

West Seattle Junction Hub Urban Village Draft Land Use Code and Zoning Amendments

Draft as of July 14, 2011



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Preface

Proposal for Land Use and Zoning

The Department of Planning and Development, working with community and business representatives, has recommended changes to land use and zoning in the West Seattle Triangle. The proposal will undergo two phases of public comment as it is refined.

Public Comment Period #1 on the current proposal	Through July 1
Public Comment Period #2 on a revised proposal and environmental assessment	July 14-August 4

In August 2011, final recommendations for changes to land use and zoning will be transmitted to the City Council. As part of the Council’s deliberation, several Council meetings and a public hearing will be scheduled. In addition, public testimony will be accepted at all Council meetings.

A final decision by the City Council on land use and zoning is anticipated at the end of 2011 or early in 2012.

West Seattle Triangle Urban Design Framework

This rezone proposal complements the *West Seattle Triangle Urban Design Framework*, a companion set of recommendations that were developed to address streetscape and other neighborhood considerations as the West Seattle Triangle planning area evolves over the coming decades.

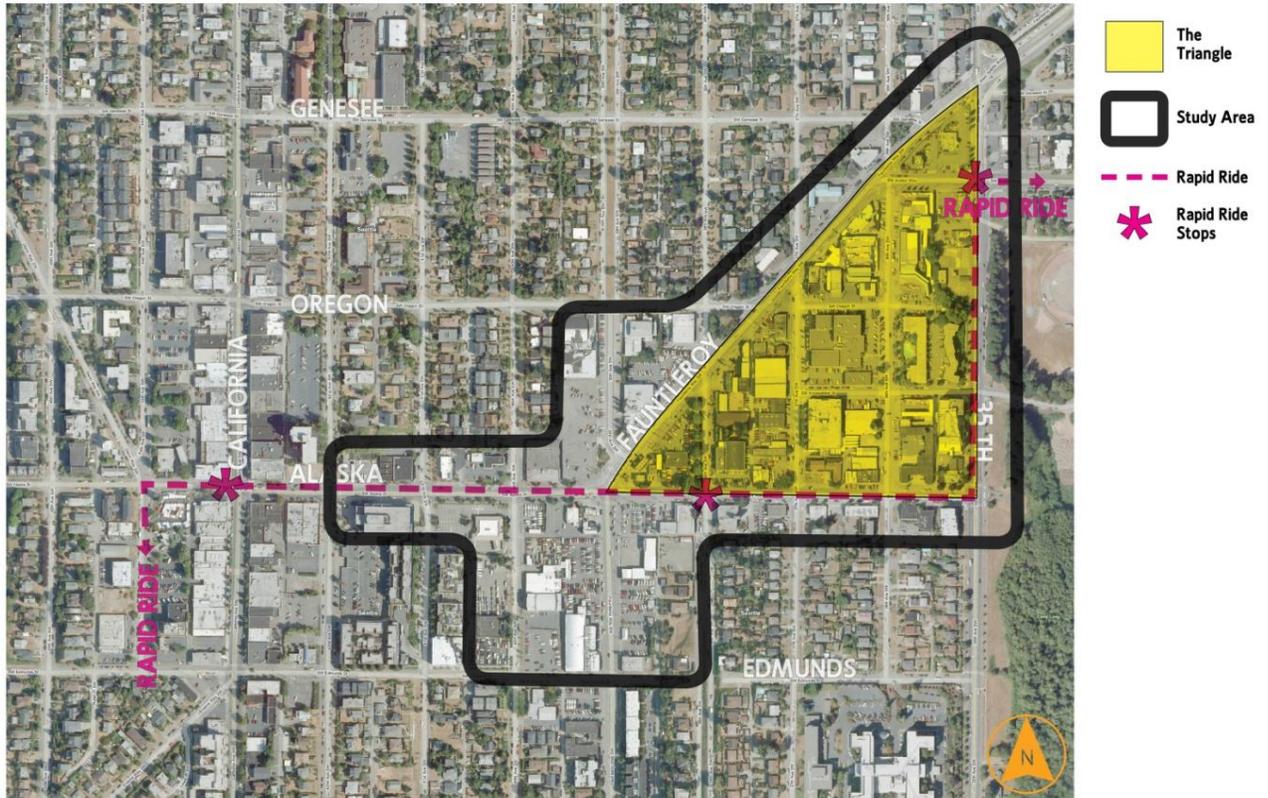
Additional information may be found on the West Seattle Triangle DPD project web site at:
www.seattle.gov/dpd/Planning/WestSeattleTriangle

Comments Requested

The Department of Planning and Development is requesting feedback on both proposals.

Comments and questions may be directed to Susan McLain, Senior Planner at:
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WEST SEATTLE TRIANGLE AREA



Introduction

The Department of Planning and Development (DPD) has been working with members of the community to identify preferred development directions for the West Seattle Triangle planning area. The project was initiated in response to general guidance provided in the 1999 West Seattle Junction Hub Urban Village Neighborhood Plan. The West Seattle Triangle Planning Project identified specific recommendations for the evolution of street rights-of-way and future development projects in a separate document entitled the *West Seattle Triangle Urban Design Framework*.

