

# Rainier Beach Neighborhood Plan

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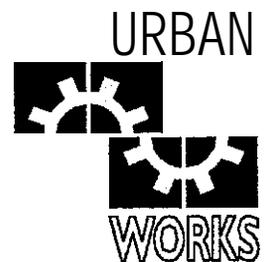
# RAINIER BEACH 2014

## A Plan for a Sustainable Future

A Project of the

### Rainier Beach 2014 Neighborhood Planning Committee

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# Chapter 1.0

## Plan Introduction

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### 1.1 Purpose of the Rainier Beach Neighborhood Plan

For the past three years, the residents, property owners, business owners, employees, students, and friends of Rainier Beach have earnestly worked to develop a useful and sustainable plan to serve as the future foundation of the neighborhood. The primary purpose of the Rainier Beach Neighborhood Plan is to establish a blueprint for the how the area will grow and develop -- socially, economically, culturally, and demographically.

**Why Do We Need A Plan?** Anchoring the southernmost segment of Southeast Seattle, Rainier Beach represents a beautiful and largely undiscovered region of the City. Its borders include Beacon Hill to the west and the shores of Lake Washington to the east. It is a community with rivulets, creeks, ravines, hills, parks, streets, trails, businesses, and civic institutions. The most common structure is the single family home. Rainier Beach maintains long-time residents, many of whom built their homes or first moved to the area as early as the [930s and 1940s. Yet, the area also attracts many new families that have several generations living under one roof. The neighborhood schools and associated civic facilities brim with students of all ages. Shopping areas, although not as dense and expansive as they might be, are lively and diverse, with many languages and cultures represented in various shops and restaurants. Public agencies have indicated that over 60 languages are spoken in Rainier Beach. In addition to all this, a large number of religious institutions, neighborhood councils, civic improvement groups, adopt-a-street crews, after-school student groups, and ethnic clubs and associations help define the character and substance of Rainier Beach.

It is this desire to preserve and promote Rainier Beach's multicultural diversity and unique urban fabric that provides part of the impetus to develop a .20-year neighborhood plan. The other driving force is the need to adapt to change and do so in a sustainable way. The community supports new, affordable housing, but prefers to see it happen in smaller, moderate-sized buildings. It desires new economic development, but would also like to preserve existing small businesses. [t welcomes regional mobility and neighborhood serving transit and non-motorized transportation facilities, but will not tolerate impacts to residential streets. And it wants new jobs and educational opportunities for its children and adults and it wants it now.



It is these challenges that this Plan strives to address. Through the hard work and partnerships of the Rainier Beach Neighborhood 2014 Planning Committee, its project staff and consultants, the Seattle Neighborhood Planning Office, and most importantly, the members of the Rainier Beach community, this Plan has been developed to serve as Rainier Beach's blueprint for a vibrant and sustainable future.

## 1.2 Neighborhood Planning Context

In 1994, the Seattle City Council adopted the Comprehensive Plan. The Plan's primary focus centered on targeting population and employment growth in already well established urban neighborhoods. In return for accommodating the burden of this growth, these designated "urban villages" would benefit from increased capital investment in their communities. The Comprehensive Plan designates Rainier Beach as one of 18 residential urban villages scattered throughout the City. As illustrated in Figure 1 on page 3, its boundaries generally extend from Rose Street to the north, Fletcher Street to the south, MLK, Jr. Way to the west, and Seward Park Avenue S to the east. As part of the Phase I community outreach process, the urban village boundaries were expanded to include a "panhandle" for all properties facing Rainier Avenue from Rose Street to Holly Street.

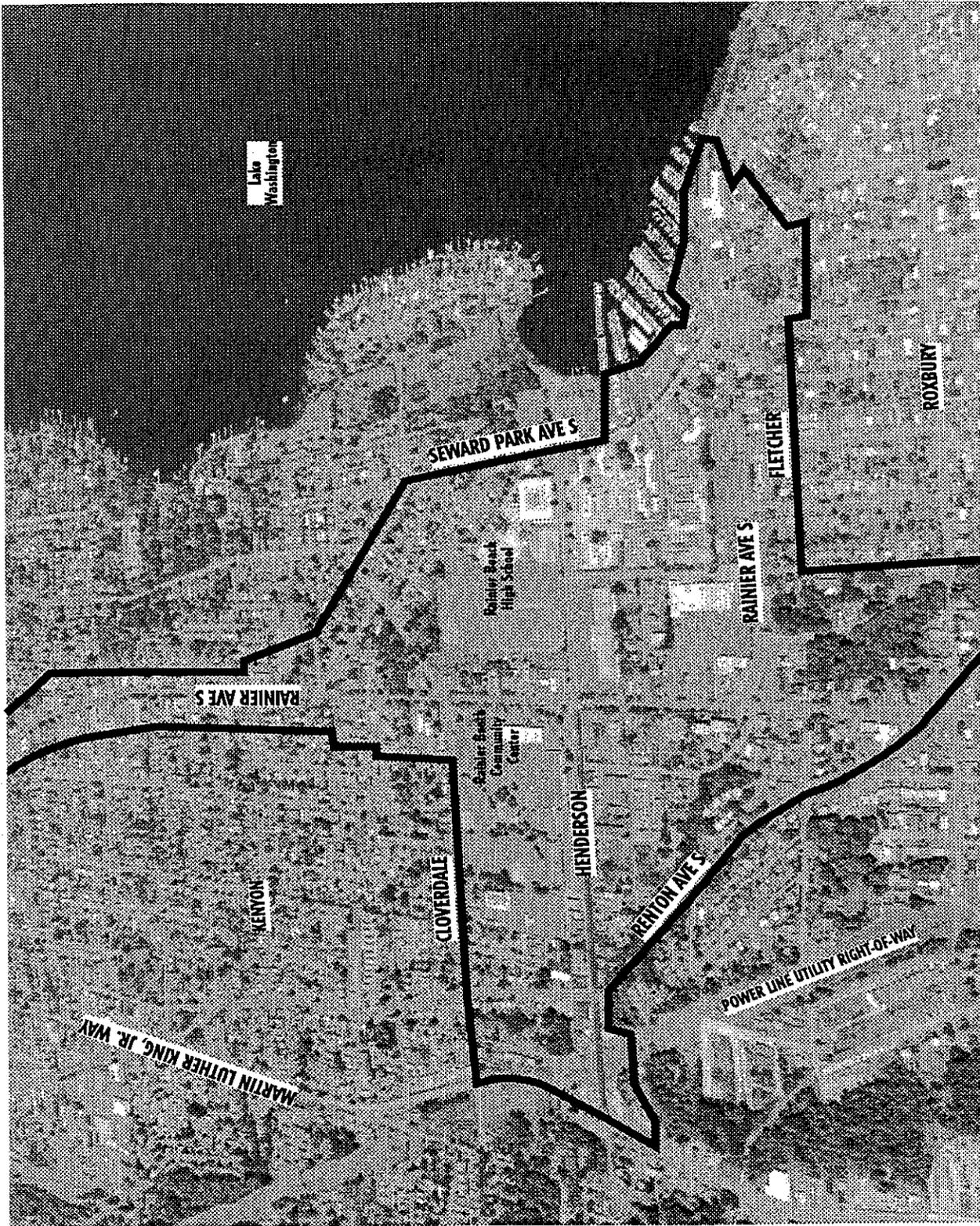
The Rainier Beach residential urban village occupies 227 acres in the southern most section of Rainier Valley. As a residential urban village, the Comprehensive Plan envisions Rainier Beach to be comprised of "...concentrations of low to moderate densities of predominantly residential development with a compatible mix of support services and employment." Comprehensive Plan growth targets indicate that the Rainier Beach residential urban village can expect an additional 740 new households over the next two decades, [2 percent of the total growth citywide. No growth targets are in place for employment, but strategies can be developed through the neighborhood planning process to promote redevelopment of the area's commercial centers and future transit hubs.

## 1.3 Community Outreach Efforts

Planning efforts for the Rainier Beach Neighborhood Plan have occurred in two phases. Phase I of the planning effort was completed in November 1997, and involved identification of past planning efforts, community outreach and validation, community visioning and planning goals, and development of a Phase II Planning Committee and project scope of work. The culmination of this expansive and successful process is documented in the report, *Our Neighborhood Spoke, We Started Our Work* dated February 1998. Excerpts of Phase 1 outreach have been reproduced in this section below.

Following the completion of Phase 1, the Rainier Beach Neighborhood 20[4 Planning Committee moved forward to develop a grass roots, community-directed plan that addressed the top community priorities. To achieve this goal, the Committee, in connection with representatives from the Rainier Beach community-at-large, worked in four subcommittees to develop plan recommendations: *Housing and Land Use, Community Education, Economic Development, and Transportation and Transit Facilities*. The future construction of the regional light rail system along the MLK, Jr. Way corridor (with a station at Henderson Street) provided an initial focal point for all groups. To ensure a feedback loop and to keep all members of the community in touch with the neighborhood planning process, the Planning Committee continued its outreach efforts in Phase II with the following tasks:

- . Hosted regular Planning Committee meetings on the first Monday of every month.
- . Publicized and welcomed all community members to participate in subcommittee work sessions.
- . Designed and distributed monthly newsletters and postcard meeting notices.



# Rainier Beach Neighborhood 2014

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Figure 1  
Rainier Beach Residential Urban Village Boundary

- Contacted and met with cultural organizations, churches, and other neighborhood non-profit associations in an effort to involve “hard-to-reach” neighborhood stakeholders.
- Conducted approximately 20 personal interviews to gain input from the local business community.
- Presented preliminary plan recommendations to various City agencies in August [1998].
- Hosted a “Preview of the Plan” workshop in October 1998 (attracting nearly 100 people) to present the plan and gain input from the Rainier Beach community-at-large.
- Designed and distributed a Plan Validation Newsletter to all addresses located within the Rainier Beach residential urban village.
- Hosted a Plan Validation Event in December 1998 to present final plan and gather remaining input from the community-at-large.

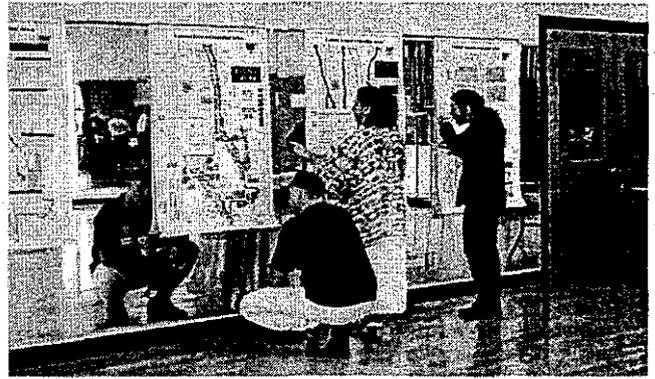


Figure 2

Images from the October 10<sup>th</sup> Preview of the Plan Workshop

### Highlighting Phase 1 Outreach

**Accomplishments.** Rainier Beach Neighborhood 2014 (RBN2014) went through five chronological stages in completing Phase 1. The following descriptions, excerpted and annotated from the report, *Our Neighborhood Spoke, We Started Our Work*, highlight each of these stages, stressing the accomplishments of the outreach and their insight for helping shape the technical, hands-on planning that took place in Phase II.

#### Stage 1- Organizing Rainier Beach, July to November 1996

In order to organize residents, land and property owners, business owners and employees, public agencies, groups and clubs, students, and “users” of the area, RBN 2014 had to become a working group, create a name, establish planning boundaries, and develop a logo for stationery. From July to September 1996, Veronica Jackson, the City’s designated Neighborhood Planning Project Manager, began sending out word to community clubs, organizations, and their leaders. Meetings were set up, and those first few people began spreading the word, simply by talking to their neighbors.



▲ Lily Brinker greets people.



▲ James Luster and Howard Goodman (right) present Phase I outreach findings.



▲ A little one enjoys the festivities.



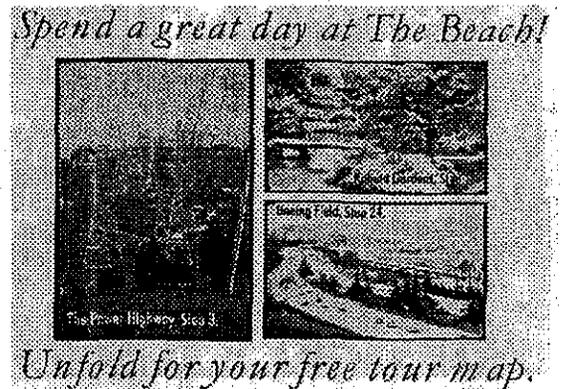
▲ Mary Ann Parmeter (left) and Lisa Merki vote on priorities.



▲ Aaron Swar (left) and Lisa Merki chat it up with former City Councilperson Jane Noland.



▲ Before he was Mayor, Paul Schell visited with the Rainier Beach community during Phase I of neighborhood planning.



▲ This brochure was developed during Phase I to promote the diverse sights and sounds of tinier Beach.

# Rainier Beach Neighborhood 2014

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FIGURE 3  
Images from Phase I Outreach

By October [1996, RBN 2014 had a larger committee, create a name, logo, and map. From this point the group began to solicit commitments from its members to serve the group, that is, circulated forms to fill out stating how many hours could be dedicated to work, which work was preferred, and what specific talents could be offered. Following additional meetings and increased solicitations, RBN 2014 developed a large phone list, commitments from several community members, and increased attendance at committee meetings.

Stage II- Consolidating to Make Phase 1 Official, September 1996 to 22 February 1997

In this stage, the task turned towards keeping information about RBN 2014 moving outward and towards becoming officially contracted with the City for Phase I funding dollars. This stage reached its high point with the "Kick-Off" public gathering on 22 February [1997.

The consolidation period featured several sessions in the general monthly meetings, and smaller sessions with subcommittees, where the topic of the Seattle Neighborhood Planning Office's procedures and steps were explained by Veronica Jackson and other City staff. The community formed a subcommittee to handle the contracting issues, bringing back results and setbacks to the larger group. Other important subcommittee work that took place during this stage focused on media and publicity, by-laws, outreach strategy, and planning for the February Kick-Off event.

Stage [11- Making Ourselves and NPOS Goals Known, 22 February to June 1997

Unlike other neighborhood planning groups, RBN 2014 decided that rather than spend \$8,000-\$10,000 on a consultant team to "organize" the neighborhood, the community would take on this responsibility. The method used was twofold: first, to use traditional methods of community action to spread the word, i.e.; letterwriting, walking the neighborhood, adopting streets and parks, cleanups, community council meetings. Second, the group decided that funding could best be used to take RBN 2014 meetings and its mission to "hard-to-reach" local groups.

RBN2014 perceived that many area organizations were not easily identified. They had no profile in the public's eye, and tended not to reach out to the City or other clubs and associations. The strategy focused on funding individual meetings with these groups in exchange for the opportunity to inform their members about the neighborhood planning process, the project Questionnaire, and to request input from the membership. To support this effort and reach out to local businesses, RBN 2014 sent out volunteers to walk five targeted routes and talk to businesses, hand out flyers and announce the Kick-Off event.

**February 22<sup>nd</sup> Kick-Off Event.** The event proved more popular and successful than anyone could have hoped or imagined. Featured were an introduction of the planning activities, generation of issues in the community (particularly Sound Transit and the future light rail system), and a call to attract new participants. Several elected representatives attended. In total, the meeting attracted over 160 persons from a wide variety of interests. To gain input, community members were asked to share their priorities, opinions, and concerns indifferent banners displaying neighborhood planning categories, including:

- Education
- ∖ Housing
- ∖ Looks/Appearance
- Opinions on the Rainier Beach Community Center
- Parks
- Recycling
- ∖ Security
- ∖ Social Services
- ∖ Transit
- ∖ What I Like About Rainier Beach
- ∖ What Not to Change
- ∖ Zoning

#### Stage IV- Gathering Opinions About Planning Ideas, June to September 1997

RBN 2014 continued its work to stay in touch with “hard-to-reach” groups, and developed fists of “ideas” for planning – ideas gleaned from monthly meetings and from comments at the February 22<sup>nd</sup> event. To supplement its outreach efforts, RBN 2014 committed to preparing a questionnaire that would not be repetitious of previous surveys and would inspire the Rainier Beach community to think positively about making plans for the future.

Working in partnership with the Seattle Neighborhood Planning Office, RBN 2014 sent out an areawide mailing of the Questionnaire, reaching approximately 9,000 addresses. Combined with having Questionnaires filled out at the “hard-to-reach group events, RBN 2014 received a remarkably high return rate of nearly 700 responses. Again depending on the neighborhood's spirit of volunteerism, the Questionnaires were tabulated by community members and categorized according to priorities.

On August 23, the community hosted a “Visioning Event”, where the results of the questionnaire were put on display. RBN 2014 decided that a process of winnowing would be used. At the visioning event, RBN 2014 presented the community-at-large with the ideas that had received the top priority over the entire outreach phase. This resulted in community members having the opportunity to comment on all 14 of the most important ideas generated. At the event, the 14 ideas were grouped into six categories, each of which had its own voting table, and information team: (1) Neighborhood Transportation, (2) Business and Retail, (3) Parks, (4) Environment, (5) Government, and (6) Social Services.

#### Stage V- Transforming into Phase II Planning, September to November 1997

In RBN 2014's regular meetings, the Committee interpreted the results of voting at the August 23<sup>rd</sup> event. The group realized that something interesting had happened. The general voting confirmed the priorities of the Questionnaire findings: however, closer inspection of the August 23<sup>rd</sup> event tally revealed that youth had favored one idea more importantly than adults: to make an areawide study of streets that were not friendly to pedestrians and cyclists, and suggest ways to make them work for all modes. After much discussion, the Planning Committee agreed to include this idea for Phase II study.

Before Phase II could begin, RBN 2014 presented a final community meeting to validate its hard work and its findings. At this meeting, RBN 2014 attempted to pinpoint various parties who had expressed interest in the work, but had not shown up for meetings. The purpose of the validation meeting, held September 22<sup>nd</sup>, was to present the draft Phase II work scope and gain final community "buyoff" on the work done to date. In essence, it provided the community-at-large with one last chance to clarify, challenge, and/or affirm the ways in which RBN 2014 had organized itself, listened to the community, and done its work.

By the November 1997 meeting, the Phase II scope had been revised in ways that were to the liking of the temporary subcommittee in charge of it. Furthermore, the Phase II Planning Committee was approved and new chairpersons were elected: Dawn Blanch and James Luster. The group had survived through Phase I, and mustered the energy to develop what follows in upcoming chapters: the Rainier Beach Neighborhood Plan, a plan for a sustainable future.

# Chapter 2.0

## Existing Conditions in Rainier Beach

### 2.1 The' Built Environment

Located approximately 10 miles southeast of Downtown Seattle, the Rainier Beach community consists of a diverse range of natural and built landscapes. Nestled between southern Beacon Hill and Lake Washington, Rainier Beach maintains rivulets, creeks, ravines, hills, parks and open spaces, walking trails, businesses, residences. of differing densities, and civic institutions. During the Phase [ process, the neighborhood published a Walking Tour map of Rainier Beach to highlight the unique natural and constructed features that make the area unique and special. The following section, and Figure 4, briefly discuss and illustrate some of these elements of the built environment.

#### Natural Landscapes

- Perhaps the most significant feature of the natural landscape are the views afforded by Rainier Beach's varied topography. From many locations, views of Lake Washington are possible. In addition, vistas of Mount Rainier can be captured from northern residential neighborhoods and viewpoints close "to the Lake Washington waterfront.
- The hillsides that, cradle Rainier Beach to the west and south define the Rainier Valley floor. To the west slopes Beacon Hill and the East Duwamish Greenbelt. Carkeek Drive S bisects the greenbelt. To the south, homes of the Rainier View and Roxbury neighborhoods dominate the south hillside.
- Natural ravines and greenbelts also shape these hillsides. In addition to the East Duwamish Greenbelt, the Sturtevant Greenbelt anchors the slope along Sturtevant Avenue S between Rainier Avenue S and Roxbury Street.
- The Rainier Valley floor has potential liquefaction geological hazards due in part to its low water table and the underlying soil conditions. As might be expected, a number of wetland environments can be found throughout Rainier Beach. The most notable of these include the Pritchard Island Wetlands and the natural environment surrounding the Mapes Creek channel.
- Pritchard Island, Pritchard Beach, and the open spaces along the waterfront also provide a range of different natural landscapes. Formerly a true island, Pritchard Island is now connected to the mainland via the wetland/waterfront greenbelt.

#### Parks. Recreational Areas. & Open Spaces

- In addition to the natural environments, Rainier Beach also has several park, recreation, and open space opportunities. Important parks and open spaces include: Kubota Gardens, Rainier Beach PlayField, Beer Sheva Park and Atlantic City Boat Ramp, Pritchard Bathing Beach, and a number of smaller pocket parks.

- Recreational areas include the Rainier Beach Community Center, Rainier Beach High School, Fred Hutchinson Playground, and a P-Patch Garden just west of MLK, Jr. Way north of Henderson Street.

### **Built Form**

- The single-family house stands out as the most prevalent structure throughout Rainier Beach. Solid and stable housing stock can be found throughout Rainier View and the Seward Park/Pritchard Island area. Additional single-family neighborhoods include Happy Valley and Dunlap located north of Henderson Street between MLK, Jr. Way and Rainier Avenue S.
- Multifamily and mixed-use housing are concentrated around the major arterials, principally Rainier Avenue S and Henderson Street. The largest multifamily complexes include the Villa Park Townhomes on Director Street and the Lake Washington Apartments off of Seward Park Avenue S.
- The Rainier Beach commercial core is clearly defined by the square bounded by Rainier Avenue S to the west and south, Henderson Street to the north, and Seward Park Avenue S to the east. The area consists of a hodgepodge mix of strip commercial shopping centers and smaller service-oriented businesses. At present, the business district retains a strong orientation toward the automobile.
- The segment of Rainier Avenue S north of Cloverdale to Holly Street has a wide mix of one- to three-story commercial, residential, or mixed-use buildings. Several vacant or derelict properties detract from the physical, social, and economic character of this section of Rainier Beach.
- Civic uses also make up a big part of Rainier Beach's physical environment. Rainier Beach High School, South Shore Middle School, Rainier Beach Community Center, Dunlap School, and the Rainier Beach Branch Library are all located near the intersection of Rainier Avenue S and Henderson Street.

## **2.2 Community Demography**

The Rainier Beach Residential Urban Village is one of five "villages" designated in the Rainier Valley in the City of Seattle's 1994 Comprehensive Plan. The others include North Rainier, Beacon Hill, Columbia City and MLK@Holly. The intent of these designations seeks to reinforce concentrations of employment and housing in locations that will support and have direct access to regional high capacity transit. To recognize differences in existing or desired functions and physical characteristics, distinct areas were designated as Hub Urban Villages and Residential Urban Villages (the category into which Rainier Beach has been designated). Residential Urban Villages are compact residential neighborhoods that provide a range of housing types and support a range of housing opportunities primarily in residential mixed use neighborhoods.

Rainier Beach is intended to accommodate an additional 740 households, over the next 20 years, or approximately 1.2% of the total household growth citywide (60,000 households). There is no employment growth target for the Rainier Beach Residential Urban Village. However, given the areas commercial land base and market trends in the region, some level of economic development and job growth will be expected to occur over the 20-year life of the neighborhood plan.

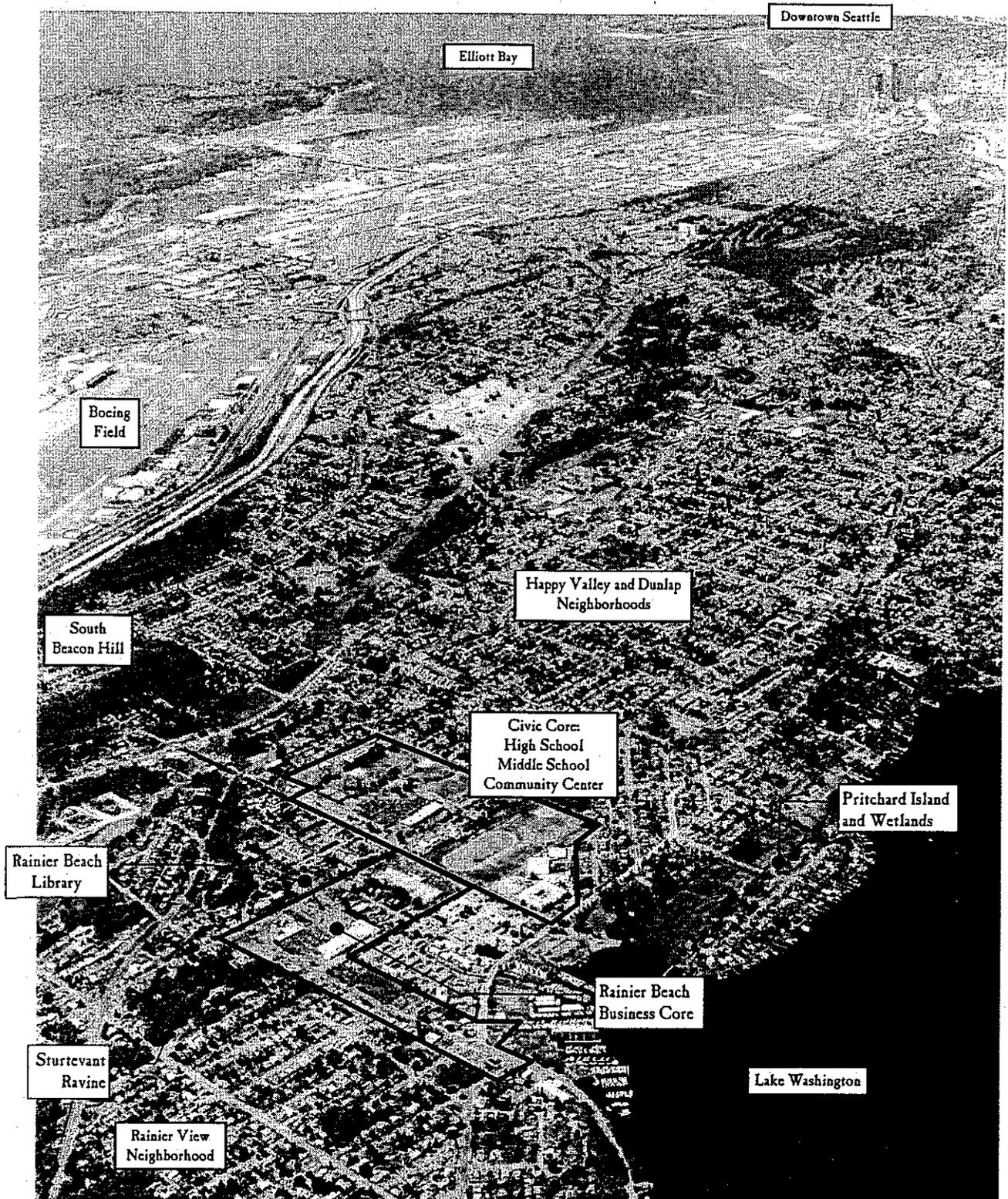


Figure 4  
Aerial Perspective of Rainier Beach's Built Environment

Demographic characteristics for the Rainier Beach community are presented below. Please note the source and date for the information, as much of it derives from the 1990 Census as well as other state and local resources.

In 1990, the Rainier Beach Residential Urban Village area had a total estimated population of 2,913 residents, nearly 7% of the population of Southeast Seattle and just under 1% of the City's population (Table 1).

**Table 1: 1990 Population Comparison**

Area	Population		
	1990	% SE Seattle	% Seattle
City of Seattle	516,259	..	100.0%
SE Seattle	42,406	100.0%	8.2%
Rainier Beach	2,913	6.7%	0.6%

Source: 1990 U.S. Census, Block Group Report, STF3.

20-Year Population Growth Target. The Rainier Beach Residential Urban Village is expected to accommodate approximately 1,850 additional residents by the year 2014 (based on an average household size of 2.5 people). This represents 1.5% of targeted population growth citywide. Other Urban Villages in Southeast Seattle include Columbia City Residential Urban Village,

**Table 2: 20-Year Population Growth Targets**

Southeast Seattle Urban Villages	Households	Population
Rainier Beach	740	1,850
Columbia City	740	1,924
MLK Jr. Way South @ Holly Street	800	2,080
Beacon Hill	550	1,375
North Rainier (Hub Urban Village)	1,200	2,880
<b>Total</b>	<b>4,030</b>	<b>10,109</b>

Population estimates based on average household size of 2.5 people per household (PPH) for Rainier Beach and Beacon Hill. 2.6 PPH for Columbia City and MLK Jr. Way South @ Holly Street. zndZ4PPH forWimicrA.enu @1.90.

