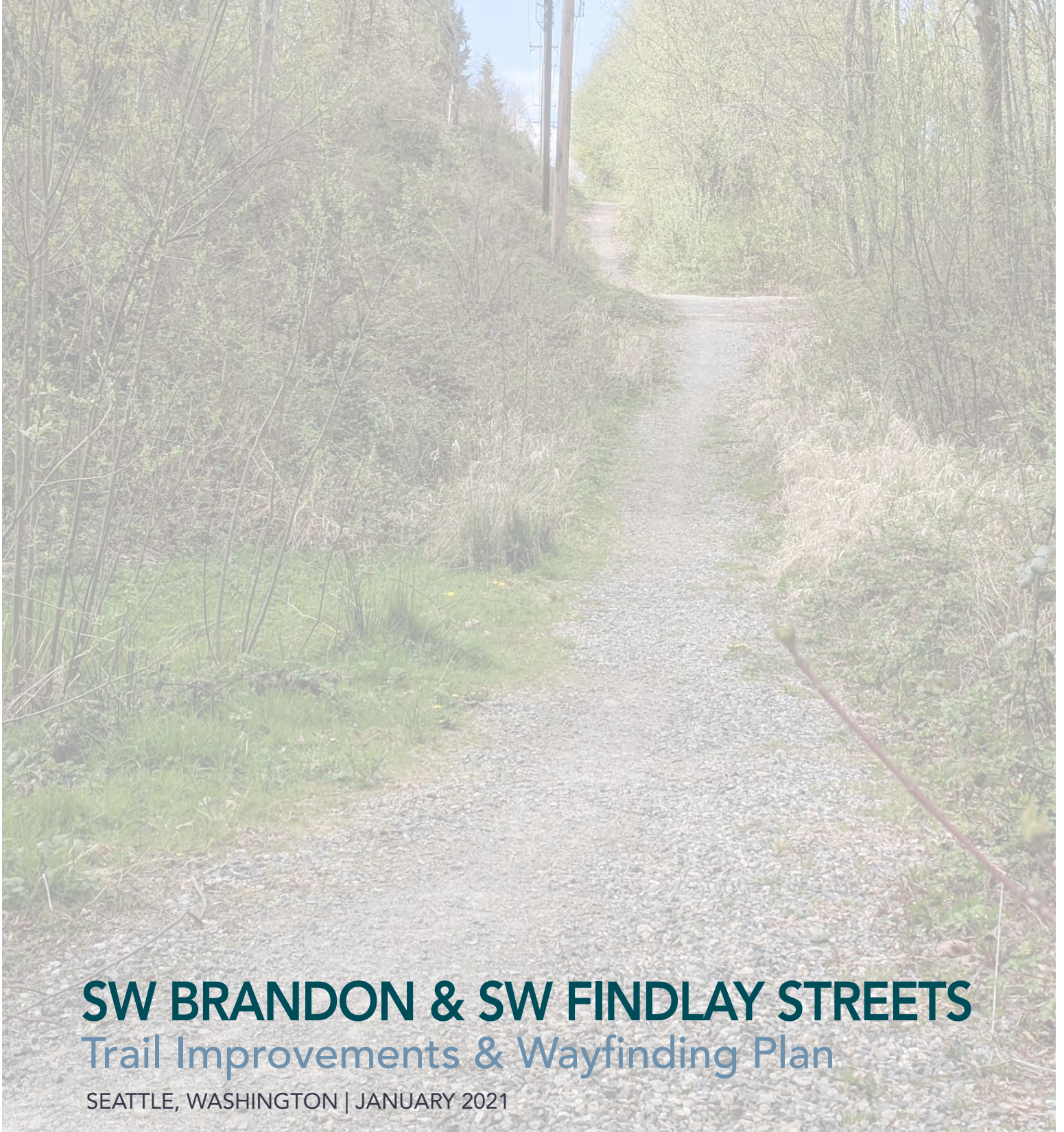


# APPENDICES



## **SW BRANDON & SW FINDLAY STREETS** Trail Improvements & Wayfinding Plan

SEATTLE, WASHINGTON | JANUARY 2021



# APPENDICES

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Date	06 September 2019
Project No.	2019-24
Project Name	Brandon Street Trail Planning

Attendees	Mike Schwindeller (SPR)
Ed Pottharst (SPR)	Jackie Mena (Department of Neighborhoods)
Karen O'Connor (SPR)	Aaron Luoma (HBB)
Sheila Brown (SPR)	Betsy Haddox (HBB)
CJ Holt (SDOT)	Madison Hutchings (HBB)

Items Discussed

Ed introduced the project and project context, including a previous attempt to secure a Neighborhood Street Fund grant, and current support from Councilmember Lisa Herbold's office. Aaron reviewed the scope of the project and the plan for the site walk. The site walk began at 26<sup>th</sup> Ave SW & SW Brandon Street, and proceeded counterclockwise through the project area. Observations and opportunities by project area are outlined below.

26<sup>th</sup> Ave SW & SW Brandon St

- 26<sup>th</sup> Ave SW is busy thoroughfare that serves commuter bicycle traffic. 26<sup>th</sup> Ave SW is a Neighborhood Greenway. Opportunity to include some intersection improvements with greenway improvements
- The intersection overall is a busy "node," and may benefit from the addition of a regional map.
- The north side of SW Brandon St has sidewalks and ADA ramps, but the south side of the street has neither.
- Rainbow park signs at this intersection, one on the northwest corner and one on the northeast corner, are generally successful as they are visible, well-oriented, and informative.
- Blade sign at northeast corner of intersection provides wayfinding information for cyclists traveling towards downtown.
- Small Seattle Parks and Recreation (SPR) trail sign provided for pedestrians on southwest corner of intersection. Sign is obscured by vegetation. Opportunity to relocate to north side of street by the sidewalk.

SW Brandon Street between 26<sup>th</sup> Ave SW & 29<sup>th</sup> Ave SW

- SW Brandon St is busy as it is one of the few cut-throughs from High Point to Delridge.
- Sidewalk on north side of SW Brandon St ends abruptly near the west edge of Greg Davis Park. Opportunity to extend sidewalk ~15' to provide pedestrian access directly across from Longfellow Creek Trail (LCT) entry on the south side of the street. Opportunity to provide a crosswalk at this trail entrance/extended sidewalk.
- Existing blade sign at sidewalk on north side of SW Brandon St. Opportunity to add Longfellow Creek Trail to sign.
- Existing blade sign near entrance to LCT on south side of street. Opportunity to add RapidRide to sign.
- Existing gateway entrance to LCT includes art gateway, SPR trail sign, and a LCT wayfinding panel. SPR trail sign on east side of gateway, LCT wayfinding sign southwest of gateway at trailside. Opportunity to group signs or otherwise rearrange to improve entry clutter, visibility, and wayfinding. Blade sign also nearby.
- Gateway is obscured by vegetation. Opportunity to selectively clear vegetation to provide more visible entry.
- Secondary unsigned entry to LCT on north side of SW Brandon St. Opportunity to close trail entry here because of nearby erosion at trail where creek is naturally meandering.
- Primary unsigned entry to LCT on north side of SW Brandon St (west of secondary entry). Opportunity to add signage and paint crossing/add crosswalk at this location.
- Segment of LCT south of and parallel to SW Brandon St is obscured from street by vegetation. Opportunity to clear vegetation to provide better visual access and improve safety on trail. Selective removal of vegetation suggested, some significant trees here (madrones, pine) should remain.
- No sidewalks on SW Brandon St crossing bridge, by golf course, or up to 30<sup>th</sup> Ave SW. Opportunity to add sidewalks, or lower-cost pedestrian improvements such as painted asphalt, asphalt with rolled curb, etc.

- Golf course separated from SW Brandon Street by chain link fence and arborvitae hedge. Opportunity to provide more transparent barrier for better surveillance on SW Brandon Street. Opportunity to implement loop trail around golf course. HBB will review Golf Course Master Plan for additional understanding.
- Swale at golf course hedge has dense shrub and grass growth. Opportunity to remove some vegetation for swale maintenance and improved visibility. Opportunity to remove significant growth of invasive species (blackberry).

#### 29<sup>th</sup> Ave SW & SW Brandon St

- LCT entry on southeast corner of intersection. Entry includes SPR trail signage, boulder, and several utilities (hydrant, power poles). Opportunity to enhance entry with paving or architectural feature.
- Entry adjacent to swale on south side of SW Brandon St. Opportunity to manage vegetation in swale to provide greater visibility.
- Blade sign for eastbound bicycle traffic on south side of SW Brandon St provides wayfinding information for Camp Long and Downtown. Opportunity to add to sign (RapidRide, other).

#### Camp Long Entry & Boardwalk

- Existing entry is ~3' wide gate in chain link fence. Entry is obscured by vegetation. Opportunity to provide architectural feature to create visible entry using salvaged stone with reference to history of site.
- Opportunity to remove some vegetation to increase visibility.
- Gravel paving at entrance. Opportunity to pave or otherwise formalize entrance.
- Gate at Camp Long trail entry must be lockable. Camp Long closed after 6pm and on Mondays. If no locked gate, security at night must be provided. Camp Long currently pays for this.
- Trail sign is weathered and illegible. Opportunity to provide signage for hours and trail routes.
- Trail is not ADA accessible (steps after boardwalk). Bicycles are not allowed on Camp Long trails. Opportunity to provide signage at trail entry regarding accessibility and bicycle access.
- Trail is clear and walkable with some low points. Opportunity to raise some lower areas up or provide improved drainage to avoid low or impassable areas in wet months.
- Boardwalk has some weathering and deterioration. Opportunity to replace some planks and "corners" in walkway. Opportunity to replace metal traction application with heavier gage material for increased durability on boardwalk.

#### 30<sup>th</sup> Ave SW & SW Brandon St

- 30<sup>th</sup> Ave SW bends into SW Brandon St. Opportunity to extend pedestrian and/or bicycle trail straight west up to 35<sup>th</sup> Ave SW.
- Tight corner. North and west sides of 30<sup>th</sup> Ave SW into SW Brandon St have no curbs. East and south sides have curbs through corner radius. Sidewalk on 30<sup>th</sup> Ave SW terminates as road turns the corner into SW Brandon St. Opportunity to extend sidewalk on south side of SW Brandon St to continue pedestrian connection. (Generous sidewalks and sometimes guardrails extend south on 30<sup>th</sup> Ave SW).
- Cyclists typically travel 30<sup>th</sup> Ave SW to SW Brandon St, as it is a slightly easier grade than 29<sup>th</sup> Ave SW.

#### 30<sup>th</sup> Ave SW & SW Findlay St

- Sidewalks and curb ramps provided on east side of 30<sup>th</sup> Ave SW. Rolled asphalt curbs provided on west side. Sidewalks on east side terminate a few feet east of intersection. Opportunity to extend sidewalks to 29<sup>th</sup> Ave SW, start of pedestrian trail and utility access through ROW.
- No signage for cyclists or pedestrians. Opportunity to provide wayfinding signage to direct cyclists and pedestrians to sidewalks, trails, and preferred routes. If cyclists rerouted, additional opportunity to provide signage along 29<sup>th</sup> Ave SW.

#### 29<sup>th</sup> Ave SW & SW Findlay St

- Intersection between 29<sup>th</sup> Ave SW, SW Findlay Street ROW that extends east along the Findlay alignment across Longfellow Creek.
- No sidewalks at intersection. Opportunity to provide sidewalks along SW Findlay St to connect with Sidewalks on 30<sup>th</sup> Ave SW and provide pedestrian access to start of trail.
- No signage for trail. Opportunity to provide signage for pedestrians.
- Gravel access to Path appears to be a private driveway. Opportunity to change material to suggest pedestrian access as well.
- "Free Little Library" at intersection. Opportunity to play off this existing landmark with signage.
- Nice view here of water and hills in the distance to north.

#### Path between 29<sup>th</sup> Ave SW & 26<sup>th</sup> Ave SW

- SCL sign for no dumping on closed vehicular swing gate. Current path is a narrow pedestrian route that wraps immediately around one of the gate posts. Opportunity to change gate to allow pedestrian trail access. Possible use of lockable bollards to restrict vehicular access except to Seattle City Light, and otherwise provide pedestrian access.
- Path primarily gravel with some steep grade changes. Gravel can provide unstable footing on slope. Opportunity to provide stepped path with concrete stairs or wood crib steps on side of vehicular route for access.
- Path opens with some denser and higher growth at path edges. Opportunity to remove some vegetation to improve visibility and access.





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- Path runs through SCL and SPU easement with power poles and drainage infrastructure. Opportunity to provide lighting on path for increased safety at night and in winter months.
- Two large stormwater structures are located in Path. Opportunity to level path in these locations to minimize tripping hazards.
- Some evidence of encampments along path.
- Path jogs at LCT crossing. Crossing includes walking on a narrow wood board. Opportunity to provide accessible crossing structure. Opportunity to clear vegetation to increase visibility around bend in path.
- Path receives stormwater from uphill during storm events. Opportunity to review drainage in the area, maintain permeable walkway material.

#### 26<sup>th</sup> Ave SW & SW Findlay St

- SPR trail sign provided at northwest corner of intersection. Opportunity to move sign closer to street for increased visibility.
- No sidewalks at intersection.
- Opportunity to provide bike station and/or wayfinding signage for bicycles here to direct along greenway, to RapidRide, to future light rail, etc.

#### Longfellow Creek Trail (north-south segment between Findlay & Brandon not officially in scope of work)

- Trail runs north/south along Longfellow Creek. Max. trail width approximately 5'.
- Vegetation grows close in to trail in some areas. Opportunity for selective thinning to increase visibility.
- Informational signage on trail exists but has opportunity to be updated, better maintained, and increased.
- Some erosion at creek margin in areas. Opportunity to reinforce creek profile or realign trail away from erosion areas.

Following the site walk there was a discussion of outreach methods.

- The Delridge community will likely be active in the project and will require some outreach; the High Point community may need more targeted outreach to encourage participation.
- Translation services should be considered, especially for general information on outreach materials.
- Translated online surveys have a low rate of success.
- Sandwich boards may be used to attract site users to the open house events along Brandon.
- The project team should consider reaching out to the High Point Resource Coalition, Neighborhood House, the High Point Library, Sherry Watts at the High Point Community Center, the Building Advocate for the DNDA housing project on Brandon, Cheryl Shapiro, the STEM school on Boren.

**Brandon Trail Planning - ProView #1 (pre-design) Comments & Responses**

#	Reviewer	Comment	Response
1	Rockwell	Required: Resolve property issues before moving forward: the right of way at the east end of Brandon may not be completely owned by SDOT	Agreed, Brandon Street has portions with SDOT ROW and Parks, improvements during schematic design phase will consider these jurisdictional requirements of each, while recognizing SDOT is supportive of this project and encouraging pedestrian connections to Delridge for future RapidRide stations. <b>04/28/2020 Update</b> See email from Ed on 07/16/2020 with details, regarding interdepartmental matter
2	Alspaugh	Recommended: Create a more defined entry where the existing gate is located. Make it inviting so the public knows they can enter there.	Incorporated.
3	Borer	Recommended: Repair the boardwalks at Camp Long and consider replacing them with material other than wood.	Incorporated. Fiberglass grating may be more expensive than worthwhile, unless this is a SPR-wide change.
4	Borer	Required: Coordinate with Golf about any changes to the fence line that may affect the course.	Fence will remain, vegetation to change to allow views while screening tees and green for privacy and noise.
5	Borer	Consider: Make the entryway resemble a trail entrance into camp long.	Incorporated
6	Rockwell	Required: Coordinate with golf about all proposed changes to the site	Report will outline recommendations, fence will remain.
7	Rockwell	Required: Loop in Councilmember Herbold's staff	Staff will remain updated on progress.
8	Rockwell	Recommended: Tie in the entry feature, perhaps match the stone plinths as a way to tie visually to camp long	Incorporated.
10	Alspaugh	Recommended: Do not replace any fencing that is structurally sound with black vinyl; only do in sections that are damaged or not at all	Incorporated, minor widening of fence.
11	Alspaugh	Required: Identify areas along the path that may need further improvements for safety reasons.	Incorporated.
12	Lee	Required: There are likely environmentally critical areas near the area of development. Consider impacts to the creek. Identify ECA areas early and incorporate setbacks, etc. into the design.	Incorporated. Impacts to ECAs will require mitigation, much of which can occur on site.
13	Bazinet	Consider: Steer more toward projects that would fix existing trails rather than building new ones	Incorporated.
14	Bazinet	Required: Confirm the potential funding sources	Will include funding sources in report.

Incorporated into schematic design.



# PROVIEW MEETING MINUTES

## PRK730300-118 | BRANDON STREET TRAIL PLANNING

DESIGN PROGRAM-PIP / OTHER

11.05.2019

### PRESENTERS

*Project Lead:*

Aaron Luoma, aluoma@hbbseattle.com

### ATTENDEES

Jacobo Jimenez

Sheila Brown

Oliver Bazinet

Scott Stevens

Garrett Farrell

Karen O'Connor

### DESIGN REVIEW COMMENTS

NO	REVIEWER	SHEET/SPEC NO.	COMMENT
1	Jiminez		Required: Do not use the term "gravel walkway"
2	Rockwell		Required: Be sure the headers on the presentation match the names of the streets on the slides
3	Hwang		Required: Identify the proposed final delivery after the analysis is complete
4	Hwang		Required: Identify proposed ADA routes and information about why those routes were chosen
5	Hwang		Consider: Show the proposed connections to existing Longfellow Creek trails
6	Hwang		Consider: Enhance the Camp Long Trail Connection signage
7	Rockwell		Required: Include information connected to the Delridge Action Plan
8	Rockwell		Required: Connect with SPU and Golf's perimeter trail recommendations
9	Borer		Required: Identify who maintains and repairs the slope by the Brandon Street guard rails
10	Borer		Required: Address the public's complaints about existing access to Camp Long

11	Borer	Required: Replace the boardwalk with a more substantial structure
12	Borer	Required: Identify the established trails on the South side of Brandon St.
13	Borer	Required: If the right-of-way is considered as part of the path you may need to establish a joint use agreement with SPU
14	Borer	Consider: The wet area we've been asked to build a boardwalk on is not our property; if it's going to be made a designated travel area this needs to be addressed
15	Jacobson	Required: Clearly identify right-of-way lines
16	Jacobson	General: We need to be careful about stating accessibility when it is not truly present
17	Jacobson	Required: Be sure to identify trails only as walking paths, etc. but do not use the term "accessible"
18	Jacobson	Required: If a sidewalk along Brandon St. is being considered, include information about it
19	Jacobson	Required: Connect with Mike Shaw about accessible routes
20	Jiminez	Consider: Improvements toward the south end along 30th are great, but the whole area is underserved from safety and walkability standpoint and is fairly dangerous
21	Jiminez	Consider: We'd like to see the Brandon St. entrance greenway trail access point walkway improved, as it is well used
22	Jiminez	Consider: The Brandon St. entrance to camp long also needs improvement
24	Jiminez	General: Starting at Findlay, the gradient on the service road is not likely to be made accessible unless paved: there are long lasting erosion issues and steep incline
25	Jiminez	Consider: Create an accessible trail that runs in parallel to the walking trail
26	Jiminez	Required: Address the low point where the swale becomes overflow to the creek: standing water means it would need more trail structure
27	Jiminez	Consider: Think of CPTED pruning and maintenance plantings consider CPTED pruning and maintenance plantings; a sidewalk that connects w/ 30th would be ideal and could help w/ hydrology. needs street drainage infrastructure improvements
28	Jiminez	Consider: A sidewalk that connects with 30th would be ideal and could help with hydrology, but it needs street drainage infrastructure improvements
29	Hwang	General: Shwu-jen Hwang worked on the 2004 Longfellow Creek project; neighbors requested art pieces along the walkway and there are established wayfinding system trail markers exist and could be expanded upon (includes some slope information)
30	Hwang	Required: A good schematic plan needs to be developed: the GIS info on the survey is not sufficient
31	Hwang	Required: Connect with Tom Barger for any existing survey info of the area
32	Farrell	Required: If being made a right-of-way, it is imperative to define property lines and agreements that govern that right-of-way, maintenance, and future plans
34	Farrell	General: Be sure the level of commitment to maintenance etc. is uniform across all stakeholders (SPU, SDOT, etc.)
35	Bazinet	Required: There is likely to be a list of small projects involved: identify which would be SPR responsibility and which are improvement projects vs Major Maintenance to help us identify potential funding sources
36	Baldwin	Required: CPTED is critical and needs to be one of the critical design criteria.
37	Baldwin	Required: Identify street lighting and whether or not existing structures are (or could) be active
38	Baldwin	Consider: Think about what community feedback may be beyond just function (art, planting, etc.)
39	Rockwell	Required: Check with Lise Ward about King County Conservation Futures and on due diligence of property and restrictions



## DESIGN REVIEW STATUS

<b>Design Program / PIP:</b>	11/05/2019
<b>Conceptual Design:</b>	
<b>Schematic Design:</b>	
<b>30% Design Development:</b>	
<b>60% Review:</b>	
<b>90% Review:</b>	

DESIGN REVIEW COMMENTS  
NO REVIEWER SHEET/SPEC NO. COMMENT

#	Reviewer	Comment	Response
1	Jiminez	Required: Do not use the term "gravel walkway"	Incorporated.
2	Rockwell	Required: Be sure the headers on the presentation match the names of the streets on the slides	Incorporated.
3	Hwang	Required: Identify the proposed final delivery after the analysis is complete	Report will include final recommendations and priorities.
4	Hwang	Required: Identify proposed ADA routes and information about why those routes were chosen	Incorporated, ADA routes are limited, and require on-going maintenance.
5	Hwang	Consider: Show the proposed connections to existing Longfellow Creek trails	Incorporated.
6	Hwang	Consider: Enhance the Camp Long Trail Connection signage	Incorporated.
7	Rockwell	Required: Include information connected to the Delridge Action Plan	Incorporated, additional information will be included in report.
8	Rockwell	Required: Connect with SPU and Golf's perimeter trail recommendations	Incorporated.
9	Borer	Required: Identify who maintains and repairs the slope by the Brandon Street guard rails	Property ownership has long history.
10	Borer	Required: Address the public's complaints about existing access to Camp Long	Incorporated.
11	Borer	Required: Replace the boardwalk with a more substantial structure	Incorporated, fiberglass structures could be considered at additional expense.
12	Borer	Required: Identify the established trails on the South side of Brandon St.	Incorporated.
13	Borer	Required: If the right-of-way is considered as part of the path you may need to establish a joint use agreement with SPU	Agreed. Property ownership and work will require permits and agreements with SDOT and SCL depending on the activity and area.
14	Borer	Consider: The wet area we've been asked to build a boardwalk on is not our property; if it's going to be made a designated travel area this needs to be addressed	Agreed, will require coordination with SPU, which has taken place at a high level.
15	Jacobson	Required: Clearly identify right-of-way lines	Incorporated.
16	Jacobson	General: We need to be careful about stating accessibility when it is not truly present	Agreed, ADA access is very limited.
17	Jacobson	Required: Be sure to identify trails only as walking paths, etc. but do not use the term "accessible"	Incorporated.
18	Jacobson	Required: If a sidewalk along Brandon St. is being considered, include information about it	Incorporated.
19	Jacobson	Required: Connect with Mike Shaw about accessible routes	True accessible routes are difficult to achieve in all most all cases except along portions of Brandon. Without the availability of survey files of detail, it is difficult to know for sure where ADA routes are possible. Schematic design provides options to consider, and future phases will need to coordinate with City ADA reviewers and program managers in more detail.
20	Jiminez	Consider: Improvements toward the south end along 30th are great, but the whole area is underserved from safety and walkability standpoint and is fairly dangerous	Incorporated.
21	Jiminez	Consider: We'd like to see the Brandon St. entrance greenway trail access point walkway improved, as it is well used	Incorporated.
22	Jiminez	Consider: The Brandon St. entrance to camp long also needs improvement	Incorporated.
23	Jiminez	General: Starting at Findlay, the gradient on the service road is not likely to be made accessible unless paved: there are long lasting erosion issues and steep incline	Agreed, steep grade sign provided.
24	Jiminez	Consider: Create an accessible trail that runs in parallel to the walking trail	Incorporated.
25	Jiminez	Required: Address the low point where the swale becomes overflow to the creek: standing water means it would need more trail structure	Incorporated.
26	Jiminez	Consider: Think of CPTED pruning and maintenance plantings consider CPTED pruning and maintenance plantings: a sidewalk that connects w/ 30th would be ideal and could help w/ hydrology, needs street drainage infrastructure improvements	Incorporated.
27	Jiminez	Consider: A sidewalk that connects with 30th would be ideal and could help with hydrology, but it needs street drainage infrastructure improvements	Incorporated.
28	Hwang	General: Shwu-jen Hwang worked on the 2004 Longfellow Creek project; neighbors requested art pieces along the walkway and there are established wayfinding system trail markers exist and could be expanded upon (includes some slope information)	Incorporated.
29	Hwang	Required: A good schematic plan needs to be developed: the GIS info on the survey is not sufficient	Requested CAD, but very limited in what is available. Project budget does not provide enough for additional survey.
30	Hwang	Required: Connect with Tom Barger for any existing survey info of the area	See response above.
31	Farrell	Required: If being made a right-of-way, it is imperative to define property lines and agreements that govern that rightof- way, maintenance, and future plans	Agreed, will include discussion in report.
32	Farrell	General: Be sure the level of commitment to maintenance etc. is uniform across all stakeholders (SPU, SDOT, etc.)	Agreed, keeping with standard improvements found elsewhere in area and city.



33 Bazinet	Required: There is likely to be a list of small projects involved: identify which would be SPR responsibility and which are improvement projects vs Major Maintenance to help us identify potential funding sources	Will incorporate into report.
34 Baldwin	Required: CPTED is critical and needs to be one of the critical design criteria.	Incorporated.
35 Baldwin	Required: Identify street lighting and whether or not existing structures are (or could) be active	Agreed, incorporated.
36 Baldwin	Consider; Think about what community feedback may be beyond just function (art, planting, etc.)	Agreed, will help prioritize areas and additional detail.
37 Rockwell	Required: Check with Lise Ward about King County Conservation Futures and on due diligence of property and restrictions	Will reach out to Lise Ward prior to concluding schematic design and finalizing mini-report. All improvements are in keeping with existing standards and trail network.

Incorporated into schematic design.

## Paul Maginnity

---

**From:** Ward, Lise  
**Sent:** Tuesday, January 29, 2019 2:12 PM  
**To:** Bergsrud, Kevin; Nevins, Chip  
**Cc:** Pottharst, Ed  
**Subject:** RE: Transfer Jurisdictional Ownership Questions - Mystery Partially Solved

I'll let Chip weigh in, however, assuming you want to use the 30 ft currently TJO'd to SDOT and the 10 ft currently TJO'd to SDOT? SPU? for drainage, the you'll have to go through the other agency/agencies for the permissions for a trail, infrastructure improvements, or trail connections. It's not SPR property.

---

**From:** Bergsrud, Kevin <Kevin.Bergsrud@seattle.gov>  
**Sent:** Tuesday, January 29, 2019 1:58 PM  
**To:** Ward, Lise <Lise.Ward@seattle.gov>; Nevins, Chip <Chip.Nevins@seattle.gov>  
**Cc:** Pottharst, Ed <Ed.Pottharst@seattle.gov>  
**Subject:** RE: Transfer Jurisdictional Ownership Questions - Mystery Partially Solved

A quick history review shows that the TJO was for "streets" and that a follow up temporary TJO was for construction of a storm sewer.

It is a puzzler because the record shows that there was an attempt to dedicate the area and it was not voted on. A week later came the TJO.

Oh and yes, the King County aerial photo from 1936 shows a dirt road on Parks property. Based on the site history, the parcel north of Brandon was owned by a lumber company starting in the late 1800s. The city purchased it in 1935 and it seems in 1936 many surrounding streets were already platted to their full widths (50-60 ft). The anomaly was Brandon between SW 26<sup>th</sup> to 35<sup>th</sup>.

Next steps if any?

---

**From:** Ward, Lise <[Lise.Ward@seattle.gov](mailto:Lise.Ward@seattle.gov)>  
**Sent:** Tuesday, January 29, 2019 12:54 PM  
**To:** Bergsrud, Kevin <[Kevin.Bergsrud@seattle.gov](mailto:Kevin.Bergsrud@seattle.gov)>; Nevins, Chip <[Chip.Nevins@seattle.gov](mailto:Chip.Nevins@seattle.gov)>  
**Cc:** Pottharst, Ed <[Ed.Pottharst@seattle.gov](mailto:Ed.Pottharst@seattle.gov)>  
**Subject:** RE: Transfer Jurisdictional Ownership Questions - Mystery Partially Solved

Check the historic air photos in King County iMap and the City's GIS to figure out how long the road's been there. Didn't the old Engineering Dept include roads and what is now SPU? Also, a circa-ancient history storm drain project could have been a different animal that what we perceive them to be today with current drainage codes...

If you detect encroachments please contact Miriam Rose, as a pending SPR development project is a nexus for priority encroachment removal projects.

---

**From:** Bergsrud, Kevin <[Kevin.Bergsrud@seattle.gov](mailto:Kevin.Bergsrud@seattle.gov)>  
**Sent:** Tuesday, January 29, 2019 12:48 PM  
**To:** Ward, Lise <[Lise.Ward@seattle.gov](mailto:Lise.Ward@seattle.gov)>; Nevins, Chip <[Chip.Nevins@seattle.gov](mailto:Chip.Nevins@seattle.gov)>  
**Cc:** Pottharst, Ed <[Ed.Pottharst@seattle.gov](mailto:Ed.Pottharst@seattle.gov)>  
**Subject:** RE: Transfer Jurisdictional Ownership Questions - Mystery Partially Solved



Hi Lise,

It turns out that the enclosed ordinance is for a transfer of partial jurisdiction to allow completion of the Longfellow, Contract 4, Storm Drain Project.

