedestrian median refuges, pedestrian signals) to improve pedestrian mobility and access. | M | 6 | \$25,000 | SEATRAN | As presented, this recommendation is not developed enough for SEATRAN to do a technical review and provide appropriate feedback on the idea's workability, cost, next steps for implementation, potential issues and obstacles, who would need to be involved, and other issues. The next step is to develop a conceptual design for further review. An appropriate funding source will need to be identified to pursue this recommendation. If community members have safety concerns about specific locations along this street, these need not wait for the planning process, but can be transmitted directly to SEATRAN. The Neighborhood | The West Seattle Transportation Action Agenda requests that the City work with the West Seattle community in identifying: street-related needs that have broad impact on West Seattle and practical, action-oriented strategies for addressing these broad transportation needs. The City will be reviewing the West Seattle Transportation Action Agenda in 1999 to help determine the next steps in the document's development and how the community and City will |

| # | Activity | Priority | Time Frame | Cost Estimate | Implementor | Executive Comment | City Action |
|------|---|----------|------------|---------------|---------------------------------|---|--|
| | | | | | | Service Centers and SEATTRAN Customer Service office can assist. | use it. This effort will require work between the City and community to flesh out the ideas in the document and objectives for its use. To begin these discussions, the City Council and Executive staff will hold a public meeting in West Seattle in June 1999. If this is a top priority for the community, this will be prioritized through the Sector Implementation Plan and limited implementation funds may be available for SEATTRAN to do conceptual design work. |
| NT-8 | For the 35 th Avenue corridor south of Alaska, prepare complete conceptual plan for recommended corridor improvements and specify type and location of pedestrian improvements (painted crosswalks, curb bulbs, pedestrian median refuges, pedestrian signals) to improve pedestrian and bicycle safety and convenience. | M | 6 | \$20,000 | SEATTRAN, Consultant, Community | As presented, this recommendation is not developed enough for SEATTRAN to do a technical review and provide appropriate feedback on the idea's workability, cost, next steps for implementation, potential issues and obstacles, who would need to be involved, and other issues. The next step is to develop a conceptual design for further review. An appropriate funding source will need to be identified to pursue this recommendation. If community members have safety concerns about specific locations along this street, these need not wait for the planning process, but can be transmitted directly to SEATTRAN. | The West Seattle Transportation Action Agenda requests that the City work with the West Seattle community in identifying: street-related needs that have broad impact on West Seattle and practical, action-oriented strategies for addressing these broad transportation needs. The City will be reviewing the West Seattle Transportation Action Agenda in 1999 to help determine the next steps in the document's development and how the community and City will use it. This effort will require work between the City and community to flesh out the ideas in the document and objectives for its use. To begin |

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| | | | | | | | <p>these discussions, the City Council and Executive staff will hold a public meeting in West Seattle in June 1999. SEATRAN was awarded a \$4.2 million Transportation Improvement Board grant for improvements along 35th Ave. SW from SW Roxbury to SW Alaska St. This project will consist principally of paving and signal improvement/interconnect work. SEATRAN will work with the community to explore opportunities to implement neighborhood plan recommendations through this grant.</p> |
| NT-9 | <p>Analyze the most appropriate traffic calming devices (traffic circle, stop signs) for the following intersections:</p> <ul style="list-style-type: none"> • Provide street circle improvements at 47th Avenue SW and SW Dakota Street to prevent people from driving their cars through the middle. • Glenn Way/45th Avenue SW/SW Oregon Street -- Consider stop signs for dangerous 5 way intersection. • 45th Avenue SW and SW Edmunds Street (traffic is not visible coming from west at stop signs on 45th). • 45th Avenue SW and SW Alaska | H - community has identified safety as the primary concern for these intersections | 1-2 | \$20,000 | SEATRAN | <p>With a neighborhood contact, these locations can be examined through the Traffic Operations Office and the Neighborhood Traffic Control Program. A specific community contact for each location is important to provide additional information about the problem(s) being seen and to receive information back from SEATRAN's review. In the case of traffic circle requests, a neighborhood contact is also needed to circulate a neighborhood petition. The Neighborhood Service Centers and SEATRAN Customer Service office can assist the neighborhood in pursuing these recommendations.</p> | <p>The West Seattle Transportation Action Agenda requests that the City work with the West Seattle community in identifying: street-related needs that have broad impact on West Seattle and practical, action-oriented strategies for addressing these broad transportation needs. The City will be reviewing the West Seattle Transportation Action Agenda in 1999 to help determine the next steps in the document's development and how the community and City will use it. This effort will require work between the City and</p> |

