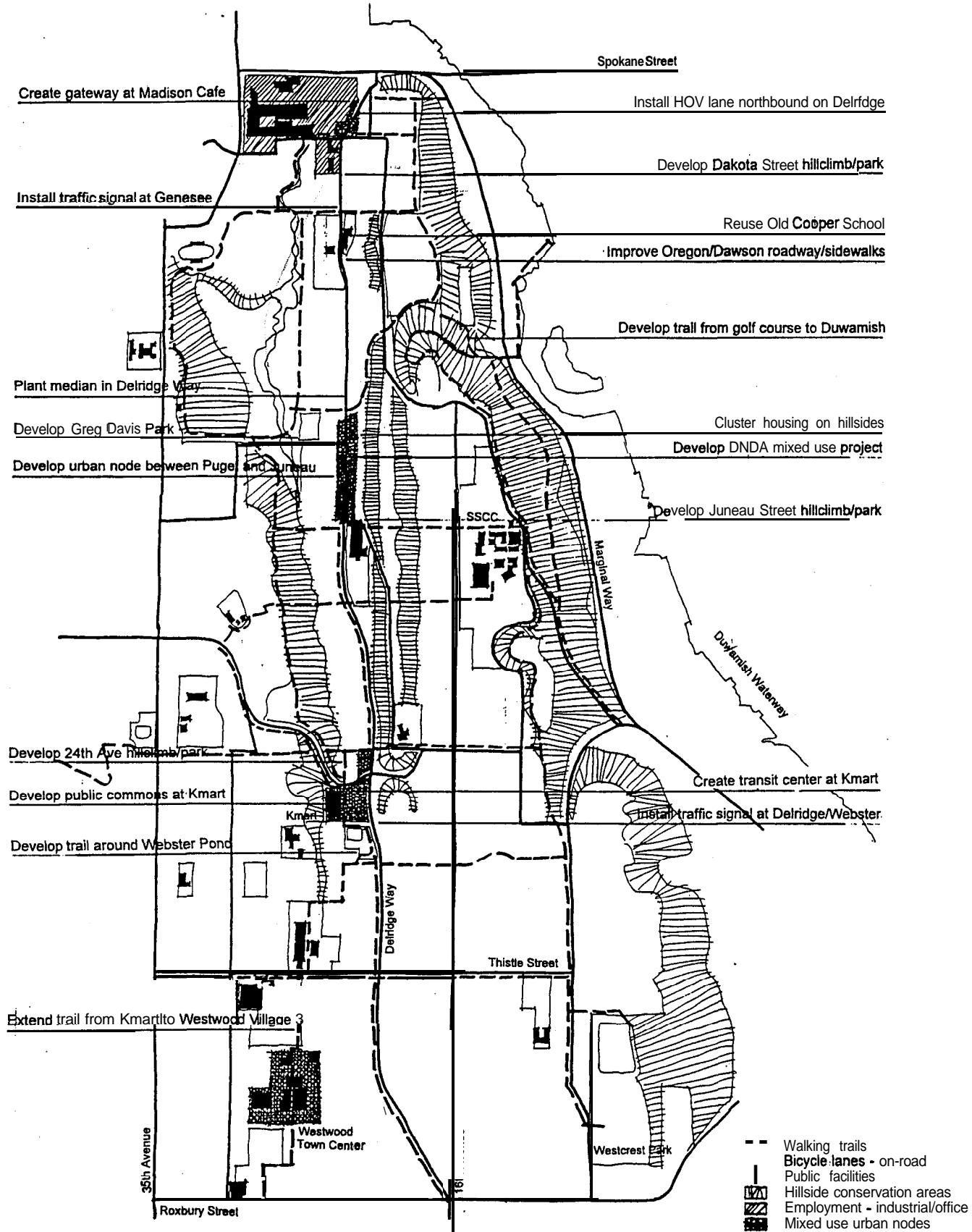


Delridge Neighborhood Plan

1 March 1999



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King County

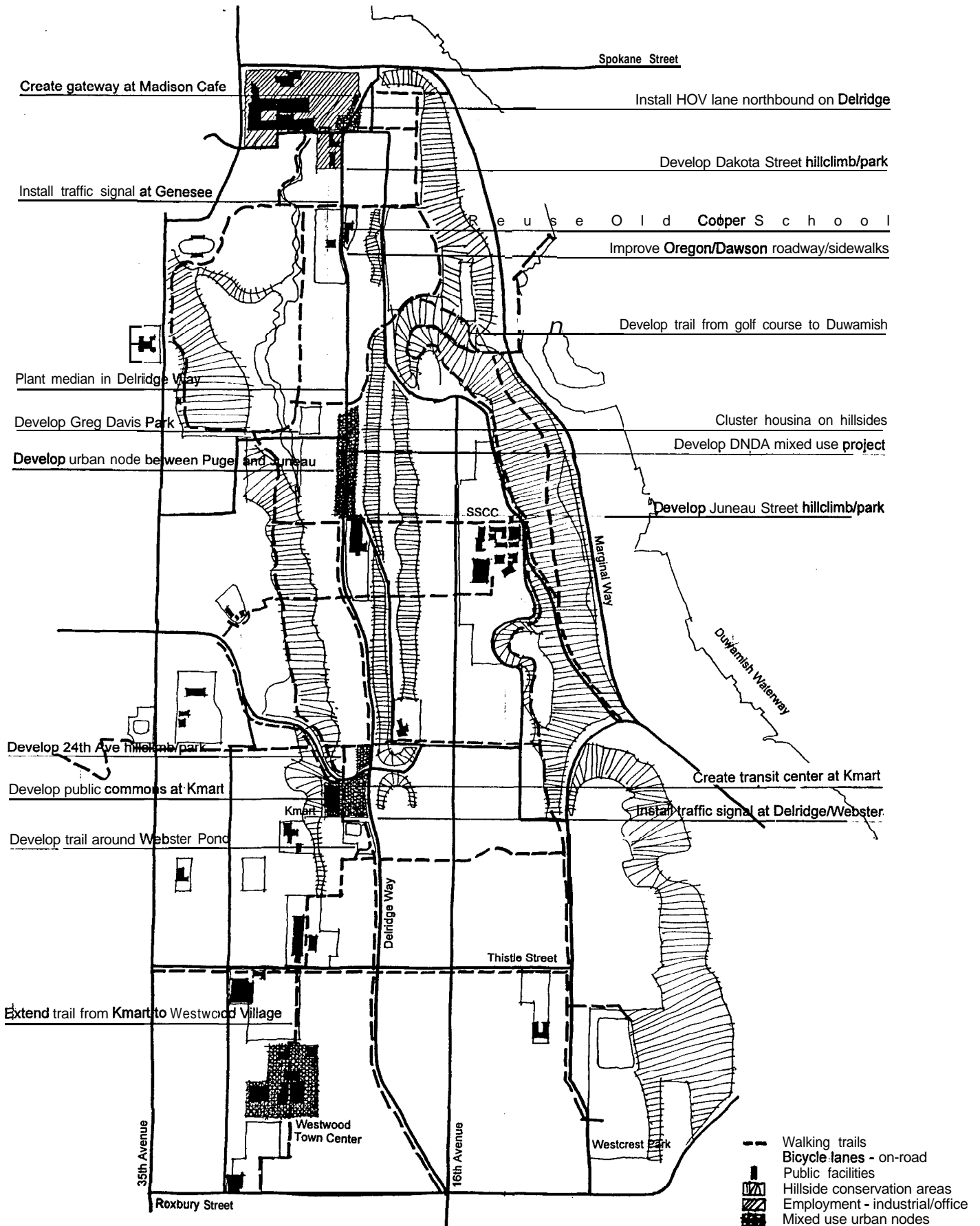
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Delridge Neighborhood Plan Concept



Executive Summary

The Draft Neighborhood Plan that follows is the culmination of over three years worth of information gathering and input from literally hundreds of Delridge stakeholders (residents, business people, property owners, and others with a stake in the future of Delridge). The Plan, accompanied by the "Approval and Adoption Matrix" which presents the plan in a format required by the City of Seattle, will be reviewed by the City of Seattle for formal adoption in the summer/fall of 1999.

The Plan is divided into four sections: 1) Introduction, 2) Key Strategies 3) Other Planning elements and 4) West Seattle wide issues.

Section 1: **The Introduction**, provides a brief history of the Delridge community as well as a summary of the two phases of the Delridge Neighborhood Planning process.

Section 2: **Key Strategies**, combine a set of interacting recommendations into comprehensive themes that, if implemented together as a whole, would help make the community's vision for the future of Delridge a reality. There are two Key Strategies presented in Section 2:

2.1 Integrate the community with nature, which includes subsections covering:

- . Ecology,
- . Environmental critical areas,
 - Open space,
- . Nature parks and recreation,
- . Trails, and
- . Environmental stewardship, and

2.2 Create concentrated nodes of activity. The basic idea within this strategy is to create places along Delridge Way that enhance community by providing pedestrian safety and by concentrating community oriented activities such as business development, housing, community services, etc. to create a richness and a community identity that does not currently exist and would not exist if current development patterns continue. These places are referred to within the plan, as "neighborhood anchors" or "nodes". The Plan describes four nodes:

- The "North node" at Delridge and Andover,
- The "Campus node" at Delridge Way between Genesee and Alaska,
- . The "Central node" at Delridge Way between Puget Blvd and Findlay, and
- . The "South node" at Delridge Way and Sylvan/Orchard Way

An overall **vision, objectives, and recommendations** are presented that pertain to all four nodes as well as that specifically pertain to each node. The plan groups all of the planning recommendations for each node in order to assist the reader in "picturing" the results of the recommendations taken together. Recommendations are grouped in the following areas:

- . Traffic and transportation,
- . Community design and amenities,
- . Land use and zoning,
- Redevelopment opportunities,
- . Trails and pedestrian movement, and
- . Other key actions.

Section 3: **Other planning elements** presents an overall vision, objectives and specific recommendations pertaining to the following elements:

- Transportation including recommendations addressing roadways, bikeways, and streetscape,
- Housing,
- People and community services including: culture and community diversity, security and safety, public facilities, human development, and neighborhood plan stewardship, and
- Economic development.

Section 4: **West Seattle wide issues** presents recommendations that have been adopted by all five West Seattle neighborhood planning groups. These include recommendations in the areas of:

- . Transportation,
- . Human Development,
- . Community and Culture, and
- Public Safety.

An appendix and addenda are included in the plan providing further documentation of community preferences at various points in the process as well as written comments, detailed West Seattle wide plan documents, and an open space plan for Delridge prepared by the Seattle Department of Parks and Recreation.

Much more detail exists about the neighborhood planning process as well as City-generated resource materials that assisted and guided the planning committee in managing the planning process and preparing the plan. For questions about the planning process and these resource materials or to get involved in the implementation of the plan, please contact the Delridge Neighborhoods Development Association at 933-3392.

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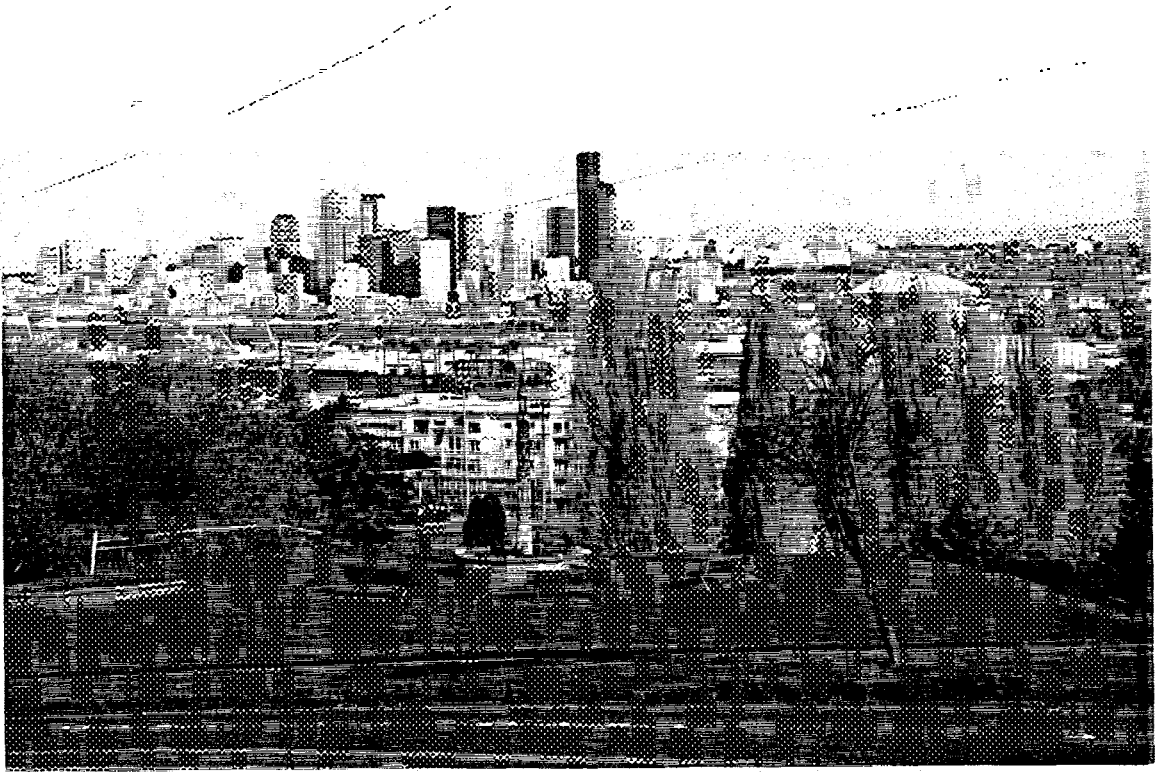
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Chapter 1: **Introduction**

1 Introduction

1.1 Delridge community history

Delridge has a unique and interesting heritage. Following is a brief excerpt of past community developments based on information compiled in the “Delridge Community History” published by the Seattle Department of Parks & Recreation in 1994.

Herring’s House

A site along the eastern slope of Pigeon Hill at the present day intersection of Southwest Idaho Street and West Marginal Way is thought to have been inhabited by Native Americans as early as the 6th Century AD - making the site the oldest continuously inhabited Indian village in North America.

“Herring’s House, as the site was called, was named for the abundance of herrings that spawned in the area where the saltwater of the Sound meets the freshwater of the Duwamish River. According to early accounts, Herring’s House included seven longhouses, some 60 by 120 feet, located along the shoreline and centered on a huge potlatch house measuring about 60 by 360 feet.

Herring’s House and the Duwamish River valley was inhabited by the Duwamish Indians - who called themselves the k-ul-KAH-koob-yu - the “proud or confident”. Tribal nobility hosted kinfolk from tribes drawn from throughout Puget Sound at Herring’s House potlatches consisting of great feasts and celebrations. Tribal shamans conducted boisterous competitions and mock battles on the beach to establish tribal importance and supremacy.

The Duwamish were river people, as opposed to lake people, valuing the resources of the river for anadromous fish. The Duwamish divided themselves among the upstream and downstream village groups who took turns building weirs across the Duwamish River channel to keep fish from moving away. These up and downstream groups established territorial agreements governing the timing and placement of the weirs.

The US Senate Treaty of Point Elliott, forced the Indians to surrender their claims to most of the Duwamish River region in 1859. Many Indians stayed behind at their village sites, however, working for early settler mills, farms, and fisheries.

Young’s Cove

In 1853. William Heebner settled near a coved outlet off of Elliott Bay where the Duwamish Indians “camped and smoked their fish on the narrow beaches below Duwamish Head (Herring’s House).

A few years later, Captain John R. Williamson built a sawmill on the campsite and a small settlement developed around it. The mill burned, was rebuilt, and burned again. The settlement was not rebuilt the second time.

In 1894, a cluster of dwellings was developed in this area called “Young’s Cove” - though the site was platted by John Reed and his uncles, Abe Manning and Roscoe Boynton, and a Mr. White. White developed the land in 1886 calling the area “Humphry’s Settlement”. the name remained until 1904, when William Pigott

and Judge Wilson, both from Youngstown, Ohio, established Seattle Steel and renamed the area Youngstown.

Longfellow's Creek and Logging Company

In 1868, John Longfellow, a native of Maine, moved to the town of Port Gamble, on the Olympic Peninsula, where the Puget Mill Company had established its first logging site.

At the time, Puget Mill owned several thousand acres of land, several hundred of which were located all around the hills and valleys surrounding Humphry's Settlement. John Longfellow moved to Young's Cove in 1886 to build a farm and open the Longfellow Logging Company near a creek fed from the cove - likely close to the present day intersection of 28th Avenue and Oregon Street.

Longfellow was a community activist, serving a term as councilman of West Seattle in 1905, and treasurer of the newly annexed City of West Seattle in 1907.

His small mill was eventually destroyed by fire - a typical casualty of the time. However, his logging operation and personal prominence were enough to establish his name on Longfellow Creek.

Tidelands fill

In 1890, legislation enabled the dredging of waterways and reclamation of ocean tidelands, precipitating development around Young's Cove, the Humphry Settlement, and along the Duwamish River.

The Duwamish River valley was particularly prized for industrial sites due to its level topography, extensive contiguous plains, proximity to transportation - including railroad, ship lines, and north/south roadways - and access to natural power provided by the Coulee Dam.

The low gradient and meandering course of the Duwamish River made it valuable as a transportation artery for loggers and agricultural producers. The Port of Seattle established a river position as a northern outpost for gold rush scavengers and the trans-Pacific trade.

Young's Cove was eventually developed with new sawmills, a grain elevator, and other manufacturing industries to become the industrial district of Freeport, centered near Duwamish Head.

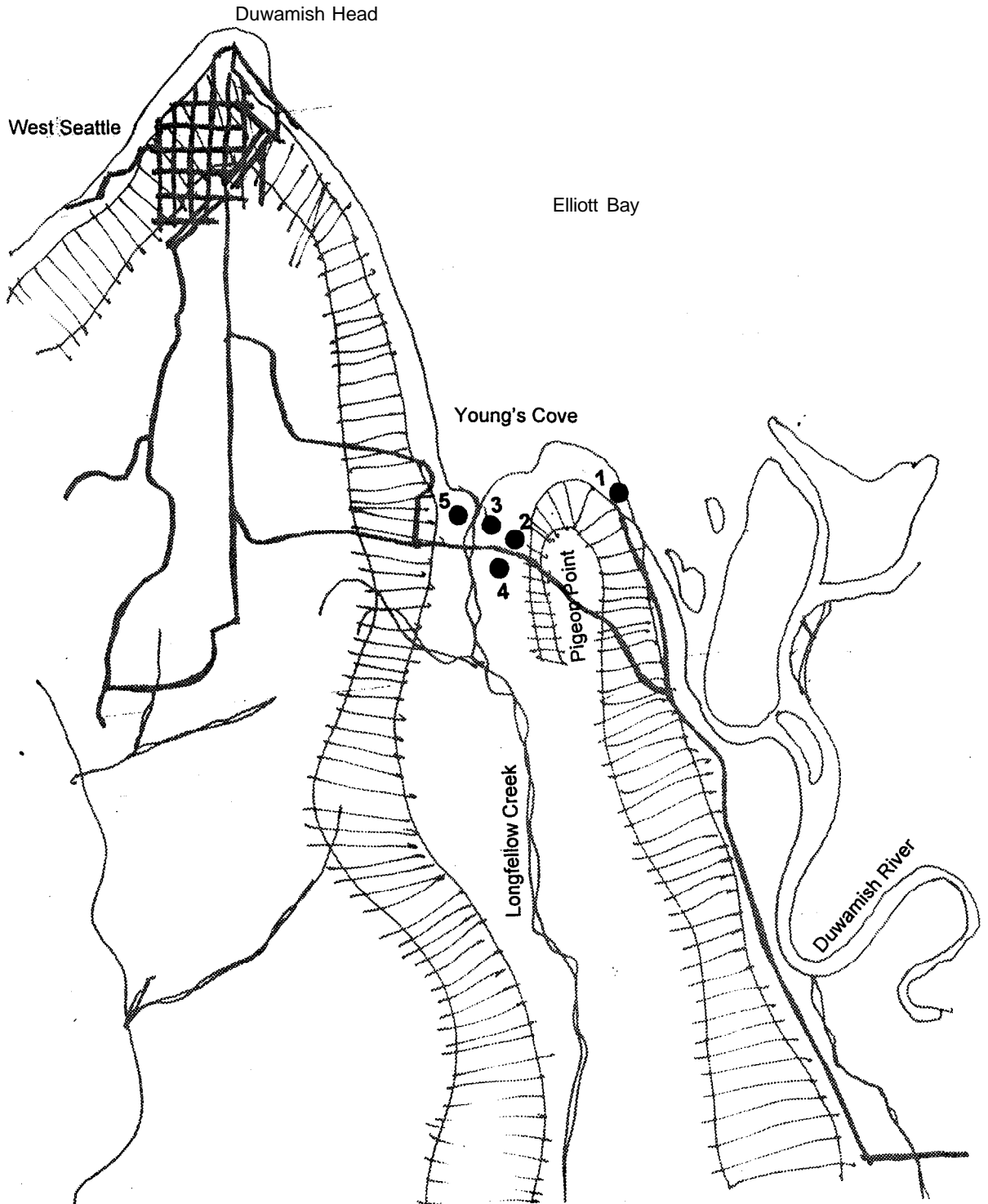
Settlers

English, German, Swede, and Yugoslavian settlers emigrated to the area to work in familiar trades, and began building homes on the hill east of Young's Cove. The hill was called "Pigeon Hill" due to the large number of pigeons who roosted and fed on excess wheat grain from the nearby flour-making mills, and the persistent nature of these early settlers.

Many of these settlers plied their native trades, working as sailors on merchant ships, fishing, or working in local brickyards, grain mills, and other industries. Most raised chickens, tended vegetables gardens, and brewed home-made beers and wines - some of which were sold to neighbors and nearby residents.

Historical attributes

- 1 Herring's House
- 2 Longfellow Logging Company
- 3 Humphry Settlement
- 4 Youngstown
- 5 Pacific Coast Steel Company



Youngstown and Seattle Steel

In 1902, William Pigott and Judge Wilson, met in Seattle after several years of pursuing separate ventures in the steel industry. Judge Wilson was trying to save an existing mill in Lakeview (near Tacoma) with a friend, Richard Brown (owner of the Western Iron Steel Company in Youngstown, Ohio). Pigott worked for North Pacific Railroad developing plans for rail access to the peninsula - a significant development, since prior to this, the only connection between West Seattle and Seattle, was a small, swinging gate bridge.

Pigott purchased land near Humphry Settlement to start his own mill and take advantage of the pending rail service. He became concerned, however, when he saw other mill owners in Kirkland and Irondale encounter difficulties. Consequently, he determined his venture would be more successful if he could move an existing mill to the site rather than build from scratch. He persuaded Judge Wilson to go in on the scheme by changing the site name from Humphry Settlement to Youngstown - to play on their common Youngstown, Ohio heritage.

The initial Pacific Coast Steel Company (Seattle Steel) development consisted of eight frame buildings including a scrap shed, heating room, four stock buildings, a rolling room with several sizes of rolling mills, and an office building. The complex also had an electric power plant and crane, and a gravity water system that drew water from a nearby hillside.

Many Youngstown settlers worked at the steel mill, living in the valley around the mill or along the main road into town.

Youngstown

A small town developed around the steel mill and remaining tide flats, mostly along the plank road (now 16th Avenue Southwest) and the north side of Andover Street. The streetcar was extended to West Seattle in 1904 along Spokane Street, and a "dinky" or rail jitney, shuttled into Youngstown to the end of Avalon.

Houses were built along the streetcar lines, occupied by families of workers at the steel and flour mills, brick yards, and fishing terminals, as well as commuters to downtown Seattle.

Ferry service was established by the West Seattle Land & Improvement Company to transport passengers from Seattle Harbor to West Seattle - initially to boost West Seattle's reputation as a commercial center and residential paradise rather than for general access.

In 1890, the first bridge was built connecting Seattle's principal roadways with Spokane Street. Before this, access was provided by a small hand-operated bridge with a big wheel that traveled up and down the Duwamish River turning from side to side to allow boats to pass. The bridge was operated by Bob Boswell - the man with the wooden leg.

Early Youngstown establishments included Sauriol's Andover Street grocery store, dry goods, and post office; Baldi's meat market, and Picardo's small vegetable stand supplied from a nearby South Park farm.

Lucchesini's pool hall was located close to 28th Avenue Southwest; Bostocks's boarding house, and Reynolds boarding house were located west of the mill. Eventually, stores and a gas station lined the plank road south of Youngstown - though most of the valley was occupied by scattered farms.

Scott's grocery and butcher shop was located at the top of Pigeon Hill, serving the nearby residents. The town of Riverside developed east of Pigeon Hill, along the Duwamish River. The town housed ship building shops and brickyards where local residents worked or ferried across the river to work in Georgetown.

Youngtown's commercial center occupied the crossroads of all of these early communities. Today, Madison Cafe (Lucchesini's original Delridge Tavern), and the Brenner's Market building complex (the popular Youngstown grocery in the 1930's), are the remaining tangible reminders of Youngstown.

Youngstown School

In 1906, the steel mill built the one-room Youngstown School so that local resident's children could avoid the long trek by-foot to the Haller School in West Seattle. Although a streetcar ran between the two schools, most local residents could not afford to pay the fare on a regular basis.

Seventy students enrolled in the first year - more than the first year teacher could handle. The school was expanded to two rooms within a year and a second teacher hired from West Seattle.

In 1914, the Youngstown School was moved to a new site near Pigeon Hill and temporary buildings were added to meet the needs of the growing community. In 1919, a new five-room building was built and again in 1929, a new brick eight-room school was built in place of the second, to provide a gymnasium and room for classes in sewing, cooking, art, and drama. The new school was renamed the Frank B. Cooper School in 1929, even though Cooper had no direct connection to Youngstown.

Land transfers

Beginning in 1905, following state tax increases, the Puget Mill Company began selling portions of their land near growing communities. In the Youngstown area, they both sold and donated a number of sites to the Department of Parks & Recreation for parks and playgrounds - as part of the citywide park plan initiated in 1903 by the Olmstead Brothers.

In 1912, the woods behind the Youngstown school were excavated and filled for the community playfield, and plan on Pigeon Hill was slated for park development.

During the 1930's and 1940's, WPA funds were used to develop the West Seattle Golf Course and Recreation Area. During World War II, property on Pigeon Hill (present day University of Washington research laboratory site) was owned by the Alaska Communications Corporation and used for military activity. The Youngstown playfield was used by the US Military as a barrage balloon battalion. The site was later purchased by the Seattle Housing Authority as a temporary housing site for steel workers during peak wartime production periods.

Delridge

In 1939, the community was renamed Delridge to describe the vast dells and ridges of the surrounding area. In this postwar period, new emigrants to the area included increasing numbers of Asian, Filipino, and African Americans, followed by successive immigrations in the 1980's and 1990's of Koreans and Samoans.

These successive immigrations created housing booms - particularly for home ownership. As late as 1957, the percentage of Delridge residents who owned their homes was larger than in any other section of the city.

Since the completion of the Spokane Street Bridge in the early 1980's however, an increasing number of multifamily rental complexes were developed along Delridge Way to take advantage of waterfront access, views, and appropriately zoned land.

However, the rugged topography of the area, particularly the flood prone dells and slide prone hillsides, inhibited developers saving the community from being built out like much of the rest of West Seattle.

Community empowerment

In 1914, the Youngstown Improvement Club (YIC) was formed to enable residents to gain control over the physical and social future of the community. The YIC built a meeting and activity center - currently occupied by the Disabled American Veterans Association.

When Youngstown was renamed Delridge, the new Delridge Community Association (DCA) successfully lobbied for the pedestrian bridge from Cooper School to the Delridge Playfield across Delridge Way - continuing the tradition of community activism.

In 1980, Housing & Community Development Block Grants and Forward Thrust funds were combined to build the Delridge Community Center - replacing the previous building built as a community hall for steel workers.

Seattle's comprehensive planning process

In 1994, Seattle adopted the city's comprehensive plan, "Toward a Sustainable Seattle". The plan evolved over a five year period through discussion, debate, and creative thinking of thousands of city residents working with city staff and elected officials. The 20-year policy (1994-2014) articulates a vision of how Seattle will grow in ways that sustain citizen values. The plan makes basic policy choices and provides a flexible framework for adapting to real conditions over time.

The plan articulates land use, transportation, housing, capital facilities, and utilities elements in accordance with the requirements of the Washington State Growth Management Act. The plan will eventually include an economic development element to comply with King County's Countywide Planning Policies. And, the plan will also include neighborhood planning and human development elements to comply with the Seattle Framework Policies Resolution 28535.

The goal uniting all elements of the Comprehensive Plan is to preserve the best qualities of Seattle's distinct neighborhoods **while** responding positively and creatively to the pressures of change and growth.

The plan's objectives - are to develop and enhance the following qualities:

- a diverse mix of people of varied ages, incomes, cultures, employment, and interests;
- a variety of housing types, ranging appropriately for each neighborhood scale to meet the needs and preferences of the diverse community;
- a strong relationship between residential and commercial areas;
- community facilities, including schools, community and recreation centers, libraries, parks, and human services within walking distance of neighborhood centers;
- partnerships with neighborhood and community-based organizations to improve people's access to services and activities;
- to create opportunities for interaction through means as neighborhood planning and community policing;
- transit, bicycle, and pedestrian facilities with connections to adjacent neighborhoods, good circulation within the neighborhood and surrounding area;
- well-integrated public open space, providing recreational opportunities for neighborhood residents and workers; and
- a unique identity reflecting local history, the neighborhood's natural features, its culture, and other sources of community pride.

The implementation strategy - will achieve this by:

- developing a more complete and competitive intermodal public transportation system;
- targeting use of housing assistance funds and planning tools to provide desirable and affordable housing;
- investing in facilities and service delivery systems design to serve higher density neighborhoods; and
- using neighborhood-based decisions built upon local citizens' expressed priorities.

1.2 Delridge neighborhood planning process - phase 1

The Delridge Neighborhood Planning (Organizing) Committee was organized in December 1996, with the assistance of the Seattle Neighborhood Planning Office, to initiate this neighborhood planning process. Committee members included 20 resident stakeholders drawn from various interest groups who have been active on community issues within the neighborhood for a considerable time.

The Committee's purpose was to organize the process for phase 1 neighborhood planning so that the Delridge community could develop:

- a vision statement for the future of Delridge,
- identify the most important issues to address in neighborhood planning, and
- establish planning boundaries.

Neighborhood planning area

The Delridge neighborhood is generally described as the lands between 35th Street on the west and Marginal Way or the Duwamish Waterway on the east, the Spokane Street Bridge on the north and Roxbury Street on the south - although the lands south of Thistle Street are being planned by the Westwood/Highlands Neighborhood Committee - a separate neighborhood planning effort. Outreach efforts were targeted toward the whole of Delridge during the planning process.

For the purposes of this plan, the Delridge neighborhood planning area is generally a five block area on either side of Delridge Way from the West Seattle Bridge (at Spokane Street) to SW Webster Street (just south of the south node at Kmart). The Planning Committee felt that focusing the community's attention and the Committee's effort on Delridge Way would create the greatest positive impact on the whole community with the limited time and resources for the planning effort. Some aspects of the plan, however, do not conform easily to boundaries (such as human development issues) and some aspects do not fit within the confines of the Neighborhood Planning Area (such as open space and trails). These issues were addressed on a broader level than the Planning Area.

Topic meetings

During February-March of 1997, the Delridge Neighborhood Planning Committee conducted a series of topic meetings covering public safety and the community, business and economic development, housing and land use, traffic and transportation, and parks and open space.

Topic newsletters (with Cambodian and Spanish translation) were mailed to 5,000 households within the planning outreach area. Approximately 85 persons attended one or more meetings identifying issues, priorities, and visions.

Focus group meetings

During April-June of 1997, the Committee conducted a series of 10 focus group meetings with community council, church group, English as a second language (ESL) classes, school teachers and staff, and apartment residents who were not represented in the topic meetings.

The Committee reviewed the results of the topic sessions (which were translated into Vietnamese, Cambodian, and Spanish) with focus group participants identifying additional concerns of interest to this population group.

Sanislo School survey

Using the results of the topic and focus group meetings, the Committee developed a questionnaire survey that was sent home with students at Sanislo Elementary School. The Committee used the school survey results to draft a list of phase 2 planning priorities for neighborhood validation.

