

Belletown Neighborhood Plan Approval and Adoption Matrix

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Compiled by the Strategic Planning Office. Revised by Council and Council Central Staff.

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Acronyms & Definitions

DCLU Department of Design, Construction and Land Use (City of Seattle)

DON Department of Neighborhoods (City of Seattle)

DPR Department of Parks and Recreation (City of Seattle)

ESD Executive Services Department (City of Seattle)

KCMetro King County Metro Transit Division

NMF Neighborhood Matching Fund (Department of Neighborhoods)

NPO Neighborhood Planning Office (City of Seattle)

OED Office of Economic Development (City of Seattle)

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

OH Office of Housing (City of Seattle)

OIR Office of Intergovernmental Relations (City of Seattle)

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

ROW Right-of-way

SAC Seattle Arts Commission (City of Seattle)

SCL Seattle City Light (City of Seattle)

SEATRAM Seattle Transportation Department (Formerly Seattle Engineering Department [SED]) (City of Seattle)

SOUND TRANSIT (Formerly Regional Transit Authority [RTA])

SPD Seattle Police Department (City of Seattle)

SPL Seattle Public Library (City of Seattle)

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

SPS Seattle Public Schools

SPU Seattle Public Utilities (City of Seattle)

TSP Transportation Strategic Plan

WSDOT Washington State Department of Transportation

Introduction

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

Through the City of Seattle's Neighborhood Planning Program, 37 neighborhoods all over Seattle are preparing neighborhood plans. These plans enable people in neighborhoods to articulate a collective vision for growth and change over the next 20 years and identify activities to help them achieve that vision. The plans are also intended to flesh out the City's Comprehensive Plan. Because each plan is unique, this Approval and Adoption Matrix has been designed as a standard format for the City to establish a 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 matrix is divided into two sections:

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

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

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

ACTIVITIES ALREADY ACCOMPLISHED BY THE BELLTOWN PLANNING COMMITTEE

Growing Vine Street:

The neighborhood secured a Neighborhood Matching Fund Grant to develop a schematic design of the Vine Green Street. The City then appointed an interdisciplinary City Design Team to work on Growing Vine Street. The Design Team includes representatives from SEATRAN's Street Use, Roadway Design and Transportation, Electrical Design and Structural Design sections and SPU's Drainage Operations, Drainage, Electrical Design, Structural Design, and Landscape Design sections. The City Design Team has been allocated funding for their work on this project .

Belltown Open Space Acquisition (P-Patch parcels):

The City has purchased property to the south of the existing Belltown P-Patch. This property is being evaluated to determine its best future use to help assure the viability of the P-Patch parcel.

Bell Street Improvements:

SEATRAN has approved the neighborhood's conceptual designs which will enhance pedestrian amenities and safety along this important link between Belltown, the Bell Street pedestrian bridge and the waterfront. SEATRAN has implemented improvements at First and Western Avenues and is working toward implementing improvements at First Avenue and Bell Street. The neighborhood is working with private developers to

implement improvements between Elliott and Western Avenues.

South Regrade Problem Solving Partnership:

The Seattle Police Department is partnering with the Denny Regrade Business Association, and business and property owners in the south Regrade neighborhood (along 2nd, 3rd and 4th Avenues) to address illegal activities occurring in this area.

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

The department most involved with the activities for a Key Strategy is designated as the lead. Otherwise, DON is designated as the lead. Other participating departments are also identified.

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

A. GREEN STREETS AND OPEN SPACE CONNECTIONS STRATEGY

Description

The Green Streets and Open Space Connections Strategy combines a series of actions that will provide parks and open space opportunities for Belltown residents without a significant expenditure of public funds for land acquisition. The strategy seeks to improve Green Streets within the community and to improve and enhance connections to Open Spaces both inside and outside the neighborhood, most notably the Waterfront and the Seattle Center.

Integrated City Response

This strategy is consistent with the Comprehensive Plan. It is designed to improve the quality of the environment by providing parks and open space opportunities for residents. The neighborhood may want to consider utilizing their early implementation dollars to pursue some of the smaller open space improvements.

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

Lead Department: DON

Participating Departments: DPR, SEATRAN, DCLU, SPO

Activities Already Underway

1. The City purchased property to the south of the existing Belltown P-Patch. This property is being evaluated to determine its best future use to help assure the viability of the P-Patch parcel.
2. SEATRAN reviewed and approved the design submitted for Bell Street Improvements from Elliott to 1st Avenue.
3. SEATRAN re-marked all existing crosswalks in the Downtown in 1998. Significant improvements have also been done to the intersection of Western and Bell and a signal was added at Western and Battery.

4. Sound Transit is including the proposed north downtown commuter rail station in the vicinity of Broad Street in its environmental review. Before such a station could be built, the Sound Transit Board would need to amend the *Sound Move* plan to include the station and would need to identify funding for the station.

Tasks to be Undertaken in 1999-2000

1. Complete the transfer of additional property for the P-Patch. Work with the community in their design process to develop community space in the newly acquired property to the south of the P-Patch and develop the recently acquired "inset lot" of the Belltown P-Patch.
2. The City, through an interdepartmental team, will be reviewing its policies on green streets and key pedestrian streets in 1999-2000. The recommendation to allow a "payment in lieu of" or off site improvements to meet the current open space and common recreation requirements in the Land Use Code will be included in that analysis.
3. SEATRAN expects to complete an analysis of the concept plan for Growing Vine Street by the end of the first quarter 1999. SEATRAN met with neighborhood planning representatives in January and March and held a design workshop in February. Preliminary drainage design criteria has been developed. SEATRAN has scheduled a series of meetings with neighborhood planning representatives and city

- staff for April and May to discuss utilities, drainage, cisterns/tanks; pedestrian improvements, traffic, lighting and signage; maintenance; and vegetation.
4. As the Executive develops the proposed North Waterfront Access Project, the Executive should ensure that the project includes pedestrian and bike access. The Executive's public process for reviewing the possible North Waterfront Access Project should ensure that Queen Anne, Belltown, downtown and other affected neighborhoods are involved.
 5. In addition to review of a potential overcrossing at Broad Street, the Executive shall review all existing at-grade or proposed above-grade crossings to provide pedestrian and bike access to Elliott Bay. In doing so, the Executive shall develop a public process plan to work with Queen Anne, Belltown and other affected neighborhoods as it reviews locations for access to Elliott Bay.
 6. By the end of the third quarter of 1999, the Executive shall report to the Council's Transportation and Neighborhoods Committees regarding the public process, alternative locations, possible funding sources, issues and next steps.
 7. SEATRAN will provide the Council with status reports at least every six months as it analyzes locations.
 8. 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 West Sector work program.
 9. Identify next steps for continued implementation.

A. Green Streets and Open Space Connections Strategy						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
<i>Pedestrian Environment ~ Green Streets and Open Space</i>						
KS 1.1	Preserve and expand the Belltown P-Patch through the acquisition of additional property, including the cannery cottages and the "inset" lot within the P-Patch.	Very, very, very high	Ongoing		DPR ESD DON	The P-Patch is owned by the Parks Department and operated by the P-Patch program in the Dept. of Neighborhoods. The City purchased property to the south of the existing Belltown P-Patch. This property is being evaluated to determine its best future use to help assure the viability of the P-Patch parcel. The City has also purchased the inset lot within the Belltown P-Patch, which will be used to expand the P-Patch. The Belltown community has initiated a community process to create a public design for the property south of the P-Patch. This property currently contains three cottages. The community is very interested in

A. Green Streets and Open Space Connections Strategy

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						the preservation of these examples of early Seattle architecture. The City recognizes that keeping one cottage occupied may help the security of the whole site.
KS 1.2	Provide more green space in the Regrade neighborhood through implementation of Growing Vine Street and other Green Streets, as their designs are developed. When a single department is assigned to implement and maintain green streets (see KS 1.4), that department should define public and property owner involvement requirements.	H	2-6		DPR, SEATRAN, DCLU, SAC	<p>Growing Vine Street: In general, SEATRAN supports this concept. However, there are several concerns with the design that has been proposed for Vine Street. These concerns include drainage issues, traffic diversion, and abutting property owner approval. To help address these issues, SEATRAN will do an analysis of the concept plan for Growing Vine Street. SEATRAN expects to complete this work by the end of the first quarter 1999. The analysis would not result in final designs for construction but would identify appropriate additional elements or necessary changes needed to implement the concept. The City appointed an interdisciplinary City Design Team to work on Growing Vine Street. There are representatives from SEATRAN and SPU's Street Use, Drainage Operations, Drainage, Electrical Design, Structural Design, Landscape Design and Roadway Design and Transportation sections This will provide the framework for formal design and construction as funding opportunities arise from whatever source.</p> <p>SEATRAN met with neighborhood planning representatives in January and March and held a design workshop in February. Preliminary drainage design criteria has been developed. SEATRAN has scheduled a series of meetings with neighborhood planning representatives and city staff for April and May to discuss utilities, drainage, cisterns/tanks; pedestrian improvements, traffic, lighting and signage; maintenance; and vegetation. Growing Vine Street is included in the Seattle Arts Commission's (SAC) Municipal Art Plan (MAP). Artist Buster Simpson will be involved in this project.</p> <p>DCLU's role is to participate in the designation and design aspects of Vine Street and other green streets mentioned here. DPR may want to comment on activities that specifically relate to park development or streetscape design abutting park property. DPR is funded primarily for the maintenance and operation of existing facilities. The department does not have funding to develop ROWs. Feasibility will</p>

