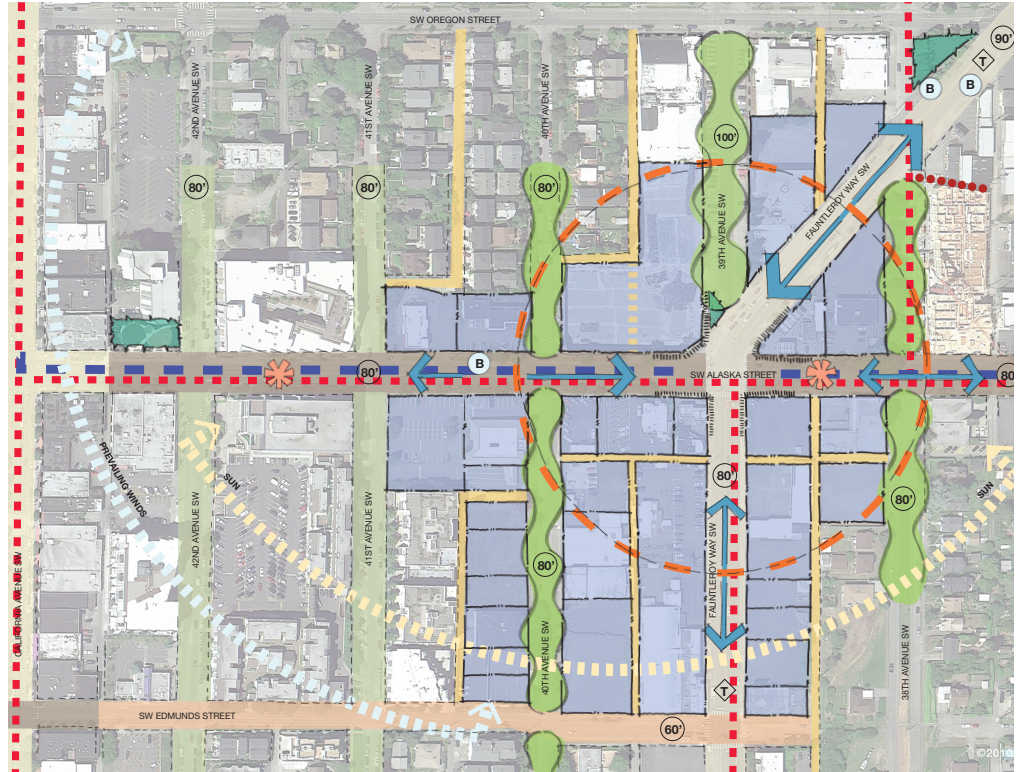


WEST SEATTLE TRIANGLE

Urban Design Framework

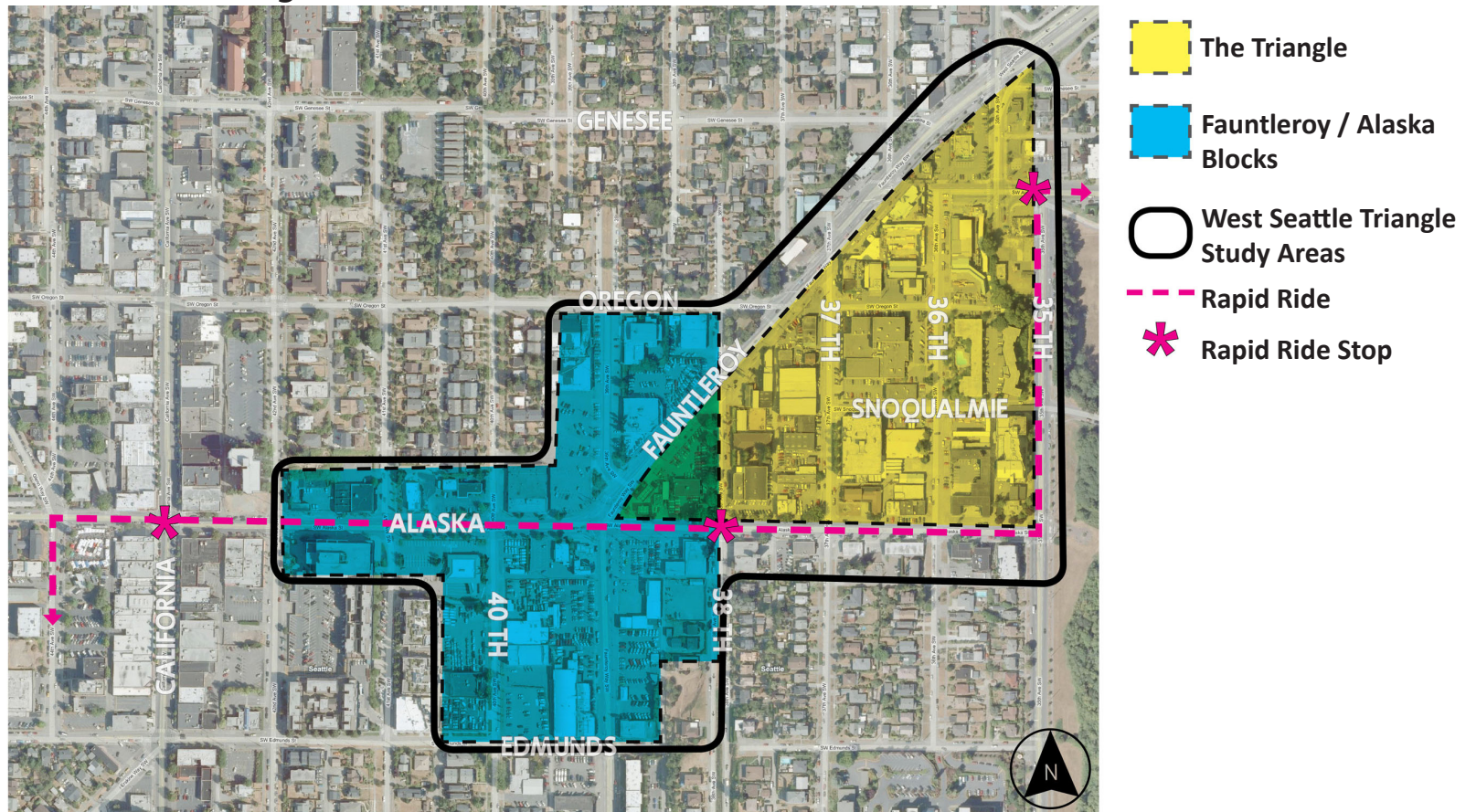
November 2011



REPORT STRUCTURE

Throughout this Urban Design Framework (UDF) report there are references to two subareas within the greater West Seattle Triangle study area as shown in the map below: the Triangle, and the Fauntleroy / Alaska blocks. The areas have very different conditions and were studied in different phases of the community process.

West Seattle Triangle Subareas



EXECUTIVE SUMMARY

Through the adoption of the West Seattle Junction Neighborhood Plan and more recent conversations with the community over the past two years, a vision is emerging for the West Seattle Triangle. This vision includes a vibrant mixed-use district with locally-owned businesses, new residents, great transit connections and streetscapes, green features and public gathering places for West Seattle.

This small area of land is surprisingly complex. Land use and streets must meet the needs of visitors, businesses and residents.

Many businesses are locally owned and operated and have served the West Seattle community for decades, along with the residential community that calls the triangle area home.

In western areas, large tracts of land are present and provide significant development opportunities. Streetscapes and future buildings can enhance the character of and complement the Junction business district, serving as a destination for people throughout West Seattle.

Proposed urban design highlights for the West Seattle Triangle planning area include:

- Fauntleroy Way SW serves as a gateway to West Seattle and is improved as a landscaped boulevard that retains travel capacity, provides safety for pedestrians and adds an element of green to the neighborhood.
- Walkable streets serves both businesses and residents.
- New green streets, community spaces and natural drainage are integrated into streetscapes and developments.
- The pedestrian environment is enhanced through building designs and storefronts along SW Alaska Street.
- The intersection of SW Alaska St and Fauntleroy Way SW is safe and lively. Surrounding buildings help to announce this key location.
- On larger lots near the intersection of SW Alaska St and Fauntleroy Way SW, buildings feature design elements that help establish a neighborhood scale street front and reinforce the intersection as a gateway location.
- Existing neighborhood scale is preserved in the small businesses district area east of 38th Avenue SW.

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- Neighborhood Plan Goals and Policies
- Public Events

1. OVERVIEW

The West Seattle Triangle Urban Design Framework is intended to provide a means to accomplish the community's vision for the area as it develops and changes over time. The idea of walkable streets, a vital small business/ mixed use district, and improvements to streets and public spaces at this important entry to West Seattle emerged from the West Seattle Junction Hub Urban Village Neighborhood Plan (1999).

In 2007, with the closure of a major auto dealership and a proposal by King County Metro to include two RapidRide bus stops in the planning area, new transportation and land use opportunities have emerged.

In 2008, a group of stakeholders from West Seattle assembled to discuss the future of the Triangle planning area. This meeting was followed by discussions with members of the community in 2009, and eventual funding of a process to plan future streetscapes in the Triangle area.

Beginning in 2010, City staff joined with businesses, residents, property owners and other interested groups and individuals to discuss the future of the Triangle. A West Seattle Triangle advisory group was convened and met eight times to discuss and share ideas on a range of local issues.

Additional community meetings were held to address specific issues including: parking, RapidRide street design, parks and open space, and issues important to small business. Throughout the process of meeting with the community, other City Boards and Commissions evaluated different streetscape alternatives as they pertained to trucks, pedestrians, bicycles, and consistency with City goals and policies. Much discussion was devoted to how land may develop over time. A list of project-related public events can be found in the appendix to this draft report.

This draft Urban Design Framework report identifies recommendations for land use changes and streetscape improvements in the West Seattle Triangle area. Chapter 5 includes recommendations for actions to implement the Framework.



Community member discussion at Open Houses and Stakeholder meetings.



The YMCA is a community center in the heart of the West Seattle Triangle.



The Link Building is a successful example of infill development.



Luna Park Cafe is an example of a beloved character business.

West Seattle Triangle Project Goals

The West Seattle Triangle will change in the coming years. Throughout the West Seattle Triangle process, discussion has focused on how to anticipate change, capitalize on the opportunities that change will bring, and retain what is great about the Triangle today.

The following goals were identified by members of the community through the planning process:

- **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

Purposes of the Urban Design Framework

Streetscapes & Community Spaces

The Streetscape Concept Plan (Chapter 4) identifies potential improvements to street rights-of-way that can be implemented over time by community organizations, government agencies and developers.

The Streetscape Concept Plan was vetted extensively with the West Seattle Triangle Advisory Group and the community. It accommodates all travelers through the Triangle on city streets: cars, trucks, pedestrians, bicyclists. The concept plan also provides direction on the location of community spaces within and adjacent to the right-of-way.

Importantly, the Streetscape Concept Plan will also serve as a separate document, a Director's Rule that is adopted through executive action by the Seattle Department of Planning and Development (DPD) and the Seattle Department of Transportation (SDOT). As such, it will serve as a basis of review for future investments and capital projects in the street right-of-way.

The plan does not require immediate action. Aspects of the plan will be implemented in conjunction with future development projects, by community organizations and through government funding sources. The Concept Plan provides direction for streetscape improvements as resources become available and development occurs over time.

Land Uses and Future Development

In addition to streetscapes, the West Seattle Triangle Planning Study will include recommendations for amendments to the Land Use Code within the Triangle planning area.

Amendments to the Land Use Code and zoning within the Triangle will be submitted to the City Council in summer 2011. The proposed amendments are intended to complement the Streetscape Concept Plan by establishing standards to create pedestrian scale street fronts, ensure an appropriate scale of buildings on long blocks, and to integrate pedestrian circulation and open spaces. Amendments will also respond to the needs of the small business district.

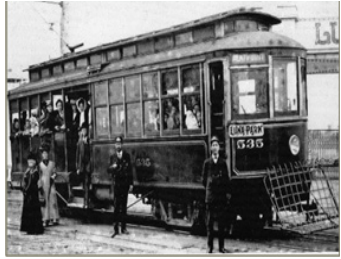
Proposed amendments will undergo significant public process through City Council deliberations this year. Final approval of the land use amendments will be made by vote of the City Council, with the Mayor approving through signature.



Walking on SW Alaska St.



Junction Plaza Park is a recently improved community space.



Former West Seattle streetcar.



Longstanding business still operating.



Vacated auto dealerships have changed neighborhood conditions.

Background

Historic Context

For over a century, the West Seattle Triangle area has been a discreet mixed use neighborhood that has also served as an extension of the Junction retail core. For many years, the Seattle Municipal Railway streetcar ran along Fauntleroy Way SW, providing transportation to serve Triangle area residents, small businesses, lumber yards and various services offered to the West Seattle peninsula and beyond.

In the 1940s, the streetcar was replaced by the automobile. The Huling family established their auto sales business in 1946, ushering in a new pattern of land use in the Triangle area that included large auto retailers, and a myriad of auto-related shops including repair, detailing and parts. Existing zoning was established in 1986, influenced by the presence of the Huling auto dealership and other large site uses with an orientation to automobiles.

In 2007, the Huling auto dealership left the area, leaving many acres of vacant surface parking area. Many auto-related retail uses remain today and are anticipated to continue to serve West Seattle.

In 2013, new transportation investments are planned for West Seattle. Bus RapidRide will move through the area along 35th Avenue SW and SW Alaska Street, reinforcing the Triangle's historic role at the nexus of public transportation in- and out of West Seattle.

Neighborhood Plan

The West Seattle Triangle project takes its cues from the West Seattle Junction Hub Urban Village Neighborhood Plan, which was 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

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 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 |

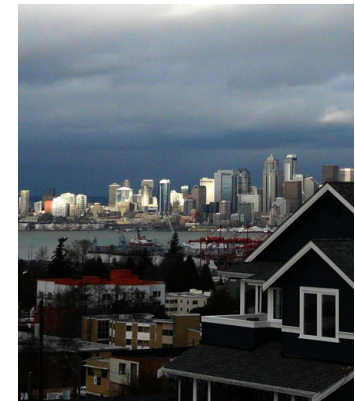
Housing data from the Decennial Census, U.S. Census Bureau.

Employment Information from the Washington State Employment Security Division. Comprehensive Plan information from the Seattle Comprehensive Plan, 2004-2024, Urban Village Appendix A

The West Seattle Triangle Urban Design Framework anticipates that infill development will continue over the coming decades. Over a portion of the planning area, allowable height and density is proposed to modestly increase through proposed zoning amendments. It should be noted that increases in both households and jobs are likely under any zoning scenario.



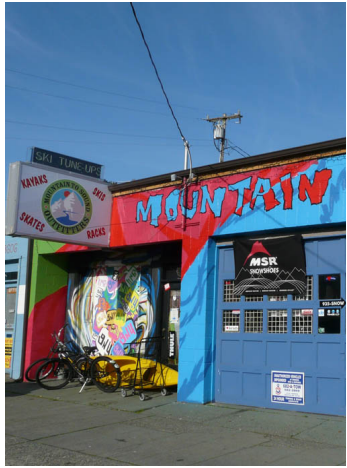
Residents reviewing the Comprehensive Plan.



The West Seattle Junction Urban Village with downtown Seattle in the distance.

2. Planning Themes

Several themes for the Triangle planning area emerged through the planning process with the community. These themes provide the basis for urban design recommendations. Planning themes are overarching values expressed by stakeholders and community members over the course of multiple meetings, workshops and open houses as well as numerous individual interviews and briefings. Planning themes are shared values by the two primary groups with a strong presence in the Triangle: businesses and residents.



One of many vibrant local businesses.



Neighborhood children going to the YMCA.

Businesses

The West Seattle Triangle is home to over 70 businesses that offer an array of goods and services to the West Seattle peninsula and the city as a whole. The Triangle business district includes several market niches that include auto repair/parts, medical services, and a growing outdoor sports business sector. Interviews with local business owners reveal numerous long-term relationships between business tenants and property owners.

Residents

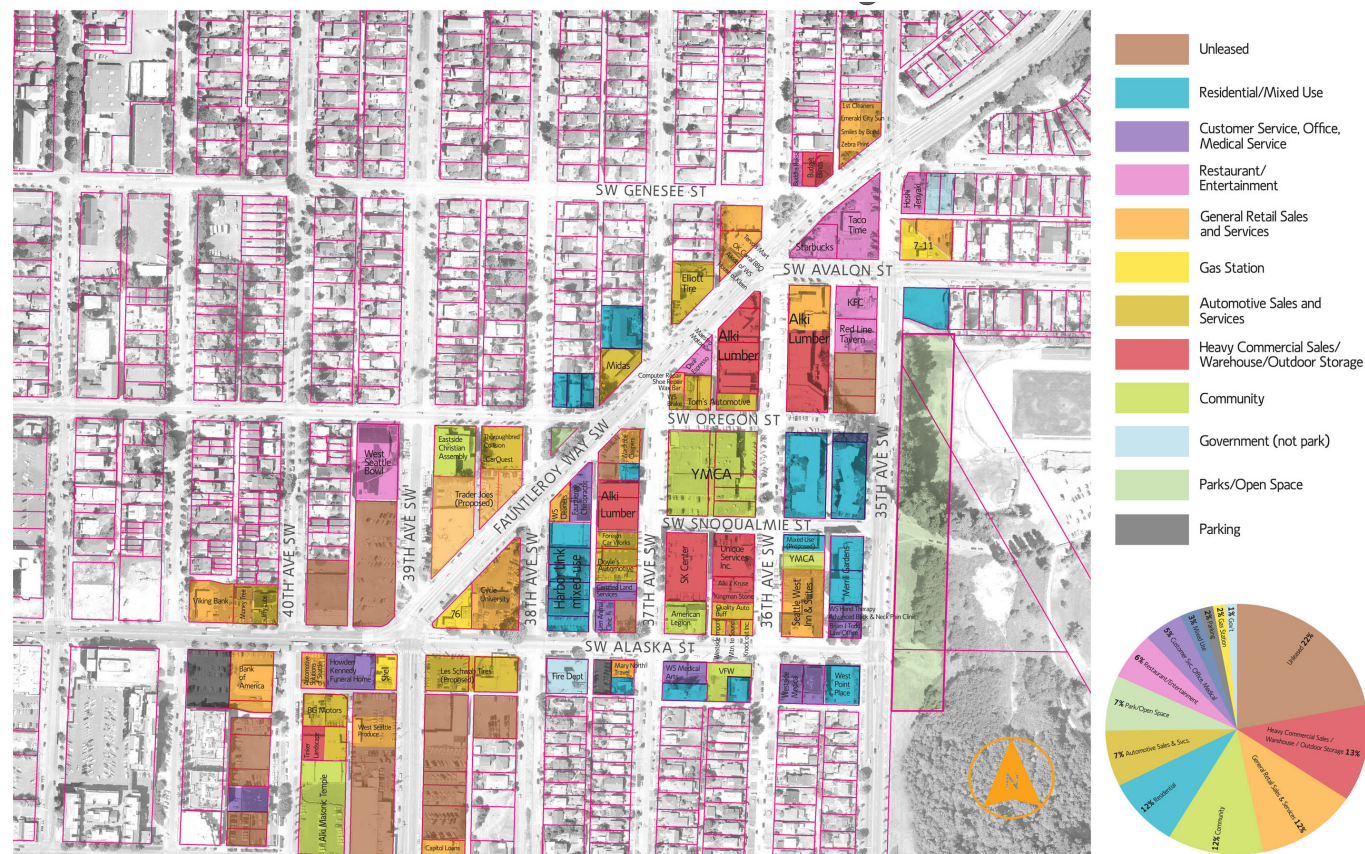
In addition to businesses, over 444 dwelling units are located within the Triangle planning area. It is likely that additional residential units will be constructed in the coming years. In addition, single family neighborhoods are located immediately north and south of the planning area. The West Seattle Triangle has a strong residential presence and sense of community that will continue to strengthen as the area grows.

