

Gateway to Rainier Valley at Rainier Beach

Creating a pedestrian friendly and vibrant business district in south Rainier Valley



To create a thriving, safe, attractive, pedestrian-and transit-friendly residential/commercial center, which serves as a gateway to Southeast Seattle; supports the residents and businesses currently in Southeast Seattle”

Prepared by



SOUTHEAST EFFECTIVE DEVELOPMENT, INC.

5117 Rainier Ave. S • Seattle, WA 98118-1928 • (206) 723-7333 • FAX (206) 723-7137 • E-mail: seedmail@seedseattle.org • www.seedseattle.org

An aerial photograph of a city street intersection. A large, curved, brick-paved plaza dominates the right side of the image. Several people are walking on the plaza, and there are some small, dark, rectangular objects scattered on it. To the left of the plaza, there are several green trees. A street labeled 'S 167th Ave S' runs diagonally across the bottom left. Another street labeled 'S 167th Ave S' runs diagonally across the top right. The background shows a yellowish, hilly landscape.

What is a Gateway?

A gateway is a distinct entryway that defines an area. It provides an identity and sense of place for those living and working in the community and a first impression for a visitor. In urban design, a gateway is often established with a specific marker or place-making visual structure. It can also be defined by a node of activity like a neighborhood business district or employment center.

Image courtesy of Stu Kleiger, Two Times Creative Architecture, Jenny Graf, U of W Architecture

TABLE OF CONTENTS

“Rainier Beach” Community Gateway Vision	4
Area’s Initial Conditions and Boundary Map	6
Recommendations	7
Traffic Calming	8
Infrastructure	12
Pedestrian Movements	
• Wayfinding Signs	
• Pedestrian Lighting	
• Landscape Enforcement	
Sidewalk Improvements	
• Right of Way Obstructions	
• Pedestrian Buffers	
• Sidewalk Conditions	
Mapes Creek Walkway	14
Amenities	15
Activating Spaces	
• Vendors	
• Markets	
• Outdoor performances	
Art Opportunities	
• Vacant Properties and Building Walls	
• Existing Art Work	
Recommendation Timeline	18
Recommendation Maps	19
Recommendations Funding Sources	22
Next Steps	23

“At the moment, there is nothing that announces to a visitor that they are approaching the Rainier Valleycreating a visually prominent entry way or gateway would create a public image of the Rainier Valley....” 2

RAINIER BEACH GATEWAY VISION

The vision behind the Rainier Beach Gateway Plan is built on a synthesis of the major themes from the many planning processes that have been conducted over the years to benefit this area and strengthen the economic base of the Rainier Valley. OED's 2009 retail study, which identified strategies for increasing the job base of Southeast Seattle, calls for creating specific Gateways or visual markers of the entryways at the north and south. The entryways will define the commercial activity in Southeast Seattle, improve the public image of the area, and help market it to attract new businesses. Rainier Beach and the Mt. Baker Station have been identified as the gateways to the Rainier Valley.



Seattle City Clerk's Neighborhood Map Atlas

The entryway at Rainier Beach can also serve to fulfill the many goals and themes that have been identified to revitalize this neighborhood business district. These themes include: create an attractive, safe and vibrant "Beach Square"; create a pedestrian-friendly retail center that not only serves local residents, but attracts visitors; calm traffic and develop streetscape projects to slow speeds and improve pedestrian access through the Rainier Avenue "S curve"; provide a clearer sense of entry and exit from the shopping area; establish a stronger employment base; and create a specific sense of place for the Rainier Beach commercial core.

In 2008, the City's Southeast Transportation Study (SETS) identified and prepared preliminary design and cost estimates of many streetscape improvements that would work toward fulfilling the vision for the Rainier Beach Commercial core. However, none of these improvements were funded. Thus, in 2009, the Rainier Beach Merchants Association (RBMA) adopted goals that included working for traffic calming improvements along Rainier Avenue and other measures to attract local residents into the commercial area. SEED has been working with the RBMA on this agenda since then and in 2010 expanded that work to include a comprehensive evaluation of ways to increase pedestrian activity and make the Rainier Beach Business District a true southern Gateway into the Rainier Valley. While the current update of the Rainier Beach Neighborhood Plan will focus on the Henderson Light Rail Station area on MLK, it provides the an opportunity to again highlight and implement the streetscape improvements. It is anticipated that this Gateway Plan will help inform the neighborhood plan update process, but actions in this plan can be implemented independent of that process as well.

Increasing customer access and improving the appearance of the area are key to improving the business climate and creating a sense of place. The current economy of this area is auto-oriented, with major institutions (schools and community center) commanding a strong presence. When University of Washington students surveyed area residents and pedestrians for this Gateway Plan, they found that Safeway is a hub of pedestrian activity and serves as a focal point for people when they describe the Rainier Beach commercial core. There is also an opportunity to create a stronger node of neighborhood-oriented businesses along Rainier between 57th and 51st, where there is currently a concentration of restaurants (Café Vignole, Tino's 4

Pizza, Lake Route Café and Mayas) and the scale of the commercial property offers a “Mainstreet” feel. Improving pedestrian circulation and strengthening pedestrian linkages between Safeway, the library, the new NeighborCare facility and this commercial node are central actions reflected in the recommendations of this Gateway Plan. SEED will continue working with the Rainier Beach Merchants Association (RBMA) and other stakeholders. The new NeighborCare facility and this commercial node are central actions reflected in the recommendations of this Gateway Plan. Stu Kleiger, Two Times Creative Architecture, Jenny Graf, U of W Architecture Student prepared the graphics in this plan that present the vision of how the business district could look with additional development and implementation of the recommendations. SEED built the recommendations in the plan on an evaluation of existing conditions, and inventories of existing businesses, land uses and ownership patterns, as well as current policies and projects that can be used for implementation.

Short and long-term projects are presented and many of the recommendations are drawn from the adopted Rainier Beach 2014 Neighborhood Plan, SDOT’s 2008 SETS, and work by U of W architecture students. This Gateway plan presents a menu of improvements that can actually be implemented over the next 5 years. The actions will assist in the transformation of the Beach Square into a strong, thriving neighborhood business node. With the help of design professionals, University students and stakeholders, the urban design elements that are presented include lighting and signage; traffic calming measures; pedestrian circulation improvements; activating spaces; and art opportunities.