A. Green Streets and Open Space Connections Strategy

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>be determined by DCLU and SEATRAN.</p> <p>Green Streets: The City through an interdepartmental team will be reviewing its implementation policies on Green Streets and Key Pedestrian Streets in 1999. The recommendation that public and property owner requirements to implement and maintain Green Streets be clarified will be included in that review and analysis. An NMF grant may be appropriate to pursue designs for additional Green Streets that have not developed streetscape concepts.</p>
KS 1.3	Designate Clay Street, Eagle Street and Bay Street as Green Streets. Extend the Vine Street Green Street designation to Denny Way.	M	1-2		SEATRAN DCLU	<p>Green Streets: The City through an interdepartmental team will be reviewing its implementation policies on Green Streets and Key Pedestrian Streets in 1999. Once this policy analysis is completed, this recommendation will be reviewed again.</p> <p>The new Green Street designations are included in proposed legislation that will be considered as part of the Downtown Urban Center Planning Group's (DUCPG) Approval and Adoption package forwarded to Council. SEATRAN and DCLU will work together with the neighborhood on subsequent activities for the green streets noted in matrix item KS 1.3.</p>
KS 1.4	<p>Develop a process, within the structure of City government, based upon the DUCPG Green Streets, Open Space and Urban Design recommendations, wherein the procedures and responsibilities for implementing and maintaining Green Streets shall be clearly and concisely defined.</p> <p>When a single department is assigned to implement and maintain green streets that department should define public and</p>	H	1-2		SEATRAN SPO DCLU, DPR, SPU	<p>Green Streets: The City through an interdepartmental team will be reviewing its policies on Green Streets and Key Pedestrian Streets in 1999. The recommendations that 1) public and property owner requirements to implement and maintain Green Streets be clarified and 2) funding sources should include Parks and Public Utilities Sources will be included in that review and analysis.</p>

A. Green Streets and Open Space Connections Strategy

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<p>property owner involvement requirements.</p> <p>Since green streets are designed to enhance open space and pedestrian environment functions within the rights-of-way, the funding of green streets should not be dependent on transportation funding sources where safety and mobility issues are used to prioritize funding. Funding sources should also include Parks and Public Utilities sources.</p>					
KS 1.5	Implement the Bell Street improvements as planned by the Denny Regrade Business Association (DRBA).	M	Ongoing		SEATRAN	SEATRAN reviewed and approved the design submitted for Bell Street from Western Ave. to 1st Ave. SEATRAN has built the improvements at Bell St. at Elliott Ave. (including conduit for pedestrian scale lighting). The improvements at 1st Ave. and Bell St. have been submitted in a 1999-2000 Neighborhood Street Fund application. The neighborhood is currently working with SEATRAN to prioritize what projects will be built with the NSF dollars. The largest element (not yet funded) is the sidewalk widening between Western and Elliott Ave. The City is working with area developers to facilitate the implementation of these pedestrian improvements. In addition, the pedestrian improvements (curb bulbs) at Western and Bell were built by the World Trade Center development on the west side of Western Ave.
KS 1.6	Improve alleys as connections to and through Green Streets, by such methods as creating mid-block crossings and traffic bulbs, screening dumpsters, installing lighting, promoting alley entrances, naming alleys and retaining brick paving. Alley connections across arterial streets should not be considered.	M	1-2		SEATRAN	<p>The major purpose of alleys is for service delivery. As long as the alley serves this purpose, changes to the alley can occur. The community should note, however, that there may not be enough space to implement some of these ideas. If design characteristics, such as those proposed here can be incorporated into Green Street construction in a manner that does not impair the service delivery function of the alleys, this proposal can be implemented for adopted Green Street plans that include it.</p> <p>The next step is to develop a conceptual design. The City is supportive of doing a conceptual design but has not identified funding for a conceptual design at this time. If the community would like to</p>

A. Green Streets and Open Space Connections Strategy

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>move forward more quickly on this recommendation they can seek alternative funding sources for the concept design. NMF or early implementation funds are possible funding sources. SEATRAN and all of the abutting property owners would then have to review and approve the conceptual design.</p> <p>Alley Uses: Alleys will be added to the policy docket. The Executive will analyze how alleys can be integrated into the streetscape, internal circulation and residential and business needs of the neighborhood and present their analysis and recommendations to Council in second quarter 2000.</p> <p>Alley naming: Generally alleys are not named, however, there is nothing that precludes it. The name should have directional suffixes and prefixes consistent with the Street Name ordinance. This is an unfunded activity so the community would need to identify funding for installation of the signage. Once installed, SEATRAN will maintain the signage in the same manner that it maintains other city street signage. NMF or early implementation funds may be possible sources of funding. SEATRAN will work with the community on identifying the next steps to name Post Alley.</p>
KS 1.7	<p>Retain existing at-grade crossings of the railroad tracks at Wall Street, Vine Street, Clay Street, Broad Street and Bay Street. Develop rest/information areas adjacent to railroad crossings that are designed to draw people into Belltown.</p> <p>The Belltown Planning Committee supports <i>The Downtown Plan</i> Policies and Implementation Strategies adopted by Council Resolution 29139 including:</p> <ul style="list-style-type: none"> • Policy D: Transportation "...vehicular traffic passing through downtown with a destination elsewhere shall be discouraged..." • Policy N: Shoreline "Use of the 	H	2-6		SEATRAN	<p>See Tasks to be Undertaken in 1999-2000 for the next steps that will be taken.</p> <p>The City recognizes the importance of this decision to the Belltown neighborhood. Because of conflicting concerns over transit, freight mobility and waterfront access this is a major policy issue for the City to consider. The Executive believes that we need to look at the entire downtown area in order to determine how we can balance access to the waterfront with freight and commuter rail needs. The Executive believes that increases in the number and length of trains using the BNSF mainline tracks may before too many years, necessitate the construction of alternative grade separated crossing structures. DUCPG is proposing that there be an urban design study for the entire downtown area as the next step in implementing DUCPG recommendations and is considering use of early implementation funds for this purpose. The Executive believes that the issue of access to the waterfront could be incorporated into this work or</p>

A. Green Streets and Open Space Connections Strategy

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<p>Harborfront as a corridor for through vehicular movement shall be discouraged."</p> <ul style="list-style-type: none"> • Policy 5: Vehicular Access and Circulation, Implementation Guidelines 1.E.: Alaska Way. Develop a plan for and implement changes to de-emphasize the use of Alaska Way by through traffic between the Ferry Terminal and Pier 70 as part of the Alaska Way Harborfront Improvement Plan. • Policy 6: Pedestrian Circulation, Implementation Guideline 1.H. Waterfront Linkages. Improve pedestrian connections and access between downtown and the waterfront. • Policy 41: Harborfront, Implementation Guideline 2: Traffic Circulation. "Through Traffic shall be diverted to the Alaska Way Viaduct." <p>The City should amend Transportation Strategic Plan Strategies FM2 and FM3, and related substrategies, to incorporate a substantial public involvement process related to closing at-grade crossings and prioritizing grade separated crossings within the Downtown.</p>					<p>addressed separately.</p> <p>In response to the recommendation to amend the TSP:</p> <p>It is not necessary to amend the TSP to provide further direction for public involvement. The TSP is not intended to be a project specific document. The City strives to incorporate substantial public involvement in transportation development around the City.</p>
KS 1.8	<p>Plan for a pedestrian connection to the waterfront through any future development of the vacant lots (Unocal site) on the western end of Eagle Street. Recommend a dedicated pedestrian overpass be installed over the railroad tracks to complete the connection from Lake Union, through Seattle Center and to the waterfront and</p>	M	1-2		DPR DCLU SEATRAN SPO	<p>The Seattle Art Museum, in cooperation with the Trust for Public Land, is proposing to purchase and develop this site as an outdoor sculpture garden. Part of the development would be improved access to Myrtle Edwards Park. The City supports the development of the sculpture garden and of providing access for Belltown pedestrians and bicyclists to the waterfront.</p> <p>In addition, SEATRAN will explore the possibility of additional</p>