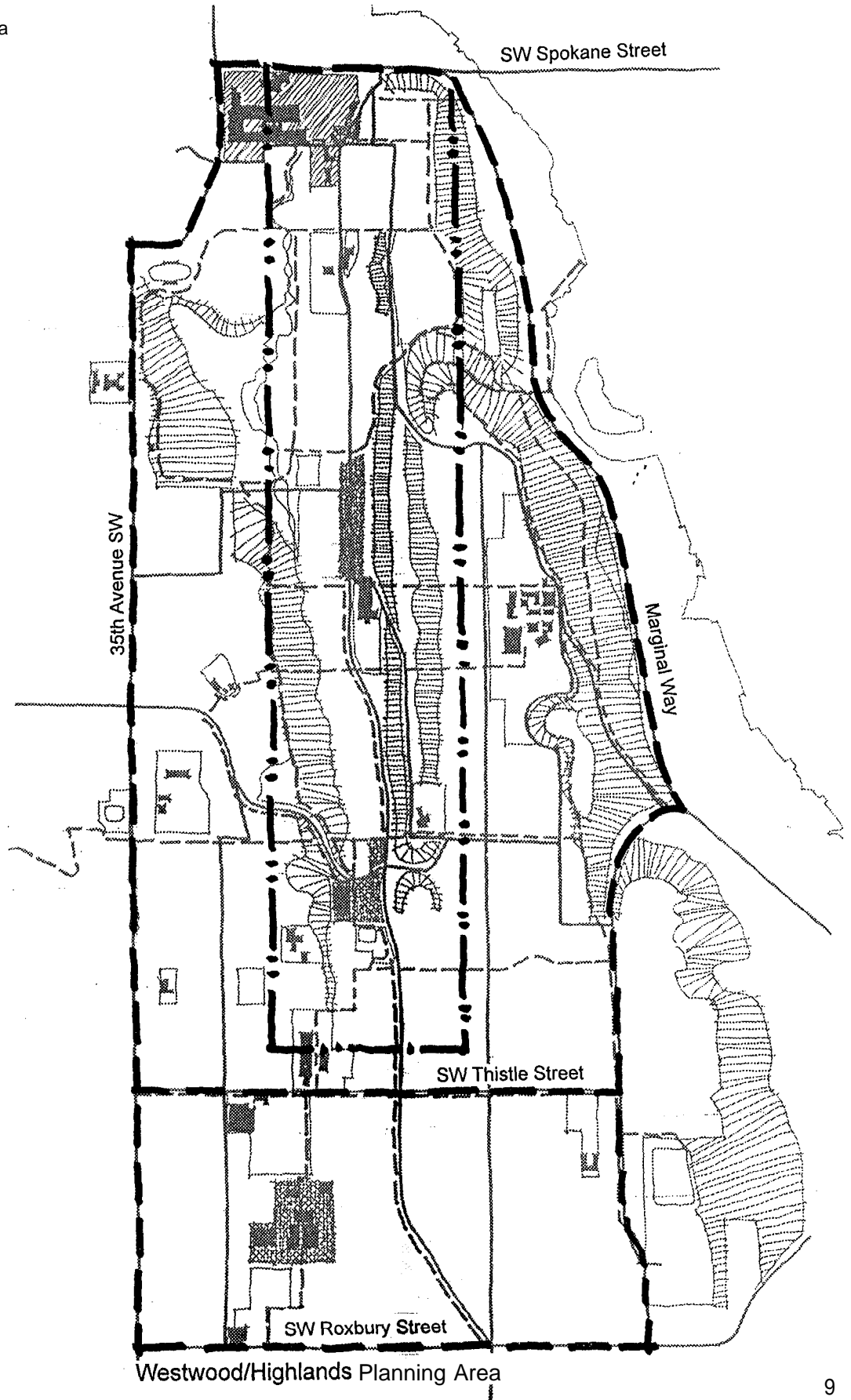
Validation event and survey

The Committee designed and mailed a phase 1 validation event notice and survey to over 5,000 households within the neighborhood planning area. The validation event was conducted at Delridge Community Center with supporting food, music, and informational displays.

Discussion group sessions were conducted with event participants to review proposed phase 2 tasks, priorities, and other particulars. Validation surveys were

Planning area boundaries

- **-Planning Focus Area
- -Planning Outreach Area



completed and returned by over 110 event participants - who represented a diverse cross-section of neighborhood ethnic, income, housing tenure, and business groups.

1.3 Delridge neighborhood planning process - phase 2

The phase 2 planning process consisted of the following tasks:

Topic workshops

During March-May of 1998, the Delridge Neighborhood Planning Committee hosted a series of planning workshops with interested neighborhood residents and property owners, school and church organizations, and representatives of city and regional agencies including the Seattle School District, Parks Department, SEATrans, and RTA, among others.

During the brainstorming sessions, over 200 neighborhood residents created over 500 ideas dealing with public safety, transportation, community and culture, the neighborhood economy, nature, and the built environment. Some of the ideas were duplicates - created by different participants during different workshop sessions. The Committee's consultants compiled the most obvious common ideas into a single proposal consisting of 479 separate ideas.

Public forum

In June, the Committee hosted a public forum in the first floor conference room of the DSHS Building on Delridge Way. Over 60 Delridge residents reviewed the results of the brainstorming workshops and completed a survey indicating those features they wanted to see included in the proposed Delridge Neighborhood Plan.

Design concept development

In July and August, the Committee developed the design concepts illustrated in this plan using the results of the public forum. The initial topic ideas were organized into a series of proposed plans dealing with nature, transportation, and three proposed neighborhood nodal centers along Delridge Way - at Andover, Oregon, Brandon, and Sylvan Way (Kmart). A fourth community campus node was defined by Delridge Community Center, Playfield, and Old Cooper School.

In August, the design concepts were illustrated in a newsletter and mailed to the community residents who had participated in the initial topic workshops for their review and information.

Node workshop reviews

In late August, the Committee hosted a workshop for each of the three nodes of activity proposed along Delridge Way - at Andover, Brandon, and Kmart. During the workshop reviews, over 45 property and business owners, residents, and other interested parties reviewed and critiqued the preliminary proposals.

The Committee refined and expanded the proposed concepts based on the comments received during the workshop review sessions. The preliminary recommendations outlined in the section on key strategies, other strategies, and the Action and Approval Matrix are based on the results of these public participatory events.

Draft plan recommendations

In September and October, the Committee developed draft plan recommendations for about 100 plan and project proposals using the results of the review sessions with nodal business owners and residents.

In September, the preliminary recommendations were presented to a meeting of city department representatives to obtain preliminary technical staff reviews and comments.

Public survey and forum

In November, a third public newsletter and survey was developed to describe the 94 principal proposals of the draft plan. The newsletter and survey was mailed to every Delridge household and provided for review and comment at a public forum conducted at the DSHS auditorium on Delridge Way on November 23.

The final plan recommendations and priorities included within this planning document and the accompanying Approval & Adoption Matrix are based on the results of the comments provided at the forum and in the collation of the returned surveys.

Zoning proposal discussion meeting

During the development of the Plan, planning participants and Neighborhood Planning Committee members proposed several zoning changes in each of the three neighborhood anchors (nodes) designed to accomplish various objectives of the plan. The Planning Committee discussed these proposals with the Seattle Department of Construction and Land Use and DCLU created a mailing list of property residents and owners within 300' of each parcel for which there was a proposed zoning change. A flyer describing the zoning changes was mailed to this list inviting people to a meeting to discuss the proposed rezones. The meeting was held on December 14, 1998 and attendees commented on the proposals. Based on participation at the meeting, responses from people unable to attend the zoning meeting, and comments received at the Validation event (see below) rezone proposals were refined for inclusion this draft plan.

Validation survey and forum

In January of 1999, the Committee produced a "plan validation mailer" which included a survey that was mailed by the Seattle Neighborhood Planning Office, to all households within the planning area. The survey asked residents to validate the final preferences and priorities to be retained in the plan and presented to City Council for action.

This plan is the Committee's best effort at combining all of what we have heard over the three year planning process in a way that represents the wishes of the community for the future of the Delridge Planning Area.



Chapter 2: **Key strategies**

2.1: Integrate the community with nature

Complete and improve the open space network in Delridge in a way that integrates the residential and business environments with natural areas for public access and wildlife habitat.

Vision

Delridge is a place where the community and the natural environment are integrated. Our open space and natural areas are preserved, interconnected, well maintained, and safe - for wildlife, residents, and children and students who use these spaces as "natural classrooms". We, in partnership with the city, take pride in and provide the stewardship needed to help maintain this natural environment.

Our goal is to complete and improve the open space network in Delridge in a way that integrates the residential and business environments with natural areas for public access and wildlife habitat.

Goal 1: Ecology

A community that conserves and protects natural areas within the environment providing a continuing place for wildlife that are representative of the area's ecological heritage.

Objectives

- Protect natural open space areas, wetlands and drainage corridors, and woodlands that contain prime wildlife habitat characteristics along the Longfellow Creek, Puget Creek, and Duwamish River drainage corridors and valley hillsides from development. Use clustered development patterns, natural area conservancies, and other innovative concepts that conserve or allow, the possible coexistence of natural, open space areas, wetlands, and woodland corridors within or adjacent to Delridge's developed areas.
- Retain and enhance natural flora and fauna within Delridge's urban environment. 'Retain and/or revegetate tree stands and wooded areas, landscaped buffer areas and yards, site and area shrubbery, and other natural and established plantings providing greenery, habitat, visual interest, and relief within Delridge's developed areas. Replant buffer and developed areas with natural landscape materials and settings that reestablish wildlife habitats affected by development constructions.

Key Recommendations

- Land conservation - identify land that should be preserved for public and/or park uses including vacant land:
 - in the Longfellow and Puget Creek corridors,
 - on the west slope of Puget ridge, the length of the planning area,
 - on the slide prone and steep slopes in the planning area,
 - in the Puget Creek riparian corridor and adjacent watershed, especially along 17th and 19th Avenues right-of-way,
 - in other areas that help establish trail corridors between open spaces, parks, community facilities, and nodes of activity, and

- open spaces that balance areas of high density and/or commercial nodes.
- Land acquisition - identify partners and potential funding for additional preservation actions including:
 - developing a relationship with an existing organization or creating a land trust for the Delridge area, and
 - creating an open space bond initiative or other public funding mechanism for open space preservation.
- Buffer zones - work with DCLU to establish and enforce buffer zones of official or legal standing that are wide enough to maintain and preserve the growth of native plants and materials that perform natural biological functions including buffer zones from steep slopes, wetlands, riparian corridors, and other environmentally sensitive areas.

Goal 2: Environmental critical areas

A community that maintains a harmonious relationship between the natural environment and urban development.


Objectives

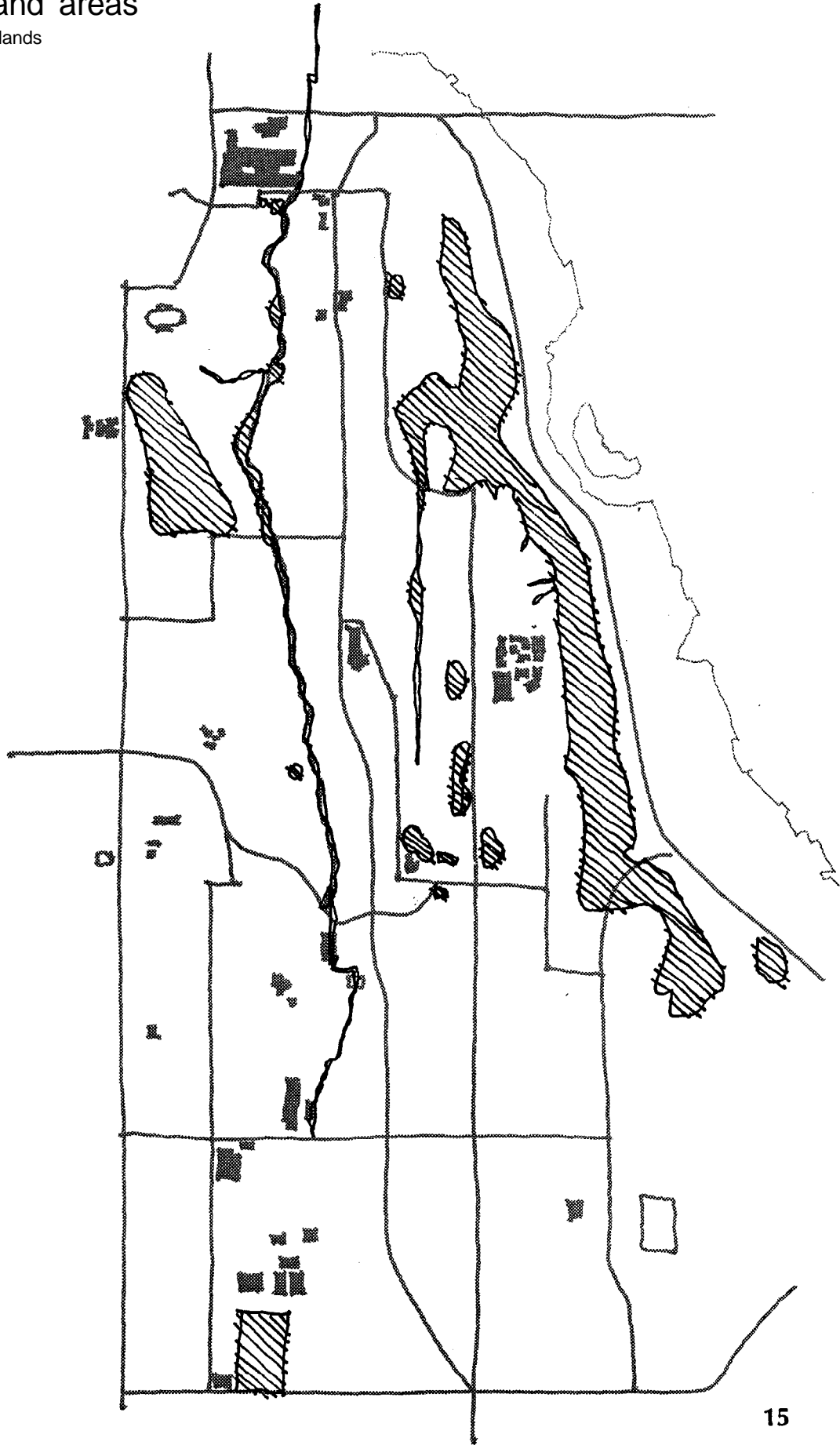
- Protect Longfellow and Puget Creek and other surface tributary collection areas from land use developments or alterations that could alter natural drainage capabilities, contaminate surface water run-off or spoil the natural setting. Maintain buffer zones that are wide enough to maintain and preserve the growth of native plants and materials that perform natural biological functions.
- Protect soils in steep slopes along the Longfellow Creek, Puget Creek, and Duwamish River valleys that are composed of poor compressive materials, or have shallow depths to bedrock, or have impermeable subsurface deposits or that contain other characteristic combinations susceptible to landslide or land slumps.
- Protect soils of moderate to steep slopes along the Longfellow Creek, Puget Creek, and Duwamish River valleys that are composed of soils, ground covers, surface drainage features or other characteristics susceptible to high erosion risks from land use development.

Key Recommendations


- Fund improved and increased enforcement of the Environmentally Critical Areas (ECA) Ordinance including:
 - boundary staking - requiring developers to mark critical area boundaries prior to permit application for city inspection and to maintain throughout construction periods,
 - fines - instituting significant penalties for ECA violations, and
 - notification - increasing notification requirements for projects that could impact ECA.
- DCLU liaison - identify a lead organization to liaison with DCLU for early warning of development in critical areas. Provide the lead organization with

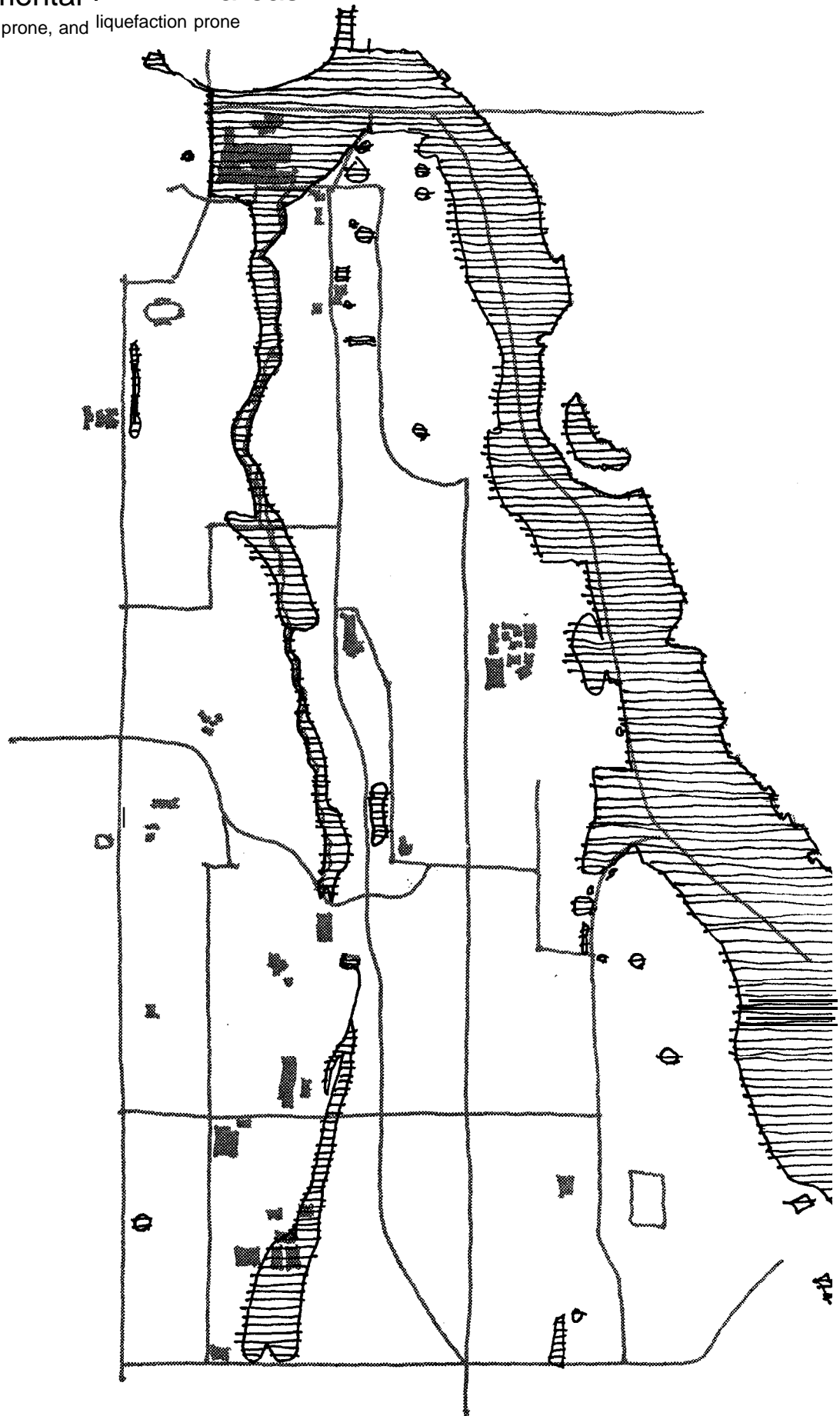
Wildlife and wetland areas

 Wildlife habitat and wetlands



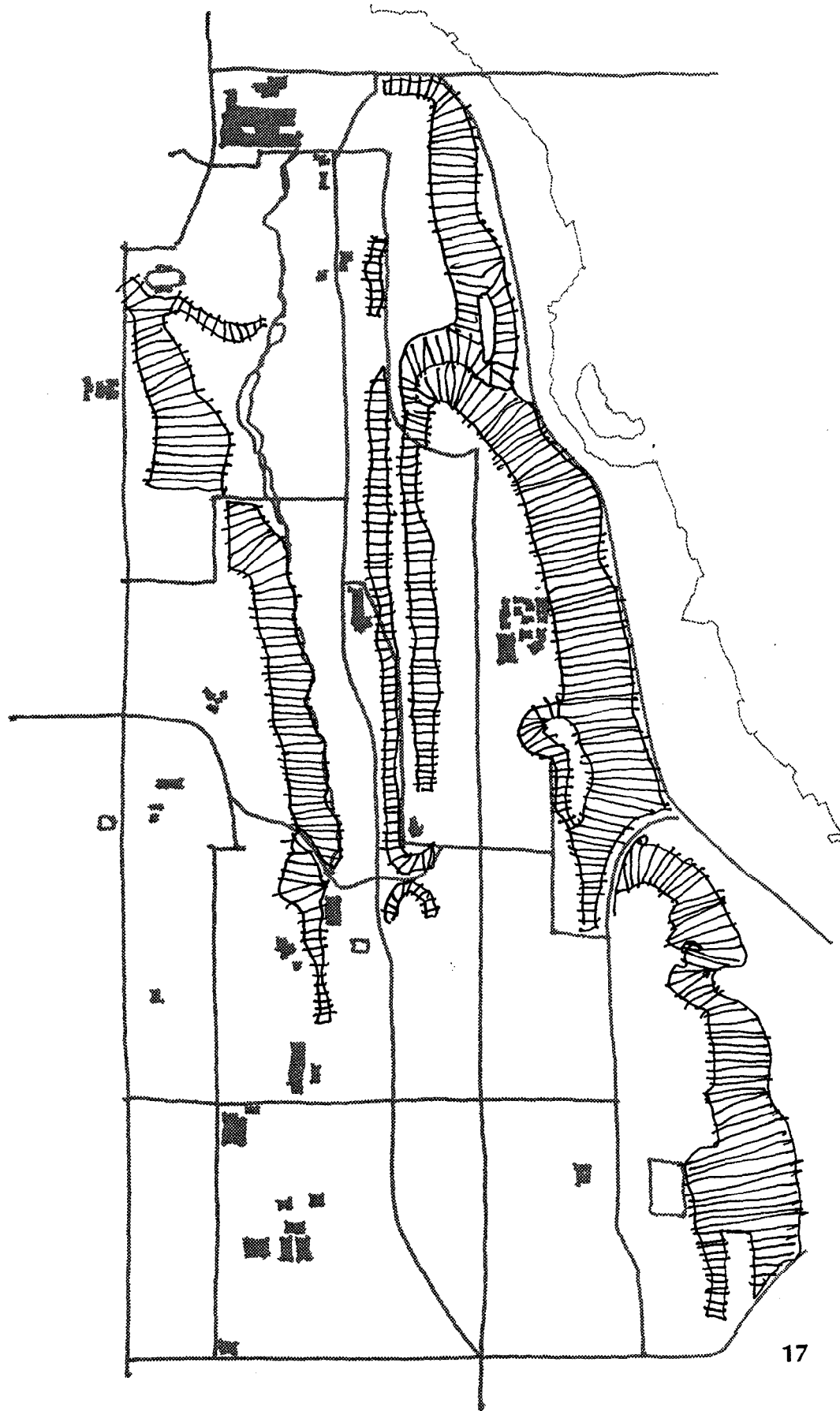
Potential environmental problem areas

 Known slide areas, flood prone, and liquefaction prone



Landform

 Topographical contours



training in land use regulations in order to develop an “early warning” system of tracking potential development of key ecologically sensitive and designated ECAs.

- Longfellow Creek Watershed Action Plan – ensure that this plan, designed to protect and enhance Longfellow Creek, is fully implemented.

Goal 3: Open space

A community that provides a high quality, diversified open space and park system and includes significant environmental opportunity areas and features.


Objectives

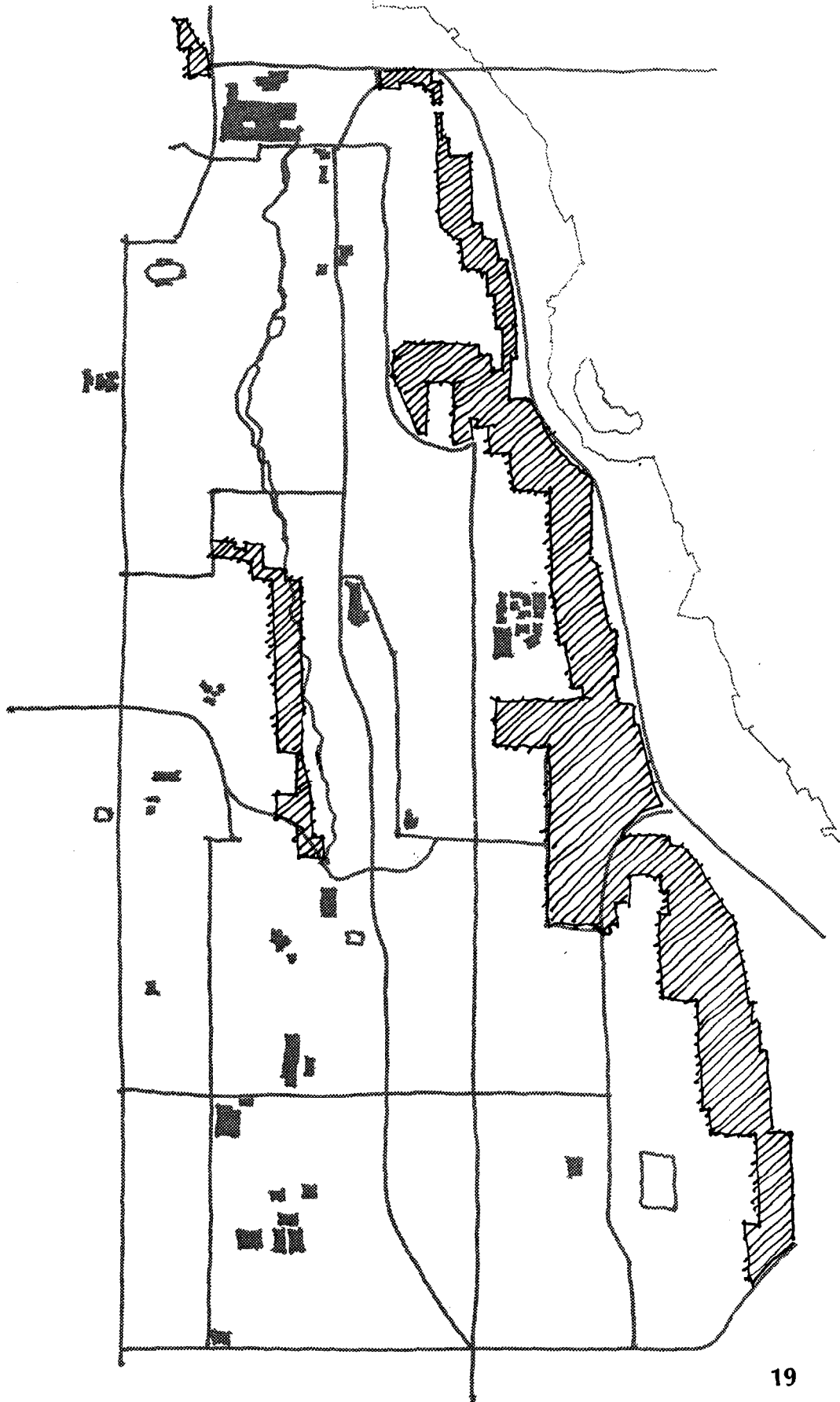
- Preserve and protect significant environmental features for park and open space use including unique wetlands, open spaces, woodlands, shorelines, waterfronts and other characteristics reflecting Delridge’s natural heritage. Acquire, conserve and make accessible the most important environmentally sensitive areas within the Delridge planning area including the Longfellow Creek and Puget Creek corridors.
- Retain as much of the natural landscape as possible in land development projects, including existing trees, site contours, natural drainage features, and other characteristics. Maintain landscaping, particularly along buffer or dividing zones with different land uses, major roads, within parking lots, and other large improved areas
- Protect lands or sites that have unique views or vistas of natural landforms and landmarks, particularly of the Duwamish River valley and Longfellow Creek drainage basin using open space acquisitions, agricultural preservation programs, and other innovative techniques.
- Incorporate interesting manmade environments, structures, activities and areas into the park and open space system to preserve these features and provide a balanced park and recreation experience. Work with property and facility owners to increase public access and utilization of these special features including the University of Washington research laboratories, SSCC Chinese Gardens, and others.

Key Recommendations

- Coordination - coordinate with city departments and other public agencies to make publicly-owned land available for open space. Consider land swaps (interdepartmental and private/public) with privately owned sites to achieve important preservation and green corridors.
- Public ownership – create a mechanism that will ensure public ownership into perpetuity of all public lands dedicated and/or used for parks and open space purposes.
- Open space dedications/street right-of-ways -work with DCLU and Sea Trans to allow developers to provide less than full street improvements when their projects preserve open space and natural features.

Greenbelts

 Greenbelts



- Cluster housing - create a cluster housing ordinance, density bonus, and/or overlay zone to conserve sensitive hillside open spaces, especially between 23rd and 21st Avenues along the west slope of Puget Ridge and Pigeon Point, at 26th Avenue along the east facing slope of the West Seattle Greenbelt, and in the West Duwamish Greenbelt.
- Longfellow Creek public access sites - develop public access opportunities along Longfellow Creek specifically at 'fancy, Brandon, and Webster.
- Identify additional open space parcels in the Longfellow Creek Watershed to improve either the public access or wildlife habitat. Improve these sites with appropriate resources.
- P-Patch Gardens - expand and possibly relocate the community p-patch gardens in Puget Boulevard right-of-way between 25th and 26th Avenues to create a focus about Greg Davis Park and Brandon Minipark and to allow development of Puget Boulevard Commons.
- Webster Retention Pond - develop interpretive trail, picnic tables, artwork, and exhibits on the hillside surrounding the pond.
- Community Agricultural Program - develop a coordinated community agriculture program in Delridge as a land use strategy for vacant land.

Goal 4: Nature related parks and recreation

A community that provides a high quality, diversified recreation system for all age and interest groups.

Objectives

- Acquire and preserve additional waterfront access for recreational activities and pursuits particularly along Longfellow and Puget Creeks, and to the Duwamish River.
- Develop recreational facilities for all age groups and recreational interests. Concentrate on picnic, playground, and court activities that provide for the largest number of participants including the new joint use facilities to be developed at New Cooper School.

Key Recommendations

- Greg Davis Park - complete development of the park.
- West Seattle Youth Golf Course – prior to any acceptance of a development plan, involve the community in the review of the proposal and if acceptable plans move forward, include the community in the development of the property for a youth activities complex possibly including a community meeting, employment, environmental learning, and a mixed use nature/entertainment/clubhouse within the facility improvements.
- Vivian McLean Park - preserve the unopened section of 17th Avenue right-of-way between Juneau and Graham Streets for a community park.