While brainstorming with Ed on the implications for this it occurred to me that Parks could be paying a higher stormwater fee because there is impervious surface (paved road – estimated almost 40,000 SF).

Also there seems to be some encroachment along the south border of Camp Long. I'll check with the Law Dept. to see what pros, cons, responsibilities are involved with a transfer of partial jurisdiction. Should a road have even been constructed as the main reason was for stormwater control, not access.

---

**From:** Ward, Lise <[Lise.Ward@seattle.gov](mailto:Lise.Ward@seattle.gov)>

**Sent:** Tuesday, January 29, 2019 12:12 PM

**To:** Bergsrud, Kevin <[Kevin.Bergsrud@seattle.gov](mailto:Kevin.Bergsrud@seattle.gov)>; Nevins, Chip <[Chip.Nevins@seattle.gov](mailto:Chip.Nevins@seattle.gov)>

**Cc:** Pottharst, Ed <[Ed.Pottharst@seattle.gov](mailto:Ed.Pottharst@seattle.gov)>

**Subject:** RE: Transfer Jurisdictional Ownership Questions

Hi Kevin, Ed,

That is interesting, since SDOT has jurisdiction of the land under the physical road, the it should not be green. (the south 30 ft of the quarter section that is the subject of the TOJ is the north 30 of the right-of-way)





Kevin, I cannot take on any research projects right now – last day in the office before vacation is next Tuesday.

There is an acquisition Ordinance, 65653, referenced in the above. I’d start with that. If any legal ownership questions, call Charles Gussow at the Law Dept.

Also, my go-to helpful person at SDOT for research is Ainalem Molla. Not sure why that TOJ occurred.

Legally, unless you find later legislation reversing the above, or there is some restrictive language in Ord 65653, it’s SDOT’s property and 1) should we be spending \$ on for a project on another jurisdiction’s property (if that is where the proposed trail is going) and 2) would SDOT want a trail along the street?

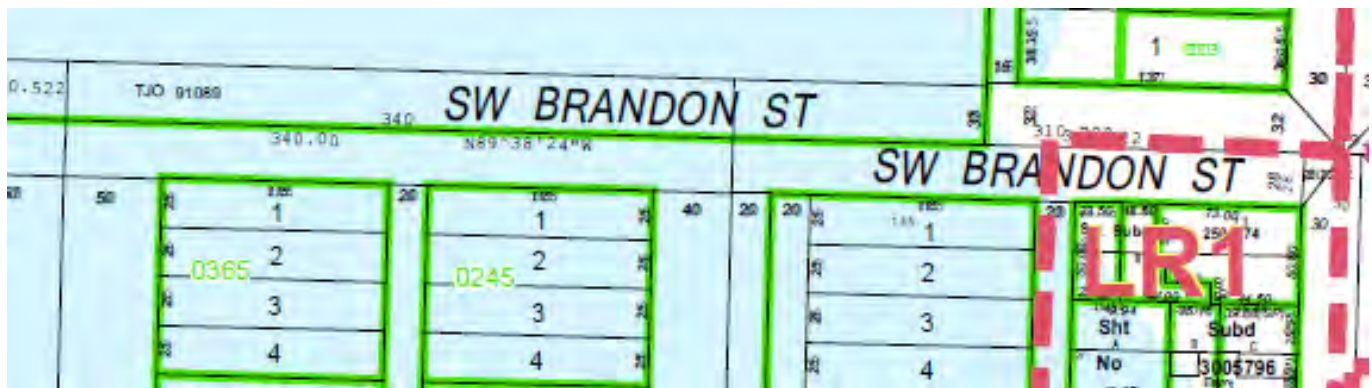
I’ll be back after 2/20 if this lingers....

Lise

**From:** Bergsrud, Kevin <[Kevin.Bergsrud@seattle.gov](mailto:Kevin.Bergsrud@seattle.gov)>  
**Sent:** Tuesday, January 29, 2019 11:37 AM  
**To:** Nevins, Chip <[Chip.Nevins@seattle.gov](mailto:Chip.Nevins@seattle.gov)>; Ward, Lise <[Lise.Ward@seattle.gov](mailto:Lise.Ward@seattle.gov)>  
**Cc:** Pottharst, Ed <[Ed.Pottharst@seattle.gov](mailto:Ed.Pottharst@seattle.gov)>  
**Subject:** Transfer Jurisdictional Ownership Questions

Hi,  
Ed Pottharst and I are working on two projects which include the West Seattle Golf Course and Camp Long.

I noticed on King County Imap that the north half of Brandon St was not city ROW. A little checking and I see that there is a TJO for the north 30 feet to the Department of Engineering, now our friends at SDOT. How could this affect a trail project along the street (Ed's project)? How could this affect any infrastructure improvements or trail connection into Camp Long?



Thanks,



Kevin Bergsrud  
Senior Planning and Development Specialist  
City of Seattle, [Seattle Parks and Recreation](#)  
O: 206-684-5831  
[Facebook](#) | [Twitter](#) | [Blog](#)

**From:** Pottharst, Ed <Ed.Pottharst@seattle.gov>  
**Sent:** Monday, December 2, 2019 4:16 PM  
**To:** Aaron Luoma  
**Cc:** O'Connor, Karen  
**Subject:** Brandon

Hi Aaron,

While I was out posting event posters at the Camp Long entry and the project sign board across the street (29<sup>th</sup>), I met a man walking dogs. He lives in the neighborhood. Cannot make Saturday's meeting but is very interested in our project. He said he often walks down Brandon from High Point and then back up Findlay. Basically, the other way around the loop that we went. Said he'd love to see a trail along the south side of Brandon between 29<sup>th</sup> and 30<sup>th</sup> – up to where the sidewalk down 30<sup>th</sup> ends. It would fill in a missing gap for pedestrians. Sure enough, as we were talking, a group of four youth came around the corner from 30<sup>th</sup> and walked down that first block of Brandon in the roadway.

We'll have to talk with our property people and SDOT about this idea and see about ROW and property boundaries etc. There is a house on the corner; below that it may be SPR and/or SDOT property to 29<sup>th</sup>.

Thanks,

Ed

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**From:** Pottharst, Ed <Ed.Pottharst@seattle.gov>  
**Sent:** Wednesday, December 4, 2019 12:29 PM  
**To:** Aaron Luoma; O'Connor, Karen  
**Subject:** FW: SW Brandon Street between Delridge and SW 30th (High Point)

FYI. I've forwarded to SDOT also.

---

**From:** Wallis, Angela <Angela.Wallis@seattle.gov>  
**Sent:** Wednesday, December 04, 2019 12:18 PM  
**To:** Clardy, Alex <Alex.Clardy@seattle.gov>  
**Cc:** DOT\_WalkAndBike <walkandbike@seattle.gov>; Pottharst, Ed <Ed.Pottharst@seattle.gov>  
**Subject:** RE: SW Brandon Street between Delridge and SW 30th (High Point)

Hi, Alex –

Additional street lights may be warranted; I haven't noticed any are burned out/in need of repair.

The road is a real challenge for all types of movement – people, people on bikes, and cars. In addition to the Parks Wayfinding effort, we'd like to see the 2016 plan for street improvements be reviewed, and funding be identified. No small order, I know.

Best,  
Angela



Angela Wallis  
Senior Planning & Development Specialist  
City of Seattle, Seattle Public Utilities - Solid Waste  
O: 206-684-4166 | [angela.wallis@seattle.gov](mailto:angela.wallis@seattle.gov)

[Solid Waste Guidelines for Developers](#) | [Solid Waste Storage – Land Use Code](#)



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**From:** Clardy, Alex <[Alex.Clardy@seattle.gov](mailto:Alex.Clardy@seattle.gov)>  
**Sent:** Wednesday, December 04, 2019 12:15 PM  
**To:** Wallis, Angela <[Angela.Wallis@seattle.gov](mailto:Angela.Wallis@seattle.gov)>  
**Cc:** DOT\_WalkAndBike <[walkandbike@seattle.gov](mailto:walkandbike@seattle.gov)>; Herbold, Lisa <[Lisa.Herbold@seattle.gov](mailto:Lisa.Herbold@seattle.gov)>  
**Subject:** RE: SW Brandon Street between Delridge and SW 30th (High Point)

Hello Angela,

Thank you for emailing Councilmember Herbold regarding SW Brandon St. I wanted to let you know that I've reached out to the Parks Department who is leading a project here for wayfinding enhancement on SW Brandon St and SW Findlay St. I'm waiting to hear back about whether or not SDOT is or was considering sidewalk improvements as a part of this project.

I wanted to follow up with you regarding the lighting issue to get a little clarity. Are you saying there are street lights that are out that need to be repaired, or are you suggesting that additional street lights need to be added?

Thank you,

1

**Alex Clardy**  
He/him/his  
Legislative Assistant  
Seattle City Councilmember Lisa Herbold, District 1  
206.386.1856

P. S. Please feel free to [click on this link](#) to sign up for weekly blog posts!

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**From:** Wallis, Angela <[Angela.Wallis@seattle.gov](mailto:Angela.Wallis@seattle.gov)>  
**Sent:** Thursday, November 14, 2019 11:23 AM  
**To:** Herbold, Lisa <[Lisa.Herbold@seattle.gov](mailto:Lisa.Herbold@seattle.gov)>  
**Cc:** DOT\_WalkAndBike <[walkandbike@seattle.gov](mailto:walkandbike@seattle.gov)>  
**Subject:** SW Brandon Street between Delridge and SW 30th (High Point)

Hi Councilmember/staff –

I've already double-checked with SDOT regarding street and pedestrian improvements for SW Brandon Street, and there are no plans. The project is already outlined, but did not rise to the top of the Neighborhood vote program.

The street really needs work – it's used as a minor arterial nowadays, and it's very dangerous for cars, bikers, and pedestrians. There's very little lighting, the road is narrow, parked cars at 26<sup>th</sup> result in one-lane of traffic at an intersection, and it desperately needs sidewalks.

Is there anything we can do to reassess the traffic use on the street to see if it does indeed warrant becoming a higher priority?

Thanks,  
Angela Wallis  
SPU Solid Waste

# Site Walk | MEETING NOTES

December 7, 2019

Areas of Focus	Notes
<p>Corner of SW Brandon St. and 30<sup>th</sup> Ave SW</p>	<p><b>Inventory</b></p> <ul style="list-style-type: none"> <li>●</li> </ul> <p><b>Impression/Experiences</b></p> <ul style="list-style-type: none"> <li>● "Dangerous corner!" (+1)</li> </ul> <p><b>Suggestions</b></p> <ul style="list-style-type: none"> <li>● "Bike sign to High Point to corner"</li> <li>● Drawing of stop signs on both sides and a crosswalk spanning diagonally</li> <li>● "Pedestrian access to 35<sup>th</sup> (and Camp Long upper entrance)"</li> <li>● Pointing at the 3 houses closest to the corner "Children live in these 3 homes. Make that area safer for them to play outside! They're always playing in the street"</li> <li>● Pointing at natural area between 35<sup>th</sup> Ave SW and Brandon "Make direct path up to 35<sup>th</sup> here"</li> </ul>
<p>Intersection of 30<sup>th</sup> Ave SW and SW Findlay St</p>	<p><b>Inventory</b></p> <ul style="list-style-type: none"> <li>●</li> </ul> <p><b>Impression/Experiences</b></p> <ul style="list-style-type: none"> <li>●</li> </ul> <p><b>Suggestions</b></p> <ul style="list-style-type: none"> <li>● Along 30<sup>th</sup> St "The official SDOT bike route of Brandon to 30<sup>th</sup> is very steep. Would it be better to route riders on 29<sup>th</sup> instead? There are fewer cars and maybe a lower pitch?"</li> <li>● "Could use signage/sidewalk going towards 'Dead End' to provide an alternate route for pedestrians/bikers"</li> </ul>
<p>Intersection of 29<sup>th</sup> Ave SW and SW Findlay St</p>	<p><b>Inventory</b></p> <ul style="list-style-type: none"> <li>● "View to water"</li> </ul> <p><b>Impression/Experiences</b></p> <ul style="list-style-type: none"> <li>● On picture of dead end sign "I want to know where this goes. Dead end for cars."</li> </ul> <p><b>Suggestions</b></p> <ul style="list-style-type: none"> <li>● "Make more inviting" (+2)</li> <li>● At entrance from 29<sup>th</sup> St "Open up sightlines and pedestrian/bike access"</li> </ul>



<p>Intersection of Brandon St and 26<sup>th</sup> Ave SW</p>	<p><b>Inventory</b></p> <ul style="list-style-type: none"> <li>●</li> </ul> <p><b>Impression/Experiences</b></p> <ul style="list-style-type: none"> <li>●</li> </ul> <p><b>Suggestions</b></p> <ul style="list-style-type: none"> <li>●</li> </ul>
<p>Camp Long</p>	<p><b>Inventory</b></p> <ul style="list-style-type: none"> <li>●</li> </ul> <p><b>Impression/Experiences</b></p> <ul style="list-style-type: none"> <li>● At entrance “Not welcoming”</li> <li>● “I love the boardwalks”</li> </ul> <p><b>Suggestions</b></p> <ul style="list-style-type: none"> <li>● “Boardwalk needs improvement”</li> <li>● “Signage needed”</li> <li>● “Signs should not only identify trails but depict where the lead to, i.e., maps”</li> <li>● “Need Camp Long Sign with rules and hours”</li> <li>● “Open fence earlier at 5:30 am”</li> <li>● “Get rid of gate, it looks bad and anyone can hop it anyways”</li> <li>● “Fix boardwalk”</li> <li>● At entrance across from Camp Long “Need wayfinding sign”</li> </ul>
<p>SW Brandon St</p>	<p><b>Inventory</b></p> <ul style="list-style-type: none"> <li>● “Can’t see golf course” (+1)</li> <li>● “Tons of beer bottles dumped in side channel”</li> </ul> <p><b>Impression/Experiences</b></p> <ul style="list-style-type: none"> <li>●</li> </ul> <p><b>Suggestions</b></p> <ul style="list-style-type: none"> <li>● Arrow pointing across from 29<sup>th</sup> St SW and Brandon intersection “Provide public access to golf course here”</li> <li>● Pointing between 29<sup>th</sup> and Brandon “Crosswalk” (+1)</li> <li>● At arch entrance “Raised crosswalk here”</li> <li>● Between Camp Long and LFC trails “Opportunity for fun mural crosswalk b/w trails! Could get grants and local artists/kids involved to create community identity”</li> <li>● Between Camp Long and LFC trails “Add raised crosswalk” (+2)</li> <li>● “Need more speed humps and other traffic calming measures”</li> <li>● Along Brandon “Lighting” (+3)</li> <li>● “Sidewalk along Brandon!” (+2)</li> <li>● “Pedestrian Sidewalk” (“+1000!!”)</li> </ul>

	<ul style="list-style-type: none"> <li>● In the DNDA area along 29<sup>th</sup> "Pedestrian connection/trail" (+1)</li> <li>● "Either add sidewalk or hybridize the trail to accommodate the numerous pedestrians walking on Brandon. This street sees a lot of traffic, is poorly lit."</li> </ul>
SW Findlay St	<p><b>Inventory</b></p> <ul style="list-style-type: none"> <li>● "Kids take this to Louisa Boren"</li> <li>● "Invasive species (blackberries)"</li> <li>● "Slippery gravel" (+1)</li> </ul> <p><b>Impression/Experiences</b></p> <ul style="list-style-type: none"> <li>●</li> </ul> <p><b>Suggestions</b></p> <ul style="list-style-type: none"> <li>● "Add lighting" (+5)</li> <li>● "If you grade, grade this side"</li> <li>● "More native plants (sword fern preserve)"</li> <li>● On picture of grate "Rumors says a troll lives under the grate and it eats rocks' Signage: Don't feed the troll. Make the trail quirky!"</li> <li>● "Switch backs? Built by volunteers or construction supported with volunteers?"</li> <li>● "Could there be a stair and switch back trail hybrid? To give choices and avoid desire lines"</li> <li>● "Regular cut back of black berries"</li> </ul>
Wet area along SW Findlay St	<p><b>Inventory</b></p> <ul style="list-style-type: none"> <li>● "Signage vandalized, not in good condition"</li> </ul> <p><b>Impression/Experiences</b></p> <ul style="list-style-type: none"> <li>●</li> </ul> <p><b>Suggestions</b></p> <ul style="list-style-type: none"> <li>● "Replace boardwalk at entrance"</li> <li>● "Boardwalks in wet areas"</li> <li>● "Bridge and water path"</li> <li>● At intersection of Findlay and the service road before wet area "Open sightlines + wayfinding" (+1)</li> <li>● "Vegetation important to filter toxic run-off to Coho salmon. Maintain veg by stream"</li> <li>●</li> </ul>
Intersection of Findlay St SW and 26 <sup>th</sup> Ave SW	<p><b>Inventory</b></p> <ul style="list-style-type: none"> <li>●</li> </ul> <p><b>Impression/Experiences</b></p> <ul style="list-style-type: none"> <li>●</li> </ul> <p><b>Suggestions</b></p> <ul style="list-style-type: none"> <li>● "Cut down vegetation. Add boardwalk"</li> </ul>



	<ul style="list-style-type: none"> <li>● "SCARY" (+2)</li> <li>● At 26<sup>th</sup> Ave entrance "Raised East/West crosswalk here"</li> </ul>
<p><b>General and Miscellaneous</b></p>	<p><b>AROUND / WITHIN SCOPE</b></p> <p><b>Inventory</b></p> <ul style="list-style-type: none"> <li>● Along 29<sup>th</sup> St "People dump garbage here"</li> <li>● Along 29<sup>th</sup> St "Dumping weekly"</li> <li>● Trail going from middle of 29 St "This trail is overgrown"</li> <li>● Trail from middle of 29 St and connectors "These trails overgrown? Or need signage? I'm not sure I've been on them"</li> <li>● Inner trail network "This part of trail is very overgrown"</li> <li>● Inner trail network "Trail impassible here. Needs cleared"</li> </ul> <p><b>Impression/Experiences</b></p> <ul style="list-style-type: none"> <li>● Within Long Fellow Creek trail system "SAFETY! Does not feel safe. (trails)" (+2)</li> </ul> <p><b>Suggestions</b></p> <ul style="list-style-type: none"> <li>● "Theme suggestion think - 'Ridge to River' as per the Duwamish Tribe"</li> <li>● "Consolidate department signage. Maps are great, add more!"</li> <li>● Along 29<sup>th</sup> St SW "Improve no dumping signs"</li> <li>● "Repair boardwalks" in LFC trails</li> <li>● Along 26<sup>th</sup> "Sidewalk please"</li> <li>● "Don't clear too much veg (salmon)" near creek</li> <li>● "Traffic zigzag lines to calm traffic. 9<sup>th</sup> Ave SW has these. Highland Park."</li> <li>● Google maps routes pedestrians' right turn the golf course from 26<sup>th</sup>. If you, say, want to walk to the junction from 25<sup>th</sup> and Hudson the map takes you to a dead end/fenced area at 26<sup>th</sup> and SW Oregon. You cannot walk through the golf course. Can you tell Google?"</li> <li>● 26<sup>th</sup> Ave "Greenway needs more traffic calming"</li> <li>● Between end of trail running parallel to 26<sup>th</sup> Ave SW and High Point "Make a trail connection here up to High Point"</li> </ul> <p><b>OUTSIDE SCOPE</b></p> <p><b>Inventory</b></p> <ul style="list-style-type: none"> <li>● Arrow pointing to Seattle Chinese Garden "Existing West Duwamish Greenbelt Trail head at 15<sup>th</sup> and Brandon"</li> <li>● Around and across the street from the Delridge Library "Affordable housing. DESC and Grocery Co-op"</li> <li>● Pointing to where Findlay dead-ends "Delridge wetland park (DNDA)"</li> </ul> <p><b>Impression/Experiences</b></p> <ul style="list-style-type: none"> <li>●</li> </ul> <p><b>Suggestions</b></p>

- 
- At SW Hudson St and 21<sup>st</sup> Ave SW "Need sequenced crossing, cars don't stop!"
  - Between 21<sup>st</sup> Ave SW and 23rdAve SW on SW Brandon St "Development generated stairway on the way (please add runnel)"
  - "SDOT: needs lights on Delridge. Pedestrians running to restaurants = danger."
  - "Existing stairway to South Seattle College at SW Graham St. Add signage."
- 

#### Comment Box Comments:

1. How much does one street light cost to install and maintain for one year? How much does 100 yards of sidewalk cost to put down and maintain?
2. Overall, great experience and positive ideas. Please keep bike/ped. Improvements at the forefront.
3. Overall, very positive ideas for improvement! I would encourage additional signage along Findlay (30<sup>th</sup>, 29<sup>th</sup>, 26<sup>th</sup>) as that offers the most opportunity for improvements. When possible, move signs as close to road and at intersections as possible. (Gage Doehlert - [gagedoehlert@gmail.com](mailto:gagedoehlert@gmail.com))
4. Adding sidewalk on Brandon will help accessibility and safety along the south border of the golf course and Camp Long. Adding stop signs and crosswalk at the corner of 30<sup>th</sup> Ave SW and Brandon will help slow dangerous drivers and add safety for the many children who play around this corner. (Kristen Barsley Harlan (p) 415.265.0616)
5. If signage is used, use largest font possible.



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Date 01/16/2020  
 Project No. 2019-24  
 Project Name Brandon Street Trail Planning

Attendees

Aaron Luoma (HBB)	CJ Hold (SDOT)
Ed Pottharst (SPR)	David Burgesser (SDOT)
Greg Funk (SDOT)	

Items Discussed

**30<sup>th</sup> & Brandon Intersection:**

- Slowing down traffic at this intersection or elsewhere is a Traffic Operations item to discuss with SDOT. SPR will reach out to Traffic Operations to discuss further.
- Could include blade signs warning of turn with chevron symbols, but SDOT is unaware of this application on non-arterials.
- Sidewalk currently ends at bottom of hill on east side of 30<sup>th</sup>. Community has wanted this sidewalk to continue around corner on south side of Brandon.

**Other Intersections:**

- It is acceptable to document and recommend changing locations and/or content of the standard SDOT blade signs.
- SDOT has a new Bicycle Wayfinding signage standard that should be referenced and included.
- It is acceptable to re-locate existing or new SPR wayfinding bollards to be within the ROW for better visibility. Additional permits may be needed for construction, but nothing significant. SDOT believes a 3' offset is required from edge of pavement. **HBB to confirm.**

**Brandon ROW:**

- Could look into reducing overall width of roadway to allow for more pavement to expand for pedestrians. SDOT needs to understand current section and geometry of street prior to providing additional guidance. **HBB to provide section and additional plans.**
- Pedestrian path could be a new curb, gutter and sidewalk, but this would require additional costs and drainage analysis.
- Alternatives to concrete sidewalk could be crushed rock, HMA, with or without a rolled curb or vertical "candlestick" delineator, and pavement markings.
- There would be permitting involved for impacts to adjacent wetlands.
- Crosswalk at trail crossings at Brandon is not merited or allowed in this condition. Additional signs or other means of identifying this crossing will need to be considered.
- Existing speed bumps are present, but public has asked for additional traffic calming measures.
- If/when Brandon is designated a Neighborhood Greenway, then speed bumps are placed every 300 feet. **SPR/HBB to look into Bicycle Master Implementation Plan to understand the timeline of this street becoming**



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a Greenway. SPR/HBB also to contact Summer Jawson at the Neighborhood Greenways program for additional details.

- SDOT may have traffic studies for Brandon that could provide data to merit additional traffic calming measures. Otherwise, traffic studies would need to be completed before other traffic calming features within the roadway are designed and installed.
- If grades are 8% or more, then speed cushions are used.
- The existing pedestrian path on HMA on the north side of Sylvan Way was easier to implement as the HMA was already existing.

#### Findlay ROW:

- SDOT needs to know from SCL, and possibly SPU of vehicular access requirements before other input and recommendations are provided.
- SPR to reach out to SCL and SPU contacts to confirm vehicular access requirements (if any).
- There is no precedent for including stairs and vehicular access.
- If vehicular access is not required, then stairs are not entirely out of question, but would be a significant cost to design and build. Greg will review the site conditions and grades and provide more feedback.
- Lighting Findlay was discussed and could be a possibility. SDOT currently often coordinates with SCL on including pedestrian scale lighting along paths similar to Findlay.
- Adding additional impervious surfaces on Findlay would also trigger permitting requirements and drainage improvements.
- SDOT may have some data on school prioritization, and walksheds for Louis Boren STEM school to the SE of the project site.
- Other ideas that would require less cost, would be to include a crushed rock and revised grading to allow easier pedestrian access.
- HBB will utilize online survey for second phase of community engagement to ask what route Findlay or Brandon is preferred, and share the results with SDOT.





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Date 03/03/2020

Project No. 2019-24

Project Name Brandon Street Trail Planning

Attendees

Amberlynn Pauley (SCL)

Aaron Luoma (HBB)

Ed Pottharst (SPR)

Items Discussed

**SW Findlay ROW and SCL Access Road:**

- The two vaults, with round open grates, within the Findlay ROW are SCL vaults.
- The Findlay ROW and access road to the existing substation to the south is used periodically by SCL as follows:
  - Approximately 2 times a year for line access general maintenance.
  - Approximately 2 times a year for vegetation management, dependent on storms and debris.
- The approximate clearance zone around the overhead electrical lines is 100 feet for vegetation.
- Vehicles require access to be approximately 13 feet wide.
- Removing the vehicular entry swing gate at the west end of Findlay to include removable bollards, wayfinding and other improvements to make the entry more inviting and welcoming would be acceptable by SCL.
- It would also be acceptable to provide additional wayfinding at the bottom of the Findlay, vegetation management, and a new pedestrian bridge, so long as it remains outside of the vehicular movement.
- SCL would not object to additional pedestrian lights along Findlay or Brandon ROW, pending budget. SCL currently does not have any additional resources to provide towards capital improvements of this type and is currently focused on a back log of pole replacement.
- Amber will follow up with other SCL representatives to confirm all the items discussed, and provide any additional information and/or input by the beginning of April 2020.
- HBB will provide summary report to SCL for proposed improvements at the conclusion of this planning project. This will include proposed recommendations as discussed, with prioritization based on public input.

# PROVIEW MEETING MINUTES

## PRK730300-118 | BRANDON STREET TRAIL PLANNING

SCHEMATIC DESIGN

05.19.2020

### PRESENTERS

*Project Lead:*

Aaron Luoma, [aluoma@hbbsseattle.com](mailto:aluoma@hbbsseattle.com)

### ATTENDEES

Jacobo Jimenez

Sheila Brown

Oliver Bazinet

Scott Stevens

Garrett Farrell

Karen O'Connor

### DESIGN REVIEW COMMENTS

NO	REVIEWER	SHEET/SPEC NO.	COMMENT
1	Yadrick		General: The project area overlaps or is adjacent to Green Seattle Partnership (GSP) restoration areas, referred to as Longfellow GS: Brandon St & Longfellow GS: Central, which are in different phases of restoration and long term stewardship and maintenance. One can see these areas on the GSP Reference Map <a href="http://arcg.is/00bjDu">http://arcg.is/00bjDu</a>
2	Yadrick		Consider: Was there public engagement beyond the December 2019 community walk and March 2020 "your voice, your choice" process. GSP has stakeholders in the area who may not have been considered in vetting the project.
3	Yadrick		Consider: We see "clear out invasive species" and one location along the Findlay ROW where it is specified for "cut back invasive vegetation." Is there an assessment of target species to control? Who do you expect to carry out this invasive species clearing and cutting back?
4	Yadrick		Consider: We see "volunteer maintenance" highlighted. Who are the volunteer groups proposed for maintenance? Who will manage these volunteers?