A. Green Streets and Open Space Connections Strategy

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<p>Myrtle Edwards Park (as a possible continuation of the Pottlatch Trail). A multimodal overpass, accommodating cars and trucks is not desired as a solution to enhancing pedestrian or bicycle access to Myrtle Edwards.</p>					<p>pedestrian connections across the BNSF railroad tracks as a part of the North Waterfront Access Project. See Tasks to be Undertaken in 1999-2000 for the next steps that will be taken.</p> <p>DPR will serve as implementors for design issues related to consistency with the Myrtle Edwards Park Plan. DCLU can only make requirements of development in order to mitigate specific impacts of that development project. At the time any development application is made for the site in question, we will look at this issue.</p> <p>Implementation of any larger scaled plan, such as the Pottlatch Trail plan, would likely involve public money and Executive Departments such as SPO and SEATRAN should be involved. SEATRAN has funding to prepare concept designs for the Pottlatch Trail and the Roy Street Tunnel and will be exploring alternatives which include access for bikes and pedestrians. The concept designs will be prepared in 1999 and 2000 and SEATRAN will work with Queen Anne, South Lake Union, and other affected communities. Design of and work on the Pottlatch Trail will be integrally tied to work on the Mercer Corridor.</p>
KS 1.9	<p>Improve pedestrian connections between the Regrade and the Seattle Center by connecting with the KOMO TV improvements at 4th and 5th Avenues and Denny Way, and connecting the waterfront to Seattle Center via Eagle Street Green Street as a continuation of Pottlatch Trail (see Queen Anne Neighborhood Plan).</p>	M	2-6		<p>DPR SEATRAN Seattle Center</p>	<p>SEATRAN needs to see a conceptual design for recommended improvements before we can comment.</p> <p>The City is supportive of doing a conceptual design but has not identified funding for a conceptual design at this time. If the community would like to move forward more quickly on this recommendation they can seek alternative funding sources for the concept design. NMF or early implementation funds are possible funding sources.</p> <p>Seattle Center believes in the importance of these improvements to provide better pedestrian and bicycle access to the urban center. However, there is no funding currently existing or proposed in the Seattle Center budget to address these issues.</p> <p>Pottlatch Trail: See response to KS 1.8. Also, DPR would serve as implementors for design review of the Pottlatch Trail and consistency</p>

A. Green Streets and Open Space Connections Strategy						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						with South Lake Union Park Plan.
Land Use						
KS 1.10	Allow developers to meet 50% of the open space/common recreation area requirements by participating in development of a Green Street, regardless of the location of the development property in the Downtown Urban Center.	H	1-2		DCLU, OH, SPO	Further analysis of this proposal is needed. DCLU, OH and SPO, as part of their 1999-2000 work programs, will consider this proposal alongside zoning recommendations from the Downtown Urban Center Planning Group and the Commercial Core Planning Committee. The community should be aware that the recommendations to come out of this analysis may not be the same as those that the community has come up with independently.
KS 1.11	Ensure through design review that development in the area north of Broad Street encourages and accommodates pedestrian movement between the Seattle Center and the Waterfront/Myrtle Edwards Park, and into the Belltown Neighborhood. New development shall facilitate pedestrian and ADA access from 1 st Avenue to the waterfront.	M	2-6		DCLU SEATLAN	On March 8, 1999 the City Council adopted new design guidelines for downtown that address this issue. Specifically, a guideline titled Promote Pedestrian Interaction stresses the importance of "...enhancing main pedestrian links between areas..." In addition, the Land Use Code currently contains provisions intended to aid in the achievement of the results mentioned here. Neighborhood specific design guidelines can augment the existing guidelines in the future to add more details about this particular issue and part of Belltown. DCLU will work with the neighborhood if they decide to prepare additional guidelines.
Transportation						
KS 1.12	Do not build the Broad Street overpass project since the benefit to traffic congestion and delay does not outweigh the impact to the neighborhood. Support developing a plan for, and implementing, changes to de-emphasize the use of Alaskan Way by through traffic between the Ferry Terminal and Pier 70 as part of	H	1-2		SEATLAN Community	Please see the response to KS 1.7 and Tasks to be Undertaken in 1999-2000.

A. Green Streets and Open Space Connections Strategy						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	the Alaskan Way Harborfront Public Improvement Plan. If an overpass is built, redirect all truck traffic to Alaska Way, and de-emphasize through traffic on Western Avenue.					
KS 1.13	<p>Improve pedestrian crossings. Intersections with the highest priority for improvement include: 3rd Avenue/Denny Way, 2nd Avenue/Eagle Street/ Denny Way, 1st Avenue/ Denny Way, Vine Street/ Elliott Avenue, Vine Street/Western Avenue, Bell Street/Western Avenue, and Broad Street/Alaskan Way. Potential improvements to be considered should include crosswalks and associated marking and lighting, crosswalk signage and pedestrian signalization. Other locations should also be evaluated as pedestrian volumes and access needs increase.</p> <p>Revise traffic laws to make crossing streets at alleys legal. Given current use of alleys at the following locations, marked crosswalks at the alleys between 2nd and 3rd Avenues on Vine and Bell Streets should be considered to connect alleys across non-arterial streets. Other alley crosswalks should be considered as pedestrians and bicyclist use them more frequently.</p>	H	2-6		SEATRAN	<p>SEATRAN remarked all existing crosswalks in the Downtown in 1998. Significant improvements have also been done to the intersection of Western and Bell and a signal was added at Western and Battery. Improvements were not made at Vine and Western because the abutting property owners did not support the improvements. The community should develop suggestions for the other intersections and submit an application for the Neighborhood Street Fund.</p> <p>Alley crossings: Whether or not an alley crossing should be marked depends on several factors including whether it is an arterial, safety concerns, the overall level of pedestrian movement and general use and function of the alley. When the alleys at Vine and Bell Streets are developed and pedestrian movement increases, SEATRAN will review and analyze these locations for the installation of marked crosswalks. Other specific locations identified by the community will be reviewed by SEATRAN on a case by case basis, based on both an increase in pedestrian movement and an analysis of the factors listed above.</p> <p>In addition, SEATRAN is currently conducting a study of crosswalk safety. SEATRAN will use the results of this study to reconsider its crosswalk policy which is included for discussion within the Policy Docket. Alley crossings should be included in this study and policy analysis.</p>

B. STRATEGY TO SUSTAIN BELLTOWN'S CHARACTER

Description

The Strategy to Sustain Belltown's Character is a combination of activities and recommendations intended to ensure that, in the future, the Belltown Neighborhood is truly a mixed use, mixed income, eclectic community that provides the broad range of services required for a vibrant and healthy downtown residential community.

Integrated City Response

This strategy is consistent with the Comprehensive Plan. Many of the recommendations in this Key Strategy are community based activities. While directed toward a single goal, the individual activities in this strategy could be implemented independent of one another.

Lead Department: DON

Participating Departments: ESD, DCLU, OH, SPO, SEATRAN

Activities Already Underway

1. The City is reviewing the need for community centers in the downtown area. Several neighborhoods have requested community centers.

Tasks to be Undertaken in 1999-2000

1. As a policy docket issue, the City will review its policies on lighting streets, alleys,

2. DPR will work with the community to identify public and or private funding opportunities for a community center.
3. DCLU will undertake a code and policy development project as part of its 1999/2000 work program to address issues identified by the downtown neighborhoods. Live/work housing and street level uses will be included in the scope of the project.
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 West Sector work program.
5. Identify next steps for continued implementation.

B. Strategy to Sustain Belltown's Character						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
<i>Community Enrichment and Social Services</i>						
KS 2.1	Officially change the name of the Denny Regrade Urban Center Village to the Belltown Urban Center Village.	H	1-2		SPO	The Executive will forward legislation to enact this recommendation.
KS 2.2	Obtain City funding to develop a program that identifies the appropriate facilities and services for a Belltown Neighborhood Center, and identify alternative sites for the center. Using the program, establish Belltown Multi-Purpose Neighborhood Center providing recreational opportunities, youth activities,	VERY H	2-6		DON ESD OH	In 1997-1998 ESD provided funding to the Pike Place Market Foundation for planning activities for the development of a project based on the Senior Wellness model. The project involves the Pike Place Market Senior Center, as well as the Pike Place Market Clinic, and seeks to serve older adults living in the Pike Place Market/Denny Regrade area. Collaborating with these providers would be most appropriate.