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| | <p>Street (traffic not visible from stop signs on 45th).</p> <ul style="list-style-type: none"> • 37th Avenue SW and SW Dawson Street. High pedestrian area with increased speeding traffic avoiding 35th Ave. • Decrease drive-through traffic (avoiding 35th) at 37th Avenue SW and SW Hudson Street. • 44th Avenue SW and SW Genesee (consider traffic circle). (Route is used for kids walking from school). | | | | | | <p>community to flesh out the ideas in the document and objectives for its use. To begin these discussions, the City Council and Executive staff will hold a public meeting in West Seattle in June 1999.</p> <p>The community should provide SEATRAN with a neighborhood contact for each of the specified locations so that these problems can be addressed through existing departmental programs.</p> |
| NT-10 | Develop a "special events" transit service to link activities such as the West Seattle Street Fair and High Point Multi-cultural events throughout West Seattle. | M | 2-6 | | Metro, Community | A funding source for this activity will need to be identified. Contacting Metro during the planning for such events could identify opportunities for providing such services. | This recommendation will be forwarded to King County/Metro for consideration during their planning process. |
| NT-11 | Annually review the progress of improvement projects and phasing, and conduct a major transportation plan update five years from the plan adoption. | | | | DON SEATRAN Community | DON, through the Neighborhood Development Managers and Sector Implementation Plans, will be responsible for monitoring progress on community recommendations presented in this matrix. Annual review of the progress and phasing of transportation improvement projects is currently accomplished through SEATRAN's Capital Improvement Program. In addition, while the City lacks the resources to commit to a major transportation plan update, SPO and SEATRAN will provide annual progress reports on the City's Transportation Strategic Plan. SEATRAN will be reviewing the West Seattle Transportation Action Agenda | The West Seattle Transportation Action Agenda requests that the City work with the West Seattle community in identifying: street-related needs that have broad impact on West Seattle and practical, action-oriented strategies for addressing these broad transportation needs. The City will be reviewing the West Seattle Transportation Action Agenda in 1999 to help determine the next steps in the document's development and how the community and City will use it. This effort will require |

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| | | | | | | (WSTAA) in 1999 and views that document as a means to focus discussion on transportation issues with West Seattle neighborhoods. While SEATRAN expects to work with the community's on WSTAA issues, the WSTAA is a neighborhood document and the responsibility for updating and revising that document would be with the community. | work between the City and community to flesh out the ideas in the document and objectives for its use. To begin these discussions, the City Council and Executive staff will hold a public meeting in West Seattle in June 1999. Monitoring neighborhood plan implementation is already addressed through existing City programs. |
| NT - 12 | Create "green street" links for pedestrians on the alleyways east and west of California Avenue SW, extending through West Seattle Junction to the Admiral district northwards and to the Morgan Junction district southwards, named Junction Way East and Junction Way West on parks and open space plans. | L | 6-10 | | SEATRAN, Community | SEATRAN has significant concerns that this concept would promote pedestrian and bike crossings at unusual mid-block locations that would create a safety problem. SEATRAN would not support this kind of design. The concept raises access issues and questions like how garbage would be collected, how garages/back entrances to parking would be accessed, how goods would be delivered to businesses, etc. Diverting north-south pedestrian traffic from California Ave to the alleyways would seem to work against the goals of the community. Such a proposal would reduce foot traffic along California, drawing potential customers away from storefronts and reduce street activity on the main commercial street. As vehicular access cannot be completely restricted from these alleyways, the City would not support officially designating | The issues surrounding alley uses will be added to the policy docket. The Executive will analyze how alleys can be integrated into the streetscape, internal circulation and residential and business needs of the neighborhood and present their analysis and recommendations to Council in second quarter 2000. |

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| | | | | | | <p>these alleys as pedestrian routes.</p> <p>The term "Green Streets" has specific design implications and is a designation under the Comprehensive Plan. Descriptions of the four types of Green Streets are provided in the DCLU Director's Rule 11-93/SED Director's Rule 93-4. The use of this term may cause confusion and may not fully represent the community's vision in this recommendation.</p> | |
| LT-1 | <p>Develop and implement a comprehensive "action program" of transportation system improvements and actions that will fully address the existing and future access needs of the entire West Seattle community. The action program must:</p> <ul style="list-style-type: none"> • Define and quantify existing and future access needs. • Be comprehensive – it must jointly address all modes of transportation, and it must address all levels of detail, from the "universal" (e.g., transportation system capacity) to the "microscopic" (e.g., traffic operations on Bridge on-ramps). • Identify immediate, near-term, and long-range improvements and actions, and develop an implementation program for them. | | Long Term | | Community SEATRAN | <p>SEATRAN encourages the West Seattle communities to work together in identifying broad transportation issues of high priority in West Seattle.</p> <p>The West Seattle neighborhoods have submitted a draft of the West Seattle Transportation Action Agenda to the City for review.</p> | <p>The West Seattle Transportation Action Agenda requests that the City work with the West Seattle community in identifying: street-related needs that have broad impact on West Seattle and practical, action-oriented strategies for addressing these broad transportation needs.</p> <p>The City will be reviewing the West Seattle Transportation Action Agenda in 1999 to help determine the next steps in the document's development and how the community and City will use it. This effort will require work between the City and community to flesh out the ideas in the document and objectives for its use. To begin these discussions, the City Council and Executive staff will hold a public meeting in West Seattle in June 1999.</p> |

