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**SDOT**

**Director's Rule 1-2024**

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**Director's Rule 03-2024**

<b>Applicant:</b> City of Seattle Office of Planning and Community Development Department of Transportation	<b>Page</b> 1 of 2* *plus Attachment A	<b>Supersedes:</b> DPD 2-2012 SDOT 4-2012
	<b>Publication:</b> 8/29/2024	<b>Effective:</b> 10/01/2024
<b>Subject:</b> West Seattle Light Rail Station Area Street Concept Plan  Appendix G to Right-of-Way Improvements Manual*  *The Right-of-Way Improvements Manual is Joint Director's Rule SDCI 31-2017 SDOT 04-2017	<b>Code and Section Reference:</b> Seattle Municipal Code (SMC) Chapter 23.53	
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<b>Index:</b> Land Use Code/Technical and Procedural requirements	<b>Approved</b>  <small>Rico Quirindongo (Oct 17, 2024 12:58 PDT)</small>	<b>Date</b> 10/17/2024
	<b>Rico Quirindongo, Director, OPCD</b>	
	<b>Approved</b>  <small>Greg Spotts (Oct 17, 2024 11:49 PDT)</small>	<b>Date</b> 10/17/2024
	<b>Greg Spotts, Director, SDOT</b>	

## **BACKGROUND**

The City of Seattle has developed a street concept plan to re-envision the streets around the future light rail stations. The vision and designs for these streets will guide future implementation and further design as Sound Transit expands light rail in Seattle. This light rail expansion is the largest transit investment in our city's history.

The street concept plan focuses on three stations associated with the West Seattle Link Extension including Delridge, Avalon, and Alaska Junction. The plan will guide future right-of-way investments by the City of Seattle, Sound Transit, and future redevelopment.

By establishing a consistent design framework for the right-of-way to support mobility, and to enhance the pedestrian-orientation of the street, the street concept plan will provide greater predictability for the community when investments in rights-of-way within the West Seattle light rail station areas are proposed. The concept plan was prepared with the active participation of City departments, Sound Transit, and input from area stakeholders, residents, and businesses.

The street concept plan is entitled "**West Seattle Light Rail Station Area Street Concept Plan.**"

## **RULE**

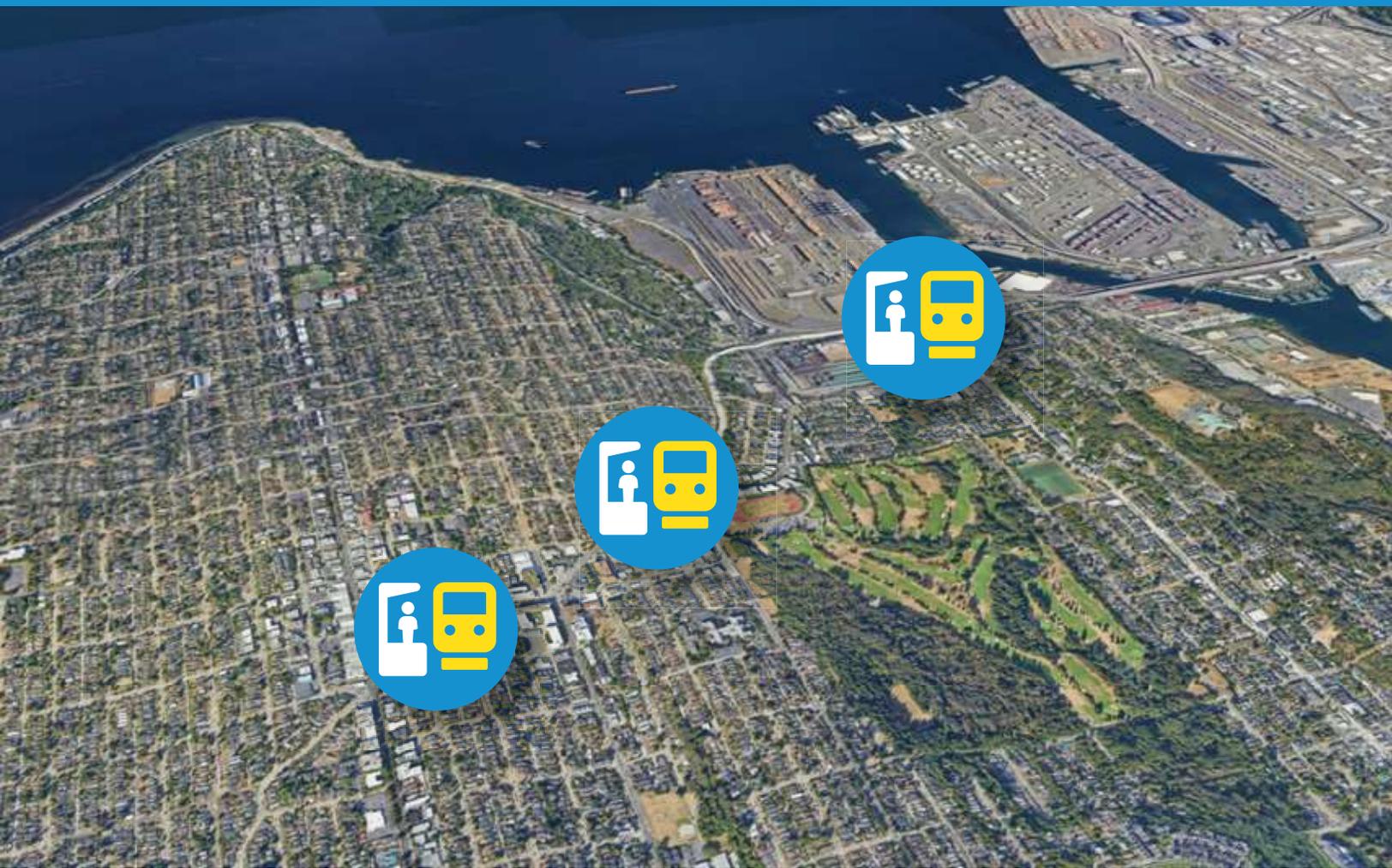
The West Seattle Light Rail Station Area Street Concept Plan, having been approved by the Directors of the Seattle Department of Transportation and Office of Planning and Community Development, is incorporated into the Right-of-Way Improvements Manual as Appendix G. The Right-of-Way Improvements Manual is the standards manual used by SDOT's Street Use Division in the permit review process for projects. Elements of development plans that adhere to the concept plan are approvable through the Master Use Permit process, including design review.

Note: Certain projects may be subject to review under City development regulations or the State Environmental Policy Act. That review could result in additional conditions relevant to the streetscape but not anticipated in the West Seattle Light Rail Station Area Street Concept Plan.

**Attachment A:** West Seattle Light Rail Station Area Street Concept Plan

Attachment A: West Seattle Light Rail Station Area Street Concept Plan

# West Seattle Light Rail Station Area Street Concept Plan



OCTOBER 2024



**Seattle**  
Department of  
Transportation



**Seattle**  
Office of Planning &  
Community Development

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# Introduction

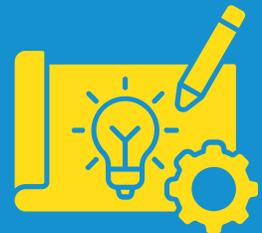
Sound Transit is expanding light rail in Seattle. Over the next two decades, our communities will benefit from more than a dozen new stations and better connectivity and access to the Central Puget Sound region. New service areas include Ballard and West Seattle, as well as infill stations that will close gaps in the existing system. This light rail expansion is the largest transit investment in our city's history.

To capitalize on this investment in Seattle's future, the City has worked with Sound Transit and community members to re-envision the streets around the future light rail stations. The vision and designs for these streets are captured in this street concept plan and will guide future project implementation in these areas.

This document focuses on stations associated with the West Seattle Link Extension (WSLE) including Delridge, Avalon, and Alaska Junction. See the map on next page for approximate locations for the various stations.

The street concept plan conveys the vision for the three station areas and are aligned with Sound Transit's preferred station locations as of fall 2024. Street designs may be refined as specific projects for the streets identified in this concept plan are further developed. Designs may be revisited if station locations or designs change. Please review Sound Transit materials for the latest information on WSLE station details.

## Why Street Concept Plans?

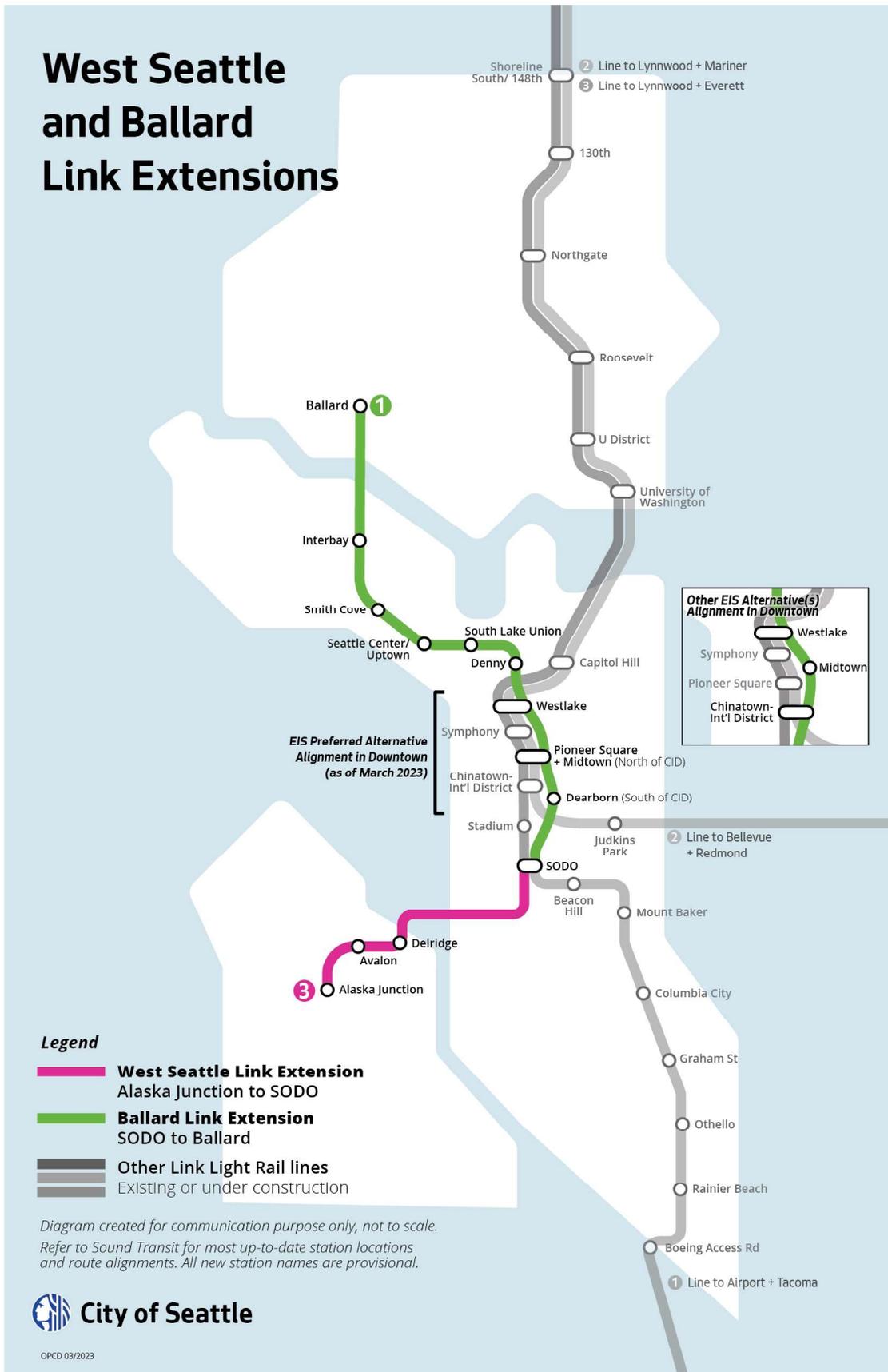


Street concept plans provide a vision and design for how a street will look in the future. Typically, these are jointly created by the Seattle Department of Transportation (SDOT) and Office of Planning and Community Development (OPCD). Street concept plans are typically done in contexts where we or the community feel that it is important to go above our typical street standards. Street concept plans provide an opportunity to guide development and create:

- Expanded public space
- Expressions of community character and history
- Safer environments for people moving through these neighborhoods
- Better connections for people walking, biking, and taking transit

The concept plan aligns with the modal networks identified in the Seattle Transportation Plan, Vision Zero principles, and takes into consideration past neighborhood planning efforts.

# West Seattle and Ballard Link Extensions



West Seattle and Ballard Link Extensions Station Location Map

# Context

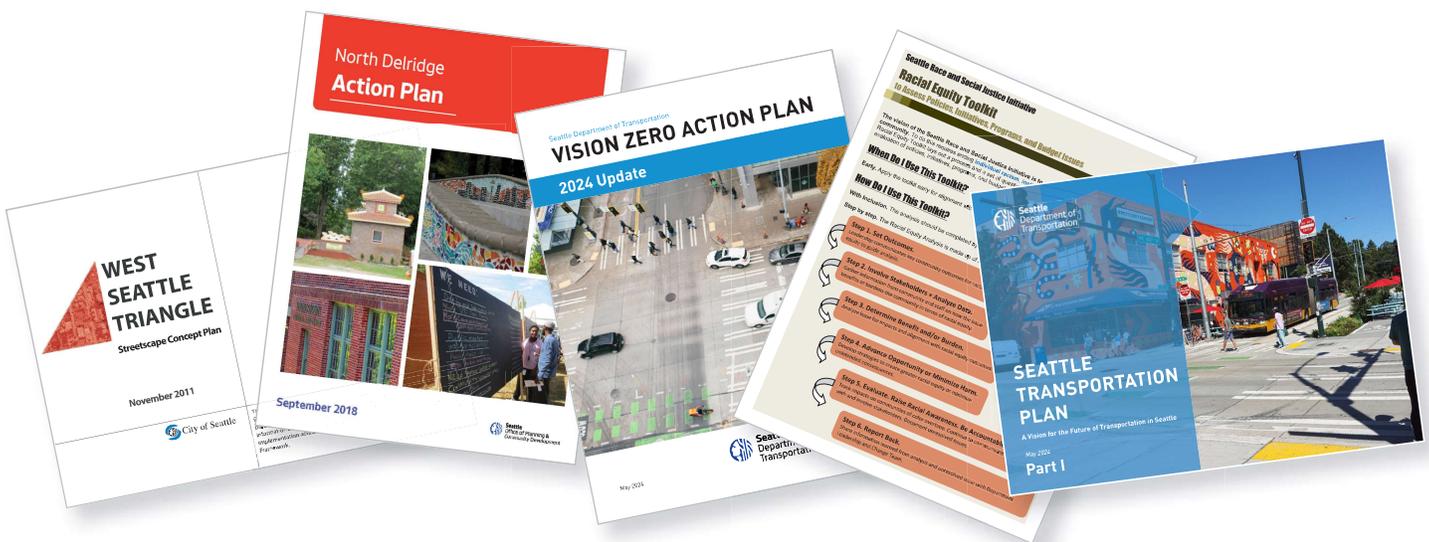
## PREVIOUS PLANNING WORK

This street concept plan builds on the West Seattle Triangle Urban Design Framework (2011)<sup>1</sup>, which provided preferred roadway character and configuration recommendations for numerous streets within the West Seattle Triangle study area, and the North Delridge Action Plan (2018)<sup>2</sup>, which identified a neighborhood vision, priorities, and specifies steps the community, organizations and agencies could take to achieve the neighborhood vision. It is also consistent with advancing the goals and objectives of the Seattle Transportation Plan (2024) and the City's Vision Zero principles.

Additionally, the City of Seattle and Sound Transit partnered to develop a Racial Equity Toolkit (RET) for the West Seattle and Ballard Light Rail Extension project, beginning in 2018, during the alternatives development phase. The RET is designed to implement the City's commitment to the Race and Social Justice

Initiative, a vision to achieve racial equity in the community, end institutional and structural racism in city government, promote inclusion and full participation of all residents, and partner with the community to achieve racial equity across the City of Seattle. A RET report was published in July 2022 that includes in-depth analysis and discussion of issues and priorities for meeting racial equity imperatives throughout the WSBLE corridor.<sup>3</sup>

Our recent community conversations and refocused goals prioritize reallocating space for people walking, biking, connecting to transit, and accommodating the movement of freight and goods on key corridors. The street concept plan also uplifts the RET outcomes to enhance mobility and access for communities of color and low-income populations and create a sense of belonging for communities of color at all stations, making space where everyone feels safe and welcome.



<sup>1</sup>[www.seattle.gov/documents/Departments/OPCD/Vault/WestSeattleTriangle/WestSeattleUrbanDesignFramework.pdf](http://www.seattle.gov/documents/Departments/OPCD/Vault/WestSeattleTriangle/WestSeattleUrbanDesignFramework.pdf)

<sup>2</sup>[www.seattle.gov/documents/Departments/OPCD/OngoingInitiatives/DelridgeActionPlan/DelridgeActionPlan.pdf](http://www.seattle.gov/documents/Departments/OPCD/OngoingInitiatives/DelridgeActionPlan/DelridgeActionPlan.pdf)

<sup>3</sup>[www.soundtransit.org/sites/default/files/documents/WSBLE-racial-equity-toolkit-report-environmental.pdf](http://www.soundtransit.org/sites/default/files/documents/WSBLE-racial-equity-toolkit-report-environmental.pdf)



## COMMUNITY ENGAGEMENT

The concepts identified in this street concept plan were formed and refined through years of public engagement efforts.

### Planning Priorities Identified

**2019 - 2021**

Sound Transit and the City of Seattle co-created a West Seattle and Ballard Link Extension Station Planning Progress Report, published in 2022, that captured feedback from the public gathered between 2019-2021. The [Station Planning Progress Report](#) includes a list of planning priorities for each station that were developed to help guide decisions and station design refinements. The planning priorities built upon ideas heard from the community about how proposed stations could fit into their neighborhood context. See each station area chapter for more information on the identified planning priorities for that station area.

### Early Plan Concepts and Goal Identification

**October – December 2023**

Sound Transit, in coordination with the City of Seattle, shared station design progress and gathered community feedback on concepts for access, urban design, and transit-oriented development at the four future WSLE stations to ensure that as Sound Transit advances station design work, it reflects current community priorities and travel patterns. Engagement blended in-person and online opportunities, gathering public feedback about the WSLE stations through two in-person open houses, an online open house, online survey, in-language focus groups, briefings, and community tabling.

From an October open house and several-week online survey, we heard strong support for designs that created more space for people walking, biking, and connecting to transit. We also heard that designs that simplified and made street crossings safer were a top priority for people, as well as landscaping, shade coverings, and lighting in new public spaces.

## Concept Input

### March 2024

In March 2024 we brought refined concepts to a public open house event. We heard that we were on the right track with the designs, and received support for a narrow cross section and potential transit only lanes on SW Alaska St, and expanded space for people walking and biking with landscaping on 26th Ave SW. We also heard that community members wanted us to make sure that any changes made to vehicle travel patterns were studied and other streets received improvements to help accommodate design changes elsewhere.

## Design Refinement

### June 2024

In June 2024 we conducted outreach on the street concept plan designs and materials. This included tabling at a festival in the Delridge neighborhood and at the West Seattle Farmers Market, doing door-to-door business outreach within the vicinity of the three station areas, and hosting an online survey.

We received over 1500 responses to our online survey and received wide support for the designs

shown. Popular design features that we heard support for included narrowed street crossings, pedestrian features such as seating and lighting, and bike lanes, to name a few. We also heard that people wanted us to consider how future projects could impact circulation for people driving and some general feedback on the station locations and impacts.

## Public Notice and Comment

### August–September 2024

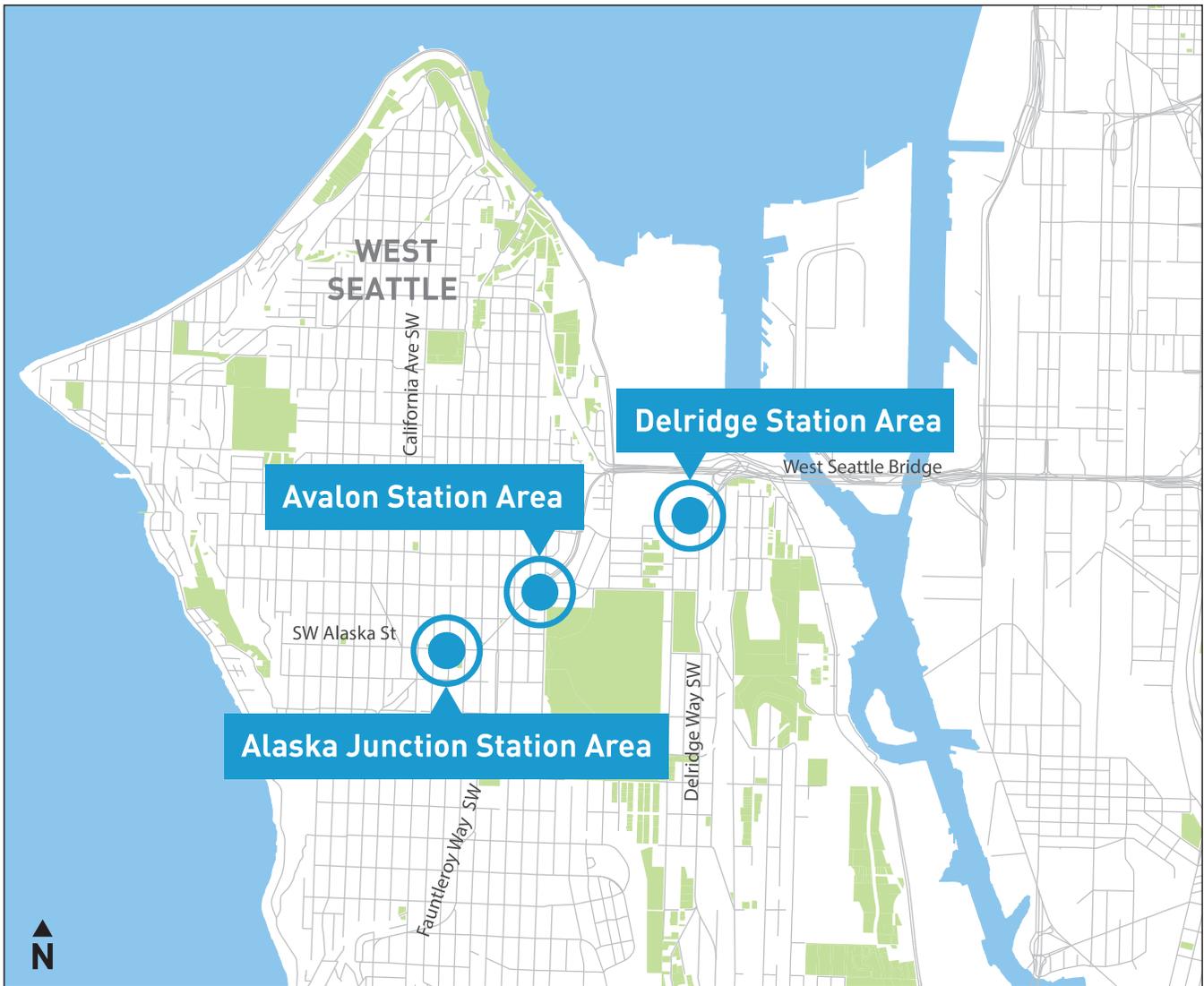
There was a two-week public comment period on the draft Director’s Rule and street concept plan document at the end of August into early September. Public comments ranged in themes from supporting the plan, proposing design feedback, and providing general feedback on light rail in West Seattle. Street concepts were refined where possible to reflect the design feedback we received.

## Public Engagement Next Steps

There may be opportunities for additional public engagement as street design and projects are advanced for specific streets identified in this concept plan.



*West Seattle Farmers Market Tabling, June 2024*



## DOCUMENT ORGANIZATION

This street concept plan is focused on three West Seattle stations: Delridge, Avalon and Alaska Junction. Each station has its own chapter that is comprised of the following elements:

- Station Area Context
- Existing Conditions
- Station Area Vision
- Street Concepts

A unified palette of treatments is found at the end of this plan. It provides guidance for potential types of seating, lighting, paving, landscaping, and wayfinding.

# Delridge Station Area



## STATION AREA CONTEXT

West Seattle’s Delridge neighborhood, located west of the Duwamish Waterway and south of the West Seattle Bridge, has a mix of residential, commercial, and industrial uses. The greater Delridge area extends south to White Center and is home to individuals and families, including historically underserved communities of color, immigrants, and refugees, all supported by strong social and cultural institutions. For this reason, Delridge is one of the focus areas for the City and Sound Transit’s Racial Equity Toolkit (RET) process.<sup>4</sup> Residents and visitors can enjoy nearby trails such as Alki Trail and the Longfellow Creek Legacy Trail, as well as other recreational facilities, such as the Dragonfly Garden and Pavilion, Delridge Community Center, Delridge Skatepark, and Youngstown Cultural Arts Center.

<sup>4</sup>See the “Previous Planning Work” section within the “Context” chapter for more information on the City and Sound Transit’s Racial Equity Toolkit.

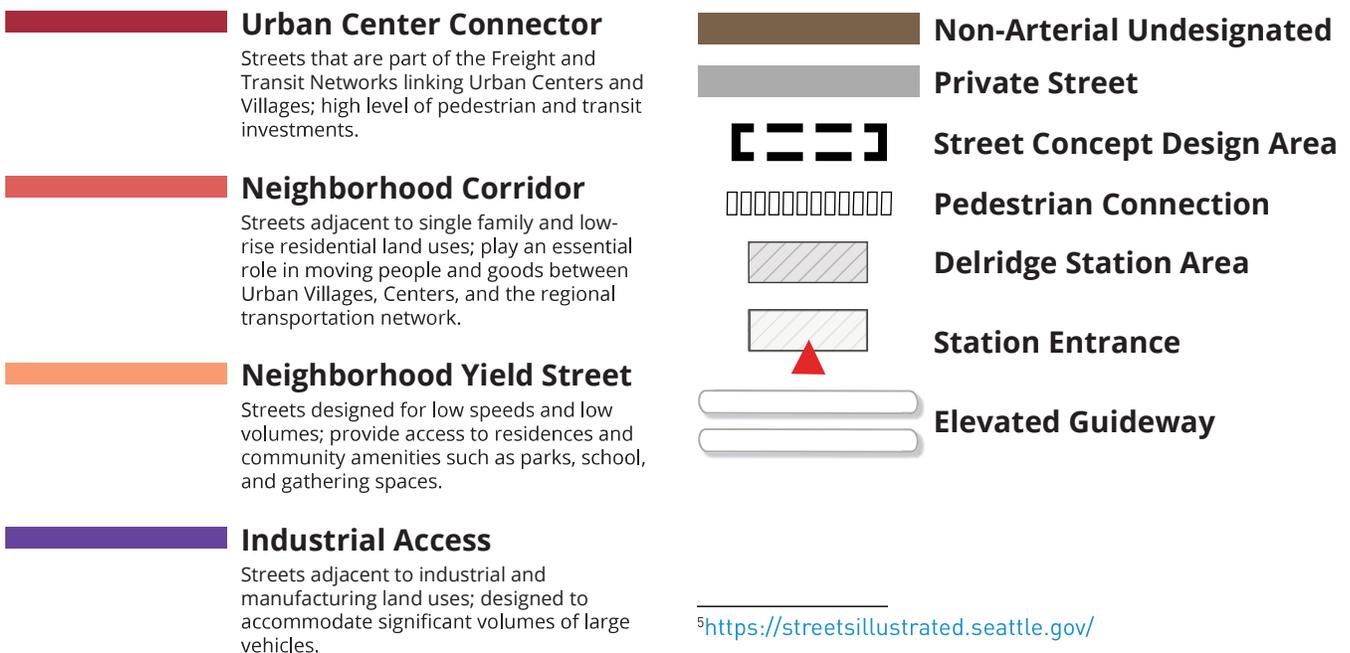
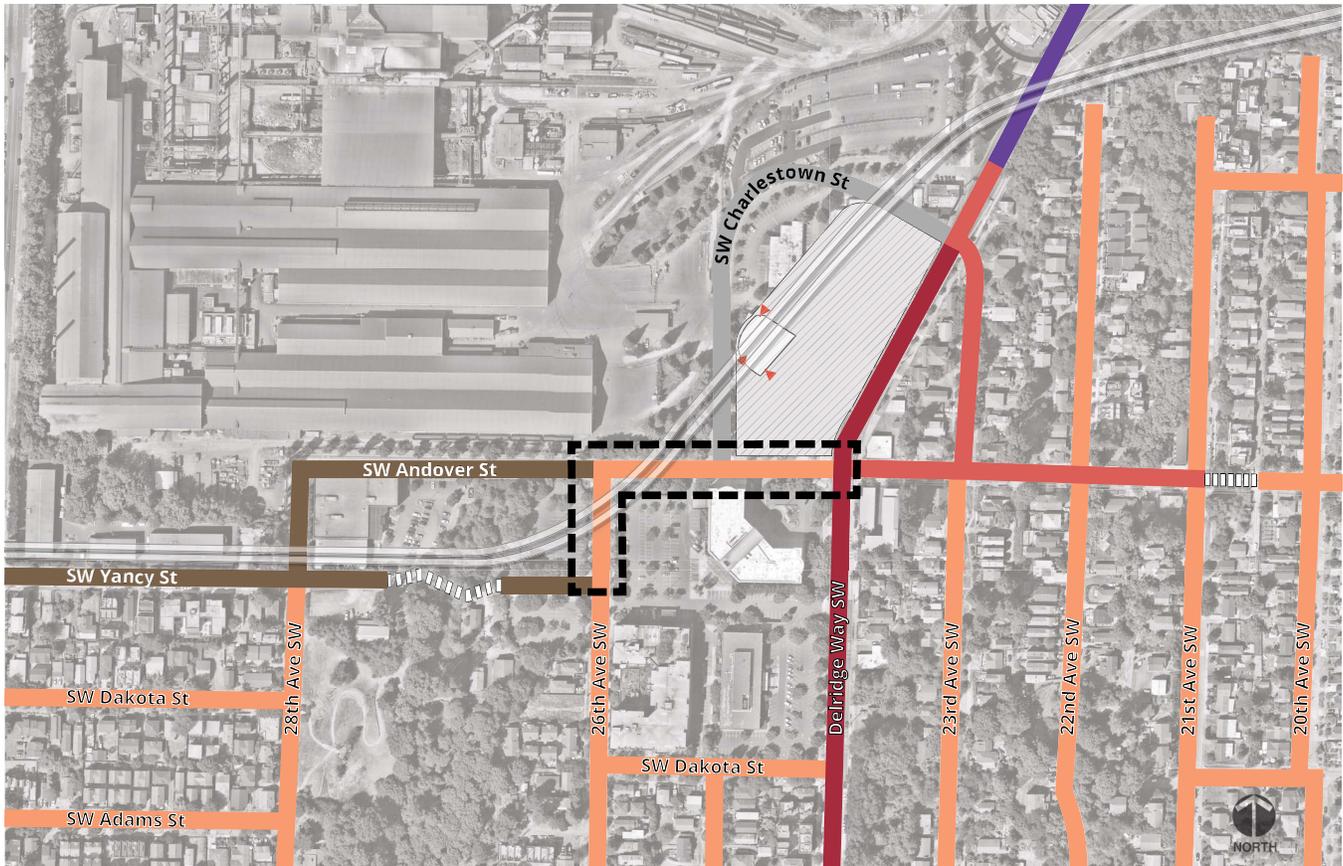
*Delridge strives for a transportation network that links Delridge to surrounding areas, and that makes walking, biking and taking transit easy choices. New bike lanes, greenways and crosswalks have made it easier to get around.*

