

CIP Project Suggestions, by District Council

District Council Delridge

Project Title

Delridge Staircase Improvement

Project Location

Staircase runs from corner of Delridge Way SW/Genesee to corner of 21st Ave SW/Genesee

Project Description

This is to improve an existing facility. There is a staircase that runs from Delridge Way SW east to 21st Avenue SW. The staircase follows what would be SW Genesee if it were to go through at this point. The neighborhood wants to install lighting along this staircase to improve the environment for our residents to be able to access the new Youngstown Cultural Arts Center.

Project Justification

The new Youngstown Cultural Arts Center just opened in our neighborhood. We want to encourage the residents of the Pigeon Point neighborhood to walk to this new neighborhood asset instead of driving. One of the ways we want to do this is to improve the look and feel of this staircase to make it more inviting for kids and their families to use it to access this new asset. By installing lighting along the length of this staircase it will be the beginning of a total reshaping of this part of our neighborhood. Once the lighting is installed then we will seek other funding to make further improvements to the environment. This project will seek CIP funding to purchase and install the lighting for the staircase. This project will serve approximately 500 homes that are located in the Pigeon Point neighborhood.

Reviewing Department SDOT

Dept Recommendations

SDOT will review the stairway this year and make any improvements we can within the existing street light annual program budget.

District Council Delridge

Project Title

Puget Ridge 18th Ave SW sidewalk improvements

Project Location

18th Ave SW, from SW Dawson Street. to SW Orchard Street.

Project Description

This CIP suggestion is for new sidewalks and street improvements. Currently, the existing right of way along 18th Ave SW is undeveloped, without curbs or sidewalks. The suggested improvements include new sidewalks along the west and east side of 18th Ave SW, from SW Dawson Street to SW Orchard Street, with planting strips, curbs and curb ramps at intersections.

Project Justification

While there are many streets throughout the Delridge Neighborhoods that are without sidewalks, Puget Ridge 18th Ave SW sidewalk improvements is an important candidate for sidewalk and street improvements due to the number of residents it would serve. The neighborhood is very dense, somewhat due to many sub-plats throughout Puget Ridge. Because of the topography, access to and from the Puget Ridge neighborhood is primarily along 18th Ave SW, between SW Dawson Street and SW Orchard Street. It is a busy sub-arterial in between Delridge Way SW and 16th Ave SW. Many speed humps are installed throughout the street, but this has not slowed down many drivers, who speed down 18th Ave SW over 35 mph, even over the speed humps. Because there are no sidewalks, residents walk in the street at great risk of getting injured. Because it is a sub-arterial for the Puget Ridge neighborhood, the school bus route is along this street, and the many children who wait for the bus often stand in the street; throughout several months of the school year, it is still dark while they are waiting for the bus. Many residents in the neighborhood walk their dogs, walking in the street. There are also older residents

Reviewing Department

SDOT

Dept Recommendations

There may be opportunities to fund this request through the Neighborhood Street Fund/Cumulative Reserve Fund which is administered through the Department of Neighborhoods. This is a non-arterial street which will likely not compete well for grants.

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who must walk in the street because they cannot steady themselves in the undeveloped, grassy right of way; I've met one neighbor who walks with a cane, and who is partially deaf. Many drivers in the neighborhood are respectful of pedestrians, and slow down when they see them walking in the street. However, only one careless driver could seriously injure a pedestrian walking in the street. Sidewalks

District Council Delridge

Project Title

Repave Roxbury Avenue SW from SW 35th Avenue to 14th Avenue SW

Project Location

27th Avenue SW and SW Roxbury in West Seattle

Project Description

Repave Roxbury Avenue SW from SW 35th Avenue to 14th Avenue SW. Put in longer green signal at 27th and Roxbury where there is a Seattle Senior Housing on the north side of Roxbury. Seniors do not have enough time to cross with the present light.