This report identifies recommended amendments to Seattle's Land Use Code complemented by the West Seattle Triangle Urban Design Framework. Recommended changes will:

- Apply neighborhood-oriented street frontage standards to commercial areas throughout the Triangle.
- Apply new development standard to large lots in the Triangle area in consideration of community context and the urban design framework.
- Increase height and density in a limited area to ensure that future development is feasible and has adequate flexibility to support a diversity of building types.
- Focus pedestrian-oriented uses and designs along SW Alaska Street to better connect the Triangle with the Junction business districts, and to complement bus RapidRide that is planned for implementation in 2012.
- Retain existing height and density in the Triangle small business district, allowing existing businesses to thrive and expand; and provide transitions between larger developments and lower-intensity residential areas.
- Resolve “split zone” lot situations where a single property is subject to more than one zone designation.

Summary of Draft Land Use and Zoning Recommendations

The following amendments to Land Use Code regulations are recommended to apply in the West Seattle Triangle planning area. A more detailed accounting of the recommended code amendments begins on page 14 of this report.

- *Rezone from general commercial 1 (C 1 zoning) to neighborhood commercial 3 (NC3) throughout the Triangle Planning area.*

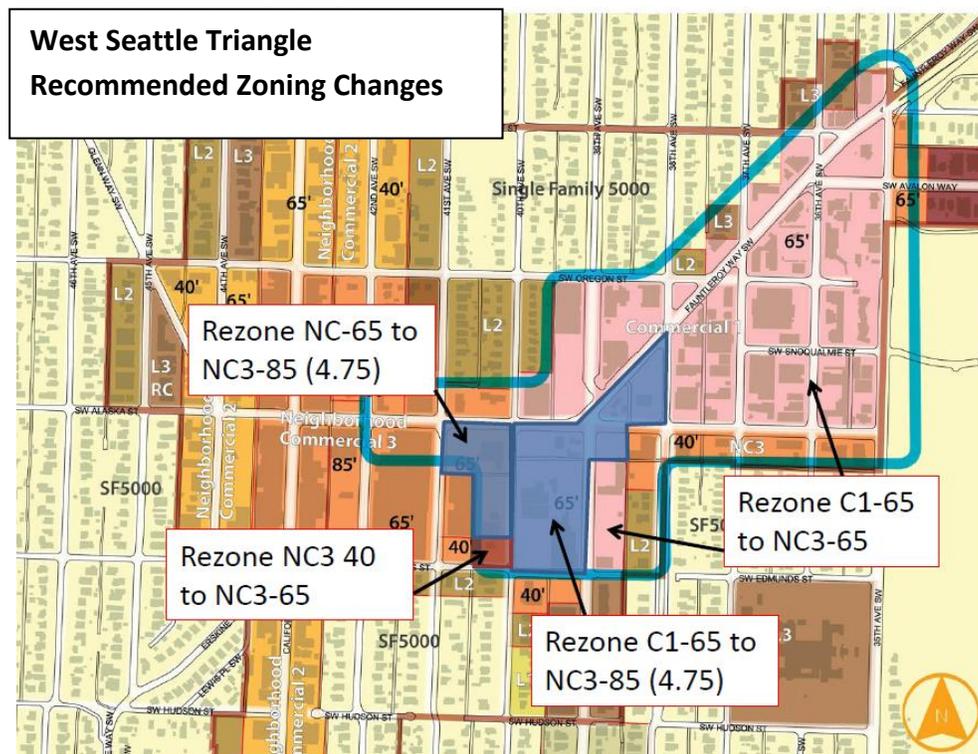
The primary effect of this proposal would encourage new development that would be neighborhood-oriented and pedestrian-friendly in design, while allowing existing businesses to operate and expand.

- *Establish a pedestrian-designation (P) along SW Alaska Street between the Junction business district and SW 36th Street.*

The “P” designation would require a higher-intensity of pedestrian-oriented design and retail uses along the designated street front. This action is consistent with neighborhood plan recommendations to encourage a strong pedestrian connection between the Junction and Triangle business districts.

- *Retain existing height and density in most of the Triangle business district east of 38th Avenue SW.*

Many very small businesses are located in the Triangle. Retention of existing heights and densities is consistent with a strategy to preserve the overall scale of the business district.



West of 38th Avenue SW and Near the Intersection of Fauntleroy/Alaska (area in blue on the map on the previous page)

Several acres of land in the West Seattle Triangle planning area remain vacant or under-used since the Huling auto dealership closed in 2007. Additionally, as other parcels redevelop in the coming years, they are likely to have a defining effect on neighborhood character and functions due to their highly-visible location. These areas were the subject of more focused study regarding possible future development scenarios and streetscape. The following recommended code amendments would apply in the area west of 38th Avenue SW near the intersection of Fauntleroy Way SW and SW Alaska Streets.

- *In a two-block area, increase allowable height to 85 feet through incentive zoning.*

The 85' zoning would be located in such a way as to avoid direct proximity to low density residential areas (lowrise and single family residential zones). In combination with the amended development standards and density limits, the 85' zone would provide an incentive to integrate elements of the *West Seattle Triangle Street Concept Plan*, a component of the urban design framework.

Within the 85' zone, the proposal would allow an increase in maximum density, expressed as a floor area ratio (see page 21). Density above the existing limit of 4.75 FAR would be achieved through participation in the City of Seattle's affordable workforce housing program¹.

