



SW BRANDON & SW FINDLAY STREETS

Trail Improvements & Wayfinding Plan

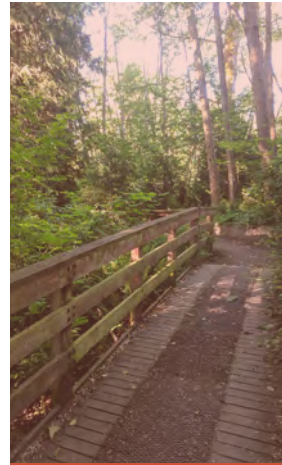
SEATTLE, WASHINGTON | JANUARY 2021



Seattle
Parks & Recreation



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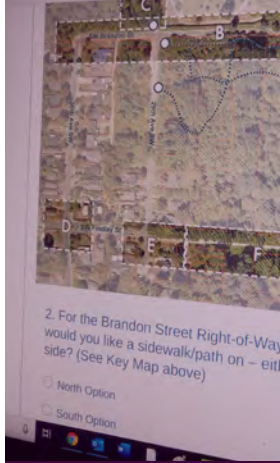
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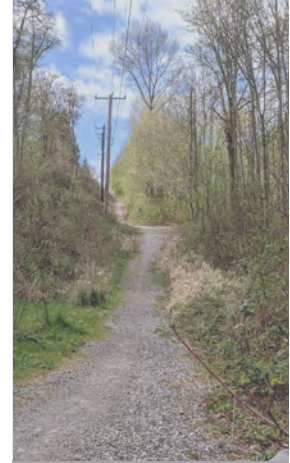


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ACKNOWLEDGMENTS

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ABBREVIATIONS

DNDA	Delridge Neighborhoods Development Association
DON	Department of Neighborhoods
NMF	Neighborhood Matching Fund
NPSF	Neighborhood Parks and Streets Fund
NSF	Neighborhood Street Fund
OED	Office of Economic Development
OH	Office of Housing
OPCD	Office of Planning and Community Development
OSE	Office of Sustainability and the Environment
PHSKC	Public Health – Seattle & King County
PICH	Partnerships in Community Health
SDCI	Seattle Department of Construction and Inspections
SDOT	Seattle Department of Transportation
SPR	Seattle Parks and Recreation
SPU	Seattle Public Utilities
SWYFS	Southwest Youth and Family Services

EXECUTIVE SUMMARY

LOCATION

Located in the Delridge neighborhood of West Seattle, this planning project focused on the existing pedestrian paths and wayfinding along SW Brandon Street and SW Findlay Street, between 30th Ave SW and 26th Ave SW. This area was identified within the North Delridge Action Plan in September 2018 after an extensive community engagement and planning process to confirm and update priorities within the Delridge Neighborhood Plan. Due to the steep topography and the natural areas associated with Longfellow Creek the pedestrian mobility is challenging, and presents significant barriers between the neighborhoods of High Point to the west and Delridge to the east.

PROJECT FUNDING & PARTNERS

Funding for the project was provided by Seattle Parks & Recreation with cooperation with the City Council's office of Lisa Herbold, as well as Seattle's Department of Transportation (SDOT). SDOT provided funding due King County Metro's Rapid Ride H-Line service starting along Delridge Way SW in 2021.

PROJECT GOALS

The three goals of this project include:

1. Improve neighborhood mobility and wayfinding.
2. Improve the existing public trail entries at Camp Long and Longfellow Creek from SW Brandon Street and make them more welcoming.
3. Improve access to the RapidRide H-Line future bus stops at SW Findlay Street and Delridge Way SW.

PROJECT PROCESS

Community involvement was essential to planning for the improvements of pedestrian paths and wayfinding. This process included multiple on-site meetings with city stakeholders, and an on-site community meeting in December 2019 to review the existing conditions and assess opportunities for improvements. Due to the COVID-19 pandemic occurring in 2020, flyers were developed for outreach, and an online survey was developed to assess the priorities for the improvements.

PROJECT OUTCOMES

Throughout the project, it was clear that there is a significant need to improve the mobility and wayfinding in the project area. The existing trails, despite the challenges, are used frequently by the immediate neighborhoods, school aged children, regional commuters to work, and for weekend recreation. Of all the areas assessed, the community expressed the need to improve Brandon Street the most. The following report outlines the recommended schematic design improvements based on community feedback and prioritizes which improvements should be studied further towards more detailed design and construction.

INTRODUCTION



SITE CONTEXT

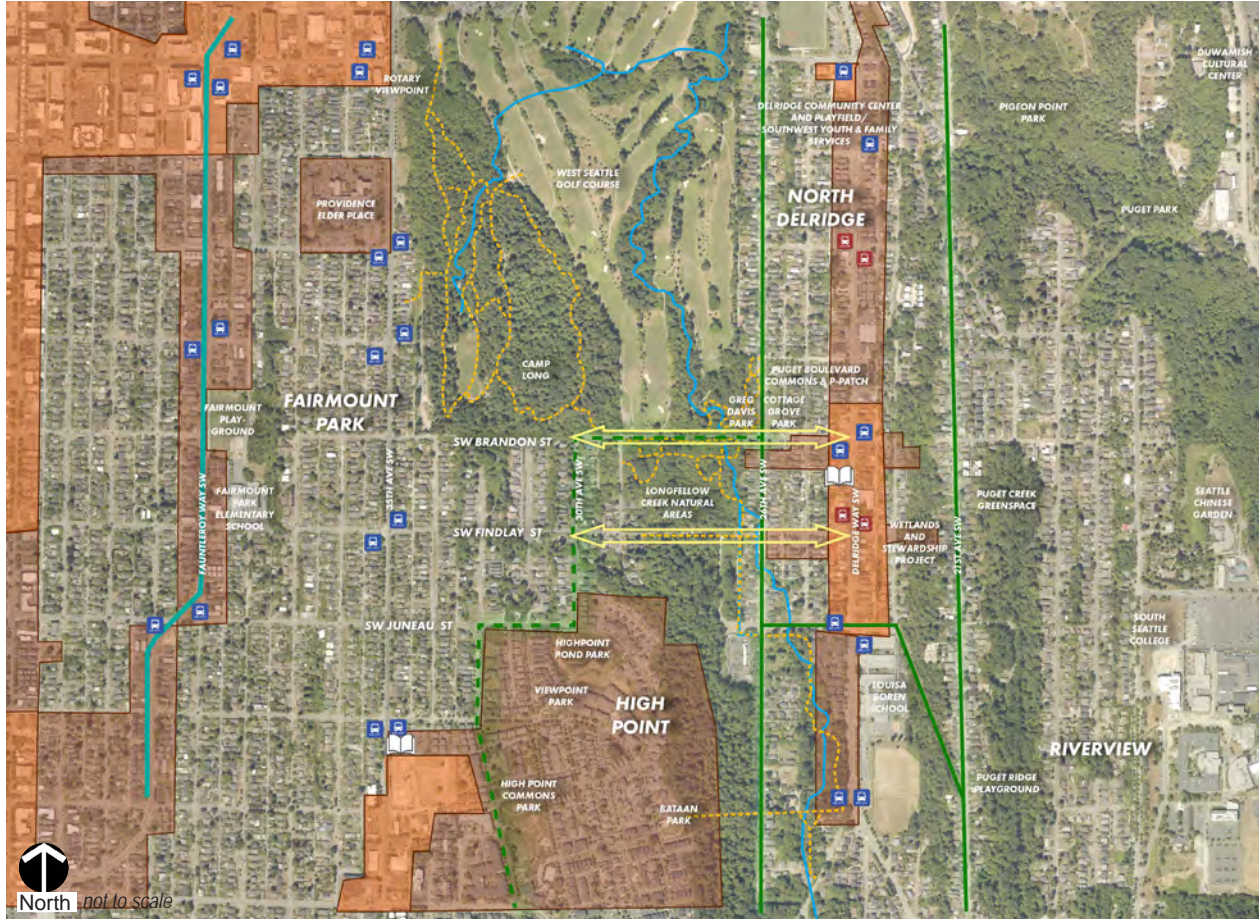
The project area is located in the Delridge neighborhood of West Seattle. SW Brandon Street and SW Findlay Street, between 30th Ave SW and 26th Ave SW were examined to improve mobility in the east-west direction. The neighborhoods of High Point and Fairmount Park are to the west and Delridge to the east. Longfellow Creek flows south to north and bisects the project area. The dense vegetation surrounding the creek forms the Longfellow Creek Natural Areas with a network of existing trails. The West Seattle Golf Course and Camp Long are to the north, both of which are owned by Seattle Parks & Recreation. In addition to the natural areas, steep topography makes walking or bicycling these routes difficult.

REGIONAL CONTEXT MAP



North *not to scale*

NEIGHBORHOODS CONTEXT MAP



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

PROJECT ORIGINS

DELDRIDGE ACTION PLAN

The Delridge Action Plan was the outcome of a collaboration between the Department of Neighborhoods (DON) and hundreds of neighbors. The plan helped identify a vision for North Delridge, and prioritize steps that individuals, organizations and the City could take to make Delridge a healthy and livable neighborhood for all community members.

The Delridge Action Plan outlined six priority areas:

- Supporting Diverse & Engaged Communities
- Developing Dynamic Neighborhood Destinations
- Improving Access to Affordable, Healthy Food
- Creating Active Transportation Choices
- Nurturing a Healthy Longfellow Creek Watershed
- Leveraging Parks & Cultural Facilities to Support a Healthy Community

This project area was highlighted in a segment of the plan called, "Brandon Junction".

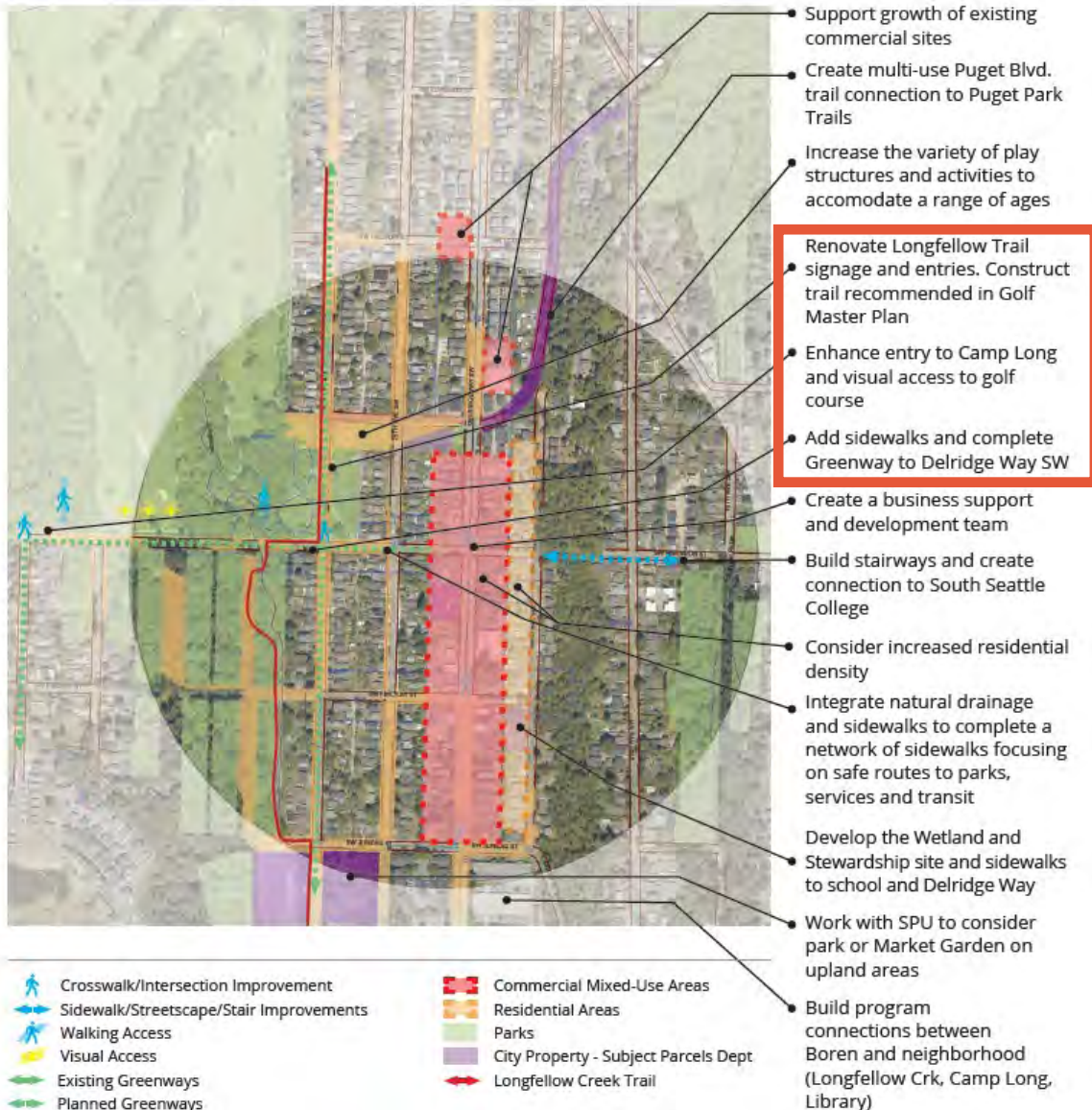


Source: Delridge Action Plan (pg. 54)

