

West Seattle Junction and Delridge Station Area Plans

Phase 1 Engagement Summary - Spring 2026

Introduction

In spring 2026, the City of Seattle's Office of Planning and Community Development (OPCD) and Seattle Department of Transportation (SDOT) launched a Station Area Planning effort in the West Seattle Junction and Delridge neighborhoods. This work is planning for future growth and mobility improvements in the neighborhoods approximately 0.5 mile to 1 mile around future light rail stations. This work does not address the design, construction, or operation of the future light rail stations or alignments.

OPCD focuses on future land use to ensure growth reflects neighborhood priorities. SDOT focuses on creating safe, connected transportation options like walking, rolling, biking, and taking transit to and from the station and around the neighborhood. Sound Transit will build and operate the stations. By coordinating across these agencies, the City can guide policies and regulations, and identify opportunities to invest in infrastructure, housing, and public spaces that support the neighborhood's cultural and economic vitality.



Community Engagement

Between February and April 2026, the project team conducted broad and inclusive public outreach with a diverse range of community members, residents, and businesses. Guided by the City's Racial Equity Toolkit and past engagement efforts, outreach focused on reaching overburdened and vulnerable populations who have historically experienced exclusion, displacement, and discrimination.

The team led community conversations, facilitated a focus group and briefings, managed an online mapping platform, and conducted two surveys. We also distributed flyers in neighborhoods and business corridors and shared updates via email, the project website, and social media. The online survey and flyers were translated into Spanish and distributed with community-based organizations serving Spanish-speaking

2026 Spring Engagement Snapshot

1,770
Online Interactions
3
Community Conversations and Briefings
1
Focus Group
15
Conversations with Businesses

communities. Flyers were also shared with representatives from a Vietnamese cultural center.

Overall Key Themes

Delridge

- Support stronger connections to nature and key destinations in the community
- Grow a mixed-use core of taller buildings (9+ stories) near the station area

West Seattle Junction

- Prioritize community and commercial spaces
- Develop taller buildings near the station and along California Avenue, with a strong preference for concentrating taller buildings near the station

General

- Increase trees throughout the study areas
- Create more third spaces and/or free-to-use public places
- Have greater tolerance for taller buildings if they maintain street-level character (e.g. commercial space and restaurants)



Key Demographics

- **51%** identified as **women**
- **33%** have at least one **child under 18** in their household
- **23%** identified as Black, Indigenous, and/or People of Color (**BIPOC**)



Community & Language

- **16%** speak a language other than English at home



Income, Ability, & Business

- **9%** reported 2025 household incomes **under \$75,000**
- **8%** live with a **disability** affecting sight, hearing, or everyday tasks
- **5%** **own a business** within the study areas

Online Survey

Launched March 4, 2026 – Ended April 5, 2026

Overview

- Promoted through City channels
- Available online in English and Spanish
- Survey topics
 - Desired services and amenities near the station
 - Enhancements to public spaces
 - Housing
 - Mobility concerns and infrastructure improvements
 - Natural areas and green spaces
 - Neighborhood character
 - Optional demographics

Level of Participation

The survey received **1,637 valid responses**. This level of participation provides a substantial dataset for analyzing community preferences across the study areas. Participation included:

- 855 respondents who answered questions about Delridge and the RapidRide H corridor
- 1,315 respondents who answered questions about West Seattle Junction and the RapidRide C corridor
- 533 respondents who answered questions about both station areas
- 5% of respondents who own a business in at least one of the study areas

Community Representation: Survey vs. Project Area Demographics

To understand how well the survey reflects the broader community, respondent demographics were compared with overall demographics of the project area. This comparison helps identify which groups were well represented in the survey and where additional outreach may be needed to better capture community perspectives. Orange highlights denote demographic groups that were underrepresented in the survey by 10% or more compared to the project area.

Demographic Groups	Project Area (Census)	Survey Respondents	Representation Gap
Women	50%	51%	Balanced
Age 20 to 54	55%	77%	Overrepresented (+22%)
BIPOC	38%	23%	Underrepresented (-15%)
Language Spoken at Home: Non-English	20%	16%	Balanced
Household Income under \$75,000	30%	9%	Underrepresented (-21%)
Disability	10%	8%	Balanced
Household with at least one child under 18	23%	33%	Overrepresented (+10%)

The survey successfully engaged women, people with disabilities, and those who speak a language other than English at home at rates that closely align with census data. Participation was strong among families with children and adults aged 20 to 54. The results also highlight an opportunity for future outreach to more effectively engage Black, Indigenous, and other People of Color and lower-income community members. Notably, some respondents chose "prefer not to say" for race and income questions, which may affect the reported proportions for these groups.

