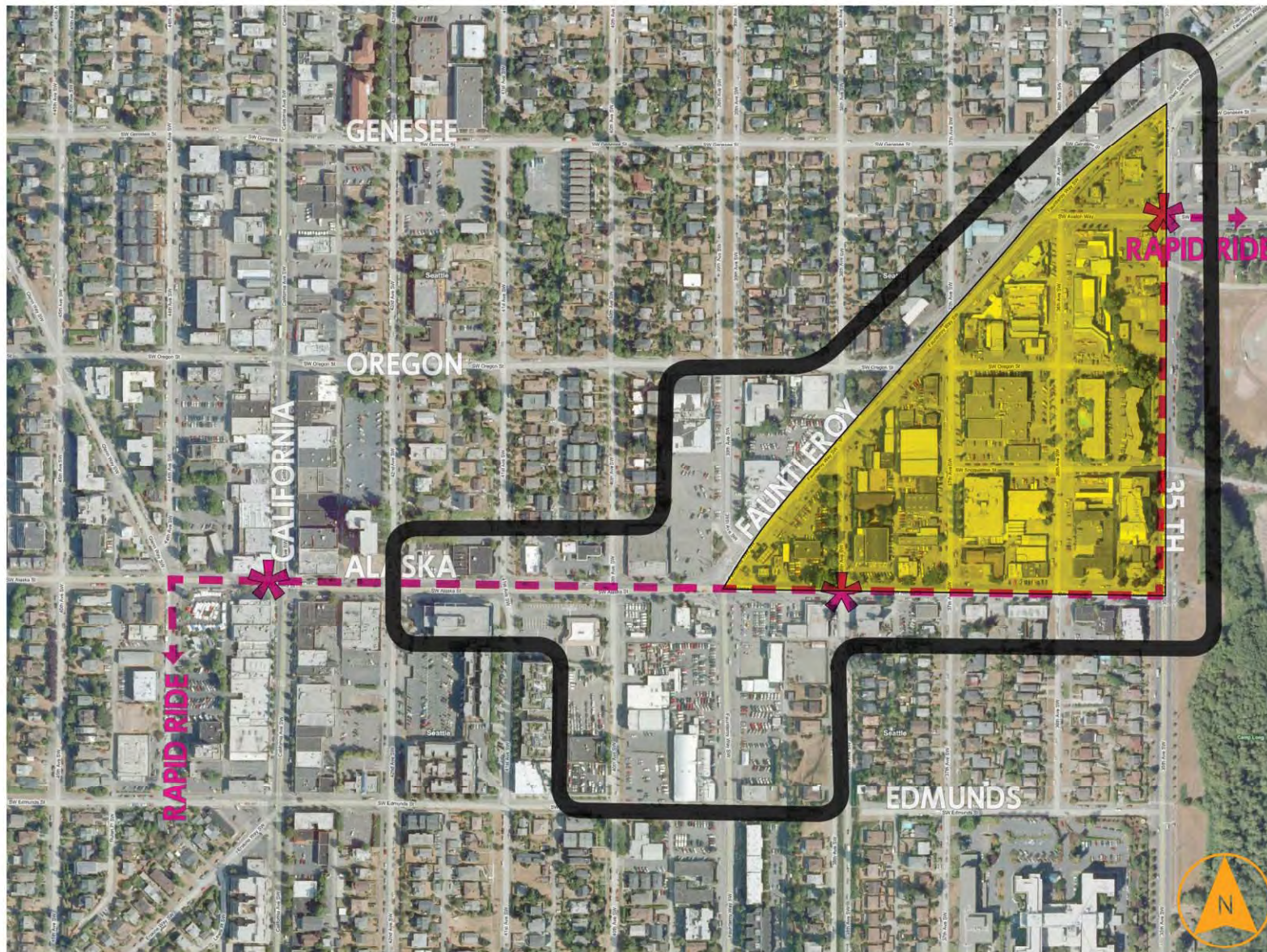






West Seattle Triangle Vicinity



WEST SEATTLE TRIANGLE AREA

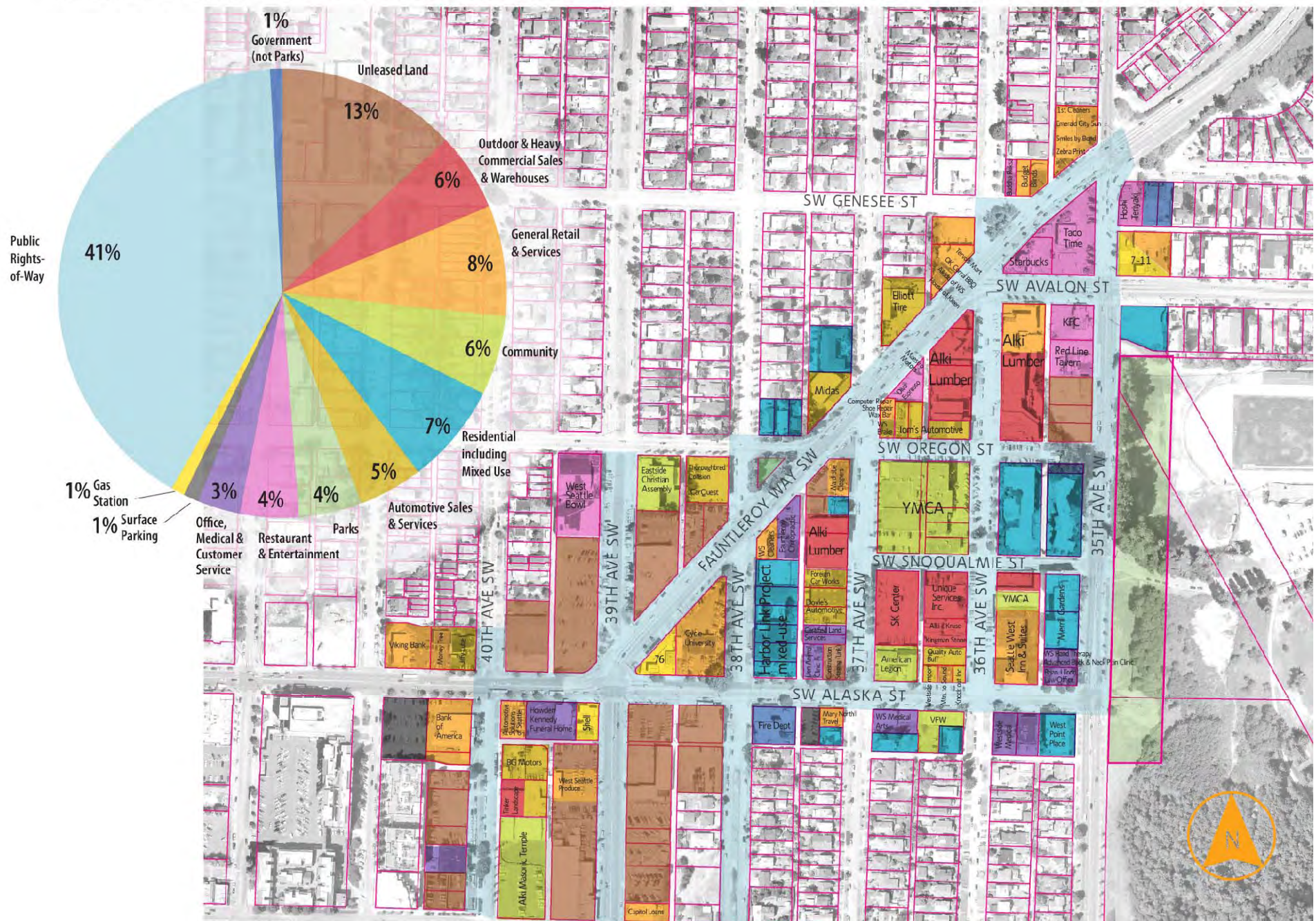


-  The Triangle
-  Study Area
-  Rapid Ride
-  Rapid Ride Stops

Project Goals

- Create an identifiable gateway to West Seattle by improving the appearance and function of rights-of-way, including major arterials such as Fauntleroy Way SW.
- Strong physical/pedestrian connection between the Junction retail core and the Triangle.
- Accommodate multiple modes of travel: pedestrians, auto, transit, and bicycles.
- Improve public spaces and access to public parks in the Triangle.
- Strengthen the West Seattle Junction Hub Urban Village with development character that emphasizes public spaces and rights-of-way.
- Feasible residential & commercial development that aligns with neighborhood design and development objectives.
- Continued success of the Triangle's unique community business district.
- Future uses that complement nearby business areas, expand goods and services to the broader community, and serve a growing, diverse population.
- Integrate natural drainage systems to improve water quality within the Longfellow Creek/Puget Sound watershed.

WEST SEATTLE TRIANGLE AREA — CURRENT USES (As of May 14, 2010)



Project Schedule

- April to June – West Seattle Triangle Advisory Group
(4 meetings on street design, parking, land use, open space)
- October 7 – Design Commission briefing
- October 27 – West Seattle Triangle Advisory Group
(Streetscape Concept & RapidRide update)
- November 10 – West Seattle Triangle Advisory Group
(Land Use/Zoning)
- Early December – Open House for Larger West Seattle Community
- February, 2011 – Finalize project report