BRANDON JUNCTION KEY STRATEGIES

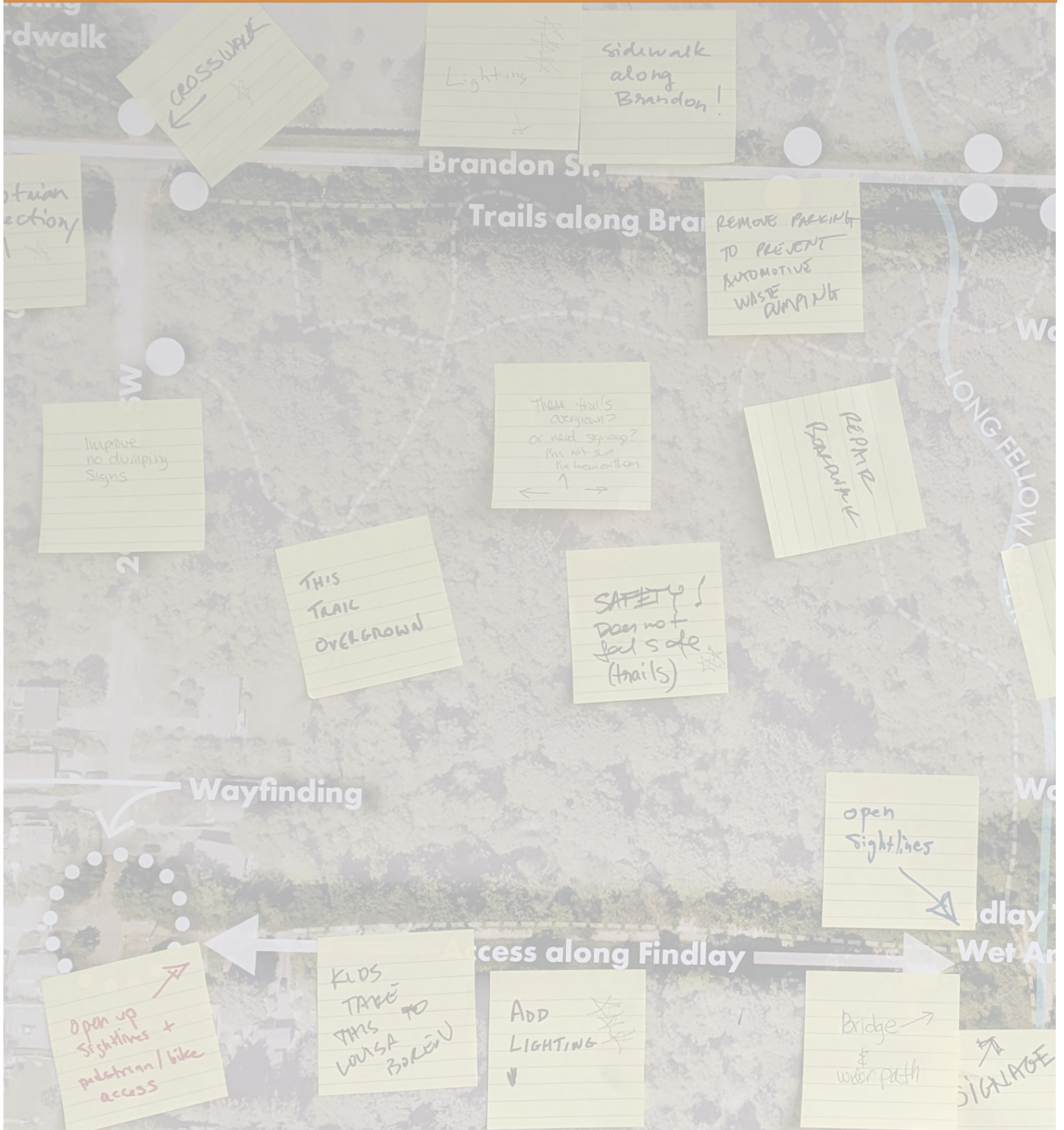
Community, Shops and Food Destination

- Create strong design identity with lighting trees, sidewalks and design guidelines, etc.
- Support Delridge Grocery, and OSE and HSD's continued work to increase affordable food access
- Create long-term seasonal affordable farmers market or stand
- Consider Market Garden element to augment P-Patch
- Support growth of food businesses like restaurants, Commissary Kitchen and Integrate food trucks into events
- Prioritize and focus sidewalk and green stormwater improvements along streets such as Brandon, 26th, Juneau & Findlay to make better connections to community destinations transit, parks, etc.



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INVENTORY & ANALYSIS

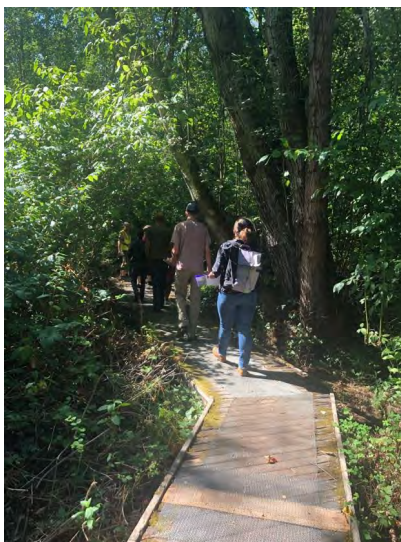
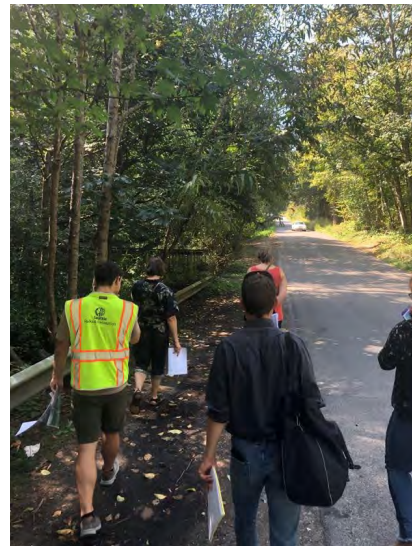


INVENTORY & ANALYSIS

A variety of on-site meetings with stakeholders and the public were held to inventory the existing conditions throughout the project area. The goal of these meetings were to conduct a detailed inventory of the existing features, and to analyze the conditions, suitability, and opportunities for improvement. The following is a summary of those meetings and process.

SITE WALK - September 6, 2019

Ed Pottharst (SPR) introduced the project and project context, including a previous attempt to secure a Neighborhood Street Fund grant, and current support from Council member Lisa Herbold's office. Aaron Luoma (HBB) reviewed the scope of the project and the plan for the site walk. The site walk began at 26th Ave SW & SW Brandon Street, and proceeded counterclockwise through the project area. Observations and opportunities by project area can be reviewed in the Appendices document. Prior to the project starting SPR provided comments, those comments and responses can be found in the Appendices document.



FOCUS AREAS

The graphic below identifies the project's areas of focus. These areas were identified early on during the initial project scoping, and in coordination with SPR staff during the initial Site Walk.



SITE INVENTORY

The graphics on the next page were developed as part of the detailed inventory of the existing conditions within the focus areas. These were developed for the first ProView meeting and Community Meeting. Inventory was split between the two primary corridors of SW Brandon and SW Findlay. Larger versions of these graphics can be found in the Appendices document. Features identified include:

- Trails
- Trail entries
- Sidewalks
- Existing & future bus stops
- Topography
- Traffic signs
- Fencing & gates
- Stairs
- Street lights
- Speed bumps
- Guardrails
- Wayfinding sign posts
- Longfellow Creek & flood zone
- Delridge library
- Views
- Neighborhood Greenways
- Traffic circles
- SPR park signs

INVENTORY

What do you know about this place?



INVENTORY

What do you know about this place?

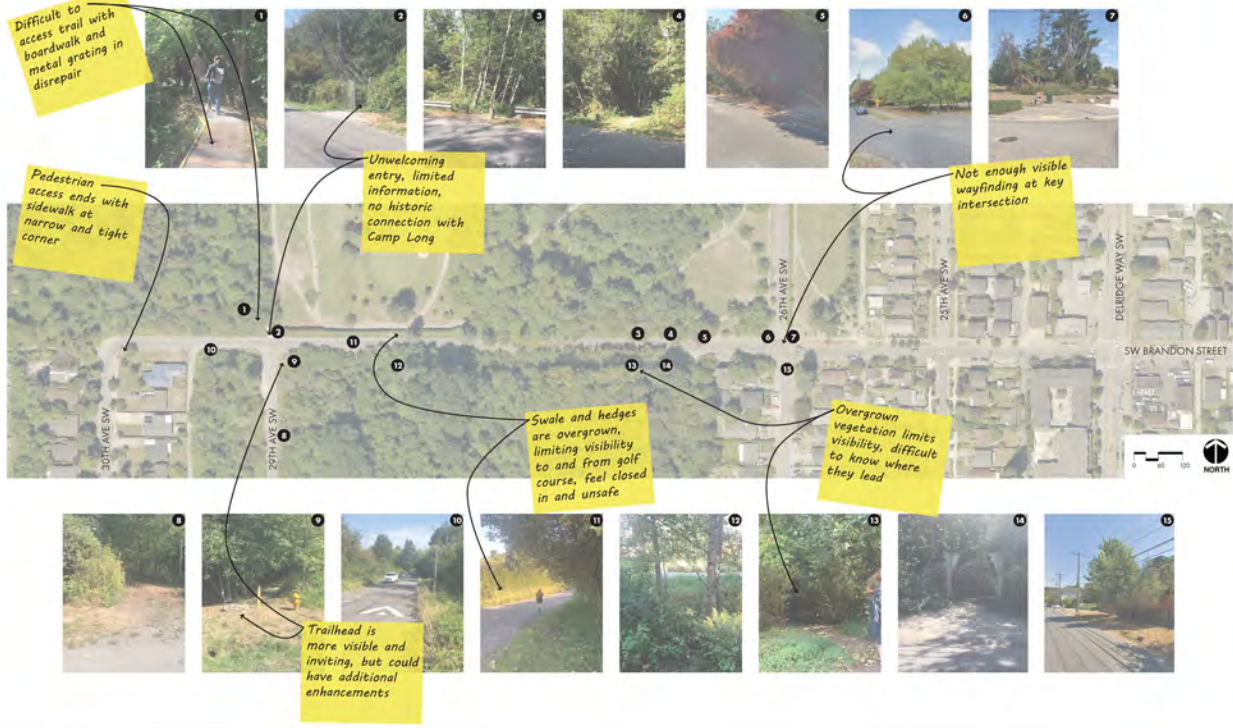


PHOTOGRAPHS AND STREET ANALYSIS

To provide a clear understanding of the existing conditions, site photographs were provided to SPR ProView and the public for those who were not familiar with the existing conditions, or could not travel in-person to the first Community Meeting. Larger versions of the graphics, displayed on the next page, can be found in the Appendices document. In addition to the photographs, small observations were made from the first Site Walk with SPR to encourage additional thoughts from ProView and the broader community.

SW BRANDON STREET ANALYSIS

How do you feel about these spaces?



SW FINDLAY STREET ANALYSIS

How do you feel about these spaces?



PROVIEW MEETING #1 - November 5, 2019

A few of the items discussed in this meeting included:

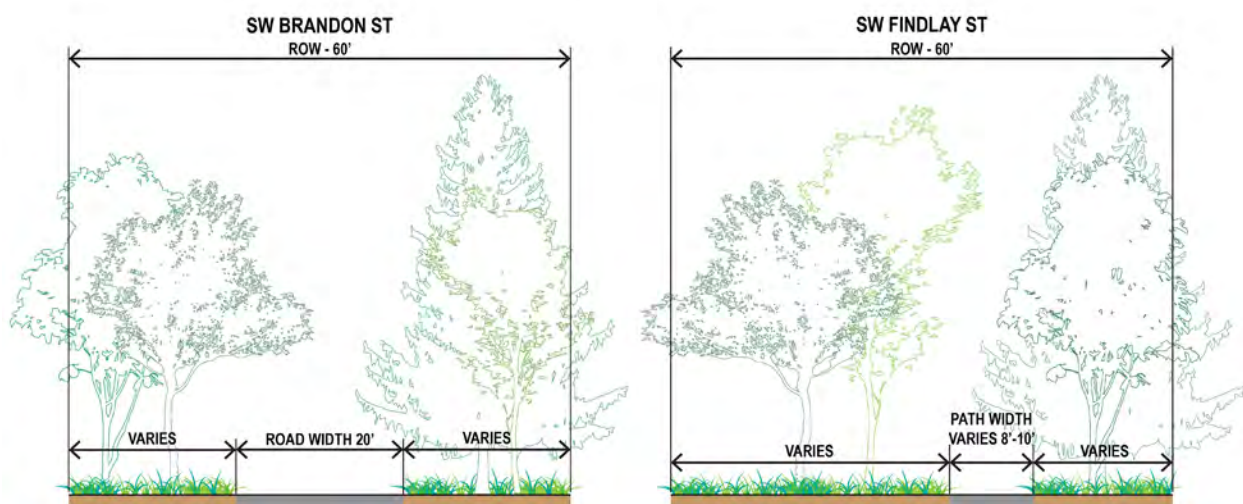
- Consider CPTED in design criteria
- Address the public's complaints about existing access to Camp Long
- Enhance Camp Long connection signage
- Identify right-of-way lines, joint use agreement may be needed if proposed trail locations are in the right-of-way
- Replace boardwalk with more sustainable structure
- A good schematic plan needs to be developed

A full list of the comments and responses can be found in the Appendices document.



RIGHT-OF-WAY

The existing rights-of-way of both SW Brandon and SW Findlay are both 60' wide, but vary in terms of existing conditions as shown in the graphics below.



SW Brandon is entirely paved, but with very few sidewalks. The roadway crosses Longfellow Creek that runs through a culvert. Vehicular guardrail barriers span both sides of the creek crossing. The majority of the edges of the roadway are either loose gravel or grasslined ditches. The property ownership and jurisdictional authority between SDOT and SPR is complicated along SW Brandon. Detailed accounts of this can be found in the Appendices document.