A Vibrant Mix of Uses

A defining feature of the West Seattle Triangle planning area is its diverse mix of residential and commercial uses. Numerous factors have contributed to a district where residents and a broad array of commercial uses co-exist successfully. The unique mix of commercial services, retail shops, offices and longstanding businesses mixed in with nearby residences is a valuable characteristic that many stakeholders want to preserve. The unique mix is a valued characteristic of the neighborhood.

The urban design and land use recommendations in this report support continued success of a rich mix of uses new and old. Recommendations for streetscapes and zoning throughout this report balance the needs of all users, and facilitate ways that uses can share space and complement one another.

A Mixed Use Neighborhood



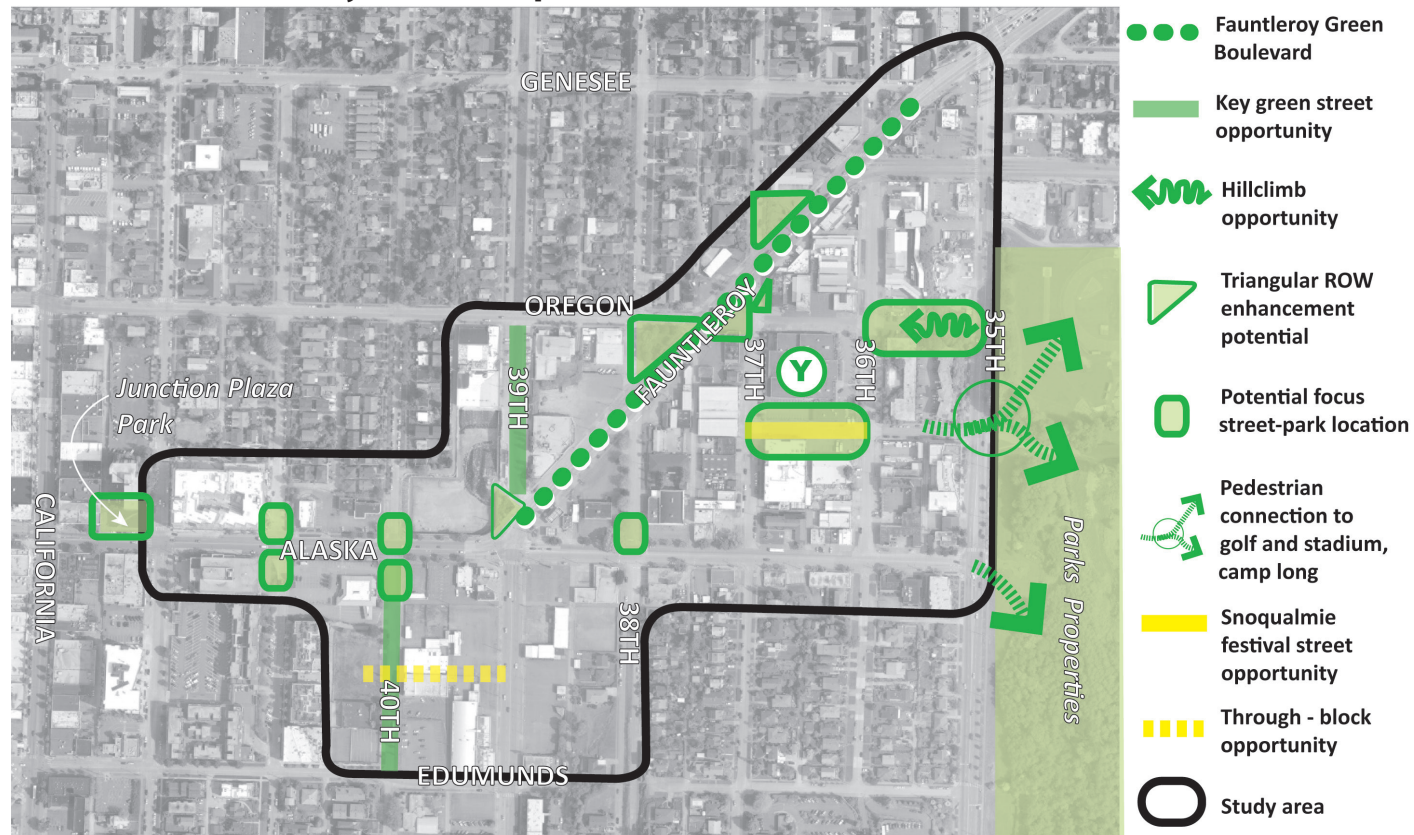
Community Spaces & Green Spaces

The West Seattle Junction Hub Urban Village Neighborhood Plan identified the need for better access to existing parks, and new open spaces that provide “breathing room” for the neighborhoods near the Junction. The community has identified opportunities for integrating open space into the neighborhood over time. An important theme for the West Seattle Triangle planning area is integrating new open and green spaces, as well as making better connections to existing green and open spaces.

The urban design and land use recommendations and the streetscape concept plan identify a variety of strategies for building a “lattice” of green spaces in the West Seattle Triangle. Strategies include enhancing and making better use of underused right of way areas, and encouraging integration of open spaces and pathways with new development.

The diagram below highlights opportunities to enhance community and green spaces.

Potential Community & Green Spaces



Street Character

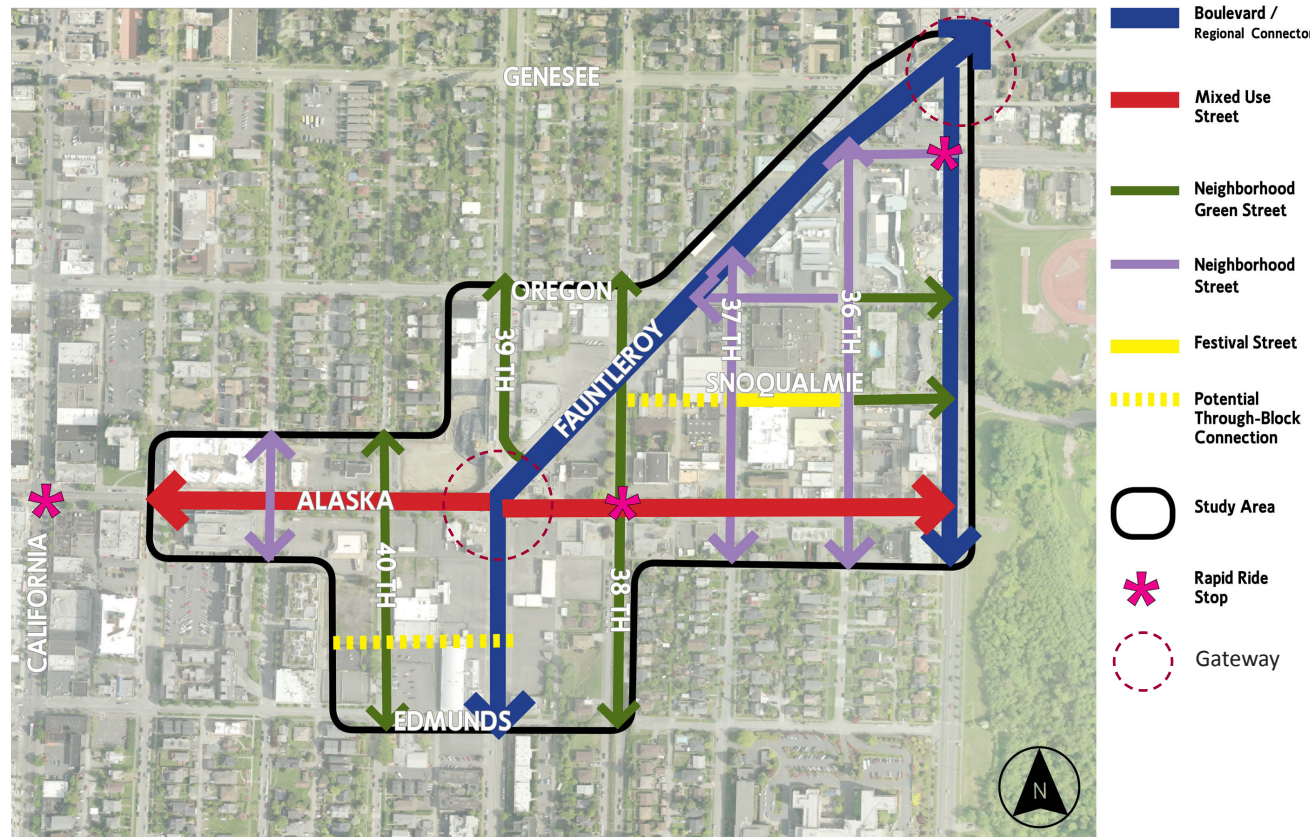
The importance of identifying the preferred role and character of different streets and pathways throughout the planning area emerged during the process. Key recommendations for street character in the report include:

- Fauntleroy Way SW as a boulevard great street
- Gateways to the neighborhood in key locations.
- SW Alaska Street as a pedestrian-oriented commercial main street

- Non-arterial neighborhood streets that provides access for all modes of travel
- Neighborhood green streets
- A festival street that can serve business uses and community events
- A pedestrian hill climb on SW Oregon Street
- Mid-block connections across long blocks.

Key concepts for street character and preferred roadway configurations are detailed in the streetscape concept plan.

Street Character



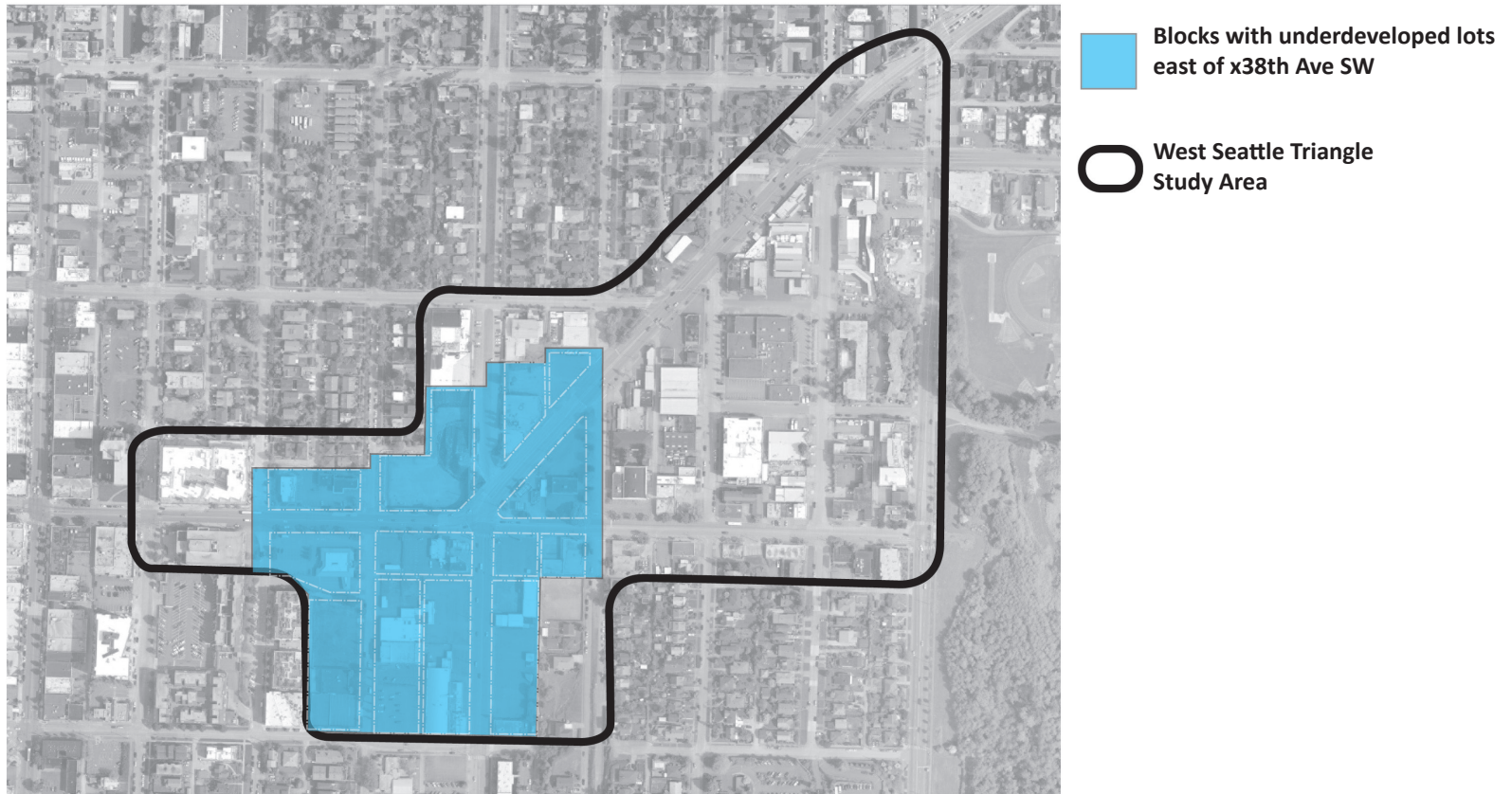
Fauntleroy/Alaska Blocks: Opportunities on Under-Developed Lots and Streets

Over 20 percent of the land in the Triangle is vacant or un-leased, and several large parcels of land have been assembled in the study area. Capitalizing on the opportunity these properties present is an important theme throughout this report. In this area, recommendations identify streetscape improvements that have potential to add green and complement community spaces. Land use recommendations

support the streetscape concept by encouraging the integration of open spaces onsite and nearby, and by ensuring appropriate scale of new buildings.

- Street rights-of-way in this area are wide (80-100 feet in width).
- Blocks in the area are long—up to 600 feet
- Existing zoning already allows development up to 65' in height.
- Specific urban design objectives for likely infill development are detailed in Chapter 3 of this report.

Opportunities on Under-Developed Lots and Streets



3. URBAN DESIGN & LAND USE RECOMMENDATIONS

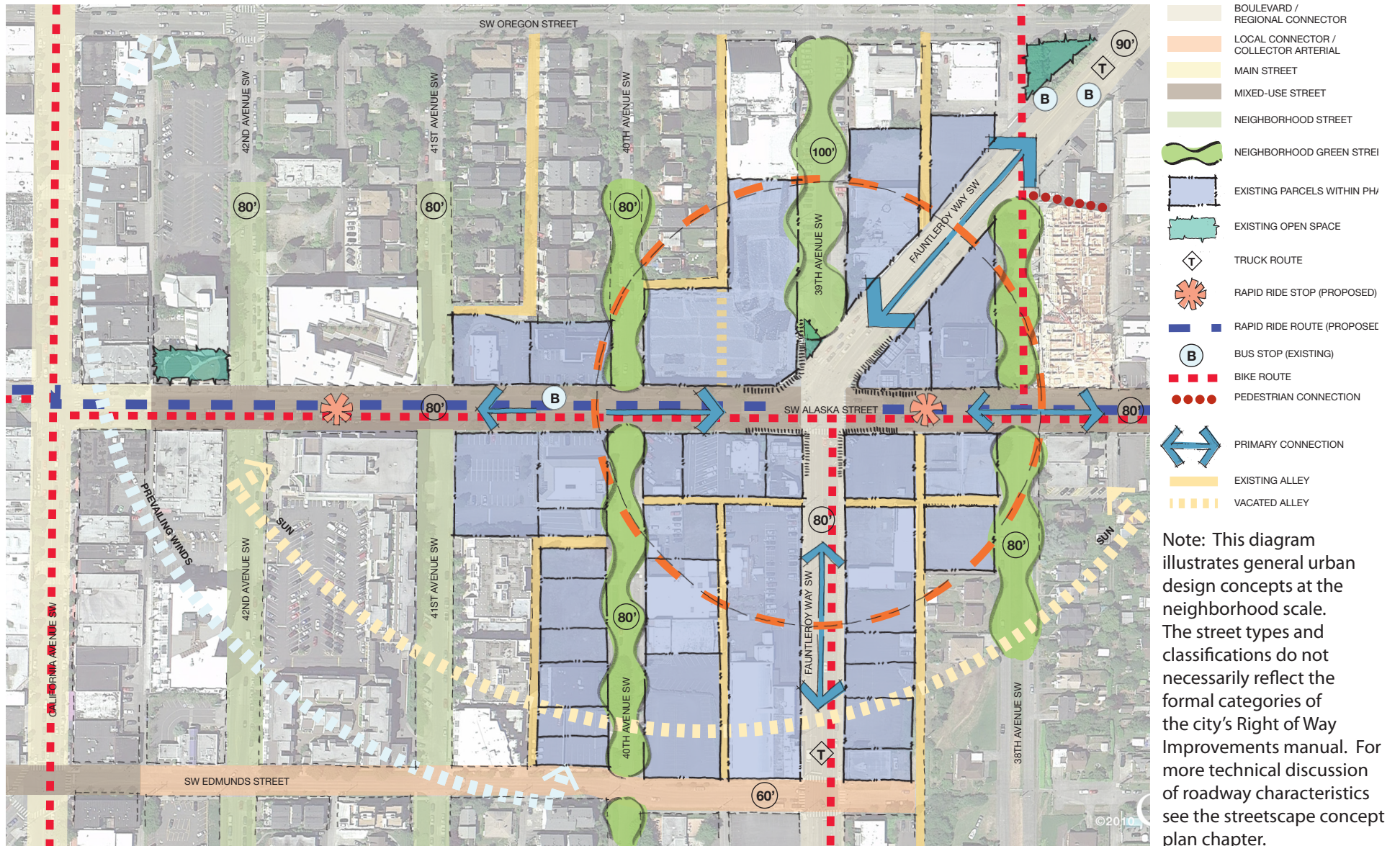
The following recommendations evolved from discussion with members of the West Seattle Triangle advisory group and other members of the community. These recommendations are identified as principles that describe preferred elements of design for the West Seattle Triangle planning area. The recommendations also follow from the West Seattle Junction Hub Urban Village Neighborhood Plan and the West Seattle Junction Urban Village Design Guidelines.