What We Heard

Delridge

- **Natural assets:** Preference for stewardship of existing natural areas over new programming.
- **Demand for commercial growth:** Over 60% of respondents identified needs for a full-service grocery store and additional dining options (e.g. cafes and restaurants) in North Delridge.
- **Walkable communities:** Nearly 70% of respondents shared they would walk more if there were more local destinations, including shops, restaurants, and grocery stores. Preferred improvements to enhance pedestrian experience included wider sidewalks, outdoor dining, and cafe seating.
- **Building height and density:** Support for high-rise development (12+ stories) is strongest when concentrated next to the light rail station. Approximately half of respondents preferred a 5-story height limit for the broader neighborhood, and many indicated support for taller buildings if they help meet community needs, (e.g. providing space for a full-service grocery store, 3-bedroom or larger units, restaurants, or local retail businesses).
 - **Correlation:** Younger respondents showed a significantly higher likelihood of supporting taller buildings when paired with community amenities like grocery stores, while older respondents generally prefer maintaining a lower-scale built environment.
- **Housing for all life stages:** 2- and 3-plus bedrooms were the most requested housing types. Respondents prioritized life-stage features such as children's play areas, senior housing, and accessory dwelling units (ADUs) over office or storage spaces.

- **Correlation:** Families and younger respondents prioritized 3-bedroom units and child-friendly amenities, while older respondents and multi-generational households focused on accessible senior housing.

Voices from the Community: Transportation & Access

We gathered the insights below from open-ended survey questions, where respondents were invited to share their own concerns about transportation and access to destinations.

- **Safety hotspots:** Respondents emphasized the steep grade of SW Genesee Street, ongoing congestion and safety conflicts on Delridge Way SW, and the need for better lighting/activation under the West Seattle Bridge.

"Delridge Way from Genesee to Andover regularly has cars driving 40 mph and running through red lights. Crossing Delridge Way is dangerous, even when using crosswalks."

- **New and improved walking connections:** Respondents strongly supported new pedestrian trails through the West Seattle Golf Course, a continuous sidewalk along SW Brandon Street, and better maintenance and improved integration of Longfellow Creek and Duwamish Greenbelt trails into the walking network.

"A bike/ped cut through of the West Seattle Golf Course from Greg Davis Park to the stadium/golf course clubhouse would be AMAZING."

- **Transit equity:** Respondents with limited mobility and those representing households with children under 18 emphasized the need for greater east-west bus frequency from neighborhoods like Pigeon Point, Puget Ridge, and West Marginal Way and from South Delridge to the future light rail station.

"When I moved to Pigeon Point 33 years ago, the number 50 bus went up and down Andover Street... Now there's nothing! I have to drive my car to Delridge when I want to take the bus."

- **Desired destinations:** Respondents expressed a desire for better walking/biking and transit connections to the Youngstown Cultural Center, the Duwamish Longhouse, and local schools (Pathfinder and Sanislo).

"There is no good way to reach the Duwamish Trail, waterway parks, or longhouse [by transit]."

"Duwamish longhouse [and] South Seattle Community College [...] The bus routes are fine but the frequency is not great. Time is not cheap."

West Seattle Junction

- **Community identity and public places:** Prioritize improvements that foster a stronger sense of community, including more walkable destinations, outdoor dining, wider sidewalks, and safer street crossings. Increasing tree canopy is a near-universal priority, with fewer than 12% of participants opposing new plantings. Public restrooms and "people-priority" streets were also highly valued to enhance public spaces.
 - **Correlation:** Younger respondents were more likely to support car-free plazas and people-priority streets.
- **Concentrated growth and functional amenities:** Concentrate high-rise development (12+ stories) near the light rail station—specifically in Areas 1, 2, and 6—rather than dispersing height throughout the neighborhood. Over half of respondents preferred a limit of 8 stories or fewer in other areas. About half of respondents indicated they would support taller buildings if they included community features (e.g. ground-floor retail, restaurants, plazas, or wider sidewalks).
 - **Correlation:** Older respondents were less likely to support taller buildings overall. In contrast, younger respondents were more supportive of increased height regardless of specific amenities and were more open to dispersing taller buildings throughout the Junction.
- **Housing for all life stages:** Feedback indicates strong demand for family-sized housing, with 2- and 3-bedroom units preferred over studios or 1-bedroom units. Shared outdoor spaces were among the most popular housing elements, (e.g. courtyards, gardens, child-friendly features). In contrast, dedicated storage space and single-story accessible units were less prioritized.
 - **Correlation:** Respondents from households without children were more likely to prioritize 1- and 2-bedroom units. Older respondents and those living with individuals aged 65 or older were significantly more likely to prioritize dedicated senior housing to allow for aging in place.