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| | | | | | | | SEATLAN will give feedback, as appropriate, to the specific elements of the transportation action program after SEATLAN reviews the West Seattle Transportation Action Agenda in 1999.. |
| LT-2 | <p>West Seattle Bridge – Spokane St Viaduct Bus Operations:</p> <p>The City of Seattle, the Port of Seattle, WSDOT, and Metro should cooperate to provide roadway, intersection, and traffic control improvements that give Regional Express and Metro buses priority to, from, onto, off of, and across the West Seattle Bridge and the Spokane St Viaduct. Such improvements may include:</p> <ul style="list-style-type: none"> • Adding lanes for HOV on the Bridge and the Viaduct. • Intersection and ramp queue jump/bypass lanes on Bridge and Viaduct access routes. • Traffic signal priority and preemption. | | Long Term | | SEATLAN | <p>SEATLAN has presented a plan for the installation of a bus lane on the West Seattle Bridge that would extend eastbound from SW Avalon Way to 1st Ave S. This new lane would be created by taking space from the roadway's shoulders and slightly narrowing the adjacent lanes on the bridge.</p> <p>The West Seattle neighborhoods have submitted a draft of the West Seattle Transportation Action Agenda to the City for review.</p> | <p>The West Seattle Transportation Action Agenda requests that the City work with the West Seattle community in identifying: street-related needs that have broad impact on West Seattle and practical, action-oriented strategies for addressing these broad transportation needs.</p> <p>The City will be reviewing the West Seattle Transportation Action Agenda in 1999 to help determine the next steps in the document's development and how the community and City will use it. This effort will require work between the City and community to flesh out the ideas in the document and objectives for its use. To begin these discussions, the City Council and Executive staff will hold a public meeting in West Seattle in June 1999.</p> <p>SEATLAN is exploring opportunities to provide a bus lane on the West Seattle Bridge and hopes to proceed with</p> |

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| | | | | | | | installation in September 1999. SEATRAN will give feedback, as appropriate, to the specific elements of the transportation action program after SEATRAN reviews the West Seattle Transportation Action Agenda in 1999.. |
| LT-3 | <p>Regional Express Bus Service: "Regional Express," the express bus division of Sound Transit (formerly RTA) plans to begin operating a number of express bus routes throughout the region in the fall of 1999. One of the Regional Express routes will operate between Sea-Tac Airport and downtown Seattle via Burien, White Center, Fauntleroy, and West Seattle.</p> <p>Recognizing the need to make limited stops on this express service, the Regional Express West Seattle route should maximize the connections and access it provides in West Seattle, including transfers with Metro routes and access to the Fauntleroy Ferry Terminal and West Seattle commercial districts.</p> <p>The Regional Express West Seattle route should be extended or through-routed via I-90 to the Eastside.</p> | | Long Term | | Sound Transit Metro SPO | The City is aware of Sound Transit draft plans for the Regional Express West Seattle route which appear to address the community's concerns in this recommendation. The proposed Regional Express route will provide access to the Fauntleroy Ferry Terminal and the West Seattle Junction commercial district. In addition, the Regional Express route will continue into the Chinatown/International District to provide transfers to routes serving the Eastside. | The City will forward this recommendation to Sound Transit on the community's behalf. |
| LT-4 | Elliott Bay "Seabus" The existing Elliott Bay Water Taxi, begun in 1997, is a summer-season passenger-only ferry service | | Long Term | | Community Metro SEATRAN DON | The Executive supports the concept of Water Taxi service in Seattle and the region as a means of expanding the public transit system, and will aid in efforts to | These recommendations will be forwarded to King County/Metro for consideration during their planning processes. |

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| | <p>connecting West Seattle and downtown Seattle. The Water Taxi service should be expanded into a permanent year-round system (like Vancouver, BC's Seabus) that is designed to be an integral and important element of the transportation system serving West Seattle. In order to determine the capital and operational requirements of such a system and to guide its incremental development, a long range comprehensive master plan for facilities and services – on both sides of Elliott Bay – should be prepared.</p> <p>Connections to the West Seattle Seabus terminal should be expanded and improved. Bus service, shuttle/circulator service, a potential tram/funicular system, parking (or lack thereof), and bike/ped pathways should be addressed.</p> | | | | SPO | <p>explore its feasibility and implementation. However, the overall maintenance and operation of such services are the responsibility of King County/Metro.</p> <p>The existing Elliott Bay Water Taxi service was developed as a demonstration project for 1997 and 1998. DON released a final report on the Elliott Bay Water Taxi service in February 1999. The City is working with Metro to see if the service can be extended for summer 1999. One of the major concerns for continued Water Taxi service is the siting of a permanent docking facility in West Seattle.</p> <p>SEATRAN released a Docking Study in January 1999 to examine alternative terminal locations in West Seattle and Downtown with associated capital costs, permitting requirements, and possible funding sources. Based on experiences with the existing Water Taxi service, and the results of the Docking Study (i.e. a lack of potential sites for even the existing small boat), it is unlikely that a full operation and expansion of the Water Taxi service similar to Vancouver's Seabus service would be implemented in the near-term due to the need for major terminal construction in both West Seattle and Downtown.</p> <p>The Executive is aware of some work being pursued at Metro regarding Water Taxi service and will continue to work with King County on these issues where a City role is appropriate.</p> | The City is working with Metro to see if continuing Water Taxi service for summer 1999 is feasible. |
| LT-5 | Improve and expand public | | Long Term | | Community | The Executive will forward this and related | These recommendations will be |

