



DELRIDGE TRIANGLE REDESIGN

JULY 2019

ACKNOWLEDGMENTS

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Seattle Department of
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Matching Grant

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OUR SPACE OUR VISION

Delridge Triangle’s Concept Plan

The Concept Design is meant as a first step in providing a vision for the phased development of the Delridge Triangle, not a complete design.

There are many additional steps that will be required and further design refinement to bring the design to implementation but this document serves as a starting point to be built upon.

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PROJECT BACKGROUND



A SITE IN SEARCH OF A PURPOSE; A NEIGHBORHOOD IN SEARCH OF A PARK

The Delridge Triangle is a triangular traffic island located at the junction of Delridge Way SW, SW Barton Street, and 18th Ave SW, where Delridge Way diagonally slices through the street grid. This space, located entirely in the public right of way, serves no essential transportation function, and has become an island of unusually dense, mature pin oaks amidst the growing neighborhood. Unfortunately, the coverage provided by these trees and the landscape design of the site provide a screen for inappropriate behavior and crime, creating a dark and unsafe passageway to a well-utilized metro stop.

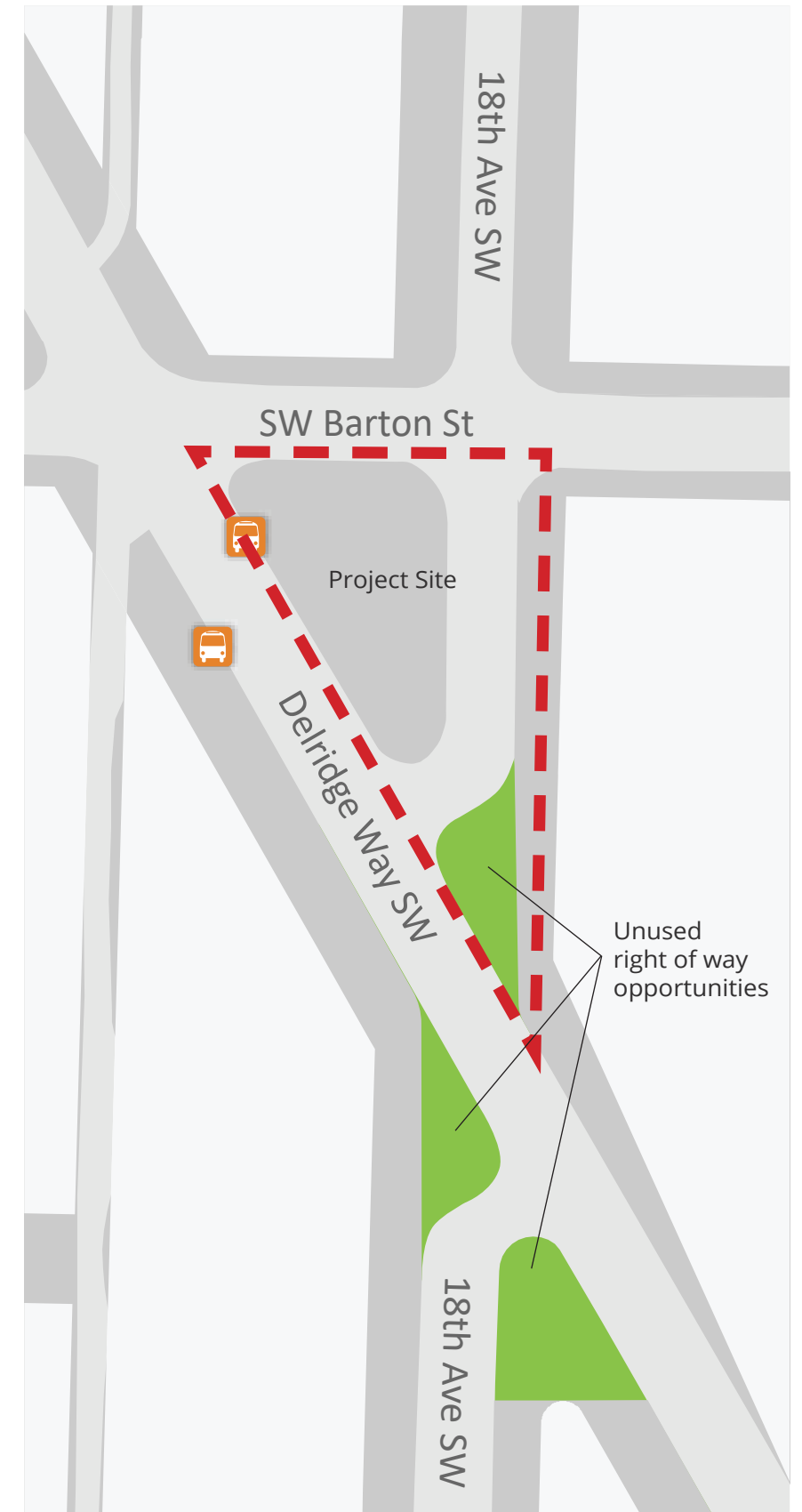
In 2013, community members in the neighborhood around the triangle organized to improve its condition and help the City turn what has become problem area into an amenity. Despite consistent efforts to clean up and activate the space with community events, within a few short weeks the triangle would revert back into place of public avoidance with illegal dumping, drug use and late night prostitution, leading community members to conclude the design of the space was contributing to its problems. These neighbors formed the group Friends of the Delridge Triangle to advocate for the space, work with city departments, and apply for grant funding.

In 2016 Seattle Department of Transportation (SDOT) awarded the group was a \$1k "Find-It-Fix-It" grant for a neighborhood cleanup of the site and to hold a public meeting about its condition. This effort was followed by a 2017 application for SDOT's Your Voice Your Choice program whereby \$90k was received for the replacement of existing pedestrian lighting and a new sidewalk on the northern side of the triangle.

Despite these welcome improvements, the community was disheartened that the funding was used to improve the exterior of the space and not the internal features of the site. They went forward to apply for a Department of Neighborhoods (DON) 'Neighborhood Matching Fund Grant' in 2018 to hire a design team to help demonstrate how this space could be adjusted to better serve the community. This document is the summation of that effort which will be used to move onto design and implementation of both initial activation efforts as well as full site buildout.

In addition to the community-led efforts mentioned above, initiatives from local agencies are spearheading changes to the streetscape along Delridge Way. The community-led planning effort for the Delridge Triangle helps to ensure agency plans for the area mesh with the community's vision.

- In 2013 Seattle Department of Transportation (SDOT) built curb extensions on 18th Ave SW to improve safety and eliminate unnecessary pavement.
- A separate project is underway to create public art for the 18th Ave curb extensions and nearby unused right of way.
- King County Metro is developing plans to transform Route 120 into RapidRide H, with faster, more frequent service. As part of this project SDOT is performing streetscape improvements along Delridge Way and nearby streets, including in areas that will not be served by RapidRide H. Current plans include the addition of a protected bike lane and new bus stop opposite the Delridge Triangle on Delridge Way. See page 20 for more information.



COMMUNITY ANALYSIS

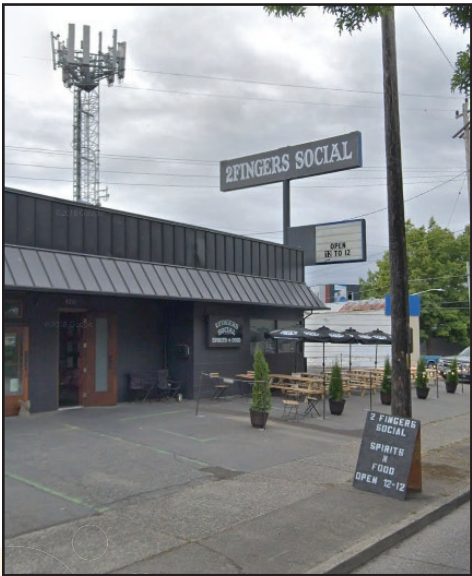
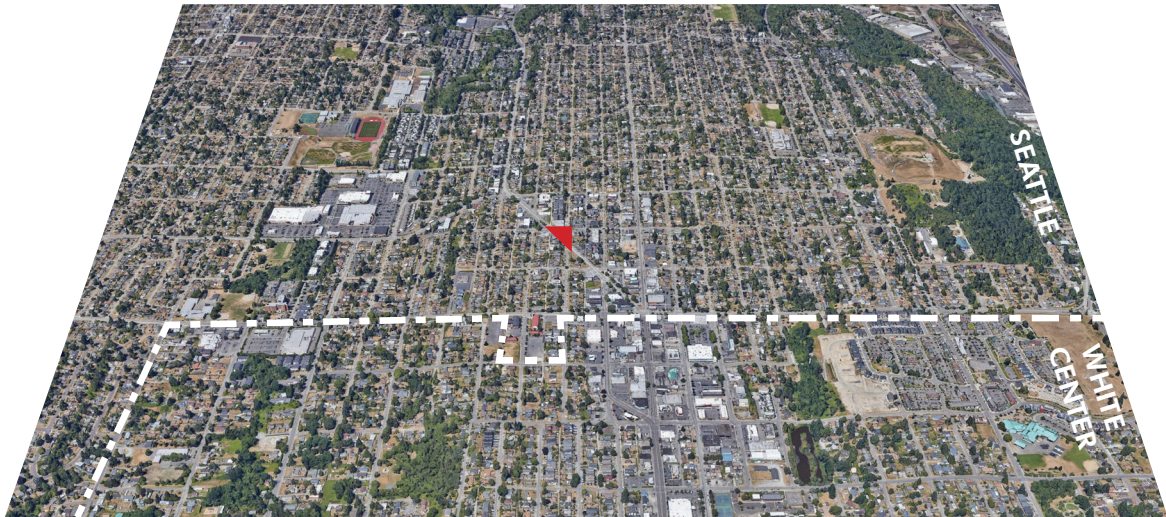
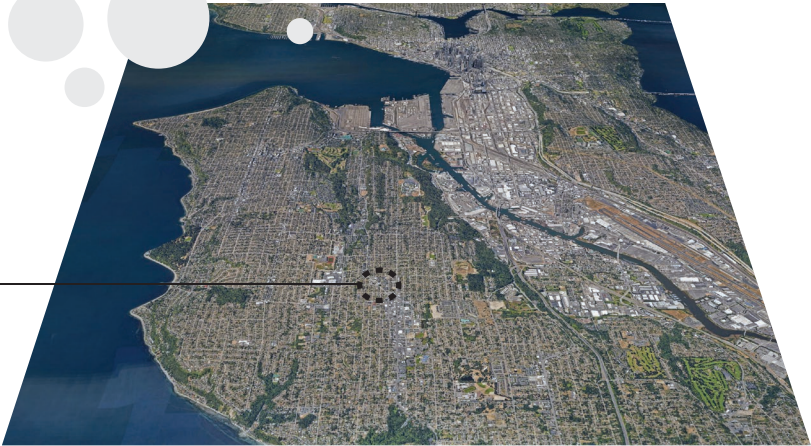
WHERE IS IT?

