

DPD	Director's Rule 2-2012
SDOT	Director's Rule 4-2012

Applicant: City of Seattle Department of Planning and Development (DPD) Department of Transportation (SDOT)	Page 1 of 2* *plus Attachment A	Supersedes: N/A						
	Publication: 12/29/2011	Effective: 2/9/2012						
Subject: West Seattle Triangle Streetscape Concept Plan Appendix G to Right-of-Way Improvements Manual* * Right-of-Way Improvements Manual is Joint Director's Rule DPD 22-2005 SDOT 2-05.	Code and Section Reference: SMC Chapter 23.53							
	Type of Rule: Code Interpretation							
	Ordinance Authority: SMC 3.06.040 & 3.12.020							
	<table border="0" style="width: 100%;"> <tr> <td style="text-align: right;">Approved</td> <td style="text-align: right;">Date</td> </tr> <tr> <td style="text-align: right;">(Signature on file)</td> <td style="text-align: right;">2/7/2012</td> </tr> <tr> <td colspan="2" style="text-align: right;">Peter Hahn, Director, SDOT</td> </tr> </table>		Approved	Date	(Signature on file)	2/7/2012	Peter Hahn, Director, SDOT	
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Index: Land Use Code/Technical and Procedural Requirements	<table border="0" style="width: 100%;"> <tr> <td style="text-align: right;">Approved</td> <td style="text-align: right;">Date</td> </tr> <tr> <td style="text-align: right;">(Signature on file)</td> <td style="text-align: right;">2/8/2012</td> </tr> <tr> <td colspan="2" style="text-align: right;">Diane M. Sugimura, Director, DPD</td> </tr> </table>		Approved	Date	(Signature on file)	2/8/2012	Diane M. Sugimura, Director, DPD	
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Diane M. Sugimura, Director, DPD								

BACKGROUND

Culminating in 2011, the Department of Planning and Development (DPD) conducted a planning study including an urban design framework for the West Seattle Triangle area as depicted in Attachment A. The effort resulted in changes to zoning and development regulations in the neighborhood and preferred urban design and streetscape characteristics for public rights of way.

A high priority for local participants in the planning process is to enhance pedestrian safety and pedestrian access to transit in the area, and to improve neighborhood livability by augmenting local open spaces and creating new and improved green space in the neighborhood. Streetscape improvements are one way to meet these objectives and to create a pleasant gateway to West Seattle. There are several unoccupied or underused parcels within the West Seattle Triangle that may accommodate significant infill development in future years. The streetscape concept plan can help guide the configuration and character of streetscape improvements that may be implemented at the time of infill development.

By establishing a consistent design framework for the right of way to support vehicle and bicycle mobility, and to enhance the pedestrian-orientation of the street, the streetscape concept plan will provide greater predictability for the community when investments in rights-of-way within the West Seattle Triangle are proposed. The concept plan was prepared with the active participation of City departments and area property owners, residents, and businesses.

RULE

The West Seattle Triangle Streetscape Concept Plan, having been approved by the Directors of SDOT (Seattle Department of Transportation) and DPD, is incorporated into the Right-of-Way Improvements Manual as Appendix G. The provisions of the Concept Plan are voluntary. The Right-of-Way Improvements Manual is the standards manual used by SDOT's Street Use Division in the permit review process for projects. Property owners are encouraged to follow them in order to enhance the neighborhood.

Applicants for Street Use Permits that adhere to the concept plan can be assured that the major design elements in their plans meet or exceed the requirements in the Right-of-Way Improvements Manual. Additionally, elements of development plans that adhere to the concept plan for 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 Triangle Streetscape Concept Plan.

REASON

While the West Seattle Triangle Streetscape Concept Plan does not establish requirements, the conceptual design has been approved through review by SDOT and DPD. Approval of the concept plan as an Appendix to the Right-of-Way Improvements Manual provides recognition of the design and gives clear guidance to property owners who wish to follow these plans.

Attachment A: West Seattle Triangle Streetscape Concept Plan

4. STREETSCAPE CONCEPT PLAN

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

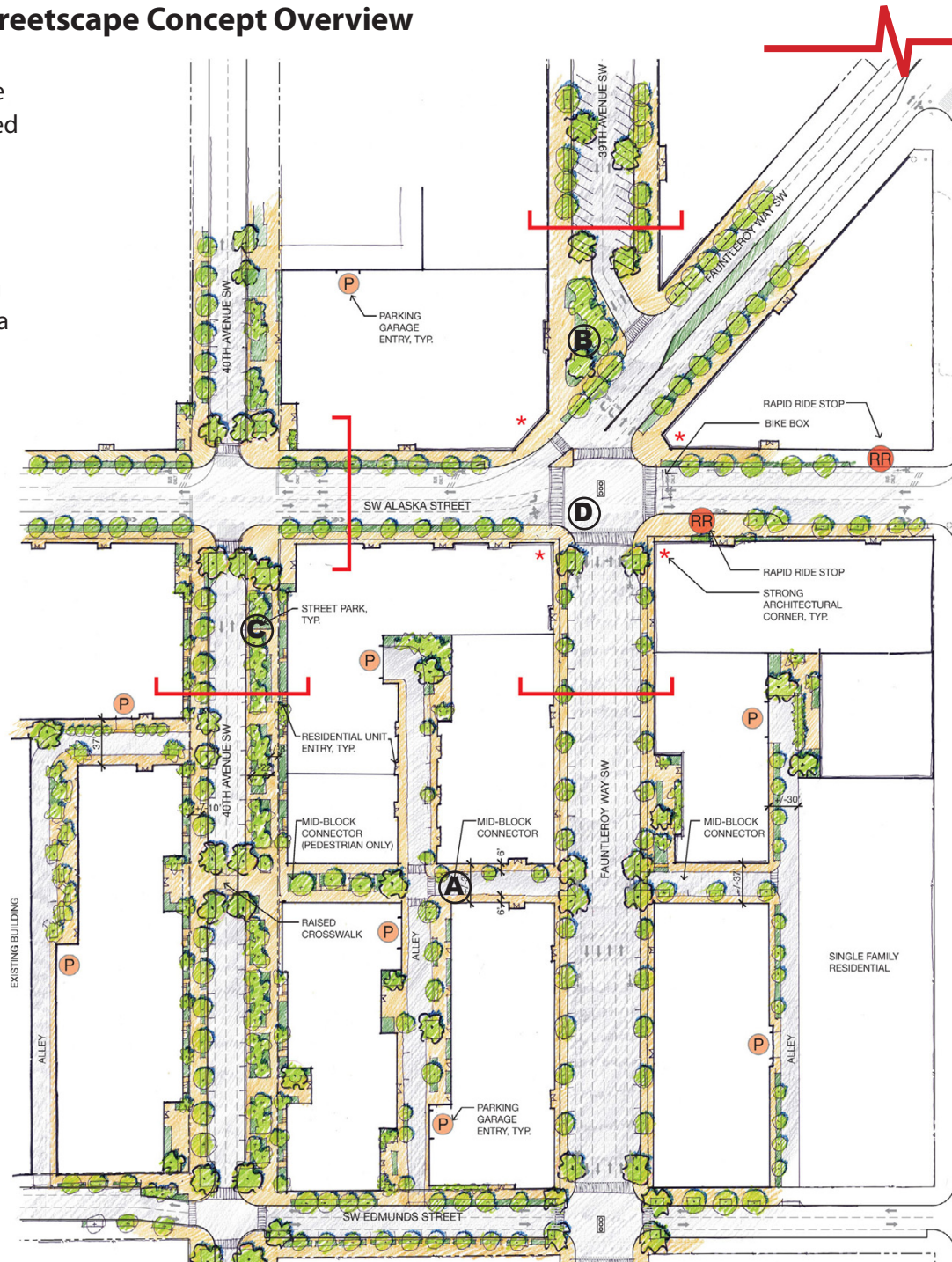
Areawide streetscape plans on the following pages provide an overview of the preferred configuration of streetscape, roadways and green spaces throughout the neighborhood. Following the overview plans specific guidance for individual roadways is provided.