Needless to say this is more than a Gateway vision, although creating a specific southern entryway to the Rainier Valley was the basis for undertaking this planning effort, it has evolved into a broader community improvement concept. The ideas presented include calming traffic on Rainier Avenue with a series of pedestrian stop lights and crosswalks; improving the Mapes Creek Walkway connection within the business district; and creating a broad urban boulevard with pedestrian amenities connecting the community and the business district. The business district, which is transformed from an auto-oriented, strip development area to a more lively, transit and pedestrian-oriented community will attract new development and better serve the residential neighborhood

The following sections illustrate existing conditions and present concepts for improvements. Following review and comment by stakeholders, SEED will present this document to City decision-makers and to the Rainier Plan Update Steering Committee, with an emphasis on implementation.

Why create a “south” gateway?

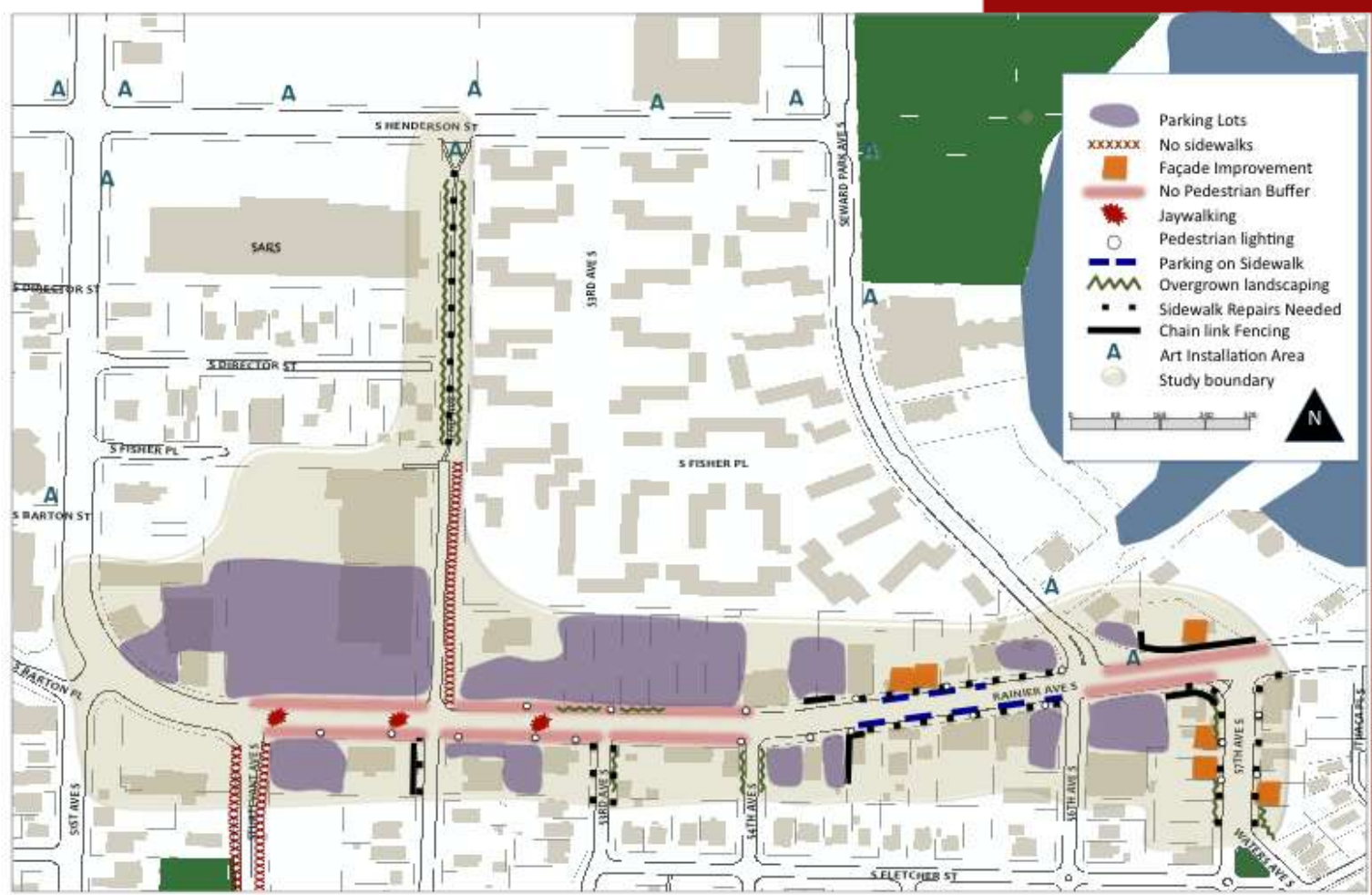
- The entrance to the Rainier Beach neighborhood business district coincides with the southern entrance to the Rainier Valley at 57th & Rainier Avenue S.,
- Establishing a visual entryway to the Rainier Valley at the sound end of Rainier Beach,
- Little sense of place in Rainier Beach’s auto-oriented central business district.
- Community call for increased pedestrian activity and improved linkages with the surrounding, established, residential communities and support in local businesses,
- Infrastructure and amenities will support businesses and new developments (Neighborcare, the new Community Center, and Link Light Rail station at MLK and Henderson),
- A prominent entryway will create a positive public image of the Rainier Valley, “brand” the area, and encourage visitors to patronize local businesses.

INITIAL CONDITIONS

Boundary and Current Surroundings Conditions

The initial conditions survey describes the current pedestrian environment in the focus area bound along Rainier Avenue from 51st to 57th Streets.

As shown in the legend, the map indicates both deficiencies and opportunities for improvements.



Quick Facts of Current Surroundings

- Approximately 400 liner feet of Mapes Creek Walkway to be repaved,
- Majority of land along Rainier Ave between 51st and Ithaca is used for business uses that is situated on approximately 5600 square feet of property,
- 2 pedestrian lights between 51st and 57th which is 2,112 linear feet of WSDOT major arterial road; this equates to slightly over 6 football fields,
- 18,400 cars average annual daily along Rainier Ave S. according to SDOT Traffic Flow Data, 2008,
- 548 ft of sidewalk area in need of pedestrian buffer from vehicular traffic,
- 500 ft of sidewalk taken up by cars parking on them,
- 800 ft of sidewalk repairs and 750 ft of new sidewalks needed.