B. Strategy to Sustain Belltown's Character

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	senior services, childcare and adult day-care, meeting rooms and space for public and private events. Provide for commercial space as method of self-sustaining funding for the community center and as a method of maintaining and promoting the eclectic nature of Belltown small businesses.				DPR	<p>DPR supports community efforts to develop a community center. A coordinated effort should be made with DPR, DON , ESD and the Belltown Planning Group to look at the best location for these facilities. DPR staff are available to work with the neighborhoods to help determine what types of programs and spaces are desirable. The Parks COMPLAN identified the need for a community center in the Denny Regrade area. DPR supports the community's efforts to develop additional community facilities and would work with the community to identify public and or private funding opportunities. DPR suggests that DPR and DON meet with the Belltown Planning Group to refine this activity. The neighborhood needs to identify site options , required square footage, and appropriate programs, services and hours that would serve the community's needs. In addition, DPR would like the community to be aware of the acquisition of the South Lake Union property and the potential of the Naval Reserve Building to be used as a community center. DPR will work with the Belltown,, Denny Triangle, and South Lake Union communities to discuss programming needs and strategies for meeting those needs. Any DPR owned community center facilities would strive to serve the communities at the north end of downtown.</p> <p>Acquisition of a site and development of a conventional recreation center would be appropriate for a bond. Perhaps some program development would be appropriate for a NMF grant. DPR will work with the community to further identify programming needs. Funding sources for the type of neighborhood center discussed by the neighborhoods need to be identified.</p> <p>The Executive will review the City's policies related to community centers and neighborhood recommendations related to community space and provide Council with a summary of options and opportunities in July of 1999. This recommendation will be considered as part of that review.</p>
KS 2.3	Develop a community school and encourage community educational programs and partnerships with area business and crafts	M	2-6		Community	This is primarily a community based activity. The Council has discussed the idea of a community school with School District Board members in the Joint Committee on Education and there is strong

B. Strategy to Sustain Belltown's Character

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	people, utilizing the resources of Antioch University, the Pacific Science Center, Children's Theatre, the Seattle Arts Institute, non-profits, social service organizations and other groups and organizations.					<p>School Board interest in exploring this, although it would have to be balanced with other school district priorities.</p> <p>More details are needed to determine the extent of the School District's involvement and how or whether a Regrade school is compatible with the District's Facilities Master Plan. At this point, the District does not have any plans to operate a public school in the area. However, they will continue to monitor the neighborhood's rapid increase in residential construction and will note any change in demographics that will result in a reassessment of capacity planning needs for the area.</p>
KS 2.4	Work with Denny Triangle Neighborhood to secure a major grocery store.	M	2-6		Community OED, DCLU	<p>OED gave the neighborhood planning office Enterprise Community (EC) Funds in 1997 to hire a consultant to study the feasibility of a 15,000 square foot cooperative food store in the Denny Triangle /Cascade neighborhood. The study made some conclusions about the level of sales such a store might expect.</p> <p>Intracorp was looking at a 30,000 square foot grocery store as part of one of their proposed mixed use projects in the Regrade but was unable to find a grocery store operator. Intracorp spoke with three major grocery store operators, all of whom questioned whether or not the Regrade had a big enough residential base to support a major grocery store.</p> <p>OED is willing to talk to Associated Grocers and PCC about the feasibility of a grocery store in the area and will contact the community to discuss these options</p> <p>DCLU can provide planning and permitting assistance, but has no role in attracting specific businesses or uses.</p>
KS 2.5	In all respects of the Neighborhood Plan and in future community activities, recognize the importance of social service providers to Belltown and the larger community.	H	Long Term		Community	<p>This is primarily a community based activity. The City recognizes the importance of social service providers in the Belltown neighborhood..</p>

B. Strategy to Sustain Belltown's Character						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
Public Safety and Neighborly Regulations						
KS 2.6	Work with Seattle City Light to install pedestrian oriented lighting on the streets, with 3 rd Avenue being the highest priority.	H	1-2		Community. SCL	Lighting: This issue has been placed on the Policy Docket. The Executive will review its policies on lighting streets, alleys, parks, etc. and provide the Council with a report, analysis and recommendations by June 1999. All policies should be in writing and shared with the neighborhood planning groups.
KS 2.7	Continue and expand Denny Regrade Action Team (DRAT) walks through the neighborhood. Implement Block Watch programs.	M	Ongoing		Community	This is community based activity.
Housing and Land Use						
KS 2.8	Encourage creation of a Denny Regrade Housing Committee as a subcommittee of the neighborhood organization that follows up on the neighborhood plan implementation.	M	2-6		Community, OH, DON	OH supports this proposal and would be happy to brief the committee on its programs and projects in the community if/when the committee begins its work.
KS 2.9	Encourage the development of additional resources for the preservation of existing affordable housing. Consider including housing as a use of funds from the neighborhood bond issue.	M	2-6		OH	OH supports additional resources for preservation of affordable housing via a neighborhood bond issue. The City has established preservation of existing housing and projects that implement neighborhood plan strategies as two of several priority areas for allocation of City funds, including Federal funding.
KS 2.10	Recommend that the city develop a land-banking program and focus on the mid-block sites in the Denny Regrade to control sites before land costs increase further.	H	2-6		OH	This proposal needs further analysis to determine the costs and benefits of this policy. Land banking is a concept mentioned in other plans. This study is not included in OH's 1999 work plan, however, it could be included in the work plan for 2000.
KS 2.11	Make live/work space an eligible street level use where street level uses are required by the land use code.	H	2-6		DCLU, SPO	DCLU will undertake a code and policy development project as part of its 1999/2000 work program to address issues identified for the downtown neighborhoods. This proposal will be included in the scope of that project. The Seattle Arts Commission supports artist live/work space development.

B. Strategy to Sustain Belltown's Character

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
KS 2.12	<p>DCLU should undertake a study to expand the area where Street Level Uses (retail and service uses) are required. Currently, Street Level Uses are required on 1st and 3rd Avenues from Cedar Street to Stewart Street, and on portions Cedar Street, 4th and 5th Avenues in the Five Corners area.</p> <p>Alternative 1: Expand the area to include Western Avenue, 2nd Avenue, 4th Avenue and 5th Avenue. Extend the area from Cedar Street to Denny Way.</p> <p>Alternative 2: Expand the area to include 2nd Avenue between Cedar Street and Virginia Street and all of the east-west streets between 1st Avenue and 3rd Avenue from Cedar Street to Virginia Street, with a recommendation that design review encourage live/work space on the streets, especially near the alleys.</p>	M	1-2		DCLU	DCLU will undertake a code and policy development project as part of its 1999/2000 work program to address issues identified for the downtown neighborhoods. This proposal, with its two alternatives, will be included in the scope of that project.
KS 2.13	<p>Ensure, through design review, that street frontages where Street Level Uses are not required, be designed in a manner that enhances the pedestrian environment. This may be accomplished through setbacks and extensive landscaping, public art, or similar means. Parking within a parking structure shall not be visible from ground level except through entrances and exits.</p>	M	1-2		DCLU	<p>This proposal has been implemented.</p> <p>On March 8, 1999 the City Council adopted new design guidelines for downtown that address this issue.</p> <p>In addition, the Land Use Code currently contains provisions intended to aid in the achievement of the results mentioned here. Where street level uses are not required a system of standards screen parking from view, limit blank facades and require treatments that provide for visual interest at the street level through landscaping and/or artwork.</p> <p>The Seattle Arts Commission can provide technical assistance consultation, for a fee, to private building owners and developers who</p>

B. Strategy to Sustain Belltown's Character

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						are interested in including public art in the design of their buildings.
KS 2.14	Work with Historic Seattle regarding the viability of protecting historic or icon buildings.	M	2-6		Community, DON, Urban Conservation	<p>Conservation Districts will be submitted for inclusion on the Policy Docket for discussion by City Council. The Executive will brief the Council in May 1999 on the alternatives and options for addressing the community's goals. Issues regarding historic and "icon" buildings will be covered during this discussion. Authorization of a Conservation District should include an allocation of staffing resources.</p> <p>Typically, to identify potential landmark/historic properties, a survey would be the best vehicle. A survey of historic resources would be an activity that would be appropriate for a Neighborhood Matching Fund grant. Urban Conservation staff would be happy to work with the community in identifying the scope of the survey. Historic Seattle may not be the proper entity to assist in this endeavor. The neighborhood should coordinate with Urban Conservation to develop a scope of work.</p>
KS 2.15	Establish Conservation or Community Heritage District in the Belltown/Denny Regrade area. Several neighborhoods have requested such designation with the objective of preserving buildings which are not "historic", but whose character substantially contributes to the neighborhood's identity. See the Plan for a list of buildings that would be covered under this program.	M	2-6		DON, Urban Conservation DCLU	<p>This proposal would benefit from clarification of what is intended here. If this proposal is expected to result in a Historic District designation, then the Department of Neighborhoods, Office of Urban Conservation would be the implementor rather than DCLU. If the expectation here is some new land use regulatory program, then more information about the goals and desired outcomes is needed. Such a new program would have resource issues for the Department.</p> <p>Conservation Districts: See Response to KS 2.14.</p>
Transportation and Parking						
KS 2.16	Create a safe, well designed, well maintained, well managed pedestrian multi-modal hub in conjunction with the Neighborhood Center that could be served by transit, jitney, and taxi, as well as provide other amenities such as bicycle storage lockers, telephones, and neighborhood retail services that are open in the evening.	H	2-6		SEATRAN, KCMETRO, Sound Transit	<p>This is a long term activity. The transportation hub recommended through this activity cannot be developed until long term decisions regarding the potential development and placement of a neighborhood center, Sound Transit station and possible revision of bus routes are decided upon. The intent of this activity should be considered in all phases of future development.</p>

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#	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>
KS 2.17	Work with the Belltown Community to review and finalize the Denny Regrade Streetscape and Pedestrian Environment Guidebook. When street and sidewalk improvement programs are implemented, design the improvements in accordance with the Denny Regrade Streetscape and Pedestrian Environment Guidebook.	M	Ongoing		SEATRAN DCLU	SEATRAN must approve the Guidebook as SEATRAN has jurisdiction over improvements made in the street rights of way. SEATRAN will work with the Belltown community to review and finalize the Guidebook

C. STRATEGY TO SUSTAIN ADEQUATE PARKING SUPPLY

Description

The Strategy to Sustain Adequate Parking Supply is a combination of activities and recommendations intended to ensure that the supply of parking is maintained at a level that is adequate to serve neighborhood residents, businesses and employers. Currently, development of principle use parking is not permitted in the Belltown neighborhood and development of accessory parking is limited. As a consequence, each time a new development occurs on a site currently used as surface parking, there is a net loss in the supply of parking spaces.