Project Justification

Justification of project in 300 words or less: Please also describe who and how many people will be served, why the project is needed, and why the existing condition or facility is not adequate. Roxbury SW is the border between Seattle and King County. It has not been repaved in years – and is a lot worse than SW California Avenue that is being redone. It is rough on cars and buses. There is a crossing at 27th SW and SW Roxbury that is controlled by a push signal. Seniors living in the Seattle Senior Housing building on the Seattle side of the street. The signal does not stay green long enough for seniors with walkers, canes, or wheelchairs to get across. Cars speed by there all the time and some don't stop for the light. I have almost gotten hit there several times and although I am a senior I do not use a cane, walker or wheelchair. Also, because the light takes so long to change, people do not wait – they cross against the light. Safeway is right across the street – on the King County side – so a lot of people use that crossing.

Reviewing Department

SDOT

Dept Recommendations

SDOT has identified 4 blocks (16th to 18th and 22nd to 24th) where we are willing to fund our share of the resurfacing work if King County is able to fund their share (responsibility for the street is shared between the two jurisdictions).

District Council Delridge

Project Title

St. James Place Renovation

Project Location

9421 18th Avenue SW, Seattle, WA 98106

Project Description

The site consists of a beautiful brick sanctuary which was built in 1947 (see photo) with a full basement, an attached reception hall (added later) and a two-story education unit with a significant open garden space between the two buildings. Work is needed to bring existing facilities deficiencies to code including but not limited to plumbing, electrical, flooring that is coming up in the education building (may be asbestos?), health and safety, kitchen, outdoor lighting to increase site usability by the community. The basement area is a large social hall complete with kitchen facilities that lend themselves to elder and children lunch programs, chess and checker tournaments, receptions and cultural celebrations. A courtyard joins the two buildings and can be enhanced with CPTED inspired landscaping, lighting and the attractive works of local artists work. Its proximity to Roxbury and Delridge Avenues (1 block) make it an ideal location for people to access by public transit.

Project Justification

The site is within the Highland Park/Westwood Neighborhood Plan “Urban Village” designated area and is a block from the South Delridge/White Center business core. St. James Church, (address above), has been prominent in serving the community for 75 years (it started the White Center Food Bank). The congregation disbanded in May 2005. The facility is now being developed by representatives of the Evangelical Lutheran Church of America as a community center with a vision to “create a space where all are welcome and as people come they will define who we become”. We are working to further this vision of a safe place for relationships to develop while people and cultures are valued. Further we invite community input and involvement in the development of the space to ensure space is reflective of the community as well as responsive to its needs. St. James Place is located within a Weed & Seed area, and is where they currently hold monthly community meetings. There are an increasing number of multi-family housing units “going up” in South Delridge with many of its patrons lower income residents reflecting a neighborhood of struggling, working families. Immigrants from SE Asia, Africa,

Reviewing Department

FFD

Dept Recommendations

The proposal seeks City funding for community programs at a church-owned facility. FFD has no information on the condition of the facility, needed improvements or the nature of the programs proposed. In the event the Executive elected to explore funding this project, FFD could provide assistance in reviewing or developing estimates of proposed improvements. CDBG funds might be appropriate.

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Mexico, the Near and Middle East regions (among others) are a growing part of the community. These residents speak multiple languages in their homes, with at least 50 different languages heard spoken on the street. With a void of larger, welcoming, gathering places in the area the neighborhood misses spaces where community can happen. The celebration and sharing of one's culture for an immigrant people connects one generation with another, while deepening community members' understanding of each other. St. James Church, now St. James Place, is in

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Project Title

Street and Storm Water Infrastructure Construction for 23rd Ave SW and Puget Boulevard SW

Project Location

Two block section of 23rd Ave SW/Puget Boulevard SW starting at SW Alaska Street down south to SW Hudson Street.

Project Description

Under the proposal, 23rd Ave SW and Puget Boulevard SW from Alaska Street at the north end, continuing south to SW Hudson Street would be rebuilt to current SDOT standards with sidewalk, curbing and most importantly, a storm water system to handle the immense development pressure that this ECA designated area is and will be undergoing. Within the small area in question there are enough vacant and or sub-dividable building lots to allow an additional 30+ homes. The existing street is more like a one lane country road with no storm water system in place increasing the chances of slope destabilization on the existing homes as new development occurs.

Project Justification

All the existing residents of 23rd Ave SW and Puget Boulevard SW, many of whom have been here for 25-40 years, are in jeopardy of having their property destabilized by the increasing development pressure. The area is designated by the DPD as an Environmentally Critical area with steep-slopes and landslide prone soils. The current street design does not have a storm-water system in place to deal with existing building run-off, let alone the run-off from the 30+ homes that will be added to this section of street. Protecting the property and safety of the existing residents, as well as future residents, is paramount in this proposal.