The Delridge Triangle is located at the junction of two communities: the southern edge of West Seattle known as South Delridge, and White Center, in unincorporated King County. White Center and South Delridge are two of the most diverse communities in greater Seattle; both are steadily growing.

South Delridge contains a mix of retail, light industrial, multi-family and single-family land uses and is part of the Westwood-Highland Park Urban Village, one of 27 urban villages throughout the city. Urban villages are intended to serve as neighborhoods with a mix of homes and businesses that have been targeted to receive a majority of the city's growth. As part of the Housing Affordability and Livability Agenda (HALA) urban villages were upzoned in 2019 to allow more intensive housing development, including the area immediately surrounding the triangle.

Despite recent growth, both neighborhoods have received minimal public investment in local infrastructure. The Westwood-Highland Park Urban Village received zero dollars in Capital Improvement Program (CIP) appropriations between 2005 and 2014,¹ while King County faces increasing financial difficulty providing services for unincorporated urban areas like White Center. Rising crime rates, health disparities and displacement as a result of rising rents affect residents in both of these neighborhoods.

PROJECT
SITE



Recently opened business and new residential construction in South Delridge.

¹ Seattle Sustainable Neighborhoods Project, Steinbruek Urban Strategies. 2015

NEED ASSESSMENT

WHO LIVES THERE?

South Delridge and White Center are complex, diverse neighborhoods that experience serious disparities with surrounding neighborhoods and cities. Both are lower income than Seattle as a whole, have higher population of foreign-born residents and lower levels of proficiency in English than surrounding neighborhoods. The census tract in which the triangle is located received 4.33 out of 5 in King County's equity score, an index that highlights low-income and ethnically diverse areas. A neighboring tract in White Center received 4.67 out of 5 (see map below).

Residents of South Delridge and White Center have lower rates of health insurance coverage, especially foreign-born residents. Both neighborhoods have a higher proportion of renters than Seattle as a whole and a higher proportion of renters who are cost-burdened (paying more than 30% of income in rent), despite relatively low rent rates. In White Center, more than half of renters are cost-burdened. (White Center Community Development Association, 2017, American Community Survey 2013-2017). The overall crime rate in South Delridge is the sixth highest out of 57 neighborhoods in Seattle and rose by 56 percent between 2008 and 2017 (Gene Balk, Seattle Times, 2018).

THE PARKS GAP

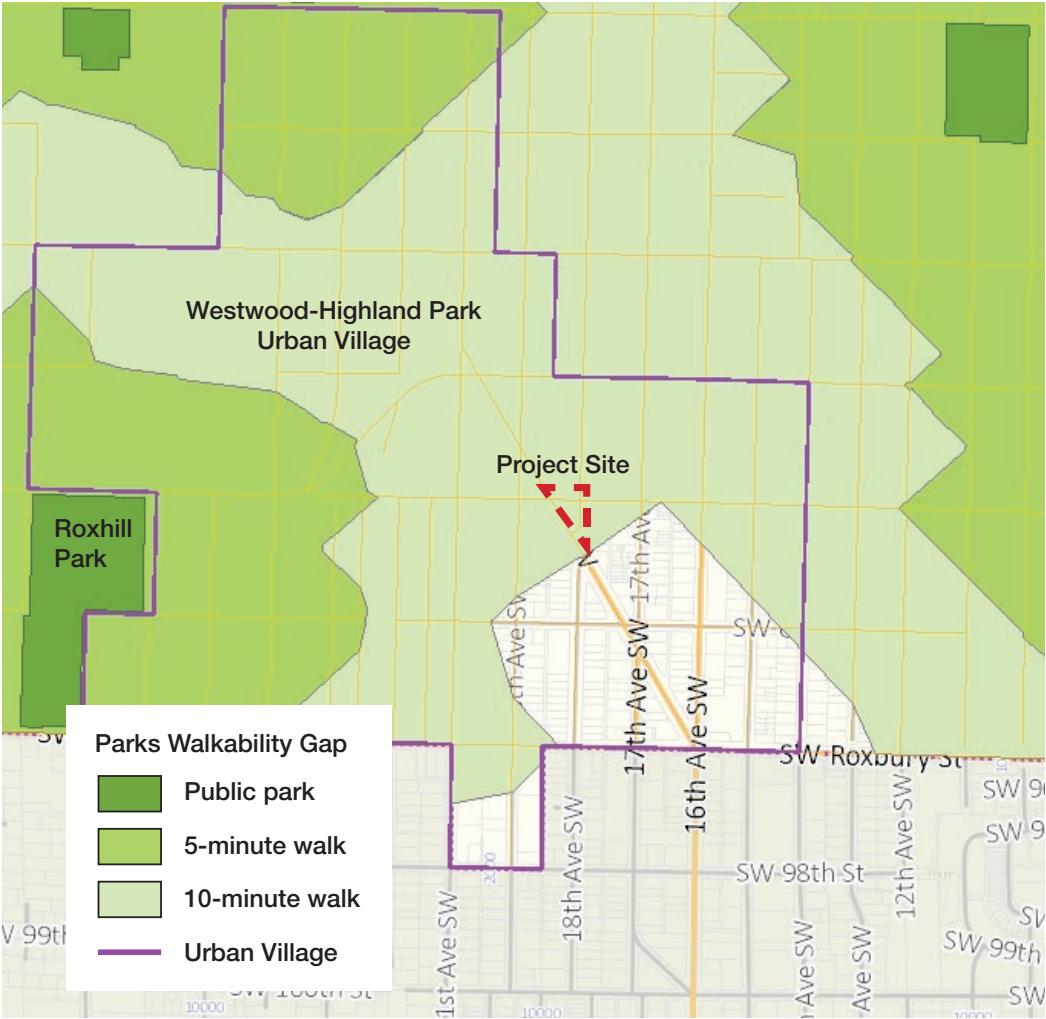
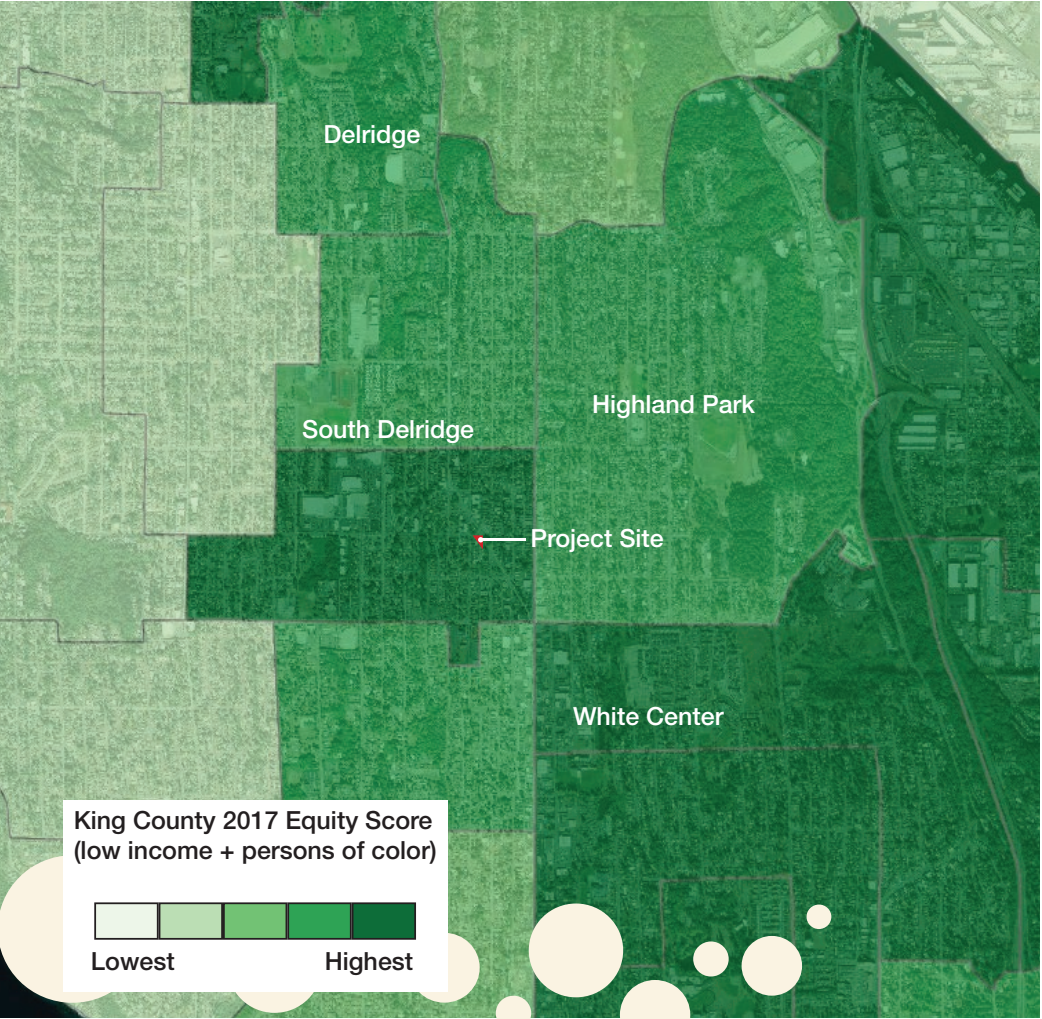
The 2017 Seattle Parks and Open Space Plan established the goal that every Seattle resident would have a park within a 10-minute walk. For residents living in urban villages, the goal is a 5-minute walk. However, much of the area around the Delridge Triangle, located in the Westwood-Highland Park Urban Village, fails to meet both the 5- and 10-minute walk threshold.

The map at left is from the 2017 Parks and Open Space Plan and shows the lack of parks within a 5-minute walk from the project site. Roxhill Park, the nearest public park to the triangle, is a steep half-mile walk from the project site with missing sidewalks and no nearby safe crossing of Delridge Way. There are no public schools or other public facilities with playgrounds located within a half mile of the project site.

Seattle City Council has identified the need to reduce health disparities by ensuring access to open space is provided in low-income and diverse parts of the city. This community is long over-due for increased investment and houses a population that would disproportionately benefit from the increased availability of safe and healthy environments to spend time and recreate in.