EXISTING CURB CUT ANALYSIS PLAN



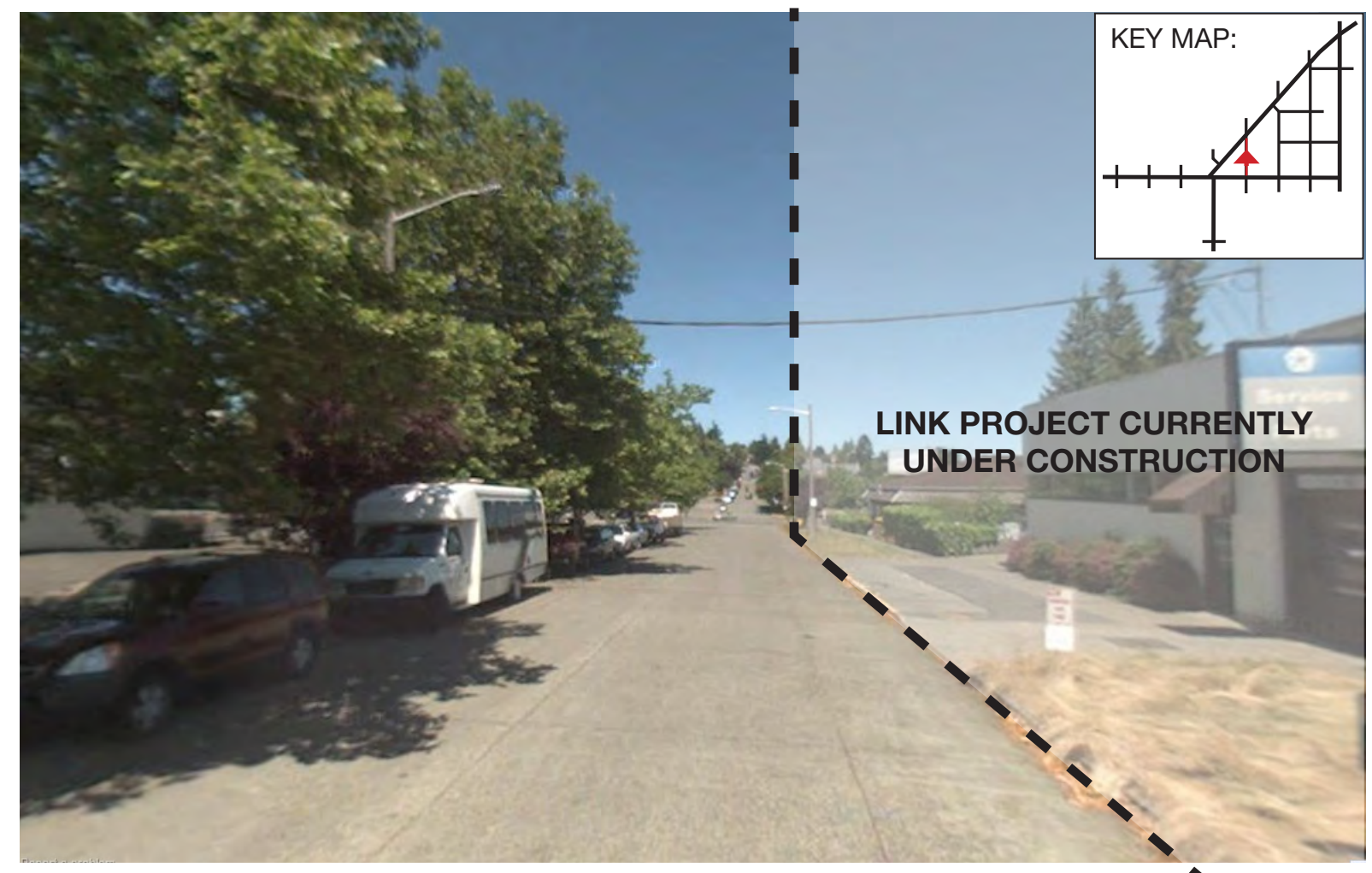
37TH AVE SW BETWEEN SW ALASKA STREET AND SW SNOQUALMIE STREET LOOKING NORTH



37TH AVE SW AT YMCA LOOKING NORTH



36TH AVE SW AT YMCA LOOKING NORTH



38TH AVE SW BETWEEN SW SNOQUALMIE STREET AND SW ALSAKA STREET LOOKING NORTH

LINK PROJECT CURRENTLY
UNDER CONSTRUCTION

EXISTING CONDITION PHOTOGRAPHS



SNOQUALMIE STREET SW AT YMCA LOOKING EAST



OREGON STREET SW AT YMCA LOOKING EAST



36TH AVE SW BETWEEN SW OREGON STREET AND SW AVALON STREET LOOKING NORTH



38TH AVE SW BETWEEN FAUNTLEROY WAY SW AND SW ALSAKA STREET LOOKING NORTH

EXISTING CONDITION PHOTOGRAPHS



SW ALAKSA STREET BEWTEEN 38TH AVE SW AND SW FAUNTLEROY WAY LOOKING WEST



SW FAUNTLEROY WAY BETWEEN SW ALASKA STREET AND 38TH AVE SW LOOKING NORTH EAST



SW ALASKA STREET BETWEEN SW FAUNTELORY WAY AND 40TH AVE SW LOOKING WEST



SW FAUNTLEROY WAY BETWEEN SW ALASKA STREET AND SW EDMONDS STREET LOOKING NORTH

EXISTING CONDITION PHOTOGRAPHS

TRIANGLE OPPORTUNITIES

- Create mixed-use framework that retains the triangle character and respects established ownership
- Provide standardized parking to meet existing parking demand and future development
- Increase pedestrian and vehicular safety at intersections
- Improve sidewalk experience
- Increase tree canopy coverage
- Increase stormwater opportunity areas
- Encourage a pedestrian friendly environment through land use planning
- Increase safety and usability for cyclists
- Provide 'Gateway' to West Seattle from West Seattle Bridge
- Explore set back opportunities (in conjunction with land use planning) to increase pedestrian spaces
- Provide clarity to street/sidewalk system
- Work within existing utility infrastructure
- Establish lighting standards

- Primary vehicular way
- Improve landscape quality
- Provide median separation
- Explore stormwater drainage options to median
- Improve intersections
- Improve pedestrian safety and crossings
- Integrate new trees and lighting with existing utility infrastructure
- Improve pedestrian and bike facilities while maintaining efficient traffic operations
- Accomodate peak traffic flows

- Enhance Pedestrian Connection
- Improve parking clarity

BRT ROUTE TURNS EAST ON SW AVALON ST

- Organize and improve parking
- Improve landscape quality
- Respond to existing land use
- Topography opportunity