Integrated City Response

This strategy is designed to maintain the availability of parking to serve the neighborhood. Support of business and property owners will be important to maintain/create the desired amount of parking in the neighborhood. The neighborhood may want to consider utilizing their early implementation dollars to help pursue some of the desired parking studies and inventories.

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

Lead Department: DCLU

Participating Departments: SEATRAN, SPO, OH, SCL, DON

Tasks to be Undertaken in 1999-2000

1. SEATRAN hopes to work with the First Hill neighborhood to develop a new RPZ program that could also be applied in the Belltown neighborhood.
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 West Sector work program.
3. Identify next steps for continued implementation.

C. Strategy to Sustain Adequate Parking Supply						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
Transportation and Parking						
KS 3.1	Prepare an inventory of existing on and off-street public parking spaces in the Denny Regrade in order to understand existing neighborhood parking issues. Using this inventory, establish a target number of parking spaces that should be sustained for residential and local retail needs as the neighborhood develops.	H	1-2		SEATRAN DCLU SPO	The Executive supports the neighborhood's goal of finding solutions for parking demand to meet the needs of the residents and businesses customers balanced with goals for encouraging transit use and reducing reliance on automobiles. DCLU, as part of an interdepartmental effort, has begun to look for ways to allow flexibility in the Land Use Code to provide off-street parking. The scope for this project will include proposals put forth by this neighborhood plan including: allowing new development to provide additional parking (principle use parking), creating more opportunity for shared parking, and revising development standards such as those for allowed distance between uses and their off-site parking and appropriate street-level treatment for parking structures. DCLU is

C. Strategy to Sustain Adequate Parking Supply

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>scheduled to present recommendations to Council by the end of 1999, but is currently working to find solutions that can be presented sooner, possibly in the second or third quarter.</p> <p>On-street parking is under SEATRAN's jurisdiction. PSRC has an inventory of non-residential off-street parking in their bi-annual review of parking. The latest inventory is dated March 1997. The neighborhood may want to consider utilizing grant funding or early implementation funds to complete the survey of residential off street parking. The results of the survey may support other activities in this strategy.</p> <p>Current policy is to reduce parking requirements as a way to reduce development costs, increase the efficiency of development and reduce incentives for using automobiles for trips to or within downtown. Additionally, demand for parking and transportation patterns change over time.</p> <p>Once the inventory is completed the Executive will work with the Belltown neighborhood to review the data and existing parking requirements in the Land Use Code to see what , if any, further changes the neighborhood would like to explore.</p>
KS 3.2	Provide parking that is responsive to neighborhood needs (e.g., explore restricted parking zones, extended meter hours, expanded private and public parking provisions in new construction, and evaluate parking script kiosks/meters). Consider Belltown parking issues as part of current City-wide parking policy discussions.	M	2-6		SEATRAN SPO DCLU	<p>The current RPZ program is not appropriate for the downtown or dense urban villages. SEATRAN hopes to work with the First Hill neighborhood to develop a new RPZ program that could also be applied in this neighborhood in the future. If this is a high priority, SEATRAN would be willing to work with the community to help them develop specific parking strategies, similar to the "Parking Management Study for First Hill". This study was completed through a WSDOT Congestion Mitigation and Air Quality Grant. Funding and staffing for a Belltown Parking Management Study would have to be identified. This activity could be combined within Activity KS 3.1.</p> <p>Also please see response to KS 3.1.</p>

C. Strategy to Sustain Adequate Parking Supply						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
KS 3.3	Support establishment of a "downtown parking fund", as designated in the 1985 Downtown Plan, that would facilitate the construction of parking facilities.	M	1-2		Community	DCLU will include this proposal as part of the project mentioned in response to KS 3.1 to look for ways to allow flexibility in the Land Use Code to provide off-street parking.
KS 3.4	Evaluate applying restricted parking zones on streets with little commercial activity. Consider modifications to existing program to develop a program which could serve the needs of dense mixed use areas such as Belltown. Any RPZ designation should allow non-residents to park for a limited time.	M	2-6		SEATRAN	The current RPZ program is not appropriate for the downtown or dense urban villages. SEATRAN hopes to work with the First Hill neighborhood to develop a new RPZ program that could also be applied in this neighborhood in the future.
Land Use						
KS 3.5	Allow public or private principal use parking structures in the Denny Regrade provided that the first floor be occupied by live/work housing or community uses. The ratio of area used for parking to area of other uses should be no greater than 2:1. Denny Regrade residents and businesses should be given first priority for use of parking. Since parking would be geared toward residents and local businesses, it should not provide inducements to SOV work trips. See Plan for a more complete discussion.	H	2-6		DCLU, SPO	See Response to KS 3.1.
KS 3.6	Allow developers to build more parking (for use by neighborhood residents and businesses) than is required by their development and expand the allowed distances between uses sharing parking.	M	1-2		DCLU, SPO	See Response to KS 3.1.

C. Strategy to Sustain Adequate Parking Supply						
<i>#</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>
KS 3.7	Increase the allowable distances between shared parking locations to greater than the existing 800-feet allowed. The City of Seattle should perform a study to determine the appropriate distance.	M	2-6		SPO, DCLU	See Response to KS 3.1.
KS 3.8	Allow excess parking in a residential parking garage to be leased to residents who are not tenants of the building.	M	1-2		SPO, DCLU	See Response to KS 3.1.

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) this activity 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 which the City will not support. As with the activities listed for each Key Strategy in Section I, these activities are intended to be implemented over the span of many years.

The Executive will coordinate efforts to sort through these activities. During this sorting process, the departments will work together to create sector 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.