Rainier Beach Pedestrian Recommendation Timeline Compilation

Individual years can be found on page 19



RECOMMENDATIONS

Recommendations for creating a Pedestrian Environment that helps establish Rainier Beach as the Gateway to Rainier Valley

SEED combined their knowledge of the community and creating pedestrian environments with the work from the U of W CEP students, local design professionals, and recommendations from several plans done for the area. The menu of ideas presented in the plan range from major capital improvements, to smaller-scale streetscape amenities, artwork and signage.

Priority recommendations that have emerged from this planning work include:

- ① **Calming traffic on Rainier Avenue** beginning in 2011 by fully funding and installing the pedestrian traffic signal at 52nd and Rainier. RBMA filed a Bridging the Gap application 2009 and it is now under consideration in SDOT's process. In subsequent years, funding will be identified for the remaining traffic signals identified in the SETS plan.
- ② Make **Mapes Creek Walkway** a priority for maintenance and development beginning with installation of a landing on the Rainier Avenue entrance that is similar to the one on Henderson.
- ③ Continue to the **Summer at the Plaza Concert Series** initiated in 2010 by the RBMA and SEEDArts at Henderson and Rainier.
- ④ Identify and secure funding commitments for streetscape improvements including artwork; buffers; lighting and additional wayfinding signs
- ⑤ Further develop the physical gateway design for the southern entrance to the Rainier Valley.

INFRASTRUCTURE

TRAFFIC CALMING MEASURES

Implement Southeast Transportation Study's (SETS) Rainier Beach recommendations

RECOMMENDATIONS

IN 2010, FULLY FUND RAINIER BEACH MERCHANTS ASSOCIATION’S (RBMA) APPLICATION AND INSTALL PEDESTRIAN CROSSING SIGNAL AT 52ND AND RAINIER AVE S. (SETS RECOMMENDATION #39).

The Southeast Transportation Study (SETS) in 2008 recommended installing traffic signals, improvements at Mapes Creek Walkway, a median on Rainier Avenue and other improvements to calm traffic between 57th and 51st. None have been funded. These projects will increase pedestrian activity and vitality in the Rainier Beach Business District and contribute to becoming a true southern Gateway into the Rainier Valley.

IDENTIFY AND ALLOCATE FUNDING FOR ADDITIONAL PROJECTS IN THE SETS PLAN.

Stu Kleiger a Rainier Beach, resident and owner of Two Times Creative Architecture, prepared the following renderings for the RBMA. These images presents the vision of what the commercial area could look like and how it would function as a pedestrian-friendly business district. They use the SETS recommendations as the base.



Rainier Beach Gateway
Corner of 52nd and Rainier Ave S. looking north

TRAFFIC CALMING

Key element of a pedestrian friendly district with safe access to &from residences, businesses and transit centers

INFRASTRUCTURE

Project #42 from Southeast Transportation Study



Proposed

Coordinate this project with Projects #41 and #43.

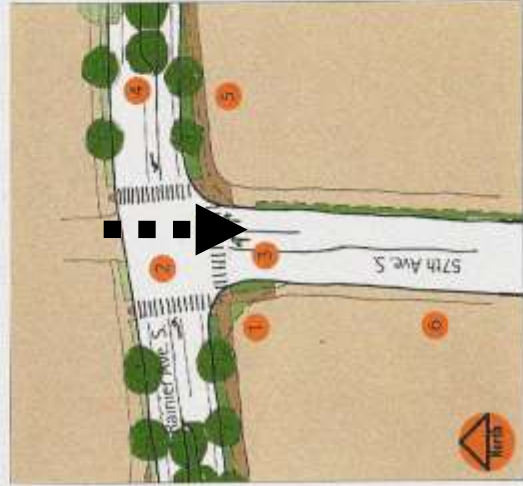
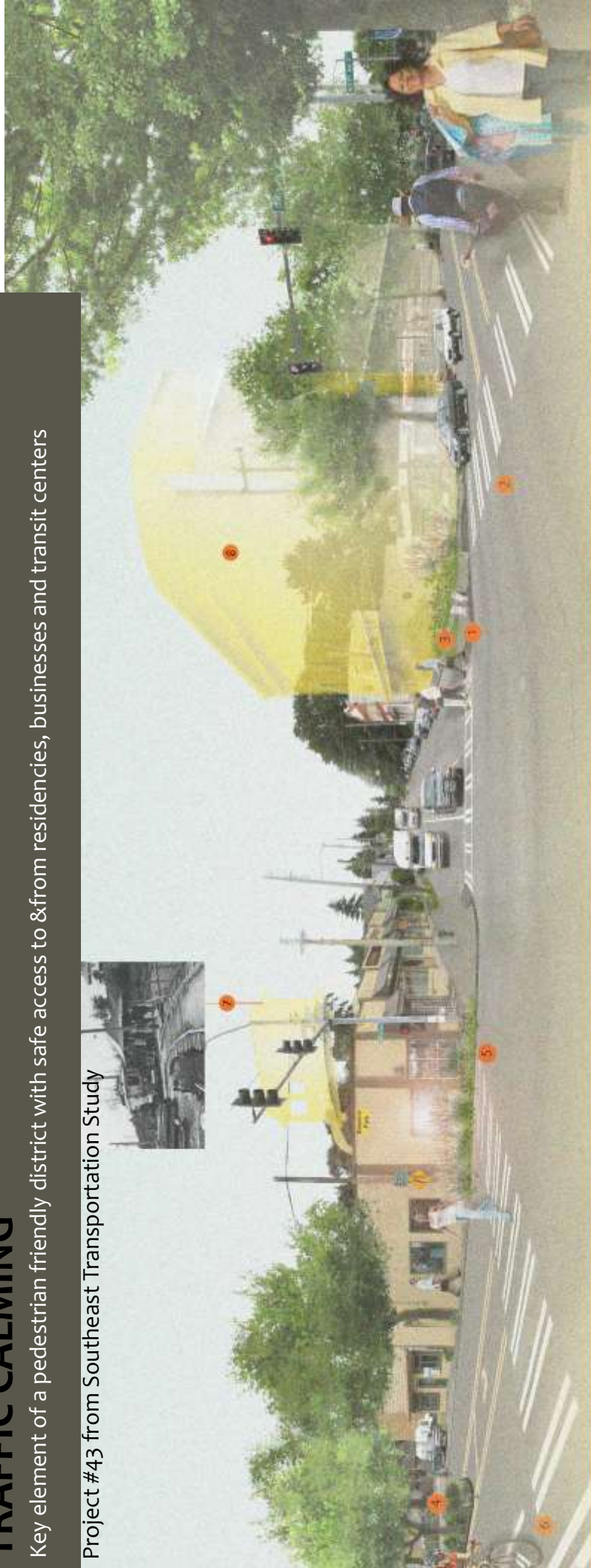
- 1 With the channelization proposed in Project # Rainier 25, bicycle lanes on Rainier continue to Seward and left turn pockets are provided.
- 2 Add a pedestrian crosswalk on Rainier on the east approach to improve accessibility for pedestrians.
- 3 Narrow Seward at the intersection with Rainier, taking into account the turn radius needed for buses, to narrow the crossing distance for pedestrians, slow traffic through the intersection and provide room to add landscaping. Change the left double left turn from Seward to Rainier to a single left turn lane.
- 4 Relocate existing sidewalk to provide a landscape buffer on the northeast corner of Rainier and Seward.
- 5 On the south side of Rainier between 56th and 57th, provide separation between the travel lanes and the sidewalk by constructing the planting strip proposed in Project # Rainier 25.