Parks and public facilities

Proposed parks and public facilities

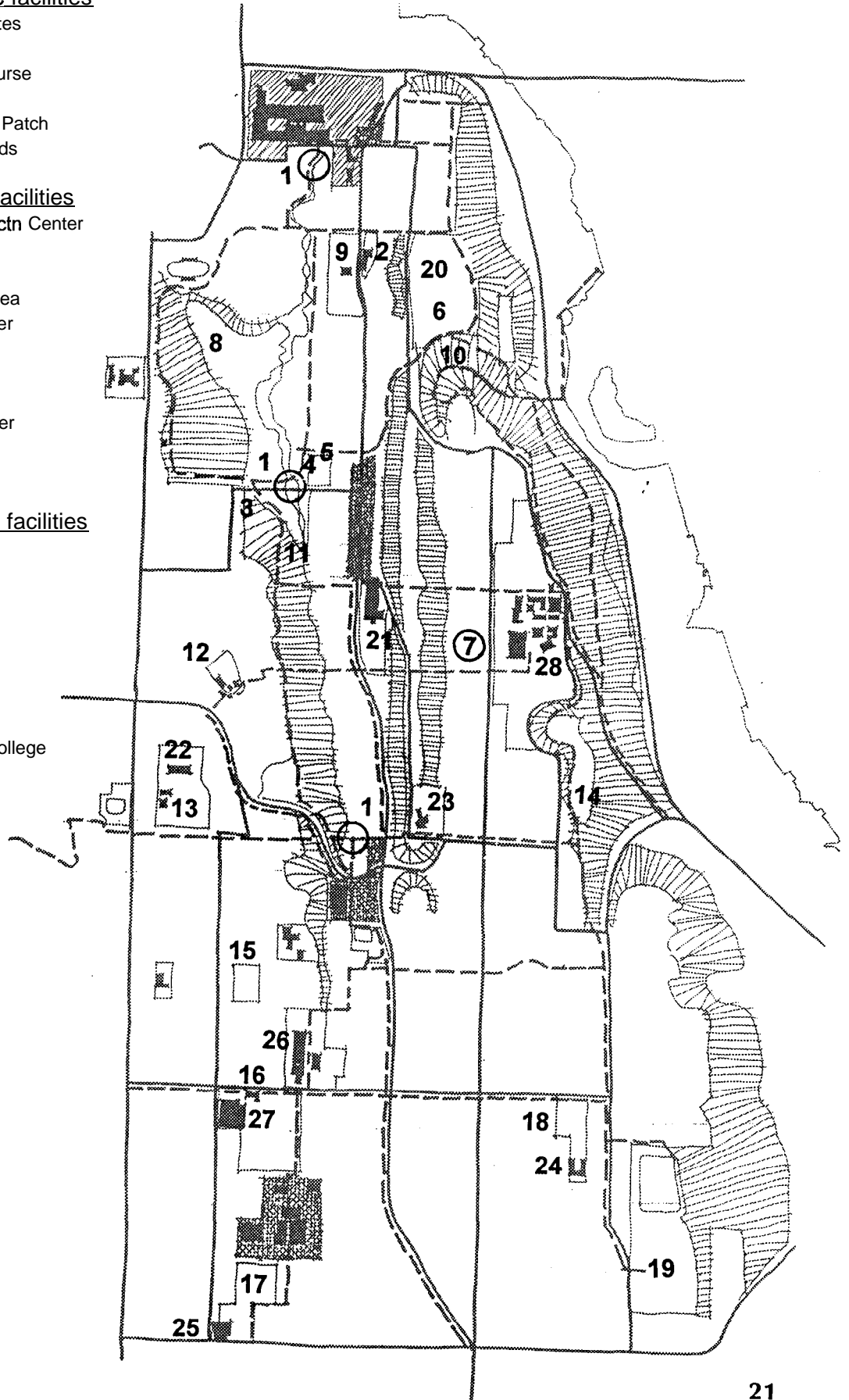
- 1 Longfellow Public Access sites
- 2 Old Cooper School Reuse
- 3 West Seattle Youth Golf Course
- 4 Greg Davis Park
- 5 **Brandon** Mini-Park and Pea Patch
- 6 New Cooper School Playfields
- 7 Vivian McLean Park

Existina parks and public facilities

- 8 West Seattle Golf Course/Rctn Center
- 9 Delridge Community Center
- 10 Puget Park
- 11 Longfellow Creek Natural Area
- 12 High Point Community Center
- 13 High Point Playfield
- 14 Riverview Playfield
- 15 Hughes Playground
- 16 Southwest Community Center
- 17 Roxhill Park
- 18 Cloverdale Playground
- 19 Westcrest Park

Existing schools and other facilities

- 20 New Cooper Elementary
- 21 **Cooper/Boren** Elementary
- 22 High Point Elementary
- 23 Sanislo Elementary
- 24 White Center Heights
- 25 Roxhill Elementary
- 26 Sealth High School
- 27 Denny Middle School
- 28 South Seattle Community College



- **Brandon Minipark** - develop a neighborhood park with recreational courts, playground, and picnic shelter on **Brandon Street** between 25th and 26th Avenues to provide neighborhood activity complimenting Greg Davis Park.
- **New Cooper Elementary School Playfields** - complete development and operation of joint use school and park facilities at the site of the New Cooper School adjacent to Puget Park.

Goal 5: Trails

A community that provides a high quality system of multipurpose trails connecting and accessing significant environmental features, public facilities and developed residential areas.

Objectives

- Create a comprehensive system of walking trails providing for recreational hikers and walkers, joggers, casual strollers, and neighborhood residents. Link residential areas to parks and community facilities, schools, business nodes, and transit systems. Extend trails through natural area corridors that will provide a high quality, diverse sampling of Delridge's environmental resources
- Ensure that trails are pedestrian friendly, and safe.

Key Recommendations

- To fully develop a system of trails throughout the planning area, especially the east/west trail segments, the City will need to map the hillclimbs in the area. This mapping will define ownership and responsibility for the maintenance of the hillclimbs. Additionally, this mapping will assist in determining the ownership of utility poles adjacent to the hillclimbs so that a comprehensive lighting design can be accomplished.

Northkouth segments of a looped trail system:

- Longfellow Creek North Trail - from Andover to **Brandon**, and Morgan to Sylvan Way.
- Pigeon Point/Puget Park Trail - from Marginal Way to New Cooper School to Puget Boulevard Trail.
- Golf Course Loop Trail - from Longfellow Creek Trail to the Stadium to Greg Davis Park.
- High Point Hillside Trail - from **Brandon** to Sylvan and including a segment along the north side of Sylvan Way.
- Sylvan Way Trail - from High Point Hillside Trail along the north side of Sylvan Way to 24th Avenue.
- Longfellow Creek South Trail - from Kmart south on 24th Avenue to Sealth High School, Middle School, and Community Center, Westwood Town Center, and Roxhill Park.

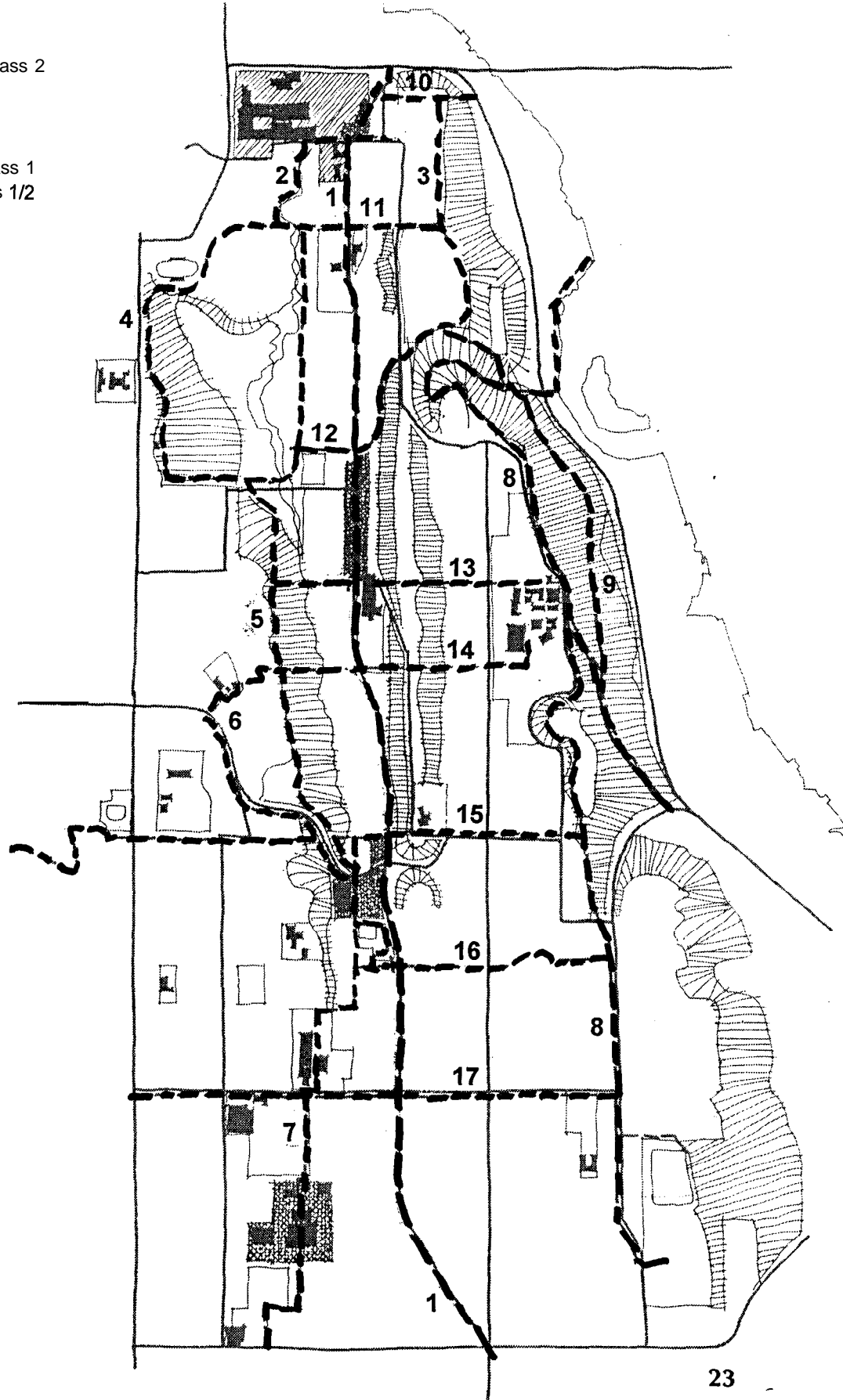
Walking trails

North/south

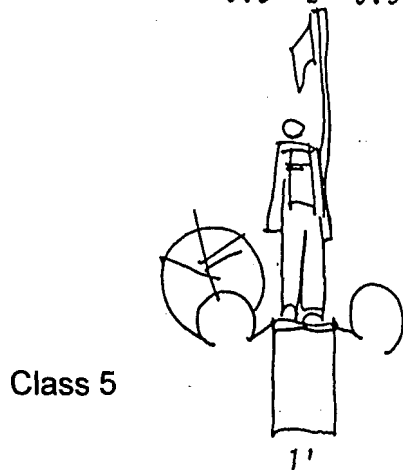
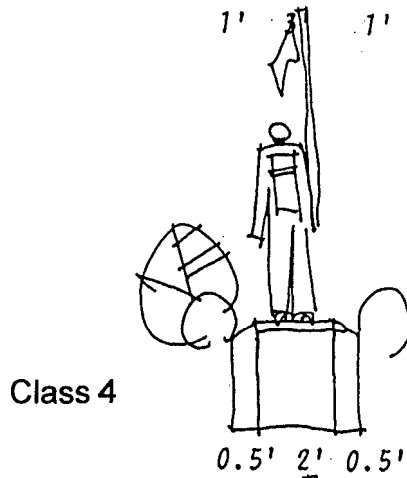
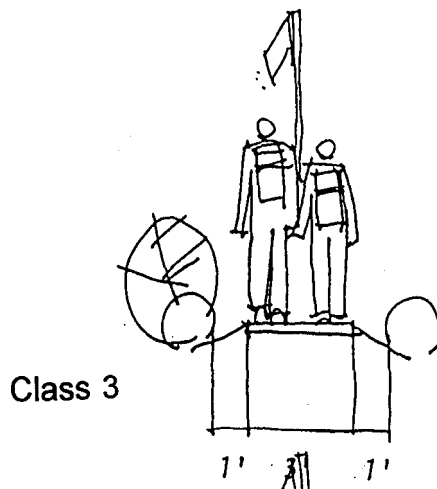
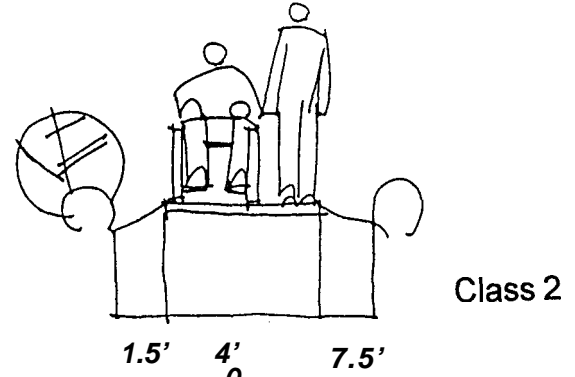
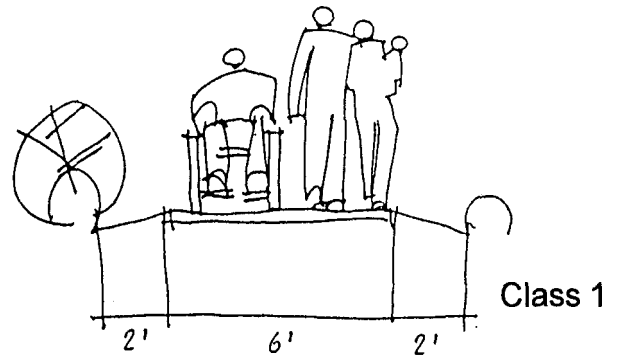
- 1 Delridge Way - Class 1
- 2 Longfellow Creek Trail - Class 1
- 3 Pigeon Point/Puget Park Trail - Class 2
- 4 Golf Course Loop Trail - Class 1
- 5 Highpoint Hillside Trail - Class 2
- 6 Highpoint Trail - Class 1
- 7 Longfellow Creek Trail South - Class 1
- 8 Puget Park/Riverview Trail - Class 1/2
- 9 Duwamish Hillside Trail - Class 2

East/West

- 10 Charleston Street Trail - Class 1/3
- 11 Genesee Street Trail - Class 1/3
- 12 Puget Boulevard Trail - Class 1/2
- 13 Juneau Street Trail - Class 1/3
- 14 Graham Street Trail - Class 1/3
- 15 Myrtle Street Trail - Class 1/3
- 16 Holden Street Trail - Class 1/3
- 17 Thistle Street Trail - Class 1



Walking and hiking trails



- Puget Park/Rivet-view Trail - from Duwamish River through Puget Park behind South Seattle Community College (SSCC) to River-view Park to Highland Park Drive.
- Duwamish Hillside Trail - from Highland Park Way along the hillside to Puget Creek.

East/west segments of a looped trail system:

- Charleston Street Trail - from Delridge Way to Marginal Way.
- Genesee Street Trail - from Longfellow Creek to 17th Avenue.
- Puget Boulevard Trail - from Greg Davis Park to Duwamish River Trail.
- Juneau Street Trail - from Kenney Street and High Point Hillside Trail to SSCC Chinese Gardens and Puget Creek/Rivet-view Trail.
- Graham Street Trail - from Kenney Street and High Point Hillside Trail to SSCC.
- Myrtle Street Trail - from the water reservoir site on 35th Avenue past High Point Playground and Longfellow Creek Trail past Sanislo School to Riverview Playfield and the Puget Creek/Riverview Trail.
- Holden Street Trail - from Kmart to 9th Avenue/Puget Park/Riverview Trail.
- Thistle Street Trail - from 35th past Sealth High School to 9th Avenue/Puget Park/Rivet-view Trail and Westcrest Park.


Goal 6: Environmental Stewardship

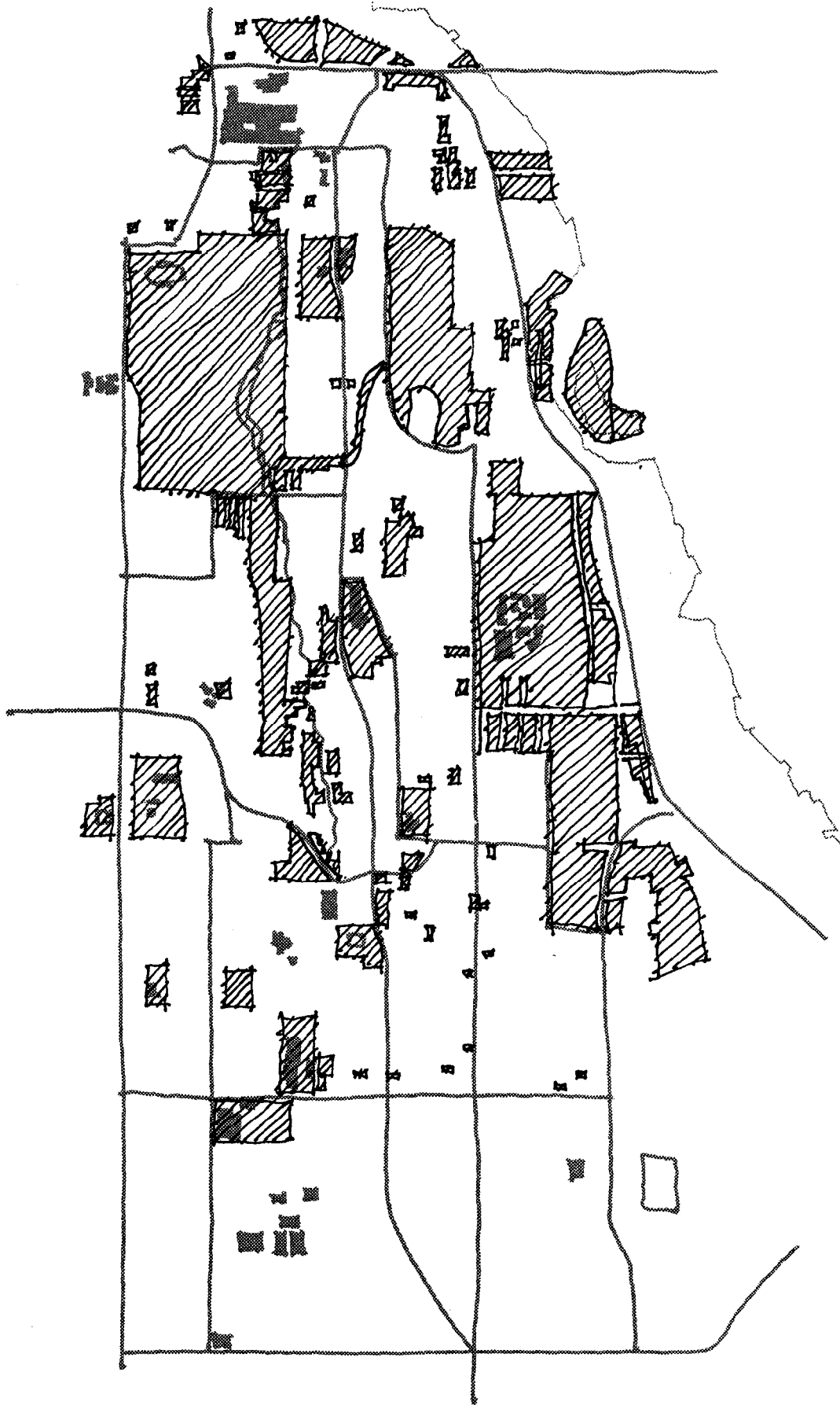
A community that is an active partner with the City and utilizes residents and local community organizations to create effective and efficient methods of acquiring, developing, operating, and maintaining open space, the natural environmental and related facilities.

Objectives

- Design and develop facilities that are of low maintenance and high capacity design to reduce overall facility maintenance and operation requirements and costs. Where appropriate, use low maintenance materials, settings or other value engineering considerations that reduce care requirements and retain natural conditions and experiences.
- Design park and recreational trails and facilities to be accessible to individuals and organized groups of all physical capabilities, skill levels, age, income and activity interests.
- Develop a plan for the stewardship (protection, preservation and enhancement) of open space and wildlife habitat using resources (funding, volunteers, etc.) that are appropriate and available from community organizations, schools, city departments, and others. Develop and maintain a funding program for restoration, clean-up, and maintenance of open space properties.

Public lands

 Public ownerships

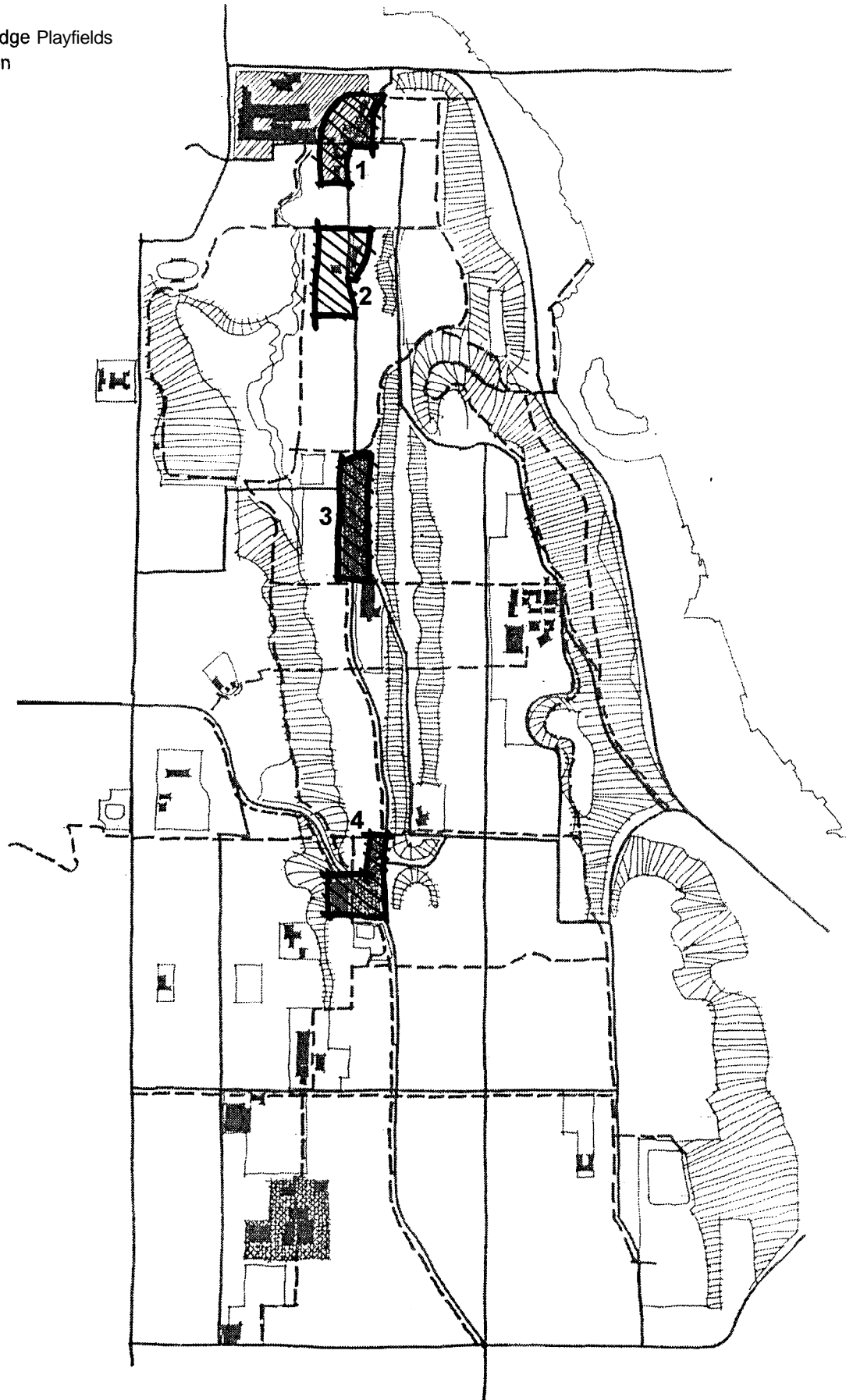


Key Recommendations

- Stewardship organization – create and provide funding for an organization to coordinate public, private, and volunteer environmental stewardship in Delridge and to implement the nature related elements of the Delridge Neighborhood Plan.
- Open space maintenance - fund the Parks Department to maintain and enhance open space using whatever resources that are appropriate and available, including the development of an Adopt-a-Park program, as a year-round youth employment and/or training program, or a stewardship program.
- Longfellow Creek educator/coordinator – fund a full-time position to act as the Longfellow Creek educator and coordinator.

Concentrated nodes of activity

- 1 North node - Delridge at Andover
- 2 Campus node - Old Cooper/Delridge Playfields
- 3 Center node - Delridge at Brandon
- 4 South node - Delridge at Sylvan



2.2: Create concentrated nodes of activity

Vision

Our goal is to create a series of activity nodes or centers along Delridge Way clustering commercial, business, entertainment, community, and public facility uses in mixed use structures or arrangements with adjacent or upper story housing opportunities.

These compact, mixed use neighborhood anchors will provide services to residents of adjacent neighborhoods within compact village centers accessible from walkways, park trails, bikeways, transit routes, and local residential streets. By integrating mixed use structures into these neighborhood anchors, housing opportunities will be increased and evening activities will be created, providing a community focus and sustaining neighborhood businesses.

We propose developing four neighborhood anchors along Delridge Way - each area reflecting the unique character of the community surrounding it.

Objectives

- Locate commercial and mixed use developments on lands that are capable of supporting these uses and/or that pose the fewest environmental risks. Locate these uses away from lands or soils that have severe environmental hazards in the Longfellow Creek and Puget Creek corridors, and along the west facing ridges between 21st and 23rd Avenues SW.
- Protect lands, sites or improvements that have been held in trust for parks, conservancies, recreation or other open space preserves within Delridge's boundaries including Puget Boulevard, Longfellow Creek, Puget Park and the Puget Creek Watershed, Delridge Playfields, and the West Seattle Golf Course and the West Duwamish Greenbelt. Conserve sites that provide unique open or natural space buffers to more intensive land use such as the sloping terrain between 21st and 23rd Avenues. Preserve, where possible and desirable, open or natural space features within potential future land development.
- Allow clustering and planned unit residential developments where the objective would be to allow for a variety of housing products, create common open space, and/or conserve significant environmental characteristics of the land like wooded areas, scenic views, wildlife habitat and the like.
- Create a special series of gateway or entryway improvements into the Delridge community using distinctive landscape, furnishings, signage, and artworks. Create special identities for unique districts or places, particularly of the neighborhood anchors along Delridge Way using distinctive and unique pedestrian amenities, streetscape, and other furnishings and designs. Work with property owners to establish standards coordinating informational and advertisement signage, street trees, landscape materials, streetscape furnishings, building materials or styles, even colors, to create visual images that organize the disparate elements of the special districts into cohesive, pleasing identities.
- Protect lands, buildings or other site features that are unique archaeological sites, historic areas, publicly designated landmark districts or buildings. Develop an historical plaque system identifying sites and buildings of interest

in Delridge. Consider establishing special tax incentives or other financial assistance to help with historical building restoration and exhibition costs.

- Assist with special planning and development efforts to reuse older buildings, redevelop vacant properties, and revitalize the businesses within the proposed neighborhood anchors along Delridge Way. Help structure local marketing efforts, physical improvement programs, parking and building improvements, special management organizations, and other actions that will realize revitalization opportunities.
- Help local private groups structure special improvement districts including parking and business improvement authorities, local improvement districts or other programs necessary to the effective revitalization of the proposed neighborhood anchors along Delridge Way. Participate in special public/private economic development ventures when such ventures provide public benefits and are appropriate to Delridge's long range goals.
- Establish a local marketing strategy for businesses in Delridge's neighborhood anchors. Develop a detailed strategy for marketing and promoting the development of Delridge's mixed use development opportunities.
- Improve the transit system to satisfy local travel needs within the Delridge planning area, particularly between residential areas, major commercial and employment districts within the surrounding Seattle and Duwamish River region.
- Develop a pedestrian oriented environment along Delridge Way that integrates adjacent storefront activities with transit, parking, bikeways, and walking areas. Furnish this enhanced pedestrian environment with street trees, landscaping, overhead storefront awnings, benches, trash receptacles, signage, bike racks, artworks, and other furnishings unique to Delridge. Calm traffic on Delridge Way through the nodes of activity using crosswalk curbing extensions, expanded crosswalk markings and paving, median planters, and other devices.

Key Recommendations pertaining to all four neighborhood anchors

Traffic and Transportation:

Transit Improvements:

- Transit shelters – install/improve transit shelters with unique lighting, signage, artworks (including student work), and other furnishings at Andover, Genesee, Oregon, Alaska, Brandon, Juneau, 25th, Myrtle, Orchard, and Webster Streets to improve transit access and visual identity. Solve drainage problems at all transit stops and shelters
- West Seattle circulator - create a local circulator or shuttle bus route between Delridge and West Seattle business districts.

Roadway improvements:

- West Seattle Bridge - solve traffic congestion on the West Seattle Bridge - specifically address:
 - lower and upper Spokane Street to the I-5 on ramp connection, and

- the on-ramp from the West Seattle Bridge to north bound State Route 99.

Community Design and Amenities:

- Delridge Way streetscape - modify the existing roadway to provide the following functional and visual enhancements:
 - sidewalks - 42 foot with furniture and trees on both sides of the street through the neighborhood anchors,
 - parking lanes - 8 foot on both sides of the street,
 - bike lanes - 4 foot on both sides of the street including through the intersection crosswalk curb extensions,
 - traffic lanes - 14 foot in both directions (15 foot through the intersections including the bike lane),
 - center turning lane - 12 foot at the intersection (105 foot minimum length accommodating 5-6 cars at a minimum),
 - center median - 7-42 foot with trees, ground cover plantings, and artworks at the gateway intersections,
 - sidewalk curb extensions - 8 foot (through the parking lane) at the intersections to provide 17-18 foot total sidewalk area.

Land Use and Zoning:

- Design Guidelines - develop overlay design districts for each neighborhood anchor with guidelines specifying building standards, parking areas, signage, landscaping, and other furnishings to enhance street-front amenities and development potentials including controls over predominantly auto-oriented uses such as gas stations. Design guidelines for each neighborhood anchor that reflect the unique history, character and potential of each node.
- Cluster zoning - see the description under Key Strategy 1.

Trails and pedestrian movement:

- Complete trail network – link open space and natural areas to business nodes via system of trails. See description in Nature component.
- Maintain existing hillclimbs – staircases crossing east/west throughout the Delridge valley need to be maintained, and potentially better lit, for the safe movement of pedestrians to and from the nodes.

North Node

The North neighborhood anchor is located between Charleston and Dakota Streets and serves the Pigeon Hill and Youngstown residential neighborhoods. The node includes historic Youngstown buildings and also serves the hundreds of daytime employees of several major employers including Birmingham Steel, Services Group of America (SGA), and the Washington State Department of Social & Health Services (RSHS). Our goal is to enhance pedestrian improvements and commercial services while facilitating the flow of traffic through the node.

Key Recommendations

Traffic and Transportation:

Transit improvements:

- High Occupancy Vehicle (HOV) - increase transit and HOV capacity northbound on Delridge during peak hours by:
 - restricting parking and designating outside northbound lane on Delridge for HOV use during morning peak commuting hours,
 - installing an early entry traffic signal phase at Andover Street to allow bus traffic to merge with traffic onto the West Seattle bridge.
- Park-n-ride - develop a facility at Andover to increase transit ridership before entering the Spokane Street Bridge.

Install/modify traffic signals to allow:

- Left-turn eastbound - onto Andover Street from Delridge Way.

Construct turn lanes:

- Right-turn only - onto Delridge Way northbound from Andover Street.
- Left-turn only - onto Andover Street westbound from Delridge Way.

Roadway improvements:

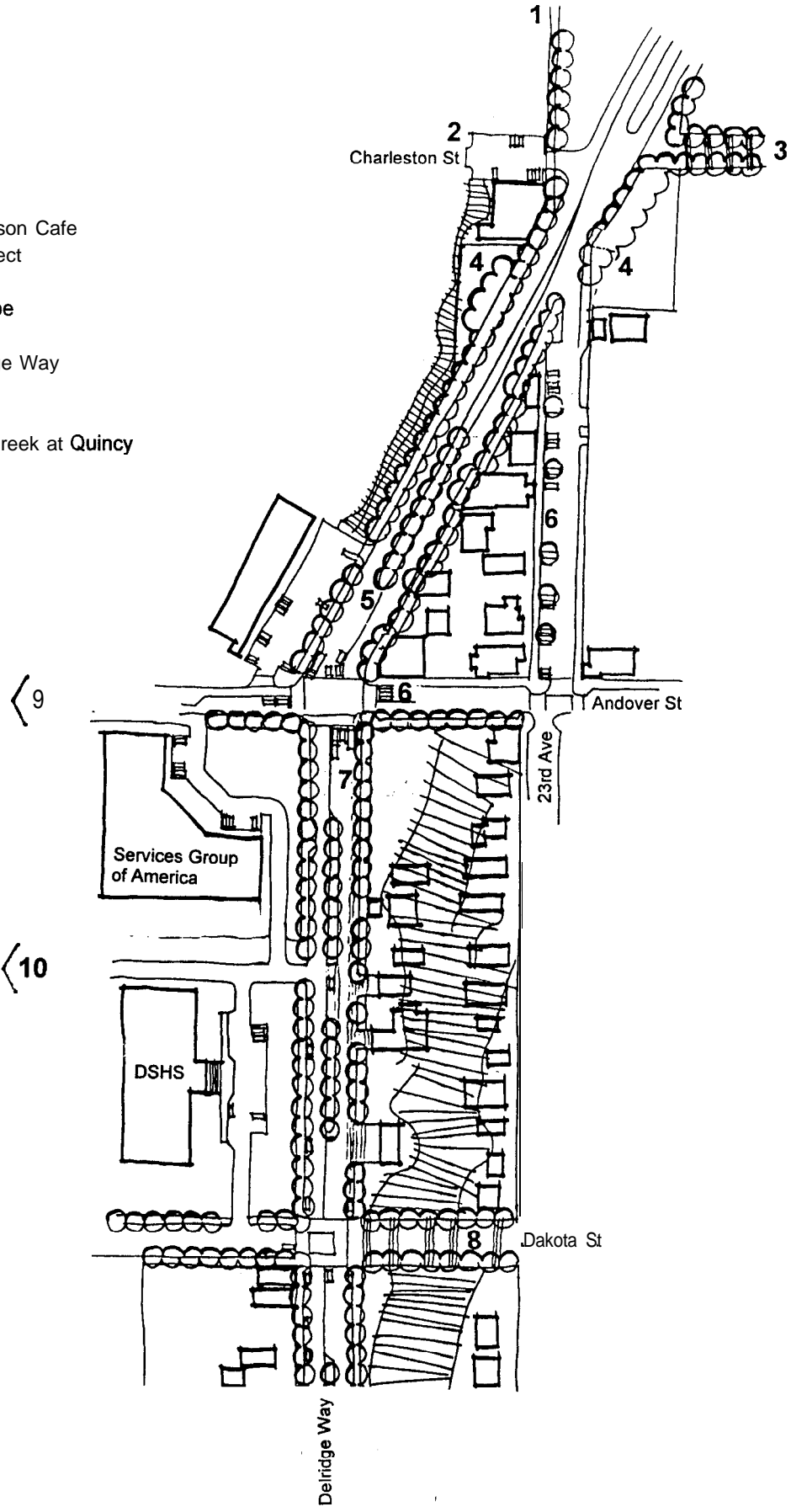
- Charleston Street - with property owner participation, resolve ownership and remove the barricade to allow access with parking from Madison Cafe westbound; and designate right-turn only onto Delridge Way from eastbound Charleston Street and parking area.
- 23rd Avenue - with property owner participation, study and resolve the traffic conflicts resulting from commuter traffic cutting through this residential street to "short cut" Delridge Way onto the West Seattle Bridge.
- Delridge Way parking pockets -with property owner participation during redevelopment, construct some parallel parking pockets on the east side of Delridge Way north of Genesee Street to 23rd Avenue to accommodate adjacent mixed use residential/commercial buildings and alleviate on-street parking conflicts during the proposed morning peak hour HOV lane designation.

