

# Westwood/Highland Park Neighborhood Plan Approval and Adoption Matrix

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Prepared by the Westwood/Highland Park Neighborhood Planning Committee and the City of Seattle Interdepartmental Review and Response Team. Compiled by the Strategic Planning Office. Revised by the City Council and Council Central Staff, August 19,1999.

## Introduction

### **PURPOSE, STRUCTURE AND FUNCTION OF THE APPROVAL AND ADOPTION MATRIX**

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

The matrix is divided into two sections:

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

The neighborhood planning group or its consultant generally fill in the Activity, Priority, Time Frame, Cost Estimate and Implementor columns. The City Response column reflects City department comments as compiled by the Strategic Planning Office. The City Action column in Section II and the narrative response to each Key Strategy are initially filled 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 BY THE WESTWOOD/HIGHLAND PARK NEIGHBORHOOD PLANNING COMMITTEE**

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### **Created a community - Seattle Housing Authority (SHA) partnership for the Roxbury Village Redevelopment Project.**

The Westwood/Highland Park Planning Committee has included the SHA in its regular committee meetings and has reviewed and commented upon the preliminary designs for the Roxbury Village Redevelopment Project. By including the SHA, the Planning Committee has integrated the SHA's plans more fully into the Neighborhood Plan. This has enabled the Neighborhood Plan's goals to include the SHA's Roxbury Village Redevelopment Project and the SHA to understand the Neighborhood Plan from the start.

### **Maintained a dialogue and created additional opportunities for participation in Seattle School District (SSD) design decisions on the Denny/Sealth Recreation Complex Master Plan.**

The Westwood/Highland Park Neighborhood Planning Committee keeps apprised of the timing, management, and substance of the SSD's large-scale improvement project at Denny/Sealth Recreation Complex. This has provided for a preliminary understanding of the extensive community outreach efforts SSD has made, as well as some of the conclusions made from that effort. There are continuing dialogues in the community and in the entire south King County area about the Complex's designated uses and the balancing of resources with needs at the facility. The Planning Committee has chosen to

focus on the impacts and outcomes of the improved facility as they relate to parking, transit, circulation, and pedestrian access.

### **Communicated with and learned from the Delridge neighborhood's efforts to expand access, understanding, and health of the Longfellow Creek.**

The Delridge neighborhood, north of Westwood/Highland Park has labored steadily to bring recognition to Longfellow Creek. The Westwood/Highland Park Neighborhood Planning Committee has included citizens active in this issue in its discussions and decisions regarding the restoration and celebration of the Creek within the Planning Area. By adopting the model of the Delridge Neighborhood, the Planning Committee has drawn the City's (especially SPU's) attention to Longfellow Creek in the Westwood/Highland Park Area. This has led to increased collaboration with City departments.

### **Initiated organization of a business group representing the "Triangle Commercial Core," (the 16<sup>th</sup> Avenue SW Business District)**

The Westwood/Highland Park Planning Committee contacted and convened forums for business owners and operators on the future of the "Triangle Business District." The committee generated a survey, presented the preliminary planning actions to the business owners and operators, and integrated their vision into the Neighborhood Plan.

## **ACRONYMS AND DEFINITIONS**

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<b>BIA</b>	Business Improvement Association	<b>OIR</b>	Office of Intergovernmental Relations (City of Seattle)
<b>BTA</b>	Building, Technology, and Athletics Levy	<b>ROW</b>	Right-of-way
<b>CIP</b>	Capital Improvement Program	<b>RPZ</b>	Restricted Parking Zone
<b>CPTED</b>	Crime Prevention Through Environmental Design	<b>RSL</b>	Residential Small Lot
<b>DCLU</b>	Department of Design, Construction and Land Use (City of Seattle)	<b>SAC</b>	Seattle Arts Commission (City of Seattle)
<b>DDES</b>	King County Department of Development and Environmental Services	<b>SCL</b>	Seattle City Light (City of Seattle)
<b>DON</b>	Department of Neighborhoods (City of Seattle)	<b>SEATRAN</b>	Seattle Transportation Department (formerly part of Seattle Engineering Department [SED]) (City of Seattle)
<b>DPR</b>	Department of Parks and Recreation (City of Seattle)	<b>SF</b>	Single Family
<b>ECA</b>	Environmentally Critical Areas	<b>SFD</b>	Seattle Fire Department (City of Seattle)
<b>ESA</b>	Endangered Species Act	<b>SHA</b>	Seattle Housing Authority
<b>EIF</b>	Early Implementation Fund	<b>SJI</b>	Seattle Jobs Initiative
<b>ESD</b>	Executive Services Department (City of Seattle)	<b>SPD</b>	Seattle Police Department (City of Seattle)
<b>F&amp;E Levy</b>	Family and Education Levy	<b>SPL</b>	Seattle Public Library (City of Seattle)
<b>HSD</b>	Human Services Department (formerly part of Department of Housing and Human Services) (City of Seattle)	<b>SPO</b>	Strategic Planning Office (formerly part of City of Seattle Office of Management and Planning [OMP]) (City of Seattle)
<b>KCPH</b>	King County Public Health	<b>SPU</b>	Seattle Public Utilities (City of Seattle)
<b>LRT</b>	Light Rail Transit	<b>SSD</b>	Seattle School District
<b>Metro</b>	King County Metro Transit Division	<b>TSP</b>	Transportation Strategic Plan
<b>MF</b>	Multi-family	<b>WWHP</b>	Westwood/Highland Park
<b>Moderate-income</b>	between 80% and 100% of area median income		
<b>NATS</b>	Neighborhood Action Teams (Department of Neighborhoods)		
<b>NBC</b>	Neighborhood Business Council		
<b>NMF</b>	Neighborhood Matching Fund Grant (Department of Neighborhoods)		
<b>NPO</b>	Neighborhood Planning Office (City of Seattle)		
<b>NSF</b>	Neighborhood Street Fund		
<b>OED</b>	Office of Economic Development (City of Seattle)		
<b>OFE</b>	Office for Education (City of Seattle, Strategic Planning Office)		
<b>OH</b>	Office of Housing (formerly part of Department of Housing and Human Services) (City of Seattle)		

## ***I. Key Strategies***

Each Key Strategy consists of activities for a single complex project or theme that the neighborhood considers critical to achieving its vision for the future. While the Key Strategies are high priorities for the neighborhood, they are also part of a twenty-year plan, so the specific activities within each Key Strategy may be implemented over the span of many years.

The Executive recognizes the importance of the Key Strategies to the neighborhood that developed them. Given the number of Key Strategies that will be proposed from the 37 planning areas, priorities will have to be set and projects phased over time. The Executive will coordinate efforts to sort through the Key Strategies. During this sorting process, the departments will work together to create a sector work program that includes evaluation of Key Strategy elements. This may include developing rough cost estimates

for the activities within each Key Strategy; identifying potential funding sources and mechanisms; establishing priorities for the Key Strategies within each plan, as well as priorities among plans; and developing phased implementation and funding strategies. The City will involve neighborhoods in a public process so that neighborhoods can help to establish citywide priorities. Activities identified in this section will be included in the City's tracking database for monitoring neighborhood plan implementation.

The department most involved with the activities for a Key Strategy is designated as the lead. Otherwise, DON is designated as the lead. Other participating departments are also identified. The City Response lists activities already underway, and other tasks that the City has committed to commence during the 1999-2000 biennium.

## **A. LINK WESTWOOD/HIGHLAND PARK TOGETHER THROUGH THE LONGFELLOW CREEK LEGACY TRAIL**

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### **Description**

The Westwood/Highland Park neighborhoods lie atop two ridges, with the valley between shared by both. The area has significant public facilities, and regional and local commercial activities provide a variety of choices for its residents, but by vehicle and foot, circulation and access suffer from the topography and diversity of land uses. With an area-wide pedestrian trail linking the two neighborhoods and their public facilities centered on the existing but inaccessible Longfellow Creek, this Key Strategy provides the missing piece in the Planning Area - a pathway system, adapting to and highlighting existing travel patterns, that is made safer and more user-friendly. The Longfellow Creek improvements are one piece of the city-wide Millennium Project. Therefore, the proposed Westwood/Highland Park Plan's improvements are part of specific efforts that merit timely attention.

### **Integrated City Response**

This strategy is consistent with the goals and policies of the Comprehensive Plan. The Executive supports this activity to foster greater multi-modal transportation access to existing activity centers, to provide greater connections between the two neighborhoods, and to re-establish a connection to Longfellow Creek. Some projects are already underway: DPR is working on a wetland project at the Roxhill Park site that is likely to incorporate trail development, SPU is developing the Webster Street Detention Pond (adjacent to the northern border of the neighborhood planning area) which is a restoration project to establish detention in low/medium flows that may include a wetland and plant salvage nursery, and SHA is redeveloping the Roxbury Village site (adjacent to Roxhill park) which may provide opportunities for trail development. Another project is the Longfellow Creek Millennium project in the Delridge neighborhood - the Millennium project, however, does not provide funds for the work listed in this matrix.

Some activities in this Key Strategy are complex and will require further study and development, and others could be implemented if becomes available. While directed toward a single goal, the individual activities in this strategy could be implemented independently of one another. It will be helpful for the neighborhood to identify their highest priorities for linkages since it is likely that much of this strategy will be implemented incrementally. While the Neighborhood Matching Fund (NMF) and Neighborhood Early Implementation Fund (EIF) may provide funding for some of these less expensive items, other recommendations will require additional resources for further concept development and eventual implementation. Priorities will need to be identified through the City's sector work programs to focus City efforts once resources are identified and become available.

**Lead Department:** SEATRAN

**Participating Departments:** DON, DPR, SPU, OED, SAC, Metro

#### **Activities Already Underway**

1. DPR has two major maintenance projects at Roxhill park that will be designed to accommodate the community vision to redevelop the wetlands at the park. (Activity KS 1.10)
2. SPU is developing the Webster Creek Detention Pond - a Longfellow Creek activity adjacent to the planning area. (Activity KS 1.10)
3. The City Council passed a resolution authorizing the appropriation of \$20,000 of Early Implementation Funds for a Roxhill Park Wetlands Feasibility Study. (Activity 1.10)

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

1. The Parks COMPLAN will be updated in 1999 to reflect changing conditions and neighborhood planning. (Activity 1.7)
2. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the SW Sector work program.
3. Identify next steps for continued implementation.

**A. Link Westwood/Highland Park together through the Longfellow Creek Legacy Trail**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
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**Neighborhood Pedestrian and Bicycle Trail Loop**

KS 1.1	<p>Create a "pedestrian and bicycle trail loop" that begins at Hughes Playground then south to SW Thistle Street, adjacent to the western edge of Chief Sealth High School, then 1 block east on SW Kenyon Street, then south on 27<sup>th</sup> Avenue SW:</p> <ul style="list-style-type: none"> <li>• Install a sidewalk on the east side of SW Kenyon Street and include the pavement pattern established for the Neighborhood Trail.</li> <li>• Install pedestrian-scale lighting and banners. Designate 5 feet of the roadway adjacent to the new sidewalk as a bike lane and install necessary signage to alert drivers.</li> <li>• Install Neighborhood Trail map/kiosk highlighting points of interest along the trail.</li> </ul>	High	1-4 years		SEATRAN Community DON SAC	<p><i>Note: KS 1.1 through 1.9 describe segments of a proposed on-street trail system.</i></p> <p>The City appreciates the work the neighborhood has done, and believes this activity offers numerous positive benefits for the community. These street and right-of-way improvements will need to be further developed, but could likely be implemented if funding becomes available. The City is supportive of this project but has not identified funding to undertake the next steps at this time. If the community would like to move forward more quickly on this recommendation they can seek alternative funding sources. NMF or early implementation funds are possible funding sources.</p> <p>The next steps to pursue this idea should include:</p> <ul style="list-style-type: none"> <li>• Outreach within the community to further develop the pathway concept, and to ensure that key groups and individuals and the broader community are involved.</li> <li>• Preliminary design work and engineering to further develop the concept and assess the operational workability of each element.</li> <li>• Preliminary environmental review, permitting, and researching construction costs for the proposal and its various parts.</li> <li>• Prioritizing the parts of the project – so that the work can be pursued in a phased way.</li> <li>• Developing a funding and implementation strategy for the proposal.</li> </ul> <p><u>Bicycle lanes.</u> Some of the segments appear to be on non-arterial streets, (e.g., 28th Avenue SW); with very few exceptions, bike lanes are striped only on arterial streets. Bike lanes appear to be recommended for arterial portions of SW Thistle and Barton Streets. Thistle lacks space for bike lanes unless the community wants to eliminate parking on one side of the road. More importantly, the generally low traffic volumes on Thistle do not make a compelling case for striped bike lanes. As is, Thistle is reasonably suited for bicycling, and in fact will be added to the new version of the bicycle map (due out later in 1999). Barton Street, which is currently on SEATRAN's bicycle maps, is also not wide enough for bike</p>
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**A. Link Westwood/Highland Park together through the Longfellow Creek Legacy Trail**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						lanes. Like Thistle, parking in the curb lane is sporadic, which creates plenty of space for bicyclists. SEATRAN will continue working with the neighborhoods to develop the City's bicycle network system.
						<p><u>Lighting.</u> The neighborhood is encouraged to develop a "lighting plan" by working with SCL's South Service Center. The plan should include the specific location and type of lighting fixtures that will be the basis of project feasibility and cost estimates. SCL works closely with SPD to address security issues. For lighting on arterials, SEATRAN needs to be involved. Lighting in parks should involve DPR. Metro has jurisdiction at bus stops. Pedestrian lighting issues are being reviewed as part of the Policy Docket. The Executive is reviewing its policies on lighting streets, alleys, parks, etc. and will provide the Council with a report, analysis and recommendations in 1999. All policies will be in writing and will be shared with the neighborhood planning groups.</p> <p><u>Crosswalks:</u> The City is currently reviewing its policies on crosswalks and will report to the City Council Transportation Committee on the results of the study and recommend policy changes in 1999. This recommendation 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. Also, SEATRAN funding for crosswalks has been doubled, and the department is trying to prioritize this work. This means that crosswalk locations will be restriped approximately every four to five years, rather than the current eight to ten years. If there are specific crosswalk locations that community members would like to see restriped, these can be relayed to SEATRAN to be included as part of upcoming restriping work. If there are locations about which community members have immediate safety concerns, these should be sent directly to SEATRAN's traffic operations staff.</p> <p><u>Art/Streetscapes/Banners.</u> Other neighborhoods have applied for a NMF grant for banners. If the community uses a NMF grant to implement any amenities (such as gateways or other community based projects), SAC can provide fee-based technical assistance. If '1% for Art' funds are generated from the streetscape improvements or other capital development, SAC recommends that an artist be involved to allow for the</p>