Gateway to Rainier Valley

Intersection at Rainier Ave S and Seward Park Ave looking northwest



Project #43 from Southeast Transportation Study



Proposed

Coordinate this project with Projects #41 and #43.

- 1 On the southeast corner, reduce curb radii, eliminating the first right turn thus narrowing the pedestrian crossing. Design the radii to accommodate the trolley bus turns at this intersection.
- 2 Add a pedestrian crosswalk on the west approach to improve accessibility for pedestrians.
- 3 Eliminate the double left turn from 57th as necessary to accommodate corridor improvements in Project #43.
- 4 Construct a landscaped median east of the left turn pocket from Rainier to 57th, this island will be the first visual cue that motorists are entering the Rainier Beach Neighborhood commercial area and will act to reinforce the lower speed limit.
- 5 Construct a planting strip on the east side of 57th. This will provide opportunities to enhance the pedestrian environment without eliminating parking.
- 6 Stripe a bicycle climbing lane southbound on 57th; designate 57th as a sharrow in the northbound direction.
- 7 Install a historic trolley marker or art in the location of the original trolley stop.
- 8 Potential gateway building allowed by current building code

Gateway to Rainier Valley

Intersection at Rainier Ave S and Seward Park Ave looking south



INFRASTRUCTURE

100



Getaway to Beaver Valley

Gateway to Rainier Valley

- 57th Ave looking north



PEDESTRIAN MOVEMENTS

Following are recommended improvements for a pedestrian safe and welcoming corridor.

RECOMMENDATIONS

ENFORCE THE LANDSCAPING ORDINANCE

- ① Along side streets off of Rainier Ave going south,
- ② Along Rainier Ave east of 52nd.

In many places, unmaintained landscaping on private property obstructs sidewalks or adds to public safety concerns. Enforce the existing landscape ordinance.



Image courtesy of University of Washington MLA students

INSTALL PEDESTRIAN STREET LIGHTING AND IMPROVE TREE LOCATIONS

- ① Maintain lights along Rainier Ave S.,
- ② Infill lighting along Rainier Ave S.,
- ③ Install new lights at Rainier Ave & 51st intersection.,
- ④ Install new lights on Rainier Ave between 56th and 57th.

Current pedestrian lighting and trees are scattered along Rainier Aves. However, there is no focus on pedestrian security or creating buffers from heavy traffic. Install additional pedestrian lighting using energy efficient fixtures and create a landscape plan for Rainier Ave between 57th and Henderson, that includes trees and planted buffers.



Pedestrian light with art



Rainier Beach Wayfinding Sign

INSTALL ADDITIONAL WAYFINDING SIGNAGE

Rainier Ave S. Intersections

- ① 51st
- ② 52nd
- ③ 54th
- ④ 56h
- ⑤ 57th



SDOT Wayfinding Program

The installation of wayfinding signs began in 2009 but there are opportunities for additional fixtures. These intersections provide a general placement location. RBMA and SEED will partner with Feet First to work with the community to locate and install additional signage. Use as an opportunity to introduce additional artwork in the area as well.

PEDESTRIAN ENVIRONMENT

Sidewalks are the basis for creating safe, welcoming and an all-access movement corridor that will increase pedestrian traffic to and from residences, businesses and transit centers.

RECOMMENDATIONS

REMOVE OBSTRUCTIONS
IN THE SIDEWALK AND
RIGHT OF WAY

- ① Along Rainier Ave west of 56th Ave,
- ② Between 56th and 57th along Rainier Ave,
- ③ At intersection area of 57th and Rainier Ave.



The area has many obstacles on the sidewalks, making it difficult to maneuver. A program targeted at relocating or removing these obstructions would improve pedestrian accessibility and convenient.



CREATE BUFFERS AND
CONSTRUCT WIDER
SIDEWALKS

- Buffers along Rainier Ave
- ① between Sturtevant Ave and 54th,
 - ② 56th and 57th.

There are several areas along Rainier Ave S where traffic noise and speed interfere with pedestrian safety and comfort. Planter boxes, artwork, railings and other amenities can provide buffers in these areas.

Also there are pockets of wide sidewalks in places, but this is not consistent. Develop a plan, target resources and provide consistency in sidewalk width.



IMPROVE SIDEWALK
CONDIONS

- ① All along Rainier Ave.,
- ② Along 52nd and 53rd.

There are several sidewalk areas along Rainier Ave. in need of repairs. Trees have buckled sidewalks in some places and cracks reduce the safety for pedestrians.



MAPES CREEK WALKWAY

There has been an abundance of interest and initial funding but Mapes Creek Walkway needs continuous support to complete.

RECOMMENDATIONS

See Initial Conditions, page 4 for location

COMPLETE THE MAPES CREEK WALKWAY MASTER PLAN

Finish uncompleted work from the original master plan completed in 1999 sponsored by the Friends of Lake Washington Apartments:

- ① Construct a landing on Rainier Ave. side similar to the landing at Henderson,
- ② Install Interpretive signs at all major entries,
- ③ Landscape walkway with trees,
- ④ Cut down/replant trees under utility wires,
- ⑤ Landscape swales to improve creek water,
- ⑥ Install pedestrian crosswalk at 52nd and Rainier (*current RBMA grant application*)
- ⑦ Install asphalt pathway and add landscape on Fisher Footbridge at Director Street
- ⑧ Extend lighting along Fisher Place and south of Fisher on 52nd Ave S.