North Node

Delridge Way @ Andover

Proposed improvements

- 1 Walkway to Spokane St
- 2 Charleston St extension at Madison Cafe
- 3 Charleston St hillclimb/park project
- 4 Delridge gateways
- 5 Delridge Way median/streetscape
- 6 Right turn lane from Andover
- 7 HOV lane northbound on Delridge Way
- 8 Dakota St hillclimb/park
- 9 Park-n-ride on Andover
- 10 Millennium park on Longfellow Creek at Quincy



Other traffic actions:

- Birmingham Steel truck traffic - encourage/support Birmingham Steel's move to rail versus truck transport.

Land Use and Zoning:

- With property owner and neighborhood participation, study various methods including alternative zoning, to facilitate the redevelopment of the triangle bounded by Andover Street, Delridge Way, and 23rd Avenue to promote the development of a mixed use neighborhood anchor.
- Rezone the east side of Delridge Way between Dakota Street and Andover Street to NC1-40 (mixed use residential and business) to promote the development of a mixed use neighborhood anchor.

Community Design and Amenities:

- Acquire and develop entry gateway park improvements with signage, artworks, landscaping, and other unique identity furnishings south of Madison Cafe on the west, and 23rd Avenue on the east shoulders of Delridge Way.
- Landscape and improve the existing sidewalk from the west side of Delridge Way at Madison Cafe north to Spokane Street to increase visual identity.
- Develop new hillclimb and park improvements to improve pedestrian access and visual amenity at:
 - Charleston Street - eastbound right-of-way, and
 - Dakota Street - eastbound right-of-way.
- Develop a scenic overlook of Birmingham Steel and other north node features with interpretive exhibits on Pigeon Point and the Charleston Street hillclimb.

Other Key Actions:

- Increase commercial services for the daytime population and adjacent neighborhood residents by:
 - developing live/work opportunities to increase daytime employment and minimize commuting traffic requirements'
 - developing additional commercial space and business activities to provide convenience services to daytime workers and adjacent neighborhood residents, based on
 - performing a market survey of residents and daytime employees at Birmingham Steel, Services Group of America, and DSHS to determine the needs, wants, and desires for additional commercial and business services.
- Recruitment an owner/user is consistent with the clean/green elements of Delridge to develop the vacant industrial buffer site at 28th and Andover.

Campus Node

The Campus node is located between Genesee and Alaska Streets including Old Cooper School, the Delridge Community Center and Playfields, and Southwest Youth and Family Services. Our goal is to improve this community campus by expanding the resources available from the preservation and redevelopment of Old Cooper School and by coordinating, expanding and improving programs between these agencies.

Key Recommendations

Traffic and Transportation:

Construct turn lanes:

- Right-turn only - onto Delridge Way northbound from Oregon Street.

Roadway improvements:

- Cooper School – Study alternatives and implement improvements for the intersection of SW Genesee St and Delridge Way SW which include a new access road one-way through the Old Cooper School property.
- SW Oregon St - expand the pavement and shoulders, and construct a sidewalk and drainage improvements in the SW Oregon/21st/Dawson St corridor to improve roadway operating conditions and pedestrian access to the facilities in the node

Community Design and Amenities:

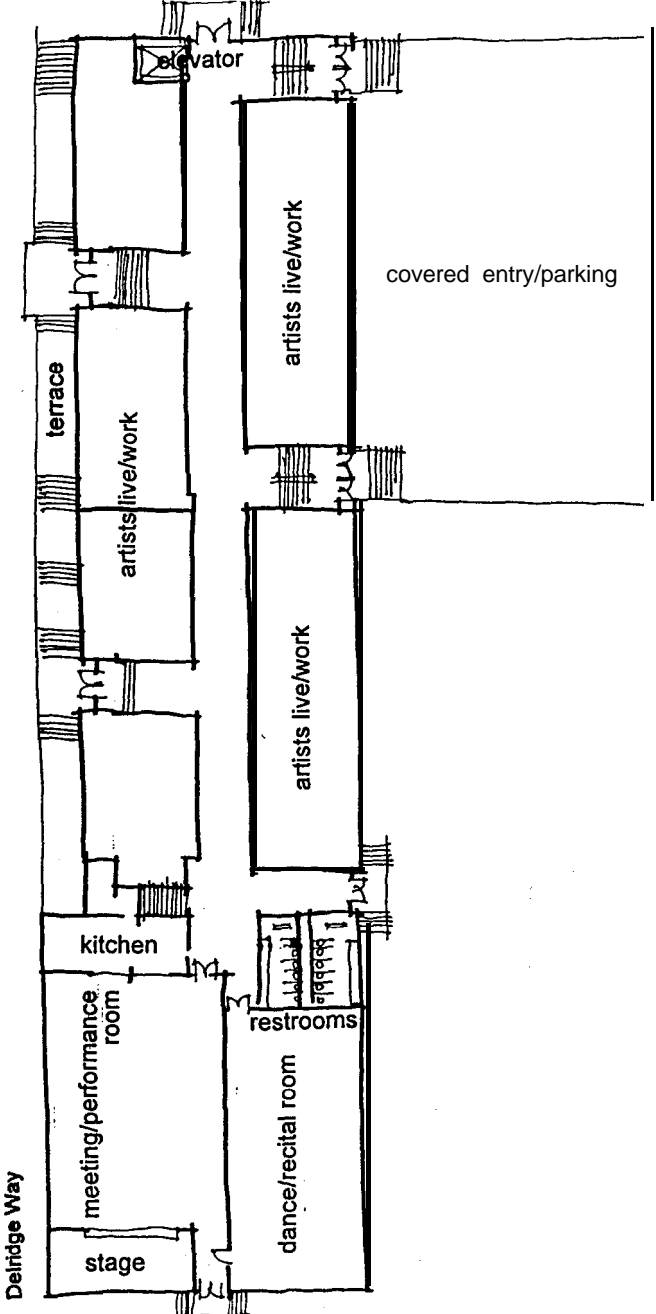
- Hillclimb - expand the walkway and develop a hillclimb and park improvement to improve pedestrian access and visual amenity at Genesee Street in the eastbound right-of-way.

Redevelopment opportunities:

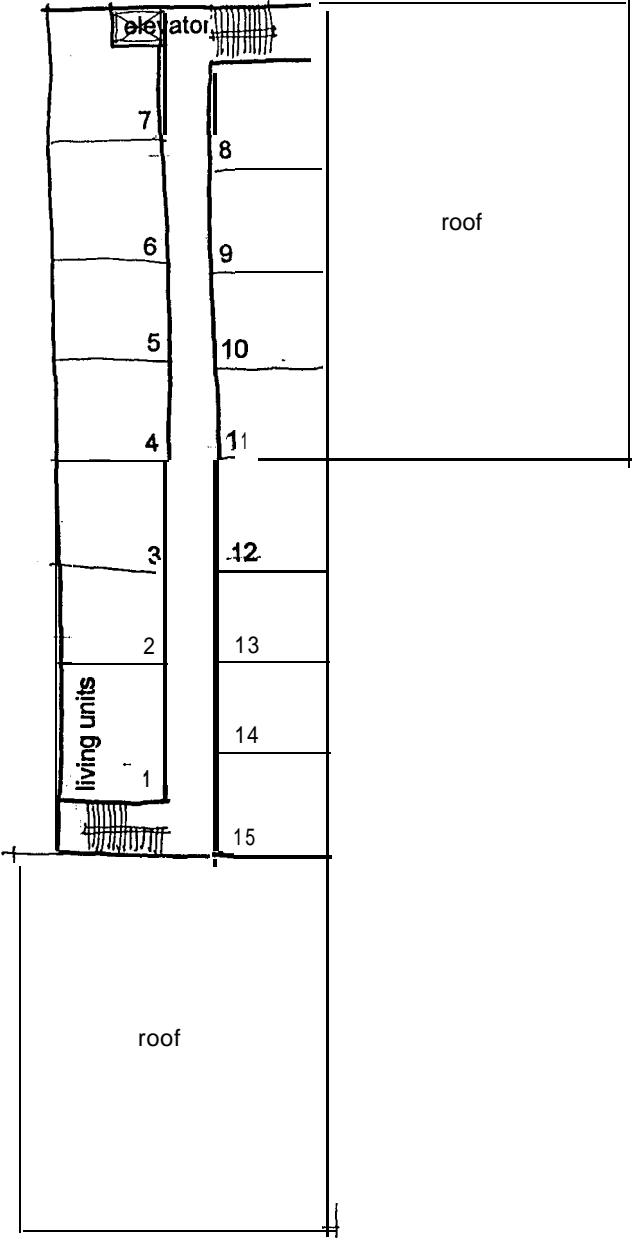
- Old Cooper School – Support the utilization of early implementation funds by the Delridge Neighborhoods Development Association (DNDA) to create a redevelopment plan for the Old Cooper School. Include: convening of the School Use Advisory Committee (SUAC) to rezone the property, work with the Seattle School District and the City of Seattle to effect the transfer of the property, and conserve this important community landmark for public use including the following options:
 - cultural activities - in the original ground floor stage and training rooms,
 - suitable commercial and entertainment uses - in the original ground floor stage, classroom, and instructions spaces,
 - artist live/work gallery and living spaces - on lower and/or upper floors,
 - affordable housing - for non-family households, and
 - artworks and murals - on the building foundation walls and surfaces facing onto Delridge Way.

Old-Cooper School Reuse Options

Ground floor



2nd/3rd floors

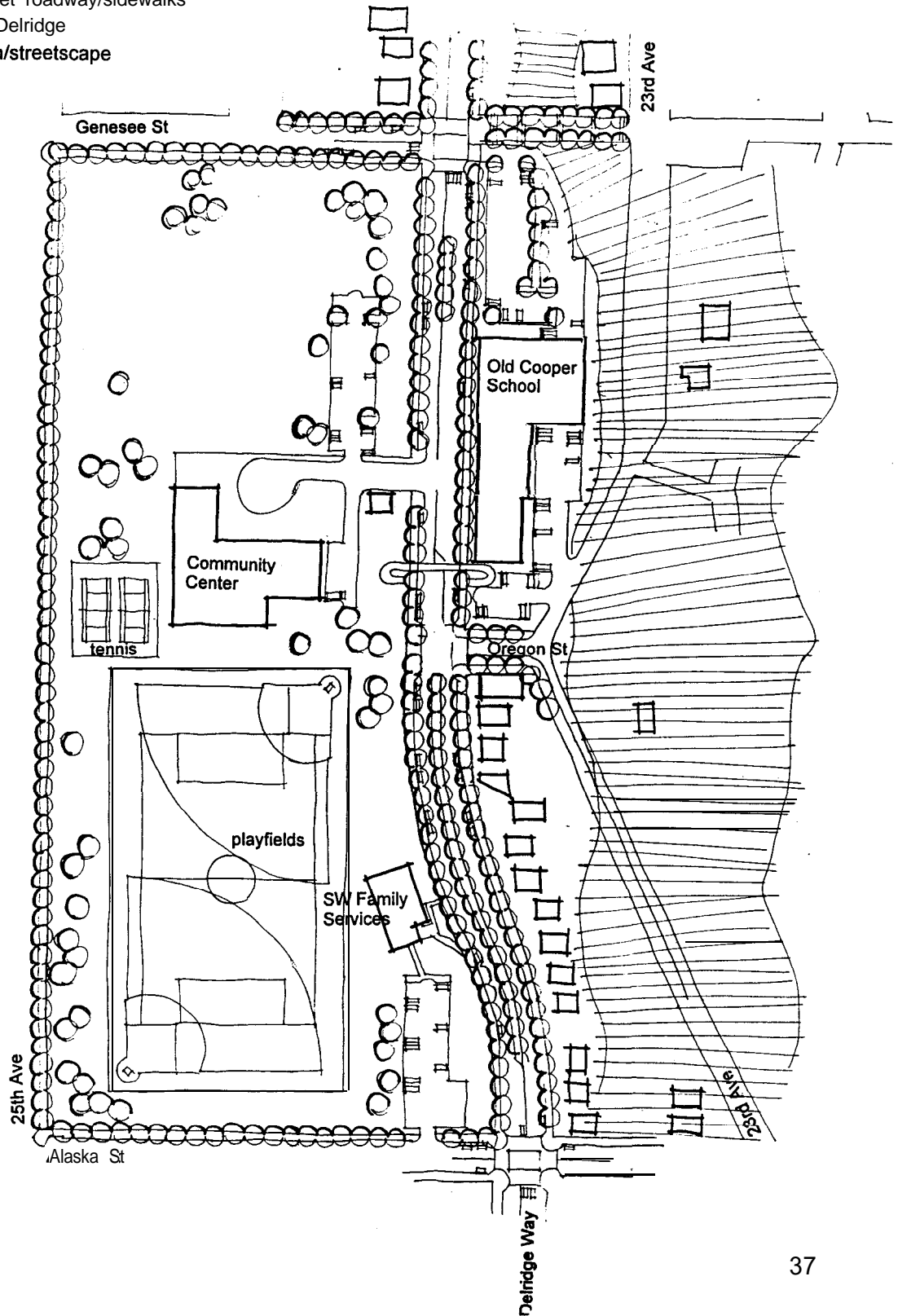


Campus Node

Delridge Way @ Oregon

Proposed improvements

- 1 Traffic signal at Genesee Street
- 2 Genesee Street hillclimb/park project
- 3 One-way access road to Old Cooper School
- 4 Reuse of Old Cooper School
- 5 Oregon/Dawson Street roadway/sidewalks
- 6 Right turn lane onto Delridge
- 7 Delridge Way median/streetscape



Central Node

The Central node is between Puget Boulevard and Juneau Street including JCI, DNDA's Brandon Court Project, various commercial and industrial buildings and businesses, and the Cooper-Boren School. The goal is to improve this neighborhood anchor to serve as the "village commercial district" for the Puget Ridge, Cottage Grove neighborhoods, Cooper/Boren elementary school, and existing neighborhood businesses.

Key Recommendations

Traffic and Transportation:

Roadway improvements:

- Snake Hill (Brandon Street) - expand the pavement and shoulders, and develop a sidewalk on one side of Brandon Street to improve roadway operating conditions and pedestrian access.
- Croft Place - expand the pavement and shoulders, and construct a sidewalk on one side of Croft Place to improve roadway operating conditions and pedestrian access to Boren/Cooper School.

Land Use and Zoning:

- Remove the RC overlay on Delridge Way frontage properties between Puget Boulevard and Hudson Street to prevent commercial sprawl and focus development potential within the boundaries of the neighborhood anchor.
- Rezone the frontage properties on the south end of Delridge Way at Juneau Street to NCI-40 to focus commercial development opportunities within the boundaries of the neighborhood anchor.
- Rezone the frontage properties on Brandon and Findlay Streets to allow development of duplex, triplex and cottage housing as a transition and support to the development of the neighborhood anchor.
- With property owner and neighborhood participation, study various methods including alternative zoning, to facilitate the redevelopment of the JCI site so that this sizable concrete structure can be an economic development asset that complements the plans for the neighborhood anchor.

Community Design and Amenities:

- Develop a public parking/plaza area with trees, landscaping, unique artworks, and other furnishings in the Puget Boulevard right-of-way on the west side of Delridge Way to provide space for a farmers market and other celebrations - and to support parking for the adjacent church, local businesses, and potential civic facilities such as the proposed branch library.
- Extend curbs, expand sidewalks, improve crosswalks, install furnishings, street trees, signage, and artworks to create major gateway definitions on Delridge Way at Puget Boulevard, Brandon, Findlay, and Juneau Streets.

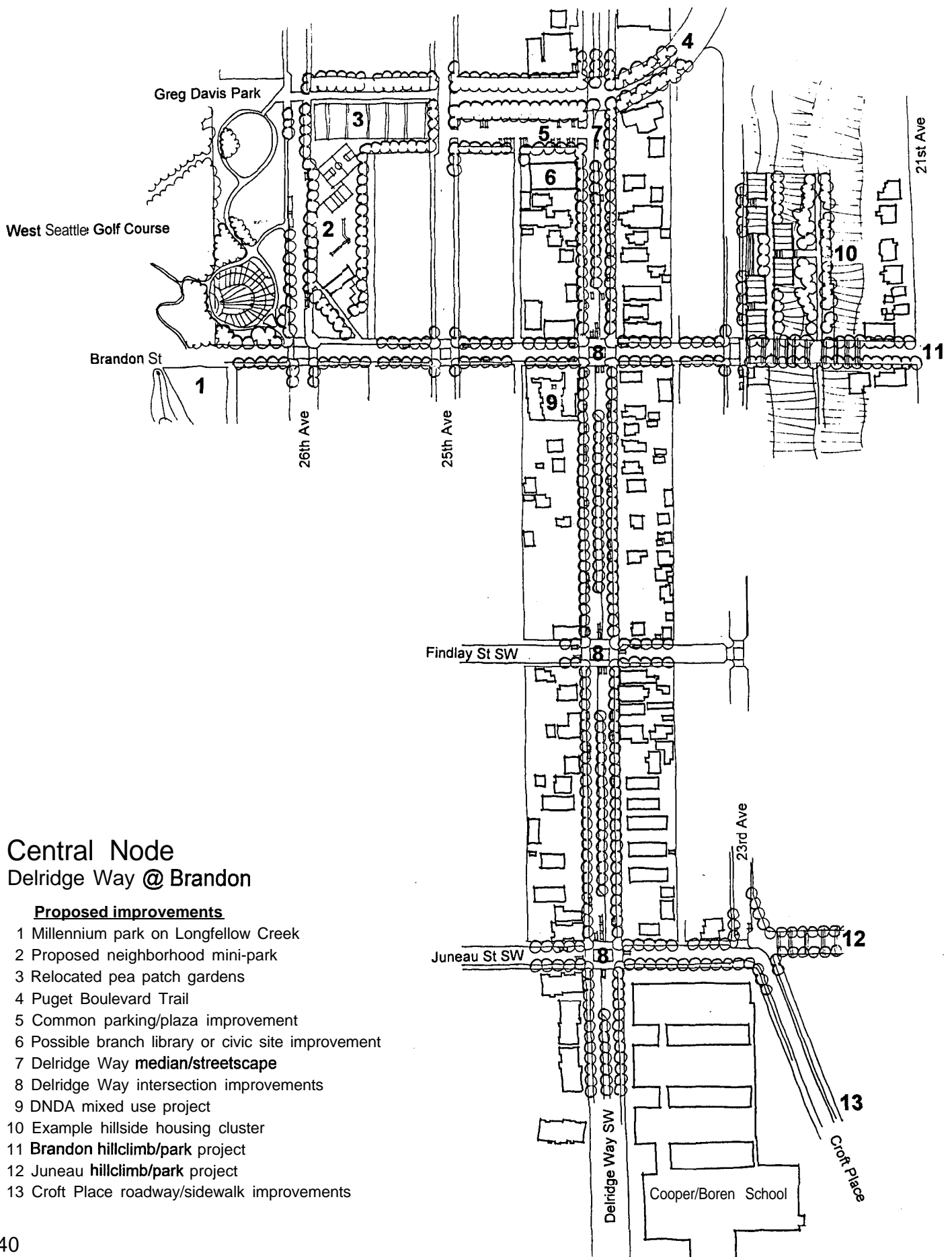
- Develop hillclimb and park improvements to improve pedestrian activity and visual amenities at:
 - Brandon Street - west and eastbound right-of-way, and
 - Juneau Street - eastbound right-of-way.

Redevelopment Opportunities:

- Support development by Delridge Neighborhood Development Association (DNDA) of the mixed use housing and retail project on the southwest corner of Delridge Way and Brandon Street
- Develop the new branch library within the Central neighborhood anchor, preferably fronting on Delridge Way SW.
- Relocate the Southwest Neighborhood Service Center within the node to increase public access and support development opportunities.

Other Key Actions

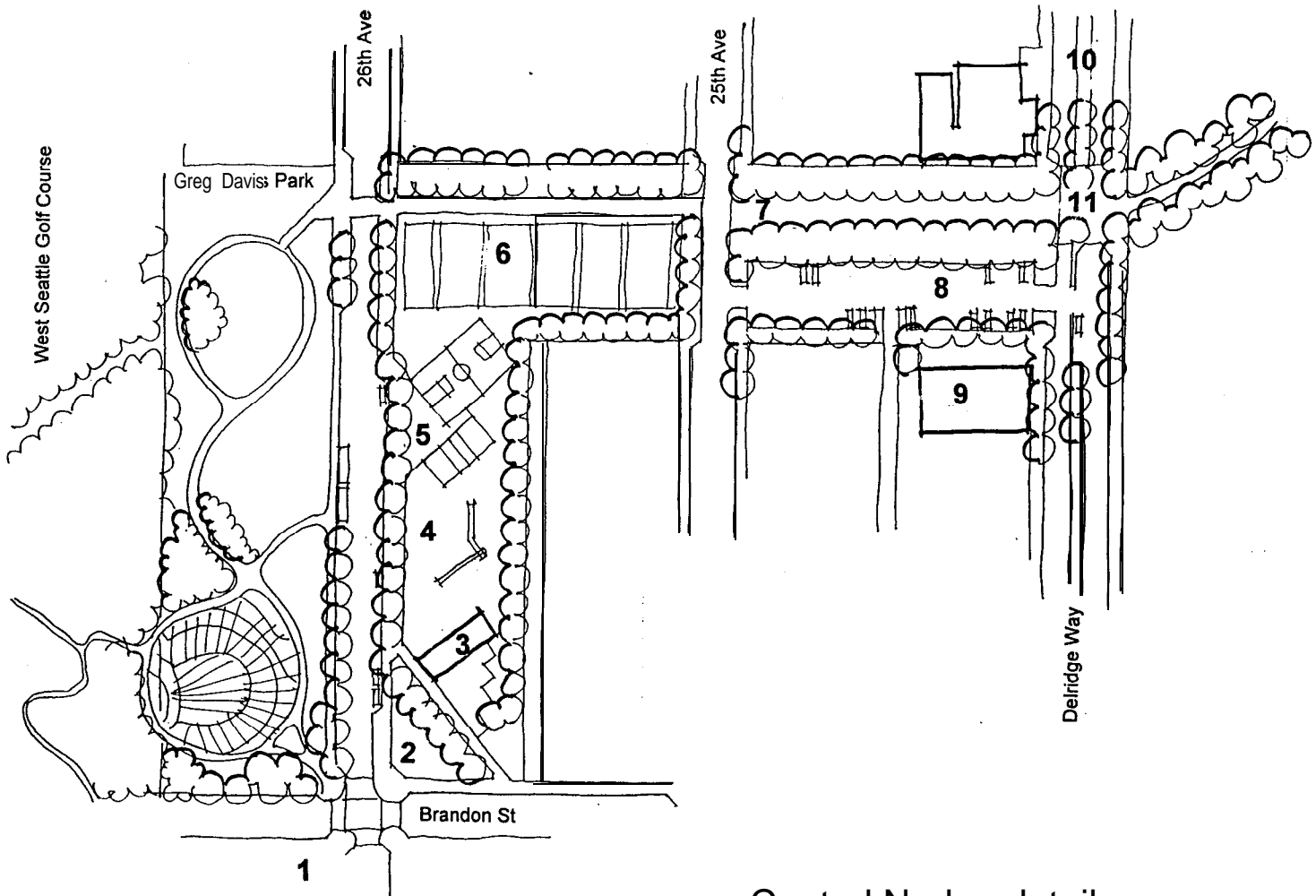
- Business recruitment - for neighborhood resident services including:
 - specialty stores - foods, bakery, espresso, and flower shops,
 - services - personal and health care,
 - offices - including professional,
 - industrial - including small scale, environmentally "clean" manufacturing and cottage industries.



Central Node
Delridge Way @ Brandon

Proposed improvements

- 1 Millennium park on Longfellow Creek
- 2 Proposed neighborhood mini-park
- 3 Relocated pea patch gardens
- 4 Puget Boulevard Trail
- 5 Common parking/plaza improvement
- 6 Possible branch library or civic site improvement
- 7 Delridge Way **median/streetscape**
- 8 Delridge Way intersection improvements
- 9 DNDA mixed use project
- 10 Example hillside housing cluster
- 11 **Brandon hillclimb/park** project
- 12 Juneau **hillclimb/park** project
- 13 Croft Place roadway/sidewalk improvements



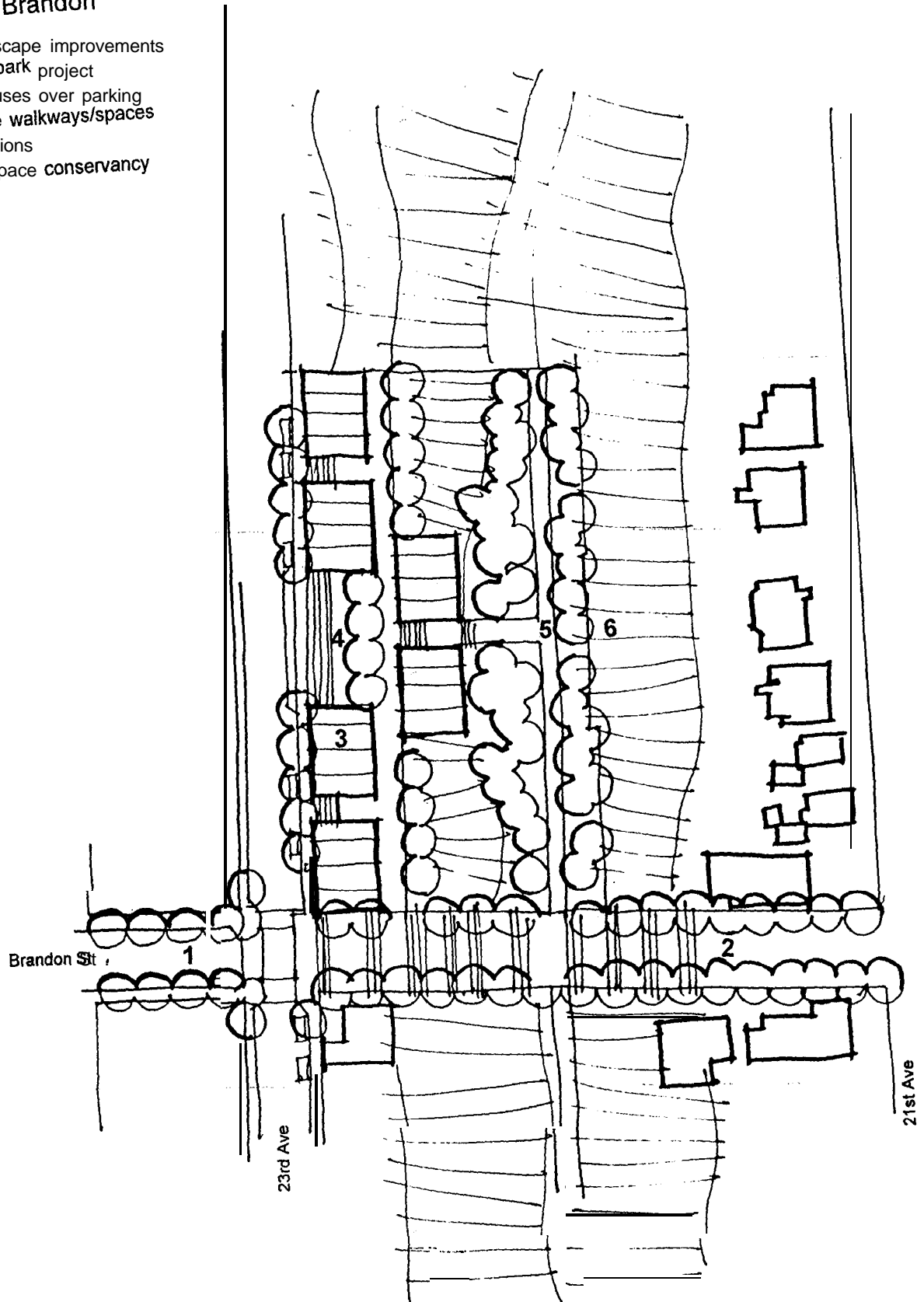
Central Node - detail Delridge Way @ Brandon

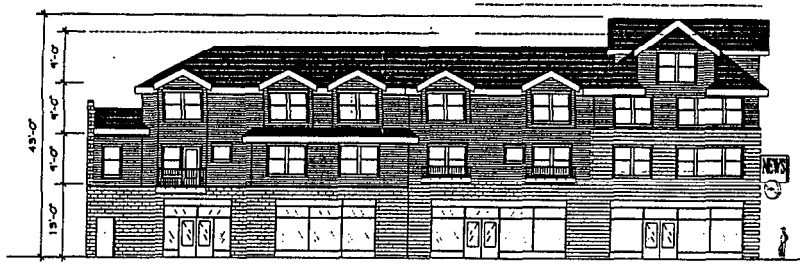
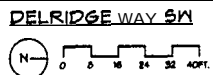
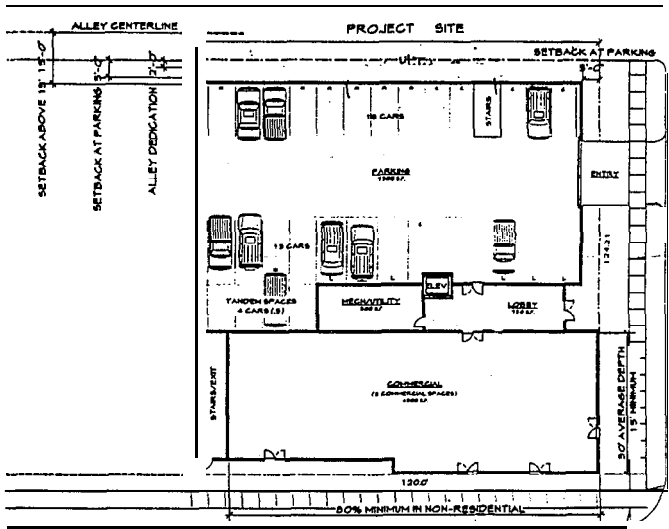
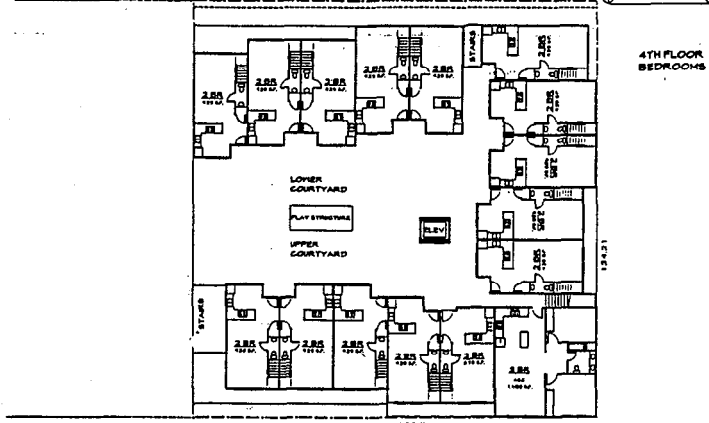
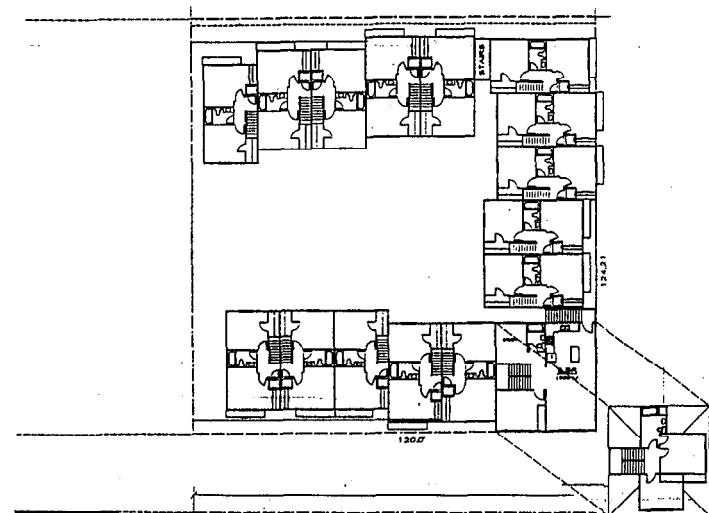
Proposed improvements

- 1 Millennium park on Longfellow Creek
- 2 Proposed mini-park landscape
- 3 Proposed mini-park picnic shelter
- 4 Proposed mini-park playground
- 5 Proposed mini-park recreational courts
- 6 Relocated pea patch gardens
- 7 Puget Boulevard Trail
- 8 Common parking/plaza improvement
- 9 Possible branch library or other civic site
- 10 Delridge Way median/streetscape
- 11 Delridge Way intersection improvements

Central Node - detail Delridge Way @ Brandon

- 1 Brandon St streetscape improvements
- 2 Brandon hillclimb/park project
- 3 Clustered townhouses over parking
- 4 Private townhouse walkways/spaces
- 5 Public trail extensions
- 6 Dedicated open space conservancy





DELTRIDGE (EAST ELEVATION)
SCALE 3/16" = 1'-0"



DECK (ELEVATION (EAST ELEVATION))
SCALE 3/16" = 1'-0"

Brandon Mixed Use Project
Delridge Neighborhood Development Association (DNDA)

The South Node

The South node is located between SW Orchard and Webster Streets including Kmart and the Webster Retention Basin. Improve this neighborhood anchor to serve as an “international village center” providing goods, services, entertainment, and transit services to surrounding West Seattle neighborhoods.