**A. Link Westwood/Highland Park together through the Longfellow Creek Legacy Trail**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						consideration and incorporation of public art in the overall design
KS 1.2	West along SW Thistle Street to Denny Middle School and the SW Community Center. Mark the trail with banners and/or Neighborhood Trail pavement pattern, pedestrian-scale lighting and bike lane striping. Re-stripe crosswalks.	High	1-4 years		<b>SEATRAN</b> Community DON SAC	See KS 1.1.
KS 1.3	South, following the perimeter around the western boundary of the Denny/Sealth play-field. Mark the trail with banners and/or Neighborhood Trail pavement pattern, pedestrian-scale lighting and bike lane striping. Plant street trees. Install benches and trash receptacles.	High	1-4 years		<b>SEATRAN</b> Community DON DPR SAC	<p>Opportunities may arise as part of the Denny/Sealth play-field redevelopment. See additional responses in Key Strategy #2. See KS 1.1.</p> <p>Tree Planting: The City Arborist Office can help the community develop a tree planting and maintenance plan. SCL also offers a community tree planting program (the Urban Tree Replacement Program). SCL works with community 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. DON also has a tree-planting program as part of the NMF.</p> <p>There will be trail design issues specific to each listed park site and DPR will be involved in activities on DPR-owned property. DPR can work with the community on the integration of the trail as appropriate at each site. There are existing trails at some of these locations that should be taken into account as designs are developed. The NMF may be a possible source of funding for this project.</p>
KS 1.4	South of SW Trenton Street, trail continues on the west side of the Westwood Town Center along 28 <sup>th</sup> Avenue SW. Replace metal guardrail at the west entrance to Westwood Town Center with decorative bollards. Work with the Mall designers to develop a park-like entry at this site. Continue the bike lane, pavement treatment and/or banners.	High	1-4 years		<b>SEATRAN</b> Community DON SAC	See KS 1.1. - KS 1.3.  Westwood Town Center: This activity will require significant involvement from the mall owners. If redevelopment of the Mall occurs, opportunities for these types of amenities may be pursued through the permitting process. The NDM will also assist in facilitating discussion between the community, pertinent City departments and the mall owners.
KS 1.5	South of SW Barton Street, trail ends at Roxhill Park and Roxhill Elementary, with connection	High	1-4 years		<b>SEATRAN</b>	See KS 1.1. to KS 1.3.  Roxhill Elementary School: As this affects the elementary school, it will

**A. Link Westwood/Highland Park together through the Longfellow Creek Legacy Trail**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	points to Roxbury Village. Continue the bike lane, pavement treatment and/or banners. Strengthen pedestrian crossing points on SW Barton Street with re-striping and necessary signage. Develop trail linkages to the headwaters of Longfellow Creek, using existing trails adjacent to Roxbury Village.				Community DON DPR SAC	require the neighborhood to work closely with the school principal. The City's Office for Education (OFE) is available to support the community in these discussions.  Roxhill Park and Roxbury Village: DPR is actively working with SHA, SPU, and the community on a wetlands project at Roxhill Park and Roxbury Village (see response in NT-3). Currently, trail linkages are being considered for future phases of the Roxhill Park project. This should provide opportunities for implementing a portion of this activity.
KS 1.6	Trail connects with Delridge Way SW via SW Barton Street on north side of SW Barton, then continues east on SW Barton Street to SW Henderson Street. Continue the bike lane, pavement treatment and/or banners. Re-stripe crosswalks. Install signage at the Delridge Way intersection alerting drivers to the likely presence of pedestrians and cyclists.	High	1-4 years		<b>SEATRAN</b> Community DON SAC	See KS 1.1. to KS 1.3.
KS 1.7	Trail continues east along SW Henderson Street to 10 <sup>th</sup> Avenue SW, then north to Highland Park Elementary School and Highland Park. Existing paths in nearby Westcrest Park can be included in this segment.  Continue the bike lane, pavement treatment and/or banners. Re-stripe crosswalks. Install Neighborhood Trail map/kiosk highlighting points of interest along the trail.	High	1-4 years		<b>SEATRAN</b> Community DON SAC	See KS 1.1. to KS 1.3.  DPR is in the process of meeting with all neighborhoods in preparation for updating the 1993 Parks COMPLAN. The COMPLAN directs the department's resources in terms of maintenance, acquisition, and development. The COMPLAN was developed in 1993 and will be updated in 1999 to reflect changing conditions and neighborhood planning. This may provide additional opportunities to incorporate elements of this activity into the long-range Parks COMPLAN.
KS 1.8	Trail loops back to the SW Community Center along SW Thistle Street at 27 <sup>th</sup> Avenue SW. Continue the bike lane, pavement treatment and/or banners. Strengthen the pedestrian crossing point at SW Thistle Street and Delridge Way with re-striping and signage.	High	1-4 years		<b>SEATRAN</b> Community DON SAC	See KS 1.1. to KS 1.3.
KS	Improve existing trail in SW Kenyon Street	High	1-4		<b>SEATRAN</b>	See KS 1.1. to KS 1.3.

A. Link Westwood/Highland Park together through the Longfellow Creek Legacy Trail						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
1.9	right-of-way between 24 <sup>th</sup> Avenue SW and SW Kenyon Street, where dead-end turn-around is at the Westridge Park Apartment complex, to allow safe all-season use.		years		Community DON SAC	
<b>Longfellow Creek Trail</b>						
KS 1.10	Within Roxhill Park, use existing Roxhill Park paths through the Park north to Barton Street. Establish a trailhead. Install interpretive signage describing the trail's route, history and significance.	Low	1-4 years		SPU DPR SEATRAN Community SAC	<p><i>Note: KS 1.10 through 1.15 describe segments of a proposed off-road trail system.</i></p> <p>The City appreciates the work the neighborhood has done, and believes this activity can offer numerous positive benefits for the community. These off-street trail improvements will need to be further developed, but could likely be implemented if funding becomes available. Some projects are currently underway that provide opportunities to implement the activities in this strategy.</p> <p>SPU is working with the stakeholders on planning the wetlands restoration and other park improvements. Public access trails, interpretive/education signs, etc. that are incidental and adjacent to these drainage projects will be included. SPU will continue to involve the community in how amenities are developed. It is important for the neighborhood to note that SPU does not have additional funding for pedestrian connection trails in park, or streets that are not closely related to actual drainage CIP work. Therefore additional funding sources will need to be identified.</p> <p>Roxhill Park: SPU has allocated up to \$40,000 in drainage funds for engineering design services related to wetlands at Roxhill Park. Also, SPU is pursuing an inter-agency agreement with King County Surface Water Engineering to provide the design services. The City Council approved the neighborhood's EIF projects, which includes \$20,000 for a <u>Roxhill Park Wetlands Feasibility Study</u>. The project proposes to commission a study which will determine the feasibility of re-creating the Longfellow Creek headwaters wetlands. It will also provide for the development and installation of a permanent display at Roxhill Park. DPR will manage and implement the Roxhill Park Wetlands feasibility study project.</p>

**A. Link Westwood/Highland Park together through the Longfellow Creek Legacy Trail**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>Webster Street Detention Pond Project: The Webster Street Detention pond project, which is adjacent to the neighborhood planning boundary, has the potential to connect the Delridge Longfellow Creek Trail project into the Westwood neighborhood. This project includes restoration efforts to establish detention in low/medium flows and a possible wetland and plant salvage nursery.</p> <p>DPR can work with the community on the integration of the trail as appropriate at each site. This specific location is park property and DPR is working with the community on a potential wetland project at Roxhill. DPR has some funding through its major maintenance plan to contribute to this project. DPR has discussed with the community and Longfellow Creek Advisory Committee how the community can expand the scope of the project to include many of the elements mentioned in the recommendation, including incorporating trail development. DPR supports signage in future phases of the wetlands development project, but does not currently have funding to do this. DPR is interested in working with the neighborhood if it chooses to pursue a NMF grant.</p> <p>Given that funding does not currently exist, the community will lead this process. KS 1.1 outlines some suggested next steps. There are factors that will make development complex, including:</p> <ul style="list-style-type: none"> <li>• The mixed public and private property ownership.</li> <li>• The large number of players – public and private – having interest in the creek and the pedestrian and cycling systems. This includes SPU, SEATRAN, DPR, SPD, SSD, community associations, apartment associations, individual home owners, developers, etc.</li> <li>• Environmental constraints and opportunities posed by work near the creek.</li> <li>• The sometimes differing needs between pathway systems serving pedestrians and cyclists.</li> </ul>
KS 1.11	At Westwood Town Center, the trail will follow a course that approximates Longfellow Creek's original route. Work with the Westwood Town Center design team planning renovations to include celebration of the Creek with banners,	High	1-4 years		SPU Town Ctr. Community	See KS 1.10, KS 1.1 and KS 1.4.

**A. Link Westwood/Highland Park together through the Longfellow Creek Legacy Trail**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	pavement striping and patterns.					
KS 1.12	Between SW Trenton Street and SW Thistle Street, trail follows existing public rights-of-way adjacent to the eastern boundary of Denny/Sealth play-field. Install interpretive signage identifying the trail route and describing how its presence underground influences surface effects such as the nature of vegetation and drainage.	Med.	1-4 years		SPU DPR Community SAC	Opportunities may arise as part of the Denny/Sealth play-field redevelopment. See additional responses in Key Strategy #2. The SSD is redeveloping both the Denny and the Sealth fields. The City will assist the neighborhood to become involved in this process.  See KS 1.10.
KS 1.13	Build a viewing deck at the bus stop at 25 <sup>th</sup> Avenue SW and SW Thistle Street next to the existing open space to provide a viewpoint and connection to the Creek segments to the north and in the Delridge neighborhood.	Med.	1-4 years		SPU SEATRAN Metro Community	See KS 1.10. Since this will have limited drainage benefits, SPU notes that this will be a neighborhood-led activity. The neighborhood should consider pursuing this activity as a NMF grant. Also, this activity will be forwarded to Metro.
KS 1.14	North of this point (25 <sup>th</sup> Avenue SW and SW Thistle Street), the Creek daylight. At Sealth High School, use existing study area walkways and access points.	Low	1-4 years		SPU	See KS 1.10. This activity will need to be clarified in order for SPU or other City departments to give a good technical response.
KS 1.15	North of Sealth High School to northern boundary of the Planning Area at SW Holden Street, Trail continues through existing apartment complex. Work with property owners to design access to or acknowledgment of the Creek and accommodate a link-up with the Longfellow Creek Trail plan for the Delridge Neighborhood.	High	1-4 years		SPU Property owners	See KS 1.10.
<b>Public Safety</b>						
KS 1.16	Design the Legacy Trail with features which use Crime Prevention Through Environmental Design (CPTED) principles.	High			SPD DPR SEATRAN	SPD currently works with communities on the design of the trails using CPTED principles. Crime Prevention staff will work with residents and businesses along the trail so they actively support public safety along the trail. This will include organizing Apartment Watches and Block Watches where appropriate. SPD will also work with DPR to ensure that public safety issues are addressed for any parks along the trail and, as

**A. Link Westwood/Highland Park together through the Longfellow Creek Legacy Trail**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
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appropriate, for projects located on park property.