**—North Delridge Action Plan**

## Station Area Street Typology

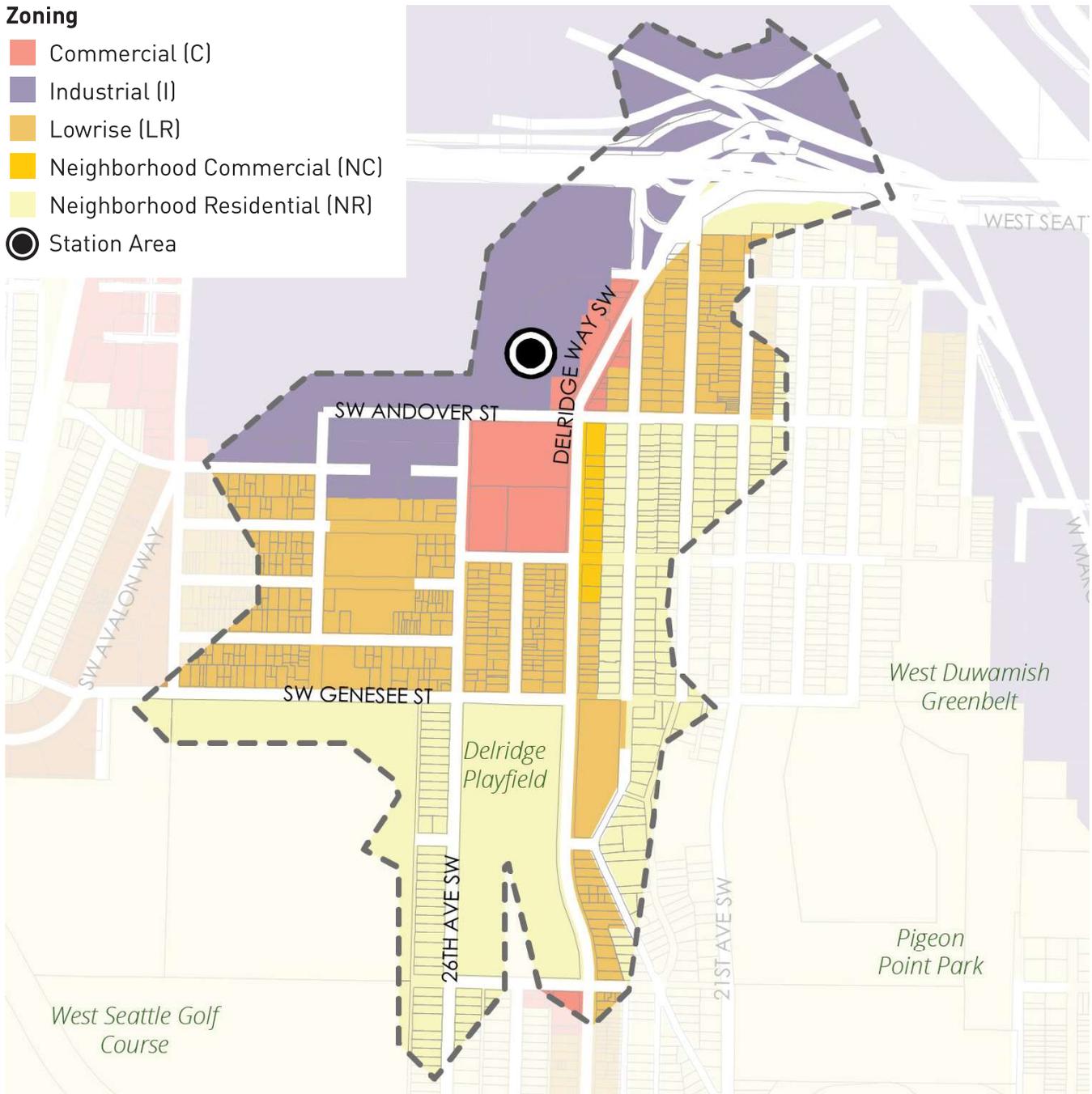
The streets around the future Delridge light rail station are a mix of arterial and non-arterial streets. Streets located within the Duwamish Manufacturing and Industrial Center are

classified as industrial access streets. The map below shows the SDOT street typologies around the station area as they are identified in SDOT's Streets Illustrated, our right-of-way improvements manual.<sup>5</sup>



## Zoning

- Commercial (C)
- Industrial (I)
- Lowrise (LR)
- Neighborhood Commercial (NC)
- Neighborhood Residential (NR)
- Station Area



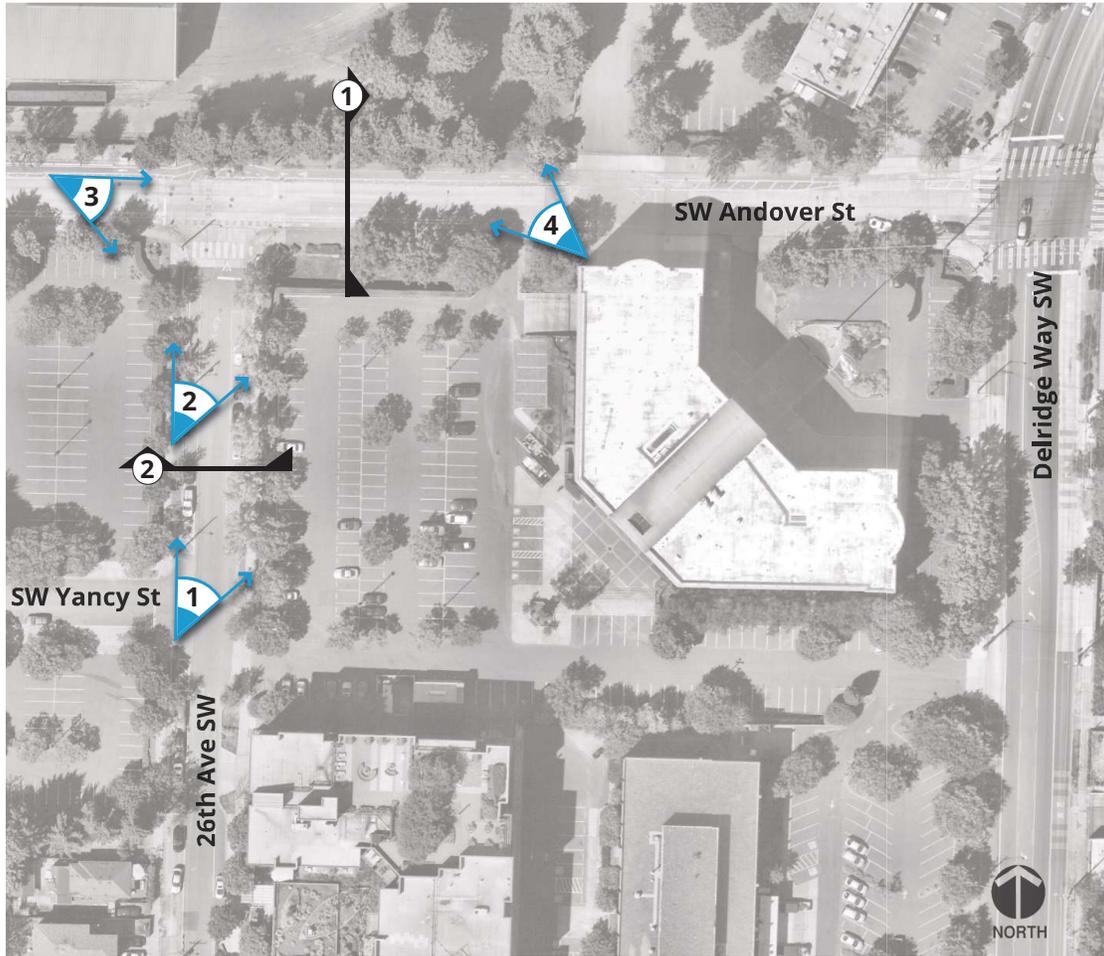
### Current zoning around future Delridge Station

#### Station Area Zoning

The neighborhood surrounding the future Delridge Station currently has a range of zoning uses including multi-family housing, commercial, industrial, and single-family housing. Current land use designations allow for building heights up to 75 feet.

The draft One Seattle Plan, Seattle's Comprehensive Plan, includes a Neighborhood Center designation for this area of Delridge. The potential rezone would allow more housing options, denser housing, and a mix of uses extending 1-3 blocks from the light rail station. The draft plan will continue to be refined through community engagement in 2024.

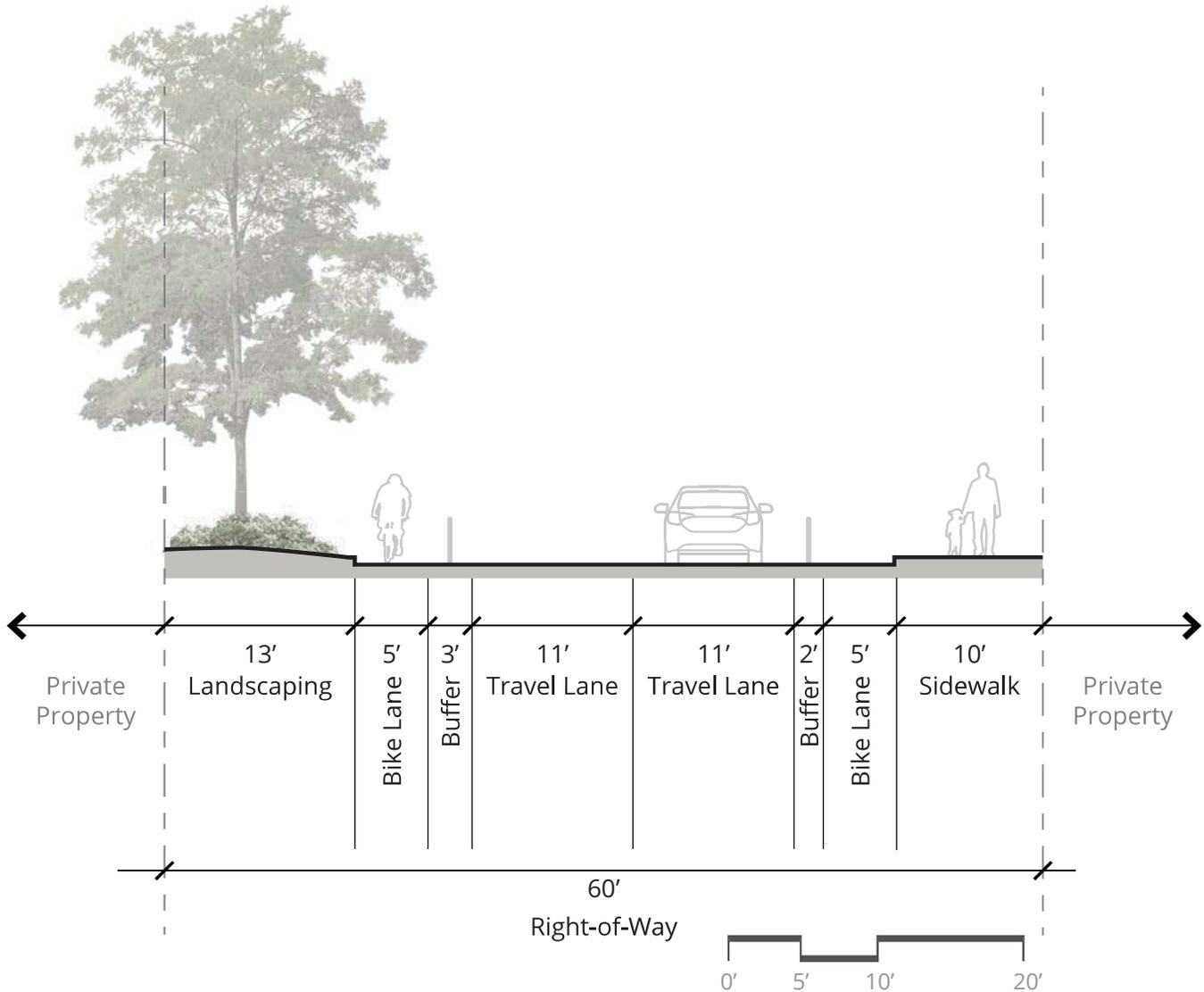
# EXISTING CONDITIONS



## SW Andover St

SW Andover St is a non-arterial street with bike lanes and two vehicle travel lanes. It is a Neighborhood Yield Street between 26th Ave SW and Delridge Way SW, which are typically designed as low speed and low volume streets

that provide access to residences and community amenities such as parks, schools, and gathering spaces. SW Andover St is also used as a fire route by the Seattle Fire Department, which impacts the type of design features that can be used on this street.

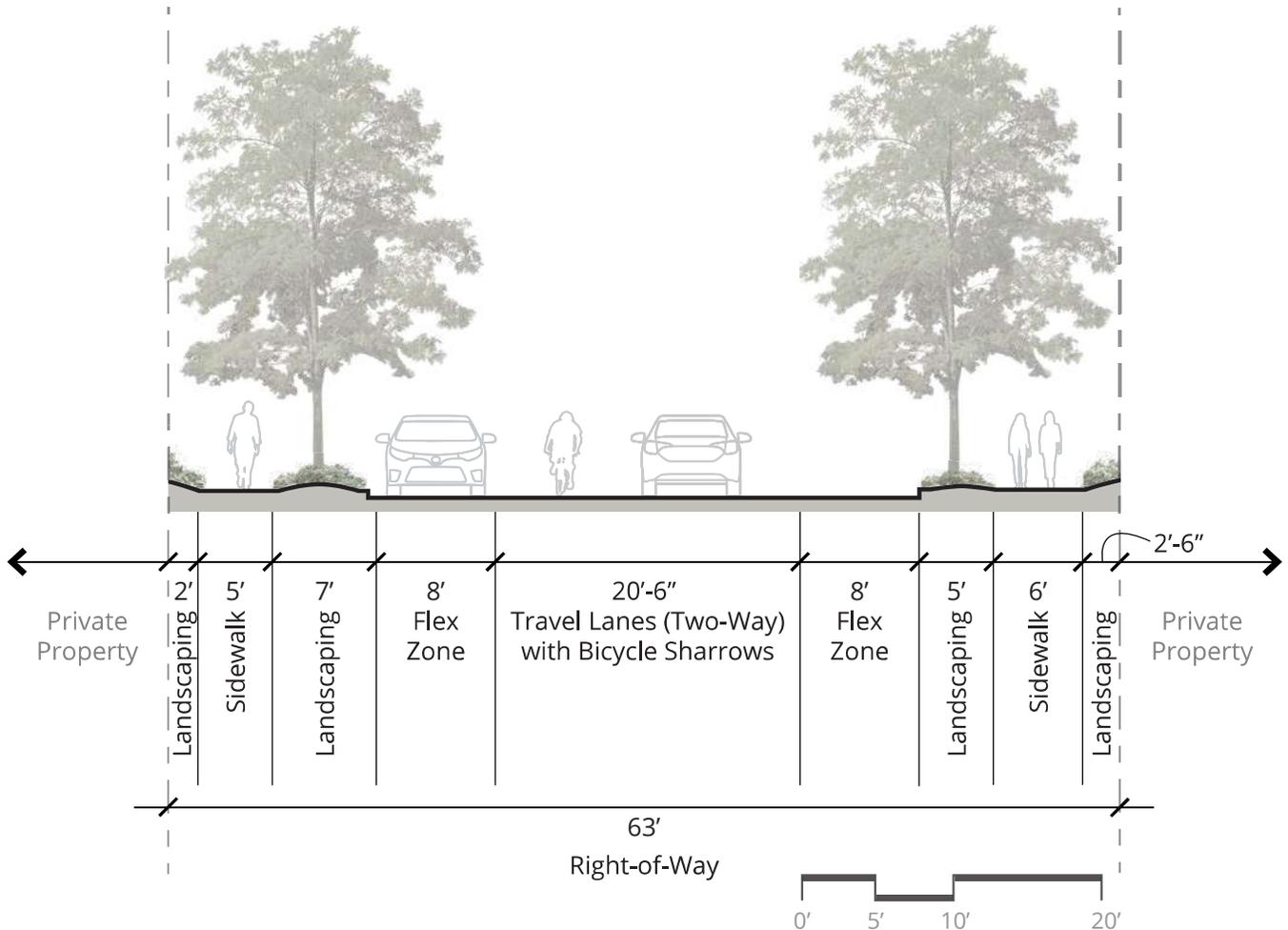


Existing SW Andover St section (1) looking east

## 26th Ave SW

26th Ave SW is a neighborhood greenway that will provide direct access between the station and the Delridge neighborhood to the south. It has roughly 60 feet of right-of-way and is currently 36 feet curb-to-curb. The street runs parallel to Longfellow Creek and serves as the primary

north-south connection for people walking and biking, as Delridge Way SW does not have existing or identified future bicycle facilities. 26th Ave SW currently has in-lane (sharrow) bike facilities and has been identified for additional neighborhood greenway improvements.



Existing 26th Ave SW section (2) looking north

## STATION AREA VISION

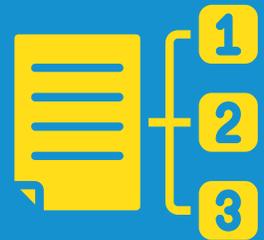
A station area vision aids in the design of the public realm and street concept designs. The vision refines the station area planning priorities (see box below) and aligns with City policies and documents, such as Vizion Zero and the Seattle Transportation Plan, and was confirmed through community engagement. The Delridge station area streetscape vision includes the following elements:

- Improve the neighborhood greenway along 26th Ave SW to reduce traffic, lower vehicle speeds, and prioritize space for people walking, rolling, and biking, and to provide more space for landscaping

- Ensure light rail passenger pick-up/drop-off location and vehicles are located away from pedestrian and bicycle crossings, particularly at the intersection of 26th Ave SW and SW Andover St
- Improve the crossing at SW Andover St and 26th Ave SW to narrow the distance for people walking and biking across SW Andover St and explore a raised crossing or intersection to make it safer to cross

## Delridge Station Area Planning Priorities\*

- Acknowledge the change brought by new light rail and leverage to meet longtime neighborhood goals
- Encourage intuitive and visible bike connections to the station entrances from existing/future bike network
- Optimize station layout to facilitate seamless transfers between buses and light rail
- Provide convenient, and safe connections to open space and cultural assets
- Encourage the inclusion of family-friendly amenities in the station area
- Encourage and optimize opportunities for equitable transit-oriented development to provide affordable housing and serve other community needs, such as a grocery store and space for other small businesses



\*West Seattle and Ballard Link Extension Station Planning Progress Report (2022)

## STREET CONCEPTS

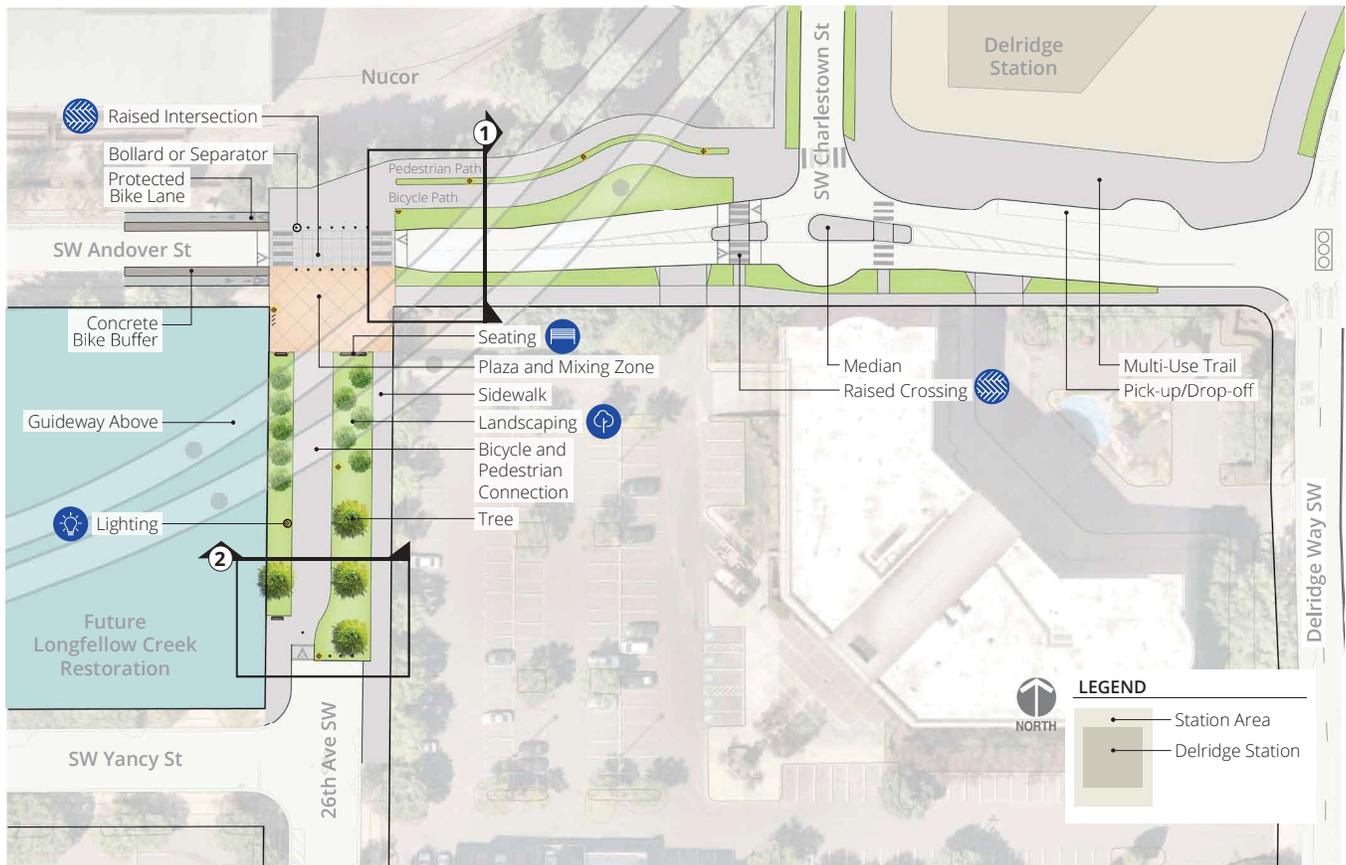
The street concept design for the Delridge Station Area includes:

- A raised intersection at SW Andover St and 26th Ave SW
- Stop signs and a narrow crossing on SW Andover St at 26th Ave SW to keep people walking and biking safe crossing SW Andover St

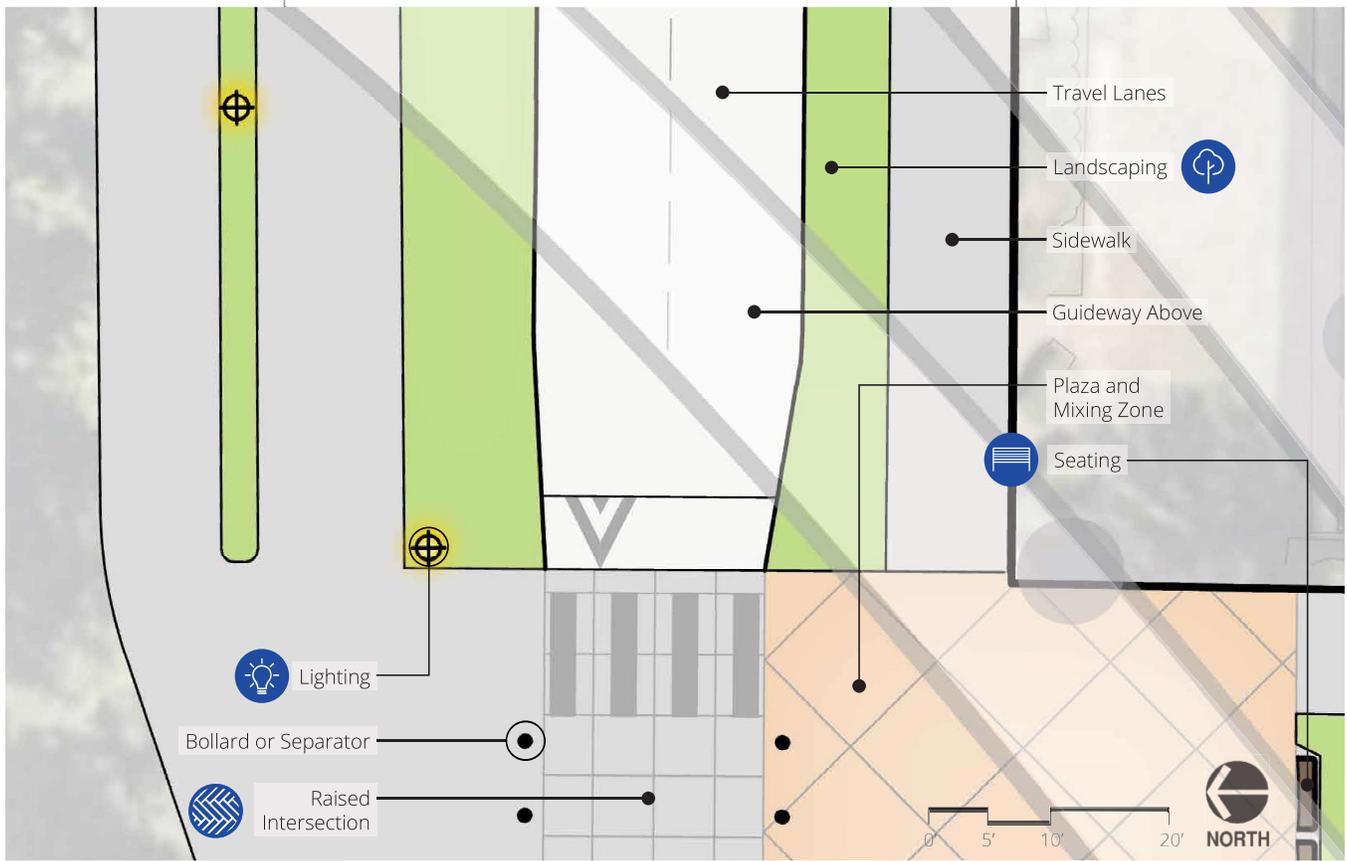
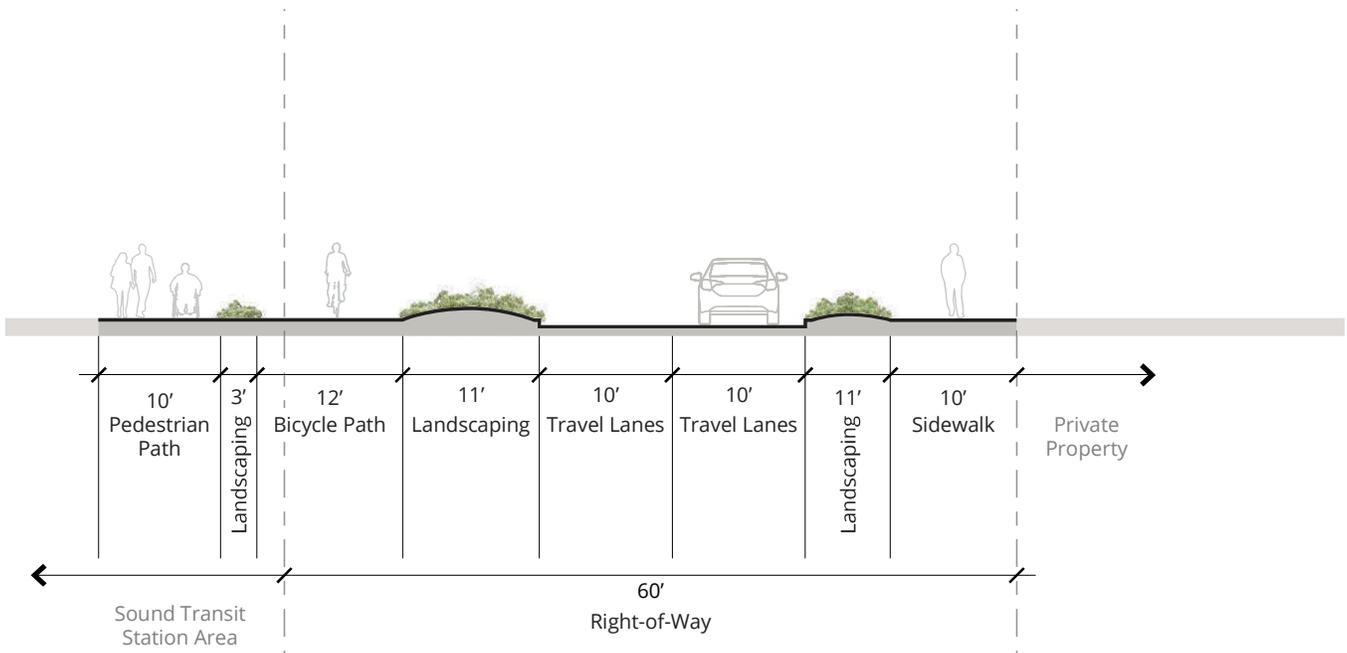
- A walking-, rolling-, and biking-friendly street with landscaping on 26th Ave SW north of SW Yancy St by closing the block to people driving
- A turn-around for people driving on SW Andover St near the station to allow vehicles to return to Delridge Way SW and reduce vehicle volumes at 26th Ave SW
- A design that can tie into the future upgrades to the 26th Ave SW Neighborhood Greenway south of SW Yancy St