Voices from the Community: Transportation & Access

We gathered the insights below from open-ended survey questions, where respondents were invited to share their own concerns about transportation and access to destinations.

- **Safer, more comfortable arterials for all travelers:** Respondents emphasized the need for comprehensive safety improvements along arterials like Fauntleroy Way SW, California Avenue SW, and 35th Ave SW to support people walking, rolling, biking, and taking transit. Many respondents advocated for traffic calming, wider sidewalks, crossing improvements and transforming core blocks in the commercial center of the Junction into pedestrian or transit-oriented spaces.

"Fauntleroy needs better biking to the junction. Better crossing overall. Redo the stupid 5-point intersection with a roundabout or get rid of the 5th point."

"California Avenue is currently six lanes (four plus parking). That is insane. It should be one lane each way MAX."

- **Intersection safety:** Respondents identified several complex intersections in the study area, specifically California Avenue SW/SW Edmunds Street/Erskine Way SW and the multi-leg intersections along Glenn Way SW, where odd configurations create poor sightlines and hazards for all users.

"SW Edmunds & California is an odd crossing... Too many directions for the road. It is hard to see cars driving & walking out from the alley... onto SW Edmunds Street."

- **Alternative to driving and parking in the Junction:** Respondents felt there were insufficient alternatives to driving and parking in the Junction from surrounding neighborhoods, making limited parking a frustration. They called for additional transit service, bike routes, and parking management as solutions.

"I stopped going to the Junction after the parking change. It is unrealistic to expect people to use transit for all activities. I go to Burien because I can find places to park and it's more convenient."

"Please prioritize making it easier for West Seattle residents, including those with mobility challenges or young kids, to access the junction (increased, reliable bus service, dedicated west Seattle resident parking, improved bike access etc)."

- **Public safety & maintenance:** Respondents cited ongoing safety concerns regarding encampments and open drug use, specifically noting that bus stops and the stretch of SW Alaska Street (between Fauntleroy SW and 35th Avenue SW) require better maintenance and monitoring.

"There has been a dramatic increase in the number of homeless people sleeping, using drugs, and lingering along Alaska St. between Fauntleroy and 35th. It is uncomfortable walking along Alaska with my small children."

Short Survey

Launched December 1, 2025 – Ended April 5, 2026

Purpose

We conducted a 2-question survey to gather community sentiment prior to the launch of the longer survey. The shorter survey remained open while the longer survey was active as a shorter, less time-intensive option. We did not collect demographic data on the shorter survey because we intended to capture general sentiments and priorities. See Appendix B for a copy of the questions.

Level of Participation

34

Total Responses

25

West Seattle Junction
& Avalon Responses

13

Delridge Responses

What We Heard

West Seattle Junction & Avalon

- **Strong local identity & “main street” character:** Respondents described a community that values its local business district and community events. They noted a sense of community identity and place shaped by activities such as farmers markets, art walks, and a mix of small, locally owned businesses that support everyday activity.
- **Walkability & everyday convenience:** Respondents appreciate that many daily needs can be met within a short walk, and that the area is accessible for people of all ages, including youth. Good transit options make it easy to get around without a car. Some respondents wanted parking retained as much as possible, while others wanted at least some on-street parking to be reallocated to support pedestrians, bicycles, transit and trees.
- **Sense of community and belonging:** Respondents shared a desire to preserve the neighborhood’s authenticity, where people know each other, feel connected, and local residents, workers, and creators shape the character of the area.
- **Existing amenities & desire to enhance them:** Respondents want to build on what already works well, including transit access, and community events, while improving safety, comfort, tree canopy, and enjoyment for walking, biking, and transit use.
- **Additional community benefits :** Respondents would like to see additional gathering spaces, housing (denser, taller buildings), affordable housing, businesses, and open space. Some respondents noted opportunities to strengthen belonging through events and spaces that meet diverse community needs and interests. Several support creating new gathering spaces, both public and within new development, to build community as the neighborhood grows denser.