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

Fauntleroy / Alaska Blocks - Streetscape Concept Overview

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

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



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

The Triangle - Streetscape Concept (Long Term)

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

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



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

The Triangle - Streetscape Concept (Interim)

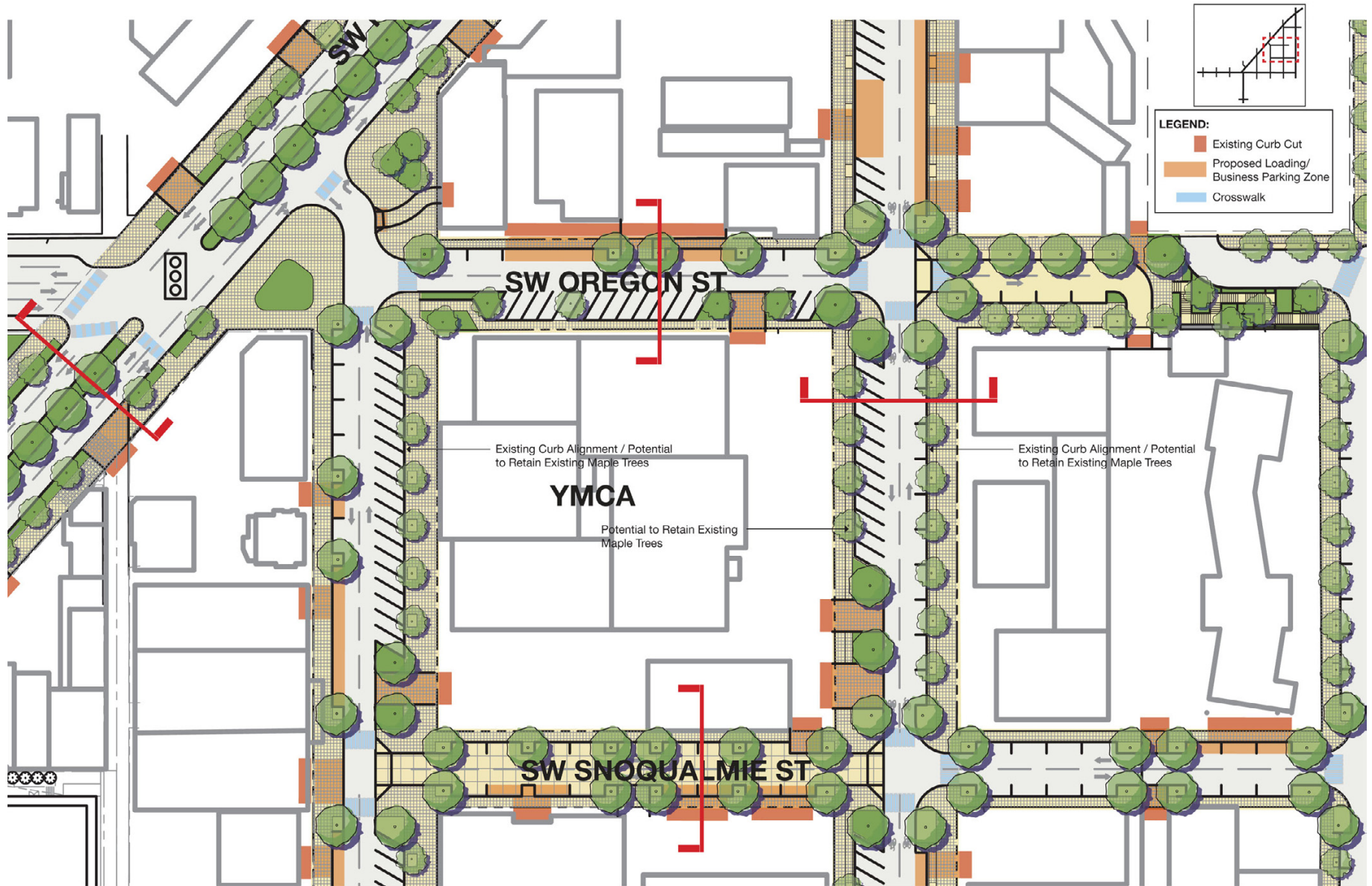
An interim or near-term version of the recommended streetscape concept is provided for the Triangle area. The feature most different from the long-term scenario is the treatment of parking and loading zones. In the near term scenario curbside commercial load zones (orange bars on the map) are retained.

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



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

The Triangle - Streetscape Concept Enlargement (Interim)



Proposed Bicycle Routing Plan

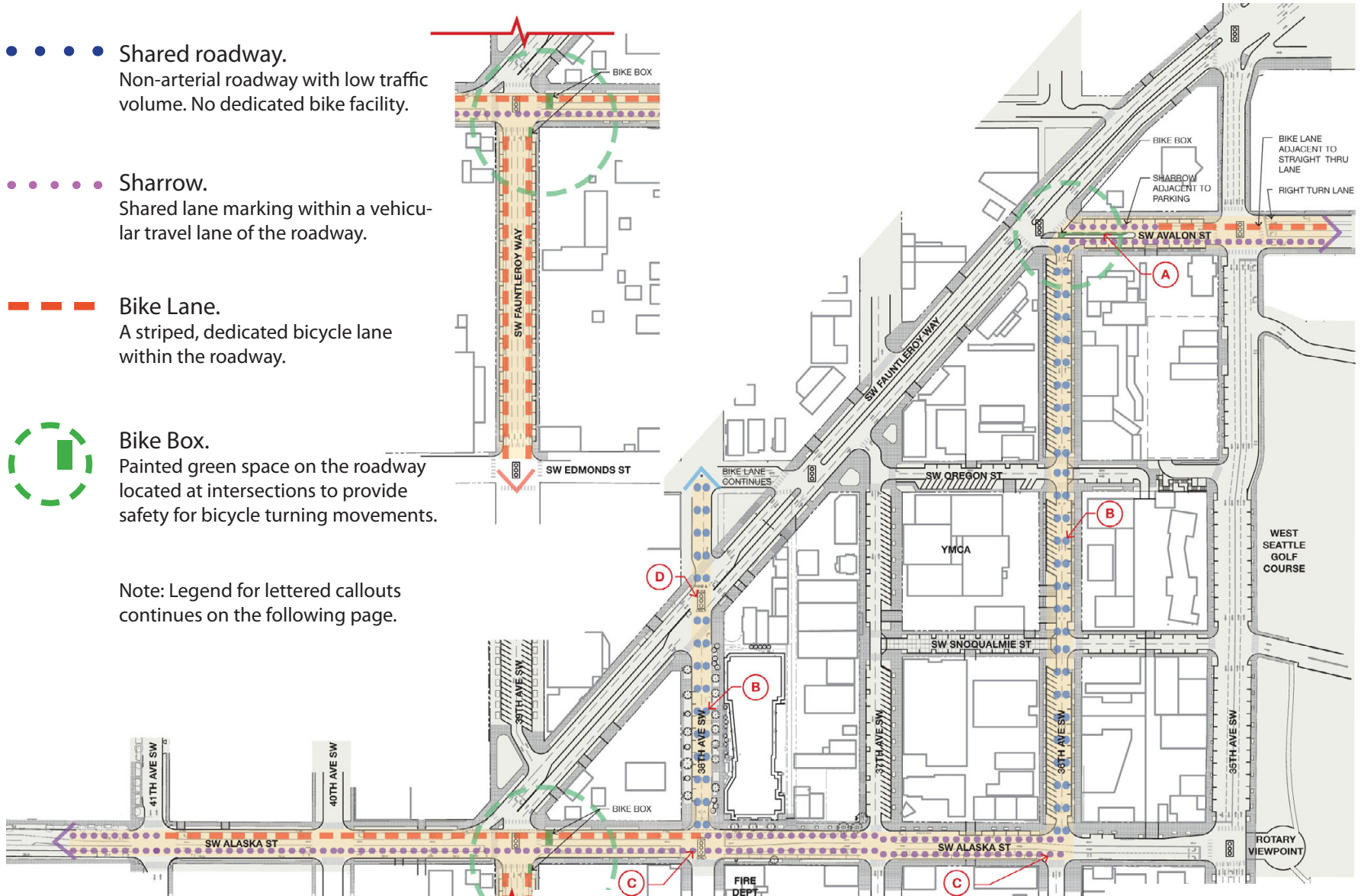
- Shared roadway.
 Non-arterial roadway with low traffic volume. No dedicated bike facility.

- Sharrow.
 Shared lane marking within a vehicular travel lane of the roadway.

- Bike Lane.
 A striped, dedicated bicycle lane within the roadway.

- Bike Box.
 Painted green space on the roadway located at intersections to provide safety for bicycle turning movements.

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



Proposed Bicycle Routing Plan Legend

(Continued from previous page)

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

Proposed Bicycle Routing Plan

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

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

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

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

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

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

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

Utilities

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

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

Utilities Legend*

(For section graphics on following pages.)



Potable water main line.



Drainage main line.

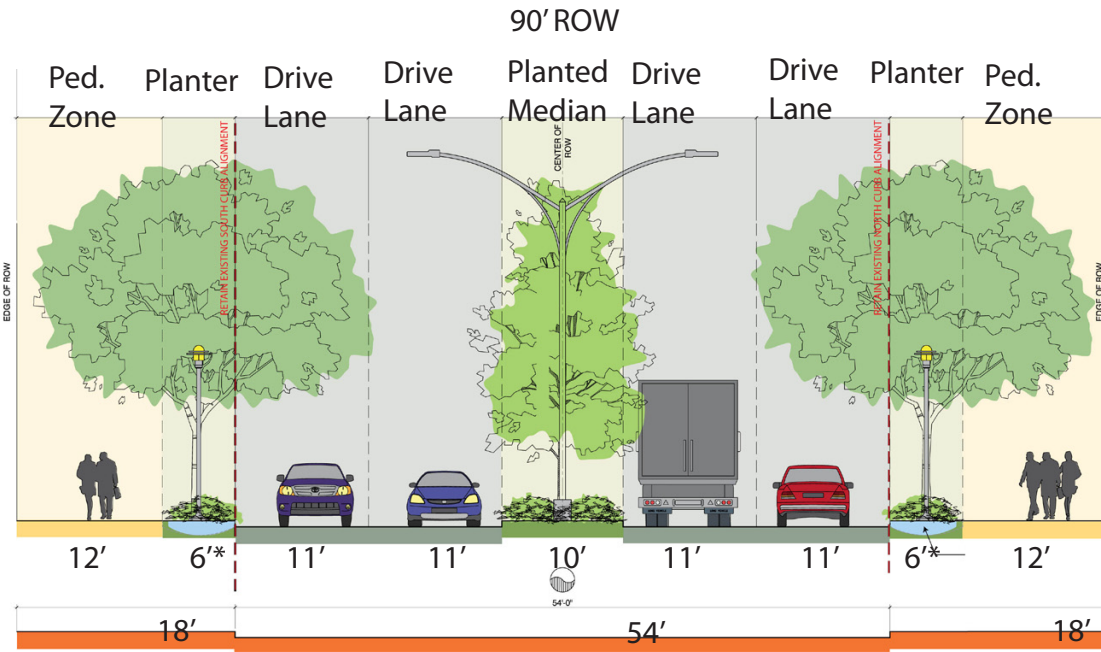
Combined storm and sanitary sewer.