This design incorporates the following proposed station area assumptions:

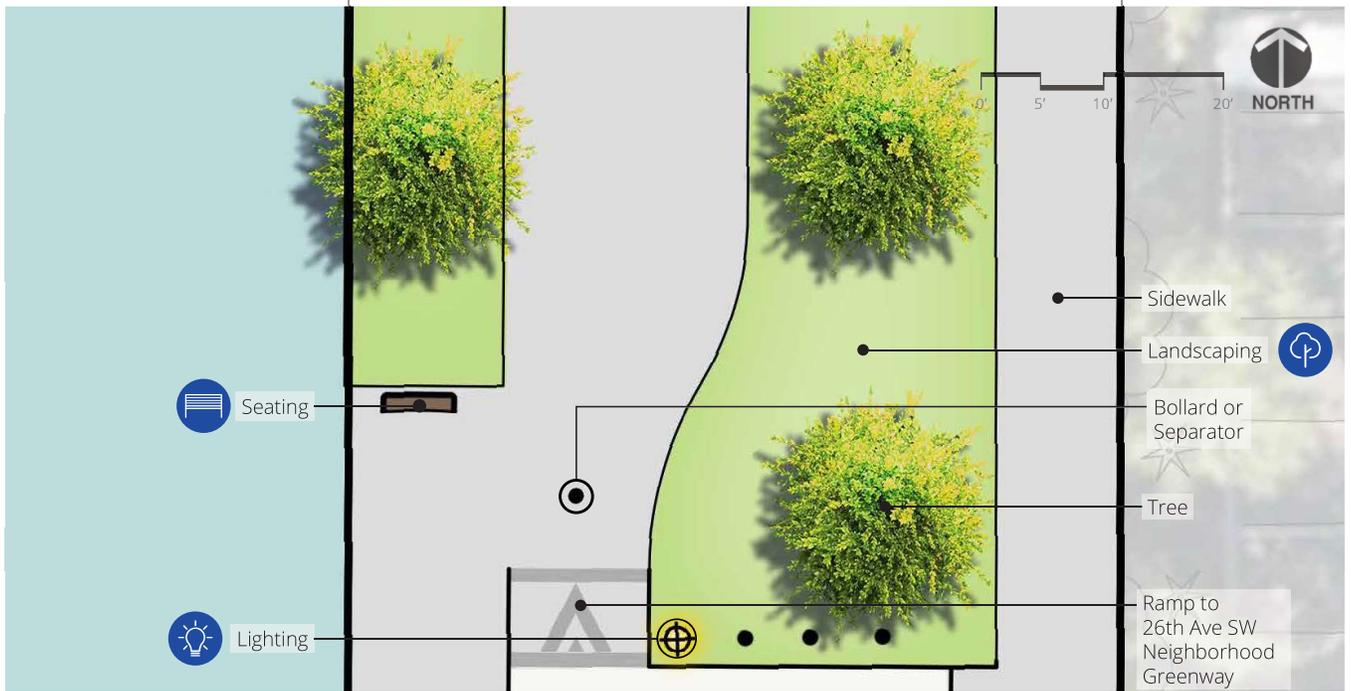
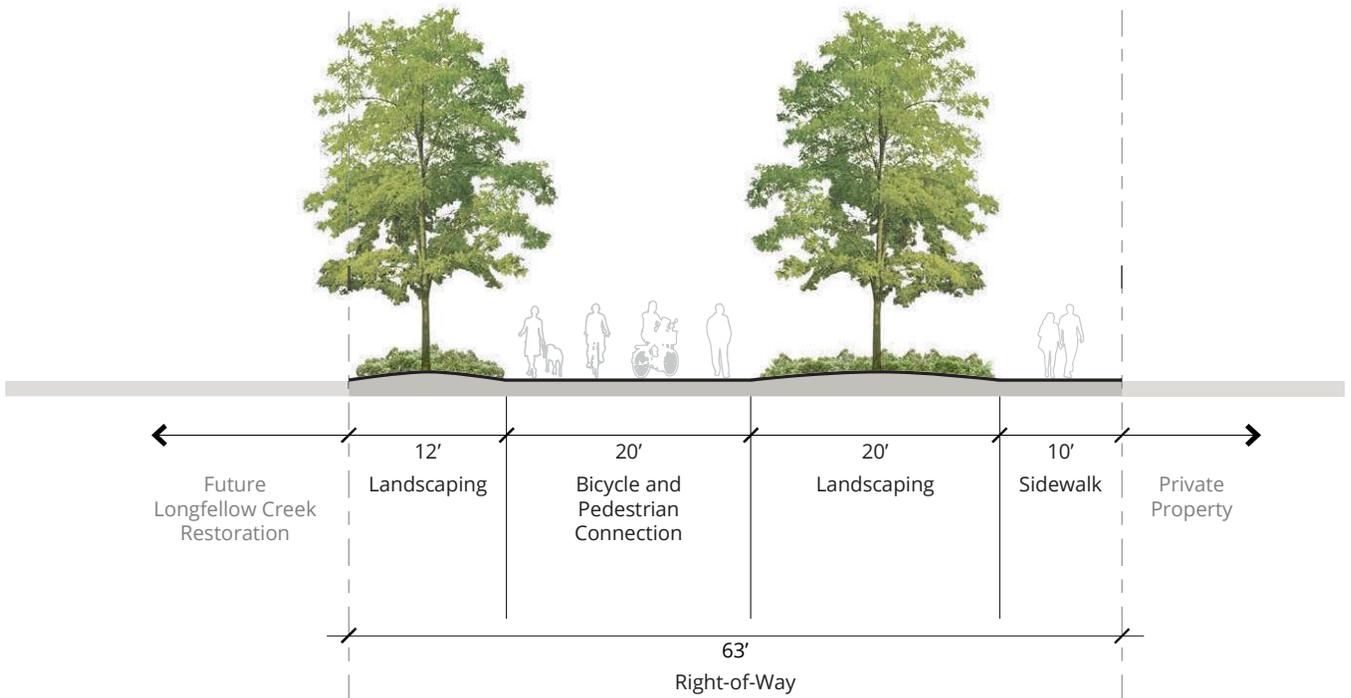
- Nucor truck access will no longer be from SW Andover St and will instead be from a new signal entrance off of Delridge Way SW at SW Charlestown St
- SW Charlestown St will be transit-access only from SW Andover St
- Future neighborhood greenway improvements for people walking, rolling, and biking on 26th Ave SW south of SW Yancy St
- The design for 26th Ave SW will be refined in coordination with Sound Transit and other restoration work done around Longfellow Creek



Street Concept Design for Delridge Station Area

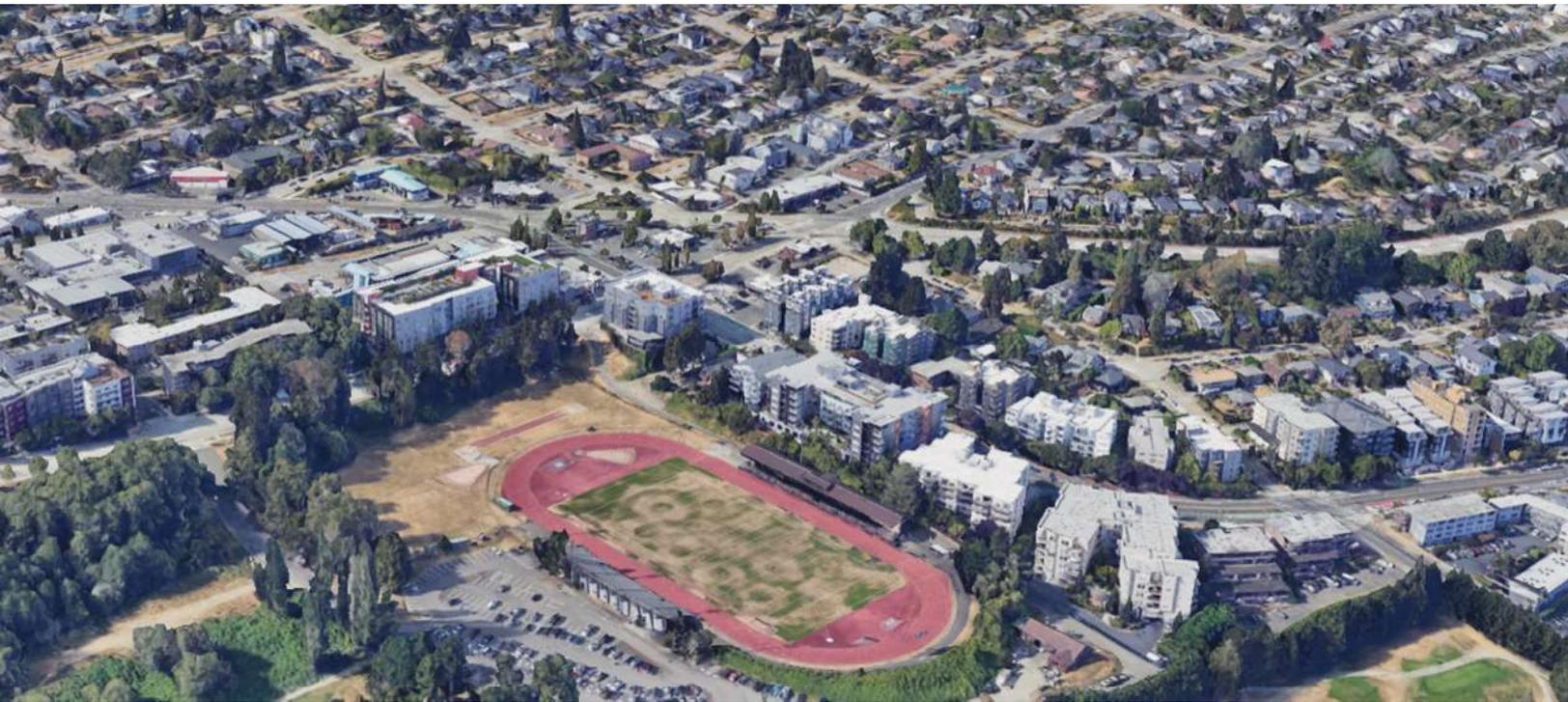


Proposed SW Andover St section (1) looking east with plan enlargement



*Proposed 26th Ave SW section (2) looking north with plan enlargement*

# Avalon Station Area



## STATION AREA CONTEXT

The Avalon station is a gateway to West Seattle, serving community members that value the family-friendly neighborhood character, multiple small local businesses, and the area's walkability and convenience.<sup>6</sup> The station location is at the crossroads of two principal arterials—Fauntleroy Way SW and 35th Ave SW—and currently lends itself to auto-oriented commercial uses; however, there is potential for denser development to maximize the location near the station with expanded retail options and multifamily housing, including market-rate and affordable residential.

This street concept plan does not include designs for Fauntleroy Way SW. There are existing project designs for Fauntleroy Way SW that dedicate more space for landscaping and for people walking, rolling, and biking.<sup>7</sup>

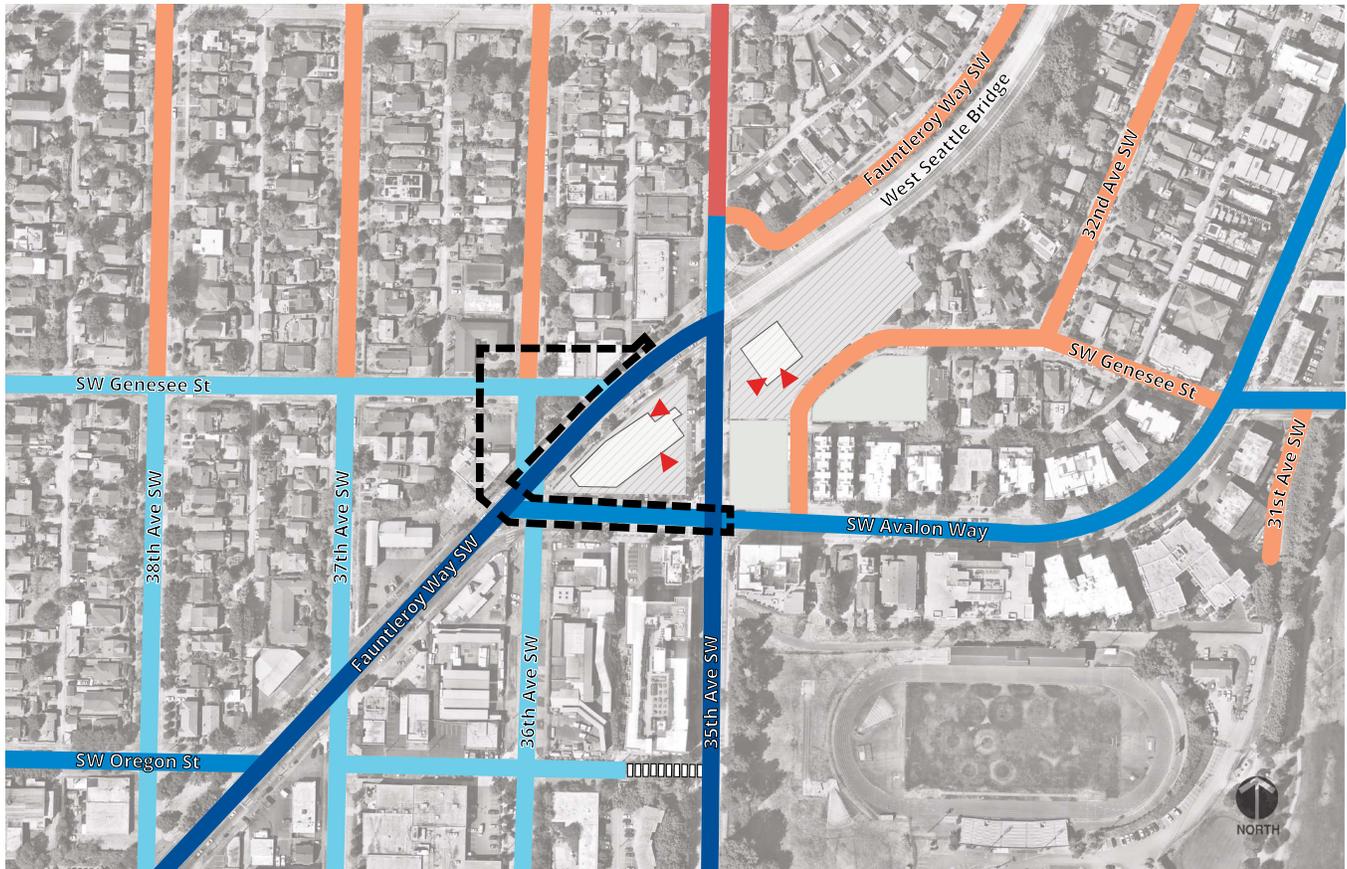
<sup>6</sup>Based on feedback received at Sound Transit's Fall 2019 Neighborhood Forum

<sup>7</sup>[www.seattle.gov/transportation/projects-and-programs/programs/bike-program/protected-bike-lanes/fauntleroy-way-sw-boulevard-project](http://www.seattle.gov/transportation/projects-and-programs/programs/bike-program/protected-bike-lanes/fauntleroy-way-sw-boulevard-project)

## Station Area Street Typology

The streets around the future Avalon light rail station are a mix of arterial and non-arterial streets. The streets immediately adjacent to light rail station are primarily Urban Village Main and

Urban Village Neighborhood streets with high volumes of traffic. The map below shows the SDOT street typologies around the station area as they are identified in SDOT's Streets Illustrated, our right-of-way improvements manual.



### Urban Village Main

Streets that are the spines of Urban Villages and Urban Centers; support the movement of people and goods while encouraging slower speeds and prioritizing walking, bicycling, and transit access.

### Urban Village Neighborhood

Streets that support Urban Village Main Streets by serving a variety of land uses; emphasis on residential uses and curbside uses that provide amenity and activation.

### Urban Village Neighborhood Access

Streets that support Urban Village Main Streets by serving a variety of land uses; non-arterial version of Urban Village Neighborhood Street.

### Neighborhood Corridor

Streets adjacent to single family and low-rise residential land uses; play an essential role in moving people and goods between Urban Villages, Centers, and the regional transportation network.

### Neighborhood Yield Street

Streets designed for low speeds and low volumes; provide access to residences and community amenities such as parks, school, and gathering spaces.



### Street Concept Design Area



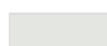
### Pedestrian Connection



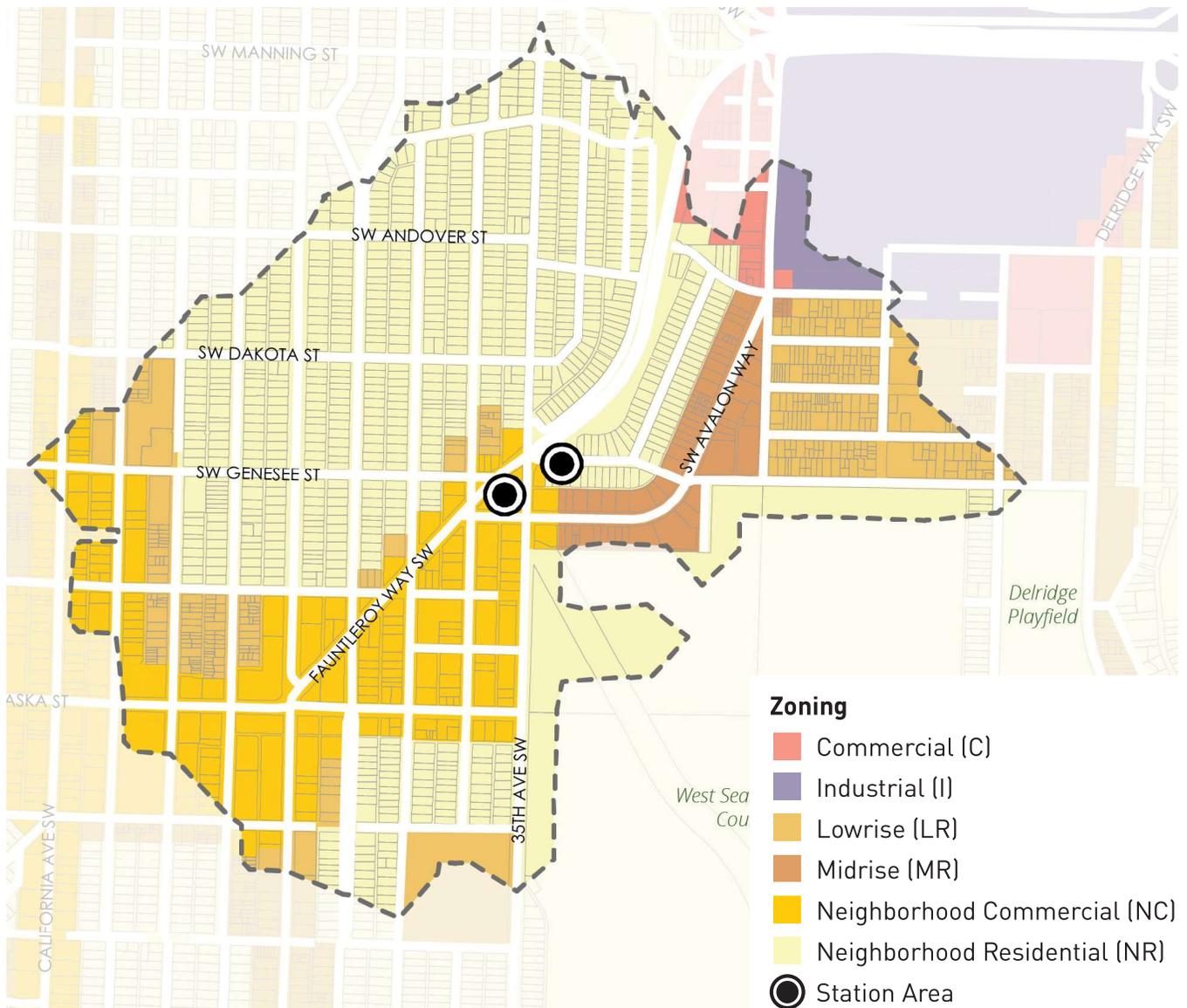
### Avalon Station Area



### Station Entrance



### Potential Transit Oriented Development



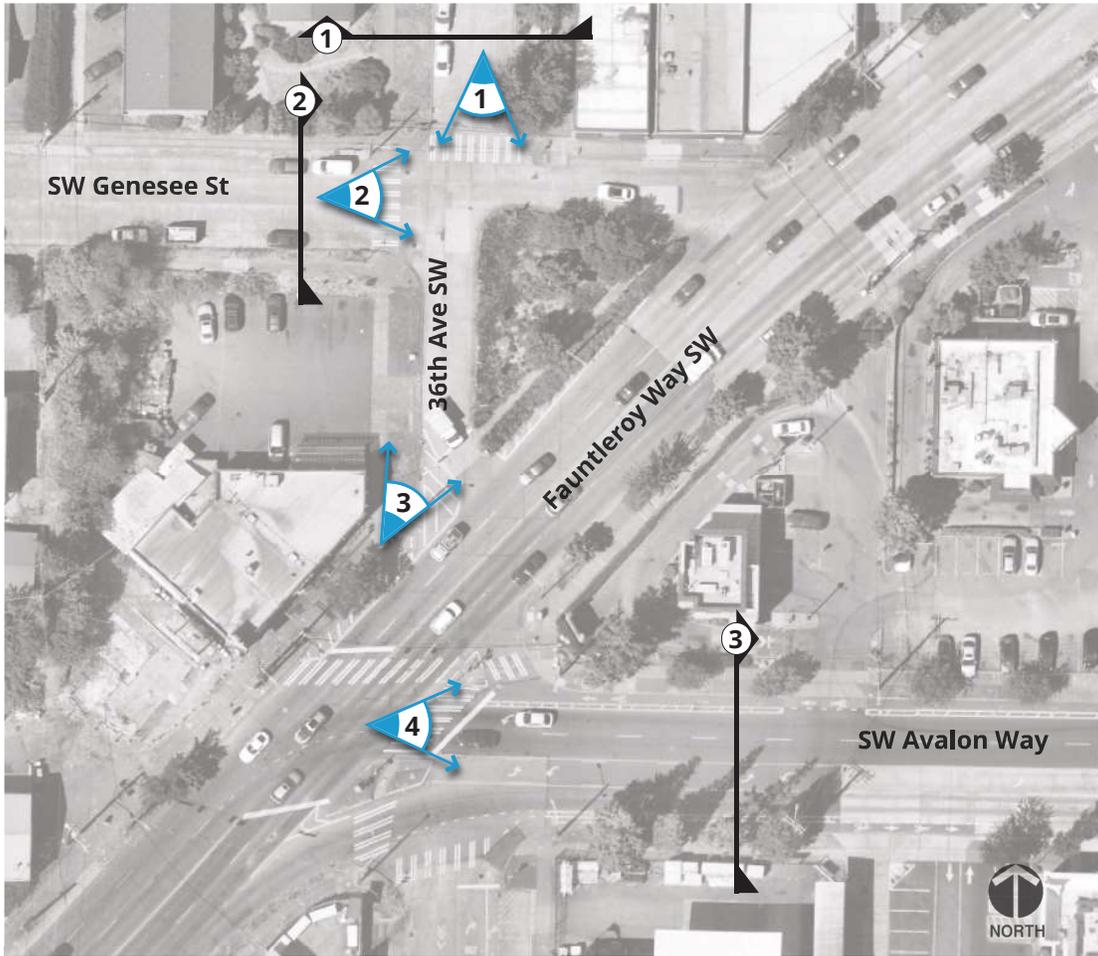
Current zoning around future Avalon Station

### Station Area Zoning

The neighborhood surrounding the future Avalon Station currently has a range of zoning uses, including mixed-use, multi-family housing, and single-family housing. Current land use designations allow for building heights up to 75 feet.

The draft One Seattle Plan, Seattle’s Comprehensive Plan, expands the West Seattle Junction Urban Center designation (formerly called “Urban Village”) around the future Avalon Station to include more blocks to the north and northeast. The potential rezone would allow more housing options, particularly apartment buildings, around the light rail station. The draft plan will continue to be refined through community engagement in 2024.

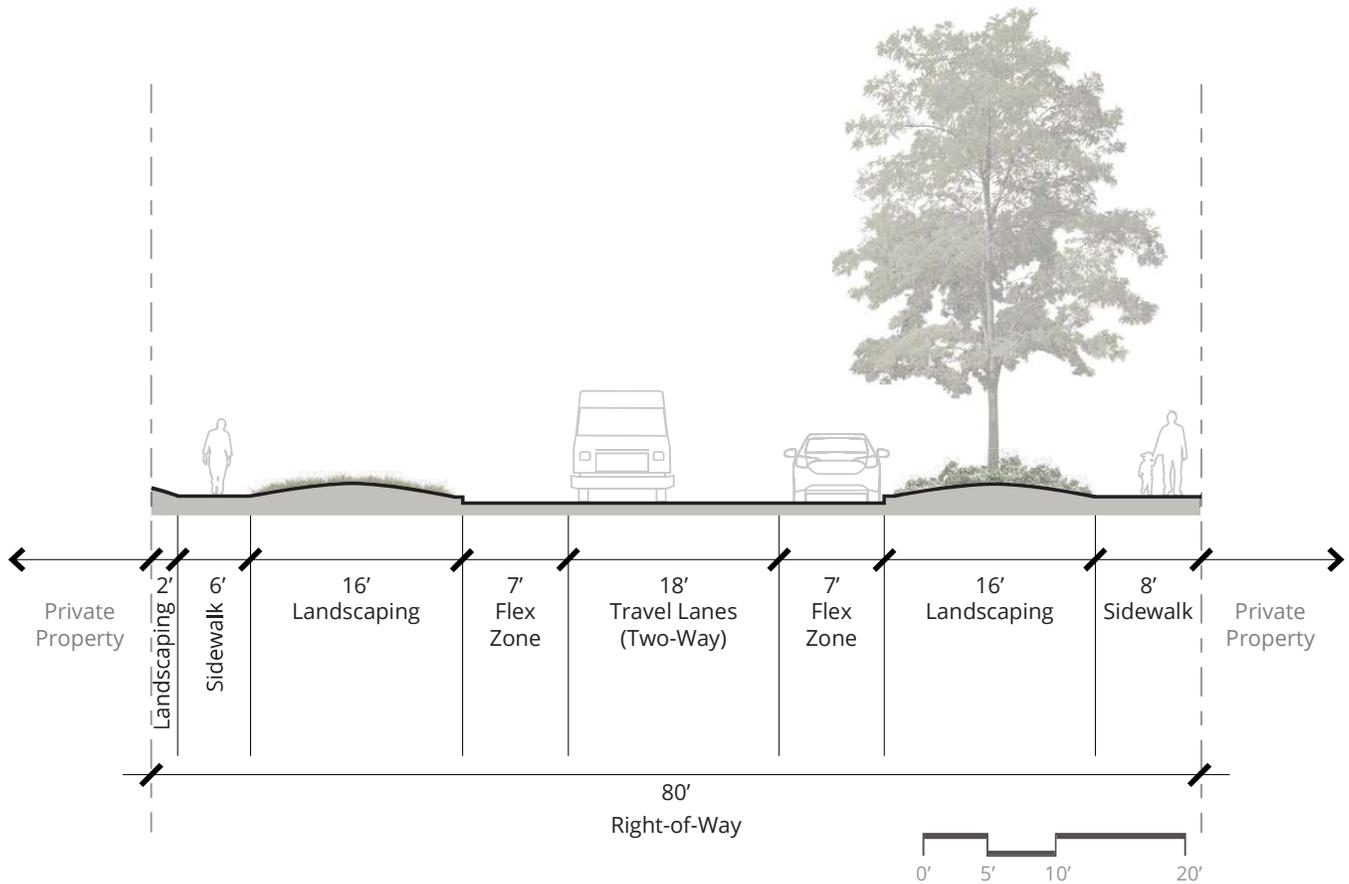
# EXISTING CONDITIONS



## 36th Ave SW

36th Ave SW is a non-arterial street with two street type classifications within the street concept plan area. It is an Urban Village Neighborhood Access street between Fautleroy Way SW and SW Genesee St, and a

Neighborhood Yield Street north of SW Genesee St. It is a neighborhood greenway and will serve as a primary north/south connection for people walking, rolling, and biking to the future light rail station from the north. It is currently one-way between SW Genesee St and Fautleroy Way SW.