5	Yadrick	Required: This is a site where there is nesting Cooper's hawks that is more sensitive to disturbance (according to Ed Deal). Construction should consider bird nesting season. One can find considerations for breeding birds in this document Forest Parkland Restoration Planning related to Breeding Birds in Seattle. Consider: What does "vegetation management" signify? We don't see details about where and how that will occur in the materials provided. Is there an assessment of species present and control requirements? Consider: The cut back language looks like it comes from public comments. There general use of "vegetation management" in the rest of the document. Where will you detail the vegetation management? Who do you expect to carry this out to meet guidelines used in forested natural areas and along Official Trail Corridors? General: One can find considerations for native plant pruning in this document Crime Prevention Through Environmental Design - Best Management Practices
6	Yadrick	Consider: What does "vegetation management" signify? We don't see details about where and how that will occur in the materials provided. Is there an assessment of species present and control requirements?
7	Yadrick	Consider: The cut back language looks like it comes from public comments. There general use of "vegetation management" in the rest of the document. Where will you detail the vegetation management? Who do you expect to carry this out to meet guidelines used in forested natural areas and along Official Trail Corridors?
8	Yadrick	General: One can find considerations for native plant pruning in this document Crime Prevention Through Environmental Design - Best Management Practices
9	Yadrick	Consider: What accommodation is there for minimizing loss of native vegetation, disturbance to established vegetation, and revegetating in the case of disturbance?
10	Yadrick	Required: Non-organic material should not be staged on site without a barrier to avoid leaving residual material. This is an impact that helps to promote non-native weeds to establish.
11	Yadrick	Consider: The slides show "pedestrian lighting" along the Findlay Right of Way. This runs adjacent to forested natural area. Artificial light at night has been shown to influence living things in a variety of ways, such as leaf emergence/senescence, flowering period and impacts to breeding behavior of wildlife. What is the purpose of the lighting and what is the design criteria for this lighting that reduces impacts to vegetation, wildlife and human health?
12	Borer	Consider: Dual use service road/trail: maintaining to a pedestrian trail level would be difficult
13	Borer	Required: Along Brandon St. west of creek trail entrance: there is a bridge in the photo that is no longer there; dead-end trail- look at that again
14	Borer	Consider: The entrance to Camp Long has a rainbow sign; normally there is only one per park, but wayfinding/interpretive signage would be good
15	Borer	Consider: There is some concern about locating a path next to the golf course
16	Borer	Consider: Boardwalks are difficult to maintain, especially if made of wood: consider using metal/fiberglass instead of wood
17	Borer	Consider: Install a walkway over the wet area (where there is currently just a plank) or install something more significant that a boardwalk
18	Brown	Consider: How would the options work together? There is some concern about how the entrance to Camp Long would coincide/work together with a sidewalk. Similar concern for Findlay & 26th
19	Brown	Consider: Significant route of travel, corner at 28th & Brandon is a tight corner for cars to get around: consider improvements if possible. Better to have lighting or something to improve visibility of cars coming down the hill
20	Brown	Consider: Significant route of travel, corner at 28th & Brandon is a tight corner for cars to get around: consider improvements if possible
21	Brown	Consider: The North side trail would be good for pedestrians, even though it is narrow. Consider how to maintain the ditch and the sidewalk without intruding on the golf course
22	Brown	Consider: Some trails shown are not formal trails and aren't maintained; some of the vegetation management is difficult- moving the signs further out would help with visibility
23	Chatburn	Required: Brandon St. legacy trail gate feature: be sure the width will not restrict heavy equipment access (like bucket truck to deal w/; hazardous trees)

24	Chatburn	Consider: Camp Long option A: make it all concrete so the gravel doesn't wander or create trip hazards (maintenance difficult)
25	Hwang	Consider: Brandon N/S: if you put it on the N side, the road is tight and might require grading. Consider the cost to bring it to the necessary condition
26	Hwang	Consider including wheel stops to create a barrier between pedestrians and vehicles, but don't locate it in the middle of the road. Consider a painted line instead
27	Hwang	General: 13% grading; if gravel, it's feasible- did a maintenance road at 14% at Kubota that worked well, though not ideal it is doable
28	Hwang	Consider: Prefer trails over stairs
29	Hwang	Consider: Signage: bring closer to the right of way if SDOT is okay with proposed locations
30	Hwang	Required: Watch for protruding objects on the sidewalk
31	Hwang	Required: The rainbow sign language needs to be approved by the communication office
32	Jacobson	Required: Pay attention to things like protruding objects
33	Jacobson	Consider: Trail on the east side that parallels stream: potential semi-accessible route at some point in the future, consider
34	Jimenez	Required: Clarity/communication for parks standards: call trail markers or trail posts, not bollards (confusing)
35	Jimenez	Consider: Not in favor of removing the existing trail & capping off boardwalk landing; the amount of work to reclaim areas is significant and not likely to be successful
36	Jimenez	Consider: Trail improvement pg 13 regrading: a lot of heavy erosion on this segment of the trail that goes north into the park by Brandon, elevating the trail starting at its lowest point and directing runoff from street, section where guardrail posts are channel water into trail and causes a lot of erosion
37	Jimenez	Consider: If replacing the boardwalk: prefer option B. Creating a new boardwalk and replace wood with more sustainable, modular and easily replaced material- prefer to replace w/ galvanized tread plate with built-in traction- modular material that is easily replaced. In favor of joining it and making into one larger boardwalk
38	Jimenez	Consider: Install galvanized tread plate with built-in traction
39	Jimenez	Consider: Pg 26: consider a boardwalk or bridge rather than a culvert (which requires maintenance.) The seasonal flow can get intense, and a culvert would be overwhelmed and create more problems
40	Jimenez	Consider: Pg 24: trail connection from Findlay on right of way: 13% is a steep stretch, surfacing material is coarser that is able to break up the sheet flow from the top of the hill. If converted to 5/8 minus for pedestrian trails, it would allow for more flow and erosion.
41	Jimenez	Consider: Pg 24: Create hardscape drainage features at the top of the trail and the mid-level landing to capture some of the sheet flow and disperse it into the forest along the trail
42	Jimenez	Consider: In favor of N/S side improvements: south side is preferred, but wetland mitigation would need to happen to design a sidewalk
43	Jimenez	General: There is currently not-quite-illegal parking along the shoulder which has a negative impact to drainage
44	Jimenez	Consider: A sidewalk would create a hard surface that could be managed to mitigate impacts to the stream and tributary. It wouldn't impact the golf course but it would highlight access to the trails
45	Lin	Required: Include information related to proposed/upcoming regrades
46	Lin	Required: On pg 10, clarify the realigning of pedestrian access (not very clear whether N/S pedestrian paths to be realigned and if so, moving to the west?)
47	Lin	General: There is normally one rainbow sign per park

48	Lin	Consider: N/S side? Additional cost due to conflicts with utilities- look into this (preference for south side)
49	Lin	Consider: Pg 3: If moving the dead end sign, add another sign to inform the public about pedestrian access
50	Lin	Consider: P. 10: Clarify the N-S trail alignment across SW Brandon St by either showing revival of current concrete pad/ramp connecting to street pavement, or possibly reangle the entry trail from N-S toward NE-SW.
51	Lin	Consider: P. 19~21: Include existing Utility location and cost associated to their adjustment when evaluating sidewalk location. Prefer locating sidewalk on the south side in general due to direct connect to existing neighborhood pedestrian/street access.
52	Lin	Consider: P.23 Add public/pedestrian access signage if the Dead-End sign is to stay.
53	Ward	Required: SW Findlay public right of way under SDOT, City Light and SPU traditionally have interest in right of ways. Check in with them/invite SDOT to be more fully involved in discussions related to SW Findlay
54	Ward	Required: Explore City Light's rights further, looks as though there may be conflicts
55	Ward	General: I was surprised to see the photo of Findlay showing where SCL has installed a gate with a sign that effectively bars the public from using the r-o-w, and surprised to hear SDOT has removed itself from being actively involved in Findlay in deference to SCL.
56	Ward	General: SW Findlay Street is a public right-of-way under the jurisdiction of SDOT for transportation purposes.
57	Ward	General: SCL and SPU historically have interests in the r-o-w for utility purposes, subservient to SDOT's jurisdiction for road.
58	Ward	Consider: I am unaware that SCL has any larger rights to SW Findlay Street than it typically does on other Seattle public streets. If SDOT knows of an agreement with SCL for SW Findlay then I'd love to see it.
59	Ward	General: Again, visually, it looks light SCL has taken a public r-o-w and turned it into a private maintenance road.
60	Ward	Consider: Since SPR's project is about improving a transportation corridor for public use, I believe SDOT can and should be more engaged than simply deferring to SCL, as SDOT ultimately has jurisdiction over the property.
61	Hwang	Consider: I would favor trail on south side of SW Brandon St. than trail on north side. Existing road on SW Brandon St. is crown type, to shift road 6' to 8' to south will involve more grading, road profile and alignment transition than just expanding the road pavement. The proposed wheel stops in the middle of the road will create trip hazard for bikers at night. A painted line to separate vehicle from pedestrian is safer.
62	Hwang	Consider: For SW Findlay St., I would favor continuous trail/road than introducing stairs. 13% slope for crushed rock surfacing is quite steep but may be achieved with ledge rock (Parks standard trail surfacing type of 1/4" top course with 5/8" base course will be too fine for this application). Need to address drainage and erosion control along edge and water run off path. Asphalt pavement will be preferred.
63	Hwang	Consider: For lighting along SW Findlay Street, work with SCL to mount pedestrian lights on existing power poles to save cost and make it more feasible.
64	Hwang	Required: Camp Long rainbow sign: All content needs to be reviewed and approved by Parks communication office.
65	Hwang	Consider: Board walk at Camp Long: Consider making this area partially accessible by following ADA requirements on pathway width (min. 44" for Washington State), slope, and turning space where change of direction is needed (Make sure 5' turning diameter spaces be provided where change of direction occurs).
66	Hwang	Required: Verify with SDOT for all locations of trail markers, interpretation sign, street directional sign, rainbow sign, art gate way.
67	Hwang	Consider: The artist for the art gate way is Paul Sorey resided in West Seattle. <a href="http://www.paulsorey.com/">http://www.paulsorey.com/</a>
68	Hwang	Required: Follow 2010 ADA standard 307.3 post-mounted object to avoid protrusion objects for signs next to walk way.



**DESIGN REVIEW STATUS**

<b>Design Program / PIP:</b>	11/05/2019
<b>Conceptual Design:</b>	
<b>Schematic Design:</b>	05/19/2020
<b>30% Design Development:</b>	
<b>60% Review:</b>	
<b>90% Review:</b>	

DESIGN REVIEW COMMENTS  
NO REVIEWER SHEET/SPEC NO. COMMENT

#	Reviewer	Comment	Response
		General: The project area overlaps or is adjacent to Green Seattle Partnership (GSP) restoration areas, referred to as Longfellow GS: Brandon St & Longfellow GS: Central, which are in different phases of restoration and long term stewardship and maintenance. One can see these areas on the GSP Reference Map <a href="http://arcg.is/00bJDu">http://arcg.is/00bJDu</a> Consider: Was there public engagement beyond the December 2019 community walk and March 2020 "your voice, your choice" process. GSP has stakeholders in the area who may not have been considered in vetting the project.	Understood. Address in final report.
1	Yadrick	Consider: We see "clear out invasive species" and one location along the Findlay ROW where it is specified for "cut back invasive vegetation." Is there an assessment of target species to control? Who do you expect to carry out this invasive species clearing and cutting back?	Will respond
2	Yadrick	Consider: We see "volunteer maintenance" highlighted. Who are the volunteer groups proposed for maintenance? Who will manage these volunteers?	Address in report
3	Yadrick	Required: This is a site where there is nesting Cooper's hawks that is more sensitive to disturbance (according to Ed Deal). Construction should consider bird nesting season. One can find considerations for breeding birds in this document Forest Parkland Restoration Planning related to Breeding Birds in Seattle.	Address in report
4	Yadrick	Consider: What does "vegetation management" signify? We don't see details about where and how that will occur in the materials provided. Is there an assessment of species present and control requirements?	Intent is to be broad. Will address in report
5	Yadrick	Consider: The cut back language looks like it comes from public comments. There general use of "vegetation management" in the rest of the document. Where will you detail the vegetation management? Who do you expect to carry this out to meet guidelines used in forested natural areas and along Official Trail Corridors?	Address in report
6	Yadrick	General: One can find considerations for native plant pruning in this document Crime Prevention Through Environmental Design - Best Management Practices	Reference BMPs in report Guidelines for landscape restoration? Seattle Municipal Code on tree mitigation, plus recommendation to replace all impacted shrubs and groundcover with similar species and coverage. Smooth transition between existing and replacement plants (address in report)
7	Yadrick	Consider: What accommodation is there for minimizing loss of native vegetation, disturbance to established vegetation, and revegetating in the case of disturbance?	Address in report
8	Yadrick	Required: Non-organic material should not be staged on site without a barrier to avoid leaving residual material.	Address in report
9	Yadrick	This is an impact that helps to promote non-native weeds to establish.	Address in report
10	Yadrick	Consider: The slides show "pedestrian lighting" along the Findlay Right of Way. This runs adjacent to forested natural area. Artificial light at night has been shown to influence living things in a variety of ways, such as leaf emergence/senescence, flowering period and impacts to breeding behavior of wildlife. What is the purpose of the lighting and what is the design criteria for this lighting that reduces impacts to vegetation, wildlife and human health?	Lighting is for safety. Can be set to an hour before sunrise and hour after sunset? If this becomes a primary route for people to get to the bus stop, then there could be usage throughout the day and night Detailed in report
11	Yadrick	Consider: Dual use service road/trail: maintaining to a pedestrian trail level would be difficult	Not sure what bridge is being referenced, but all photos were taken recently
12	Borer	Required: Along Brandon St. west of creek trail entrance: there is a bridge in the photo that is no longer there, deadend trail- look at that again	One more sign could be beneficial.
13	Borer	Consider: The entrance to Camp Long has a rainbow sign; normally there is only one per park, but wayfinding/interpretive signage would be good	Material Options in Slides + Estimate (Kinnear bridge example)
14	Borer	Consider: There is some concern about locating a path next to the golf course	Metal fiberglass option
15	Borer	Consider: Boardwalks are difficult to maintain, especially if made of wood: consider using metal/fiberglass instead of wood	Considered a list of various options, can be addressed in online survey.
16	Borer	Consider: Install a walkway over the wet area (where there is currently just a plank) or install something more significant that a boardwalk	Addressed in report, recommendations to SDOT
17	Brown	Consider: How would the options work together? There is some concern about how the entrance to Camp Long would coincide/work together with a sidewalk. Similar concern for Findlay & 26th	
18	Brown	Consider: Significant route of travel, corner at 28th & Brandon is a tight corner for cars to get around: consider improvements if possible. Better to have lighting or something to improve visibility of cars coming down the hill	
19	Brown		

20	Brown	Consider: Significant route of travel, corner at 28th & Brandon is a tight corner for cars to get around: consider improvements if possible	Addressed in report, recommendations to SDOT	All pages
21	Brown	Consider: The North side trail would be good for pedestrians, even though it is narrow. Consider how to maintain the ditch and the sidewalk without intruding on the golf course		
22	Brown	Consider: Some trails shown are not formal trails and aren't maintained; some of the vegetation management is difficult- moving the signs further out would help with visibility	Agree. No changes to graphics	
23	Chatburn	Required: Brandon St. legacy trail gate feature: be sure the width will not restrict heavy equipment access (like bucket truck to deal w/; hazardous trees)	Agree. Specific spacing requirements can be clarified in final report	
24	Hwang	Consider: Camp Long option A: make it all concrete so the gravel doesn't wander or create trip hazards (maintenance difficult)	Only paved if sidewalk installed on north side	
25	Hwang	Consider: Brandon N/S: if you put it on the N side, the road is tight and might require grading. Consider the cost to bring it to the necessary condition	Agree	
26	Hwang	Consider including wheel stops to create a barrier between pedestrians and vehicles, but don't locate it in the middle of the road. Consider a painted line instead		
27	Hwang	General: 13% grading: if gravel, it's feasible- did a maintenance road at 14% at Kubota that worked well, though not ideal it is doable		
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33	Jacobson	Consider: Trail on the east side that parallels stream: potential semi-accessible route at some point in the future, consider		
34	Jimenez	Required: Clarity/communication for parks standards: call trail markers or trail posts, not bollards (confusing)	No change to graphics	
35	Jimenez	Consider: Not in favor of removing the existing trail & capping off boardwalk landing: the amount of work to reclaim areas is significant and not likely to be successful	Found the detail, called 'Directional Sign Posts' (SPR Standards - Signage)	
36	Jimenez	Consider: Trail improvement pg 13 regrading: a lot of heavy erosion on this segment of the trail that goes north into the park by Brandon, elevating the trail starting at its lowest point and directing runoff from street, section where guardrail posts are channel water into trail and causes a lot of erosion	Remove slides	Page 11
37	Jimenez	Consider: If replacing the boardwalk: prefer option B. Creating a new boardwalk and replace wood with more sustainable, modular and easily replaced material- prefer to replace w/ galvanized tread plate with built-in traction modular material that is easily replaced. In favor of joining it and making into one larger boardwalk	Add additional text and cost estimate revisions to address regrading	
38	Jimenez	Consider: Install galvanized tread plate with built-in traction	Agree. List option on graphic	Page 26
39	Jimenez	Consider: Pg 26: consider a boardwalk or bridge rather than a culvert (which requires maintenance.) The seasonal flow can get intense, and a culvert would be overwhelmed and create more problems	Strike culvert option?	Page 26
40	Jimenez	Consider: Pg 24: trail connection from Findlay on right of way: 13% is a steep stretch, surfacing material is coarser that is able to break up the sheet flow from the top of the hill. If converted to 5/8 minus for pedestrian trails, it would allow for more flow and erosion.	Report and cost estimate	
41	Jimenez	Consider: Pg 24: Create hardscape drainage features at the top of the trail and the mid-level landing to capture some of the sheet flow and disperse it into the forest along the trail	Report and cost estimate	
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45	Lin	Required: Include information related to proposed/upcoming regrades		
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47	Lin	General: There is normally one rainbow sign per park		
48	Lin	Consider: N/S side? Additional cost due to conflicts with utilities- look into this (preference for south side)		
49	Lin	Consider: Pg 3: If moving the dead end sign, add another sign to inform the public about pedestrian access	Trail Post addresses pedestrian access	
		Consider: P. 10: Clarify the N-S trail alignment across SW Brandon St by either showing revival of current concrete sidewalk connection to street equipment or possibly connecting the entire trail from N.E. Findlay Ave. SW		

	Consider: P. 19~21: include existing Utility location and cost associated to their adjustment when evaluating sidewalk location. Prefer locating sidewalk on the south side in general due to direct connect to existing neighborhood pedestrian/street access.	
51 Lin	Consider: P.23 Add public/pedestrian access signage if the Dead-End sign is to stay.	See response to comment 49
52 Lin	Required: SW Findlay public right of way under SDOT, City Light and SPU traditionally have interest in right of ways. Check in with them/invite SDOT to be more fully involved in discussions related to SW Findlay	Address in report
53 Ward	Required: Explore City Light's rights further, looks as though there may be conflicts	Agreements will need to be looked into
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61 Hwang	Consider: For SW Findlay St, I would favor continuous trail/road than introducing stairs. 13% slope for crushed rock surfacing is quite steep but may be achieved with ledge rock (Parks standard trail surfacing type of 1/4" top course with 5/8" base course will be too fine for this application). Need to address drainage and erosion control along edge and water run off path. Asphalt pavement will be preferred.	
62 Hwang	Consider: For lighting along SW Findlay Street, work with SCL to mount pedestrian lights on existing power poles to save cost and make it more feasible.	Could have worse impacts than current proposal
63 Hwang	Required: Camp Long rainbow sign: All content needs to be reviewed and approved by Parks communication office.	
64 Hwang	Consider: Board walk at Camp Long. Consider making this area partially accessible by following ADA requirements on pathway width (min. 44" for Washington State), slope, and turning space where change of direction is needed (Make sure 5' turning diameter spaces are provided where change of direction occurs).	
65 Hwang	Required: Verify with SDOT for all locations of trail markers, interpretation sign, street directional sign, rainbow sign, art gate way.	
66 Hwang	Consider: The artist for the art gate way is Paul Sorey, resided in West Seattle. <a href="http://www.paulsorey.com/">http://www.paulsorey.com/</a>	Address in report, can be different artist
67 Hwang	Required: Follow 2010 ADA standard 307.3 post-mounted object to avoid protrusion objects for signs next to walk way.	Investigated: Free-standing objects mounted on posts or pylons shall overhang circulation paths 12 inches (305 mm) maximum when located 27 inches (685 mm) minimum and 80 inches (2030 mm) maximum above the finish floor or ground.
68 Hwang	APPROVED to move forward based on addressing the comments in this review. Thank you for the good work.	All pages
69 Baldwin		

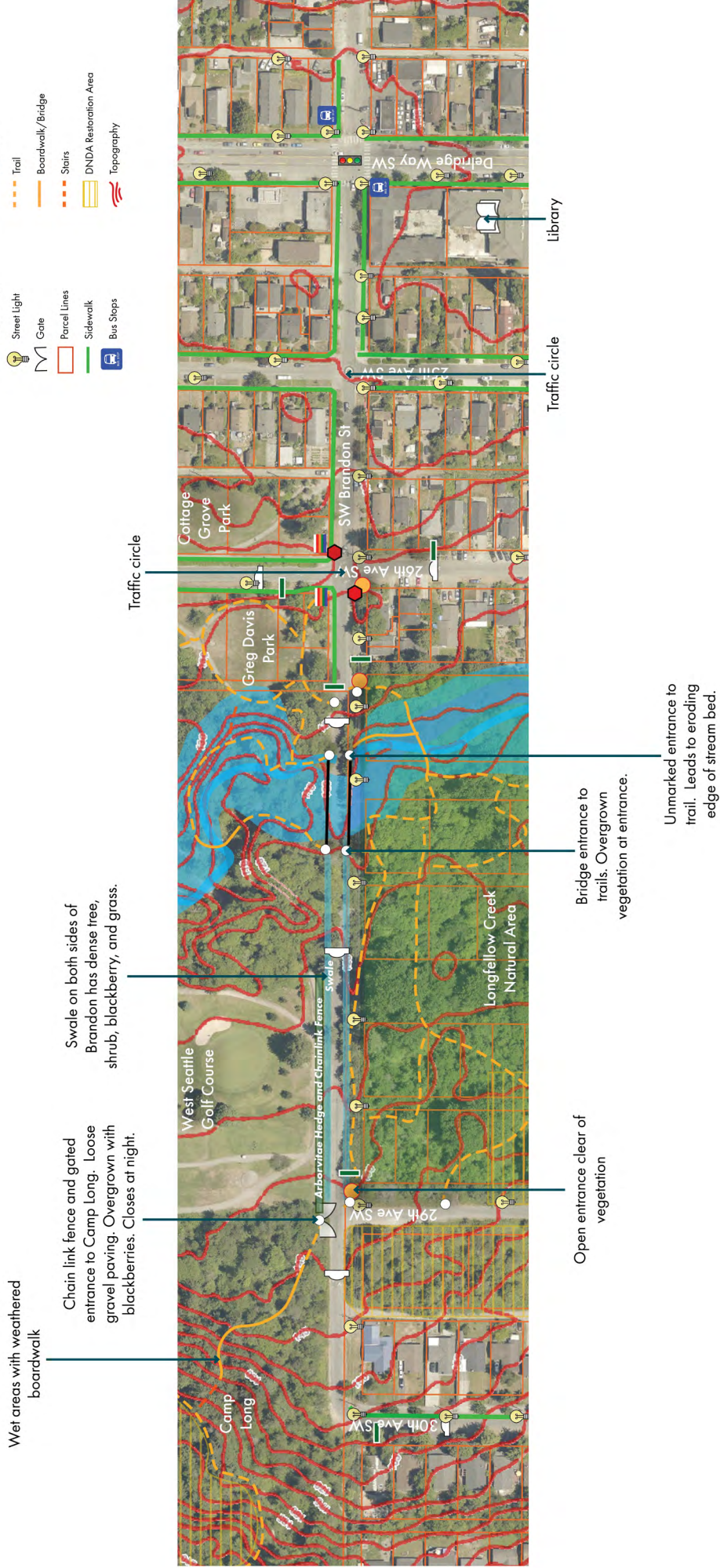


# INVENTORY

*What do you know about this place?*

## KEY

- |  |                       |  |   |
|--|-----------------------|--|---|
|  | Seattle Parks Sign    |  | Long fellow Creek                             |
|  | Stop Sign             |  | Long fellow Creek Flood Zone (100 year storm) |
|  | Wayfinding Bollard    |  | Trail Entrance                                |
|  | Wayfinding Blade Sign |  | Guardrail                                     |
|  | Speed Bump            |  | Trail   |
|  | Street Light          |  | Boardwalk/Bridge                              |
|  | Gate                  |  | Stairs  |
|  | Parcel Lines          |  | DND A Restoration Area                        |
|  | Sidewalk              |  | Topography                                    |
|  | Bus Stops             |  |   |





# INVENTORY

*What do you know about this place?*

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	Wayfinding Bollard
	Wayfinding Blade Sign
	Speed Bump
	Street Light
	Gate
	Parcel Lines
	Sidewalk
	Bus Stops
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	Long Fellow Creek Flood Zone (100 year storm)
	Trail Entrance
	Guardrail
	Trail
	Boardwalk/Bridge
	Stairs
	DNDA Restoration Area
	Topography

Neighborhood greenway - high bike traffic

Flat area off trail.

Little Free Library



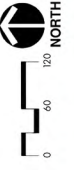
Traffic circle.

Entrance to trails over wooden plank. Overgrown with wet areas.

Steep and slippery gravel slope. Power poles and drainage infrastructure throughout.

Gravel entrance to trail with vehicular gate. No signs.

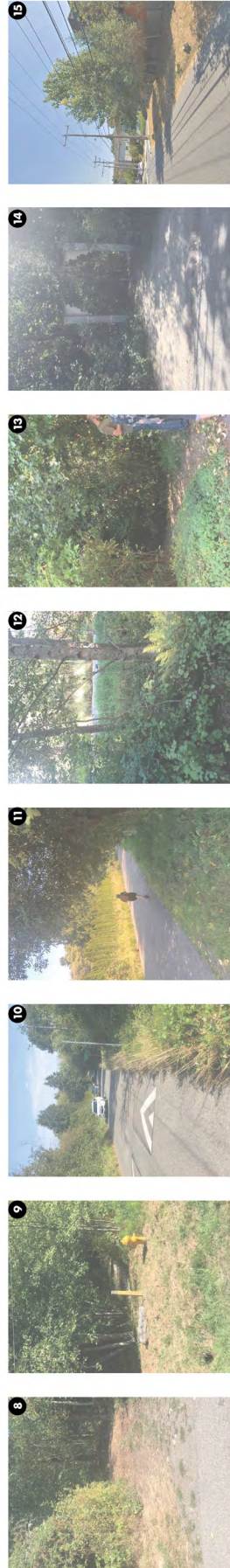
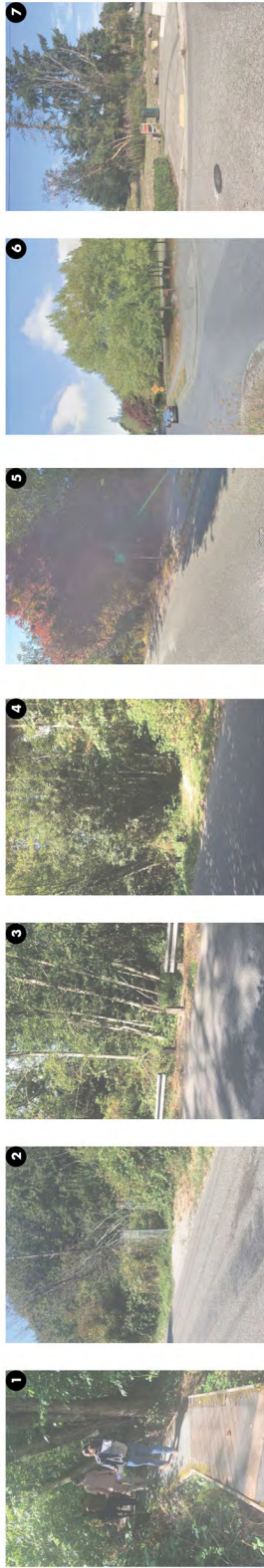
View of Elliot Bay and downtown Seattle





# SW BRANDON STREET ANALYSIS

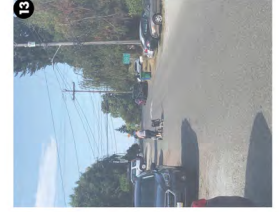
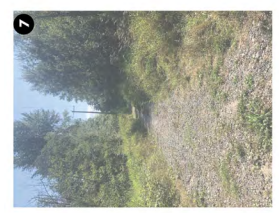
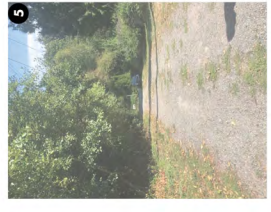
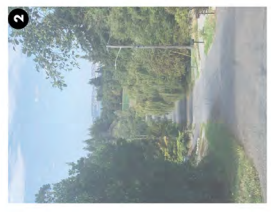
*How do you feel about these spaces?*





# SW FINDLAY STREET ANALYSIS

*How do you feel about these spaces?*





## AREAS OF FOCUS



## GOALS

- Improve trails between the High Point and Delridge neighborhoods along SW Brandon and Findlay Streets.
- Provide wayfinding and other enhancements to improve access to future RapidRide H bus line along Delridge.
- Enhance trail entries to Camp Long and natural areas along Longfellow Creek to be more open and welcoming to the public.