Source: Seattle Office of Management and Planning, 1994; Puget Sound Regional Council Household Size Forecasts, 1995.

Beacon Hill Residential Urban Village, MLK Jr. Way South @ Holly Street Residential Urban Village and Rainier Avenue @ I-90 Hub Urban Village. As illustrated in Table 2, total growth targets for all of Southeast Seattle suggests an increase of more than 4,000 households and 10,000 residents by 2014.

**Age** Characteristics. In general, residents within the Rainier Beach Residential Urban Village are considerably younger than residents citywide and tend to be concentrated in age between 0-18 years and 25-44 years old. In 1990, median age of residents within the Rainier Beach Residential Urban Village was 28.5 years. This compares with median age of 33.5 years citywide. Compared with the city as a whole, Rainier Beach has larger concentrations of under 18 year olds and 25-34, and lower concentrations of all other age groups (Table 3).

**Table 3: Age Characteristics Comparison**

Age	Rainier Beach Residential Urban Village	City of Seattle
Under 18	34.5%	16.3%
18 to 24 Years	7.1%	11.9%
25 to 34 Years	22.9%	21.9%
35 to 49 Years	17.1%	23.4%
50 to 64 Years	9.6%	11.3%
65 and Older	8.8%	15.2%
Median Age	28.5 Years	33.5 Years

Source: 1990 Census.

## 2.3 Housing Characteristics

In 1990, the Rainier Beach Residential Urban Village had 1,338 housing units, 8% of the units in Southeast Seattle and less than 1% of the 249, 032 units citywide (Table 4). Compared with the city as a whole, Rainier Beach has a significantly larger percentage of multi-family units (76.5% vs. 24.8%) and renter-occupied units (76.7% vs. 37.1%). Typically, there are more people per unit in Rainier Beach than the city as a whole. In 1990, households in Rainier Beach averaged 2.7 people per housing unit. This compares with the citywide average of 2.0 people per housing unit. Housing characteristics within Seattle, Southeast Seattle and the Rainier Beach Residential Urban Village are presented in Table 5.

Arc.	Housing		
	1990	% Southeast Seattle	% Seattle
City of Seattle	249,032	100.0%	100.0%
Southeast Seattle	16,688	6.7%	6.7%
Rainier Beach RUV	1,338	8.0%	0.5%

Source: 1990 U.S. Census, Block Group Report, STF3.

Housing Characteristics	Rainier Beach Residential Urban Village	Southeast Seattle	City of Seattle
Total Units	1,338	16,688	249,032
Persons/Unit	2.71	2.69	2.01
Occupancy			
Owner Occupied	213	9,782	115,669
%	19.7%	62.9%	48.9%
Renter Occupied	829	5,760	121,003
%	76.7%	37.1%	51.1%
Unit Type			
% Single Family	22.7%	72.7%	53.4%
% Multi-Family	76.5%	26.2%	45.4%
Median Year Built	1957	1952	1949

**20-Year Housing Growth Target.** The Rainier Beach Residential Urban Village is targeted to accommodate 740 additional households by the year 2014. This represents approximately 1.2% of targeted household growth citywide. Additional household growth is targeted for Columbia City, Beacon Hill and MLK Jr. Way South @ Holly Street Residential. Urban Villages and the Rainier Avenue @ I-90 Hub Urban Village in Southeast Seattle. In total, the Southeast Seattle Urban Villages are targeted to accommodate 4,030 additional households by 2014. This represents just over 6.7% of targeted household growth citywide (refer to Table 2).

## Chapter 2.0 - Existing Conditions in Rainier Beach

Household Income. Overall, estimated household income for residents within the Rainier Beach Residential Urban Village was less than the citywide average. In 1990, median household income within the Urban Village was \$16,549, 44% below the citywide median of \$29,353. The Rainier Beach planning area (larger geographically than the urban village boundaries) had a median household income of \$32,375, 10% above the citywide median. In 1996, median household income within the Rainier Beach planning area (census tracts [17-] [9]) was estimated to be \$44,724, an increase of 38% over the 1990 median household income. Between 1995 and 1996, median household income in the Rainier Beach planning area increased 5.6%, from \$42,349. Over the same period, median household income in Southeast Seattle increased from an estimated \$28,057 in 1990 to \$39,214 in 1996, an increase of nearly 40%. Between 1995 and 1996, median household income in Southeast Seattle increased 5.4%, from \$37,213 (Puget Sound Regional Council, 1998).

The Puget Sound Regional Council (1995) prepared household income forecasts for Forecast Analysis Zones (FAZs) within the four-county Puget Sound region. The Rainier Beach FAZ includes the approximate area encompassed in the Rainier Beach planning area, but is larger than the Residential Urban Village boundaries (refer to the Rainier Beach Economic Development Technical Report under separate cover). In 1990, it was estimated that 49.6% of households within the Rainier Beach FAZ earned incomes below the county median (24% were in the lowest 25% of households). By 2010, it is estimated that 49.2% of households within this FAZ will earn incomes below the county median (23.9% will be in the lowest 25% of households). The number of households earning incomes above the county median is expected to increase from 50.4% to 50.8% of total households over the period 1990-2010, with those in the uppermost 25% of households increasing from 25% to 26% of total households.

Southeast Seattle FAZs include Rainier Beach, South Beacon Hill/Columbia City and North Beacon Hill/Mount Baker. In 1990, it was estimated that 55.1% of households within these FAZs earned incomes below the county median (31% were in the lowest 25% of households). By 2010, it is estimated that 52.8% of households within these FAZs will earn incomes below the county median (28% will be in the lowest 25% of households). The number of households earning incomes above the county median is expected to increase from 44.9% to 47.2% of total households over the period 1990-2010, with those in the uppermost 25% of households increasing from 23% to 24% of total households (PSRC, 1995).

Poverty Status. As shown in Table 6, the poverty level was higher in the Rainier Beach Residential Urban Village in 1990 than occurred citywide. Within the Rainier Beach Residential Urban Village, 32.6% of the population earned incomes below the poverty level, compared with 16.5% in Southeast Seattle and 12.4% citywide. Children under 18-years of age comprised 45% of the total population in poverty and 14.7% of the total residential population. In Southeast Seattle, children under 18 comprised 59% of the total population in poverty and 16.9% of the total residential population. Citywide, those under 18 comprised 21.5% of those in poverty and 2.6% of the total population.

Income Characteristic	Rainier Beach RUV	Southeast Seattle	City of Seattle
<b>Median Household</b>	\$33,893	\$33,552	\$29,353
<b>Poverty Status</b>			
% Below	32.6%	16.5%	12.4%
% under age 18	14.7%	6.5%	21.5%
% age 65 +	1.4%	1.0%	10.9%
Source: 1990 U.S. Census, Block Group Report, STF3.			

Those aged 65 and older within the Rainier Beach Residential Urban Village comprised 4.4% of the total population in poverty and 1.4% of the total residential population. This compares with 7% of those in poverty and 1.0% of total population in Southeast Seattle and 0.9% of those in poverty and 1.3% of total population citywide.

Housing Affordability. The citywide average purchase price for a single-family home in 1994 (the most recent data available) was \$182,834. In 1994, the median income household (approximately \$41,044 for the Seattle-Everett Metropolitan Statistical Area) was able to afford a \$166,400 home (assuming 20% down, 25% of income for principal and interest, and a 30-year

Table 7: 1994 **House** Purchase Affordability

Subarea	Annual Mean Price	Affordability Gap	
		Median Income	Low Income
<b>Seattle</b>	\$182,834	(\$16,434)	(\$122,334)
<b>Beacon Hill</b>	\$115,709	\$50,700	(\$55,200)
Central Area	\$135,600	\$30,800	(\$75,100)
<b>Rainier Valley</b>	\$127,561	\$38,800	(\$67,100)
<b>Riverton/ Tukwila</b>	\$107,873	\$58,500	(\$47,400)

Source: King County Department of Development and Environmental Services, 1995.

conventional mortgage at prevailing interest rates). This left a \$16,434 gap between the average purchase price of a single-family home and what “the median income household could afford (refer to Table 7). The situation was quite different in Rainier Valley neighborhoods (which include Rainier Beach) where average purchase price for a single-family home was \$127,561. This left a positive gap of \$38,800 between the average purchase price of a single-family home and what the median income household could afford. That is, housing remained affordable for households earning the median income. Areas with comparable affordability characteristics are included for comparison. Citywide, 59% of the housing units sold were below the median income household’s affordable price (King County, 1995).

The affordability gap facing first time homebuyers and low-income households remains prohibitively large, however. First time home buyers (earning 85% of median income, or \$34,938 in 1994) were able to afford a \$102,900 home (assuming 4.5% down, 26% of income for principal and interest, and a 30-year FHA loan with mortgage at prevailing interest rates). This left a gap of \$79,934 citywide and \$24,661 in the Rainier Valley. Citywide, 15% of the housing units sold were below the first time buyer’s affordable price. Low-income households (earning 50% of median income, or \$20,552 in 1994) were able to afford a \$60,500 home, leaving a gap of \$122,334 citywide and \$67,100 in the Rainier Valley. Citywide, 3% of the housing units sold were below the low-income household’s affordable price.

While more recent affordability data are unavailable, information on housing prices in the Rainier Valley is available through the Northwest Multiple Listing Service. Currently in the Rainier Valley, the average sale price of a single-family home is \$146,127, or 14.6% higher than the average price of \$127,561 in 1994. This is equivalent to an increase of approximately 4.6% per year. The likely result of these housing price increases is a widening of the affordability gap for first time and low-income homebuyers.

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The affordability gap for median and low-income renters represents the difference between contract rent and 30% of monthly household income. In 1994, median income renter households earned \$27,577 and could afford \$689 per month in rent, which was below the citywide average rent of \$700 per month (a gap of \$11) and above the average within the Rainier Valley of \$464 per month (a gap of +\$226). Low income renter households, however, earned \$13,788 and could afford a monthly rent of \$345, which left a gap of \$355 citywide and \$119 in the Rainier Valley (see Table 8).

Subarea	Annual Mean Rent	Affordability Gap per Month	
		Median Income	Low Income
Seattle	\$700	(\$11)	(\$355)
Beacon Hill	\$695	(\$5)	(\$350)
Central Area	\$750	(\$61)	(\$405)
Rainier Valley	\$464	\$226	(\$119)
Riverton/Tukwila	\$559	\$131	(\$214)

Source: King County Department of Development and Environmental Services, 1995.

While more recent affordability data are unavailable, information on rental prices in the Rainier Valley is available through Dupre + Scott Apartment Advisors. Currently in the Rainier Valley, average rent for a two-bedroom/one-bath apartment is \$551/month, or 18.8% higher than the average rent of \$464/month in 1994. This is equivalent to an increase of approximately 4.4% per year. A two-bedroom/one-bath apartment rents for an average of \$666/month, while a three-bedroom/two-bath apartment rents for \$722/month. The likely result of these increases is a widening of the affordability gap for median- and low-income renters.

**2.4 The Economy**

Current Employment and Wage Characteristics. As of March 1994 (the most current employment and wage data available), there were 256 businesses and 3,525 employees in the Rainier Beach Residential Urban Village. This represented approximately 1% of total covered employment in Seattle and 32% of total covered employment in Southeast Seattle. Quarterly wages totaled \$23 million dollars, or more than one-third of all wages in Southeast Seattle. In terms of wage comparisons, the average Rainier Beach employee earned approximately \$26,300 per year, [3.5% lower than the City average of \$30,420 per year and 5.2% higher than the Southeast Seattle average of approximately \$25,000 per year.

Please Note: The Rainier Beach Residential Urban Village is defined by census tract/block groups 117 (1, 2), 118 (1-6) and 119 (5) and Southeast Seattle by 94 (1, 2), 95 (5-8), 100 (1, 2), 101 (3-5), 102 (3, 4), 103 (2-5), 104 (1, 2), 110 (1,2) 111 (1-7), 118 (3-6) and 119 (1,5) (Washington State Employment Security, 1998).

SIC Industry	Units	Employees	% Total Employment	1 <sup>st</sup> Quarter Wages
Ag/Forest/Fishing	5	23	0.7%	\$59,472
Mining/Construction	22	148	4.2%	\$1,500,126
General Bldg. Contractors	8	54	1.5%	\$531,245
Heavy Construction	3	82	2.3%	\$929,843
Special Trade Contractors	11	12	0.3%	\$39,038
Manufacturing	15	265	7.5%	\$1,838,858
Food & Kindred Products	3	59	1.7%	\$427,788
Paper & Allied Products	3	129	3.7%	\$1,069,278
TCU <sup>1</sup>	4	41	1.2%	\$223,507
Wholesale Trade	16	1,568	44.5%	\$12,303,828
Retail Trade	43	577	16.4%	\$2,242,026
Food Stores	7	152	4.3%	\$680,976
Auto Dealers/Service	5	30	0.9%	\$124,685
Apparel & Accessories	3	9	0.3%	\$28,076
Eating & Drinking Places	20	274	7.8%	\$510,779
Misc. Retail	3	96	2.7%	\$762,892
FIRE <sup>2</sup>	12	72	2.0%	\$367,016
Real Estate	5	27	0.8%	\$159,044
Services	127	513	14.6%	\$1,939,018
Personal Services	7	37	1.0%	\$69,020
Business Services	6	33	0.9%	\$117,743
Auto Repair/Srv/Pkg	4	9	0.3%	\$54,453
Social Services	4	55	1.6%	\$101,767
Membership Organizations	5	11	0.3%	\$19,336
Private Households	89	77	2.2%	\$182,022
Government	12	318	9.0%	\$2,547,104
<b>TOTAL</b>	<b>256</b>	<b>3,525</b>	<b>100.0%</b>	<b>\$23,020,955</b>

<sup>1</sup>Transportation, communication and utilities.  
<sup>2</sup>Finance, insurance and real estate.  
 Source: Washington State Employment Security Department, 1998.

As shown in Table [0 on the following page, employment in the Rainier Beach Residential Urban Village accounted for 32% of total employment in Southeast Seattle during the first quarter of 1994. Employment in Rainier Beach accounted for over 50% of total employment in Southeast Seattle in wholesale trade industries and 40% of mining/construction and finance/insurance/real estate employment. It should be noted that employment figures do not include sole proprietors, people working from home and other self-employed individuals. Census data for 1990 indicate that 440 people within Southeast Seattle worked at home, while none worked at home in the Rainier Beach Residential Urban Village.

**Table 10:1994 Industry Employment, Comparison**

Industry	1994 First Quarter Covered Employment				
	Southeast Seattle	% of Total	Rainier Beach Residential Urban Village	% of Rainier Beach	% of SE Seattle
Ag/Forestry/Fishing	86	0.8%	23	0.7%	26.7%
Mining/ Construction	352	3.2%	148	4.2%	42.0%
Manufacturing	2,238	20.3%	265	7.4%	11.8%
T C U	228	2.1%	41	1.2%	18.0%
Wholesale Trade	2,211	20.1%	1,568	44.5%	71.0%
Retail Trade	1,716	15.6%	577	16.4%	33.6%
FIRE	181	1.6%	72	2.0%	39.8%
Services	2,192	19.9%	513	14.6%	23.4%
Government	1,806	16.4%	318	9.0%	17.6%
<b>Total Covered Employment</b>	<b>11,010</b>	<b>100.0%</b>	<b>3,525</b>	<b>100.0%</b>	<b>32.0%</b>

TCU: Transportation/communication/utilities.  
 FIRE: Finance/insurance/real estate.  
 Source: Washington State Employment Security Department, 1998.

In 1994, 75.5% of total employment in the Rainier Beach Residential Urban Village was in wholesale trade, retail trade and service industries. The remaining 24.5% was in all other industries, with the smallest share of employment in agriculture/ forestry/ fishing (0.7%), transportation/ communications/ utilities (1.2%) and finance/ insurance/ real estate (2.0%). Wholesale trade is the major industry in the Rainier Beach Residential Urban Village, employing nearly 45% of total employees. Specific details about this industry (e.g. number of employers in durable and non-durable goods) are unavailable due to the State's disclosure rules. Businesses in this category primarily sell merchandise to other retail, commercial, industrial, institutional, construction or professional businesses. The average annualized wage within the wholesale trade sector in the Rainier Beach Residential Urban Village during the first quarter of 1994 was ~\$31,500 compared with \$30,600 in Southeast Seattle and \$35,628 citywide.

Retail trade was the second largest employer in the Rainier Beach Residential Urban Village, accounting for 16.4% of total jobs. The largest employer within the retail trade sector was Eating and Drinking Places, which employed 7.7% of all employees and 47.5% of all retail jobs. Another important retail employer was Food Stores which accounted for 4.3% of total employment and 26.3% of retail employment. The average annualized wage within the retail sector in the Rainier Beach Residential Urban Village during the first quarter of 1994 was \$15,530 compared with \$16,020 in Southeast Seattle and \$17,800 citywide.

The services sector was the third largest employer in the Rainier Beach Residential Urban Village with 19.9% of total employment. The largest single employer within this sector was Private Households, which employed 2.2% of all employees and 15% of all service-related employees. This industry includes private households which employ domestic servants, including cooks, laundresses, maids, sitters, personal secretaries, gardeners, caretakers and other maintenance workers. Other important employers

within this sector included Social Services (1.6% of total employment) and Personal Services (1.0% of total employment). The average annual wage within the services sector in Rainier Beach was \$15,600 in 1994 compared with \$16,200 in Southeast Seattle and \$27,600 citywide.

Federal, state and local government supported 9.0% of total employment within Rainier Beach in 1994. No breakdown of employment by government sector is available from the Washington State Employment Security Department. The average annual wage within the, government sector in Rainier Beach was \$33,200 in 1994, this compares with \$31,300 in Southeast Seattle and \$34,612 citywide.

Manufacturing supported nearly 8% of total employment within the Rainier Beach Residential Urban Village in 1994. The largest employer within this sector was Paper and Allied Products, which supported 3.7% of total employment and 49% of manufacturing employment. Food and Kindred Products industries employed nearly 2% of total employees and 22% of manufacturing employment. The average annual wage within the manufacturing sector in Rainier Beach was \$27,480 in 1994 compared with \$29,630 in Southeast Seattle and \$36,920 citywide:

**Rate of Employment Growth.** For the period between [1990 to 1994, Southeast Seattle experienced job growth of nearly 20% over this period, compared with just 2% job growth in Rainier Beach.

Total employment within the Rainier Beach Residential Urban Village increased approximately 2.1% between the first quarter of 1990 and the first Quarter of 1994, from 3,451 jobs to 3,525 jobs. Industries experiencing job growth included agriculture/ forestry/ fishing (+8 jobs) manufacturing (+115 jobs), retail trade (+22 jobs) services (+254 jobs) and government (+274 jobs), while job losses occurred in mining/ construction (-78 jobs), transportation/ communication utilities (-61 jobs), wholesale trade (-406 jobs), and finance/ insurance real estate (-54 jobs).

Rainier Beach experienced much slower job growth than did Southeast Seattle as a whole, which gained 1,796 jobs (a nearly 20% increase), primarily in manufacturing (+486 jobs), services (+1,122 jobs) and government (+93S jobs). These increases were offset, to some extent, by losses in mining/ construction (-113 jobs), transportation/ communication utilities (-391 jobs) and retail trade (-276 jobs).

Employment **Trends and** Forecasts. Employment forecasts are one measure of how the region and local area are expected to perform economical! in the future. The expected composition and performance of specific industries provide insight into where growth is expected to occur, the types of labor skills and training that will be required, infrastructure needs, and other factors that can be planned for. Employment and wages also drive business and household purchases, which in turn generate additional spending. If the industries attracted to a region or area are typically high wage paying industries, the economic impacts will be substantially different than if the industries are typically low wage paying industries.

There are no specific 20-year employment targets for the four Residential Urban Villages in Southeast Seattle (Rainier Beach, Columbia City, Beacon Hill, and MLK @Holly). However, while these areas are not targeted for, additional employment growth over the next 20-years, some level of employment, growth is likely to occur.

While employment targets were not identified for each Residential Urban Village, local area forecasts are available from the Puget Sound Regional Council. The following section presents employment trends and forecasts for Seattle and the Forecast Analysis Zones (FAZs) that comprise Southeast Seattle and the Rainier Beach planning area. These forecasts, depicted in Table II below, give some indication about the general magnitude and composition of future employment.

Table 11: Employment Forecast Comparison  
City of **Seattle, Southeast Seattle** and Rainier Beach FAZs.

Employment Sector	1990	2000	2010	2020
<b>Seattle</b>	<b>469,802</b>	<b>521,878</b>	<b>597,836</b>	<b>631,594</b>
Manufacturing	47,839	37,206	36,958	32,044
Whol Trade/Trans/Comm/Utilities	69,258	71,106	75,000	77,701
Retail Trade	64,813	72,414	81,880	87,632
Services	204,211	249,199	306,413	330,807
Government/Education	83,615	91,953	97,585	103,410
<b>Southeast Seattle</b>	<b>19,953</b>	<b>22,322</b>	<b>25,222</b>	<b>25,756</b>
Manufacturing	2,727	2,052	1,843	1,529
Whol Trade/Trans/Comm/Utilities	4,212	4,402	4,362	4,239
Retail Trade	7,890	3,107	3,858	3,978
Services	4,069	5,513	7,632	8,096
Government/Education	6,055	7,248	7,527	7,914
<b>Rainier Beach (FAZ 5915)</b>	<b>4,014</b>	<b>4,508</b>	<b>5,239</b>	<b>5,356</b>
Manufacturing	155	148	181	179
Whol Trade/Trans/Comm/Utilities	1,352	2,127	2,024	1,888
Retail Trade	624	860	1,137	1,331
Services	449	796	1,229	1,216
Government/Education	434	577	668	742
*Includes PSAC Forecast Analysis Zones 5915 (Rainier Beach), 5916 (South Beacon Hill/Columbia %), and 5925 (North Beacon Hill/Mount Baker).				

Employment in Seattle, Southeast Seattle, and the Rainier Beach FAZ is expected to follow similar trends as those forecast for the Puget Sound region. Similar to King County's standing in the region, the City of Seattle is expected to lose its relative share of total County employment. While it will remain, the largest employment center, Seattle's share of total County employment is expected to decline from 48% in 1990 to 45% in 2020. Employment is expected to increase 34.4% over the period 1990-2020, or approximately 1% peryear.

Southeast Seattle's share of total City employment is expected to decrease slightly over the forecast period (4.2% in [1990 to 4.1% in 2020)., Total employment in the Southeast Seattle FAZ's is expected to increase 29% between [1990 and 2020, or just less than 1% peryear. The greatest growth, nearly 100%, is expected in the services sector, followed by retail trade (38%), government/education (31%) and wholesale trade/ transportation/ utilities (0.6%). Manufacturing employment is expected to decline 44% over the forecast period.

The Rainier Beach share of Southeast Seattle employment is expected to increase marginally over the forecast period (20.1% in 1990 to 20.8% in 2020). In 1994, the Rainier Beach Residential Urban Village supported 3,525 jobs, while the Rainier Beach FAZ supported approximately 4,212 jobs (assuming that employment growth occurred in equal increments between 1990 and 2000). Thus, the Rainier Beach Residential Urban Village "captured" approximately 84% of the FAZ's total employment.

Total employment in the Rainier Beach FAZ is expected to grow 33% over the period 1990-2020, or approximately 1% per year. This is comparable to the rate of growth for Southeast Seattle (29% employment growth, or 0.9% per year) and for the city as a whole (34% employment growth, or approximately 1% per year).

Employment in the Rainier Beach FAZ is expected to gain relative share of Southeast Seattle's manufacturing employment by the year 2020 (approximately 6% in 1990 to 12% in 2020). Similar gains are expected in retail trade (22% in 1990 to 34% in 2020), services, (11% in 1990 to 15% in 2020) and government/education (7% in 1990 to 9% in 2020). Only employment in wholesale trade, transportation, communications and utilities is expected to decline from 56% of total employment in Southeast Seattle in 1990 to 34% in 2020.

In terms of employment make-up, several changes are expected in terms of each industry's relative share of total employment in the Rainier Beach FAZ over the period 1990-2020. Services, retail trade, and government/education are expected to increase their relative share of total employment, while manufacturing and wholesale trade/ transportation/ communication/ utilities are expected to lose relative share. Service employment is expected to gain relative share of total employment by the year 2020 (from approximately 11% of total employment in 1990 to 23% in 2020). Employment in retail trade is expected to increase from approximately 16% of total employment in 1990 to 25% in 2020, and employment in government/education is expected to increase from 11% of total employment in 1990 to 14% in 2020.

Employment is expected to remain relatively constant over the same period (less than 1% and 5%, respectively). Declines in employment share are expected in both the wholesale trade/ transportation/ communication/ utilities and manufacturing industries. Employment in the former is expected to decline from 59% of total employment in 1990 to 35% in 2020, while the latter is expected to decline from 4% to 3% over the same period.

Consumer Spending And Supportable Sales Capacity. The following section presents information on consumer spending patterns in the Seattle Metropolitan Statistical Area (MSA) and on taxable retail sales within the City of Seattle and the Rainier Beach area (defined as zip code 98118). The information on consumer spending was obtained from the 1995 Consumer Expenditure Survey (Bureau of Labor Statistics) and the information on taxable retail sales by zip code was obtained from the Washington State Department of Revenue. Information from the 1992 Economic Census (Department of Commerce, Bureau of the Census) is also presented. The most recent Consumer Expenditure Survey was conducted in 1995. The results of the survey are summarized in Table 12 for selected average annual expenditures for all consumers in the United States, consumers in the Western United States, and for consumers in the Seattle MSA.

Table 12: 1995 Consumer Expenditure Survey. **Selected** Annual Expenditures

Item	All CU's	% of Total	Western CU's	% of Total	Seattle MSA	% of Total
No. of Consumer Units (CU) (000s)	103,523		21,442		1,065	
<b>Consumer Characteristics:</b>						
Income before taxes	\$36,918		\$40,027		\$44,007	
Age of reference person	48.0		46.6		44.8	
Average Annual Expenditures:	\$32,264		\$35,257		\$36,360	
Food at Home	\$2,803	8.7%	\$2,931	8.3%	\$2,780	7.6%
Cereals and Bakery Products	\$441	1.4%	\$448	1.3%	\$443	1.2%
Meats, Poultry, Fish and Eggs	\$752	2.3%	\$730	2.1%	\$621	1.7%
Dairy Products	\$297	0.9%	\$322	0.9%	\$306	0.8%
Fruits and Vegetables	\$457	1.4%	\$472	1.3%	\$456	1.3%
Food Away from Home	\$1,702	5.3%	\$1,752	5.0%	\$1,715	4.7%
Shelter	\$5,928	18.4%	\$7,358	20.9%	\$7,684	21.1%
Owned Dwellings	\$3,749	0.6%	\$4,469	12.7%	\$5,115	14.1%
Rented Dwelling	\$1,788	5.5%	\$2,447	6.9%	\$2,051	5.6%
Housekeeping Supplies	\$430	1.3%	\$445	1.3%	\$529	1.5%
Household Finishings and Equipment	\$1,401	4.3%	\$1,642	4.7%	\$1,291	3.6%
Apparel and Services	\$1,704	5.3%	\$1,704	4.8%	\$1,467	4.0%
Transportation	\$6,014	18.6%	\$6,318	17.9%	\$6,778	18.6%
Health Care	\$1,732	5.4%	\$1,661	4.7%	\$1,520	4.2%
Entertainment	\$1,612	5.0%	\$1,907	5.4%	\$2,422	6.7%
Personal Care Products and Services	\$403	1.2%	\$433	1.2%	\$345	0.9%
Reading	\$162	0.5%	\$184	0.5%	\$237	0.7%
Education	\$471	1.5%	\$460	1.3%	\$449	1.2%
Cash Contributions	\$2,964	9.2%	\$2,479	7.0%	\$2,088	5.7%

Source: Bureau of Labor Statistics, 1995 Consumer Expenditure Survey.

In general, the data indicate (by geographic region) the percent of average annual before-tax income that is spent on various items such as food, transportation, health care and entertainment. Historic expenditure data, as well as the complete results of the [995 Consumer Expenditure Survey for all expenditure categories, are included in the Appendix.