LOCAL DEMOGRAPHICS			
	Seattle	South Delridge	White Center
MEDIAN INCOME	\$79,565	\$50,377	\$47,746
POVERTY RATE	13%	18%	19.7%
FOREIGN BORN	18%	29%	31%
PEOPLE OF COLOR	31%	56%	65%

Source: American Community Survey 2013-2017



PROJECT GOALS

- CREATE FAMILY FRIENDLY OPEN SPACE
- BUILD A SENSE OF PLACE
- REUSE EXISTING RIGHT OF WAY TO HOST POSITIVE COMMUNITY INTERACTION AND CELEBRATORY ACTIVITIES
- IMPROVE FUNCTIONALITY OF EXISTING GREENSPACE
- IMPROVE SAFETY OF THE SITE
- UTILIZE SITE FOR EXPRESSION OF NEIGHBORHOOD IDENTITY AND CULTURAL DIVERSITY

PUBLIC OUTREACH

COMMUNICATIONS PLAN

The first effort around the development of this concept design was the creation of a strong community outreach plan in order to assess how the site could best meet community needs. The Friends of Delridge Triangle worked closely with their DON Liaison Minh Chau Le to develop materials regarding the project and solicit feedback through numerous platforms.

In addition to communication materials two public workshops and two online surveys were conducted to elicit direct project feedback.

OUTREACH IMPRESSIONS

The Communications Plan resulted in at least **5,000** impressions. Over **1,000** postcards and flyers in English, Spanish and Vietnamese for were sent out throughout the neighborhood and posted regarding the project and the first public workshop.

Over **500 hand-delivered postcards** with more than 30 posters were shared for Workshop 2. The email list exclusively for the Delridge Triangle contains 150 addresses for people that actively opted-in for invites and updates. Contacts lists for the Westwood Roxhill Arbor Heights Community Coalition (WWRHAH) the South Delridge Community Group (SDCG) were used as well to directly reach out to more than 300 residents.

Workshop #1 and #2 attendance was nearly identical. There is qualitative evidence that there is awareness, enthusiasm and in principle support of the Project is very high with the highest enthusiasm being around providing additional recreational space for young families and nearby preschool facilities.



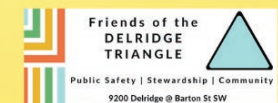
Delridge Triangle Community Design Meeting:
Saturday, March 23, 10am - 12pm
~ Meeting is Open to Everyone ~

Highland Park Improvement Club, 1116 SW Holden St - 98106
Snacks and professional childcare & activities will be provided.

Tell Us What You Want For This Space!
Go to: tinyurl.com/FDT319

**Read About The Project
& Take Our Survey:**

DelridgeTriangle.org



Quý vị là những người bạn của Delridge Triangle - một nhóm hàng xóm cơ sở, tình nguyện - đang lãnh đạo một hội thảo thiết kế cộng đồng cho Tam giác Delridge tại 9200 Delridge Way.

Bạn được mời tham dự một cuộc họp thiết kế cộng đồng, Thứ Bảy, ngày 23 tháng 3, từ 10 giờ sáng đến 12 giờ trưa tại Highland Park Improvement Club, 1116 SW Holden St, Seattle, WA 98106. Cửa sẽ mở vào lúc 9:45 sáng Đồ ăn vặt, chăm sóc trẻ chuyên nghiệp với các hoạt động và phiên dịch sẽ được cung cấp. Tất cả đều được chào đón.



Los Amigos del Triángulo de Delridge, una alianza de vecinos voluntarios, están liderando un taller de diseño comunitario por el Triángulo de Delridge ubicado en 9200 Delridge Way.

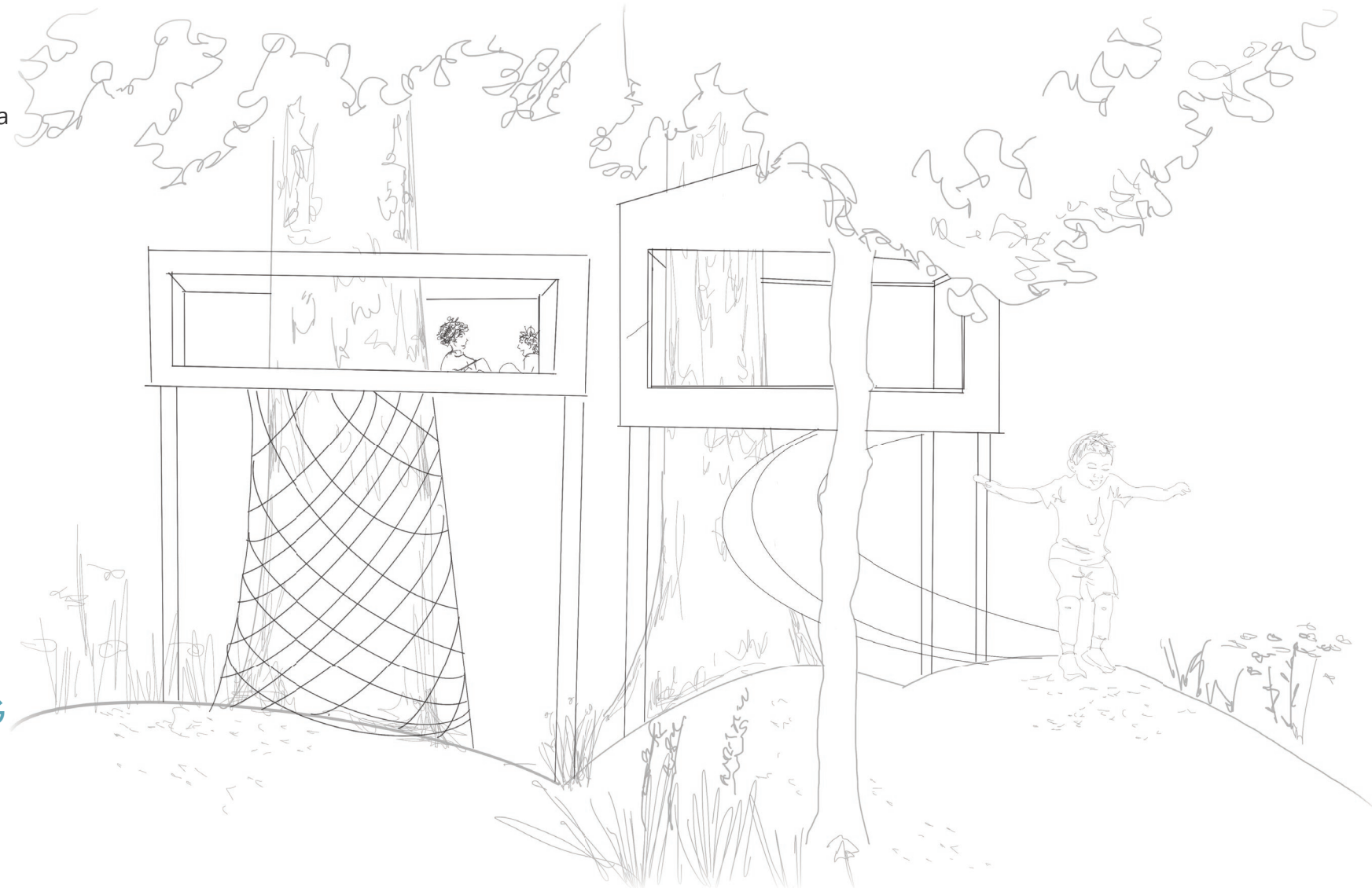
Está invitado usted a una junta comunitaria de diseño, el sábado 23 de marzo, de 10 a.m. a 12 m. en el Highland Park Improvement Club ubicado en 1116 SW Holden St, Seattle, WA 98106. Las puertas se abrirán a las 9:45 am. Habrá bocadillos, intérpretes, y cuidado de niños profesional en sitio con actividades. Todos están bienvenidos.

¡Participe en nuestra encuesta! para ayudarnos a conocer sus deseos por el Triángulo. Le tomará solo dos minutos para responder a la encuesta aquí: tinyurl.com/FDT319ES

DELRIDGE TRIANGLE DESIGN PRINCIPLES

The following principles guided development of the final design. They were arrived at through a process of engagement with community members and analysis of the site.

- DESIGN SHOULD RETAIN A DEGREE OF HARD SURFACE TO ALLOW FOR A VARIETY OF FUNCTIONS AND USER GROUPS
- DESIGN SHOULD MEET THE NEEDS OF ALL USERS
- TREES ARE UNIQUE TO THIS SPACE AND SHOULD BE INTEGRATED INTO THE DESIGN
- PEDESTRIAN SCALE LIGHTING SHOULD BE A CRITICAL COMPONENT OF THE DESIGN TO CREATE A SAFE AND INVITING SPACE THROUGHOUT THE ENTIRE YEAR
- SITE SHOULD RESPOND TO AND INTEGRATE SURROUNDING CONTEXT AND COMMUNITY SPIRIT



PROJECT SCHEDULE

PROJECT KICKOFF FEBRUARY 2019

- Site visit and initial site assessment
- Existing problems and opportunities

LAYING THE GROUNDWORK 2016-2019

- Formation of Friends of the Delridge Triangle
- Your Voice Your Choice sidewalk improvements
- Neighborhood Matching Fund grant

COMMUNITY ACTIVATION 2013-2015

- Regular clean ups of trash, drugs
- Community gatherings to positively activate the space

COMMUNITY VISIONING MARCH 2019

- First public workshop
- Online survey
- Confirm goals and desires for a new park

CONCEPT DESIGN APRIL-JUNE 2019

- Second public workshop
- Confirmation of design goals
- Overall site features and theme

DESIGN DEVELOPMENT JUNE-JULY 2019

- Arrangement of site features
- Concept renderings and drawings
- Second online survey

FINAL DESIGN JULY 2019

- Final design plan and renderings
- Iterative process for phased project completion
- Final report

NEXT STEPS 2020-2026

- Parks six-year spending plan outreach early 2020
- Transfer of surface rights from SDOT to Parks
- Continued community involvement

SITE ANALYSIS

THE SITE

The Delridge Triangle site is located in the right of way where Delridge Way SW, SW Barton St and 18th Ave SW intersect. The triangle occupies about one half acre and is controlled by the Seattle Department of Transportation (SDOT). It does not serve an essential transportation function.

Over the years mature oak trees have grown up on the small landscaped island created by the three intersecting streets. A bus stop for route 60 is located alongside Delridge Way. There are several pedestrian scaled lights and a small stone memorial to veterans on the triangle.