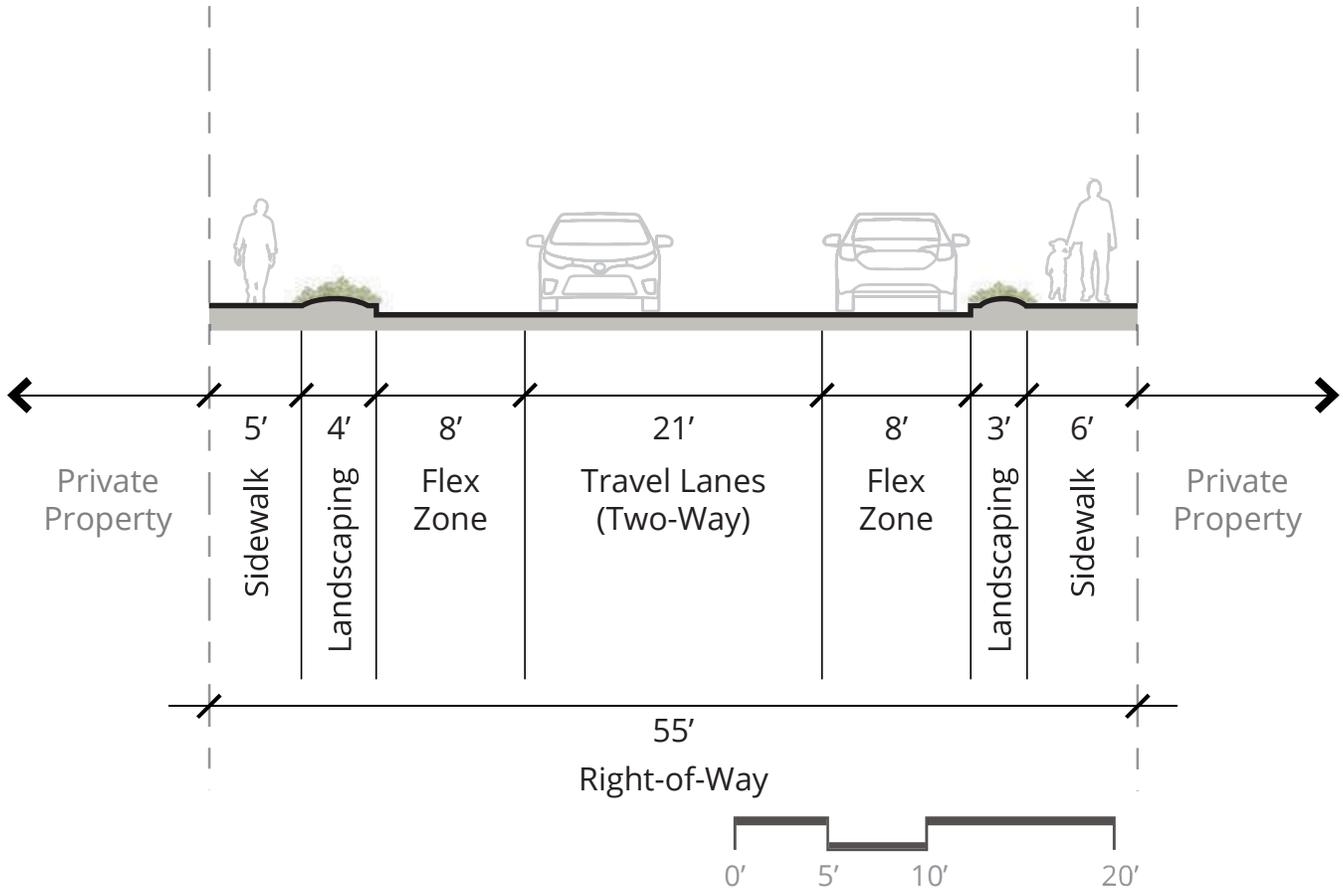


Existing 36th Ave SW section (1) looking north

## SW Genesee St

SW Genesee St is a non-arterial street. As an Urban Village Neighborhood Access street, it plays a supporting role to Urban Village Main Streets (such as Fauntleroy Way SW), by serving

a variety of land uses, with more emphasis on residential uses and curbside uses that provide amenity and activation. It is currently one-way between Fauntleroy Way SW and 36th Ave SW.

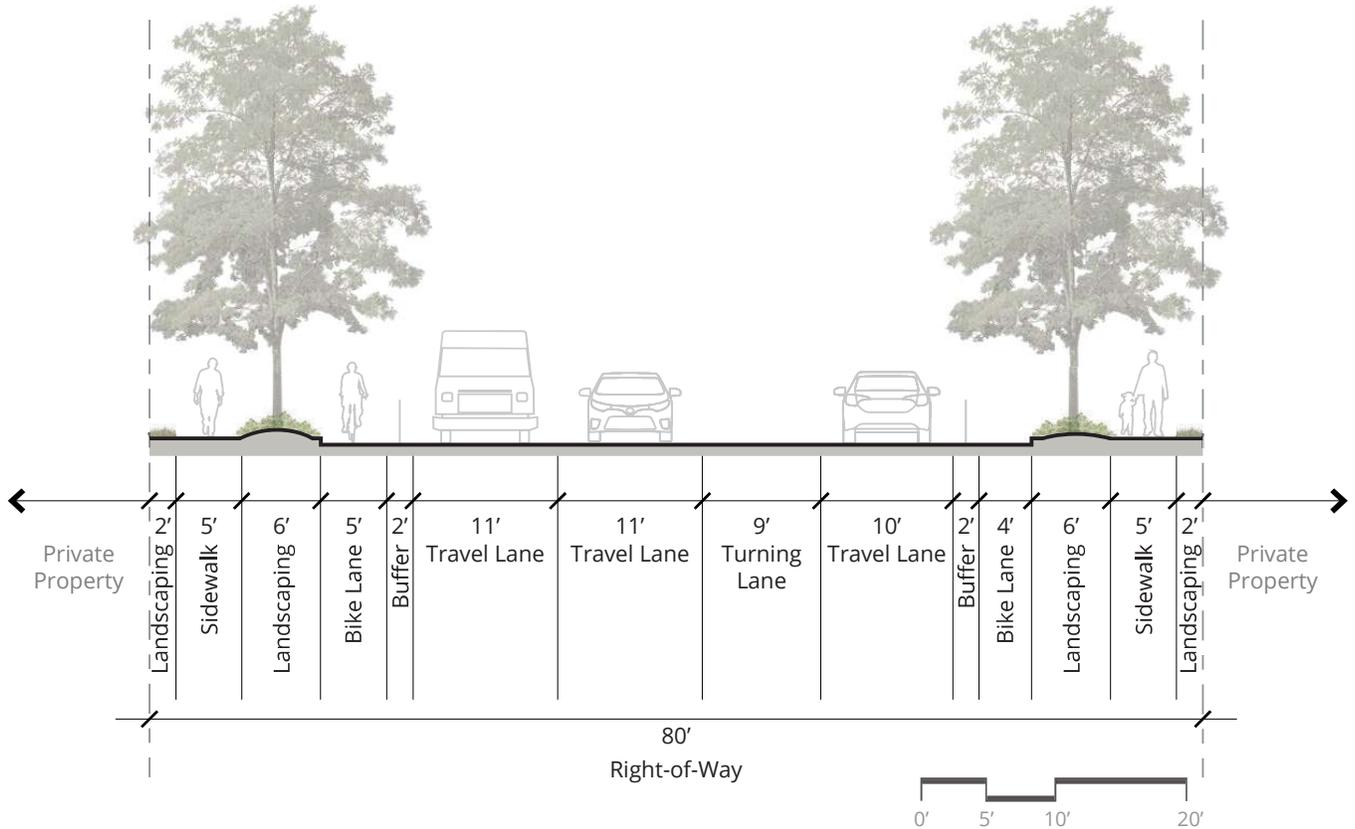


Existing SW Genesee St section (2) looking east

## SW Avalon Way

SW Avalon Way is a minor arterial street that serves multiple modes. It currently has bike lanes, is a minor truck street, and is on the

frequent transit network. The main entrance to the new Avalon light rail station will be off of Avalon Way SW.



Existing SW Avalon Way section (3) looking east

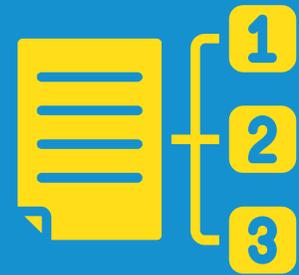
## STATION AREA VISION

A station area vision aids in the design of the public realm and street concept designs. The vision refines the station area planning priorities (see box below) and aligns with City policies and documents, such as Vizion Zero and the Seattle Transportation Plan, and was confirmed through community engagement. The Avalon station area streetscape vision includes the following elements:

- Improve crossings to narrow the distance for people walking and biking across streets and reallocate more space along the street to people walking, rolling, biking, and to landscaping
- Add trees between where people walk or bike and where people drive
- Provide structures for shade or rain protection
- Provide comfortable and intuitive connections to the stations for people walking and biking
- Improve existing crossings and identify opportunities for new connections
- Add wider and context-appropriate bike facilities, like expanded bike facilities at the station to accommodate people connecting into the station and traveling through the station area
- Simplify intersections along Fautleroy Way SW, particularly at 36th Ave SW and SW Avalon Way
- Align with future projects: locate the south curb of Fautleroy Way SW to be compatible with future SDOT corridor improvements on Fautleroy Way SW.

## Avalon Station Area Planning Priorities\*

- Prioritize pedestrian safety at major intersections and arterials
- Create logical pedestrian and bike flow for the station and surrounding neighborhoods
- Provide access for all users, prioritizing bus transfers, walking, and biking
- Provide wayfinding to existing neighborhood assets, including the Alaska Junction Core



\*West Seattle and Ballard Link Extension Station Planning Progress Report (2022)

## STREET CONCEPTS

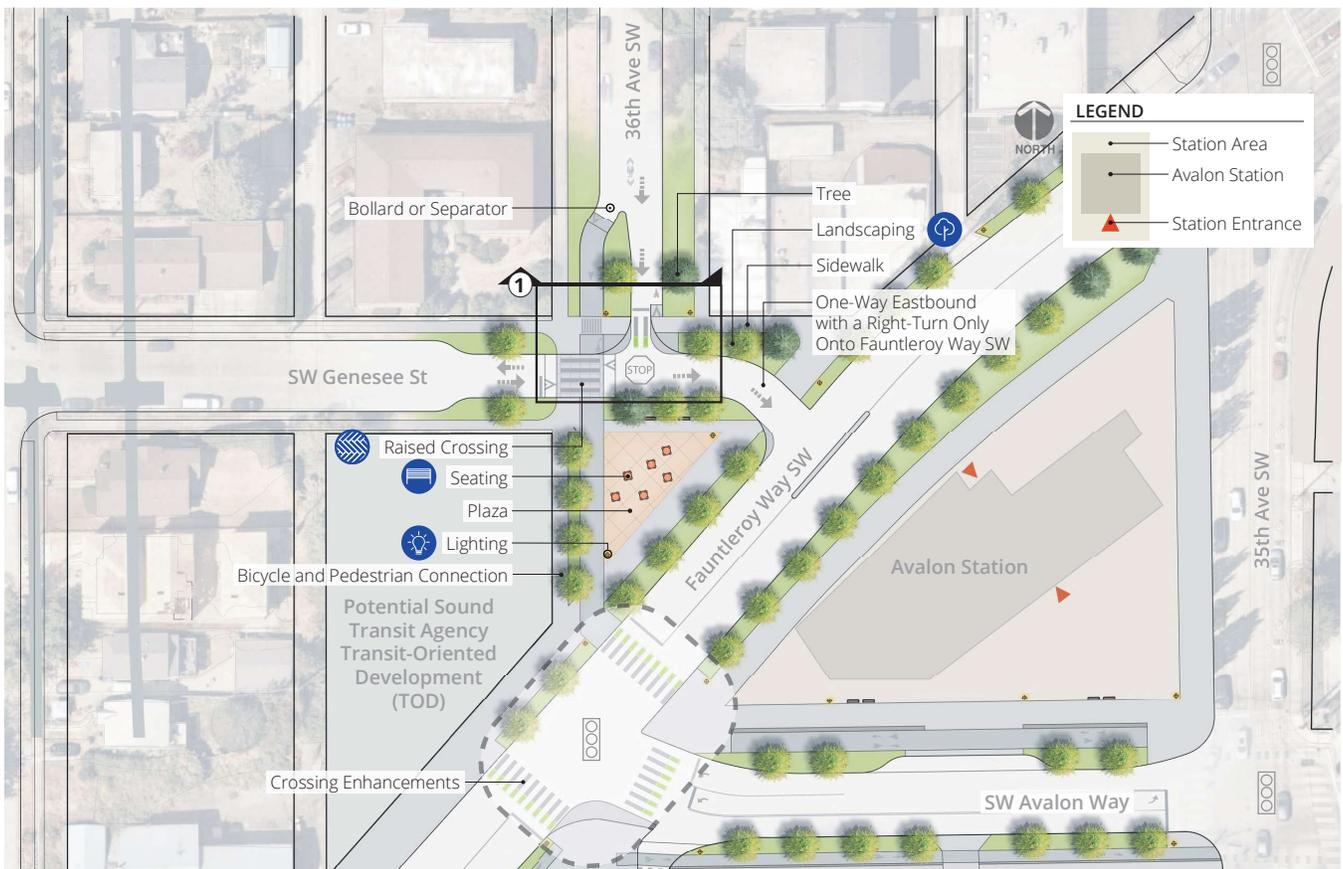
### 36th Ave SW & SW Genesee St

The street concept design for the intersection of SW Genesee St and 36th Ave SW includes:

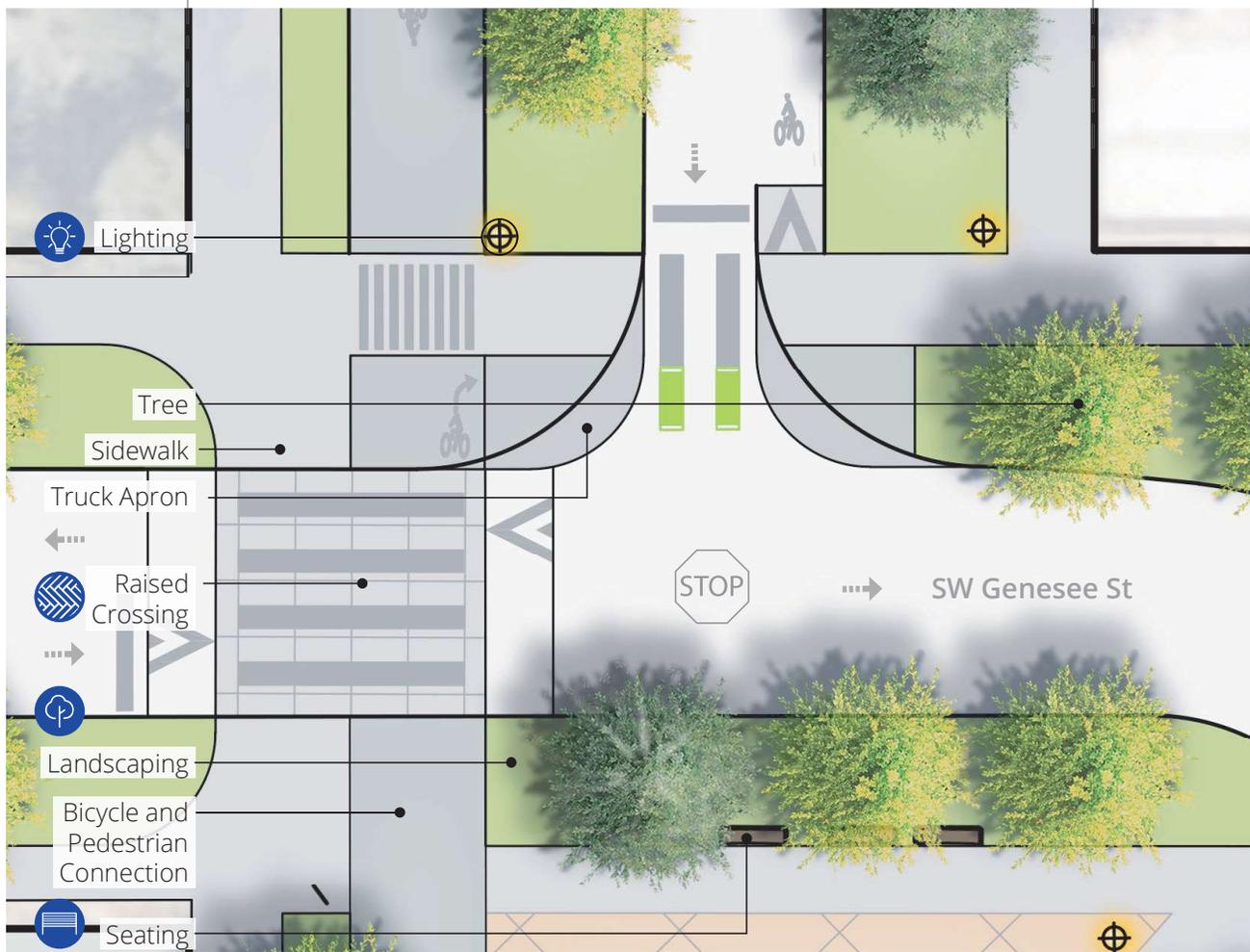
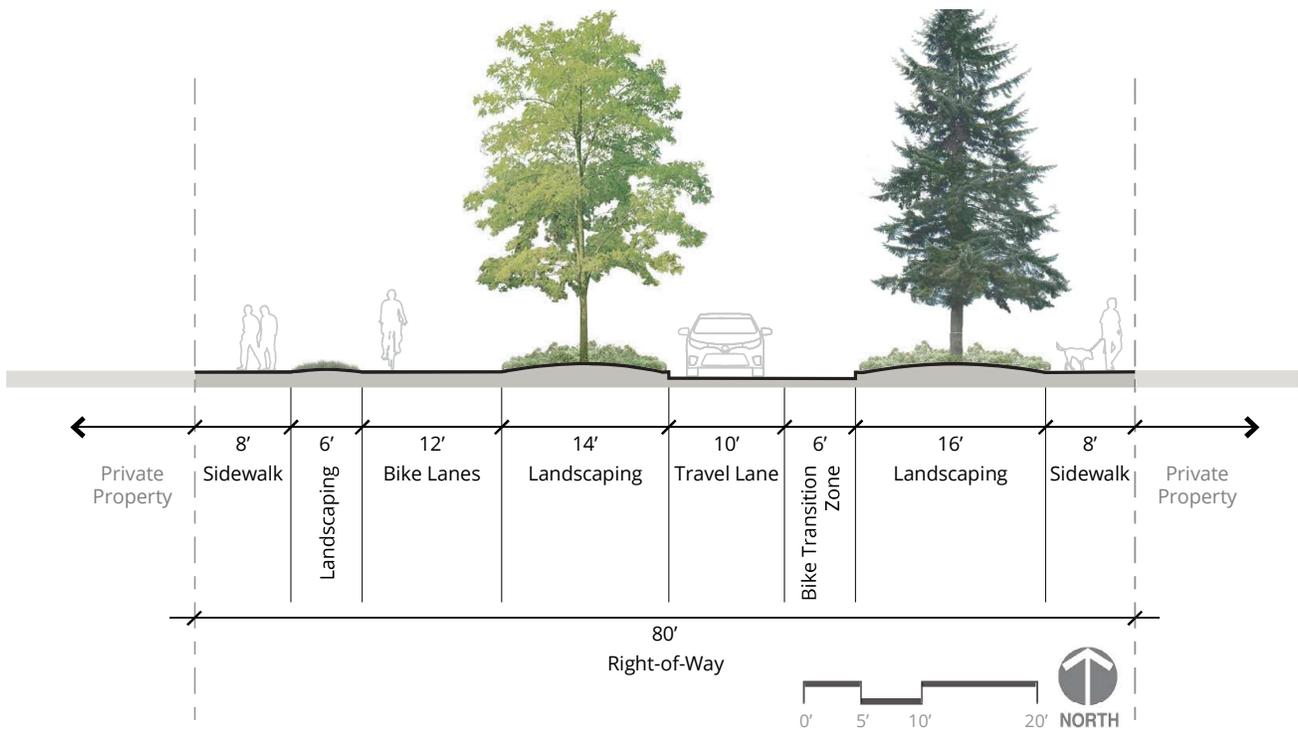
- A realignment of SW Genesee to square up the intersection with Fauntleroy Way SW
- A multi-use trail on 36th Ave SW between SW Genesee St and Fauntleroy Way SW that provides more space for people walking, rolling and biking along the neighborhood greenway
- A raised crossing across SW Genesee St at 36th Ave SW
- A plaza or landscaped space between the new alignment of SW Genesee St and Fauntleroy Way SW; could include covered seating, art, and/or a community gathering space

This design incorporates the following proposed station area assumption:

- Neighborhood greenway improvements for people walking, rolling, and biking on 36th Ave SW north of SW Genesee St
- Crossing improvements at Fauntleroy Way SW and SW Avalon Way/36th Ave SW
- A future redesign of Fauntleroy Way SW
- A design that will be refined in coordination with Sound Transit as the station area design is advanced, and that will take into account other developments in the vicinity of the street concept design area



Street Concept Design for 36th Ave SW & SW Genesee St



Proposed 36th Ave SW section (1) looking north with plan enlargement

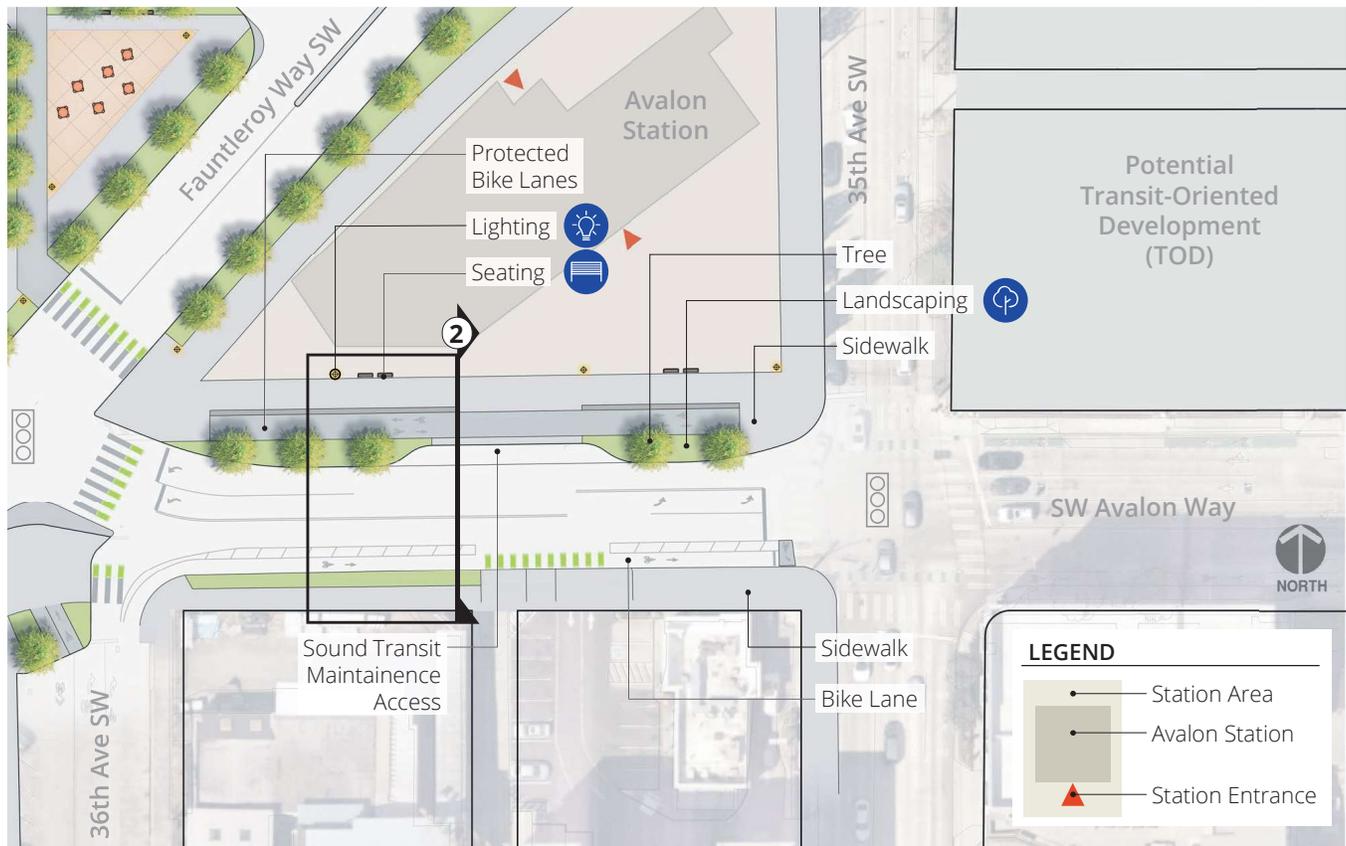
## SW Avalon Way

The street concept design for SW Avalon Way includes:

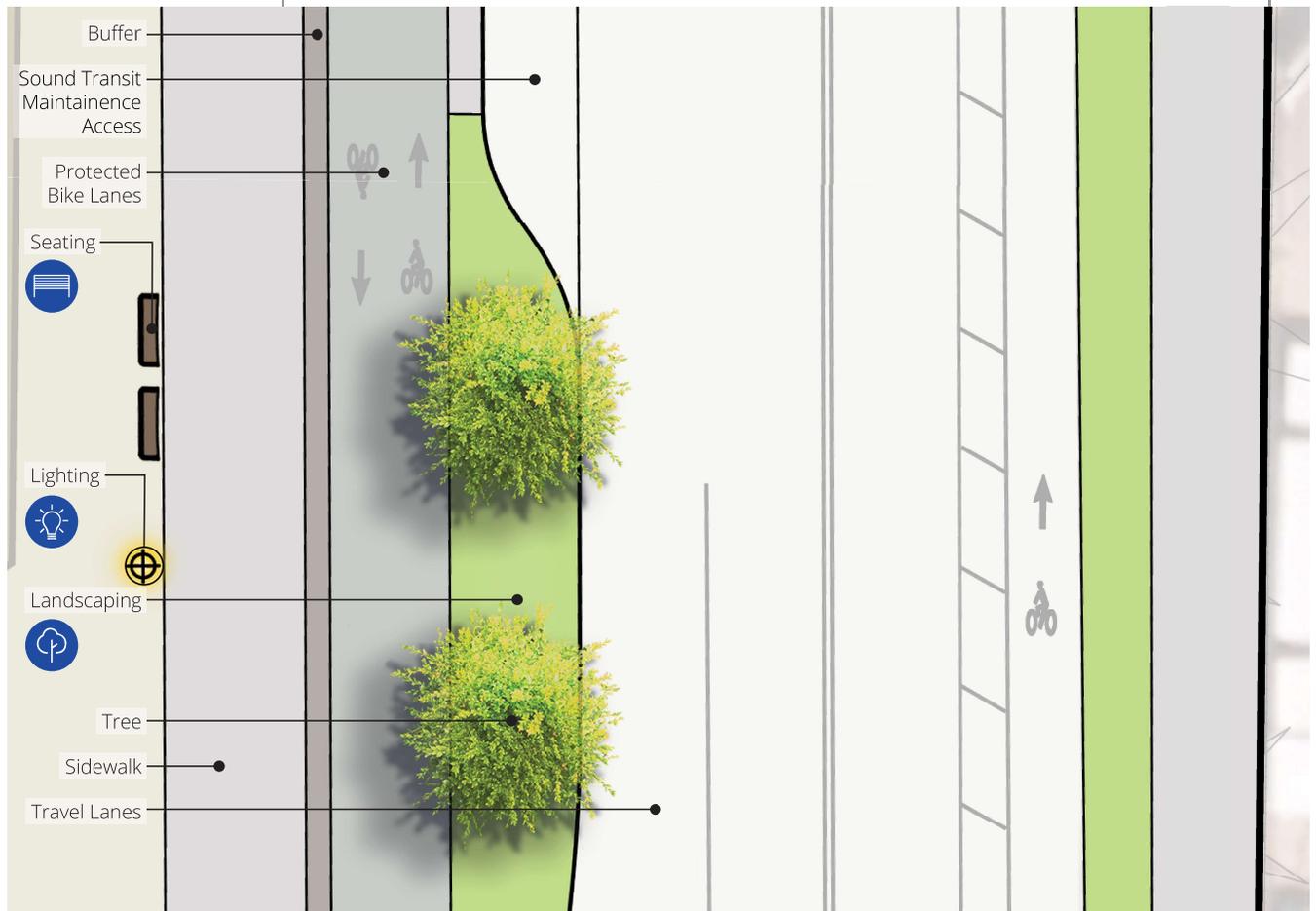
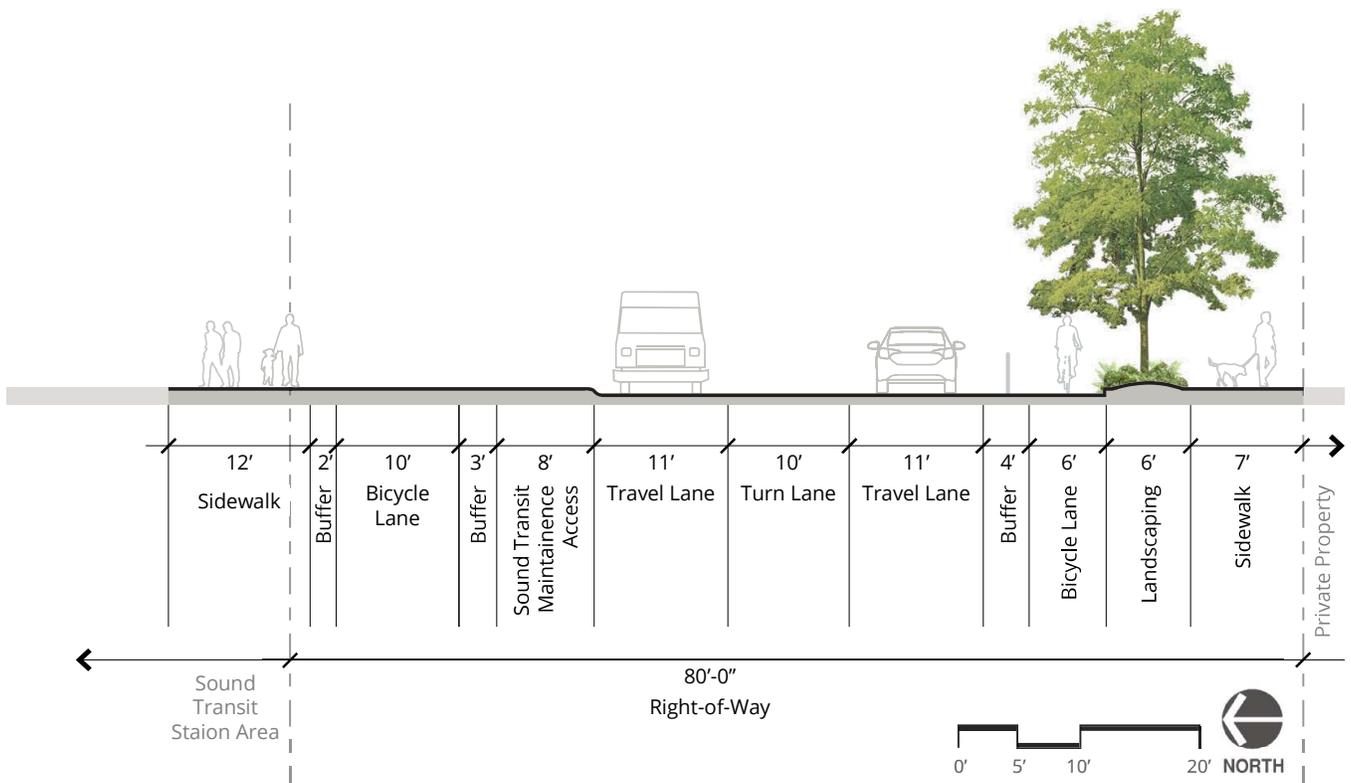
- A widened raised two-way bike lane on the north side of SW Avalon Way for people coming from the east and the west to access the light rail station
- A bike lane on the south side of SW Avalon Way for people biking east past the station area
- Expanded plaza on the north side of SW Avalon Way for additional space for people walking and rolling; connects into the future light rail entrance off of SW Avalon Way
- A narrower street to make it safer and more comfortable for people crossing SW Avalon Way

There are two versions of the design for SW Avalon Way. The first is a near-term design that can be completed first in order to provide access to the new Avalon light rail station. The second is a long-term vision of what the street could look like with additional permanent improvements. One aspect of the long-term vision would be to explore driveway consolidation and closures where appropriate.