Expenditure Potential. As indicated in Table 12, for all consumers in the United States, just over 87% of before tax income was spent on food, housing, transportation and other goods and services in 1995. This compares with 88% of before-tax income in the Western United States and 83% in the Seattle MSA. Given the average before-tax income of \$44,007 in the Seattle MSA in 1995, \$36,360 was spent on various goods and services. The greatest share of consumer spending was on housing (32.8%), transportation (18.6%) and food (12.4%). Within the housing category, the largest share of total expenditures was for shelter (21.1%), followed by utilities (5.1%), furnishings (3.6%) and housekeeping supplies (1.5%). Within the transportation category, the largest share of total expenditures was for vehicle purchases (7.8%), followed by vehicle expenses (6.1%) and gas and oil (2.7%). Food at home consisted of expenditures on meats, poultry, fish and eggs (1.7%), followed by fruits and vegetables (1.3%), cereals and bakery products (1.2%) and dairy products (0.8%).

In 1996, median household income within the Rainier Beach planning area was estimated to be \$44,724, which compares with median household income of \$39,214 in Southeast Seattle. The estimated mean household income was \$50,612 in Rainier Beach, compared with \$48,437 in Southeast Seattle. Based on 1995 average annual expenditures in the Seattle MSA (the percentages given in Table 12) and 1996 income and household estimates, total consumer spending potential in the Rainier Beach planning area in 1996 ranged from approximately \$239 million to \$270 million. This compares with consumer spending potential of \$876 million to \$1.1 billion in Southeast Seattle for the same period. Table 13 presents spending potential based on 1996 median household income estimates for Rainier Beach and Southeast Seattle.

<b>Table 13: Consumer Expenditure Potential for Rainier Beach and Southeast Seattle</b>					
Item	Seattle MSA	Rainier Beach		Southeast Seattle	
	1995	1996 Consumer Spending Potential			
	% Total Spending	By Type	Total (\$Millions)	By Type	Total (\$Millions)
Number of Households	1,065,000	6,478		27,034	
<b>Consumer Characteristics:</b>					
Median Income before taxes	\$44,007	\$44,724		\$39,214	
Average Annual Expenditures:	82.6%	\$36,952	\$239.4	\$32,400	\$875.9
Food at Home	7.6%	\$2,825	\$18.3	\$2,477	\$67.0
Cereals and Bakery Products	1.2%	\$450	\$2.9	\$395	\$10.7
Meats, Poultry, Fish and Eggs	1.7%	\$631	\$4.1	\$583	\$15.0
Dairy Products	0.8%	\$311	\$2.0	\$273	\$7.4
Fruits and Vegetables	1.3%	\$463	\$3.0	\$406	\$11.0
Food Away from Home	4.7%	\$1,743	\$11.3	\$1,528	\$41.3
Shelter	21.1%	\$7,809	\$50.6	\$6,847	\$185.1
Owned Dwellings	14.1%	\$5,198	\$33.7	\$4,558	\$123.2
Rented Dwellings	5.6%	\$2,084	\$13.5	\$1,828	\$49.4
Housekeeping Supplies	1.5%	\$538	\$3.5	\$471	\$12.7
Household Furnishings & Equipment	3.6%	\$1,312	\$8.5	\$1,150	\$31.1
Apparel and Services	4.0%	\$1,491	\$9.7	\$1,307	\$35.3
Transportation	18.7%	\$6,888	\$44.6	\$6,040	\$163.3
Health Care	4.2%	\$1,545	\$10.0	\$1,354	\$36.6
Entertainment	6.7%	\$2,461	\$15.9	\$2,158	\$58.3
Personal Care Products & Services	0.9%	\$351	\$2.3	\$307	\$8.3
Reading	0.7%	\$241	\$1.6	\$211	\$5.7
Education	1.2%	\$456	\$3.0	\$400	\$10.8
Cash Contributions	11.0%	\$1,168	\$7.6	\$1,024	\$27.7

Source: Bureau of Labor Statistics, 1995 Consumer Expenditure Survey; and PSRC 1996 Household Income Estimates, 1998.

Based on 1996 income and household estimates, total household income for Rainier Beach would be \$289.7 million. This compares with total household income of \$1.1 billion in Southeast Seattle. Total spending potential in Rainier Beach in, [1996 was approximately \$239.4 million compared with \$875.9 million in Southeast Seattle. Assuming that consumer spending patterns in the Rainier Beach and

Southeast Seattle communities are similar to the Seattle MSA, annual spending potential on food at home totaled \$[8.3 million and \$67 million, respectively, in 1996. Of these totals, spending on meat, poultry, fish and eggs was \$4.1 million and \$15.0 million, respectively. Spending on food away from home totaled \$[.3 million and \$4[.3 million, while spending on apparel and services totaled \$9.7 million and \$35.3 million. Spending on personal care products and services totaled \$2.3 million in Rainier Beach and \$8.3 million in Southeast Seattle. .

## 2.5 Transportation Facilities

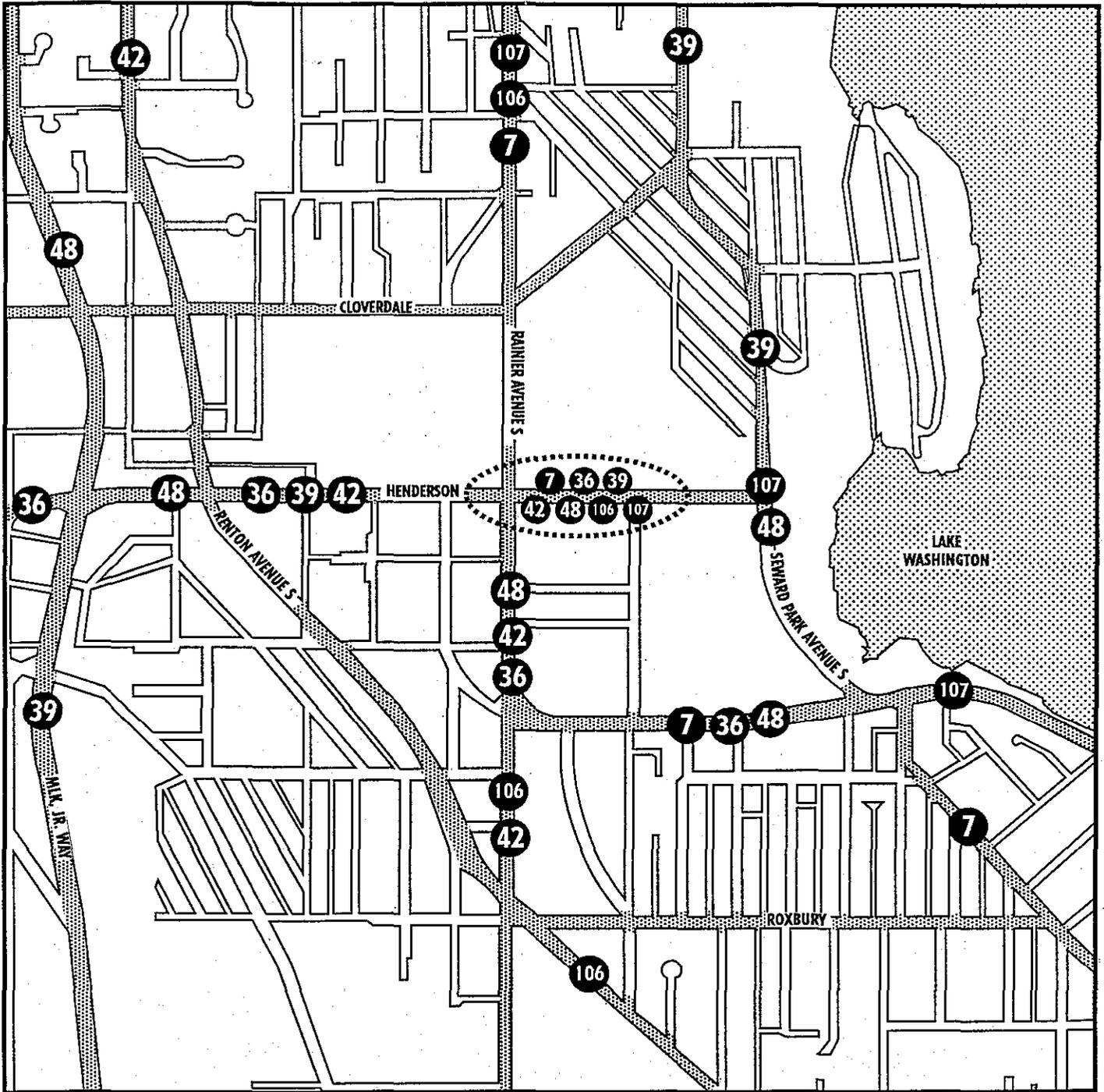
The following discussion describes the existing conditions for transportation facilities in Rainier Beach. It includes a description of pedestrian facilities, City streets, and transit service. Figure 5 highlights the major arterials and transit routes serving the Rainier Beach Residential Urban Village.

**Pedestrian Facilities.** Although highly urbanized, Rainier Beach has a large percentage of residential streets without sidewalk and curb facilities. The most notable locations without this infrastructure exists in the single-family neighborhoods south of Holly Street to Henderson Street between MLK, Jr. Way and Seward Park Avenue S. Typically, these residential streets have unimproved and undefined planting strips with narrow (if any) sidewalks. The lack of curbs results in informal parking scenarios where automobiles park within the pedestrian right-of-way. Similar conditions can also be found in the Rainier View neighborhood located south of Rainier Avenue S up through the Roxbury area and between Renton Avenue S and Waters Avenue S.

Rainier Beach's major arterials maintain adequate pedestrian facilities. Although most of the arterials lack well-marked crosswalks, the arterials typically average 12 feet in width, including planting strips. The Rainier Avenue S corridor has attractive, mature street trees. The 52<sup>nd</sup> Avenue S right-of-way is currently the only non-motorized street in the entire urban village. The right-of-way connects Rainier Beach High School, the Rainier Beach Shopping Center, and the Lake Washington Apartments. However, its condition is derelict, overgrown, and poorly lit.

**Arterial Designations and Conditions.** The following streets are designated as arterials within the Rainier Beach Urban Village; all other rights-of-way are classified as some type of residential street. The descriptions provide the travel direction of the street (NS= north-south, EW= east-west), a Qualitative assessment of the pavement, conditions, and notations of any ancillary facilities.

- Martin Luther King, Jr. Way: NS, street condition is good.
- ∨ Renton Avenue S: NS, street condition is good, primarily arterial connecting to Skyway.
- ∨ Rainier Avenue S: NS, then EW at Barton, newly paved south of Cloverdale.
- Seward Park Avenue S: NS, street condition is good, signed bike lane, adjacent to residences.
- ∨ 51<sup>st</sup> Avenue S: NS, street condition is fair, connects Rainier Avenue S to Rainier View and Skyway.
- Cloverdale Avenue S: EW, street condition is fair, primary arterial connection to Beacon Hill.
- Henderson Street: EW, newly paved from MLK to Rainier, connects to Beacon Hill via Carkeek.
- ∨ Roxbury Street: EW, street condition is good, residential street with single-family homes.
- Waters Avenue S: NW, street condition is fair, residential street with single-family homes.



**LEGEND**

Major Arterials

Bus Routes



NO SCALE

**Rainier Beach Neighborhood 2014**

A ♦ PLAN ♦ FOR ♦ THE ♦ FUTURE ♦

FIGURE 5  
Transportation Facilities

**Chapter 2.0- Existing Conditions in Rainier Beach**

Transit Routes. Given its general proximity to important employment centers such as Boeing Field/King County International Airport, Boeing’s Renton facilities, the north Rainier Valley, Southcenter, and Downtown Seattle, it is not surprising to see several transit routes serving Rainier Beach. Each of these routes connects to the transfer station at Henderson Street and Rainier Avenue S. It should also be noted that Rainier Beach is expected to be served in the future by the Sound Transit LINK Light Rail System. This may result in the rerouting of existing routes and the development of a more formal transit transfer center. Table 14 describes the existing King County Metro Transit bus routes serving Rainier Beach.

Table 14: Transit Routes Serving Rainier Beach		
Route No.	Connects Rainier Beach to . . .	Rainier Beach Service Corridor
7,9	Southeast Seattle, Downtown Seattle, Capitol Hill, University District	Serves Rainier Beach via Rainier Avenue S and up to Rainier View via 62 <sup>nd</sup> -Prentice-64 <sup>th</sup> -Waters loop.
36	Beacon Hill, Jefferson Park, International District, Downtown Seattle	Connects to Rainier Beach via South Beacon Hill. The route travels from Beacon Avenue S to Carkeek Drive S, and eventually services the commercial core via a Henderson-Rainier-Seward Park Avenue S loop.
39	Southeast Seattle, Beacon Hill, Downtown Seattle, Southcenter	Rainier Beach is an intermediate point for the route, allowing connections both north and south. Route 39 enters from the north along Seward Park Avenue S, connecting at the transfer point along Henderson Street and Rainier Avenue S. The route continues toward Southcenter via the MLK, Jr. Way corridor then to Interstate 5.
42	Downtown Seattle, Rainier View, and Skyway (limited morning service)	Serves Rainier Beach via MLK, Jr. Way and Renton Avenue S. Continues south to Rainier View via the 51 <sup>st</sup> Avenue S corridor. Service to Skyway is direct for some routes along Renton Avenue S to about 78 <sup>th</sup> Avenue S.
48	Southeast Seattle, Central Area, Capitol Hill, University District, Ravenna, Green Lake, Greenwood, Loyal Heights	Provide service to Rainier Beach via the MLK, Jr. Way corridor, eventually connecting to other bus lines at the transfer station at Rainier& Henderson.
106,107	Southeast Seattle, Holly Park, Downtown Seattle, Skyway, Renton, Fairwood.	Rainier Beach is an intermediate point for the route, allowing connections both north and south. Route 106 services Rainier Beach via Renton Avenue S and continues on to Rainier Avenue S then west to Othello. Street. Route 107 arrives via Rainier Avenue S along the Lake Washington shoreline and eventually continues north on Rainier then west on Othello.
SOURCE King County Metro Transit Maps, Effective through February 1999.		

## 2.6 Education Facilities and Demography

Background. The compiled data summarizes information presented *in Status Report on Schools in the Rainier Beach Community* (under separate cover). The information was compiled from the Data Profiles of the Seattle School District Summary report; for the school years 1994/1995 to 1997/1998. The report presents a profile of schools in Rainier Beach, providing a basis for the progressive changes desired by the residents of neighborhood. Demographics show a high percentage of children living at poverty levels and not living with parents. These figures are significantly greater than the average district data for that category of schools.

The decrease, in the number of local area students in the schools results in the lack of participation of community residents - parents or mentors from the local community. Parents tend to participate in the schools, that are attended by their children. It is also a fact that parents from outside the community experience difficulty in coming to the schools during the day because of jobs and in attending evening meetings. As a result, the presence of active PTAs or other opportunities for community participation is greatly lacking. In a survey conducted as part of the planning process, many adults indicated that they were not familiar with the schools, their children attended private schools or schools outside of the area. They did, however, express their interest in volunteering if opportunities were provided.

**Schools** in Rainier Beach. Table [5] depicts the public schools serving the Rainier Beach community. In total, there are six elementary schools, one middle school, and two high schools.

<b>Name of School</b>	<b>Address</b>	<b>Tel. No.</b>	<b>Principal</b>
Dunlap Elem.	8621-46 <sup>th</sup> Avenue S	760-4790	William Cook
Emerson Elem.	9709 - 60 <sup>th</sup> Avenue S	760-4780	Gloria Warren
Graham Hill Elem.	5149 So. Graham Street	760-4740	Birgit Mc Shane
Van Asselt Elem.	On Beacon Avenue S	760-4760	Hajara Rahim
Whitworth Elem.	5215 -46 <sup>th</sup> Avenue S	760-4750	Susan McCloskey
Wing Luke Elem.	3701 So. Kenyon Street	760-4671	Ellen Punyon
South Shore MS	8825 Rainier Avenue S	760-4770	Bi Hoa Caldwell
Rainier Beach HS.	8815 Seward Park Ave S	760-4700	Marta Cano-Hinz
Sharples Alternative HS	3928 So. Graham Street	281-6910	---

Demographics- Elementary Schools. Characteristics of each school, as of October 1, 1997 for the 1997/1998 school year, are presented below and Table [6] on the following page:

- **Whitworth:** The largest school (451 students), 83% of which are minority students; 8% limited English speaking 46% are local area residents; 22% are below the 25<sup>th</sup> percentile. Approximately 67% participate in the free/reduced lunch program (used as a barometer for poverty level).
- **Graham Hill:** With enrollment of 370 students, Graham Hill is the second largest elementary school, with enrollment of 83% minority students; 17% limited English speaking 43% are local area residents; 27% are below the 25th percentile. Approximately 63% are living in poverty.
- **Van Asselt:** With a student population of 287, Van Asselt ranks third in size. Minority students comprise 92%; 29% are limited English speaking 36% are local children and 18% fall below the 25<sup>th</sup> percentile. Approximately 74% are living in poverty.

- Emerson: The fourth in terms of size with 281 students, Emerson has 87% minority students; 3% are limited English speaking, 42% are local area residents and 15% are below the 25th percentile. Approximately 76% are living in poverty.
- Wing Luke: Of its 274 students, 83% are minority students with 30% limited English speaking. 51% come from the local area, and 23% are below the 25th percentile. 69% are at poverty levels.
- Dunlap: The smallest school with a student population of 248, 90% are minority students with 32% limited English speaking 63% are local area residents and 17% below the 25th percentile. 81% fall below the poverty level.

**Table i6: Demographic Data for 1997/1998 School Year**

School	Dunlap	Emerson	Graham Hill	Van Asselt	Whitworth	Wing Luke
Enrollment as of Oct 1	248	281	370	287	451	274
Percent minority	89.9%	86.5%	82.7%	91.6%	82.5%	82.8%
Percent majority	10.1%	13.5%	17.3%	8.4%	17.5%	17.2%
Free or reduced lunch	200	204	232	212	303	188
Not living with parents	128	200	158	154	252	124
Limited English	78	9	77	84	38	86
Special Education	21	21	38	49	71	21
Area resident	155	119	146	102	207	140
CAT <25th Percentile	43	49	98	52	98	62

The increase in the number of children at poverty levels continued in a range of 4-7% for all elementary schools except for a reduction of 8% at Whitworth. Continued decreases in the number of local children attending the schools to the status in 1997/1998 where the representation at Graham Hill is at 39.5%, Van Asselt at 35.5%. Changes in statistics for this category from 1994/1995 to 1997/1998 are Dunlap-10%, Van Asselt- 22.5%, Emerson-12.6%, Whitworth-3.8%, Graham Hill-4.6%, and Wing Luke-2.3%.

Comparisons with District-wide Trends (information from 1994/1995)

- The percentage of minority students range from 69.6% to 88.8% compared to the district average percentage of 56.4%.
- The percentage of free or reduced lunch (used as a benchmark for levels of poverty) range from 47.4% in the largest school to 67.5% at Dunlap, the smallest school. The district average for all elementary schools is 42.2%.
- The percentage of children not living with parents range from 47.4% to 55.9 % compared to the district average of 39.2% except for Graham Hill which is below the district average at 34.8%.
- The percentage of Limited English speaking students range from 18.6% to 25.2% compared with the district average of 14.2% except for Emerson (7%) and Whitworth (6.1%).

Demographics- South **Shore** Middle School. As depicted in Table [7, similar trends at South Shore Middle School are reflected in data for the past three years from 1994/1995 to [997/[998:

- Decrease in attendance by local area students (7%).
- Increase in the number of children scoring below the 25<sup>th</sup> percentile (4%).
- Increase in the number of students not living with parents (7%).
- Number of suspensions continuing to increase - [3%.
- Drop out rate is almost 10% for all years.

Table 17: Demographic Data for South Shore Middle School

<b>Demographics</b>	starting 1994-1995	starting 1995-1996	starting 1996-1997	starting 1997-1998
Enrollment on Oct 1		875	860	766
Percent minority		71.40%	77.70%	76.20%
Percent majority		28.60%	22.3%	23.80%
Free or reduced lunch		478 (54.6%)	505 (58.7%)	401 (52.3%)
Not living with parents		429 (49%)	479 (55.7%)	428 (55.9%)
Limited English		111 (12.7%)	106 (12.3%)	85 (11.1%)
Special Education		104 (11.9%)	95 (11%)	99 (12.9%)
Area resident		459 (52.5%)	446 (51.9%)	387 (45.2%)
CAT <25th Percentile		329 (37.6%)	348 (40.5%)	318 (41.5%)
<b>Student Outcomes</b>	at end of 1994-1995	at end of 1995-1996	1996-1997	1997-1998
Average Enrollment	792	845	814	
Attendance percentages	81.90%	87.60%	87.40%	
Transfer in/out	244	282	274	
Suspensions	136 (17.2%)	184 (21.8%)	248 (30.5%)	
Expulsions	17 (2.1%)	38 (4.5%)	20 (2.5%)	
Dropouts	71 (9%)	84 (9.9%)	80 (9.8%)	
Cumulative GPA	2.06	2.65	2.56	
CAT Scores:				
Reading	45	47	44	
Language	48	49	47	
Mathematics	49	46	42	

Demographics- Rainier **Beach** High School and **Sharples** Alternative High School. Tables 18 and 19 provide background demographic information for the two area high schools. They depict trends from [994/[995 through the 1997/[ 998 school years.

**Table 18: Demographic Data for Rainier Beach High School**

Demographics	1994-1995	1995-1996	1996-1997	1997-1998
Enrollment on Oct 1		912	881	839
Percent minority		82.30%	85%	88.20%
Percent majority		17.70%	15%	11.80%
Free or reduced lunch		410 (45%)	420 (49%)	398 (47.4%)
Not living with both parents		446 (48.9%)	463 (54%)	474 (56.5%)
Limited English		137 (15%)	131 (15.3%)	125 (14.9%)
Special Education		112 (12.3%)	108 (12.6%)	98 (11.7%)
Area resident		449 (49.2%)	411 (47.9%)	371 (46.6%)
CAT <25th Percentile		346 (37.9%)	366 (42.7%)	287 (34.2%)
<b>Student Outcomes</b>	<b>End of 1994-1995</b>	<b>End of 1995-1996</b>	<b>End of 1996-1997</b>	<b>1997-1998</b>
Average Enrollment	841	836	829	
Attendance percentages	84.20%	84%	80%	
Transfer in/out	296	272	415	
Suspensions	211 (25.1%)	124 (14.8%)	157 (18.9%)	
Expulsions	10 (1.2%)	24 (2.9%)	21 (2.5%)	
Dropouts	94 (11.2%)	87 (10.4%)	91 (11%)	
On time graduates	147 (82.1%)	138 (78%)	158 (72.8%)	
Total graduates	165	164	177	
Cumulative GPA	2.57	2.5	2.36	
CAT Reading	48	38	44	
CAT Language	43	42	47	
CAT Mathematics	47	46	49	

**Table 19: Demographic Data for Sharples Alternative High School**

Demographics	1994-1995	1995-1996	1996-1997	1997-1998
Enrollment on Oct 1		178	183	144
Percent minority		84.80%	91.80%	92.40%
Percent majority		15.20%	8.20%	7.60%
Free or reduced lunch		67 (37.6%)	84 (45.9%)	90 (62.5%)
Not living with parents		136 (76.4%)	131 (71.6%)	113 (78.5%)
Limited English		28 (15.7%)	20 (10.9%)	19 (13.2%)
Special Education		13 (7.3%)	18 (9.8%)	14 (9.7%)
Area resident		n/a	n/a	n/a
CAT <25th Percentile		41 (23%)	52 (28.4%)	45 (31.3%)
<b>Student Outcomes</b>	<b>End of 1994-1995</b>	<b>End of 1995-1996</b>	<b>End of 1996-1997</b>	<b>1997-1998</b>
Average Enrollment	206	192	232	
Attendance percentages	72.70%	58.60%	24.20%	
Transfer in/out	451	448	502	
Suspensions	135 (65.5%)	104 (54.2%)	147 (63.4%)	
Expulsions	9 (4.4%)	19 (9.9%)	34 (14.7%)	
Dropouts	117 (56.8%)	134 (69.8%)	176 (75.9%)	
On Time Graduates	4 (8.5%)	6 (18.2%)	14 (29.8%)	
Total Graduates	16	22	9	
Cumulative GPA	1.6	1.55	1.56	
CAT Reading	28	26	33	
CAT Language	25	29	33	
CAT Mathematics	29	32	27	

# Chapter 3.0

## Plan Recommendations

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### 3.1 About the Plan Recommendations

Each neighborhood plan being prepared by communities throughout Seattle has its big ideas; its dreams for the future; its essential elements. The City of Seattle's Neighborhood Planning Office calls these things "key integrated plan strategies." We call them the Rainier Beach 2014 Plan Cornerstones. These cornerstone elements represent the basic and main part, or the foundation, of the plan. They should be considered highest-priority elements, but not the only components of the Plan.

Following a highly successful and well-documented Phase I outreach process, the Planning Committee worked in four different subcommittees to generate ideas in the areas of land use and housing, education and community services, economic development, and transportation. The future construction of the regional light rail system along Martin Luther King, Jr. Way (with a station at Henderson Street) provided an initial Focal point for all groups. In mid-August 1998, key Planning Committee members met to share the work and findings from various subcommittees. At this meeting, the group defined Cornerstone concepts and individual plan elements in Housing & Land Use, Community Education, Economic Development, and Transportation and Transit Facilities.

**Discussion/Issues, Goals, and Recommendations Format.** In an effort to provide a basis for plan recommendations, the following chapter provides: (a) an issues discussion that describes the existing setting, vision, and level of importance of each category, (b) a statement of goals that act as the catalyst for plan recommendations, and (c) a set of recommendations that intend to address the issues and satisfy the objectives of the overall goals for each plan component.

### 3.2 Vision of the Future

*The Rainier Beach community wants to become a pleasant and safe neighborhood. Bringing this about is our challenge and responsibility. The attributes of our area, its diversity and natural beauty, need to be sustained. By setting forth a positive resident- and business-friendly image, we can create an enjoyable, affordable, and prosperous community.*

### 3.3 Plan Cornerstones

The Cornerstones of the plan are either geographically defined or focus around an important topic such as community education. Overall, three major cornerstone elements have emerged through the subcommittee work of the Rainier Beach 2014 neighborhood planning process:

- C-1 Henderson Street Building A Better Boulevard. Development of a set of recommendations to link the community commercial and civic core to the future light rail station at Henderson & MLK, Jr. Way.
- C-2 'Beach Square: Commercial Core Revitalization. Transportation, Economic Development, Land Use, and Streetscape concepts to rejuvenate the commercial shopping center of Rainier Beach.
- C-3 Community Education: The Building Block for the Future. Promote education as a means of improving the present and future For Rainier Beach's youth, adults, and seniors.

#### C-1 Henderson Street: Building A Better Boulevard

Issue Discussion. Today, Rainier Beach can be seen through two different looking glasses: one of a neighborhood with tranquil views, beauty, friendliness, and a positive vibe, and another, perceiving it as a place beset with urban decay, crime, and lack of basic City services. Stretching less than half a mile from Rainier Avenue S to MLK, Jr. Way, present day Henderson Street and its immediate surroundings articulate these two viewpoints dramatically. Located in the heart of the neighborhood, the street houses community-serving uses and provides a vista to Lake Washington, yet also is a hotspot, poorly maintained, and unfriendly to pedestrians.

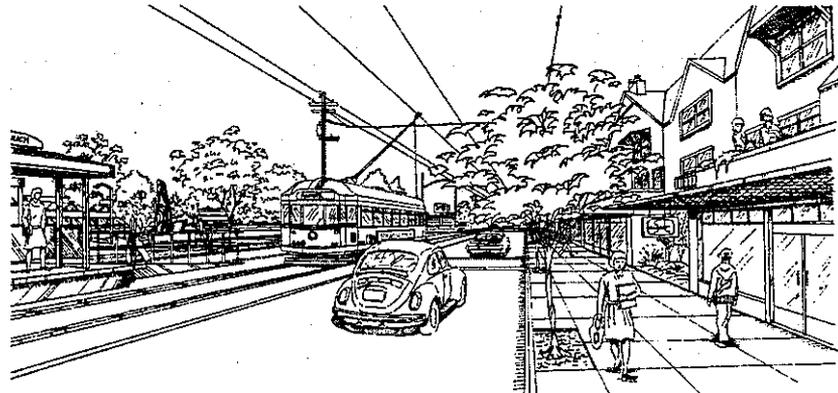


Figure 6: Illustration of Henderson Street Improvements  
A combination of transportation, streetscape, housing, and economic development proposals will enhance Henderson Street

The community-at-large has identified its importance to Rainier Beach as a focal point for housing and economic redevelopment, but perhaps more importantly as a multi-use, transportation gateway connecting the proposed regional light rail station at MLK, Jr. Way to the community's commercial and civic core at Rainier Avenue S. The future vision focuses on building a better boulevard, accessible and attractive to transit riders, pedestrians, bicyclists, and motorists, while also facilitating opportunities to redevelop adjacent housing and commercial uses.