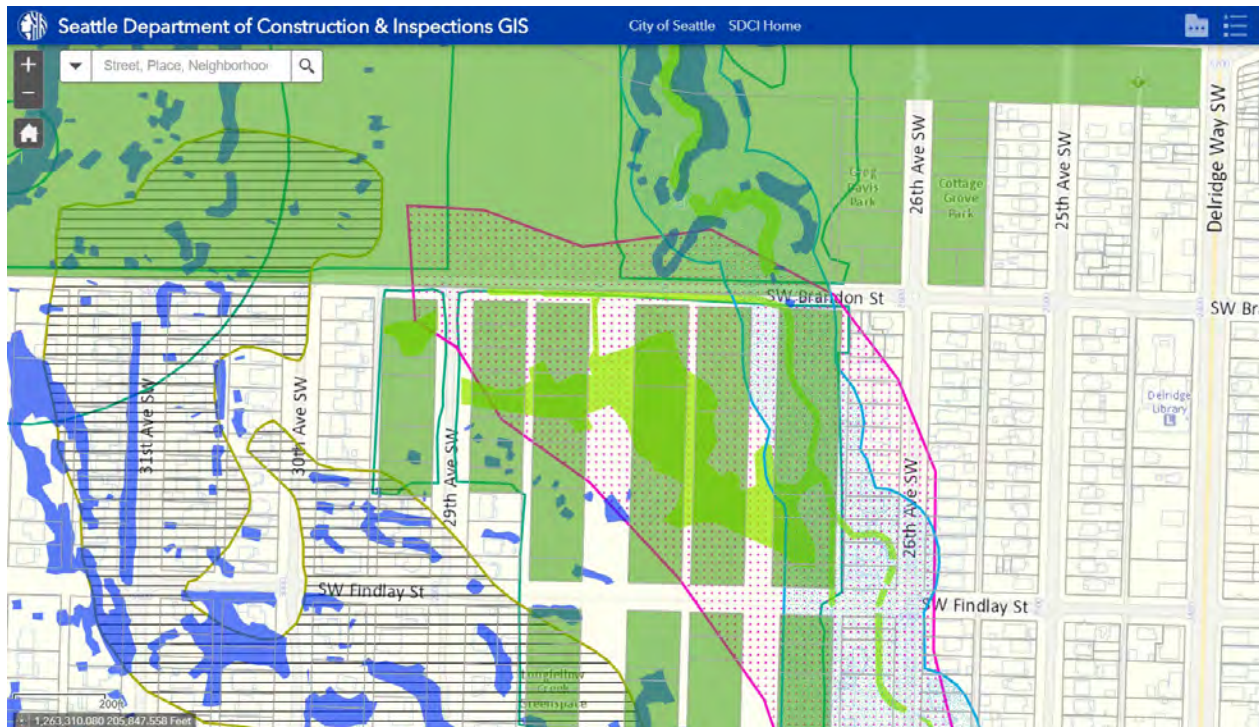
SW Findlay is an unimproved SDOT right-of-way, that is primarily used as a SCL transmission corridor for above and below ground utility infrastructure. The corridor is steep in places with crushed gravel pathway. Access is controlled by a gate at the top of the hill at 30th Ave SW. The gravel corridor turns south before crossing Longfellow Creek towards SCL's existing substation at SW Juneau Street.



ENVIRONMENTALLY CRITICAL AREAS (ECAs)

In the City of Seattle, ordinance (SMC Chapter 25.09) regulates development within environmentally critical areas (ECAs). According to Seattle Department of Construction & Inspections GIS, this project contains the following ECAs:

-  ECA1: Steep Slope (40% average)
-  ECA2: Potential Slide Area
-  ECA3: Riparian Corridor
-  ECA4: Wetland
-  ECA5: Liquefaction Prone Areas
-  ECA9: Wildlife Habitat



SITE SLOPE DATA

In order to evaluate the accessibility of the existing streets, an inventory of the existing slopes of the streets and ROWs was prepared. This helped determine accessibility challenges and opportunities.



COMMUNITY MEETING # 1 - DECEMBER 7, 2019

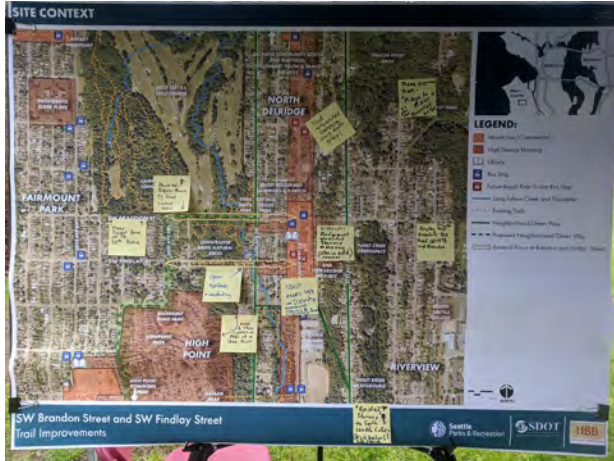
Members of the community were invited to a walk through the project site to provide feedback and ideas about improvements that could be made on pedestrian connections. Emails, social media, on-site signs, and flyers were mailed out to the community. Approximately 30 people attended the meeting in which some went on site tours of the entire project site, and then provided comments on comment cards and on sticky notes to boards. Copies of all community input received during the meeting and by email can be found in the Appendices document.

A brief summary of public feedback includes:

- Make trail entries more inviting
- Improve signage
- Improve pedestrian infrastructure along SW Brandon St
- Remove or trim vegetation that block sight lines and obscure trail entries



SAMPLE COMMENTS FROM COMMUNITY MEETING



SW BRANDON STREET AND SW FINDLAY STREET **SITE WALK** December 7, 2019

ADDITIONAL COMMENTS
Please list any comments in the space below.

IF SIGRAGE IS USED, USE LARGEST FONT possible

Contact Information (Optional):

SW BRANDON STREET AND SW FINDLAY STREET **SITE WALK** December 7, 2019

ADDITIONAL COMMENTS
Please list any comments in the space below.

Adding sidewalk on Brandon will help accessibility & safety along the north border of the golf course -> Camp Long. Adding stop signs & cross walk at the corner of 30th Ave SW -> Brandon will help slow dangerous drivers -> add safety for the many children who play around this corner.

Contact Information (Optional): *Kristen Barkley-Harden 415 215 0410*

SW BRANDON STREET AND SW FINDLAY STREET **SITE WALK** December 7, 2019

ADDITIONAL COMMENTS
Please list any comments in the space below.

Overall very positive ideas for improvement. I would encourage additional Sgrage along Findlay (30th, 20th, 26th) as that offers the most opportunity for improvement. When possible, move signs as close to road + at intersection as possible.

Contact Information (Optional):
Gage Doehlers gage.doehlers@gmail.com

SW BRANDON STREET AND SW FINDLAY STREET **SITE WALK** December 7, 2019

ADDITIONAL COMMENTS
Please list any comments in the space below.

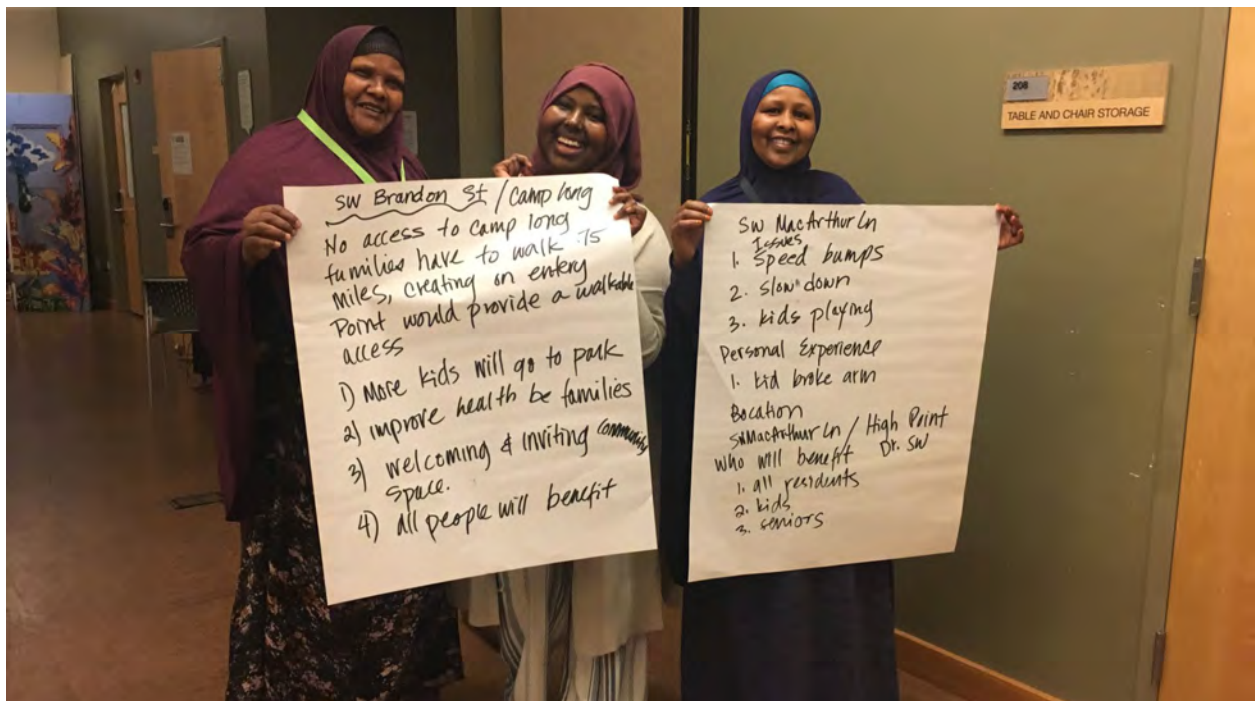
Overall great experience & positive ideas. Please keep bike/ped improvements at the forefront.

Contact Information (Optional):

NEIGHBORHOOD HOUSE EVENTS - DECEMBER 2019

In support of events occurring at Hight Point's Neighborhood House, kids activity sheets were developed to engage the community, along with supporting posters and materials from the Community Meeting #1. One of these events was a "Your Voice Your Choice" event by DON, this feedback included:

- No access to Camp Long families have to walk 3/4 miles, creating an entry point would provide a walkable access.
- More kids will go to park
- Improve health be families
- Welcoming and inviting space
- All people will benefit



KIDS ACTIVITY SHEET AND PROJECT FLYER

SW Brandon & SW Findlay Streets - Trail Improvements & Wayfinding

This project seeks to improve access, safety, and connections to public transit, by improving trails and wayfinding along SW Brandon and SW Findlay Streets.

<https://www.seattle.gov/parks/about-us/current-projects/sw-brandon-and-sw-findlay-streets-trail-improvements-and-wayfinding>
@ed.pothorst@seattle.gov
206-386-4232

Find your way from the star to the bus stop! Color in the picture and find all 6 animals!

NOTE: Maze does not represent actual street grid.

MEETING WITH SPU - January 7, 2020

This meeting was held with SPU staff as they are a significant stakeholder in the management of Longfellow Creek that bisects the project site.

Attendees:

- Aaron Luoma (HBB)
- Ed Pottharst (SPR)
- Betsy Lyon (SPU)
- Katherine Lynch (SPU)

Discussion Topics:

- Betsy & Katherine provided an overview of the SPU project for providing additional flood storage for Longfellow Creek. The analysis performed to date by SPU has identified the area between the existing Seattle City Light substation at SW Juneau St north to SW Brandon Street for additional flood storage.
- A part of this project will examine the feasibility and design of rerouting the main channel of Longfellow Creek to the west where there is more public land for natural flooding and meandering of the creek.
- SPU is several months away from securing a consultant to begin the analysis, feasibility study, and design. This will likely be after the SPR planning project is completed.
- HBB/SPR will provide schematic designs for enhancing the wet area crossing along SW Findlay Street as it will be within the future SPU project area. The design will seek to minimize impervious surfaces, impacts to sensitive areas, and be easily relocated in the future (if needed).
- Vegetation management will be included for SPR scope areas to increase visibility of the wet area crossing, Findlay ROW, and existing trails.
- SPR identified one portion of trail that runs north-south from Brandon to an existing bridge the follows the east side of the creek. This portion of trail is near an eroding creek bank, and could be abandoned as it duplicates pedestrian pathways, and utilized for flood storage or creek enhancements.



Site photos of Longfellow Creek - March 5, 2020

MEETING WITH SDOT - January 16, 2020

This meeting, held at the Seattle Municipal Tower, discussed the project as whole, but in particular how SDOT would be involved in future coordination of proposed improvements along SW Brandon and several of the key intersections within ROW managed by SDOT. Attendees included Greg Funk, CJ Holt, and David Burgesser of SDOT, as well as Ed Pottharst (SPR) and Aaron Luoma (HBB). A brief summary of this meeting includes the following:

- 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.
- It is acceptable to document and recommend changing locations and/or content of the standard SDOT blade signs and SPR wayfinding sign posts.
- Pedestrian path could be a new curb, gutter and sidewalk, but this would require additional costs and drainage analysis.
- 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.
- SDOT needs to know from SCL, and possibly SPU of vehicular access requirements before other input and recommendations are provided.
- Adding additional impervious surfaces on Findlay would also trigger permitting requirements and drainage improvements.

A full summary of the meeting can be found in the Appendices document of this document.



Site photos of SW Brandon Street - March 5, 2020

MEETING WITH SEATTLE CITY LIGHT - March 3, 2020

This meeting, held at the Seattle Municipal Tower, was organized to discuss SW Findlay Street ROW and the SCL Access Road. Attendees included Amberlynn Pauley of SCL, Ed Pottharst (SPR) and Aaron Luoma (HBB). A brief summary of this meeting includes the following:

- 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.
- 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.
- 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.