Delridge

- **Nature & green space:** Respondents expressed a sense of pride and connection to Longfellow Creek, nearby green spaces, wildlife habitat, and trails. These natural assets are seen as central to neighborhood identity.
- **Community spaces:** Respondents value the neighborhood’s strong network of community-serving spaces, including the community center, playfield, skatepark, tool library, and organizations (e.g. Delridge Neighborhoods Development Association and Youngstown). These support activities and learning opportunities for all ages.

- **Stewardship & environmental protection:** A top priority of respondents is protecting, maintaining, and improving Longfellow Creek and surrounding natural areas to ensure long-term ecological health and community benefit.
- **Stronger local core & daily needs access:** Some respondents want more housing density to support a stronger commercial core, including amenities like a grocery store and health services, so residents can meet more daily needs locally.
- **Social infrastructure & gathering spaces:** There is interest in more outdoor seating, gathering spaces, and car-free areas near the station and commercial core to encourage community interaction.
- **Activation of underused properties:** Respondents noted opportunities to address vacant, underutilized, or run-down buildings and sites to improve neighborhood vitality and safety.
- **Transportation balance & street design:** We heard mixed opinions on transportation. Some respondents support slower streets and more traffic calming to improve safety and walkability, while others emphasize maintaining strong car access alongside other transportation options.

Online Pin Drop Map

Launched January 15, 2026 – Ended April 5, 2026

Purpose

This web map invited community commenters to drop a pin in one of three categories: Places you love, ideas for change, and other comments. It was an alternative to the longer survey. See Appendix C for a copy of the pin drop map.

Level of Participation

91
Comment Pins

What We Heard

- **Valued community assets:** Respondents value parks, schools, local businesses, and places to gather.
- **Multimodal safety:** Respondents focused on improved multimodal safety and accessibility.
 - **Bikes:** Respondents highlighted the need for protected bike lanes, safer crossings, and better network connections.
 - **Pedestrian experience:** Respondents highlighted the need for improved sidewalks, more crossings, and improved Americans with Disabilities Act (ADA) accessibility.
 - **Traffic calming & reduction:** Respondents noted high speed vehicle traffic on neighborhood streets and other busy pedestrian areas.
- **Street uses:** Some respondents support turning parking into sidewalks, bike lanes, greenery, or even car-free streets. Others want to keep on-street parking, especially for visitors.

Community Conversations

Purpose & Method

We reached out to community-based organizations (CBOs), non-profits, and service providers in the West Seattle Junction and Delridge areas to offer group briefings at existing meetings. We shared an overview of the project and asked open-ended questions about travel, neighborhood strengths, what

they would like to see changed, and what they think the future of the neighborhood could look like with light rail. We were invited to attend meetings with members of The Active Living Center, West Seattle Bike Connections, and West Seattle Urbanism.

What We Heard

- **Daily needs & local business**
 - West Seattle Junction has most of the things you need, while Delridge was identified as needing a grocery store.
 - Some participants expressed interest in smaller commercial spaces and additional neighborhood business clusters outside California Avenue.
- **Safer streets & transit access**
 - North Admiral and the Longhouse need to be better served by transit.
 - Slow down traffic on California Avenue through permanent design changes like reducing lanes and wider sidewalks, as well as temporary closures.
 - Add more traffic calming on neighborhood streets – chicanes, traffic circles, diverters, etc.
 - Ensure light rail station environments feel safe, with appropriate lighting and security presence. Make sure walking to the station from major destinations (like California Avenue) feels safe.
- **Bike & pedestrian connections**
 - Build wider bike lanes to facilitate passing other cyclists. We heard several specific ideas for bike spot improvements to improve wayfinding, safety, comfort, and access to key destinations.
 - Fauntleroy was identified as a top priority for bike improvements.
 - The community needs more bike parking, including for cargo bikes.
 - Add new neighborhood connections via staircases and pedestrian paths, and improve several existing staircases by adding lighting and new railings.
- **Public spaces & community life**
 - Build more parks, gathering spaces, outdoor seating, pedestrian-only areas, and family-friendly programming.
 - Support community arts, culture, and public art throughout the neighborhood.
- **Growth & neighborhood character**
 - Make California Avenue and SW Alaska Street the heart of the neighborhood – less traffic, more people walking.
 - Keep California Avenue at a low scale and upzone elsewhere. Preserve the character of the corridor through design guidance.
 - Respondents supported more housing and taller buildings near the future light rail stations.