#	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>	<i>City Action</i>
<i>Housing and Land Use</i>							
AA 1	Consider revising the Housing Bonus Program to allow funds from the sale of bonus credits to be used for nonprofit acquisition, <u>without rehabilitation</u> of older buildings with affordable units affordable up to 80% of the median.	M	1-2		DCLU SPO OH LAW	This proposal has larger policy issues and consideration of its implementation should include SPO and OH as well as the Law Department. OH currently allows phased rehabilitation of projects that may not have funds available for a complete renovation. In any non-profit acquisition accomplished with City funds, however, OH wants to ensure that the buildings meet all applicable codes and that building quality standards are maintained for the life of the loan. We thus have some reservations about allowing acquisition without any rehabilitation [assuming some rehab is needed].	This issue will be addressed during review of the downtown urban center neighborhood plan.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
AA 2	Recommend that the City consider use of City resources for a modest program for owners of existing buildings with affordable rents to obtain assistance with building improvements.	M	2-6		OH	The Downtown Housing Maintenance Ordinance has been in place for about 10 years to serve this purpose. The ordinance has no current funding attached to it and has not had any for some years. OH would need to review the possible reinstatement of this program.	OH needs to do further analysis of the need for this program.
AA 3	Pending final draft review, support the DUCPG recommendations related to changes in the Housing Bonus and Transfer of Development Rights Program.	M	1-2		Community, DCLU, OH, SPO	OH supports some but not necessarily all of the proposed changes; OH comments were made to the DUCPG consultants during the planning process. DCLU has committed to evaluating the DUCPG proposals. It is premature to support the proposals right now.	This issue will be addressed during review of the downtown urban center neighborhood plan.
AA 4	Support all efforts to maintain federal funding for the Section 8 Rental Assistance Programs.	M	Ongoing		Community, OH, SHA	OH supports this proposal and is pursuing this on a number of fronts.	This activity will be considered as part of the Sector Work programs in the future as opportunities arise
AA 5	Modify the Seattle City Light (SCL) program that reduces utility costs for low-income households so that it can be used for older buildings that are not separately metered, but which house low-income people. Expand this program to include all public utilities.	M	1-2		SCL, OH LAW	OH supports this proposal. This is a major policy issue and is currently being explored by City Light. We have also met with SPU to incorporate their perspectives in the scope of work. It is a major policy issue for the utilities and could have significant city-wide implications.	A Statement of Legislative Intent was adopted by the City Council with the adoption of the 1999-2000 budget. SPU and SCL will report back to Council by the end of the 1st quarter of 1999 with an assessment of implementation alternatives for a pilot program that would demonstrate providing low income rate assistance to housing providers serving low income households with savings passed on to the tenant.
AA 6	Modify the Land Use Code requirement that at least 10% of units in newly constructed buildings of more than 20 units be provided and maintained as affordable housing (affordable to households with up 150% of the median income) by reducing the	M	1-2		DCLU, SPO	There are potential legal problems with providing downpayment assistance for homebuyers over 80% of median income. All funds available through OH for homebuyer	This activity will be considered in the future after further policy analysis.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
	percentage of median income required to qualify for home ownership and combining with Home Buyer Assistance Program. The intent of this recommendation is that affordability of the units be maintained through the design and location of the units within the development, such that the units are not marketable at a non-affordable price.				OH, LAW	<p>assistance are therefore limited to households below 80%. The Law Department would need to be involved in the development of such a program.</p> <p>The Land Use Code currently contains provisions similar to these. Any changes to this involves legal issues that will need to be understood before this proposal could be implemented.</p>	
AA 7	Amend Design Guidelines to encourage that uses "turn the corner" at the alleys such that windows, balconies and exterior lighting are on the building façade facing the alley.	M	1-2		DCLU	This proposal has been incorporated into DCLU's proposal for new Downtown Design Guidelines, which are expected to be adopted by the City Council by the second quarter, 1999.	DCLU is implementing this activity.
AA 8	Create a new organization, or identify an existing organization which shall have the responsibility to follow-up on the implementation of the neighborhood plan. Create subcommittees for Housing, Transportation, Land Use and Design, and any others deemed appropriate.				Community		The Executive shall submit a proposal and recommendations for ongoing stewardship of all neighborhood plans and continuing planning efforts for neighborhoods by June 1999. The Executive shall work with each of the neighborhood planning groups on the proposal.
LT 1	Develop a program that provides incentives for owners of vacant commercial buildings who permit the use of the buildings for various art-related uses at reasonable cost. Part of this program could include outreach to artists when a willing building owner is found.	Long Term				<p>This activity has been identified as a long term priority by the neighborhood.</p> <p>The Seattle Arts Commission can provide technical assistance consultation, for a fee, to private building owners and developers who are interested in including public art in the design of their buildings.</p>	This activity will be considered as part of the Sector Work programs in the future as opportunities arise

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
LT 2	Encourage the DRBA to work with the operators of surface parking lots to create more short term parking.	Long Term				This activity has been identified as a long term priority by the neighborhood.	This activity will be considered as part of the Sector Work programs in the future as opportunities arise
Transportation and Parking							
AA 9	Designate First and Third Avenues as the principal north-south transit corridors. Maximize transit service on Third Avenue. Discourage local transit service on Second and Fourth Avenues.	H	2-6		SEATRAN, SPO, KCMETRO	Third Avenue is already designated a principal transit corridor. Impacts from Sound Transit construction and transit issues are currently being discussed between the City and Sound Transit. The neighborhood's desire to maximize transit service on Third while minimizing it on Second and Fourth will be noted during these discussions.	This activity will be considered as part of the Sector Work programs in the future as opportunities arise
AA 10	Provide well lighted transit stops every three blocks on transit streets. Consider bus bulbs on First Avenue and Third Avenue.	M	2-6		SEATRAN KCMETRO	SEATRAN is evaluating bus bulbs; they may or may not be appropriate on these streets depending on study results and future street configuration.	This activity will be considered as part of the Sector Work programs in the future as opportunities arise . The Exec. will also forward this and related transit requests to King County Metro on the community's behalf. The Strategic Planning Office, SEATRAN and the Department of Neighborhoods shall 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. The Exec. will report to the City Council Transportation Comm. on its progress on Strategy T4 as part of its ongoing reporting requirements on the

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
							Transportation Strategic Plan and to the Neighborhoods, Growth Planning and Civic Engagement Committee.
AA 11	Serve all of Belltown either by expanding the existing Metro f-ride free zone to Denny Way/Broad Street and improving transit security on buses and bus stops within the ride free zone, or by including all of Belltown/Denny Regrade in any future downtown-wide fare system.	M/L	1-2		KCMETRO City	The ride free area issue is very controversial and needs further City/Metro review. The Downtown Circulation Advisory Group recommended that ride free zone areas be evaluated for revenue, ridership, and operations impacts. There is also interest in looking at alternative fare collection methods that could be used in place of ride free zones.	This issue is also under consideration for inclusion on the City's policy docket. Also see response to AA 10.
AA 12	Designate Broad Street and Cedar Street from Tillicum Place to First Avenue as minor east-west transit streets. Remove transit street designation for Vine Street. Add a traffic signal (transit operated) at 3 rd Avenue and Cedar Street. Install electric trolley wires on all major and minor transit streets where they currently don't exist.	M	2-6		SPO, SEATRAN	<ol style="list-style-type: none"> 1. Broad Street is a minor transit street from Elliott to Westlake, except it is a principal transit street between 1st and 3rd. Cedar is a minor transit street from 1st to Denny. Vine is not a transit street. 2. SEATRAN has investigated a signal at 3rd and Cedar, and it is not appropriate at this time. 3. King County Metro determines what locations are prioritized for trolley wires. 	<ol style="list-style-type: none"> 1. This recommendation has already been implemented 2. SEATRAN does not support this recommendation. 3. See response to AA 10.
AA 13	Promote jitney/shuttle service throughout the Regrade with handicap provisions and waterfront connections.	M	2-6		KCMETRO	This is a KC Metro issue.	See response to AA 10.
AA 14	Designate Lenora Street, Second Avenue, Fourth Avenue, and all principal transit streets as Class I – High Pedestrian Activity Streets.	M	2-6		SPO, SEATRAN	<p>This recommendation will be reviewed as part of the DUCPG approval</p> <p>All principal transit streets as mapped in the Downtown Plan are already designated Class I - High Pedestrian Activity Streets except for Lenora and</p>	This recommendation will be reviewed as part of the DUCPG approval and adoption process.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
						1st between Clay and Denny. Because the addition of 1st between Clay and Denny would leave one block undesignated (the block between Clay and Cedar), the Executive is including that segment in the proposed legislation that is part of the DUCPG Approval and Adoption package. J	
AA 15	Evaluate all types of existing loading zones in the Denny Regrade neighborhood to determine if they are adequate to serve the existing demand, if two or more loading zones could be consolidated, if a loading zone could be relocated to the end of a block or adjacent to an alley, or if a loading zone could be eliminated.	M	1-2			SEATRAN will remove loading zones at the request of the abutting property owner.	The community must take the lead in contacting SEATRAN regarding changes to individual loading zones.
AA 16	Retain alleys for freight deliveries and garbage pick-up. Keep alleys clear of obstacles (e.g., dumpsters, parked cars, etc.) that would prohibit truck access.	H	Ongoing		SEATRAN SPU SPD	SEATRAN supports this concept. SPU is in charge of dumpster location. SPD should enforce parked cars although it is legal for commercial vehicles to block access while loading/unloading.	This activity will be considered as part of the Sector Work programs in the future as opportunities arise
AA 17	Enforce loading zones to keep non-commercial vehicles from using them and to prohibit overtime parking by trucks.	M	Ongoing		SPD	SPD will address this issue through Parking Enforcement.	SPD will take the next steps to implement this recommendation.
AA 18	Increase the frequency of the waterfront street car and provide transfers to Metro buses.	M	2-6		KCMetro	This is a KC Metro issue.	See response to AA 10..
AA 19	Develop a <i>car co-op</i> for the Belltown area. Coordinated with co-ops in other neighborhoods including Queen Anne and Cascade neighborhoods.	M	1-2		SEATRAN KC Metro SPO	The City and Metro intend to implement a car sharing program in June of 1999. The current expectation is for the program to begin in the following neighborhoods: First Hill, Capitol Hill, Lower Queen Anne, and Denny Regrade. Interested groups or individuals may contact KCMetro to be put on the mailing list to sign up for car sharing.	This recommendation is already underway.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
						They can also access the King County web page at http://transit.metrokc.gov/van-car/carshare.htm	
AA20	Outreach to neighborhood businesses to identify where additional bicycle racks are desired.	M	1-2		SEATRAN	Bike rack installation is requested City wide. Due to funding constraints which limit outreach, the community should submit specific locations where they would like to see bike racks installed.	The community needs to take the next step to implement this activity.
LT 4	Improve transit service to Capitol Hill, the University District, and Southeast Seattle.	Long Term				This activity has been identified as a long term priority by the neighborhood.	This activity will be considered as part of the Sector Work programs in the future as opportunities arise. Also see response to AA 10
LT 5	Support future streetcar/light rail service on Third Avenue.	Long Term				This activity has been identified as a long term priority by the neighborhood. Through the Seattle Transit Initiative's Intermediate Capacity Transit Service Study (ICT Study), the City is investigating the feasibility of higher capacity forms of transit, such as streetcar and light rail throughout Seattle. Connections within the Downtown area, including Denny Regrade/Belltown are being studied. The target date for completion of the ICT Study is December, 1999.	This activity will be considered during the Seattle Transit Initiative's Intermediate Capacity Transit (ICT) Service Study due for completion in 1999.
LT 7	Consider transit service on Bell and Blanchard Streets between Denny Way and First Avenue as part of service to Capitol Hill. Smaller transit vehicles on these streets would be desired to complement their Green Street designation.	Long Term				This activity has been identified as a long term priority by the neighborhood. It is also a KC Metro issue.	See response to AA 10.