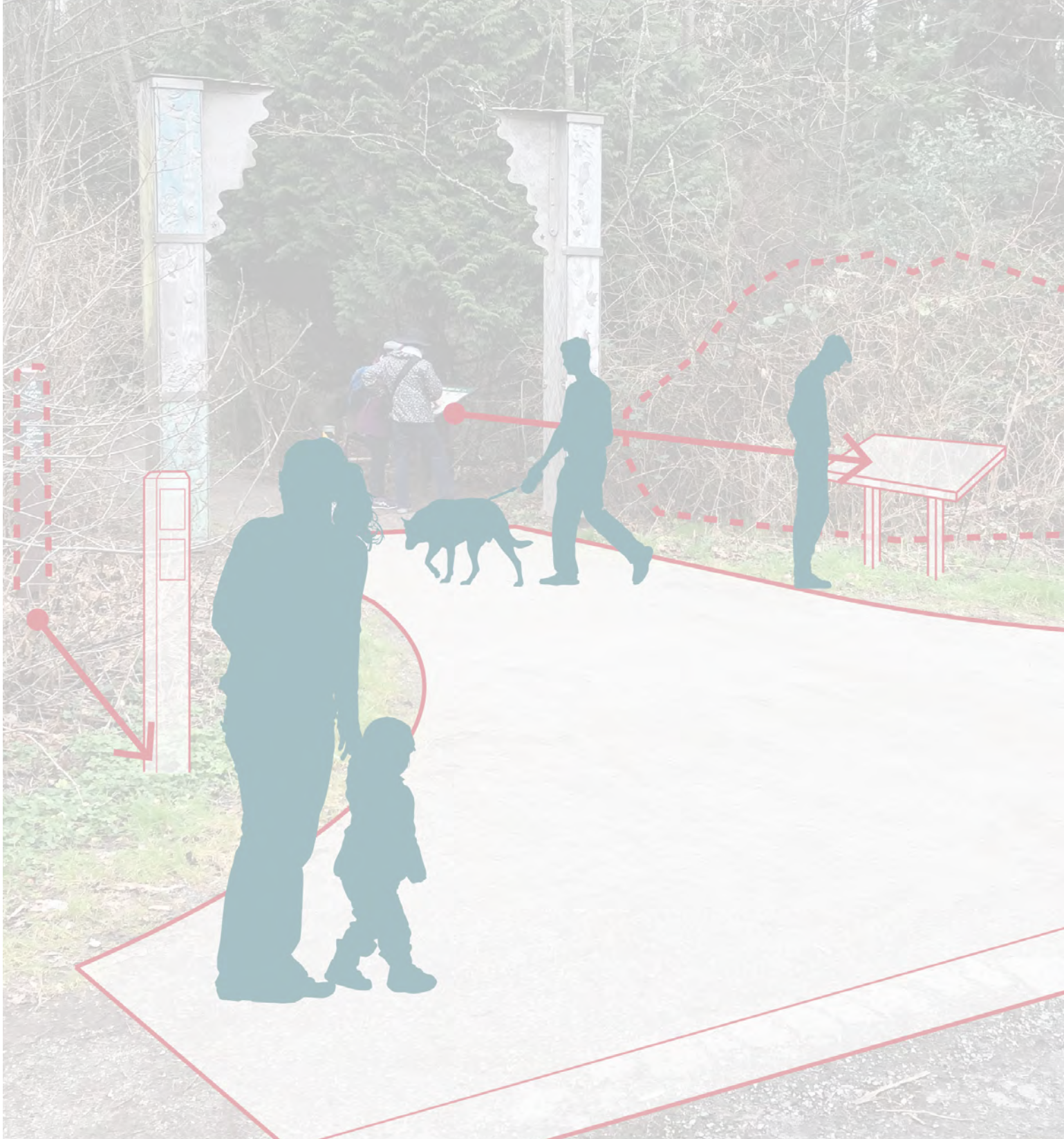
A full summary of the meeting can be found in the Appendices document of this document.



Site photos of SW Findlay Street and Trail - March 5, 2020

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SCHEMATIC DESIGN



SCHEMATIC DESIGN

The project site was divided into smaller focus areas to illustrate the schematic design improvements based upon the inventory and analysis, and all community and stakeholder engagement.



— Right-of-way - - - Trail Network ○ Trail Entry

- | | |
|---|---|
| A. SW Brandon St .and 26th Ave. SW | E. 29th Ave. SW and SW Findlay St. |
| B. Entries, accessibility, safety, and vegetation management along SW Brandon St. | F. Entries, accessibility, safety, and vegetation management along SW Findlay St. |
| C. Entry and Boardwalk at Camp Long | G. Wet area along SW Findlay St. |
| D. 30th Ave. SW and SW Findlay St. | H. 26th Ave. SW and SW Findlay St. |

FOCUS AREA A

SW Brandon St .and 26th Ave. SW



FOCUS AREA B

Entries, accessibility, safety, and vegetation management along SW Brandon St.



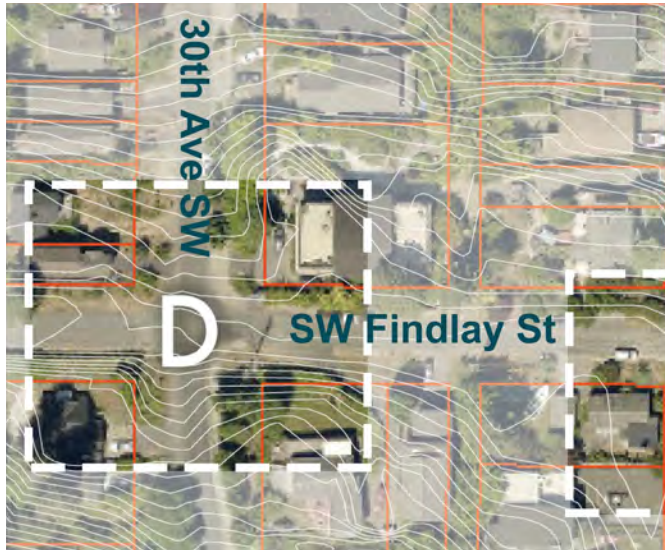
FOCUS AREA C

Entry and Boardwalk at Camp Long



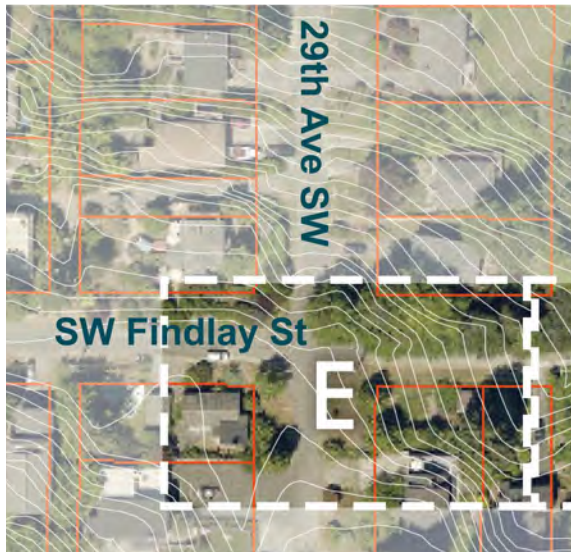
FOCUS AREA D

30th Ave. SW and SW Findlay St.



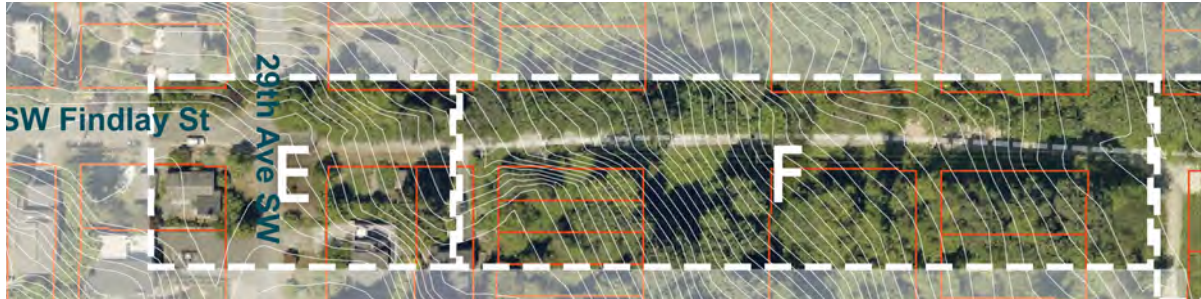
FOCUS AREA E

29th Ave. SW and SW Findlay St.



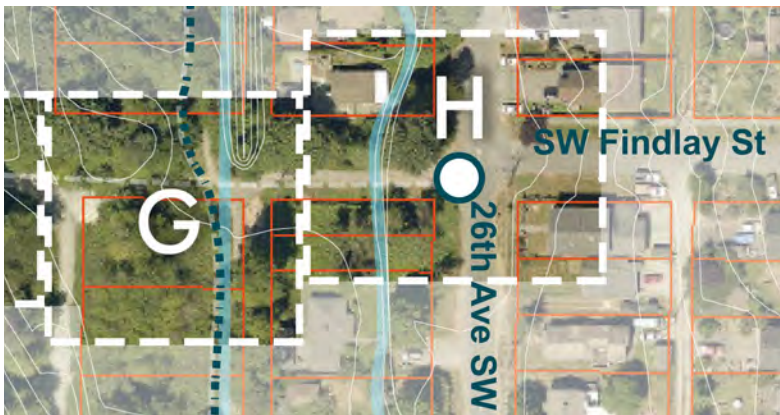
FOCUS AREA F

Entries, accessibility, safety, and vegetation management along SW Findlay St.



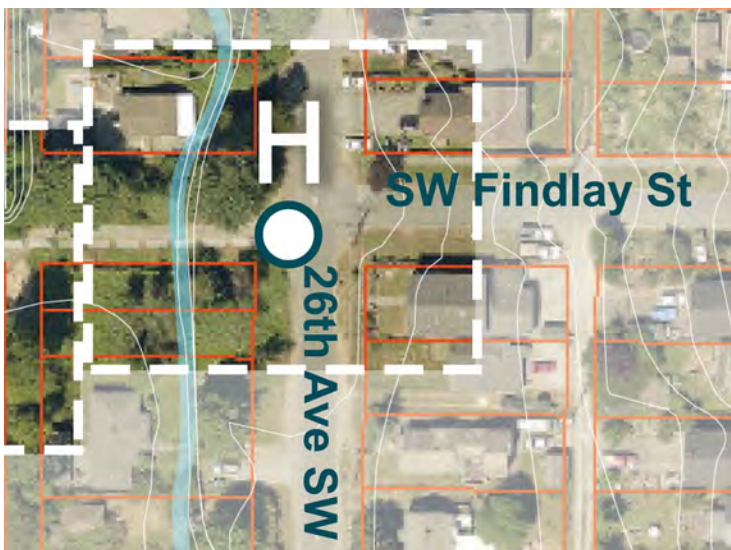
FOCUS AREA G

Wet area along SW Findlay St.



FOCUS AREA H

26th Ave. SW and SW Findlay St.



SCHEMATIC DESIGN

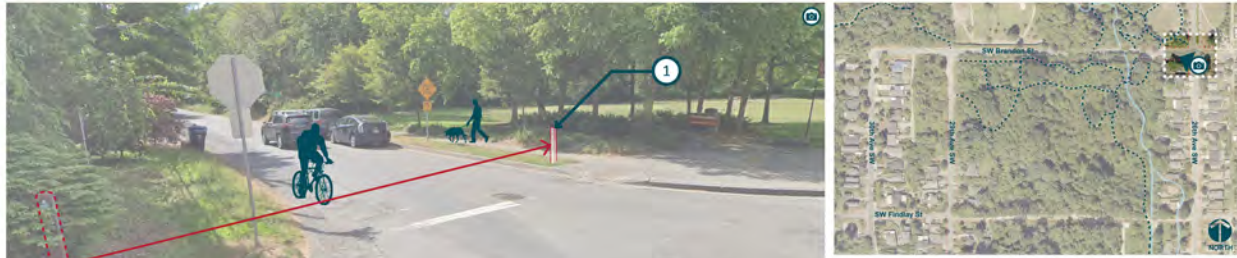
The following graphics represent the schematic design for each area of focus. Key maps, visualizations, detailed drawings, and relative cost information was provided for each. These were presented to SPR's ProView #2 meeting, and subsequently edited for minor items for online community engagement. Fullsize versions of these graphics can be found in the Appendices document.

Total costs for proposed items were not shared with the public. Instead, dollar sign symbols were used to distinguish which items costed more than others. The chart below summarizes how costs were weighted for each proposed site intervention. A summary of the total costs can be reviewed in the Cost Estimate chapter (page 62). A list of items and their associated costs for each focus area can be found in the Appendices document.