The diagrams on the following pages depict an overall urban design concept for the Triangle area together with the Fauntleroy / Alaska blocks. Overarching urban design ideas include:

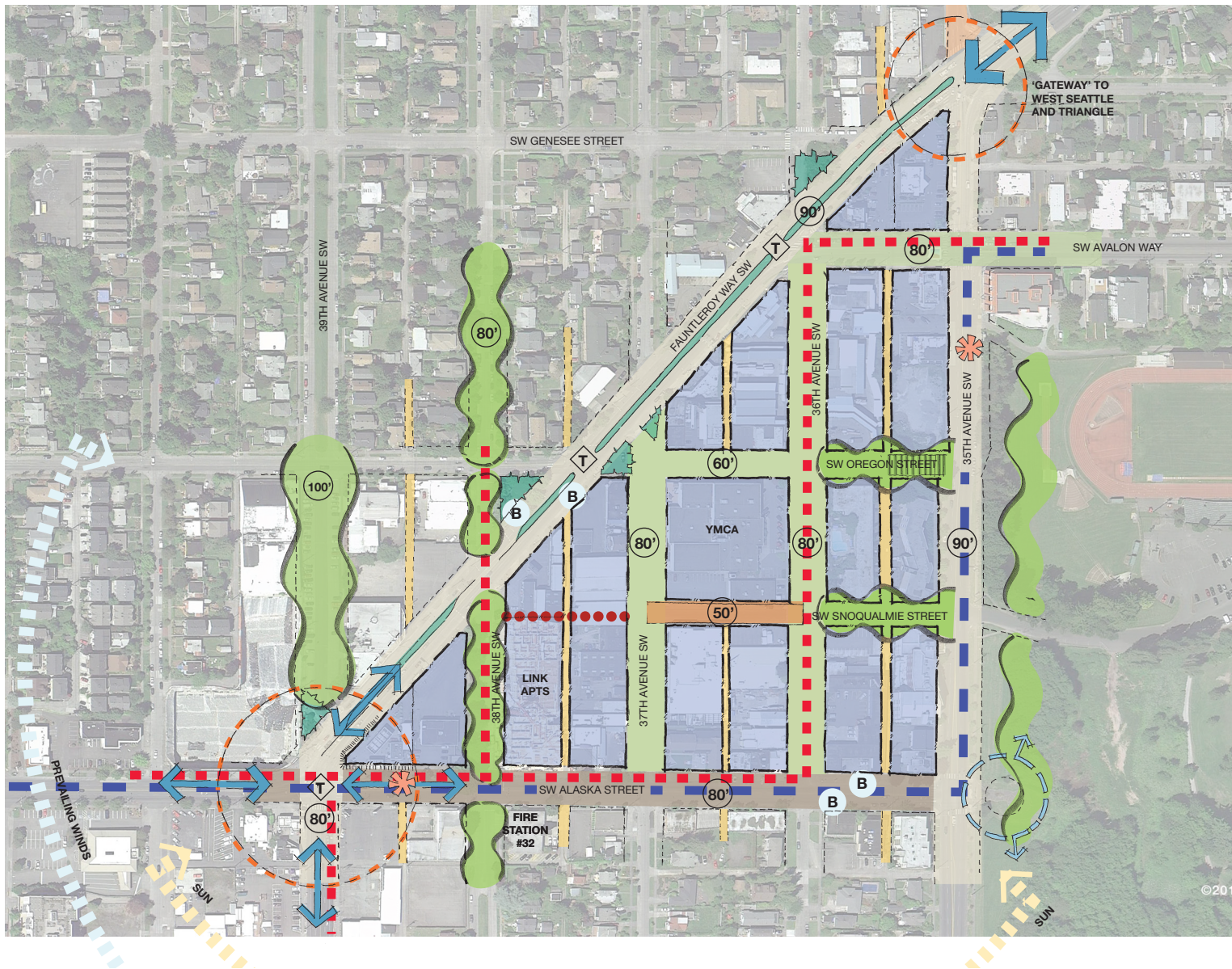
- Create a strong focus intersection at the confluence of Fauntleroy Way and SW Alaska Street to anchor the center of the neighborhood and mark its entry.
- A lattice of green spaces with a series of street parks enhances open space.
- Break down horizontal scale of the longest blocks to ensure livability with new development.
- Place mass of new structures in a way that tapers down at the edges to respect adjacent neighborhoods and less-intensive zoning.
- Enhance the lively mix of diverse and flexible spaces and uses at the heart of the Triangle area near YMCA along a proposed Snoqualmie festival street.
- Make SW Alaska Street a connecting main street with vibrant street character and activating retail uses.

Fauntleroy / Alaska Blocks - Urban Design Diagram

Note: Match and overlap with the Triangle. Maps are not same scale.



The Triangle - Urban Design Diagram



- BOULEVARD / REGIONAL CONNECTOR
- LOCAL CONNECTOR: COLLECTOR ARTERIAL
- MIXED-USE STREET
- NEIGHBORHOOD STREET
- NEIGHBORHOOD GREEN STREET
- BOULEVARD (PROPOSED)
- PEDESTRIAN PRIORITY STREET/ FESTIVAL STREET (PROPOSED)
- HILL CLIMB (PROPOSED AT SW OREGON)
- EXISTING PARCELS WITHIN PHASE I
- EXISTING/POTENTIAL OPEN SPACE
- TRUCK ROUTE
- RAPID RIDE STOP (PROPOSED)
- RAPID RIDE ROUTE (PROPOSED)
- BUS STOP (EXISTING)
- BIKE ROUTE
- PEDESTRIAN CONNECTION
- EXISTING ALLEY
- PRIMARY CONNECTION

Note: This diagram is to illustrate general urban design concepts at the neighborhood scale. The street types and classifications do not necessarily reflect the formal categories of the city's Right of Way Improvements manual. For more technical discussion of roadway characteristics see the streetscape concept plan chapter.

Note: Match and overlap with the Fauntleroy / Alaska blocks. Maps are not same scale.

Urban Design and Land Use Recommendations

Overall Massing and Scale



Design features to mitigate bulk.



The Link Building. An example of recent 65' infill development.



Mid-block connection.

- Preserve existing height limits by retaining existing 65' height limit in areas east of 38th Avenue SW consistent with the Neighborhood Plan.
- Encourage appropriate infill density on underused lots.
 - Enable transit oriented development in support of Rapid Ride on underused sites.
 - Allow for a moderate increase in height to 85' and associated density in appropriate locations within the Fauntleroy / Alaska blocks.
 - Integrate standards for new development on larger sites to mitigate potential building bulk, provide flexibility in design, and encourage the integration of open spaces at ground level.
- Create a strong focus and prominent gateway at the Fauntleroy/Alaska intersection.
 - Create a prominent urban intersection at Fauntleroy/Alaska/39th by placing mass and scale in a way that frames the intersection. This may include vertical articulation, prominent entries, and architectural elements presenting directly to the intersection.
 - Consider the terminus of the sight-line looking southwest along SW Fauntleroy Way when massing of infill buildings.
- Reduce the width and horizontal scale of infill development on long blocks, especially in the Fauntleroy/Alaska area.
 - Encourage east/west midblock crossings
 - Where midblock crossings are added ensure perceptible massing breaks that provide visual relief, and space for light air and amenity.
- Transition height to lower density abutting residential zones.

Building Form

- Provide upper level setbacks along SW Alaska Street to preserve light and air at street level and to preserve views.
 - Include a 10' setback at 45' on SW Alaska St. where height limits allow taller structures than currently allowed.
 - To encourage a focal point at the Alaska/ Fauntleroy/39th intersection, structures within 100' of the intersection do not need to provide upper level setbacks.
 - Provide recesses and courtyards on long building facades to provide variation and visual interest.

Transforming Fauntleroy Way SW into an attractive boulevard is a key urban design goal for the West Seattle Triangle.



Public Amenities

(See also Street Concept Plan Chapter 2)

- Reclaim underused street rights-of-way to develop open space and areas for public gathering.
 - Transform Fauntleroy Way SW into a green boulevard with an abundantly planted median, lighting and art. (See page 26.)
 - Create a shared festival street on SW Snoqualmie St. to be available for community use on weekends.
 - Improve 39th Ave. SW, north of SW Alaska St. with added landscaping and pedestrian amenities, taking advantage of the unusually wide 100' right of way.
 - Create a pedestrian hill-climb on SW Oregon Street between 35th Ave SW and 36th Ave. SW.
- Add mid-block crossings and through corridors in conjunction with infill development on long blocks.
 - Consider reconfiguration of alleys on large infill blocks to create sites more in keeping with city block sizes in the range of 250 feet in length.
 - Explore shared, multi-use midblock crossings that can accommodate pedestrians, vehicles, and public amenities.
- Integrate a "lattice" of street park green spaces at



Upper-level setback.



Courtyard recess at the street edge.



Example of shared Festival St. type street.



Activated street park space.



Linear neighborhood green street at the Link Building.

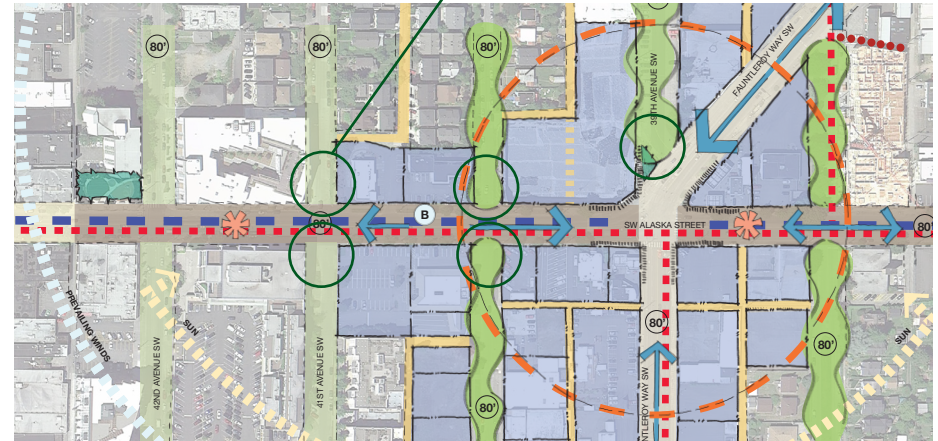


Well maintained streetscape at the nearby Mural Building.

key locations and intersections.

- Place street park open spaces at the intersections of north / south streets (41st, 40th, 39th, 37th) Avenues with SW Alaska St. Street Park spaces can be activated with cafes and sidewalk retail displays, or can be passive green or plaza spaces.
- Develop abundantly landscaped linear neighborhood green streets on appropriate rights-of-way.
 - 38th Ave. SW, 39th Ave. SW and 41st Ave. SW are appropriate for neighborhood green street treatments.
 - Place a special focus for green street improvements on 40th Ave. SW where substantial new development on adjacent properties is likely. Provide a street park space on the east side of the street that is 20' to 30' wide including the sidewalk zone.
- New development should complement linear green streets through property frontages that feature landscaping, plazas or other open areas, residential and commercial building entries.
- Encourage building owners to invest in and maintain street furnishings, such as benches, trash receptacles and lighting, particularly along pedestrian-oriented street frontages.
- Corner plazas and street parks should encourage social activity and avoid isolation by locating storefronts and residential entrances adjacent to these spaces and preserving sightlines to other public places.
- Identify artwork or architectural features at the corner of 35th Ave SW and Fauntleroy Way SW to help define this entry into West Seattle.

Intersections with SW Alaska St. are good places for small street park green spaces. The non-arterial north south streets are good places for linear green streets.



Preferred Building Uses and Activation of Streetscapes

- Preserve character elements of small business especially in the Triangle.
 - Retain allowable heights in areas where small businesses predominate.
 - Encourage the re-use of existing small commercial structures where feasible.
 - Allow and encourage the continued active use of curb space for loading and parking for small businesses, including auto shops, outdoor recreation, and lumber/ hardware sales uses.
 - Consider design cues from longstanding small businesses in the design of new projects to build on neighborhood heritage. Examples might include references to Alki Lumber, classic automobile aesthetic elements, or other heritage features.
 - Consider preservation of character structures, or facade materials or features of such structures, at the time of infill development projects.
- Encourage vibrant retail frontages along SW Alaska Street as a key pedestrian linkage between the Triangle business district and the Junction business district.

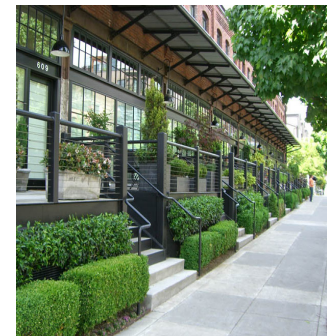
- Encourage engaging residential frontages on designated green streets.
 - Design residential lobby entrances to create a transition between public- and private space through the use of landscaping and courtyards and furnishings.
 - Include ground-related private residential entries, including townhouse or rowhouse entries along long green streets. Residential entries should be designed to provide separation between front doors and the street environment, which may include a slightly raised first floor, or small stoops or porches.
- Orient new construction projects toward a pedestrian-friendly street front.
 - Locate windows and doors near the sidewalk to encourage activity at the sidewalk level and to encourage public safety through “eyes on the street”
 - Prohibit long blank walls that lack visual interest and create isolated areas that can feel unsafe for pedestrians
 - Where feasible, locate parking behind structures, and encourage access to parking from alleys



Character cues may be taken from longstanding area businesses.



Vibrant retail frontage.



Ground-related entries.

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4. STREETSCAPE CONCEPT PLAN

This Streetscape Concept Plan is one section of a complete Urban Design Framework for the West Seattle Triangle area. Streetscape Concept Plans inform right of way improvements either in conjunction with private development or for a capital improvement project sponsored by the city. This streetscape concept plan provides preferred roadway character and configuration recommendations for numerous streets within the West Seattle Triangle study area.

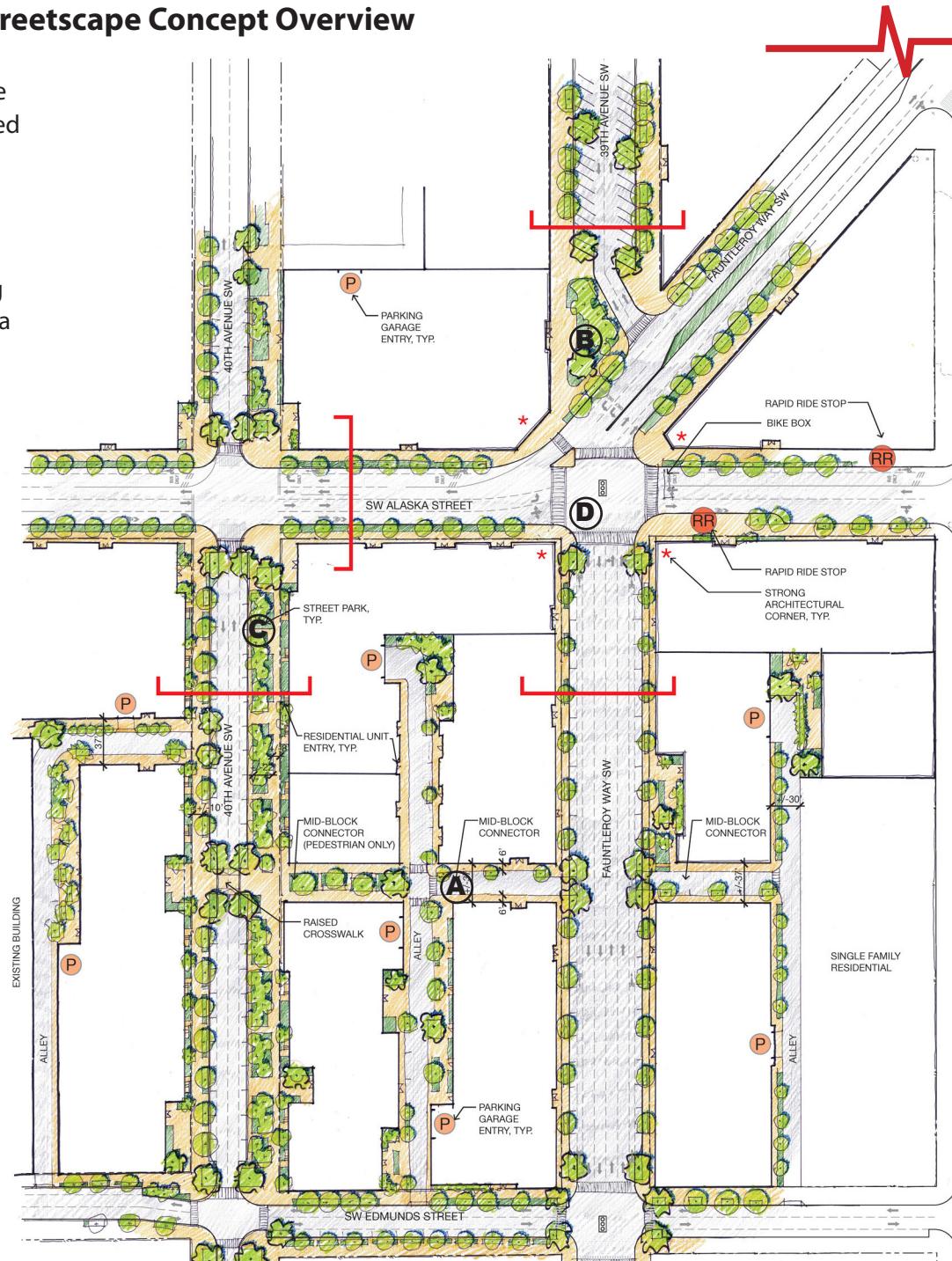
Areawide streetscape plans on the following pages provide an overview of the preferred configuration of streetscape, roadways and green spaces throughout the neighborhood. Following the overview plans specific guidance for individual roadways is provided.

***Note:** Throughout this streetscape concept plan there are references to potential green stormwater infrastructure (GSI) locations. Feasibility of GSI must be determined at the time of a project proposal based on a range of factors including site specific tests of local soil permeability. Raingardens and bioswales designed to filter and slow the flow of stormwater runoff with tie-in to the conventional drainage infrastructure is the most implementable design option for suggested GSI locations - (as opposed to GSI facilities designed to fully infiltrate stormwater on-site in place of conventional drainage infrastructures). See page 48 for further discussion of potential GSI in the study area.

Fauntleroy / Alaska Blocks - Streetscape Concept Overview

The streetscape concept overview for the Fauntleroy / Alaska Blocks shows preferred configuration for infill development on large underused sites in the area. Key recommendations include:

- **A** - An east / west midblock crossing on the long block between SW Alaska St. and SW Edmunds St.
- **B** - Corner plazas and street parks.
- **C** - An abundantly planted 40th Ave. SW that could be residential in character.
- **D** - Intersection improvements to the SW Alaska / Fauntleroy Ave. SW intersection.