In 2014 SDOT built curb extensions on 18th Ave SW and several other streets that intersect with the diagonal portion of Delridge way to reduce the number of dangerous oblique intersections. These grassy areas extend into the right of way, shortening crossing distances for pedestrians, reducing uncertainty for drivers, and reducing the area of unnecessary impervious surfaces. Public art commemorating the working class history of the neighborhood is planned for the curb extensions as part of a separate project.

New sidewalks and curb ramps were constructed in early 2019 on the north side of the triangle with funding from the Your Voice Your Choice participatory budgeting program.

PROBLEMATIC ELEMENTS

This site has a number of problematic elements:

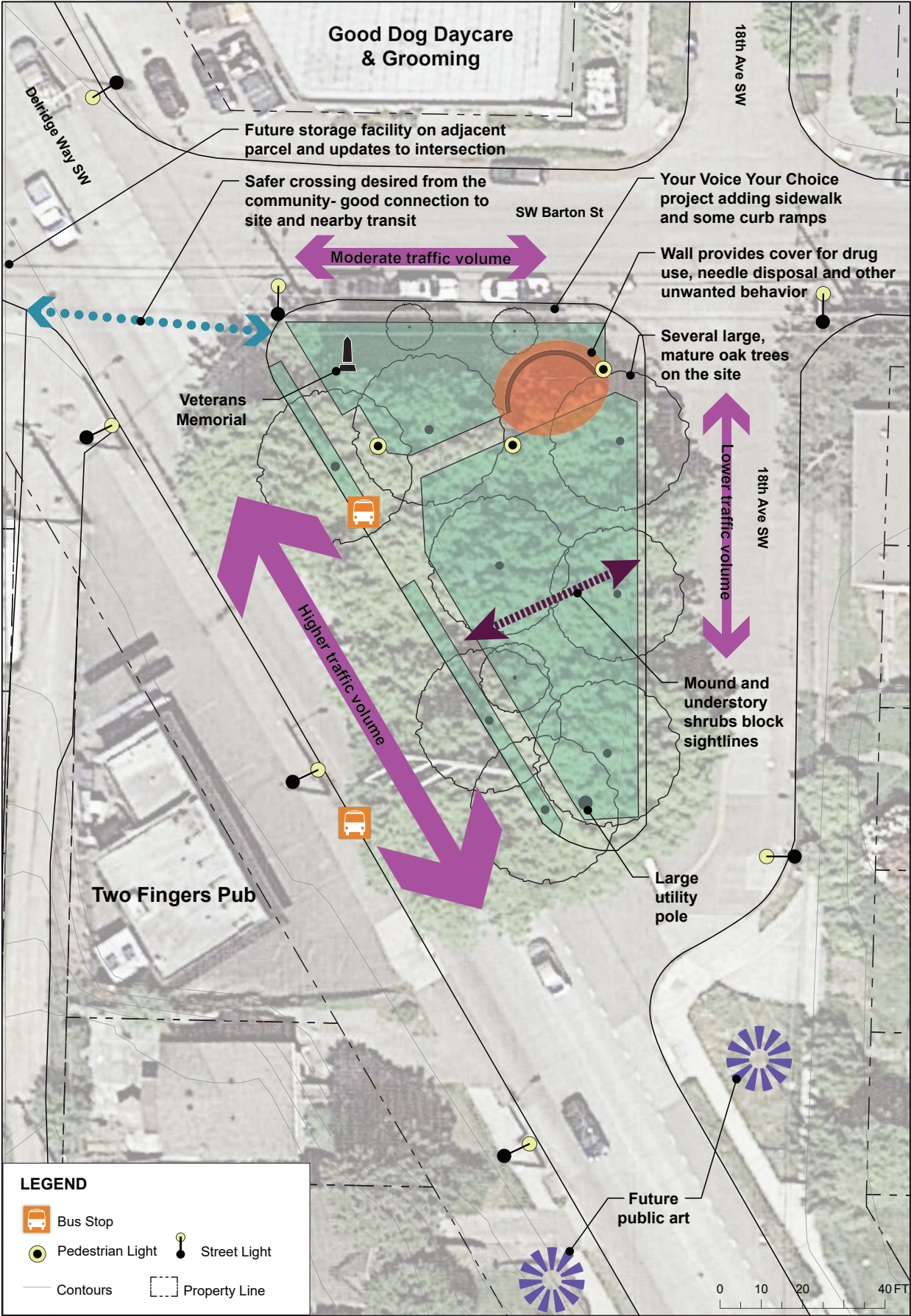
- Relatively heavy traffic and a lack of crosswalks make it difficult for neighbors to cross Delridge Way. The area's diagonal intersections exacerbate this problem.
- The triangle and adjacent streets are poorly defined spaces – they lack an identity or clear ownership. Open, blank spaces in the 18th Ave SW right of way contribute to this problem.
- Low visibility, low activation, and a lack of sense of ownership make the island attractive for those seeking to use drugs and alcohol, illegal dumping, and late-night prostitution.
- Illegal vehicular camping along 18th Ave SW

As a result of these issues local residents have expressed that the area is uninviting and feels unsafe. While it performs no transportation function, the site also performs very poorly as public open space.

OPPORTUNITIES

Despite these issues, several factors give the site excellent potential as a small community park:

- As part of the right of way, both the triangle and 18th Ave are on publicly owned land.
- 18th Ave SW carries low traffic volumes compared to Delridge Way and Barton St and is a good candidate to be closed to traffic.
- Delridge Way is an important street for the neighborhood, creating the potential location for a true community gathering place.
- At just under half an acre, the site is a good size for an urban park. Small size reduces maintenance costs and increases visibility.
- An improved park design could leverage better use mature oak trees to provide access to nature in an urban neighborhood with limited tree canopy.



EXISTING CONDITIONS



Lack of seating



Poor maintenance



Foliage and topography limit visibility



Drug use



Lack of planning direction



Poorly sited memorial



Mature pin oaks

PUBLIC MEETING #1

Community members came together for two community workshops to share ideas and work towards an exciting shared vision for the Delridge Triangle. The first workshop was an opportunity for neighbors to brainstorm the kinds of activities and design elements they want to see at the triangle.

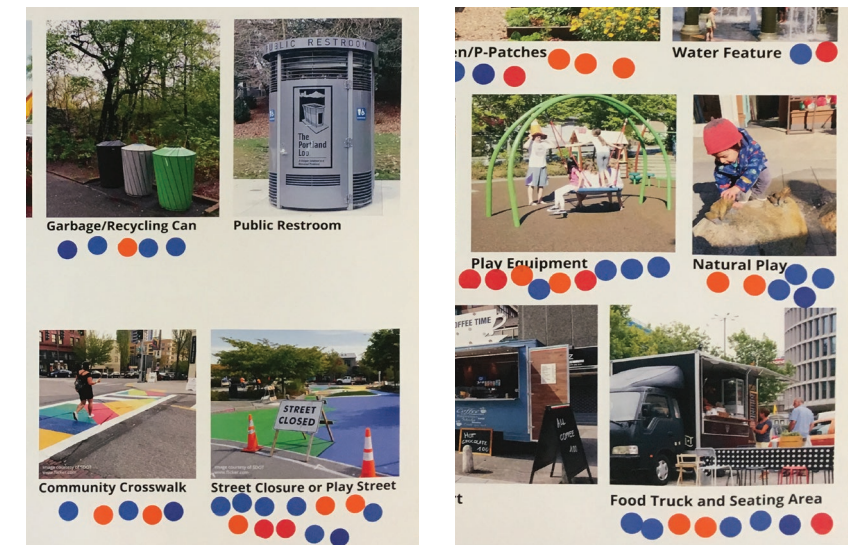
Feedback during this meeting was centered on site components and bigger picture of who site should serve and how. The community wants a space that can be enjoyed by all people throughout the day and year. They also want a space that can be used for celebrations and to celebrate the variety of cultures found within the community.

Workshop participants voted for play equipment, food trucks and seating as well as a community garden as important elements of the new design. They also expressed a desire for recreational features that could be enjoyed by teens and young adults like a basketball court.

Participants also called for the re-use of the existing right of way for gathering space as well as space for outdoor fitness activities and on-street parking to assist with slowing down adjacent traffic.

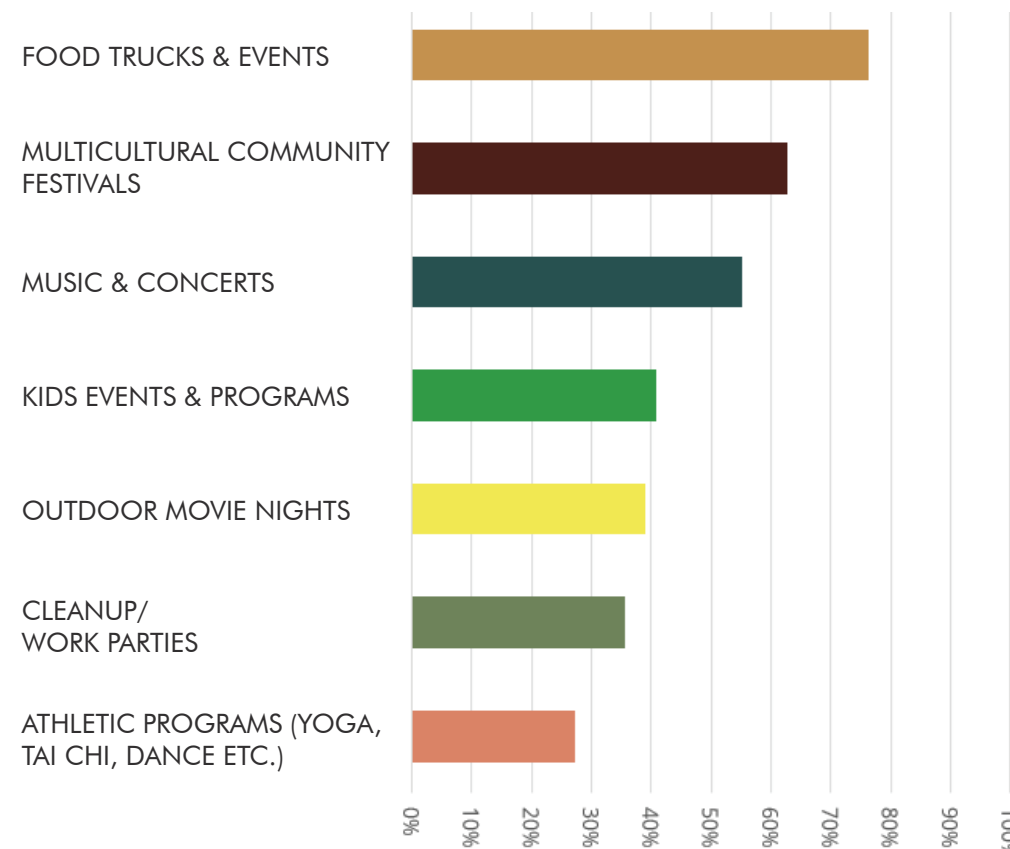
COMMUNITY FEEDBACK:

- OPEN UP THE PLANTED AREA FOR BETTER LIGHT AND VISIBILITY; PRESERVE TREES AS MUCH AS POSSIBLE
- PROTECT PARK USERS FROM HEAVY TRAFFIC ON DELRIDGE WAY
- CLOSE 18TH AVE SW TO CARS
- PRIORITIZE PLAY FEATURES FOR KIDS AND ACTIVE RECREATION FOR ADULTS
- KEEP SPACE CLEANER AND BETTER MAINTAINED



FIRST SURVEY RESULTS

DESIRED PROGRAMS, EVENTS & COMMUNITY ACTIVITIES



The first online survey was advertised in local news and social media websites; these sources produced at least 5,000 impressions. Nearly 150 people completed the survey in English and 1 person in Spanish.