## Near-Term Design

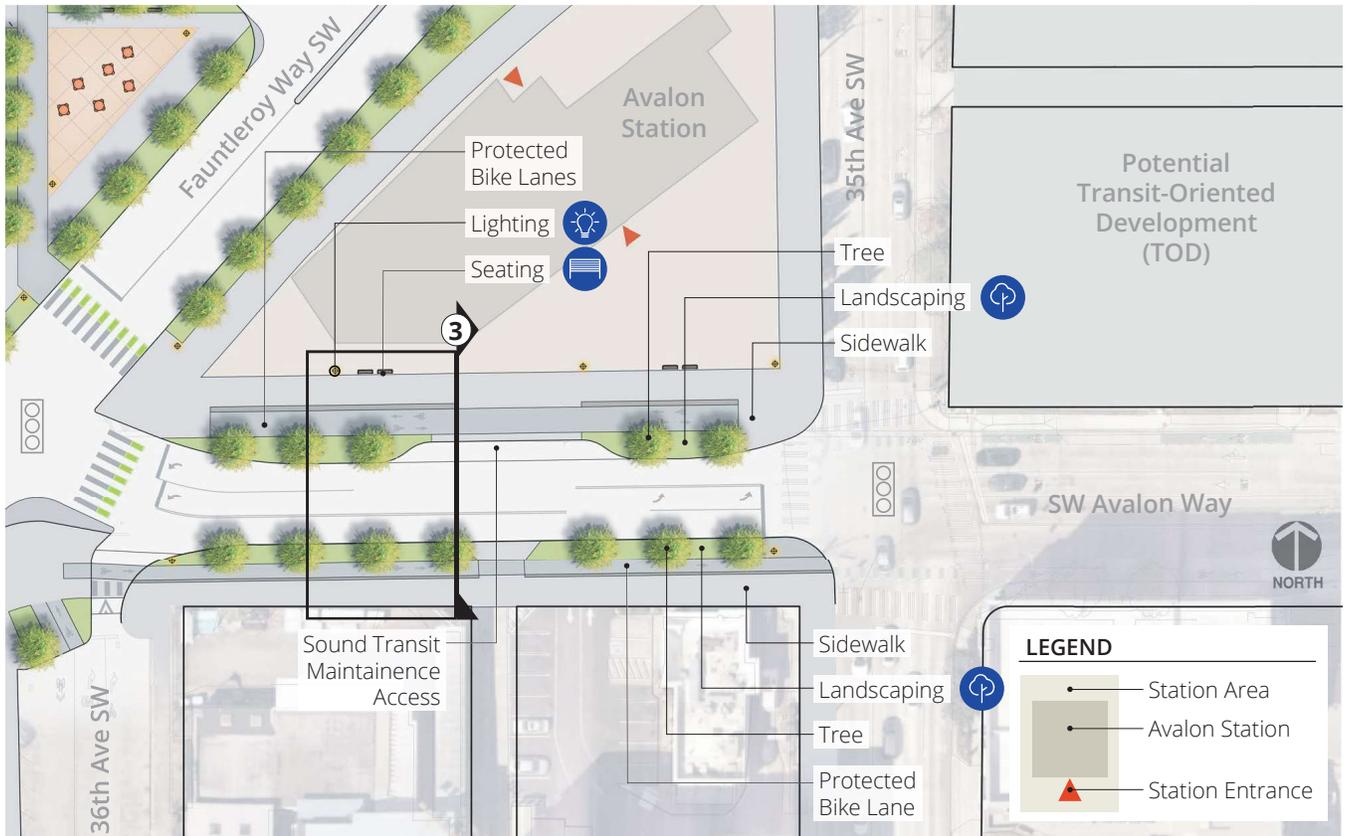


Street Concept Design for SW Avalon Way (Near-Term)

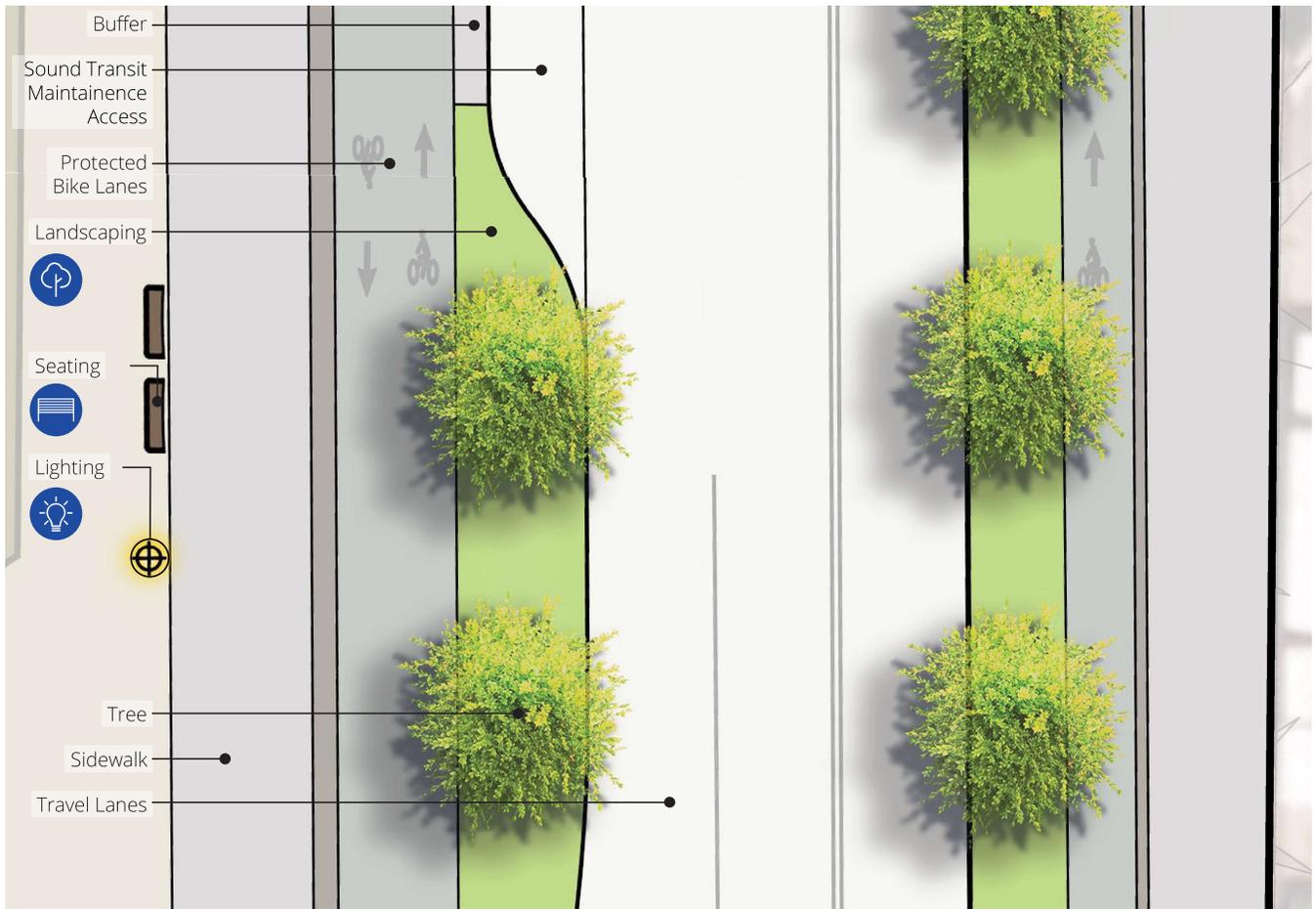
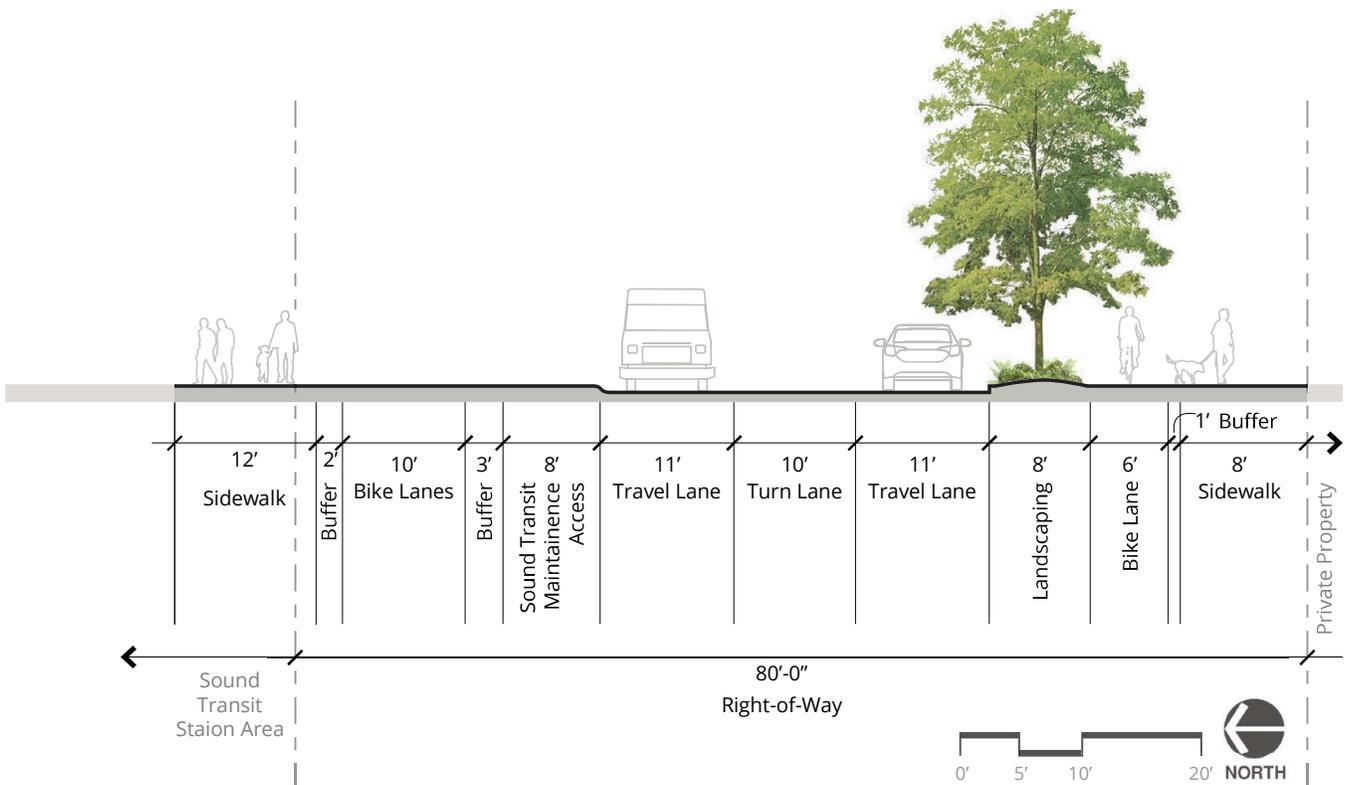


*Proposed SW Avalon Way section (2) looking east with plan enlargement*

# Long-Term Vision Design

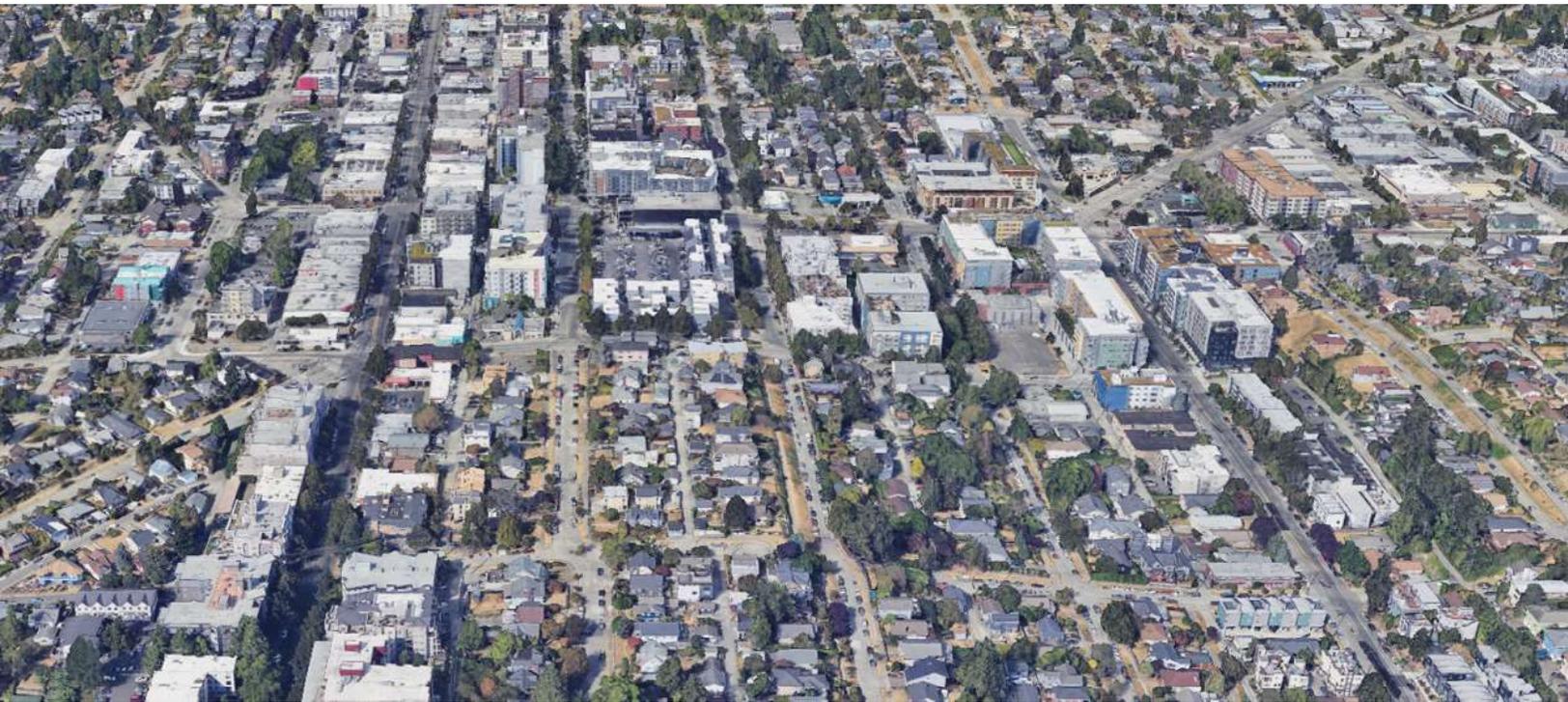


Street Concept Design for SW Avalon Way (Long-Term)



*Proposed SW Avalon Way section (2) looking east with plan enlargement*

# Alaska Junction Station Area



## STATION AREA CONTEXT

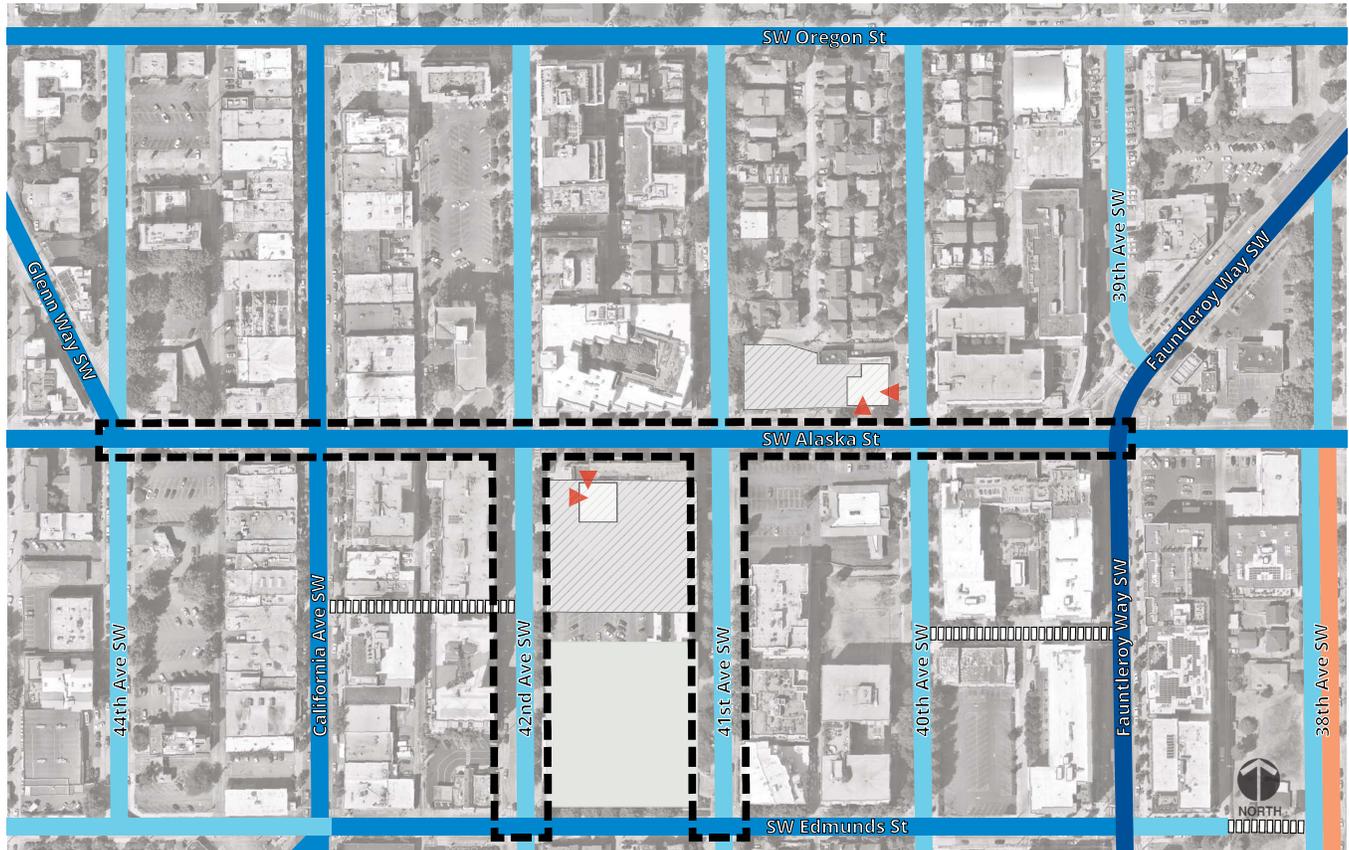
West Seattle’s Alaska Junction, often called simply “The Junction”, is a walkable, thriving business district centered on California Ave SW and SW Alaska St, an area once served by streetcars. Its historic core is characterized by landmark buildings with small restaurants and shops. Every Sunday, California Ave SW and

other local streets are closed to traffic for the West Seattle Farmers Market, which is visited by both local and regional visitors. While the neighborhood around The Junction is mostly single family residential, recent development in the core and along Fauntleroy Way SW includes mixed-use buildings and multifamily housing. As a terminus station, this location would play a prominent role in connecting the whole of West Seattle to destinations around Puget Sound.

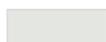
## Station Area Street Typology

The streets around the future Alaska Junction light rail station are a mix of arterial and non-arterial streets. The streets immediately adjacent to light rail station are primarily Urban Village Neighborhood and Urban Village Neighborhood Access streets. SW Alaska St is the main east/west street connecting the stations to the heart of

“The Junction” and Fauntleroy Way SW. There are two parallel arterial streets that run east/west to the north and south of SW Alaska St: SW Oregon St and SW Edmunds St. The map below shows the SDOT street typologies around the station area as they are identified in SDOT’s Streets Illustrated, our right-of-way improvements manual.



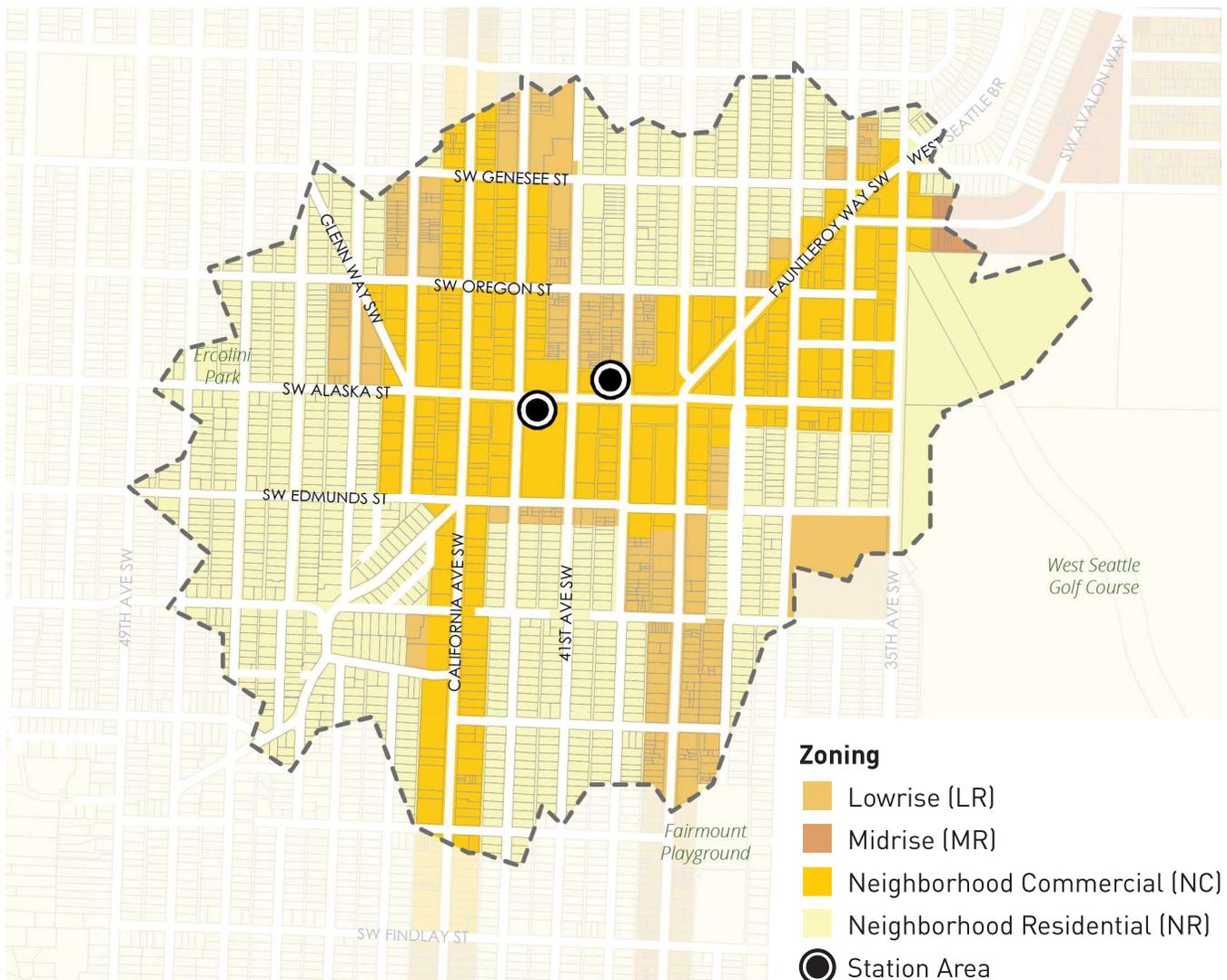
- Urban Village Main**  
 Streets that are the spines of Urban Villages and Urban Centers; support the movement of people and goods while encouraging slower speeds and prioritizing walking, bicycling, and transit access.
- Urban Village Neighborhood**  
 Streets that support Urban Village Main Streets by serving a variety of land uses; emphasis on residential uses and curbside uses that provide amenity and activation.
- Urban Village Neighborhood Access**  
 Streets that support Urban Village Main Streets by serving a variety of land uses; non-arterial version of Urban Village Neighborhood Street.
- Neighborhood Yield Street**  
 Streets designed for low speeds and low volumes; provide access to residences and community amenities such as parks, school, and gathering spaces.

-  **Street Concept Design Area**
-  **Pedestrian Connection**
-  **Alaska Station Area**
-  **Station Entrance**
-  **Potential Transit Oriented Development**

## Station Area Zoning

The neighborhood surrounding the future Alaska Junction Station currently has a range of zoning uses including mixed-use neighborhood commercial, multi-family housing, and single-family housing. Current land use designations allow for building heights up to 95 feet.

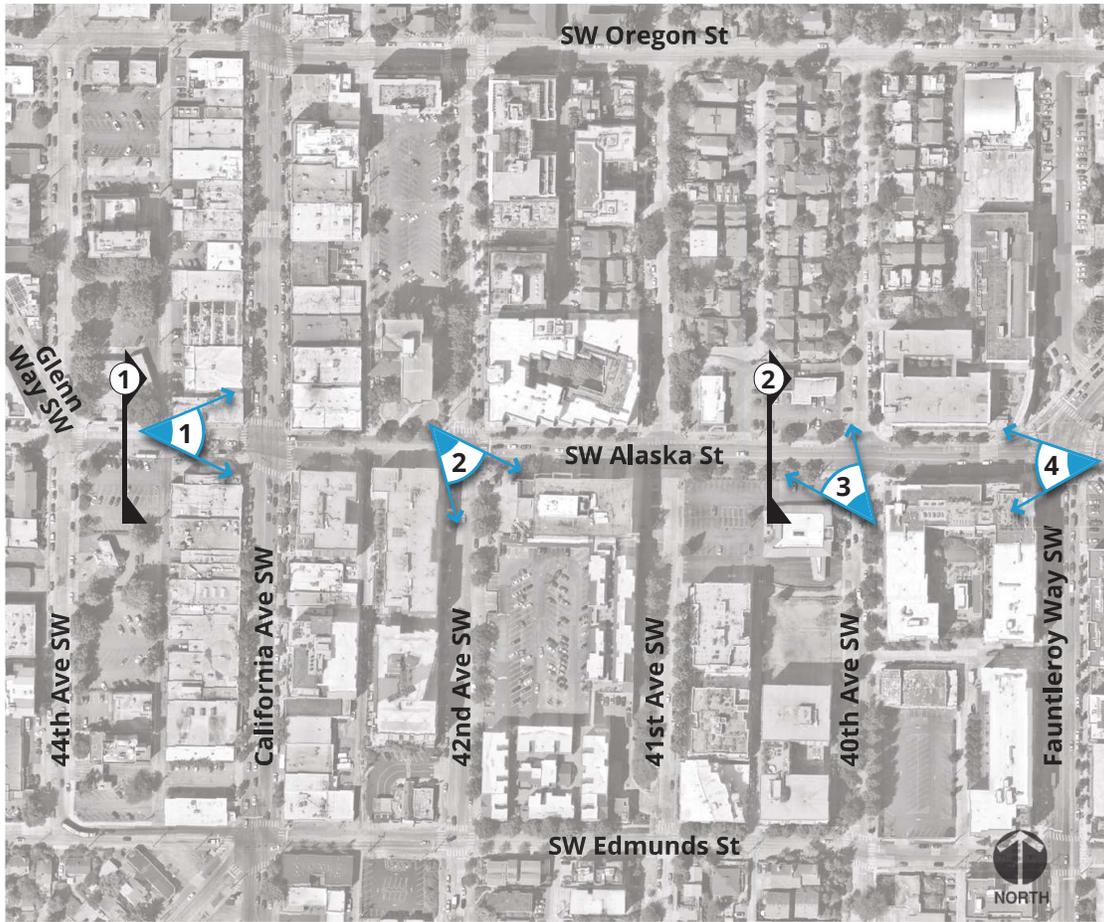
The draft One Seattle Plan, Seattle’s Comprehensive Plan, maintains the West Seattle Junction Urban Center designation (formerly called “Urban Village”) for this area around the Alaska Junction. Future initiatives could explore increases to density in Urban Centers. The draft plan will continue to be refined through community engagement in 2024.