Note: Match and overlap with the Triangle. Maps are not same scale.

The Triangle - Streetscape Concept (Long Term)

The streetscape concept overview for the Triangle area shows one possible configuration for roadways and parking in the long term. Key recommendations include:

- SW Fauntleroy Way as an attractive median boulevard.
- SW Snoqualmie festival street.
- Consolidated parking and curbcuts on neighborhood streets.
- Continue to accommodate short-term parking.
- Where possible, maintain existing parking capacity.



Note: Match and overlap with the Fauntleroy / Alaska blocks. Maps are not same scale.

The Triangle - Streetscape Concept (Interim)

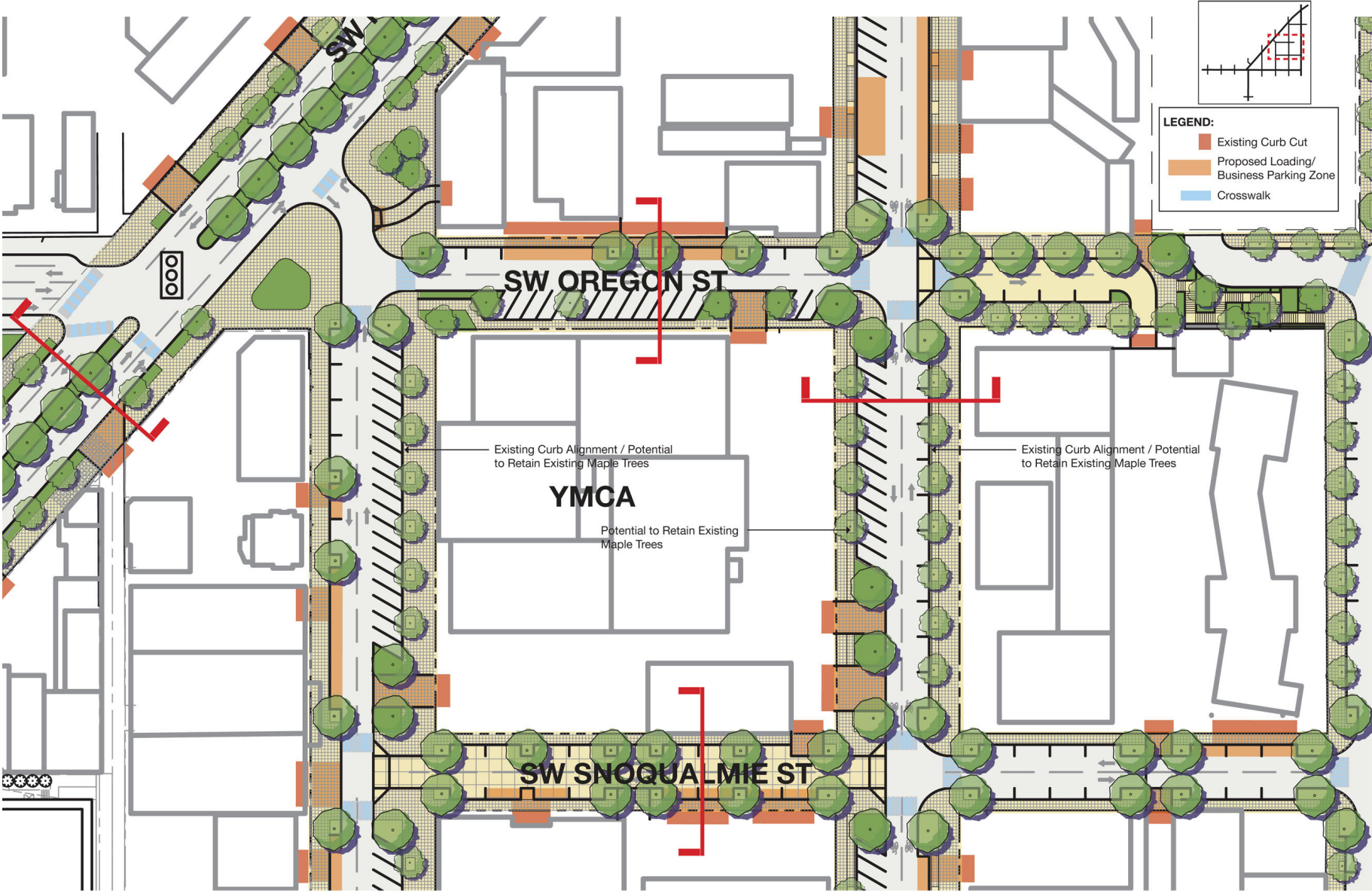
An interim or near-term version of the recommended streetscape concept is provided for the Triangle area. The feature most different from the long-term scenario is the treatment of parking and loading zones. In the near term scenario curbside commercial load zones (orange bars on the map) are retained.

Near-term reflects a condition before major redevelopment of adjacent private property, and long-term reflects a condition after major redevelopment of adjacent private property.




Note: Match and overlap with the Fauntleroy / Alaska blocks. Maps are not same scale.

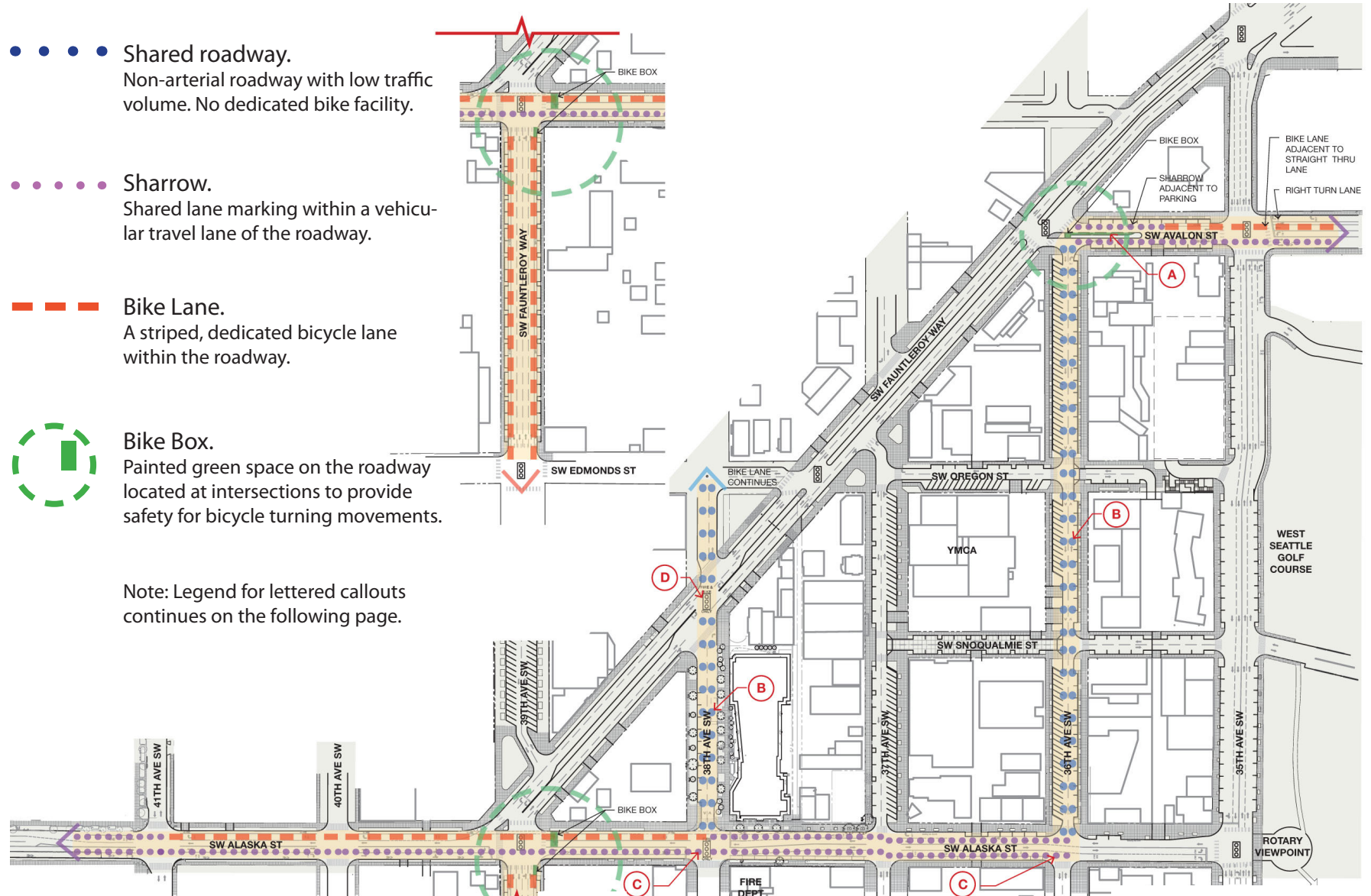
The Triangle - Streetscape Concept Enlargement (Interim)



Proposed Bicycle Routing Plan

- • • • • Shared roadway.
Non-arterial roadway with low traffic volume. No dedicated bike facility.
- • • • • Sharrow.
Shared lane marking within a vehicular travel lane of the roadway.
- — — — — Bike Lane.
A striped, dedicated bicycle lane within the roadway.
-  Bike Box.
Painted green space on the roadway located at intersections to provide safety for bicycle turning movements.

Note: Legend for lettered callouts continues on the following page.



Proposed Bicycle Routing Plan Legend

(Continued from previous page)

- A** Encourage use of paint or other similar marking to provide a safer transition from westbound sharrow to left hand turn bike box. Approach to be developed in conjunction with a city-wide system for consistency.
- B** Keep street section as shown with a shared roadway bike route. Encourage marking to promote a visible and safe route consistent with a system wide set of standards.
- C** Encourage use of paint or other similar marking to denote left hand turning movement of bikes transitioning from the sharrow to the northbound car travel lane at 36th Ave. SW and 38th Ave. SW.
- D** Encourage bike activated traffic signal at 38th Ave. SW and SW Fauntleroy Way .

Proposed Bicycle Routing Plan

The West Seattle Triangle is an important link in the comprehensive bicycle facility network envisioned by the Bicycle Master Plan. Cyclists from West Seattle and other neighborhoods pass through the area while commuting to downtown and other destinations in the city. The area is in need of bicycle facility improvement to address the need of area cyclists. The Bicycle Master Plan recommends signed bicycle routes for the following facilities for the West Seattle Triangle:

- SW Avalon Street
- 36th Avenue SW
- SW Alaska Street
- 38th Avenue SW

Signed bicycle routes are intended to be used by a wide variety of bicyclists, including people who are new or less-experienced bicyclists. Bicycle routes are typically recommended on facilities such as multi-use trails, bicycle boulevards, lower-volume arterial streets with bicycle lanes, and non-arterial streets with low traffic volumes and speeds. The signed bicycle route system also designates main routes connecting urban villages.

The proposed signed bicycle routes in the West Seattle Triangle are in need of minor improvements to accommodate current and future bicycle use. The West Seattle Triangle Urban Design Framework recommends the following improvements to help implement the Bicycle Master Plan in the West Seattle Triangle:

| Location | Proposed Improvement / Bicycle Facility * | Description |
|--|---|--|
| 36th Ave. SW | Shared roadway | Shared roadway bike route with a marking to promote a visible and safe route. The southbound bike travel facility should not be next to the back-in angled parking in order to increase visibility of both vehicles and bicycles. Placement of the sharrow should be towards the center of the right of way. |
| 38th Ave. SW | Shared roadway | Shared roadway bike route with a marking to promote a visible and safe route. Consider future placement of a signalized crossing at intersection of 38th Ave. SW & Fauntleroy Way SW. |
| SW Avalon St. SW Alaska St. | Sharrow, bike lane | Bicycle improvements have been developed by the Seattle Department of Transportation (SDOT) as part of the street improvement design for the RapidRide C line. These recommended improvements have been incorporated into the Streetscape Concept Plan. |
| Fauntleroy Way SW (south of SW Alaska St.) | Bike lane | Place bike lanes on both sides of street between SW Alaska Street and SW Edmunds Street. |
| Intersection of SW Avalon St. / 36th Ave. SW | Bike box | Explore placing a bike box at westbound lanes of SW Avalon St. to facilitate left turning onto 36th Ave. SW for bicycles. Consider a painted bike area/lane on north side of the middle median to connect to the bike box. Paint or similar marking could be used to announce the transition from bike lane to median to bike box. Consider a raised or enhanced crossing from Fauntleroy to Avalon to reduce fast vehicle travel speeds. Explore a combination of bike area and planted median at the time of potential future median improvements at the location. |
| Intersection of SW Alaska St. / Fauntleroy Way SW | Bike box | Explore placing a bike box on north bound right turn travel lane of Fauntleroy Way SW to facilitate bikes turning right onto SW Alaska St. Explore placing a bike box at the west bound lanes of SW Alaska St. to facilitate left turning onto Fauntleroy Way SW (southbound). |
| Intersection of SW Alaska St. / 36th Ave. SW & 38th Ave. SW | Paint / markings on street surface | Use paint or other similar marking on SW Alaska Street to denote left hand turning movement of bikes transitioning from the sharrow to the eastbound car travel lane at 36th and 38th. |
| Various locations | Bicycle parking | Encourage both on-street (limited areas as demand increases) and on-sidewalk bike parking in appropriate locations throughout the study area. |

* Facility recommendations are based on public input during the West Seattle Triangle Urban Design Framework process and on review by the Seattle Bicycle Advisory Board. Implementation of recommendations requires further review and analysis by SDOT, and is dependent upon available funding sources.

| Type of bicycle facility | Definition of bicycle facility type (based on Seattle Bicycle Master Plan) |
|--------------------------|---|
| Shared Roadway | Regular street without any designated bicycle facility but with traffic calming improvements. |
| Sharrow | Shared lane marking placed within a vehicular travel lane of the roadway. |
| Bike Lane | A portion of the roadway that has been designated by striping, signing or pavement markings for the preferential use of bicyclists. |
| Bike Box | Painted green space on the road with a white bicycle symbol inside. Located at intersections to provide safety for bicycle turning movements and awareness of bicycle/car interactions. |

Utilities

When improvements to the streetscape are made, the location of underground and above grade utilities are an important factor. In general, streetscape improvements that allow existing trunk utility lines to remain in place are substantially less expensive than improvements that require relocation of utilities. Placement of the sidewalk zone - in particular trees, lighting, or planted areas - directly above utility lines can cause utility conflicts.

This streetscape concept plan seeks to avoid utility conflicts. The following pages contain section and plan illustrations depicting preferred configurations for streetscape improvements. In general the configurations avoid placement of conflicting elements in sidewalk areas above known underground utility lines. Graphics are included in the section figures showing the approximate location of known trunk utility lines (see legend at right).

Utilities Legend*

(For section graphics on following pages.)



Potable water main line.



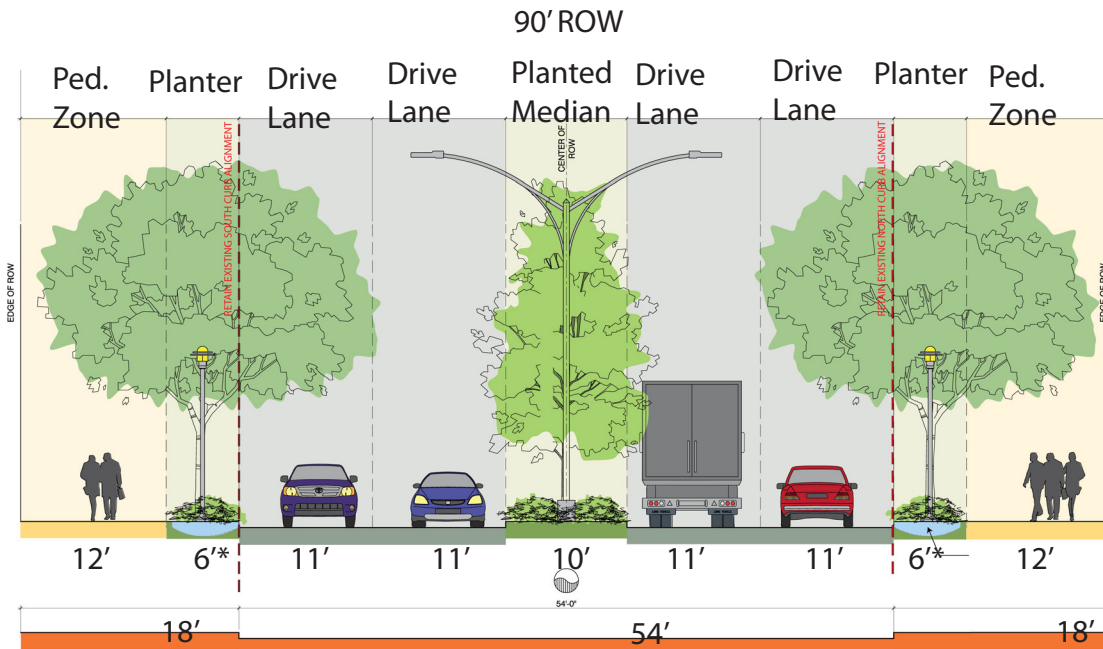
Drainage main line.

Combined storm and sanitary sewer.

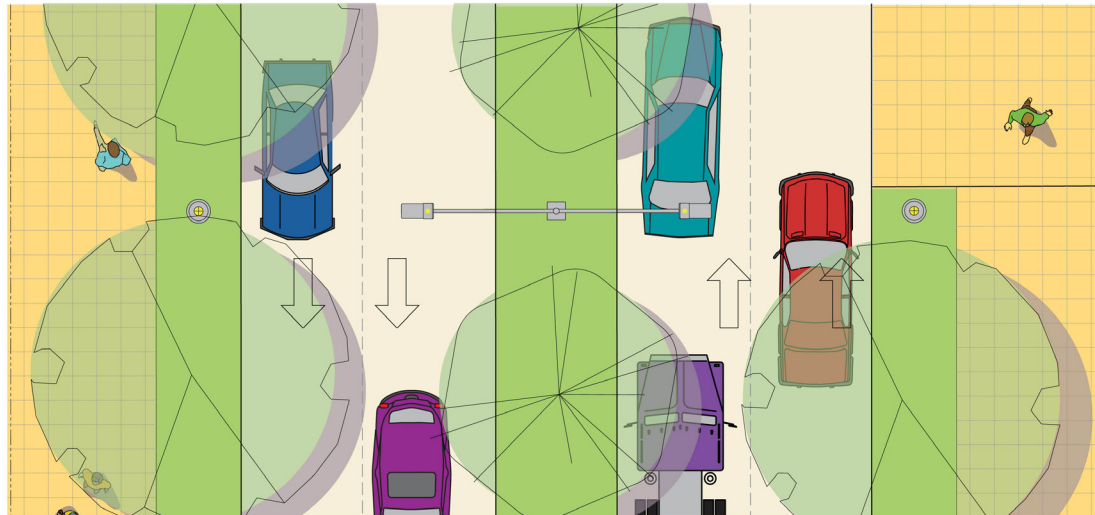


Underground electrical transmission line.