**Community Identity: Aesthetics**

KS 1.17	Develop new business district marketing materials that include the Longfellow Creek Legacy Trail.	Low	6-8 years		OED DON Community	The Neighborhood Business Council (under its contract with OED) can assist business district organizations with the development of materials which market the business district. The goal of the City's contract with the NBC is to support the creation and development of Seattle-area neighborhood business districts and small business. To accomplish this, NBC can 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 the small business environment. The NBC Director in the future will assist DON's Division of Neighborhood Preservation and Development with implementation of business district-specific recommendations as identified in the Seattle City Council approved neighborhood plans. Through the neighborhood planning process a number of areas have identified the implementation of business district recommendations as important to the development of a healthy neighborhood. NBC will serve as a resource and assist the Division with strategy development, planning and implementation. Other neighborhoods have applied for a NMF grant to produce business district maps and resource guides.
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**Transit**

KS 1.18	Upgrade bus stops to include distinct shelter decoration, high standard pavement, seating and improved street lighting.	Med.	3-6 years		Metro Community	Metro is currently responsible for maintenance of bus shelters, however, limited funding has made a high level of maintenance difficult.  The Executive will forward this and related transit requests to King County Metro on the community's behalf. SPO, SEATRAN and DON will review the transit service requests and transit stop improvements identified in the neighborhood plans and integrate 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.
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## ***B. INTEGRATING THE DENNY/SEALTH SOUTHWEST RECREATION COMPLEX MASTER PLAN***

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### ***Description***

Much like the Ballard neighborhood's proposed Municipal Center, the Westwood/Highland Park communities view the planned improvements at the SW Recreation Complex as the chance to bring focus and attention to the Recreation Complex as West Seattle's very own South Civic Center. The SSD's Recreation Complex Master Plan represents a unique opportunity to leverage neighborhood goals with this substantial capital improvement project, and include specific neighborhood needs not previously identified in the Master Plan. The redevelopment also represents a chance for the neighborhood to add its analysis of impacts anticipated with the completion of the project and to develop potential mitigation measures. Chief among these for the neighborhood is the change in vehicle and pedestrian access to and circulation around the Recreation Complex, after completion of the project. Because the Recreation Complex adjoins the Westwood Town Center, there are additional congestion problems, and on certain dates during sports events, there are parking and crowd management issues to be resolved.

### ***Integrated City Response***

This strategy is consistent with the Comprehensive Plan. The Executive supports the community's desire to be involved in the development of this significant facility, and is committed to working with the neighborhood and SSD to help develop a strong working relationship and a project that is a positive contribution to the SSD, City and neighborhood. This project is being led by the SSD. While SSD's first responsibility is to its students, its close second responsibility is to the local voters who approved the levy that is funding the capital improvements. SSD will seek to accommodate community desires as much as possible while still meeting the needs of students.

In general, OFE is the lead office in the City for projects involving SSD. OFE will continue to support the neighborhood in their discussions with SSD and will forward all neighborhood plan recommendations to SSD. For the specific improvements to the Denny/Sealth complex, DPR is the lead city department and is already working with SSD on the design and planning for the fields. One additional resource that can help with implementation of the plan's activities is the new DON NDM. The DON NDM will provide on-going coordination among the neighborhood, city staff, and SSD. Also, the NDM will help facilitate and convey neighborhood interests to SSD and will assist the neighborhood in working with the pertinent

city departments. Finally, the City Council is working on a 'Policy Docket' issue related to Community Centers and the shared use of SSD and other public facilities.

**Lead Department:** DON

**Participating Departments:** DPR, SSD, ESD, DCLU, Fire, DON, HSD, SEATRAN, SPL, Metro, OFE

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

1. SEATRAN will review turn pocket locations in 1999. (Activity KS 2.12)
2. SPL's hours will be expanded at SW Branch Library in 2000 and the facility will be expanded in 2004. (Activity 2.8)
3. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the SW Sector work program.
4. Identify next steps for continued implementation.

## B. Integrating the Denny/Sealth Southwest Recreation Complex Master Plan

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
<b>Pedestrian Amenities, Parks, &amp; Open Space</b>						
KS 2.0	Study feasibility of locating Longfellow Creek Headwaters interpretive/nature center (see NT-3) on Recreation Complex, taking advantage of the existing Sealth High School nature study north of SW Thistle Street	Low	6-8 years		SSD DPR SAC	<p>Location feasibility would be determined by SSD &amp; DPR. DPR sees a potential opportunity to set up an interpretive exhibit at the community center, but an additional building on the site may not be feasible given the other activities. Given limited funding, currently this would be a community-initiated project and funding would need to be secured.</p> <p>There may be potential SAC involvement in the development of this facility if it generates "1% for Art" funds. If so, SAC would administer an art component in the development of this interpretive/nature center.</p>
KS 2.1	<p>Consider the following services in the Complex Master Plan:</p> <ul style="list-style-type: none"> <li>Expand pool to include 50 meter below grade facility, with wave pool and water slides.</li> <li>Add warm water therapy/teaching pool, 15 yards by 25 yards.</li> <li>Expand locker rooms to the south of existing locker rooms to include family change rooms, and larger adult and youth locker rooms.</li> <li>Add 2 story structure south of the pool to accommodate aerobic exercise area, elevated indoor track, weight room, racquetball courts, and concession area for snack bar and pro shop.</li> <li>Replace sauna, public lockers, timing system.</li> <li>A gymnasium.</li> </ul>	High	3-5 years		SSD DPR	<p>As noted in the BTA levy itself, the facilities are being developed first and foremost to meet the recreational needs of the local schools and the recreational needs of SSD system-wide. Additional capacity (i.e., unprogrammed time and space) will then consider the needs of the local community. Facility issues will continue to be reviewed as further design work occurs on the Denny/Sealth site.</p> <p>In general, while some facility expansions may be realized within the context of the BTA levy improvements, it is unlikely that additional projects of great magnitude will be considered as funding and space are very limited. However, the Mayor and City Council are forwarding the Seattle Center and Community Centers Levy to the voters as a November 9, 1999 ballot measure. This levy includes approximately \$2.4 million for improvements at the southwest community center. If approved by the voters, this funding will be used for a new gymnasium that will include lockers, and a family changing room.</p> <p>For those activities not included in the BTA Levy or Seattle Center and Community Centers Levy the community will need to work closely with the DON NDM, OFE, SSD, and the school principal for implementation through collaborative city/neighborhood programs.</p>



## B. Integrating the Denny/Sealth Southwest Recreation Complex Master Plan

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
KS 2.2	With facility development, include: <ul style="list-style-type: none"> <li>• Disaster preparedness Command Center.</li> <li>• Seismic upgrades for the recreation building itself.</li> </ul>	Med.	3-5 years		SPD DCLU ESD SFD	<ul style="list-style-type: none"> <li>• The 'disaster preparedness command center' could be incorporated either within the Denny/Sealth complex or within the design of the new SW Precinct Police Station. The initial step that the community needs to take in regard to the issues of emergency preparedness or the development of disaster command center is to become actively involved in the City's disaster preparedness program SDART (Seattle Disaster Aid and Response Team), which is part of SPD's Emergency Management Section. This program will train residents in their role of addressing emergencies and familiarize them with the City's overall emergency response plan. SPD will contact the community and provide them information on how they can participate in the SCART program. As the community implements any plan they have developed through SDART, ESD will serve as a facilitator between the neighborhood and other City departments.</li> <li>• New construction has to comply with current seismic standards - this includes all BTA levy funded improvements and all structures that are part of the Denny/Sealth play-field redevelopment. For projects outside the redevelopment (such as the recreational building), a voluntary seismic upgrade can be done which will require contracting with an engineer to provide a design, and having DCLU review the design for adequacy. If the recreational center proceeds with substantial alterations of the building for some other purpose, this will likely trigger a required seismic upgrade, and DCLU may apply higher standards.</li> </ul>

## B. Integrating the Denny/Sealth Southwest Recreation Complex Master Plan

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
KS 2.3	<p>Other facilities to include:</p> <ul style="list-style-type: none"> <li>• A West Seattle Teen Center</li> <li>• City of Seattle Neighborhood Service Center (presently in the "Triangle Commerical Core," on 16th Avenue, SW.</li> </ul>	High	1-3 years		HSD DON DPR OFE SSD	<ul style="list-style-type: none"> <li>• The City recognizes the need for an expanded and more permanent teen center as a high priority for the neighborhood. The Southwest Neighborhood Development Manager will convene an interdepartmental team to look at methods and options for developing a new teen center. As part of this, DPR will explore siting options for a SW teen Center. Other sites will need to be considered as the current SWCC sits on property leased by the SSD and the gym expansion of the center, should the Seattle Center Levy Renewal be approved by the voters, will take up the limited available space. This will be done in the first quarter of 2000.</li> </ul> <p>There are several youth centers located in the West Seattle area, but most are farther north in the High Point and Delridge areas and are targeted for the SHA project or specific ethnic groups. Southwest Youth &amp; Family Services has a satellite office located in the Westwood vicinity, which focuses specifically on teenage mothers. HSD is interested in working with the neighborhood in exploring the teen center, in conjunction with SW Youth and Family Services, the SafeFutures Youth Center and the High Point YMCA. Other partners might include DPR, OFE, and SSD. One resource might be the Salvation Army, which has had an interest in working with youth and may have some space in their facility that could be used for that purpose, although the YMCA is in the Triangle area not at Denny Sealth. The City's F&amp;E Levy funds the nearby Family Support Center on Delridge Way SW which could supplement Teen Center activities.</p> <ul style="list-style-type: none"> <li>• The Southwest Neighborhood Service Center will be relocated from its present location in the Triangle Commercial Core area to the new Brandon Court development on Delridge Way SW. The NSC is being relocated because the current facility is not adequate. The Brandon Court site was chosen because DON has found that the best location is in business districts on main transportation routes</li> </ul>

## B. Integrating the Denny/Sealth Southwest Recreation Complex Master Plan

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
KS 2.4	<p>Integrate the Longfellow Creek Legacy Trail design and goals with the Denny/Sealth SW Recreation Complex Master Plan, including residential access and recreational priorities as identified in the Neighborhood Plan:</p> <ul style="list-style-type: none"> <li>• See Legacy Trail (KS 1.2) for action items that affect the area of the athletic fields.</li> </ul>	High	1-3 years		SSD DPR SPU	<p>Improvements identified in the BTA levy package for the Denny/Sealth Complex are underway. The initial scoping and budget for the project have already been developed, an architectural team selected and construction is expected to commence in Feb. 2000. While the specific activities listed in the neighborhood plan are not currently part of the design, there will be a public process once site schematics are complete.</p> <p>See KS 1.2</p>
KS 2.5	<p>To solve historic pedestrian safety problems, and given the large number of children using the Recreation complex, design and install crosswalks along intersections including but not limited to SW Thistle Street, and SW Trenton Street that ensure safer pedestrian access to Recreation complex. This includes:</p> <ul style="list-style-type: none"> <li>• Durable striping</li> <li>• Pedestrian crossing lights</li> <li>• Improved street lighting</li> <li>• Overhead pedestrian crossing signs</li> <li>• Curb bulbs at intersections</li> <li>• Street trees.</li> <li>• Use of strobe-effect crosswalk technology.</li> </ul>	High	1-3 years		SEATRAN DCLU SCL SAC	<p>Analysis of transportation and parking operation impacts is generally required by DCLU of the project developer as part of the project's environmental review. SEATRAN is willing to participate in the scoping and review of the transportation analysis for this project – particularly as this relates to traffic and pedestrians on public streets. If the neighborhood wishes to do a more in-depth analysis of this location, given that this activity includes numerous elements, it will require significant staffing and funding that currently do not exist.</p> <p>This is a broad activity, with a number of elements. Without further analysis, only some general comments can be given. First, see KS 1.1. to KS 1.3. related to lighting, crosswalks, and street trees. Also, Prototype strobe technology is currently being tested by SEATRAN. There are a number of other traffic engineering actions that can be used to address pedestrian safety issues, including street changes with signing, striping, parking restrictions, or sidewalk bulbs. Finally, issues related to pedestrian push buttons have been raised in a number of neighborhood plans and will be included on the Policy Docket for City Council discussion. SEATRAN recently modified their policy on placing pedestrian push buttons at crosswalks and is testing its recently modified policy. SEATRAN will review the current policies and present options to the City Council in 1999.</p> <p>If there are specific locations along this site for which community members have a present concern about safety, these can be presented directly to SEATRAN for review.</p>

<b>B. Integrating the Denny/Sealth Southwest Recreation Complex Master Plan</b>						
<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Cost Estimate</b>	<b>Implementor</b>	<b>City Response</b>
KS 2.6	Develop site Master Plan to ensure safe pedestrian access from the on-site parking areas to the recreation areas of the Recreation complex.	High	1-3 years		SSD SEATRAN	Development of parking, vehicle routing, and street improvements on-site will be provided as required by DCLU and SEATRAN as part of the BTA improvements. See KS 2.5.
<b>Community-based Initiatives</b>						
KS 2.7	Create continuing and self-governing stewardship body to monitor and maintain Recreation complex's exterior areas for litter, safety, teen work training, and event-day traffic and crowd control. This may be part of an existing Sealth High School initiative led by sports team staff.	Low	6-8 years		Community DPR SSD	The city enthusiastically supports this recommendation to involve the community in the operations of the recreation complex. This will be a neighborhood-led activity, and the community should contact the individual schools for participation. Also, the SW Community Center Advisory Council serves in this capacity for the community center and DPR-related activities. They may be able to provide guidance on setting up an on-going stewardship body.
KS 2.8	In cooperation with Seattle Public Libraries, consider future branch library on Campus.	Low	3-6 years		SPL	While not at this exact location, the existing SW Branch at 9010 35th Avenue SW will be expanded in 2004 as part of the "Libraries for All" plan. The expansion of operating hours at the Southwest Branch Library, at 9010 35th Avenue SW, is scheduled for January 2000 as part of the endorsed 2000 budget for the Library. Hours will expand from the current 51 hours per week to 60 hours per week. This branch is in close proximity to the proposed Denny/Sealth complex. The Library will collaborate with neighborhood planning efforts to provide computer access to the library's catalog as part of any redevelopment of the community center (i.e., if the community center develops a computer lab).
<b>Transportation &amp; Parking - Comprehensive Access / Circulation Plan</b>						
KS 2.9	In order to address the parking and congestion impacts associated with the facility, conduct a project-oriented circulation study encompassing vehicular and pedestrian access and parking (management), to assess: <ul style="list-style-type: none"> <li>Event-generated vehicle access and parking under SW Recreation Complex Master Plan.</li> <li>Non-event generated recreational vehicle access and parking under SW Recreation Complex Master Plan.</li> </ul>	High	1-3 years		DCLU SEATRAN	This activity is very broad and includes a number of complex elements that will require additional analysis. Currently, funding does not exist for the type of analysis that would be needed. Opportunities may exist for transportation analysis through the redevelopment. The DCLU Master Use Permitting process considers parking, transportation, and vehicular and pedestrian access and circulation. See KS 2.5.  SEATRAN will be involved in reviewing this proposal (design and operation of the sports complex) - particularly as this relates to traffic and pedestrians on public streets. If there are locations along this site which present a current safety concern this information can be presented directly to SEATRAN for review.