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LT 8	Evaluate providing bus bulbs on Third Avenue and allowing buses to stop in the driving lane to speed transit service.	Long Term				This activity has been identified as a long term priority by the neighborhood. See previous comments in AA10.	See response to AA 10 This activity will be considered as part of the Sector Work programs in the future as opportunities arise
LT 9	Support providing "low-floor" transit to speed transit service.	Long Term				This activity has been identified as a long term priority by the neighborhood.	See response to AA 10. This activity will be considered as part of the Sector Work programs in the future as opportunities arise.
LT 10	Convert Sixth Avenue to a two-way street.	Long Term				As the City is currently determining how traffic and transit will be handled in the downtown, it is too early for SEATRAN to comment on this activity.	This activity will be considered as part of the Sector Work programs in the future as opportunities arise
LT 11	Support significant transit, bicycle and pedestrian improvements through the Mercer Corridor. Support multi-modal underpass of Aurora Avenue at Roy Street.	Long Term				If SEATRAN is successful in retaining the South Lake Union PSRC grant, this activity would then be reviewed.	While this activity is outside Belltown's planning area, this activity will be reported to West Sector Neighborhood Development Manager as support for Queen Anne's same recommendation.
LT 12	Enhance bicycle access by creating bicycle pathways or providing bicycle lanes on key streets. Along north-south streets, two-way bike lanes should be provided on Alaskan Way and on 7 th Avenue in coordination with the Denny Triangle neighborhood. One-way bicycle lanes should be provided on 2 nd and 4 th Avenues. Designate bicycle routes on east-west streets. Options include: two-way bicycle routes on Lenora Street, and one-way bicycle routes on Clay, Vine, Bell and Blanchard Streets. The current Downtown Plan lists Third Avenue as a bike corridor between Seattle Center and Downtown. This designation should be removed because Third Avenue's highest priority is as a transit and pedestrian corridor.	Long Term				<p>1. <i>Alaskan Way</i>. Alaskan Way currently does not have enough space to add bike lanes without eliminating a lane of traffic. Given the amount of construction planned for Alaskan, it may be best to wait to re-evaluate the suitability of bike lanes. It will be important that the community help us work with the abutting property owners as past experience indicates that the waterfront businesses do not support a bike lane.</p> <p>2. <i>7th Avenue</i>. Because bike lanes on 7th Avenue would be a logical extension of the Dexter Avenue bike lanes, SEATRAN will continue to study this option. The one way segment south of Westlake would</p>	<ol style="list-style-type: none"> 1. This activity will be considered as part of the Sector Work programs in the future as opportunities arise 2. SEATRAN will take the next steps to continue study of this issue. 3. This recommendation will not be implemented at this time. 4. This activity will be considered as part of the Sector Work programs in the future as opportunities arise

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						<p>need to be converted to two-way for a bike lane to make sense. In addition, to make space for a bike lane between Denny and Westlake, a lane of traffic in one direction or the other would have to be eliminated.</p> <p>3. <i>Bike Lanes on East-west streets:</i> Practically speaking, bike lanes are not appropriate on these streets because bicyclists need to freely use both sides of these streets to access the various one way avenues. Also, motor vehicle volumes are low and speeds tend to be moderate on these streets, making them fairly easy for bicyclists to ride with traffic.</p> <p>4. <i>Eliminate 3rd Avenue as Bike route:</i> Depending on the details of Sound Transit's plan to move tunnel buses to the surface, SEATLAN will probably eliminate the 3rd Avenue route from the next printing of the Bicycling Guide Map and replace it with 4th Avenue as the northbound route through downtown and 2nd Avenue as the southbound route.</p>	
LT 13	Remove and replace the Alaskan Way viaduct.	Long Term			WSDOT	WSDOT would be the lead on this activity.	This activity will be considered as part of the Sector Work programs in the future as opportunities arise .
LT 14	Consider converting Lenora Street to a two-way street. Widen sidewalks and provide pedestrian amenities.	Long Term			SEATLAN	A traffic impact analysis would have to be completed in relationship to future traffic volumes.	This activity will be considered as part of the Sector Work programs in the future as opportunities arise.
<i>Pedestrian Environment</i>							

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AA 21	Redesign and maintain Regrade Park to address open space needs of neighborhood. Increase patrol of police to discourage illegal activity. Install police kiosks. Frequently sponsor Arts and Crafts fairs and other community events in the park.	VERY H	1-2		DPR, SPD Community DON	<p>DPR strongly supports efforts to meet community needs. DPR encourages community organized events and participation in scheduled community events and volunteer programs. The community should be added as implementor. Redesign would be appropriate for an NMF grant. DPR will work with the community to pursue a grant application for redesign which would include participation by the community in refining their ideas about improvements to this park.</p> <p>SPD would be willing to work with the community and the Parks Department using CPTED principles in the redesign of this park. SPD will not be able to increase patrol in this area. SPD has been using officers when available to focus on the park and will continue to do this. SPD does not have a budget to provide police kiosks. The Department has conducted a number of enforcement activities such as enforcement patrols and "buy bust" operations. The Department also has a Problem Solving Grant which has been targeted at some of the "hot spots" identified in the area around Regrade Park and we are currently working on responses to these areas. We also work very closely with the Denny Regrade Crime Prevention Council assisting them in forming a Citizen</p>	<p>The following elements of this recommendation will be considered as part of the Sector Work programs in the future as opportunities arise.</p> <ul style="list-style-type: none"> • Redesign of the park • Support of community events in the park <p>The community will need to take the first steps and develop a NMF grant application in order to pursue redesign of Regrade Park.</p> <p>Due to staff and budget constraints, the City cannot implement the following elements of this recommendation:</p> <ul style="list-style-type: none"> • Increased police patrols • Installing police kiosks

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						Street Patrol. It is difficult to determine which of these activities will continue at the same level they are now since many are funded under a grant or require overtime budget. The Department is requesting a grant from the Federal Weed and Seed program which would designate both Pioneer Square and Denny Regrade as Weed and Seed sites bringing in another source of grant funding.	
AA 22	Enhance pedestrian connections to the privately developed public open spaces at 2 nd Avenue and Cedar Street and 4 th Avenue and Lenora Street.	M	2-6		SEATRAN	SEATRAN needs to review a conceptual design before the department can adequately comment on this activity.	The community needs to take the next steps and complete a conceptual design prior to SEATRAN reviewing this recommendation.
AA 23	Adopt Design Concepts for Green Streets. Bell and Blanchard Green Streets should address the business and retail character of the neighborhood. Vine, Clay and Cedar Green Streets should complement a residential street character. Eagle and Bay Streets, in the northwest corner of the Regrade, anchor the residential character of the Regrade, and provide entry points into the neighborhood from the north.	M	2-6		SEATRAN DCLU, SPO	SEATRAN would be the lead on this activity. See previous comments on Green Streets. The City Council adopts plans for Green Streets. The preparation of such plans is a community driven process. DCLU will make itself available as a resource if the community undertakes a process.	Green Streets: The City through an interdepartmental team will be reviewing its implementation policies on Green Streets and Key Pedestrian Streets in 1999. Once this policy analysis is completed, this recommendation will be reviewed again. This activity will be considered as part of the Sector Work programs in the future as opportunities arise
AA 24	Maintain current view corridors. Develop a viewpoint at the end of Battery Street at First Avenue.	M	2-6		DPR SEATRAN SPO	View corridors shown in the 1985 Downtown Plan will be included in the Comprehensive Plan attachments for the Downtown Urban Center Planning Group's Approval and Adoption package. A map of the view corridors for the entire Downtown Urban Center is proposed to be included in the Comprehensive Plan.	The City will maintain the current view corridors established for Belltown through inclusion of a map of those view corridors in the Comprehensive Plan. The development of a viewpoint will be considered as part of the Sector Work programs in the future as opportunities arise