** Note: Indicated utility locations are approximate and must be independently verified at the time of a project. Illustrations do not represent actual depth of underground utility lines. Other underground utilities such as privately owned franchise utilities may also be present, and are not included in the section drawings. Utility information is approximate for general streetscape concept planning purposes only.*

FAUNTLEROY WAY SW – PROPOSED SECTION AND PLAN

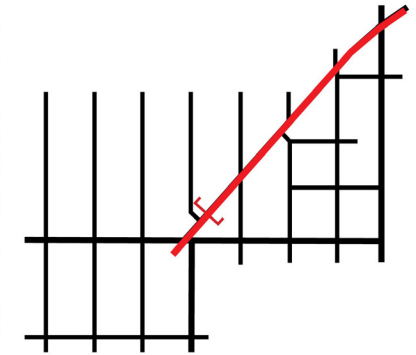
EXISTING CURBLINE



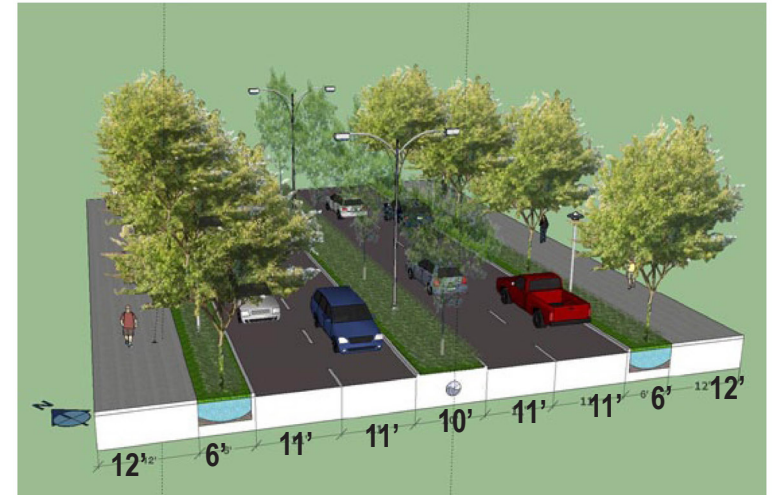
*See page 48 for notes on potential Green Stormwater Infrastructure (GSI). Due to a narrow planting area, permeable pavers or concrete, or an engineered GSI facility may be the only possibilities for GSI in this location.



CHARACTER IMAGE



KEY PLAN



Fauntleroy Way SW (between 35th Avenue SW and SW Alaska Street)

Street Type:

Existing: Regional Connector, Major Truck Street, Major Transit Street

Recommended: No change

Streetscape Design / Character Intent:

Fauntleroy Way SW is a major gateway to the West Seattle neighborhood. A boulevard treatment is recommended to enhance the gateway effect, provide a prominent identity and improve safety and visual quality of the area.

Overall Right of Way width: 90 feet

Sidewalk/Pedestrian Zone:

- *Existing:* overall sidewalk width = 18 feet, both sides of the right of way. The sidewalk environment is poorly defined with numerous curb cuts and paved planting strips. In some locations adjacent surface parking areas appear to spill onto the sidewalk. Street tree placement is inconsistent due to location of overhead utilities, street signs, curb cuts and other constraints.
- *Recommended:* Overall sidewalk width will remain 18 feet on both sides of the right-of-way.
 - Pedestrian Zone: Width = 12 feet.
 - Landscaping Zone: Width = 6 feet. Evenly spaced medium size, columnar street trees and pedestrian lighting. Potential green stormwater infrastructure.*

*See page 48 for notes on potential Green Stormwater Infrastructure (GSI). Due to a narrow planting area, permeable pavers or concrete, or an engineered GSI facility may be the only possibilities for GSI in this location.

Vehicle Lanes:

Approximate Daily Traffic Volume: High, ~40,000 vehicles/day.

Existing: Two travel lanes in each direction with a turn lane in the center.

Recommended: Retain two travel lanes in each direction. Travel lane width = 11 feet. Capacity for truck movement will be retained. Replace the center lane with a planted median and signature lighting fixtures. Due to below grade infrastructure median plantings must be shallow rooting or in contained rooting system trees to be determined at the time of project design.**

Bicycle Facilities:

Existing: None

Recommended: Bike box at SW Avalon Street (westbound) & SW Fauntleroy Way. A bike box is a painted space that is reserved for bicyclists and is intended to prevent bicycle/car collisions.

Parking:

Existing: On street parallel parking is on the south side between 37th and 38th Avenue SW.

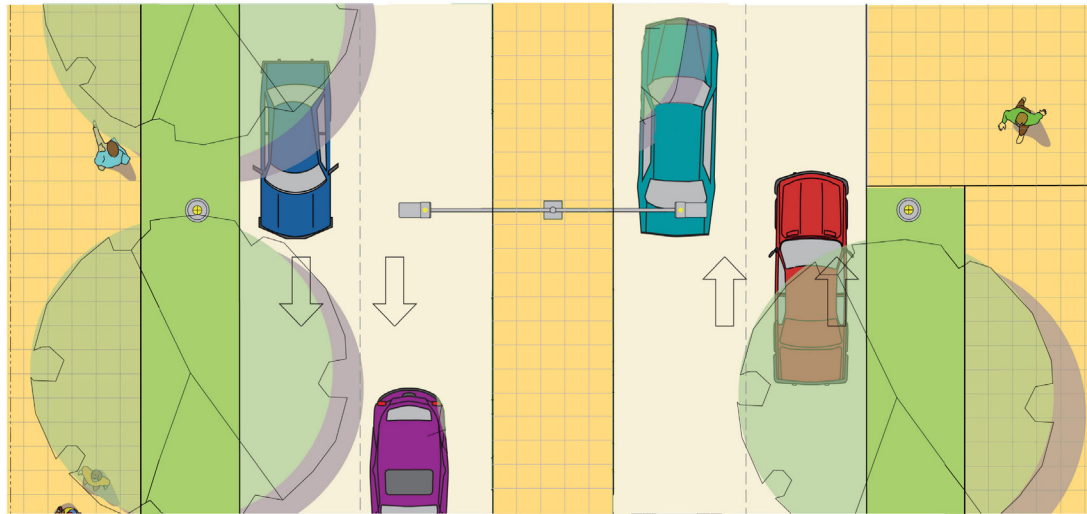
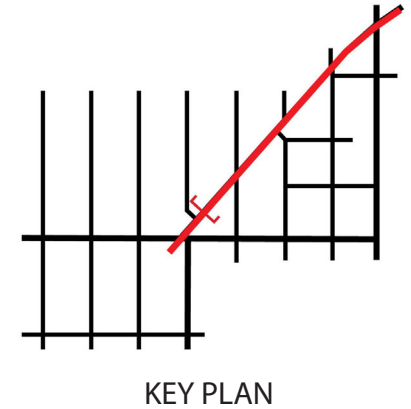
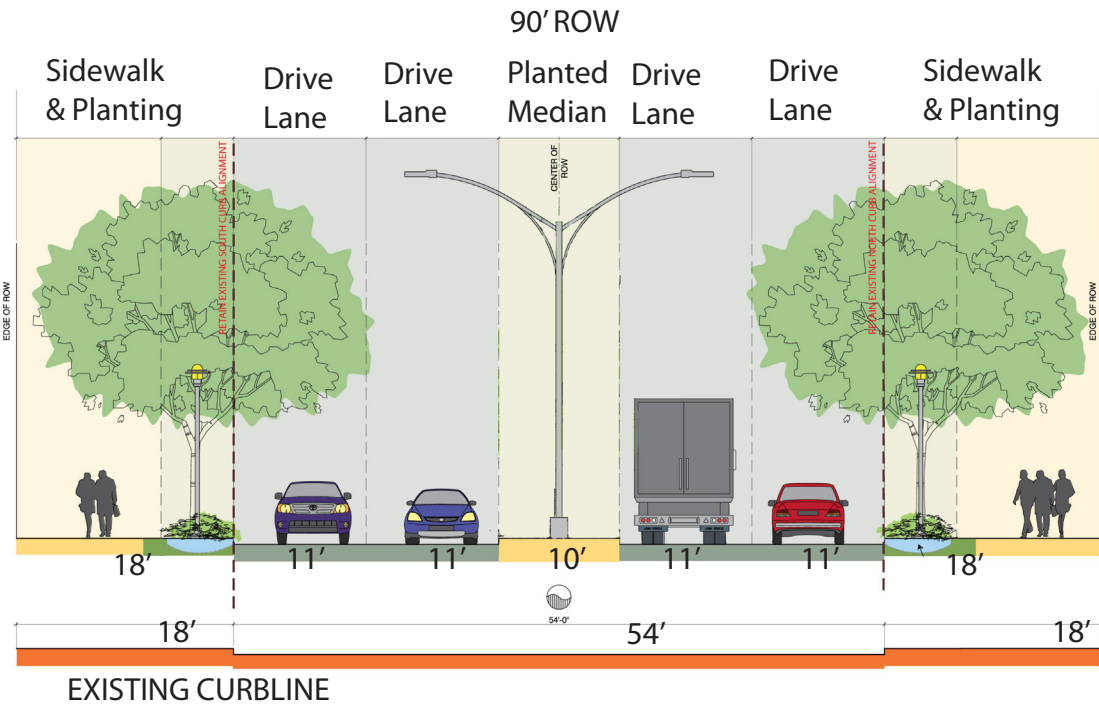
Recommended: Remove on-street parking

Other Amenities/Features:

- Center median with plantings & signature lighting standards.
- Improved pedestrian crossings, signals and bulbs where Fauntleroy Way SW intersects with SW Avalon Street, SW Oregon Street, 38th Ave. SW, and SW Alaska Street.
- Reconfigured intersections at 37th Avenue SW (south side of SW Fauntleroy) and 39th Avenue SW (north side of SW Fauntleroy). See interim and long term right-of-way concept plans.

** Note: Due to the location of an underground drainage mainline and other factors, a planted center median boulevard may not be feasible. If a planted median is not feasible alternate measures to create a boulevard effect are recommended. (See pages 32 and 33.)

FAUNTLEROY WAY SW – ALTERNATE SECTION AND PLAN



CHARACTER IMAGE

Fauntleroy Way SW Alternate Treatment

Fauntleroy Way SW Boulevard

Where a planted median is proposed for the center of Fauntleroy Way SW a unique issue arises related to an underground utility. A 60" drainage main line is located in the center of the street approximately 12' below grade. To achieve the median boulevard design without compromising the drainage line, both selection of tree species and engineered design options to manage root development for healthy tree growth compatible with underground utilities should be explored. A solution for the median combined with strategic grouping of trees and understory at key locations is encouraged to provide an optimum balance between sustainability and maintainability.

Alternate Boulevard Treatment

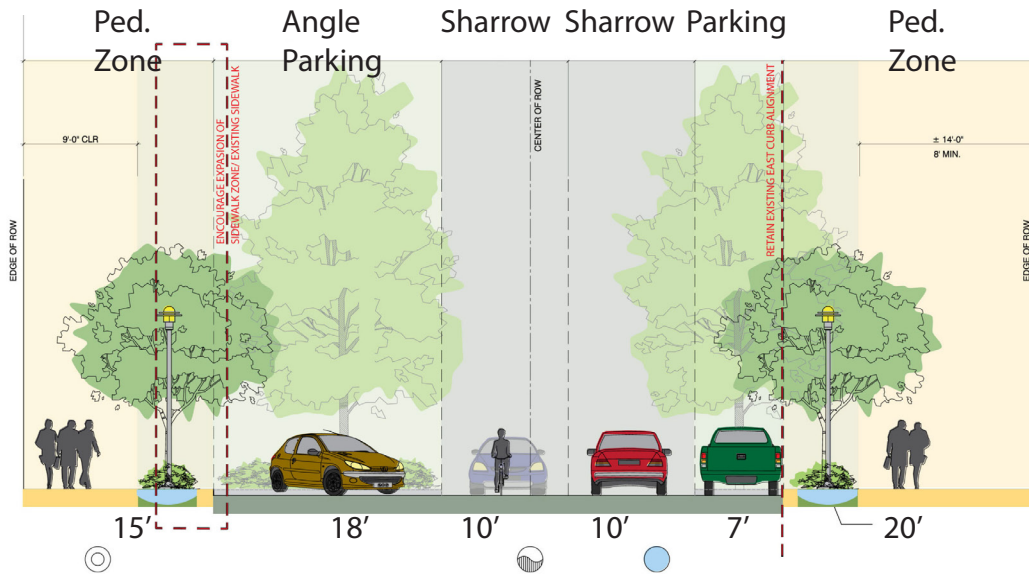
If a planted median is found to be infeasible, alternative streetscape techniques may be used to create the boulevard effect. These treatments could include placing abundant landscaping and large, distinctive trees within the sidewalk zone on both sides of the street. A regular and consistent spacing of trees can create a boulevard effect. The center median could be improved as a slightly raised hardscape element, and distinctive lighting could be located there. Regular spacing of pedestrian lighting and street furniture among distinctive trees can enhance a boulevard effect.

Protection or Relocation of Drainage Mainline

At the time of a Fauntleroy Way SW boulevard improvement, construction technique precautions should be taken to avoid damage to the drainage main line. Depending on timing and available resources, opportunities to improve or relocate the drainage mainline in conjunction with a boulevard improvement should also be explored.

36th Ave SW – PROPOSED SECTION AND PLAN

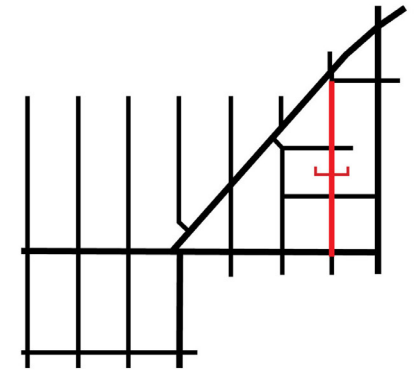
80' ROW



*See page 48 for notes on potential Green Stormwater Infrastructure (GSI).

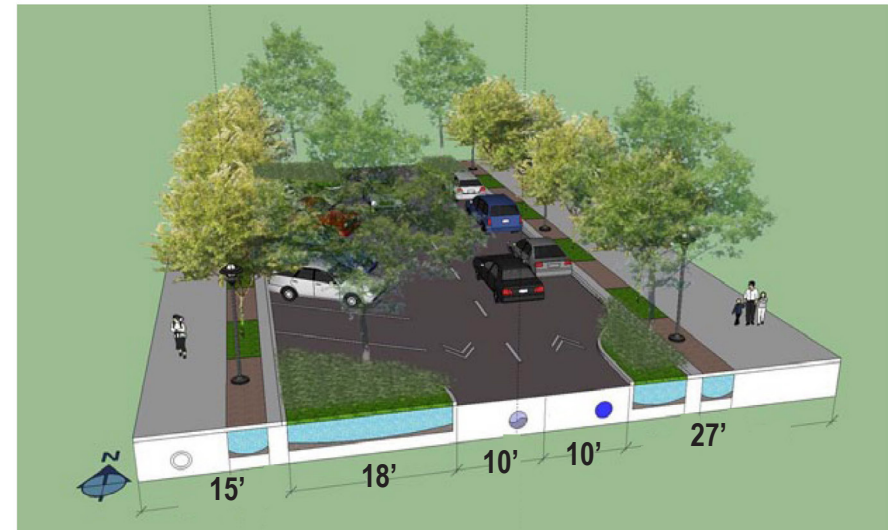
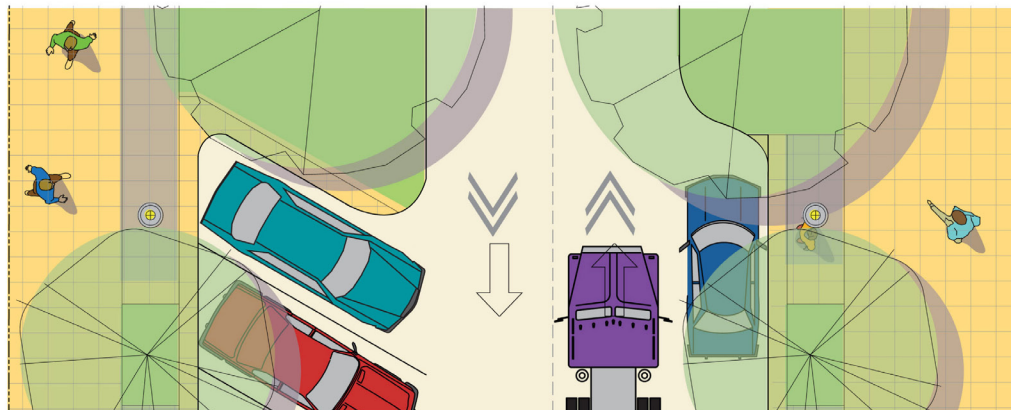


CHARACTER IMAGE



KEY PLAN

EXISTING CURBLINE



PROPOSED AT YMCA

36th Avenue SW

Street Type:

Existing: Non-arterial unclassified street.

Proposed signed bicycle route.

Recommended: No change. The attributes of a mixed-use street are recommended, but as a non-arterial the street may not be classified as such.

Streetscape Design / Character Intent:

36th Avenue SW is a local neighborhood street with several unique adjacent uses: lumber yard, apartment, motel and YMCA. It is relatively flat, lined with trees and is shared by trucks, automobiles, bicycles and pedestrians. Add curb bulbs and other streetscape elements to enhance pedestrian experience, retain business access and a mixed commercial/residential character.

Overall Right of Way width: 80 feet

Sidewalk/Pedestrian Zone:

- *Existing:* 12 feet on the west side, 20 feet on the east side. Numerous curb cuts. In some locations the sidewalk is used for parking of vehicles.
- *Recommended:* Increase overall sidewalk width to 15 feet on the west side and retain 20 feet on the east side.
 - Pedestrian Zone: 9 feet (west side) and 14 feet (east side).
 - Landscaping Zone: 6 feet (both sides). Evenly spaced medium size street trees and pedestrian lighting. Potential green stormwater infrastructure.*

*See page 48 for notes on potential Green Stormwater Infrastructure (GSI).

Vehicle Lanes:

Approximate Daily Traffic Volume: Low to moderate

Existing: One travel lane in each direction.

Recommended: No change

Bicycle Facilities:

Existing: None

Recommended: Sharrows in each direction.

Parking:

Existing: On street parallel parking on both sides.