Only about a third of survey respondents use the triangle today. For those that do, most simply pass through on their way somewhere else, or wait there for the bus. Respondents indicated that the site lacks anything to draw them in and that it feels unsafe and poorly maintained. When asked about the types of events they would like to see at the triangle, nearly 80% of survey participants said they'd like to see food trucks or food-related events. Next most popular were multicultural community festivals, concerts, and programs for kids.

The second electronic survey will be published for two weeks in July and expects a similar level of response which would reinforce public support of the key ideas both in this report and in the Conceptual Design that will be attached in the Addendum.

"IT NEEDS TO BE BEAUTIFIED FOR SURE BUT THERE IS A LOT OF POTENTIAL."

"CLEAN IT UP. LAST TIME I WENT THERE WERE NEEDLES EVERYWHERE. I HAVE SMALL KIDDOS, NOT A HAPPY MOMMA FOR THAT REASON."

"IF IT'S NOT WOVEN INTO THE SURROUNDING COMMUNITY AS EVERYONE'S RESPONSIBILITY, THEN IT'LL GET TRASHED OR MISUSED (ESPECIALLY AT NIGHT) AND RESPONSIBILITY FOR IT WILL FALL ON A HANDFUL OF DEDICATED VOLUNTEERS."

"PRIDE IN WHITE CENTER AND DELRIDGE. MOST PEOPLE DON'T KNOW WHERE THESE PLACES ARE; OR ALREADY HAVE PRECONCEIVED ASSUMPTIONS ABOUT THIS PART OF SEATTLE. I WANT TO REALLY SHOW WHAT WE ARE WITH THIS SPACE."



"IMPROVE LANDSCAPING TO ALLOW BETTER VISIBILITY. I'D HATE TO SEE THE BEAUTIFUL TREES GO BUT IT FEELS SKETCHY. FIND A BALANCE AND TIDY THE LANDSCAPING UP."

"IF YOU'RE GOING TO ACTIVATE THE TRIANGLE, MAKE SURE THAT THERE ARE VERY SAFE CROSSINGS TO ACCESS IT."

The word cloud above represents survey responses to the question “what do you think the most important improvement we need to make to the Delridge Triangle to support our community?”

PRECEDENTS

WHAT WORKS

Of course, the Delridge Triangle is a unique site with unique context. However, examples of designs that work well elsewhere demonstrate the breadth of possibility and inspire new ideas.

For inspiration the project team looked for designs that:

- BRING PEOPLE TOGETHER
- INCORPORATE PLAY AND ACTIVITY
- INCORPORATE TREES
- ACCOMMODATE A VARIETY OF USES AND USERS ON A COMPACT SITE



PUBLIC MEETING #2

Workshop #2 was an opportunity for MAKERS and the Friends of Delridge Triangle Steering Committee to come back to the community with some initial sketches of how their indicated preferences could be accommodated on site. Four configurations were presented as well as an interim strategy for how the site might be activated in the short term before full re-development was able to break ground.

Feedback included interest in the site allowing for a variety of seating types and configurations specifically picnic tables under tree canopies in addition to benches near play structures.

The community favored designs that integrated the existing Pin Oaks on site, but removing one tree to create a larger central gathering space for a play area. There was concern about recreational spaces not over lapping so that there weren't conflicting activities on site. Community members were also supportive of temporary activation measures and liked the idea of including stormwater infrastructure where the ability resented itself.

Instead of including a space within the park designed for food trucks there was support for dedicating a space adjacent to the site for this purpose so that access wasn't an issue and that space could be utilized for other fixtures within the park itself.

Community members were in full support of a formalized play area – particularly one that interlaced with trees as a unique design feature.

There was an additional request to call out increased pedestrian lighting as well as the relocation of an existing memorial on site that is currently obscured and unevenly situation. The request was not to remove the memorial but to find a more appropriate placement preferably horizontally.



FINAL CONCEPT DESIGN

After the second community workshop the design team pulled together the key take a ways from what was seen as most beneficial components from each initial concept and developed the final plan which you see on this page.

The community wanted there to be a highly open activated space for both young children, teens, and adults that embraced the mature canopy on site. In response the plan calls for a central children’s playspace positioned in the most protected and visible portion of the site integrated with the trees as well as a half basket all court and garden area. The community also was very drawn to the idea of a performance space so the basketball court was positioned in a way that it could be utilized for gathering.

The community also wanted a lot of seating in numerous configurations that both served parents coming to the site with their children as well as passive users of the site and those who wanted to watch basketball games. Seating was therefore situated in a variety of ways, around the children’s play area which also acts as a safety perimeter, across from the basketball hoops and within the Pin Oaks for picnics.

Lastly users wanted the space to feel lush yet multi - functional, so the south end of the site was further developed into a garden space with the center area retaining its hardscape for a variety of play and versatility. To this end there are also two dedicated pull out spaces defined in the plan that could be reserved for food trucks or for load in and out space for activations. Both spaces could remain in SDOT prevue or, be included in the park site if The Parks Department has a management agreement for the site in the future.

NEW CROSSWALKS

MULTI-USE PAVED AREA

PLAY AREA

SPECIALLY INTEGRATED TREES, LANDSCAPE AND PLAY AREA

SPACE FOR BALL COURTS

PICNIC AREA

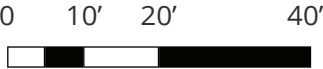
EXISTING TREES CAREFULLY MAINTAINED (LIGHTING NOT SHOWN)

PEDESTRIAN LIGHTING INTEGRATED THROUGHOUT

LOCATE PARK HOURS AND RULES SIGNAGE AT ENTRANCES

ART AT ENTRY

COMMUNITY GARDEN



FINAL CONCEPT DESIGN



NEXT STEPS & SHORT TERM WINS



MOVING FORWARD: COORDINATION WITH THE CITY

Achieving the community's goal for a multifunctional neighborhood park will require a collaborative effort involving Seattle Department of Transportation (SDOT), Seattle Parks and Recreation (Parks), Seattle Department of Neighborhoods (DON), and community members. As indicated on the following page the basic steps for the community to pursue are:

1. Apply for funding and construct sort term improvements to close and paint the street and clean up low vegetation in the triangle. (2019)
2. Add play equipment into the park and the closed street (2020).
3. FDT to apply for DON funding to move Conceptual Design to "shovel ready" build out plan with Seattle Parks staff as part of process. Concept Plan to assist the transfer of the triangle and adjacent portion of 18th Ave SW from SDOT to Parks. (2020-2021)
4. Lobby for and secure substantial funding (\$700k-1M) as part of the 2026 Parks District funding package for the full set of park elements in this concept plan.
5. Assist with the design and consolidation of park improvements (2026+)

As this project involves several City departments and the potential transfer assets between them, coordination with staff has been and will continue to be essential. The project team worked to identify concerns, interests and priorities of all parties involved and make sure future roles were clearly communicated.

With the challenges and time required to facilitate a full development of the site the project team strongly suggests a phased approach to developing this site so that the community can use and benefit from the space in the immediate future.

Necessary steps and funding strategy for an immediately implementable solution are described in the chart on the next page.

SEATTLE DEPARTMENT OF TRANSPORTATION (SDOT)

- Current owner of the triangle and surrounding streets; responsible for site maintenance.
- Installed curb extensions on Delridge Way SW at 18th Ave SW in 2014 to improve safety of intersections.
- Not opposed to closing 18th Ave alongside the triangle.
- Pavement-to-Parks program funding cut in 2018.
- Currently considering a crosswalk at Delridge Way and Barton St through the Neighborhood Street Fund participatory budgeting program.
- Currently planning streetscape improvements in conjunction with Metro's H-Line RapidRide upgrade of route 120, including a south-bound protected bike lane and a new bus stop on Delridge Way opposite the project site. (See page 20)

SEATTLE PARKS & RECREATION (PARKS)

- Interested in assuming management of the triangle and 18th Ave street right-of-way.
- Recognizes parks gap in the Delridge neighborhood.
- Available funds to buy property for parks from the private market are limited.

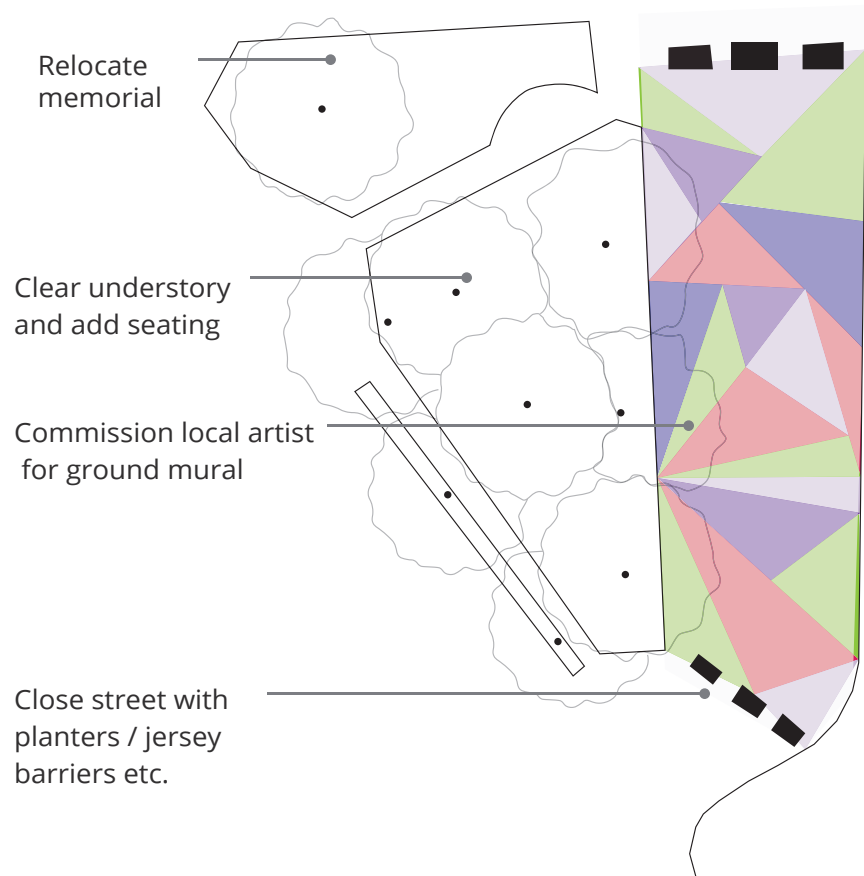
SEATTLE DEPARTMENT OF NEIGHBORHOODS (DON)

- Manages Your Voice Your Choice participatory budgeting program; funded new sidewalks on the triangle in early 2019.
- Specializes in outreach and coordination with community groups.