Reviewing Department SDOT

Dept Recommendations

Funding for this type of street improvement is primarily available only through state or federal grants. SDOT will consider this request when seeking grant funds.

District Council Delridge

Project Title

SW Brandon Street Pedestrian Improvement

Project Location

Delridge Way SW and SW Brandon Street

Project Description

The proposal is to construct a new concrete or paved alley apron as well as correct drainage issues and improve the existing sidewalk for safer and more effective pedestrian access along the North side of SW Brandon St. from Delridge Way SW extending West to 25th Ave SW.

Project Justification

As part of the Parks Department planned redevelopment and improvement at the Brandon Mini-Park and Greg Davis Park there is sidewalk construction planned for the portion of SW Brandon St. between 25th and 26th Avenues SW that is currently without a sidewalk. However, the sidewalk on the North side of SW Brandon Street between Delridge Way SW and 25th Ave SW has a number of large potholes that hold large amounts of water as well as an unpaved/non-concrete alley apron that is difficult for seniors or wheelchair pedestrians to navigate on their way to Greg Davis and Brandon Mini-Parks as well as the Longfellow Creek Trail.

Reviewing Department SDOT

Dept Recommendations

This is a challenging location due to drainage issues that need to be addressed before improvements can be built. These types of projects are challenging to fund. This project may be appropriate for the Neighborhood Matching Fund or for the NSF/CRF program, both of which are administered by DON.

District Council Delridge

Project Title

Trail/Pedestrian Improvement

Project Location

SW Brandon Street/29th Ave SW

Project Description

The proposal is to fund repairs and improvements to the trail that runs along the South side of SW Brandon Street at 29th Ave SW and continues eastward to the Longfellow Creek Trail. The trail in question is extremely water sodden, especially during the school year. The water sodden trail does not allow the many students, children and adults a safe means of foot passage from High Point to Longfellow Creek, Greg Davis Park, Brandon Mini Park, the Delridge Neighborhood Service Center and the Delridge Library.

To avoid using the poor trail pedestrians are walking in SW Brandon Street which is likely to cause a serious pedestrian/vehicle accident.

Project Justification

The proposed project benefits residents to the West of Longfellow Creek who need safe pedestrian access to Longfellow Creek as well as other parks and city services in the SW Brandon Street and Delridge Way SW area. The present very wet conditions of the existing trail are such that people are avoiding it and instead are walking in SW Brandon Street whose traffic volumes continue to grow due to the completion of the High Point redevelopment and concurring occupancy.

Reviewing Department SDOT

Dept Recommendations

This is a challenging location due to drainage issues that need to be addressed before improvements can be built. These types of projects are challenging to fund. This project may be appropriate for the Neighborhood Matching Fund or for the NSF/CRF program, which are administered by the Department of Neighborhoods.

District Council Delridge

Project Title

West Marginal Way Bike Trail Safety Improvement

Project Location

: 4264 W. Marginal Way SW, at the entrance of the Waco Scaffolding Equipment Company on the east side of the street. This is the ending of the bike trail.

Project Description

The bicycle trail that runs along West Marginal Way SW on the east side of the street abruptly stops. This is because the railroad tracks split from 1 to 2 tracks continuing north, and bicyclists are forced onto a busy hi-way to try and figure out how to connect back up with the trail. I propose to improve the safety for bicyclists and pedestrians by constructing a cross walk or marked bicycle lane to the other side of the street, and then continuation of a new bicycle trail on the west side of the street for 2 /10ths of a mile. After that the trail will instruct bicyclists to turn left on Dakota St., right onto 16th Ave., straight to continue onto W. Marginal Pl SW, and then onto the bike trail. These streets are side streets that are not as busy, and where the speed limit is 25mph instead of 45mph. From there they can continue over the bridge or use the cross walks to cross Chelan St, and continue on the trail to Alki. The construction will include marked signs, arrows, a crosswalk with lights which will slow down the cars that speed along W. Marginal Way, and will also be safer for people who walk or roller blade the trail. There is already lighting in the proposed bicycle trail, but trees and designated curb space will have to be replaced. After that, 16th and Dakota will be marked with arrows to guide people where to pick up the trail again.