Recommended:

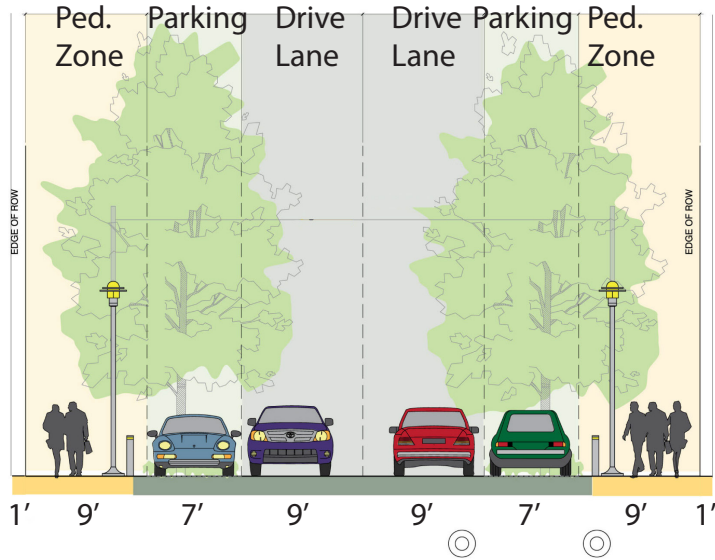
- Short Term: Retain existing pattern of parking on blocks between SW Snoqualmie Street and Fauntleroy Way SW including truck loading zones. Angle parking on west side and parallel parking on east side of street (block between SW Alaska Street and SW Snoqualmie Street).
- Long Term: Angle parking on west side and parallel parking on east side of street (block between SW Alaska Street and Fauntleroy Way SW).

Other Amenities/Features:

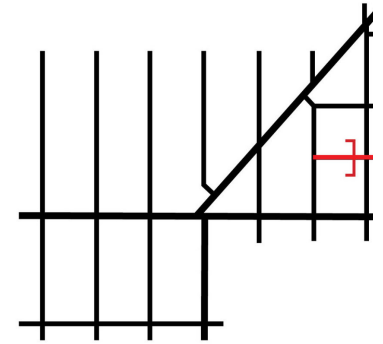
- Curb bulbs at intersections to improve pedestrian safety when crossing streets
- Pedestrian lighting

SW SNOQUALMIE ST. – PROPOSED SECTION AND PLAN

50' ROW (existing) 52' required



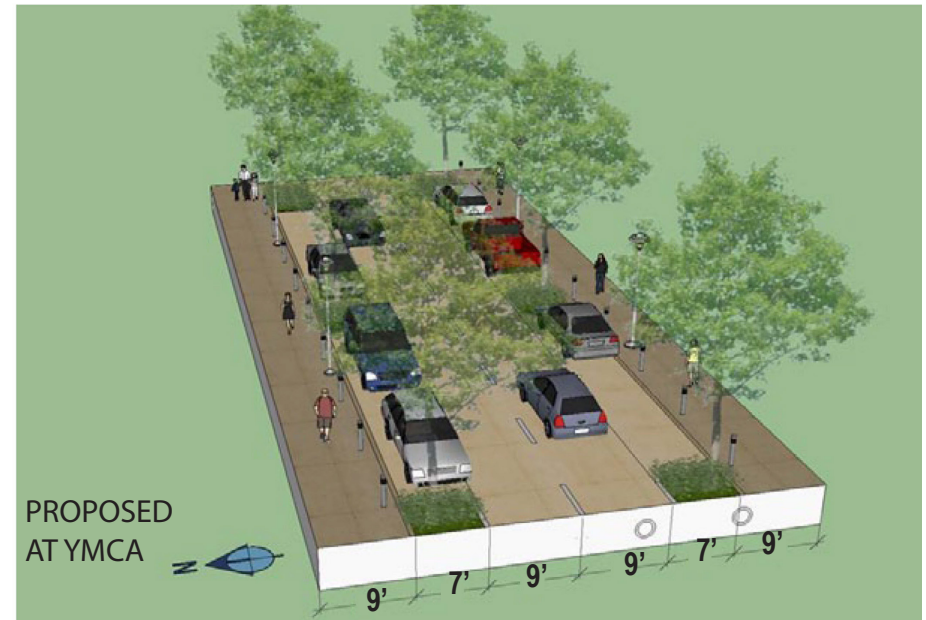
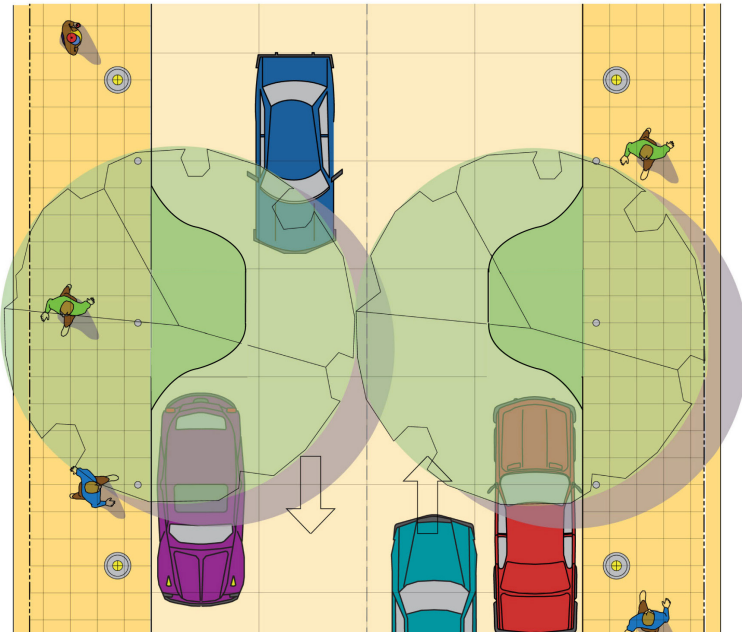
CHARACTER IMAGE



KEY PLAN

6'-6" 36' 7'-6"

EXISTING CURBLINE: LOOKING WEST



SW Snoqualmie Street

Street Type:

Existing: Unclassified non-arterial street.

Recommended: Festival Street

Streetscape Design / Character Intent:

SW Snoqualmie Street has the potential to become a “festival street”. It is narrow, flat and adjacent to the YMCA. This block of SW Snoqualmie Street could be closed occasionally for special events on weekends, holidays or other times of low vehicle use but still allow access for adjacent businesses. Street trees, bollards, signature paving, pedestrian lighting and other elements are recommended to create the festival street and provide traffic calming.

Overall Right of Way width: 50 feet. A 52 foot ROW is required with new development. A 1’ ROW dedication is required on each side of the street.

Sidewalk/Pedestrian Zone:

- *Existing:* Sidewalk width = 6.5 feet (south side) and 7.5 feet (north side).
- *Recommended:* Extend overall sidewalk width to 10 feet on both sides of the street and use an alternative curb treatment to ensure that pedestrian zone does not read as a traditional sidewalk separated from the vehicle zone.
 - Pedestrian Zone: 10 feet.
 - Landscaping Zone: Locate evenly spaced medium size street trees and pedestrian lighting will be in the parking zone. Potential green stormwater infrastructure.*

*See page 48 for notes on potential Green Stormwater Infrastructure (GSI).

Vehicle Lanes:

Approximate Daily Traffic Volume: Low

Existing: One travel lane in each direction.

Recommended: No change with the exception of using an alternative curb treatment

Bicycle Facilities:

Existing: None

Recommended: See Transit Priority Corridor Improvements – West Seattle in appendices. A combination of bicycle lanes and sharrows are proposed as part of the RapidRide improvements. Improvements to the intersection of SW Alaska Street and Fauntleroy Way SW to facilitate bicycle turning from SW Alaska Street onto Fauntleroy Way SW (southbound).

Parking:

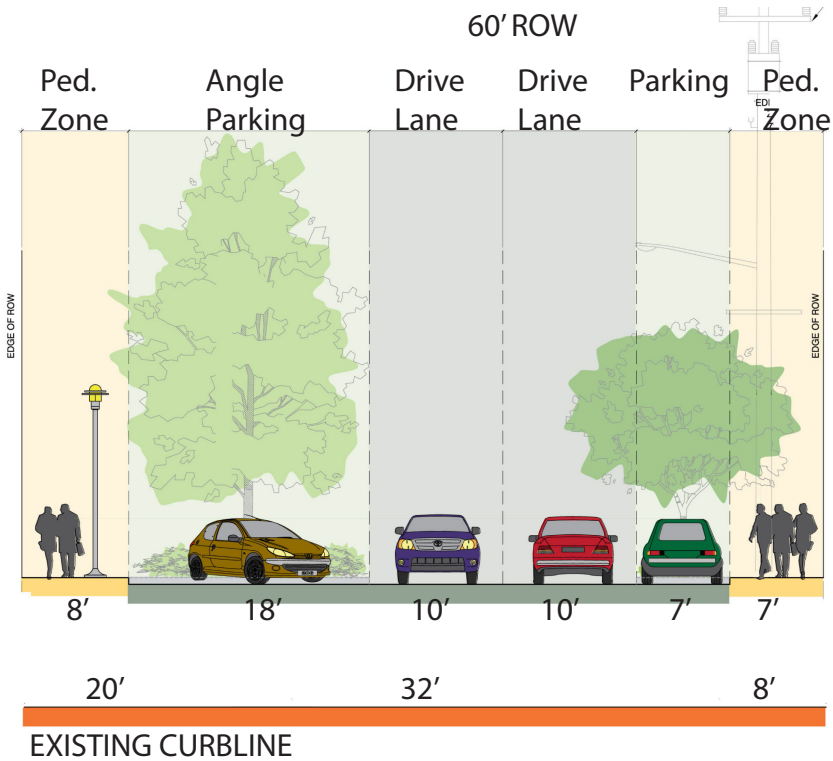
Existing: On-street parallel parking is currently located on both sides of the street.

Recommended: Retain parallel parking.

Other Amenities/Features:

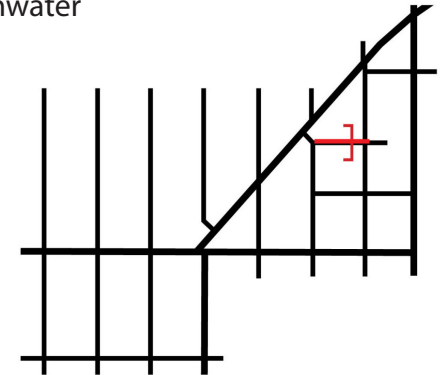
- Signature paving pattern and materials.
- Bulbs at intersections to provide vehicular traffic calming.
- Bollards with lights to separate pedestrian and vehicular zones of the ROW. Bollards require an annual permit and ownership by a private property owner.
- Pedestrian scale lighting.
- Bicycle parking facilities.

SW OREGON ST. – PROPOSED SECTION AND PLAN

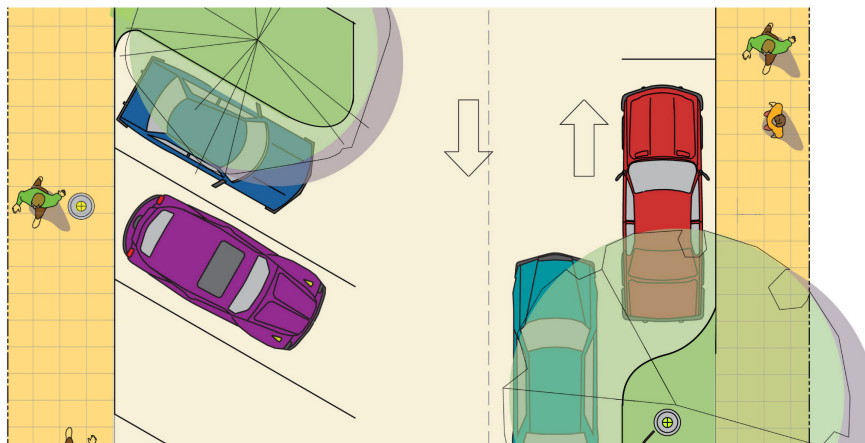


CHARACTER IMAGE

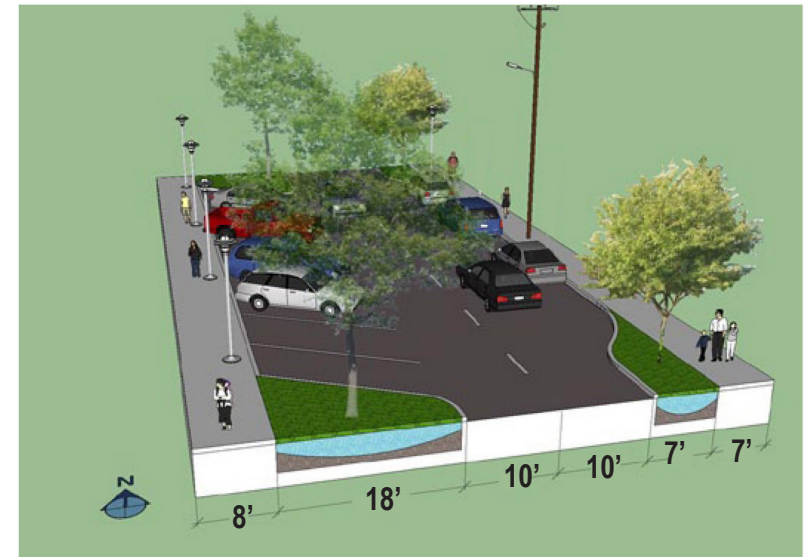
*See page 48 for notes on potential Green Stormwater Infrastructure (GSI).



KEY PLAN



Where possible locate pedestrian lighting in curb bulb areas due to space constraint.



PROPOSED AT YMCA

SW Oregon Street

Street Type:

Existing: Unclassified non-arterial street.

Recommended: No change. The attributes of a mixed use street are recommended, but as a non-arterial the street may not be classified as such.

Streetscape Design / Character Intent:

SW Oregon Street is a narrow local neighborhood street that provides access to the YMCA and local businesses. The street and its adjacent properties appear to be perched on a high point in the Triangle. Street trees, curb bulbs and other streetscape elements are recommended to enhance the pedestrian experience, retain business access and commercial neighborhood character of SW Alaska Street.

Overall Right of Way width: 60 feet

Sidewalk/Pedestrian Zone:

- *Existing:* Sidewalk width = 8 feet (south side of street) and 7 feet (north side of street). Numerous curb cuts are located along the street. In some locations the sidewalk is used for parking of vehicles.
- *Recommended:* Overall sidewalk width will remain 8 feet (south side of street) and 7 feet (north side of street).
 - Pedestrian Zone: 8 feet (south side of street) and 7 feet (north side of street). Pedestrian lighting will be located in this zone on the south side. On the north side locate pedestrian lights within curb bulb areas where possible.

- Landscaping Zone: Evenly spaced medium size street trees will be located in the curb bulb areas of the parking zone. Potential green stormwater infrastructure. *

Vehicle Lanes:

Approximate Daily Traffic Volume: Low

Existing: One travel lane in each direction.

Recommended: No change

Bicycle Facilities:

Existing: None

Recommended: None

Parking:

Existing: Unmarked, unorganized parking on both sides of street.

Recommended: Angle parking south side and parallel parking north side. Parallel parking both sides of street on street end east of 36th Avenue SW.

Other Amenities/Features:

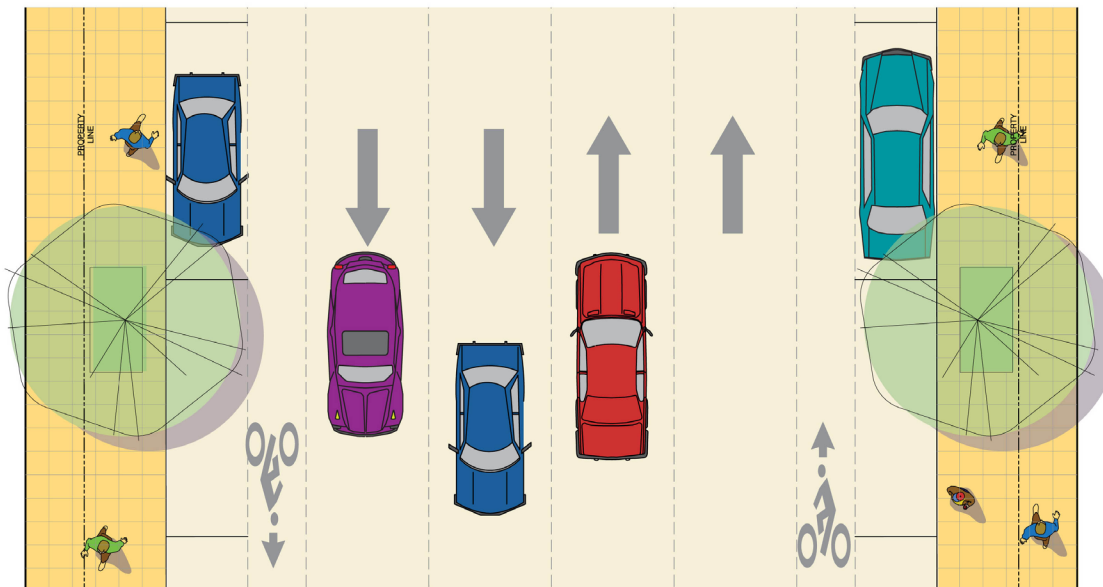
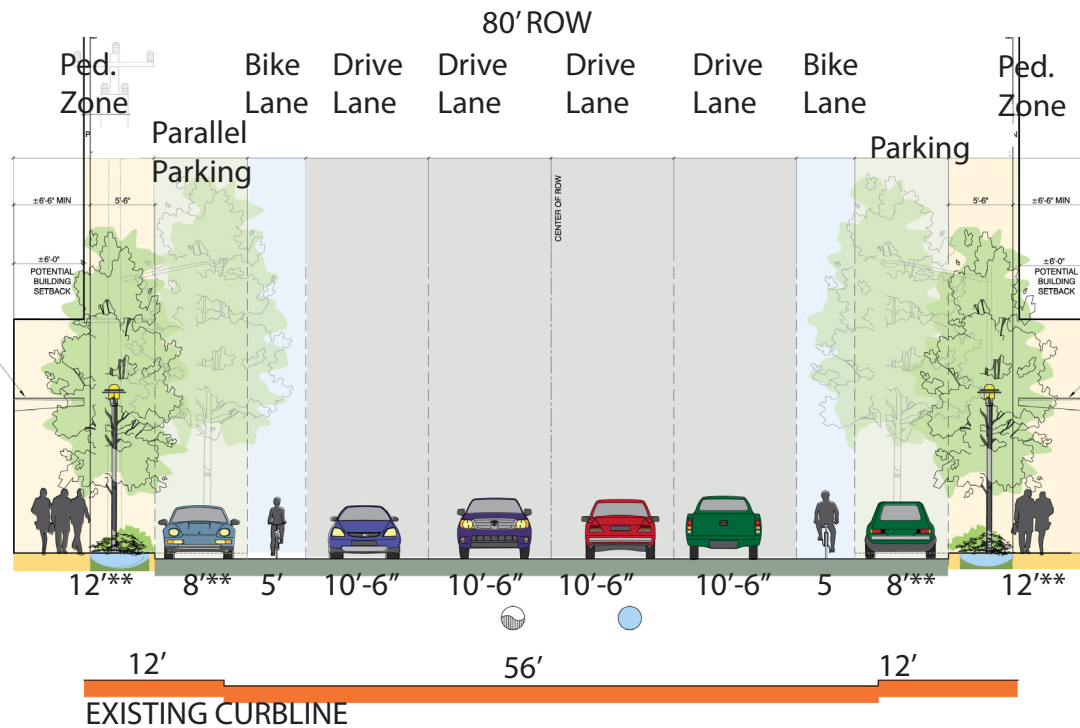
- Pedestrian stairway on block between 35th Avenue SW and 36th Avenue SW.
- Reconfigured intersection where SW Oregon Street intersects with SW Fauntleroy Way to enable small open space opportunity.