In the future, Henderson Street will be a well-lit, tree-lined street with ample sidewalk space. It will have distinctive features like well-articulated crosswalks, street furniture, and other urban amenities to define its sense of place. It will be the confluence of various pedestrian and bicycle routes. It will be the end line of transportation systems that will connect to other parts of the Rainier Valley and/or Renton, further increasing mobility for local residents. Complementing this grand boulevard will be townhome and mixed-use housing, as well as pockets of commercial uses. Henderson Street will be the conduit that ties together new development capitalizing on the presence of the light rail station at MLK, Jr. Way, and the community's shopping and civic core at Rainier Avenue S and Henderson Street. It will be the place in Rainier Beach to stroll, shop, meet friends, attend community functions, and catch a train to SeaTac International Airport, Downtown Seattle, or other neighborhoods within the Rainier Valley.

Goal C-1.1 Transportation Improvements. Support development of the MLK at Henderson light rail transit station, but in so doing, ensure that capital investments result in the sustainable redesign and redevelopment of Henderson Street into a pedestrian boulevard accommodating bicyclists, walkers, and transit riders.

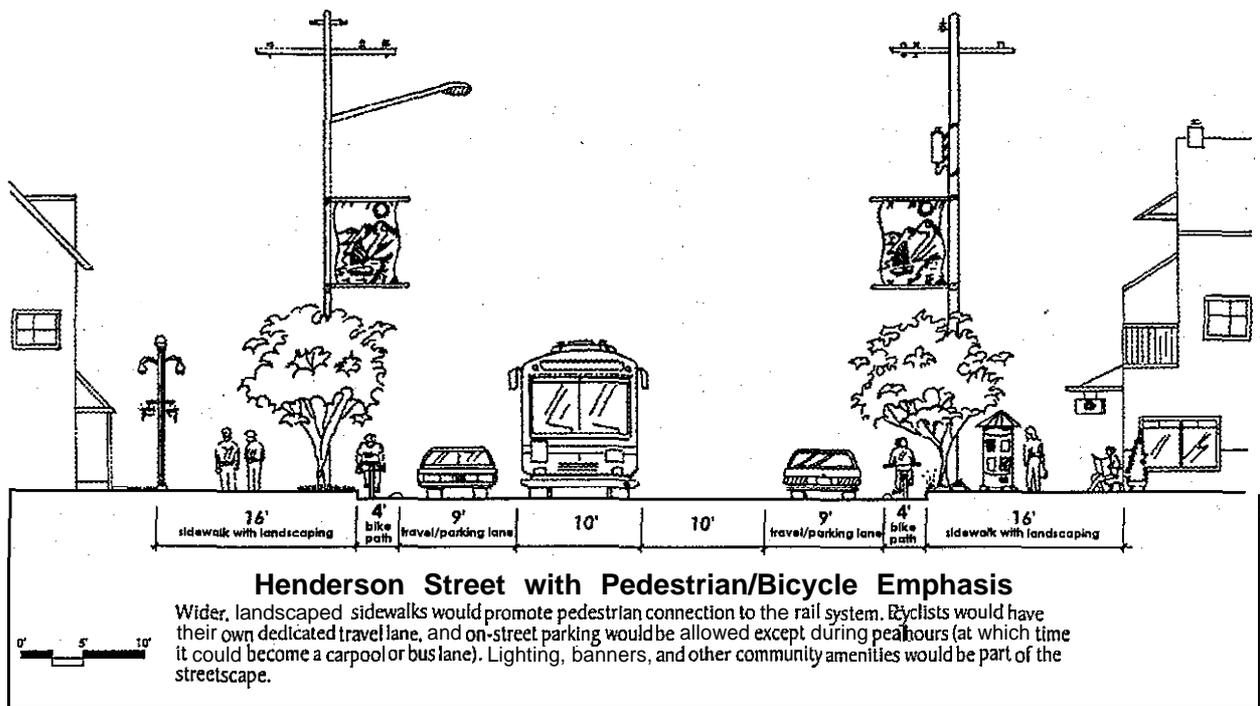
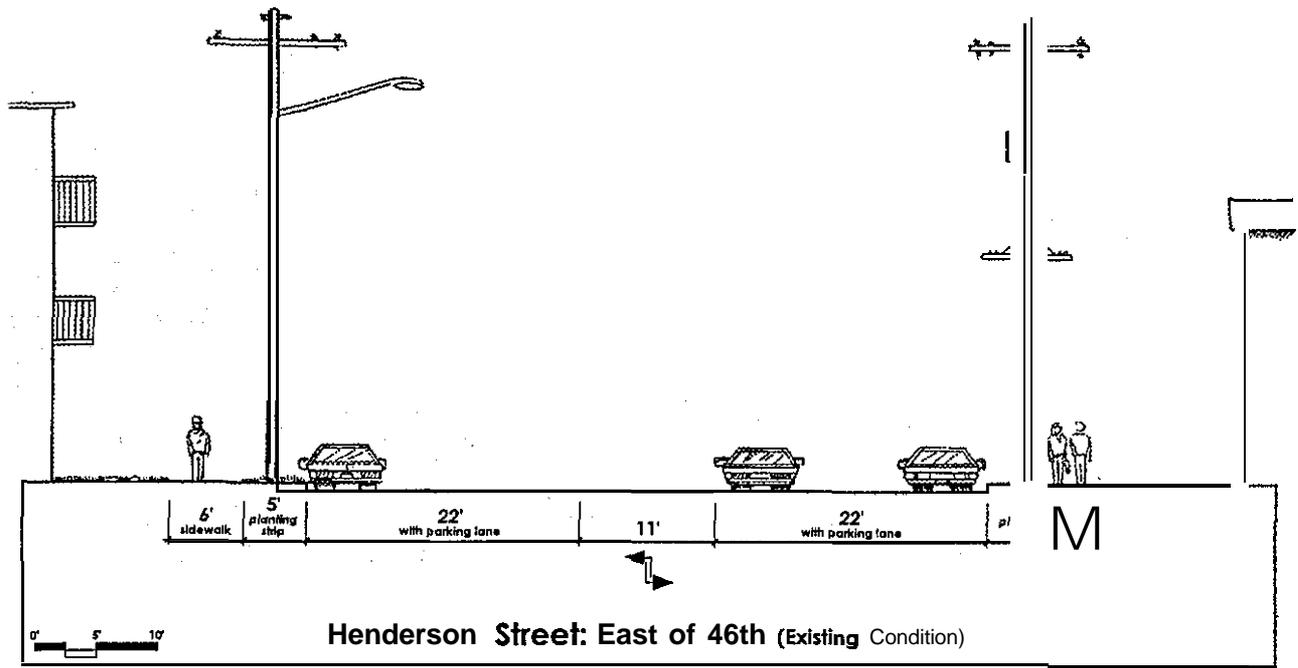
**C-1.1.1** Henderson Street Improvements. Designate Henderson as a key pedestrian street and reconfigure the arterial to primarily service non-automobile transportation modes. In addition to providing, at minimum, 12 to 14-foot sidewalks with planting strips, ensure inclusion of a full-width (5 feet) painted bicycle lane. Also, allow for development of a local trolley system in the median (or other local circulator system), and stagger on-street parking to eliminate it from some locations. Develop a range of alternatives to explore the feasibility of the street's function (Figure 7).

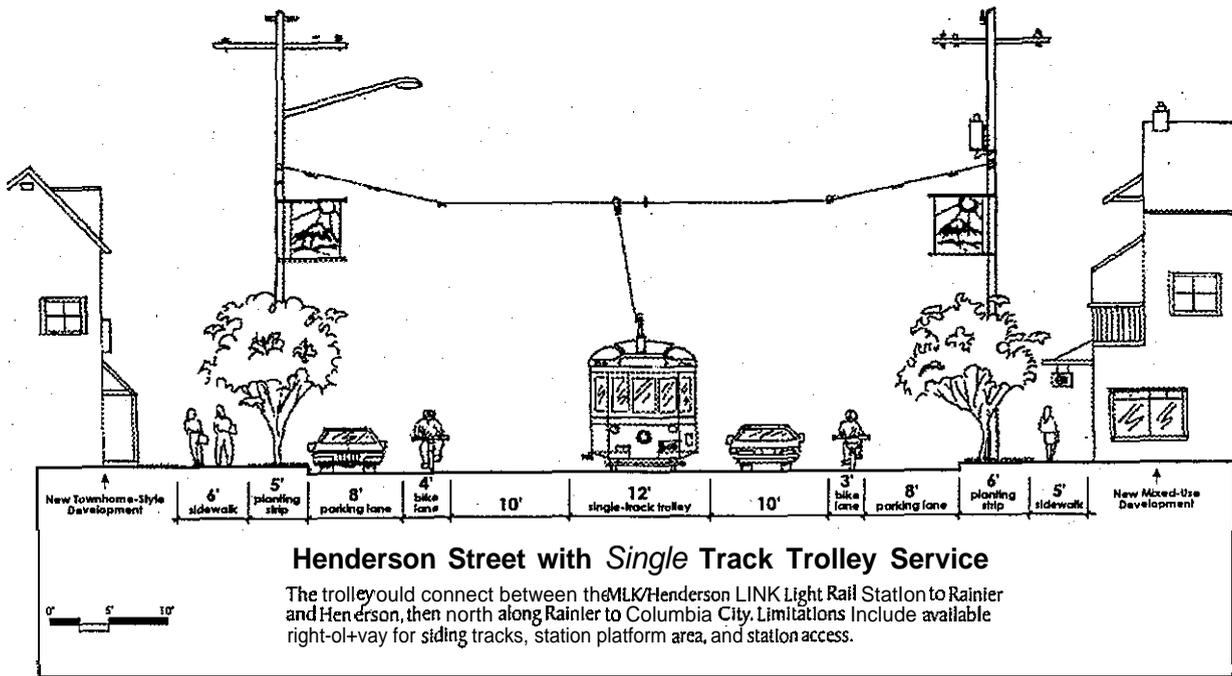
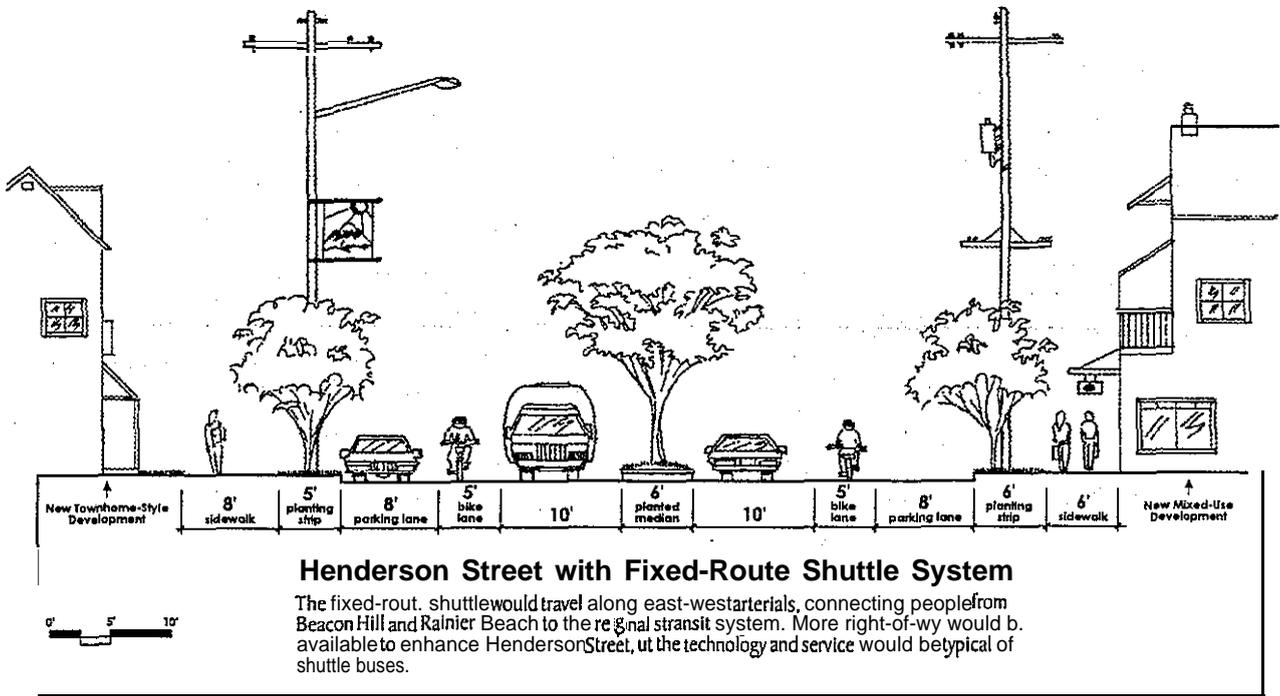
c-1.1.2 Light Rail Alignment. Although Sound Transit will explore a range of alignment alternatives, recognize that this neighborhood plan's recommendations support an at-grade alignment and station at MLK & Henderson.

C-1.1.3 Station Area Development. Designate all streets within one-quarter mile of the light rail station as key pedestrian streets, providing for adequate sidewalk facilities such as curbs, gutters, and drains (minimum 6-foot sidewalk width). Recognize that the light rail station will also be served by a bus transfer facility; ensure that clear and well-marked pedestrian areas are provided with that facility.

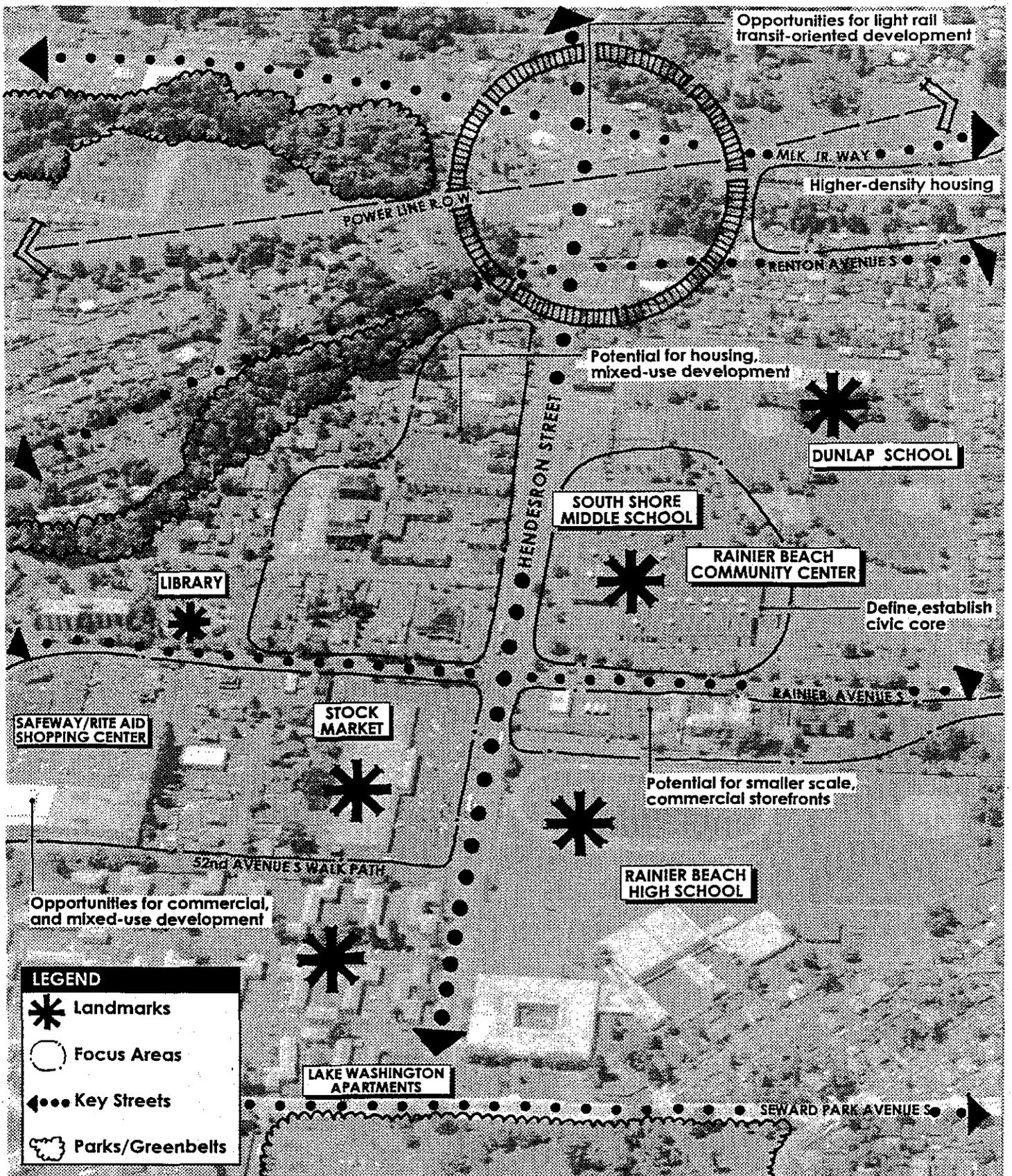
C-1.1.4 Local Circulator System. Implement one and/or all of the following alternatives to ensure successful and efficient local access to the transit station:

- Henderson Street Trolley. Explore the potential and feasibility of developing a state-of-the-art trolley line to travel on Henderson from the light rail station to points south and/or north along Rainier Avenue S.
- East-West Circulators. Provide local circulator buses (in the future using alternate fuel systems) to connect to the light rail system, thereby ensuring a more seamless system.





- C-1.1.5** Bus Transit Center. Require Metro and Sound Transit to design unattractive, pedestrian-friendly, and well landscaped facility that fits with the overall character envisioned for Henderson Street by the Rainier Beach community. Provide an appropriate number of bus bays to serve transit needs yet avoid creating a “sea” of paved surfaces. Ensure Sound Transit and Metro also mitigate the impacts of such facilities on surrounding residences.
- C - LL 6** **Bicycle Trails.** Designate, paint, and sign bicycle lanes on Renton Avenue S from the City limit to its intersection with MLK, Jr. Way MLK, Jr. Way for its entire length from the City limit to the northern tip of the Central Area (East Madison Street); and Henderson Street (as described above). Also, develop the Chief Sealth Trail along the power line right-of-way, creating possible grade separations where it meets Henderson Street and MLK, Jr. Way.
- C-1.1.7** Station Parking. Request for the City’s elected officials and Sound Transit Board Members to strongly advocate for a Boeing Access Road station to ensure that the Rainier Beach station does not attract park-n-ride traffic. There shall be no park-n-ride at the Rainier Beach Station.
- C-1.1.8** Station Area Parking. Explore the potential for some shared parking facilities as part of new development in and around the station area, but only in limited numbers (less than 50). Designate a residential parking zone (RPZ) to restrict park-n-ride parking; the RPZ shall extend out one-half mile from the station area.
- Goal C-1.2 Streetscape.** As the conduit between the light rail station at MLK, Jr. Way and the commercial/civic core at Rainier Avenue S, develop streetscape proposals that will improve the safety and aesthetic quality of the street. The objective will be to create a boulevard that creates a sense of place and community pride along Henderson Street, while seemingly shortening the, perceived distance between the light rail station location and the commercial and civic area.
- c-1.2.1** Henderson Street Improvements. Implement the following streetscape elements:
- In coordination with lane reconfiguration of Henderson Street, ensure ample sidewalk width and planting strips along both sides of the street. Combined, the sidewalk and planting strip should be 12 to 14 feet minimum.
  - Designate one evergreen and one flowering street tree to be selected and designed into the streetscape planting plan.
  - To ensure pedestrian safety, add well-articulated crosswalks (north-south) at all intersections on Henderson Street. At the major intersections of Rainier Avenue S, Renton Avenue S, and MLK, Jr. Way, provide for decorative crosswalks in all directions. Determine the crosswalk treatment as part of preparing a full, detailed streetscape plan that may be part of or independent of the MLK at Henderson Station Area Plan.



# Rainier Beach Neighborhood 2014

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FIGURE 8  
Henderson Street  
Corridor Site Analysis

- . Provide for street furniture amenities, including waste baskets, seating in and around the station area and civic core, bicycle racks, tree grates, “wayfinding” signage, and community bulletin boards/kiosks. When feasible, incorporate such elements as part of a 1% for Art program,
- Provide well-illuminated lighting to ensure public safety along the street. As part of the streetscape plan, determine funding feasibility for unique lightposts for the entire length of Henderson Street.

C-1.2.2 MLK, Jr. Way. Require specific design standards for Sound Transit’s light rail alignment. For the MLK, Jr. Way route, particularly from Boeing Access Road to Henderson, provide a tree-lined right-of-way as a welcoming gateway into the City of Seattle and Rainier Beach. Ensure this arterial also has designated bicycle lanes. Do not allow a storage track for light rail vehicles north of Henderson Street.

C-1.2.3 Light Rail Station as Gateway. Design the light rail station at MLK and Henderson as a gateway into the City and Rainier Beach. Develop unique street paving and intersection patterns. Design unique station platforms celebrating Rainier Beach’s diversity. And incorporate public art made by local Rainier Valley artists in the overall station design.

Goal C-1.3 **Quality Housing** Stock. Target areas in the Henderson Street corridor (as mapped in the Corridor Site Analysis map on the previous page) to accommodate the 740 new households anticipated by the year 2014. Develop strategies and make necessary land use and standards recommendations to take advantage of transit-oriented development opportunities, yet promote the community’s overall housing vision of primarily mixed-use and townhome-style development.

C-1.3.1 Use Villa Park Townhomes, just south of Director Street west of the Rainier Beach Library, as an example of the desired physical development pattern for Rainier Beach housing higher density units designed in a townhome, courtyard setting.

C-1.3.2 Develop a special zoning overlay, and prepare design and development standards, for the Henderson Street corridor that will promote higher density townhome and single-family small lot development.



Figure 9: Housing Ideas for Henderson  
Examples of **townhome** and higher density single family housing

- C-1.3.3 As the City develops a specific Station Area Plan for the MLK at Henderson light rail station, respect and recognize that the neighborhood plan supports the following land use and zoning objectives for housing development:
- Downzone the existing midrise zoning (MR) that fronts Henderson Street to a low-to moderate-density multifamily zone (L1, L2, or L3). Also explore the potential for changing the zoning designation to NCR-40, allowing for possible mixed-use development. This would be for properties facing Henderson Street only.
  - Support the potential for higher-density development around the light rail station. As a transition to the neighborhood commercial zoning at Renton Avenue S and Henderson, change the C1-40 around the station area to NCR or NC3, thereby allowing mixed-use development and higher-density housing.
  - Support the proposal to allow single-purpose residential buildings in all neighborhood commercial zones (NC) within the urban village boundary.
  - Preserve all surrounding single-family (SF5000) zones as resources for small-lot affordable homeownership opportunities.

Goal C-1.4 Economic Revitalization. Support opportunities to create higher-density housing and transit-supported, ground floor commercial development in the immediate vicinity of the proposed light rail station at MLK and Henderson. Develop public/private partnerships to ensure successful, well-integrated development around the station. Also, create incentives that will lead to “attracting community-desired commercial uses in the existing shopping core on the southeast Quadrant of Rainier Avenue and Henderson Street.

C-1.4.1 Support land use and zoning proposals as outlined in the housing discussion.

C-1.4.2 Seek opportunities for public/private joint development opportunities between the private sector and the City of Seattle, Southeast Effective Development, and any other emerging local Community Development Corporations or affordable housing providers.

C-1.4.3 Develop strategies that will spur economic development before and after construction of the regional light rail system, including developer density bonuses, design departures from the land use code, easing of parking restrictions, transfer of development rights (from other commercial areas to the station area only), and capital investments of public infrastructure.

Goal C-1.5 Expanding the Civic Core. Build upon the successful presence of the Rainier Beach Community Center, Rainier Beach Library, Rainier Beach High School, and South Shore Middle School to more strongly define the civic core that helps anchor the Rainier Avenue S and Henderson Street, area.

C-1.5.1 Support proposals to expand and improve the Rainier Beach Library.

- C-1.5.2 Support the Rainier Beach High School Football Stadium and Performing Arts and Cultural Center. Seek opportunities for community joint use of these facilities.
- C-1.5.3 Expand programs for youth recreation and education at the Community Center, as determined by the Site Advisory Council.
- C-1.5.4 Expand the existing Community Center/Middle School facility to include a multi-use service center for job placement, apprenticeship training, adult education, computer lab, and mini-City Hall functions. Site the facility to face Henderson Street as a storefront use.
- C-1.5.5 Through either the City of Seattle's and/or Sound Transit's 1% for Art programs, design and build a public gathering place at the northwest corner of Rainier and Henderson, creating a physical focal point for community pride and sense of place.

## **C-2 "Beach" Square: Commercial Core Revitalization**

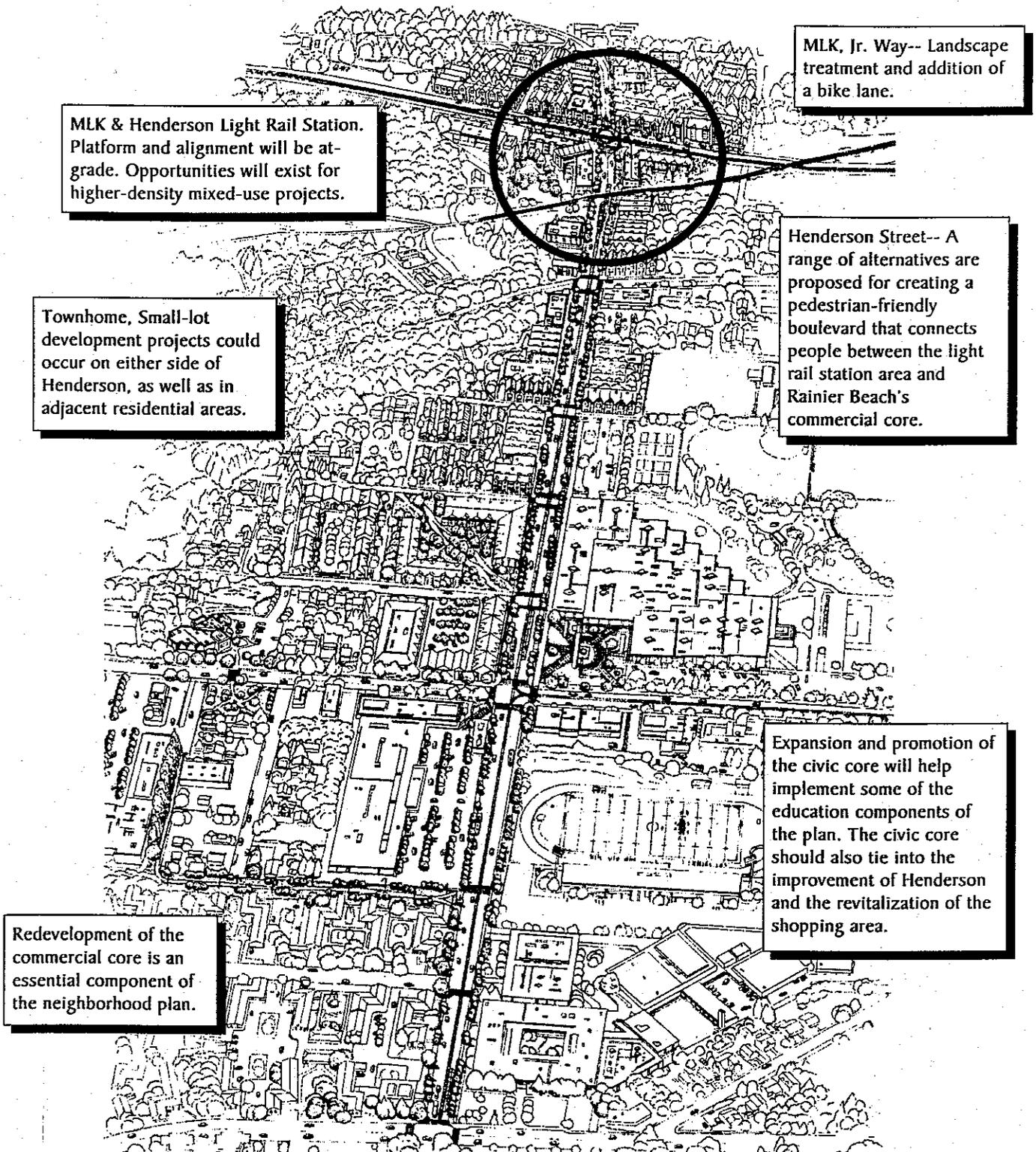
**Issue Discussion.** Today, the blocks bounded by Henderson Street to the north, Seward Park Avenue S to the east and Rainier Avenue S on both the west and south make up the core of the Rainier Beach shopping area. It consists primarily of auto-oriented uses like supermarkets and large-scale pharmacy/sundry stores, as well small neighborhood convenience services **such** as banks and eating establishments. Several parcels around this "square" are vacant or have the potential for redevelopment. In the immediate surrounding areas are the refurbished Lake Washington Apartments, Rainier Beach High School, South Shore Middle School and Rainier Beach Community Center, the Rainier Beach Public Library, the Lake Washington Waterfront, and single-family neighborhoods.