COORDINATION OUTCOMES

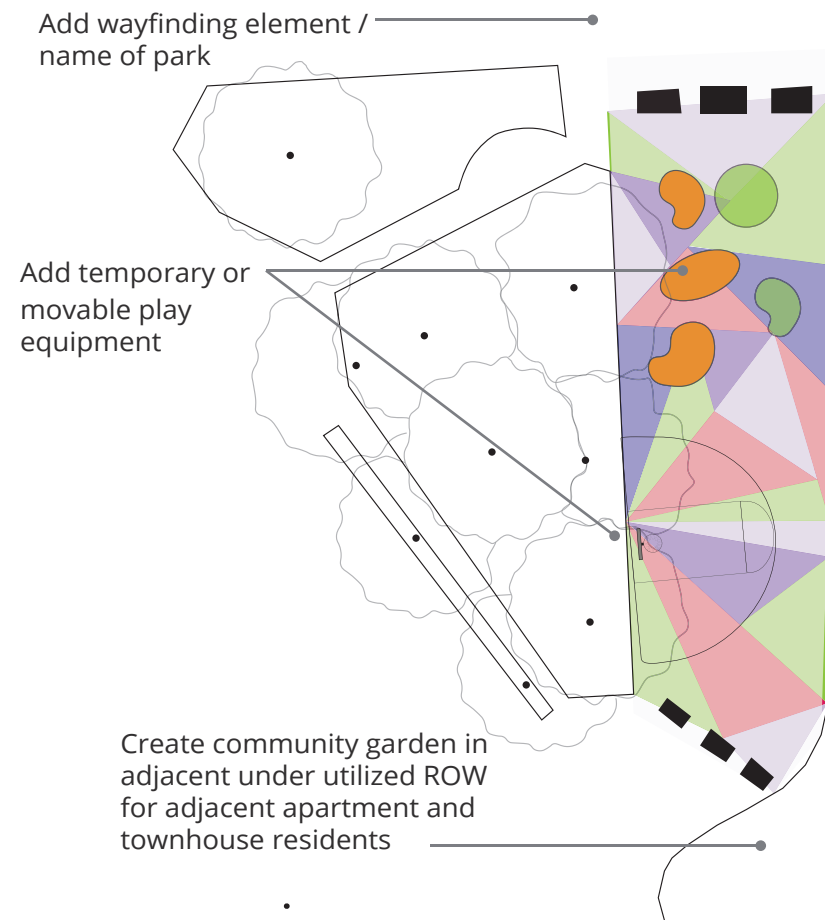
- SDOT IS SUPPORTIVE OF TRANSFERRING THE TRIANGLE TO PARKS AND CLOSING 18H AVE SW.
- THE DEPARTMENT OF NEIGHBORHOODS WILL CONTINUE TO WORK WITH FRIENDS OF THE DELRIDGE TRIANGLE TO SECURE FUNDING FOR CLOSURE OF 18TH AVE SW AND FIRST STEP DESIGN MOVES.
- SDOT AND PARKS STAFF WILL COORDINATE TO TRANSFER FOR SURFACE RIGHTS FROM SDOT TO PARKS AND INVESTIGATE ANY ADDITIONAL STEPS REQUIRED FOR CLOSURE OF 18TH AVE SW.
- FRIENDS OF DELRIDGE AND OTHER LOCAL RESIDENTS SHOULD CONTINUE TO DEMONSTRATE SUPPORT FOR THE PROJECT AT PUBLIC MEETINGS TO CITY COUNCIL.

PHASING - PROOF OF CONCEPT



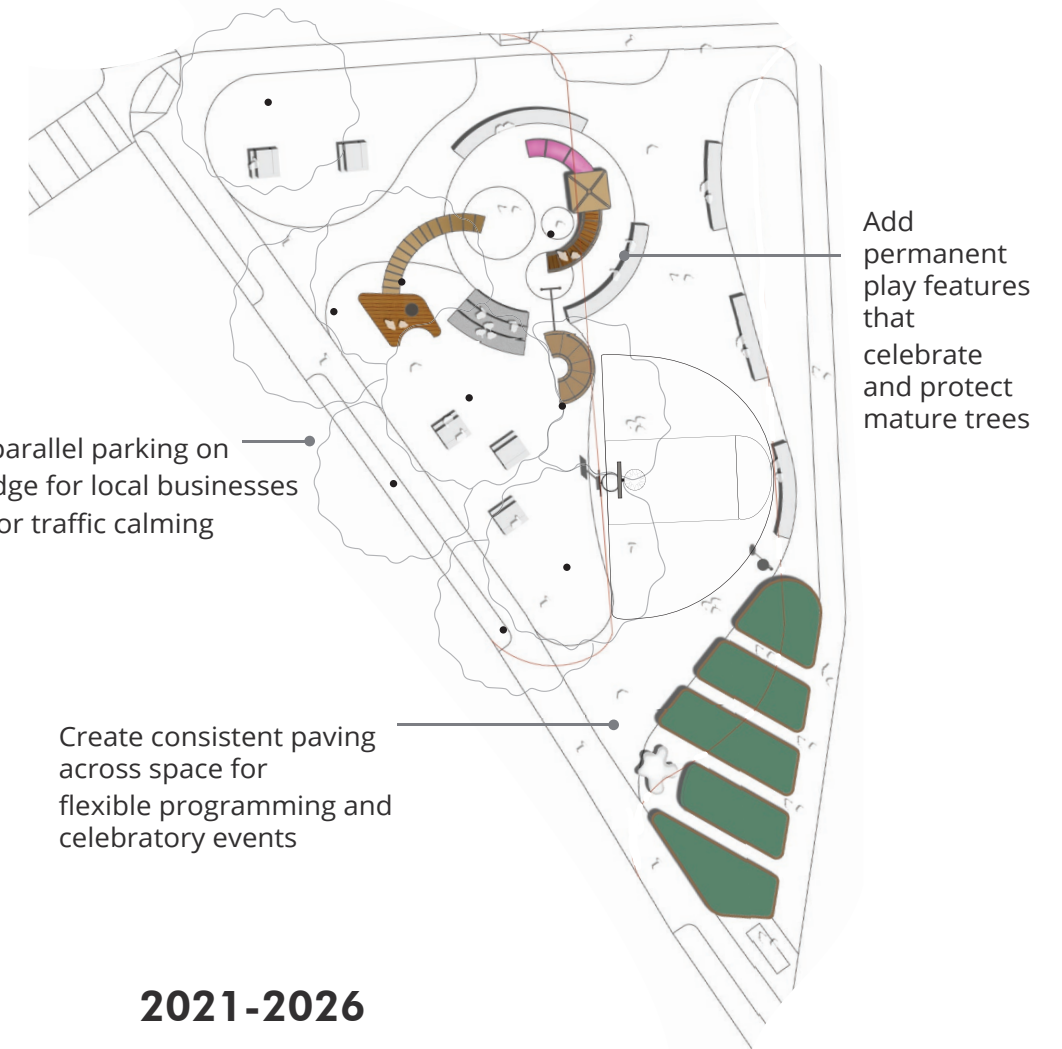
FALL OF 2019

- BUILD COMMUNITY EXCITEMENT
- APPLY FOR FUNDS FOR SHORT-TERM PLACEMAKING
- WORK WITH BUSINESSES AND NEIGHBORS FOR DONATIONS AND ASSISTANCE WITH MAINTENANCE
- APPLY FOR NO-COST PUBLIC SPACE MANAGEMENT PERMIT TO CLOSE OFF TRAFFIC
- ENGAGE WITH PARKS DISTRICT SPENDING PLAN PRIORITIZATION PROCESS (WINTER 2019-SPRING 2020)



2020-2021

- TRANSFER SITE JURISDICTION FROM SDOT TO PARKS
- APPLY FOR FUNDS FOR INSTALLATION OF PLAY MOUNDS AND PERMANENT SEATING
- BUILD RELATIONSHIPS WITH FOOD TRUCK OPERATORS FOR PRESENCE AT TRIANGLE
- MAY NEED DON FUNDING TO MOVE CONCEPTUAL DESIGN TO "SHOVEL READY" BUILD OUT PLANN WITH SEATTLE PARKS PRIOR TO CONSTRUCTION FUNDING