IMPLEMENT ADDITIONAL IDEAS FROM SOUTHEAST TRANSPORTATION STUDY

Fund and construct key SETS projects:
"Improving the Mapes Walkway and adding a connection west to the public library, to strengthen a non-motorized pathway separated from traffic in the heart of the business district." (page iv, SETS, 2008)



EVALUATE THE DESIGN COMMISSION'S DESIGN

In 2009, the Seattle Design Commission approached SEED with the proposal to generate new design ideas for Mapes Creek Walkway. Their concepts included: alterations in the pathway that would improve its maintenance; additional amenities for pedestrians and provide for a formal entry to the walkway at Rainier Avenue. Some ideas are discussed via Master Plan and SETS. Other concepts need further development.



ACTIVATING SPACES

Opportunity to bring people together by creating centers of interest with a wide variety of events and activities

RECOMMENDATIONS



Markets can sell plants

WORK WITH LOCAL BUSINESSES TO CREATE MARKETS

- ① Along Rainier Ave between 51st and 57th intersections.

Create temporary or permanent markets to enliven vacant spaces and possibly parking lots. These installations could sell plants, produce, and/or crafts.



....or a variety of items



Opportunity for local fresh & healthy products



Allow vending carts / retail kiosks in open spaces

Image courtesy of Jenny Graf

Have a vending cart design competition for innovative opportunities



Image courtesy of Jenny Graf

SUPPORT VENDING CARTS IN OPEN SPACES

- ① Along Rainier Ave between 51st and 57th intersections.

Allow area to obtain temporary permits for retail kiosks. Also support community for Street Food Initiative through business start-up funding for sidewalk carts.

Art activities in open areas and at the station



CREATE OUTDOOR PERFORMANCES & ACTIVITIES

- ① Along Rainier Ave between 51st and 57th intersections.

There are several large, parking areas along Rainier Ave. These offers opportunities for live performance, site-specific artworks, and the exhibition of visual artworks.



Concerts at the station

AMENITIES

ART OPPORTUNITIES

Creating a Rainier Beach Gateway to Rainier Valley through Visual & Performing Arts

INVIGORATE VACANT PROPERTIES AND LARGE BUILDING WALLS

A current trend in public art is utilizing empty store fronts as a canvas for murals and art installations. The result turns a seemingly neglected property into an appealing prospect for potential commercial tenants and promotes the vitality of the neighborhood.

Boarded up windows in Columbia City

Before...



...After



An example of using vacant storefront windows to exhibit art (Picture Windows Project, City of Indianapolis)



Murals are also good along commercial building's large, blank walls.

Faces of Auburn Project, City of Auburn



ART OPPORTUNITIES

Creating a Rainier Beach Gateway to Rainier Valley through Visual & Performing Arts

Public art is a reflection of civic pride, affirming a community’s identity and revealing its unique character while establishing a safe, welcoming environment. Using common themes and aesthetic criteria, public art enhances the concept of “gateway,” and creates a neighborhood center where people come to come together to meet, play, shop and interact.

CONNECT EXISTING ARTWORKS

Create new public artworks that pull together existing works to create a focused, central sense of place and that visually define a gateway to the valley.



Install a partner public art project on the south end of the Mapes Creek path to compliment existing plaza artwork on north end.



As these Garry Price sculptures are design to do, create similar sculptures to highlight parks, plazas and other gathering places.



Unify designs and expand Rainier Beach Banners & Whirlygigs to include more street locations.



Incorporate public art into all bus stops.

CONNECT EXISTING ART ORGANIZATIONS, GROUPS & PROGRAMS

Most people would be surprised to learn how many art groups and programs exist in Rainier Beach. A connection to all that is available is created by developing special events and promotional materials that highlight existing art programs, events and groups.



SPECIAL COMMUNITY EVENTS

Summer Arts on the Plaza is an example of festival featuring local groups coming together to entertain and promote the neighborhood.



ART GUIDES

Create brochures that guide residents and visitors on artwalks, or provide information on performances, classes and other neighborhood events.