Project Justification

Mostly bicyclist will benefit, but the trail is also used by runners and walkers. However, all will benefit from the trail being safer by avoiding collisions with cars. I think this will be especially important at night when it is dark. After all, not having to worry about cars is why people choose to use bike trails versus riding on the open road. I often see families using the trail on the weekends, and they have to be so careful to heard there young ones safely across the street. But just the other day, I saw an experienced bike rider dart in front of a car to cross to the other side, and the car driver having to slam on his brakes. I think this is because there is no defined crossing point, markings or directional arrows to guide you in the right direction or to let you know where it is safe to cross. The very first time I used the trail, I had no idea where or how to continue. It was a little scary with the cars and trucks going by so fast. The trail is used all year long by die hard bicyclist who commute over the small bridge or to the Alki area, but the heavy use is in the spring and summer for the more recreational users. I don't really know how many exactly (I'm waiting for the DOT to get back to me), but I would assume that during 5 months of the year the number

Reviewing Department

SDOT

Dept Recommendations

Great idea. Project fully funded. Will be constructed in 2007.

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would be about 500-600 per month, and for the remaining months the average would be closer to 1,000. This would bring the yearly total close to 10,000 per a year.

As stated in the section before, the bike trail simply ends, and there is no instruction or safe way to pick up the continuation of the trail. I believe that a cross walk will be the safest way to get the bicyclist and pedestrians to the other side. It will also be a great way to slow down the traffic, as most people tend to drive about 55mph. even though the speed limit is 45mph. In

District Council Delridge and Southwest

Project Title

First floor Wonderlab

Project Location

5200 35th avenue S.W

Project Description

Camp Long Lodge: Ground Floor Community Activity Room at 5200 35th Ave. S.W., Seattle, WA 98126

Our project is renovation of the lodge 'ground floor teaching space and kitchen' to remedy poor working conditions (not to code), and reduce lost income from weddings, reunions, memorials, etc. The space for community gatherings is inadequate for schools, resulting in cancellations of watershed field trips, 50% of the time. An Architectural Design Plan has been developed by two architects and the naturalist staff of Camp Long. Size of site to be developed: The basement activity room is approximately 37 ft x 24 ft (1000 sq ft). The plan is to make this room into a multipurpose space assigning a 24' x 28' (665 sq ft.) section as an activity space and a 9' x 26' section as an exploration center. The existing kitchen space is 153 sq feet. The remodel will make it 252 sq ft and allow two groups to use the area at the same time. An existing storage room 9.5 x 12' (142 sq. ft) will be converted into a computer lab. Another storage room (110 sq ft) will be made into a public bathroom that meets A.D.A access standards

Project Justification

The general public rarely chooses to rent or use this interior ground floor space because it is largely unimproved since 1941. The activity room is not conducive for teaching classes or meetings due to its awkward configuration, antiquated wiring and inadequate storage space for teaching materials, tables, and chairs. Laboratory cabinets are waiting to be properly customized for use. Most of Camp Long's collection is in storage due to lack of display cabinets. The kitchen has been a deterrent to rentals by families and community groups. It is outdated, poorly configured and small. A commercial grade stove and dishwasher from the closed High Point Community Center are in need of better wiring and placement. Existing counters lack adequate power outlets. Directly outside the ground floor entrance are outdated ADA ramps and walkways with adequate parking which are presently under- utilized due to the inadequacies of the interior space. This site is the natural destination for both private and public education programs. If the space was renovated it would double the number of school field trips that now are cancelled due to inclement weather. It would also accommodate more family and community

Reviewing Department

Parks

Dept Recommendations

Current project in the Asset Management Plan. Possible NCRF funding.

District Council Delridge and Southwest

rentals and become a revenue generating space similar to the main floor. The High Point Redevelopment Program will add 1,600 housing units to the area three blocks south of Camp Long. The original High Point Development had 716 occupied units with 2094 residents. Children will make up 54 percent of the resident population. The resident population will double with a mix of families and seniors. The new residents of the revitalized High Point will need additional open space and the community gathering rooms of Camp Long. For family activities – a place to hold milestone