## TIMELINE

- December 2019 – Community Engagement Phase I: Inventory & Analysis
- Early 2020 – Community Engagement Phase II: Schematic Design
- Early Spring 2020 – Final Schematic Design & Report



# Site Slope Data



NOTE: DATA BASED ON CITY OF SEATTLE GIS AND LIMITED CAD SURVEY OF AREAS





# SW BRANDON STREET ANALYSIS

*How do you feel about these spaces?*

Difficult to access trail with boardwalk and metal grating in disrepair

Pedestrian access ends with sidewalk at narrow and tight corner

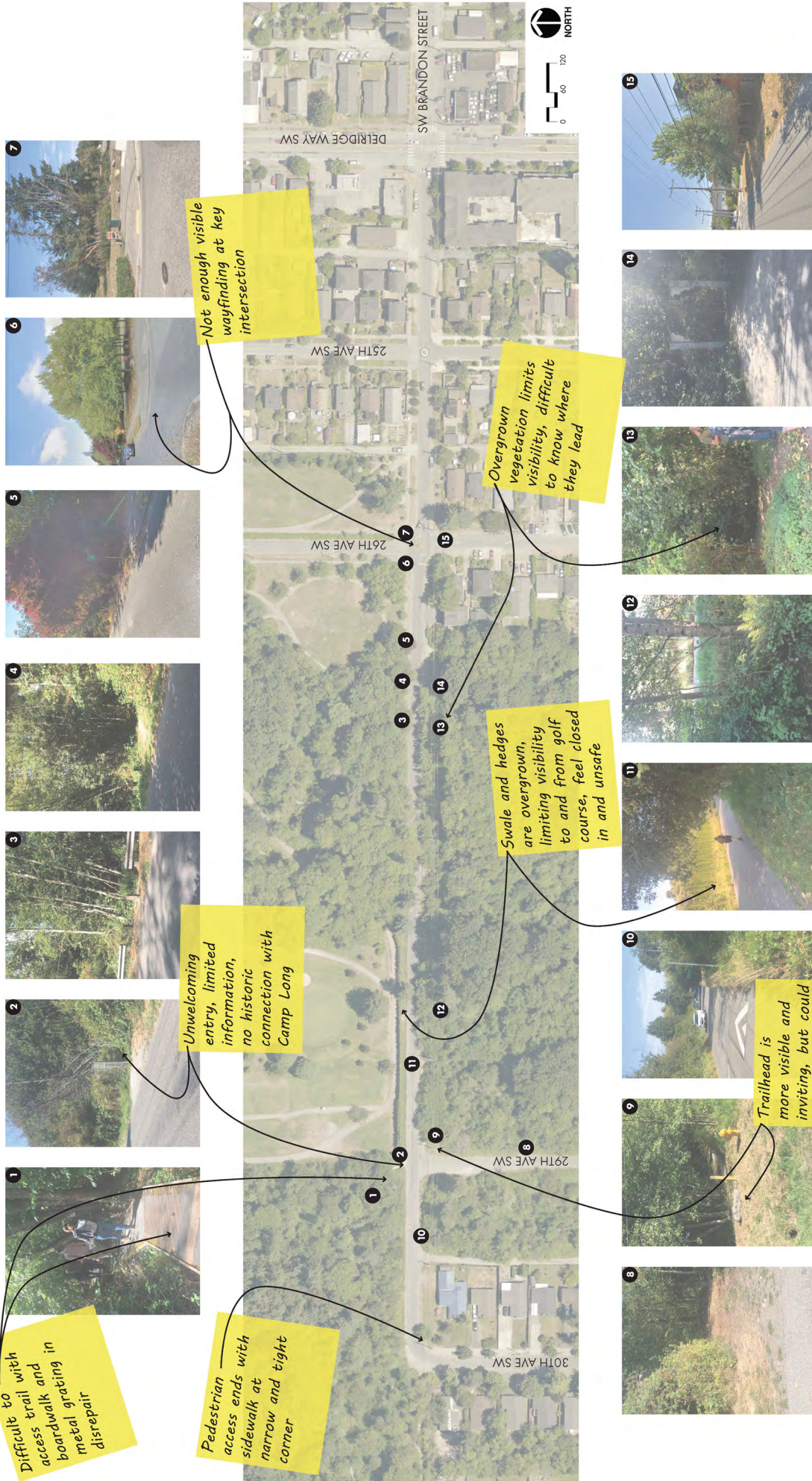
Unwelcoming entry, limited information, no historic connection with Camp Long

Not enough visible wayfinding at key intersection

Overgrown vegetation limits visibility, difficult to know where they lead

Swale and hedges are overgrown, limiting visibility to and from golf course, feel closed in and unsafe

Trailhead is more visible and inviting, but could have additional enhancements





# SW FINDLAY STREET ANALYSIS

How do you feel about these spaces?

**Point 1:** Great view, but steep slopes. don't know where to go

**Point 2:** Unwelcoming entrance, appears private

**Point 3:** Unwelcoming entrance, appears private

**Point 4:** Unwelcoming entrance, appears private

**Point 5:** Unwelcoming entrance, appears private

**Point 6:** Unwelcoming entrance, appears private

**Point 7:** Didn't know this was a trail, designed for a vehicle, steep, slippery, feels unsafe

**Point 8:** Didn't know this was a trail, designed for a vehicle, steep, slippery, feels unsafe

**Point 9:** Didn't know this was a trail, designed for a vehicle, steep, slippery, feels unsafe

**Point 10:** Didn't know this was a trail, designed for a vehicle, steep, slippery, feels unsafe

**Point 11:** Didn't know this was a trail, designed for a vehicle, steep, slippery, feels unsafe

**Point 12:** Not enough wayfinding, existing signs are hidden

**Point 13:** Not enough wayfinding, existing signs are hidden

Map labels: 30TH AVE SW, 29TH AVE SW, 26TH AVE SW, 25TH AVE SW, DELRIDGE WAY SW, SW FINDLAY STREET. Includes a scale bar (0, 60, 120) and a north arrow.



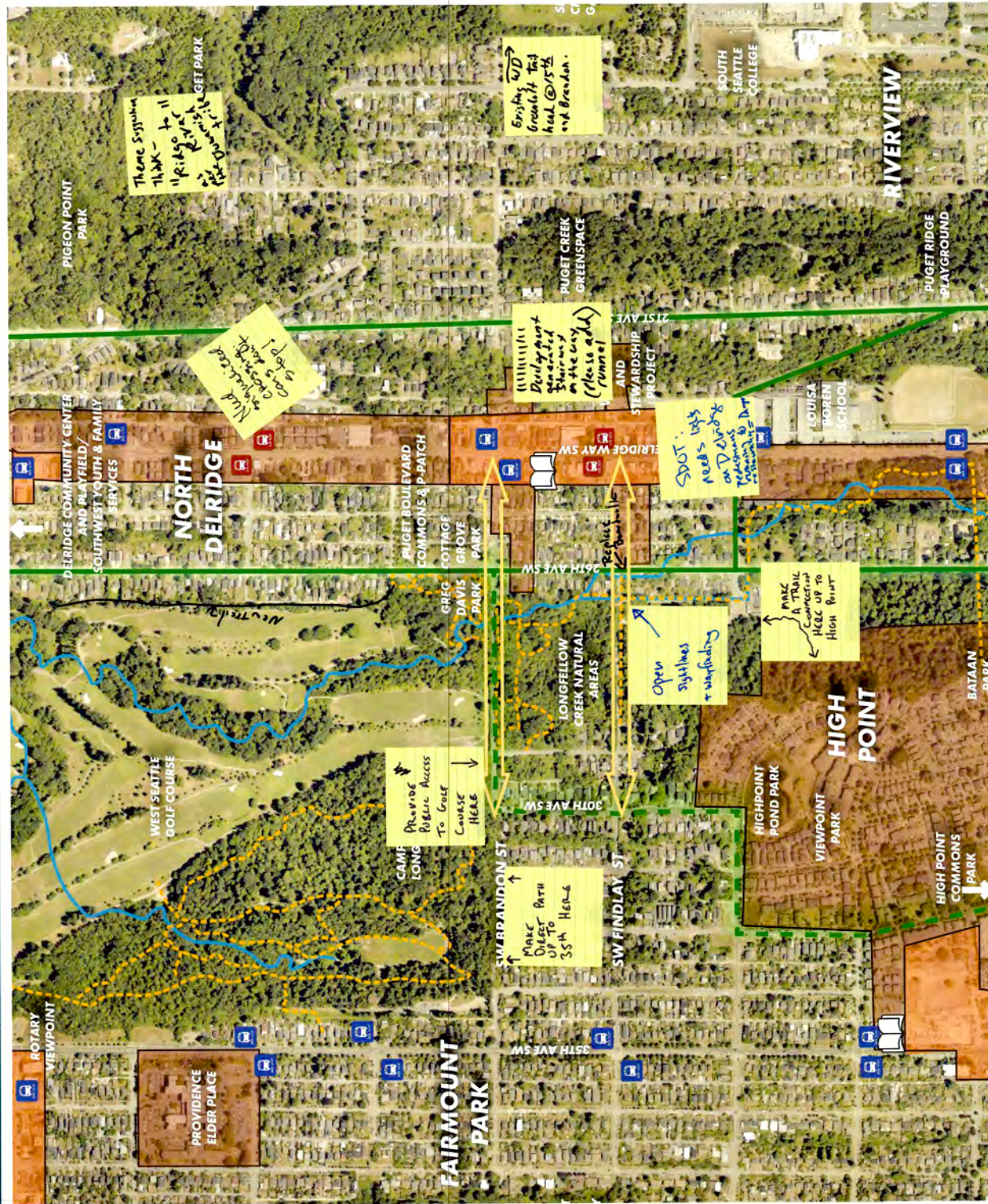
# SITE CONTEXT



## LEGEND:

- Mixed Use/Commercial
- High Density Housing
- Library
- Bus Stop
- Future Rapid Ride H-Line Bus Stop
- Long Fellow Creek and Tributaries

- Existing Trails
- Neighborhood Green Way
- Proposed Neighborhood Green Way
- Areas of Focus at Brandon and Findlay Streets



Seattle Parks & Recreation

SDOT  
Seattle Department of Transportation

HBB  
HARBOR BRIDGE AUTHORITY

## SW Brandon Street and SW Findlay Street Trail Improvements



# AREAS OF FOCUS



## GOALS

- Improve trails between the High Point and Delridge neighborhoods along SW Brandon and Findlay Streets.
- Provide wayfinding and other enhancements to improve access to future RapidRide H bus line along Delridge.
- Enhance trail entries to Camp Long and natural areas along Longfellow Creek to be more open and welcoming to the public.

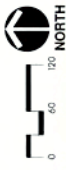
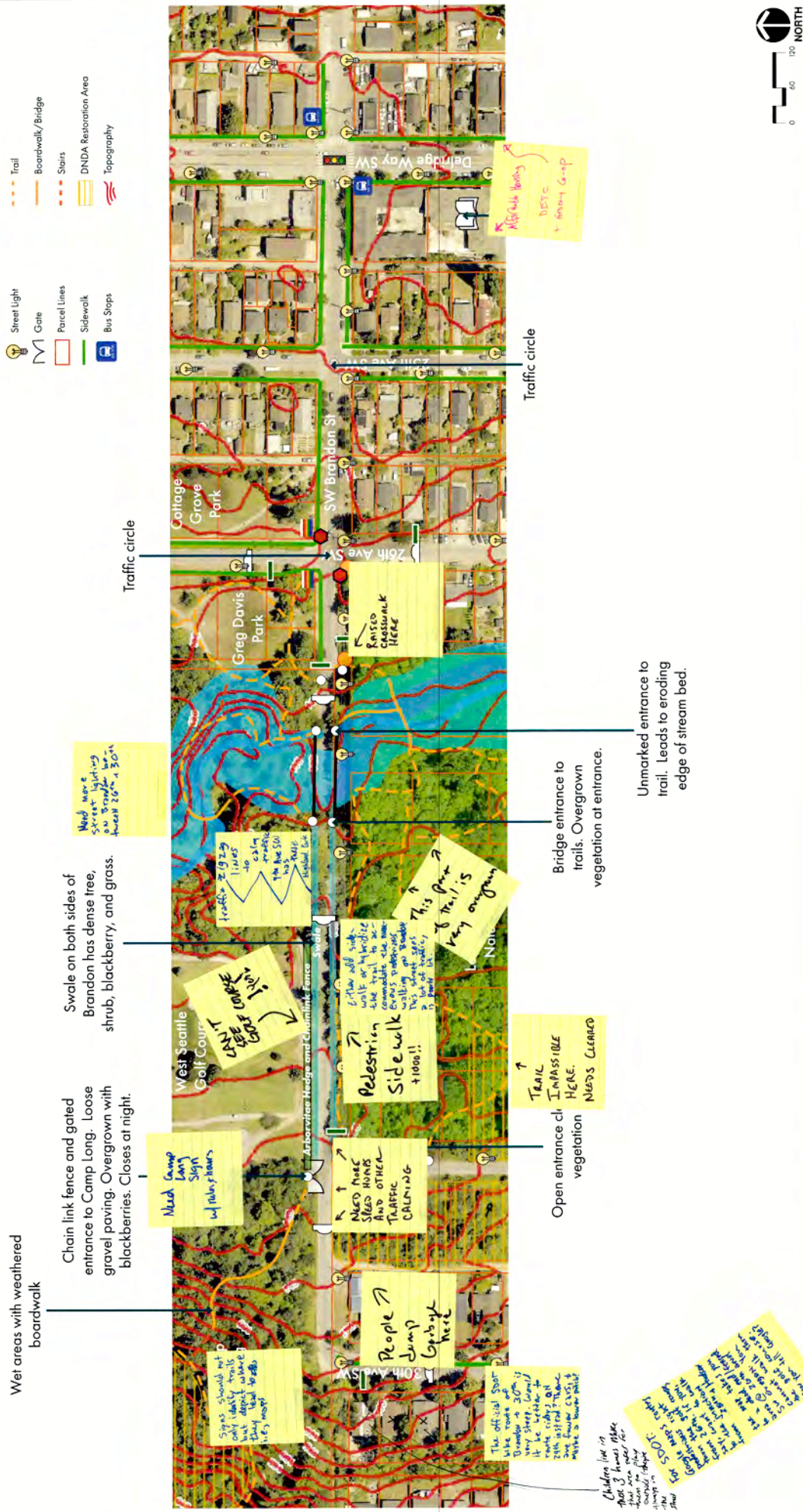
## TIMELINE

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What do you know about this place?

- KEY
- Seattle Parks Sign
  - Stop Sign
  - Wayfinding Bollard (100 year storm)
  - Wayfinding Blade Sign
  - Speed Bump
  - Street Light
  - Gate
  - Parcel Lines
  - Sidewalk
  - Bus Stops
  - Long Fallow Creek
  - Long Fallow Creek Flood Zone (100 year storm)
  - Trail Entrance
  - Guardrail
  - Trail
  - Boardwalk/Bridge
  - Stairs
  - DNDA Restoration Area
  - Topography



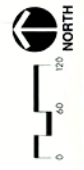
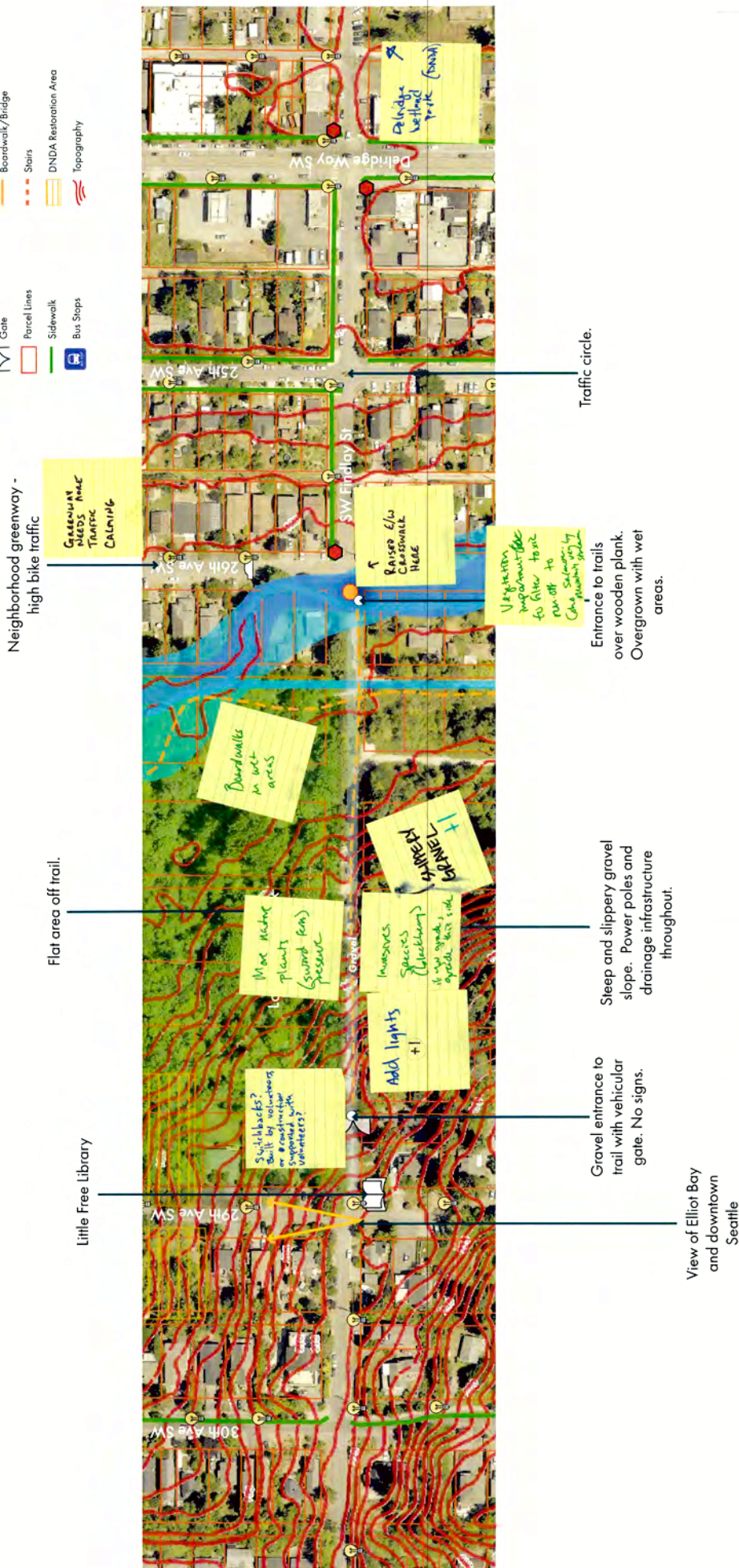


# INVENTORY

*What do you know about this place?*

**KEY**

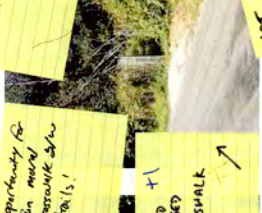
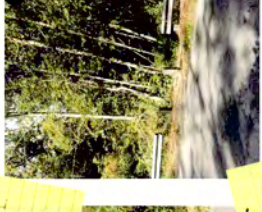
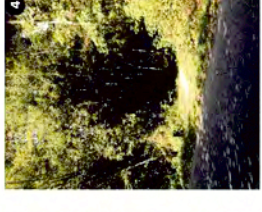
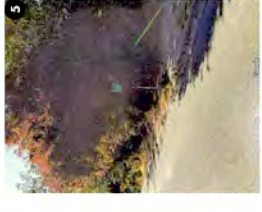
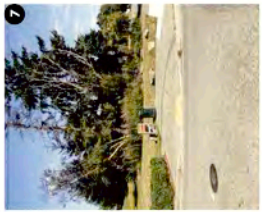
	Seattle Parks Sign		Long Fello Creek
	Stop Sign		Long Fello Creek Flood Zone
	Wayfinding Bollard		Trail Entrance
	Wayfinding Blade Sign		Guardrail
	Speed Bump		Trail
	Street Light		Boardwalk/Bridge
	Gate		Stairs
	Parcel Lines		DNDA Restoration Area
	Sidewalk		Topography
	Bus Stops		





# SW BRANDON STREET ANALYSIS

How do you feel about these spaces?



Signage needed

Opportunity for an annual Crosswalk Sign 'Falls!'

AND RAISED CROSSWALK

Use the roadworks

NOT WELCOMING

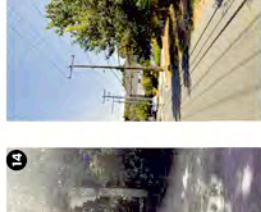
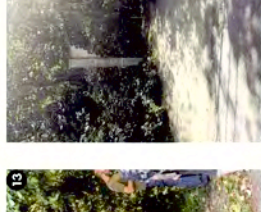
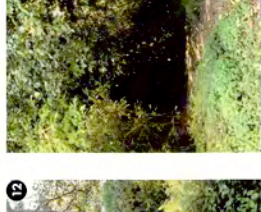
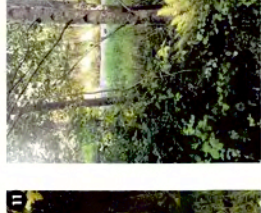
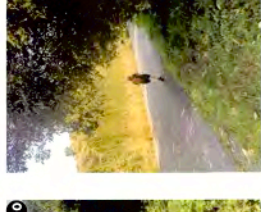
open Fence Eviction n 5:30 AM

fix Boardwalk

Needs Sidewalk Here  
 Stop on road  
 Signs on side walk  
 Continue side walk

On the 1st  
 Boardwalk  
 Boardwalk

Consulate department  
 Signage  
 Along street  
 add more



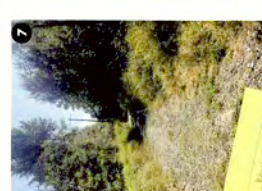
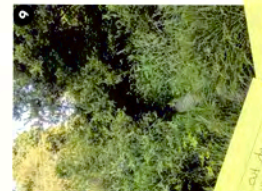
# SW Brandon Street and SW Findlay Street Trail Improvements





# SW FINDLAY STREET ANALYSIS

How do you feel about these spaces?

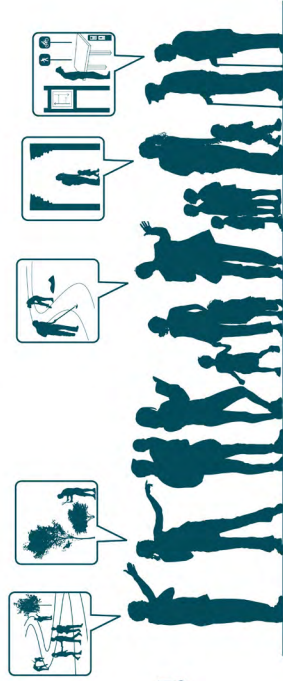


# SW Brandon Street and SW Findlay Street Trail Improvements





**We heard you...**



**Your input helps!**

**COMMENTS FROM COMMUNITY WALK - DECEMBER 7, 2019**



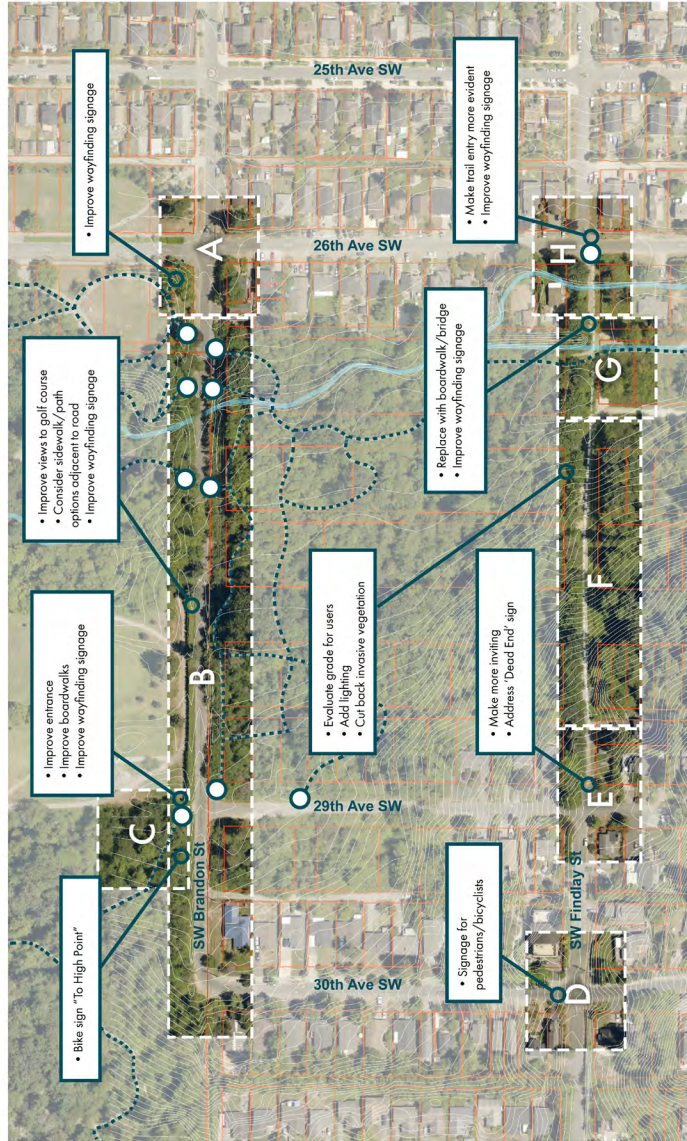
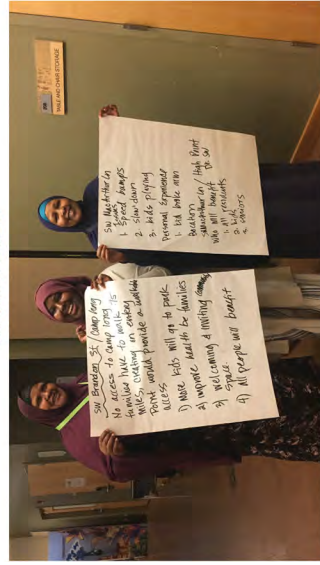
**SW BRANDON STREET AND SW FINDLAY STREET SITE WALK** - December 7, 2019  
**ADDITIONAL COMMENTS:**  
 - Add a water fountain and a bench  
 - Add a sign for the trail  
 - Add a sign for the trail  
 - Add a sign for the trail  
 - Add a sign for the trail

**SW BRANDON STREET AND SW FINDLAY STREET SITE WALK** - December 7, 2019  
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**SW BRANDON STREET AND SW FINDLAY STREET SITE WALK** - December 7, 2019  
**ADDITIONAL COMMENTS:**  
 - Add a water fountain and a bench  
 - Add a sign for the trail  
 - Add a sign for the trail  
 - Add a sign for the trail  
 - Add a sign for the trail