2021-2026

- SECURE FUNDING FOR CONSTRUCTION
- DEVELOP CONCEPT DOCUMENTS
- COMPLETE IMPROVEMENTS

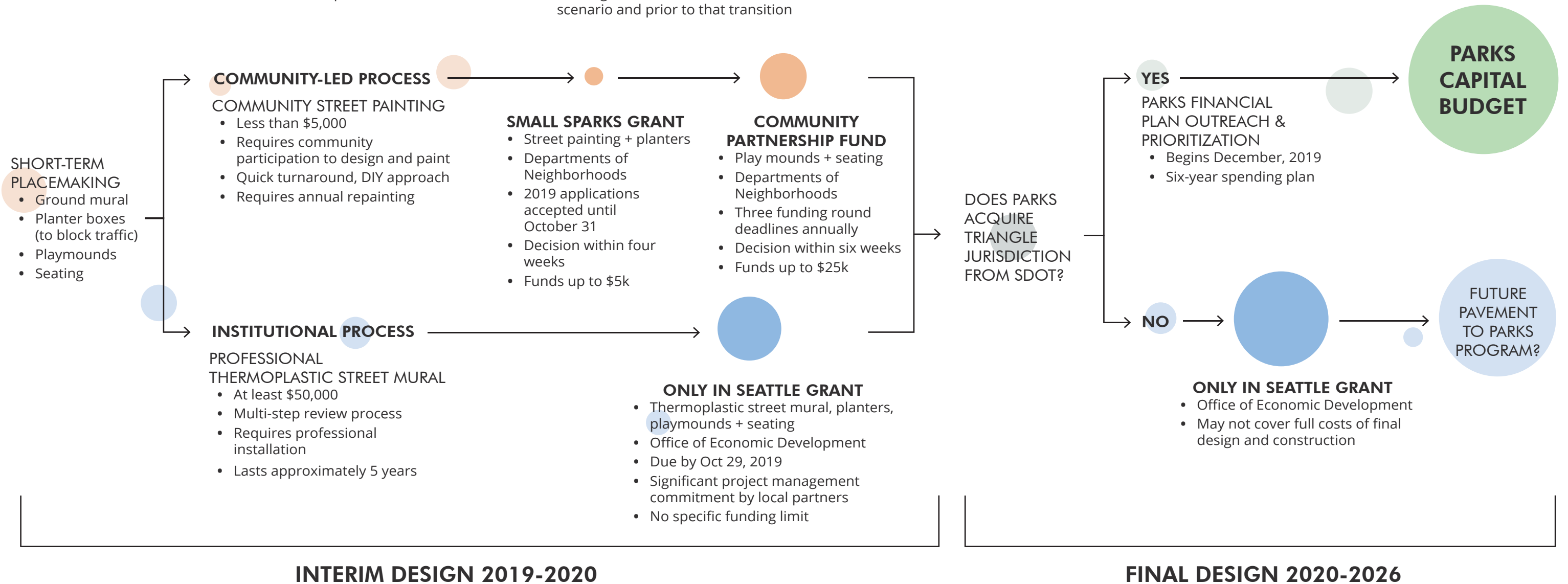
MOVING FORWARD: SCENARIOS

A STRATEGY FOR IMPLEMENTING TWO DIFFERENT DEPARTMENT OWNERSHIPS

- Currently in SDOT ownership if site remains in their jurisdiction activation will vary than if it moves to Parks Department
- Advantages of parks & recreation management include more consistent maintenance and full site development

- The process for changing management structure will take some time and activation of the space can move forward in the interim
- Parks Department management is preferable by all parties however funding for activation of the site is outlined below under either scenario and prior to that transition

- Diagram below indicates funding sources with options for the timed design phase depending on departmental ownership



MOVING FORWARD: COST ASSUMPTIONS

COST ESTIMATES

ESTIMATED INTERIM DESIGN STRATEGY

Play mounds: \$8,0000

Planters: \$2,400

Community street painting: \$2,000-5,000 (annual until fully implemented)

OR

Thermoplastic street mural: \$50,000-100,000

Total phase 1 Interim Solution = \$12,400-15,400 or \$60,400-110,400

FOR FULL PARK DESIGN

Based on the cost of the recent High Point/Walt Hundley Play Area project, the SF cost of a new play area is roughly \$210/SF CCA + 5% = \$220.5/SF

Based on estimates we've received for pickleball courts recently, a new asphalt tennis court would likely run about \$50,000 CCA + 5% = \$52,500

For pathways, a good starting place would probably be \$8/SF CCA for concrete or \$5/SF for asphalt + 5% = \$11.2/ SF foot

I'd add at least 5% for each year past 2019 and then 62% for tax, design, some contingency and project administration and review.

- The play area: 1600 sf X \$220.5 = \$352,800
- The paved pathways: 4000 sf X \$11.2 = \$44,800
- Half basketball court: 850 sf = \$25,000
- Total = \$422,600 + 62% (\$262,012) = \$684,612

Full Park Build out = \$700,000-1,000,000

RESOURCES

FUNDING

Neighborhood Matching Fund | Department of Neighborhoods

- Small Sparks Grant
- Community Partnership Fund Grant

<https://www.seattle.gov/neighborhoods/programs-and-services/neighborhood-matching-fund>

Only in Seattle Initiative | Office of Economic Development

<https://www.seattle.gov/economicdevelopment/business-districts/only-in-seattle-grants>

Seattle Parks Financial Planning | Parks and Recreation

- Strategic Plan Preparation: July 2018 - Summer 2019
- Project prioritization: December 2019 - Spring 2020
- Plan review and passage: Fall 2020

<https://www.seattle.gov/parks/about-us/policies-and-plans/seattle-parks-and-recreation-strategic-plan>

http://www.seattle.gov/Documents/Departments/ParkDistrict/Seattle-Park-District-Presentation_06_24_19_toCouncil.pdf

TACTICAL URBANISM

The Tactical Urbanist's Guide to Materials and Design – The Street Plans Collective

<http://tacticalurbanismguide.com/>

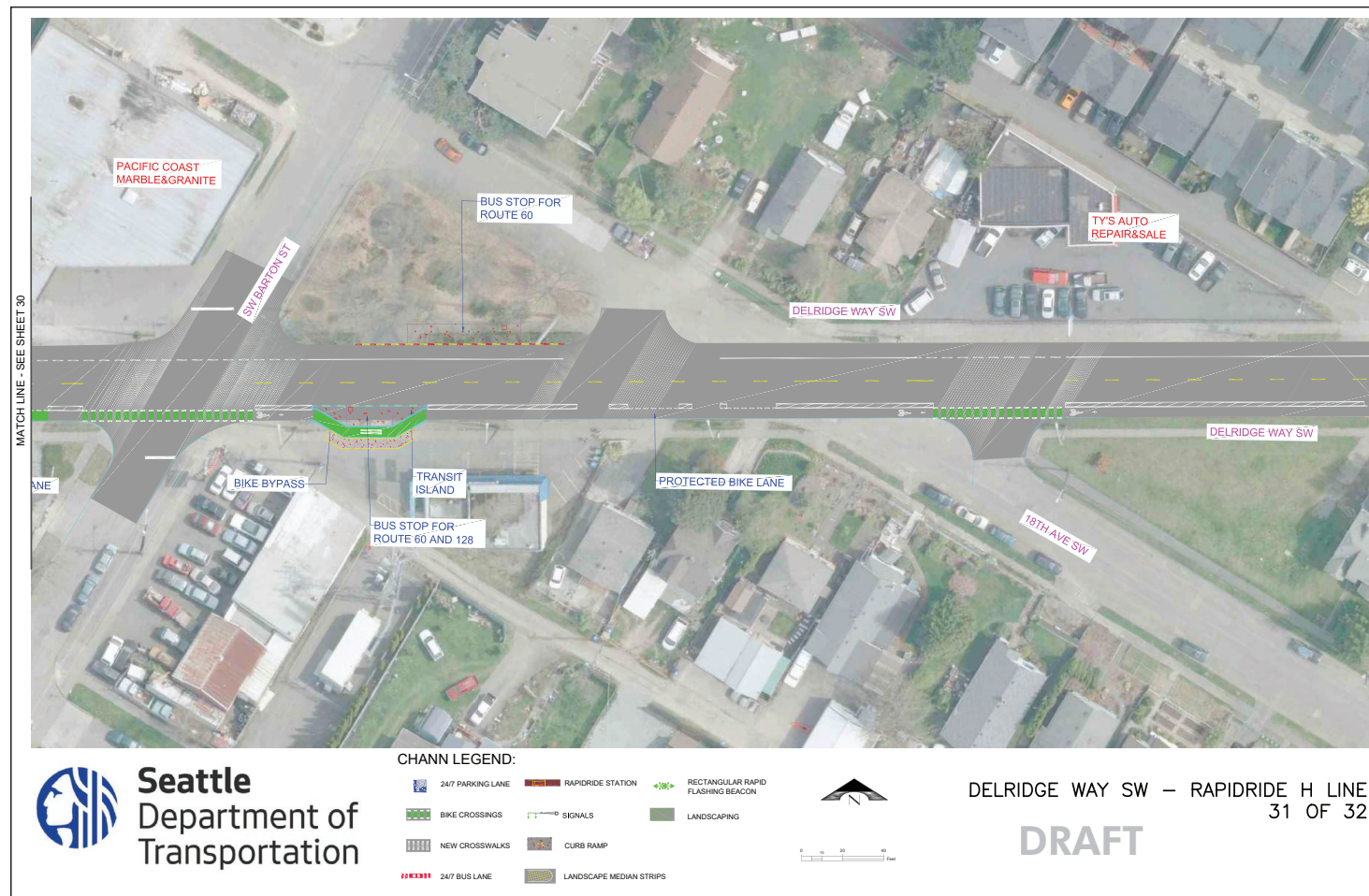
Community-led Street Painting – City Repair Project

<https://cityrepair.org/new-gallery-1>

APPENDIX A. RAPIDRIDE DELRIDGE IMPROVEMENTS

Seattle Department of Transportation (SDOT) is planning street improvements and rechannelization on Delridge Way in conjunction with King County Metro's project to upgrade Route 120 to the new RapidRide H Line. These street improvements include repaving, bus lanes, bike lanes, new bus stops, landscaping, sidewalks and concrete driveway replacements. The entire length of Delridge Way within Seattle city limits is included in this program, including areas that will not be served by Rapidride H. RapidRide H will leave Delridge Way at SW Barton Pl to serve the Westwood area before continuing south through White Center.

As of July, 2019, planning for these improvements is still underway. Thirty percent designs were presented to the public in May, depicting a new protected bike lane and removal of street parking on the southbound side of Delridge Way. A new "island" bus stop for routes 60 and 128 will be constructed opposite the triangle, between the bike and traffic lanes. These are draft designs that will continue to change as the planning process moves forward. Construction is expected to begin in early 2020; Rapidride service is scheduled to begin in 2021.



30% Street Design Channelization Plan



30% Street Design Paving Plan

APPENDIX B. SECOND SURVEY RESULTS

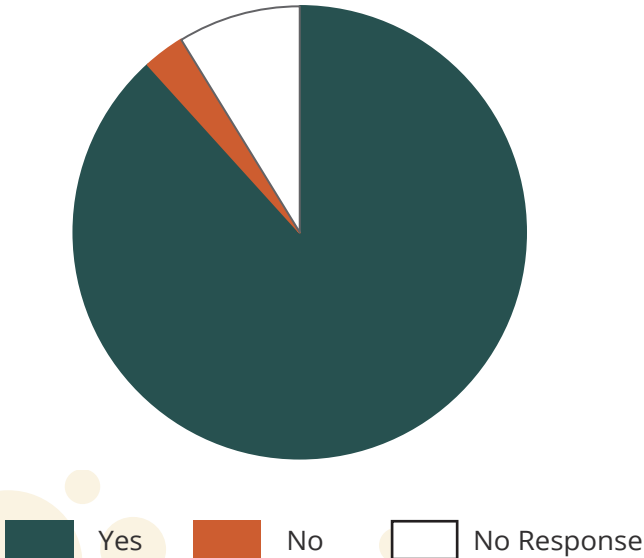
The second online survey was open July 18-29 and received 208 responses. The survey asked respondents to rate different components of the final design concept as great, good, or not good ideas. Ninety-five percent of respondents work or live near the project site.