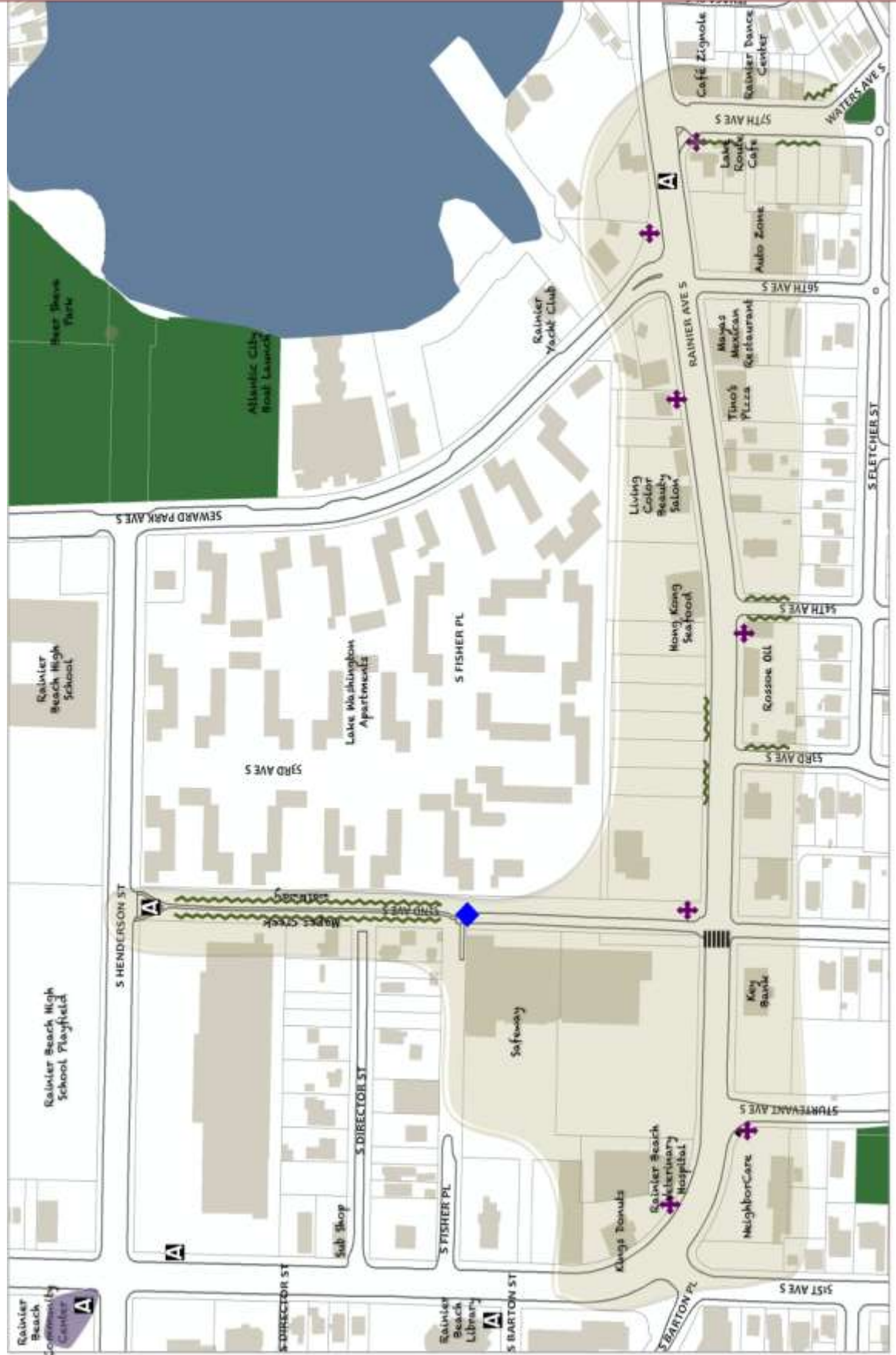
TIMELINE OF RECOMMENDATIONS















Outline of achievable improvements in one-to-five years

Following review and comment by stakeholders in the community, SEED will present this document to City, Sound Transit and other decision-makers. The Goal is to identify projects that can be implanted as soon as 2011 to begin the transformation and to set an agenda of longer-term projects and policies that will carry on the work of establishing the south Rainier Beach as the southern Gateway to the Rainier Valley.

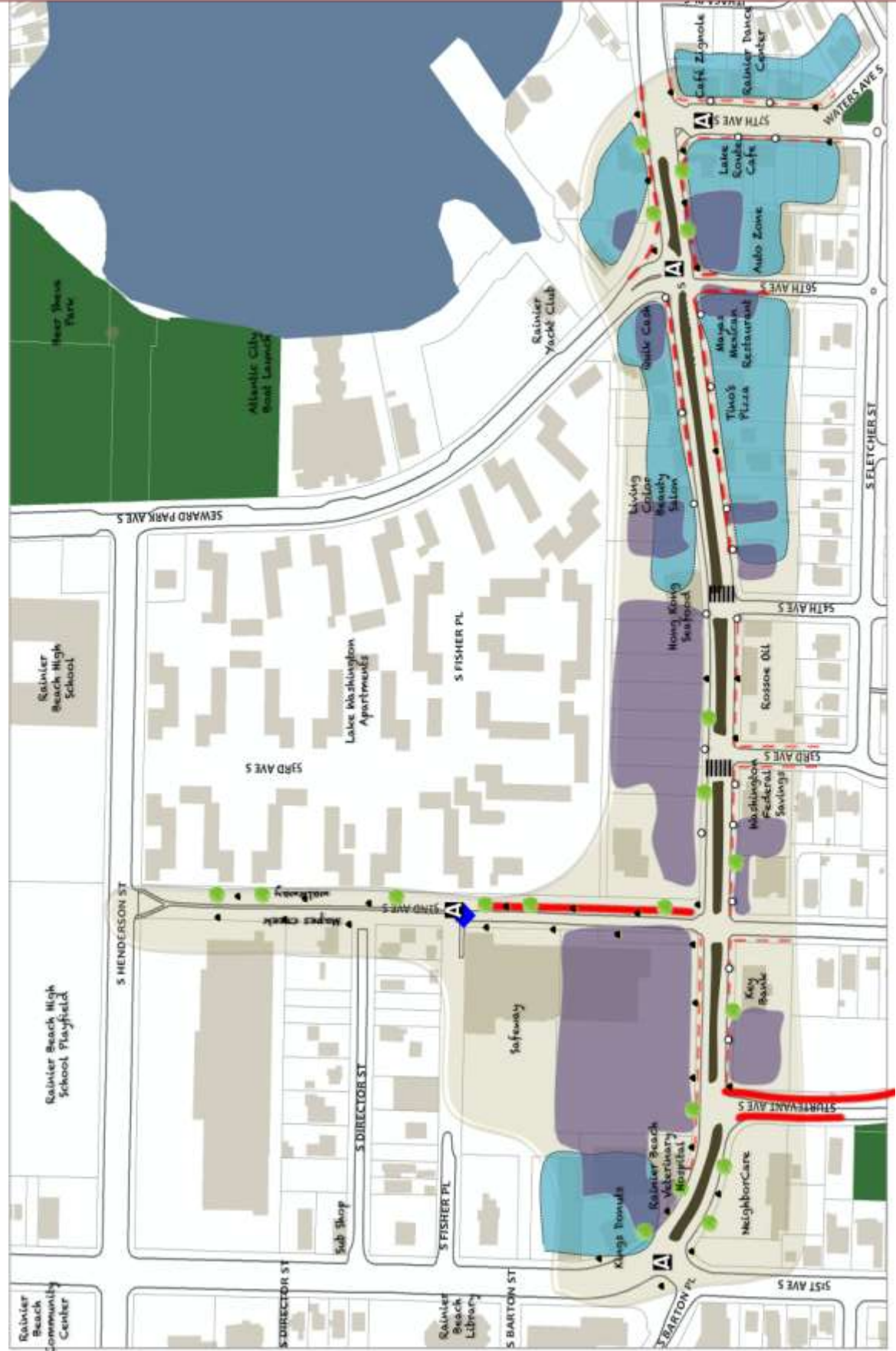
	1 – 2 YEARS	3 – 4 YEARS	5 – 6 YEARS
PEDESTRIAN SCALE	<ul style="list-style-type: none">• Install wayfinding signage to guide pedestrian activity.• Enforce landscape ordinance where sidewalks are obstructed.	<ul style="list-style-type: none">• Install lighting• Install trees	<ul style="list-style-type: none">• Continue to assess and implement additional pedestrian scale efforts.
INFRASTRUCTURE	<ul style="list-style-type: none">• Secure funding for the pedestrian crosswalk at 52nd and Rainier Avenue South (fully fund the RBMA Bridging the Gap Grant application filed in Oct. 2009).	<ul style="list-style-type: none">• Identify funding for SETS traffic calming proposals #'s 40, 41, and 42.• Target sidewalk improvement funds to the Rainier Beach commercial core.	<ul style="list-style-type: none">• Construct and repair of sidewalks throughout the business district.
MAPES CREEK	<ul style="list-style-type: none">• Develop recommendations and identify funding to improve the southern landing for the Mapes Creek Walkway adjacent to Rainier Avenue	<ul style="list-style-type: none">• Design and install Rainier landing for Mapes Creek walkway.	<ul style="list-style-type: none">• Install improvements and lighting along Mapes Creek Walkway.
AMENITIES: PUBLIC ART	<ul style="list-style-type: none">• Create "gateway" structure.• Mapes Creek Landing<ul style="list-style-type: none">- Create southern landing,- Renew northern landing.• Renew current art structures along Rainier Ave, Henderson, and Seward.• Integrate new art projects with existing artworks.	<ul style="list-style-type: none">• Install integrated art projects along Rainier Ave to create an artwalk and connect with existing and new artworks.	<ul style="list-style-type: none">• Continue to work on artwalk projects and community projects.•
AMENITIES: SPACES	<ul style="list-style-type: none">• Present a successful summer performance series at Henderson/Rainier Plaza and identify funding for a continuation of this event.• Activate spaces along Rainier Ave through performances, vending carts, and markets as way to help improve Business Areas.	<ul style="list-style-type: none">• Identify opportunities and develop projects to increase activity in parking lots and vacant lots in the business core. Activity might include: vendors; traveling art shows; and/or weekend farmers market.	<p>Continue to support activity throughout Rainier Beach southern business area.</p>

