



Gregory J. Nickels,
Mayor
City of Seattle

PRO PARKS LEVY

800 Maynard Ave S., 3rd Floor
Seattle, WA 98134-1336
www.cityofseattle.net/parks/proparks/

Orchard Street Ravine Improvements

38th Avenue SW Pedestrian Connection Trail PUBLIC MEETING - February 24, 2007 10:00 to 11:30 a.m.

AGENDA

- 10:00** Introductions, Meeting objective, "Rules of the Road"
- 10:10** Project and Public Involvement Overview
- 10:30** Presentation of Trail Route & How We Got Here
- 11:00** Question & Answer
- 11:25** Summary and Next Steps

Project Overview

Scope: To design, permit and construct a connecting trail through the Orchard Street Ravine at the 38th Ave SW street ends.

Schedule: Design/Permitting – Winter/Spring 2007. Construction – Summer 2007. Possible delay of construction to Spring 2008, if we miss the ECA weather window due to permit processing.

Budget: \$140,000. This funding must cover design, construction and project management of the improvements.

Question & Answer Summary

Street ends, street improvements, pedestrian access and connections:

- Is there any connection to Street End projects or funding?
- What kind of signage is being proposed? Trail markers (6x6 recycled plastic posts) similar to that used on Longfellow Creek Legacy Trail and other Park facilities. Typically contain facility name, directions and distances to features.
- Signs could become part of a larger signage system in the Green Crescent, either marked on these signs or an additional artistic element could supplement the wayfinding.
- 38th Ave SW is an underdeveloped street, with rough edges. Consider pedestrian/car conflicts along 38th Ave SW.
- MoCA applied for a street improvement project both above and below the ravine, through the City's CIP Program. This may or may not get included, they tend to take several years to come to fruition.
- There is an upcoming SDOT program to address city sidewalks – "Bridging the Gap." If folks on 38th were interested in formalizing street developments,



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this may be another avenue, and there would be support from area residents who have participated in this project.

- Is there a relationship to the Parks Foundation citywide trail plan?
- Consider the connection to the Myrtle reservoir park space, please review pedestrian improvements (see earlier notes, this document).

Volunteer work, coordination:

- Please mark the trail alignment in the field (especially at lower connection point) so that volunteer work may continue in areas not affected by this work. We can mark this, but we may want to hold back in some areas for a while still to allow for staging and work area.
- Please provide cost estimate options that reflect volunteer/organization (ie. Restoration Logistics) support. This will help identify fundraising goals and volunteer opportunities.

Driveway access, impacts:

- The rental house at the end of the steep driveway may be developed in the future. There are two lots served by this drive with potential for development.
- Neighbor on upper 38th has runoff problems on to her property from the street. Previously an asphalt berm was installed to redirect flow. This may get repaired, in which case additional street runoff would be directed down the driveway.
- At the driveway crossing, will there be signs or a reflector? Not as a part of this project, however if the properties it serves are redeveloped, the driveway would likely be required to be redeveloped as well, and this may include reflectors or signs of some kind.

Upper 38th entry ideas:

- The concrete seat could be used as a guardrail substitute if SDOT would accept it.
- Concern that trees may be removed for view purposes only. The trail alignment has been set to preserve trees where possible. We lost several that had been in the area in the winter wind storms. There is one unhealthy madrone at the top of the hill that would be removed due to grading.
- Could barrier be made earth-tone or wood, to make it more attractive?

Parking:



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- Are we going to discourage or accommodate parking on 38th? This facility is seen as a point along a route, not a destination in itself, except for pedestrians. Currently there is a “no parking” sign atop 38th street end.
- Suggestion for parking concerns: example provided at SW Thistle St entrance to P-Patch – there is a sign there that says something like “Please do not use private driveways to turn around.” Similar verbiage could be used here to discourage parking and/or use of neighbors driveways.
- Another example similar to this site is at the SW Genessee street end, but it has more a developed turn around for vehicles.
- Parking issues have not been identified. There have not been parking issues below, though space is limited during work parties.

General:

- Dogs are allowed on leash in public places throughout the city. There are plans to post some “protect our new plants” signs in the restoration areas.
- Parks will meet with the area CPTED (Crime Prevention Through Environmental Design) officers to review the plan.
- Since the restoration efforts have begun, there have been less issues with illegal activities in the cul-de-sac, and neighbor has been able to reduce his “patrols.”
- Keep neighbors up to date with permit process (e-mails, web site). Offer to help push politically if needed to speed things along.
- Next steps in permit process include:
- Park maintenance – how will District be able to handle the work load? New facilities are evaluated for increased staff or materials maintenance costs and budget staff are continuously reviewing on-line dates for projects, as well as making application in budget cycles for new funding to support the new development.
- How would garbage be handled at this site? If containers are provided (likely not due as that may encourage parking), they would be serviced by Parks staff on routine routes. This site is a good candidate for the “Pack it in, pack it out” program, which provides an informational sign at the facility to promote taking your garbage home.