Current zoning around future Alaska Junction Station

# EXISTING CONDITIONS

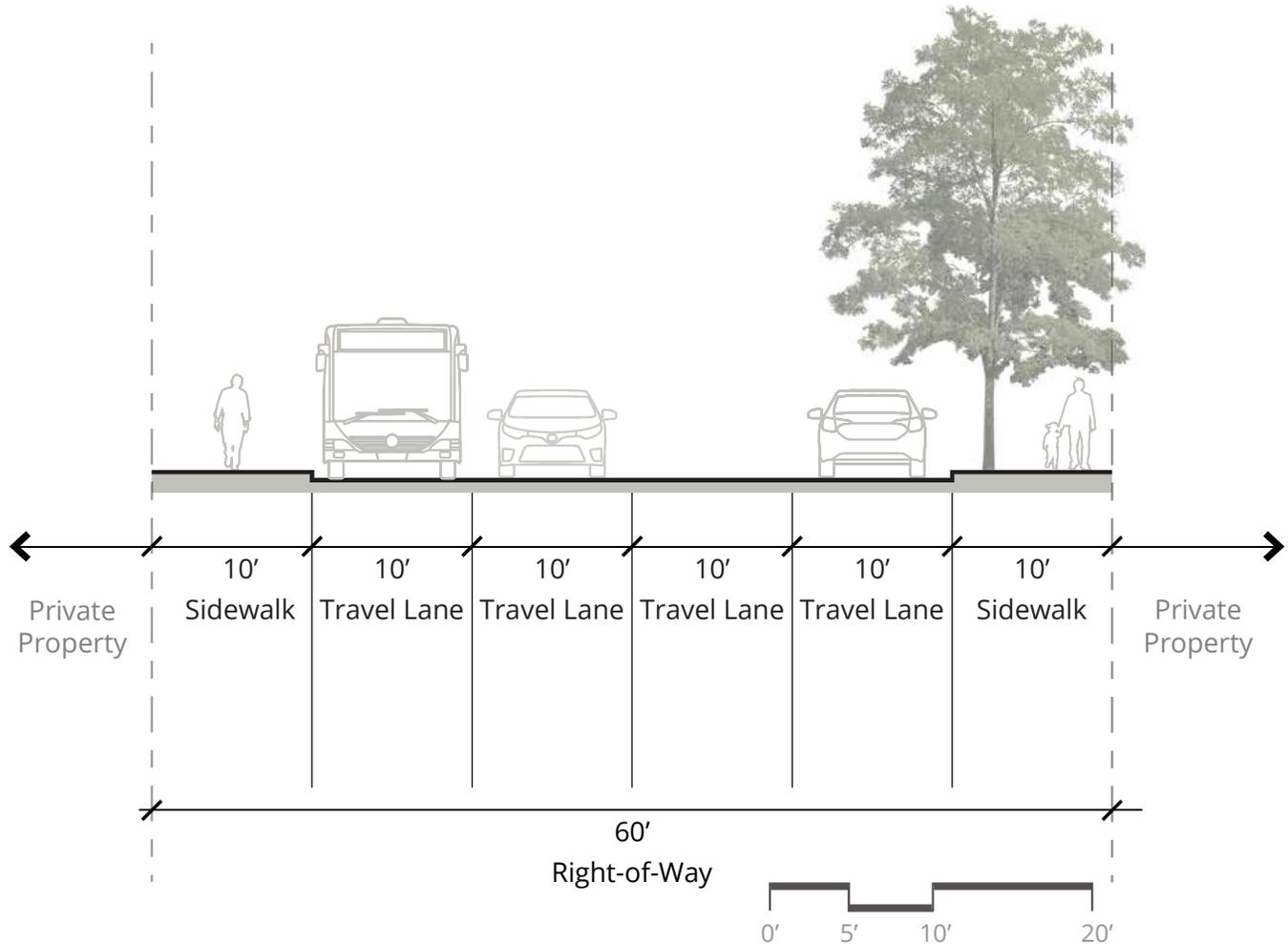
## SW Alaska St



## SW Alaska St

SW Alaska St is an arterial street that serves several modes. It is a key connection for people walking and rolling between California Ave SW and Fauntleroy Way SW and is designated a “Pedestrian Zone”.<sup>8</sup> It has a mix of bike facility types, including an uphill (west-bound) bike lane

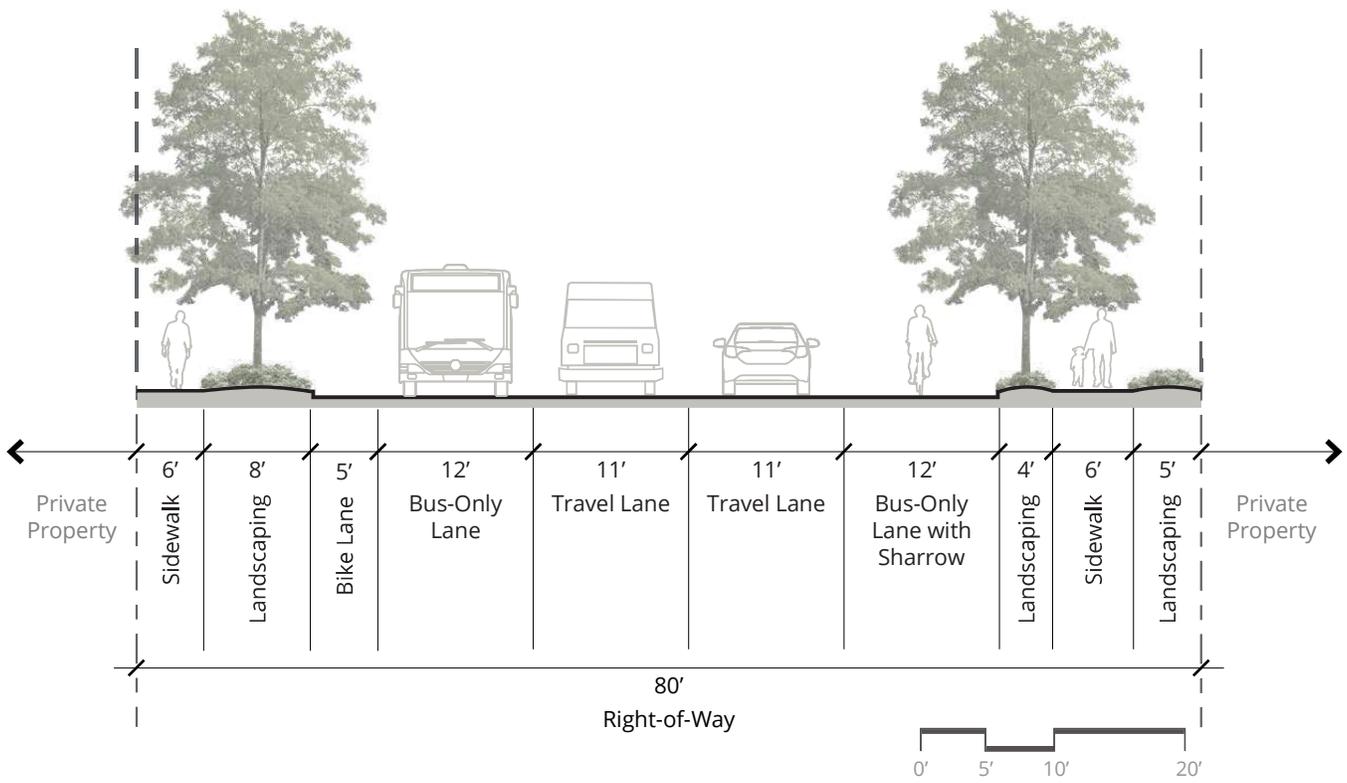
and downhill (east-bound) in-lane sharrows between California Ave SW and Fauntleroy Way SW. There are dedicated bus lanes on several blocks within that area. SW Alaska St has relatively low traffic volumes<sup>9</sup> and is on the High Injury Network.



Existing SW Alaska St section (1) looking east

<sup>8</sup>The pedestrian zone (P Zone) designation, also referred to as Pedestrian Retail Areas, is intended to “preserve or encourage intensely retail and pedestrian-oriented shopping districts where non-auto modes of transportation to and within the district are strongly favored.” Pedestrian zones are typically designated in areas already zoned Neighborhood Commercial (NC). The designation does not impact the development capacity of the area i.e. does not increase or decrease the permitted height or density for new development). Source: [www.seattle.gov/documents/departments/opcd/vault/pedestrianretailareas/pedretailareaspedzonefaq.pdf](http://www.seattle.gov/documents/departments/opcd/vault/pedestrianretailareas/pedretailareaspedzonefaq.pdf)

<sup>9</sup>13,000 ADT (2019); 9,100 ADT (2020). Source: SDOT

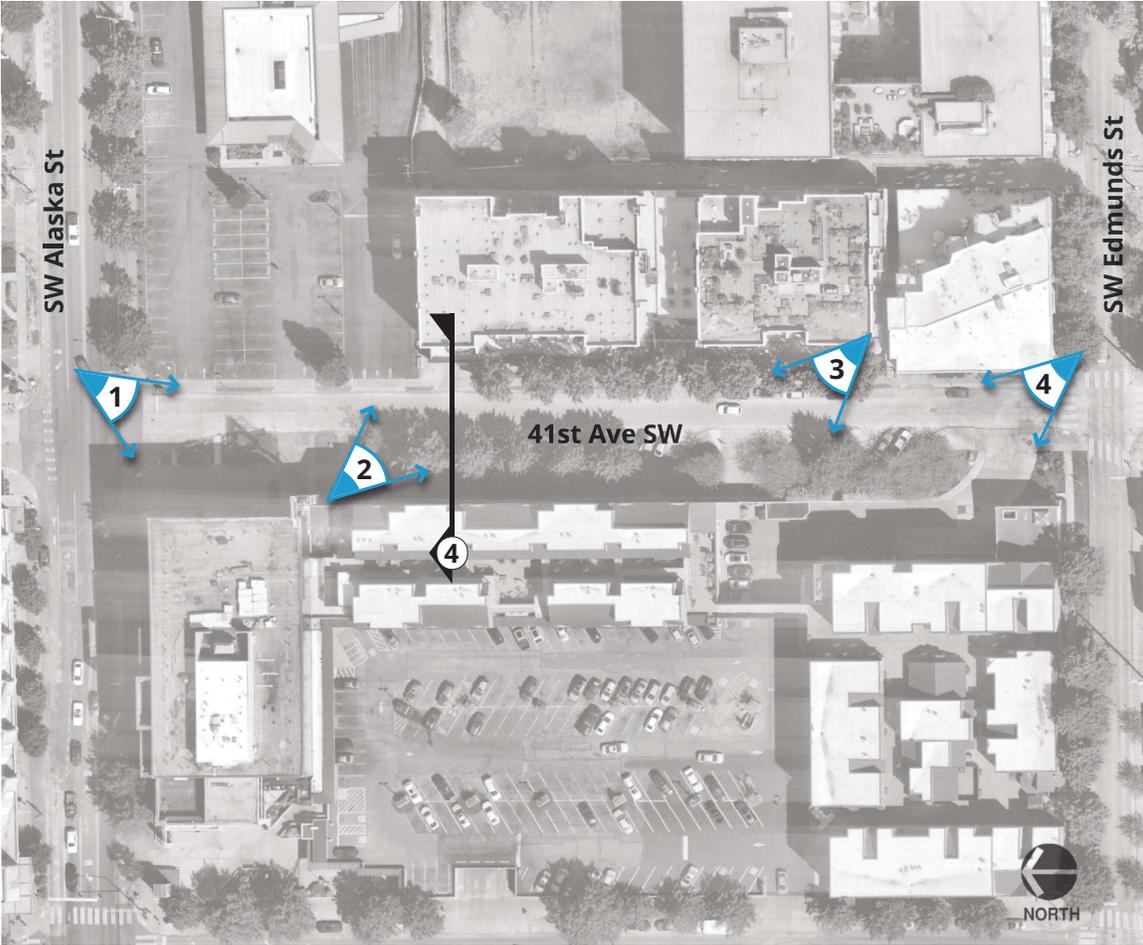


Existing SW Alaska St section (2) looking east

# 42nd Ave SW



# 41st Ave SW

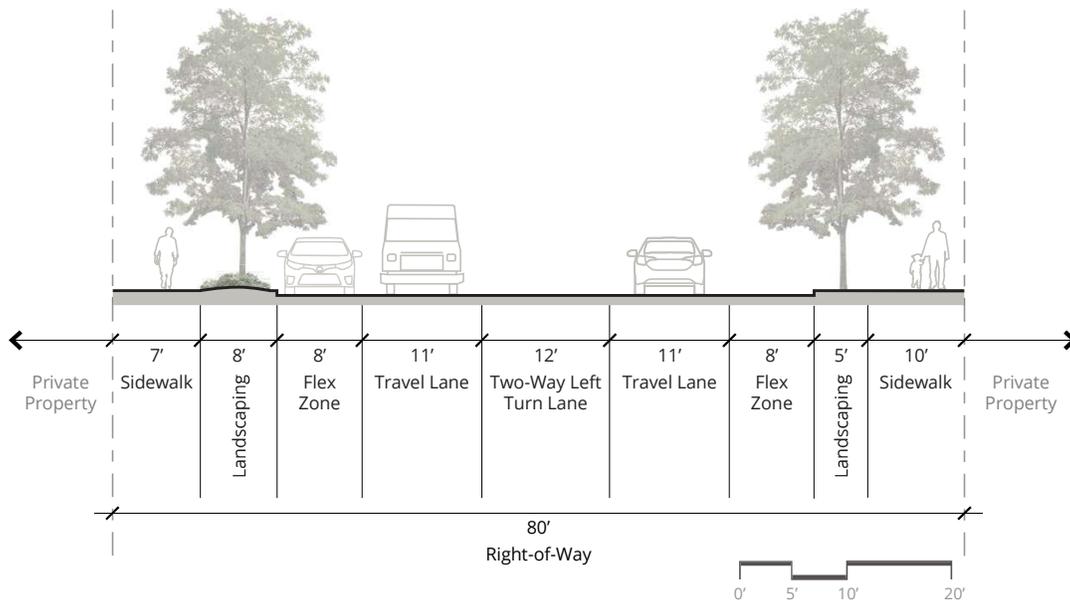


## 42nd Ave SW

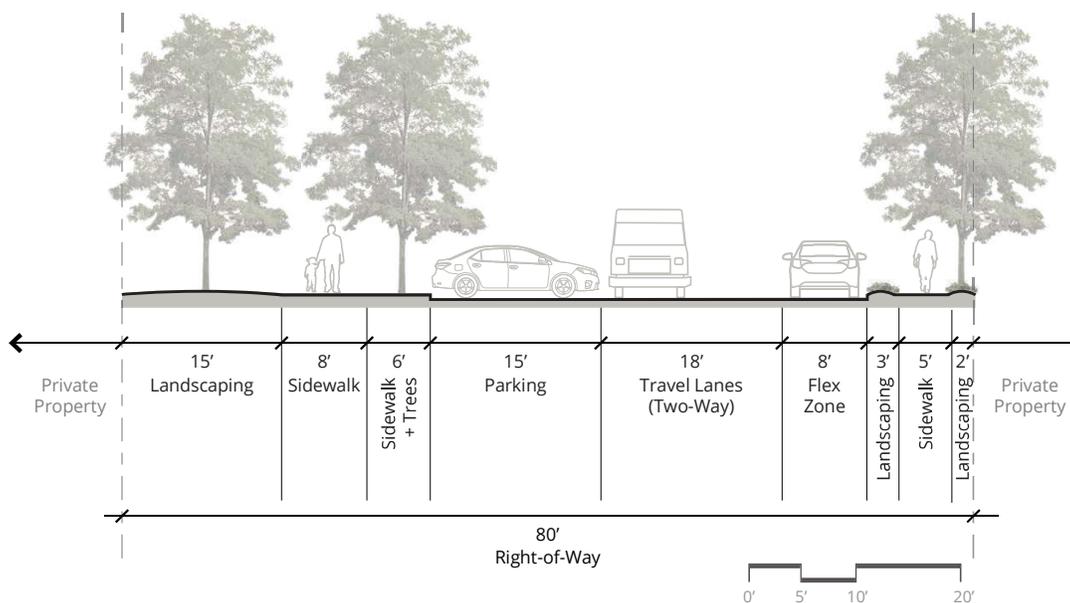
42nd Ave SW is a non-arterial street and is designated as a future neighborhood greenway street. 42nd Ave SW has a wide right-of-way for a non-arterial street, with 80 feet from property line to property line (the required minimum for this street type is 52 feet). It is also a designated "Pedestrian Zone." The existing development on the east side of 42nd Ave SW between SW Alaska St and SW Edmunds St is planned to be a new Transit-Oriented Development.

## 41st Ave SW

41st Ave SW is similar to 42nd Ave SW in that it is also a non-arterial street with a wide right-of-way at 80 feet. It is also designated a "Pedestrian Zone," but is not designated as an existing or future neighborhood greenway street.



Existing 42nd Ave SW section [3] looking north



Existing 41st Ave SW section [4] looking north

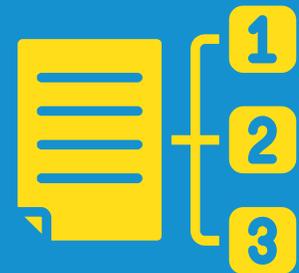
## STATION AREA VISION

A station area vision aids in the design of the public realm and street concept designs. The vision refines the station area planning priorities (see box below) and aligns with City policies and documents, such as Vision Zero and the Seattle Transportation Plan, and was confirmed through community engagement. The Alaska Junction station area streetscape vision includes the following elements:

- Design SW Alaska St to prioritize transit and people walking and biking to the station and align with Streets Illustrated
  - Facilities for people walking, rolling, and biking that align with and connect to the STP networks and meet facility type goals
- Accommodate bus layover in an off-street facility that also serves as a midblock pedestrian connection
  - Provide wider bus stops with benches, lighting, and shelters at these terminal bus stops and light rail station
  - Make it safer and more comfortable to cross SW Alaska St by reducing the number of lanes to cross, introducing stop-control, and raising crossings or intersections where appropriate
  - Provide all ages and abilities bicycle facilities

## Alaska Junction Station Area Planning Priorities\*

- Plan for the station to be a terminus station with adequate space for multiple modes and consider future expansion southward
- Prioritize pedestrian connectivity and comfort with logical wayfinding across arterials
- Provide wayfinding to existing neighborhood assets, including the historic neighborhood core
- Provide access for all users, prioritizing bus transfers, cyclists, other rollers, and pedestrians
- Leverage light rail investment to create new and enhanced public spaces in and around the station area
- Maximize transit-oriented development opportunities and support the development of affordable and equitable housing



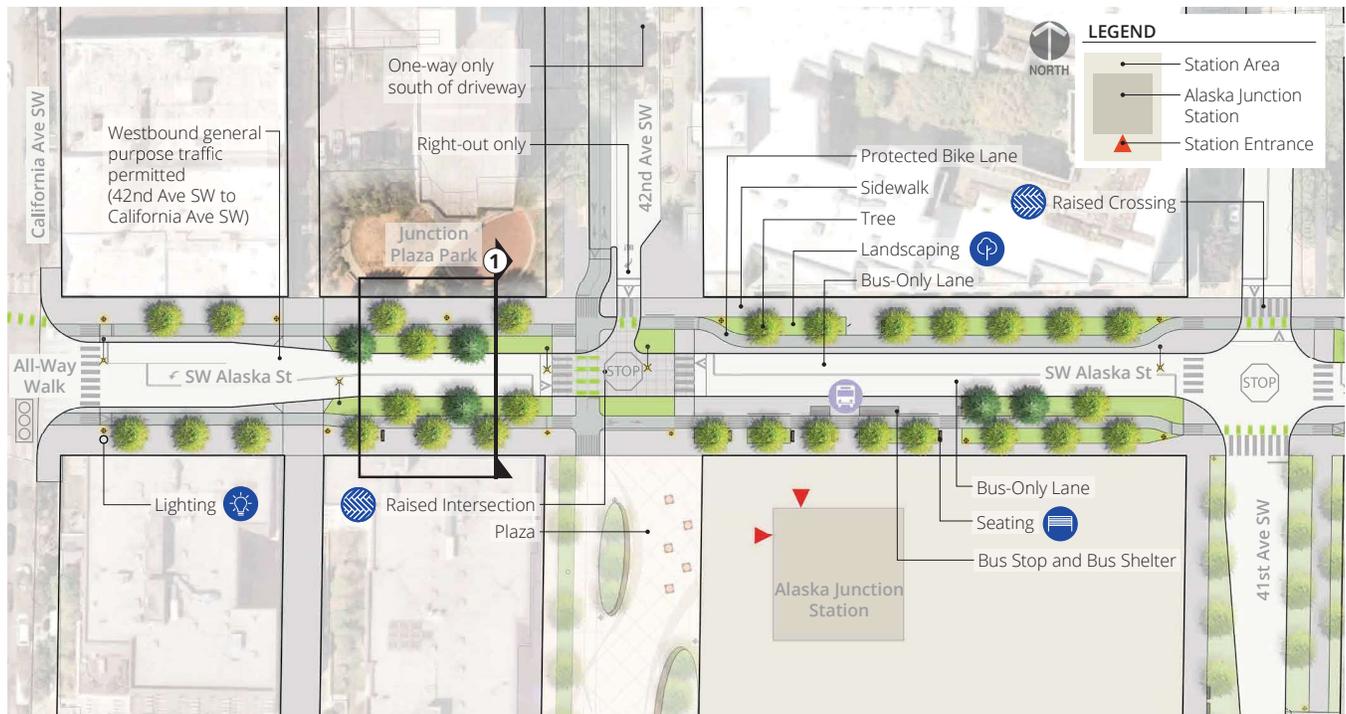
\*West Seattle and Ballard Link Extension Station Planning Progress Report (2022)

## STREET CONCEPTS

### SW Alaska St

The street concept design for SW Alaska St includes expanded space for people walking and rolling, as well as space to gather and wait for the light rail, bus connections, or to connect between the station entrances and the commercial corridors along California Ave SW and Fauntleroy Ave SW. There are raised bike lanes and two

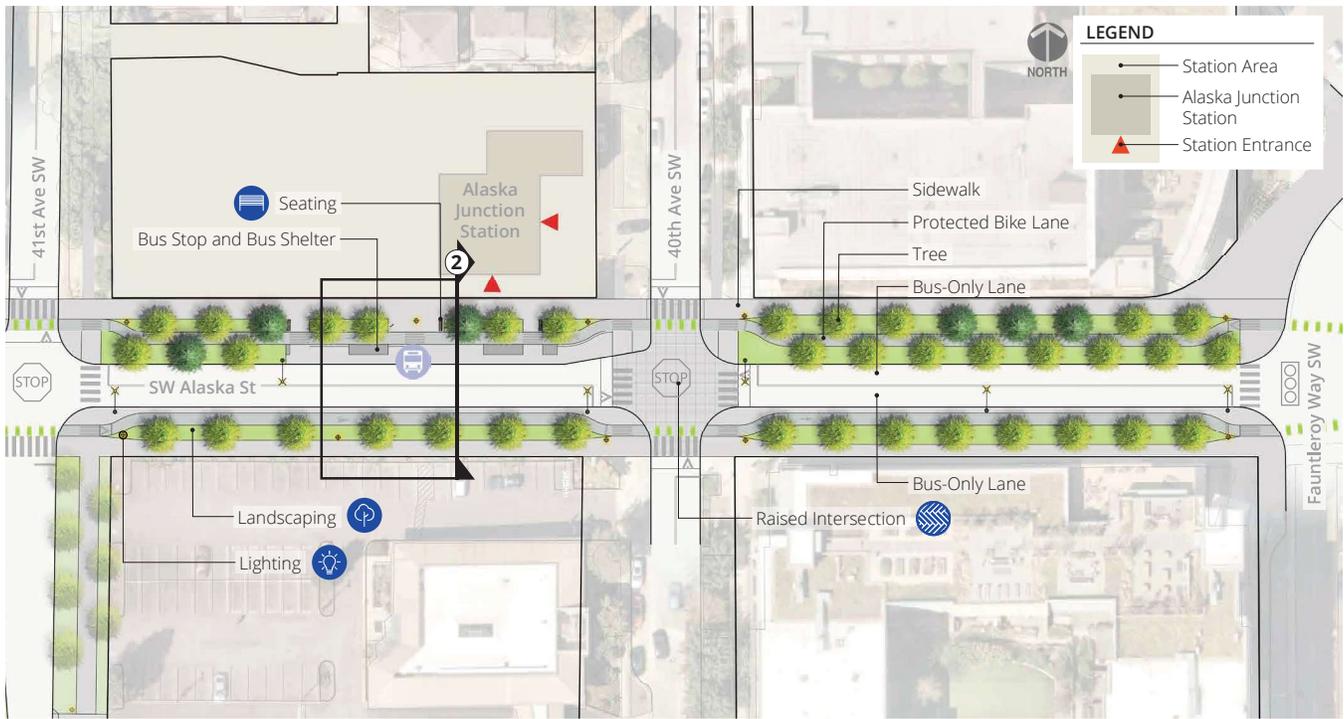
transit-only lanes between California Ave SW and Fauntleroy Way SW, with general purpose traffic allowed on SW Alaska St between 44th Ave SW and California Ave SW and west-bound only between 42nd Ave SW and California Ave SW. This five-block corridor will also have pedestrian features such as raised crosswalks and intersections, all-way stop control, pedestrian-scale lighting, benches, and wayfinding.



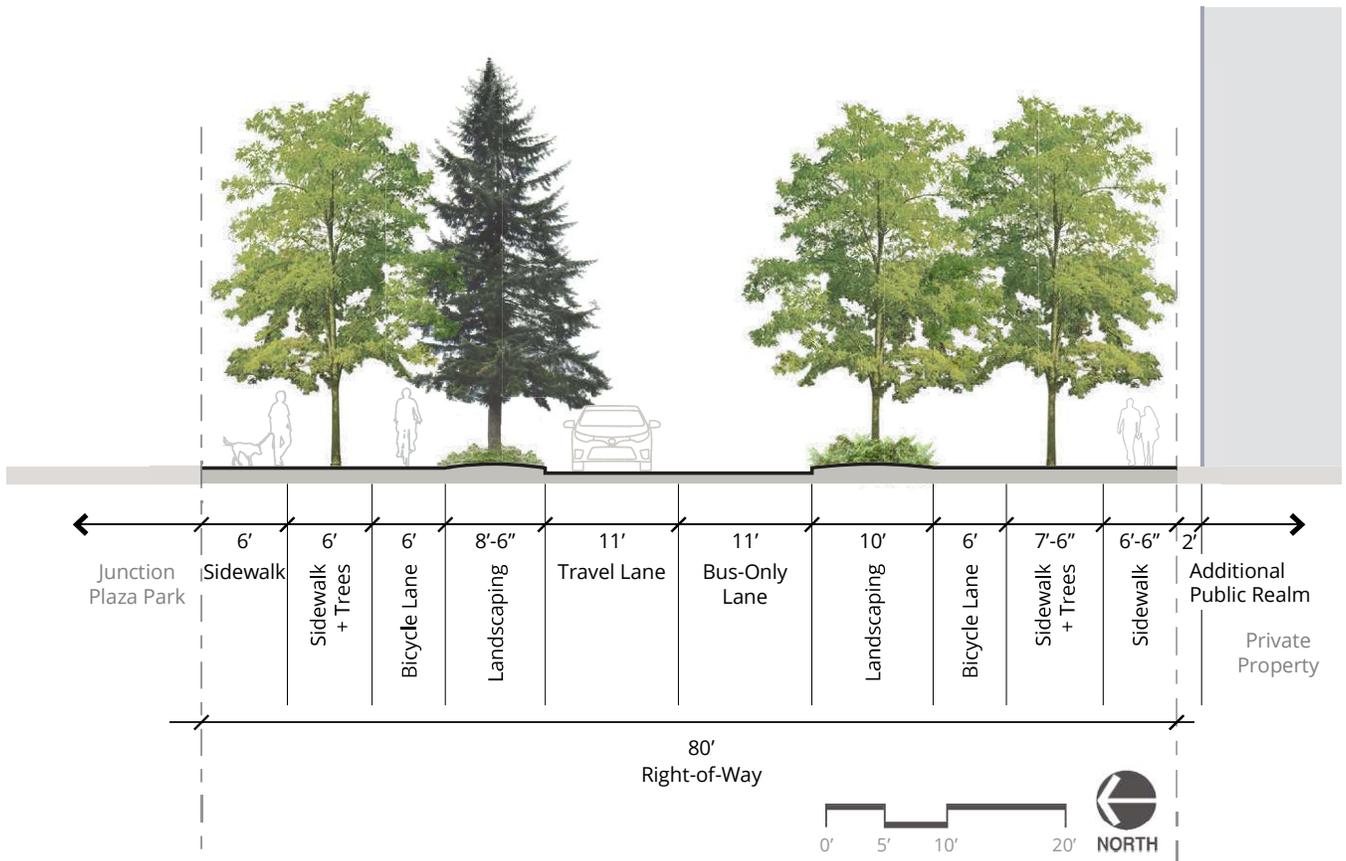
Street Concept Design for SW Alaska St (California Ave SW to 41st Ave SW)

This design incorporates the following proposed station area assumption:

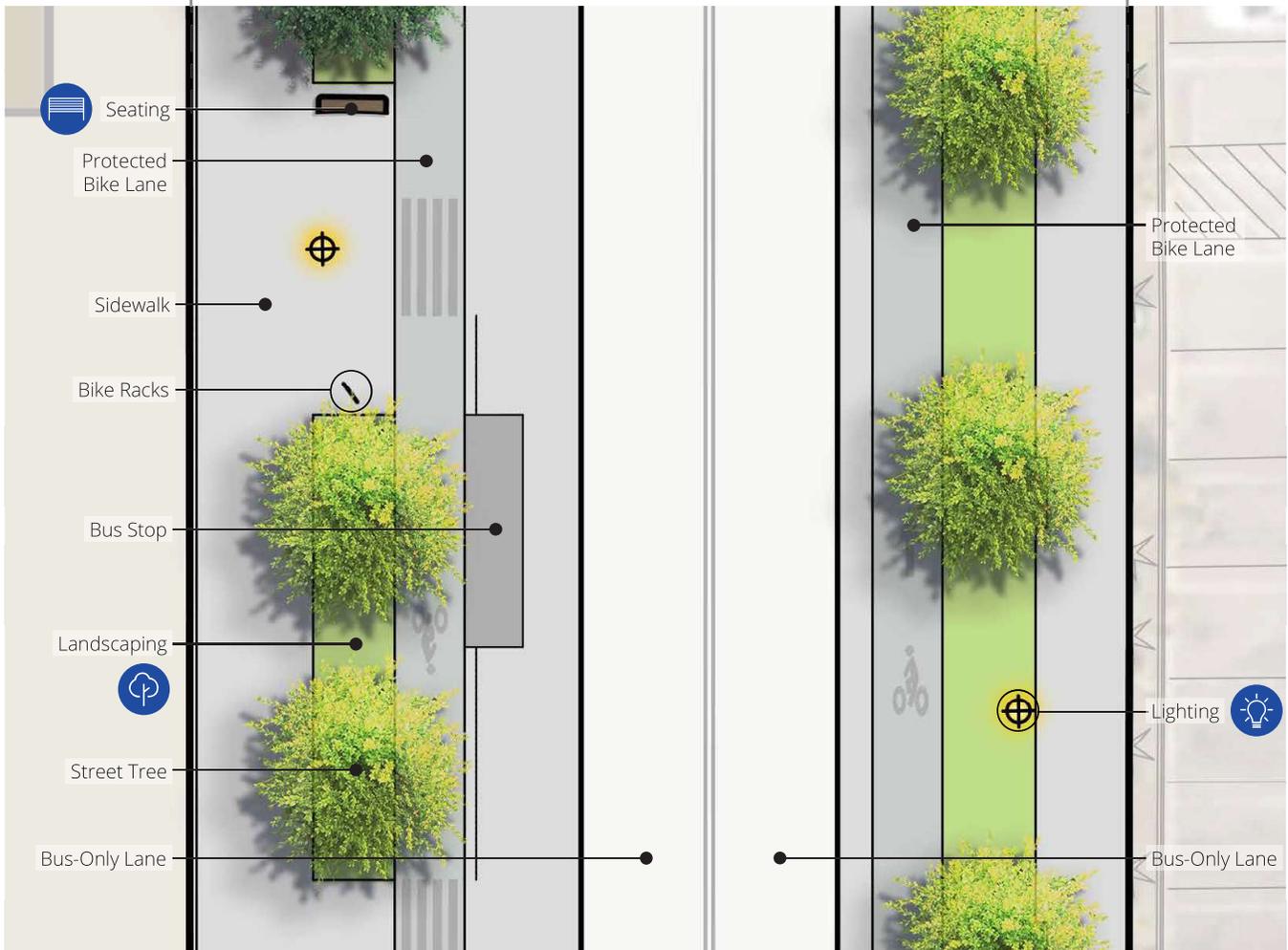
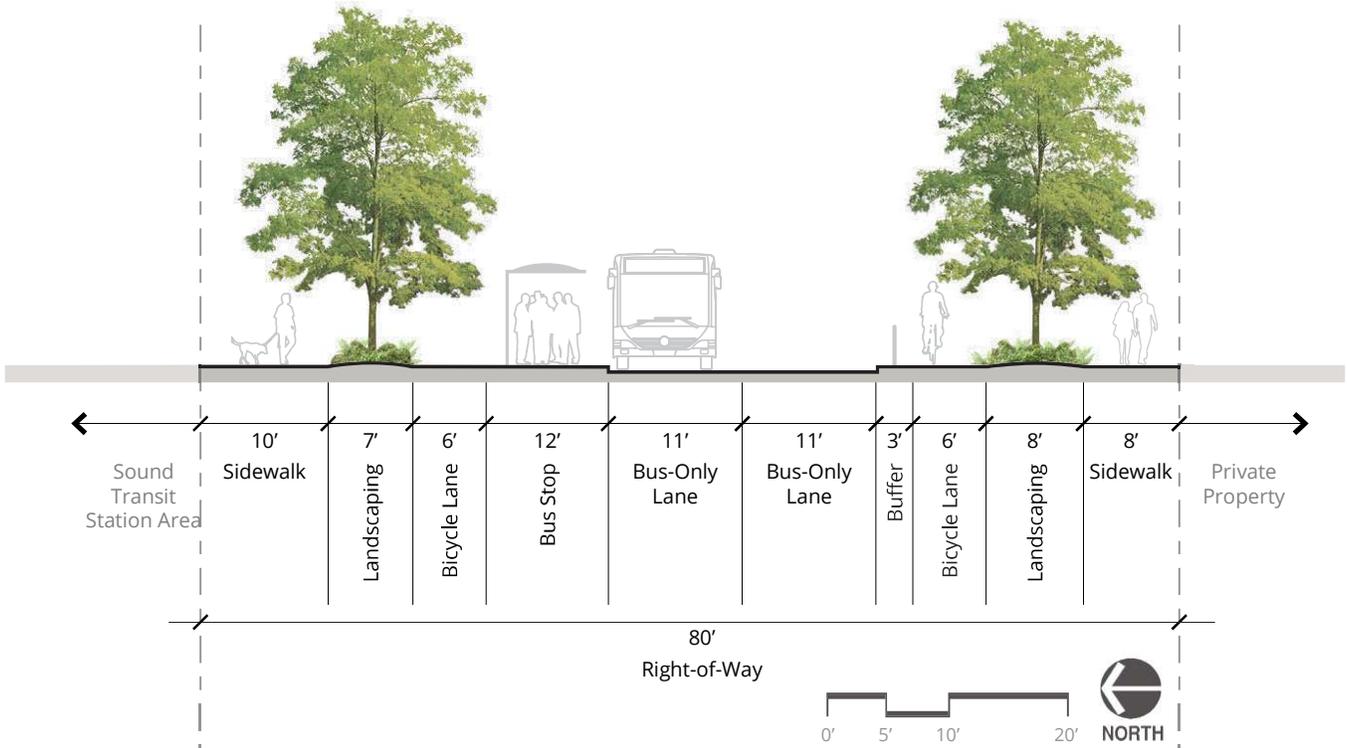
- Improvements to streets and intersections in the vicinity of the street concept plan area (i.e. SW Oregon St and SW Edmunds St) to accommodate operational changes to the street concept plan streets
- Transit layover in a new transit facility between 41st Ave SW and 42nd Ave SW, and between SW Alaska St and SW Edmunds St
- Neighborhood Greenway improvements for people walking, rolling, and biking on 42nd Ave SW north of SW Alaska St
- Retention of existing trees for select blocks (e.g. along SW Alaska St between California Ave SW and 42nd Ave SW); additional analysis is needed to determine if the final design will retain existing trees or remove them to provide wider sidewalks and more space for people walking



*Street Concept Design for SW Alaska St (41st Ave SW to Fautleroy Way SW)*



Proposed SW Alaska St section (1) looking east with plan enlargement

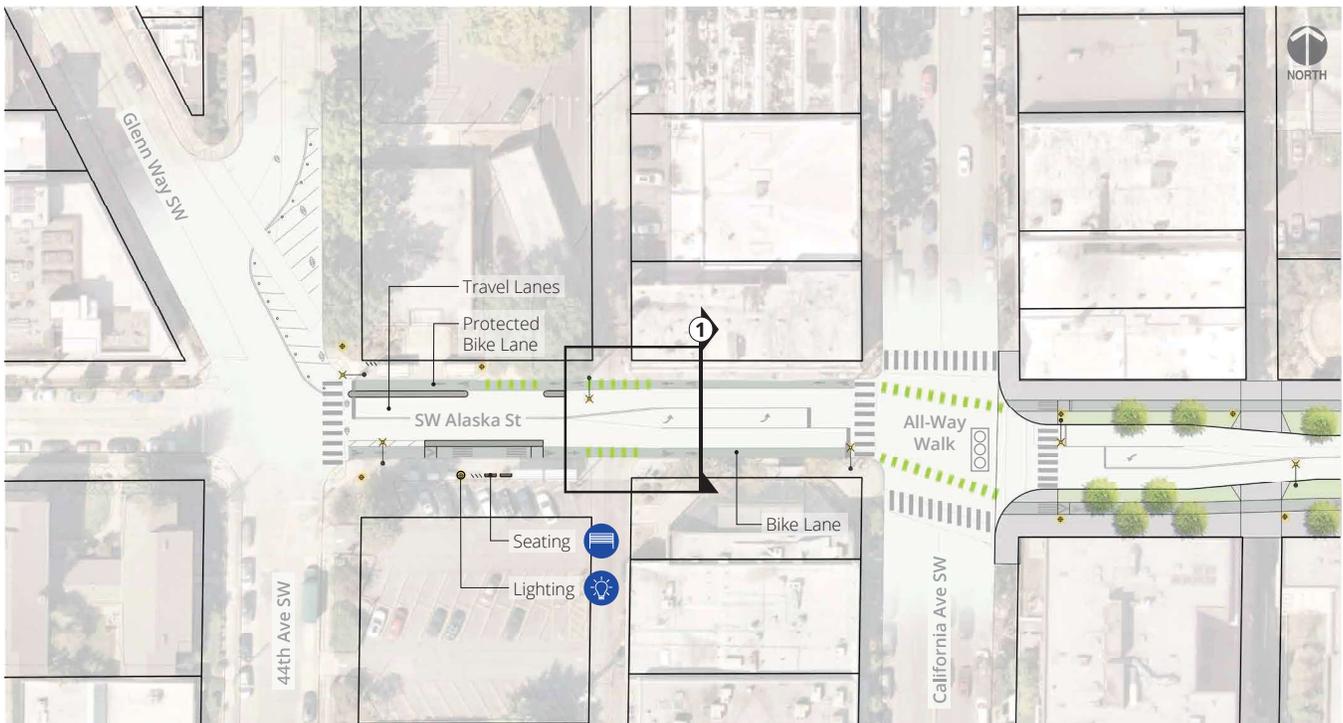


Proposed SW Alaska St section (2) looking east with plan enlargement

There are two design concepts for the block of SW Alaska St between 44th Ave SW and California Ave SW. The first concept is a low-cost design that largely retains the existing curb locations. The second concept includes a “full rebuild” design that moves curb lines and has greater separation between vehicles and people biking. These concepts would need to be aligned with

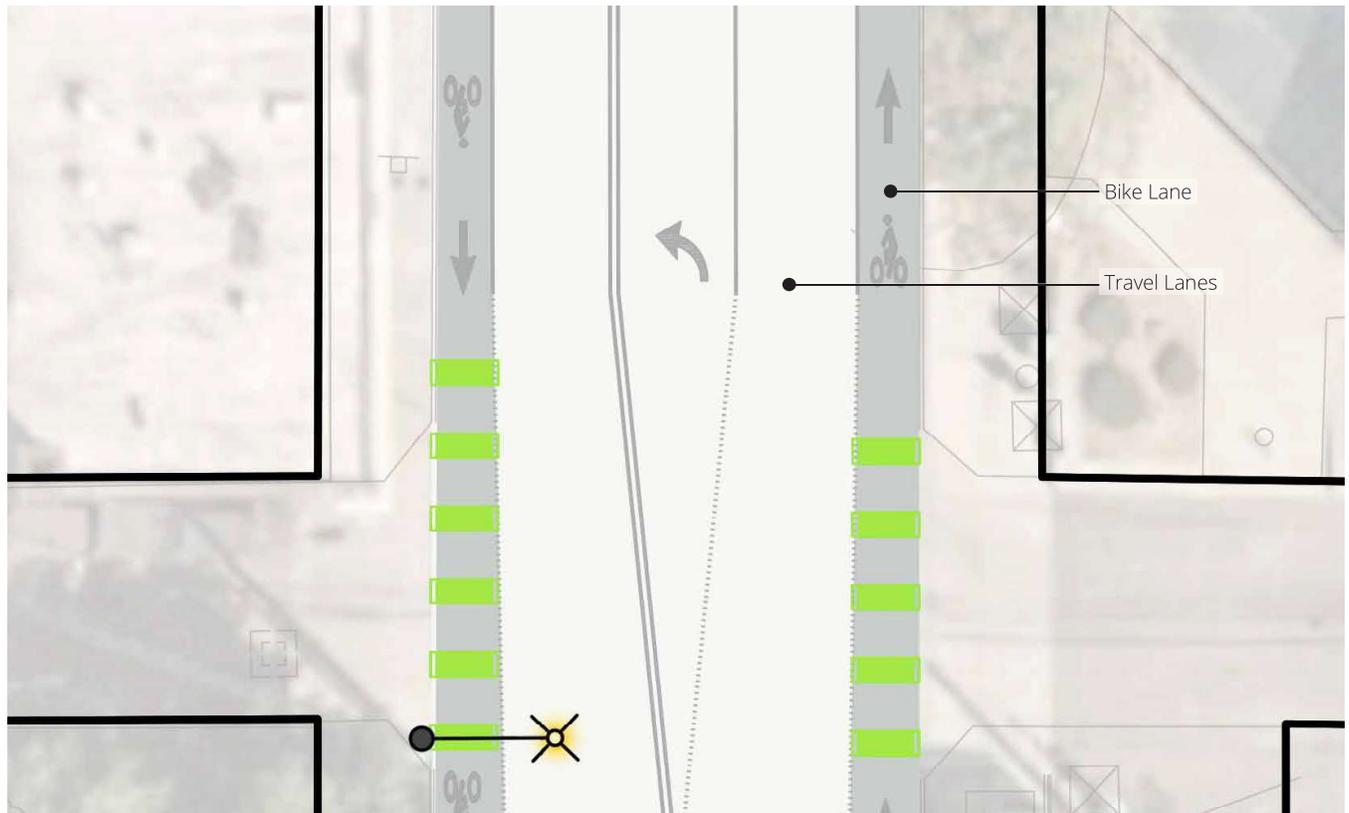
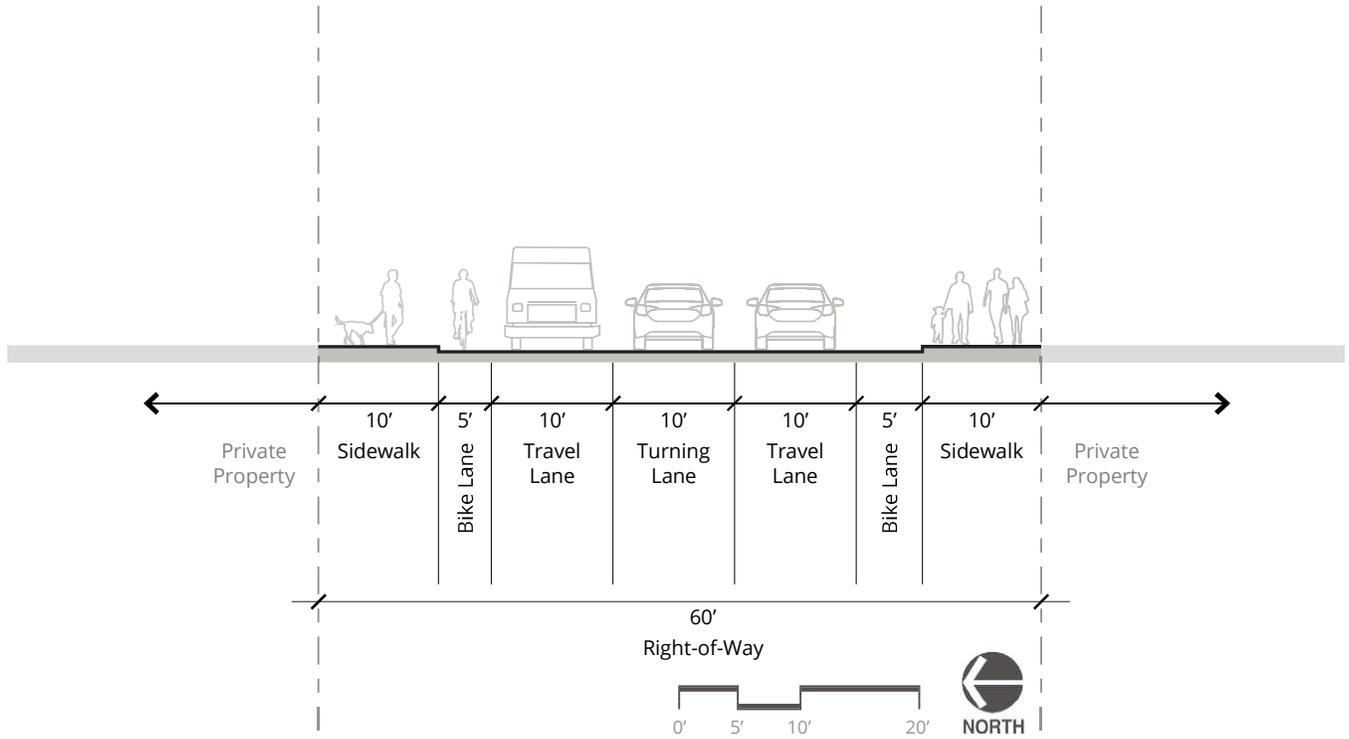
bus operation changes on this block, which are currently assumed to happen in conjunction with the Ballard Light Rail Extension line opening, anticipated around 2039. Because of this, the concepts for SW Alaska St between 44th Ave SW and California Ave SW may not be implemented within the same time frame as other concepts for SW Alaska St east of California Ave SW.

## Low-Cost Design



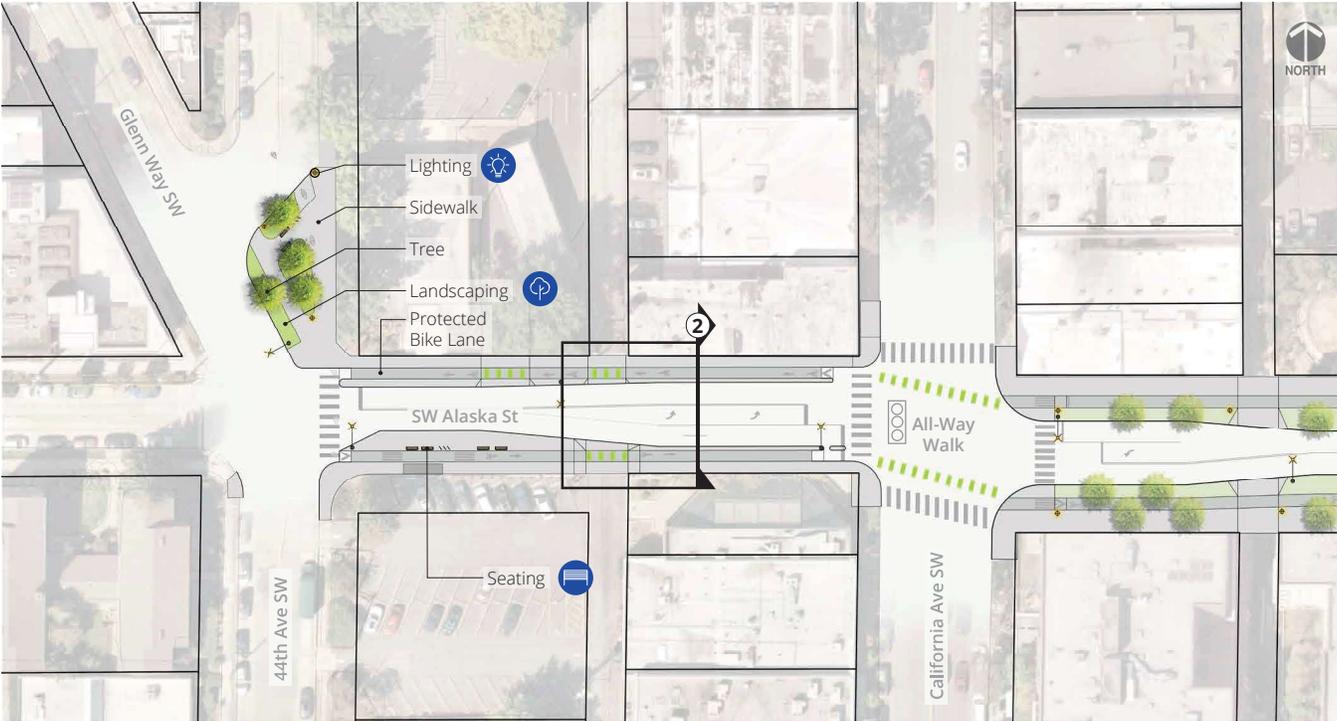
*Street Concept Design for SW Alaska St (44th Ave SW to California Ave SW) (Low-Cost)*

# Low-Cost Design



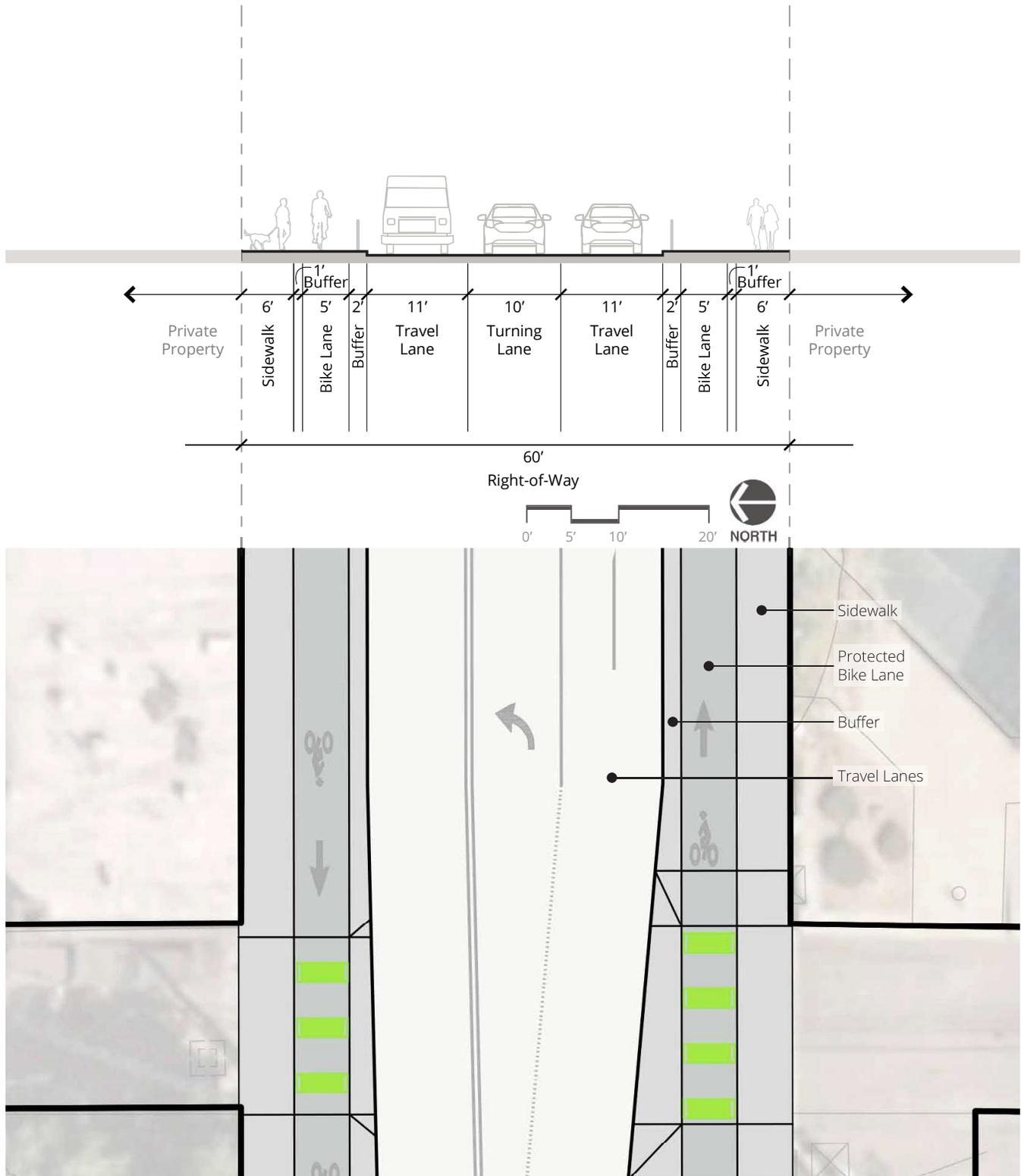
*Proposed SW Alaska St section (1) looking east with plan enlargement*

# Full Rebuild Design



Street Concept Design for SW Alaska St (44th Ave SW to California Ave SW) (Full Rebuild)

# Full Rebuild Design

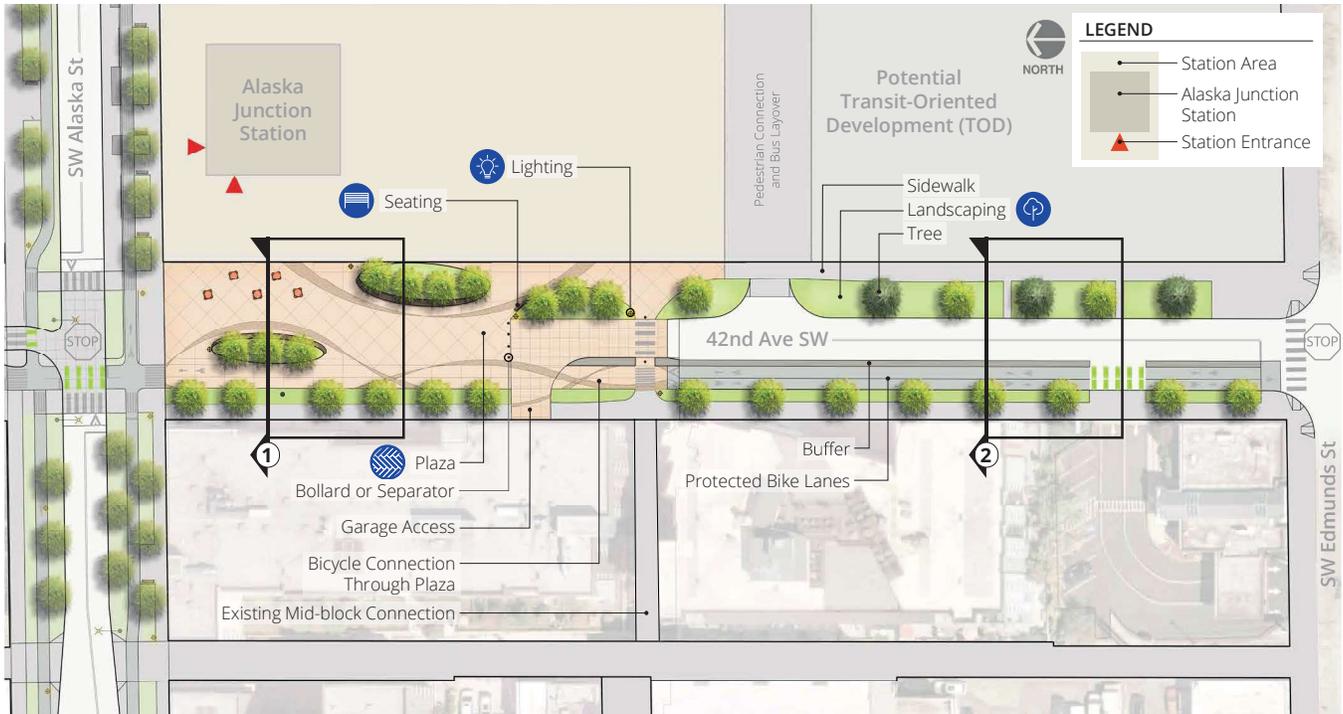


*Proposed SW Alaska St section (2) looking east with plan enlargement*

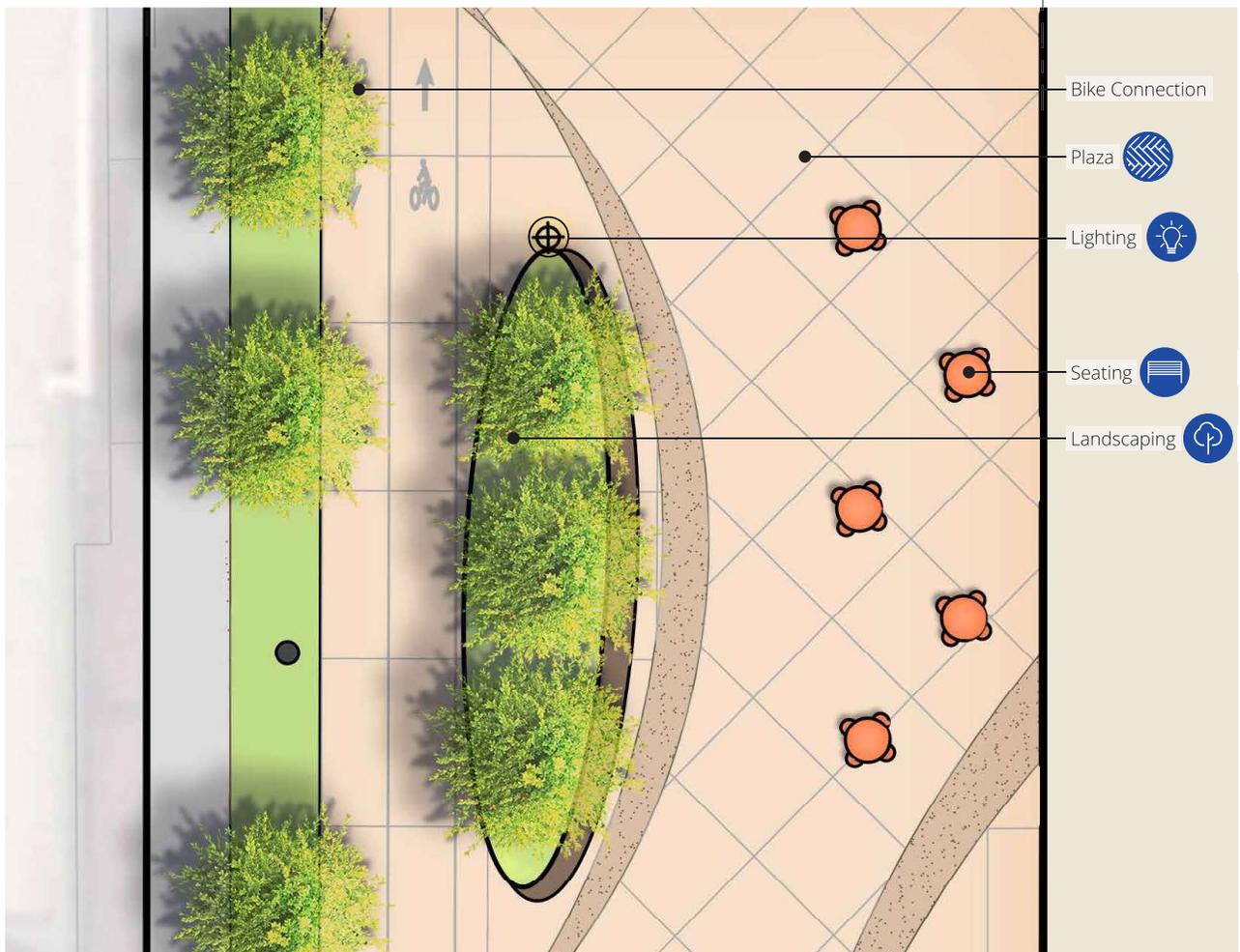
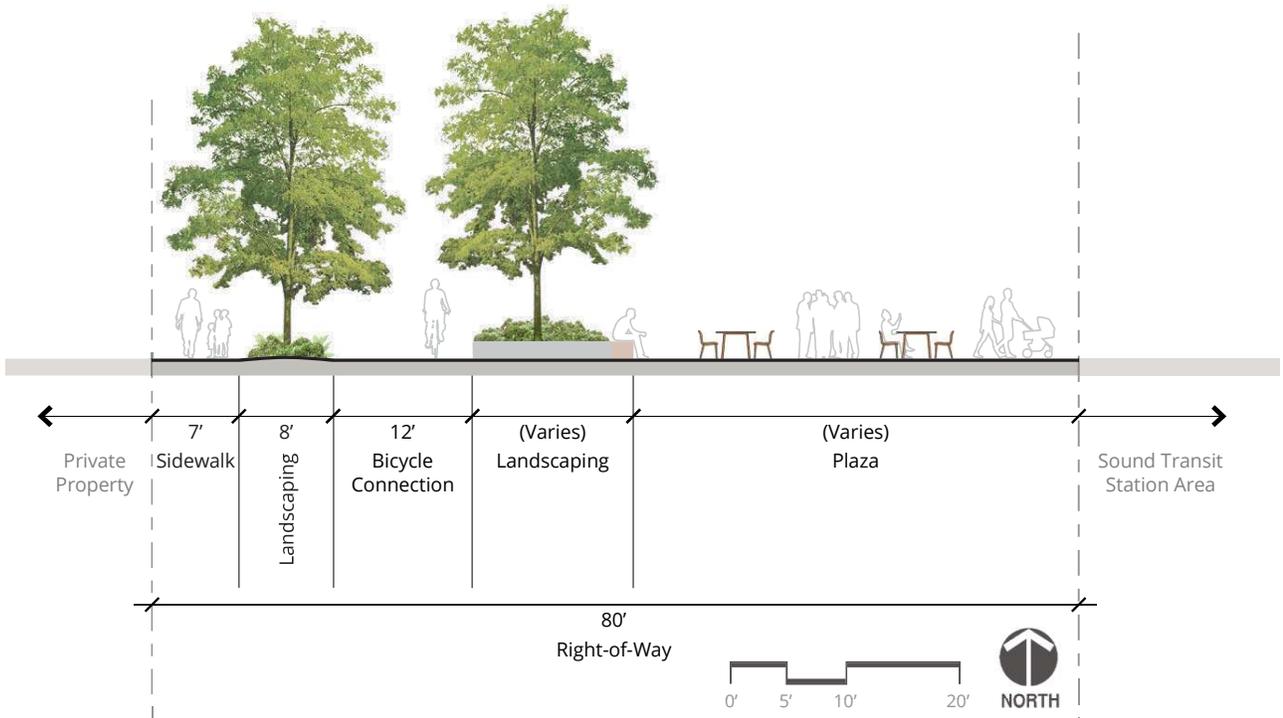
## 42nd Ave SW