Key Recommendations

Traffic and Transportation:

Transit Improvements:

- Sylvan Way Transit Transfer Station - convert Sylvan Way to a transit-only access and transfer station between Orchard Street and Delridge Way and reconfigure routes 20, 50, 85, and 128 to improve community access to Kmart, facilitate easy transfer between routes, and create a public commons for the community.
- Consider a Park-n-Ride lot within Kmart’s property.
- Sylvan Way, Webster, and Myrtle Street bus stops - correct the drainage/flooding problems at the bus stops on Delridge Way at Sylvan Way and at Myrtle Street.
- Sunrise Heights/SW Community Center, etc. – study and develop alternatives for an additional bus route through Sunrise Heights using SW Holden St or SW Thistle St.

Roadway improvements:

- Sylvan Way - expand the pavement and shoulders, and construct a sidewalk, segregated bike lane and drainage improvements along Sylvan Way to improve roadway operating conditions and pedestrian access to the facilities in the node.

Install/modify traffic signals to allow:

- 24th Ave/Delridge Way/Sylvan Way/Webster St - with property owner participation, study and resolve the traffic/pedestrian conflicts at the perimeter of Kmart. Consider transit improvement, automobile access to Kmart, pedestrian safety and connecting the pedestrian trail along Longfellow Creek from access points north and south of Kmart.

Construct turn lanes:

- Left-turn only - onto Holden Street westbound from Delridge Way.

Other actions:

- Myrtle Street crosswalk - move the crosswalk to the north side of Myrtle to control turning conflicts

Land Use and Zoning:

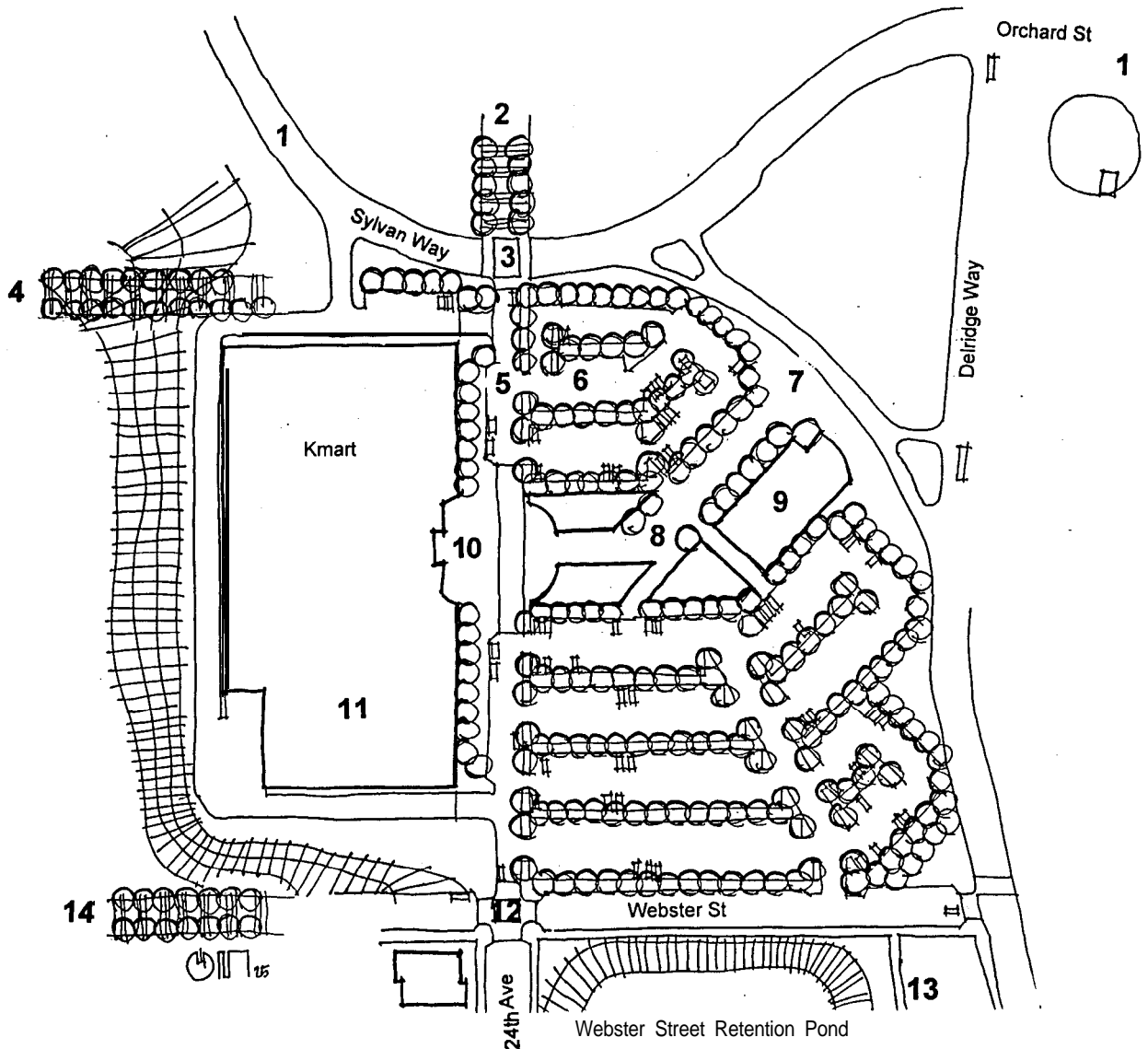
- Reduce height allowances within the node from 65 to 40 feet to control impacts on adjacent residential properties.

South Node

Delridge Way @ Sylvan

Proposed improvements

- 1 Delridge gateway improvements
- 2 24th Ave hillclimb/park project
- 3 24th Ave pedestrian crossing
- 4 Othello St hillclimb/park project
- 5 Kmart access roadway improvements
- 6 Kmart parking lot improvements
- 7 Transit-only access w/transfer center
- 8 Public commons and plaza
- 9 Additional retail buildings
- 10 New entry to Kmart
- 11 New grocery/entertainment uses
- 12 24th Ave pedestrian improvements
- 13 Millennium trail around storm retention
- 14 Webster Street hillclimb/park project



- With property owner and neighborhood participation, study various methods including alternative zoning, to mitigate the development impacts of the “sandpits” property northwest of Kmart, to ensure the environmental safety of surrounding properties, to ensure that future development is consistent with surrounding character, and to minimize traffic impacts on surrounding residential areas.

Community Design and Amenities:

- Redevelop a portion of the parking lot between Kmart and the Transit Transfer Station into a public commons (“Kmart Commons”) and plaza area with special paving, artwork, street trees, and furnishings with facilities for street vendors, farmers’ market, and other special occasions.
- Extend curbs, expand sidewalks, improve crosswalks, install furnishings, street trees, signage, and artworks along Sylvan Way west of 24th Avenue and Orchard Street to define an entry into the neighborhood.
- Develop a hillclimb and park improvement to improve pedestrian access and visual amenity at:
 - 24th Avenue - in the unopened right-of-way north of Sylvan Way,
 - Othello Street - in the westbound right-of-way, and
 - Webster Street - in the unopened west bound right-of-way.
- Extend curbing, sidewalks, install furnishings and artworks to create a gateway to the Kmart node at the 24th Avenue/Webster Street crosswalk.

Redevelopment Opportunities:

- Within the Kmart parking lot install medians, curbing, sidewalks, street trees, and landscaping to improve parking/pedestrian activities and visual amenities.
- Develop additional retail buildings on the Kmart Commons adjacent to the Transit Transfer Station to provide conveniences and services for neighborhood residents and transit riders.
- Build a new entry and storefront facade on the Kmart building to reflect the site’s enhanced visual and activity potentials.
- Recruit new grocery and/or entertainment activities to occupy the vacant space in the Kmart building and provide desired services for neighborhood residents.
- If a West Seattle Police Precinct is located at Kmart, the immediate community should be involved in the design discussions, and allow for design features consistent with the ideas outlined above.
- Support the City of Seattle’s redevelopment of the Webster Drainage Basin with improved trail access to Longfellow Creek, interpretive signage, and native plant restoration.
- Promote development of mixed income housing in accordance with the Hope VI plan at High Point.



Chapter 3: Other strategies

3.1: Transportation

Vision

Develop an efficient and effective transportation system that balances vehicles, transit, bicycle, and pedestrian opportunities within the community. In the process, our intent is to resolve parking and access conflicts between commuter, resident, and commercial users along Delridge Way transforming this major roadway into an aesthetic gateway into our community.

Please note that transportation related issues are integral to the key strategy of creating neighborhood anchors in Delridge (See Section 2.2). Consequently, transportation recommendations are included within each neighborhood anchor and are not listed in this section. Neighborhood wide recommendations and recommendations that are outside of the four neighborhood anchors are listed in this section.

Goal 1: Transit

A community that provides public access systems that conveniently meets local travel requirements within the local neighborhood and to principal employment, shopping, and entertainment activities in the surrounding area.

Objectives

- Satisfy local travel needs within the Delridge planning area, particularly between residential areas, major commercial and employment districts within the surrounding Seattle and Duwamish River region (see Section 2.2 for specific recommendations).
- Locate park-n-ride lots in areas that are accessible to transit routes and local residential collectors, but don't unnecessarily congest arterial roads or Delridge Way intersections. Create attractive multi-use park-and-ride lots that attract transit riders and also serve as off-peak period recreational trailheads (see Section 2.2 for specific recommendations).

Goal 2: Roadways

A road network grid that establishes class and function, improves standards, and resolves parking and access conflicts for the Delridge planning area.

Objectives

- Protect the functional viability of arterial roadways, like Delridge Way, during commuting periods from land use development and local street access patterns. Protect the functional viability and traffic carrying capacity of the major arterial network from local, street connections, curb-cuts, and on and off-street parking areas.
- Maintain effective right-of-way, pavement widths, shoulder requirements, curb, gutter and sidewalk standards for major arterials, collectors, and residential streets throughout the Delridge planning area. Coordinate local improvement projects to provide adequate room for traffic needs, on-street parking, and adjacent pedestrian and bicyclist activities.

Traffic improvements

Signals

- 1 Left-turn onto Andover from Delridge
- 2 Traffic at Genesee/Delridge
- 3 Pedestrian activated at 24th/Syvlan
- 4 Traffic at Delridge/Webster

Turnina lanes

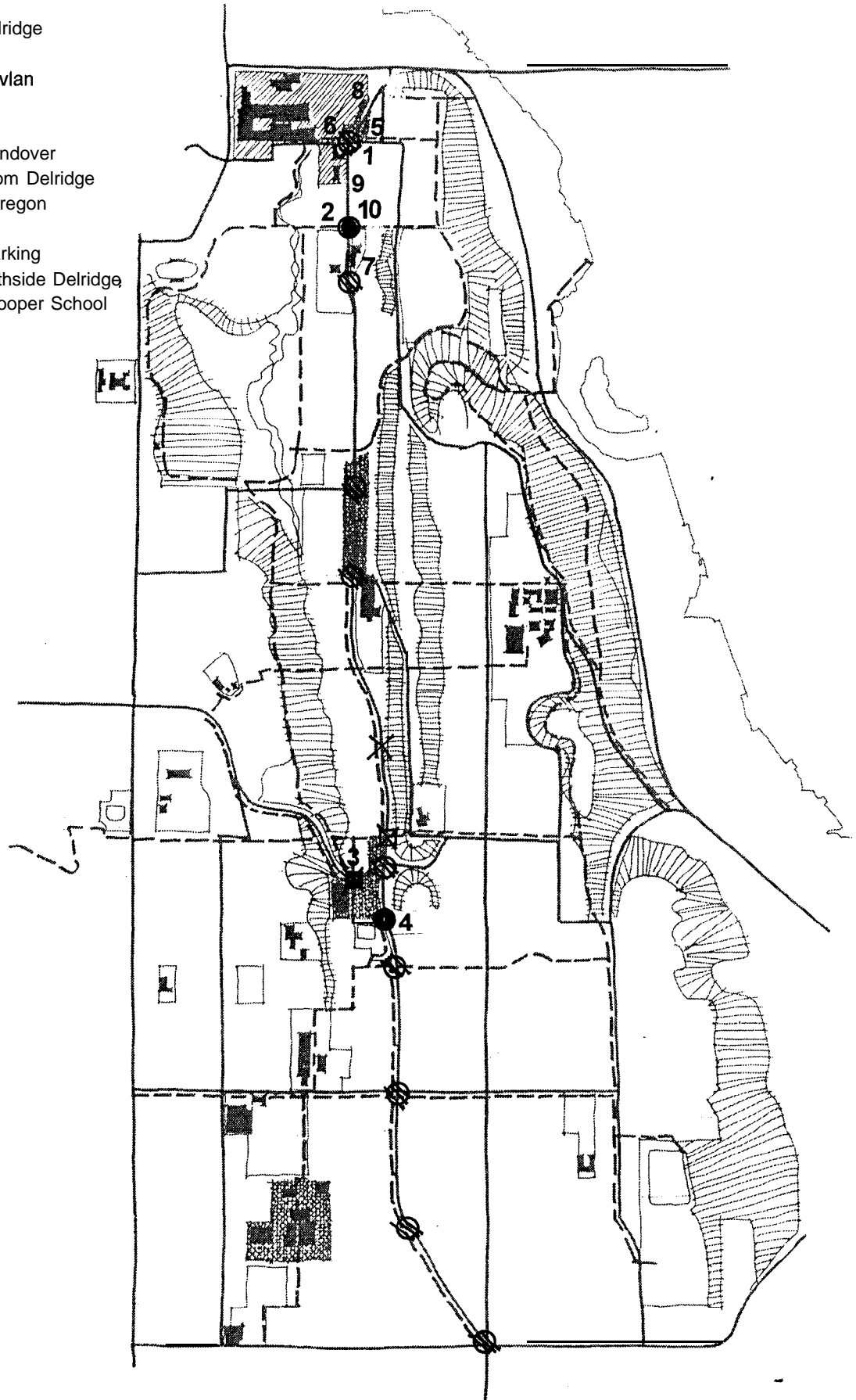
- 5 Right-turn onto Delridge from Andover
- 6 Right-turn only onto Andover from Delridge
- 7 Right-turn onto Delridge from Oregon

Other improvements

- 8 Extend Charleston west with parking
- 9 Restrict morning parking on northside Delridge
- 10 One-way access through Old Cooper School

Existina signals

- 0 Traffic signal
- X Pedstrian crosswalk
- [X] Pedstrian activated



- Maintain effective road, traffic and parking interfaces between present and eventual circulation patterns on Delridge Way and with Andover, Genesee, Alaska, Brandon, Juneau, 25th, Sylvan Way/Orchard, and Webster intersections. Maintain long range road and channelization, signal, and signing plans that resolve traffic and safety conflicts, and promote compatible land use developments.
- In association with business node property owners, create parking plans that develop the **backlots** of Delridge business district properties. Establish local parking and business improvement districts - if appropriate, to resolve each node's parking needs and potentials.

Key Recommendations

- Improved maintenance of existing roadways throughout the planning area. Fix potholes and improve spot drainage situations.
- See Section 2.2 for other specific recommendations

Goal 3: Bikeways

A community that provides effective, safe, and efficient **bikeway** access to local and regional destinations.

Objectives

- Create an integrated system of regional and local oriented on and off-road bicycle routes that access local residential neighborhoods, parks, schools, community facilities, business districts - and regional employment, commercial, and recreational destinations.

Key Recommendations

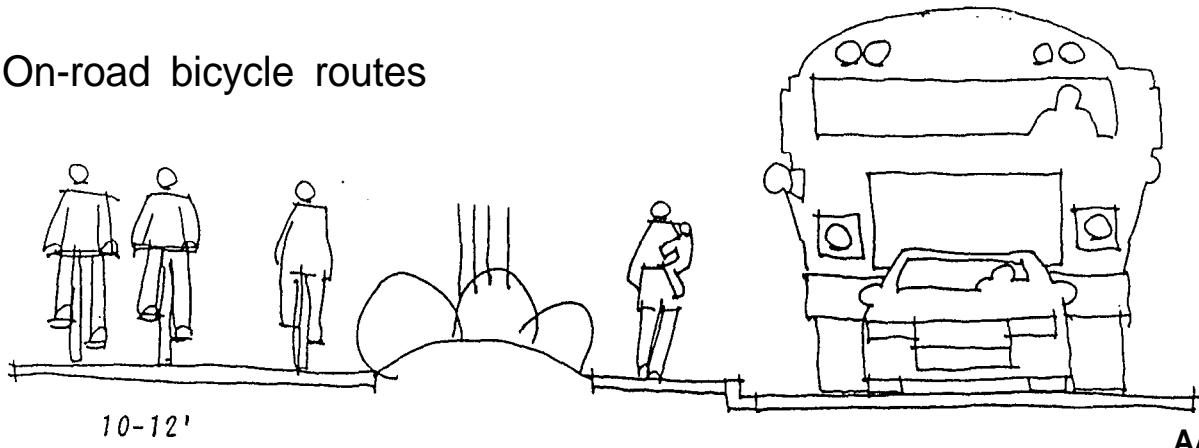
North/south segments of a community loop system:

- Avalon Way - from 35th to Harbor Street.
- 35th Avenue - from Avalon Way to Roxbury Street.
- 21st Avenue - from Andover Street to Dawson Street to 16th Avenue.
- Marginal Way - from Spokane Street south through the Duwamish.
- 16th Avenue - from Dawson Street to Roxbury Street.
- 30th Avenue - from Sylvan Way to Roxbury Street.
- 9th Avenue/Highland Park - from Marginal Way to Roxbury Street.

East/west segments of a community loop system:

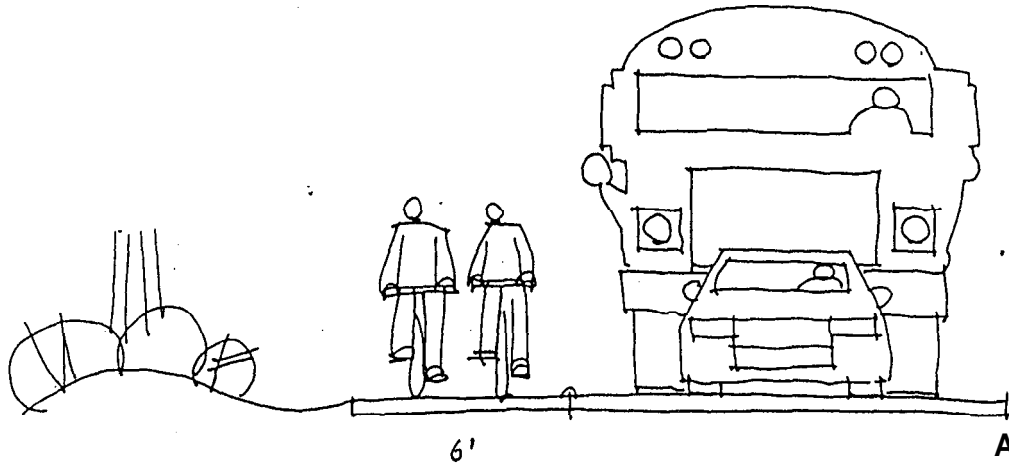
- Spokane Street - from Avalon Way east to Marginal Way.
- Andover Street - from Avalon Way to 21st Avenue.
- Brandon Street (Snake Hill) - from 35th Avenue to Delridge Way.
- Sylvan Way/Orchard Street - from 35th Avenue to Highland Park.
- Thistle Street - from 35th Avenue to 9th Avenue.

On-road bicycle routes



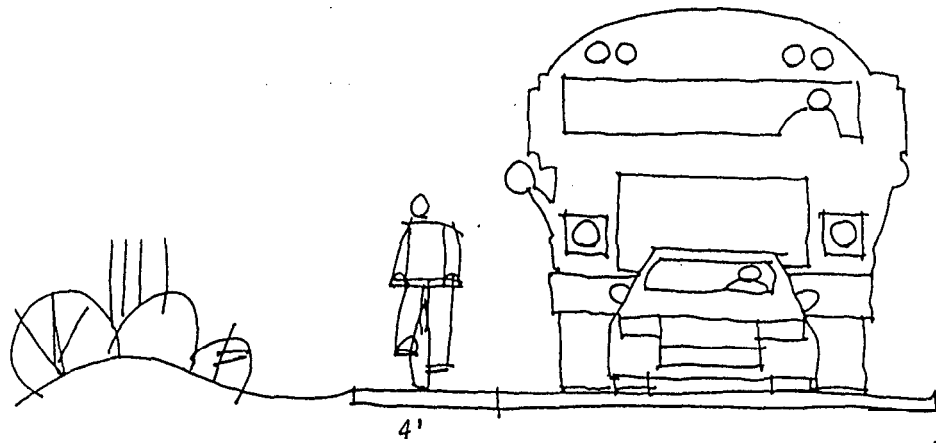
10-12'

AASHTO Class 1



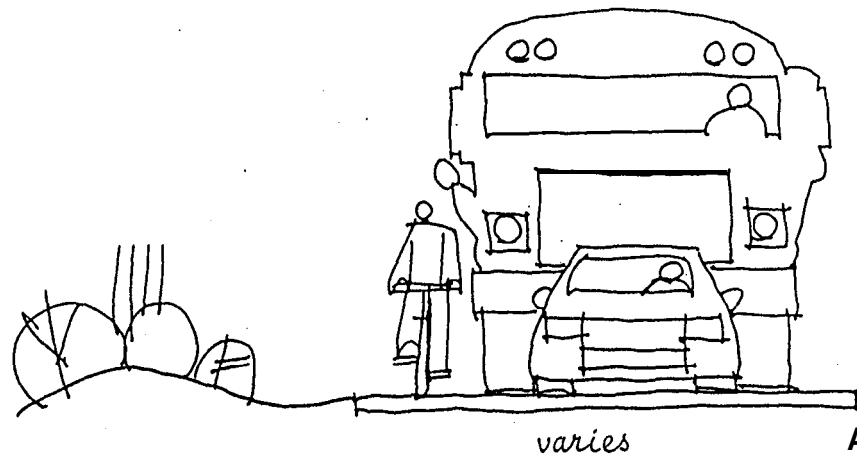
6'

AASHTO Class 2



4'

AASHTO Class 3



varies

AASHTO Class 4

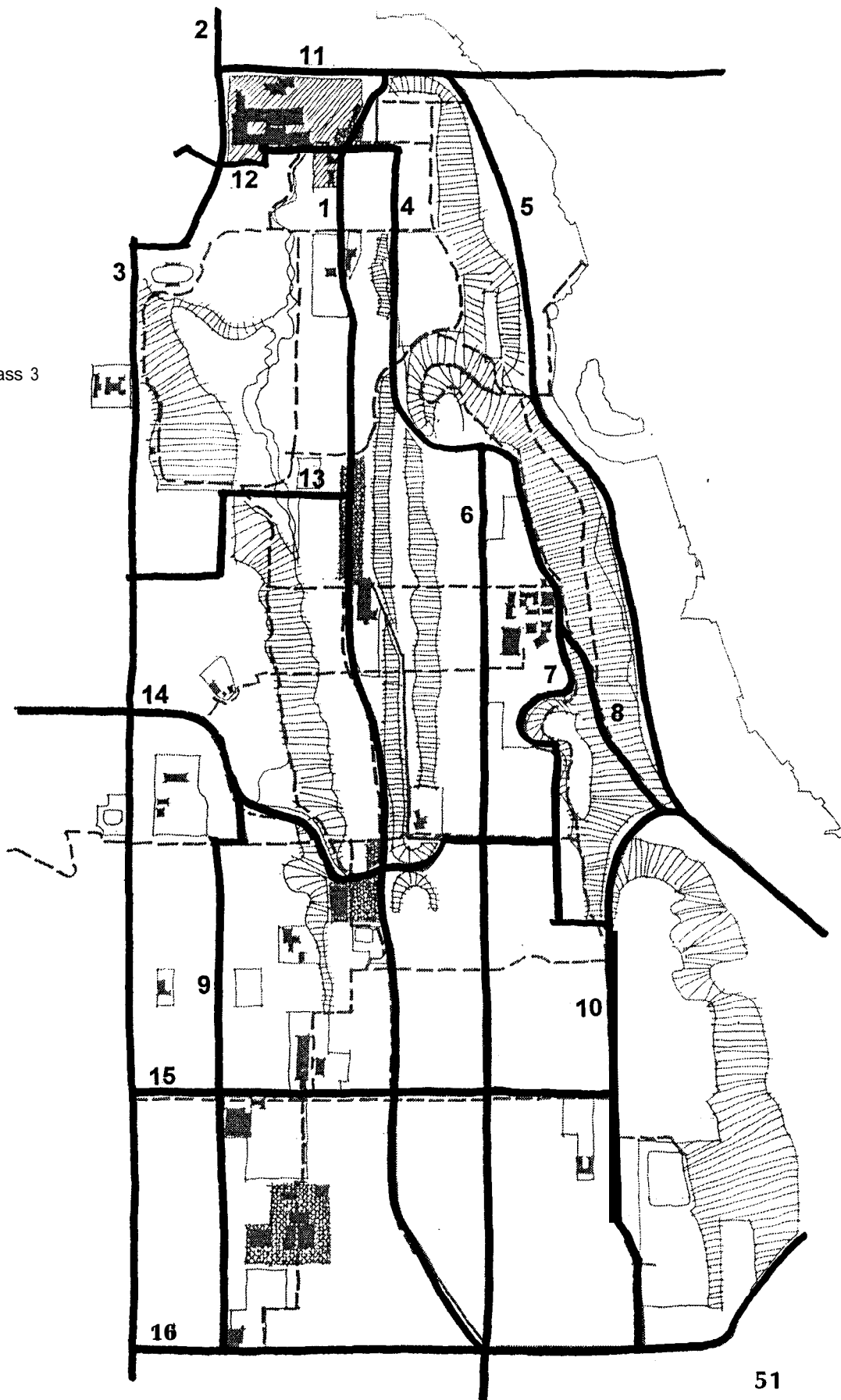
Bicycle routes

North/south

- 1 Delridge Way - Class 3
- 2 Alki Point - Class 2
- 3 35th Ave - Class 3
- 4 21 st Ave - Class 4
- 5 Marginal Way - Class 2
- 6 16th Ave - Class 4
- 7 SSCC/Riverview - Class 2
- 8 Duwamish Hillside - Class 2
- 9 30th Ave - Class 4
- 10 9th Ave/Highland - Class 3

East/West

- 11 Spokane Street - Class 3
- 12 Andover Street - Class 3
- 13 Brandon Street - Class 3
- 14 Sylvan Way/Orchard Street - Class 3
- 15 Thistle Trail - Class 3
- 16 Roxbury Street Class 3



- Roxbury Street - from 35th Avenue to Olson Place/1st Avenue.

Unopened roadways:

- SSCC - from Dawson Street behind campus buildings to 12th Avenue and Riverview Playfield to Webster Street and Highland Park.
- Duwamish Hillside - from behind SSCC campus down hillside to Highland Park and Marginal Way.

Goal 4: Streetscape

A community that provides inviting, safe, and interesting pedestrian sidewalks and walkways between commercial and public activity areas, and adjacent parking areas, transit stops, and residential neighborhoods.

Objectives

- Maintain pleasing visual corridors along major roads, especially Delridge Way, and other neighborhood streets to reflect natural beauty and atmosphere. Install landscape screens, berms, and other natural material or design buffers particularly about urban commercial uses that front on or are visible from adjacent residential areas or roadways.
- Develop a pedestrian oriented environment along Delridge Way that integrates adjacent storefront activities with transit, parking, bikeways, and walking areas. Furnish this enhanced pedestrian environment with street trees, landscaping, overhead storefront awnings, benches, trash receptacles, signage, bike racks, artworks, and other furnishings unique to Delridge. Calm traffic on Delridge Way through the nodes of activity using crosswalk curbing extensions, expanded crosswalk markings and pavings, median planters, and other devices.
- Develop street improvements that feature curb/gutter/sidewalk throughout Delridge that allows residents to walk safely and comfortably throughout the neighborhood.