In many respects, this square represents the crossroads of the community . . . geographically, socially, and economically. Its revitalization has been identified as a critical component to the recovery and prosperity of this portion of Rainier Beach. As a cornerstone element of the neighborhood plan, the recommended actions for "Beach Square" address economic development, transportation/streetscape, pedestrian connections, housing, and land use issues.

**Goal C-2.1 Economic Development.** Recognize the redevelopment of the commercial core shopping area, south of Henderson Street between Rainier Avenue and Seward Park Avenue S, as integral to creating a pedestrian-friendly retail core attractive to local residents: establishing a stronger local employment base for area youth; and strengthening the physical and social environment of Rainier, Beach.

Improve the physical appearance of the business district, both in the public right-of-way and the facades of buildings. Determine appropriate streetscape improvements, existing maintenance requirements, desired pedestrian-oriented capital facilities, and promotion of existing programs that could benefit local business and property owners.

Figure 10- Illustrative Vision of the Future Henderson Street Boulevard



C-2.1.1 **Business Retention and Recruitment.** Provide unphysical and economic environment in which existing businesses can grow and thrive, and to which new business **will be** attracted. The following ideas are recommended for further consideration:

- A. Potential Zoning Changes- Neighborhood Commercial. Consider relaxing the requirement for ground-floor retail uses in neighborhood commercial zones, by allowing existing NC zones to be adapted to the urban village designation of NCR zones. Also, while this plan does not promote any specific zoning changes, allow potential new development to change general commercial (C1/C2) zoning to neighborhood commercial (NC/NCR), if the proposed development contributes to the vision of a pedestrian-oriented urban village,
- B. Potential Zoning Changes- Pedestrian Overlay. As the area develops in the future and begins exhibiting a pedestrian-oriented "development pattern, City Council shall consider adoption of a P2 overlay zone to further encourage pedestrian uses and building amenities.
- c. Design Guidelines. To enhance pedestrian orientation and architectural variety, design guidelines and development standards should be created to promote elements that will encourage storefront shopping, walking, and interaction among residents, business owners, and area visitors.
- D. Collaboration **Among** Providers. Business retention and recruitment should focus on building a strong, collaborative effort. **As part** of plan implementation, area merchants, the Rainier Chamber of Commerce, and SEED, with the assistance of the Seattle Office of Economic Development, should collaborate for marketing, promotion, and special events. This includes utilizing existing programs to reach out to merchants for marketing, financial issues, and other business operation concerns. Additional efforts should be taken to improve the physical environment to make Rainier Beach a more attractive place to do business and shop, and this means coordinating the proposed streetscape and pedestrian connection recommendations.

**Goal C-2.2 Transportation/Streetscape.** Calm traffic and provide a clearer sense of entry and exist to the shopping area. Develop streetscape proposals to slow speeds through the Rainier Avenue S "curve", facilitate the crossing of streets by pedestrians, and establish a safer and more orderly street environment.

C-2.2.1 Reconfigure Rainier Avenue S between 54th Avenue S to Cloverdale Street to (1) retain the existing number of lanes in each direction, (2) develop a landscaped median to slow traffic and create a more pedestrian-oriented street, and (3) allow on-street parking during off-peak hours.

C.2.2.2 Restrict the flow of traffic from the shopping center to two, well-defined entries. One should be relocated just south of the Libray and Director Street, and another would be at 52nd Avenue S, tying into the proposed pedestrian walking path, Mapes Walk, for this street (refer to C-2.3).

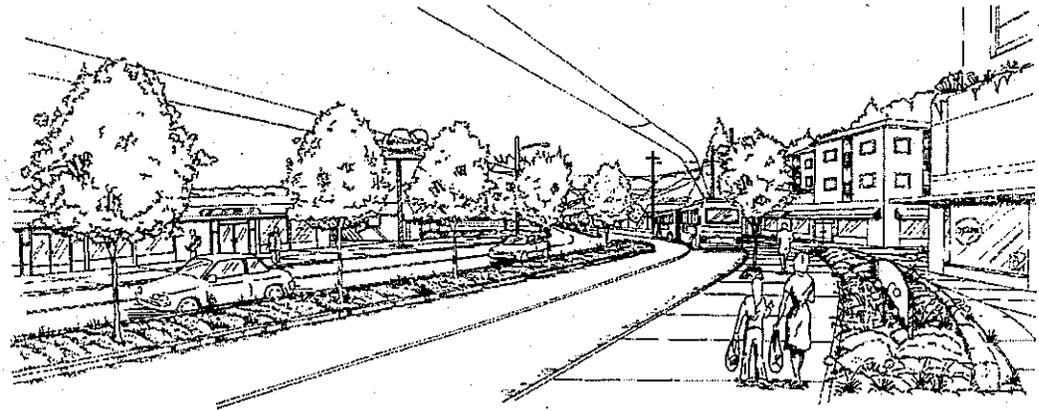


Figure 11: Proposed **Landscaped Median** for Rainier Avenue S at Beach Square

C-2.2.3 Improve pedestrian crossings (perhaps providing decorative elements) at Director Street, Sturtevant/51st, and 52nd/54th. These crossings should **not have** pedestrian-activated signals, but rather be timed to allow for regular pedestrian intervals.

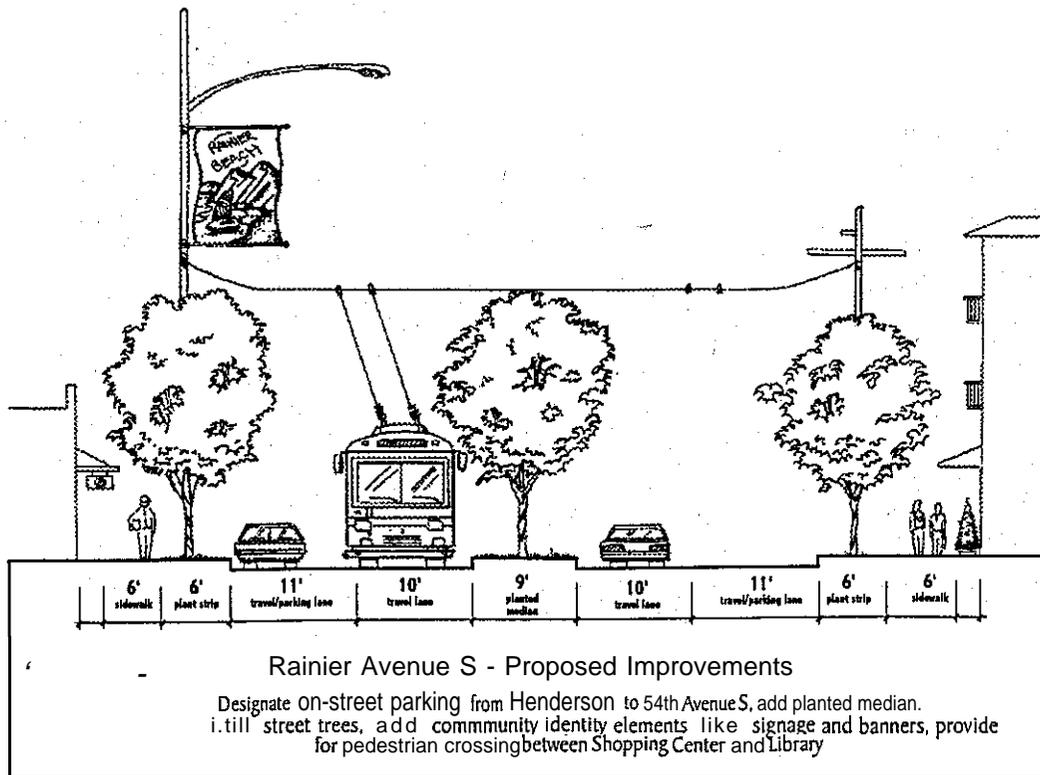
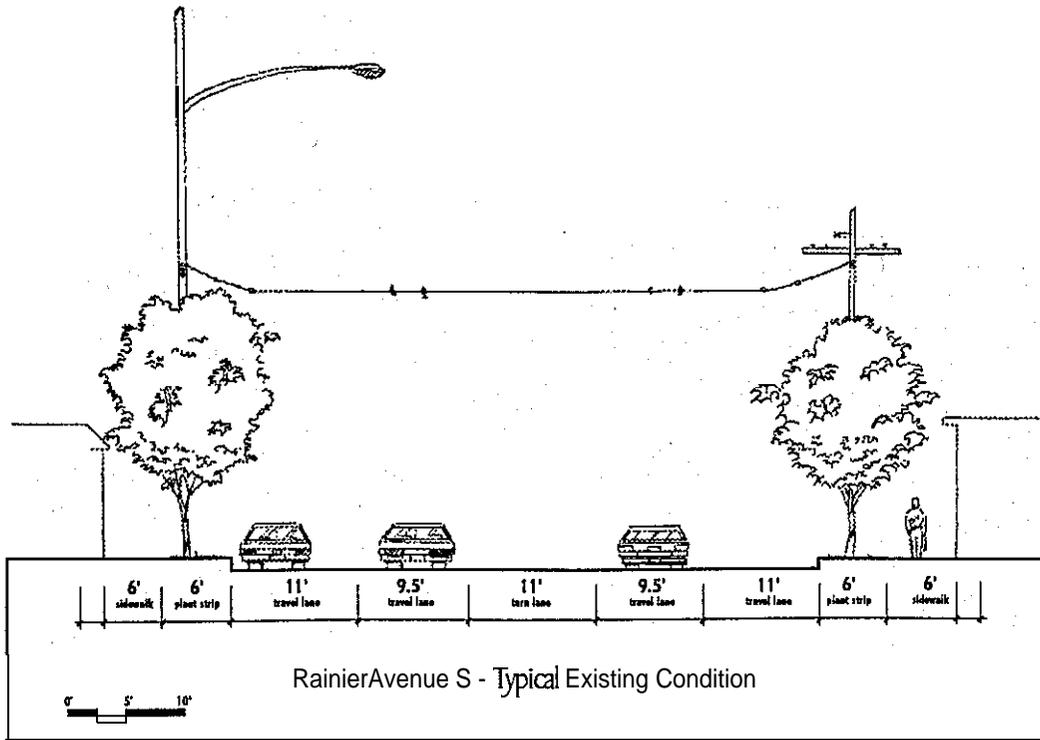
Goal C-2.3 Pedestrian Connections. Seek opportunities for creating new, safe, and efficient connections between the surrounding residential neighborhoods and the shopping center, as well as to nearby civic uses.

C-2.3.1 **Library Crossing.** Support the development of a crossing across Rainier Avenue S between the shopping center and the Library. Consider the development of a decorative, paved crosswalk at this location.

C-2.3.2 **Internal Circulation in the Shopping Area.** As part of any new development, require a pedestrian plan that delineates specific pedestrian paths and crossings. Also require that trees be planted in the parking area. Successful examples which should be referenced include University Village and Starbucks Center.

C-2.3.3 **Mapes/52nd Avenue S Walk: Improve** 52nd Avenue S into a safe and attractive pedestrian connection that bisects the Beach Square area. It would connect various residential neighborhoods to Rainier Beach's shopping and civic core. Concepts which should be implemented include:

- . improve path with benches, lighting, and signage.
- Provide clear directional signage to key landmarks and destinations.
- Add landscaping that complements the riparian and overgrown segments of the path.
- Encourage participation among local businesses.
- . Tie into improving Fisher/Director Streets.
- Tie into Lake Washington Apartments Play area and Community Hall.

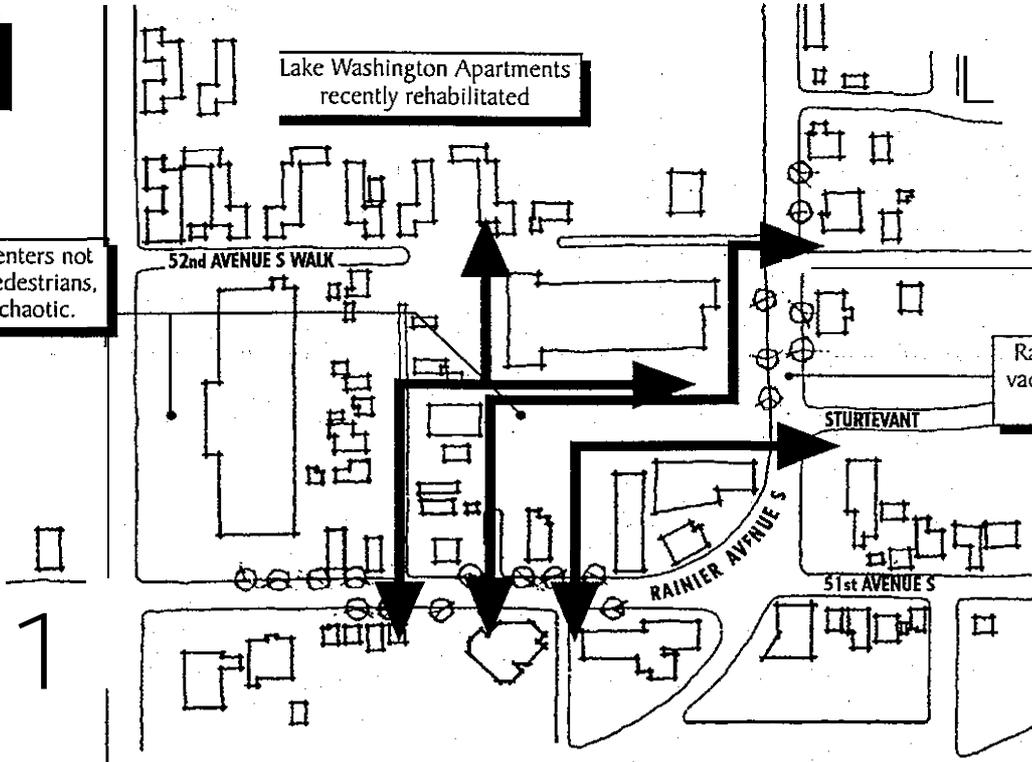


**EXISTING  
CONDITIONS**

Shopping Centers not friendly to pedestrians, parking is chaotic.

Lake Washington Apartments recently rehabilitated

Rainier Avenue S: vacant lots and fast moving traffic



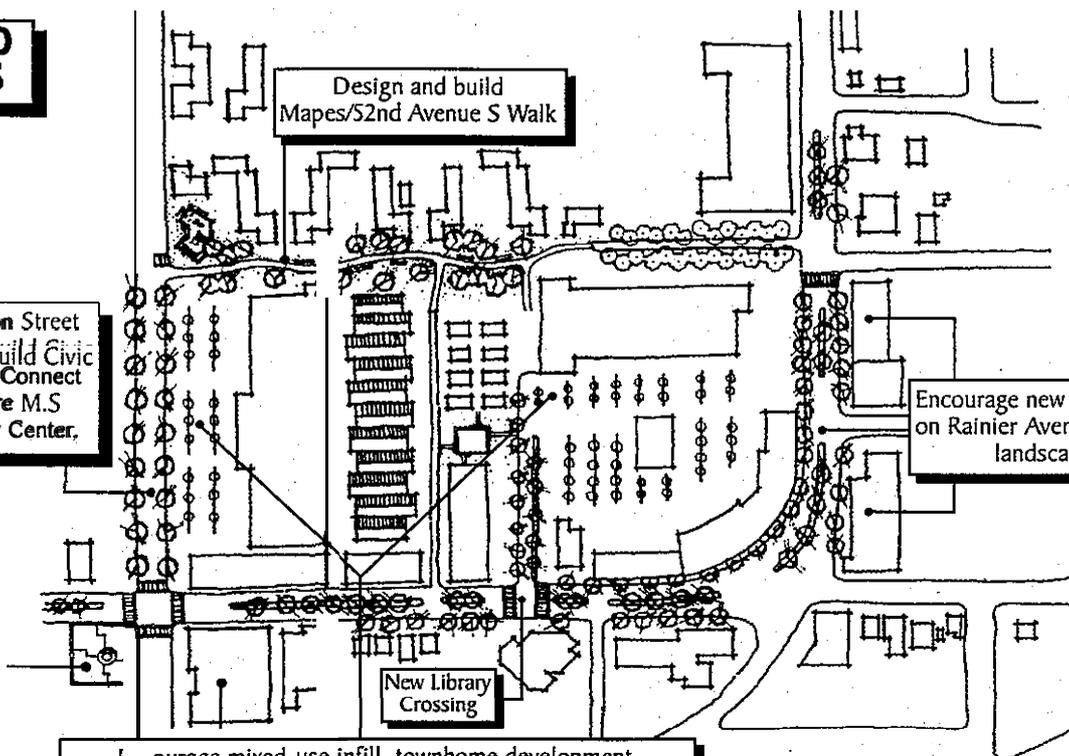
**PROPOSED  
PROJECTS**

Design and build Mapes/52nd Avenue S Walk

Make Henderson Street improvements. Build Civic Public Plaza to Connect to South Shore M.S and Community Center.

Encourage new housing, mixed-use on Rainier Avenue S and build new landscaped median

Encourage mixed-use infill, townhome development and overall rehabilitation of shopping centers, including clearly marked entries and landscaped parking area.

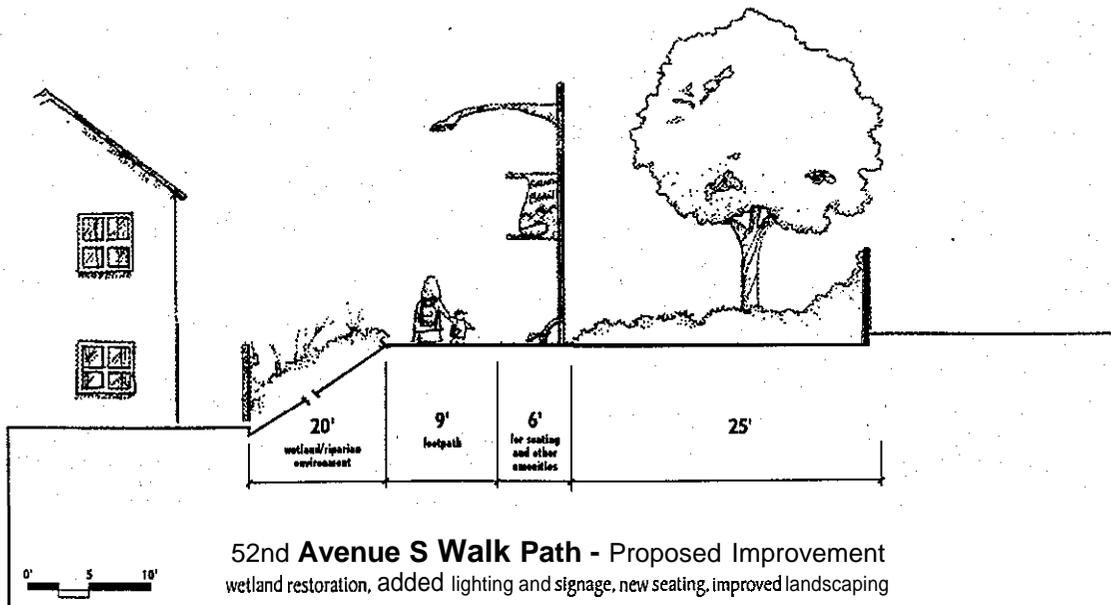
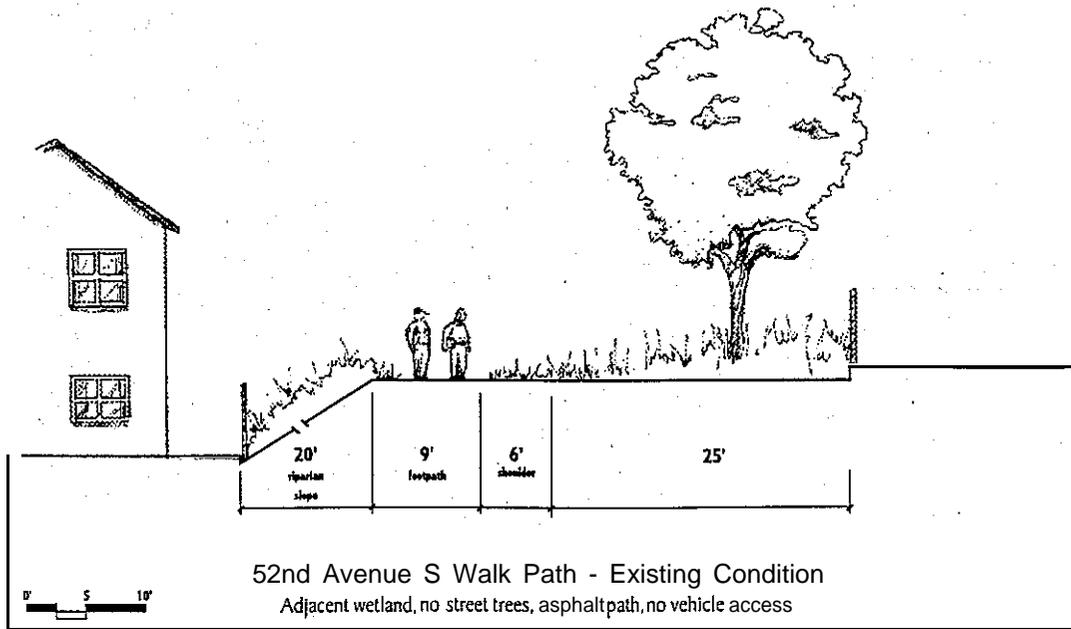


NO SCALE

**Rainier Beach Neighborhood 2014**

A ♦ P L A N ♦ F O R ♦ T H E ♦ F U T U R E

FIGURE 13  
Beach Square- Economic  
Revitalization of Commercial Core



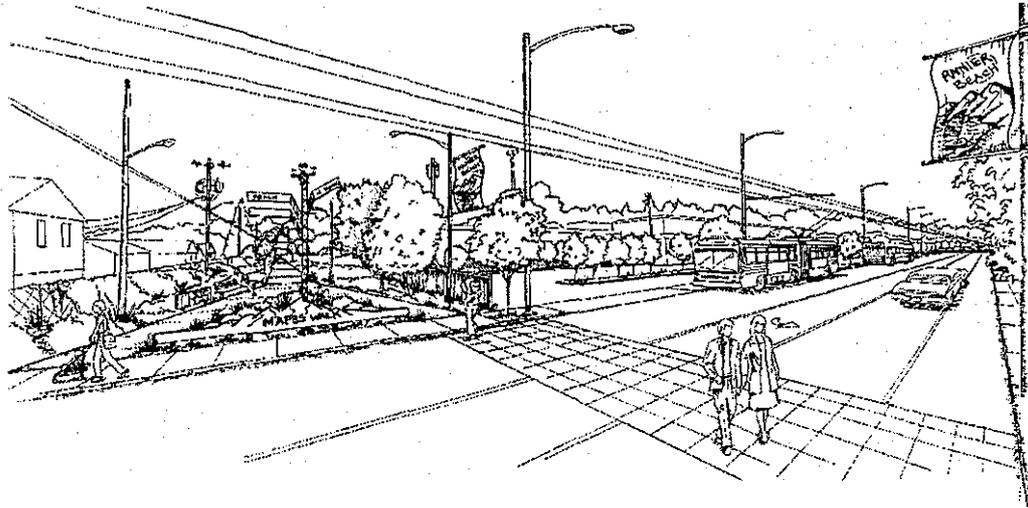


Figure 15: Illustration of Potential **Mapcs/52nd Avenue S** Improvements

**Goal C-2.4 Housing.** Promote the development of housing, both single-purpose residential and mixed-use, on vacant and redevelopable parcels in "Beach Square." Do so as a means of putting "eyes on the street" at all hours of the day, thereby creating a stronger sense of safety and personal security in the shopping area.

C-2.4.1 Allow for the development of mixed-use or single-purpose residential housing along Rainier Avenue S between 51st and S7th Avenues S. Should a development proposal of this kind be considered, the City should entertainment potential zoning changes to facilitate this type of infill development. This exception is limited to the area covered by the boundaries of this cornerstone element.

**Goal C-2.5 Land Use Issues.** Address shoreline development issues along Seward Park Avenue S, including positions and alternatives on new development and tackling the topic of the Atlantic City Boat Ramp and its impacts to the neighborhood.

C-2.5.1 Preserve all existing zoning designations along the Lake Washington shoreline (also refer to Plan recommendation LUH-4.3). Consider potential infill development proposals if they meet the following criteria

- The proposal's site plan" preserves public access to the waterfront.
- The proposal's site plan preserves views of Lake Washington.
- The proposal provides additional open space or public use of the site.
- The proposed use benefits the community with a desired neighborhood-sewing commercial use such as a restaurant.

- C-2.5.2 Address neighborhood concerns regarding the overflow of boat trailers onto Henderson Street and Seward Park Avenue S. Require the City to consider the following alternatives:
- A. Develop a shared use agreement with the School District to use the Rainier Beach High School parking lot for boat trailer storage. This would be for the summer months **only when** the school is not in peak operation. Generate revenue by charging a permit to park at this facility or on City streets. Support with police enforcement.
  - B. Raze the existing parking lot, and construct an underground structure to house the trailers. Landscape over the parking structure.
  - C. Eliminate the boat ramp, altogether, and return the parking area into more usable shoreline open space.

### C-3 Community Education: The Building Block of the Future

**Issue Discussion.** "Outstanding public schools are essential to the vitality of our community. Strong public schools help families raise their children to become creative and productive community members, and they provide all of our children with the capacity to create destinies, dreams, and futures. ..." This excerpt comes from a draft of the City of Seattle/Seattle School District Education Action Agenda, but it may as well serve as the mantra for Rainier Beach's third Plan Cornerstone: Community Education. Rainier Beach, unlike many other Seattle neighborhoods, has taken up the challenge of planning for life long learning. The community envisions a future where Rainier ***Beach will have an innovative, connected learning system that supports the integration of education into community life at all levels, and for all residents, resulting in the empowerment of the residents and the attainment of sustainable and beneficial changes in the community.***



The Education and Jobs Committee began their work by conceptualizing a shared vision for what education would be [like in three to five years] in the Rainier Beach community. The heart of the above vision statement (in bold italic), which was developed from the brainstorming sessions, focused on the established concepts of life long learning in the minds of teachers and students in schools, their parents, and adults in the general community. The defined goals and strategies outlined in the plan are the initial actions in the long term implementation of a new model of thinking and practice in schools. The Education and Jobs Committee hopes that the City of Seattle would assist the community in "selling" the ideas to the administrators of the Seattle Public Schools so that together we can work from a vision to a reality in the future.

This long range plan cornerstone is based on five key tenets:

1. **The school serves best and the children are best served when the school is child centered and learning focused.** The only real justification for any reform or change is that somehow it would positively effect the life and learning of students. The student is the ultimate client and product in

the educational process and would benefit from a child-focused approach. Over the past ten years, the school may have provided a haven for children from the harsh environment in which they live. A school may exist for healing and support, but ultimately it must stand for learning.

2. The primary **objective** of schools must **be to** develop **life long learners**. If one ever could, one cannot now afford to stop learning. The survival of communities and societies demand it. Enhancing the personal investment of students in learning is critical to the learning process. Most schools are committed to conveying general knowledge and skills, attitudes and values. What is not at issue is that children must not only learn to learn but must become lifelong learners. We live in a changing world. It is difficult to predict whether this or that piece of information will be useful in the future. It is critical in the course of schooling that everyone can and must develop a personal, life long investment in learning.
3. Schooling is learning in community. Schools are and must be concerned with self within community. The school is and has to be a very special place revolving around two key concepts- learning and community. If the community serves as an environment in which life long learning is practiced, then it reinforces the ideas taught in the school. Moreover, the community can provide opportunities for the student to experience the applicability of the learned material. Adult education provides the link with schools, homes and with each other that generates the vitality of a healthy community.
4. Parents need to **feel welcome in** the school. Some parents may have experienced limited success when they were in school and are therefore wary of attending school events and getting involved with their children's schooling. The first goal of the plan is to get parents "in the door" and to make them comfortable about being there.
5. Children's **thoughts** about school **are** influenced **by** school **policies** and **practices**. Teachers define the purpose of school as learning or performing. Schools reflect and promote the perceptions of why the student is there. Principals and teachers should examine what they are saying to children about the nature of learning and schooling through the policies and practices they allow and promote.