- *In the 85' zone, apply development standards to mitigate the potential bulk of structures on very long lots, to provide open areas for pedestrian access and landscaping, and to complement the Triangle Street Concept Plan for Neighborhood Green Streets. The recommended development standards include:*

- a. An upper level 10' setback along SW Alaska Street beginning at 45' in height*
- b. 80% lot coverage limit for structures on lots over 40,000 square feet in size*
- c. A maximum structure width of 275'*
- d. Separation of 30' between structures that are wider than 250' in the north-south direction*
- e. A required building setback abutting a neighborhood green street: an average of 10' from the lot line along 25% of the property frontage or 100 feet, whichever is less.*



Nearby, the Mural is an example of an 85' tall structure

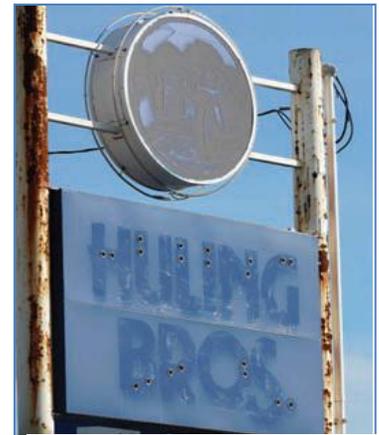
¹ Through the incentive program, "workforce housing" includes units affordable to households earning up to 100% of area median income.

Project Background and Planning Context

Bounded and bisected by three major arterials—Fauntleroy Way SW, 35th Avenue SW and SW Alaska Street—the Triangle serves as a major gateway to West Seattle. It is located east of the Junction, West Seattle’s central retail district, and is home to numerous locally-owned businesses and the West Seattle YMCA. It is adjacent to a large open space and golf course. The Triangle is the location of numerous bus routes, and will soon be home to West Seattle’s first Bus Rapid Ride network.

The West Seattle Triangle planning area is located within the West Seattle Junction Hub Urban Village. The future of the Triangle area was a topic of discussion during the Junction’s neighborhood planning process that concluded in 1999. Since that time, several changes have occurred, bringing focused attention to this particular area for several reasons:

- Likely future development. Many large parcels of land in the triangle have been the subject of development interest over the past few years, including several acres that were part of the Huling family auto dealership. Recent development interest has prompted members of the community and City Council to request review of zoning that would apply to future new construction projects in the area.
- Planned Bus RapidRide. King County Metro’s planned Bus RapidRide will move through the triangle planning area with stops along 35th Avenue SW and SW Alaska Street. Street redesign for the RapidRide route is being conducted by King County Metro and the Seattle Department of Transportation (SDOT), and is being informed by the West Seattle Triangle Project.
- Existing neighborhood character and functions. The triangle planning area is an eclectic mixed use area with active commercial and residential uses. A key challenge for both land use and street design is helping to ensure the needs of those uses are met while the area changes over the coming decades.



The Huling auto dealership defined the character of the Triangle for many years

Project Goals

Changes will occur in the West Seattle Triangle in coming years. Throughout the West Seattle Triangle planning process, discussion has focused on how to *anticipate future change while retaining what is great about the Triangle area today*. Goals for planning were reported at a February 7, 2011 open house:

- Build on what is great about the Triangle while planning for the future.
- Capitalize on the investment in transit and transportation: a transit-friendly neighborhood.
- Embrace the area's location as a gateway to the West Seattle peninsula.
- Support the continued success of small businesses & the Triangle business district.
- Welcome a diversity of residents.
- Building designs meet the needs of occupants and property owners while supporting a vibrant community life.
- Accommodate all travelers: cars, transit, pedestrians, trucks and bicycles.
- Create places for people: new community spaces and connections to parks.
- Integrate natural systems.
- Link to other neighborhood areas, including the Junction business district.
- Accommodate parking and loading, and continue to plan for parking needs in the future.

Community Dialogue to Date

The Triangle Planning Project builds upon the efforts of community and business groups and individuals over the past decade to further the idea of walkable streets, a vital small business/mixed use district, and aesthetic improvements to this important entry to West Seattle. This vision emerged from the 1999 West Seattle Junction Hub Urban Village Neighborhood Plan.

The first community meeting on the West Seattle Triangle project took place in November 2008. At this meeting, stakeholders in the Triangle and from throughout West Seattle identified assets and challenges of the planning area, and ideas for changes as the Triangle develops and evolves.

In 2010, DPD convened an advisory group consisting of twelve community leaders to discuss and frame the Triangle's future and consider options for land use and urban design. The advisory group subsequently met eight times to discuss a range of issues relating to street design and land use. Many additional members of the community have attended to observe and offer commentary.



West Seattle Triangle meetings were well-attended

In addition to meetings of the advisory group and community organization individuals, the Triangle Planning Project included numerous other forums:

- A group of businesses within the Triangle, in collaboration with the West Seattle Chamber of Commerce, identified needs specific to businesses.
- In collaboration with West Seattle Triangle businesses, DPD completed an inventory of businesses in the Triangle.
- A special meeting about parking issues took place in May 2010 with SDOT community parking program staff. Parking issues are of critical interest to both businesses and residents in the Triangle area.
- A walking tour/discussion about public parks took place in June 2010.
- 5,000 letters and postcards were mailed to every address within and in close proximity to the Triangle planning area, informing them of the study and of upcoming public forums.
- Meetings to discuss the design of King County Metro Bus RapidRide alignment were held.
- A community open house was held on February 7, 2011.
- The West Seattle Blog has provided extensive coverage of the project: <http://westseattleblog.com/>. Search "West Seattle Triangle."