**COMMUNITY MEMBER COMMENTS FROM 'YOUR VOICE, YOUR CHOICE' - MARCH 2020**



**SW Brandon Street and SW Findlay Street Schematic Design**





# Examples of Improvements



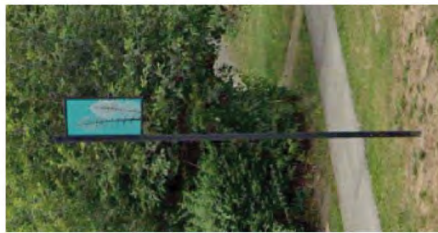
Gateway/Trailhead Improvement



Camp Long Historic Gateway and Sign



Gateway Columns



Gateway Pole



Wayfinding Improvement



Seattle Parks and Recreation (SPR) Rainbow Signs



Seattle Department of Transportation (SDOT) Blade Signs



Interpretive Sign and Map



Sign Posts

## SW Brandon Street and SW Findlay Street Schematic Design

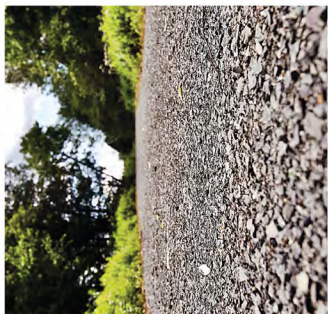




# Examples of Improvements



Trail Improvement



Resurfacing Gravel



Removable Bollard



Wet Area Crossing With Culvert



Boardwalks



Regrading trail



Vegetation Management



Clear Out Invasive Species



Volunteer Maintenance



Sidewalk Improvement



Concrete Sidewalks



Asphalt Sidewalks With Wheel Stops



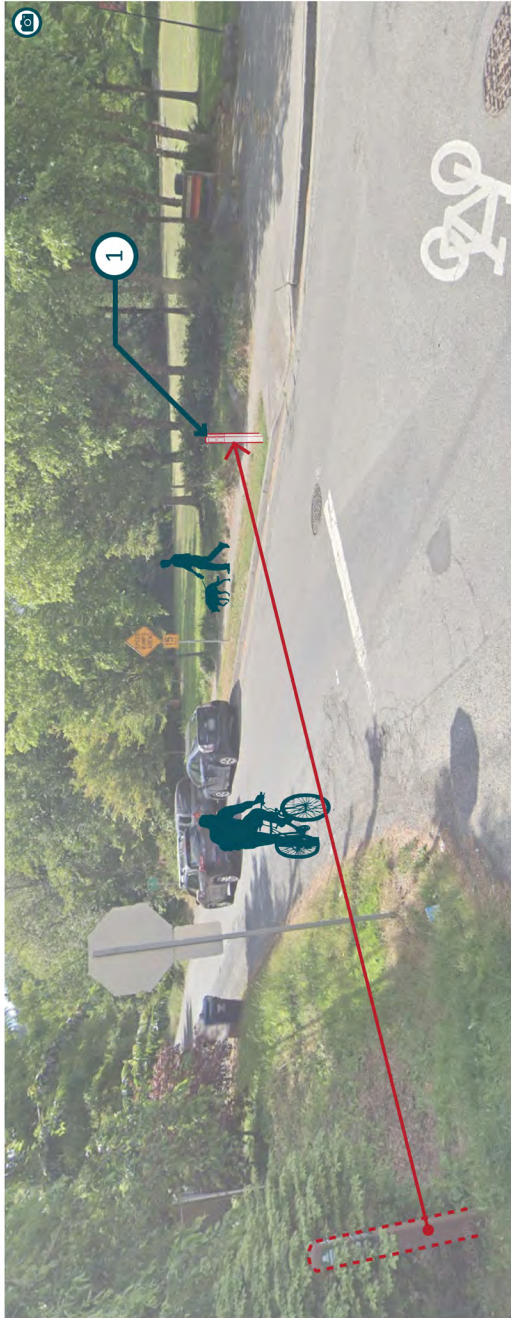
ADA Ramps at Street Crossings

## SW Brandon Street and SW Findlay Street Schematic Design

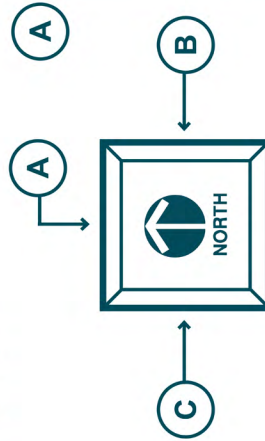




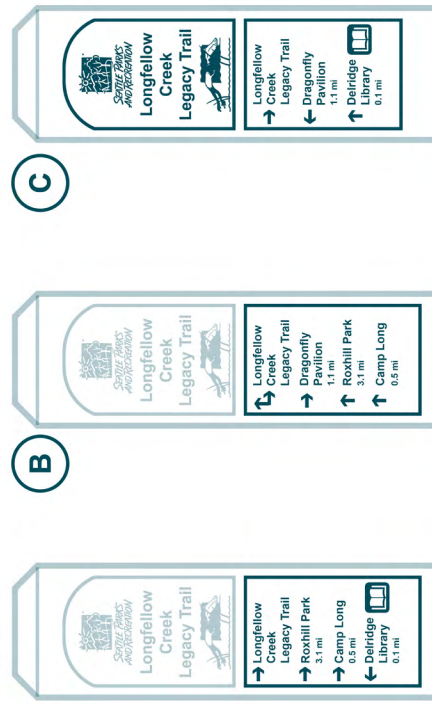
# Brandon Street + 26th Intersection



PLAN VIEW



DETAIL VIEW



## 1 SIGN POST DETAIL

NOTE: EXISTING FEATURES ARE DEPICTED AS SCREENED BACK



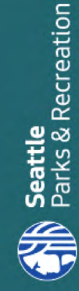
### Proposed Site Interventions

1) Move existing sign post to other side of street, add new graphic panels

### Cost

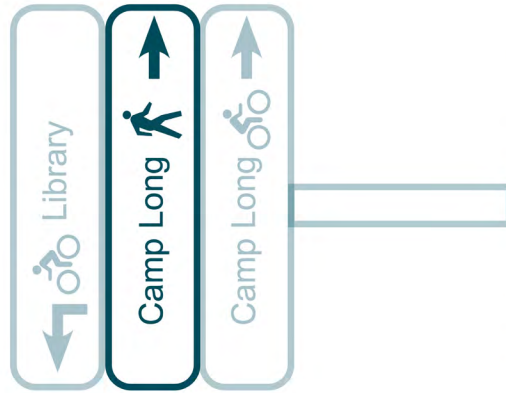
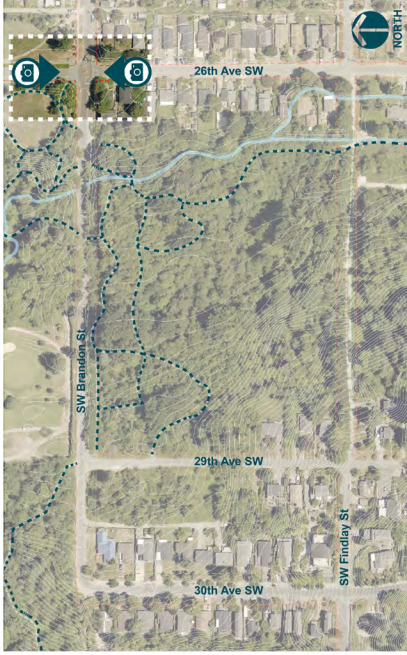
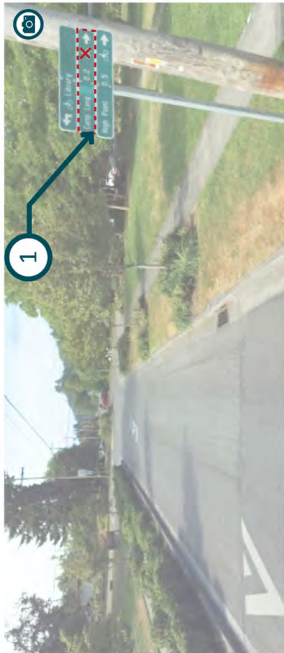
\$

# SW Brandon Street and SW Findlay Street Schematic Design



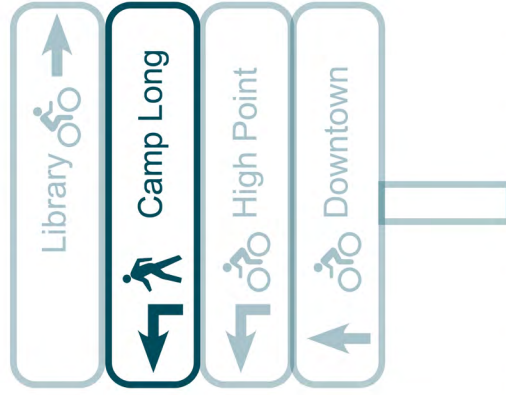


# Brandon Street + 26th Intersection



**1** BLADE SIGN DETAIL: GOING SOUTH ON 26TH

NOTE: EXISTING FEATURES ARE DEPICTED AS SCREENED BACK



**2** BLADE SIGN DETAIL: GOING NORTH ON 26TH

NOTE: EXISTING FEATURES ARE DEPICTED AS SCREENED BACK

## Proposed Site Interventions

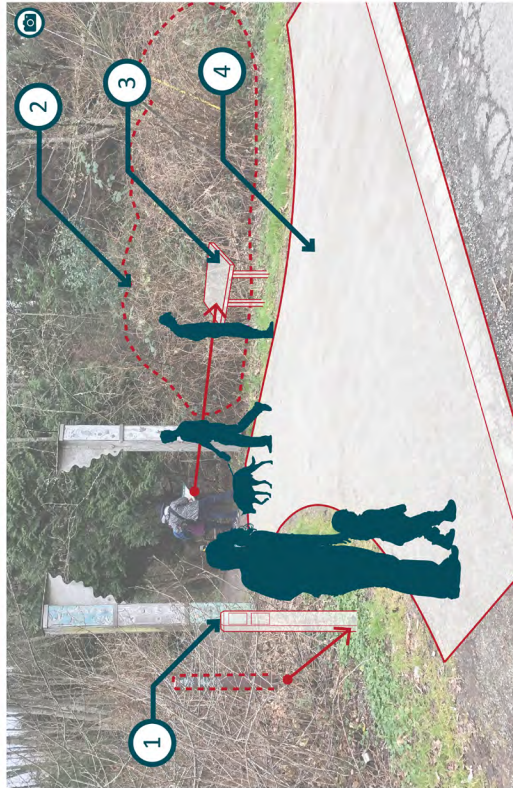
- 1) Revise existing SDOT blade signs to Camp Long

## Cost

\$

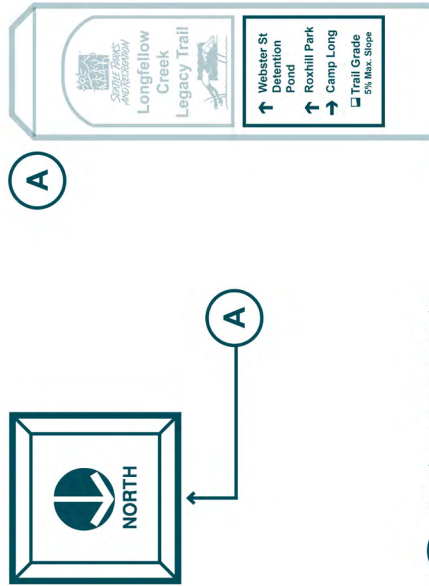


# Brandon Street Legacy Trail Entry: South Side



PLAN VIEW

DETAIL VIEW

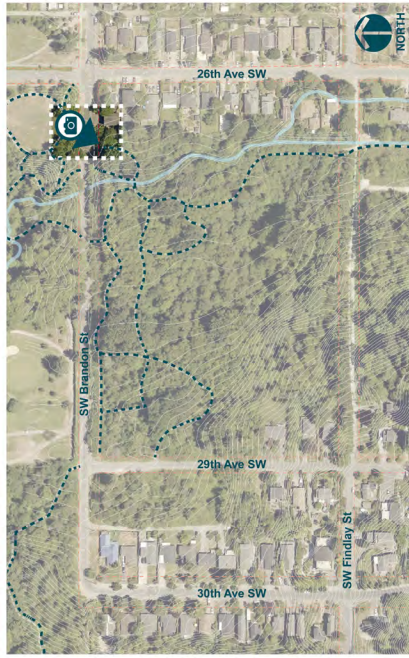


## 1 SIGN POST DETAIL

NOTE: EXISTING FEATURES ARE DEPICTED AS SCREENED BACK



## 3 INTERPRETIVE MAP SIGN DETAIL



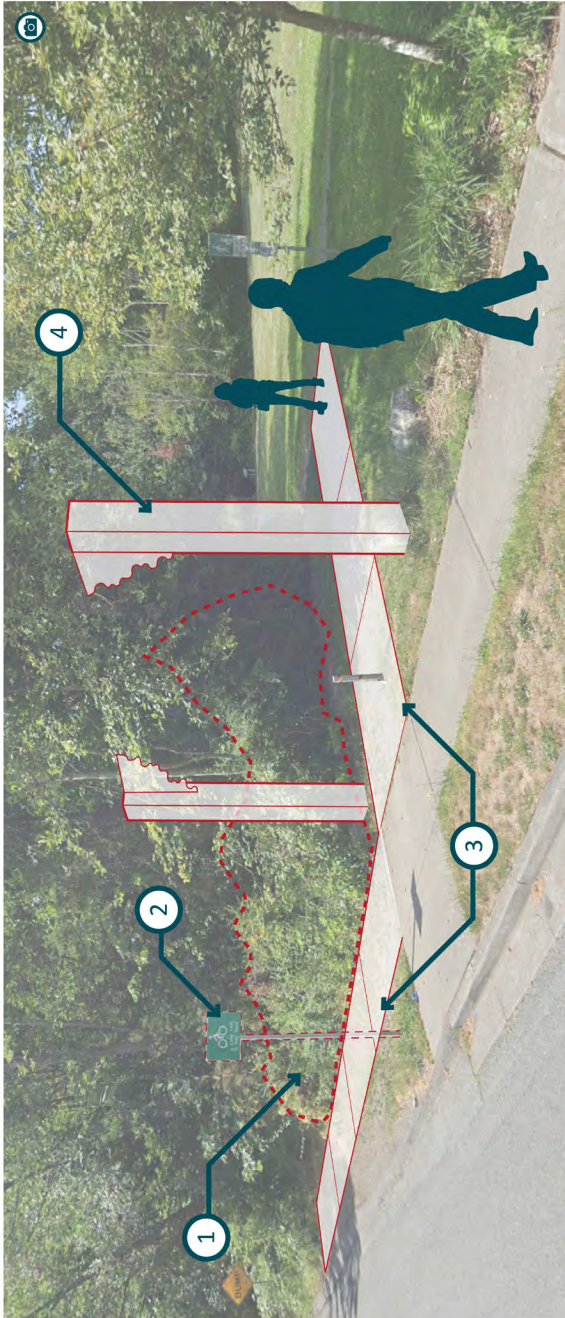
Proposed Site Interventions	Cost
1) Relocate existing sign post closer to street, add new graphic panel	\$
2) Vegetation management	\$
3) Relocate wayfinding interpretive map, add new graphic panel	\$
4A) Gravel resurfacing for entry	\$\$
4B) Concrete paving for entry	\$\$

# SW Brandon Street and SW Findlay Street Schematic Design



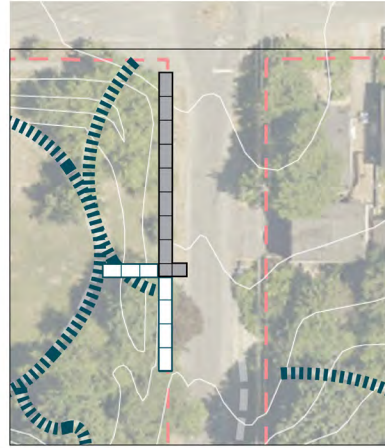
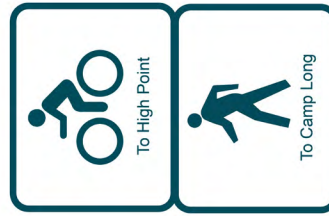


# Brandon Street Legacy Trail Entry: North Side

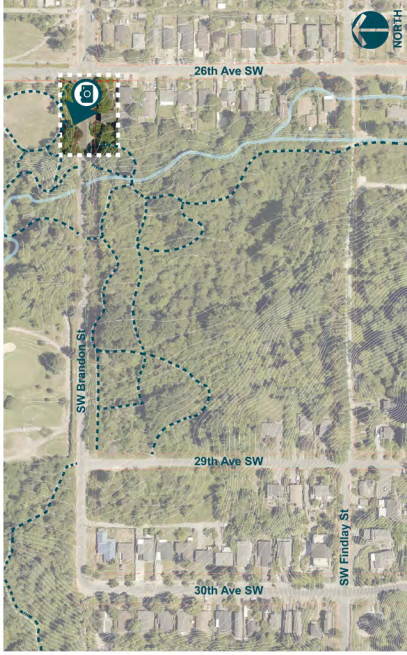


## 2 BLADE SIGN DETAIL

NOTE: EXISTING FEATURES ARE DEPICTED AS SCREENED BACK



## 3 SIDEWALK PLAN VIEW



### Proposed Site Interventions

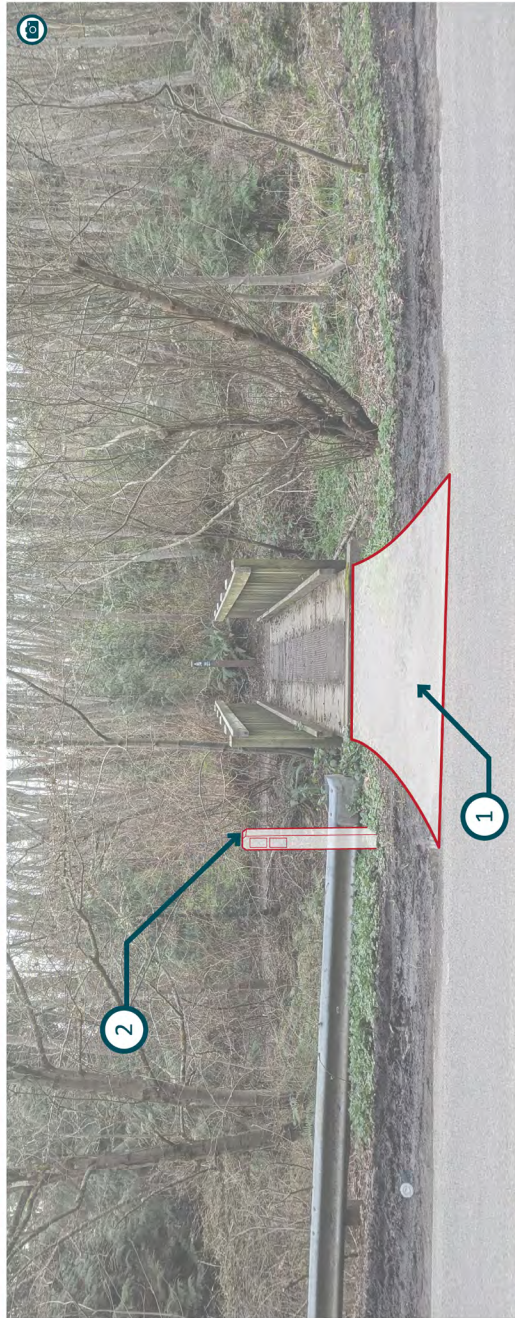
- 1) Vegetation Management
- 2) Revise existing SDOT wayfinding blade sign to Camp Long
- 3) Extend sidewalk and pave entry to align with trail across street
- 4) Gateway feature

### Cost

- |   |        |
|---|--------|
| 1) Vegetation Management  | \$     |
| 2) Revise existing SDOT wayfinding blade sign to Camp Long          | \$     |
| 3) Extend sidewalk and pave entry to align with trail across street | \$\$   |
| 4) Gateway feature  | \$\$\$ |



# Brandon Street: Secondary Trail Entry at Bridge



PLAN VIEW



DETAIL VIEW



2 SIGN POST DETAIL



## Proposed Site Interventions

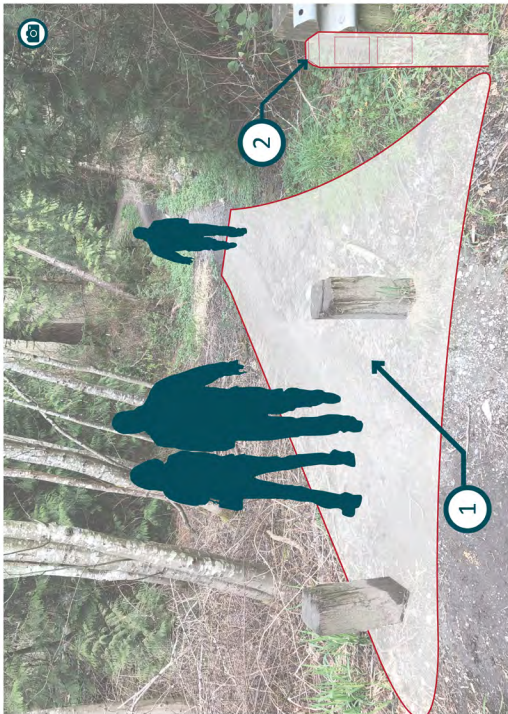
Proposed Site Interventions	Cost
1) Gravel resurfacing	\$
2) Wayfinding sign post	\$

# SW Brandon Street and SW Findlay Street Schematic Design





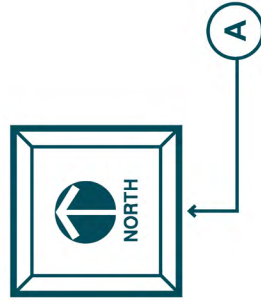
# Brandon Street: Secondary Trail Entry Across From Bridge



DETAIL VIEW



PLAN VIEW



2 SIGN POST DETAIL



## Proposed Site Interventions

- 1) Gravel resurfacing
- 2) Wayfinding sign post

## Cost

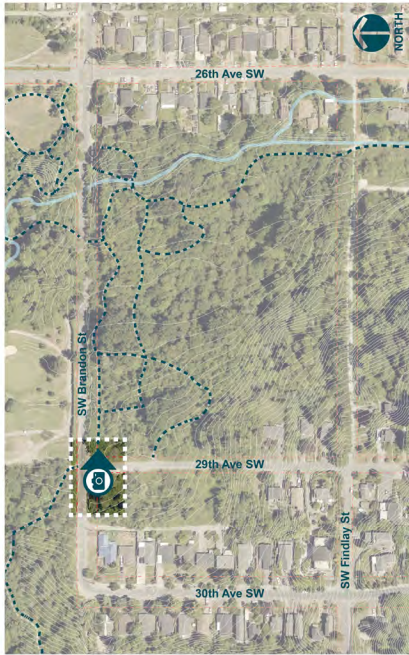
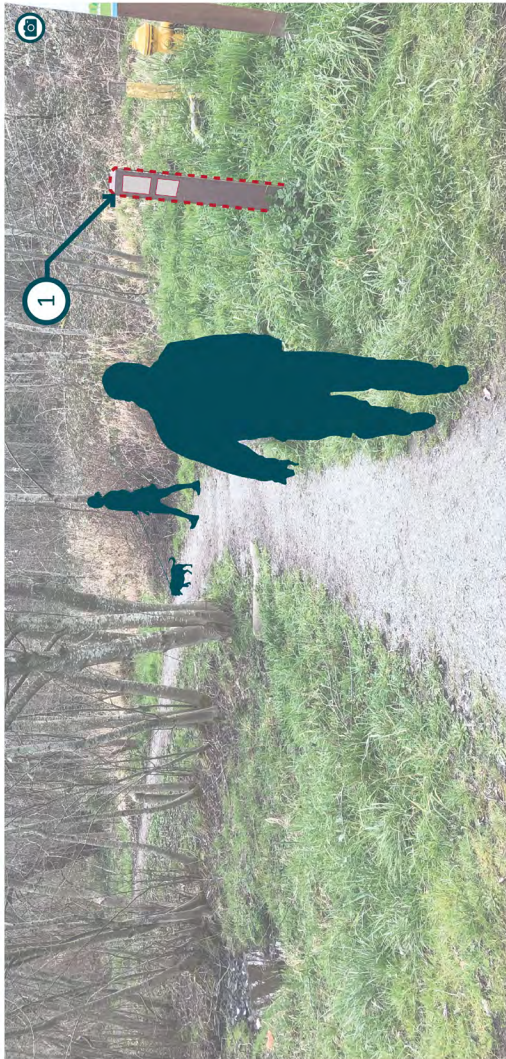
\$ \$



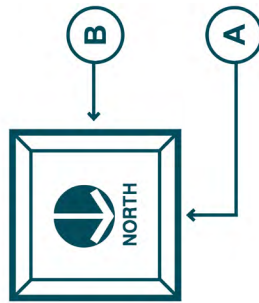
# SW Brandon Street and SW Findlay Street Schematic Design



# Trail Entry at Brandon Street and 29th Intersection



PLAN VIEW



DETAIL VIEW



## 1 SIGN POST DETAIL

NOTE: EXISTING FEATURES ARE DEPICTED AS SCREENED BACK

### Proposed Site Interventions

1) New graphic panels on existing wayfinding sign post

### Cost

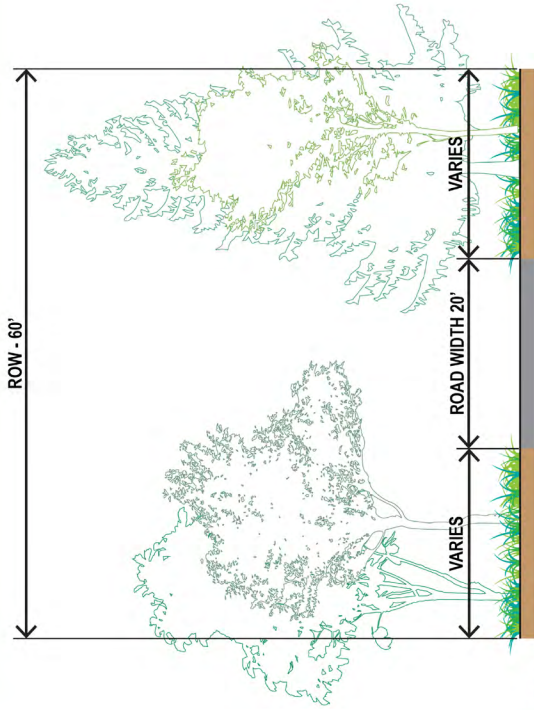
\$

# SW Brandon Street and SW Findlay Street Schematic Design





# SW Brandon St ROW (Existing Conditions)



# SW Brandon Street and SW Findlay Street Schematic Design

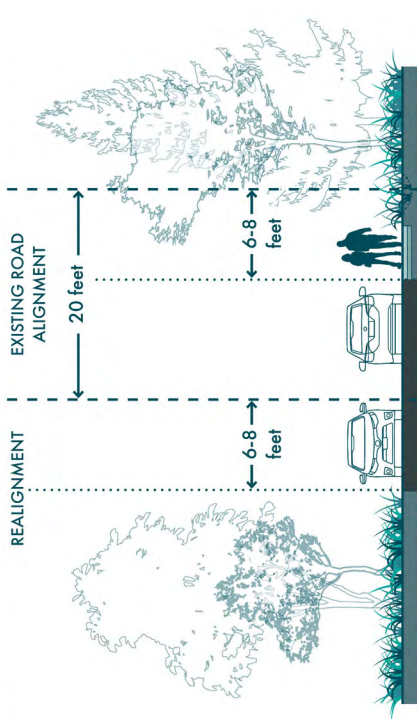
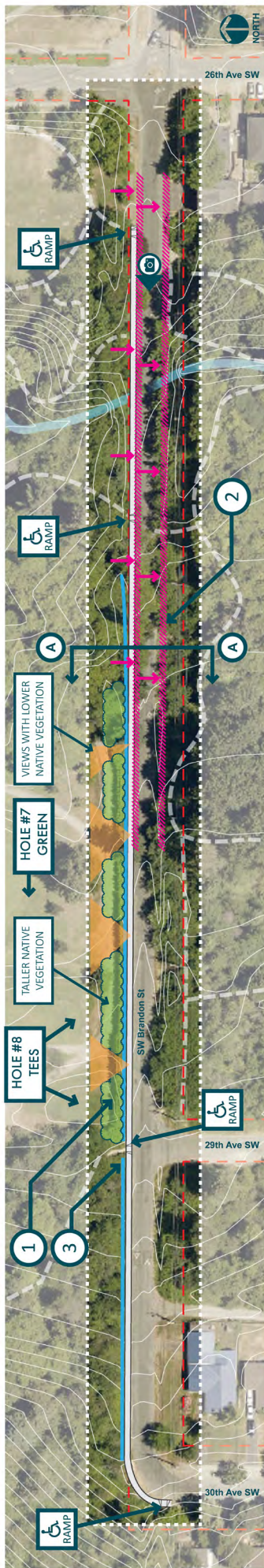


Seattle  
Parks & Recreation





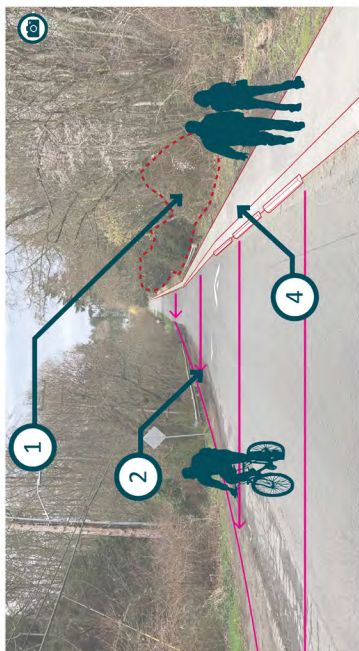
# Brandon Street Right-of-Way - North Option



## A SECTION DETAIL (FACING WEST)

PROS
• Continuous sidewalk without crossing any intersections or driveways
• Connects to existing entrance to Camp Long
• No perceived impacts to private property

CONS
• Requires crossing 30th at bottom of steep slope
• Grading would require more fill and drainage improvements
• Requires partial shift in roadway 6 to 8 feet



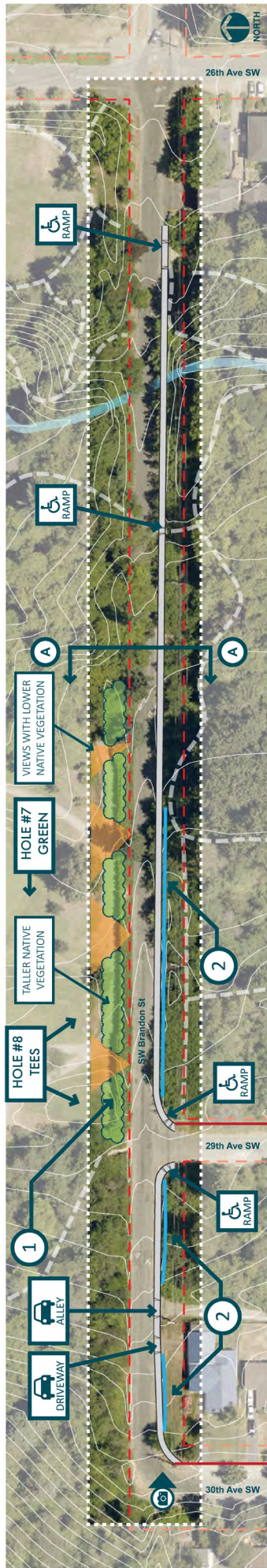
Proposed Site Interventions	Cost
1) Vegetation removal and management	\$
2) Move portion of roadway south 6-8 feet	\$\$\$\$
3) Reroute swales with culvert at Camp Long entrance	\$
4A) Option: Gravel path with wheel stops	\$\$\$
4B) Option: Asphalt path with wheel stops	\$\$\$
4C) Option: Concrete sidewalk with concrete curb and ADA ramps	\$\$\$\$