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| | <p>transportation facilities and services providing access to/from West Seattle: Metro should continue to expand service hours and frequency of its West Seattle service. Also, Metro should continue to increase the number of West Seattle, Seattle, and King County origins/destinations served by West Seattle routes.</p> <p>Several transit "hubs," where multiple bus and rail routes can exchange passengers, should be developed to improve the efficiency, effectiveness, and utility of West Seattle transit service:</p> <ul style="list-style-type: none"> • A transit hub on Spokane St near I-5 would provide West Seattle buses with direct Eastside connections, transfers with South Seattle, South King County, and Eastside bus routes inbound and outbound to/from downtown, and a link to the Sound Transit's future Commuter Rail line. • A transit hub at the west end of the West Seattle Bridge would provide a connection point for Metro and Regional Express bus routes serving various parts of West Seattle (including shuttles/circulators) and for access to the Elliott Bay "Seabus" terminal. • A transit hub at the West Seattle Junction would provide a connection point for Metro and | | | | <p>Metro SPO SEATRAN DON</p> | <p>transit requests to King County Metro on the community's behalf. SPO, SEATRAN and DON will review the transit service requests and transit stop improvements identified in the neighborhood plans and integrate those requested improvements into the work being done under Strategy T4 "Establish and Implement Transit Service Priorities" in the City's Transportation Strategic Plan (TSP). The Executive will report to the City Council Transportation Committee on its progress on Strategy T4 as part of its ongoing reporting requirements on the TSP and to the Neighborhoods, Growth Planning and Civic Engagement Committee.</p> | <p>forwarded to King County/Metro for consideration during their planning processes.</p> <p>The West Seattle Transportation Action Agenda requests that the City work with the West Seattle community in identifying: street-related needs that have broad impact on West Seattle and practical, action-oriented strategies for addressing these broad transportation needs.</p> <p>The City will be reviewing the West Seattle Transportation Action Agenda in 1999 to help determine the next steps in the document's development and how the community and City will use it. This effort will require work between the City and community to flesh out the ideas in the document and objectives for its use. To begin these discussions, the City Council and Executive staff will hold a public meeting in West Seattle in June 1999.</p> |

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| | <p>Regional Express bus routes serving various parts of West Seattle.</p> <p>In addition to the hubs, direct bus-only ramps connecting the Spokane St Viaduct and the E-3 Busway (to/from the downtown transit tunnel) are needed to improve travel times for West Seattle–downtown transit service.</p> | | | | | | |
| C. Community Identity: Business, Cultural Arts, Aesthetics | | | | | | | |
| NT-13 | Develop gateways at north, south, east and west entries into the planning area and business district, as appropriate, with associated open space and/or landscaped areas and signage. | M | 4-6 | | Community, DON, SEATRAN, DPR, SAC | <p>The Neighborhood Matching Fund may be an appropriate source of funding for this activity.</p> <p>Appropriate City departments will need to review gateway designs as conceptual plans are developed. SEATRAN will review ideas presented from this work that would physically or operationally change the street, sidewalk or alleyway areas.</p> <p>The Seattle Arts Commission can provide some technical assistance to neighborhood arts councils. Gateways are among those projects which benefit from artist involvement.</p> | The community should take the lead on this recommendation. |
| NT-14 | Explore the feasibility of a community center centrally located to serve the Junction, and possibly Morgan neighborhoods (Pathfinder School would like to be considered as a potential site for holding neighborhood meetings). | M | feasibility study complete in 2-3 years after plan adoption | | Community, DPR, local schools | The West Seattle peninsula is currently served by 5 community centers (Delridge, South Park, Hiawatha, SW Alki, and High Point). Given the cost of new community centers (over \$5 million dollars) and the greater need for recreation facilities in other parts of the City, DPR will work with the Junction community to identify opportunities other than new community centers for increasing and improving the | The City does not support the recommendation for a full community center. Alternatives to full community centers and providing community meeting space have raised implementation and policy issues in a number of neighborhood plans and will be |