## B. Integrating the Denny/Sealth Southwest Recreation Complex Master Plan

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
KS 2.10	<ul style="list-style-type: none"> <li>With above data, create Transportation Plan to:                             <ul style="list-style-type: none"> <li>Secure residents' access to on-street parking during events.</li> <li>Maintain free movement during events.</li> <li>Offer, where assessment shows necessary, additional parking and transit service, including temporary stops and bus idling areas.</li> <li>Include an agreement with Westwood Town Center to provide event-day parking at Westwood Town Center nearest to recreation complex, with crowd and traffic personnel.</li> <li>Provide safe pedestrian access at all times.</li> <li>Provide traffic calming measures at all times, including speed control on SW Thistle Street, in downhill parts of street.</li> <li>Include street light improvements.</li> </ul> </li> </ul>	High	1-3 years		DCLU SEATRAN	<p>See KS 2.9.</p> <p>The City is supportive of this recommendation. However, developing a transportation plan is an expensive and complex activity and funding for this activity has not been identified. The NMF may be a source of funds to pursue this activity. Also see KS 2.9.</p> <p>The transit elements of this activity will be forwarded to Metro. See KS 1.18.</p>
KS 2.11	Provide increased event-day transit service.	Med.	2-4 years		Metro	See KS 1.18. Also, the neighborhood might pursue this activity for transit service through involvement in the SSD site planning process. See KS 2.5 and KS 2.6.
KS 2.12	<p>Design and install road configuration improvements to enhance vehicle movement and to reduce back up at specific intersections:</p> <ul style="list-style-type: none"> <li>Left turn pockets and lights at intersection of Delridge Way SW and SW Thistle Street</li> <li>Left turn pockets and lights at intersection of 35<sup>th</sup> Avenue SW and SW Thistle Street</li> </ul>	High	1-3 years		SEATRAN	Implementing this activity may be feasible, and SEATRAN will look at these locations in 1999. To perform a review meaningful to the community, it would be very helpful to get the name and phone number of a community contact who can share more information about the problems at these locations. The community is encouraged to contact SEATRAN's neighborhood traffic program to initiate a review by SEATRAN.

## **C. REVITALIZE THE TRIANGLE COMMERCIAL CORE (16<sup>TH</sup> AVENUE SW DISTRICT)**

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### **Description**

The area bounded by SW Henderson Street, 15<sup>th</sup> Avenue SW, SW Roxbury Street, and 20<sup>th</sup> Avenue SW is the core of the Westwood/Highland Park Urban Village. While Westwood Town Center provides many regional services, the Triangle Commercial Core (16<sup>th</sup> Avenue SW) has unique offerings and some local services different from the Westwood Town Center. The area can bring more business and activity to the Urban Village, and can support increased residential density, with some specific improvements such as physical strategies, business infill strategies, parking, traffic management, design guidelines with particular emphasis on gateways, pedestrian and transit improvements.

### **Integrated City Response**

This strategy is consistent with the Comprehensive Plan. The Executive supports this strategy to strengthen and foster this unique, pedestrian-oriented commercial core. Some activities directly related to this key strategy are SPD's work with the community to identify problem areas, and SEATRAN's commitment to performing some site reviews of crosswalks in 1999. Also, opportunities for design review in the Westwood/Highland Park urban village may become available through DCLU's evaluation of their design review thresholds citywide.

The Executive will review the recommendations in all the neighborhood plans for creating and strengthening existing business districts and the current policies, tools, and resources available to the City to assist in those efforts. The Executive will provide their analysis and recommendations on how they can respond to these neighborhood requests, including any new options, opportunities and strategies that should be explored to the Council by the end of the second quarter of 2000.

While directed toward a single goal, the individual activities in this strategy could be implemented independently of one another. Priorities will need to be identified through the City's sector work programs to focus City efforts once resources are identified and become available.

**Lead Department:** SEATRAN

**Participating Departments:** SEATRAN, DON, SCL, SPD, SPU, Metro, DCLU, OED

### **Activities Already Underway**

1. SEATRAN is testing a strobe crosswalk on James Street, near Seattle University. This will help to determine feasibility of Activity KS 3.0 and KS 3.8.

2. SEATRAN is finishing a tree planting and sidewalk replacement project at SW Cambridge Street.
3. SPD is currently working with the community to identify problem areas in the Triangle Commercial Core (Activity KS 3.10).
3. The City Council passed a resolution authorizing the appropriation of \$20,000 of Early Implementation Funds for Community Signs and Kiosks (Activity 3.4).
4. The City Council passed a resolution authorizing the appropriation of \$10,000 of Early Implementation Funds for improvements to the 'Triangle Park' (Activity 3.7).

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

1. SEATRAN will perform a crosswalk review at 16<sup>th</sup> Avenue SW - mid-block at the Salvation Army building. (Activity KS 3.8).
2. SEATRAN will examine the intersection at 17<sup>th</sup> Avenue SW at SW Roxbury Street (Activity KS 3.12) and the 5-way intersection located at Delridge Way SW and 17<sup>th</sup> Avenue SW, and SW Cambridge Street in 1999. (Activity KS 3.0, 3.1, and 3.13)
3. DCLU will evaluate the design review thresholds that apply city-wide in 1999. (Activity KS 3.15)
4. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the SW Sector work program.
5. Identify next steps for continued implementation.

### C. Revitalize the Triangle Commercial Core (the 16th Avenue SW Business District)

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
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#### *Pedestrian Amenities, Parks, & Open Space*

KS 3.0	Install strobe effect crosswalk at 5-way intersection of Delridge Way SW, 17 <sup>th</sup> Avenue SW, and SW Cambridge Street	High	1-3 years		Community SEATRAN	SEATRAN is testing a strobe crosswalk on James Street, near Seattle University. This will help to determine feasibility of this activity, and activity KS 3.8. See KS 2.5. Also, SEATRAN would want to review suggested changes to ensure that they would not present safety or operational problems in the street or right-of-way.
KS 3.1	Install planters, and upgraded surfaces on pedestrian island at crosswalk of 5-way intersection.	Med.	3-5 years		Community SEATRAN	Improvements like these would need to be neighborhood-led. One possible resource could be an NMF grant. SEATRAN will be involved in reviewing this proposal to ensure that they would not present safety or operational problems in the street or right-of-way.
KS 3.2	Reconfigure planter at SW Roxbury Street and 16 <sup>th</sup> Avenue SW, to "activate" the existing public plaza. Consider allowing small drive-up or walk-up commercial uses to replace underutilized public plaza.	Med.	3-5 years		Community SEATRAN OED	Planter: The neighborhood should consider working with the NDM to further refine this activity.  This parcel is City owned property and the current zoning is NC2-40. Therefore, the types of small commercial uses suggested in the activity are allowed, including drive-through businesses. However, some difficulties may present themselves during the permitting process. These include the small size of the parcel for accommodating a business, and the high volumes of traffic that would potentially make a walk-up business not feasible at this location. While this activity will be neighborhood-led, SEATRAN would want to review suggested changes to ensure that they would not present safety or operational problems in the street or right-of-way. Also the neighborhood may want to consider working with OED and any local business organizations that may provide support for recruiting the desired businesses.
KS 3.3	Street trees in Commercial Core presently block merchant's signs and tree roots buckle sidewalks. Perform survey and study of street trees to bring comprehensive and permanent solution to conflict. This is specific to the three block area Commercial Core area bounded by SW Roxbury Street, 17 <sup>th</sup> Avenue SW, 15 <sup>th</sup> Avenue SW, and SW Cambridge Street	High	1-3 years		SEATRAN Community	The City is interested in helping those merchants who have their signs blocked by city trees and to fix sidewalk problems caused by city trees. SEATRAN encourages the neighborhood to inform SEATRAN's Arborist Office about the problem locations involving city street trees. The arborist will review identified locations, where feasible trim the trees and help identify other solutions.

**C. Revitalize the Triangle Commercial Core (the 16th Avenue SW Business District)**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
KS 3.4	Develop signage at welcome points in Commercial Core, at 16 <sup>th</sup> Avenue SW and SW Roxbury; at SW Barton Street and Delridge Way SW. Install benches at locations where Longfellow Creek Legacy Trail is in Commercial Core, and at public parks and welcome sign locations.	Med.	3-5 years		DON OED Community SEATRAN SAC	<p>The City Council passed a resolution in June 1999 authorizing the appropriation of \$20,000 in EIF for Community Signs and Kiosks. This EIF project will create and install signs and information kiosks to serve as gateways to the Westwood and Highland Park communities. The project is scheduled for completion by August 1999. DON's budget authority will be increased by \$20,000 and the funds will be disbursed to the Delridge Neighborhood Development Association for project implementation pursuant to the scope of work and contract negotiated with DON and as defined in this resolution.</p> <p>Additional opportunities may exist through OED's contract with NBC. NBC can help the community develop project and funding strategies for implementing this activity. The NMF may be a source of funding for benches. - See KS 1.17 for more information on NBC. OED's "Main Street" program and SAC may also provide technical assistance for developing ideas for streetscape improvements and gateways. OED would be happy to discuss with neighborhood representative how the Main Street Program might address streetscape issues and gateways.</p> <p>As these projects would likely be in the right-of-way, SEATRAN will be involved in the review of the suggested changes to ensure that they would not present safety or operational problems.</p>



**C. Revitalize the Triangle Commercial Core (the 16th Avenue SW Business District)**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
KS 3.5	<ul style="list-style-type: none"> <li>Develop parking alternatives including on-street angle parking, and off-street options, as guided by the business association.</li> <li>Work with property owners to seek parking solutions and pedestrian connections between the buildings and between Delridge Way SW and 16<sup>th</sup> Avenue SW.</li> </ul>	Med.	3-5 years		SEATRAN Community	<p>There are numerous parking management strategies that might address this activity. Formation of a BIA or Parking Management Association would be an important step for the community.</p> <p>In many locations, the installation of angle parking can be a challenge. Angled parking is generally pursued to increase parking supply. This strategy works best on streets that are fairly wide, can accommodate angle parking on one side, and keep parallel parking on the other. Where angle parking is put in at the cost of removing parallel parking from the other side of the street, there tends to be little parking gain. In general, in order to maintain two-way flow on a street, to install angle parking on one side, and to retain the parallel parking on the other side, a street needs to be about 50 feet wide. It will be important for the neighborhood to work with residents, affected business, and property owners when proposing large parking changes to develop a strong and clear consensus among those affected. If there are specific locations where community members would like to make suggestions for improving operation of the on-street parking, SEATRAN can provide feedback on the workability of these ideas.</p> <p>SEATRAN agrees that it would be helpful to the business area to be able to develop and implement its own parking management program. SEATRAN does not have the resources to develop parking management programs for business areas. If area businesses want to pursue this, one possible resource could be a NMF grant. Another might be through OED and its contract with the Neighborhood Business Council.</p> <p>A number of different methods might be used to foster parking solutions and pedestrian connections. If a BIA is formed they would be an appropriate group to begin discussions with property owners. Another opportunity would be to work with the NDM to facilitate discussions with the property owners on possible solutions and pedestrian improvements. A NMF would be a possible funding source for identified improvements.</p>

**C. Revitalize the Triangle Commercial Core (the 16th Avenue SW Business District)**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
KS 3.6	Develop a gateway at the intersection of Delridge Way SW, SW Roxbury Street, and 16 <sup>th</sup> Avenue SW. Install decorative crosswalks, welcoming signage, planters, other landscape treatments, and ancillary public amenities such as banners and hanging flower baskets.	Med.	3-6 years		DON SEATRAN Community SAC	A NMF grant may be a possible source of funding for the items listed in this recommendation. While DON is the lead, SEATRAN will be involved in the review of any proposals that impact the right-of-way (before final submittal for funding if possible) to ensure that it would not present safety or operational problems.  See KS 3.4.
KS 3.7	Add benches to the triangular-shaped park at the intersection of 18 <sup>th</sup> Avenue SW, SW Barton Street, and Delridge Way SW, in a way that respects the existing veteran's monument.	Med.	3-6 years		DON Community Business Group	The City Council passed a resolution in July 1999 authorizing the appropriation of \$10,000 in EIF for this "Triangle Park." The project will enhance the existing landscaped triangle and transit stop located on Delridge Way SW at SW Barton Street. Improvements include landscape enhancements. SEATRAN will manage and implement the project. If additional funds are necessary, the NMF may be a possible source of funding.
KS 3.8	<p>In partnership with the Salvation Army, and timed to their capital improvement program, develop pedestrian circulation and street crossing solutions that meet the Salvation Army's needs.</p> <ul style="list-style-type: none"> <li>• Install either strobe-effect or traditional (street striped, blinking yellow light overhead) mid-block crosswalk on 16<sup>th</sup> Avenue SW at the Salvation Army's building, to increase safety for children crossing from human service organizations on the west side of the street to the recreational activities on the east side of the street.</li> </ul>	Med.	1-3 years		SEATRAN Community	A crosswalk review will be performed for this location in 1999. See KS 1.1 related to crosswalks, and KS 2.5 related to strobe effect crosswalks.