Survey respondents expressed strong support for the proposed park design concept and for specific design elements. The idea with the strongest overall support was the addition of a crosswalk across Delridge Way at Barton St SW.

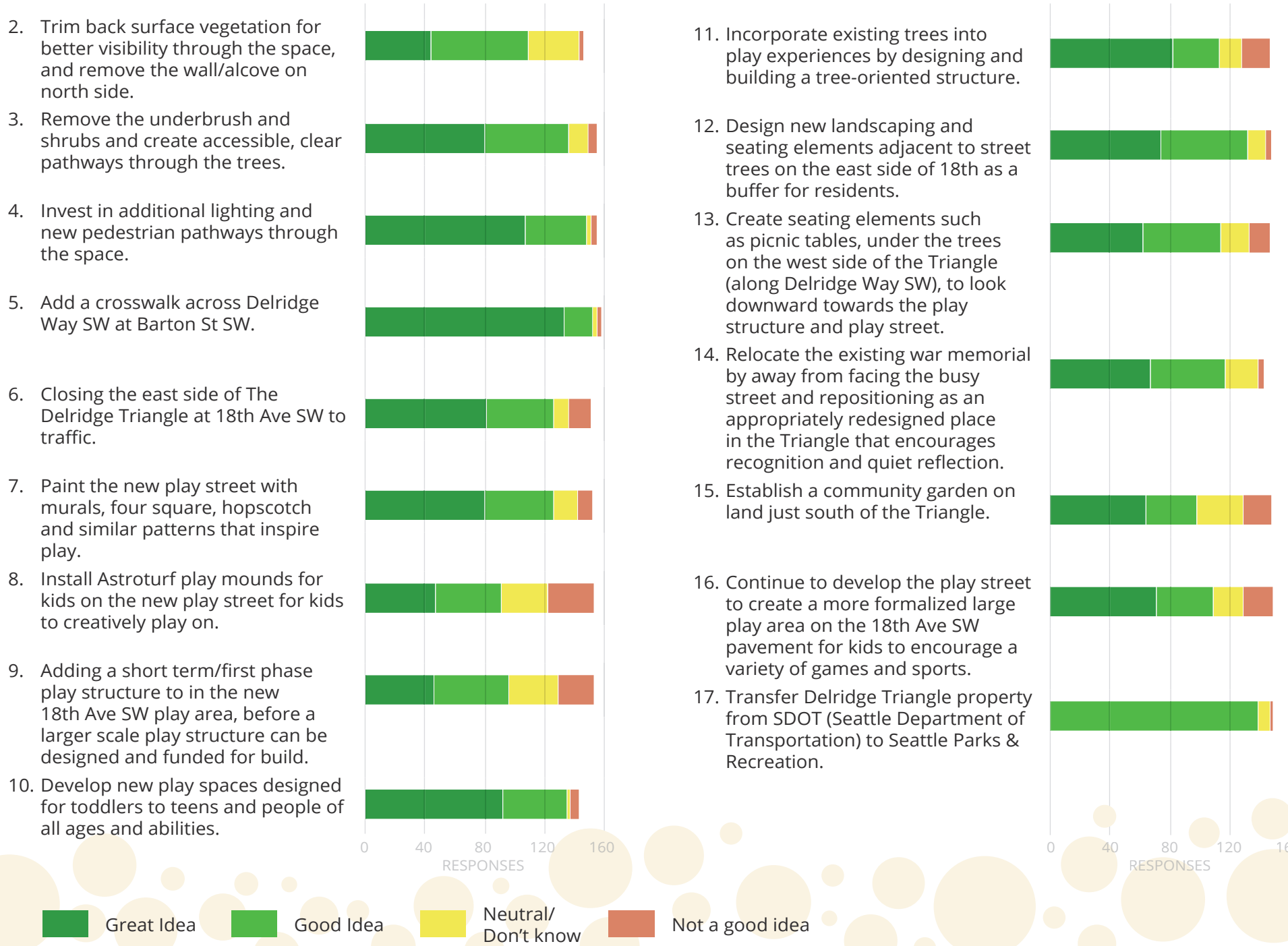
See the following page for open-ended responses to the question: "Is there anything about this project that you'd like to share?"

OVERALL SUPPORT FOR THE DESIGN CONCEPT

1. Do you support the idea of redevelopment of The Delridge Triangle if focused on these three key outcomes: increasing safety, encouraging community connections, creating a highly accessible green space in South Delridge?



SUPPORT FOR SPECIFIC PARK DESIGN IDEAS



APPENDIX B. SECOND SURVEY RESULTS

IS THERE ANYTHING ABOUT THIS PROJECT THAT YOU'D LIKE TO SHARE?

OPEN-ENDED RESPONSES

GENERAL FEEDBACK

Glad something is happening. I found this outreach somewhat frustrating.

Be fiscally responsible- keep this project on budget.

I'll be excited to see this project take shape!

The conceptual diagrams look AMAZING! When I first heard of this effort, I was a wee bit skeptical what could be accomplished with that little plot. This is a seriously genius awesome concept!!!

I have lived in this general neighborhood for 18 years, and I am a practicing civil engineer who has worked on park projects in the past. Improving this somewhat blighted parcel is a great idea! I suggest incorporating some rain gardens to filter street runoff and provide for variation in the landscape. I think the picnic tables are quite close to the road and would create hazard for small children hanging out with their families while the bigger kids are on the eastern play area. Having the picnic tables more centralized or on the east side would allow for a greater buffer for families with small children from the vehicular hazard of Delridge. For this to succeed, they will need to be a commitment from the city or other group to maintain it and prevent people from moving in and camping out. Kudos on the work done so far!

I appreciate the City and design team's effort to involve the neighbors who will utilize and be affected by the design of this community space. It will be a positive asset for this neighborhood and the people who use it.

Good ideas

Great work!

I'm very excited this is in the works!!!

Fabulous idea! Play spaces are very important for children and community

participated in community input sessions on 3 prior park improvements and been extremely discouraged by Parks and Recreation design team not actually applying community input. IE: Highland Park community overwhelming requested swings to stay at Highland Park playground and West Crest Park. Both locations the swing opportunities were limited only to adaptive or baby/toddler swings.

I worry about the design of the space encouraging already present problems like drug use, loitering, and general illegal activity.

COMMUNITY CONNECTIVITY

Whatever updates may be made, please do not reduce the speed limit on Delridge. It is a vital commuting corridor. The limit should not be below 30 mph. Thanks.

Please maintain a bus stop at this location.

Having a high traffic street next to these improvements which you are proposing is going to put a damper on the usage of the space. You guys should definitely take steps add in features of the design that mitigate the negative effects of cars zipping by. I am not sure how to do it, but I am sure there are ways.

Could tie this in to the Neighborhood Greenway on 17th with signage, traffic calming on Barton. 2. Include a couple of bike racks - the SDOT standard inverted-U racks would be fine. 3. Basketball courts require fencing to keep balls out of streets and other play or sitting areas. Not good for this location.

Good idea to redevelop area for better community use & access. Not a good idea to impede traffic on Delridge SW as this is a busy arterial route used by many of us every day.

ACTIVATION

I am a 50 year resident of the South Delridge area and was ecstatic when this parcel began to be cleaned up. Would appreciate a calm clear area that lasts beyond the immediate; concerned that too much is being crammed into this space.

Concerned about basketball going into street traffic, but would like to see a basketball court in another park nearby

Active play is important for our youth. A skateboard loop and a walking loop would be nice additions. Built-in tables and seating would enable me to walk there to eat lunch on sunny days.

DESIGN ELEMENTS

Love all the ideas for what the final space could look like - especially the seating and play structures in the trees! Can't happen soon enough.

I'm a little concerned about the idea of a half basketball court, I feel that may draw some activities that don't mesh well with families & smaller kids that would use the playground. While I like the idea of a tether ball court I feel the ball would soon be cut away or popped. Not quite sure what to do there....As far as the picnic tables go, might be nice to have one or more of the tables double as a chess board.

Beware of putting too much stuff in a small space, requiring too much maintenance and creating a crowded feeling.

Maximize natural, non-paved space in the Triangle. Plan away from pavement-based uses of the space.

Don't remove all landscaping and shrubs, has to be possible to incorporate living real green space, and not so much pavement, big NO to anything using AstroTurf.

Move the Memorial "Tombstone" please!

Thanks for making this site better. Can you do rain gardens here for the landscape buffer?

Concern about kids running in to Delridge Way after a ball. Maybe some rustic wood fencing.

Delridge seems like a pretty dangerous road to have a playground directly adjacent to. This project is really close to restaurants and the White Center commercial district. Seems like this would be much more successful as more of an open space with seating. More appropriate game activity selections in my humble opinion would be bocce or bag hole. The mounds I like for the kiddos.

I support the project generally, but no ball court activities/structures this close to active streets.

I support upgrades to better utilize this space and make it become more useful than just an overgrown vacant lot. I had no idea that the war memorial was in this space until I took this survey. I have driven past lived in WC for thirty years and driven past this area daily and never had a clue.

It would be nice if there could be some features like a benches cement ledges could be designed in a way to allow people to skateboard on this in the play area.

This would be a great way to be inclusive to sports that people in the community due besides basketball.

Add some skateboarding obstacles.

Appreciate the cleanup & improvement effort! Include adequate trash cans which will be maintained frequently, please!

Appreciate the activities for kids and teens. Worry a community garden will not 'belong' to anyone and would be unmaintained. Would like to see lighting so it may be used year around.

Repositioning/changing the existing war memorial could be perceived as disrespectful by veterans. Consult veterans' groups and organizations for input. Short term projects to include the play areas need to account for the extremely busy traffic. Perhaps play courts are not the best idea if stray balls could lead to kids running into traffic.

I really like the idea of closing the 18th Av street stub in favor of expanding the Park.

Small sided soccer goals (futsal) would be fun as this area has a high concentration of diversity and soccer is a cheap and easy game to play loved by all ages. It is the world's sport.

I'm uneasy about a children's play space being so close to traffic and pollution. Would like to see that moved as further away from Delridge as much as possible.

I'd like to see a bike rack installed, and think closing off the suggested area to cars is priority #1.

Bicycle parking. Do not remove big trees.