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| | | | | | | <p>recreation facilities in the area.</p> <p>DPR invested close to \$1 million dollars in the Hiawatha Center (1998). In addition, the West Seattle High School will include an open space area.</p> <p>As a result of DPR discussions with the community regarding the COMPLAN update, it is the Executive's understanding that the West Seattle Junction (and Morgan Junction) neighborhoods are interested in pursuing community gathering/meeting space, rather than full community centers.</p> <p>If the community is interested in utilizing school facilities (such as Pathfinder School) for community meetings and events, the City would support the neighborhood in pursuing this activity with the school.</p> | <p>submitted for consideration for inclusion on the Policy Docket for further discussion. The Executive will report on options and recommendation to Council in June, 1999. In addition, the Executive and Council are exploring ways to fund community gathering places.</p> |
| NT-15 | <p>Identify local "landmark" buildings within the business district for façade restoration and/or improvements. Example, the Campbell Building, Van Building, Kress Building or Hamm Building. Work with local banks to develop a pool of resources for façade improvements.</p> | M | 3-6 | | <p>Community - BIA, FOJ, Chamber;, DON- Urban Conservation OED</p> | <p>This activity would be a good project (the identification of landmark buildings) for a Neighborhood Matching Fund grant. DON (Urban Conservation) would be happy to work with the community on this issue.</p> <p>Neighborhood Matching Funds are an option for related design, planning, development and implementation.</p> <p>Although CDBG funds are currently used for facade improvement programs in Central and Southeast Seattle, it is unlikely that facade improvement activities in the Junction would be eligible for CDBG funds. OED can provide the planning group with contacts in Central Area Development Association (CADA) and</p> | <p>The community should take the lead on this activity with support from DON (Urban Conservation) and OED as appropriate.</p> <p>Historic preservation and conservation district recommendations have raised implementation and policy issues in a number of neighborhood plans and will be submitted for consideration for inclusion on the policy docket for further discussion. The Executive will provide a briefing on issues and potential tools to Council in May, 1999.</p> |

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| | | | | | | South East Economic Development (SEED), the two groups that implement the program in Central and Southeast Seattle. | |
| NT-16 | <p>Identify needed lighting improvements throughout the Planning area, especially the commercial core. Priority areas for increased lighting in the near future include:</p> <ul style="list-style-type: none"> • 37th Ave SW. • 45 Ave SW. • Parking lots between California and 42nd SW. • 37th St between Myrtle and Willow and alley to the east. • Alleys between 44th and 45th and Genesee and Dakota. <p>Coordinate light standard replacement with street and sidewalk improvements.</p> | M | changes to priority areas in 2-3 years; develop lighting plan and ID other areas in 5-8 | | Community, SCL, SEATRAN | For lighting projects, the neighborhood is encouraged to develop a "lighting plan" by working with Seattle City Light's South Service Center. The plan should include the location and type of lighting fixtures which will be the basis of project feasibility and cost estimates. For lighting on arterial streets, SEATRAN would have to be involved. | The community should take the lead on developing a "lighting plan" with support from SCL. Lighting issues have raised implementation and policy issues in a number of neighborhood plans and will be submitted for consideration for inclusion on the policy docket for further discussion. The Executive will review lighting policies and provide a report to Council in June 1999. |
| NT-17 | <p>Encourage a sense of community pride as reflected in business promotions, advertising and community events through the following activities:</p> <ul style="list-style-type: none"> • Update existing marketing packet including map, demographics, articles and newsletters. Add professional graphics and broader business base to marketing efforts over time. • Develop video presentation of marketing packet. • Undertake further analysis of | H | 2-6 | | Community - BIA, Chamber of Commerce. FOJ OED Neighborhood Business Council | <p>The neighborhood planning group should consider the use of the Department of Neighborhoods Matching Fund Program as a mechanism to fund the identified projects. A business district wide promotions and advertising campaign should include the participation of area business district organizations.</p> <p>As with the marketing packet, the production of a video is very costly and, if not distributed and marketed in the proper manner, will go under-utilized.</p> <p>The planning group should contact the Central Area Development Association</p> | This is a community based activity with support from OED. Some of the activities listed in this recommendation are supported by existing City programs, including the Mayor's Small Business Awards Program. |

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| | <p>specific uses of marketing packet to determine prospective businesses, their space requirements, building and tenant improvements, and parking requirements to determine feasibility of attracting these prospective businesses.</p> <ul style="list-style-type: none"> • Develop and utilize a business district customer survey to identify local home-based businesses to determine their needs. • Promote greater resources for, and increased recognition of, home-based businesses. • Promote greater balance of day and nighttime activities including exploring with merchants the feasibility of extending evening hours. • Establish opportunities with area merchants for joint advertising in conjunction with summer festivals and activities and as kick-off for "late nights in the Junction." • Outreach to property owners to determine areas of common interest between their goals for their properties and the community's vision and goals for the business district. • Create and offer business awards that recognize local | | | | | <p>(CADA) for information on that organization's experience with the development of a marketing video highlighting Seattle's Central Area community.</p> <p>The neighborhood planning group should use the W. Seattle Business Improvement Area Program and Chamber of Commerce as the mechanism to relate business district visions, goals and recommendations to area property owners.</p> <p>The neighborhood planning group should use the annual Mayor's Small Business Awards Program as a mechanism to bring maximum exposure to the W. Seattle small businesses which deserve recognition. For additional information on the Awards Program contact the Office of Economic Development.</p> <p>Also see KS 1.17 for additional support for business district strategies.</p> | |