# SW Brandon Street and SW Findlay Street Schematic Design

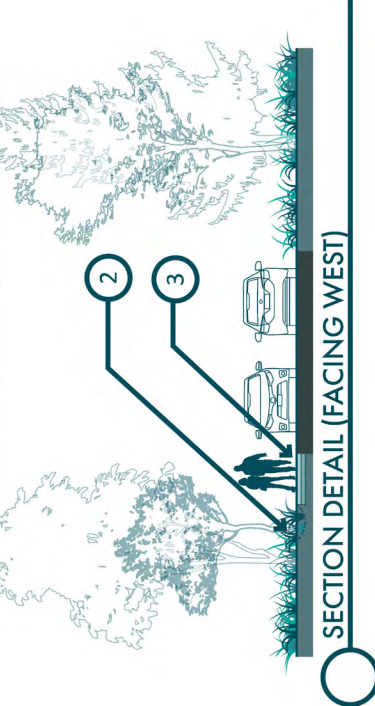
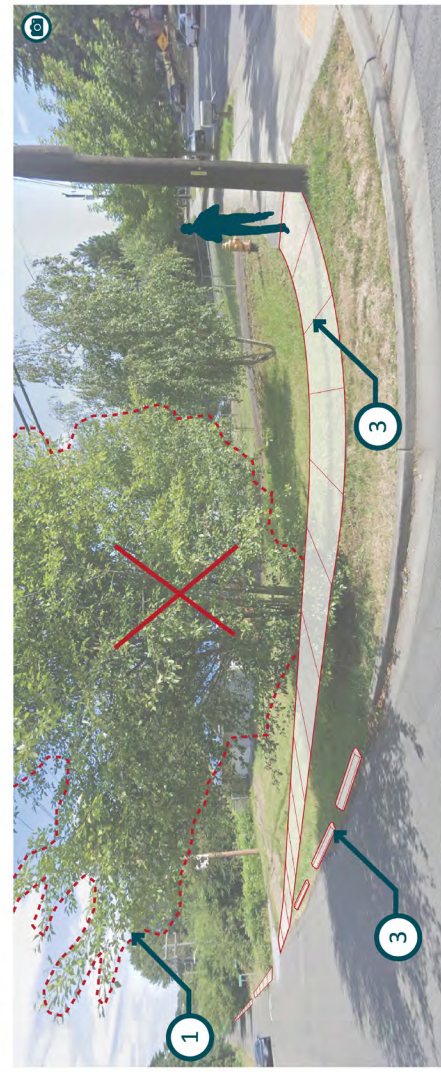




# Brandon Street Right-of-Way - South Option



ALTERNATIVE OPTION: PROVIDE IMPROVEMENTS ONLY BETWEEN 30TH AND 29TH AS EXISTING NATURAL PATH ALONG BRANDON CAN SERVE AS PRIMARY EAST-WEST CONNECTION



PROS	
• All improvements occur in SDOT right-of-way	
• Existing area on south side of creek crossing has sufficient room for path without change to road alignment	
• Connects to existing sidewalk on 30th and at existing trail crossing on east end	

CONS	
• Crosses 29th Ave SW, an alley, and a driveway	
• Extra coordination required with adjacent property owners	
• Impacts known wetlands	

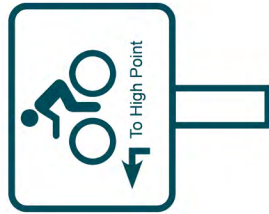
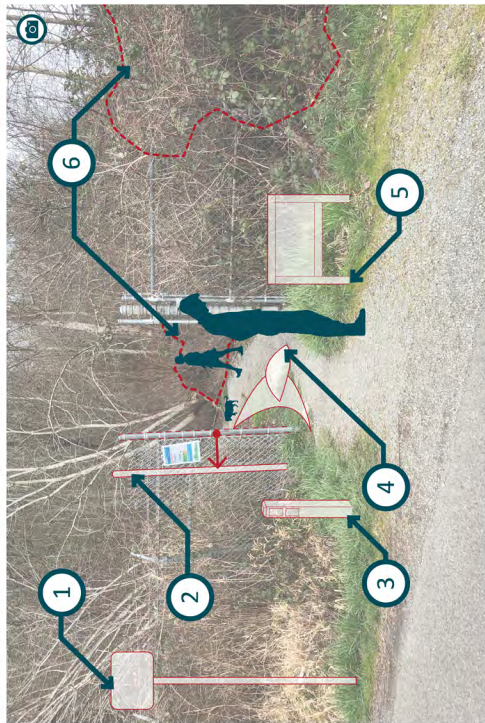
Proposed Site Interventions		Cost
1) Vegetation removal, management, and mitigation planning		\$
2) Reroute swales, add additional culverts		\$\$
3A) Option: Gravel path with wheel stops		\$\$\$
3B) Option: Asphalt path with wheel stops		\$\$\$
3C) Option: Concrete sidewalk		\$\$\$\$

## SW Brandon Street and SW Findlay Street Schematic Design





# Camp Long Entrance (Option A)



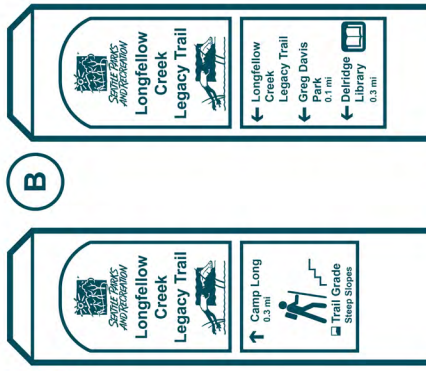
1 BLADE SIGN DETAIL



PLAN VIEW

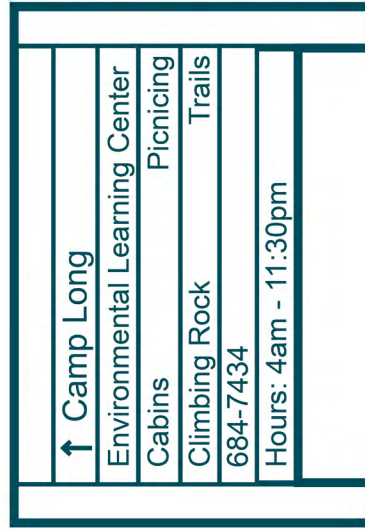


DETAIL VIEW



3 SIGN POST DETAIL

5 SEATTLE PARKS AND RECREATION: RAINBOW SIGN DETAIL

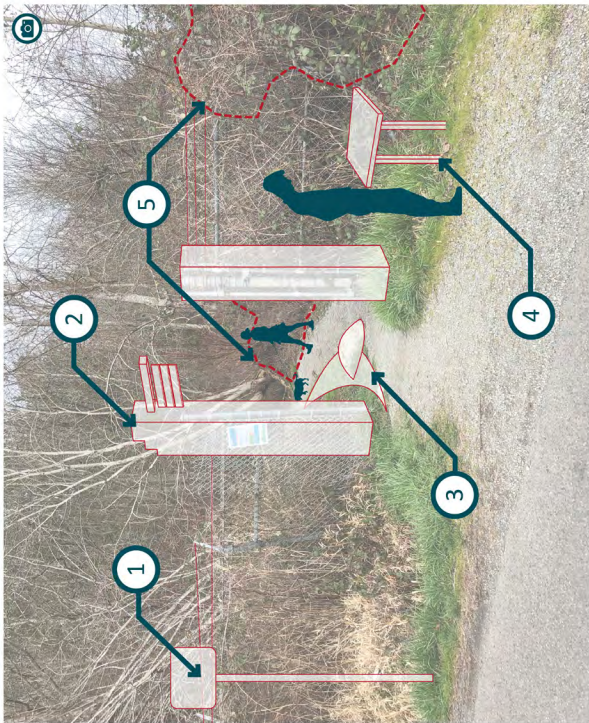


## Proposed Site Interventions (Option A)

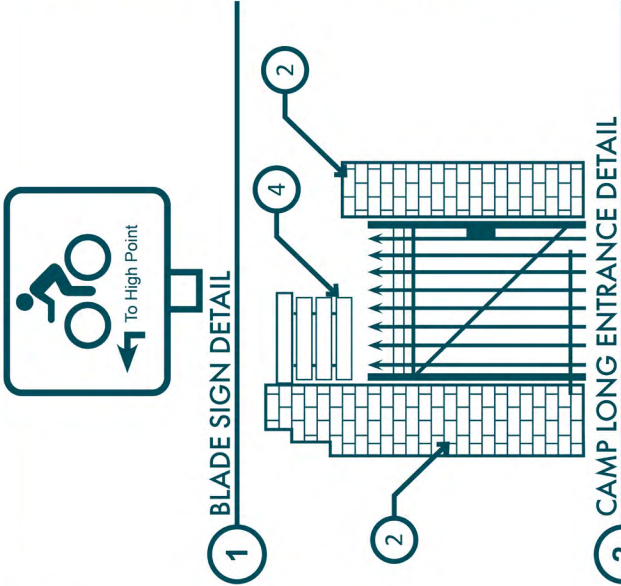
Proposed Site Interventions (Option A)	Cost
1) SDOT wayfinding blade sign	\$
2) Widen gate entry and trail within existing chainlink fencing	\$\$
3) Wayfinding sign post	\$
4) Clear trail	\$
5) SPR Standard Rainbow Sign	\$\$
6) Vegetation management	\$



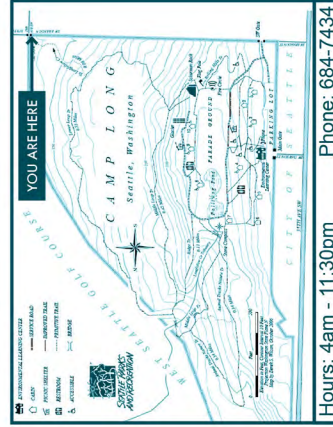
# Camp Long Entrance (Option B)



2 CAMP LONG SIGN DETAIL



2 CAMP LONG ENTRANCE DETAIL



4 INTERPRETIVE MAP SIGN DETAIL

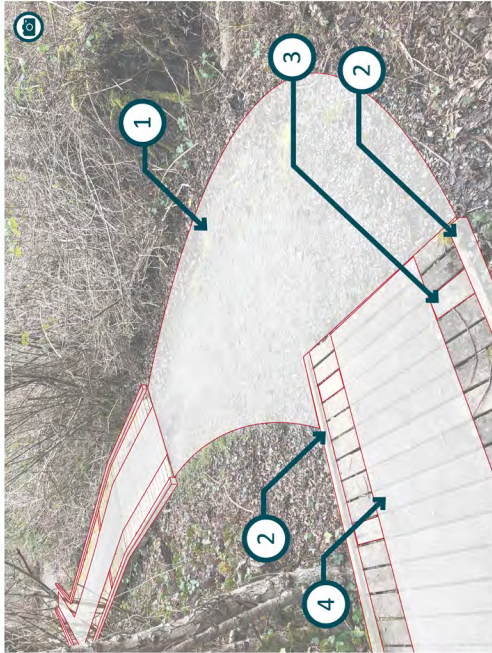
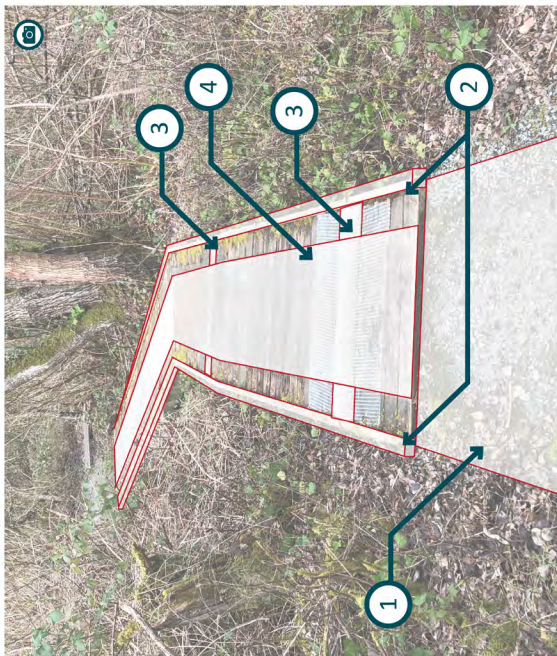


## Proposed Site Interventions (Option B)

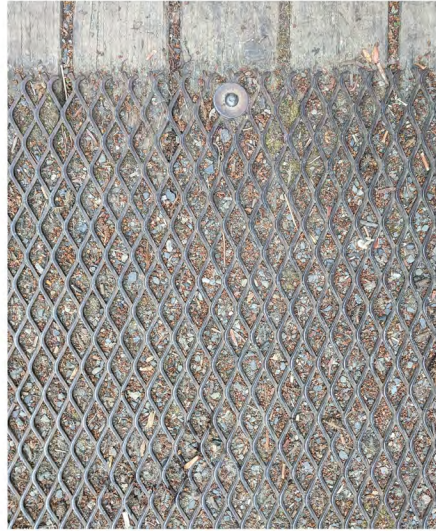
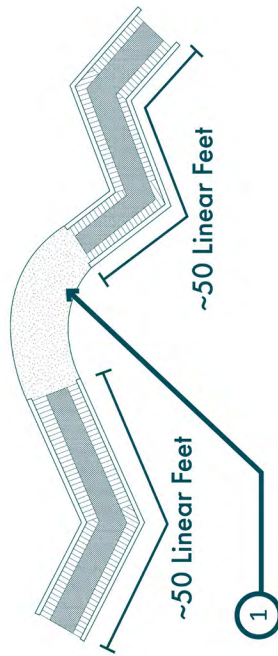
Proposed Site Interventions (Option B)	Cost
1) SDOT wayfinding blade sign	\$
2) Widen entry and install stone columns and Camp Long themed sign with gate	\$\$\$
3) Clear trail	\$
4) Interpretive map sign	\$\$
5) Vegetation management	\$



# Camp Long Boardwalk (Option A)



Proposed Site Interventions (Option A)		Cost
1) Gravel resurfacing		\$
2) Larger bull rails		\$
3) Partial replacement of existing boards		\$
4) Replace existing metal grate with heavier gauge		\$



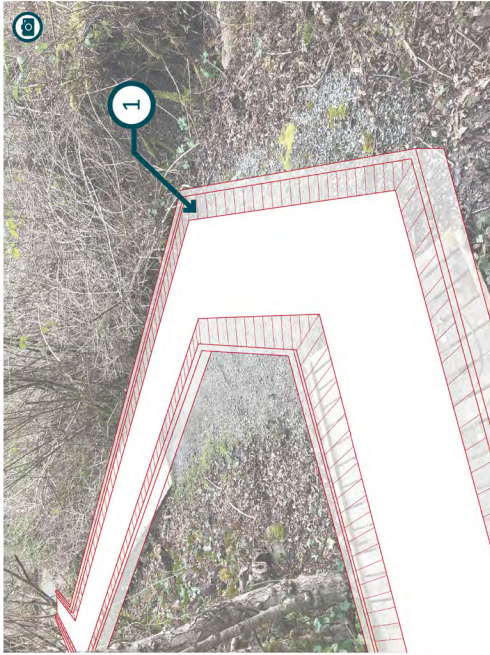
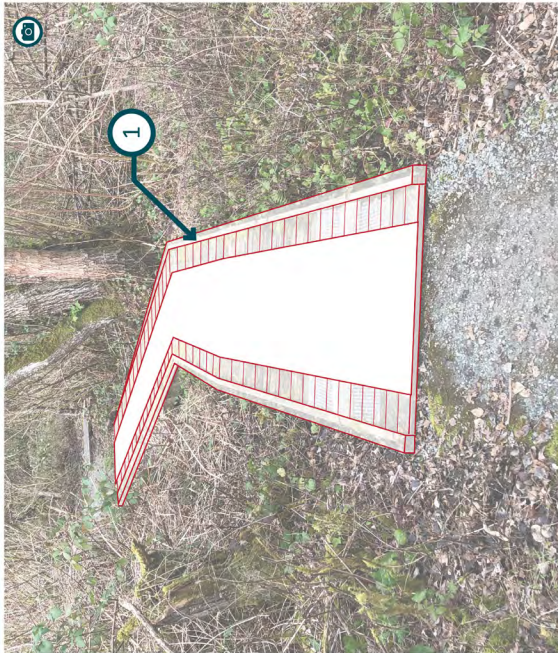
1 PLAN VIEW 4 HEAVY GAUGE METAL GRATE DETAIL

## SW Brandon Street and SW Findlay Street Schematic Design



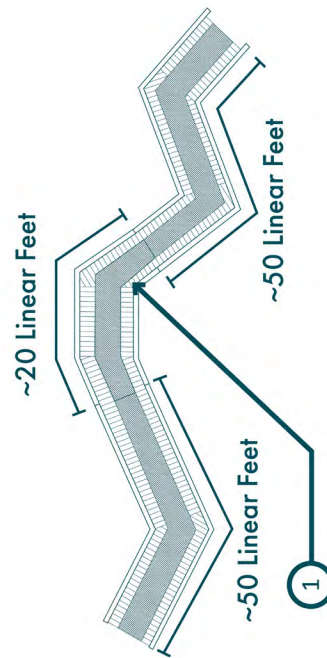


# Camp Long Boardwalk



## Proposed Site Interventions (Option B)

Proposed Site Interventions (Option B)	Cost
1A) Option: New wood boardwalk	\$\$\$
1B) Option: New metal/fiberglass boardwalk	\$\$\$



PLAN VIEW



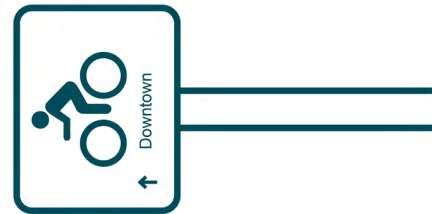
METAL/FIBERGLASS BOARDWALK

## SW Brandon Street and SW Findlay Street Schematic Design





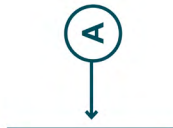
# Findlay Street and 30th Ave



1 BLADE SIGN DETAIL



PLAN VIEW



DETAIL VIEW



2 SIGN POST DETAIL



## Proposed Site Interventions

- 1) SDOT wayfinding blade sign
- 2) Wayfinding sign post

## Cost

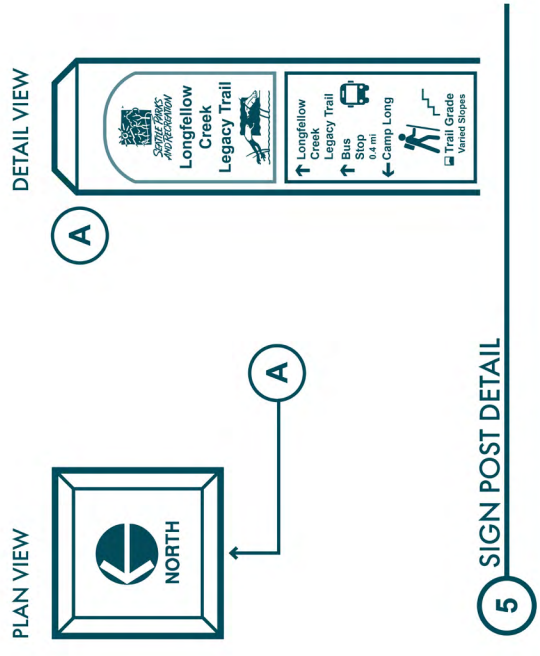
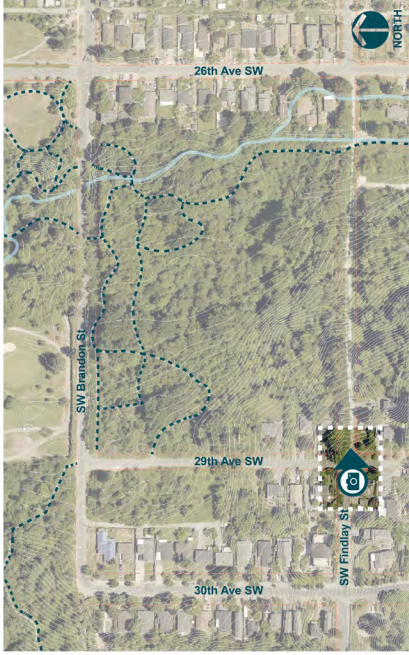
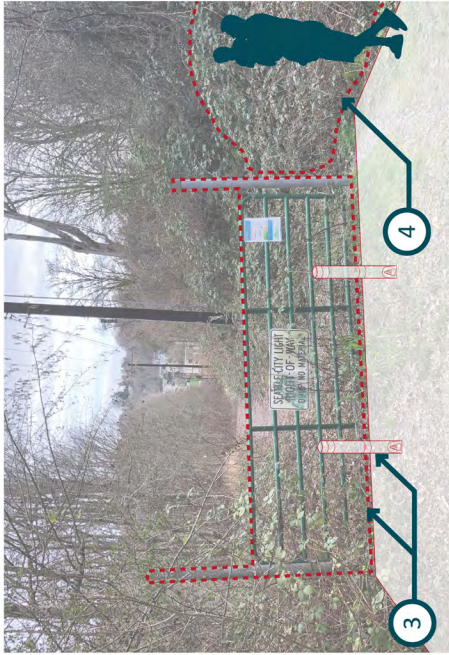
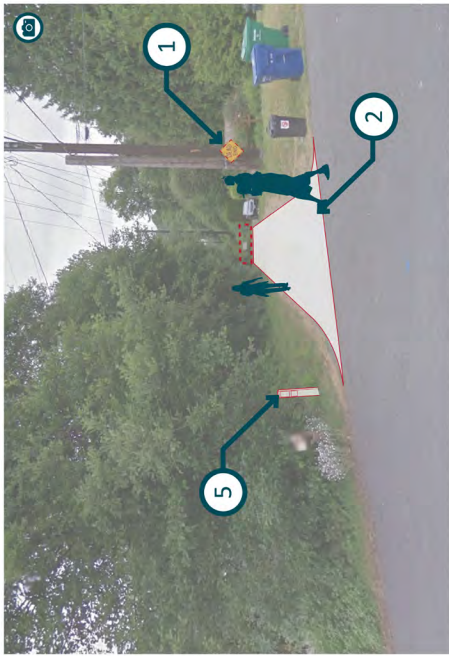
1) SDOT wayfinding blade sign	\$
2) Wayfinding sign post	\$

# SW Brandon Street and SW Findlay Street Schematic Design





# Trail Entry at Findlay Street and 29th Ave



5 SIGN POST DETAIL

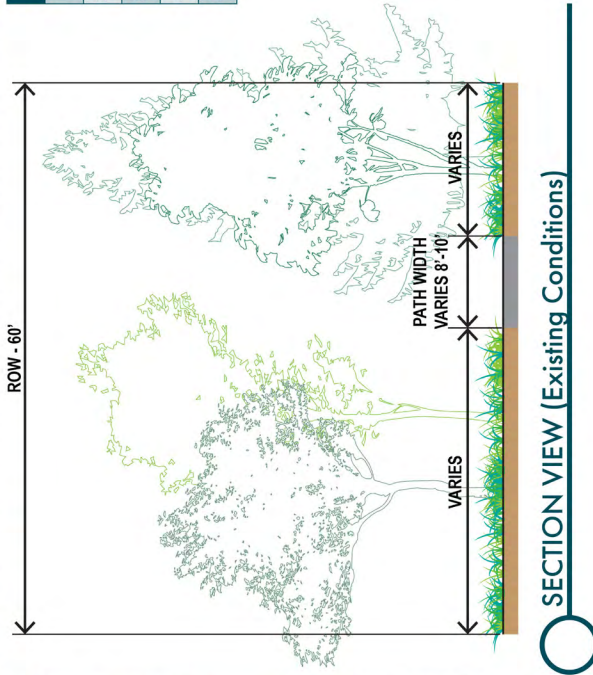
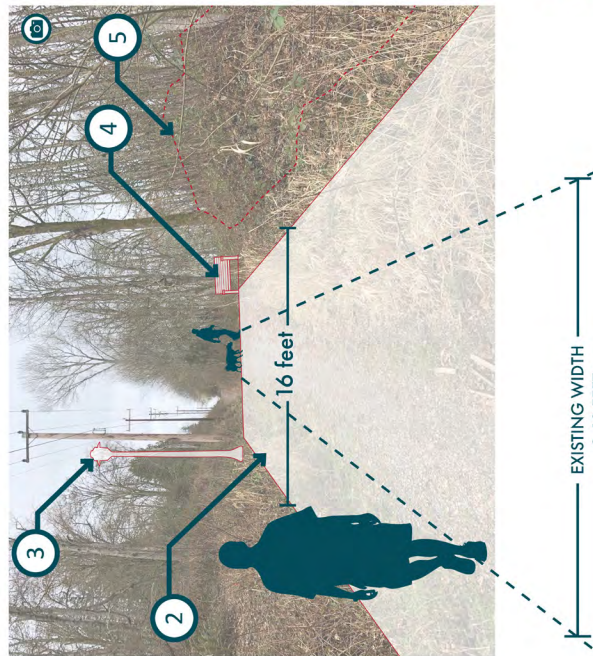
Proposed Site Interventions	Cost
1) Remove 'Dead End' sign	\$
2) Gravel resurfacing	\$
3) Remove gate and provide two removable bollards	\$\$
4) Vegetation management	\$
5) Wayfinding sign post	\$

## SW Brandon Street and SW Findlay Street Schematic Design





# Findlay Street Right-of-Way



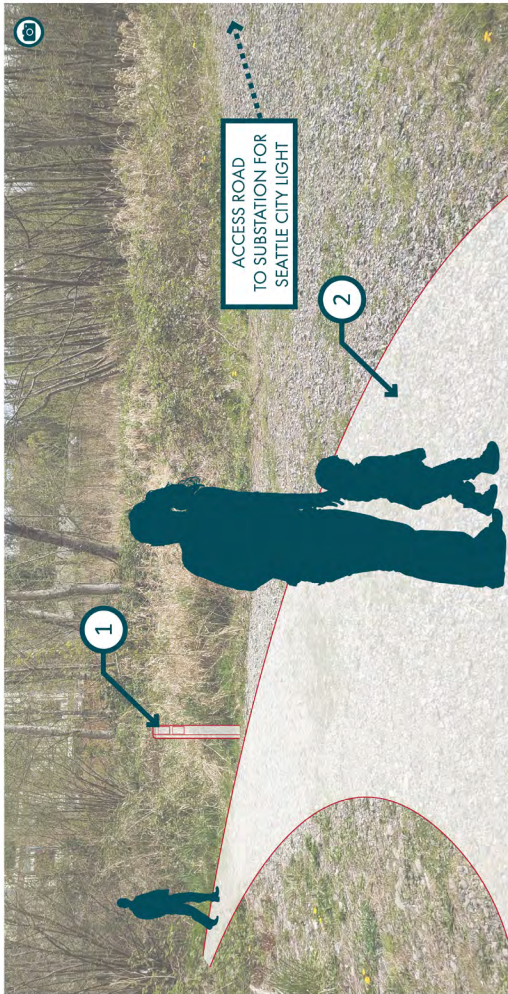
Proposed Site Interventions		Cost
1) Minor regrading		\$\$
2) Gravel resurfacing, 20 feet wide path		\$\$
3) Pedestrian lighting		\$\$\$\$
4) Bench		\$
5) Vegetation management		\$\$

## SW Brandon Street and SW Findlay Street Schematic Design





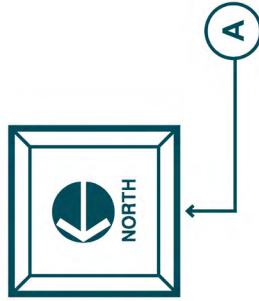
# Findlay Trail Intersection



DETAIL VIEW



PLAN VIEW



1 SIGN POST DETAIL



## Proposed Site Interventions

- 1) Wayfinding sign post
- 2) Gravel resurfacing to match rest of trail

## Cost

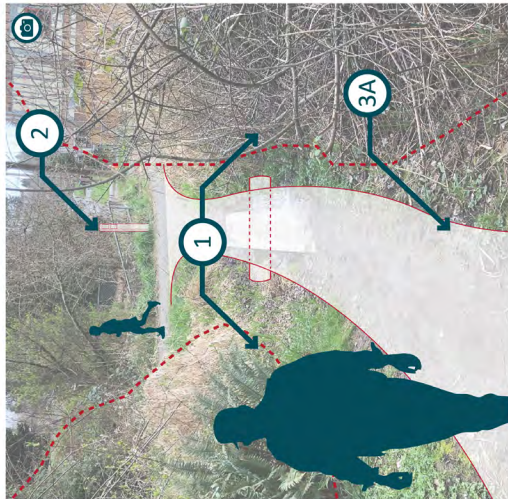
\$ \$



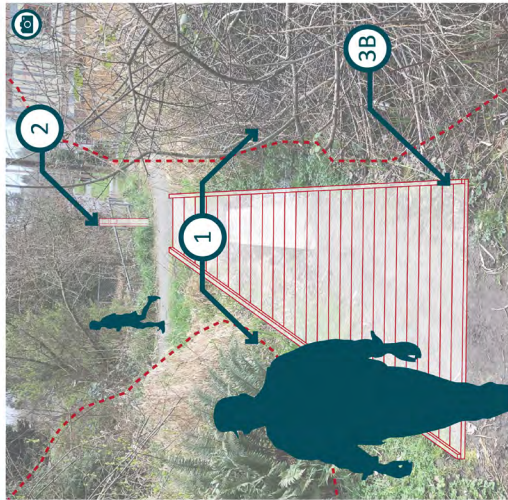
# SW Brandon Street and SW Findlay Street Schematic Design



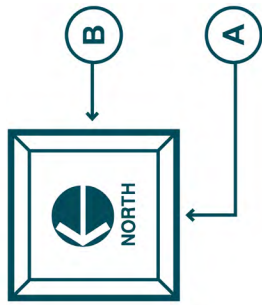
# Wet Area Crossing



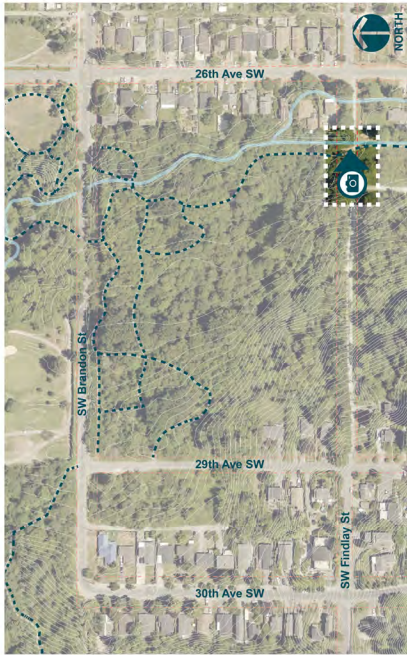
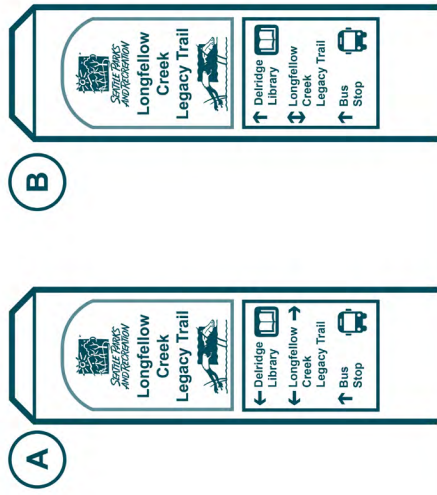
PLAN VIEW