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						As the proposed location for a viewpoint is a street end, SEATRAN would develop such a viewpoint. DPR would want to participate in design review if involved in any maintenance responsibilities. DPR should not be the implementor of this recommendation as we are only involved as it would relate to our currently owned property and potential new park property.	
AA 25	Clean up, enhance, and maintain areas under and around the viaduct, Battery Street tunnel, and the railroad tracks. Design attractive measures to prevent use of the areas under the viaduct for loitering.	M	1-2		Community, SEATRAN, WSDOT, Burlington Northern	SPD is leading a multi-agency/community effort to try to address this issue. The problem being most focused on is to create a facility where transients can pursue work without loitering in the street area or camping out beneath the viaduct.	This recommendation is already underway.
AA 26	Classify the Belltown/Denny Regrade area as a residential neighborhood when applying existing or future billboard codes. Prohibit new freestanding billboards, and reduce the number of existing billboards through attrition, in the Denny Regrade neighborhood. This prohibition is not intended to prohibit murals that are <u>painted</u> on building walls.	M	2-6		DON DCLU, LAW	This issue raises substantial legal issues and the Law Dept. should be involved. DON will work with DCLU, the Law Department and the community to assess the alternatives in decreasing billboards.	This activity will be considered as part of the Sector Work programs in the future as opportunities arise DCLU has a Director's Rule outlining the process whereby a citizen can request that a conforming billboard be relocated to another conforming location. The Executive will work with the community to review the existing billboards for conformity with the existing regulations.
AA27	Work with property owners and developers to reduce light pollution through proper selection and orientation of lighting.	M	1-2		SCL, DCLU	For lighting projects, neighborhoods are 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 which will be the	SCL will take the next steps to implement this activity. This issue has been placed on the Policy Docket. The Executive shall review its policies on lighting streets, alleys, parks, etc. and provide the Council with a report,

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						basis of project feasibility and cost estimates. City Light offers a selection of pedestrian lights for neighborhoods. Fixture selection includes cut off fixtures that have low impact on light pollution. SCL will work with the community to determine which fixture best meets their needs.	analysis and recommendations by June 1999. All policies should be in writing and should be shared with the neighborhood planning groups.
AA 28	Provide permanent, public restrooms either as separate facilities (e.g., French kiosk toilets) or located in public buildings such as the fire station, community center and educational facilities. Staff the public restrooms with attendants.	H	2-6		DON	City Council is leading an interdepartmental committee to explore the feasibility of the City teaming up with Metro to pursue permanent public self-cleaning toilets and to look at using Metro bus shelters for advertising to pay for the toilets. DON is part of the team.	This City is taking the next steps to address this issue.
AA 29	Provide coordinated signage program and kiosks with information, maps, and schedules related to public restrooms, neighborhood destinations, special events, and available transportation. Change codes and regulations to allow development of kiosks and kiosk toilets.	M	2-6		SEATRAN, Community	If community wants to install signs or kiosks on public right-of-way, a street use permit is required.	The community will need to pursue the next steps necessary to implement this recommendation.
AA 30	Improve cleanliness of sidewalks, alleys, plantings, and public spaces by developing a program similar to the one in Pioneer Square, or the Adopt-a-Block or Area Program where public spaces are maintained by adjacent residents and business owners.	M	Ongoing		DPR, Community SEATRAN DON	DPR looks forward to working with the community to develop partnerships to clean up parks and open spaces etc. through methods such as the Adopt-a-Park program. DPR is not the primary implementor of this recommendation. SEATRAN, DON, and others should be listed. SEATRAN supports this concept although funding could be an issue.	The community will need to pursue the next steps necessary to implement this recommendation. The City will provide technical assistance and information on existing programs.
AA 31	Require street level awnings on new retail facilities.	M	1-2		DCLU	DCLU has committed to analyzing this proposal as part of DUCPG implementation.	DCLU will take the next steps to implement this activity as part of the DUCPG planning process.

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LT 15	<p>Improve alley conditions for pedestrian and bicycle usage.</p> <p>All alleys in the neighborhood are designated for possible development:</p> <p>Develop names for alleys to give specific addresses to businesses or residences that open onto the alley.</p> <p>Create a system to lower the amount of dumpsters in the alleys, either by promoting daily trash pick-up or "hiding" the dumpsters in building enclosures.</p> <p>Promote inviting entrances into alleyways from the east-west streets.</p> <p>Encourage building designs to address the alley space.</p> <p>Promote entrances into alleys from within buildings.</p> <p>Develop mid-block crossings and traffic bulges at alleys.</p> <p>Encourage building designs that create courtyard gardens adjacent to the alleyway.</p> <p>Retain and promote the use of brick paving within the alleys.</p>	Long Term				See previous comments KS 1.6 and KS 1.13.	This activity will be considered as part of the Sector Work programs in the future as opportunities arise
LT 16	Develop a program of improved transfer of development rights (TDRs) to maintain the eclectic variety of buildings, scale, and character in the Regrade.	Long Term			OH, SPO	This activity has been identified as a long term priority by the neighborhood.	This issue will be addressed during review of the downtown urban center neighborhood plan.
LT 17	Develop a neighborhood public art program.	Long Term				This activity has been identified as a long term priority by the neighborhood.	This activity will be considered as part of the sector work programs in the future as opportunities arise.
<i>Public Safety and Neighborly Regulations</i>							
AA 32	Work with Seattle City Light and property owners to install alley lighting connected to property owners' electrical system.	M	1-2		SCL, Community	Seattle City Light will work with the property owners to install leased flood lighting connected to property owners electrical systems where feasible. Seattle City Light will coordinate with DCLU to ensure any proposed new installations meet	SCL will take the next steps to implement this activity. See response to AA 27.

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						current electrical code requirements.	
AA 33	Support the Police Department's efforts to amend the City's hiring policy so department staffing is kept at appropriate levels.	H	1-2		Community	SPD appreciates the support of the community on this issue.	This is primarily a community based activity.
AA 34	Establish a bicycle lane on 4 th Avenue as a couplet to the existing lane on 2 nd Avenue.	M	2-6		SEATRAN	A bike lane on 4 th Avenue is probably the strongest candidate for a northbound bicycle facility through the downtown. The main problem with 4 th Avenue is that it would require the elimination of the parking lane or a through traffic lane. A northbound bike lane is further complicated by the fact that there are a number of traffic and transit issues that must be addressed in the short term.	This activity will be considered as part of the Sector Work programs in the future as opportunities arise
AA35	Work with City Light to install pedestrian oriented lighting on streets, with 3rd Ave. being the highest priority.	H	1-2		SCL KC Metro DPR SEATRAN	For lighting projects, neighborhoods are encouraged to develop a "lighting plan" by working with Seattle City Light's South Service Center. The plan should include the specific location and type of lighting fixtures which will be the basis of project feasibility and cost estimates. City Light offers a selection of pedestrian lights for neighborhood. Please reference Seattle City Light's new publication entitled <i>Resources for Neighborhood Planning Opportunities</i> for more details on pedestrian lighting; available at the Neighborhood Service Center or from the Neighborhood Planning Office. Please note the following jurisdictional issues. City Light does not own or install all streetlights.	The community needs to take the next steps to implement this activity. SCL will provide technical assistance to the neighborhood. See response to AA 27.

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						<p><u>Arterials:</u> SeaTran has jurisdiction on arterial lighting such as 3rd Ave.</p> <p><u>Parks:</u> Any lighting in parks should involve the Parks Department.</p> <p><u>Metro:</u> Lighting at Metro bus stops is Metro's jurisdiction.</p>	
AA36	Work with METRO to provide better lighting at bus stops.	H	1-2		KC Metro	This is a KC Metro issue.	See response to AA 10.
AA37	In order to increase safety, move the concrete sculpture in Denny Regrade Park to another location.	H	1-2		DPR, SAC DON	DPR will work with DON and SAC to look at options for relocating the sculpture. Specific changes to Regrade Park should be considered as part of the redesign process.	This activity will be considered as part of the Sector Work programs in the future as opportunities arise
AA38	Move the toilets and pay phones at Regrade park to a location in front of the Fire Station at 4th Ave. and Battery St.	H	1-2		DPR, DON	<p>DON will work with the community to improve site location, although the present site has worked well since 1993 (Regrade Park), because the Police can monitor restroom activity there closely since they do check the park frequently .</p> <p>The phones are not on park property, they are in the street right-of-way. SEATRAN has issued a permit to USWest for placement of the phones. USWest will remove pay phones when petitioned by the neighborhood.</p>	This activity will be considered as part of the Sector Work programs in the future as opportunities arise The neighborhood should contact USWest to petition for relocation of the phones to the neighborhood preferred location.
AA39	Replace the sandbox and grass in Regrade Park with an easily maintained rubberized playground surface.	H	1-2		DPR	This would be considered a community based activity. DPR will work with the neighborhood to determine the best material to replace the sand. This project would qualify for a Neighborhood Match Fund (NMF) Grant. Specific changes to Regrade Park should be considered as part of the redesign process.	The community needs to take the next steps to implement this activity.

<i>#</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>	<i>City Action</i>
AA40	Work with the community to promote the Adopt-a-Street Program among community organizations, condominium associations and other groups.	H	1-2		SPU	SPU will attend community meetings to discuss this program with neighborhood residents.	SPU will take the next steps to implement this activity.

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