Cost Guide For Schematic Designs	
\$0- \$4,000	\$
\$4,000-\$10,000	\$\$
\$10,000-\$20,000	\$\$\$
\$20,000-\$40,000	\$\$\$\$
\$50,000+	\$\$\$\$\$

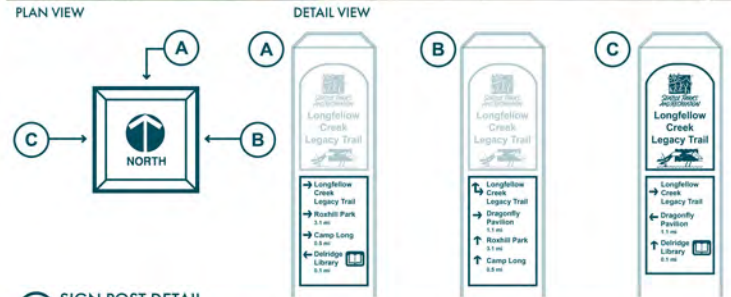
FOCUS AREA A

Brandon Street + 26th Intersection

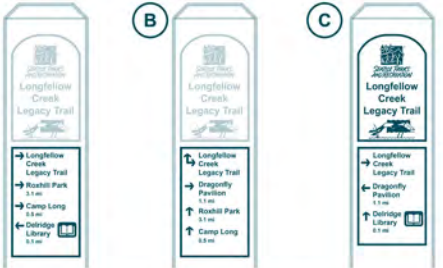


Proposed Site Interventions	Cost
1) Move existing sign post to other side of street, add new graphic panels	\$

PLAN VIEW



DETAIL VIEW



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

FOCUS AREA A

Brandon Street + 26th Intersection







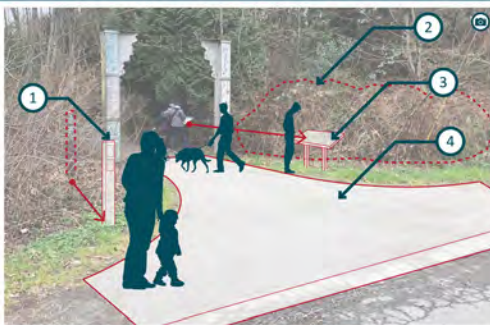


Proposed Site Interventions	Cost
1) Revise existing SDOT blade signs to Camp Long	\$

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

FOCUS AREA B

Brandon Street Legacy Trail Entry: South Side

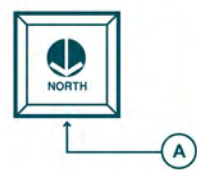



1 SIGN POST DETAIL
NOTE: EXISTING FEATURES ARE DEPICTED AS SCREENED BACK


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	\$\$

PLAN VIEW



DETAIL VIEW



FOCUS AREA B

Brandon Street Legacy Trail Entry: North Side

Proposed Site Interventions	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	\$\$\$

2 BLADE SIGN DETAIL
NOTE: EXISTING FEATURES ARE DEPICTED AS SCREENED BACK

3 SIDEWALK PLAN VIEW

Brandon Street: Secondary Trail Entry at Bridge

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


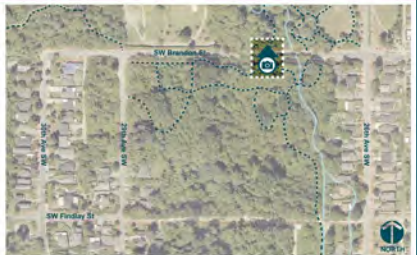
PLAN VIEW

DETAIL VIEW

2 SIGN POST DETAIL

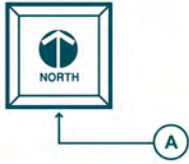
FOCUS AREA B

Brandon Street: Secondary Trail Entry Across From Bridge





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

PLAN VIEW

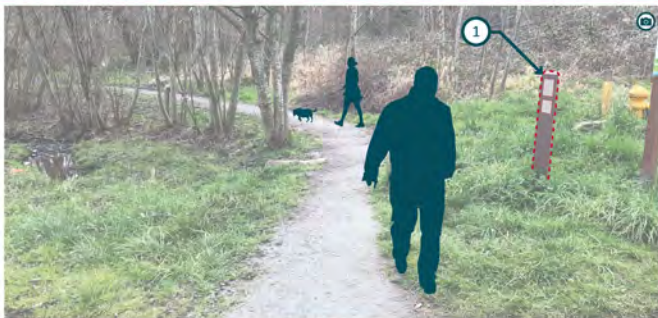



DETAIL VIEW



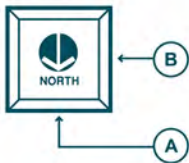
2 SIGN POST DETAIL

Trail Entry at Brandon Street and 29th Intersection

Proposed Site Interventions	Cost
1) New graphic panels on existing wayfinding sign post	\$