**Public Safety**

**C. Revitalize the Triangle Commercial Core (the 16th Avenue SW Business District)**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
KS 3.9	<p>Improve all public rights-of-way in the Triangle Commercial Core. Assist property owners with alley lighting improvements, concentrating on the alleys located between Delridge Way SW and 16<sup>th</sup> Avenue SW.</p>	Low	3-5 years		SEATRAN SCL	<p>The City is supportive of the neighborhood's interest in improving the public rights-of-way in the Triangle Commercial Core. However, this activity needs to be furthered refined for the City to begin considering implementation. Working with the NDM, the next step would be for the neighborhood to work with City departments to develop this concept into specific projects, and then prioritize those projects.</p> <p>For lighting issues, see in KS 1.1.</p>
KS 3.10	<p>To address site-specific problems, including retail locations and city parks, work with SPD to first identify sites, then monitor loitering, to change the public telephones to outgoing only, to better identify parking lots for shoppers only, and enforce dumpster location code, loading limits, and use.</p> <ul style="list-style-type: none"> <li>• Use CPTED concepts to enhance safety in specific locations in the area, and to identify candidate locations where CPTED can have additional preventative benefits.</li> <li>• In addition, using CPTED concept, address presence of security bars on merchant's windows, and offer creative solutions and possible city incentive program to install safety glass.</li> <li>• Develop an accountability program with business association, apartment owners, and SEATRAN to maintain shrubs and greenery on Cambridge Avenue SW and Delridge Way SW, to maintain planting strips, and enforce trespassing and loitering laws.</li> </ul>	High	ASP		Community SPD DON SEATRAN	<p>SPD encourages the community to contact them for assistance in strengthening crime prevention and graffiti removal programs. SPD crime prevention staff are available to work with the community to identify problem sites, either through analysis of 911 calls or through analysis of areas identified by residents. SPD encourages the community to become involved in existing local programs and groups such as the West Seattle Crime Prevention Council. This volunteer, community-based crime prevention group works to address crime related problems such as abandoned cars, broken light fixtures, etc., in the neighborhood.</p> <p>Other CPTED improvements (such as improving lighting, removing overgrown shrubbery or dumpsters, changing telephone service, etc.) will need to be considered on a case by case basis, but CPTED principles are recommended when appropriate. Where neighborhood plans have asked DCLU to incorporate CPTED and other public safety design features into the development process, SPD staff will now attend design review meetings. For dumpsters that are in the right-of-way, the neighborhood should contact SEATRAN's Street Use Enforcement Division. SEATRAN can make field visits to determine if any actions need to be taken to remove or relocate improperly placed dumpsters.</p> <p>SPD Crime Prevention staff are available to provide security inspections for businesses in this community. In each inspection, alternatives other than the use of security bars can be addressed. To address incentives for not using security bars and other creative solutions, merchants may want to consider working with the Chamber of Commerce or forming a BIA.</p>

<b>C. Revitalize the Triangle Commercial Core (the 16th Avenue SW Business District)</b>						
<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Cost Estimate</b>	<b>Implementor</b>	<b>City Response</b>
						SPD will work with individual businesses on the enforcement of trespassing and loitering laws. Each business needs to sign a "trespass agreement" with the South Precinct to allow officers to enforce this ordinance. This information can be obtained from the Precinct. Also, SPD can work with the neighborhood on making public phones "out-going calling" only. Please contact SPD's Community Policing Program to pursue this activity and to suggest locations for review,
KS 3.11	Address graffiti with organized community clean-up campaigns and use city's existing graffiti removal program.	High	asap		SPU Community SPD	Current SPU programs are available to provide organizing support and training for community graffiti clean-up efforts. SPU will contact the community and assist them in developing their graffiti clean up efforts. Also, SPD supports any effort by the City or community to reduce and remove graffiti, and to set the tone of non-acceptance of graffiti and promotion of a clean and orderly environment . SPD has educational materials and staff who are available to give presentations to interested groups. SPD notes that working through an existing organization (such as a Chamber of BIA) is often the most effective method for implementing this type of activity
<b>Transportation</b>						
KS 3.12	Resolve safety hazards on 17th Avenue SW at SW Roxbury Street where it merges from two lanes on the County-side to one lane on the City-side: Avenue Street:  <ul style="list-style-type: none"> <li>Conduct a traffic operations and safety study at the intersection of 17<sup>th</sup> Avenue SW and SW Roxbury Street.</li> <li>Implement a solution that would increase the safety of this intersection, including removing the first 2 parking stalls on the city side and permanent striping of the intersection.</li> </ul>	High	1-3 years		SEATRAN King County	SEATRAN will examine this location in 1999. SEATRAN will coordinate a meeting with King County traffic engineering staff and community members to discuss how to best coordinate improvements to this intersection which borders unincorporated King County. To perform a review meaningful to the community, it would be very helpful to get the name and phone number of a community contact who can share more information about the problems at this location.

**C. Revitalize the Triangle Commercial Core (the 16th Avenue SW Business District)**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
KS 3.13	<p>To solve the current problems of long waits, dangerous turns and insufficient turning radius, provide the following improvements for the 5-way intersection located at Delridge Way SW and 17<sup>th</sup> Avenue SW, and SW Cambridge Street:</p> <ul style="list-style-type: none"> <li>• Consider creating a three-way stop and eliminate the free left from 17<sup>th</sup> Avenue SW to Delridge Way SW.</li> <li>• Improve all painted islands by creating concrete island medians with landscaping.</li> <li>• Conduct study of volume, time, direction and velocity of vehicular traffic.</li> <li>• With the above information, implement safety improvements at this intersection (in concert with pedestrian improvements listed in KS 3.1).</li> </ul>	High	1-3 years		SEATRAN	SEATRAN will examine this location in 1999. To perform a review meaningful to the community, it would be very helpful to get the name and phone number of a community contact who can share more information about the problems at this location.

**C. Revitalize the Triangle Commercial Core (the 16th Avenue SW Business District)**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
KS 3.14	Study the creation of a "boulevard" along SW Roxbury Street from 18 <sup>th</sup> Avenue SW to 15 <sup>th</sup> Avenue SW, reworking the street lane channelization, adding a landscaped median, and developing decorative crosswalks at 17 <sup>th</sup> Avenue SW and Delridge Way SW / 16 <sup>th</sup> Avenue SW.	Low	8-10 years		SEATRAN King County	<p>The scope of this activity is large and includes a number of complex elements. One challenge to building consensus is that medians can significantly restrict access to properties along a street. In some neighborhoods, SEATRAN has seen proposals for median improvements opposed because of their impacts on access. Before developing a median concept in detail, it would be important to check with adjacent residents and businesses to ensure that this is an idea for which there is strong community support. Should the vision for the street involve high-cost capital work – which boulevards generally do – another significant challenge would be in pursuing and obtaining funding to support the work. Being largely aesthetic, installation of landscaped medians and decorative crosswalks is expensive work that most transportation CIP grant sources would tend not to fund.</p> <p>There are presently no resources set aside – funding or staff – to do this kind of work. The neighborhood should consider applying for a NMF grant to do the analysis and conceptual design work necessary to further develop this activity. If community members have immediate safety concerns about these intersections, these can be forwarded directly to SEATRAN traffic staff.</p>

**C. Revitalize the Triangle Commercial Core (the 16th Avenue SW Business District)**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
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**Land Use**

KS 3.15	<ul style="list-style-type: none"> <li>In order to maintain the residential character of the Urban Village's residential areas in L1 &amp; L2 zones, much of which was originally developed with single family structures, extend the design review process to development proposals in L1 &amp; L2 zones.</li> <li>In order to maintain the residential character of the Urban Village's residential areas in L3 zones, and without altering the residential capacity goals of the Urban Village, consider future rezoning of the L3 zone to an L1 zone, and rezoning the SF (only in the urban village) to RSL/T and RSL/C. These measures can be made without threatening the single family character of the SF zones, or the residential character of the Lowrise zones.</li> </ul>	Med.	1-2 years		DCLU	<p>DCLU will work with the neighborhood to undertake a land use planning exercise and rezone analysis to explore different zoning designations to see if a rezone might better achieve the neighborhood's vision while meeting the City's criteria for rezones. Several neighborhoods have requested DCLU's services in this capacity. DCLU is likely to begin this work as part of their 2001-2002 work program.</p> <p>DCLU will be evaluating city-wide thresholds in 1999 during its review of the Design Review program.</p> <p>DCLU will be considering changes to the RSL zone in 2000 to make it work better for those neighborhoods that want to use it. Recommendations from neighborhood plans, for example the cottage housing option, will be considered. DCLU can work with the neighborhood on potential rezones including RSL if the neighborhood approaches DCLU for those changes.</p>
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**C. Revitalize the Triangle Commercial Core (the 16th Avenue SW Business District)**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
KS 3.16	Develop requirement for on-site managers at rental apartment buildings where the number of units has presented difficulty in upkeep, safety, tidiness, and good neighbor standards. This accountability will improve the larger apartment buildings where property stewardship is a problem.	Low	2-4 years		DCLU	<p>It is not likely that the city will go beyond the provisions of state law, and state law does not require an on-site manager. State law does require that tenants have notice in their lease agreement or posted on-site the person they may contact for maintenance issues. DCLU will assist tenants who do not have this information, and DCLU will continue to enforce housing maintenance codes.</p> <p>Currently DCLU code enforcement efforts are complaint-based. In response to explicit concerns raised by many neighborhoods in the planning efforts, the City Council asked DCLU and other City departments to review and respond with a program to resolve those concerns. In response, DCLU has been working with Law and the Hearing Examiner to develop the proposed Citation Enforcement Process that is intended to help change behavior of code violators from whom the City has had difficulty gaining compliance in the past. The proposed process is built on the traditional citation framework, and includes features such as pre-set penalties that increase with repeat offenses, and an opportunity for a hearing to contest the violation or request mitigation of the penalty. Initially this process will be tested on five types of Land Use Code violations. Council is also considering trying the citation process on a limited number of Housing and Building Maintenance Code violations. In late 1999, DCLU will prepare an evaluation of the process and make recommendations on whether or not this process should be expanded to cover more Land Use and Housing violations. Legislation for the Land Use Code portion of this work is currently before Council.</p> <p>Sidewalk maintenance: See KS 1.1.</p>



**C. Revitalize the Triangle Commercial Core (the 16th Avenue SW Business District)**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
KS 3.17	Coordinate with King County so that the Westwood/Highland Park Urban Village receives public notice and has a role in the public comment process for commercial development in unincorporated King County (White Center).	Med.	2-4 years		Community King County DDES DCLU	The neighborhood development manager will assist the community in learning how to access King County's public notice and public comment process for commercial development in the adjacent unincorporated King County area (White Center). The neighborhood development manager will also convene a meeting of community members, and City and County engineering staff to explore options on how the City and County can keep each other and the community informed of projects and work being proposed that will affect traffic patterns in both the Westwood Highland Park and adjacent White Center neighborhood. In addition, the Executive will forward the neighborhood plan and approval and adoption package to the King County Councilmember for this area. The community may want to consider setting up a meeting with the King County Councilmember for this area so they can personally advise him of the recommendations in their neighborhood plan. The neighborhood development manager would be happy to assist the community in setting up this meeting.

## ***D. DELRIDGE WAY SW IMPROVEMENT PROJECT***

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### ***Description***

Roadway configuration, side street connections, intersection channelization, and traffic control in the Delridge Way SW Corridor do not adequately support safe, convenient traffic operations at numerous locations. Implementing the following work program would enable community-recommended pedestrian facilities and amenities to be incorporated into the currently planned and funded signalization project along the length of Delridge Way SW between SW Holly Street and SW Henderson Street.