City Councilmember Tom Rasmussen addressing the advisory group

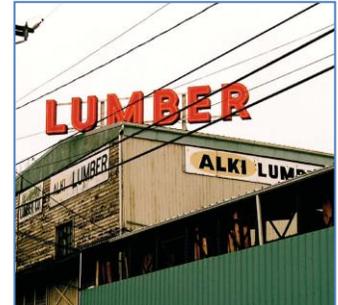
² See a list of organized meetings in the appendices to this report.

Planning Context

Small Business District

The West Seattle Triangle is home to over 70 businesses that serve the West Seattle peninsula and Seattle as a whole. In mid 2010, DPD surveyed businesses in the Triangle planning area and found a diversity of enterprises offering an array of goods and services. The Triangle business district includes several market niches and is home to auto repair/parts, medical services, and a growing outdoor sports business sector. Many businesses are locally-owned. Interviews with local business owners reveal numerous long-term relationships between business tenants and property owners. An inventory of businesses can be found on the project web site.

Outside of surface parking uses, Alki Lumber represents the single largest use of land in the area. The business occupies over 1.5 acres of land, and employs over 17 people. In its present location since 1921, Alki Lumber supplies construction products to contractors and the public, and requires access for large trucks from south to north along 36th Avenue SW.



Alki Lumber is a thriving locally-owned business

Following is a table that identifies the percent of land devoted to different types of uses that are identified and regulated in the Seattle Land Use Code. All existing uses are generally consistent with a mixed use commercial district under either C1 or NC3 zoning.

<i>Current Uses</i>	<i>Percentage of the Planning Area (Excluding Rights-of-Way)</i>
Un-leased Land (surface lots, empty buildings)	22%
Outdoor sales, storage (Alki Lumber)	10%
General retail sales and services	13%
Community organizations	10%
Residential, including residential within mixed use	12%
Automotive sales and services	8%
Parks	8%
Restaurant & entertainment	7%
Customer service, office, medical service	5%
Surface parking	2%
Gas station	2%
Government (not parks)	2%

Residential Community

Over 444 residential units are located among area businesses within the West Seattle Triangle planning area. In addition, single family neighborhoods are located north and south of the planning area. Residences within the Triangle include the following properties in addition to two additional residential projects at this time.

- Avalon West Apartments
- Chinook Apartments
- Duplex, triplex, 4-plex and three single family homes
- Bari Apartments
- Fairway Apartments
- Merrill Gardens Senior Housing
- West Point Condominium
- Link Apartments

Because of the area's convenient location and the existing mixed-use commercial zoning, it is likely that additional residential units will be constructed in the West Seattle Triangle planning area. At this time, no changes are proposed for the existing residential multifamily or single family zoning.

Under-developed Land near the Intersection of Fautleroy Way SW and SW Alaska Street

Over 20% of the Triangle planning area is in surface parking lots or vacant buildings. Numerous other lots in the area are lightly-developed and may redevelop under favorable economic conditions.

In the area west of 38th Avenue SW, near the intersection of Fautleroy Way SW and SW Alaska Street, the community identified the under-developed land as an opportunity for investment and new development that can have a transformative effect on the neighborhood.

In this area, the West Seattle Triangle Streetscape Concept Plan identifies streetscape improvements that have the potential to add a dimension of green and complement community spaces. Land use recommendations support the streetscape concepts by encouraging the integration of open spaces onsite and nearby, and by ensuring an appropriate scale of future buildings.

Neighborhood Plan

The West Seattle Triangle Project was prompted by the West Seattle Junction Hub Urban Village Neighborhood Plan, published in 1999. Several aspects of the neighborhood plan speak directly to the future of the Triangle planning area including the following:

- Fauntleroy Way SW: create a community gateway, enhance pedestrian safety and comfort, retain vehicle capacity while calming traffic.
- Encourage the provision of parking for shoppers and employees.
- Allow higher density mixed use residential, but not height, in the Triangle area bounded by Fauntleroy/Alaska/ 35th.
- Encourage a diversity of housing affordability levels.
- Develop opportunities for public open spaces, community gathering spaces and pedestrian bicycle trails, including the use of unneeded portions of street rights-of-ways.
- Promote greening and beautification of the neighborhood.



The West Seattle Junction Hub Urban Village Neighborhood Plan calls for pedestrian improvements between the Junction and the Triangle

Comprehensive Plan Highlights

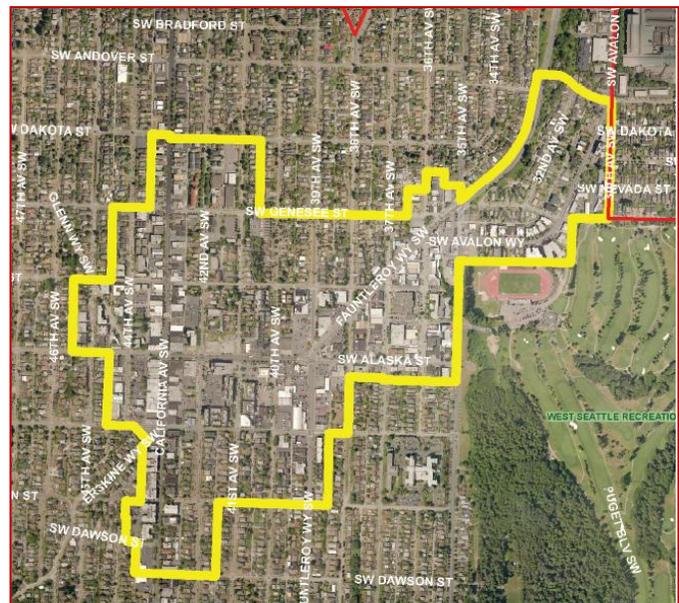
The West Seattle Junction Hub Urban Village is one of six Hub Urban Villages in Seattle. The Comprehensive Plan (2004-2024) identifies a Hub Urban Village as featuring a broad mix of commercial and residential uses, frequent transit service, parks facilities and the potential to accommodate both housing and job growth.