Key Recommendations

- Delridge Way streetscape - modify the existing roadway to provide the following functional and visual enhancements:
 - sidewalks - 12 foot with furniture and trees on both sides of the street through the community nodes, and 6 foot with planter with trees on both sides of the street in residential areas,
 - parking lanes - 8 foot on both sides of the street - within parking pockets outside of the east shoulder of the roadway north of Genesee to accommodate HOV lanes,
 - bike lanes - 4 foot on both sides of the street including through the intersection crosswalk curbing extensions,
 - traffic lanes - 11 foot in both directions (15 foot through the intersections including the bike lane),
 - center turning lane - 12 foot at the intersection (105 foot minimum length accommodating 5-6 cars at a minimum),

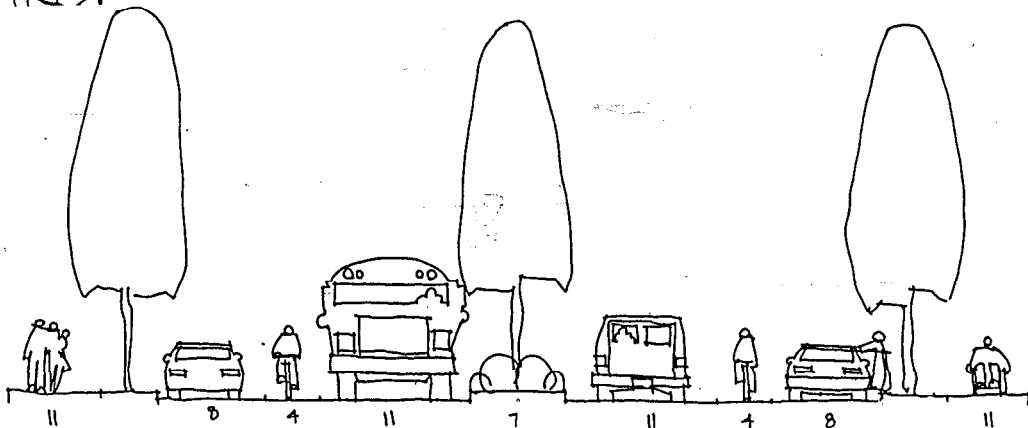
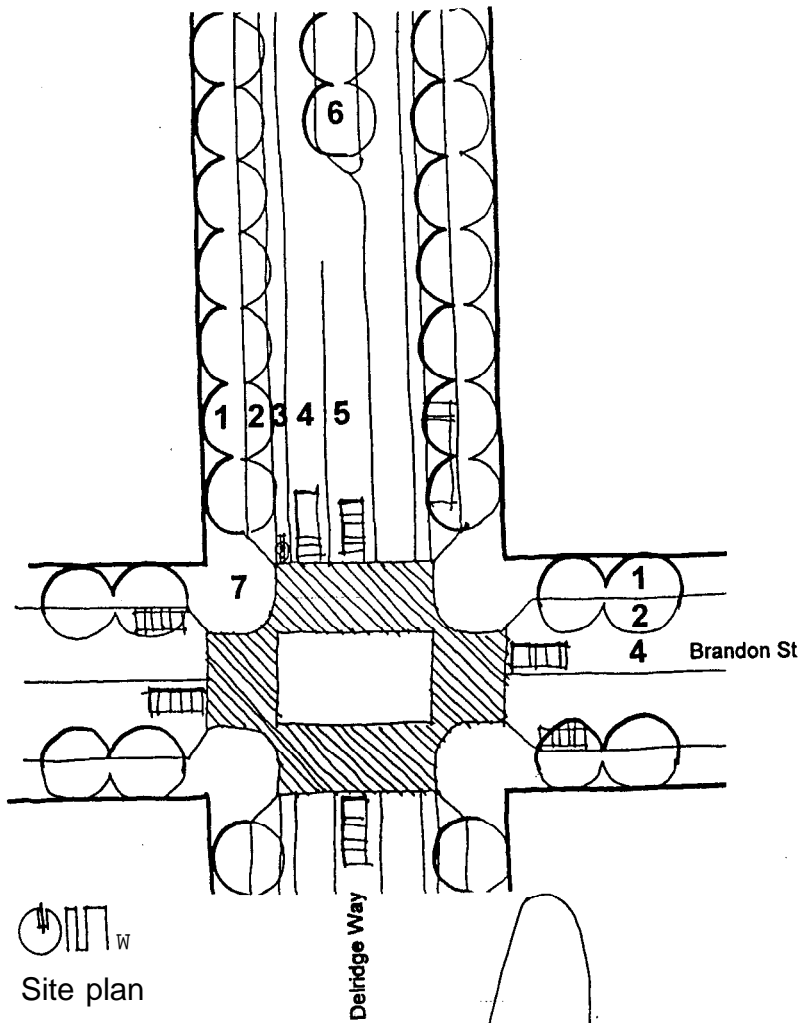
Delridge Way Improvements

Delridge Way - typical

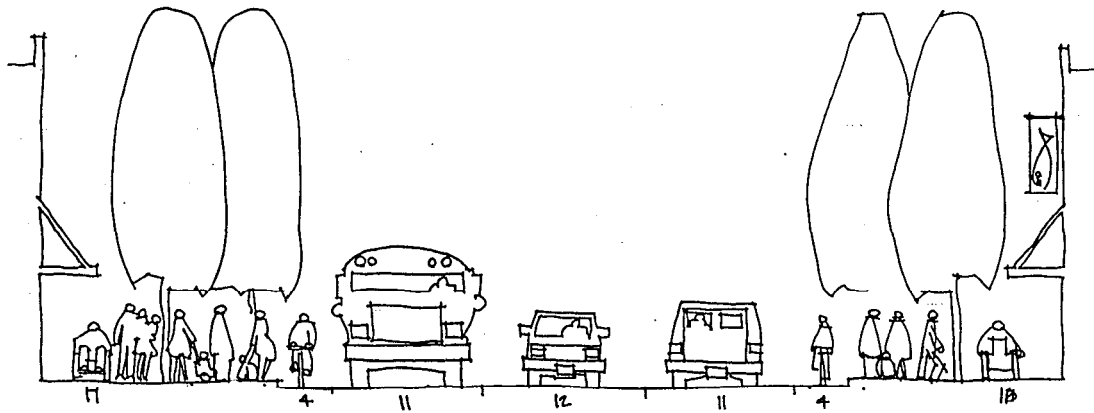
- 1 Sidewalk - 12 foot with furniture and trees in nodes
6 foot with 4 foot planter in residential areas
- 2 Parking lane - 8 foot
- 3 Bike lane - 4 foot through intersections
- 4 Traffic lanes - 11 foot (15 foot including bike)
- 5 Turning lane - 12 foot (105 foot minimum length)
- 6 Median - 7-12 foot with trees and plantings
- 7 Curb extensions - 8 foot (17-1 8 foot total)

Brandon Street - typical

- 1 Sidewalk - 12 foot with furniture and trees in nodes
- 2 Parking lane - 8 foot
- 4 Traffic lanes - 15 foot
- 7 Curb extensions - 8 foot (17-1 8 foot total)



Typical section - midblock



Typical section - intersection

- center median - 7-12 foot with trees, ground cover plantings, and **artworks** at the gateway intersections,
- sidewalk curb extensions - 8 foot (through the parking lane) at the intersections to provide 17-18 foot total sidewalk area.

- Delridge Way streetscape segments - depending on priorities and funding, modify the roadway in the following segments:
 - Charleston Street to Genesee Street,
 - Genesee Street to Alaska Avenue,
 - Alaska Street to Puget Boulevard,
 - Puget Boulevard to Juneau Street,
 - Juneau Street to Myrtle Street, and
 - Myrtle Street to Webster Street.

- Delridge Neighborhood street improvements – develop a street improvement plan for the Delridge neighborhood that prioritizes areas for future street improvements including:
 - Mapping where street improvements (curbs, gutters and sidewalks) currently exist/do not exist.
 - Map walking routes to neighborhood schools, business districts, parks and other important community amenities
 - Work with the community to establish a system to prioritize locations for sidewalks
 - Develop a plan for financing and completing street improvements over time.

3.2: Housing

Vision

A community that is home to a range of household types, family sizes and incomes - including seniors and families with children. A community that preserves and enhances the residential character of single family neighborhoods within the Delridge community while providing a range of housing types to fit the diversity of Delridge families.

Objectives

- Expand housing options to provide a broad choice of housing types, locations, tenures, and prices. Provide housing opportunities for every type and age of household to include the traditional and extended families, single-headed households, individuals, and the elderly.
- Modify existing zoning or establish overlays that increase the variety of housing products including detached single-family, detached lot line, duplex, townhouse, multiplex, and garden apartments (See Section 2.2 for specific rezone proposals).
- Allow clustering and planned unit residential developments to increase housing products, create common open space, and conserve significant environmental characteristics of the land, like wooded areas, scenic views, wildlife habitat, and the like (See Section 2.2 for specific rezone proposals).
- Within the neighborhood anchors, increase density and housing product options to provide a variety of attached single-family (duplex/triplex, town or row houses), multiple-family products (multistory condominiums and apartments), and mixed use structures (See Section 2.2 for specific rezone proposals).

Key Recommendations

- High Point - promote mixed income housing at High Point consistent with the Hope VI plan.
- Old Cooper School North - consider developing additional housing on the north portion of the school site to offset the cost of redeveloping the historic school building.
- Affordable housing incentives -with input from community residents and organizations, consider fine tuning existing Special Objective Area (SOA) policies to:
 - continue the prohibition – on new construction of subsidized units in the 0-30% of median income range (except for mutual housing),
 - promote -the development of new units in the 30-65% of median income range,
 - purchase and preserve - existing “affordable” rental housing complexes to preserve affordability over the long term,
 - create - a lease-to-own purchase option program,
 - expand - the down payment assistance program for first-time home buyers,

- create - a community land trust (ground lease) program to retain long term affordability of ownership housing for families with incomes in the 50-80% of median income range,
- Housing design guidelines - create design guidelines for single and multiple family housing developments to provide:
 - access driveways - for tandem housing projects,
 - mother-in-law - housing unit additions and adaptations,
 - accessory - housing unit additions to provide rental housing opportunities,
 - assisted living units - for elderly and the infirm,
- Housing rehabilitation and reclamation programs - support a non-profit community development organization to:
 - condemn – purchase and rehabilitate vacant and absentee houses,
 - rehabilitate - single family buildings for existing low and moderate income owner/occupants,
 - enhance - existing housing structures with porches, entries, and other amenities,
 - expand - existing buildings with accessory housing including rental units over the garage, mother-in-law units, and other innovative shelters.

3.3: People and community services

Provide a neighborhood environment where all types of diversity can be appreciated and celebrated, where the arts are integral to community life, and where programs and services exist to meet the needs of those living and working in Delridge.

Vision

Delridge is a community of neighborhoods with tremendous diversity: people from all cultures; long-time residents and newcomers; young and old; people who own and rent homes; and those who work in a variety of jobs. Our vision is of a Delridge community where all people feel safe and welcome, and have the opportunity to participate in community, express what is most important to them, and meet their social, economic, and recreational needs.

Goal 1: Community diversity

A community that understands, learns from and has ample opportunities to celebrate it's diversity.

Objectives

- Create opportunities for cultural sharing, education, understanding and celebration, and enhancement of multicultural participation and appreciation efforts.
- Develop fine and performing arts facilities and resources in Delridge.

Key Recommendations

- Delridge Atlas - Provide City assistance and data to utilize, maintain, update and make available to the community, the Delridge Atlas and GIS data base of Delridge created by DNDA.
- Umbrella cultural & arts outreach - create an umbrella organization with assistance from the Seattle Arts Commission and Arts West to commission, develop, and install art in Delridge including works by artists-in-residence, arts school students, and students of local school and other organizations.
- Multicultural outreach - create an umbrella outreach steering committee involving local churches, clubs, and other social organizations.
- Multicultural communications - develop methods of promoting multicultural interactions between neighborhood residents including:
 - cultural history inserts - in local Delridge newspapers,
 - calendar/bulletin boards - listing events, places, organizations,
 - advertising - on Metro bus routes through Delridge,
 - surveys - of activities residents are interested in, and
 - maps - of cultural, historical, and community facilities and places of interest.
- Multicultural events - sponsor, organize, and conduct the following multicultural outreach activities and programs:
 - revive and expand the Delridge Community Festival
 - community wide conference - on multicultural issues,
 - block parties - during community festivals,

- annual celebrations - of important cultural events,
- plays and dramas - depicting cultural contributions to early Delridge history,
 - oral interviews - of early settlers and immigrants from each ethnic group,
- youth project fairs - promoting cultural identifications and recognition,
- farmers market, swap meet or barter fairs - for cultural exchanges,
- gender-based recognition activities - for women and girls,

- Multicultural activities center - develop a facility to house:
 - language classes - including a language translation network,
 - multicultural activities - providing library, films, and other education and entertainment opportunities.

Goal 2: Security and safety

A community where all people feel safe and welcome.

Objectives

- Organize and train community residents to control local crime and public safety issues and to reverse the low income/high crime image of Delridge.
- Conduct an environmental security design and planning program for Delridge business, public facility, and other high activity areas.
- Inventory existing emergency planning/response resources and develop a neighborhood plan utilizing block watch infrastructure.

Key Recommendations

- Monitoring - work with the Seattle Police Department to monitor gang and hate group activities in the neighborhood.
- Block watch - expand the block watch and crime prevention program to include:
 - public education/awareness programs - about car prowls, vandalism, graffiti, abandoned vehicles,
 - neighborhood security patrols - to monitor and report crime conditions,
 - volunteer training - in crime and incident prevention techniques,
 - proactive crime prevention program - involving neighborhood youth,
 - on-site manager - requirements to control crime in problem apartment complexes,
 - graffiti monitors - to control gang signing and other territorial markings and vandalism, and
 - language translator corps - to assist resident and police communications.
- Police services - locate a West Seattle Police Precinct in Delridge to:
 - increase - patrol officers and incident investigation staff and responses, and
 - integrate -West Seattle response computers into local networks.
- Checklist - establish a public security design checklist for new project design reviews at DCLU.

- Lighting - work with Seattle City Light to create an energy-efficient security lighting program for:
 - residential - porch lights,
 - public places - including Delridge Playfields, New Cooper Elementary School, Cooper/Boren School, Sanislo Elementary School,
 - transit - shelters and shops, and
 - roadways and sidewalks – street, hillclimb, and pedestrian lighting improvements.
- Centers - create emergency preparedness operations centers at the Delridge Community Center, Boren/Cooper School, New Cooper School, and Sanislo Elementary School.
- Instruction - conduct classes in first-aid and CPR classes for neighborhood residents.
- Annual event - conduct a disaster planning event as part of the annual Delridge Community Festival.

Goal 3: Public facilities

A community that provides public facilities of interest and service to community residents that reflect the community and its residents.

Objectives

- Cooperate with the City of Seattle, Seattle School District, Port of Seattle, King County, South Seattle Community College, Washington State Department of Social & Health Services, and other public and private agencies to provide quality public services and facilities for residents of the Delridge community.
- Develop indoor community and recreational centers that provide for specialized community activities and athletic uses on a year-round basis. Develop, if appropriate, a select number of centers that are oriented to the most significant indoor activities for multi-agency use, possibly in conjunction with the Seattle School District at New Cooper School and in the retrofit and modernization of Boren/Cooper School.
- Incorporate historical and cultural sites, artifacts and facilities into the park and open space system to preserve these interests and provide a balanced social experience. Work with historical and cultural groups to incorporate community activities into the park and recreational program including such important sites as the Herring's House, Youngstown School (Old Cooper School), Delridge Tavern (Madison Cafe), and others.

Key Recommendations

- Delridge Branch, Seattle Public Library - locate a new branch library facility in the central neighborhood anchor to provide convenient access to neighborhood residents and support development efforts within the neighborhood anchor. Use extra effort to make the library a truly multi-cultural facility including multi-lingual books and other media, etc.
- Youth Activities Center - develop a facility and program for youth activities to provide:
 - volunteer and employment programs - including work with the Parks Department maintaining local greenbelts and public places,

- late night activities - including outdoor summer movies and midnight basketball,
- transit services - to nearby community and recreation centers, and other after-school activities,
 - ◻ arts programs - including fine and performing arts opportunities.
- Consider the re-use of the Cooper/Boren school in the event that it is no longer needed as a school facility.
- Post Office - establish a 98106 post office facility within the central node.

Goal 4: Human Development

A community in which all players work together to take a “whole community” approach to human development, recognizing that, with the proper tools and resources, families and neighbors can provide for a great deal of their own needs and that working together with public and private agencies, all of the needs of the community can be met.

Objectives

- Involve the whole community including human service providers, community organizations, churches and neighbors in assisting those in need.
- Make services available to the broadest cross section of the community as possible.
- Developing programs that are effective at addressing the needs of individuals and families without treating people as defective.

Key Recommendations

- Human Services Steering Committee - coordinate human services programs to be more culturally sensitive and to address the unique needs of youth, elderly, and recent immigrants.
- Complete a West Seattle inventory, needs assessment, and human development strategic plan to guide service delivery and funding over the next 20 years.
- Outreach services - integrate the following outreach services and programs to create an age and culturally appropriate human development program:
 - co-locate - human service programs in schools and community centers to improve access and visibility to resident clients,
 - link - churches and other private organizations into the human services provider network,
 - develop - a ‘community volunteer corps to provide services to elderly in the home,
 - improve communication – Develop a multifaceted set of communication/public outreach tools to better serve clients and increase knowledge of available services, Tools may include a WEB page, written flyers, non-written communications, and public service announcements.
- Work with other West Seattle neighborhoods and agencies to develop a Human Services Provider Information Network to result in more knowledgeable referral information for consumers of human services.

- Mapping/Tracking – human development indicators (such as demographic, school, health statistics) that assist human service providers plan and assess the impact of their programs within the community.

Goal 5: Neighborhood Plan Stewardship

Providing the leadership to create partnerships and linkages, initiate projects, oversee progress and involve the community and the City in implementing the recommendations and the spirit of the Delridge Neighborhood Plan.

Objectives

- Continue to involve the community in the dialogue and work involved in implementing the neighborhood plan.
- Maximize the amount and effectiveness off funding available for Public investments in Delridge that is consistent with the implementation of the Delridge Neighborhood Plan.
- Create and take advantage of opportunities for partnerships with public and private projects that can leverage City efforts toward the implementation of the Delridge Neighborhood Plan.

Key Recommendations

- Fund the staff and organizational capacity within the community to provide community-based stewardship of the Delridge Plan.

3.4: Economic development

Vision

A community that provides economic development opportunities that benefit all residents of the community; recognizes diversity, gives young people a "head start"; keeps wealth within the community; and that integrates with nature.

Objectives

- Help create employment opportunities within the Delridge economy, particularly for residents who now commute to other distant employment areas and shoppers who frequent out-of-area convenience retail centers. Participate with other public agencies and private interests in marketing projects, labor force training programs, and other efforts to attract new businesses to the Delridge area.
- Create local employment, shopping, and other urban service activities that will reduce Delridge's dependence upon and local resident travel requirements outside of the area.
- Reserve strategic lands and sites for employment related developments. Provide a suitable supply of commercial, retail, business, office, and industrial lands that will provide for all Delridge area sustenance requirements and reduce commuting requirements to outside areas for base related employment opportunities.
- Work with public agencies and private interests to identify and promote sites that can be suitably developed for a variety of local employment projects including suitable industrial, business, office, commercial, and entertainment centers - especially within mixed use structures within the nodal activity centers.
- Encourage local business development opportunities, particularly for small and start-up businesses that may be owned by or employ Delridge residents. Promote the local use of special small business financing and management assistance programs. Help identify facilities that may be used for small business start-ups including older structures that may be suitably reused for business purposes.
- Help local private groups structure special improvement districts including parking and business improvement authorities, local improvement districts or other programs necessary to the effective revitalization of the proposed nodal activity centers along Delridge Way. Participate in special public/private economic development ventures when such ventures provide public benefits and are appropriate to Delridge's long range goals.
- Establish a local marketing strategy for Delridge's nodal activity centers. Develop a detailed strategy for marketing and promoting the development of Delridge's commercial and mixed use lands opportunities.

Key Recommendations

- Job support - Enhance existing and support new programs including:
 - language assistance - including English lessons and translation services,

- education programs - including technical proficiency and training skills,
- daycare' - for pre and after school dependents, and in-resident adults,
- transportation - services to major outside job centers.
- Job opportunities - Support existing and develop new programs particularly the City of Seattle's Seattle Jobs Initiative (SJI) to provide employment-related benefits to Delridge residents including:
 - education - create coordinated curriculum between local schools and major area employers,
 - apprenticeships - develop job opportunities on local public works projects,
 - hire-local - enhance advertisement and placement programs,
 - placement - including employer forums and headhunter services,
 - communication - improve job advertisement networks using local social and public service organizations, and
 - employment opportunity centers - establish evenings, weekends, and other after-hours opportunities at local computer labs, the South Seattle Community College employment center and the State Department of Social and Health Services Community Service Office.
- Business development - Create new programs including:
 - business incubator - establish space and services for small and start-up enterprises, and
 - buy-local - develop programs to promote recycling expenditures within the neighborhood.
- Business opportunity - Design new programs including:
 - farmer's market - develop cooperatives and other worker-owned enterprises, and
 - bartering networks - and other alternative economic resource sharing.



Chapter 4: **West Seattle-wide plans**

4. 1 : West Seattle-wide Issues

There are many community issues that transcend village or planning area boundaries and are common to all neighborhoods in West Seattle. Issues and opportunities related to public safety, transportation, human development and cultural arts are recognized to be larger than the "sphere of influence" of any single neighborhood or community organization and should be addressed in collaborative efforts of all effected communities.

The recommendations provided in this section have been discussed, and compiled by the five West Seattle Neighborhood Planning Groups; Admiral, Delridge, Junction, Morgan, and Westwood.

The recommendations contained in this section are repeated from the individual topic sections that proceed in this document. And, some overlap in recommendations might be apparent. However, the Delridge Planning Committee believes that acknowledging the commonality of these issues herein will help begin the process of collaboration among West Seattle neighborhoods

Transportation:

Action Plan

- Develop and implement a comprehensive "action program" of transportation system improvements and actions that will fully address the existing and future access needs of the entire West Seattle community. The action program must:
 - Define and quantify existing and future access needs
 - Be comprehensive: it must jointly address all modes of transportation, and it must address all levels of detail, from the "universal" (e.g., transportation system capacity) to the "microscopic" (e.g., traffic operations on Bridge on-ramps)
 - Identify immediate, near-term, and long-range improvements and actions, and develop an implementation program for them

Regional Express

- The City of Seattle, the Port of Seattle, WSDOT, and Metro should cooperate to provide roadway, intersection, and traffic control improvements that give Regional Express and Metro buses priority to, from, onto, off of, and across the West Seattle Bridge and the Spokane St. Viaduct. Such improvements may include:
 - adding a lane for HOV on the Bridge and the Viaduct
 - Intersection and ramp queue jump/bypass lanes on Bridge and Viaduct access routes
 - Traffic signal priority and preemption
- "Regional Express," the express bus division of Sound Transit (RTA) plans to begin operating a number of express bus routes throughout the region in the fall of 1999. One of the Regional Express routes will operate between Sea-

Tac Airport and downtown Seattle via Burien, White Center, Fauntleroy, and West Seattle.

- Recognizing the need to make limited stops on this express service, the Regional Express West Seattle route should maximize the connections and access it provides in West Seattle, including transfers with Metro routes and access to the Fauntleroy Ferry Terminal, ensuring that the Regional Express bus route serves the urban villages along California Ave SW.
- The Regional Express West Seattle route should be extended or through-routed via I-90 to the Eastside after stopping in downtown Seattle.

Elliot Bay Water Taxi

The existing Elliott Bay Water Taxi, begun in 1997, is a summer-season passenger-only ferry service connecting West Seattle and downtown Seattle. The Water Taxi service should be expanded into a permanent year-round system (like Vancouver, BC's Seabus) that is designed to be an integral and important element of the transportation system serving West Seattle. In order to determine the capital and operational requirements of such a system and to guide its incremental development, a long range comprehensive master plan for facilities and services – on both sides of Elliott Bay – should be prepared.

Connections to the West Seattle Seabus terminal should be expanded and improved. Bus service, shuttle/circulator service, a potential tram/funicular system, parking (or lack thereof), and bike/pedestrian pathways should be addressed.

- Improve and expand public transportation facilities and services providing access to/from West Seattle:
 - Improve speed and efficiency of existing and future bus service by enabling buses to avoid traffic congestion
 - Expand service coverage in West Seattle: make transit services more easily accessible to more people and activities
 - Expand transit network connections: provide more and better linkages between West Seattle and other parts of the City and region
 - Develop new, alternative modes of public transportation to provide additional “auto-less” access to West Seattle (e.g., waterborne transit, monorail)

Transit (bus) service

Metro should continue to expand service hours and frequency of its West Seattle service. Also, Metro should continue to increase the number of West Seattle, Seattle, and King County origins/destinations served by West Seattle routes.

Several transit “hubs,” where multiple bus and rail routes can exchange passengers, should be developed to improve the efficiency, effectiveness, and utility of West Seattle transit service:

- A transit hub on Spokane St. near I-5 would provide West Seattle buses with direct Eastside connections, transfers with South Seattle, South King

County, and **Eastside** bus routes inbound and outbound to/from downtown. and a link to the RTA's future Commuter Rail line.

- A transit hub at the west end of the West Seattle Bridge would provide a connection point for Metro and Regional Express bus routes serving various parts of West Seattle (including shuttles/circulators) and for access to the Elliott Bay "Seabus" terminal.
- A transit hub at the West Seattle Junction would provide a connection point for Metro and Regional Express bus routes serving various parts of West Seattle.
- Encourage electrification of local West Seattle bus routes.

In addition to the hubs, direct bus-only ramps connecting the Spokane St. Viaduct and the E-3 Busway (to/from the downtown transit tunnel) are needed to improve travel times for West Seattle-downtown transit service.

- Work with Fauntleroy Community Association to encourage the rerouting of State ferries to downtown Seattle.

Human Development:

- Complete a West Seattle inventory, needs assessment and human development strategic plan to guide service delivery and funding over the next 20 years.
- Develop a multi-faceted set of communication/public outreach tools to better serve clients and increase knowledge of available services. Tools may include: WEB page, written flyers, non-written communications/ announcements, and public service announcements.
- Work with other West Seattle neighborhoods and agencies to develop a Human Services Provider Information Network that would result in more knowledgeable referral information being provided to the consumer of human services.

Community and Culture:

- Develop a Community and Cultural Center serving all of the West Seattle/Duwamish area.

Public Safety

- Develop a fully staffed West Seattle Police precinct with 24-hour operation, 7 days a week.



Appendix

Delridge Neighborhood Planning Process
10 June 1998

Planning workshop

Public safety - 2 March									
Community & culture - 16 March									
Neighborhood economy - 6 April									
Transportation - 20 April									
Nature-4 May									
Built environment - 18 May									
Public forum									
Put into plan?									
yes									

Public safety idea matrix

Emergency management

1	Inventory existing emergency planning/response resources?	X							66%
2	Conduct a community disaster planning event (Neighborhood Festival)?	X							60%
3	Conduct first-aid and CPR classes for neighborhood residents?	X							74%
4	Develop neighborhood response plan?	X							71%
5	Use Delridge Community Center as operations headquarters?	X							74%
6	Develop emergency preparedness plan using Block Watch (SDART)?	X							77%

Crime and personal safety

7	Institute public education/awareness program to control car prowls?	X							54%
8	Conduct neighborhood security patrols - monitor/report crime conditions?	X							54%
9	Locate West Seattle police precinct in Delridge to increase visibility?	X							100%
10	Train block watch volunteers in crime and incident prevention techniques?	X							74%
11	Establish a public safety checklist for new project design reviews at DCLU?	X							60%
12	Involve neighborhood youth in a proactive crime prevention program?	X							83%
13	Work with Seattle City Light on an energy-efficient porch light program?	X							80%
14	Increase lighting and visibility in public parks and places?	X							80%
15	Require on-site managers for problem apartment complexes?	X							69%
16	Establish a block watch/neighborhood corps to monitor vandalism?	X							60%
17	Increase areas covered by Block Watch programs?	X							86%
18	Establish a block watch/neighborhood corps to monitor graffiti?	X							54%
19	Create a language translator corps to assist police communications?	X							46%
20	Strengthen/increase Block Watch to monitor abandoned vehicles?	X							69%
21	Light Delridge Community Center playfields all-night?	X							26%
22	Install lighted street address signs for security responses?	X							29%
23	Involve residents in improvements to create sense of ownership?	X							71%
24	Add more patrol officers and incident investigation staff?	X							71%
25	Integrate West Seattle response computers into local networks?	X							49%
26	Conduct environmental security design analysis of public places?	X							46%
27	Correct the low income/high crime image of Delridge?						X		83%

Transportation safety

28	Enforce speed limits on 16th and 21st Avenues SW?	X							89%
29	Install safety improvements to 21st Ave/Mrytle at Sanislo School?	X							66%
30	Install traffic calming improvements along 16th Avenue SW?	X							69%
31	Correct flooding problems at bus stop on Delridge south of Sylvan?	X							57%
32	Install visible crosswalks with warning buttons on Delridge?	X							71%
33	Install safety improvements at Graham/Croft/21st?	X							49%
34	Install traffic calming measures on 21st near New Cooper School?				X				83%

Delridge Neighborhood Planning Process
10 June 1998

Planning workshop

Public safety - 2 March
 | Community & culture - 16 March
 || Neighborhood economy - 6 April
 ||| Transportation - 20 April
 ||| Nature-4 May
 |||| Built environment - 18 May

Public forum

Put into plan?

yes

35	Control speeds at hair-pin corner of 16th Avenue and Dawson?				X					66%
36	Install blinking yellow light and crosswalk at 21st and Dawson?				X					49%
37	Extend curbing into Delridge at intersections to control speeding?				X					57%
38	Move crosswalk to south side of Myrtle to control turning conflicts?				X					29%
39	Improve crosswalk striping, buttons between Sylvan Way and Holden?				X					66%
40	Reduce future driveway widths of new developments on Delridge?				X					31%
41	Close Delridge entry to Kmart - use cross street for access?								X	43%
42	Enforce a speed limit on Delridge Way?								X	89%

Youth and school safety

43	Increase transit service for youth to SW Youth & Family Services?	X								49%
44	Insert community events articles into local school newsletters?	X								71%
45	Light the tennis courts at the Delridge Community Center?	X								74%
46	Increase transit service for youth to Delridge Community Center?	X								66%
47	Discourage gas stations, minimarts as unsavory staging areas?	X								77%
48	Institute youth corps volunteers to improve greenbelts/parks?	X								77%
49	Install lighting on basketball courts at Boren/Cooper School?	X								66%
50	Improve bus services for youth transportation and activities?	X								66%
51	Recruit neighborhood movie theater for youth activities?	X								49%
52	Increase transit service for youth to SSCC?	X								63%
53	Reduce parking fees at SSCC to alleviate parking on residential streets?	X								51%
54	Increase transit youth service to DSHS?	X								37%
55	Establish Youth & Family Services presence at Highpoint?	X								66%
56	Provide youth transportation to after school programs?		X							71%
57	Provide late night youth activities at the Community Center?		X							77%
58	Conduct a survey of youth groups to determine their interests?		X							66%
59	Provide low-income play opportunities at proposed youth golf course?								X	66%

Delridge Neighborhood Planning Process
10 June 1998

Planning workshop

Public safety - 2 March
 | Community & culture - 16 March
 } } Neighborhood economy - 6 April
 } } } Transportation - 20 April
 } } } } Nature - 4 May
 } } } } } Built environment - 18 May

Public forum

Put into plan?

yes

106	Conduct a youth projects fair promoting cultural identifications?	X							43%
107	Insert cultural history of Delridge in local newspapers?	X							46%
108	Monitor hate group activities in the neighborhood?	X							57%
109	Create ethnic-oriented activities at Community Center?	X							46%
110	Conduct a swap meet or barter fair for cultural exchanges?	X							60%
111	Develop multipurpose activity center in Old Cooper School?	X							94%
112	Develop an adult multicultural/heritage center at Old Cooper Schl?	X							51%
113	Develop a Native American longhouse and cultural center on the Duwamish?	X							77%
114	Create a community calendar listing events, places, organizations?	X							83%
115	Inform Delridge bus drivers about community events schedules?					X			37%
116	Install Delridge community advertising on Metro bus routes?					X			54%

117-120 duplicate items above

Recreation and education

121	Conduct survey of activities residents are interested in?	X							51%
122	Develop a neighborhood playground, baseball, soccer field complex?	X							46%
123	Complete development of the soccer field at Boren/Cooper School?	X							66%
124	Create a central activities area for young adult activities?	X							31%
125	Publish maps of community facilities and places?	X							49%
126	Provide transportation to community activity centers?	X							43%
127	Create activities for women and girls, Asians and Hispanics?	X							46%
128	Provide more Community Center activities for diverse age groups?	X							54%
129	Sponsor outdoor concerts, dances, block parties, etc?	X							60%
130	Sponsor youth community service programs for elderly?	X							49%
131	Create a central activities area for senior age groups?	X							40%
132	Expand Delridge Community Center programs to include more adult offerings?					X			83%

Human services

133	Take "whole community approach" to human services?	X							66%
134	Provide space in schools, community centers for human service programs?	X							60%
135	Link churches into the human services provider network?	X							57%
136	Make human service programs culturally sensitive?	X							43%
137	Develop Community Volunteer Corps to provide services in home.	X							51%
138	Create an efficient referral, interagency communication system?	X							63%

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	Public forum
	Put into plan?
	yes