The following goals and recommendations are specific to the identified elements of change in the schools and in the community that, once accomplished, would lead to the attainment of the vision for education in the Rainier Beach community. One goal that is not reflected in this document is a natural corollary of the work successfully completed within this plan - the sharing and dissemination of successful models and practices in education with other communities in the Rainier Valley and the City of Seattle as a whole.

NOTE: Those items with an asterisk (\*) represent the priority items that should receive initial action. Still, all items listed are key activities which must be addressed to successfully achieve the stated goal.

- Goal C-3.1** Focus on the provision of facilities that meet the needs of the students during and after school. The main strategy is to develop a plan for facility replacement and improvement for schools in the Rainier Beach area with the Seattle Public Schools and with the City of Seattle in the provision of additional resources to enhance the existing allocations to the region.
- C-3.1.1\* Upgrade, renovate and maintain the school facilities to accommodate current and projected educational programs to meet changing social, environmental and workforce needs.
- C-3.1.2' Work closely with SPS regarding the distribution and allocation of dollars obtained through levies and other funding for Rainier Beach schools and develop a comprehensive facilities plan for the Rainier Beach community and obtain a commitment to the implementation of the plan from the stakeholders.
- C-3.1.3\* Provide school facilities for after school use to facilitate additional academic, remedial and enrichment programs for youth.
- C-3.1.4 Businesses, community residents and SPS will work together to include interested students in decisions and opportunities related to the facilities in order to promote school and community pride among the student body.
- Goal C-3.2** Ensure and maintain the quality and access of education programs provided in the schools and the integration of the concepts of life long learning in the approach. A Community Advisory Group will “work collaboratively with the administration in identifying areas of change and improvement that will result increased access to opportunities for the students.
- C-3.2.1\* Develop a well established K through 20 education pathway that is linked and presents continuous and transitional learning in which every student is proficient at one level before they are moved to another.
- C-3.2.2 Network with libraries, community colleges and vocational schools to create linkages and opportunities for participation for theyouth from elementary to high school.
- C-3.2.3 The curriculum that is taught in schools be reflective of and sensitive to the diversity of the students that they serve.
- C-3.2.4\* Develop a Citizen Advisory Group to work with the administrators in the Rainier Beach schools on curricula and outcomes and evaluation methods ensuring accountability.
- C-3.2.5 Ensure the development of programs that are specific to the needs of students from the Rainier Beach community.

- C-3.2.6\* Programs will be developed to aid students and families to prepare for college/vocational, post secondary beginning in the elementary school, including SAT classes and other preparatory or remedial programs.
- C-3.2.7 Establish a Charter School in Rainier Beach community to serve a safety net for those students who are not successfully served by SPS.
- C-3.2.8 A well developed and coordinated mentoring and tutoring program
- Goal c-3.3 Parents and adults in the community will be welcomed and supported as they work with the School Administrators in improving schools in the Rainier Beach area.
- C-3.3.1\*** The School Administrators/principals will take the initiative to engage in outreach activities, encourage involvement of the community in the schools and actively participate in community activities in which the school is located.
- C-3.3.2\* Identify the needs of parents in relation to attendance at PTA meetings and other functions and develop a plan for child care or transportation that would allow full participation.
- c-3.3.3 A Volunteer Coordinator would be hired to pursue opportunities for participation by businesses, community residents and to arrange field trips etc. for the students.
- c-3.3.4 Principals and school officials would be more accessible to parents and residents.
- c-3.3.5' Develop programs that allow students to develop and perfect technical skills taught in the schools through collaboration of the schools administrators and local opportunities in the community.
- Goal C-3.4 Provide life long learning opportunities for the adults in Rainier Beach. Of surveys completed by adults in the community, 62 percent indicated a strong interest in educational opportunities. The provision of a facility for both education and job related activities is critical *to the implementation* of this strategy. *Options* may include a school (after school use), an abandoned school for 24 hour use, a larger community center and/or renovation or construction of a facility.
- C-3.4.1' Work with a Community College system and other educational institutions to establish a site in the Rainier Beach community that would provide ESL/ABE, vocational and pre-college programs that will include a well coordinated tutoring and mentoring program for adults as they engage in new areas of learning.
- C-3.4.2'** Establish a range of activities and opportunities for learning that includes cultural arts, music, personal and professional development.

- c-3.4.3 Develop a system of rewards and perks for those residents who actively participate in the planning, development and implementation of programs.
- c-3.4.4' Establish a drop in/resource center for residents of Rainier Beach that will serve as a One Stop facility for payment of bills, skills assessment, information and referral services, voter registration, information on community activities and community concerns, outreach and recruitment.
  
- Goal c-3.5 Facilitate *and improve* the participation of parents and adults in the schools in the community. Most of the schools in the Rainier Beach community do not have an active PTA. Because of the large limited English speaking populations in the Rainier Beach area, special strategies for outreach and inclusion are essential to meet their needs culturally and logistically.
  - C-3.5.1' Organization of a PTA in all schools that will work closely with the school. Representatives of each PTA will serve on the Citizen Advisory Group for the region.
  - C-3.5.2\* Parent training and development would be provided from kindergarten and a “buddy” system would be instituted to teach native and non-native parents how to advocate and support their children in schools.
  - C-3.5.3: Principals and teachers will actively participate in the development of PTAs and will lend their support and expertise in empowering the PTA to realize their full potential.
  
- Goal C-3.6 Churches and other influential organizations in the community will be actively recruited to participate in advocating for and in working to ensure sustainable system change in education for Rainier Beach.
  - C-3.6.1 Every church will have representation equal to 10% of their congregation on committees, councils and other groups engaged in working on behalf of the Rainier Beach community.
  - C-3.6.2' Appoint representatives to attend the meeting of the Council of Churches to communicate relevant community information to the Council and to gain their involvement and support.
  - C-3.6.3\* Create a system of perks and rewards for those churches who become actively involved in the community.
  - C-3.6.4\* Extend the community education programs into the church facilities to reinforce the church in the work and life of the community.

- Goal c-3.7 Increase the opportunities for employment for Rainier Beach residents.
- C-3.7.1 Create linkages with established employment programs that would result in the location of program sites in the community.
- C-3.7.2" Representation and involvement in the site planning for a One Stop Employment Center to advocate for placement in Rainier Beach.
- c-3.7.3\* Negotiations and established commitments from businesses new and existing to hire from the community. Work with the City to establish commitments as part of the permitting and contracting process.
- c-3.7.4 Promote apprenticeships and trades as a viable choice for employment to the residents, providing orientation sessions and training in basic skills required for admission.
- c-3.7.5' Work proactively and in partnership with the surrounding industrial and high employment sites to market the Rainier Beach community as a valuable pool of workers to, e.g., the Duwamish Manufacturing Council, Kent, Tukwila, Port of Seattle, etc.

### 3.4 Housing and Land Use

**Issue Discussion.** The Rainier Beach Residential Urban Village was established through adoption of the City's Comprehensive Plan in 1994. The Rainier Beach Residential Urban Village is one of five "villages" designated in the Rainier Valley. The others include North Rainier @ 1-90, Beacon Hill, Columbia City and MLK @ Holly Street. The intent of these designations is to reinforce concentrations of employment and housing in locations that will support and have direct access to regional high capacity transit. Urban Centers are intended to accommodate the majority of future residential and employment growth within the City. To recognize differences in existing or desired functions and physical characteristics, distinct areas were designated as Hub Urban Villages and Residential Urban Villages. As a residential urban village, Rainier Beach is expected to consist of compact residential neighborhoods that provide a range of housing types. Household growth in Rainier Beach is intended to accommodate an additional 740 households over the next 20 years, or approximately 1.2% of the total household growth citywide (60,000 households). There is no employment growth target for the Rainier Beach Residential Urban Village.

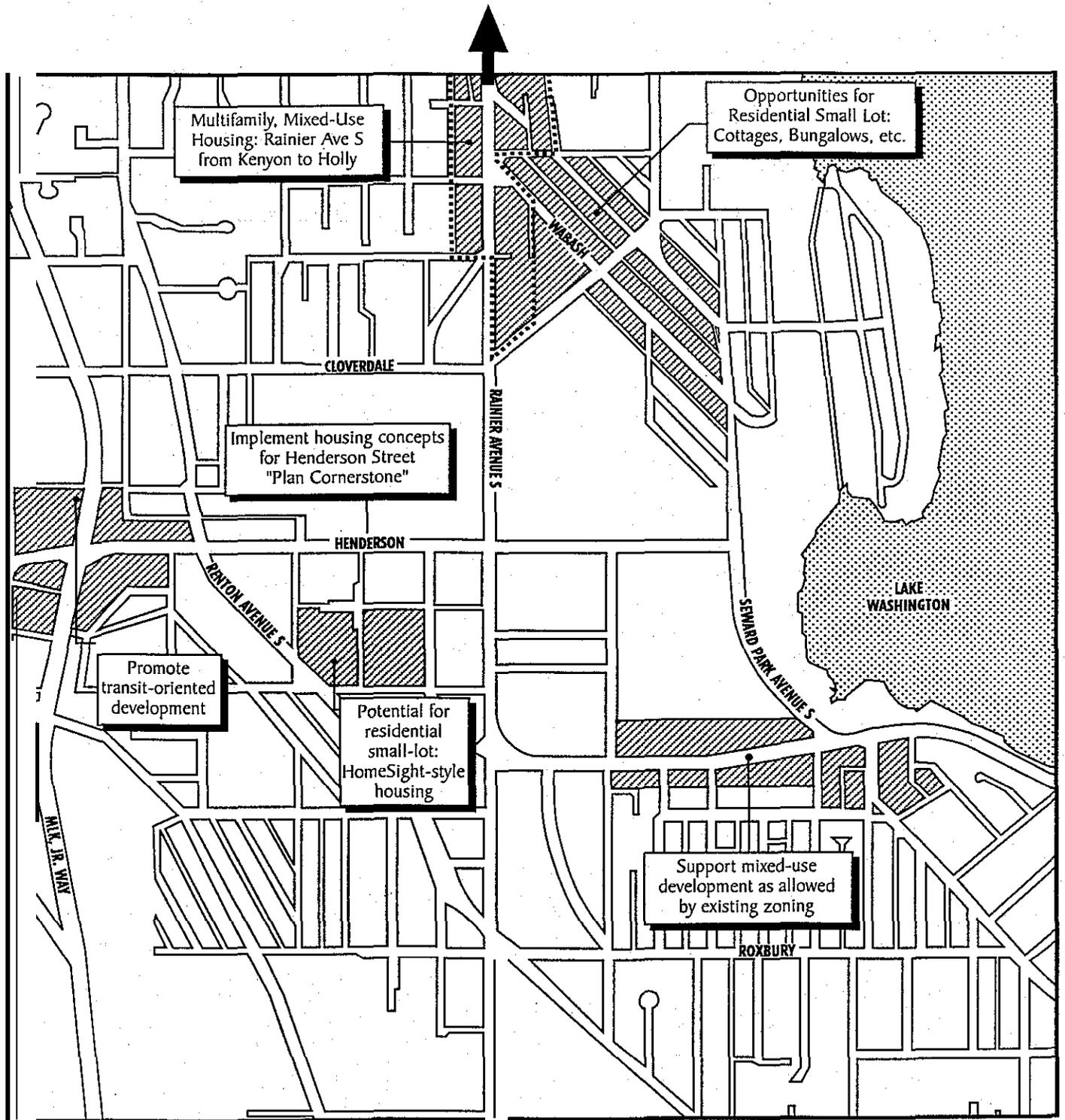
The Land Use and Housing Committee of Rainier Beach 2014 had the charge of addressing future growth, physical housing development, and affordable housing needs that will help retain Rainier Beach's diverse population. Appropriate land use and zoning amendments also fall under the responsibility of the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

#### Goals and Recommendations

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

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

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



NO SCALE

**Rainier Beach Neighborhood 2014**  
 A ♦ PLAN ♦ FOR ♦ THE ♦ FUTURE

FIGURE 16  
 Housing Opportunities Map



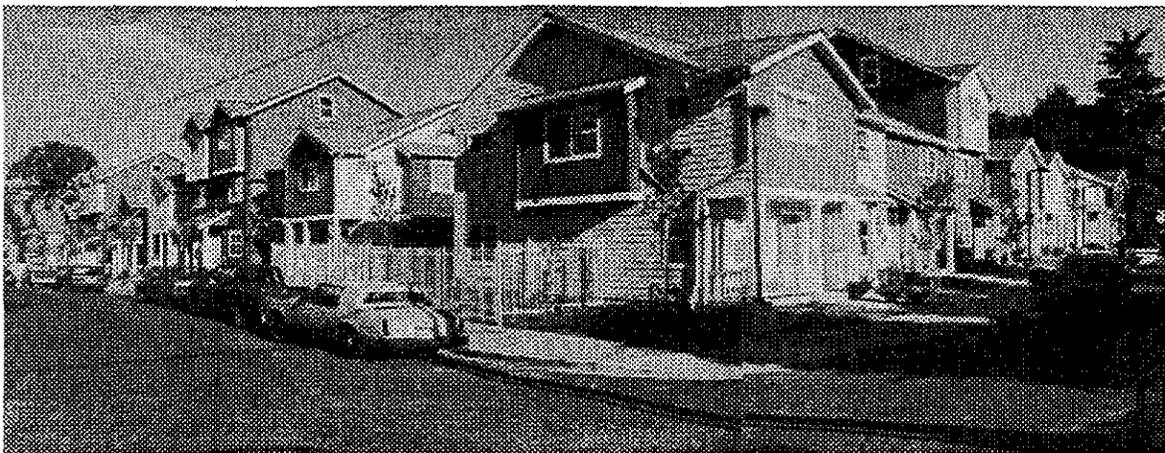
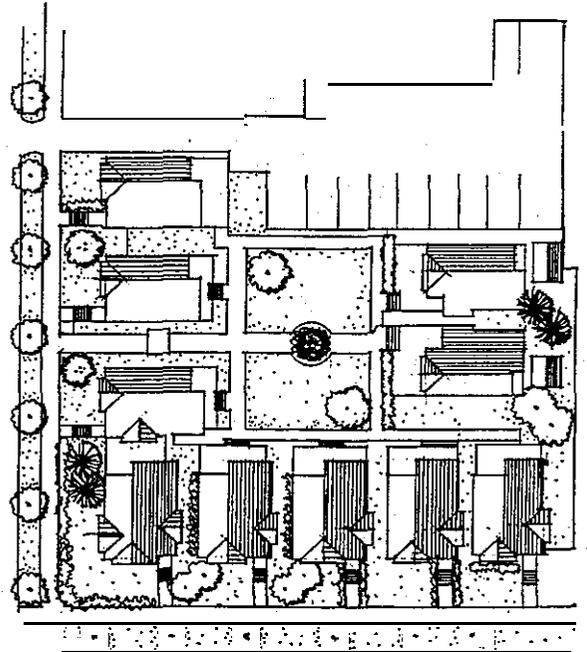
Mixed-use buildings would be appropriate near the light rail station, as well as along sections of Rainier Avenue S.



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



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



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

- LUH-L2 For each of the areas, the City should establish development incentives, perhaps implementing its Tax Abatement Program, to encourage new housing construction in these targeted areas.
- Goal LUH-2 Address derelict properties and illegal uses which promote the perception of crime and lack of personal safety, while also detracting from Rainier Beach's community character
- LUH-2.1** Require the City Attorney's office to establish policies that more effectively abate problems with derelict and poorly managed properties.
- LUH-2.2** Establish a local housing "Watchdog" organization that can work with the City's Police Department and the City Attorney's Office
- LUH-2.3** Ensure proper and timely enforcement of all applicable City codes
- Goal LUH-3 Promote affordable housing as a means of retaining the diverse population that defines Rainier Beach. Seek ways of linking affordable housing to homeownership through existing and new programs, as well as through land use/ zoning incentives.
- LUH-3.1** Allow residential small lot zoning (RSL) in single-family zones only within the Residential Urban Village boundary.
- LUH-3.2 Work with SEED, HomeSight, and other housing providers to develop affordable housing demonstration projects.
- LUH-3.3 Change NC zones within the urban village to NCR zones, thereby allowing single-purpose residential development in zones that previously required ground floor retail uses.
- LUH-3.4 Increase the housing stock in Rainier Beach by rewiring new single-purpose commercial projects to provide at least one floor of upper story housing.
- Goal LUH-4 Establish a land use and zoning plan that will preserve Rainier Beach's single-family areas; limit and discourage more apartment-style dwelling units; and promote ground-related townhome developments to serve the needs of future residential growth.
- LUH-4.1** Promote no zoning changes as part of plan adoption, but allow flexibility for potential changes or contract rezones when they support the goals, strategies, and vision of Rainier Beach as a transit-friendly, pedestrian-oriented, safe, and secure urban village.
- LUH-4.2 Preserve single-family zones in the urban village and general planning area.

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

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

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

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

### 3.5 Economic Development

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

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

- . Safety. Many people feel unsafe in community due to crime, uncleanliness and the presence of some aggressive youth. It is believed that street and other outdoor lighting is inadequate and there is insufficient police presence. Pedestrian safety is a concern, given high speeds on area side streets and lack of adequate pedestrian facilities.
- Transportation **and Parking**. There is common concern that increased traffic is negatively impacting the neighborhood. There is a lack of enforcement of existing traffic regulations (e.g. speeding, illegal passing and parking) and lack of adequate street and sidewalk maintenance (e.g. too many potholes and overgrown planting strips). There is inadequate bus access and connections and lack of pedestrian amenities. Sidewalks are cluttered and too narrow. The area lacks adequate bicycle facilities. There are insufficient street trees and lack of outdoor gathering places.
- Residential. There needs to be greater effort to protect and promote stable residential development. There is a lack of enforcement of noise ordinances and other regulations (e.g. garbage dumping and abandoned vehicles), and incomplete infrastructure (e.g. lack of sidewalks, curbs and gutters in some areas).

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

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

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

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

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

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

#### Goals and Recommendations

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

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

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

- **Community Development Loan Funds.** Cascadia Loan Fund in Seattle consists of organized investors who deposit funds in a credit union or local bank and those funds serve as collateral for loans from the financial institutions to borrowers approved by the sponsoring fund. Other small business assistance and loans are available through Community Capital Development in Seattle. They provide a business assistance center and small business loan program. Loan categories include equipment, inventory and working capital; manufacturing or technology based production needs: commercial or mixed use real estate: franchises: contract financing contract receivable financing and cash flow restructuring.
- **Foundations and philanthropy organizations.** These sources can be attained through grant writing and applications. However, Local employers should not be overlooked as sources of funding for neighborhood development projects. For example, the Pepsi-Cola Bottling Company (located in North Rainier Valley) donates a percentage of local sales to community programs. Darigold also contributes to the community.

- **Assistance from Community Development Corporations.** In this case, partnerships with SEED, and possibly HomeSight and Emerald City Outreach Ministries, should be explored. , community land trusts, and public development authorities.
- **Community LandTrust (CLT).** This mechanism helps preserve the long-term use and affordability of land and improvements added to land. CLTS can be used by any nonprofit, cooperative, mutual housing association, public development authority, or community development corporation. The essential character of a CLT is the separation of ownership of the land from ownership of the improvements that are constructed on the land.

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

- City and County funding for neighborhood improvement projects such as Matching Fund, City Light tree planting, mitigation dollars from large scale public projects, anda host of other sources.
- Fair share funding from Southeast Seattle's designation as a Community Empower Zone and Federal Enterprise Community.
- Good Neighbor Fund for facade improvements and funding from Community Development Block Grants. Both are operated by SEED.
- Assistance from the Office of Economic Development. Existing programs include the Seattle Economic Development Association (SEDA) and Seattle Community Development Partnership (SCDP).

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

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

- **National Main Street Program.** The Main Street Program focuses on effective promotions, design, economic restructuring and organization to foster the renewal and revitalization of community business districts. The Program offers a number of tools, educational materials, training seminars and workshops, networking and technical services. The Main Street Program has been used successfully in communities throughout the United States and has recently been undertaken in "the North Rainier Valley (Rainier/Genesee, Hillman City and Columbia City) through SEED. SEED used Enterprise Community Funds to implement the Business District Enhancement Fund, a low-interest revolving loan fund for business district physical improvements for business located in the Main Street Program Area. The program also provides business and technical assistance to existing and new businesses and provides marketing assistance. Consideration should be given to expanding the boundaries of the Main Street Program Area to include Rainier Beach businesses. Materials from the National Main Street Center are available on loan from the Neighborhood Business Council.
- **University of Washington's Business and Economic Development Program.** The program is intended to join the educational resources of the UW Business School with private investment dollars and the efforts of students, faculty and corporate volunteers to establish long-term partnerships with inner-city businesses. The goal is business retention and job creation. Individual businesses apply for assistance.

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

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

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

- **A Community Network:** the creation of a job center in cyberspace—that provides regional information about job openings, training, basic education, language courses, and supportive services,
- **The Workforce Brokerage Service:** A team of employment brokers who will organize employers with similar training needs, help them develop customized training programs at community and technical colleges, and establish apprenticeship programs. Job strategies are focused on several industrial sectors, including aerospace, diversified manufacturing, health care, construction, reactive capacity, office occupations, electronics, and automotive repair. In its first year of operation, SJI placed 823 workers with an average wage of \$8.89/hour. Its placement target for 1998 is 1,200 workers.

### 3.6 Transportation and Transit Facilities

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

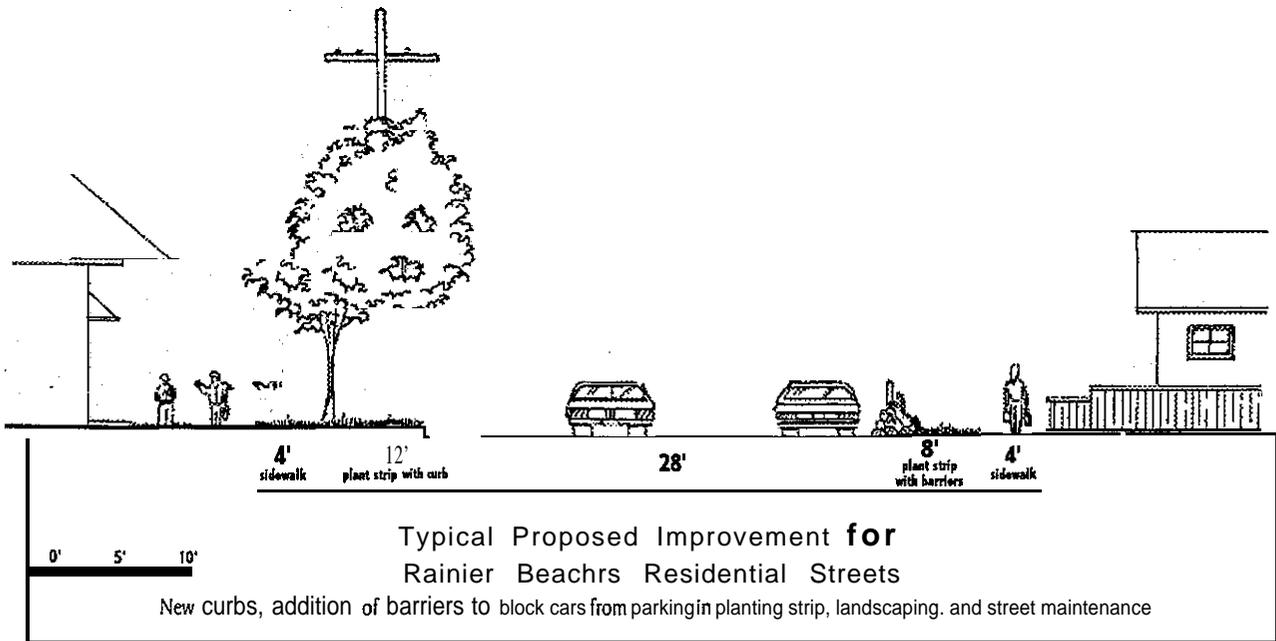
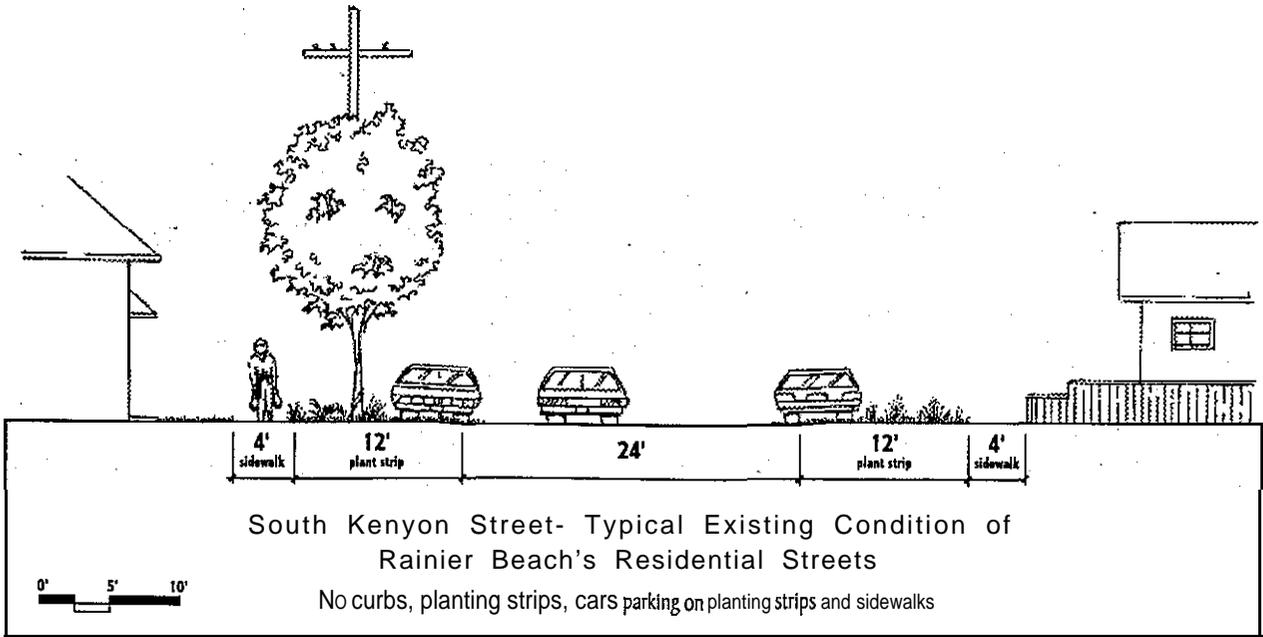
The components included here fall into five categories: (1) Pedestrians & Bicyclists, (2) Neighborhood Traffic Calming, (3) Transit Facilities, (4) Transportation-Related Code Enforcement Issues, and (5) Parking. Where warranted, additional issue discussions have been provided to further elaborate on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