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| | <p>outstanding businesses and their owners who support the community.</p> <ul style="list-style-type: none"> Work with the Chamber of Commerce and BIA to increase participation in area events, including advertising by Junction merchants and special promotions. | | | | | | |
| NT-18 | Develop tools for multi-cultural outreach for and participation in the Arts throughout West Seattle. | M | 2-6 | | Community - ArtsWest, FOJ SAC | The Neighborhood Matching Fund may be an appropriate source of funding for this recommendation. | This is a community based activity. |
| NT-19 | Investigate the feasibility of promoting Arts Walks in conjunction with foot-ferry. | M | 1-2 | | Community, ArtsWest - Lead | The Neighborhood Matching Fund may be an appropriate source of funding for this recommendation. | This is a community based activity. |
| NT-20 | Conduct a study to determine the impacts of the ArtsWest Playhouse on the Junction neighborhood with a baseline study to be done immediately and another two years out. | H | Baseline study immediately and another study two years after Playhouse begins operation. | | Community - Consultant, ArtsWest | The community may wish to specify the scope of the proposed study to describe the kinds of impacts that would be evaluated. The Neighborhood Matching Fund may be an appropriate source of funding for this activity. | This is a community based activity. |
| LT-6 | Develop a Community Cultural Center serving all of the West Seattle/Duwamish area. | | Long Term | | Community DPR | This recommendation needs to be developed further for the City to provide comment. The community should describe the kinds of services and programs envisioned for this "Community Cultural Center." | This recommendation will continue to be tracked through the Sector Implementation Plan. Community centers and similar community spaces have raised implementation and policy issues in a number of neighborhood plans and has been placed on the policy docket for City Council |

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| | | | | | | | discussion. The Executive will report on options and recommendations to Council in June 1999. |
| D. Parks and Open Space | | | | | | | |
| NT-21 | Add to list of capital projects outlined in the Parks COMPLAN the Open Space Lattice, as presented in the Neighborhood Plan, as a framework for future open space, pedestrian links and parks improvements in the Planning Area. | H | 1-2 | | Community, DPR, SEATRAN | <p>DPR is reviewing the projects outlined in the Open Space Lattice concept. DPR will discuss the details of the proposal with the community and other department and include appropriate capital projects in the DPR COMPLAN.</p> <p>The neighborhood plan lists seven projects as part of the "Open Space Lattice" which are addressed as specific recommendations in other portions of this matrix. These include:</p> <ul style="list-style-type: none"> • Pedestrian amenities, see LT-7 below. • SCL Dakota Substation, see NT-24 below. • Erskine Way service station and SCL Dawson Substation, see NT-23 below. • Alley improvements off California Ave SW, see KS-1.10 above. • 55th Ave overlook. DPR has concerns about the potential cost for this overlook. The site is not on DPR property, appears to have erosion/slide problems, and has no parking because it is located in a residential area. • Community P-Patch, see NT-22 below. | <p>In March 1999, DPR began convening meetings with neighborhoods to identify projects for inclusion in DPR's 6-year COMPLAN.</p> <p>As a part of this effort, DPR will work with the West Seattle Junction community and other agencies to identify appropriate projects in the community's Open Space Lattice concept for inclusion in the COMPLAN.</p> |

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| | | | | | | <ul style="list-style-type: none"> West Seattle Trek, see NT-26 below. | |
| NT-22 | Purchase P-Patch site. Options: Privately-owned sites and/or provide P-Patch at Lincoln Park Annex or other available public site. | H | 2-4 | | Community, DPR, DON | DPR is working with the community on applying for a Neighborhood Matching Fund grant to completely redesign the Lincoln Park Annex. The new design for the site will incorporate both P-Patch and other community gardening elements. | This recommendation is already being addressed through community and departmental initiative. |
| NT-23 | Purchase the abandoned service station at Erskine Way SW and 47 th Avenue SW and obtain the Dawson Substation, also at Erskine and 47 th , for potential new park sites. Explore possibility of connecting these two parcels with open space across 47 th through redesign of intersections. | H | 2-6 | | DPR, Community, SEATRAN | <p>DPR would like to explore this further with the community. DPR does not have funding for acquisition of new properties. There may be funding sources (such as the Conservation Futures Tax and/or a bond) which could provide the funding for purchase. Many grants require a match and funding is extremely limited. DPR's Open Space program funding is already committed.</p> <p>ESD has concerns regarding the feasibility of purchasing the abandoned service station as this is impacted by the presence or extent of petroleum contaminants. SEATRAN can review and provide comment on the technical feasibility of connecting these parcels when the project concept is further developed.</p> | This recommendation will continue to be considered as funding opportunities arise, however the City is concerned with liability issues related to petroleum contamination at these sites. |
| NT-24 | <p>Acquire the Seattle City Light substations within the planning area for possible future park and/or plaza space.</p> <p>Priorities for purchasing property is as follows: California Substation, surplus in 2001; #2: Dawson Substation, surplus in 2003; and #3: Dakota Substation, surplus in 2001.</p> | M | 6-8 | | SCL, ESD, Community, DPR | Following the prescribed City property disposal process, SCL will notify ESD when the California, Dawson, and Dakota substations are no longer needed. The California and Dakota Substations are expected to be scheduled for surplus in 2001, while the Dawson Substation is expected to be scheduled for surplus in 2003. The City will work with interested neighborhood groups to evaluate and | This recommendation will continue to be considered as the sites becomes available and funding sources are identified. City Light is exploring alternatives to the purchase of abandoned substations by the general fund that will make these properties available to the community for open space |