PLAN VIEW

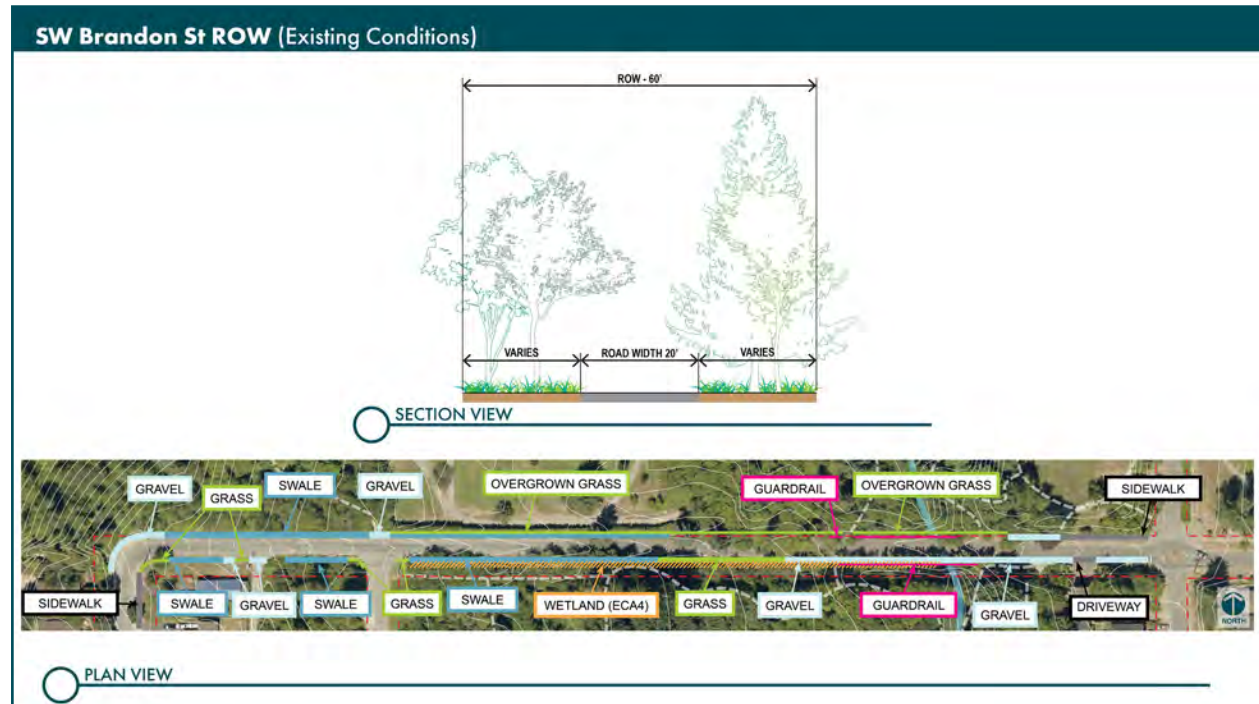


DETAIL VIEW

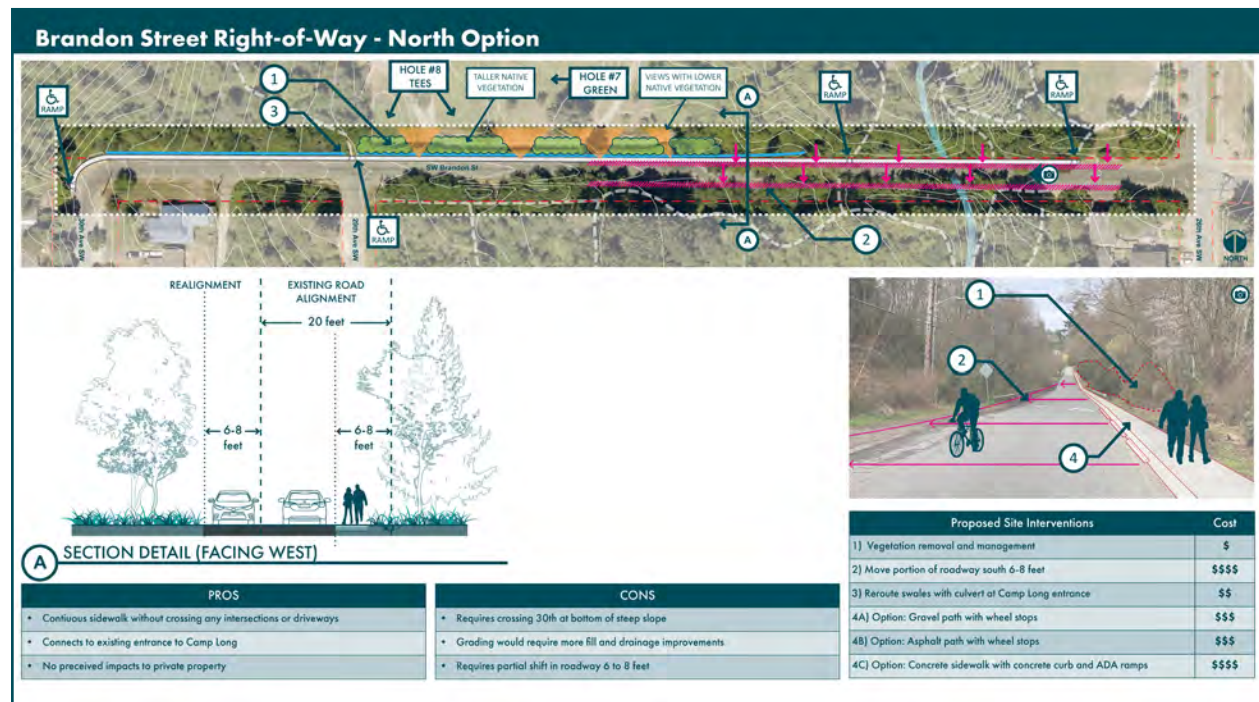


1 SIGN POST DETAIL
NOTE: EXISTING FEATURES ARE DEPICTED AS SCREENED BACK

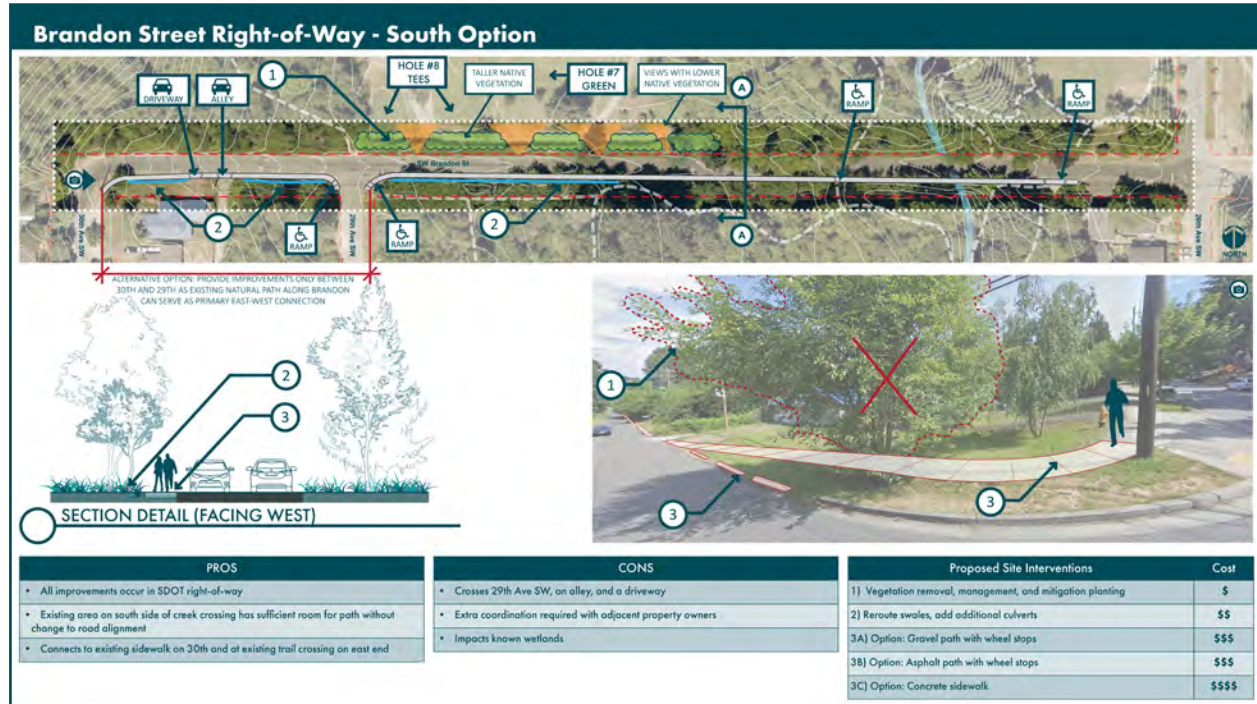
FOCUS AREA B



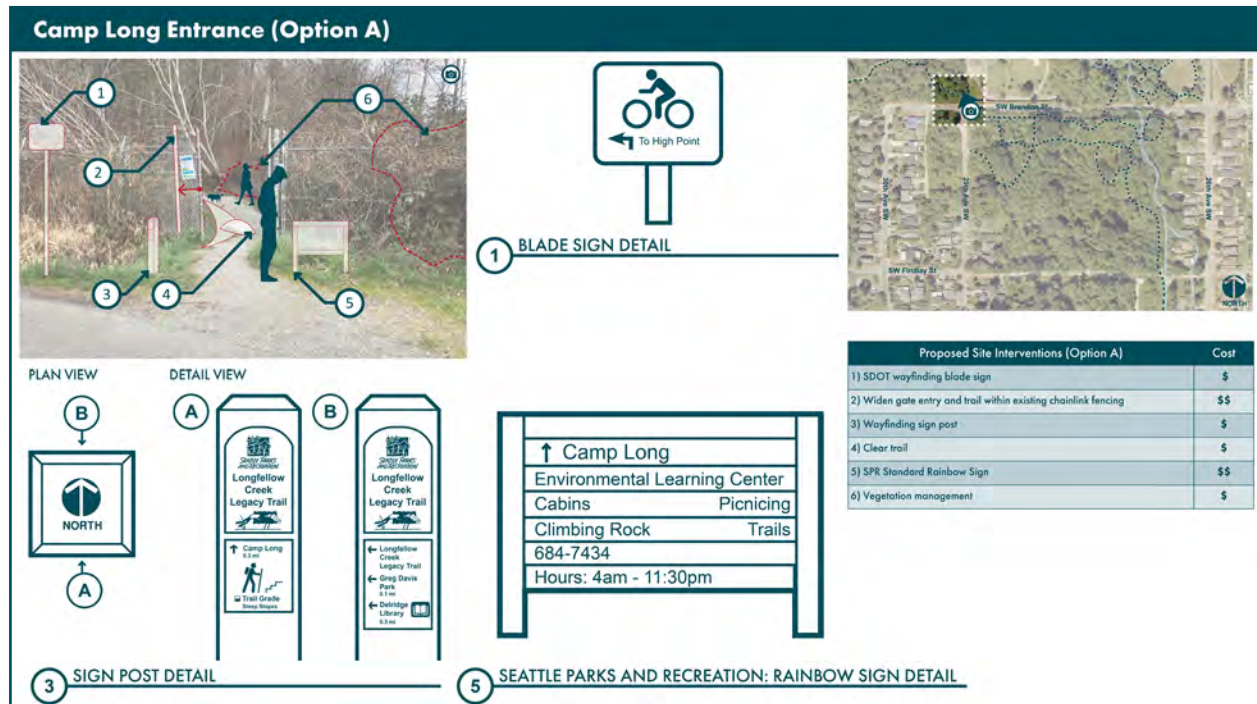
FOCUS AREA B



FOCUS AREA B

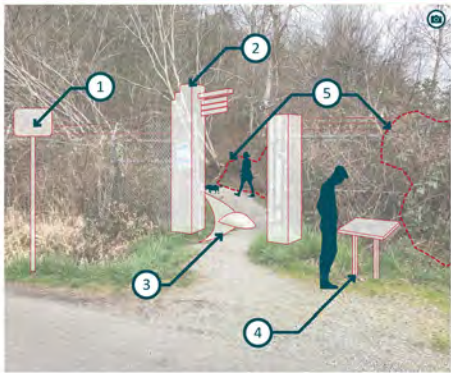

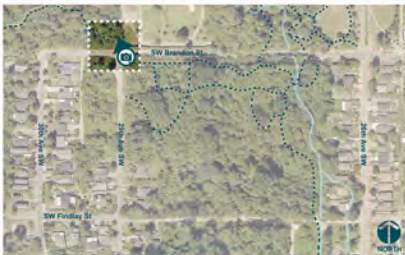
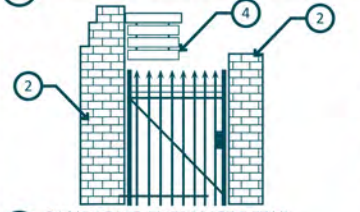

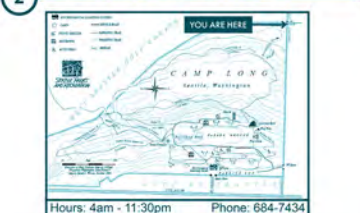


FOCUS AREA C



FOCUS AREA C

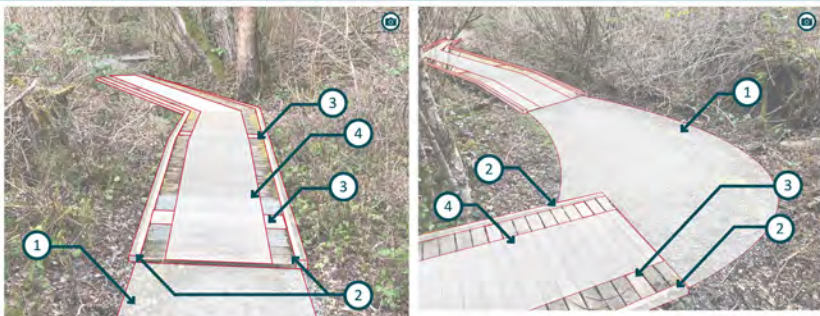

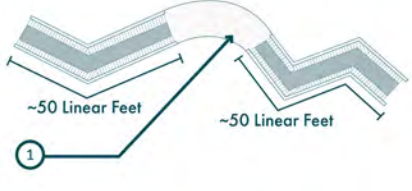

Camp Long Entrance (Option B)

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		\$

Hours: 4am - 11:30pm Phone: 684-7434

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		\$

FOCUS AREA C

Camp Long Boardwalk




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






PLAN VIEW

METAL/FIBERGLASS BOARDWALK

FOCUS AREA D

Findlay Street and 30th Ave

Proposed Site Interventions		Cost
1) SDOT wayfinding blade sign		\$
2) Wayfinding sign post		\$




1) BLADE SIGN DETAIL



PLAN VIEW

2) SIGN POST DETAIL



DETAIL VIEW

FOCUS AREA E

Trail Entry at Findlay Street and 29th Ave

PLAN VIEW

DETAIL VIEW

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	\$

FOCUS AREA F

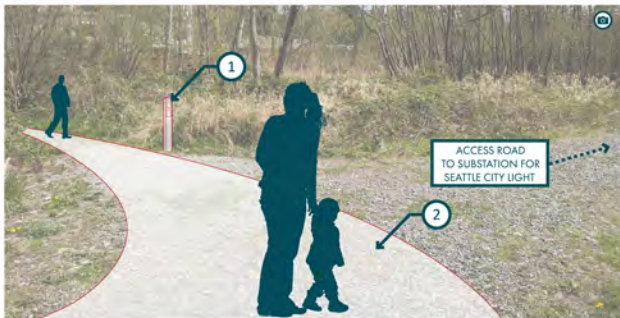

Findlay Street Right-of-Way

SECTION VIEW (Existing Conditions)

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


FOCUS AREA G

Findlay Trail Intersection





Proposed Site Interventions	Cost
1) Wayfinding sign post	\$
2) Gravel resurfacing to match rest of trail	\$

PLAN VIEW





DETAIL VIEW



1 SIGN POST DETAIL

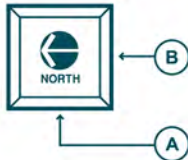
FOCUS AREA G

Wet Area Crossing

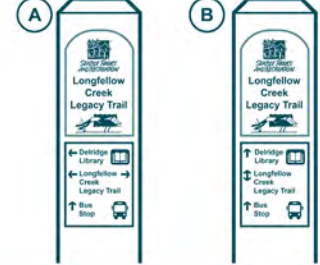



Proposed Site Interventions	Cost
1) Vegetation management	\$
2) Wayfinding sign post	\$
3A) Option: Wood boardwalk	\$\$\$
3B) Option: New metal/fiberglass boardwalk	\$\$\$

PLAN VIEW



DETAIL VIEW



2 SIGN POST DETAIL

FOCUS AREA H



PROVIEW MEETING #2 - May 26, 2020

A few of the items discussed in this meeting included:

- Consider: Install a walkway over the wet area (where there is currently just a plank) or install something more significant than a boardwalk. 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.

A full list of the proview comments and HBB's responses can be found in the Appendices document.

OUTREACH MATERIALS



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 south side? (See Key Map above)

North Option

South Option



FLYERS

POSTARD


In order to increase community awareness and participation, this postcard was sent out to surrounding neighborhoods with information on the project and the online survey.

Your input helps!


This project improves pedestrian paths and wayfinding along SW Brandon Street and SW Findlay Street to improve neighborhood mobility. It includes work to improve and make more welcoming the public the trail entries at Camp Long and Longfellow Creek from SW Brandon Street. One of the goals of this project is to improve access to the future new RapidRide H-line stops at SW Findlay and Delridge.

Survey Link: <https://www.surveymonkey.com/r/C9HBJCF>

Survey QR Code:




Deadline for feedback: September 30, 2020




Contact:
Ed Pottharst
Ed.Pottharst@seattle.gov
Seattle Parks and Recreation
(206) 386 4232

To learn more project information, visit:
<https://www.seattle.gov/parks/about-us/current-projects/sw-brandon-and-sw-findlay-streets-trail-improvements-and-wayfinding>

SW Brandon & SW Findlay Streets - Trail Improvements & Wayfinding



Seattle Parks & Recreation



SDOT
Seattle Department of Transportation



Seattle Parks & Recreation
300 Elliott Avenue West, Suite 100
Seattle, WA 98119



SW Brandon & SW Findlay Streets - Trail Improvements & Wayfinding



Seattle Parks & Recreation




SDOT
Seattle Department of Transportation

PRESORTED
STANDARD
U.S. POSTAGE
PAID
SEATTLE, WA
PERMIT NO. 900

HIGH POINT COMMUNITY HANDOUT

A flyer was also prepared to provide to residents of High Point during regularly scheduled welfare check-ins. Over 100 boxes of crayons were included with the flyers. The content included links to the online survey, information about the project, and kids activities.




SW Brandon & SW Findlay Streets - Trail Improvements & Wayfinding

Improving access, safety, and connections to public transit by improving trails and wayfinding along SW Brandon and SW Findlay Streets.


<https://www.seattle.gov/parks/about-us/current-projects/sw-brandon-and-sw-findlay-streets-trail-improvements-and-wayfinding>

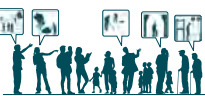
ed.pathoras@seattle.gov

206-386-4232



1) Draw in the route (if any) you take between High Point and Delridge.

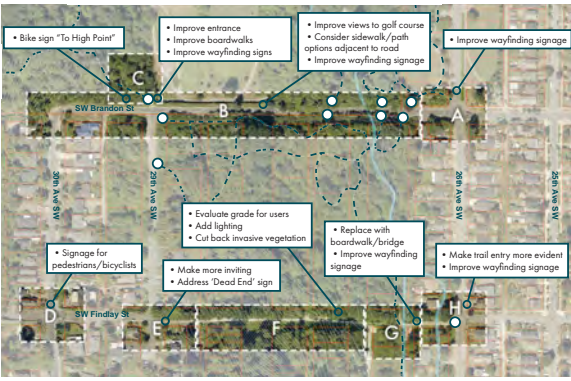




Your input helps!

Answer these questions and return at an event at Greg Davis Park later this summer!

2) Circle three areas you would like to see improved first.



A

- Improve entrance
- Improve boardwalks
- Improve wayfinding signs

B

- Improve views to golf course
- Consider sidewalk/path options adjacent to road
- Improve wayfinding signage

C

- Bike sign "To High Point"
- Signage for pedestrians/bicyclists
- Make more inviting
- Address "Dead End" sign

D

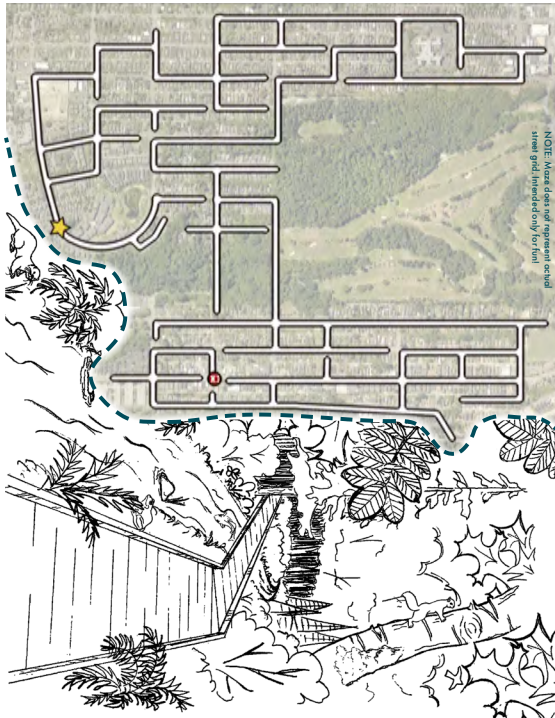
- Evaluate grade for users
- Add lighting
- Cut back invasive vegetation

E

- Replace with boardwalk/bridge
- Improve wayfinding signage

F

- Make trail entry more evident
- Improve wayfinding signage



NOTE: Maze ideas not represent actual street grid. Intended only for fun!

Find your way from the star to the bus stop!

Color in the picture and find all 6 animals!

ONLINE OUTREACH

SITE WALKTHROUGH VIDEO

With community events on site no longer being feasible, this video provided a in depth virtual tour of the site and the focus areas. The schematic design images were inserted into the video for each area. The video was published to SPR's YouTube channel, with a link provided in project announcements and online survey.

SITE CONTEXT

SW Brandon Street and SW Findlay Street Schematic Design

Delridge Trail Improvements and Wayfinding

204 views · Jul 29, 2020

2 0 SHARE SAVE ...

Seattle Parks & Recreation SDOT

Sample images from the video:



SW Brandon Street and SW Findlay Street
Schematic Design



Seattle
Parks & Recreation



SDOT
Seattle Department of Transportation



SW Brandon Street and SW Findlay Street
Schematic Design



Seattle
Parks & Recreation



SDOT
Seattle Department of Transportation

ONLINE SURVEY

A survey was designed and distributed to the public via Survey Monkey. The survey began with a description of the project goals and the existing conditions. Slides from the schematic design process were then shared before concluding with four questions.