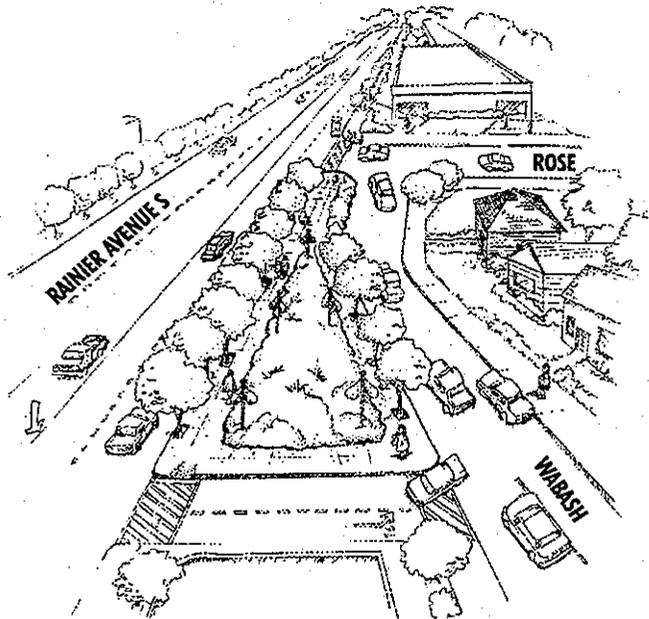
#### Goals and Recommendations

##### 1. Pedestrians & Bicyclists

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

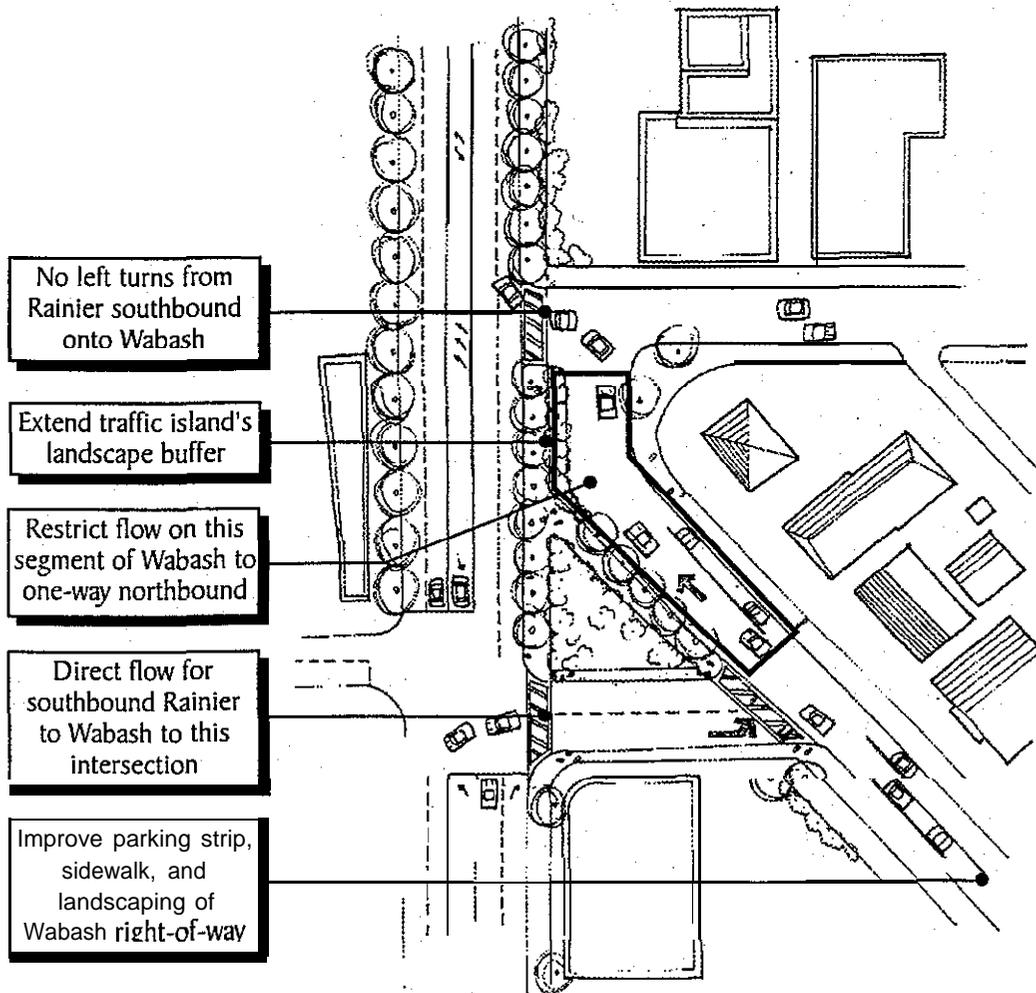
T-1.1      Lack of Curbs and Sidewalks. Many parts of Rainier Beach lack curbs and formal areas for vehicles, pedestrians, and bicyclists. The members of the Rainier Beach community recognize this to be a Citywide problem, but point out that such facilities are in high demand throughout Southeast Seattle.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





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

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

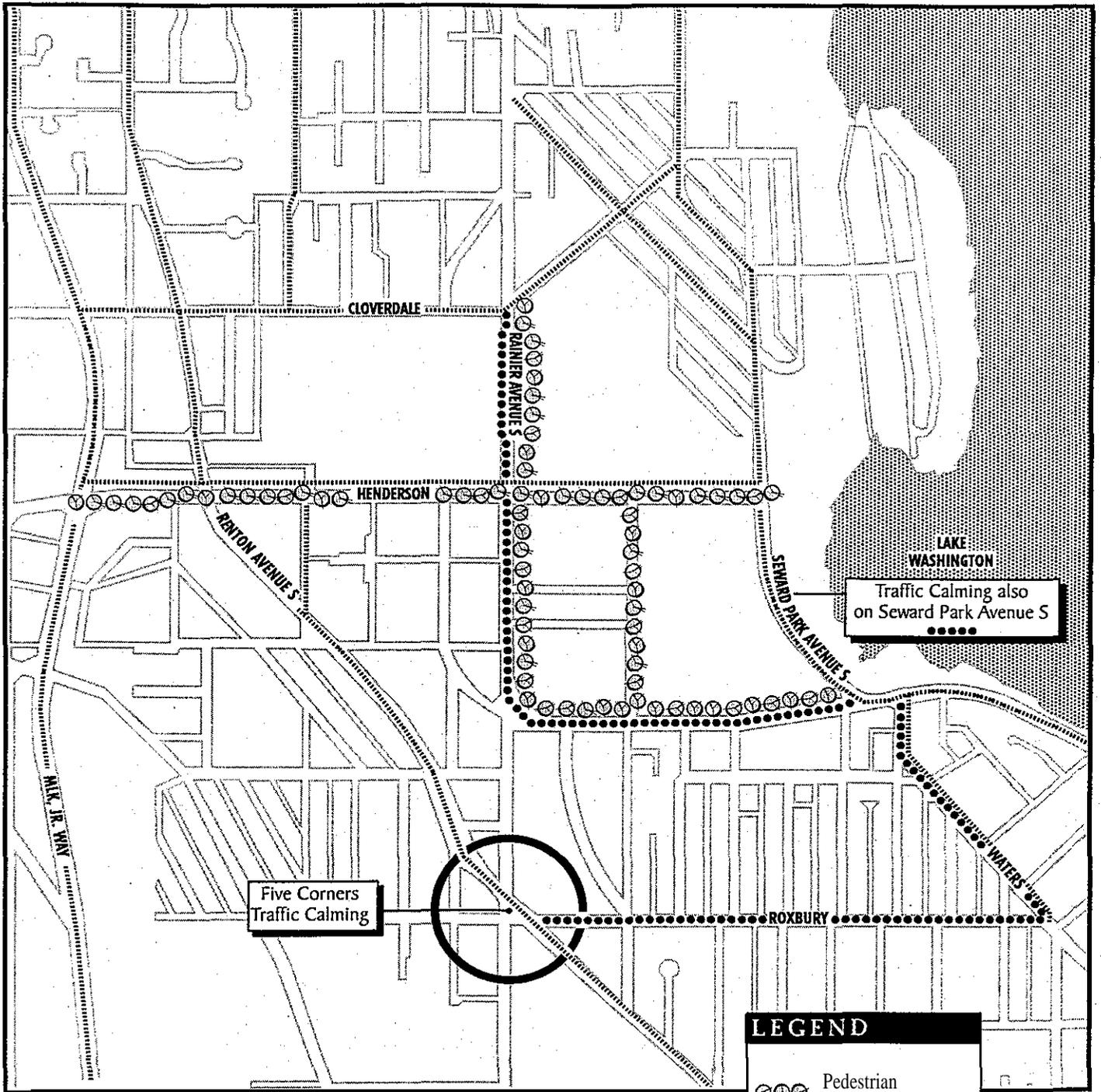


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FIGURE 19  
Potential Improvements for  
the Rose -Wabash Diagonal



**LEGEND**

- ⊙ ⊙ ⊙ Pedestrian Priority Street
- Key Bicycle Street
- Traffic Calming Measures Needed

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FIGURE 20  
 Important Pedestrian  
 and Bicycle Streets

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

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

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

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

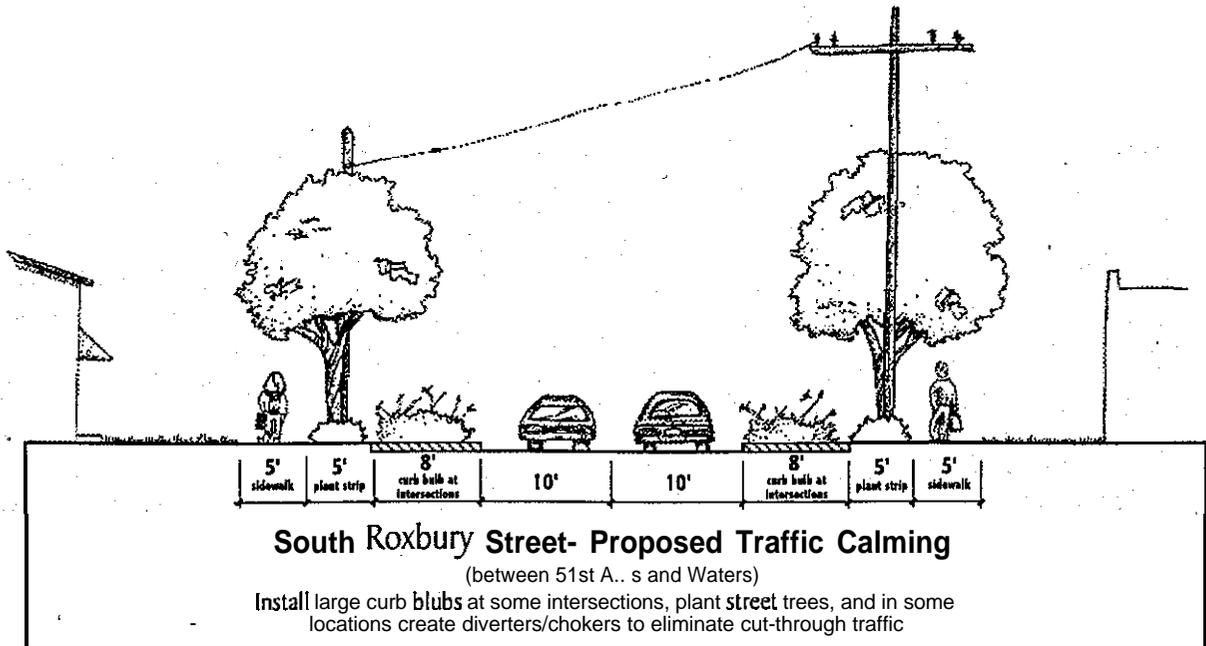
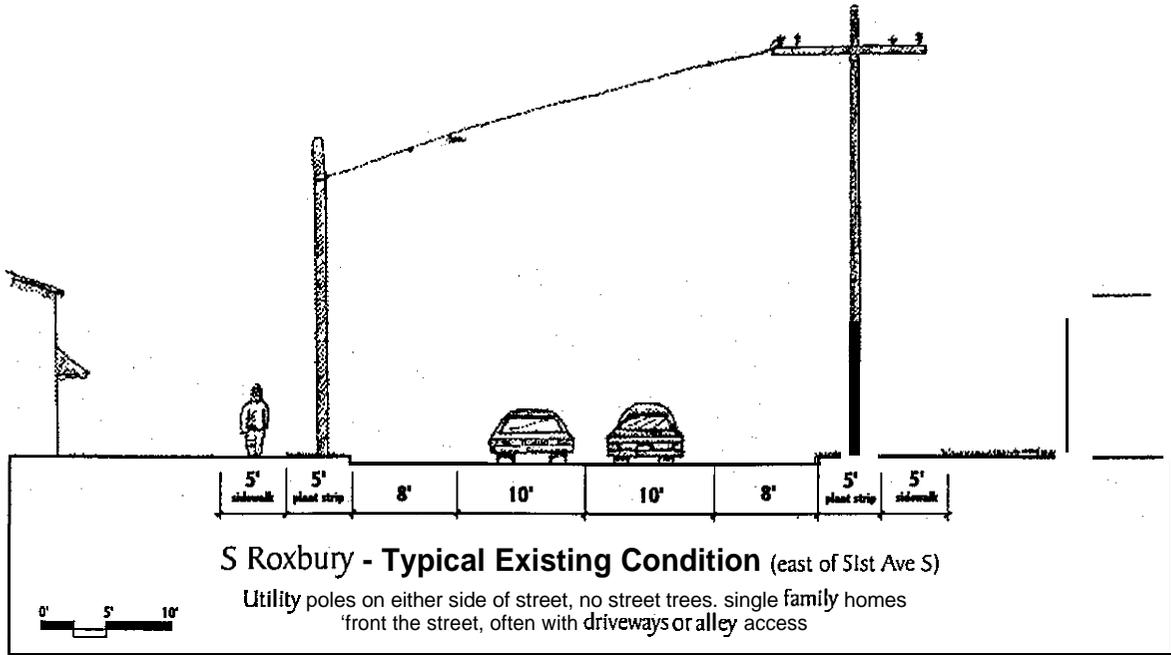
## 2. Neighborhood Traffic Calming

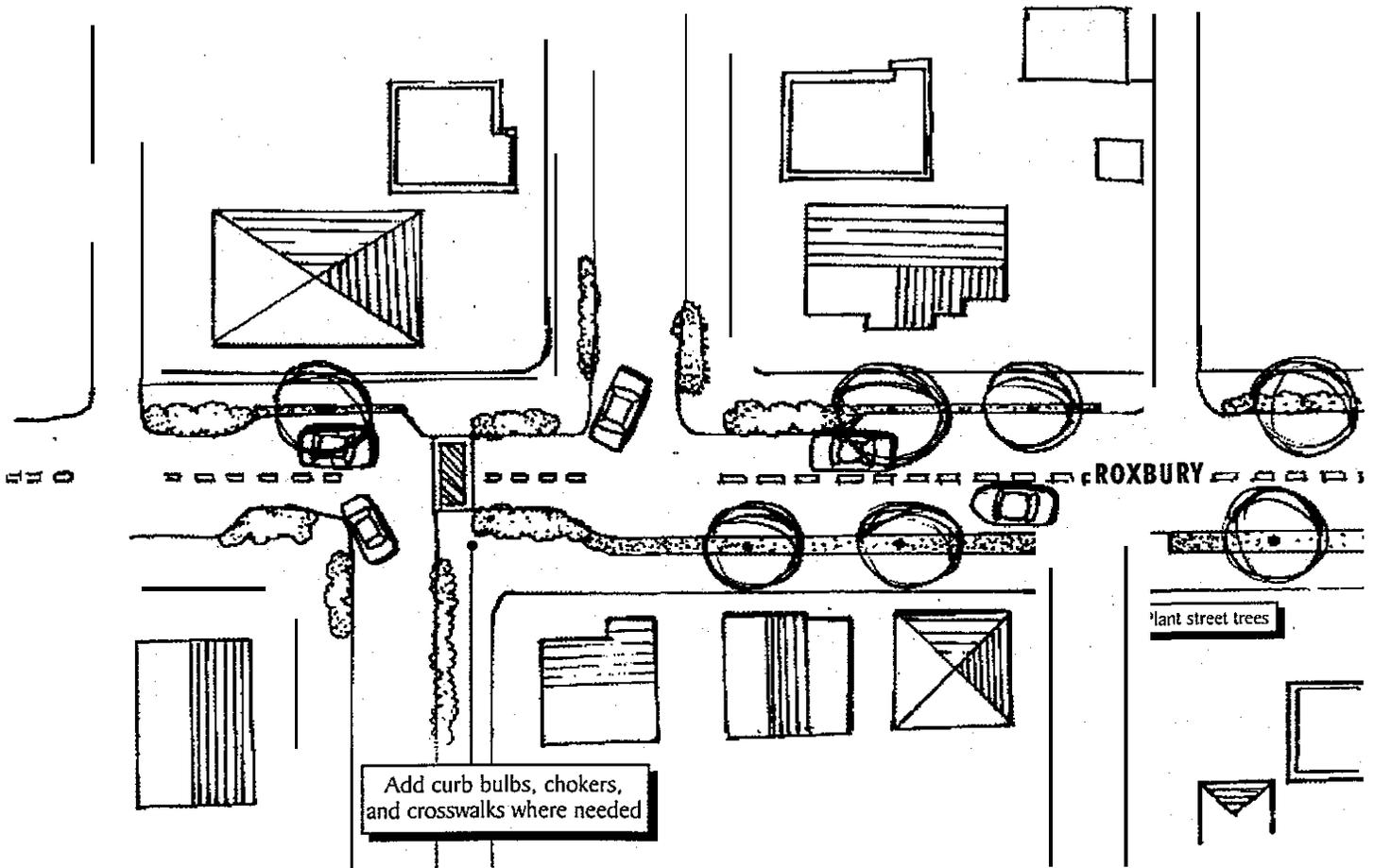
**Goal T-2** Protect Rainier Beach's residential neighborhoods from cut-through traffic and establish these local streets as safe, pedestrian-, bicycle-, and child-friendly environments. Proposed Neighborhood Traffic Calming typically involves reducing speeds, eliminating cut-through traffic, and creating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

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

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

- T-2.2 The Waters to Rainier Strip S. implement the following
- Redesign Waters/Roxbury intersection to prevent wide left turns.
  - improve Waters/Fletcher intersection to prevent stop-sign running.
  - Reconfigure Waters at Rainier to improving parking area for businesses and prevent cut-throughs to avoid the red light.
- T-2.3 Slowing the “Roxbury Speedway”- Waters to Renton Avenue S. People who walk on and cross this street are in fear of their lives, and for the lives of their children. There are dips in the grade that make visibility poor at several places. Cars, trucks, and buses generally travel at from 40-48 MPH. This has been confirmed by two studies, one an official study of Seattle Transportation, and one a citizen radar survey. Moreover, many cars abuse the street by recklessly speeding in excess of 50 MPH. The speed limit (which had not been posted until after citizen action) is 30, just like huge arterials in the south end, such as MLK and Rainier. The type of auto traffic, the habits of commuting, etc., do not justify such an arterial, particularly since South Roxbury is surrounded on all sides by nearby large arterials. To alleviate this situation, the following recommendations should be immediately acted upon (also refer to Figures 21 and 22 on the following pages):
- Redesignate South Roxbury Street, a street comprised only of single family homes and one church, a local residential street.
  - Design a system of diverters and left-turn prohibitions so as to reduce the number of cut-through cruising and stop-sign running by motorists. Improve Waters/Fletcher intersection to prevent stop-sign running:
    - Design curb bulbs between 55th and 57th to reduce speed and create “peal” refuge.
    - Install chokers on streets afflicted with severe cut-through problems.
  - Establish a streetscape that includes trees planted in the street’s planting strips.
- T-2.4 Improving Five Corners- Intersection of 51st, Renton, and Roxbury. Implement one of the following two alternatives (also refer to Figure 23):
- **Alternative A:** Establish a system that closes off left-turns onto Roxbury from southbound Renton. Redirect this flow to eliminate cut-through traffic and direct local access to 54th off of Renton, or by continuing on Rainier to 54th or 57th.
  - **Alternative B:** Design and build a “Roundabout” at this intersection to feed all traffic in an even flow to whichever street the motorist desires.
  - **Alternative C:** Establish traffic calming with designated lanes, new signalized intersection at Renton/51<sup>st</sup>, and allowance for maintaining left turns onto Roxbury.
- T-2.5 Rainier View Traffic Calming. Conduct a full traffic analysis of the upper Rainier Beach area to determine other potential residential traffic management needs.

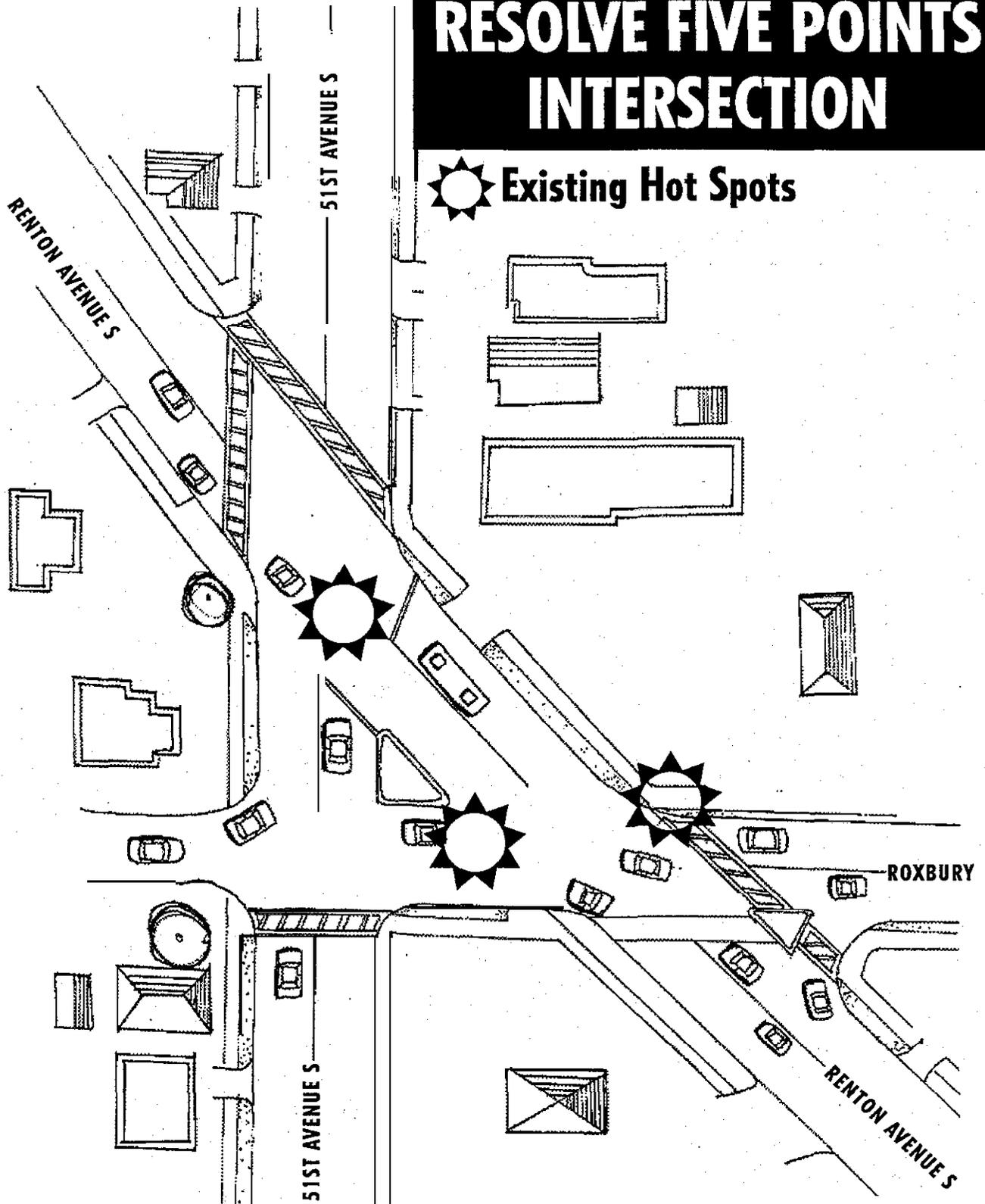




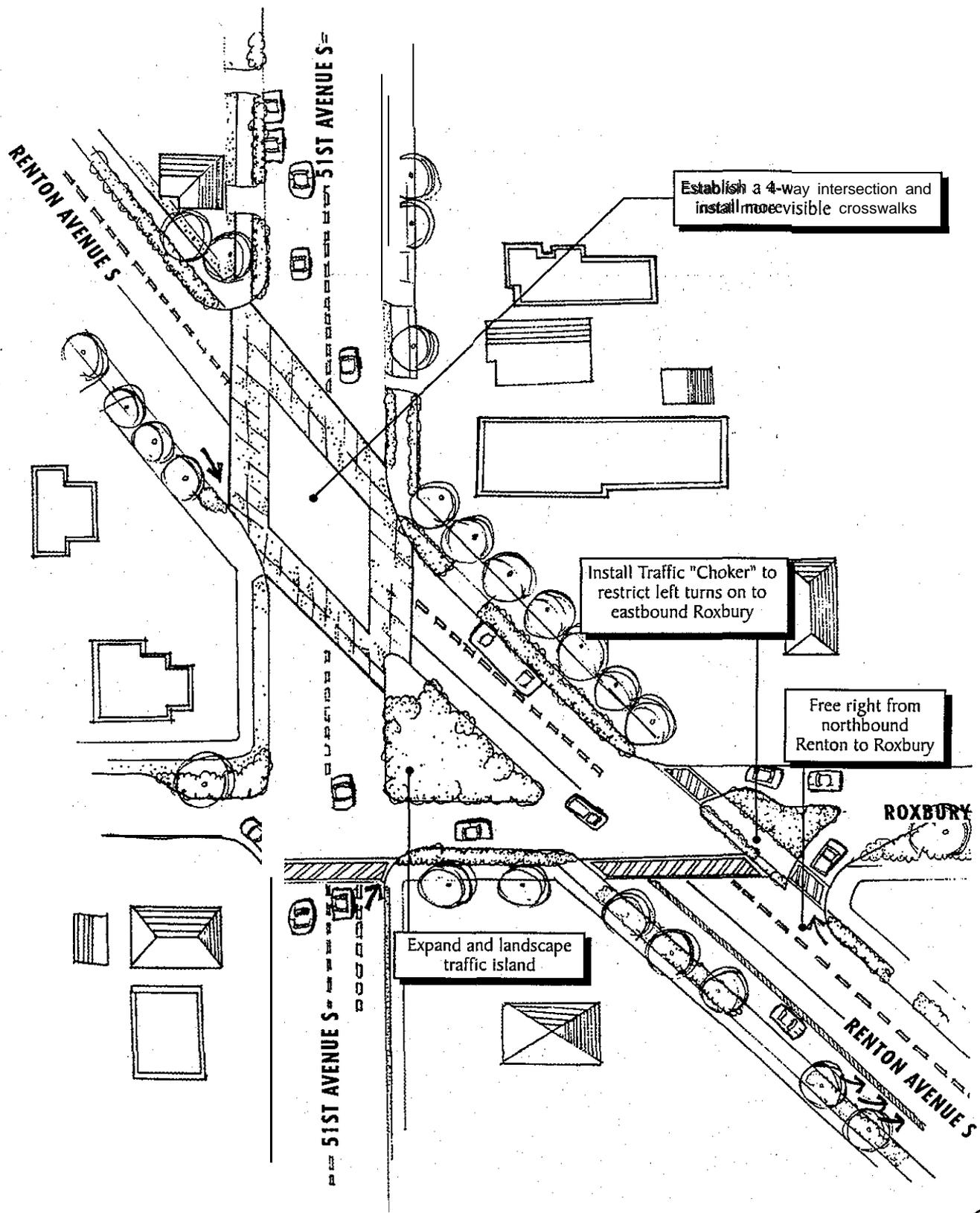
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# RESOLVE FIVE POINTS INTERSECTION

 Existing Hot Spots



  
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Establish a 4-way intersection and install moveable crosswalks

Install Traffic "Choker" to restrict left turns on to eastbound Roxbury

Free right from northbound Renton to Roxbury

Expand and landscape traffic island

ROXBURY

RENTON AVENUE S

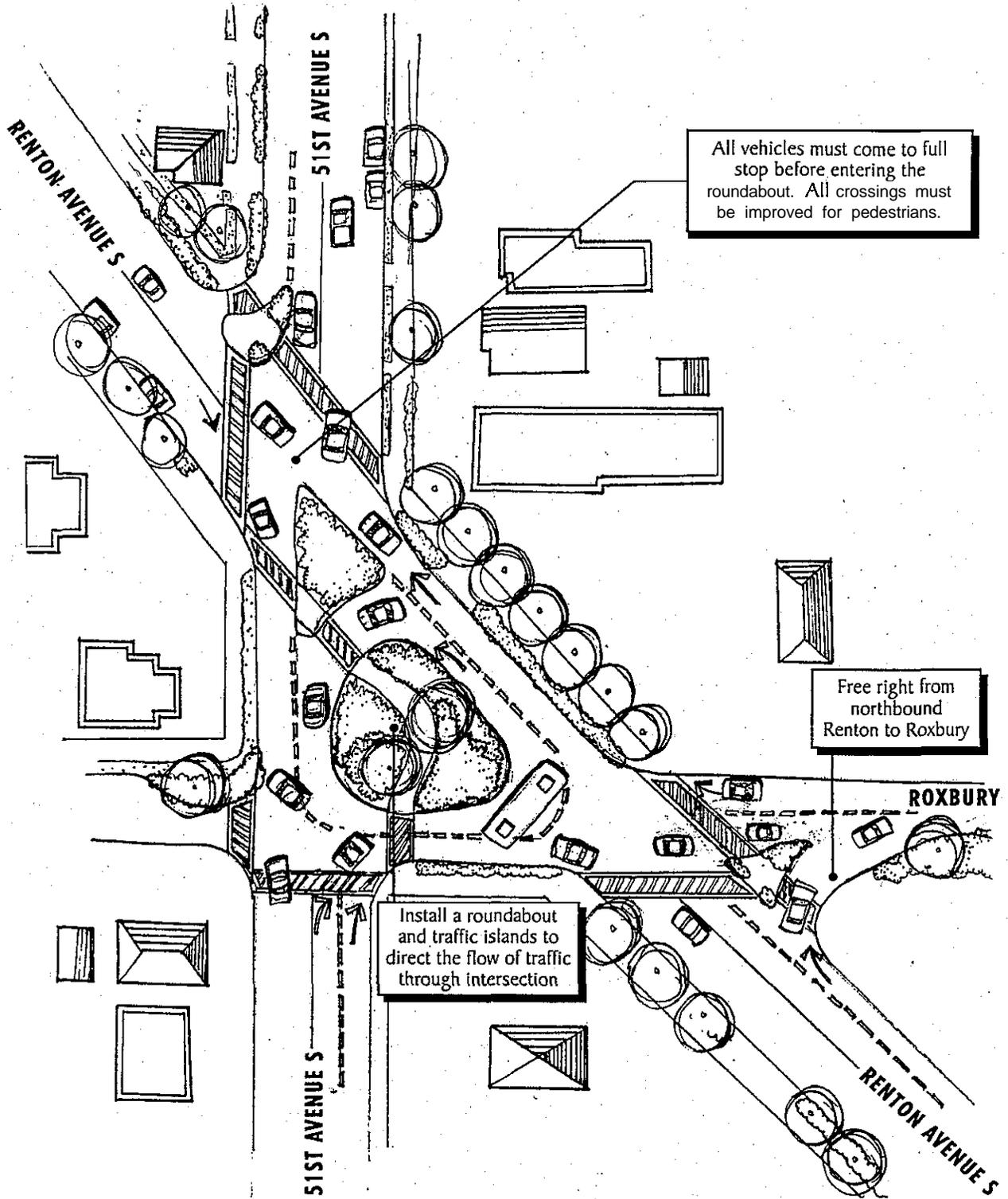
51ST AVENUE S

RENTON AVENUE S

51ST AVENUE S



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All vehicles must come to full stop before entering the roundabout. All crossings must be improved for pedestrians.