RAINIER BEACH PEDESTRIAN RECOMMENDATION OVERVIEW (1 – 2 YEARS)



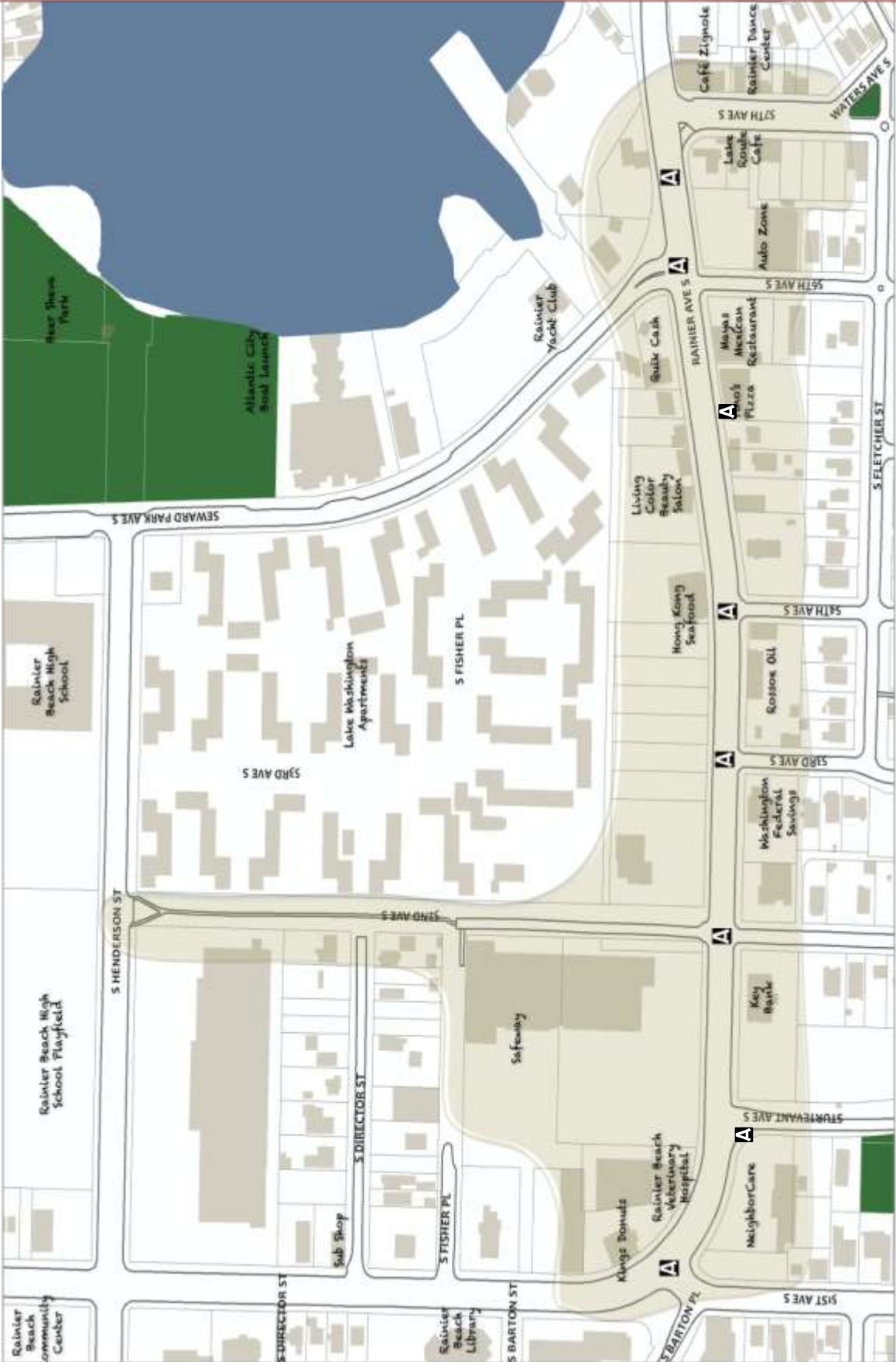
- | | | |
|--------------------------------|---|-------------------------------------|
| PEDESTRIAN
MOVEMENT |  | Pedestrian Overpass
Improvements |
| |  | Wayfinding |
| |  | Lighting Installation
Area |
| |  | Tree Placement |
| INFRASTRUCTURE | | |
| |  | Install Crossing |
| |  | Install Traffic Calming |
| |  | Install New Sidewalks |
| |  | Sidewalk
Improvements |
| |  | Alleyways |
| |  | Enforce Landscaping |
| AMENITIES | | |
| |  | Art
Installation/Maintenance |
| |  | Activity Zone |
| |  | Improve Business
Areas |
| |  | Study boundary |