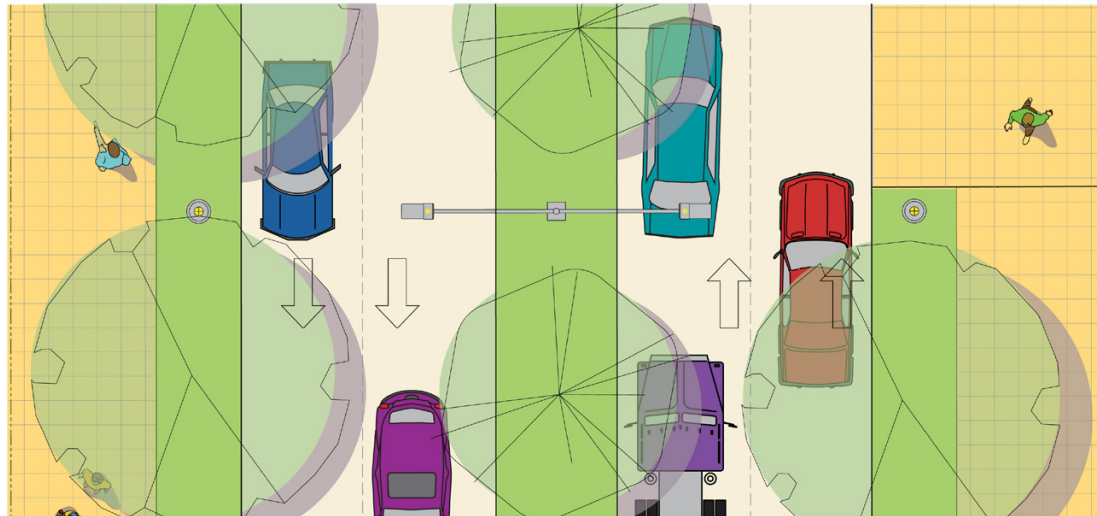
Underground electrical transmission line.

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

FAUNTLEROY WAY SW – PROPOSED SECTION AND PLAN



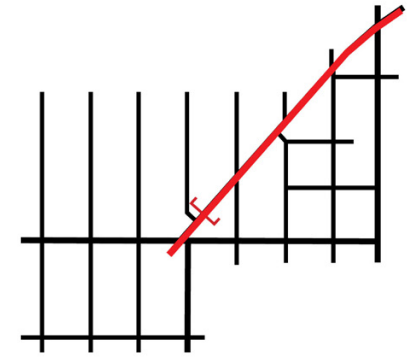
EXISTING CURBLINE



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



CHARACTER IMAGE



KEY PLAN



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

Street Type:

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

Recommended: No change

Streetscape Design / Character Intent:

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

Overall Right of Way width: 90 feet

Sidewalk/Pedestrian Zone:

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

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

Vehicle Lanes:

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

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

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

Bicycle Facilities:

Existing: None

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

Parking:

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

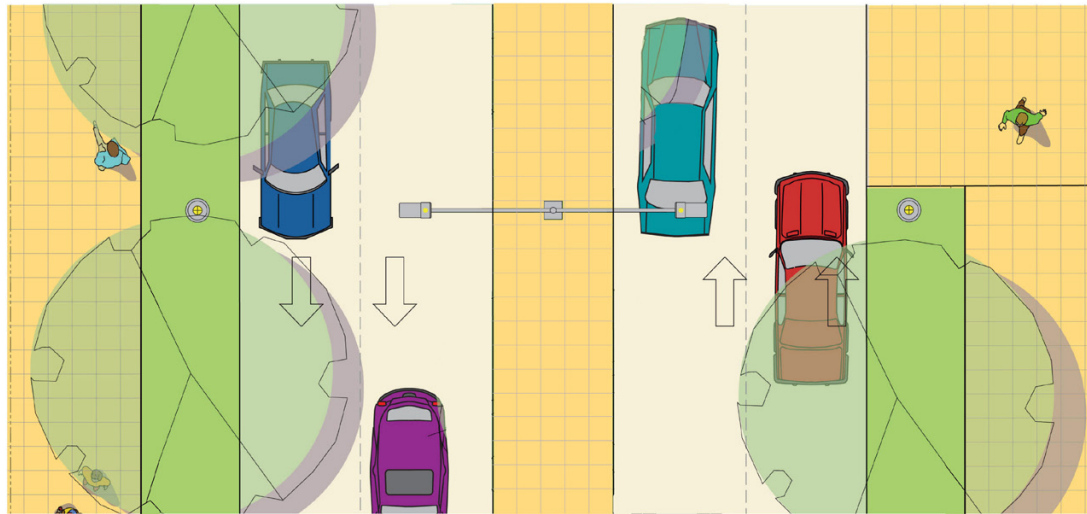
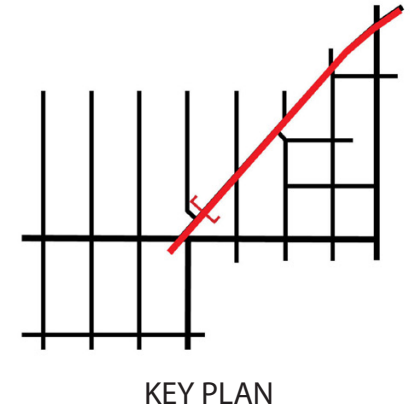
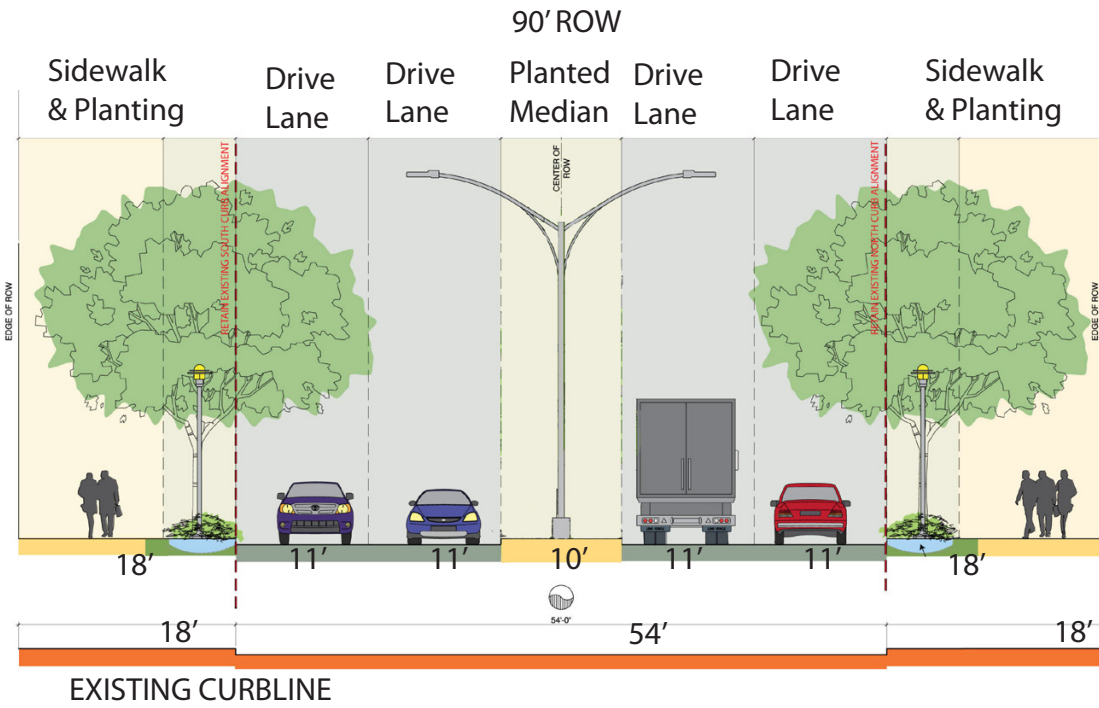
Recommended: Remove on-street parking

Other Amenities/Features:

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

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

FAUNTLEROY WAY SW – ALTERNATE SECTION AND PLAN



CHARACTER IMAGE

Fauntleroy Way SW Alternate Treatment

Fauntleroy Way SW Boulevard

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

Alternate Boulevard Treatment

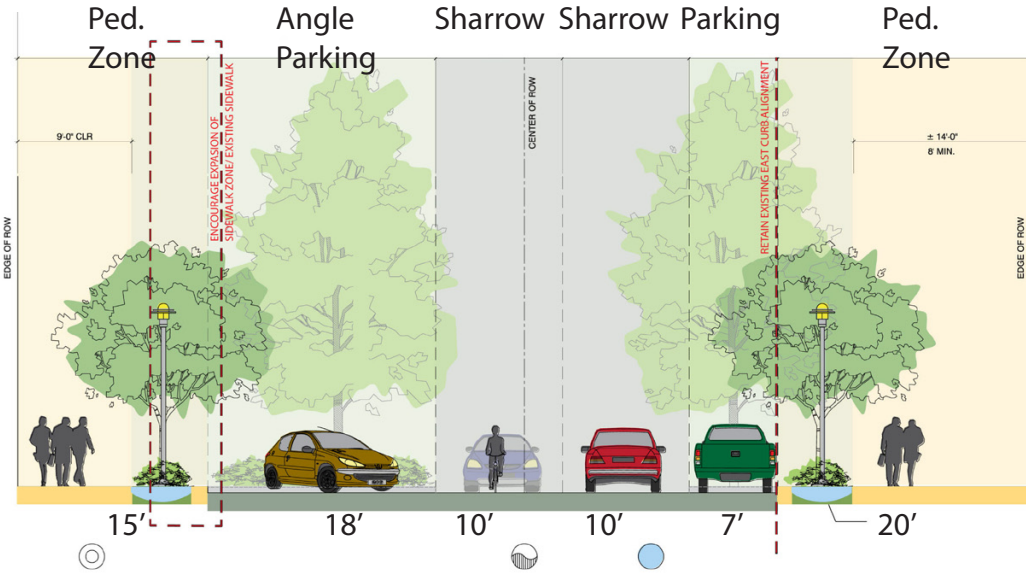
If a planted median is found to be infeasible, alternative streetscape techniques may be used to create the boulevard effect. These treatments could include placing abundant landscaping and large, distinctive trees within the sidewalk zone on both sides of the street. A regular and consistent spacing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

Protection or Relocation of Drainage Mainline

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

36th Ave SW – PROPOSED SECTION AND PLAN

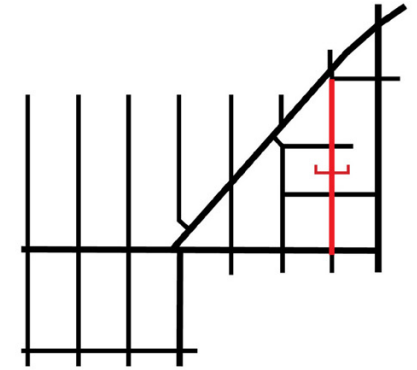
80' ROW



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

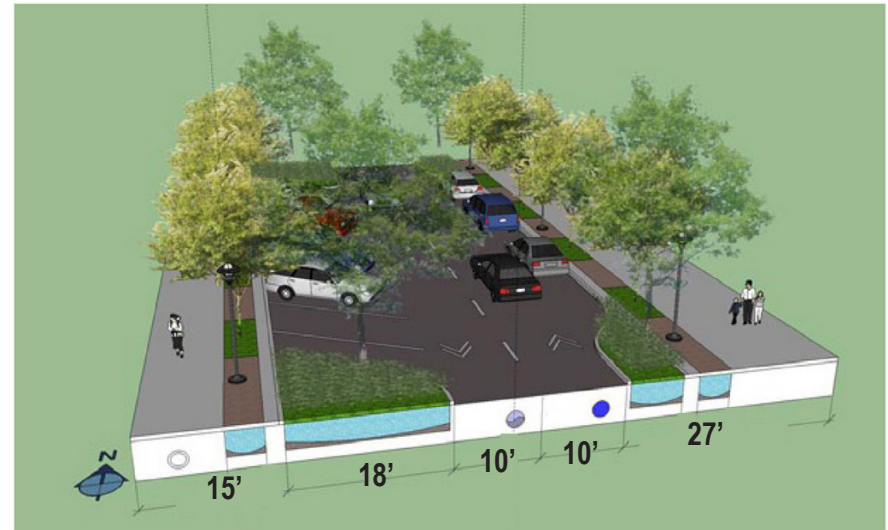
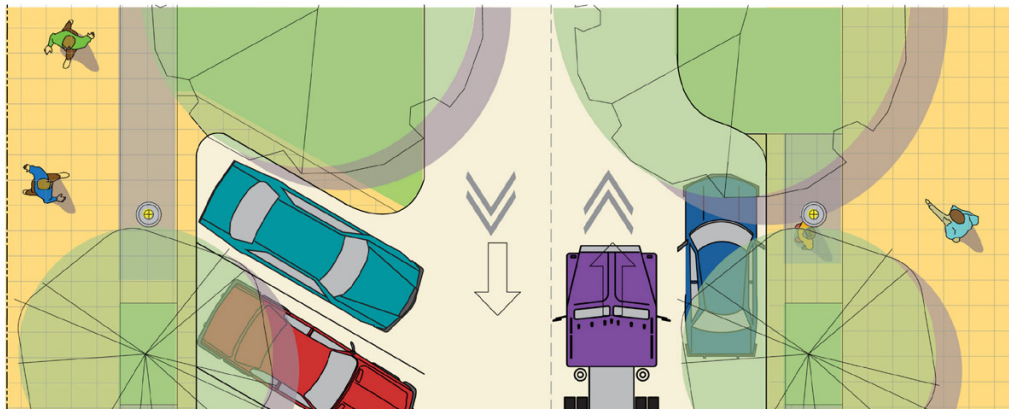


CHARACTER IMAGE



KEY PLAN

EXISTING CURBLINE



PROPOSED AT YMCA

36th Avenue SW

Street Type:

Existing: Non-arterial unclassified street.

Proposed signed bicycle route.

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

Streetscape Design / Character Intent:

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

Overall Right of Way width: 80 feet

Sidewalk/Pedestrian Zone:

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

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

Vehicle Lanes:

Approximate Daily Traffic Volume: Low to moderate

Existing: One travel lane in each direction.

Recommended: No change

Bicycle Facilities:

Existing: None

Recommended: Sharrows in each direction.

Parking:

Existing: On street parallel parking on both sides.

Recommended:

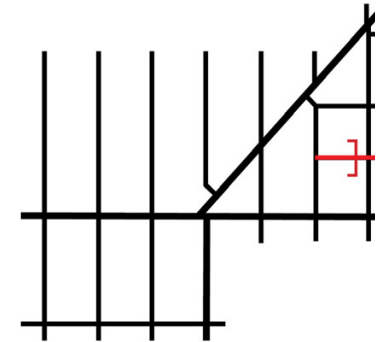
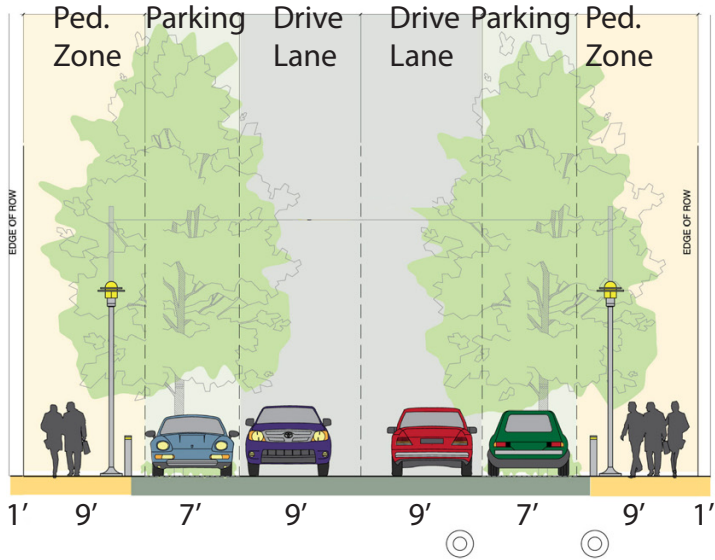
- Short Term: Retain existing pattern of parking on blocks between SW Snoqualmie Street and Fautleroy Way SW including truck loading zones. Angle parking on west side and parallel parking on east side of street (block between SW Alaska Street and SW Snoqualmie Street).
- Long Term: Angle parking on west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

Other Amenities/Features:

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

SW SNOQUALMIE ST. – PROPOSED SECTION AND PLAN

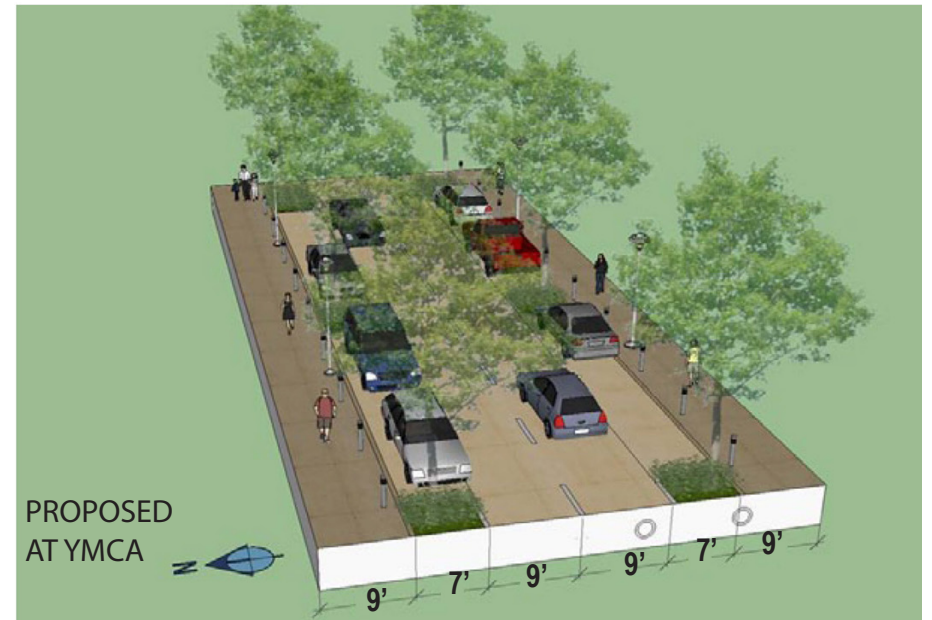
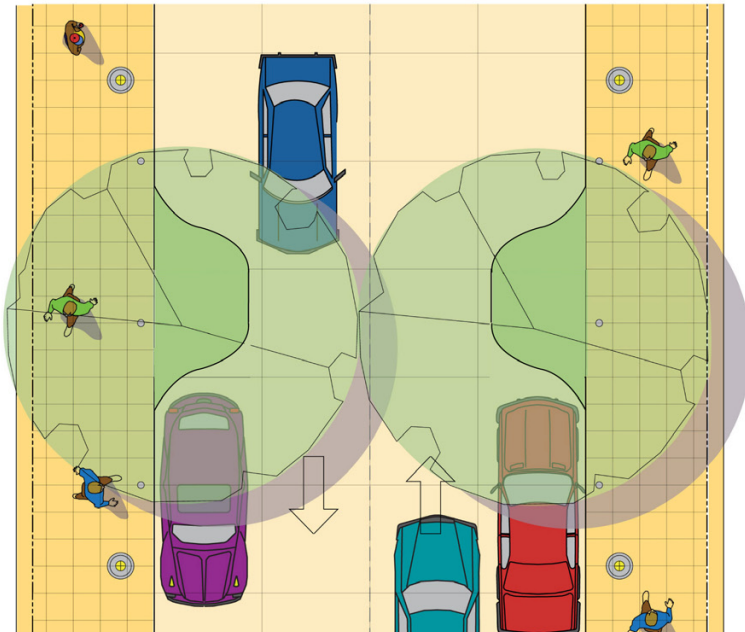
50' ROW (existing) 52' required



CHARACTER IMAGE

KEY PLAN

6'-6" 36' 7'-6"
EXISTING CURBLINE: LOOKING WEST



SW Snoqualmie Street

Street Type:

Existing: Unclassified non-arterial street.

Recommended: Festival Street

Streetscape Design / Character Intent:

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

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

Sidewalk/Pedestrian Zone:

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

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

Vehicle Lanes:

Approximate Daily Traffic Volume: Low

Existing: One travel lane in each direction.

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

Bicycle Facilities:

Existing: None

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

Parking:

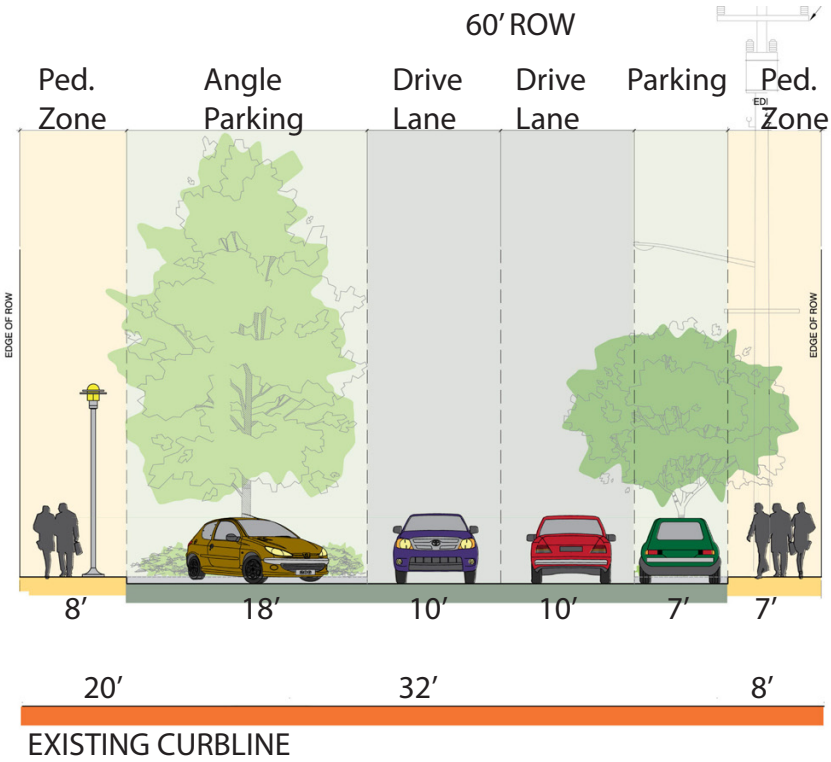
Existing: On-street parallel parking is currently located on both sides of the street.

Recommended: Retain parallel parking.

Other Amenities/Features:

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

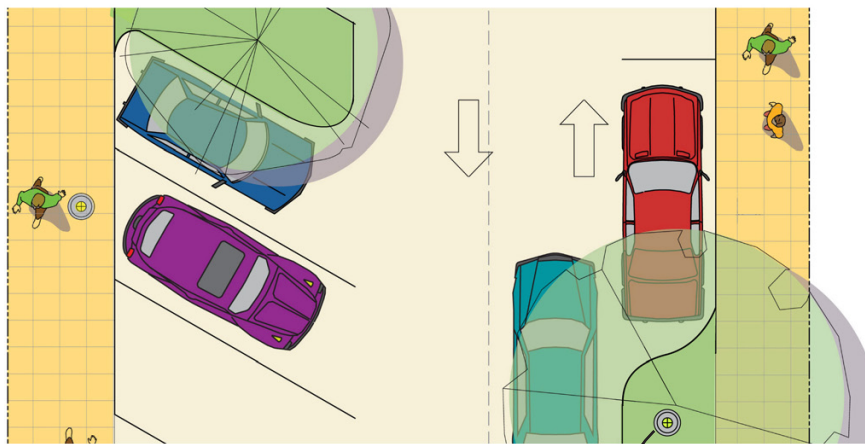
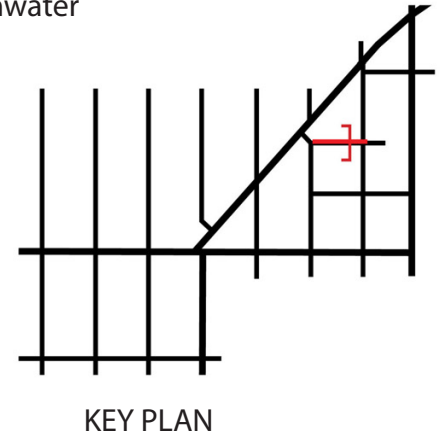
SW OREGON ST. – PROPOSED SECTION AND PLAN



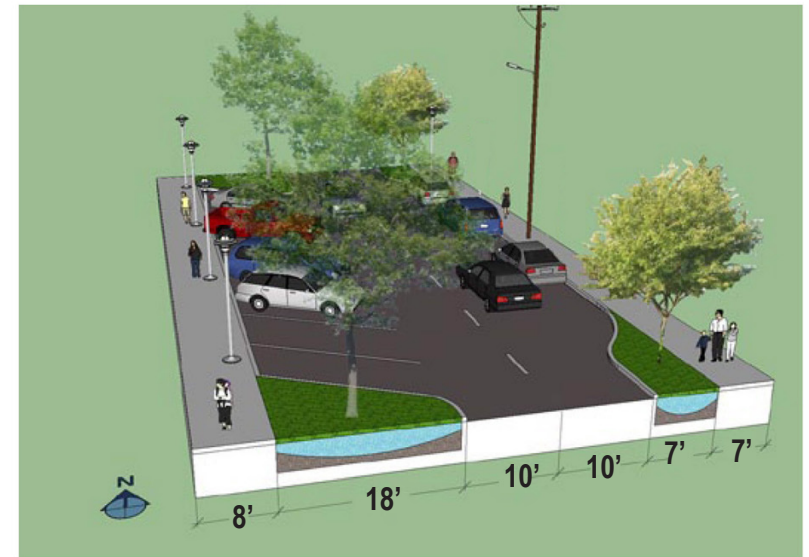
*See page 48 for notes on potential Green Stormwater Infrastructure (GSI).



CHARACTER IMAGE



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



PROPOSED AT YMCA

SW Oregon Street

Street Type:

Existing: Unclassified non-arterial street.

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

Streetscape Design / Character Intent:

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

Overall Right of Way width: 60 feet

Sidewalk/Pedestrian Zone:

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

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

Vehicle Lanes:

Approximate Daily Traffic Volume: Low

Existing: One travel lane in each direction.