Growth targets represent estimates for planning growth in Seattle’s urban villages. These estimates change periodically based on planning projections at the State level. The West Seattle Junction Hub Urban Village has seen steady growth over the years.

Growth Information for the West Seattle Junction Hub Urban Village			
	2000	2010	2024-Projected Households Comprehensive Plan
Households	1,981 occupied units	2,324 Occupied units	2,980 Households
Employment	2,825 jobs	2,591 jobs (2009)	3,420 jobs

Housing data from the Decennial Census, U.S. Census Bureau. Employment Information from the Washington State Employment Security Division. Comprehensive Plan information from the Seattle Comprehensive Plan, 2004-2024, Urban Village Appendix A

It is likely that infill development will continue in coming years. Increases in both households and jobs are likely under any zoning scenario.



West Seattle Junction Hub Urban Village

Recommended Changes to Land Use and Zoning

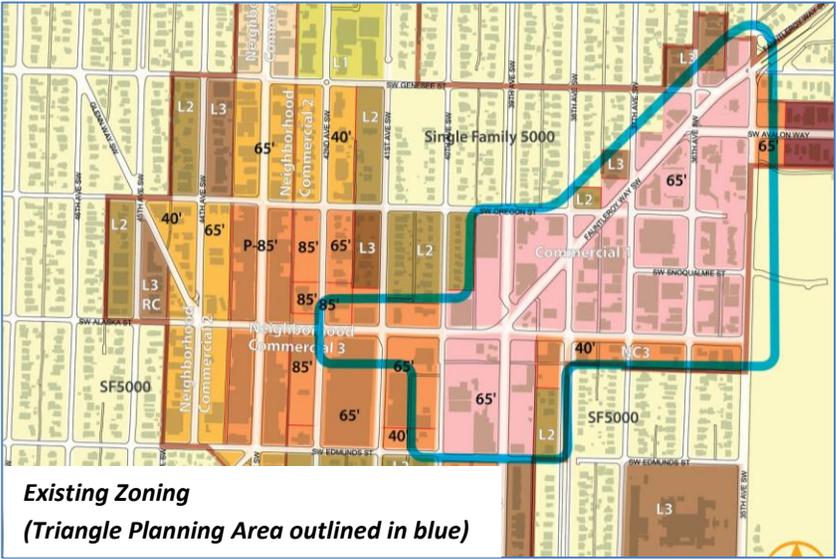
The following changes to land use and zoning in the West Seattle Triangle are described and supported by the following discussion:

Topic	Page
1. Rezone from general commercial (C zoning) to neighborhood commercial (NC) throughout the Triangle Planning area.	15
2. Establish a pedestrian-designation (P) along SW Alaska Street between the Junction business district and SW 36 th Street.	20
3. In an approximately two-block area, increase allowable height to 85 feet through incentive zoning with a maximum allowable density of 5.5 FAR In the 85' zone, apply development standards to mitigate the potential bulk of larger structures, and to encourage open areas and pedestrian amenities at the street level	21

1. Rezone from general commercial (C zoning) to neighborhood commercial (NC) throughout the Triangle Planning area.

Much of the West Seattle Triangle planning area is zoned “Commercial”, specifically Commercial 1 (C1) and Neighborhood Commercial 3 (NC3). Seattle’s Land Use Code describes the C1 zone as an auto-oriented retail sales and service area, most appropriate on land that is generally either a) outside of urban villages, or b) within urban villages and either abutting a state highway or in use as a shopping mall. The Land Use Code describes the NC3 zone as being appropriate within urban villages in areas with excellent transit service and significant pedestrian activity.

Both the C1 zone and the NC3 zone allow a broad range of commercial and residential uses. At 65 feet in height, the zones allow the same development density on a lot. An additional increment of density is allowed for buildings that include a mix of residential and nonresidential uses. Thus, both the C1 and NC3 zone provide an incentive for mixed-use development.



Another similarity between the two zones is their approach to allowing different types of commercial uses. All uses—or types of business functions—within the Triangle planning area would be allowed outright under the C1 and the NC3 zone, and most could expand.

One of the key differences between the two zones is how buildings relate to the street. The NC3 zone emphasizes a “pedestrian friendly” street front. Buildings must be located near the sidewalk, with windows and doors that face the sidewalk. Parking is generally located behind, beside or below the building. In C1 zones, parking for automobiles may be located between the structure and the street.

Comparison of C1 and NC3 Zones in the West Seattle Triangle planning area:

Land Use Code Provisions Governing Development 	Commercial 1 (C1) Zone	Neighborhood Commercial 3 (NC3) Zone
Density/ FAR³ FAR: Residential-only or nonresidential only FAR: Mix of residential land nonresidential uses	4.25	4.25
	4.75	4.75
Uses	All existing uses would be allowed outright in either the C1 zone or the NC3 zone and could expand as the market allows; However, future “food processing” and the incorporation of “drive-in lanes” would be limited under an NC3 zone designation.	
Parking Quantity	Parking quantity is treated the same in NC and C1 zones.	
Parking Location and Access (see separate discussion on “street frontage considerations.”)	Parking may be located in front of the building— between the building and the sidewalk.	Parking is generally located below, behind or beside a structure, except where not feasible.
Design Considerations	Generally design of buildings is oriented to vehicles rather than pedestrians	Building design is generally oriented toward the sidewalk, allowing vehicle access and parking in less-prominent locations on the lot.