Neighborhood economy idea matrix

Affordable housing

139	Develop student housing opportunities at SSCC?			X					46%
140	Create incentives for developers who "work with" nature?			X					100%
141	Promote development of townhouse and cottage house opportunities?			X					60%
142	Develop design guidelines to define building scale and vary appearance?			X					94%
143	Promote a variety of housing products to fit different household needs?			X					60%
144	Develop incentives to promote quality construction?			X					89%
145	Provide housing oriented to elderly needs including mother-in-law units?							X	80%
146	Redevelop the deserted housing structures at 4700-800 of Delridge Way?							X	89%
147	Encourage new developments provide a mix of housing types and costs?							X	60%
148	Prohibit new subsidized units in the 0-30% of median income range?			X					51%
149	Create single family building rehabilitation program?			X					57%
150	Create community land trust for home ownership/long term affordability?			X					60%
151	Create lease-to-own option program?			X					63%
152	Expand down payment assistance program for first-time home buyers?			X					74%
153	End prohibition of new units in the 30-65% of median income range?			X					57%
154	Use eminent domain to purchase/rehab vacant/absentee houses?			X					57%
155	Purchase/conservate existing "affordable" rental housing complexes?			X					31%
156	Reduce parking requirements for ADU's built close to transit routes?							X	23%
157	Allow mother-in-law housing to be developed with housing rehab loans?							X	69%
158	Establish a nonprofit organization to assist with home rehabilitation?							X	60%

Job development

159	Provide apprentice job opportunities on local public works projects?			X					66%
160	Create youth employment opportunities - summer and year-round?			X					77%
161	Provide small and start-up business incubator space and services?			X					63%
162	Promote a "buy-local" program to recycle money within the neighborhood?			X					57%
163	Work with local employers to hire locally?			X					57%
164	Create farmer's cooperatives and other worker-owned enterprises?			X					51%
165	Create transportation linkages with outside area job centers?			X					63%
166	Provide ESL classes and talk time opportunities?			X					43%
167	Improve communication of job opportunities and services to area residents?			X					46%
168	Orient middle/high school curriculum to job opportunities/requirements?			X					49%
169	Develop a bartering network to increase resource sharing opportunities?			X					51%
170	Provide job support services - english lessons, daycare, education?			X					54%
171	Create an employer network to identify job prospects early?			X					46%
172	Conduct economic forum of employers and public assistance clients?			X					31%
173	Keep career centers open during evenings and weekends?			X					60%
174	Provide headhunter services for underemployed persons?			X					43%

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Planning workshop

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Public forum

Put into plan?
ves

175	Work with local employers to hire locally?			X						46%
176	Create a "one-stop" facility for employment and training at SSCC?			X						43%
177	Institute a farmers market for Pea Patch produce and crops?						X			63%
178	Provide local youth job opportunities at youth golf course?							X		49%

Delridge Neighborhood Planning Process
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Planning workshop

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										Public forum
										Put into plan?
										yes

Transportation idea matrix

Traffic

179	Install "Do Not Block Intersection" signage at Myrtle and Orchard?			X				29%
180	Develop a turning lane access to Old Cooper School from Oregon Street?			X				37%
181	Install a left-turn signal from southbound on Delridge to eastbound Andover?			X				49%
182	Install "Do Not Block Intersection" signage at Andover, Genesee?			X				37%
183	Add HOV lanes to Delridge Way and lower Spokane Street Bridge?			X	X			40%
184	Restrict northbound parking on Delridge between 7-9 am weekdays?			X				51%
185	Install northbound left turn arrow at Genesee Street signal?			X				51%
186	Coordinate traffic signal phasing between Myrtle and Orchard?			X				37%
187	Prohibit truck traffic during peak period on the low bridge?			X				40%
188	Create school bus pull-offs on Delridge to eliminate backups?			X				69%
189	Mitigate parking impacts at SSCC's Sister City Chinese Gardens?			X				49%
190	Install turn pockets south of Holden Street?			X				20%
191	Close 23rd Avenue access to Delridge Way to eliminate short-cut traffic?			X	X			37%
192	Control truck traffic on 26th Avenue from Bethlehem Steel?			X				46%
193	Install left turn phasing in signal at Oregon Street?			X				37%
194	Install northbound HOV or transit-only lane on north part of Delridge?			X				37%
195	Identify back-road truck access to Birmingham Steel under W Seattle freeway?			X				34%
196	Install blinking light on Delridge near Community Cntr crosswalk?	X						43%
197	Reduce impacts of back-door arterial traffic?	X						51%
198	Install traffic lights between Oregon and Brandon?	X						23%
199	Develop new south entry into Cooper School site from alleyway off Oregon?					X		34%
200	Create a "local access only" zone for 23rd Avenue SW?					X		37%
201	Develop new north entry into Cooper School site from Genesee intersection?					X		29%
202	Remove existing access to Old Cooper School from Delridge at Oregon?					X		23%
203	Develop center turning lane in Oregon for access to Old Cooper School?					X		14%
204	Provide adequate pull-outs for commercial building parking lots on Delridge?					X		31%

Transit

205	Install bus stop improvements/turn-around in front of SSCC?	X		X				60%
206	Separate Route 20/135 headways to increase convenient access?			X				34%
207	Approve Metro's operation of Route 128 as 2-way 7 days/week?			X				51%
208	Create a local, circulator bus route between Delridge/West Seattle?			X				80%
209	Develop park-n-ride lots on Delridge near Kmart?			X				57%
210	Improve Delridge bus shelters with lighting, seating, trash receptacles?			X				89%
211	Do not add monorail routes to Delridge - too static in routing?			X				23%
212	Approve Metro's splitting Route 50 to terminate in West Seattle?			X				23%
213	Stagger Route 20/135 bus schedules on Delridge Way to increase access?			X				69%
214	Add a shuttle bus to improve east/west access?			X				66%

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Public forum

Put into plan?

yes

215	Install bus shelters at Delridge Way and Webster in front of K-Mart?				X					71%
216	Alki passenger ferry landing site is too remote to Delridge?				X					29%
217	Install bus shelters at Delridge Way and Holden Street?				X					63%
218	Approve Metro's creating new Route 128 between W Seattle and Southcenter?				X					54%
219	Install bus shelters at 16th Avenue and Webster north and southbound?				X					49%
220	Install a bus stop in the median on northbound Delridge at Andover?				X					29%
221	Approve Metro's expansion of Route 20 to 30 minutes to 10:30 pm?				X					60%
222	Add more bus shelters on Delridge Way?				X					66%
223	Install bus shelters at Delridge Way and Genesee southbound?				X					46%
224	Increase east/west transit connections to 35th Avenue?	X								57%
225	Increase nonmotorized transportation options to Delridge/bridge?	X								51%
226	Develop a Metro loop route within Kmart site for rider convenience?							X		37%
227	Create a park-n-ride lot in the north Delridge area/26th and Andover?							X		43%

Nonmotorized trails - bicycles

228	Develop Sylvan Way as a bicycle route?							X		71%
229	Develop on-road bicycle lanes on 16th from White Center/Andover?							X		69%
230	Develop on-road bicycle lanes on Delridge between Andover/White Center	X			X	X				60%
231	Develop bicycle lanes along Brandon Street to East Marginal Way - if feasible?					X				57%
232	Develop on-road bicycle lanes on 21st from Sanislo to Puget ROW?					X				49%
233	Develop bicycle lanes along Croft Place?					X				49%
234	Restrict bicycle routes within sensitive areas - especially heavily travelled?					X				29%
235	Develop on-road bicycle lanes under Seattle Frwy to Alki and Marginal Way?					X				66%
236	Develop on-road bicycle lanes completely around the D&B commercial district?					X				40%
237	Install bike lanes on 26th Avenue?					X				43%
238	Install bike lanes on Delridge - including south of Holden?					X				60%
239	Develop an on-road bicycle lane through the D&B commercial district?							X		46%

Nonmotorized trails - sidewalks

240	Extend curbing/improve crosswalks at Delridge Playfield/Center?				X					60%
241	Install handicap curb cuts at all intersection crosswalks?				X					71%
242	Extend curb into major street crossings to improve access and safety?				X					49%
243	Add a wheelchair ramp at 16th Avenue and Trenton Street?				X					51%
244	Maintain concrete and landscaping along hillclimb/staircases?				X					89%
245	Extend curbing/improve crosswalks at Old Cooper School/Genesee?	X			X					54%
246	Install sidewalks on Sylvan and Orchard around Kmart site?	X			X	X				71%
247	Extend curbing/improve crosswalks at Mrytle steps to Sanislo School?				X					63%
248	Install sidewalks on 21st on Pigeon Hill?				X					54%
249	Extend Delridge walkway south of Holden for access to housing areas?				X					43%
250	Install sidewalks on Snake Hill at Brandon?	X			X					49%

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Public forum

Put into plan?
 yes

251	Install pedestrian level lighting, especially along hillclimbs/retail areas?			X					83%
252	Extend curbing/improve crosswalks at Longfellow Creek Park?			X					51%
253	Extend curbing/improve crosswalks at Cooper/Boren School/Juneau?			X					46%
254	Install pedestrian improvements on Delridge near Holden?	X							40%
255	Increase number of pedestrian staircase/hillclimbs in key areas?	X							60%
256	Maintain, install lighting, clear brush off public staircases?	X							91%
257	Improve sidewalks/safety conditions to 26th Ave between Brandon/Juneau	X							40%
258	Improve Andover intersection with extended curbs at Delridge?	X							49%
259	Install sidewalks on east side of Delridge adj/multifamily and bus stops?	X							46%
260	Fix hillclimb/stairways from Boren School to Highpoint along Graham?	X							66%
261	Improve sidewalks/safety conditions to Andover/Yancy St from Delridge to	X							60%
262	Maintain public hillclimbs, stairways, sidewalks, and bus shelters?	X							89%
263	Improve sidewalks on Delridge, Oregon Way, and Dawson?	X							66%
264	Install pedestrian improvements in front of SSCC?	X							46%
265	Improve sidewalks/safety conditions to Genesee/Avalon Sts from Delridge t	X							37%
266	Install brighter lighting on hillclimb/stairways at Genesee/Dakota?	X							54%
267	Extend curbing, improve crosswalk appearance/function to Community Center?						X		37%
268	Develop hillclimb/staircase in Brandon right-of-way to line with node?						X		40%
269	Create courtyard designs in Brandon right-of-way to provide pedestrian access?						X		37%

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Public forum

Put into plan?

yes

306	Create a cultural/historical educational program of the watershed?				X	60%
307	Involve the Seattle School District/students in master plan of UW park?				X	66%
308	Coordinate environmental programs/outreach with SSCC efforts?				X	66%
309	Close 26th Ave/Brandon Street to increase Greg Davis Park nature site?				X	57%
310	Institute a program to replant native vegetation in open spaces?				X	83%
311	Install educational/interpretive exhibits/signs at parks/open spaces?				X	51%
312	Install environmental interpretive signage along creeks?				X	57%
313	Continue Adopt-the-Park program - ie., like Croft Place Park effort?				X	63%
314	Develop an environmental learning center at Sealth High School?				X	51%
315	Acquire a park adjacent to Kellog Island/Seaboard for bird estuary?				X	60%
316	Develop an environmental learning center at UW/New Cooper School site?				X	57%
317	Daylight the creeks - especially the mouth of Puget Creek?				X	69%
318	Improve drainage of Delridge Community Center athletic field?				X	66%
319	Provide more public access to the golf course - ie., Genesee gate?				X	43%
320	Acquire/develop additional active playfields in Delridge?				X	51%
321	Develop educational center on open space adjacent Chief Sealth HS?				X	40%
322	Designate/develop public restrooms at the Delridge urban nodes?				X	51%
323	Determine long range reuse plans for City Light excess properties?				X	63%
324	Develop public access point along Longfellow Creek at Myrtle/Willow?				X	49%
325	Determine ownership/best use of parcel at 24th/Webster?				X	37%
326	Develop interpretive center along Longfellow Creek - w/private retail uses?				X	29%
327	Redevelop Sanslo playground for environmental education/wetland access?				X	57%
328	Create an environmental art demonstration program at schools?				X	43%
329	Develop long range plan for 30 acre park at New Cooper School/old UW site?				X	83%
330	Develop an environmental learning center at Sanslo School?				X	49%
331	Develop an environmental learning center at proposed youth golf course?				X	49%
332	Fund the continued/improved maintenance of existing parks and open spaces?				X	69%
333	Continue the Parks Departments neighborhood planning assistance program?				X	57%
334	Institute a public review/comment process for proposed youth golf facility?				X	46%
335	Transcribe environmental interpretive programs into multilingual?				X	37%
336	Preserve open space connection between Puget Park/Duwamish Greenbelt?				X	74%
337	Coordinate Camp Long environmental programs with school outreach efforts?				X	54%
338	Involve local business enterprises in funding open space/parks improvements?				X	51%
339	Develop public access point along Longfellow Creek at West Ridge Park Apts?				X	31%
340	Increase maintenance funding for Parks Department?				X	63%
341	Promote "clean and green" industrial developments?				X	71%
342	Develop educational opportunity at Puget Creek headwaters/Sanslo School?				X	57%
343	Devote portions of parks and gardens to cultural plantings?		X			46%
344	Establish a collective farm for different produce?		X			46%
345	Improve streetscapes with trees, landscape medians, furniture?			X		74%

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- | | | | | |

Public forum

Put into plan?
yes

346	Develop the top edge of the detention pond at Kmart for park use?						X	63%
347	Develop an environmental/public education center at Kmart/Longfellow site?						X	57%

Trail systems

348	Separate ke and hike trails to accommodate different uses/settings?						X	57%
349	Develop multiuse bike/hike trail on Puget ROW from Golf Course/Kellog Island?						X	57%
350	Install directory signage/maps through neighborhood and commercial districts?						X	37%
351	Develop a multiuse bike/hike trail around the Golf Course/Camp Long?						X	71%
352	Locate trailheads at every school and park site?						X	51%
353	Link the trails into a continous loop system accessing all areas?						X	74%
354	Develop multiuse bike/hike trail parallel to Longfellow from Andover/Westwood?						X	60%
355	Link park and open spaces into a trail system(s)?						X	83%
356	Develop a primary walk/bike trail system on Delridge Way?						X	66%
357	Develop a secondary walk/bike trail system within the residential areas?						X	57%
358	Develop a minor walk/bike trail system to the schools?						X	49%
356	Institute a public safety program on trails - especially for children?						X	54%
357	Develop a major walking trail under the Seattle Frwy to Marginal Way?						X	43%
358	Develop a major walking trail around the youth golf course site?						X	51%
359	Develop a major walking trail along the Duwamish on West Marainal Wav?						X	54%
360	Develop a major walking trail from New Cooper School to Puget Park to SSCC?						X	74%
361	Make trail systems ADA accessible?						X	43%
362	Develop a major walking trail from Highpoint Playground to Riverview Playfield?						X	60%
363	Develop a major walking trail around the Kmart/Sylvan/Dumar district?						X	66%
364	Develop a major walking trail along hillside from Riverview Plyfld/Kellog Island?						X	51%
365	Develop a major walking trail under the Seattle Frwy to Alki Point?						X	69%
366	Develop a major walking trail along Longfellow Creek from Andover/Westwood?						X	57%
367	Develop a major walking trail on Pigeon Point to New Cooper School?						X	63%
368	Develop a major walking trail along ROW from golf course/Kellog Island?						X	46%
369	Develop a major walking trail around the Golf Course and Camp Long?						X	66%
370	Develop a major walking trail around the steel plant to Seattle Frwy?						X	46%
371	Support development of youth golf course - especially creekside trails?						X	40%

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	Put into plan?
	YES

Urban design - the built environment idea matrix

Land use

372	Rezone C-1 site at I-Mart to concentrate commercial dypmnt within nodes?						X	54%
373	Develop a Delridge branch library in the neighborhood?		X					97%
374	Rezone/redesignate school properties to reflect outcome of Delridge planning?						X	66%
375	Use the RFP process to promote developer interest in site opportunities?			X				40%
376	Prohibit auto-oriented uses in neighborhood commercial zones?						X	60%
377	Develop mixed use buildings to combine job and living opportunities?			X				69%
378	Restrict further development of gas stations and auto oriented uses?						X	66%
379	Expand commercial/job opportunities within commercial zones along Delridge?		X					46%
380	Recruit music, theaters, movies to increase community activities?	X						60%
381	Locate housing in business areas to support commercial viability?			X				60%
382	Find a use for vacant buildings on Delridge?	X						83%
383	Develop mixed use nature/entertainment/clubhouse at proposed youth golf?						X	34%
384	Help Full Gospel Pentecostal Church pave adjacent right-of-way for parking?					X		29%
385	Identify/develop a responsible department list of public properties in Delridge?					X		46%
386	Locate more service oriented businesses (grocery/deli) in the north node?						X	74%

Design guidelines

387	Incorporate green spaces within new development projects?						X	80%
388	Develop a gateway improvement at Delridge and Sylvan?						X	51%
389	Install pedestrian scaled street lighting consistent with building character?						X	60%
390	Provide community input/comment opportunities during design review?						X	57%
391	Eliminate billboard signage within the neighborhood planning area?						X	66%
392	Vary building heights and roof lines between 1-4 stories?						X	49%
393	Landscape the medians in Delridge within the commercial districts?						X	69%
394	Extend trails and open space networks into new project developments?						X	63%
395	Use gable or pitched roofs for visual interest and character?						X	60%
396	Integrate building structures with natural environmental features?						X	46%
397	Create design guidelines that develop buildings with a single-family scale?						X	54%
398	Provide awnings or other pedestrian canopies along the street frontage?						X	49%
399	Create design guidelines to control building bulk and scale?						X	66%
400	Locate power, telephone, and other utility lines underground?						X	74%
401	Improve visual appearance of overhead Delridge pedestrian crossing?						X	49%
402	Extend the curb into Delridge to shorten crosswalks and define district entries?						X	40%
403	Increase DCLU notification boundaries beyond current 300 foot zone?						X	34%
404	Install landscape and street trees in Delridge Way median?	X			X		X	69%
405	Create design guidelines that promote quality looking commercial buildings?						X	71%
406	Provide planters and other landscape amenities at ground and upper floors?						X	49%
407	Locate parking behind building or out-of-sight of Delridge Way?						X	63%

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Public forum

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yes

408	Locate new commercial buildings at the sidewalk edge to retain pedestrian feel?					X	57%
409	Widen sidewalks and install pedestrian furnishings and landscaping?					X	54%
410	Provide transitional zones/uses between different types of developments?					X	34%
411	Preserve trees, natural areas, and environmental features in new dvpmnts?					X	63%
412	Provide display and other windows for pedestrian interest at ground level?					X	49%
413	Install awnings and all-weather canopies to commercial building storefronts?					X	49%
414	Develop sidewalk/streetscape design guidelines for new developments?			X			63%
415	Create a density bonus system where projects go beyond minimum requirements?				X		49%
416	Develop a streetscape walking route along Genesee between Delridge/Avalon?				X		54%
417	Develop a streetscape walking route on Graham between Cooper/Boren/SSCC?				X		46%
418	Develop a streetscape walking route along Delridge from Andover/White Center?				X		54%
419	Develop a streetscape walking route on Avalon between 35th/Andover?				X		40%
420	Develop a streetscape walking route on Sylvan/Dumar Way from 35th/16th?				X		37%
421	Develop a streetscape walking route on 16th between Dumar/SSCC?				X		46%

Housina

422	Promote cottage housing opportunities?					X	66%
423	Create design guidelines for access driveways for tandem housing projects?					X	43%
424	Design multifamily housing projects to look like single family structures?					X	54%
425	Reduce the presence and impact of cars in new development projects?					X	60%
426	Use home rehab programs to build porches, entrys, and other amenities?					X	60%
427	Develop courtyards, plazas, people places within urban density housing?					X	69%
428	Allow home rehab loan program to provide accessory housing?					X	57%
429	Promote assisted living housing arrangements?					X	54%
430	Incorporate townhouse and cottage houses at 26th/Brandon site?					X	34%
431	Promote accessory housing opportunities?					X	40%
432	Replace abandoned housing on Delrige with modular/manufactured products?					X	14%
433	Create semi-public and semi-private spaces within new development projects?					X	43%

D&B District

434	Locate the proposed Delridge branch library use in D&B district?					X	49%
435	Concentrate commercial uses within district - restrict outside of L2 zone?					X	37%
436	Locate speciality foods, bakeries, espresso, flower shops in D&B district?					X	71%
437	Locate personal services - barber, hair, shoes, copy in the D&B district?					X	66%
438	Locate community oriented retail - drug, viedo, books, etc. in D&B district?					X	54%
439	Rezone 2 blocks north of D&B District to housing to focus retail in D&B District?					X	31%
440	Locate health care services including medical/dental in D&B district?					X	40%
441	Locate small scale manufacturing and cottage industries in D&B district?					X	34%
442	Locate small offices and other professional uses in D&B district?					X	46%
443	Locate a local branch of the US post office in D&B district?					X	37%

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Public forum

Put into plan?
yes

444 Support DNDA's mixed use demonstration project at Delridge/Brandon?						X	37%
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Kmart

445 Develop retail buildings around Kmart complex to create a shopping village?						X	83%
446 Develop evening activities at Kmart - like small theater complex?						X	66%
447 Add community events at Kmart - farmers market, table games re., Crossroads?						X	69%
448 Create some type of improvement to highlight Longfellow Creek at Kmart?						X	71%
449 Provide for a temporary Farmers Market activity at Kmart site?						X	60%
450 Develop a water feature at the Kmart site?						X	60%
451 Create a central plaza/courtyard at Kmart for community events/gatherings?						X	54%
452 Add a new modulated facade, storefront entry, roofline to reduce Kmart bulk?						X	49%
453 Add additional anchor uses - like grocery, outlet clothing, garden center?						X	60%
454 Install street trees and landscaping surrounding Kmart site?						X	69%
455 Install landscape islands and medians in the Kmart parking lot?						X	69%

Cooper/Boren School

456 Retrofit Boren/Cooper School for adult care facility?						X	37%
457 Install small business incubator/cottage industries in class wing Boren/Cooper?						X	34%
458 Demolish school facility and rebuild with mixed use retail/housing?						X	9%
459 Install daycare facility in admin wing Boren/Cooper School?						X	43%
460 Install West Seattle police precinct in class wing Boren/Cooper?						X	51%
461 Demolish school facility and rebuild with urban housing options?						X	17%
462 Install branch library in admin wing of Boren/Cooper School?						X	43%
463 Install community activities in admin/gym wing of Boren/Cooper?						X	49%

Old Cooper School

464 Develop overflow parking at Delridge Community Center site?						X	26%
465 Remove toilets and boiler room from covered landing - reuse as main entry?						X	23%
466 Retrofit first floor for live/work spaces including office users?						X	40%
467 Use the space under the roof for occupant storage, workout, other amenities?						X	26%
468 Retrofit first floor stage/gym/kitchen for community meeting spaces?						X	40%
469 Locate Delridge branch library in north end of first floor Cooper School?						X	40%
470 Retrofit first floor Cooper for performing arts including dance and music?						X	49%
471 Subsidize first floor uses of Cooper if necessary - to supplement cash flow?						X	34%
472 Retrofit first floor Cooper for artists live/work spaces including galleries?						X	46%
473 Improve first floor roof for occupant outdoor patio spaces?						X	26%
474 Reuse stairways from Delridge as outdoor balcony/terrace activity spaces?						X	37%
475 Develop additional housing on north end of Cooper School site?						X	31%
476 Ask Seattle Schools to use competitive RFP process to secure developer?						X	34%
477 Apply for historic listing to obtain tax credits on Cooper School reuse?						X	46%

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Public forum

Put into plan?

yes

478 Retrofit upper floor Cooper School for housing for childless households?						X	29%
479 Install light wells in covered landing to increase light to first floor spaces?						X	49%

Nature, Open Space & Walking Trails

On a scale of no, low, medium, and high, what priority would you give the following proposals?

no	low	md	hi	General proposals (not shown)
0%	13%	16%	71%	5: Identify important open space not yet preserved?
0%	10%	21%	69%	6: Identify strategies, partners, and funds to preserve additional sites?
0%	8%	21%	71%	7: Fund improved protection of environmentally critical areas?
0%	3%	28%	69%	8: Identify lead organization to liaison with DCLU for early warning of development in critical areas?
0%	5%	24%	71%	9: Employ youths year-round in Parks Department to maintain and enhance open space?
Proposed parks (see map)				
3%	14%	27%	57%	10: Improve three key Longfellow Creek access sites?
14%	41%	32%	14%	12: Develop a Youth Golf Facility on land set aside for such a facility?
0%	6%	33%	61%	13: Complete/maintain Greg Davis Park?
0%	17%	31%	53%	14: Develop community use playfields at New Cooper School?
North/south trails (see map)				
3%	29%	26%	43%	15: Delridge Way?
0%	11%	27%	62%	16: Longfellow Creek Trail North?
0%	14%	36%	50%	17: Pigeon Point/Puget Park Trail?
0%	23%	37%	40%	18: Golf Course Loop Trail?
0%	38%	29%	32%	19: Highpoint Hillside Trail?
0%	20%	17%	63%	20: Longfellow Creek Trail South?
0%	9%	38%	53%	21: Puget Park/Riverview Trail?
0%	24%	26%	50%	22: Duwamish Hillside Trail?
East/west trails (see map)				
0%	42%	26%	32%	23: Charleston Street Trail?
0%	24%	26%	50%	24: Genesee Street Trail?
0%	25%	22%	53%	25: Puget Boulevard Trail?
0%	27%	33%	39%	26: Juneau Street Trail?
0%	31%	31%	38%	27: Graham Street Trail?
0%	35%	35%	29%	28: Myrtle Street Trail?
0%	38%	31%	31%	29: Holden Street Trail?
0%	42%	39%	19%	30: Thistle Street Trail?

North Node

On a scale of no, low, medium, and high, what priority would you give the following proposals?

no	low	md	hi	General (see map)
3%	5%	8%	85%	31: Develop strategies to solve traffic problems on the West Seattle Bridge?
8%	10%	41%	41%	32: Rezone portions of Andover/23rd Ave triangle so entire site can accommodate business/residential?
Improvements (see map)				
0%	34%	31%	34%	33: Walkway to Spokane Street?
5%	13%	36%	46%	34: Open Charleston at Madison Cafe for access and addnl parking?
3%	22%	44%	31%	35: Charleston Street hillclimb/park project?
0%	24%	30%	45%	36: Delridge entry gateway parks?
17%	31%	29%	23%	37: Close 23rd Avenue to thru traffic?
12%	29%	38%	21%	38: Add parking on 23rd Avenue?

14%	14%	28%	44%	39:	Delridge median and sidewalk?
6%	23%	37%	34%	40:	Right-4urn lane from Andover?
0%	25%	39%	36%	41:	Left-turn signal from Delridge onto Andover?
6%	29%	26%	38%	42:	HOV lane northbound on Delridge Way during peak hours?
3%	46%	26%	26%	43:	Dakota Street hillclimb/park?

Campus Node

On a scale of no, low, medium, and high, what priority would you give the following proposals?

no	low	md	hi	General (see floor plan)
0%	3%	8%	89%	44: Preserve and reuse Old Cooper School for public uses?
8%	5%	13%	74%	45: Reuse old meeting room for public performances?
11%	14%	22%	54%	46: Locate artists live/work spaces on ground floor?
14%	6%	17%	64%	47: Housing units on upper floor?
Improvements (see map)				
3%	14%	31%	51%	48: Traffic signal at Genesee?
3%	19%	28%	50%	49: One-way access to Old Cooper School from Genesee to Oregon?
3%	26%	26%	44%	50: Right-turn lane from Oregon onto Delridge?
15%	29%	29%	26%	51: Pedestrian crossing at Oregon?
8%	8%	30%	54%	52: Delridge median and sidewalks?

Central Node

On a scale of no, low, medium, and high, what priority would you give the following proposals?

no	low	md	hi	General (not pictured)
16%	16%	38%	31%	53: Remove RC overlay north of Puget Boulevard?
9%	3%	27%	61%	54: Rezone JCI for mixed use residential and commercial?
14%	17%	26%	43%	55: Rezone single family to townhouse zone within 1 lot of the NC zone to create a transition along Brandon and Findlay from 23rd to 26th?
9%	18%	41%	32%	56: Locate the Neighborhood Service Center into the node?
Improvements (see map)				
3%	15%	26%	56%	57: Neighborhood mini-park with courts and picnic facilities?
11%	14%	35%	41%	58: Relocation of pea-patch gardens?
18%	18%	24%	41%	59: Public parking/plaza area?
3%	3%	11%	84%	60: New branch library?
6%	12%	18%	65%	61: Delridge median and sidewalks?
3%	18%	30%	48%	62: Curb extensions at intersections?
11%	11%	24%	54%	63: DNDA mixed use housing/retail project development?
8%	0%	19%	73%	64: Hillside cluster housing project with open space dedication?
6%	29%	20%	46%	65: Brandon Street hillclimb/park?
6%	36%	36%	21%	66: Juneau Street hillclimb/park?
3%	17%	46%	34%	67: Croft Place road improvements?

South Node

On a scale of no, low, medium, and high, what priority would you give the following proposals?

no	low	md	hi	General (not pictured)
3%	6%	34%	56%	68: Promote mixed income housing at High Point consistent with Hope VI plan?
26%	12%	50%	12%	69: Rezone east of Delridge from SF5000 to L2 from Orchard to Holden?

Improvements (see map)

6%	36%	27%	30%	70: Delridge entry gateway park?
3%	38%	29%	29%	71: 24th Avenue hillclimb/park?
0%	9%	53%	38%	72: 24th Avenue crosswalk with pedestrian-activated traffic signal?
6%	27%	42%	24%	73: Othello Street hillclimb/park?
0%	29%	26%	44%	74: Kmart access road improvement?
6%	17%	31%	46%	75: Kmart parking lot improvement?
3%	22%	22%	53%	76: Convert to transit-only access with bus transfer center?
3%	14%	33%	50%	77: Public commons and plaza?
8%	8%	21%	63%	78: Additional retail buildings - coffee, cleaner, beauty, etc?
9%	32%	21%	38%	79: New entry to Kmart?
9%	6%	21%	65%	80: New grocery/entertainment uses?
0%	15%	41%	44%	81: 24th Avenue crosswalks?
6%	23%	45%	26%	82: Traffic signal at Webster?
6%	14%	46%	34%	83: Interpretive trail around storm retention pond?
3%	29%	34%	34%	84: Webster Street hillclimb/park?

Other services

no	low	md	hi	Human Services (not pictured)
6%	18%	33%	42%	85: Make Human Services more culturally sensitive?
0%	12%	41%	47%	86: Address the unique needs of youth, elderly, and recent immigrants?

Housing/Economics

6%	6%	41%	47%	87: Use eminent domain to purchase vacant houses?
11%	14%	17%	57%	88: Prohibit new low income housing for very low income families (below 30% of Seattle median income)?
15%	9%	26%	50%	89: Continue to prohibit development of new units costing below 30% of the median income range?
3%	3%	31%	64%	90: Expand the down payment assistance program?
3%	11%	19%	67%	91: Provide apprenticeships on local public works projects?
3%	15%	24%	58%	92: Provide small start-up businesses incubator space and services?

Public Safety (not pictured)

6%	0%	28%	67%	93: Locate West Seattle Police Precinct in Delridge?
0%	3%	19%	78%	94: Increase block watch program?

Delridge Validation Event Feedback Survey

Overall, do you support:

yes	no	no response	
93%	1%	6%	1: the Delridge neighborhood plan?
Key strategies			
07%	5%	0%	2: Key strategy to integrate the community with nature?
86%	9%	5%	3: North (Andover) node?
84%	4%	12%	4: Central (Brandon) node?
78%	7%	16%	5: South (Sylvan Way) node?
05%	6%	9%	6: Community campus (Old Cooper School) node?
Other strategies			
74%	3%	23%	7: Economic development recommendations?
77%	11%	13%	8: Housing recommendations?
84%	5%	11%	9: Human development recommendations?
85%	7%	0%	10: Transportation recommendations?
immediate funding ideas			
	23%		Evaluate and conduct feasibility study for the redevelopment of Old Cooper School?
	14%		Complete signal improvements at Delridge and Andover to help move traffic?
	13%		Identify blighted properties of concern, and help defray the cost of bringing them up to current code?
	13%		Support the Delridge Neighborhood Development Association's proposed Brandon Court mixed use project?
	10%		Assist in establishing a full-time environmental stewardship coordinator?
	9%		Design and begin development of a park and artwork at the North Node gateway?
	7%		Improve east/west staircases in planning area?
	4%		Create a mural on wall of Old Cooper School?
	8%		Other ideas not listed.