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| | | | | | | <p>make recommendations on the disposition of the property while trying to fulfill neighborhood goals as a high priority. As these opportunities arise, DPR will work with the community to identify funding sources for acquisition and development. DPR does not have funding for acquisition of new properties. There may be funding sources (such as the Conservation Futures Tax and/or a bond) which could provide the funding for purchase. Many grants require a match and funding is extremely limited. DPR's Open Space program funding is already committed.</p> | <p>purposes.</p> |
| NT-25 | Designate and sign specific alleys as non-motorized transportation routes compatible with continued vehicular use. | L | 6-8 | | Community, SEATRAN | <p>SEATRAN has significant concerns that this concept would promote pedestrian and bike crossings at unusual mid-block locations that would create a safety problem. SEATRAN would not support this kind of design.</p> <p>However, the idea of making these alleys more pedestrian-friendly, with the goal of improving access to California Ave and the business district, may have merit; although it raises important issues such as retaining the alleys' function for vehicle access, commercial-related loading, and utility access. See also KS-1.10 above.</p> | <p>The issues surrounding alley uses will be added to the policy docket. The Executive will analyze how alleys can be integrated into the streetscape, internal circulation and residential and business needs of the neighborhood and present their analysis and recommendations to Council in second quarter 2000.</p> |
| NT-26 | Work with other West Seattle neighborhoods, as part of West Seattle-wide transportation access planning, to create the "West Seattle Trek or Circuit," a pedestrian- and bicyclist-oriented circumnavigation of | M | 5-8 | | Community, SEATRAN | <p>A number of projects, including the Harbor Bridges project and Harbor Avenue reconstruction, are underway to create a continuous pedestrian and bike connection along the Duwamish River from the King County/City limit to Alki. These projects</p> | <p>This recommendation is being addressed by current City programs and projects. For specific concerns regarding missing linkages in the City's bicycle guide, SEATRAN's</p> |

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| | the West Seattle peninsula from Alki Beach to Lincoln Park, potentially via Beach Drive SW, Fauntleroy Way SW, SW Avalon Way, Harbor Avenue SW and Alki Avenue SW and including linkages to greenbelt areas within and near Westwood-Highland Park and Delridge Planning areas and the Marine View Drive corridor. | | | | | <p>will be completed by the end of 2000. Once these remaining sections of the Duwamish-Alki Trail system are in place, this trail system will be among the best in all of Seattle, making it possible to bicycle off-street from the 1st Ave South Bridge all the way to the lighthouse at Alki Point. While there are no other bike trails (specifically meaning a bicycle facility in a separate right of way) planned for West Seattle – largely because there are no other suitable corridors available – SEATRAN frequently revises and sometimes adds new on-street bike routes to the City's bicycling guide map. A new version of the map due out this summer will include some revisions recommended through the neighborhood plans.</p> <p>Regarding the "West Seattle Trek or Circuit," if the goal of the community is in providing bike routes that loop around and connect key destinations/attractions in West Seattle, that can more or less be accomplished by following existing routes on the City's bicycle guide. However, if there are gaps between locations the community would like to connect, the SEATRAN Bicycle Program will gladly work with the neighborhoods in evaluating route recommendations that would eliminate missing pieces.</p> | Bicycle Program is available to work on evaluating route recommendations proposed by the neighborhood. |
| LT-7 | Create the "Open Space Lattice," a system of open spaces and "green streets trails" that provide open space, parks, and safe, aesthetic pedestrian links throughout the | | Long Term | | Community SEATRAN | As a concept for providing better pedestrian links between neighborhood resources, the City encourages the community to detail the kinds of pedestrian improvements envisioned for these streets | The community will need to take the lead in describing the kinds of pedestrian improvements envisioned for these streets and to prioritize |

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| | neighborhood through the systematic implementation of the Open Space Lattice Plan. Focus street tree planting and revegetation on the elements of the Lattice. | | | | | <p>and to prioritize streets to present these ideas to SEATRAN for review and feedback. The purpose of this review would be to check the safety and operational aspects of these ideas, and to alert SEATRAN staff to the kind of improvements the neighborhood is seeking. This will enable staff to provide guidance on how to proceed in pursuing ideas that seemed feasible.</p> <p>The term "Green Streets" has specific design implications and is a designation under the Comprehensive Plan. Descriptions of the four types of Green Streets are provided in the DCLU Director's Rule 11-93/SED Director's Rule 93-4. The use of this term may cause confusion and may not fully represent the community's vision in this recommendation.</p> <p>For response to specific "Open Space Lattice" projects proposed in the neighborhood's plan, please see NT-21 above.</p> | <p>streets for further review by SEATRAN.</p> <p>This recommendation will continue to be prioritized through the Sector Implementation Plan.</p> <p>For response to specific "Open Space Lattice" projects proposed in the neighborhood's plan, please see NT-21 above.</p> |
| LT-8 | Create a neighborhood trails map and install effective signage to highlight the "green street" routes and "Open Space Lattice." | | Long Term | | Community DPR | See LT-7. | See LT-7. |
| E. Human Development and Public Safety | | | | | | | |
| NT-27 | Work with other West Seattle neighborhoods and agencies to develop a Human Services Provider Information Network that would result | M | 2-3 | | Community, HSD, SPO | HSD supports the development of a Human Services Provider Information Network that would result in an expanded referral information system being provided | The community should take the lead on this recommendation with support from HSD and SPO as appropriate. The |