³ For an description of FAR, see page 21

Design Consideration in Commercial Zones

Street Frontage Element 	Commercial (C1)	Neighborhood Commercial (NC)
<p>Blank walls facing the street long, un-interrupted blank walls lack visual interest and can create isolated areas that feel unsafe to pedestrians.</p> 	<p>Allowed in C1 zones</p>	<p>Not allowed, generally, in NC zones</p>
<p>Transparent facades: Windows and doors at the street level support pedestrian activity and public safety through “eyes on the street”.</p> 	<p>Allowed but not encouraged.</p>	<p>Required, generally, in NC zones.</p>
<p>Off-street parking: in front This style of development is consistent with the formula for national stores: the building is located toward the rear of the lot, and the parking lot is located near the street frontage.</p> 	<p>Allowed in C zones.</p>	<p>Generally not allowed in NC zones.</p>

<p>Off-street parking: below, behind or beside</p> <p>In NC zones, parking is located away from the sidewalk, and store fronts are located near the sidewalk. This creates a safer, more interesting streetscape for the pedestrian.</p> 	<p>Not typical in C zones.</p>	<p>Generally required in NC zones.</p> <p>In NC zones, parking must be located below, behind or beside the structure unless such an arrangement is not feasible.</p>
<p>Drive in Businesses</p> 	<p>Allowed in C zones with few conditions</p>	<p>Limited in NC zones.</p>

Impacts of a Zone Change from C1 to NC3 on Small Businesses

A key concern for businesses is the extent to which changing zoning from the current auto-oriented C1 zone to a pedestrian oriented NC3 zone will affect the ability of existing businesses to continue to operate at their current location. A change from the existing Commercial 1 (C1) zoning would allow all existing commercial uses to remain. For example, Alki Lumber, the largest single use in the area, would be allowed under both zoning scenarios and could expand. However, food processing uses and the allowance for drive-in lanes —would be more limited under the NC zone.

Currently there are no uses in the Triangle that are considered to “industrial.” Auto service uses and outdoor sales (Alki Lumber) are considered to be “commercial” in nature and consistent with a commercial zone designation of either C1 or NC3.

Retaining the C1 zone does not guarantee that the existing pattern of uses will be preserved. Many small business districts in the city find that the C1 zone is most conducive to very large national chain stores that do not necessarily fit with the character or the small-scale economy of smaller business districts. Large retail uses would be allowed under NC zoning, but new structures would be required to be designed in such a way as to encourage walking between businesses.

Another common concern for many small businesses is the future stability of land-related costs such as lease rates and taxes. For example, land on which allowable height or density is increased may be vulnerable to higher taxes or rents. Local ownership and small parcel sizes provide some reassurance that redevelopment is not likely in the near-term on land on which many small businesses are located. However, recommendations can respond to this concern by retaining (not raising) zoned heights and/or densities, allowing for more gradual change over time. Recommended zoning retains allowable heights and density east of 38th Avenue SW and north of Fautleroy Way SW.

NC zones contain neighborhood-oriented and pedestrian-friendly design standards for new development.

Businesses in the Triangle would continue to operate and could expand with NC (Neighborhood Commercial) zoning.



Photo courtesy West Seattle Blog

2. Establish a pedestrian-designation (P) along SW Alaska Street between the Junction business district and SW 36th Street.

The West Seattle Junction Neighborhood plan calls for pedestrian connections between the Triangle business district and the Junction business district. The recommended Pedestrian (P) designation requires a higher degree of pedestrian-oriented designs and uses. This designation can accompany Neighborhood Commercial (NC) zoning in specific locations along specifically identified streets.

Currently The West Seattle Junction features a P designation along California Ave SW.

With a pedestrian-designation, street-level uses are required that are believed to activate the sidewalk environment and provide accessibility to goods and services needed by the surrounding community. Such uses include:

- Retail
- Entertainment
- Restaurant
- Personal Services
- Drive-In businesses prohibited

The pedestrian designation is not recommended for the block of SW Alaska Street between 35th and 36th Avenues SW. This is to allow flexibility for development in this area to face either SW Alaska Street or a north-south Avenue such as 35th Avenue SW.



California Avenue SW is a pedestrian-designated street with store fronts that date back before the trolley era



A more modern pedestrian street

3. Recommended Zoning for a Portion of the Fauntleroy/ Alaska Blocks

Phase II of the West Seattle Triangle planning process focused on the blocks west of 38th Avenue SW. Here, many properties are considered to be under-developed and likely candidates for new development in the coming decades.