The Delridge Way SW corridor plays multiple roles in the street system serving the Westwood/Highland Park neighborhood. To the north, Delridge Way SW links the neighborhood to the West Seattle Bridge and the Delridge, Admiral, and Alki neighborhoods. To the south, Delridge Way SW also links the neighborhood to SR-509 and the First Avenue South Bridge (via SW Roxbury Street and Olson Place SW), and to the White Center area. In addition, Delridge Way SW provides access to neighborhood commercial areas and distributes traffic to and from the east-west streets providing access to neighborhood residential areas. King County Metro transit operates bus service on Delridge Way SW.

In playing these roles, Delridge Way SW must serve as a main thoroughfare for peak commuter traffic, for local traffic, and for bicycle traffic. Delridge Way SW also must accommodate transit by facilitating efficient bus operations and by providing safe and convenient pedestrian access to and from bus stops. Because some of Delridge Way SW's roles may conflict with others, it is important that Delridge Way SW be designed and operated in a way that balances the needs of traffic capacity, bicycle and pedestrian safety, and neighborhood access.

### ***Integrated City Response***

This strategy is consistent with the Comprehensive Plan. The Executive supports this strategy to improve the efficiency of this multi-modal arterial for automobiles, pedestrians, bicyclists and transit. One important activity directly related to this key strategy is that the Seattle Transit Initiative staff are studying of Delridge Way SW for intermediate capacity transit improvements. The activity to develop a comprehensive Traffic Control and Pedestrian Safety Plan will require funding and will need to be prioritized through the sector work program.

While directed toward a single goal, the individual activities in this strategy could be implemented independently of one another. Priorities will need to be identified through the City's sector work programs to focus City efforts once resources are identified and become available.

**Lead Department:** SEATRAN

**Participating Departments:** DCLU, Metro, SPO

#### ***Activities Already Underway***

1. SPO's Seattle Transit Initiative study includes analysis of Delridge Way, Fauntleroy Way, and cross-town service linking White Center to the Duwamish for implementation of intermediate capacity transit. Options being looked at include bus rapid transit, historic streetcar, tram/modern streetcar, at-grade LRT and monorail. (Activity KS 4.2)

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

1. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the SW Sector work program.
2. Identify next steps for continued implementation.

**D. Improvements for Transportation on Delridge Way SW**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
<b>Pedestrian Amenities &amp; Transit</b>						
KS 4.1	Relocate bus stops to maximize safety, comfort and accessibility. Other pedestrian improvements at bus stop locations should include: curb bulbs, refuge islands and signals. Include pedestrian crossings.	High	3-6 years		Metro SEATRAN	<p>The City's Transportation Strategic Plan calls for consolidating bus stops (TSP strategy T2.4) to improve overall route performance. The City and Metro work together to determine where bus stops should be located however the City makes the siting decision. Criteria for bus stop placement includes transit patron accessibility and impacts to other transportation modes, parking and adjacent properties. Because of these impacts bus stops can sometimes be difficult to move.</p> <p>The City and Metro are working together to identify specific routes for improvements, such as bus stop consolidation, which would enhance route performance. The City and Metro have already implemented some bus stop consolidation improvements across the city in the Belltown, Wallingford, and Fremont neighborhoods.</p> <p>SEATRAN and Metro are willing to review bus stop locations that the neighborhood would like to have relocated. The neighborhood should provide SEATRAN a list of specific locations for review. This list should include a description of the specific problems at these locations which led to the review request. Also see KS 1.18 related to forwarding activities to Metro for considering in their planning processes.</p> <p>For amenities such as curb bulbs, refuge islands and signals, the neighborhood may want to consider applying for an NMF grant. These amenities may not be appropriate at all locations due to safety and or maintenance concerns. For more information on developing these types of amenities in the right-of-way, a helpful resource is the Street Improvement Manual which has the standards for street improvements.</p>

<b>D. Improvements for Transportation on Delridge Way SW</b>						
<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Cost Estimate</b>	<b>Implementor</b>	<b>City Response</b>
KS 4.2	Through the Transit Initiative Strategy, improve service links from Westwood/Highland Park to other communities and centers, which will augment newly introduced service. This includes Regional Express service, local transit and potential future models. Plan for the location and development of transit centers and stops integrated with other community initiatives like the Delridge Way SW, gateways, and the 16 <sup>th</sup> Avenue SW Street Area Plan.	Med.	2-4 years		<b>SPO</b> Metro Community	The Intermediate Capacity Transit Service Study, a component of the Seattle Transit Initiative, is analyzing corridors citywide for implementation of intermediate capacity transit. Options being looked at to serve these corridors include bus rapid transit, historic streetcar, tram/modern streetcar, at-grade LRT and monorail. Corridors being looked at include Delridge Way, Fauntleroy Way, and cross-town service linking White Center with the Duwamish area. Neighborhood circulator services using small buses are not a part of this study. Funding for analysis of circulator routes in neighborhoods has not been identified at this time. A Request for Proposals for consultant services will be issued in the summer of 1999 and community scoping meetings will occur in late fall 1999.  Also see KS 1.18.
<b>Land Use</b>						
KS 4.3	Remove advertising prohibition in transit shelters in order to make available advertising revenue to maintain the shelters.	High	asap		<b>DCLU</b> Metro	Metro is currently responsible for maintenance of bus shelters, however, limited funding has made a high level of maintenance difficult. In the summer of 1999, DCLU proposed to remove the prohibition on advertising in the bus shelters to generate additional funds for maintenance. This proposal was rejected and the City is now in the process of analyzing other funding options. See KS 1.18.

**D. Improvements for Transportation on Delridge Way SW**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
<b>Transportation</b>						
KS 4.4	<p>In coordination with The Delridge Neighborhood Plan and peninsula-wide transportation improvements, prepare a Comprehensive Delridge Way SW Corridor Traffic Control and Pedestrian Safety Plan:</p> <ul style="list-style-type: none"> <li>• Establish a project "Task Force" or "Work Group".</li> <li>• Develop alternatives for: intersection/roadway lane configuration, channelization, and traffic control options (including installation of left turn lanes): <ul style="list-style-type: none"> <li>➔ At signalized intersections,</li> <li>➔ At intersection of SW Trenton Street and Delridge Way SW (improvement of this intersection is a high priority for the neighborhood), <ul style="list-style-type: none"> <li>➔ At intersection of SW Trenton Street and 35<sup>th</sup> Avenue SW,</li> <li>➔ At intersection of 17<sup>th</sup> Avenue SW, SW Cambridge Street and Delridge Way SW</li> <li>➔ At intersection of SW Roxbury Street, 16<sup>th</sup> Avenue SW and Delridge Way SW</li> </ul> </li> </ul> </li> </ul> <p>At Delridge Way SW, SW Henderson Street, and SW Cambridge Street, specify and collect intersection traffic counts (turning/through movements):</p>	High	2-4 years		SEATLAN WWHP & Delridge group reps, Metro	<p>The work suggested in this activity is very broad and would require further developing the study parameters, significant community outreach, conceptual design, and extensive traffic analysis and engineering. As this is not work for which SEATLAN currently has resources to support, this work would need to be neighborhood-led. The scope of the activity may be too broad for the community group to attempt. SEATLAN suggests that work be done by the community to narrow this effort to a few key objectives for a few key locations. For more information on the process required to pursue this activity, see comment in KS 1.1 related to development of a neighborhood on-street loop and the potential steps involved in this activity.</p> <p>Currently, an urban arterial trust account (UATA) project is being done on Delridge Way SW. This project entails signal removal, replacement, and interconnection between SW Holly Street and SW Henderson Street. The project will be undertaken in late 1999 and is budgeted for approximately \$400,000.</p> <p>Additionally, this activity may fit well within the work being done on the West Seattle Transportation Action Agenda. 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 the 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 held a public meeting in West Seattle in June 1999. SEATLAN and the City will continue give feedback, as appropriate, to the specific elements of the transportation action program.</p>

**D. Improvements for Transportation on Delridge Way SW**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
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	<ul style="list-style-type: none"> <li>• Develop alternatives: intersections and roadway lane configuration, channelization, and traffic control options (including installation of left turn lanes),</li> <li>• Specify and collect intersection traffic counts (turning/through movements):</li> <li>• Identify intersections, specify analysis periods: morning, noon, and/or afternoon peaks, and make counts,</li> <li>• Select preferred alternative; prepare complete conceptual plan.</li> </ul>					
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## ***II. Additional Activities For Implementation***

The activities listed in this section are not directly associated with a Key Strategy. The City has, when possible, identified next steps for implementations of each of these activities. The response will specify: 1) activities already under way; 2) activities for which the City agrees to initiate next steps (will include a schedule for the work); 3) activities that will be considered as part of the sector work programs 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 that the City will not support. As with the activities listed for each Key Strategy in Section I, these activities are intended to be implemented over the span of many years.

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

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
<b>AA. Pedestrian Amenities, Parks, &amp; Open Space</b>							
NT-1	On SW Thistle Street and SW Trenton Street, analyze right-of-way widths for inclusion of bicycle lanes. For sidewalks, analyze widths for installation of street trees pedestrian signals, speed bumps, and crosswalk striping and lighting.	High			SEATRAN SCL	<p>See KS 1.1 and KS 1.3 related to sidewalks, crosswalks, and lighting..</p> <p><u>Bicycle Facilities.</u> SEATRAN's experience is that these streets would not be heavily used as bike routes given their steepness. While the streets are not wide enough for a full width bicycle lane, they do have enough room to be feasible for bicycle riding. Therefore, in response to this request, SEATRAN will add SW Thistle Street from 16<sup>th</sup> Avenue SW to California Avenue South to the Bicycle Map as an "arterial commonly used by cyclists." The reason for this change is that a field check on SW Holden Street, a few blocks to the north and on SEATRAN's current map, showed there is a difficult, unsignalized crossing of Delridge. SEATRAN plans to eliminate part of the SW Holden Street route in favor of Thistle. No changes will be made to the bicycle map related to SW Trenton Street. Note that since this segment is not a key connection in the urban trails system, SEATRAN cannot ensure that signage will be placed on this route.</p> <p>Finally, for safety reasons, SEATRAN does not install speed bumps on arterial streets, therefore this portion of this activity cannot be implemented.</p>	Activity will be considered as part of the sector work programs in the future as opportunities arise. SEATRAN will designate a portion of SW Thistle on the Bicycle Map.



#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
NT-2	<p>On SW Trenton Street conduct a community tree planting project from 35<sup>th</sup> Avenue SW to Delridge Way SW. Other SW Trenton Street improvements should include:</p> <ul style="list-style-type: none"> <li>• Street Lighting</li> <li>• Benches</li> <li>• Painted Crosswalks</li> </ul>	Med.			<p><b>SEATRAN</b> SCL</p>	<p>See comments in KS 1.1 and KS 1.3 related to tree planting, crosswalks, and street lighting.</p> <p>The installation of new benches would be a neighborhood-led activity. This type of activity would be eligible for a NMF grant. SEATRAN will be involved in the review of this proposal as it develops to ensure that it would not present safety or operational problems in the street or right-of-way area.</p>	<p>Activity will be considered as part of the sector work programs in the future as opportunities arise.</p>
NT-3	<p>Coordinate actions of Seattle Housing Authority, DPR, SSD and community to integrate headwaters wetlands interpretation center in Roxhill Park, Roxbury Village, and Legacy Trail.</p> <ul style="list-style-type: none"> <li>• Based on available information (and using existing BG Cummings wetlands plan), map out wetlands.</li> <li>• With SHA, resolve conflicts with SHA's projects and wetlands area.</li> <li>• Using existing Cummings wetlands plan, create pathways within Roxhill Park and on SHA property to wetlands area.</li> <li>• Create study area signage and maintenance agreement with DPR, SHA, and SSD.</li> </ul>	Med.			<p><b>DPR</b> SPU SPO SSD SHA OH Community</p>	<p>DPR is actively working with SHA, SPU, and the community on this project. DPR has some funding through its major maintenance plan and other funding sources to contribute to this project. DPR drainage and irrigation infrastructure projects will be designed so that the community vision for a redeveloped wetland at Roxhill Park can be realized with additional funding. DPR has discussed with the community and Longfellow Creek Advisory Committee how the community can expand the scope of the project to include many of the elements mentioned in the recommendation. In addition, DPR and the Westwood Neighborhood Council have partnered in an application to King County to fund field improvements at the park.</p> <p>SPU is working on the plan with the stakeholders and has allocated up to \$60,000 in drainage funds for engineering design services. The Utility is pursuing an inter-agency agreement with King County Surface Water Engineering to provide the design services.</p> <p>SPO staff are available for coordination and facilitation services. OH staff are available to assist in the coordination of the actions of the various agencies and the community to ensure that these projects are completed while making appropriate allowances for the wetlands and the interpretation center.</p>	<p>Activity is currently being implemented. DPR is actively working on this, and SPU has funds allocated. On-going coordination will continue.</p>