Utility Poles:

- Due to the space constraint of utility poles on the north side of the street, new development may have to provide additional building setback or underground utilities to allow adequate sidewalk space.

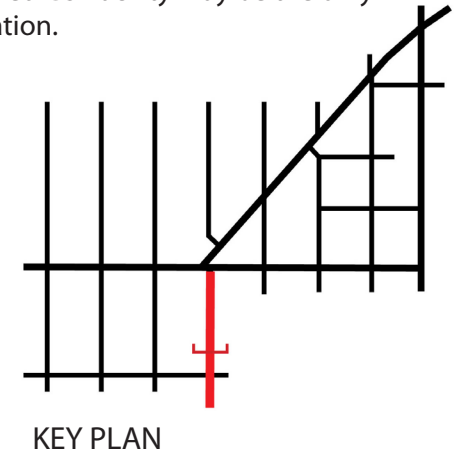
*See page 48 for notes on potential Green Stormwater Infrastructure (GSI).

FAUNTLEROY WAY SW (SOUTH OF SW ALASKA STREET) – PROPOSED SECTION AND PLAN



*See page 48 for notes on potential Green Stormwater Infrastructure (GSI). Due to a narrow planting strip, permeable pavers or concrete, or an engineered GSI facility may be the only possibilities for GSI in this location.

**** Sidewalk width of 12' may be achieved by voluntary setback of the building, or removal of on-street parking if building is not set back.**



CHARACTER IMAGE

Fauntleroy Way SW (between SW Alaska Street and SW Edmunds Street)

Street Type:

Existing: Regional Connector, Major Truck Street, Major Transit Street and proposed signed bicycle route.

Recommended: No change

Streetscape Design / Character Intent:

Fauntleroy Way SW between SW Alaska Street and SW Edmunds Street could experience significant development on adjacent properties. The street will remain a major connection between the Fauntleroy ferry terminal, West Seattle and destinations across the West Seattle Bridge. Street trees, sidewalk widening and other elements are recommended to enhance the pedestrian experience along this busy arterial.

Overall Right of Way width: 80 feet

Sidewalk/Pedestrian Zone:

- *Existing:* Sidewalk width = 12 feet, both sides. Numerous curb cuts.
- *Recommended:* Overall sidewalk width will remain 12 feet on both sides of the street while 8 foot parallel parking zones and 5 foot bicycle lanes are added on both sides. This will be possible through the use of recommended building setbacks.
- *Alternative:* If building is not setback overall sidewalk width of 12 feet may be achieved by removing on street parking.

*See page 48 for notes on potential Green Storm-water Infrastructure (GSI). Due to a narrow planting strip permeable pavers or concrete, or an engineered GSI facility may be the only possibilities for GSI in this location.

Recommended Sidewalk / Pedestrian Zone:

- Pedestrian Zone: Width = 6.5 feet.
- Landscaping Zone: 5.5 feet. Evenly spaced medium size street trees and pedestrian lighting. Potential green stormwater infrastructure.*

Vehicle Lanes:

Approximate Daily Traffic Volume: High

Existing: Two travel lanes in each direction.

Recommended: No change.

Bicycle Facilities:

Existing: Sharrows

Recommended:

- 5 foot bicycle lanes both directions.
- Bike box at SW Alaska intersection.

Parking:

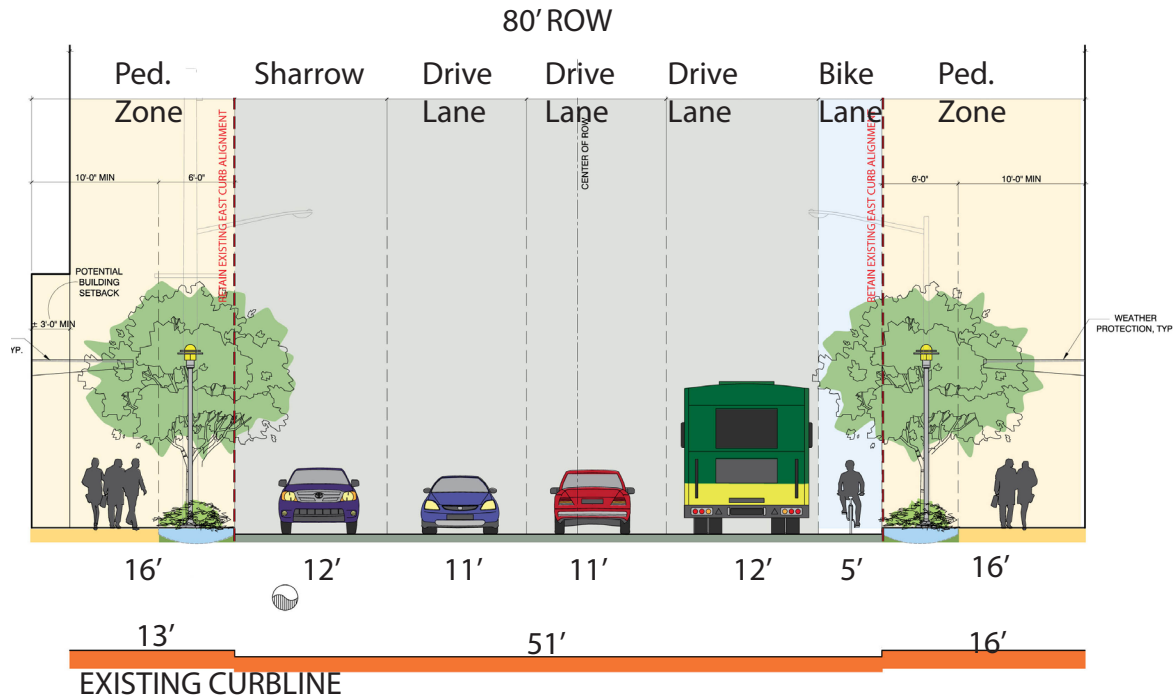
Existing: Parallel and/or bus zones

Recommended: Parallel parking both sides.

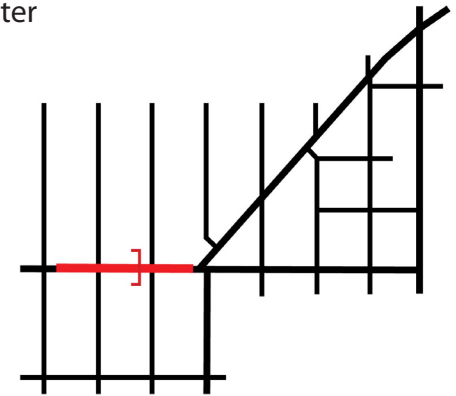
Other Amenities/Features:

- Curb bulbs at intersections to improve pedestrian safety when crossing streets.

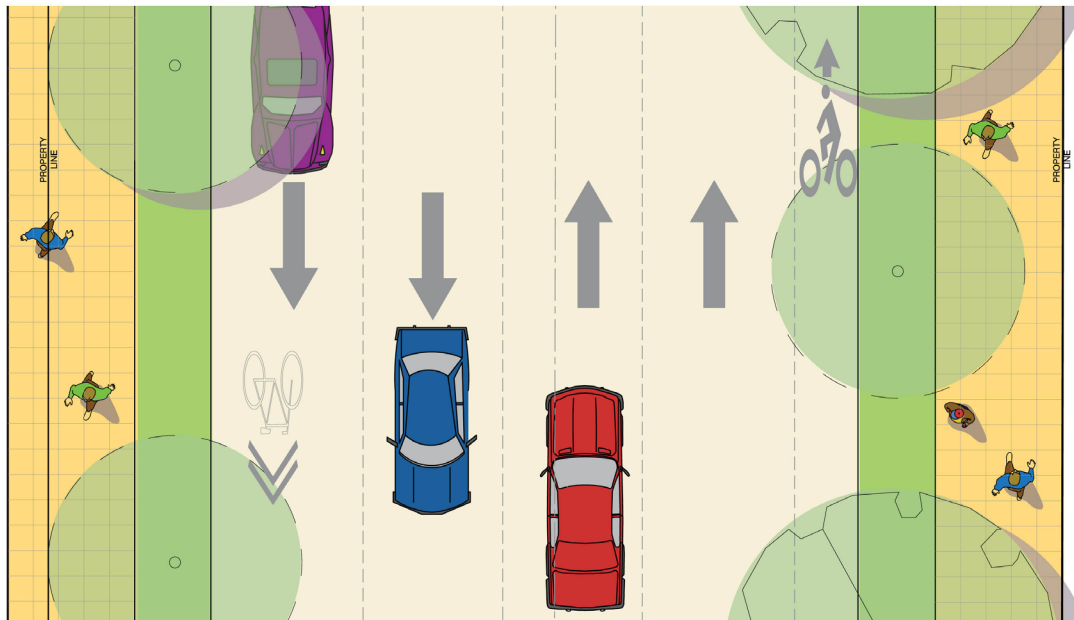
SW ALASKA STREET – PROPOSED SECTION AND PLAN



*See page 48 for notes on potential Green Stormwater Infrastructure (GSI).



KEY PLAN



CHARACTER IMAGE

SW Alaska Street (between Fauntleroy Way SW and 42nd Avenue SW)

Street Type:

Existing: Commercial Connector that also serves as a Major Transit Street and is a proposed signed bicycle route.

Recommended: No change

Streetscape Design / Character Intent:

SW Alaska Street has the potential to become a “main street” for the area. This section of the street slopes moderately up towards the West Seattle Junction business district and is lined with small businesses. Several METRO and SoundTransit bus lines pass through SW Alaska Street and the RapidRide C Line will begin service along the street in two years. Seattle Department of Transportation has been responsible for designing street improvements to accommodate the RapidRide C Line including passenger loading facilities on the block between Fauntleroy Way SW and 38th Avenue SW. Street trees, curb bulbs and other streetscape elements are recommended to enhance transit passenger and other pedestrian experience on SW Alaska Street.

Overall Right of Way width: 80 feet

Sidewalk/Pedestrian Zone:

- *Existing:* Overall sidewalk width = 16 feet both sides. Curb cuts are located along the street. In some locations the sidewalk is used for parking of vehicles.
- *Recommended:* Retain overall sidewalk width of 16 feet on both sides

- Pedestrian Zone: 10 feet. An additional 3 feet may be possible on the south side with building setback. Weather protection.
- Landscaping Zone: 6 feet. Evenly spaced medium size street trees and pedestrian lighting will be located in this zone. Potential green stormwater infrastructure. *

Vehicle Lanes:

Approximate Daily Traffic Volume: Moderate

Existing: Two travel lanes in each direction.

Recommended: Two travel lanes in eastbound direction. One travel lane and one bus only lane in westbound direction.

Bicycle Facilities:

Existing: None

Recommended: A bicycle lane westbound and a sharrow eastbound along with planned RapidRide improvements. Improvements to the intersection of SW Alaska Street and Fauntleroy Way SW to facilitate bicycle turning from SW Alaska Street onto Fauntleroy Way SW (southbound). Add a bike box just east of the intersection for left turns south.

Parking:

Existing: On street parallel parking on both sides.

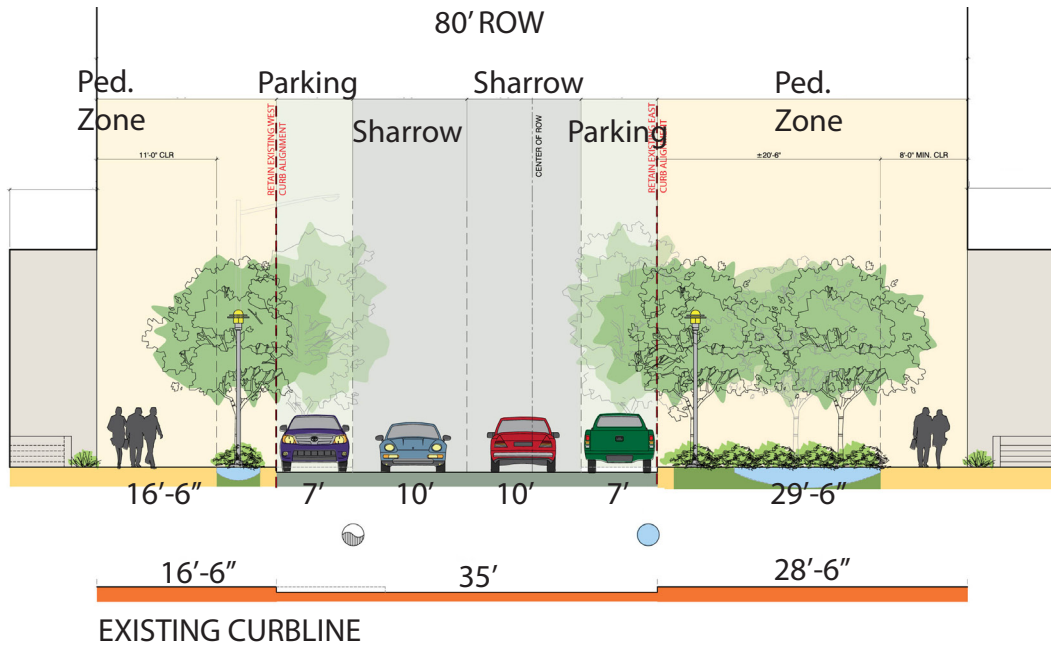
Recommended: Remove on-street parking.

Other Amenities/Features:

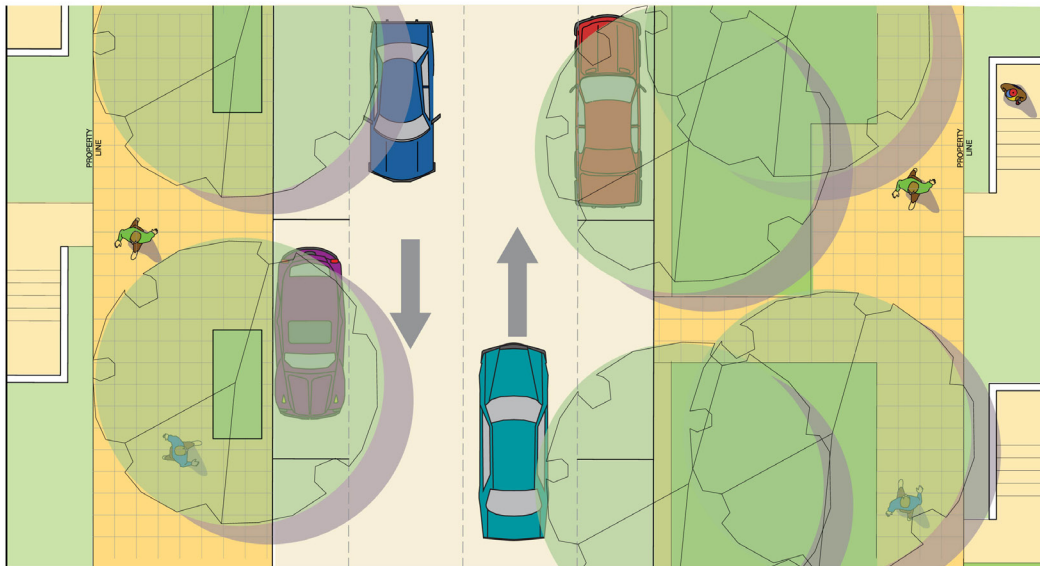
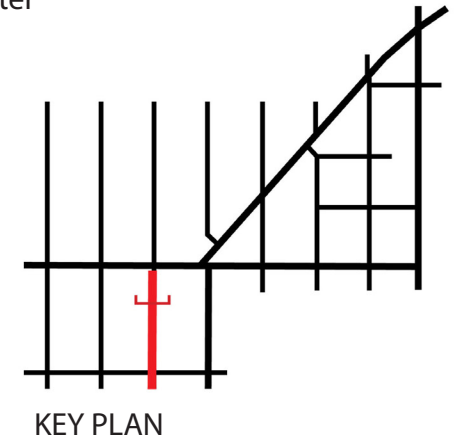
- Curb bulbs at intersections to complement RapidRide.
- Pedestrian lighting.
- Weather protection.

*See page 48 for notes on potential Green Stormwater Infrastructure (GSI).

40TH AVE SW – PROPOSED SECTION AND PLAN



*See page 48 for notes on potential Green Stormwater Infrastructure (GSI).



CHARACTER IMAGES

40th Avenue SW

Street Type:

Existing: Unclassified non-arterial street.

Recommended: Neighborhood green street.

Streetscape Design / Character Intent:

40th Avenue SW has the potential to become a neighborhood green street that supports dense residential and commercial development on a block that may experience redevelopment in the future. A wide and abundantly planted landscaping zone is recommended, with opportunities for green pockets and street parks in certain locations along the street. Ground-related residential entries are recommended to contribute to the residential green street character.

Overall Right of Way width: 80 feet

Sidewalk/Pedestrian Zone:

- *Existing:* Overall sidewalk width = 16.5 feet (west side) and 28.5 feet (east side). Numerous curb cuts. In some locations the sidewalk is used for parking of vehicles. Landscaping is limited.
- *Recommended:* Retain overall sidewalk width of 16.5 feet (west side) and expand to 29.5 feet (east side of street).
 - Pedestrian Zone: Width = 11 feet (west side) and 8 feet (east side).

- Landscaping Zone: Width = 5.5 feet (west side) and 21.5 feet (east side). The wide sidewalk on the east side will enable street park treatment that could accommodate several rows of street trees, planting beds and seating. Evenly spaced medium size street trees and pedestrian lighting will be located in this zone. Potential green stormwater infrastructure.*

Vehicle Lanes:

Approximate Daily Traffic Volume: Low

Existing: One travel lane in each direction.

Recommended: No change.

Bicycle Facilities:

Existing: None

Recommended: None. Slow speed shared roadway.

Parking:

Existing: On street parallel parking is currently located on both sides of the street.