The street design for 42nd Ave SW includes a new plaza in front of the station entrance. This will provide additional transition space for people who are transferring between the station entrance and bus stops and for people who are walking and biking to the station, and will create a pedestrian-focused space to host community events such as an expansion of the West Seattle

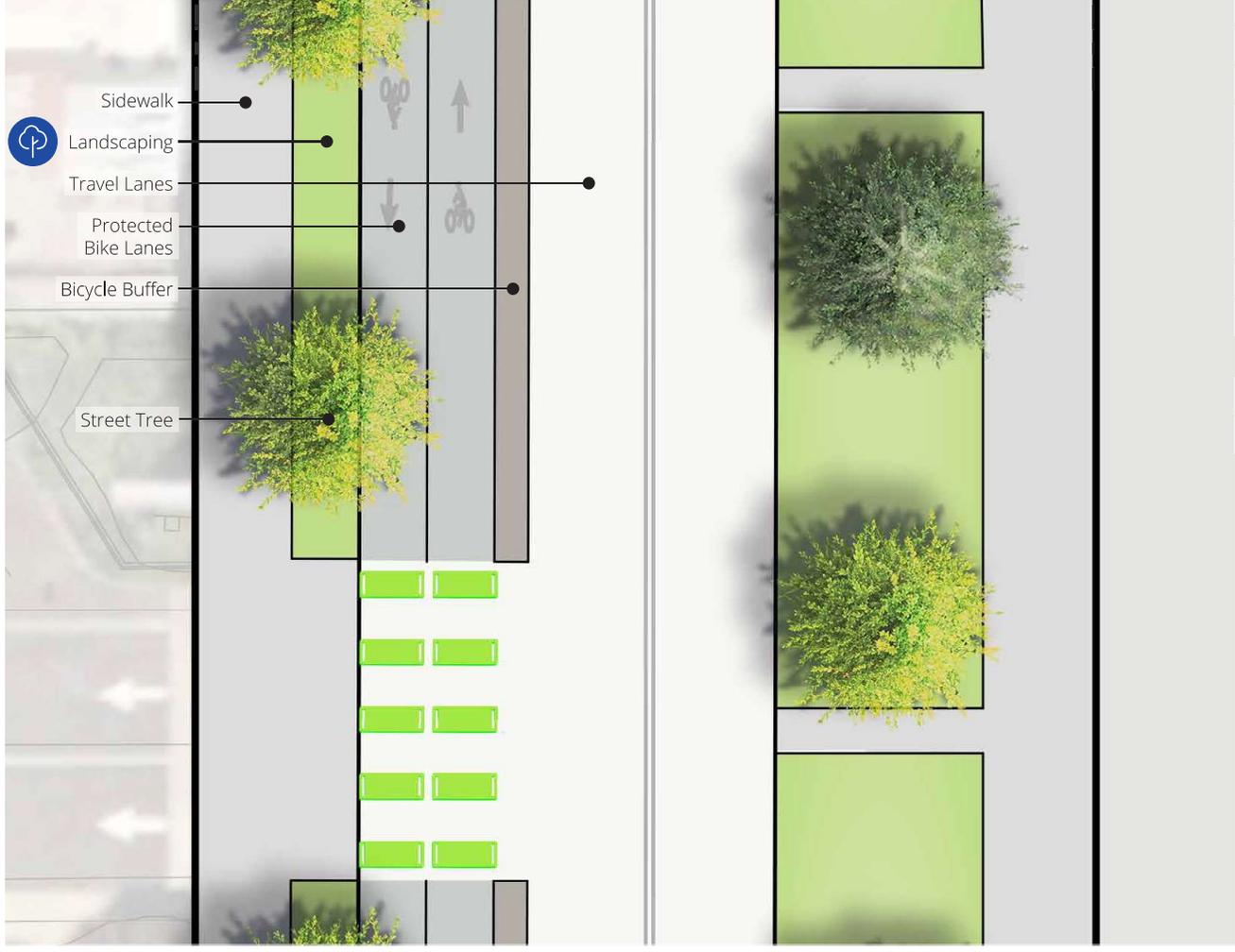
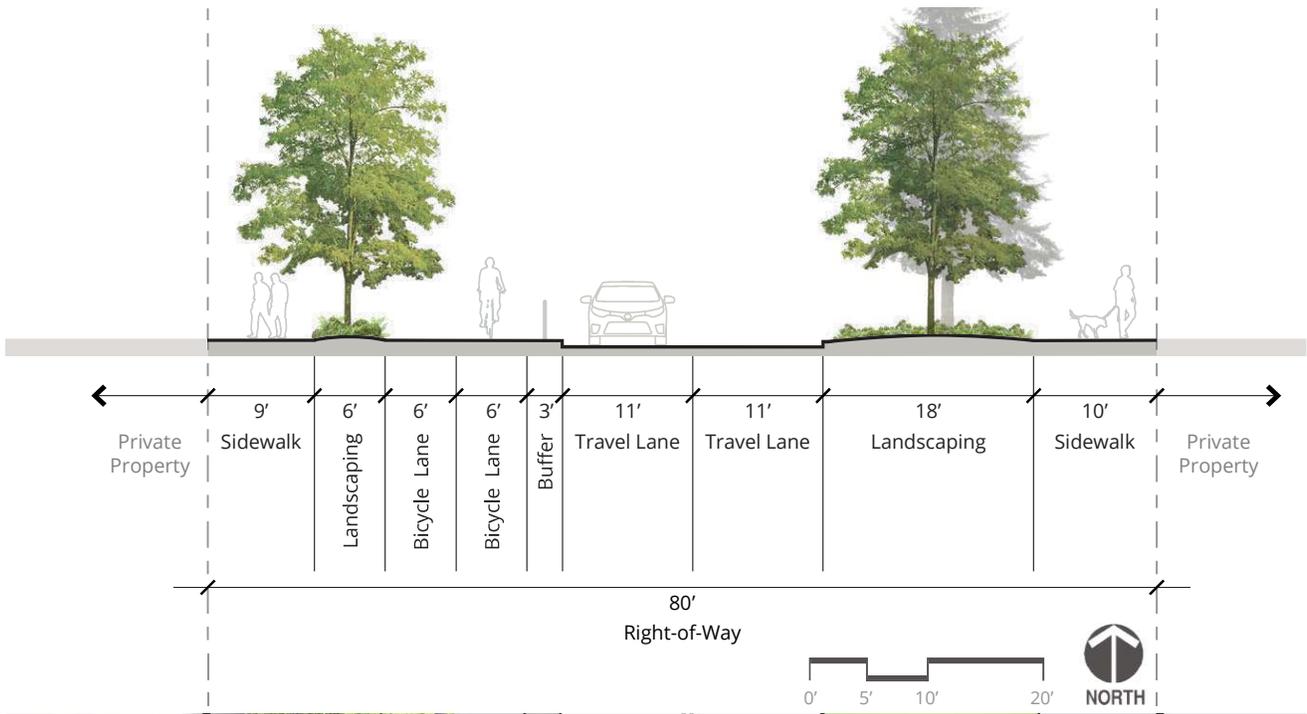
Farmers Market. This space could have shaded seating, art, overhead lighting, abundant landscaping, and connections for food trucks or other vendors, such as electrical hookups. South of the plaza space, 42nd Ave SW will have raised bike lanes, as buses will also be using this half-block of 42nd Ave SW to exit a layover space between 42nd Ave SW and 41st Ave SW, and between SW Alaska St and SW Edmunds St.



Street Concept Design for 42nd Ave SW



Proposed 42nd Ave SW section (1) looking north with plan enlargement

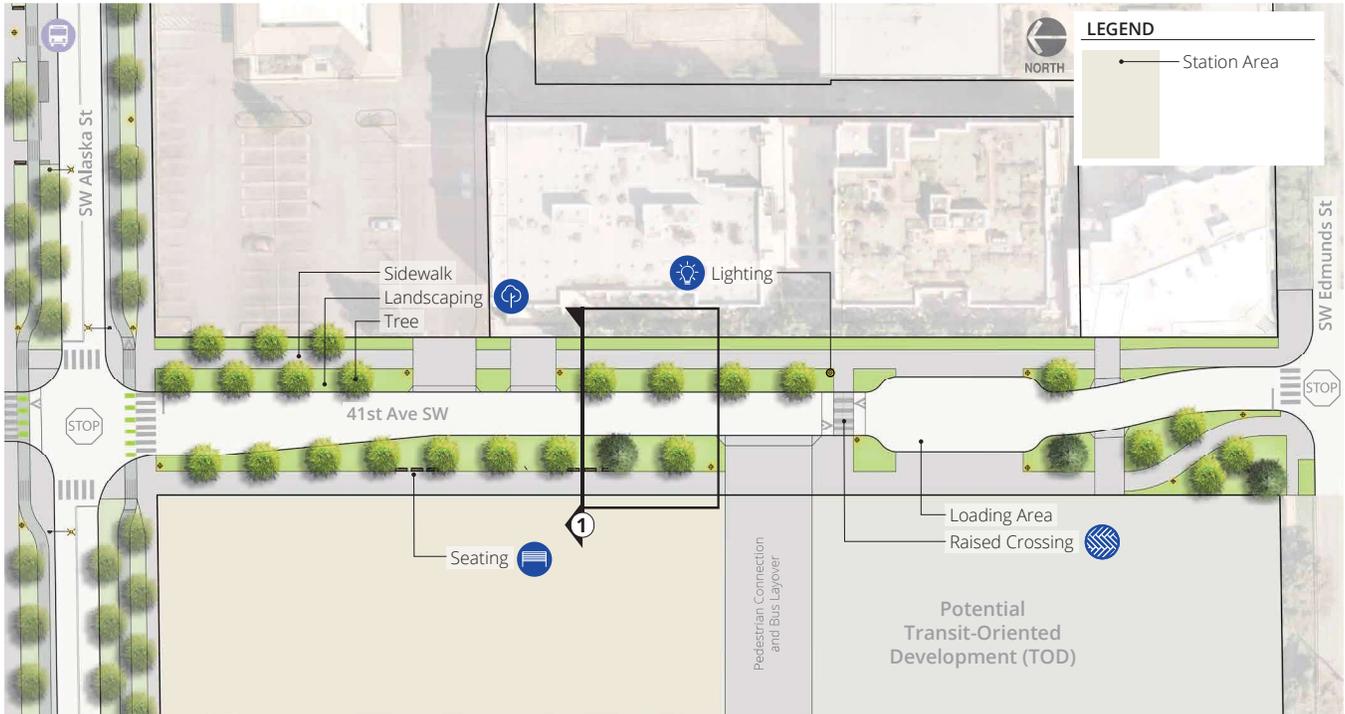


Proposed 42nd Ave SW section (2) looking north with plan enlargement

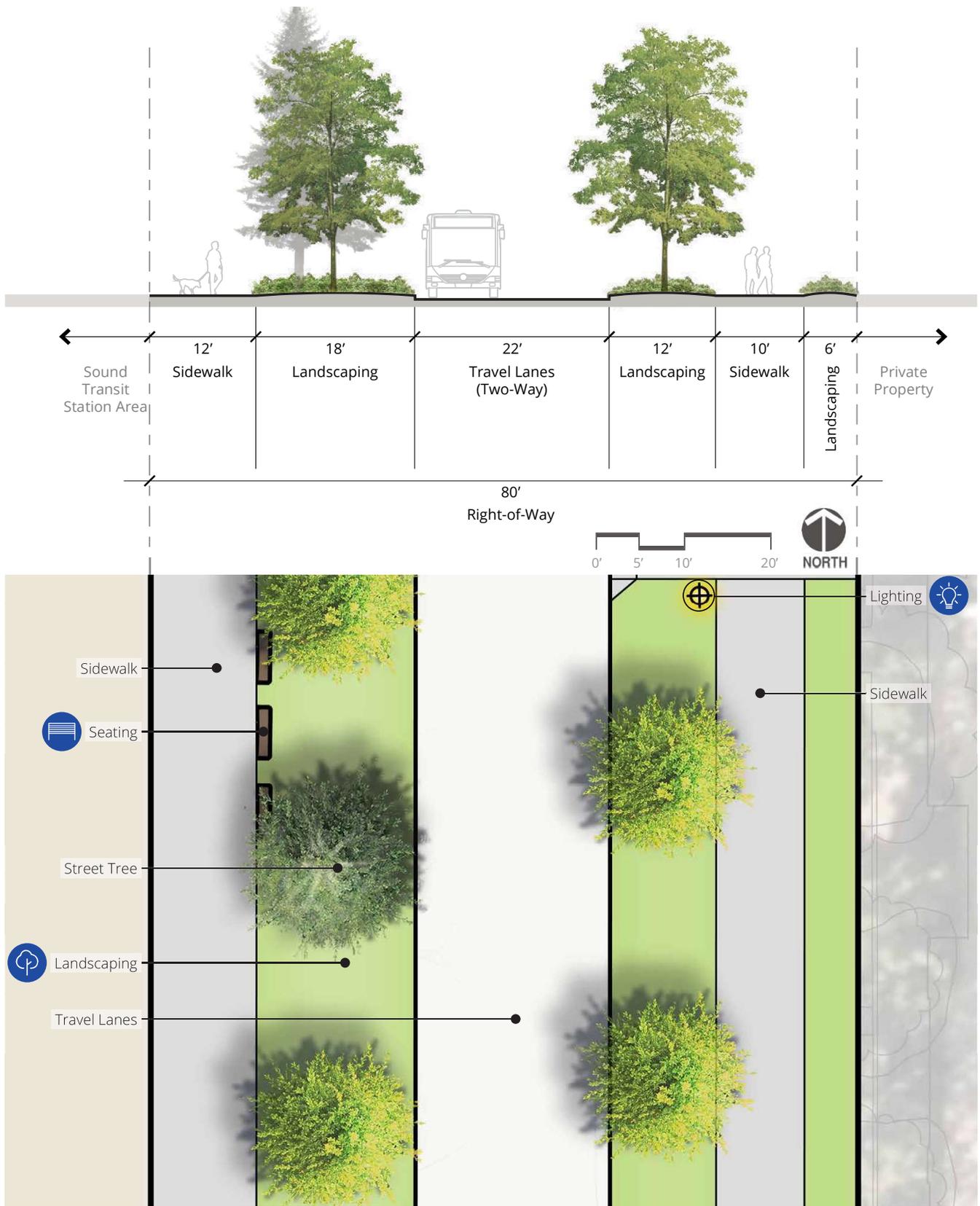
## 41st Ave SW

41st Ave SW will be redesigned to provide more space for people walking and rolling, and space for extended landscaping and trees. It will also allow for buses to enter the layover facility. Due to the long block sizes, east/west pedestrian connections are envisioned that tie into existing

mid-block facilities between California Ave SW and Fautleroy Way SW. A potential mid block crossing on 41st Ave SW would facilitate this connection. The design for 41st Ave SW also supports exploring driveway consolidation and closures where appropriate.



*Street Concept Design for 41st Ave SW*

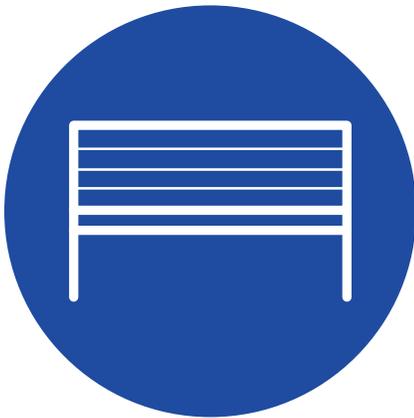


*Proposed 41st Ave SW section looking north with plan enlargement*

# Unified Palette of Treatments

The street concept graphics in the preceding chapters include icons to show where there could be a higher level of design for seating, lighting, paving, landscaping, and wayfinding. This section further illustrates representative types of these treatments. This is not an

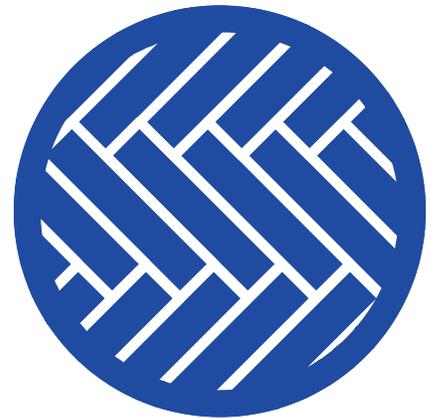
exhaustive list of materials that may be used. For example, the community requested the plaza at 42nd Ave SW include unique features such as shade structures, art, and decorative lighting. Materials will be further refined during the project design process.



**SEATING**



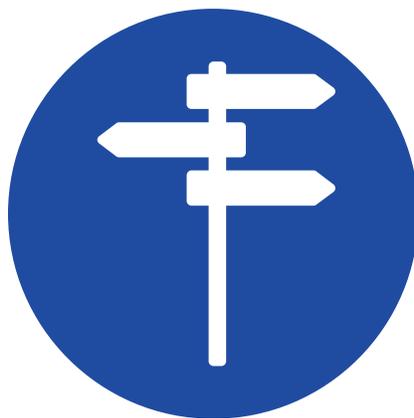
**LIGHTING**



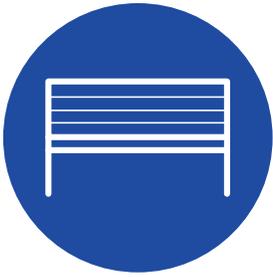
**PAVING**



**LANDSCAPING**



**WAYFINDING**



## SEATING



Important seating characteristics that we heard through community engagement:

- Benches and seating that were comfortable to sit on and that were accessible for people with diverse mobility ranges
- Options that were not single seats only and could seat multiple people together or had space to set bags on
- Seating that blends art and design with practical use and that are durable and low maintenance
- Seating that allows integration with tables or picnic tables
- A diversity of seating options to fit a variety of users



# LIGHTING

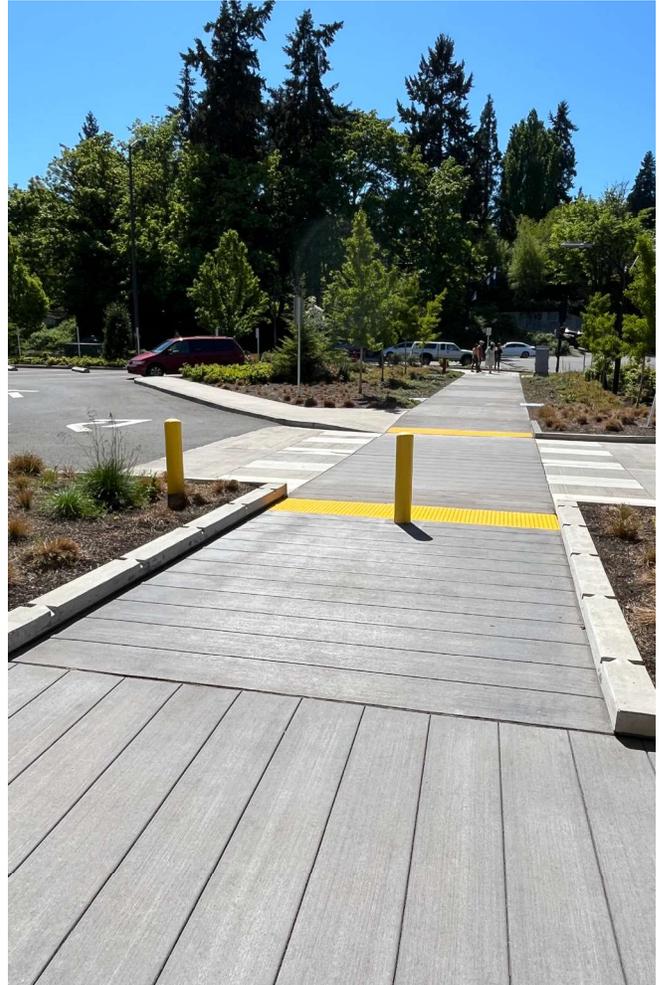
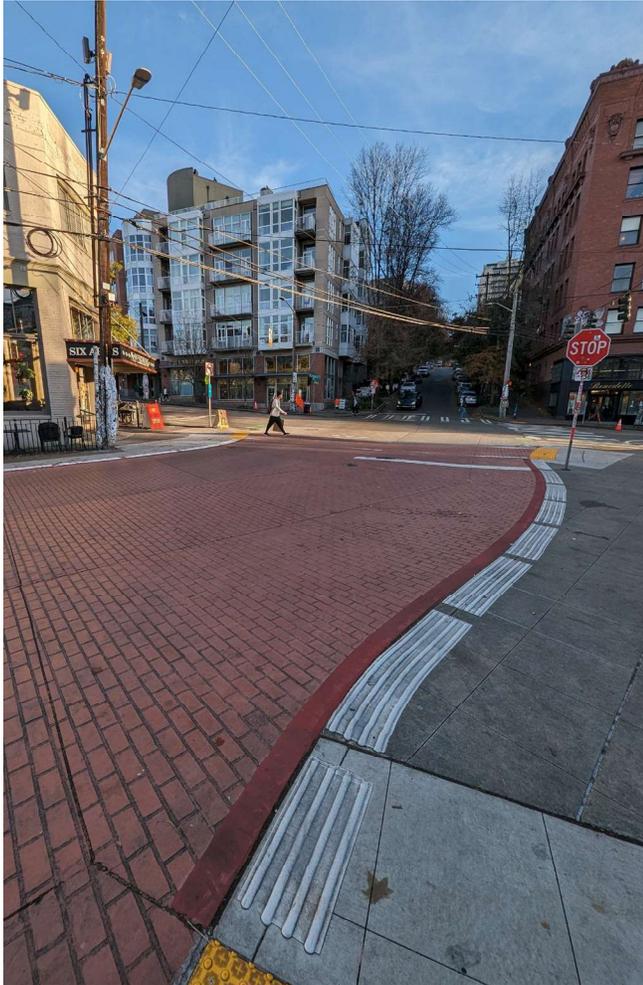


Important lighting characteristics that we heard through community engagement:

- Lighting that is softer (not bright white) and fully illuminates pedestrian areas
- Light fixtures that primarily cast light down to minimize light pollution
- Creative and artistic lighting elements such as string lights, landscape lighting, and other decorative lighting



# PAVING

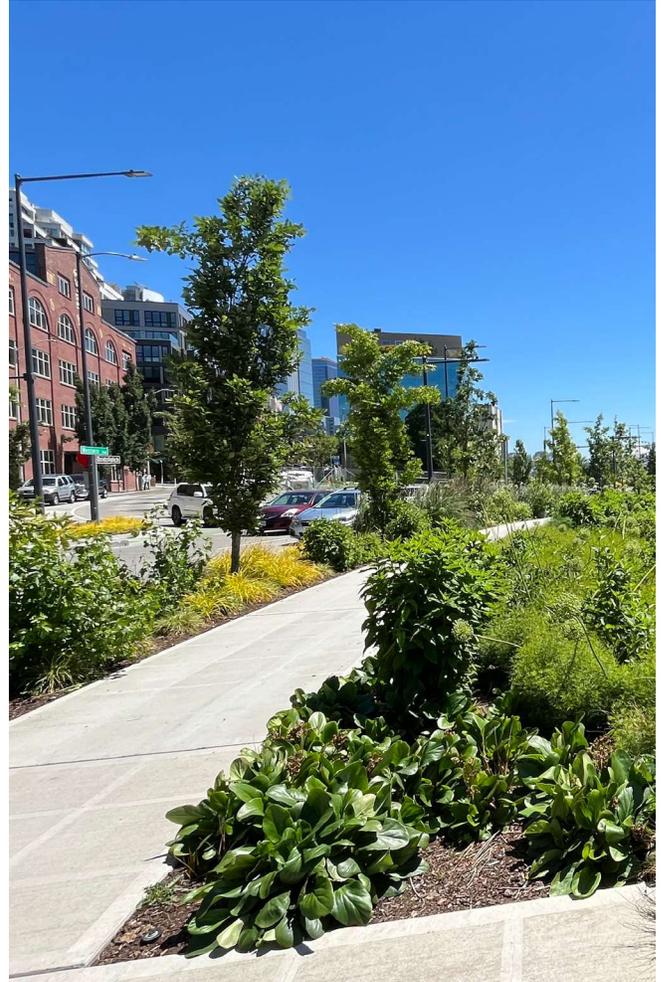


Important paving characteristics that we heard through community engagement:

- Treatments that would not be hard or uncomfortable to roll over for people using strollers, mobility devices, etc.
- Colors and patterns that felt different from traditional concrete to clearly define the space as more pedestrian focused
- Surfaces that would be less slippery in wet conditions
- Permeable surfaces or pavement that integrates well with landscaping and planted areas

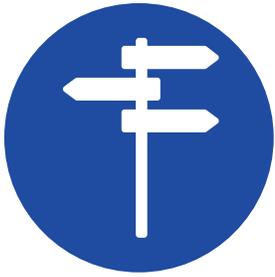


# LANDSCAPING



Important landscape characteristics that we heard through community engagement:

- Native plants that require minimal maintenance
- Plants that reflect the station area, such as wetland plants to tie into Longfellow creek at the Delridge station
- Large trees for shade and plantings of a variety of heights to add visual interest to the environment
- Landscaping that is maintained
- Rain gardens or other ways to integrate stormwater management and other functional features



# WAYFINDING



*Area Sign*



*Nudge Sign*

Wayfinding can be thought of as visual information that helps people orient themselves spatially. Wayfinding is important to help people travel easily, comfortably, and safely. Some types of wayfinding tools include signs and maps. Pedestrian-scale wayfinding helps people confidently and comfortably find their way to destinations as they walk, bike, or roll.

Wayfinding signs will be added to light rail station areas to help people as they move to and through the station areas. Details on the specific sign type and location will be identified as design projects are advanced.

# Acknowledgements

## PROJECT TEAM

- Jennifer Meulenberg
- Ian Macek
- Jonathan Williams
- Katy Haima
- Lucien Ong

## SDOT INTERNAL ST3 STEERING COMMITTEE

- Kris Castleman
- Jim Curtin
- Michele Domingo
- Shauna Larson
- Ganth Lingham
- Kit Loo
- Candida Lorenzana
- Sara Maxana
- Alyse Nelson
- Dusty Rasmussen
- Julius Rwamashongye
- Elizabeth Sheldon
- Meghan Shepard
- Francisca Stefan

## WITH INPUT AND REVIEW BY

- Katey Bean
- Kadie Bell Sata
- Hayden Campbell
- Mark Chubb (SFD)
- Radcliffe Dacanay
- Christopher Eaves
- Christiana Farrell
- Jonathan Frazier
- Tammy Frederick
- Joshua Gawne
- Vera Giampietro
- David Goodman
- Tom Hewitt
- Summer Jawson
- Wassim Kebab
- Quinn Kelly
- Nicole Kistler
- Jen Malley-Crawford
- Virginie Nadimi
- Bruce Newman
- Alisa Nguyen
- Sarah Saviskas
- Gabriel Seo
- Ben Smith
- Debra Sutey (SFD)
- Mayumi Thompson
- Caryn Walline
- Trevina Wang (SPU)
- Lauren Watanabe
- Tyler Wong
- Elisabeth Wooton
- Sara Zora

## AGENCY PARTNERS

- Sound Transit
- King County Metro

## ASSISTED BY

- HBB
- Nelson\Nygaard
- Parametrix

BEACH HOUSE  
VINTAGE • HOME • GARDEN

MANAGEMENT

MANAGEMENT

# ELEMENTS FOR STREETS AROUND LIGHT RAIL STATIONS

Place to the

around station  
to the space  
to the space  
something

community!  
what features  
to improve  
public spaces  
around station  
to be used well!

## Lighting Options

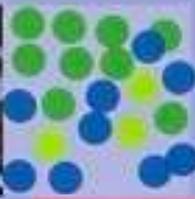
What type of lighting would you like to see in the public spaces around the light rail stations?

## Options

What pavement design would you want to see in the public spaces around the light rail stations?

Collect

Public spaces  
around station  
to be used well!



space for kids to be safe and welcomed too!

1000  
Light  
options

OTHER  
OPTIONS  
MAY BE

innovative  
designs  
inviting  
kids about  
of their

pick something  
to be used well!

working hard to  
change work  
the way we work  
to better

PARKING  
AT Stations

Public spaces  
around station  
to be used well!

Seattle Department of Transportation  
700 5th Avenue, Suite 3800  
PO Box 34996  
Seattle, WA 98124-4996  
(206) 684-ROAD (7623)  
[seattle.gov/transportation](http://seattle.gov/transportation)

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**Seattle**  
Department of  
Transportation



**Seattle**  
Office of Planning &  
Community Development