Focus Group

Purpose & Method

The project team has partnered with a paid focus group since September 2025. Participants help to develop ideas and strategies, review design proposals, and offer feedback. The project team will meet

with the group five times over the course of a year to discuss opportunities and challenges. We met once during Phase 1 of engagement.

Participants include members from:

- Delridge Neighborhoods Development Association
- SouthWest Early Learning & Refugee Immigrant Family Center
- Southwest Youth and Family Services
- African Community Housing & Development
- Duwamish River Community Coalition
- Duwamish Tribal Services
- Seattle Housing Authority

What We Heard

- **Maintenance is a recurring issue:**
 - Vegetation overgrowth
 - Lane visibility
 - Trash
 - Lighting
- **Infrastructure often exists but lacks:**
 - Usability
 - Enforcement
 - Visibility
- **Transportation:**
 - More sidewalks
 - Improved lighting
 - More crossings and enhancing existing crossings
 - Speed management and/or enforcement
 - Bike facility improvements
 - Increased transit frequency to underserved areas
 - Improvements at bus stops to make people waiting feel safer
- **Growth & housing:**
 - Need larger, three-plus bedroom units that can support intergenerational families
 - Desire for more ground-floor commercial uses near the station and in smaller nodes along the Delridge corridor, especially grocery stores and restaurants
 - Would like to see quality on-site open space for new development, including space for gardens, play, and gathering

Business Canvassing

Purpose & Method

We canvassed businesses along California Avenue, dropping off flyers and sharing project information while asking brief questions when owners, managers, or employees were available. We provided QR codes for business representatives to scan and schedule optional virtual follow-up conversations. About 15 owners, managers, or employees provided on-site comments.

What We Heard

- **Support for light rail:**
 - Business owners were generally supportive and excited about a new light rail station, due to the potential for increased foot traffic and expanded customer base.
- **Parking concerns:**
 - Several expressed concern about limited parking in the interim prior to light rail operating, especially as large new development with little on-site parking is built.
- **Pedestrian-oriented business district:**
 - Interest in making the business district more of a regional destination with a high-quality pedestrian space that encourages people to visit and spend time in the area.
 - Desire for a partial or permanent closure/reallocation of street space on California Avenue between SW Edmunds Street to SW Oregon Street to create a pedestrian space and room for community events like the Farmers Market. Still allow commercial loading access.
- **Growth & commercial affordability:**
 - Do not want California Avenue to get upzoned to retain the “main street” feel of older buildings.
 - Concerns that light rail and new development could increase commercial rents and supported adding more commercial spaces to help maintain affordability for businesses.

Recommendations

We developed recommendations for next steps based on community input received during this phase. These recommendations combine feedback from community engagement efforts and offer insight on which groups were underrepresented among respondents.

For Delridge:

- **Commercial integration:** Explore zoning incentives that require ground-floor grocery or retail space—specifically grocery and dining—in exchange for building height near the station.
- **Enhance green connectivity:** Prioritize infrastructure projects that link the future station to existing natural assets to maintain the neighborhood’s identity while improving access.
- **Target mid-rise outside the core:** For areas away from the immediate station, allow midrise infill housing, allowing taller heights if paired with community features.

For West Seattle Junction:

- **Establish a "high-rise transit core":** Focus high-density residential and commercial zoning in the vicinity of the light rail station to align with community support for additional housing and local businesses growth.
- **Implement pedestrian-priority zones:** Explore permanent or pilot "people-priority" street designs on California Avenue or near the station to enhance the business district's vibrancy.
- **Prioritize urban forestry:** Integrate tree-planting requirements and strategies into the Station Area Plan to meet the community's environmental and aesthetic expectations.

General:

- **Focus on multi-bedroom housing:** Move away from studio-heavy developments. Prioritize 2- and 3-bedroom units that accommodate families and seniors to support the “stages of life” goal mentioned by respondents.
- **Equity focus:** Use Phase 2 engagement to target outreach to BIPOC and lower-income community members to address the representation gaps identified in the Phase 1 survey profile.

Next Steps

In summer 2026, we will launch Phase 2 of engagement. The project team will report back on what we learned from survey responses and invite community feedback on potential strategies and projects. We will share a draft plan in early 2027 to collect additional community feedback before decisions are made.

Learn more about the West Seattle Junction and Delridge station area planning projects and subscribe to email updates at www.seattle.gov/opcd/station-area-planning.

To request this information in an alternate format, please contact West Seattle Junction and Delridge Station Area Planning Manager, Katy Haima, at Katy.Haima@seattle.gov.