Recommended: No change

Bicycle Facilities:

Existing: None

Recommended: None

Parking:

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

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

Other Amenities/Features:

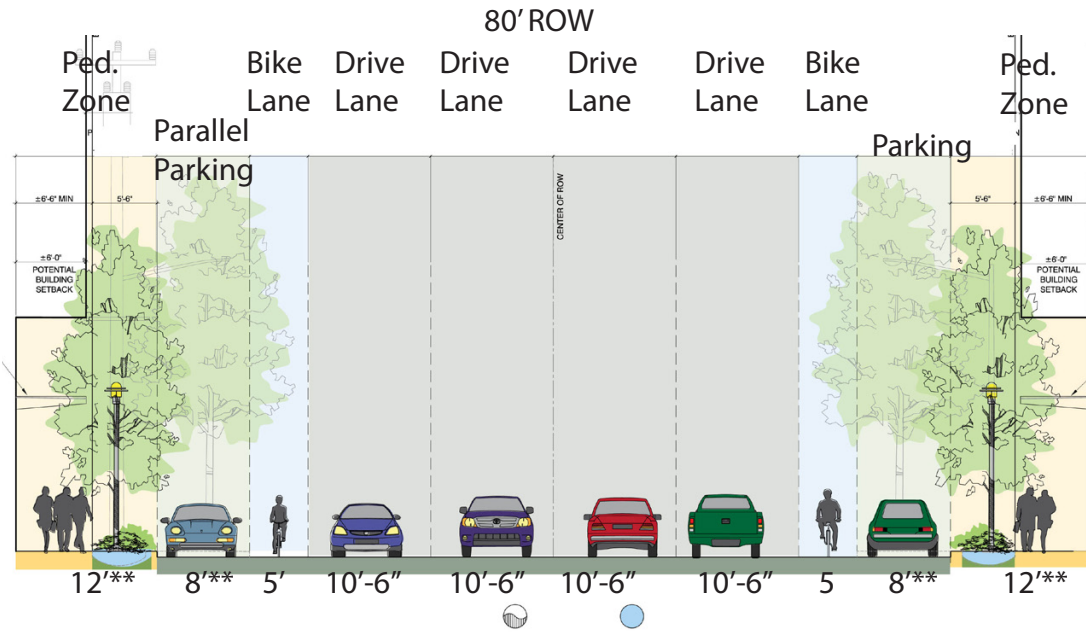
- Pedestrian stairway on block between 35th Avenue SW and 36th Avenue SW.
- Reconfigured intersection where SW Oregon Street intersects with SW Fauntleroy Way to enable small open space opportunity.

Utility Poles:

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

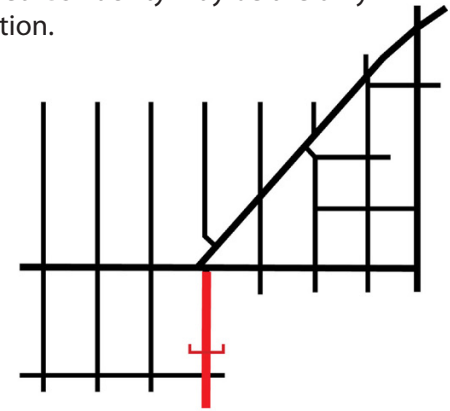
*See page 48 for notes on potential Green Stormwater Infrastructure (GSI).

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

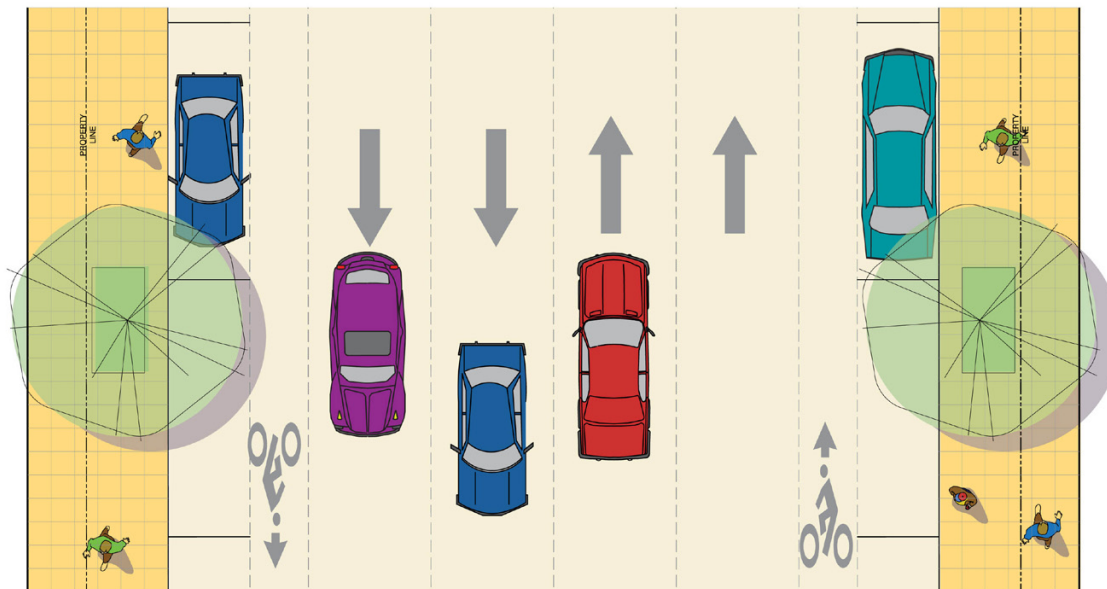
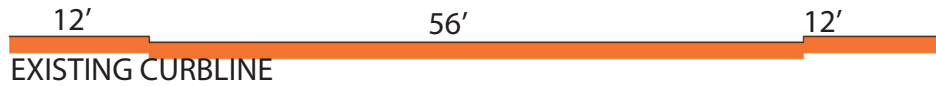


*See page 48 for notes on potential Green Stormwater Infrastructure (GSI). Due to a narrow planting strip, permeable pavers or concrete, or an engineered GSI facility may be the only possibilities for GSI in this location.

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



KEY PLAN



CHARACTER IMAGE

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

Street Type:

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

Recommended: No change

Streetscape Design / Character Intent:

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

Overall Right of Way width: 80 feet

Sidewalk/Pedestrian Zone:

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

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

Recommended Sidewalk / Pedestrian Zone:

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

Vehicle Lanes:

Approximate Daily Traffic Volume: High

Existing: Two travel lanes in each direction.

Recommended: No change.

Bicycle Facilities:

Existing: Sharrows

Recommended:

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

Parking:

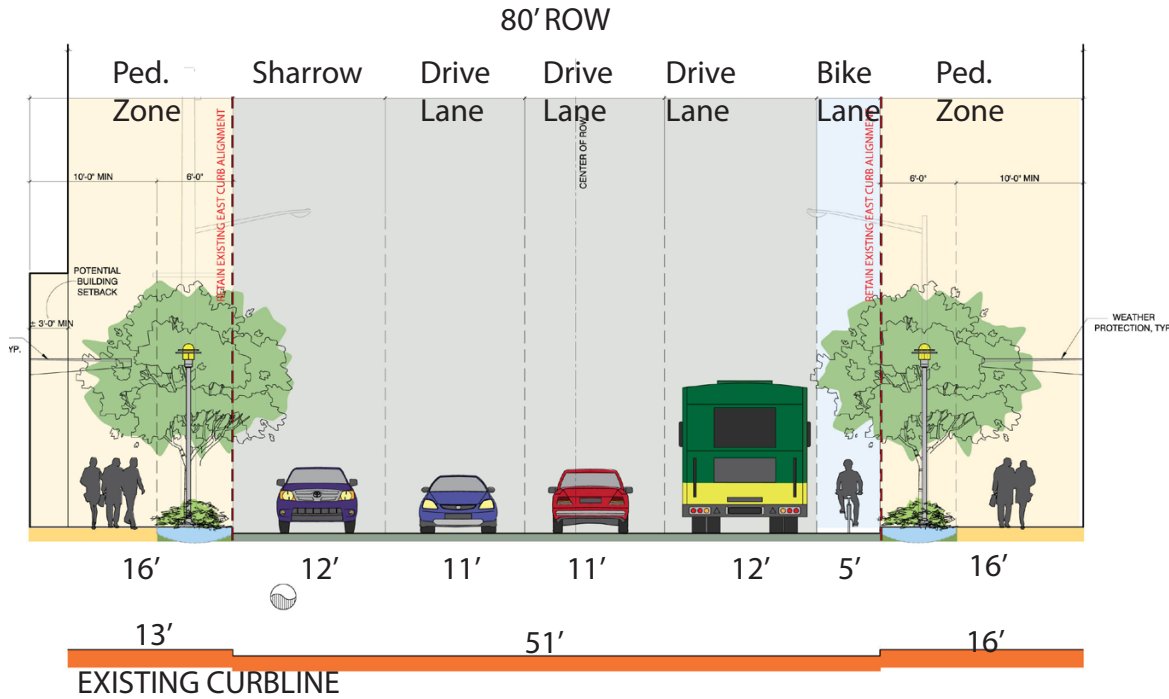
Existing: Parallel and/or bus zones

Recommended: Parallel parking both sides.