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| | in more knowledgeable referral information being provided to the consumer of human services. | | | | | <p>to the consumers of human services. The Seattle Human Services Coalition and/or Crisis Center may be able to provide technical assistance, if funding is provided. Other resources for the neighborhood include: Sound Connections, a non-profit organization that is currently implementing technical/computer assistance to non-profits and is located in the same offices as the Seattle Human Services Coalition; and Crisis Clinic which has developed an inventory of health and human service providers in Seattle/King County entitled "Where to Turn."</p> <p>SPO is beginning capacity building work with human service providers to strengthen community based organizations' stability and improve the quality of services delivered. As a part of this effort, SPO will be working to help the community provide "one stop" resource referrals and information, and could help support this recommendation.</p> | Executive does not have funding to provide ongoing staff support. However, the Executive will meet with the community and assist in identifying next steps needed to implement this activity. |
| NT-28 | Develop a multi-faceted set of communication/public outreach tools to better serve clients and increase knowledge of available services. Tools may include: WEB page, written flyers, non-written communications/announcements, public service announcements. | M | 2-6 | | Community, HSD, SPO | The City supports the community in pursuing this recommendation. See NT-27 above. | This is a community based activity The Executive does not have funding to provide ongoing staff support. However, the Executive will meet with the community and assist in identifying next steps needed to implement this activity. |
| NT-29 | Complete a West Seattle inventory, needs assessment and human development strategic plan to guide service delivery and funding over the next 20 years. | M | 2-6 | \$15,000 | Community, HSD | HSD can provide some staff support for this activity, but lacks resources to take the lead. | The community should take the lead on this activity with support from HSD as appropriate. The Executive does not have funding to provide ongoing staff |

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| | | | | | | | support. However, the Executive will meet with the community and assist in identifying next steps needed to implement this activity. |
| NT-30 | Establish a Police Precinct in West Seattle. | | | | SPD ESD | SPD recognizes the community's desire for a new police precinct and supports working with the neighborhood on this issue. ESD is beginning work on property acquisition and precinct design issues, and is seeking funding for establishing a Southwest Precinct. | This recommendation is already being addressed through department initiative. |
| NT-31 | Twice yearly, distribute a Crime Prevention Newsletter specific to the West Seattle Junction Planning area stakeholders that would teach people about Crime Prevention Through Environmental Design (CPTED) and other concepts they can use around their home and business. The newsletter should be written by the Friends of the Junction, in cooperation with the Seattle Police Department. | M | 2-4 | | Community, SPD - Crime Prevention, Anti-Crime Council | SPD's Community Crime Prevention Section currently produces a crime prevention newsletter on a quarterly basis which is distributed through the Block Watch network. Crime Prevention would be willing to work with the community on the development of a newsletter specific to the neighborhood. | The community will need to take the lead on this activity with support from SPD - Crime Prevention, as appropriate. |
| NT-32 | Develop a program of special patrols that target specific issues expressed by neighborhood residents and businesses. | M | 3-5 | | SPD, Community | Though SPD would support any added resources to address such problem issues, such a recommendation would require additional budgeted staff. The South Precinct currently relies on patrol officers conducting emphasis patrols, the Precinct's Anti-Crime Team, the Special Patrol Unit, the Traffic Section, and the Gang Unit to address neighborhood issues. For example, SPD already conduct emphasis patrols on Fautleroy SW for speeding. | At this time, the City lacks the resources to implement this recommendation beyond existing patrols/programs. NATS may be able to assist with specific problem locations. |

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| | | | | | | <p>SPD works with other departments through the NATS program to address public safety issues that involve multiple agencies. NATS may be an appropriate strategy for addressing some of the specific issues of the community.</p> <p>The neighborhood planning group should encourage area business organizations to work with the Seattle Police Department to initiate a Business Watch Program.</p> | |
| NT-33 | Develop a method for SPD to review plans of new pocket-parks, pedestrian trails or other park development for adequacy of lighting and other safety concerns. | M | 3-5 | | SPD, Community | SPD is very interested in working with the community on the review of plans for new pocket-parks, pedestrian trails, and park lighting and can support the community through the Crime Prevention Section. | The community should take the lead on this recommendation to involve SPD - Crime Prevention in design review or projects. |

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