SURVEY QUESTIONS

The four questions from the survey are listed below. The complete survey with supporting images can be viewed in the Appendices document.

- 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)
- 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

Sample screen shots from online survey:

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

Seattle Parks & Recreation | SDOT
South Department of Transportation

SITE CONTEXT

LEGEND:
 Street Line/Corridor
 High Density Housing
 Library
 School
 Transit Rapid Ride In-Line Bus Stop
 Long-Mile Crest and Marston
 Existing Path
 Neighborhood Green Way
 Regional Neighborhood Green Way
 Area of Focus or Boundary and Public Street

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)

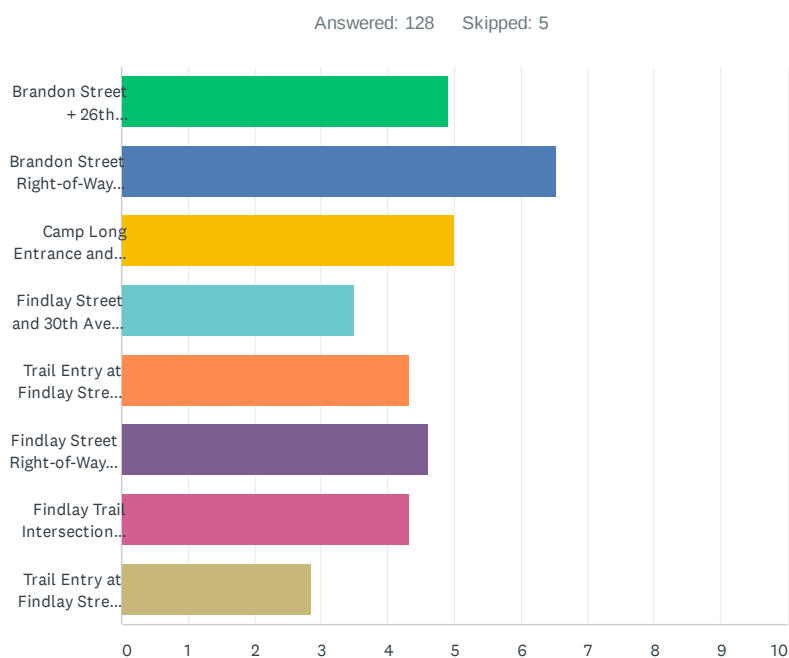
4. Where do you live?

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

SURVEY RESULTS

Over 133 people responded to the online survey, providing valuable feedback for the schematic designs and possible future projects and construction. The results can be viewed below and on the following pages.

Q1 Based on these proposed improvements, please rank these areas in the order of importance. Highest importance (1) to lowest importance (8). (See Key Map on the next page)



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

	1	2	3	4	5	6	7	8	TOTAL	SCORE
Brandon Street + 26th Intersection (Area A)	15.75% 20	18.90% 24	11.81% 15	10.24% 13	10.24% 13	11.81% 15	12.60% 16	8.66% 11	127	4.91
Brandon Street Right-of-Way Corridor (Area B)	49.61% 63	17.32% 22	11.02% 14	5.51% 7	2.36% 3	6.30% 8	4.72% 6	3.15% 4	127	6.53
Camp Long Entrance and Boardwalk (Area C)	11.02% 14	18.11% 23	21.26% 27	11.02% 14	13.39% 17	7.87% 10	8.66% 11	8.66% 11	127	5.01
Findlay Street and 30th Avenue (Area D)	2.40% 3	8.00% 10	9.60% 12	16.00% 20	12.00% 15	12.00% 15	12.00% 15	28.00% 35	125	3.49
Trail Entry at Findlay Street and 29th Avenue (Area E)	4.80% 6	7.20% 9	12.00% 15	17.60% 22	24.80% 31	23.20% 29	6.40% 8	4.00% 5	125	4.34
Findlay Street Right-of-Way Corridor (Area F)	6.35% 8	19.05% 24	14.29% 18	12.70% 16	8.73% 11	20.63% 26	12.70% 16	5.56% 7	126	4.61
Findlay Trail Intersection and Wet Area Crossing (Area G)	8.73% 11	9.52% 12	15.08% 19	15.87% 20	12.70% 16	6.35% 8	25.40% 32	6.35% 8	126	4.33
Trail Entry at Findlay Street and 26th Avenue Intersection (Area H)	2.40% 3	2.40% 3	4.80% 6	11.20% 14	15.20% 19	11.20% 14	16.80% 21	36.00% 45	125	2.85

KEY MAP



BRANDON STREET ROW OPTIONS

Brandon Street Right-of-Way - North Option

PROS	CONS
<ul style="list-style-type: none"> Concrete sidewalk, surface drainage, and stormwater management. Concrete to existing sidewalk to Camp Loop. Site preserved in-situ to primary property. 	<ul style="list-style-type: none"> Requires existing 20% of bottom of street clear. Grading would require access to and drainage improvements. Requires overall 40% to roadway 6 to 8 feet.

Proposed Site Interventions	Cost
1. Vegetation removal and management	\$
2. New portion of roadway south 8 to 8 feet	\$493
3. Stormwater with concrete and Camp Loop pavement	\$5
4M Option: Gravel path with wheel stops	\$45
4B Option: Asphalt path with wheel stops	\$45
4C Option: Concrete sidewalk with concrete curb and ADA ramps	\$551

SW Brandon Street and SW Findlay Street
Schematic Design

Seattle Parks & Recreation | SDOIT

Brandon Street Right-of-Way - South Option

PROS	CONS
<ul style="list-style-type: none"> 20% preservation in-situ to 20% of roadway. Existing trees on south side of road providing for sufficient cover for path without change to road alignment. Concrete to existing sidewalk on 20% and existing foot crossing on east end. 	<ul style="list-style-type: none"> Concrete, 20% to 20% of roadway, and ADA ramps. Extra construction required with adjacent property owners. Requires better material.

Proposed Site Interventions	Cost
1. Vegetation removal, management and landscape planting	\$
2. Concrete, 20% to 20% of roadway, and ADA ramps	\$4
3. Stormwater, existing, and additional system	\$45
4A Option: Gravel path with wheel stops	\$45
4B Option: Asphalt path with wheel stops	\$45
4C Option: Concrete sidewalk	\$494

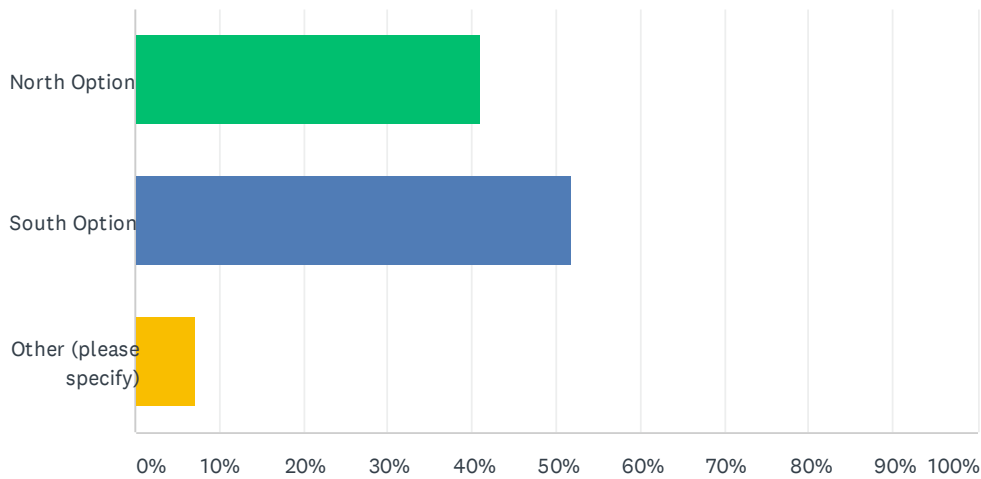
SW Brandon Street and SW Findlay Street
Schematic Design

Seattle Parks & Recreation | SDOIT

Full versions of the graphics on this page can be viewed in the Appendices document.

**Q2 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 on the previous page)**

Answered: 127 Skipped: 6



ANSWER CHOICES	RESPONSES
North Option	40.94% 52
South Option	51.97% 66
Other (please specify)	7.09% 9
TOTAL	127

#	OTHER (PLEASE SPECIFY)	DATE
1	Wherever you put the sidewalk, prohibit parking next to it; parking along Brandon at 26th is an interference.	9/30/2020 10:58 AM
2	Not needed. Wasteful	9/29/2020 10:33 AM
3	Neither	9/29/2020 7:07 AM
4	rather have sidewalks down 26th Ave SW south of brandon	9/23/2020 7:42 PM
5	Maintain existing trail on south side of street?	9/23/2020 6:05 PM
6	Least cost and safest lighting.	9/23/2020 9:11 AM
7	None - focus on Findlay, which will become the primary corridor.	9/23/2020 12:07 AM
8	both - or the one would have to be super wide for peds and cyclists	9/22/2020 6:28 PM
9	whichever is more feasible, safe and able to be lighted.	9/22/2020 10:47 AM

Camp Long Entrance (Option A)

Proposed Site Interventions (Option A)	Cost
1) 500' weathering blade sign	\$
2) Wider gate entry and trail with avoiding double fencing	\$5
3) Wayfinding sign post	\$
4) Clear trail	\$
5) SR Standard Rainbow Sign	\$5
6) Vegetation management	\$

SW Brandon Street and SW Findlay Street
Schematic Design

Camp Long Entrance (Option B)

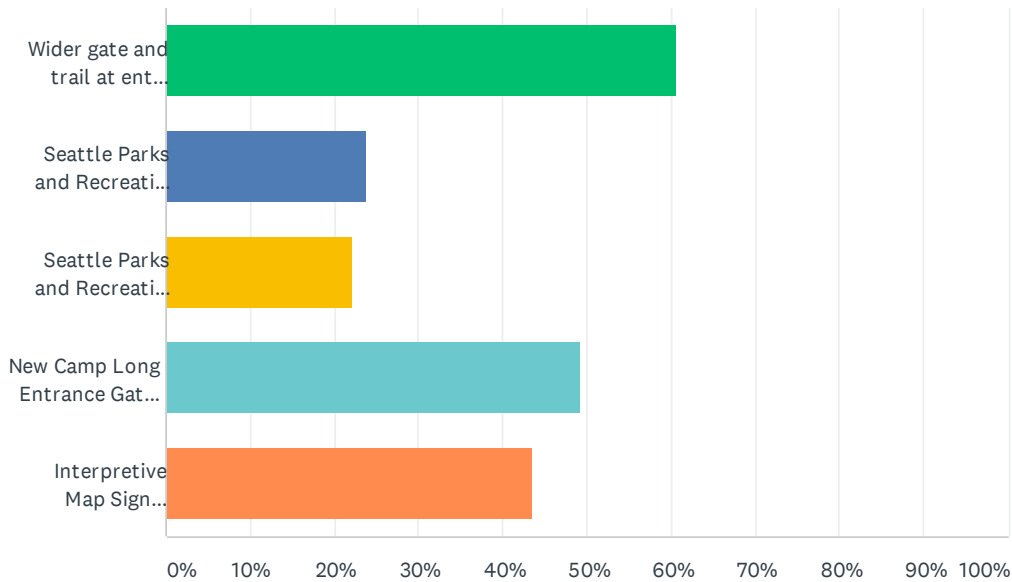
Proposed Site Interventions (Option B)	Cost
1) 500' weathering blade sign	\$
2) Wider entry and trail stone columns and Camp Long formal sign with gate	\$55
3) Clear trail	\$
4) Interpretive map sign	\$5
5) Vegetation management	\$

SW Brandon Street and SW Findlay Street
Schematic Design

Full versions of the above graphics can be viewed in the Appendices document.

Q3 Which changes would you like to see at Camp Long entrance (Area C)? Please select all that apply.

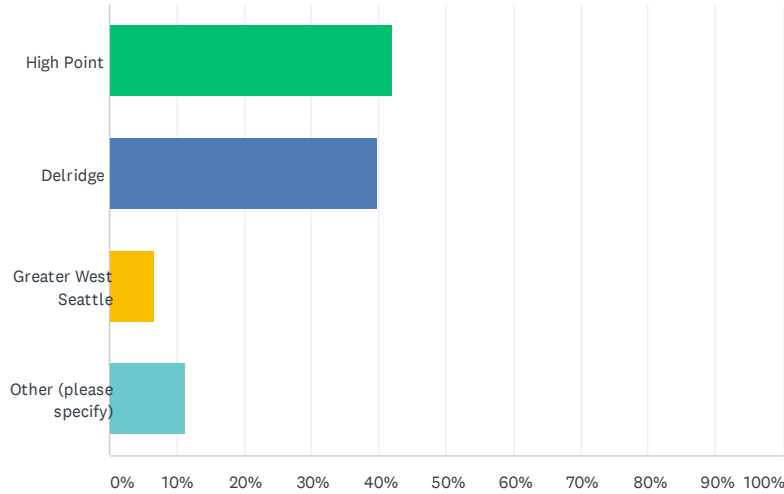
Answered: 122 Skipped: 11



ANSWER CHOICES	RESPONSES
Wider gate and trail at entry (Option A - Improvement 2)	60.66% 74
Seattle Parks and Recreation: Sign Post (Option A - Improvement 3)	23.77% 29
Seattle Parks and Recreation: Rainbow Sign (Option A - Improvement 5)	22.13% 27
New Camp Long Entrance Gate (Option B - Improvement 2)	49.18% 60
Interpretive Map Sign (Option B - Improvement 4)	43.44% 53
Total Respondents: 122	

Q4 Where do you live?