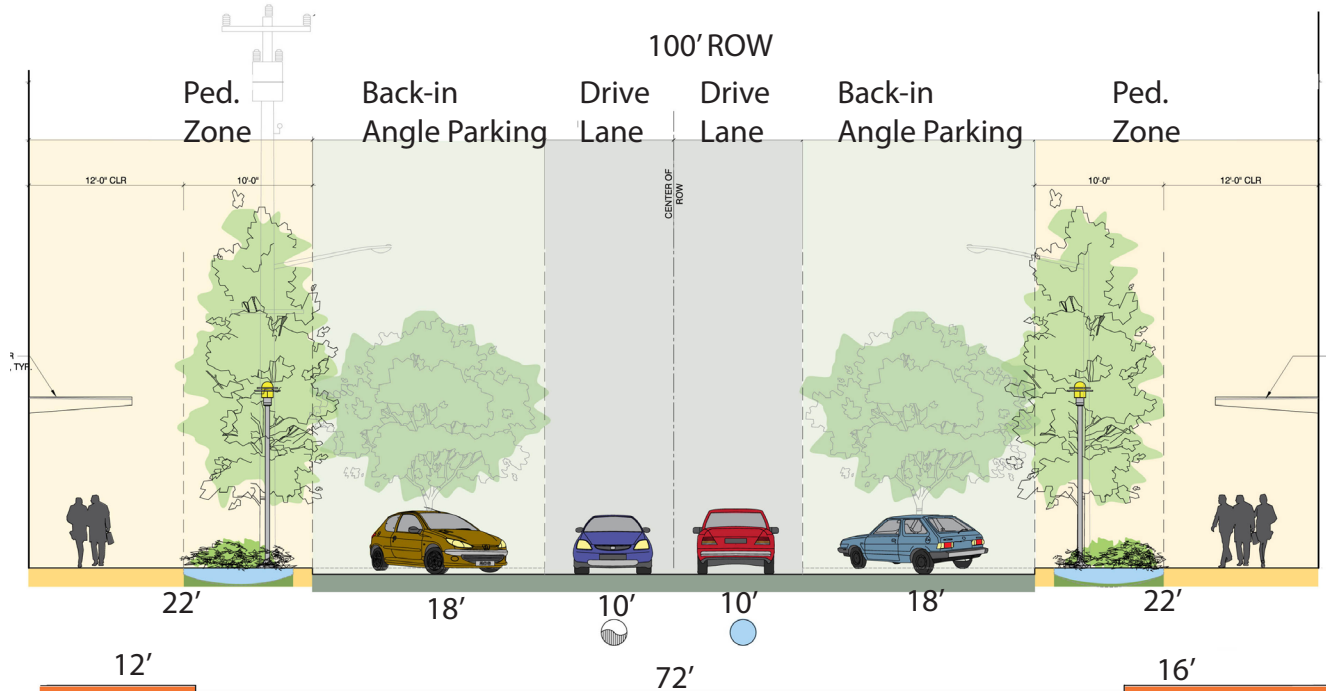
Recommended: No change.

Other Amenities/Features:

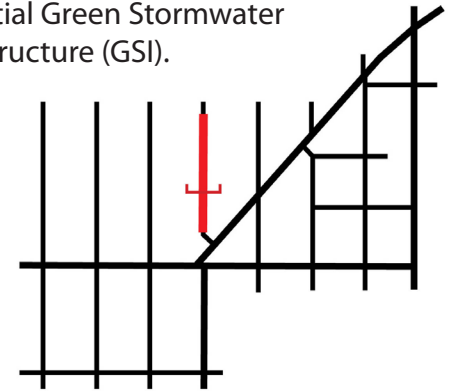
- Curb bulbs at intersections to improve pedestrian safety when crossing streets.
- Potential raised midblock crossing within long blocks.
- Possible building setbacks on corners to enable small open space opportunities.

*See page 48 for notes on potential Green Stormwater Infrastructure (GSI).

39TH AVE SW – PROPOSED SECTION AND PLAN

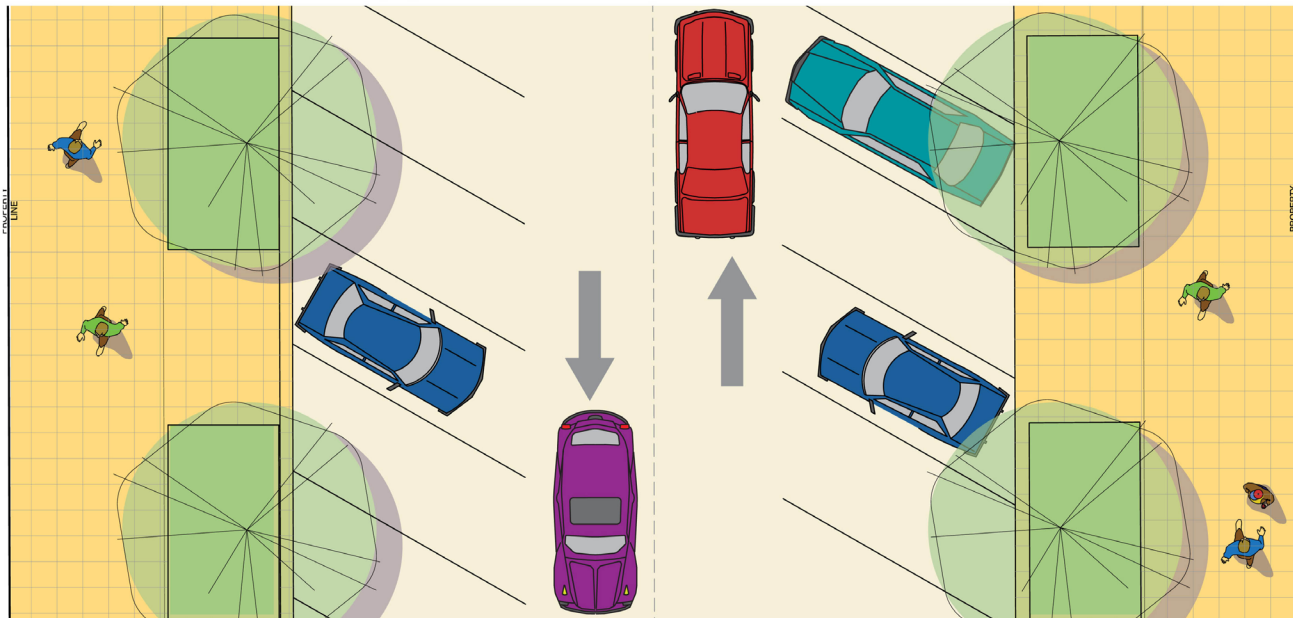


*See page 48 for notes on potential Green Stormwater Infrastructure (GSI).



KEY PLAN

EXISTING CURBLINE



CHARACTER IMAGE

39th Avenue SW

Street Type:

Existing: Unclassified non-arterial street.

Recommended: Neighborhood green street.

Streetscape Design / Character Intent:

There is an opportunity for this unusually wide right of way to accommodate unique on-street parking and green street features. The proposal combines street trees, green amenities and parking to enhance the pedestrian experience while handling parking needs in the area.

Overall Right of Way width: 100 feet

Sidewalk/Pedestrian Zone:

- *Existing:* 12 feet (west side) and 16 feet (east side).
- *Recommended:* Expand overall sidewalk width to 22 feet on both sides of the street. Proposed allocation of sidewalk space is as follows:
 - Pedestrian Zone: 12 feet.
 - Landscaping Zone: 10 feet. Evenly spaced medium size street trees and pedestrian lighting will be located in this zone. Potential green stormwater infrastructure.*

Vehicle Lanes:

Approximate Daily Traffic Volume: Low

Existing: One travel lane in each direction.

Recommended: No change.

Bicycle Facilities:

Existing: None

Recommended: Shared roadway.

Parking:

Existing: 90-degree angle parking on both sides.

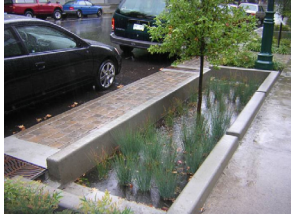
Recommended:

- 60-degree angle parking on both sides of street. Street trees located in parking zone to soften parking area.

Other Amenities/Features:

- Extended curb bulb where 39th Avenue SW intersects with Fauntleroy Way SW to enable small open space opportunity.

*See page 48 for notes on potential Green Stormwater Infrastructure (GSI).



Green Stormwater Infrastructure (GSI).



Examples of contemporary pedestrian lighting.

Green Stormwater Infrastructure (GSI)

Green stormwater infrastructure (GSI) is the use of raingardens, bio-swales, pervious pavements, and other forms of natural stormwater drainage. Throughout the streetscape concept plan, potential locations for green stormwater infrastructure are indicated in street sections. Actual implementation of a GSI facility would depend on site specific engineering studies of soil conditions, drainage patterns and other factors. Seattle Public Utilities (SPU) can help determine whether GSI is an option at the time of project design.

Potential locations for GSI in West Seattle are likely to be more appropriate for facilities that slow the flow of surface runoff and filter it, but ultimately reconnect to the engineered stormwater system. GSI in the right-of-way can count towards a development project's green factor requirement.

Lighting

Appropriate lighting of the right of way for both pedestrians and vehicles is recommended for the West Seattle Triangle.

Pedestrian Lighting

Where indicated on the street sections in this urban design framework, development projects are expected to provide pedestrian-scaled lighting. A compact contemporary fixture similar to the character images shown on this page is recommended. The LUMEC Z15 fixture on the APR4 pole and base is a preferred selection from the current City of Seattle standard plans sheet for pedestrian lighting.

Other Lighting

Traditional street lamps commonly referred to as cobrahead lights, will continue to be needed on arterial roadways. To contribute to the urban design intent for the Fauntleroy Way SW boulevard, exploration of a more distinctive, non-standard, cobrahead lighting fixture is recommended for the center of the median boulevard. The distinctive light could use LED technology, and could enhance the character of the roadway as an art element. Design possibilities could be explored at the time of a capital improvement project for the Fauntleroy Way SW boulevard.

The proposed Snoqualmie festival street is an opportunity for enhanced pedestrian lighting to augment the pedestrian focus. Lighting options for the Snoqualmie festival street could include lit bollards.

Vegetation and Trees

As indicated in the section diagrams, all streetscape improvements in the West Seattle Triangle shall include street trees. Careful selection of appropriate tree species to fit the proposed character of the roadway, and to ensure tree health is needed.

Concepts for a planted treatment in a median on Fauntleroy must consider both selection of tree species and engineered design options to manage root development for healthy tree growth compatible with underground utilities. A solution for the median combined with strategic grouping of trees and understory at key locations along street edges is encouraged to provide an optimum balance between sustainability and maintainability along this corridor.

On neighborhood green streets a variety of trees should be planted including accent trees. Trees and abundant understory plantings on green streets should provide interest and amenity along those streets.

On other streets, trees that can provide an overhead tree canopy at maturity are encouraged. However, where the width of the sidewalk zone is constrained columnar trees should be selected. Refer to street sections in this UDF for illustration of trees with recommended growth habit for the location.



Street tree with canopy.



Accent tree.



Shallow-rooting tree.

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5. IMPLEMENTATION RECOMMENDATIONS

This Chapter outlines key implementation steps in three topical areas:

1. Streetscape actions
2. Rezone and development standards and
3. Recommendations for future study and implementation

Streetscape Actions

- Amend the Right of Way Improvement Manual (ROWIM) to include the Streetscape Concept Plan
 - The ROWIM is the City's guide for how streets should be improved at the time of new development or with a specific improvement project.
 - ACTION: Continue review and coordination between various City departments for formal review of the Streetscape Section of this report (Section 3). Formally approve the complete concept plan by joint DPD, SDOT and SPU Director's Rule during 2011.
- Advance the Fauntleroy Boulevard proposal in the City's Capital Improvements Program (CIP).
 - Each year the City adopts a six-year capital plan that forecasts capital spending for city's departments. The CIP is a multi-year prioritized docket for large scale roadway and infrastructure projects.
 - ACTION: City and neighborhood continue to nominate and support the project in setting current and future CIP priorities. Explore development of pre-design studies and engineering feasibility. Emphasize multiple benefits of the proposal in future CIP evaluations (infrastructure, roadway and placemaking).

Zoning Actions

Zoning in the Triangle planning area was an important topic of conversation throughout the West Seattle Triangle planning process. Discussion focused around appropriate zoning for:

- Areas east of 38th Avenue SW, including areas within the “Triangle” bounded by SW 35th Street, Fauntleroy Way SW, and SW Alaska Street. This is the location of the Triangle small business district.
- Areas west of SW 38th Street, including land around the intersection of Fauntleroy Way SW and SW Alaska Street. Lots in this area are likely candidates for future redevelopment.

In the summer of 2011, DPD expects to forward his recommendations for zoning changes in the Triangle planning area and proposed amendments to the Land Use Code to the City Council.

Details about proposals to change zoning and development requirements in the Triangle planning area are being prepared in a separate document. Opportunities for public commentary on draft documents will be provided in the summer of 2011. Further opportunities for public comment will be provided by the City Council throughout 2011.

Recommendations for Future Study and Implementation

The following recommendations were made by members of the community for future consideration by government agencies and community groups. The community's recommendations have not been evaluated by City departments as to their feasibility, and there may remain difference among community members as to support for the recommendations.

- Create a more prominent entry to the stadium/golf course to encourage people to come to the stadium via transit, and to encourage use of these facilities by the neighborhood.
- Create a walking trail from the Rotary viewpoint to Camp Long in order to provide more direct access to the park from the Triangle planning area.
- Manage parking in and around the Triangle planning area to meet the needs of employees, customers, residents and commuters. This could include time-limited parking (2-4 hours) within the Triangle business district in addition to a Residential Parking Zone (RPZ). Because the single family residential area does not meet the criteria for the RPZ, an exception would be needed to apply such a zone to this area.
- Consider a park-and-ride facility within the West Seattle Junction Hub Urban Village to serve transit riders bound for downtown.
- Prohibit new billboards in the Triangle planning area.
- Remove the bus layover on SW Alaska Street. Buses parking along SW Alaska Street reduce sight lines for vehicles and pedestrians crossing SW Alaska Street.
- Protect the facades of historically-intact structures along California Avenue SW between SW Edmunds Street and SW Oregon Street. This recommendation applies outside the Triangle planning area.
- Identify opportunities to attract mid-size and major employers to the West Seattle peninsula area.
- Develop strategies to support the vitality of all West Seattle business districts that provide goods, services and employment opportunities for West Seattle residents and visitors.

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City/Consultant Project Team

Marshall Foster, Director of Planning, DPD
John Skelton, Deputy Director of Planning, DPD
Susan McLain, DPD Senior Planner
Robert Scully, DPD Urban Designer
Geoff Wentlandt, DPD Senior Planner
David Hewitt, Hewitt Architecture
Matthew Porteous, Hewitt Architecture
Brian Hawksford, Legislative Aide
Darby Watson, Seattle Department of Transportation
Casey Hildreth, Seattle Department of Transportation
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1999 West Seattle Junction Neighborhood Plan

The West Seattle Triangle project takes its cues from the West Seattle Junction Neighborhood Plan (January 1999). Many goals and recommendations from the neighborhood plan address the California Junction business district. However, several aspects of the neighborhood plan speak to the Triangle planning area. The following goals from the West Seattle Junction neighborhood plan address economic development, transportation, housing and land use and parks/open space.

Economic Development

(including land use and transportation recommendations to support the Junction business core)

- Goal 7: Create a community gateway with landscaping, improved crosswalks and a sign or landmark element at Fauntleroy Way SW and 35th Avenue SW.
- Goal 10: Encourage the provision of parking for both shoppers and employees.
 - Recommendation: Provide curb bulbs, curb extensions, pedestrian refuge islands and improved crosswalk design along California Avenue SW and Fauntleroy Way SW.
 - Recommendation: Develop an Avalon Way-Fauntleroy Way-Alaska Street pedestrian corridor from 35th Avenue SW to California Avenue SW to facilitate safe and convenient pedestrian circulation. Improve sidewalks, crosswalks, street lighting and traffic signals, Provide benches, trees and other pedestrian amenities.

Transportation

- Goal: Improve the Junction Commercial Area access and circulation (SW Edmunds Street- SW Oregon Street, 44th Avenue SW -35th Avenue SW).
 - Recommendation: Provide bicycle lane for westbound movement on Avalon Way onto Fauntleroy Way
 - Recommendation: Modify lane configuration and traffic control at the Fauntleroy Way/ SW Alaska Street intersection
- Goal: Improve the Fauntleroy Way Corridor, south of SW Edmunds Street,
 - Policy: Integrate Fauntleroy Way into the neighborhood physically, aesthetically, and operationally, while maintaining its arterial functions.
 - Policy: Improve pedestrian and bicycle safety and convenience along (and across) the Fauntleroy Way corridor.
 - Policy: Develop traffic calming and traffic management measures to ensure that Fauntleroy traffic operates at appropriate speeds and that an adequate level of local access/circulation onto and across Fauntleroy Way can be maintained for neighborhood traffic (vehicular and non-motorized). Identify locations for curb bulbs, mid-block refuge sand medians, curb ramps, pedestrian signals, and other traffic calming and pedestrian-friendly safety devices and crossings.

Housing and Land Use

- Goal: Protect the character and integrity of the existing Single Family Areas.

- Policy: Higher density residential mixed-use development should be encouraged in the triangular area bounded by Fauntleroy Way, Alaska Way and 35th Avenue SW. The height limit should remain 65 feet in this area.
- Goal: Encourage diversity of rent ranges and purchase prices for housing in the Hub Urban Village.

Parks and Open Space

- Goal: Create and develop opportunities for public open space and pedestrian bicycle trails.
- Consider future open space acquisition and land trades to provide additional “Breathing Room” in the West Seattle Junction planning area.
 - Policy: Work to create the “Open Space Lattice,” a system of open spaces and “green streets trails” as a framework for open space planning and to provide safe, aesthetic pedestrian links throughout the neighborhood.
 - Policy: Seek to reclaim unneeded portions of currently used street rights-of-ways to develop open space and trail opportunities where appropriate, (e.g., major arterials redesign – see transportation goals)
 - Policy: Seek opportunities within the business district to create public seating, landscaping, pocket parks and plazas that serve as community gathering places.
- Goal: Improve neighborhood identity and aesthetics, including the urban forest and native habitat.

- Recommendation: Develop gateways at north, south, east and west entries into the planning area and business district, as appropriate, with associated open space and/or landscaped areas and signage.
- Recommendation: Promote greening and beautification of the neighborhood with local citizen participation, including planting street trees.
- Goal: Provide safer and more aesthetically pleasing arterial streets through the neighborhood.
 - Policy: Improve aesthetics and pedestrian safety, and provide traffic calming as appropriate with street trees, landscape features, medians, curb bulbs, mid-block refuges and public pocket parks wherever possible.



WEST SEATTLE TRIANGLE
Urban Design Framework
November 2011