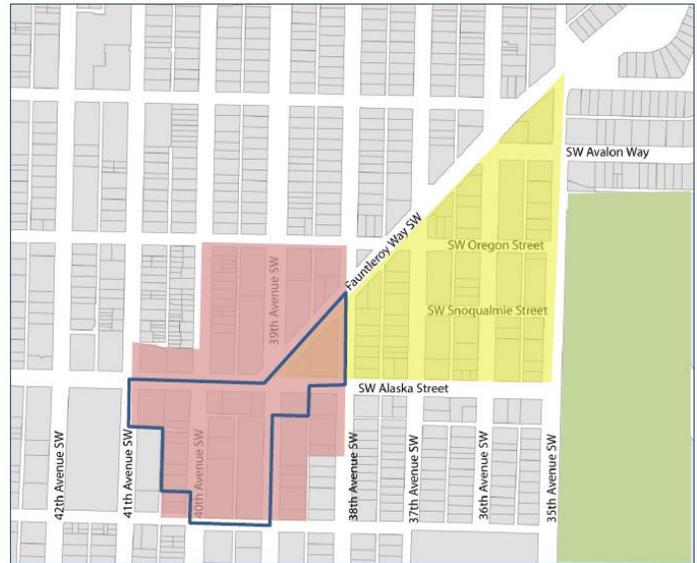
The community has repeatedly identified the intersection of Fauntleroy Way SW and SW Alaska Street as a “gateway” to West Seattle through which hundreds of people travel each day. Similarly, under the right circumstances, future development in this area has the potential to introduce new uses, functions and building forms that can serve the entire West Seattle peninsula and complement the Junction- and the Triangle business districts.

In the Fauntleroy/Alaska blocks, several lots are over 40,000 square feet in size. Larger lots offer the potential for a diversity of building arrangements that can respond to the surrounding context. In contrast, development on smaller lots is often constrained by site conditions, resulting in less diversity in building forms and the arrangement of different elements. Recommended zoning includes new standards for future development on larger lots in this area.

As recommended, new structures would be allowed up to 85’ in height in a NC3 85 zone, and would be required to reserve open space at the ground level. This space could complement the neighborhood open space concepts identified in the *West Seattle Triangle Street Concept Plan*, serve natural drainage functions on-site through permeable surface treatments, and mitigate the potential bulk of new buildings on very long blocks. Together with existing landscaping requirements in NC zones, development standards would support the introduction of green features on-site and in the adjacent right of way.

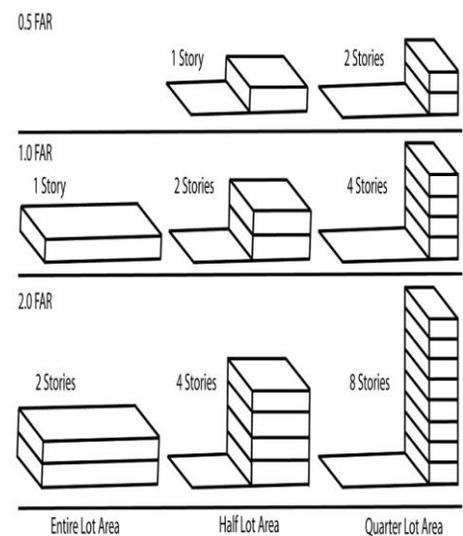
In addition to a recommended increase in allowable height, allowable density is also recommended to be increased in order to provide flexibility for development.

A measure of density used in the Land Use Code is “Floor Area Ratio” or “FAR”. For example, 1 FAR represents the equivalent square feet in structures as is contained on the lot.



The “Alaska/Fauntleroy Blocks” include areas east of 38th Avenue SW (rose color).

The blue lines indicate the recommended 85’ zone presented in this report.



Depiction of FAR

Two FAR is the equivalent of 2 lots worth of square within built structures.

Heights of 85' would accommodate up to 5.5 FAR of density while reserving 20% of the lot un-covered by structures. Thus, recommended zoning combines additional height with lot coverage limits and other development standards that respond to conditions in this particular area.

Recommended zoning for a two block area within the Fauntleroy/ Alaska blocks includes the following elements:

Recommended Height and Density for the Fauntleroy/ Alaska Blocks Subarea

- A. Rezone certain blocks in the Fauntleroy/Alaska area to allow buildings up to 85' in height.
- B. In the 85' zone, increase allowable FAR from 4.75 to 5.5.
 - Added density above the existing density limit of 4.75 FAR would be gained through participation in the City's affordable workforce housing incentive program requiring the provision of affordable housing at 80% to 100% of area median income.
 - Certain areas west of 38th Avenue SW were not included in the recommended NC3 85' zone. These areas include properties with active development permits and properties adjacent to low density residential zones.

Recommended Development Standards for NC3 85 (4.75) Zone

In addition to a recommended increase in height and density, development standards are intended to mitigate the potential bulk of taller structures on the long blocks, facilitate building design to increase pedestrian access, encourage on-site landscaping to address rainwater runoff and other site drainage concerns, and establish a more pedestrian-scale along SW Alaska Street.



Draft 85' Height Limit (blue area) within the Alaska/Fauntleroy Blocks



Recommended Land Use Code standards in the 85' zone complement the Urban Design Framework

The following standards are recommended apply only to the NC3 85 zone within the Triangle planning area.

- A. Lot coverage limit. A maximum of 80% lot coverage in the NC3 85 zone for lots 40,000 square feet or larger. This standard will require future development projects to integrate on-site open areas and provide light and air between structures on larger lots. As a nearby example, the Link mixed use structure located on 39th Avenue SW was developed to approximately 82% lot coverage, and is 65' in height.
- B. Maximum structure width. Maximum structure width of 275' with separation of 30' between structures. The north-south dimension of typical blocks in this area is 600' in length. The 275' wall length would serve to break-up the potential bulk of buildings on the very long block frontages. The 30-foot separation between structures would allow light and air between structures.
- C. Setback along the neighborhood green street. For structures along a neighborhood green street, a required setback of an average of ten feet along a neighborhood green street for 25% of the lot frontage or 100 linear feet, whichever is less.