Free right from northbound Renton to Roxbury

Install a roundabout and traffic islands to direct the flow of traffic through intersection

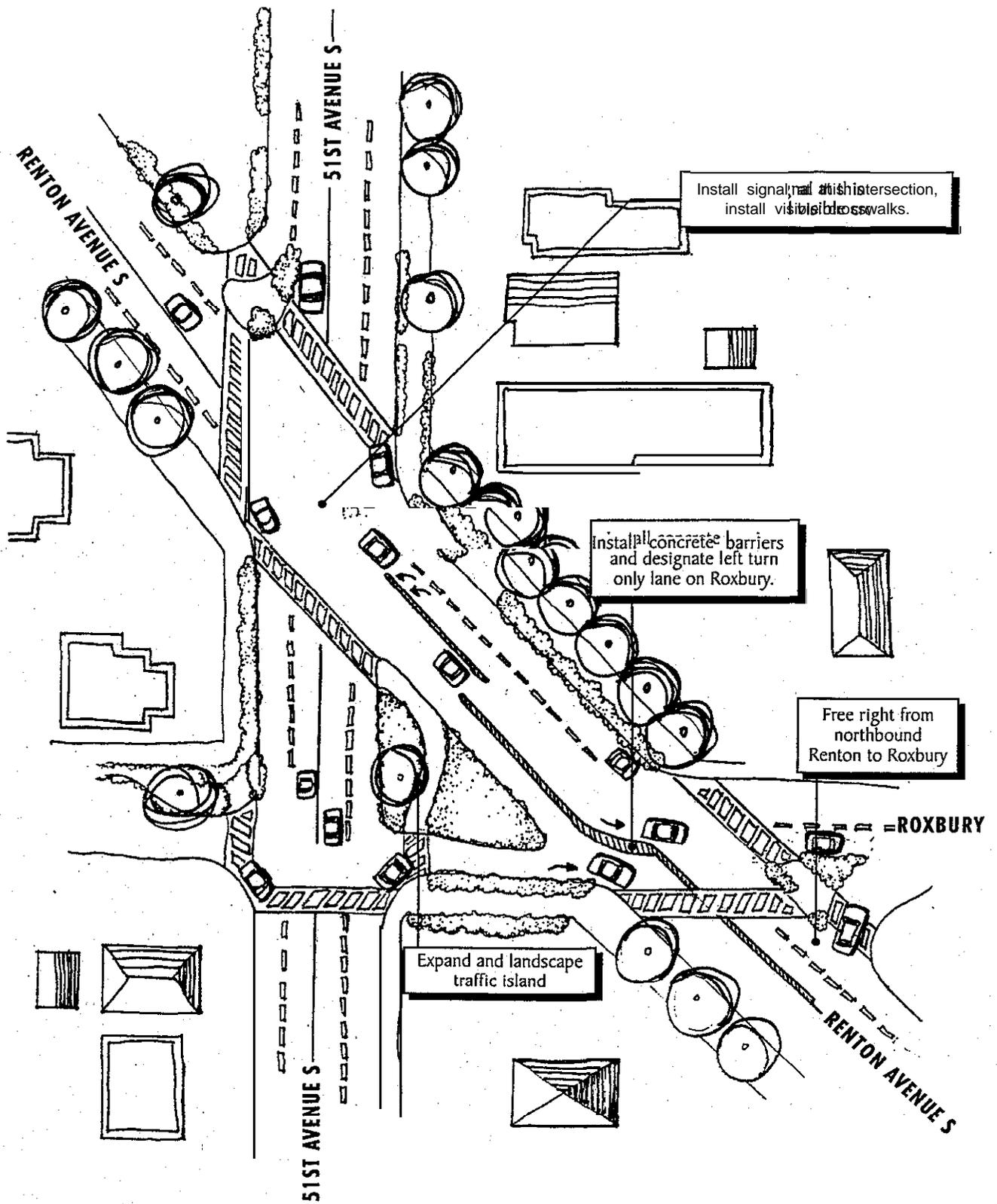


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FIGURE 23  
 Alternatives for Addressing Five  
 Corners Intersection- **Alternative B**



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FIGURE 23  
 Alternatives for Addressing Five  
 Corners Intersection- **Alternative C**

### 3. Transit Facilities

- Goal T-3 Recognize the importance of the regional light rail system to the neighborhood, but ensure that local transit circulation and feeder systems are in place, to connect Rainier Beach residents, employees, and visitors to the light rail station and other parts of the neighborhood.
- T-3.1 Bus Transit Center. Tie King County Metro bus routes and future local circulator systems to the regional rail transit system. Ensure proposals, design, and future construction of a bus transit center' is consistent with the pedestrian boulevard envisioned for Henderson Street (refer Figure 2S for a conceptual illustrations of community alternatives for the station area).
- T-3.2 Route 7 Improvements. Request the City work with King County Metro Transit to make Route 7 safer and more efficient in its connection to Downtown Seattle.
- T-3.3 Alternative Systems- Multimodal “Lo-Way.” Develop a multimodal transit right-of-way within the power line easement to facilitate a regional connection. Constructed as a long-term alternative to fuel-based vehicles, the right-of-way would include lanes for pedestrians, bicyclists, and zero-emission vehicles.

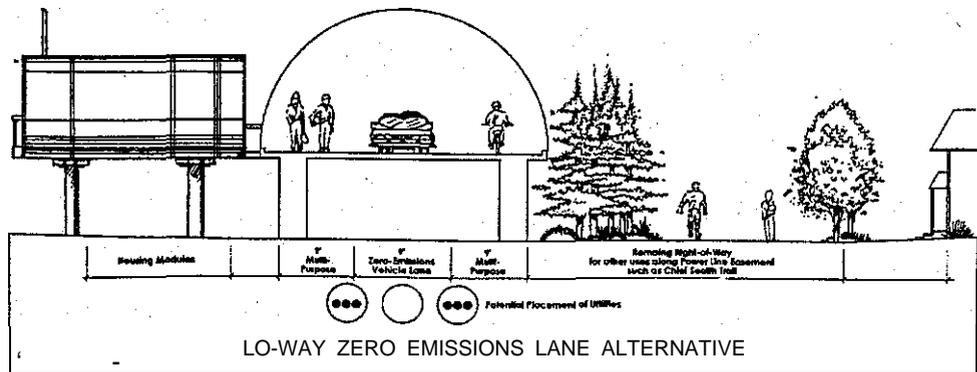
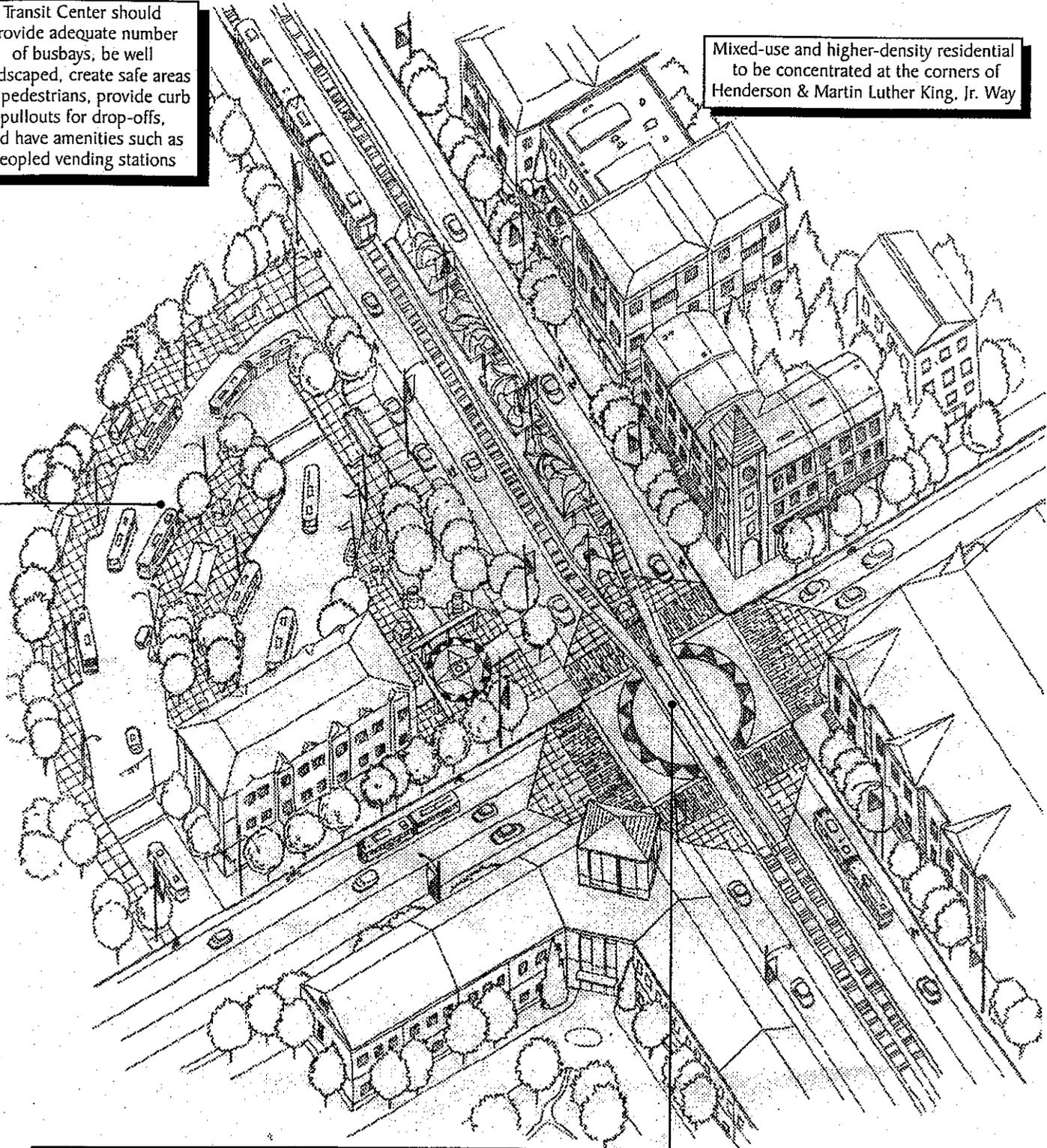


Figure 24: Cross Section of ‘Lo-Way’ Transportation Alternative

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

Transit Center should provide adequate number of busbays, be well landscaped, create safe areas for pedestrians, provide curb pullouts for drop-offs, and have amenities such as people vending stations

Mixed-use and higher-density residential to be concentrated at the corners of Henderson & Martin Luther King, Jr. Way



Station will be at-grade and accessed via the crosswalk, The intersection shall have special paving and the station platform will be designed as a gateway into the City of Seattle and Rainier Beach,



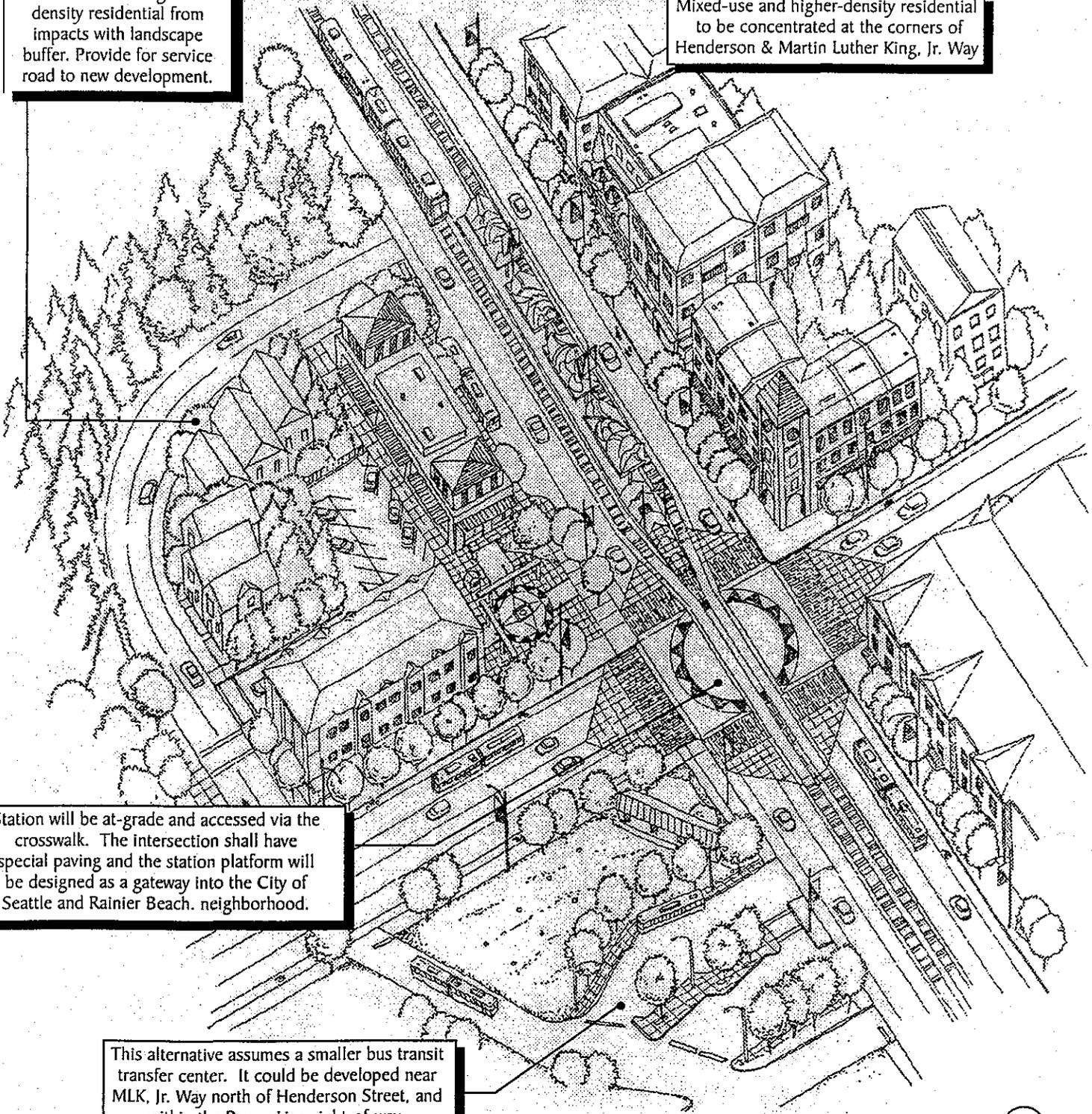
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**Rainier Beach Neighborhood 2014**  
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FIGURE 25  
 Illustration of Transit Activity Center  
 Alternatives at Station Area

Concentrate transit-oriented development in commercial zones at the intersection. Protect surrounding lower-density residential from impacts with landscape buffer. Provide for service road to new development.

Mixed-use and higher-density residential to be concentrated at the corners of Henderson & Martin Luther King, Jr. Way



Station will be at-grade and accessed via the crosswalk. The intersection shall have special paving and the station platform will be designed as a gateway into the City of Seattle and Rainier Beach neighborhood.

This alternative assumes a smaller bus transit transfer center. It could be developed near MLK, Jr. Way north of Henderson Street, and within the Power Line right-of-way.

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# Rainier Beach Neighborhood 2014

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FIGURE 25  
Illustration of Transit Activity Center  
Alternatives at Station Area

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

#### 4. Transportation-Related Code Enforcement Issues

- Goal T-4 Address illegal and derelict transportation-related conditions that impact the neighborhood.
  - T-4.1 **Require** City's code enforcement division to address proliferation of abandoned vehicles.
  - T-4.2 **Require** the City to address illegal automotive uses in residential areas (On-Street Parking & Land Use Impacts).
  - T-4.3 **Require** the City to address parked vehicles which block the sidewalk (related to lack of curbs/sidewalks).
  - T-4.4 **Require** the removal of overgrown planting strips which block the sidewalk.
  - T-4.5 Reclaim public alleys in private use (affects garbage pickup, etc.).

#### 5. Parking

- Goal T-5 Address parking concerns related to high-volume attractors such as the boat ramp and the future impact of the regional light rail system.
  - T-5.1 Boat Ramp Issue. Refer to Plan Cornerstone Policy C-2.5.2.
  - T-5.2 Consider Residential Parking Zone permits for some of the single-family areas, **particularly** those that maybe affected by the regional light rail system.

# Chapter 4.0

## Plan Implementation

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The Rainier Beach Neighborhood 2014 planning project has been filled with many success stories, from its ability to connect with hundreds and hundreds of people to meeting the challenges of reaching out to over 60 different language groups to influencing City and regional decision-making on public capital investment in the Rainier Beach area. To ensure that the hard work achieved in preparing this Plan's previous chapters do not rot go in vain, this chapter seeks to establish the appropriate and feasible steps for implementing recommendations and concepts into realities: The contents of Chapter 4. 0 break down as follows:

- Early Implementation Funding
- Plan Stewardship and Monitoring
- Building the Cornerstones

### 4.1 Early Implementation Funding

The City of Seattle Department of Neighborhoods has made available to each neighborhood finishing its plan a \$50,000 early implementation fund to achieve near-term improvements. By no means is this expected to meet the capital costs that will be required to implement many plan recommendations, but it will provide a solid foundation from which to show residents, businesses, and property owners that the planning process does lead to tangible results benefiting the community. The neighborhood's application for this fund will resubmitted on April 1, 1999.

Several projects were considered for the early implementation funding. The goal was to identify projects that would physically improve the neighborhood, showed progress being made, stood out as a priority of the neighborhood plan, and had potential to be implemented within a year of start-up. This range of candidates included:

Potential Project	Estimated Cost
● Expanded Technology and Equipment Resources at the Branch Library	\$25,000
∨ Rainier Avenue Banners and Identity Program- Cloverdale to Seward Park Ave	<b>\$1s,000</b>
● Seed Money for Mapes Walk Pedestrian Improvement Project	\$10,000
● Start-Up Money for Development of Rainier Beach Design Guidelines	\$5,000
∨ Establishment of new Job Resources/Career Center for youth and adults	\$50,000
∨ Initial year funding for Staff/Resources for Plan Implementation Stewardship	<b>\$50,000</b>
∨ Programs to be defined for Community Education	<b>\$25,000</b>
● Business Incubator Program at the Rainier Beach Shopping Center	<b>\$30,000</b>

The Rainier Beach Neighborhood 2014 Planning Committee evaluated these and a number of other projects at several committee meetings. The group considered feasibility, cost, chance for success, and the project's relationship to the neighborhood plan as points of criteria. In the end, the Planning Committee chose to move forward with the following projects:

**Mapes Walk Pedestrian Improvement Project.** The Mapes Walk project will focus on physically enhancing the pedestrian path along the 52<sup>nd</sup> Avenue S right-of-way that links Henderson Street to Rainier Avenue S. The corridor is well used, connects residential, commercial, and civic facilities, retains an active creek, and has strong support in the neighborhood plan. The project is supported by a \$10,000 Matching Fund Small & Simple Grant to prepare the designs and cost estimates for the Mapes Walk Master Plan. The design phase is expected to be completed in two to three months, and physical improvements should be constructed over the Summer and Fall of 1999. Mapes Walk will receive \$20,000 for early implementation funding.

**Community Education.** As one of the cornerstones of the Rainier Beach Neighborhood Plan, the Committee strongly believed that education needed to be given funding "legs" to continue the work it began. In all likelihood, proposals will focus on strengthening Parent-Teacher Associations (PTAs), conducting outreach to area non-profit organizations, and developing Community Advisory Group to liaison with School District and School site administrators.

Another possibility for community education may also be to define a technology resource/job training multipurpose center that could be co-located in the library or in the Rainier Beach Community Center. A specific project for community education will be defined within an funding appropriation of \$25,000.

**Administrative/Management./Organization.** Given its experience from Phase II of neighborhood planning, the Committee agreed to set aside \$5,000 for project contingency, mailer fees, reproduction costs, and fiscal agent support.

## 4.2 Plan Stewardship and Monitoring

Like the neighborhood planning process, plan implementation will require partnership and commitment between the community and various City of Seattle departments. This means that both sides must be accountable to the other. While the long process of preparing the plan has concluded, the new work of ensuring future action begins. To do this, the community must initially develop a stewardship body in conjunction with the Department of Neighborhoods. Some of the steps that will be needed will include but may not be limited to the following

- Forming a Stewardship Committee from a wide range of representative area groups.
- . Establishing a mission statement for stewardship.

- Using the mission statement to guide the committee, as well as give the City an idea of neighborhood expectations.
- Establishment of a strategy of reporting back to the community at large.

Stewardship Group. The Rainier Beach Neighborhood 2014 Planning Committee will likely adopt one of two scenarios: (1) merge with an existing community organization such as the Rainier Community Club to carry out plan-related elements, or (2) establish a founding organization to succeed the Planning Committee. Regardless of the scenario, the stewardship model must require a participants to commit to serving for a minimum of oneyear. The stewardship group will also be required to meet monthly. The three chief functions of the group will be to:

1. Report Back to the Community-at-Large. The group must establish a process for keeping all Rainier Beach constituents informed. This could be via a newsletter, bulletin board postings, web' site, phone tree, or many of the other strategies that Rainier Beach Neighborhood 20[4 has successfully implemented through the neighborhood planning process.
2. Monitoring the Plan. Although it may seem as the final step for many in the community, completing the plan simply launches the implementation phase. A way of getting back to the community would be through an annual report that monitors the Rainier Beach Neighborhood Plan. Similar models have been used with success to monitor the Department of Neighborhoods-sponsored Action Plans for the Central Area and Southeast Seattle. The Rainier Beach stewardship group should also seek regular audience (monthly/quarterly) with the City's Southeast Neighborhood Development Manager who will be responsible for ensuring Plan adoption.
3. Adoption and Approval Matrix. While the Neighborhood Plan (this document) is the blueprint that will guide the stewardship group, the City of Seattle will look at implementation through the context of its adoption and approval matrix. The matrix takes the neighborhood plan's recommended actions and shows the City what items are of greatest priority, which department's are responsible for follow-up action, and what is the anticipated timeframe for implementation. The stewardship group must also be familiar with the matrix, and use it to ensure that City departments are taking action or resolving conflicts that impede implementation of a plan recommendation. Figure 26 on page 83 illustrates some of the possible relationships between recommended actions and responsible City agencies.

### 4.3 Building the Cornerstones

As discussed in Chapter 3.0 the Rainier Beach 2014 Plan. Cornerstones represent the basic and main part, or the foundation, of the plan. Because they should be considered the *highest-priority* elements, implementing them is paramount to the success of the plan, and will require special partnerships and commitments between the community and various City of Seattle departments. The following discussion provides some potential implementation mechanisms for the cornerstone elements.

**HENDERSON STREET**

- Who Needs to Be Involved?**
- ◆ Mayor's Office
  - ◆ Station Area Planning
  - ◆ Sound Transit
  - ◆ DCLU
  - ◆ OED
  - ◆ King County Metro

**TRANSPORTATION & TRANSIT FACILITIES**

- Who Needs to Be Involved?**
- ◆ SeaTran
  - ◆ Sound Transit
  - ◆ King County Metro

**"BEACH" SQUARE**

- Who Needs to Be Involved?**
- ◆ OED
  - King County ED
  - SeaTran
  - SPU
  - City Light
  - Parks & Rec



- WHO SHOULD HELP STEWARD THE PLAN ?**
- Rainier Beach Neighborhood 2014 Members
  - Rainier Beach Community Club
  - Local Residents & Businesses
  - Site Advisory Council
  - Rainier Beach Merchants Association
  - Southeast Effective Development
  - Emerald City Outreach Ministries
  - Local Churches & Non-Profits

**HOUSING & LAND USE**

- Who Needs to Be Involved?**
- ◆ Dept. of Housing
  - ◆ DCLU
  - ◆ Station Area Planning
  - ◆ SPO
  - SEED,

**COMMUNITY EDUCATION**

- Who Needs to Be Involved?**
- ◆ Seattle Schools
  - Mayor's Office
  - City Council
  - Seattle Libraries

FIGURE 26  
 Strategies for Plan  
 Stewardship and Monitoring

- The Rainier Beach neighborhood plan stewardship group must work with the City's Office of Economic Development and King County's Economic Development Office to continue pursuing a business incubator project and attracting an anchor store to the Rainier Beach Shopping Center. The "Beach" Square concept hinges on the shopping center being an attractive and welcoming place for residents of Rainier Beach, Skyway, South Beacon Hill, and the southern end of Southeast Seattle. Both the City and County Economic Development offices have expressed interest and desire to work on this project. The County has already been working with the shopping center's property owner. The stewardship group must continue to keep momentum on these positive steps.
- implement Mapes Walk Pedestrian improvement Project. Through the Early Implementation Funding, but also through the Neighborhood Matching Fund, Mapes Walk will become a reality. This corridor serves as a critical pedestrian link, and has the potential to be a truly unique and special place in the Rainier Beach community. The City must provide the coordinating support during the early Master Plan phase (to be completed by June 1999), and then work to find ways to implement a range of projects including street lighting, creek restoration, and pedestrian amenities. Departments that must be involved are Department of Neighborhoods, SeaTran, Seattle Public Utilities, Seattle City Light, and possibly the Seattle Arts Commission.

### **Community Education: The Building Block of the Future**

Fulfilling the goals and vision for community education will require continued outreach to all members of the community, including children, parents, non-profit organizations, the business community, and civic groups. It may be that the most successful strategy will be to work on community education independent from Rainier Beach's neighborhood plan stewardship group. Energy may be best used and conserved by working through the Site Advisory Council, the PTA structure, or through an independent group of citizens forming its own Community Education Task Force. Strategies for plan implementation should consider:

- . Utilization of the Early Implementation Funding for additional outreach to community groups.
- Utilization of the EIF for a one-year, half-time staff position, whose responsibility will be to advocate on behalf of the community to the Seattle School District and the City of Seattle on matters related to school district administration-community relations, public investment in improving school grounds, and finding funding from both public and private sources for technology resources and other education needs.
- The Site Advisory Council must continue to take a prominent lead role in strengthening the connection between the needs of Rainier Beach schools and the efforts of the Seattle School District.