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
NT-4	<p>Develop SW Thistle Street as the primary pedestrian connection between the Westwood/Highland Park neighborhoods. Design and build a SW Thistle Street Art Walk from 9<sup>th</sup> Avenue SW to the SW Community Center. Provide other amenities that should include:</p> <ul style="list-style-type: none"> <li>• Benches</li> <li>• Banners</li> <li>• Street Lighting</li> <li>• Pocket Park at the 12<sup>th</sup> Avenue SW hill climb.</li> </ul>	High			<b>SEATRAN</b> SAC DPR SCL	<p>It's not clear to SEATRAN what the vision for this street is. The Executive is currently reviewing their policies on Key Pedestrian and Green Streets and will present their analysis and recommendations to Council in 1999. Once that policy work is completed this recommendation will be reviewed again. The Executive will work with the community to determine whether a Key Pedestrian, or Green Street designation would help achieve the community's goals. If designating the street is not an appropriate strategy, the Executive will work with the community to develop alternative methods for achieving the community's goals for this street. Also see response in KS 1.1 on what the next steps to pursue this idea should include.</p> <p>DPR would be involved as the connection affects DPR property such as the community center. DPR supports the community efforts to gain better pedestrian connections to the center. DPR would participate in the design if there were expectations that DPR would maintain a new project.</p>	<p>Activity will be considered as part of the sector work programs in the future as opportunities arise.</p>
NT-5	<p>At major pedestrian points of entry and access at Town Center, designate dedicated pedestrian paths to be designed with or without the attached Legacy Trail. Install markers and banners.</p>	Med.			<b>SEATRAN</b> Community DON	<p>This activity would be led by the private developer. DCLU would review the project, and opportunities for implementing this activity might be available through the permitting process. SEATRAN also, notes that the idea of developing a coordinated system of pathways is a complex one that will require elements of outreach, visioning/concept development, engineering, seeking funding,.</p> <p>For developing the next steps see KS 1.1, 1.17 t</p>	<p>Activity will be considered as part of the sector work programs in the future as opportunities arise.</p>

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
NT-6	Create design principles for enhancing the qualities of the Roxbury Village Development, and work with DCLU to implement departures from code beneficial to the community.	Med.			DCLU SHA	<p>The Roxbury Village is currently going through Design Review, and their pre-design meeting was in early April 1999. SHA buildings are required to go through design review if they meet standard thresholds -- Roxbury Village meets these thresholds. As this process is already underway, the neighborhood should contact DCLU's design review program or contact SHA directly.</p> <p>Note that many departures from development standards are already permitted through the Design Review process. If the neighborhood desires others, one method would be the development of neighborhood design guidelines (NDG). DCLU will be reviewing design guidelines proposed by all neighborhoods and will assist neighborhoods that wish to develop neighborhood specific design guidelines near the end of 1999. Although neighborhood specific design guidelines may not be developed in time to be applied to this specific project, development of NDGs may help to implement the neighborhoods 'design vision' in future developments. NMF is a possible funding source to develop neighborhood specific design guidelines.</p>	DCLU will assist the neighborhood if they would like to develop neighborhood specific design guidelines.
<b>BB. Land Use</b>							
NT-7	Using CPTED principles, provide for design review of new buildings, signage, lighting, parking, and landscaping at Westwood Town Center.	High			DCLU SPD Community	<p>SPD can work with DCLU and the community on the incorporation of CPTED principles in design review for new buildings. CPTED principles were built into the city-wide Design Review program, with CPTED experts involved in program development and review. If the neighborhood has specific design goals or additional ideas that it would like to emphasize, DCLU encourages the neighborhood to develop these for inclusion in the city's program.</p> <p>Also, see response in NT-6 related to design guidelines.</p>	With community assistance, SPD can implement this activity.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
NT-8	Incorporate the Longfellow Creek Legacy Trail with new construction projects in the urban village that are required to go through design review. (Note: the neighborhood wants development along the trail route to be required to incorporate/provide for the trail - i.e., the neighborhood wants to prevent development from precluding the trail system from being developed). They suggest development review and design review process as tools to help insure that the trail is not shut out from the site plan.	High			DCLU	<p>Requiring the installation of a trail on private property may not be feasible, however, the activity may be pursued in other ways. Development of neighborhood design guidelines that suggest the orientation of the trail be considered in new development and major redevelopments might provide opportunities to include the trail into the site designs. DCLU will consider thresholds when it evaluates the overall Design Review program in 1999. Design review thresholds might be useful in that proximity to trails might be one threshold that could be added. This activity can be considered as part of this review. Also, see NT-6 related to the design review program.</p> <p>Also, a meeting is being set up by the DON NDM to inform DCLU project analysts, who may be assigned to project proposals in the area, of the trail concept.</p>	DCLU will assist the neighborhood if they want to develop neighborhood specific design guidelines. DON will work with DCLU to inform them of the trail concept.
<b>CC. Housing</b>							
NT-9	Create an Advisory Committee for the Roxbury Village redevelopment to monitor and advise Seattle Housing Authority on design priorities for the project.	Med.			SHA DON OH Community	SHA has already convened a community advisory committee for the Roxbury Village Redevelopment. DON's West Seattle Neighborhood Service Center will respond to additional requests for community input on the Roxbury Village redevelopment project. Also, OH staff can participate as members of the Advisory Committee for the Roxbury Village Redevelopment.	Activity is currently underway with SHA as the lead.

<b>DD. Transit</b>							
NT-10	At the NW corner of 26 <sup>th</sup> Avenue SW and SW Roxbury Street, at the present westbound bus stop, incorporate the design and design principles of Seattle Housing Authority structures, to create a safe transit waiting area, a warm shelter, retail space and a safe street crossing.	Med.			<b>Metro</b> SHA DON	Developing a design for public improvements at that location (bus shelter, crossing, sidewalk enhancements, etc.) would be appropriate for an NMF grant. Once design is done, the implementation would also be eligible for a NMF grant. Also, if SHA will be doing design work for their facilities near this location, it might be possible for the community to apply for NMF funds that would be transferred to SHA for design development utilizing a public design process. The applicant would have to provide the match.  Also see KS 1.18.	Activity will be considered as part of the sector work programs in the future as opportunities arise.
NT-11	Develop a plan with King County Metro to upgrade transit stops with redevelopment of Town Center.	Low			<b>Metro</b> Community	See responses in KS 1.18 related to forwarding activities to Metro and in KS 2.5 related to the site development process.	Activity will be considered as part of the sector work programs in the future as opportunities arise.
<b>EE. Transportation</b>							
NT-12	Analyze right-of-way width of SW Roxbury Street between 28 <sup>th</sup> Avenue SW and 14 <sup>th</sup> Avenue SW , for Boulevard treatment: <ul style="list-style-type: none"> <li>Design and install curbed, and landscaped median. Install bus pull-out on west bound SW Roxbury Street at NW corner of SW Roxbury and 28<sup>th</sup> Avenue SW transit stop.</li> </ul>	Med.			SEATRAN	See KS 3.14.	Activity will be considered as part of the sector work programs in the future as opportunities arise.

NT-13	<p>Design and install street improvements to enhance vehicle movement and to reduce vehicle back-ups at the following intersections and locations; coordinate with the proposed Delridge Corridor Improvements (see KS 4):</p> <ul style="list-style-type: none"> <li>• Left turn pockets at traffic signal at intersection of Delridge Way SW and SW Trenton Street.</li> <li>• Left turn pockets at traffic signal at intersection of 35<sup>th</sup> Avenue SW and SW Trenton Street.</li> <li>• Turn pockets at SW Trenton Street entrance to Westwood Town Center, next to US Post Office.</li> </ul> <p>Note: There are signals presently at the intersection of Delridge Way SW and SW Trenton Street, and 35<sup>th</sup> Avenue SW and SW Trenton Street</p>	High			SEATRAN	<p>SEATRAN will look at these locations in 1999.</p> <p>Left Turn Pockets. To perform a review meaningful to the community, it would be very helpful to get the name and phone number of a community contact who can share more information about the problems at this location.</p> <p>Turn Pockets. This idea needs to be developed further by the community to allow good, technical feedback. Installation of a turn lane into the mall entrance next to the post office would require removal of parking from one side of SW Trenton Street. SEATRAN will work with the community to clarify this proposal.</p>	SEATRAN agrees to take the next steps by reviewing these locations in 1999.
NT-14	Develop and implement a Bicycle Transportation Plan for the Westwood/Highland Park Planning Area in coordination with the West Seattle Transportation Program.	High			SEATRAN	The City has a formally adopted Urban Trails Plan, which identifies the major corridors planned for development of bicycle facilities. In addition, SEATRAN's Bicycle Program looks for opportunities to develop new bicycle facilities or modify existing bike routes. If there are specific changes that community members would like to suggest to improve the cycling system, please share these with SEATRAN's Bike Programs Office.	Activity is currently being implemented. Program expansion can be reviewed by City departments.

NT-15	Improve configuration of on-street parking at the 9 <sup>th</sup> Avenue SW and SW Trenton intersection to improve sight distance and traffic safety at this intersection.	High			SEATRAN	<p>This location will be reviewed by SEATRAN in 1999. The community should contact SEATRAN to discuss specific problems with this intersection to ensure that the concern about the intersection is clearly understood, and to allow SEATRAN to be able to give feedback.</p> <p>Additionally, SEATRAN met with staff from the church on the corner of 9th Avenue SW and SW Henderson Street and other community members in July 1999 to conduct a joint field check of the intersection. The purpose of this field check was to better understand how the intersection works before and during evening peak period commute time (as this is the time where the most concerns have been expressed). Additionally, the field check will help people to gain a shared understanding of how the intersection works and to share observations/ideas about what might be done to make it work better. SEATRAN will forward the draft recommendations to the neighborhood and meeting attendees by September 1999. SEATRAN will continue to work with the community to identify ways to improve how the intersection works.</p>	<p>With community assistance, SEATRAN will review this activity in 1999. SEATRAN will also do a field check at 9<sup>th</sup> Avenue SW and SW Henderson Street.</p>
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***Transportation, Transit and Parking Note: These recommendations are part of a larger West Seattle Access program that will be submitted for Departmental review in October 1999. Each West Seattle Neighborhood Plan will contain all the Peninsula-wide recommendations. Some of these may change based on final reviews by the community.***

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"> <li>• Define and quantify existing and future access needs.</li> <li>• 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).</li> <li>• Identify immediate, near-term, and long-range improvements and actions, and develop an implementation program for them.</li> </ul> <p><i>Note: this recommendation is consistent with the West Seattle Junction, Morgan Junction, and Delridge Plan recommendations.</i></p>		Long Term Activity		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 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 Street 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 Street Viaduct. Such improvements may include:</p> <ul style="list-style-type: none"> <li>• Adding HOV lanes on the Bridge and the Viaduct.</li> <li>• Intersection and ramp queue jump/bypass lanes on the Bridge and Viaduct access routes.</li> <li>• Traffic signal priority and preemption.</li> </ul> <p><i>Note: this recommendation is consistent with the West Seattle Junction, Morgan Junction, and Delridge Plan recommendations.</i></p>		Long Term Activity		<p><b>Metro</b></p> <p>SEATLAN</p> <p>SPO</p>	<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>	Please see LT-1.

LT-3	<p>Regional Express Bus Service:</p> <p>“Regional Express,” the express bus division of Sound Transit 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> <ul style="list-style-type: none"> <li>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 to Metro routes and access to the Fauntleroy Ferry Terminal, ensuring that the Regional Express bus route serves the urban villages along California Avenue SW.</li> <li>The Regional Express West Seattle route should be extended or through-routed via I-90 to the Eastside. See West Seattle Transportation Action Agenda (page 2-8).</li> </ul> <p><i>Note: this recommendation is consistent with the West Seattle Junction, Morgan Junction, and Delridge Plan recommendations.</i></p>		Long Term Activity		<p><b>SEATLAN</b></p> <p>Metro</p> <p>SPO</p>	<p>The City is aware of Sound Transit draft plans for the Regional Express West Seattle route which appears to address the community’s concerns in this recommendation. Sound Transit and King County Metro will begin implementing the West Seattle Express route in September 1999.</p> <p>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.</p>	<p>The City will forward this recommendation to Sound Transit on the community’s behalf.</p>
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<p>LT-4</p>	<p>Elliott Bay "Seabus"</p> <p>The existing Elliott Bay Water Taxi, begun in 1997, is a summer-season passenger-only ferry service 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/pedestrian pathways should be addressed.</p> <p><i>Note: this recommendation is consistent with the West Seattle Junction, Morgan Junction, and Delridge Plan recommendations.</i></p>		<p>Long Term Activity</p>		<p><b>SEATLAN</b> Metro</p>	<p>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 explore its feasibility and implementation. However, the overall maintenance and operation of such services are the responsibility of King CountyMetro. 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>SEATLAN 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. For the short-term (the summer of 1999) the taxi has been funded by Metro for operation and is to operate through Labor Day. Currently, City funding has not been provided for the taxi's operation in 1999</p>	<p>These recommendations will be forwarded to King County/Metro for consideration during their planning processes. For the short-term (the summer of 1999) the taxi has been funded by Metro for operation and is to operate through Labor Day. Currently, City funding has not been provided for the taxi's operation in 1999.</p>
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LT-5	<p>Improve and expand public transportation facilities and services providing access to/from West Seattle:</p> <ul style="list-style-type: none"> <li>• Improve speed and efficiency of existing and future bus service by enabling buses to avoid traffic congestion.</li> <li>• Expand service coverage in West Seattle: make transit services more easily accessible to more people and activities.</li> <li>• Expand transit network connections: provide more and better linkages between West Seattle and other parts of the City and region.</li> <li>• Develop new, alternative modes of public transportation to provide additional "auto-less" access to West Seattle (e.g., waterborne transit, monorail).</li> </ul>		Long Term Activity		<p><b>SEATLAN</b></p> <p>Metro</p> <p>SPO</p>	<p>See LT-1.</p> <p>The Executive will forward this and related transit requests to Metro on the community's behalf. SPO, SEATLAN and DON will review the transit service requests and transit stop improvements identified in the neighborhood plans. These requests will be integrated 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>See LT-1.</p> <p>These recommendations will be forwarded to King County/Metro for consideration during their planning processes.</p>
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<p>Metro should continue to increase the 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"> <li>• A transit hub on Spokane Street 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 Sound Transit's future Commuter Rail line.</li> <li>• 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.</li> <li>• A transit hub at the West Seattle Junction would provide a connection point for Metro and Regional Express bus routes serving various parts of West Seattle.</li> <li>• Encourage electrification of local West Seattle bus routes.</li> </ul>						
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	<p>In addition to the hubs, direct bus-only ramps connecting the Spokane Street 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> <p><i>Note: this recommendation is consistent with the West Seattle Junction, Morgan Junction, and Delridge Plan recommendations.</i></p>						
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**FF. Public Safety**