Example of separation between structures

Neighborhood Green Streets are non-arterial north-south streets identified in the West Seattle Triangle Street Concept Plan. Open spaces and landscaping are emphasized on Neighborhood Green Streets. Such streets can feature residential and/or commercial uses at the ground-level. The setback at ground-level can complement the green street function by reserving space at the ground-level for landscaping or open areas.

- D. Upper level setback along SW Alaska Street. For structures greater than 65 feet in height, an upper level setback is recommended for building frontages abutting SW Alaska Street. The standard is recommended in order to maximize access to light and air, and to create a lower-scale street frontage for taller buildings. The setback would not be required for structures within 100 feet of Fauntleroy Way SW in order to encourage buildings that provide a focal point at the corner of SW Alaska Street and Fauntleroy Way SW.



Example of an 85' building with an upper level setback at 65' in height.

As recommended, a minimum setback of 10' would be required from the property line at 45' in height. For each ten vertical feet of height thereafter, an additional 2' of minimum setback would be required from the street property line.

Appendices

Illustrations of Structures in the West Seattle Triangle

Note: The following images depict maximum building “envelopes” with little modulation, setbacks or design details. They are provided simply to illustrate the distinction between the existing 65’ zoning and the potential for structures built under the proposed 85’ limit with streetscape improvements.

What are the colors?

Red illustrates street-level commercial spaces. *Yellow* represents the floors of structures built under the current 65’ height limit. *Blue* represents floors of structures constructed above 65’ in height.



Theoretical view south at 39th Avenue SW across Fautleroy Way SW



Theoretical view south at 40th Avenue SW across SW Alaska Street



Theoretical view southwest across the 40th Avenue SW neighborhood green street from a small plaza at the corner with SW Alaska Street

**West Seattle Triangle
Summary of Public Group Meetings
(partial list as of June 20, 2011)**

Date	Group/ Event
November 17, 2008	Community working session
January 27, 2010	Small meeting to discuss project scope with six residents of the community.
March 31, 2010	Advisory Group Meeting #1
March 2010	Triangle business inventory conducted
April 14, 2010	Advisory Group Meeting #2, attended by advisors + over 15 members of the community, including Triangle business owners
April 15, 2010	Letter sent to all addresses and property owners in the Triangle and within 100 feet of the Triangle planning area.
April 26, 2010	Meeting with a group of 20 Triangle business owners, meeting organized by West Seattle Chamber at Mountain-to-Sound Outfitters
May 12, 2010	Advisory Group Meeting #3, attended by advisors + over 25 members of the community including numerous Triangle business owners
May 20, 2010	Community meeting on parking issues in the planning area, organized by DPD with SDOT parking staff
June 7, 2010	Community meeting/ walking tour about parks and open space issues
June 8, 2010	Meeting with a group of 20 Triangle business & property owners, organized by the owner of Tom's Automotive and DPD staff
June 9, 2010	West Seattle Triangle Advisory Group Meeting #4, attended by advisors + about 15 members of the community
June 14, 2010	Meeting with the Junction Neighborhood Organization (residents)
July 15, 2010	Triangle business survey initiated
August 31, 2010	Community "walk and talk" of the Triangle sponsored by Feet First
October 27, 2010	Advisory Group Meeting #4, attended by advisors + over 20 members of the community, including Triangle businesses
October 7, 2010	Seattle Design Commission Briefing
November 10, 2010	Advisory Group Meeting #5, attended by advisors + over 10 members of the community, including Triangle businesses
November 17, 2010	Advisory Group Meeting #6, attended by advisors + over 25 members of the community, including Triangle businesses

November 18, 2010	Community meeting sponsored by DPD about RapidRide design in the Triangle, about 25 people in attendance
December 2, 2010	Triangle information and DPD staff at the Mayor's Town Hall event at the Youngstown Cultural Arts Center
January 5, 2010	West Seattle Triangle Street Trees and Pedestrian Lighting w/ SDOT arborist and lighting specialist. Several advisory group members in attendance
January 12, 2011	SW Alaska Street RapidRide Street Design, convened by SDOT and METRO
February 2, 2011	SW District Council
February 7, 2011	Community open house event, attended by about 60 people
February 16, 2011	Delridge District Council
March 10, 2011	Seattle Planning Commission
March 15, 2011	Seattle Freight Advisory Board
April 6, 2011	Seattle Bicycle Advisory Board
April 13, 2011	Seattle Pedestrian Advisory Board
April 14, 2011	Advisory Group Meeting #7, advisors + 8 members of the community, including Triangle businesses
April 28, 2011	West Seattle Junction Association
May 5, 2011	Advisory Group Meeting #8, advisors + 8 members of the community
June 1, 2011	Southwest District Council
June 13, 2011	Nearly 5,000 postcards sent to addresses within and around the West Seattle Junction Hub Urban Village
June 23, 2011	Scheduled: Triangle information and DPD staff at the Mayor's community forum at Hiawatha Community Center
June 29, 2011	Scheduled: West Seattle Triangle open house #2

Note: For local media coverage of meetings relating to the West Seattle Triangle Planning Project, see the West Seattle Blog (westseattleblog.com/) and West Seattle Herald (westseattleherald.com) and search under "West Seattle Triangle".