DETAIL VIEW



2 SIGN POST DETAIL

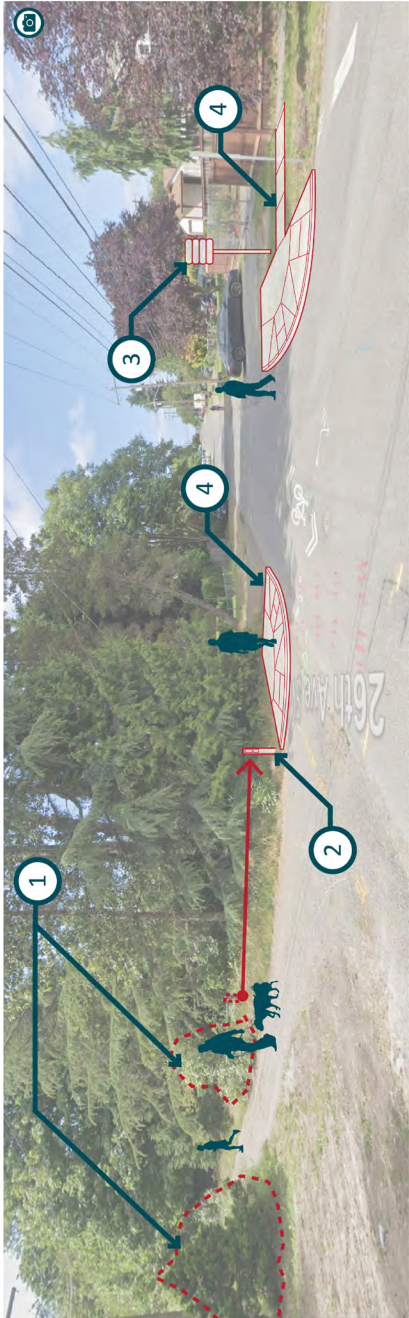


## Proposed Site Interventions

Proposed Site Interventions	Cost
1) Vegetation management	\$
2) Wayfinding sign post	\$
3A) Option: Wood boardwalk	\$\$\$
3B) Option: New metal/ fiberglass boardwalk	\$\$\$



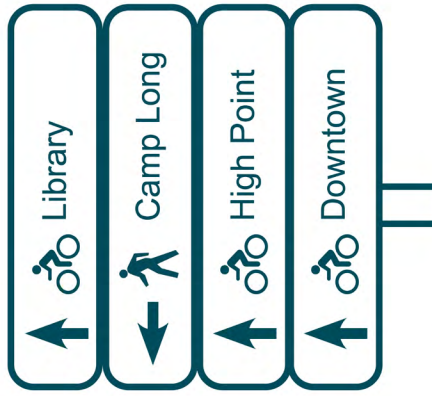
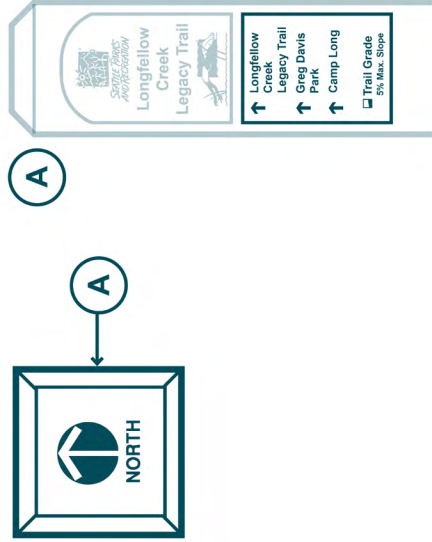
# Trail Entry at Findlay Street and 26th Ave Intersection



Proposed Site Interventions		Cost
1) Vegetation Management		\$
2) Move wayfinding sign post closer to street at SW corner, add new graphic panel		\$
3) SDOT wayfinding blade sign		\$
4) Concrete curb bulbs and ADA ramps		\$\$\$

DETAIL VIEW

PLAN VIEW



1 SIGN POST DETAIL  
NOTE: EXISTING FEATURES ARE DEPICTED AS SCREENED BACK

3 BLADE SIGN DETAIL

SW Brandon Street and SW Findlay Street  
Schematic Design



West Seattle Blog - September 15, 2020 Article

<https://westseattleblog.com/2020/09/survey-getting-to-from-delridge-via-brandon-and-or-findlay/>

# SURVEY: Getting to/from Delridge via Brandon and/or Findlay

SEPTEMBER 15, 2020 7:47 PM

| [6 COMMENTS](#)

| [DELDRIDGE](#) | [TRANSPORTATION](#) | [WEST SEATTLE NEWS](#)



During the planning process for the now-underway project [paving the way for the RapidRide H Line](#), the so-called Brandon Node area was a major focus of concern – some for example wanted to see the RR H stop at Brandon rather than Findlay, since the former already has a signal, as well as a library. Nonetheless, the stop is going in at SW Findlay, and the city is now seeking input on ways to get people to/from there, as well as SW Brandon:



Seattle Parks and Recreation (SPR) and Seattle Department of Transportation (SDOT) invite the Delridge and High Point communities to participate in creating better pedestrian connections in the Delridge neighborhood. Please take a tour of the site by watching [this video](#):



Visit [surveyMonkey.com/r/C9HBJCF](https://surveyMonkey.com/r/C9HBJCF) to provide input.

This design project will provide a plan for improving pedestrian paths along SW Brandon and SW Findlay streets and make trail entries to Camp Long and Longfellow Creek more open and welcoming to the public. One of the goals of this project is to improve access for the future new RapidRide H Line stops that will begin service in 2021 at SW Findlay and Delridge.

Find project info by [going here](#).

[Share This](#)

## 6 Replies to "SURVEY: Getting to/from Delridge via Brandon and/or Findlay"

- AUNTIE SEPTEMBER 15, 2020 (8:19 PM)

I guess putting the stop at Brandon where there is already a stop that people are used to, a light for crossing, a library and other services, that just made too much sense. I'd be interested to know their reasoning for moving the stop to Findlay.

- PETE SEPTEMBER 15, 2020 (9:12 PM)

So let me get this straight.....after countless public meetings, meetings with countless community groups and countless surveys where SDOT asked these same questions we are being asked to do what? Excuse me if I am a bit skeptical. But when you do the same thing over and over again expecting a different result it is typically called.....wait for it.....INSANITY.

- R SEPTEMBER 15, 2020 (9:49 PM)

How will the improved trails be maintained? Will there be ongoing costs planned in the budget for regular safety and maintenance? I'm not so sure I would feel safe walking the woods on my own, nor would I want my kids to. I have the same concerns for stairways that lead to Delridge and future RR from surrounding areas, e.g. stairways at Myrtle and Holden, among others. Stairs and trails are not maintained, are littered with trash and graffiti, and feel unsafe even midday.



- GUY SEPTEMBER 15, 2020 (11:44 PM)

Anyone walked along the east side of Delridge recently, say the mile or so South of Louisa Boren school? It is so unmaintained you need a machete to cut through some of those overgrown weeds. How are they going to maintain a path through a forest?!?

- DELRIDGE SEPTEMBER 16, 2020 (3:23 AM)

Omg yes! I got so fed up I had to walk on the edge of the street. Wish they would tend to those weeds ASAP it's unbelievable.

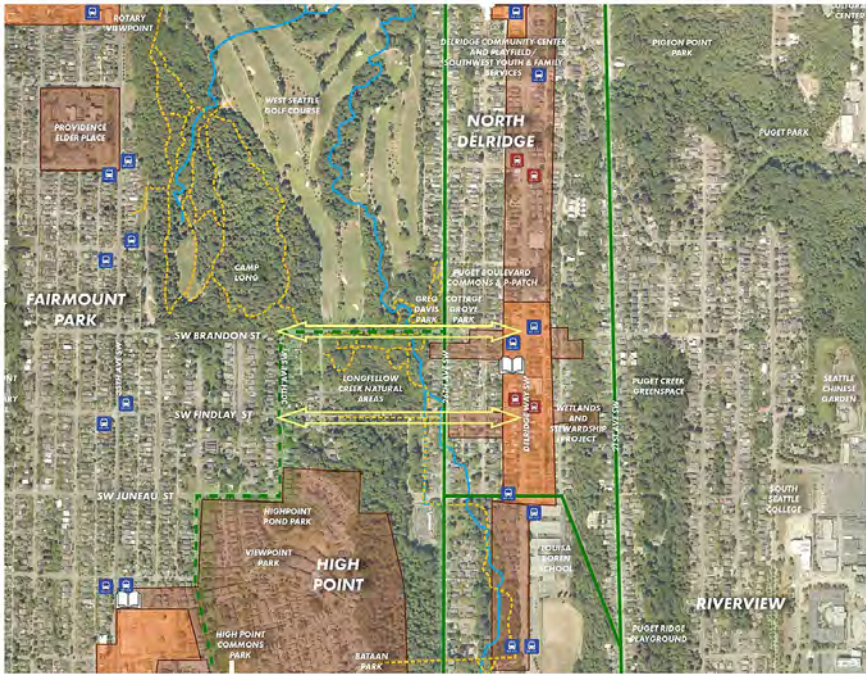
- SAM-C SEPTEMBER 16, 2020 (6:07 AM)

That's always been the case along Delridge, at SW Dakota, along the undeveloped properties. Have to call find it fix it during growing season. You can either work your way thru blackberries or walk in the bus lane.

# SW Brandon & SW Findlay Streets - Trail Improvements & Wayfinding Survey



## SITE CONTEXT



- LEGEND:**
- Mixed Use/Commercial
  - High Density Housing
  - Library
  - Bus Stop
  - Future Rapid Ride H-Line Bus Stop
  - Long FELLOW Creek and Tributaries
  - Existing Trails
  - Neighborhood Green Way
  - Proposed Neighborhood Green Way
  - Areas of Focus at Brandon and Findlay Streets





The City would like to hear from you.

This survey shows designs for pedestrian paths and signs along SW Brandon Street and SW Findlay Street to help you get around more easily and safely. Our project also includes work to improve the trail entries to Camp Long and Longfellow Creek from SW Brandon Street.

Specifically, our project goals are:

- Improve trails between the High Point and Delridge neighborhoods along SW Brandon and Findlay Streets.
- Provide wayfinding signs and other enhancements to improve access to future RapidRide H bus line along Delridge Way.
- Enhance trail entries to Camp Long and natural areas along Longfellow Creek to be more open and welcoming to the public.

There is currently no funding for construction. However, your responses to this survey will help prioritize projects as funding becomes available.

We have made a 10-minute video here [https://youtu.be/3\\_OsfnhbZIY](https://youtu.be/3_OsfnhbZIY) to show the existing conditions in the project area.

The following graphics represent proposed improvements to specific areas. After the graphics, there are four questions. The first question is about priorities, the next two are about two specific areas, and the last one is about yourself. Thank you for your input!

# Key Map



## SLIDES REMOVED

Following the key map, the survey then displayed the schematic design graphics. These graphics can be viewed in Appendix C of this document. Question 1 of the survey followed the final slide of the schematic designs.



1. Based on these proposed improvements, please rank these areas in the order of importance. Highest importance (1) to lowest importance (8). (See Key Map below)

-   
  
Brandon Street + 26th Intersection (Area A)
-   
  
Brandon Street Right-of-Way Corridor (Area B)
-   
  
Camp Long Entrance and Boardwalk (Area C)
-   
  
Findlay Street and 30th Avenue (Area D)
-   
  
Trail Entry at Findlay Street and 29th Avenue (Area E)
-   
  
Findlay Street Right-of-Way Corridor (Area F)
-   
  
Findlay Trail Intersection and Wet Area Crossing (Area G)
-   
  
Trail Entry at Findlay Street and 26th Avenue Intersection (Area H)

## Key Map



2. For the Brandon Street Right-of-Way, which side of the street would you like a sidewalk/path on – either the north side or the south side? (See Key Map above)

- North Option
- South Option
- Other (please specify)



3. Which changes would you like to see at Camp Long entrance (Area C)? Please select all that apply.

- Wider gate and trail at entry (Option A - Improvement 2)
- Seattle Parks and Recreation: Sign Post (Option A - Improvement 3)
- Seattle Parks and Recreation: Rainbow Sign (Option A - Improvement 5)
- New Camp Long Entrance Gate (Option B - Improvement 2)
- Interpretive Map Sign (Option B - Improvement 4)

4. Where do you live?

- High Point
- Delridge
- Greater West Seattle
- Other (please specify)

# Estimate of Probable Cost of Construction

HBB Landscape Architecture

Date: January 7, 2021

Project Name: Brandon Street Trail Planning  
 Project Number: 2019-24  
 Project Phase: Schematic Design  
 Prepared By: P. Maginnity  
 Checked By: A. Luoma

## Schematic Design

Area #	Area Description	Construction Cost		Other Costs (62%)*	Total Project Cost		
		Amount					
Area A	Brandon & 26th Intersection	\$	2,400	\$	1,488	\$	3,888
Area B1a	Brandon Legacy Trail Entry - South Side	\$	9,120	\$	5,654	\$	14,774
Area B1b	Brandon Legacy Trail Entry - South Side	\$	11,100	\$	6,882	\$	17,982
Area B2	Brandon Legacy Trail Entry - North Side	\$	21,000	\$	13,020	\$	34,020
Area B3	Brandon Secondary Trail North & South Side (AREA REMOVED PER SPR REQUEST)	\$	-	\$	-	\$	-
Area B4	Brandon Secondary Trail North & South Side	\$	9,420	\$	5,840	\$	15,260
Area B5	Brandon & 29th Intersection	\$	420	\$	260	\$	680
Area B6a	Brandon Right-of-Way - North Option	\$	241,200	\$	149,544	\$	390,744
Area B6b	Brandon Right-of-Way - South Option	\$	231,200	\$	143,344	\$	374,544
Area C1a	Brandon Camp Long Entry - Option A	\$	18,780	\$	11,644	\$	30,424
Area C1b	Brandon Camp Long Entry - Option B	\$	36,180	\$	22,432	\$	58,612
Area C2a	Brandon Camp Long Boardwalk - Option A	\$	8,940	\$	5,543	\$	14,483
Area C2b	Brandon Camp Long Boardwalk - Option B	\$	47,520	\$	29,462	\$	76,982
Area D	Findlay & 30th Intersection	\$	2,520	\$	1,562	\$	4,082
Area E	Findlay & 29th Entry	\$	29,040	\$	18,005	\$	47,045
Area F	Findlay Right-of-Way	\$	131,100	\$	81,282	\$	212,382
Area G1	Findlay Trail Intersection	\$	9,960	\$	6,175	\$	16,135
Area G2	Findlay Wet Area Crossing	\$	13,080	\$	8,110	\$	21,190
Area H	Findlay & 26th Intersection	\$	17,460	\$	10,825	\$	28,285
<b>Estimated Total Cost:</b>		\$	<b>562,440</b>	\$	<b>348,713</b>	\$	<b>911,153</b>

\*Other Costs (62% of Construction Cost Amount): Tax, Design, Project administration, Review, Permitting, and Construction Contingency

### Assumptions:

1. Costs are in 2021 construction dollars.
2. Costs are itemized per project area, and does not account for efficiencies if multiple project areas were to be designed and constructed at the same time.
3. Long Fellow Creek improvements are not included.
4. Not all wayfinding improvements may be needed depending on priority of areas selected by community with input from SPR and SDOT.
5. All improvements are shown within public property owned by the City of Seattle, private property acquisition is not anticipated.
6. For the gravel, asphalt, and concrete path options listed in Area B6a and Area B6b an average cost is shown on the summary sheet.
7. For the gravel and boardwalk options listed for Area G2 an average cost is shown on the summary sheet.



# Estimate of Probable Cost of Construction

HBB Landscape Architecture

Date: January 7, 2021

Project Name: Brandon Street Trail Planning  
 Project Number: 2019-24  
 Project Phase: Schematic Design  
 Prepared By: P. Maginnity  
 Checked By: A. Luoma

**Area A Total:** \$3,888.00

## Area A - Brandon & 26th Intersection

Item Description	Qty	Unit	Unit Cost	Item Total
1. Relocate existing wayfinding sign post & add new graphic panels	1	LS	\$ 1,000.00	\$ 1,000.00
2. Revise existing SDOT wayfinding blade signs	2	EA	\$ 500.00	\$ 1,000.00
			Subtotal (1)	\$ 2,000.00
Contingency (20%)				\$ 400.00
			Construction Cost Amount (CCA)	\$ 2,400.00

Tax, Design, Project administration, Review, Permitting, and Construction Contingency (62%) \$ 1,488.00

**Total Project Cost** \$ **3,888.00**

# Estimate of Probable Cost of Construction

HBB Landscape Architecture

Date: January 7, 2021

Project Name: Brandon Street Trail Planning  
 Project Number: 2019-24  
 Project Phase: Schematic Design  
 Prepared By: P. Maginnity  
 Checked By: A. Luoma

**Area B1a Total:** \$14,774.40

## Area B1a - Brandon Legacy Trail Entry - South Side

Item Description	Qty	Unit	Unit Cost	Item Total
1. Relocate existing SPR wayfinding sign post, add new graphic panel	1	EA	\$ 250.00	\$ 250.00
2. Vegetation management	1	LS	\$ 1,500.00	\$ 1,500.00
3. Relocate existing interpretive map sign, new graphic	1	LS	\$ 2,000.00	\$ 2,000.00
4. Gravel resurfacing	55	SY	\$ 70.00	\$ 3,850.00
			Subtotal (1)	\$ 7,600.00
Contingency (20%)				\$ 1,520.00
			Construction Cost Amount (CCA)	\$ 9,120.00

Tax, Design, Project administration, Review, Permitting, and Construction Contingency (62%) \$ 5,654.40

**Total Project Cost Range** \$ **14,774.40**

# Estimate of Probable Cost of Construction

HBB Landscape Architecture

Date: January 7, 2021

Project Name: Brandon Street Trail Planning  
 Project Number: 2019-24  
 Project Phase: Schematic Design  
 Prepared By: P. Maginnity  
 Checked By: A. Luoma

**Area B1b Total:** \$17,982.00

## Area B1b - Brandon Legacy Trail Entry - South Side

Item Description	Qty	Unit	Unit Cost	Item Total
1. Relocate existing SPR wayfinding sign post, add new graphic panel	1	EA	\$ 250.00	\$ 250.00
2. Vegetation management	1	LS	\$ 1,500.00	\$ 1,500.00
3. Relocate existing interpretive map sign, new graphic	1	LS	\$ 2,000.00	\$ 2,000.00
4. Concrete paving for entry	55	SY	\$ 100.00	\$ 5,500.00
			Subtotal (1)	\$ 9,250.00
Contingency (20%)				\$ 1,850.00
			Construction Cost Amount (CCA)	\$ 11,100.00

Tax, Design, Project administration, Review, Permitting, and Construction Contingency (62%) \$ 6,882.00

**Total Project Cost \$ 17,982.00**

# Estimate of Probable Cost of Construction

HBB Landscape Architecture

Date: January 7, 2021

Project Name: Brandon Street Trail Planning  
 Project Number: 2019-24  
 Project Phase: Schematic Design  
 Prepared By: P. Maginnity  
 Checked By: A. Luoma

**Area B2 Total:** \$34,020.00

## Area B2 - Brandon Legacy Trail Entry - North Side

Item Description	Qty	Unit	Unit Cost	Item Total
1. Vegetation management	1	LS	\$ 1,500.00	\$ 1,500.00
2. Revise existing SDOT wayfinding blade sign	1	EA	\$ 500.00	\$ 500.00
3. Extend existing sidewalk and pave entry	55	SY	\$ 100.00	\$ 5,500.00
4. Gateway columns	1	LS	\$ 10,000.00	\$ 10,000.00
			Subtotal (1)	\$ 17,500.00
Contingency (20%)				\$ 3,500.00
			Construction Cost Amount (CCA)	\$ 21,000.00

Tax, Design, Project administration, Review, Permitting, and Construction Contingency (62%) \$ 13,020.00

**Total Project Cost \$ 34,020.00**



# Estimate of Probable Cost of Construction

HBB Landscape Architecture

Date: January 7, 2021

Project Name: Brandon Street Trail Planning  
 Project Number: 2019-24  
 Project Phase: Schematic Design  
 Prepared By: P. Maginnity  
 Checked By: A. Luoma

**Area B4 Total:** \$15,260.40

## Area B4 - Brandon Secondary Trails North & South Side

Item Description	Qty	Unit	Unit Cost	Item Total
1. Gravel resurfacing	75	SY	\$ 70.00	\$ 5,250.00
2. SPR wayfinding sign post	2	EA	\$ 1,300.00	\$ 2,600.00
			Subtotal (1)	\$ 7,850.00
Contingency (20%)				\$ 1,570.00
			Construction Cost Amount (CCA)	\$ 9,420.00
			Tax, Design, Project administration, Review, Permitting, and Construction Contingency (62%)	\$ 5,840.40
			<b>Total Project Cost</b>	<b>\$ 15,260.40</b>

# Estimate of Probable Cost of Construction

HBB Landscape Architecture

Date: January 7, 2021

Project Name: Brandon Street Trail Planning  
 Project Number: 2019-24  
 Project Phase: Schematic Design  
 Prepared By: P. Maginnity  
 Checked By: A. Luoma

**Area B5 Total:** \$680.40

## Area B5 - Brandon & 29th Intersection

Item Description	Qty	Unit	Unit Cost	Item Total
1. Add new graphic panels to existing SPR wayfinding sign post	1	LS	\$ 350.00	\$ 350.00
			Subtotal (1)	\$ 350.00
Contingency (20%)				\$ 70.00
			Construction Cost Amount (CCA)	\$ 420.00
			Tax, Design, Project administration, Review, Permitting, and Construction Contingency (62%)	\$ 260.40
			<b>Total Project Cost</b>	<b>\$ 680.40</b>

Estimate of  
Probable Cost of Construction  
HBB Landscape Architecture

Date: January 7, 2021

Project Name: Brandon Street Trail Planning  
Project Number: 2019-24  
Project Phase: Schematic Design  
Prepared By: P. Maginnity  
Checked By: A. Luoma

**Area B6a Total:** Gravel Path \$363,528.00 Asphalt Path \$340,200.00 Concrete Path \$468,504.00

Area B6a - Brandon Right-of-Way - North Option

Item	Description	Qty	Unit	Unit Cost	Item Total	Item Total	Item Total
1.	Vegetation Management	1	LS	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00
2.	Rereoute swales, add additional culverts	1	LS	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00
3.	Move portion of roadway south (10'-12' feet)	1	LS	\$ 40,000.00	\$ 40,000.00	\$ 40,000.00	\$ 40,000.00
4A.	Gravel path with wheel stops	1200	LF	\$ 45.00	\$ 54,000.00		
4B.	Asphalt path with wheel stops	1200	LF	\$ 35.00		\$ 42,000.00	
4C.	Concrete sidewalk with curb and ADA ramps	1200	LF	\$ 90.00			\$ 108,000.00
5.	Native Planting	6000	SF	\$ 8.00	\$ 48,000.00	\$ 48,000.00	\$ 48,000.00
Subtotal (1)					\$ 187,000.00	\$ 175,000.00	\$ 241,000.00
Contingency (20%)					\$ 37,400.00	\$ 35,000.00	\$ 48,200.00
Construction Cost Amount (CCA)					\$ 224,400.00	\$ 210,000.00	\$ 289,200.00

Tax, Design, Project administration, Review, Permitting, and Construction Contingency (62%) \$ 139,128.00 \$ 130,200.00 \$ 179,304.00

**Total Project Costs \$ 363,528.00 \$ 340,200.00 \$ 468,504.00**

Estimate of  
Probable Cost of Construction  
HBB Landscape Architecture

Date: January 7, 2021

Project Name: Brandon Street Trail Planning  
Project Number: 2019-24  
Project Phase: Schematic Design  
Prepared By: P. Maginnity  
Checked By: A. Luoma

**Area B6b Total:** Gravel Path \$351,864.00 Asphalt Path \$332,424.00 Concrete Path \$439,344.00

Area B6b - Brandon Right-of-Way - South Option

Item	Description	Qty	Unit	Unit Cost	Item Total	Item Total	Item Total
1.	Vegetation Management	1	LS	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00
2.	Rereoute swales, add additional culverts	1	LS	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00
3a.	Gravel path with wheel stops	1000	LF	\$ 45.00	\$ 45,000.00		
3b.	Asphalt path with wheel stops	1000	LF	\$ 35.00		\$ 35,000.00	
3c.	Concrete sidewalk with curb and ADA ramps	1000	LF	\$ 90.00			\$ 90,000.00
5.	Native Planting	6000	SF	\$ 8.00	\$ 48,000.00	\$ 48,000.00	\$ 48,000.00
6.	Mitigation Planting	6000	SF	\$ 8.00	\$ 48,000.00	\$ 48,000.00	\$ 48,000.00
Subtotal (1)					\$ 181,000.00	\$ 171,000.00	\$ 226,000.00
Contingency (20%)					\$ 36,200.00	\$ 34,200.00	\$ 45,200.00
Construction Cost Amount (CCA)					\$ 217,200.00	\$ 205,200.00	\$ 271,200.00

Tax, Design, Project administration, Review, Permitting, and Construction Contingency (62%) \$ 134,664.00 \$ 127,224.00 \$ 168,144.00

**Total Project Cost \$ 351,864.00 \$ 332,424.00 \$ 439,344.00**



# Estimate of Probable Cost of Construction

HBB Landscape Architecture

Date: January 7, 2021

Project Name: Brandon Street Trail Planning  
 Project Number: 2019-24  
 Project Phase: Schematic Design  
 Prepared By: P. Maginnity  
 Checked By: A. Luoma

**Area C1a Total:** \$30,423.60

## Area C1a - Brandon Camp Long Entry - Option A

Item Description	Qty	Unit	Unit Cost	Item Total
1. SDOT wayfinding blade sign	1	EA	\$ 800.00	\$ 800.00
2. Widen gate entry and trail within existing existing chainlink	1	LS	\$ 5,000.00	\$ 5,000.00
3. SPR wayfinding sign post	1	EA	\$ 1,300.00	\$ 1,300.00
4. Gravel resurfacing of trail entry	55	SY	\$ 70.00	\$ 3,850.00
5. SPR Standard Rainbow Sign	1	EA	\$ 2,200.00	\$ 2,200.00
6. Vegetation management	1	LS	\$ 2,500.00	\$ 2,500.00
			Subtotal (1)	\$ 15,650.00
Contingency (20%)				\$ 3,130.00
			Construction Total Construction Cost Amount (CCA)	\$ 18,780.00

Tax, Design, Project administration, Review, Permitting, and Construction Contingency (62%) \$ 11,643.60

**Total Project Cost \$ 30,423.60**

# Estimate of Probable Cost of Construction

HBB Landscape Architecture

Date: January 7, 2021

Project Name: Brandon Street Trail Planning  
 Project Number: 2019-24  
 Project Phase: Schematic Design  
 Prepared By: P. Maginnity  
 Checked By: A. Luoma

**Area C1b Total:** \$58,611.60

## Area C1b - Brandon Camp Long Entry - Option B

Item Description	Qty	Unit	Unit Cost	Item Total
1. SDOT wayfinding blade sign	1	EA	\$ 800.00	\$ 800.00
2. Widen entry & install stone columns w/ sign	1	LS	\$ 18,000.00	\$ 18,000.00
3. Gravel resurfacing of trail entry	55	SY	\$ 70.00	\$ 3,850.00
4. Interpretive map sign	1	EA	\$ 5,000.00	\$ 5,000.00
5. Vegetation management	1	LS	\$ 2,500.00	\$ 2,500.00
			Subtotal (1)	\$ 30,150.00
Contingency (20%)				\$ 6,030.00
			Construction Cost Amount (CCA)	\$ 36,180.00

Tax, Design, Project administration, Review, Permitting, and Construction Contingency (62%) \$ 22,431.60

**Total Project Cost \$ 58,611.60**

# Estimate of Probable Cost of Construction

HBB Landscape Architecture

Date: January 7, 2021

Project Name: Brandon Street Trail Planning  
 Project Number: 2019-24  
 Project Phase: Schematic Design  
 Prepared By: P. Maginnity  
 Checked By: A. Luoma

**Area C2a Total:** \$14,482.80

## Area C2a - Brandon Camp Long Boardwalk Option A

Item Description	Qty	Unit	Unit Cost	Item Total
1. Gravel resurfacing	15	SY	\$ 70.00	\$ 1,050.00
2. Add larger bull rails	200	LF	\$ 4.50	\$ 900.00
3. Partial replacement of existing boards	1	LS	\$ 2,500.00	\$ 2,500.00
4. Replace existing metal grate with heavier guage	200	SF	\$ 15.00	\$ 3,000.00
			Subtotal (1)	\$ 7,450.00
Contingency (20%)				\$ 1,490.00
			Construction Cost Amount (CCA)	\$ 8,940.00