NT-16	<p>Develop a Disaster Preparedness Plan that prescribes emergency medical service actions necessary in event of natural or man-made disaster as it affects the Planning Area, should the West Seattle bridge become inoperable. The Disaster Preparedness Plan should include provision of a Critical Care Center and a Command Post at the SW Community Center.</p>	Med.			<p><b>SPD</b> SFD public and private hospitals KCPH DPR</p>	<p>See KS 2.2. Also, SPD recommends that a coordinated response be developed and encourages community members to become actively involved in emergency preparedness through the SPD Emergency Management’s Seattle Disaster Aid and Response Team (SDART) program. The first step is for the community to become involved with SDART. Through SDART, the neighborhood can become part of the overall emergency preparedness plan for the city. Possible locations for the Critical Care Center might include the Denny/Sealth Complex or in a new SW Precinct Police Station. SPD will contact the community with information on how they can become involved in SDART.</p> <p>Currently, this community is served by Command Centers at the Delridge and South Park Community Centers. Significant investment would be necessary to ensure that the SW Community Center structure is appropriate for a Command Center.</p>	<p>Activity will be considered as part of the sector work programs in the future as opportunities arise.</p>
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NT-17	Locate new West Seattle Police Precinct within Westwood/Highland Park Urban Village Boundaries.	High			ESD SPD	ESD is negotiating the purchase of a SW police precinct site near the WWHP boundaries, and is forwarding legislation for this purchase. The new SW Precinct will most likely be located at the Kmart site on Delridge Way which is just to the north of the urban village boundary. SPD also supports the desire for a SW Police Precinct, whether in the urban village, or in close proximity to the urban village.	Activity is currently underway with ESD as the lead, and the site will be near the WWHP boundaries.
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**GG. Community Based Initiatives**

<p>NT-18</p>	<p>Develop a phased action program for installing sidewalks, traffic circles, curbs and gutters, and storm drainage facilities in areas that are under-served. SW Thistle Street East of Delridge Way SW is to receive initial priority and to include pedestrian and bicycle improvements linked to the arterial improvement program recommended for SW Thistle Street west of Delridge Way SW.</p>	<p>High</p>			<p><b>SEATRAN</b> SPU DCLU</p>	<p>See KS 1.1 related to sidewalks.</p> <p>SEATRAN does not have a comprehensive plan for installation of traffic circles. Instead, it is left to individual neighborhoods to decide if they would like to pursue traffic circles for their streets. Currently, there are a number of ways to fund circles. The most common is via SEATRAN's Neighborhood Traffic Control Program (NTCP). Typically, this program has requests for hundreds of locations a year, and funding to install only about 30 circles per year. The selection of funded sites is based on recent accident history at the intersection, traffic volumes, and traffic speeds. Among these, recent accident history is the most heavily weighted factor. Circle locations that are competitive in the NTCP process, but not quite competitive enough for funding, are automatically carried over to the next year's review process, where they compete for funding again.</p> <p>For locations where the NTCP program isn't able to fund a circle, the neighborhood should consider the NMF. The neighborhood needs to generate the match, which can be between \$2000-\$3000 in cash. SEATRAN recognizes that this can be a challenge for some neighborhoods, and may not be an optimal solution. However, for locations with low traffic and very limited accident history, this may be the best method. SEATRAN have seen a number of neighborhoods pursue this option.</p> <p>SPU's Drainage Policy Study will recommend a framework for prioritizing drainage improvements citywide and address the issue of cost sharing for local area improvements. SPU is developing additional 'Best Management Practices' in response to National Permit Discharge Elimination System Permit requirements and any Endangered Species Act activities that DCLU may be asked to enforce.</p>	<p>Activity will be considered as part of the sector work programs in the future as opportunities arise.</p> <p>SPU will be briefing the City Council on the study in August or September 1999. The outcomes of this study will inform the Drainage Comprehensive plan which lays out the 5 year CIP plan and sets direction for community programs. Also, if the outcomes have major cost implications, it will impact the rates. In this case, SPU will undertake a rate study in the fall of 1999 to determine new rates for the 2000 rate cycle.</p>
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						DCLU, through the Stormwater, Grading, and Drainage Ordinance, requires development to tie into the existing drainage system managed by SPU. In the case of larger developments, DCLU requires that they provide storage capacity onsite. Also, DCLU is working with SPU on the implementation of the Sustainable Building Plan, which may include incentives for developers to design more amenities into their building sites.	
NT-19	Work with DPR to develop strategies to install playground equipment and designate leash free areas at Westcrest Park.	High			DPR	DPR appreciates the support in the community for these activities. An Off-Leash Area currently exists at Westcrest Park. The NMF may be a source of funding for the purchase of playground equipment. DPR can work with the community on grant applications and project implementation.	The off-leash area activity is currently being implemented. Community involvement will be necessary for further implementation of the playground equipment recommendation.
NT-20	In honor of the donor of the properties which became Westcrest, rename the Westcrest Park the "Clyde Sherman Park."	Med.			DPR	DPR has a Naming Committee and all requests for name changes must go through this committee. The community should contact DPR's Naming Committee to have this request considered.	DPR can implement this activity with support from the community.
NT-21	To ensure better litter control, install trash cans at transit stops. Include in this requirement a trash pickup schedule, focusing on Delridge downtown; SW Roxbury Street and Delridge Way SW; and Westwood Town Center.	Med.			Metro	See KS 1.18.	Activity will be considered as part of the sector work programs in the future as opportunities arise.
NT-22	Work with SPL to add additional evening and weekend hours for the Roxhill Park Library.	Low			SPL	The expansion of operating hours at Roxhill Park / Southwest Branch Library at 9010 35 <sup>th</sup> Avenue SW is scheduled for implementation in January 2000 as part of the endorsed 2000 budget for the Library. Hours will expand from the current 51 hours per week to 60 hours per week.	Activity will be implemented in 2000, with SPL as the lead. Library hours will be expanded.

NT-23	Establish a program that promotes local businesses through distribution of targeted advertising to existing and new residents. Work with local merchants to establish regular events or festivals connecting community celebrations with business promotions.	Med.			OED Community	NBC (under its contract with OED) can assist the planning committee in developing advertising strategies to effectively reach the target audience. It may be more appropriate, however, for the planning committee to secure a DON Matching Fund and hire a consultant to develop and implement an action plan. Finally, OED, NBC and the Downtown Seattle Association will be offering workshops in 1999 on special events, event development and management. See response in KS 1.17 for more information on NBC.	Activity is currently being implemented.
NT-24	Acquire small open space areas at east end of SW Thistle Street, at bus stops on SW Thistle Street and 25 <sup>th</sup> Avenue SW, at SW Henderson Street and 25 <sup>th</sup> Avenue SW, and at the west entrance to the Westwood Town Center on SW Henderson Street	Med.			DPR	<p>According to the 1993 DPR COMPLAN, this community is in need of additional park space. The COMPLAN directs the department's energies in terms of maintenance, acquisition, and development. The COMPLAN was developed in 1993 and will be updated in 1999 to reflect changing conditions and neighborhood planning. DPR's update of the Parks COMPLAN will include the review of activities presented in all the neighborhood plan, including this and other Parks activities.</p> <p>Note, however, that in general pocket parks are very expensive to maintain in proportion to the relative benefits realized by the community. Also, DPR does not have funding for acquisition. Funding for acquisition could come through special funding, such as a bond. In that case, the community will want to weigh their priorities against such limited funding.</p>	DPR's update of the Parks COMPLAN will include the review of activities presented in all the neighborhood plan, including this and other Parks activities.

NT-25	Evaluate future uses of the Hughes School site and building. Consider future school use and if unfeasible, other community-serving uses such as office space for non-profit organizations, housing, or recreation.	Med.			<b>SSD</b> <b>DPR</b> <b>SPO</b>	<p>The District has identified the Hughes Elementary School as an interim site at least through the completion of the next Capital Improvement Program, 2010. The use of Hughes as interim site means that it will be occupied by students relocated from schools that are undergoing reconstruction. The District estimates that with successful passage of the next school levy (2001), Hughes will only be used as an interim site until 2010. At that time, the District will consider the future use of the school.</p> <p>Currently, community use of Hughes is governed by the the Joint Use Agreement. The Agreement governs the use of DPR and SSD facilities to maximize recreation opportunities for students and community members. If appropriate, the community should provide additional information to DPR as to what is not being achieved by the current agreement.</p>	Activity will be considered as part of the sector work programs in the future as opportunities arise.
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NT-26	<p>Work with the DCLU to shape neighborhood based design guidelines that will encourage sensitive infill development.</p> <ul style="list-style-type: none"> <li>• Develop design and density standards for MF and SF housing within the Urban Village.</li> <li>• Develop recommendations for retaining and improving residential housing stock in SF 5000 zones, particularly where parcels are 10,000 square feet.</li> <li>• Develop cottage housing options in the allowed zones (per code).</li> </ul>	Med.			<p><b>DCLU</b> OH</p>	<p>A wide range of density and development standards are contained in the Land use Code for MF and SF housing. In SF, only one unit is allowed per lot, but there are options for lot size. This flexibility may meet the needs of the community.</p> <p>DCLU will be considering changes to the RSL zone in 2000 to make it work better for those neighborhoods that want to use it. Recommendations from neighborhood plans, for example the cottage housing option, will be considered. DCLU can work with the neighborhood on potential rezones including RSL if the neighborhood approaches DCLU for those changes.</p> <p>The neighborhood may also want to consider developing neighborhood specific design guidelines. See NT-6.</p> <p>OH has lead responsibility for implementing the Mayor's Housing Action Agenda and will have staff participate with this activity. Development of neighborhood-based design guidelines will be one of the tools used to implement the agenda.</p>	<p>Activity will be considered as part of the sector work programs in the future as opportunities arise. OH &amp; DCLU will assist with the study and potential implementation of this activity.</p>
NT-27	<p>Complete a West Seattle inventory, needs assessment and human development strategic plan to guide service delivery and funding over the next 20 years.</p> <p><i>Note: This recommendation is consistent with the West Seattle Junction, Morgan Junction, and Delridge Plan recommendations.</i></p>	Med			<p><b>HSD</b> DON Community</p>	<p>HSD supports this action and is willing to begin working with the community. HSD can provide maps of existing Community Development Block Grant and Human Services Program funded programs. To conduct a 'needs assessment' and develop a strategic plan, partnerships between human service providers, government and the private sector will be critical. HSD suggests that the Coalition of West Seattle Human Service Providers is the best place to begin this work.</p> <p>NMF grants may be available to conduct a community inventory, needs assessment and/or strategic plan. However further description of the proposal is necessary to determine eligibility.</p>	<p>The community should take the next steps to implement this activity. HSD will support this activity with technical assistance and provide the community with information on what resources currently exist.</p>

NT-28	<p>Develop a multi-faceted set of communication/public outreach tools to better serve human service clients and increase knowledge of available services. Tools may include: WEB page, written flyers, non-written communications/ announcements, public service announcements.</p> <p><i>Note: This recommendation is consistent with the West Seattle Junction, Morgan Junction, and Delridge Plan recommendations.</i></p>	Med			<p><b>HSD</b> DON Community</p>	<p>The communication/public outreach should build on the 'needs assessment' and strategic plan referenced in NT-27. HSD is eager to work with the community on these initiatives.</p> <p>DON is available to assist in developing outreach tools for community-based initiatives through the NMF, Neighborhood Service Center technical assistance, community organizing/outreach workshops, and neighborhood plan implementation.</p>	<p>The community should take the next steps to implement this activity. HSD will support this activity with technical assistance.</p>
NT-29	<p>Work with other West Seattle neighborhoods and agencies to develop a Human Services Provider Information Network that would result in more knowledgeable referral information being provided to the consumer of human services.</p> <p><i>Note: this recommendation is consistent with the West Seattle Junction, Morgan Junction, and Delridge Plan recommendations.</i></p>	Med			<p><b>HSD</b> Community</p>	<p>Development of the Coalition of West Seattle Human Service Providers is a step in this direction. HSD will be participating in this group and is eager to work on this initiative.</p>	<p>The community should take the next steps to implement this activity. HSD will support this activity with technical assistance.</p>

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