RAINIER BEACH PEDESTRIAN RECOMMENDATION OVERVIEW (3 - 4 YEARS)



- PEDESTRIAN MOVEMENT**
 - Pedestrian Overpass Improvements
 - Wayfinding
 - Lighting Installation Area
 - Tree Placement
- INFRASTRUCTURE**
 - Install Crossing
 - Install Traffic Calming
 - Install New Sidewalks
 - Sidewalk Improvements
 - Alleyways
 - Enforce Landscaping
- AMENITIES**
 - Art Installation/Maintenance
 - Activity Zone
 - Improve Business Areas
 - Study boundary

RAINIER BEACH PEDESTRIAN RECOMMENDATION OVERVIEW (5 - 6 YEARS)



- PEDESTRIAN MOVEMENT**

 - Pedestrian Overpass Improvements (Blue diamond)
 - Wayfinding (Purple cross)
 - Lighting Installation Area (Black circle)
 - Tree Placement (Green circle)

INFRASTRUCTURE

 - Install Crossing (Black vertical lines)
 - Install Traffic Calming (Brown oval)
 - Install New Sidewalks (Red line)
 - Sidewalk Improvements (Red line)
 - Alleyways (Red double line)
 - Enforce Landscaping (Green bush)

AMENITIES

 - Art Installation/Maintenance (Black square with 'A')
 - Activity Zone (Teal oval)
 - Improve Business Areas (Light blue oval)
 - Study boundary (Grey oval)

FUNDING SOURCES

Federal, State, Local and Private foundations and grants

PEDESTRIAN SCALE	Office of Economic Development Business District Program <ul style="list-style-type: none"> Neighborhood Business District Seattle Jobs Initiative Funds 	Neighborhood Matching Fund for physical improvements <ul style="list-style-type: none"> Small and Simple Projects Funds Large Projects Funds 	
INFRASTRUCTURE	Local Funds <ul style="list-style-type: none"> The City’s General Fund, The Cumulative Reserve Fund, The City’s share of the state gas tax, which is designated for highway purposes 	<ul style="list-style-type: none"> Bridging the Gap Funds Pedestrian and Bicycle Safety Program Cumulative Reserve Funds Neighborhood Street Fund Transportation Improvement Board 	Grant Funds: Available from the Federal and State governments for the construction and maintenance of roadways.
ACTIVATING SPACES	Local Gov’t Agencies <ul style="list-style-type: none"> 4Culture/King Co. Cultural Authority funding programs: Heritage/Cultural Special Projects & Education; Group & Individual Artist Projects; Site-Specific Art Events; Equipment King Co Agricultural Puget Sound Fresh Program & King Co Conservation District (Farmers Markets). Seattle Office Arts/Cultural Affairs funding programs: Neighbor & Community; Youth Arts; smART Ventures City of Seattle Department of Neighborhoods 	State Gov’t Agencies WA Arts Commission Folk Arts Program <i>(due to state budget cuts, WSAC is no longer able to offer many of its previous project funding programs).</i>	Private/Corporate Individual giving campaigns BOEING, ArtFund, Allen Foundation, Neshholm and Seattle Foundation are just a few examples of the private and corporate foundations in the Seattle area that support neighborhood events with cash grants and/or in-kind contributions.
PUBLIC ART	Local Gov’t Agencies King County 1% for Art <i>(An Ordinance for integrated public art projects in County Developed capital projects).</i> City of Seattle 1% For Art <i>(An Ordinance for integrated public art projects in Municipally Developed capital projects).</i> City of Seattle Department of Neighborhoods Seattle Office Arts/Cultural Affairs funding programs Youth Arts <i>(artist residencies)</i>	State Gov’t Agencies WA State ½ % for Art <i>(An Ordinance for integrated public art projects in State Developed capital projects).</i>	Private/Corporate Private Developers are encouraged to include public art projects in their construction budgets, using the 1% for Art model.

NEXT STEPS

This plan has projects that can be implemented in 2011. The next step to achieve these goals are to set priorities and establish a timeline. It is essential that the priorities be embraced by the community and that funders develop a sense of ownership of the recommendations so resources can be made available.

In 2010, SEED, with the support of RBMA and urban design professionals, developed the plan and strategy for establishing this Gateway to the Rainier Valley. It is essential that the concepts be embraced by the community and that public and private funders be involved in the final development of these projects. During the fall and winter 2010 SEED will review the plan with community stakeholders such as:

- community groups (Rainier Beach Merchants Association, Rainier Valley Chamber of Commerce, RV Community Development Fund),
- stakeholders (Feet First, Great City, Transportation Choice Coalition)
- funding decision-makers from the City, State, Sound Transit.

It is essential that those responsible for budgets and securing resources participate in final development of projects so they will be incorporated into expenditure and grant making decisions in the coming years.

FIRST PRIORITY

- ① Secure funding for the pedestrian crosswalk at 52nd and Rainier Avenue South (fully fund the RBMA Bridging the Gap Grant application filed in Oct. 2009).

WHILE SIMULTANEOUSLY MOVING FORWARD WITH THE 1-2 YEARS TIMELINE GOALS

- ① Identify funding for SETS traffic calming proposals #'s 40, 41, and 42,
- ② Conduct a successful 2011 summer performance series at Henderson/Rainier Plaza and identify funding for a continuation of this event,
- ③ Identify locations for additional amenities and artwork in the district,
- ④ Develop recommendations and identify funding to improve the southern landing for the Mapes Creek Walkway adjacent to Rainier Avenue,
- ⑤ Create Design Guidelines for the Rainier Beach commercial core that incorporate pedestrian amenities, CPTED and sustainability standards in the buildings and provide incentives to create a variety of building types.



This image represents ideas of how to make the current business district a livelier place.

Image courtesy of Stu Kleiger, Two Times Creative Architecture, and Jenny Graf, U of W Architecture



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