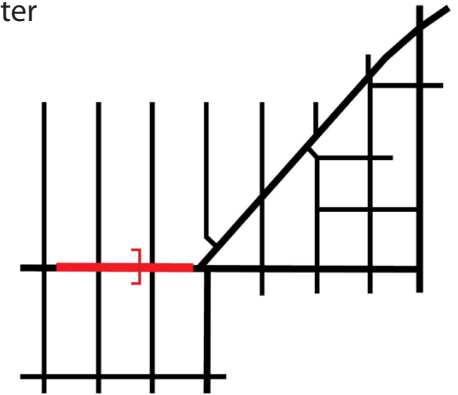
Other Amenities/Features:

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

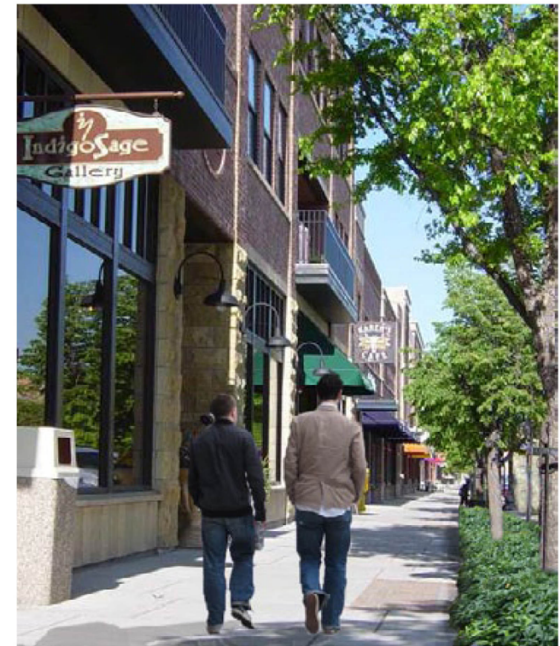
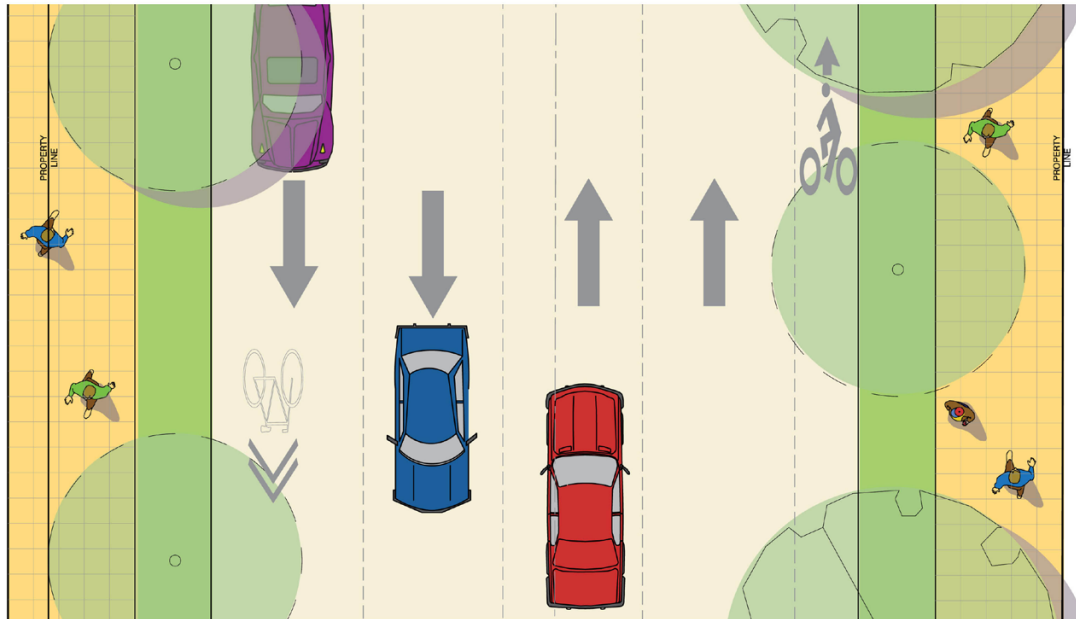
SW ALASKA STREET – PROPOSED SECTION AND PLAN



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



KEY PLAN



CHARACTER IMAGE

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

Street Type:

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

Recommended: No change

Streetscape Design / Character Intent:

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

Overall Right of Way width: 80 feet

Sidewalk/Pedestrian Zone:

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

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

Vehicle Lanes:

Approximate Daily Traffic Volume: Moderate

Existing: Two travel lanes in each direction.

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

Bicycle Facilities:

Existing: None

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

Parking:

Existing: On street parallel parking on both sides.

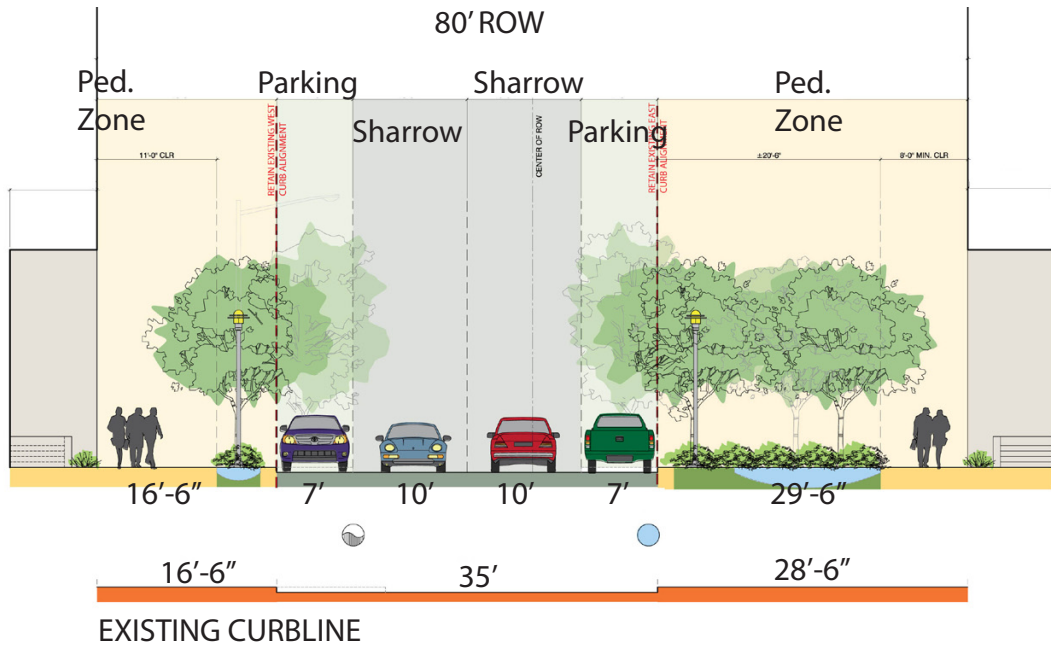
Recommended: Remove on-street parking.

Other Amenities/Features:

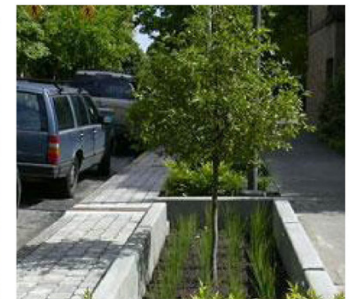
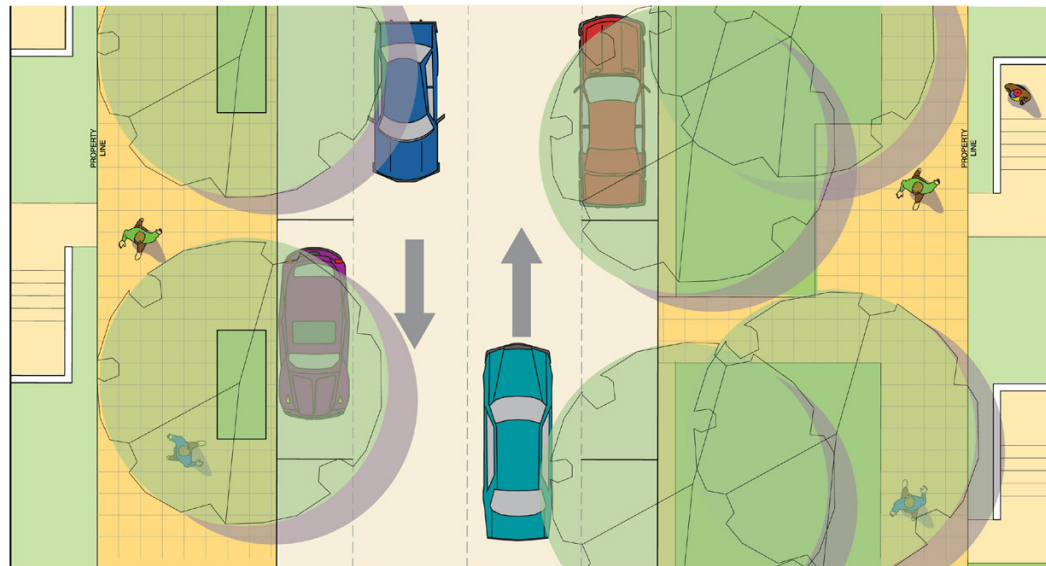
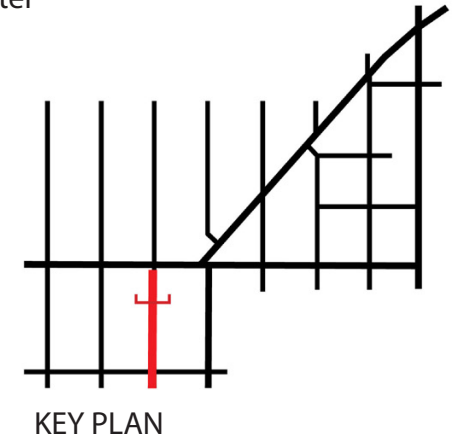
- Curb bulbs at intersections to complement RapidRide.
- Pedestrian lighting.
- Weather protection.