Tax, Design, Project administration, Review, Permitting, and Construction Contingency (62%) \$ 5,542.80

**Total Project Cost \$ 14,482.80**

# Estimate of Probable Cost of Construction

HBB Landscape Architecture

Date: January 7, 2021

Project Name: Brandon Street Trail Planning  
 Project Number: 2019-24  
 Project Phase: Schematic Design  
 Prepared By: P. Maginnity  
 Checked By: A. Luoma

**Area C2b Total:** \$60,652.80

## Area C2b - Brandon Camp Long Boardwalk Option B

Item Description	Qty	Unit	Unit Cost	Item Total	Item Total
1. Wood Boardwalk	480	SF	\$ 65.00	\$	\$ 31,200.00
2. Fiberglass Boardwalk	480	SF	\$ 100.00	\$ 48,000.00	
			Subtotal (1)	\$ 48,000.00	\$ 31,200.00
Contingency (20%)				\$ 9,600.00	\$ 6,240.00
			Construction Cost Amount (CCA)	\$ 57,600.00	\$ 37,440.00

Tax, Design, Project administration, Review, Permitting, and Construction Contingency (62%) \$ 35,712.00 \$ 23,212.80

**Total Project Cost \$ 93,312.00 \$ 60,652.80**



# Estimate of Probable Cost of Construction

HBB Landscape Architecture

Date: January 7, 2021

Project Name: Brandon Street Trail Planning  
 Project Number: 2019-24  
 Project Phase: Schematic Design  
 Prepared By: P. Maginnity  
 Checked By: A. Luoma

**Area D Total:** \$4,082.40

## Area D - Findlay Street & 30th Ave Intersection

Item Description	Qty	Unit	Unit Cost	Item Total
1. SDOT wayfinding blade sign	1	EA	\$ 800.00	\$ 800.00
2. SPR wayfinding sign post	1	EA	\$ 1,300.00	\$ 1,300.00
			Subtotal (1)	\$ 2,100.00
Contingency (20%)				\$ 420.00
			Construction Cost Amount (CCA)	\$ 2,520.00

Tax, Design, Project administration, Review, Permitting, and Construction Contingency (62%) \$ 1,562.40

**Total Project Cost \$ 4,082.40**

# Estimate of Probable Cost of Construction

HBB Landscape Architecture

Date: January 7, 2021

Project Name: Brandon Street Trail Planning  
 Project Number: 2019-24  
 Project Phase: Schematic Design  
 Prepared By: P. Maginnity  
 Checked By: A. Luoma

**Area E Total:** \$47,044.80

## Area E - Findlay Street & 29th Ave Intersection

Item Description	Qty	Unit	Unit Cost	Item Total
1. Remove "Dead End" sign	1	EA	\$ 150.00	\$ 150.00
2. Gravel Resurfacing	225	SY	\$ 70.00	\$ 15,750.00
3. Remove gate & bollards	1	LS	\$ 5,000.00	\$ 5,000.00
4. Vegetation Management	1	EA	\$ 2,000.00	\$ 2,000.00
5. SPR wayfinding sign post	1	EA	\$ 1,300.00	\$ 1,300.00
			Subtotal (1)	\$ 24,200.00
Contingency (20%)				\$ 4,840.00
			Construction Cost Amount (CCA)	\$ 29,040.00

Tax, Design, Project administration, Review, Permitting, and Construction Contingency (62%) \$ 18,004.80

**Total Project Cost \$ 47,044.80**

# Estimate of Probable Cost of Construction

HBB Landscape Architecture

Date: January 7, 2021

Project Name: Brandon Street Trail Planning  
 Project Number: 2019-24  
 Project Phase: Schematic Design  
 Prepared By: P. Maginnity  
 Checked By: A. Luoma

**Area F Total:** \$212,382.00

## Area F - Findlay Street Right-of-Way

Item	Description	Qty	Unit	Unit Cost	Item Total
1.	Minor regrading	8,500	SF	\$ 1.50	\$ 12,750.00
2.	Gravel Resurfacing	900	SY	\$ 70.00	\$ 63,000.00
3.	Pedestrian Light	7	EA	\$ 3,000.00	\$ 21,000.00
4.	Bench	1	EA	\$ 2,500.00	\$ 2,500.00
5.	Vegetation Management	1	EA	\$ 10,000.00	\$ 10,000.00
Subtotal (1)					\$ 109,250.00
Contingency (20%)					\$ 21,850.00
Construction Cost Amount (CCA)					\$ 131,100.00

Tax, Design, Project administration, Review, Permitting, and Construction Contingency (62%) \$ 81,282.00

**Total Project Cost \$ 212,382.00**

# Estimate of Probable Cost of Construction

HBB Landscape Architecture

Date: January 7, 2021

Project Name: Brandon Street Trail Planning  
 Project Number: 2019-24  
 Project Phase: Schematic Design  
 Prepared By: P. Maginnity  
 Checked By: A. Luoma

**Area G1 Total:** \$16,135.20

## Area G1 - Findlay Trail Intersection

Item	Description	Qty	Unit	Unit Cost	Item Total
1.	SPR wayfinding sign post	1	EA	\$ 1,300.00	\$ 1,300.00
2.	Gravel Resurfacing	100	SY	\$ 70.00	\$ 7,000.00
Subtotal (1)					\$ 8,300.00
Contingency (20%)					\$ 1,660.00
Construction Cost Amount (CCA)					\$ 9,960.00

Tax, Design, Project administration, Review, Permitting, and Construction Contingency (62%) \$ 6,175.20

**Total Project Cost \$ 16,135.20**



# Estimate of Probable Cost of Construction

HBB Landscape Architecture

Date: January 7, 2021

Project Name: Brandon Street Trail Planning  
 Project Number: 2019-24  
 Project Phase: Schematic Design  
 Prepared By: P. Maginnity  
 Checked By: A. Luoma

**Area G2 Total:**      **Wood Boardwalk**      **Fiberglass Boardwalk**  
 \$18,468.00      \$23,911.20

## Area G2 - Findlay Wet Area Crossing

Item Description	Qty	Unit	Unit Cost	Item Total	Item Total
1. Vegetation Management	1	EA	\$ 3,000.00	\$ 3,000.00	\$ 3,000.00
2. SPR wayfinding sign post	1	EA	\$ 1,300.00	\$ 1,300.00	\$ 1,300.00
3A. Wood Boardwalk	80	SF	\$ 65.00	\$ 5,200.00	
3B. Fiberglass Boardwalk	80	SF	\$ 100.00		\$ 8,000.00
			Subtotal (1)	\$ 9,500.00	\$ 12,300.00
Contingency (20%)				\$ 1,900.00	\$ 2,460.00
			Construction Cost Amount (CCA)	\$ 11,400.00	\$ 14,760.00
				Tax, Design, Project administration, Review, Permitting, and Construction Contingency (62%)	\$ 7,068.00
				<b>Total Project Cost</b>	<b>\$ 18,468.00</b>
					<b>\$ 23,911.20</b>

# Estimate of Probable Cost of Construction

HBB Landscape Architecture

Date: January 7, 2021

Project Name: Brandon Street Trail Planning  
 Project Number: 2019-24  
 Project Phase: Schematic Design  
 Prepared By: P. Maginnity  
 Checked By: A. Luoma

**Area H Total:**      \$28,285.20

## Area H - Findlay Street and 26th Ave Intersection

Item Description	Qty	Unit	Unit Cost	Item Total	
1. Relocate existing SPR wayfinding sign post, add new graphic panel	1	EA	\$ 250.00	\$ 250.00	
2. Vegetation Management	1	EA	\$ 1,500.00	\$ 1,500.00	
3. Wayfinding SDOT blade sign	1	EA	\$ 800.00	\$ 800.00	
4. Concrete Curb Bulb and ADA Ramps	1	LS	\$ 12,000.00	\$ 12,000.00	
			Subtotal (1)	\$ 14,550.00	
Contingency (20%)				\$ 2,910.00	
			Construction Cost Amount (CCA)	\$ 17,460.00	
				Tax, Design, Project administration, Review, Permitting, and Construction Contingency (62%)	\$ 10,825.20
				<b>Total Project Cost</b>	<b>\$ 28,285.20</b>

## WEST SEATTLE NEIGHBORHOOD GREENWAY

The initial West Seattle Greenway planning process evaluated several alternative routes and ended up not selecting Brandon due to the steep slopes.

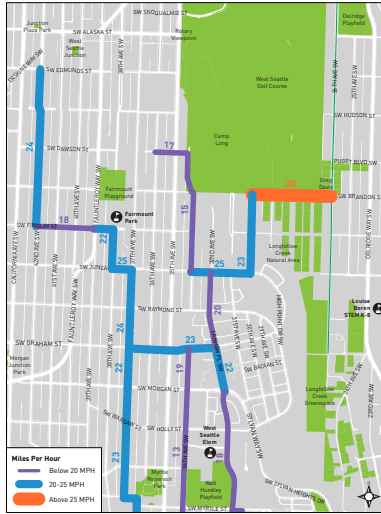


Source: West Seattle Greenways



# NORTH OPTIONS: DATA

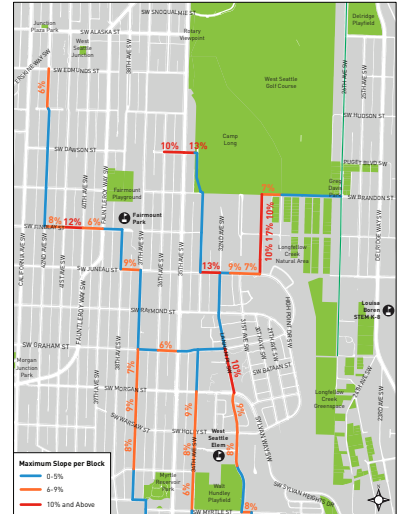
### Traffic Speeds\*



### Traffic Volumes



### Maximum Slopes



\*Based on the 85th percentile. As in the speed at which 85% of people are driving at or below.

OCTOBER 2016

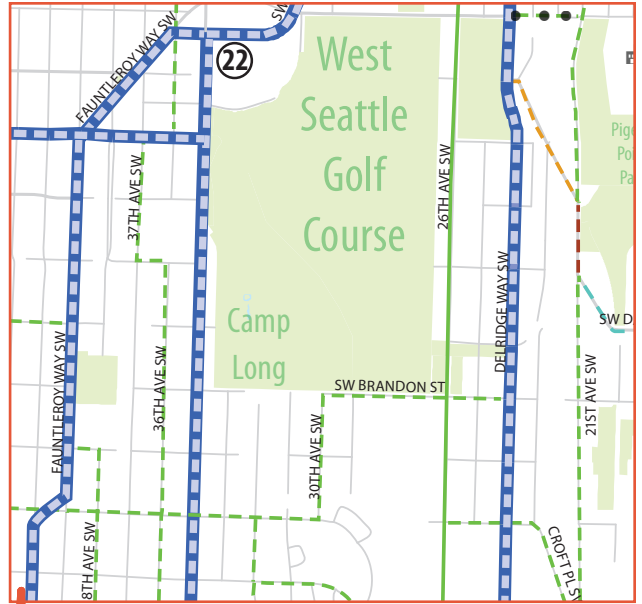
Seattle Department of Transportation

The Levy to MOVE SEATTLE

Source: West Seattle Greenways

# SEATTLE BICYCLE MASTER PLAN

City of Seattle Recommended Bicycle Network identifies protected bicycle lanes to the west along Deldridge Way and along 35th to the east. A Neighborhood Greenway is identified along 30th Ave SW and SW Brandon Street. See Appendix page XX regarding the greenway location along Brandon. The existing Neighborhood Greenway along 26th Ave SW is frequently used.



## Legend

Citywide Network		
Existing	Recommended	
		Off street
		Cycle track (protected bicycle lanes)
		Neighborhood greenway

Local Connectors		
Existing	Recommended	
		Off street
		Cycle track (protected bicycle lanes)
		In street, minor separation
		Neighborhood greenway
		Shared street
		Existing light rail station
		Future light rail station
		Public school
		Stairway (along neighborhood greenway)
		Catalyst project location

Source: Seattle Bicycle Master Plan



**PREVIOUS 2019 NEIGHBORHOOD STREET FUND APPLICATION**

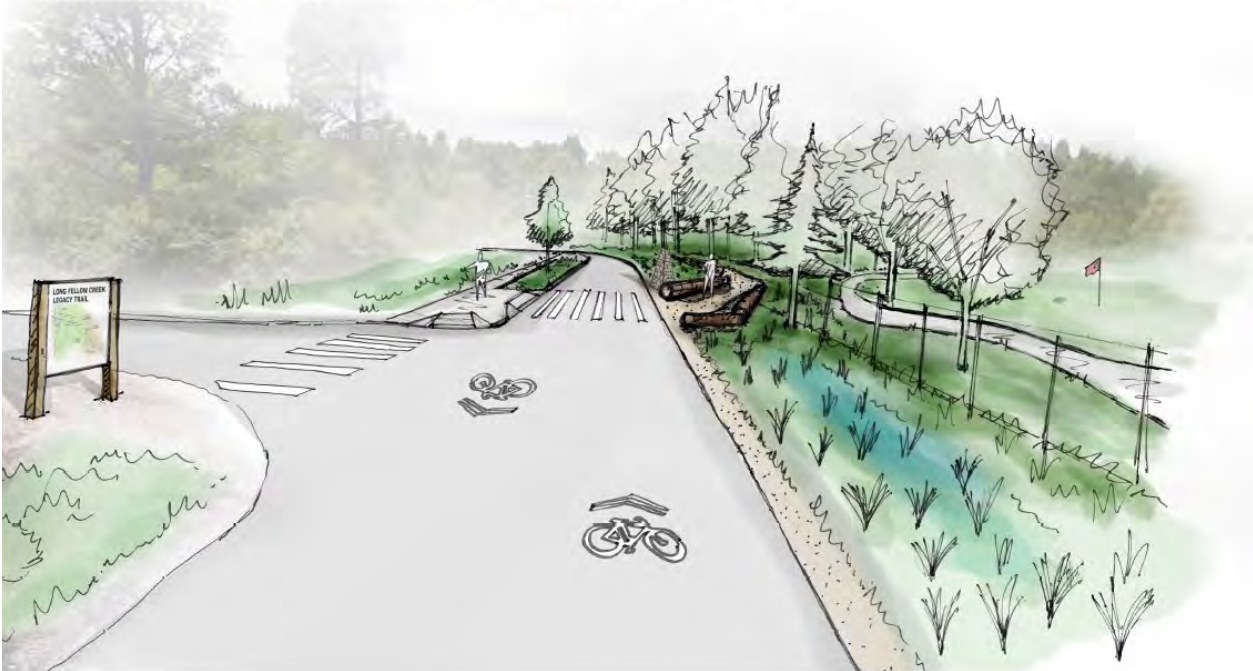
An application was submitted in 2019 and addressed issues about the lack of sidewalks in the area, the heavy use by people, and the other city projects that will affect this area. Some important items from the application are listed below:

“W Brandon St currently lacks sidewalks between SW 26th and SW 30th Avenues, and has only a north sidewalk from 25th to 26th Avenues. It is the only nearby connection Delridge and High Point for pedestrians, cyclists and motor vehicles.”

“Pedestrians are forced to walk in the street, which is very dangerous given the prevailing auto speeds, the narrow roadway, and the lack of lighting.”

“..the North Delridge Action Plan identified improving SW Brandon Street as a high priority.”

**Rendering Courtesy of David Goldberg, Senior Planner with City of Seattle**  
**Brandon St. Looking West from SW 29<sup>th</sup> Ave**  
**Sidewalks to left do not currently exist**  
**Camp Long entry to the right is currently less inviting and accessible**



Source: Neighborhood Street Fund Application 2019

## Neighborhood Street Fund Application for 2019 – 2021 Program Cycle

**Q6 Solution Statement:** What improvements would you like to see at this location? Please note that SDOT staff often need to modify proposed improvements to meet city regulations or adapt to site conditions. See Frequently Asked Questions for more info.

The minimal solution would be to install sidewalks on the south side of SW Brandon St between 25th and 30th Avenues, and potentially between Delridge Way SW and SW 23rd St if cost permits. This would connect the sidewalk built on 30th Ave SW as part of a past NSF project with the existing sidewalk east of 25th Ave SW. A map of the location with existing and proposed sidewalks is at <https://goo.gl/sgZlWH>

This project was evaluated as part of the 2016 NSF application process and a solution was identified that remained within the budget constraints of the NSF program.

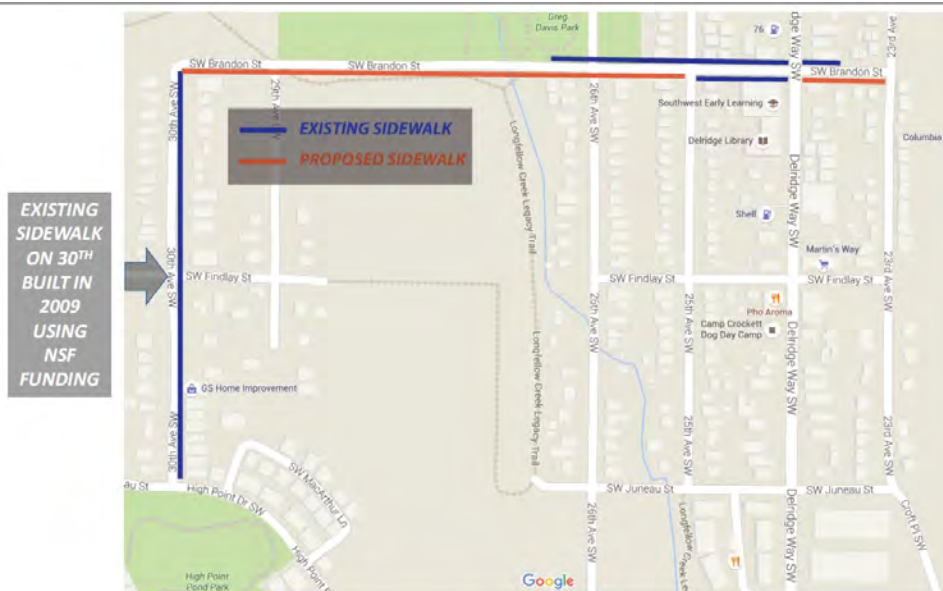
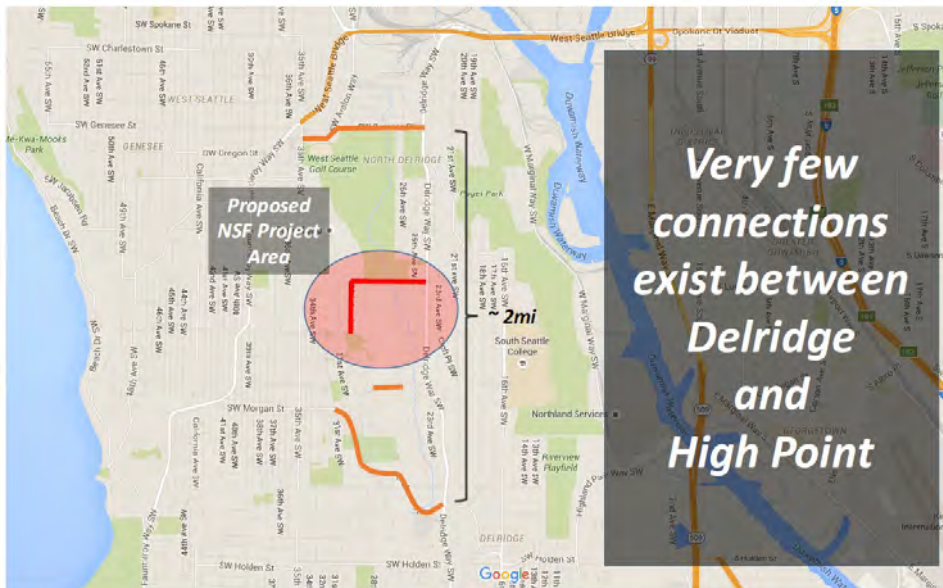
There is a pathway to the south of the street in the greenbelt. If this path were paved, properly drained, widened, lit and marked with proper signage, it might be another alternative to partially reduce the length of new sidewalk that would need to be constructed to make a continuous connection. Improvements to this path were identified during the 2016 NSF evaluation process as a potential cost-saving measure vs. building sidewalks along the full proposed length. In addition, \$200,000 in matching funds were identified through the SDOT Sidewalk Development Program. More recently, District 1 Councilmember Lisa Herbold submitted a \$50,000 2019 city budget request to "Add \$50,000 GF to DPR in 2019 for community planning process for trail access points along South West Brandon Street in West Seattle." (<http://seattle.legistar.com/View.ashx?M=F&ID=6707617&GUID=437A9C72-0DB2-438F-B8D6-907F57AA469C>) These potential partnerships increase the benefits of this project by improving connections from Brandon to High Point and Camp Long, knitting it into the larger transportation network.

This project has the support of the Delridge Neighborhood Development Association (DNDA).

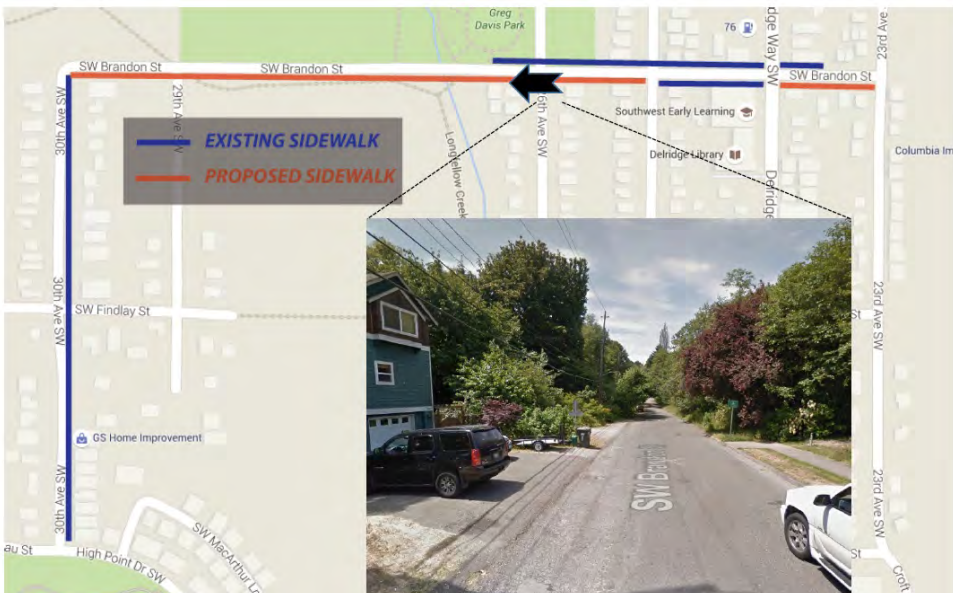
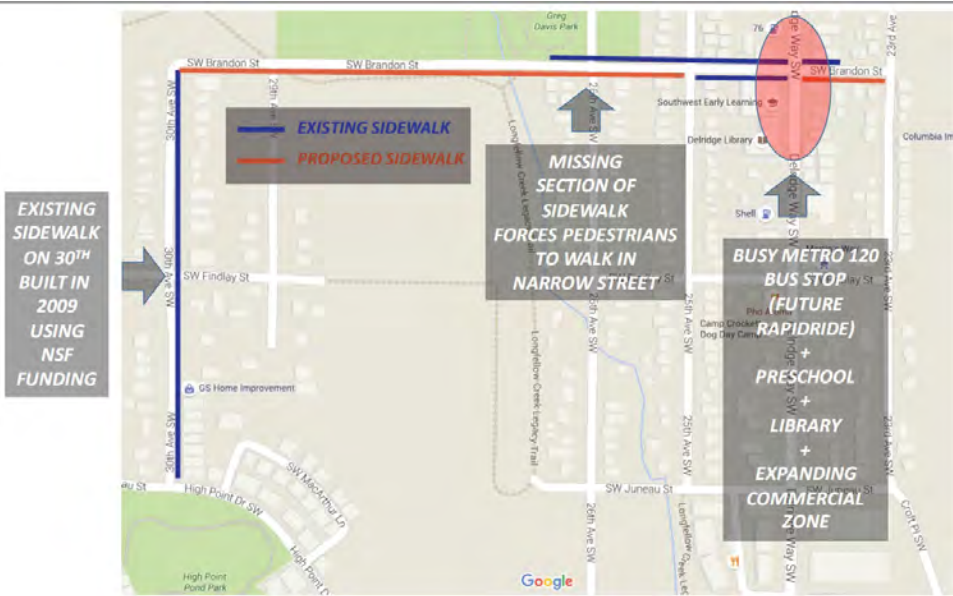
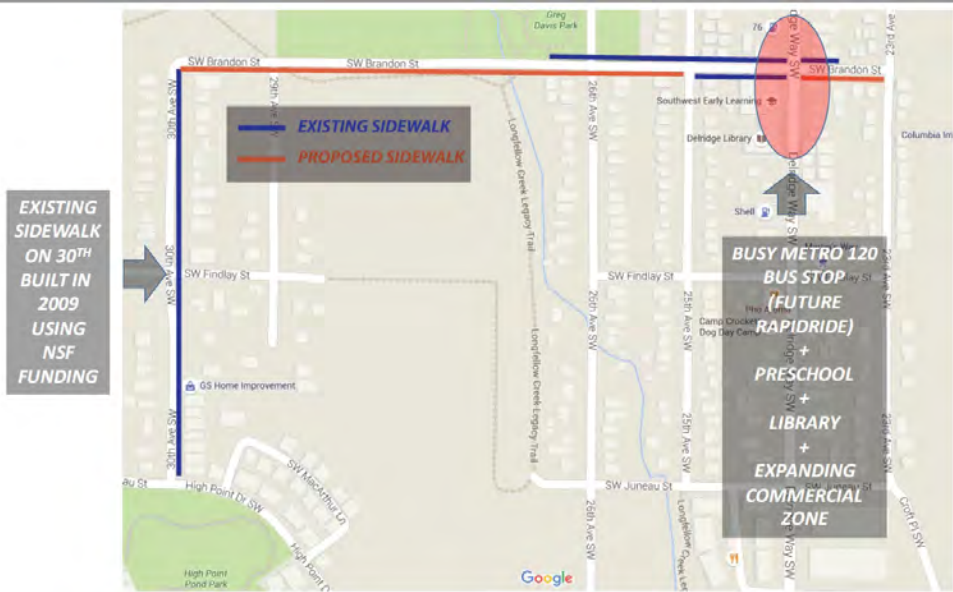


Source: Neighborhood Street Fund Application 2019



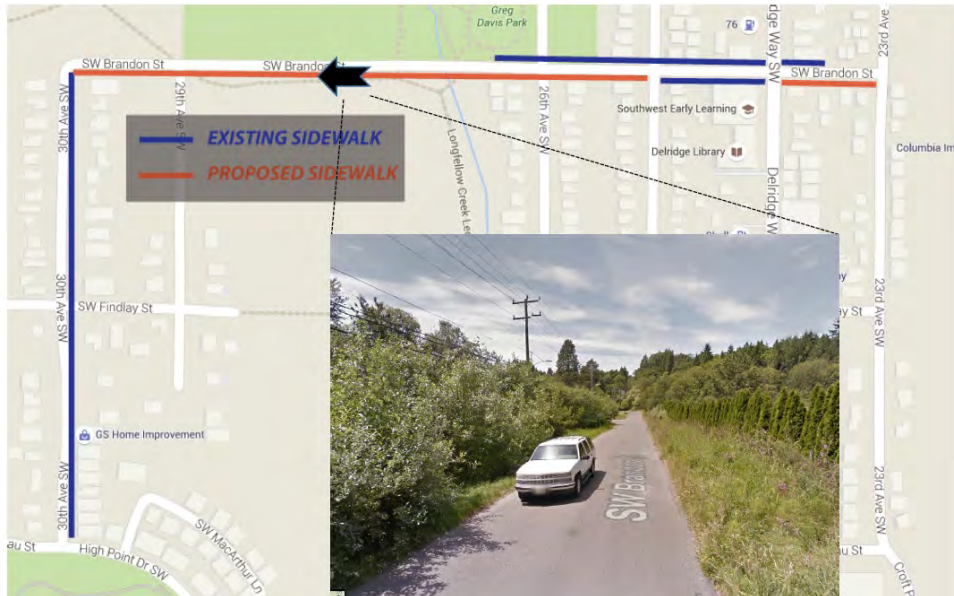


Source: Neighborhood Street Fund Application 2019

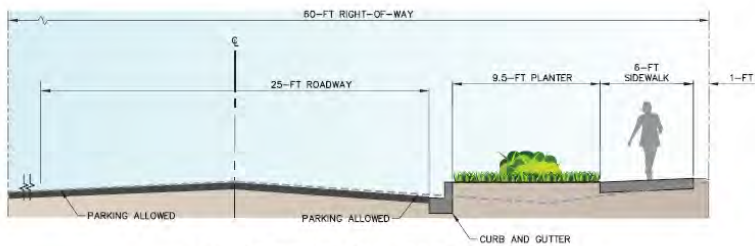


Source: Neighborhood Street Fund Application 2019





**2016-109 (BRANDON ST EAST OF 30TH)**  
**TYPICAL SECTION**  
 N.T.S.



**2016-109 (BRANDON ST EAST OF 26TH)**  
**TYPICAL SECTION**  
 N.T.S.

Source: Neighborhood Street Fund Application 2019