Answered: 133 Skipped: 0



ANSWER CHOICES	RESPONSES
High Point	42.11% 56
Delridge	39.85% 53
Greater West Seattle	6.77% 9
Other (please specify)	11.28% 15
TOTAL	133

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

#	OTHER (PLEASE SPECIFY)	DATE
1	Near Section E	10/2/2020 3:59 PM
2	Use any of these funds to fix the bridge.	9/29/2020 7:07 AM
3	Fairmount	9/29/2020 6:23 AM
4	Fairmount	9/27/2020 11:05 AM
5	Across the street from Camp Long on 35th	9/23/2020 3:59 PM
6	34th and Findlay	9/23/2020 10:01 AM
7	Gatewood	9/22/2020 9:14 PM
8	29th and Findley	9/19/2020 10:46 PM
9	5600 block of 31St Ave. One block over from 30th.	9/16/2020 6:33 AM
10	Brandon and 30th	9/16/2020 12:45 AM
11	West of 35th from HighPoint	9/15/2020 8:15 PM
12	Puget Ridge	9/3/2020 3:57 PM
13	USE IMAGES AND OTHER LANGUAGES FOR WAYFINDING SIGNAGE	9/1/2020 4:32 PM
14	live in Central District, work in Delridge	8/18/2020 1:47 PM
15	Live in Burien, work in Delridge and at High Point	8/12/2020 6:31 PM

COST ESTIMATE



COST ESTIMATE

A cost estimate was provided for each of the focus areas. Some focus areas include alternative costs based on different design options. A list of items and their associated costs for each focus area can be found in the Appendices document.

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 Amount	Other Costs (62%)*	Total Project Cost
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
Estimated Total Cost:		\$ 562,440	\$ 348,713	\$ 911,153

*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 AreaB6b 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.

Alternative Design Options for Focus Area

 = Lower Cost
 = Higher Cost

Costs range per area from small to large amounts. Estimated total costs show highest possible cost and did not include lower cost options (gray colored rows).

Area B3, which focused on secondary trails along SW Brandon Street, was presented to SPR during ProView based on recommendations from SPU that the trails were contributing to the erosion near Longfellow Creek. This area was later removed, as SPR preferred the trail remain and erosion addressed separately, outside the scope of this project. Therefore, the costs associated with this area was removed from the total costs.

RESOURCES

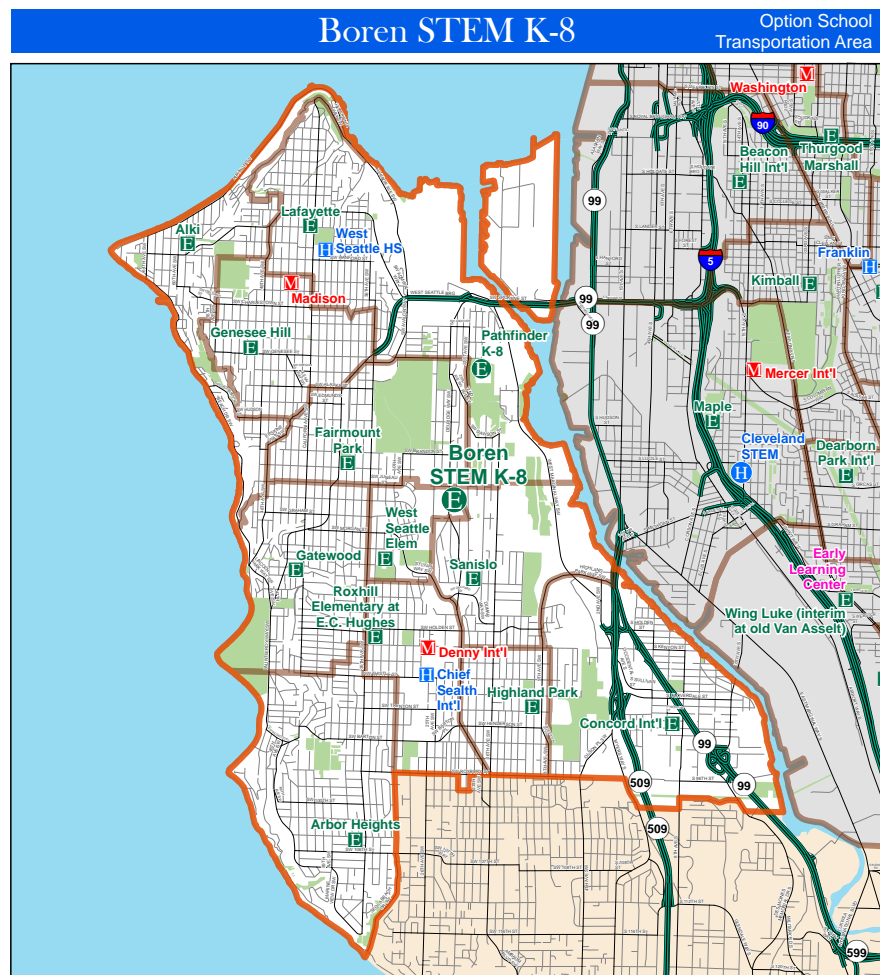


FUNDING SOURCES

SAFE ROUTES TO PARKS ACTIVATING COMMUNITIES PROGRAM

“The Safe Routes Partnership is a national nonprofit organization working to advance safe walking and rolling to and from schools and in everyday life, improving the health and well-being of people of all races, income levels, and abilities, and building healthy, thriving communities for everyone.” - www.saferoutespartnership.org

Within this organization is the Safe Routes to Parks Activating Communities 2020 Program which works towards, “making it easier and safer to walk and bicycle, expanding access to parks, and more.” They emphasize an importance of developing safe access to local parks for communities and award \$12,500 to begin implementation of those plans.



Transportation Area	Elementary School	High School
Attendance Area	Option Elementary School	Option High School
Walk Zone	Middle School	Service School

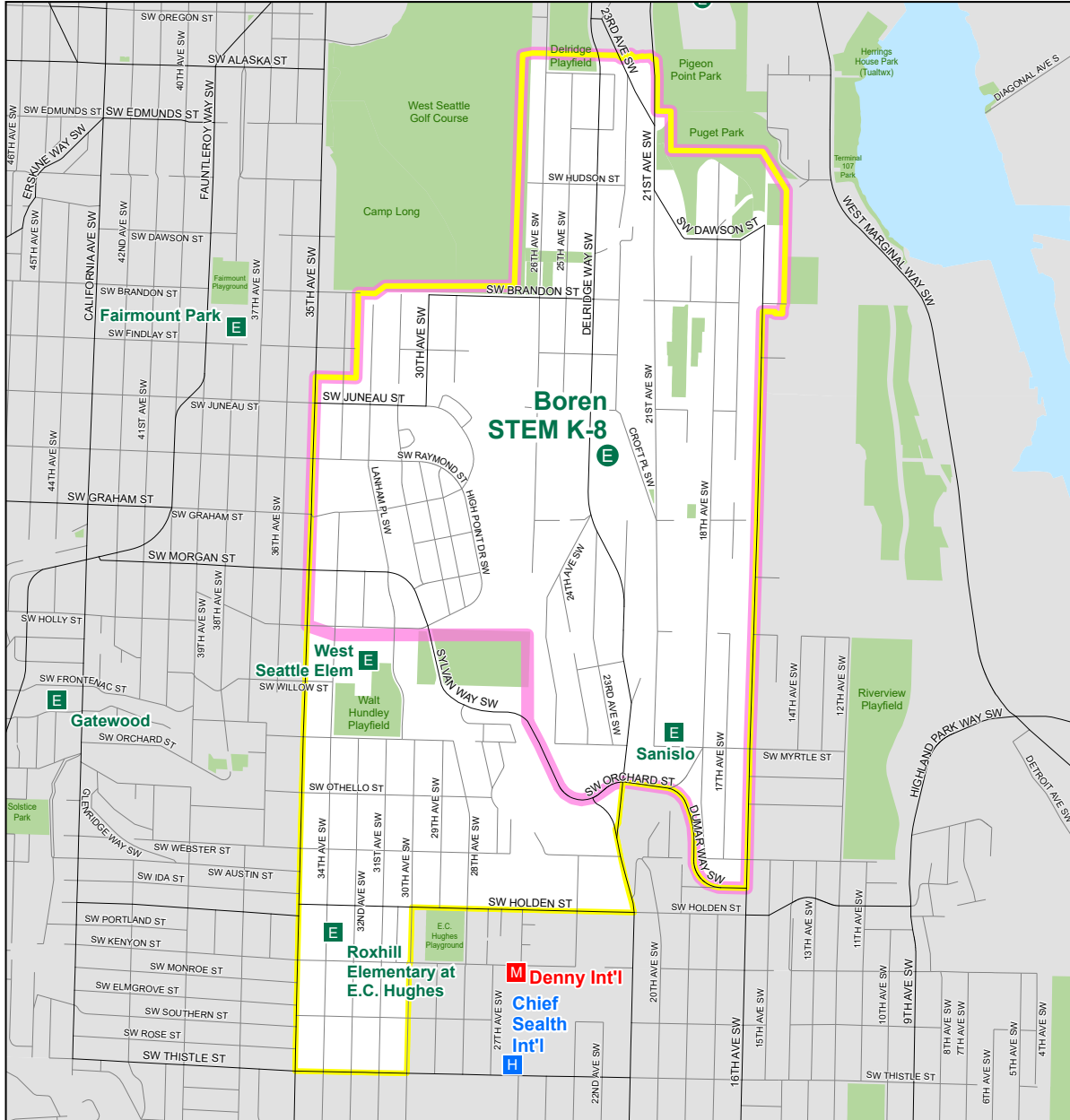
SEATTLE PUBLIC SCHOOLS

Map last updated: 8/27/2018

The names on this map are not intended to reflect the official name of any school building. They are included intended to ensure better public understanding based upon familiar references, particularly in situations where program and school building names differ. This information has been compiled by SPS staff from a variety of sources and is subject to change without notice. SPS makes no representations or warranties, expressed or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. SPS shall not be liable for any general, special, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information contained on this map. Any sale of this map or information on this map is prohibited. MapFile: TA_ES_Current

Boren STEM K-8

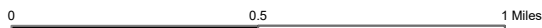
Option School
Geo-Zone



- Geo-Zone
- Walk Zone
- Closed - BEX / BTA

- E Elementary
- E Option Elem.
- M Middle

- H High
- H Option High
- S Option School with Continuous Enrollment



Last revised: 12/4/2019

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NEIGHBORHOOD MATCHING FUND (DON)

In 1988, the Neighborhood Matching Fund (NMF) was created to provide matching dollars for neighborhood improvement, organizing, or projects developed and implemented by community members. Central to NMF is the community match which requires awardees to match their award with contributions from the community whether as volunteer time, donated materials, donated professional services, or cash.

Since NMF's creation, more than 5,000 community projects throughout Seattle have received over \$64 million in funding and generated an additional \$72 million from community match.

To be eligible for funding, a project must:

- involve community members in creating and completing the project;
- create community improvements;
- be free and open to all members of the public;
- be feasible and ready to begin within 1-2 months from the award date;
- demonstrate community match;
- occur within the Seattle city limits;
- not have received NMF funding within the last two years. (applies only to events)

ADDITIONAL FUNDING SOURCES

- SPR Large Capital Improvement Projects
- SPR Small Works & Maintenance (thinking signs, existing trail improvements, etc.)
- Improvements provided through planned SPU projects
- SDOT projects that benefit traffic, safety, and mobility in ROW

PERMITTING RESOURCES

ENVIRONMENTALLY CRITICAL AREAS - SMALL PROJECT WAIVERS

In the City of Seattle, ordinance (SMC Chapter 25.09) regulates development within environmentally critical areas (ECAs). According to Seattle Department of Construction & Inspections GIS, this project contains the following ECAs (see page xxx):

- ECA1: Steep Slope (40% average)
- ECA2: Potential Slide Area
- ECA3: Riparian Corridor
- ECA4: Wetland
- ECA5: Liquefaction Prone Areas
- ECA9: Wildlife Habitat

In some cases SDCI may allow new accessory structures or additions to existing principal structures, fences, rockeries, or utility lines to intrude into an ECA or buffers if they qualify as a "small project waiver" under SMC subsections 25.09.090.D, 25.09.160.G and 25.09.200.A.4 for projects outside the Shoreline District.

A small project waiver allows limited disturbance of ECAs and ECA buffers to the extent indicated below.

The project should not exceed the following:

- Development of 150 square feet in riparian management areas or wetland buffers, which can be accomplished by avoiding development along the south side of the Brandon Street ROW.
- Development of 300 square feet in steep slope erosion hazard areas

A Seattle Department of Construction & Inspections document can be viewed in the Appendices section of this document.

ENVIRONMENTALLY CRITICAL AREAS - VEGETATION RESTORATION

Vegetation restoration projects in these areas can play a critical role in improving the health and function of these areas.

Allowed restoration:

- re-establishment of a native ecosystem in human impacted areas such as paved surfaces, lawns or landscaped areas
- replacing non-native, noxious and/or invasive species such as English ivy, Himalayan blackberry, or reed canary grass, with native plantings

ENVIRONMENTALLY CRITICAL AREAS - STANDARD MITIGATION PLAN

This document is designed to help landowners or contractors meet the requirements for mitigation under the City of Seattle's Critical Areas Ordinance. Under Regulations for Environmentally Critical Areas (Seattle Municipal Code Chapter 25.09), development within a designated critical area buffer requires mitigation in the form of native plantings in order to create a vegetated strip that will help protect these sensitive habitats.

The full documents by the Seattle Department of Construction & Inspections and the Seattle Department of Planning and Developments can be viewed in the Appendices section of this document.