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

40TH AVE SW – PROPOSED SECTION AND PLAN



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



CHARACTER IMAGES

40th Avenue SW

Street Type:

Existing: Unclassified non-arterial street.

Recommended: Neighborhood green street.

Streetscape Design / Character Intent:

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

Overall Right of Way width: 80 feet

Sidewalk/Pedestrian Zone:

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

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

Vehicle Lanes:

Approximate Daily Traffic Volume: Low

Existing: One travel lane in each direction.

Recommended: No change.

Bicycle Facilities:

Existing: None

Recommended: None. Slow speed shared roadway.

Parking:

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

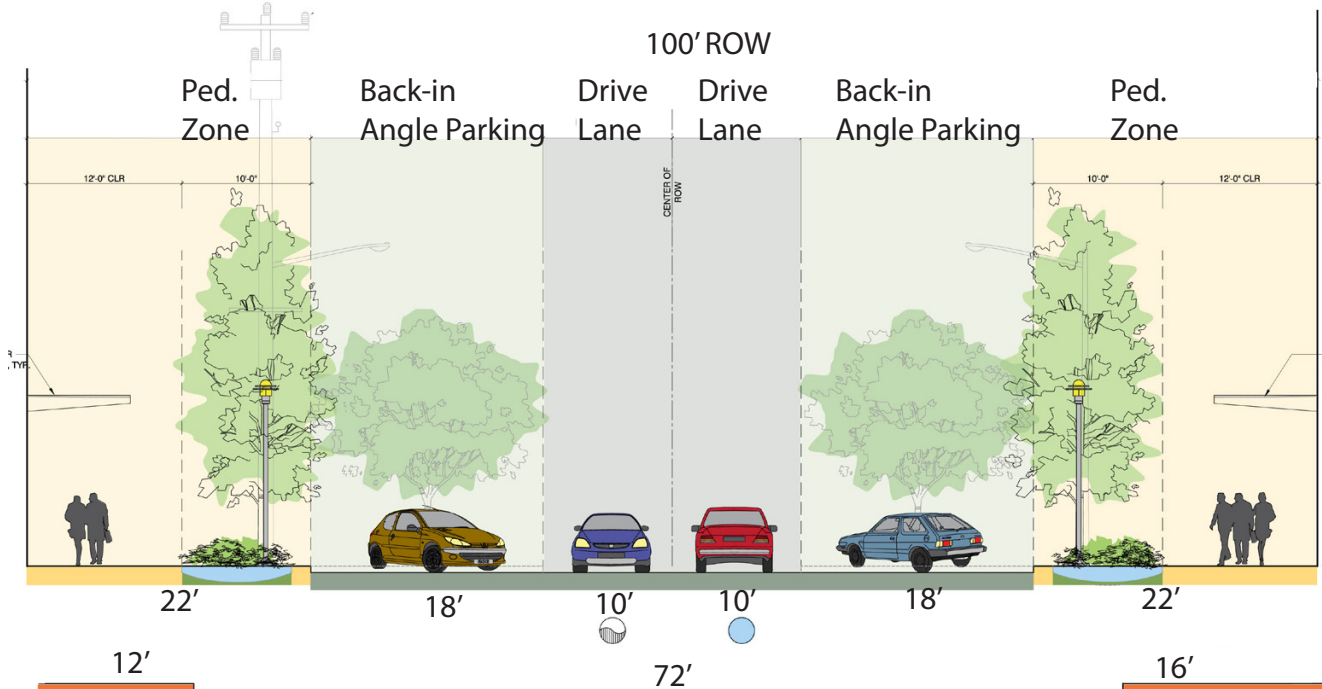
Recommended: No change.

Other Amenities/Features:

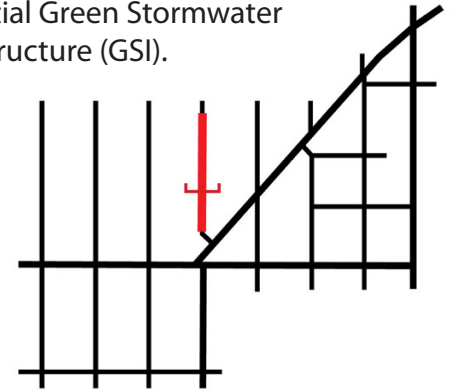
- Curb bulbs at intersections to improve pedestrian safety when crossing streets.
- Potential raised midblock crossing within long blocks.
- Possible building setbacks on corners to enable small open space opportunities.

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

39TH AVE SW – PROPOSED SECTION AND PLAN

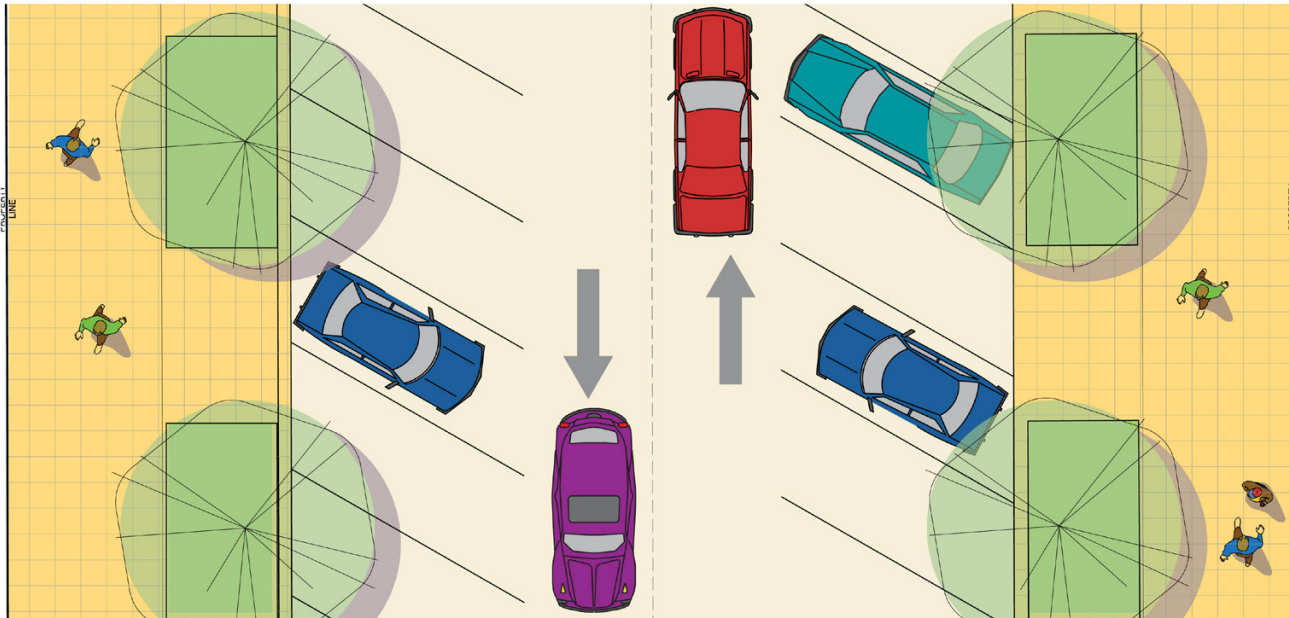


*See page 48 for notes on potential Green Stormwater Infrastructure (GSI).



KEY PLAN

EXISTING CURBLINE



CHARACTER IMAGE

39th Avenue SW

Street Type:

Existing: Unclassified non-arterial street.

Recommended: Neighborhood green street.

Streetscape Design / Character Intent:

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

Overall Right of Way width: 100 feet

Sidewalk/Pedestrian Zone:

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

Vehicle Lanes:

Approximate Daily Traffic Volume: Low

Existing: One travel lane in each direction.

Recommended: No change.

Bicycle Facilities:

Existing: None

Recommended: Shared roadway.

Parking:

Existing: 90-degree angle parking on both sides.

Recommended:

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

Other Amenities/Features:

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

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



Green Stormwater Infrastructure (GSI) rain garden.



Examples of contemporary pedestrian lighting.

Green Stormwater Infrastructure (GSI)

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

Potential locations for GSI in West Seattle are likely to be more appropriate for rain garden facilities that slow the flow of surface runoff and filter it, but ultimately reconnect to the engineered stormwater system. In general, filtration of stormwater runoff from the sidewalk will be more feasible than handling roadway runoff in West Seattle. GSI in the right-of-way can count towards a development project's green factor requirement.

Lighting

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

Pedestrian Lighting

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

Other Lighting

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

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

Vegetation and Trees

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

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

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

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



Street tree with canopy.



Accent tree.



Shallow-rooting tree.