OVERALL

support comments:

- promote business on Delridge
- encourage alternative transit
- don't pander to cars and traffic
- great ideas
- great job
- forge ahead
- great planning job
- terrific planning, I hope there's money to implement it
- Kudos, good work!
- Way to go!
- like the bicycle trails and paths
- Impressive plan
- everything is well thought out
- looks really good to me
- definitely, definitely!!

don't support comments:

- very concerned about increasing traffic with no place to fit or go.
- as with everything listed is a money issue which none of these areas can afford

NATURE

support comments:

- protecting the environment/greenbelts adds to urban community
- the more open space and nature around us, the healthier we are
- Longfellow Creek is worth keeping
- I particularly like the walking trails
- provide a place for nature
- increasing the number of walking trails, sidewalks and green belt spaces, preservation of parks is important
- everything about it looks great
- nature is important.
- that is one of the potential strengths of the neighborhood, the greenspace creates opportunities for individuals to become stewards
- it gives people the opportunity to enjoy the natural view of the creek, etc.
- Needs community support
- Need to stop the loss of nature
- it's good for the city
- we should preserve the nature. It is a rare find in the city.
- it's wonderful thanks!
- preserve greenways, we need breathing space too.
- I love animals and native plants.
- Environment and open space are critical to quality of life.
- trails would be great
- you can't do it any other way!
- we should include nature in all our plans
- it's been well planned and thought about
- I support it because of the preservation of green space; the consciousness of the importance of greenspace
- Nature is beautiful. We hold it in trust for our children
- with nature around us, we have much more unpolluted air
- good for neighborhood
- Its important to keep that feeling in this urban neighborhood
- There is so much "hidden" nature in our community. To integrate it and bring it out would benefit all
- nature is being assaulted and needs help to survive. We also need to grow some of our own food, due to weather disruption becoming worse.

don't support comments:

- you don't need someone walking in your backyard.
- Don't like golf course
- Be careful about the impact on Longfellow Creek with too many trails across
- Any possibility of a farmers market?
- I am sorry but I am more interested in livability of neighborhoods. This would be of lesser importance to me. I would really like Gregg Davis Park to get done and great looking.

support comments:

- this sort of improvement is good
- I like the traffic management
- Access to Madison's Cafe. I am driving north on Delridge and a car in front of me wanting to turn left - no access and stopping traffic
- improves traffic flow - light signal for left turn from Delridge to Andover - good improvements that are badly needed.
- community is important
- need to mediate traffic problems, support positive community-building businesses (like Madison's)
- it benefits drivers and people's safety in our community
- there's a need for a left turn signal at Delridge and Andover
- It's a big improvement
- Clean green industry needed!
- North gateway, yes
- HOV land is a good idea, rezones good for more pedestrian mixed use
- Improving traffic congestion is good
- It creates our neighborhood's "public face"
- it's been well planned and thought about
- this area has potential and the plan is an excellent start. It already has improved since I've been here. Its a good place to show case entrance way to Delridge
- benefits that are poured into the north node will really help us.
- good ideas
- This is the "gateway" to our community. We need to make it friendly to pedestrians and have it pleasant looking.
- I like Madison's cafe but the parking is atrocious. Definitely support the north gateway, especially support HOV lanes, I would go the east side restaurant but scared to death of getting back onto Delridge Way. I like the clean/green industry for vacant industrial site - as long as its neat and presentable. Also the same idea (neat and presentable) for live/work opportunities

don't support comments:

- no rezoning of 23rd Ave
- don't turn 23rd Ave into a parking lot.
- don't rezone business and commercial, we need more homeowner only
- don't put turn signal at Andover
- Andover left turn/right turn bad idea
- I do not support rezoning **Andover/23rd Ave** triangle, other residents not present at the zoning meeting do not support it either.
- Strongly support closing 23rd to northbound **traffic**
- I do not support rezoning **Andover/23rd** triangle.
- I strongly support closing 23rd Ave to traffic onto Delridge. I feel this will a) improve flow onto the bridge by curtailing "intrusion traffic" from **23rd**, b) benefit residents of 23rd.
- I strongly oppose permitting any northbound traffic onto 23rd from Delridge
- The northbound HOV lane would displace home owner parking?
- I don't know much about the neighborhood
- Development is inconsistent with the high traffic flow. The signal would congest? don't understand benefits. Park to see industry makes no sense.

support comments:

- promoting business on Delridge is good
- it will improve the comer
- support business development
- I support recruiting food market places because none exists for miles away, currently. And I support walking trails.
- improve Brandon pedestrian access/safety
- excellent central location for community integration with nature and convenience services
- It improves the scenic view also very convenient for the neighborhood
- neighborhood businesses always seem to improve the area
- I love the P-patch and the low income housing and the small shops
- Community garden a must. Great idea!
- Mix of housing and economic development is good
- Especially support community garden
- Business brings financial stability to the community
- the increased economic activity gives us a chance to spend locally
- it's been well planned and thought about
- absolutely need sidewalk at Croft - very dangerous
- I support the mixed concept of commercial/residential and pedestrian orientation - and attracting shops that the neighborhood could use and be successful
- Creating housing (affordable) is what we need in this area.
- just don't get rid of the p-patch
- Current conditions are dangerous, unfriendly to bicycles and pedestrians. Community agriculture program is essential.
- Great, great, great. Snake Hill really needs improvements also Croft Place definitely needs things done. I will absolutely love the Delridge library.

don't support comments:

- again, you spend too much time on business, more home owners
- don't understand it
- residential area will deteriorate
- concerns regarding traffic
- keep JCI property non-commercial to prevent cell tower
- I don't know much about it

SOUTH (SYLVAN WAY) NODE

support comments:

- safer pedestrian access
- develop additional retail buildings
- good idea
- community emphasis please
- beautification of this concrete type area would greatly improve the neighborhood
- many specifically designated Sylvan Way development site for preservation. I don't understand why that's not included. It was strongly voiced and supported at the planning sessions I attended.
- need to improve, use space more efficiently is met with plan
- Yea for a public plaza and additional retail buildings
- We need another **Westwood**
- I support it because of the opportunity to blend focus on transportation, entertainment, nature, culture, etc.
- it's been well planned and thought about
- This area needs help and the plan is excellent
- Transit hub is a good idea
- Creating a transit link at Kmart very useful! How about a park-n-ride?
- It seems very people oriented
- This area could be a great "hub" for the neighborhood, and for transit. We need more grocery/family type stores in this-area.
- It will improve lifestyles for residents

don't support comments:

- **concerned** about increasing traffic on Delridge
- need to address traffic increase with proposed development behind K-mart. Also is there a way to rescue Longfellow Creek where it passes under the K-mart parking lot?
- there going to have a ghetto when the paint starts falling off. There's enough housing there
- please rezone Sylvan Way site SF5000
- Rezone Sylvan Way to less housing
- Please rezone Sylvan Way
- proposed excavation will create havoc with the environment and surrounding neighborhoods
- concerned about traffic and the landfill area
- Delridge Way is a busy street already. It is narrow and only one lane in each direction. To increase traffic would be a bad idea.
- Rezone Sylvan Way property to 1 family per 5000 to reduce environmental impact. Refurbish existing housing instead of building more.
- Rezone to single family small 2 and 3 bedroom or Cohousing would be perfect
- Add rezone of Sylvan Way property to SF 5000
- Rezone property off Sylvan Way
- Also favor rezoning of planned housing development
- No bus on **Holden**, run East-west by Sealth high instead.
- Can do without a bus on **Holden** buses run both on 35th and Delridge - how about a bus stop/route by the high school
- I don't understand why we would spend public funds on this - **Westwood** is very close if you need a mall-type business district - spend money on encouraging neighborhood businesses on Delridge. Also no public funds to redevelop High Point - we don't have enough housing funds to make this a priority.

COMMUNITY CAMPUS (OLD COOPER SCHOOL) NODE

support comments:

- studio space is good
- better access is needed
- it's a nice building, keep it
- like re-using the old building
- live-work studios and arts
- don't let older buildings be tom down
- useful for people to access services and activities near one another
- if code issues can be resolved, it should be re-utilized
- Like the plan to rehabilitate and use Old Cooper elementary
- I feel that there's a lot of wasted empty space
- No need to use it as a **school** and we need artist usage
- Especially support it as an arts center
- It can be a hub to the neighborhood
- Its fantastic
- Art community heart of any neighborhood. Make sure building is free of lead and asbestos first.
- Artists in our community enrich us all
- More resources
- I would rather see private development there especially i.e. the **McMennamin's** Inn or a youth hostel. I think a private, destination type development would be a strong signal of the value of our neighborhood.
- I want to see an art center there
- It creates a strong recreational/education/cultural heart for the community, especially for kids
- we need to utilize this property
- need to use standing building for community wants
- good use of existing building
- it's been well planned and thought about
- Essential
- retrofit Cooper for live/work space
- Especially like a **McMenamin's** type retail/housing complex
- It is an eyesore as it is. Wasted space that is needed. And we need places for activities here in Delridge.
- need to make use of this wonderful building
- It is a waste to have this building not used. It could really add to our neighborhood
- love the live/work space idea
- Old Cooper is going to waste, will be harder to re-use the longer we wait. Community needs more art resources, music
- Cooper School is a beautiful old building. Please, please preserve it.

don't support comments:

- how do we deal with increased **traffic** on Delridge
- we need Cooper School as a school.
- concerned that there might not be enough parking
- consider locating the library here.
- would rather see property turned into a retail/restaurant structure
- lead and asbestos abatement will be very expensive
- no **mural**
- I would not support the mural

ECONOMIC DEVELOPMENT RECOMMENDATIONS

support comments:

- help create employment opportunities within the community. I am looking now, tired of commute
- this is very much needed
- o.k. ideas
- I would like to see pedestrian friendly businesses along Delridge
- we need more local shopping and commerce
- facilitates community ability to generate own revenue and return it to community
- we need good, local jobs
- keep our money working for us and our kids. **Jobs! Yes!**
- Local shopping is good. Local jobs are good. local services are good. .
- More resources
- The emphasis on diverse small local opportunities is more stable in the long term (than for example, trying to attract one big employer)
- it's been well planned and thought about
- It is for the better of the community
- Our neighborhood has been classified as a "poor" neighborhood. We need to work to change this and benefit all.
- will improve quality of life, reduce traffic
- I like local businesses if they are neat looking, and asset to the neighborhood

don't support comments:

- too much car related business development
- don't know enough about it

HOUSING RECOMMENDATIONS

support comments:

- it's very important for a good neighborhood
- like lease to own program
- this is very much needed.
- only if it doesn't effect my property
- need more affordable (nice) housing
- we need to enhance mid-income housing opportunities
- More resources
- I support the options that are creative and alternative
- it's been well planned and thought about
- I support it because even low income groups are helped
- all great ideas
- well thought out
- I hope and hope it would help the "looks" of Delridge Way and help truly interested lower income people to buy and do well with their property

don't support comments:

- let's shoot for the stars. The highest we can aim.
- don't relax parking requirements for low income housing. Also have questions on purchasing rentals.
- we have enough future slums without adding more
- there is enough subsidized rental housing, make inexpensive to-own condos or small houses.
- the plan promotes Delridge to remain a low income neighborhood
- I would like to avoid low-income housing in the area
- don't know enough about it
- there is no mention of single family low income homes for ownership
- no easing of mother-in-law parking

HUMAN DEVELOPMENT RECOMMENDATIONS

support **comments:**

- we need a west Seattle police precinct
- I like the idea of having a police precinct
- locate police precinct on Delridge
- this is very much needed
- deep need for W. Seattle police precinct.
- Police precinct idea - great also
- It has a broad level of consideration over West Seattle
- it's been well planned and thought about
- We must have police precinct in Delridge Community Center
- Put together computer connection/network of West Seattle/Delridge community organizations
- It will help and benefit everyone in the community
- It's a start
- I would like the police station in our area very very much (north Delridge)

don't support **comments:**

- this **seems** jelly like what solid benefits? none.
- don't know enough about it
- a police precinct would be intimidating rather than a positive influence.

TRANSPORTATION RECOMMENDATIONS

support **comments:**

- bike and bus and bike and bus and bike and bus... no cars.
- I like the park and ride at Andover, the one under the bridge is **terrible**
- we need more buses to go more places
- this is very much needed.
- traffic is one of our biggest problems, ideas are good.
- there's plenty of room for 2 lanes. The traffic congestion is very frustrating
- roadway improvements from and to Madison's Cafe., It disturbs me when cars block Delridge Way to turn into Madison's - its wrong.
- I like to see safe **pedestrian** transportation paths in the area
- Not enough metro buses to accommodate the population in the area
- More busses on Delridge. It seems that transportation should be serving the people who cannot afford automobiles and insurance
- More frequent buses on Delridge and later into the evening
- Efficient transportation will always be an issue
- need for safer pedestrian accessibility and bike lanes.
- Love medians and bike lanes
- More bike lanes needed
- I support it because it recognizes transportation's important place in all other planning
- it's been well planned and thought about
- I support the increased HOV
- I take the bus every time I go out of the house
- Its a mess now
- Transportation on Delridge is awful. Anything done to help alleviate this would be wonderful.
- We have problems with transportation
- Like the idea of transit shelters with unique artwork, lighting **signage**

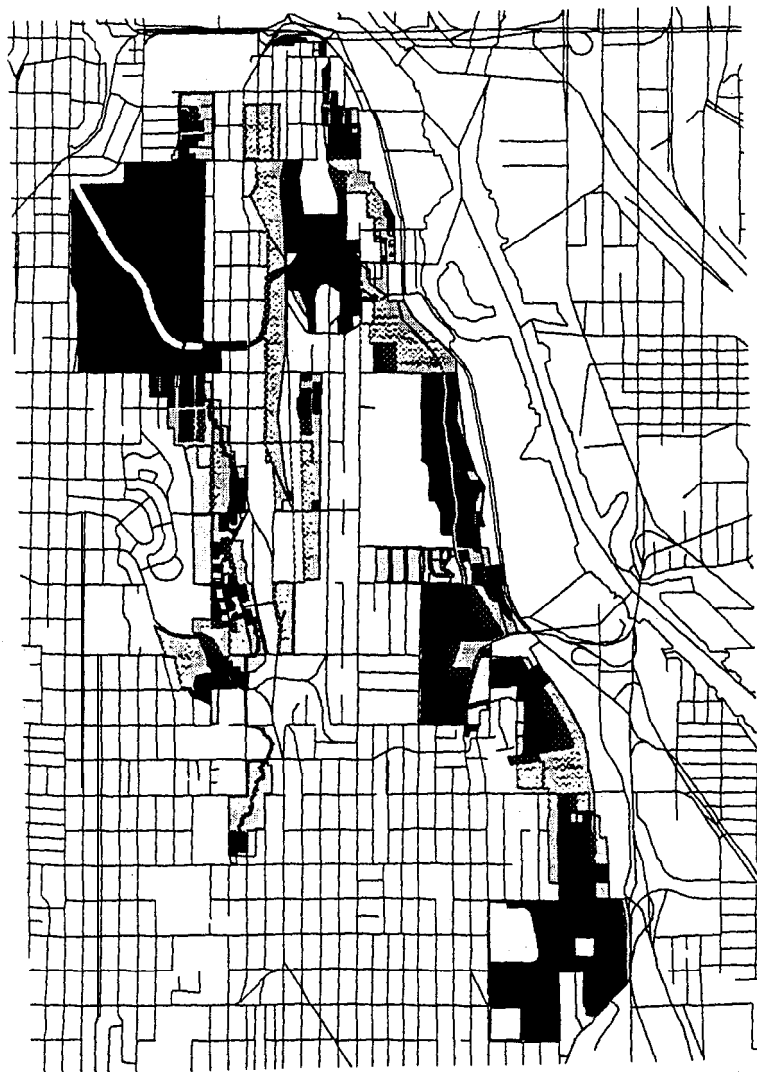
don't support comments:

- we need more lanes than the viaduct (Spokane) has it is unsafe and inadequate. We need more access **to** the rest of the city without increasing W. Seattle population
- as with **everything** else in King County - more money will be needed than what's said.
- Delridge is like a race track, lights aren't set right
- no HOV lanes or median strips
- Too much traffic is being encouraged through Pigeon Point rather than using Oregon St. College **traffic** needs to be diverted south to Highland Park Way to W. Marginal Way where the arterials are 4-5 lanes wide without residential neighborhoods¹
- We also need concrete sidewalks in all residential blocks
- Any reductions in parking would require us to park a block from our homes



Addendum

DELRIDGE NEIGHBORHOOD **OPEN SPACE PLAN**



Prepared by Chip Nevins
Seattle Open Space Program
Department of Parks and Recreation
December 28, 1998 ,

Delridge Neighborhood Open Space Plan

I. INTRODUCTION

The Delridge Neighborhood Open Space plan is intended to be used in conjunction with the Delridge Neighborhood Plan to guide open space preservation in this area. This plan outlines the areas of environmental importance and provides some prioritization for preservation. The priorities in this plan should be compared with those outlined in the adopted Delridge Neighborhood Plan in order to get a complete picture of the Open Space need in the Delridge Neighborhood.

II. CONTEXT

Location

The Delridge Neighborhood spans a large area in West Seattle, extending roughly from SW Spokane Street on the north to SW Thistle Street on the south and from 35th Avenue SW on the west to West Marginal Way on the east. Open Space preservation in the Delridge Neighborhood has historically been concentrated in three identified areas: West Duwamish Greenbelt, Longfellow Greenspace and Puget Creek Natural Area. Besides the three identified preservation areas, this report identifies one more area of environmental importance: Puget Ridge to focus preservation efforts. See attached map for specific boundaries.

Environmental Characteristics

The defining feature of the Delridge Neighborhood is Longfellow creek, one of the three remaining 'major year round stream systems which still flow freely within Seattle. The historical headwaters of the creek are underground at Roxbury Park and the creek extends about 3 miles to the West Waterway of the Duwamish River. About 1/3 of the creek is piped, appearing above ground for the first time between 24th Ave SW and 25th Avenue SW, north of SW Thistle St. and continuing above ground until it is piped under the K-Mart parking lot. Other than culverts at street crossings, the stream continues above ground after K-Mart until it reaches SW Andover St where it is piped under the Salmon Bay Steel parking lot and into the Duwamish River. Besides Longfellow Creek the area is surrounded by the wooded hillsides of the Puget Ridge Greenspace, and West Duwamish Greenbelt and contains the headwaters for Puget Creek. The natural areas in the Delridge Neighborhood all have significant tree cover, primarily alder and big leaf maple with some conifers interspersed. Most of the 4 greenspaces are mapped as environmentally critical per the city's environmentally critical areas ordinance SMC 25.09, due to the creeks and the steep slopes.

Purposes

The Delridge Neighborhood is blessed with an abundance of green. Greenspaces can serve different purposes and in this area they provide visual identity for the surrounding neighborhoods, valuable stream and riparian habitat, and important buffers between industrial and residential uses.

Boundaries

The four Greenspaces encompass about 650 acres and include Longfellow Creek Greenspace (94 Acres), West Duwamish Greenbelt (460 Acres), Puget Creek Natural Area (30 Acres) and the proposed Puget Ridge Greenspace (64 Acres).

II. GOALS

The preservation goals for the four identified greenspaces are slightly different. The strategy and priorities for each area is explained below .

A. Longfellow Creek Greenspace

1. Private Property

The Longfellow Creek Greenspace is one of most developed in the city. The goal for this area is to preserve as much of the stream corridor and steep hillsides as possible. Much of the undeveloped streamside property has been acquired, the challenge is to preserve the intervening gaps.

a. Acquisition

The first acquisition in the area was the West Seattle Golf Course in 1935. Although the golf course is not within the current greenspace boundary, property for its expansion that is within the boundary was acquired in 1970 with funds from the 1968 Forward Thrust Bond. The total acreage acquired before 1989 was approximately 5.5 acres. This Greenspace was a primary target for the 1989 Open Space Program where an additional 34.8 acres was acquired.

i. Future Priorities

Future priorities are undeveloped properties within the greenspace that represent prime opportunities for acquisition. Longfellow Creek is so developed that there are few of these opportunities.

ii. Potential Opportunities

Potential opportunities are developed properties that represent good possibilities for redevelopment due to rundown buildings or other circumstances and should be considered for acquisition when this occurs. This area is currently going through intense redevelopment as new apartment complexes infiltrate the valley. Properties that lie within the creek's floodplain should be the first priority for this type of acquisition. The following developed properties would provide important linkages with existing ownership and should be targeted should they come up for sale 6554, 6560 & 6568 24th Ave SW; 2401 SW Myrtle St.

b. Voluntary Conservation

Voluntary Conservation refers to property preservation without acquisition and is an important strategy in this time of decreased funding for preservation. This strategy includes land donations and tax breaks through a King County program called Current Use Taxation. However, because of the small lot sizes (the current requirement is ½ acre of contiguous property) and piecemeal ownership patterns, this strategy would not be particularly successful in this area unless the criteria is changed.

2. Public Property (Non DPR)

There is publicly owned property within the greenspace other than DPR. Some property was transferred in the 1970's for the expansion of the golf course and most of the remaining property should be transferred at some time to ensure management that is consistent with open space goals. There is a City Light substation that is not proposed for transfer although it has a buffer along 26th Avenue SW that should be protected

a. Transfers of Jurisdiction/Management

The breakdown of public jurisdiction is as follows:

Agency	Acreage	Proposed Transfer	Notes	Transfers to Date	Notes
ESD	24.65 acres	24.65 acres		5.5 acres	Ord 102677
Finance	.73 acres	.73 acres		0	
ROW					

ESD:

There is a large ESD property that comprises the hillside to the west of Longfellow creek that is scheduled to be transferred to DPR in early 1999. There has been a problem with dumping from the adjacent SHA property that needs to be monitored. The property was cleaned up in 1996 and there were discussions about SHA constructing a fence along the boundary to stop illegal dumping, but nothing has been done to date.

Finance:

Two small properties under the jurisdiction of Department of Finance have not been transferred due to encroachments by neighbors.

Undeveloped ROW:

Opportunities: Street vacation with donation by private owners, Greenstreet with management by DPR or street use permit

B. West Duwamish Greenbelt

1. Private Property

The West Duwamish Greenspace is the largest of the greenspaces in Seattle encompassing approximately 460 acres. The goal for this area is to preserve the undeveloped steep hillsides, creating as much connectivity as possible. There has been a lot of public acquisition in this area leaving several gaps in ownership. These gaps should be prioritized for preservation.

a. Acquisition

DPR has been preserving property in this greenbelt since 1912 when it was given the 17.6 acres that constitutes Puget Park. In 1969 DPR began acquisition of property in this greenbelt with funds from the 1968 Forward Thrust Bond Program, and in 1970 the Department was able to purchase several more parcels. In the early 1960's DPR acquired the 39.2 acres for Riverview Playfield and then in 1972 DPR acquired 93.2 acres in the then Highland Greenbelt using federal funds. The total acreage acquired before 1989 was approximately 150 acres. This Greenbelt was a primary target for the 1989 Open Space Program where additional 96 acres was acquired and 82 acres transferred from other City departments.

i. Future Priorities

Future priorities are undeveloped properties within the greenbelt that represent prime opportunities for acquisition. Two properties targeted for acquisition in the 1989 Open Space Program were dropped due to unsuccessful negotiations, but remain top priorities for this area: 1) Washington Federal property was dropped due to environmental hazards. There is no immediate threat of the development of the property due to these environmental hazards, but should environmental regulations change in the future development pressure could increase. 2) The Mayer property was dropped because of the inability to reach agreement on the value of the property and should also be revisited in the future. See accompanying map for the specific properties.

ii. Potential Opportunities

Potential opportunities are developed properties that represent good possibilities for redevelopment due to rundown buildings or other circumstances and should be considered for acquisition when this occurs; or properties that were dropped because of unwilling sellers but still represent a good opportunity for acquisition. There are likely to be many of these opportunities in the future as this area becomes more developed. There are currently two developed properties that should be considered for acquisition in order to consolidate existing ownership: 4707 14th Ave SW and 7905 3rd Ave SW.

b. Voluntary Conservation

Voluntary Conservation refers to property preservation without acquisition and is an important strategy in this time of decreased funding for preservation. This strategy includes land donations and tax breaks through a King County program called Current Use Taxation. Several properties have been preserved through voluntary preservation and many opportunities still exist.

2. Public Property (Non DPR)

There was a large amount of publicly owned property in the West Duwamish Greenbelt, although much of it has already been transferred to DPR. The goal is to transfer as much of this property as possible to DPR so that management of this property is consistent with open space goals.

a. Transfers of Jurisdiction

The breakdown of public ownership is as follows:

Agency	Acreage	Proposed Transfer	Notes	Transfers to Date	Notes
CL	.37 acres	0			
ESD	94.89 acres	94.89 acres		2.33 acres 78.71 acres .49 acres 3.06 acres	Ord113576 Ord117453 Ord117338 Ord117792
Finance	2.11 acres	2.11 acres		0	
SED	13.7 acres	12.52 acres		0	
Water	18.89 acres	0			
ROW					

ESD:

There are several ESD properties scheduled to be transferred to DPR in early 1999.

Finance:

Properties under the jurisdiction of Department of Finance are scheduled to be transferred in 1999.

SED:

There are no current plans to transfer properties under the jurisdiction of SED.

Undeveloped ROW:

Opportunities: Street vacation with donation by private owners, Greenstreet with management by DPR or street use permit

C. Puget Creek Natural Area

1. Private Property

The Puget Creek Natural Area is a small greenspace to the south of Puget Park that constitutes the headwaters for Puget Creek and encompasses approximately 64 acres. The goal for this area is to preserve as much of the undeveloped wetland and creek property as possible on either side of 19th Avenue SW, creating as much connectivity as possible. Priority should be given to subdivided parcels along the creek, because they will be easier for the owner to develop.

a. Acquisition

This greenspace was first identified for preservation during the 1989 Open Space Program. Funding came from King County Regional Conservation Futures Bond in 1993 and the total acreage acquired under the 1989 Open Space program was 6.15 acres.

b. Future Priorities

Future priorities are undeveloped properties within the greenbelt that represent prime opportunities for acquisition. The remaining privately owned property present many opportunities for acquisition. See accompanying map for specifics.

c. Potential Opportunities

Potential opportunities are developed properties that represent good possibilities for redevelopment due to rundown buildings or other circumstances and should be considered for acquisition when this occurs. Because of the abundance of undeveloped properties in this natural area, these opportunities are of less importance.

b. Voluntary Conservation

Voluntary Conservation refers to property preservation without acquisition and is an important strategy in this time of decreased funding for preservation. This strategy includes land donations and tax breaks through a King County program called Current Use Taxation. However, because of the small lot sizes and piecemeal ownership patterns, this strategy would not be particularly successful in this area. Because of the lack of funding for acquisition and the abundance of undeveloped property, voluntary preservation should be pursued in this area.

D. Puget Ridge Greenspace

1. Private Property

The Puget Ridge Greenspace is the wooded hillside to the east of Delridge Way running from approximately SW Dakota Street on the north to SW Orchard Street on the south. This hillside serves as a visual backdrop for the Delridge valley so the goals are to preserve as much of the undeveloped steep hillside property as possible, giving priority to preserving the most visually accessible of the undeveloped properties.

a. Acquisition

This greenspace has not been previously unidentified for preservation. No funding has been identified for preservation.

i. Future Priorities

Future priorities are undeveloped properties within the greenspace that represent prime opportunities for acquisition. There are currently many opportunities for acquisition, although development in this area is consuming much of the undeveloped property. Because of the lack of funding, priority should be given to the most visual parts of the greenspace. See accompanying maps for specifics.

ii. Potential Opportunities

Potential opportunities are developed properties that represent good possibilities for redevelopment due to rundown buildings or other circumstances and should be considered for acquisition when this occurs. Because of the abundance of undeveloped properties in this natural area, these opportunities are of less importance.

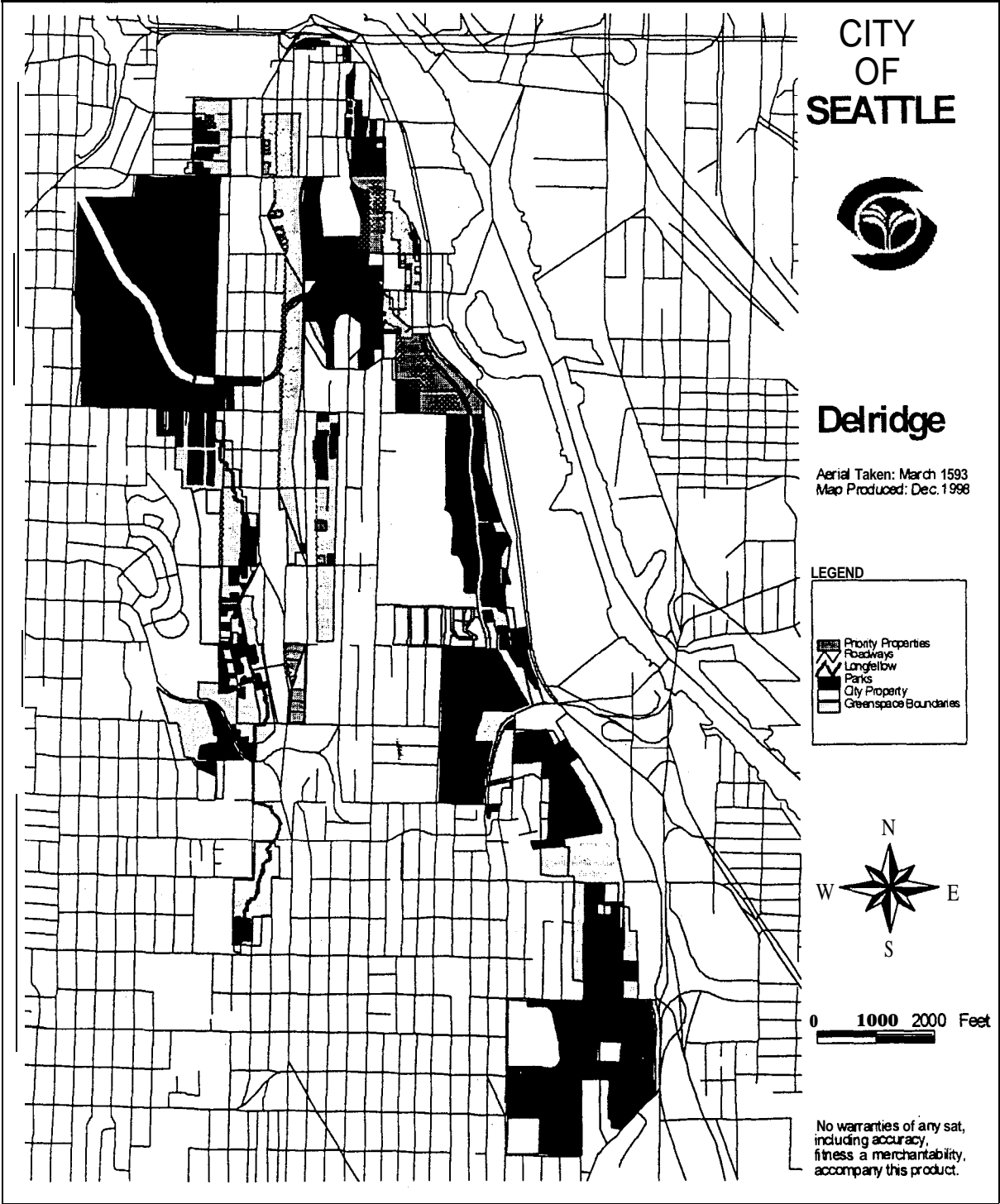
b. Voluntary Conservation

Voluntary Conservation refers to property preservation without acquisition and is an important strategy in this time of decreased funding for preservation. This strategy includes land donations and tax breaks through a King County program called Current Use Taxation. Because of the lack of funding for acquisition and the abundance of undeveloped property, voluntary preservation should be a prime strategy for this area.

III. CONCLUSION

This Delridge Neighborhood Open Space Plan is intended to be used in conjunction with the Delridge Neighborhood Plan to guide open space preservation in this area. Building from earlier plans and programs (especially the 1989 Open Space Program), the Delridge Neighborhood Open Space Plan tries to plot a strategy for future land preservation in the Delridge area.

The Delridge Neighborhood Open Space Plan attempts to delineate areas of environmental importance in the neighborhood, provide information on public property within these areas and provide some prioritization for preservation. The priorities in this plan should be compared with those outlined in the adopted Delridge Neighborhood Plan in order to get a complete picture of the Open Space need in the Delridge Neighborhood.



Addendum to, Delridge Neighborhood Plan