Integrate with proposed project

- Provide pedestrian connection from 35th Ave SW to 36th Ave SW
- Restructure parking
- Integrate stormwater management
- Improve landscape quality
- Topography opportunity

BRT ROUTE

- Integrate with existing use
- Provide a plan that can be phased in
- Enhance pedestrian experience
- Provide for an integration of trees and lighting
- Pedestrian and bike link from SW Avalon St. to SW Alaska St. with uniform treatment (bike especially at 36th)

- Enhance Pedestrian Connection
- Improve parking clarity

- Explore potential pedestrian connection/ recreational path
- Improve pedestrian access to plaza

- Coordinate improvements with Rapid Ride developments
- Enhance sidewalk buffer from street
- Integrate trees and lights with existing infrastructure

- Encourage alternative/shared use of alleys

- Redesign intersections to provide pedestrian plaza space where possible
- Increase pedestrian and vehicular safety

- Accomodate peak traffic flows
- Increase quality of pedestrian experience / buffer from road
- Provide bike lanes
- Restructure parking

- Pedestrian Priority Street
- Enhance paving at street and sidewalks
- Improve adjacent curb cuts
- Encourage market/festival use
- Improve lighting

- Extend alley-like pedestrian connection between 37th Ave SW and 38th Ave SW

- Maintain planted improvements at new development
- Primary fire response route



TRIANGLE OPPORTUNITIES



Art Opportunities



Street activation / Market / Street Vendors



Seating



Enhanced Landscape



Paving Pattern and Textures (at Pedestrian Priority Streets)



Bike Parking

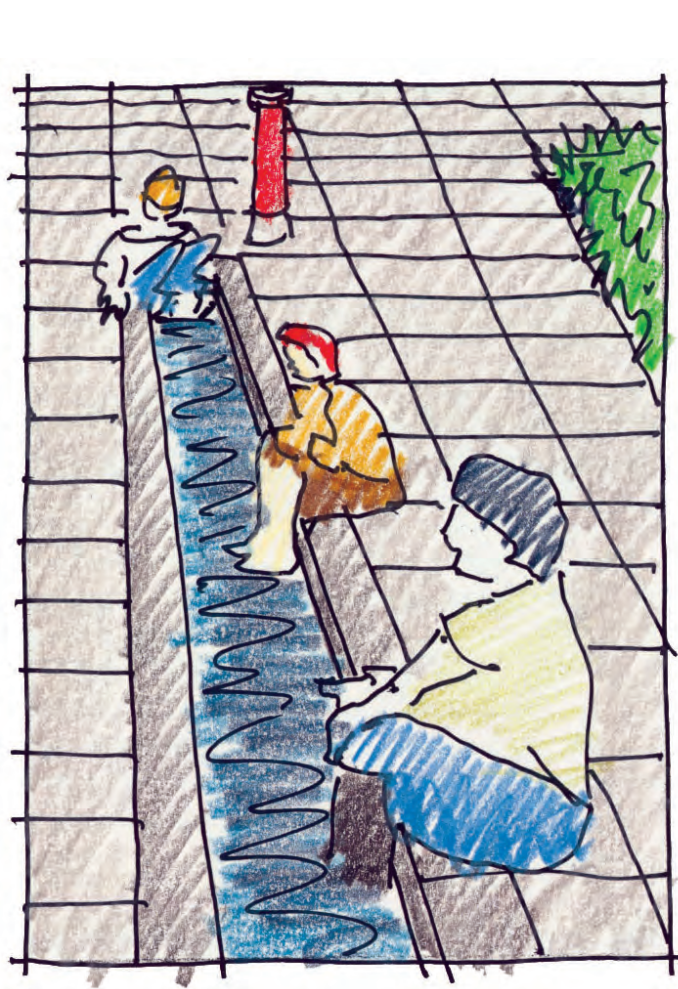


Waste and Recycling Receptacles

SITE AMMENITIES POTENTIAL



Rainwater Gardens and Stormwater Infrastructure



Enhanced Tree Root Zones and Stormwater Management



Efficient Lighting



Drought Tolerant Landscape



Pervious Paving



Transit Integration

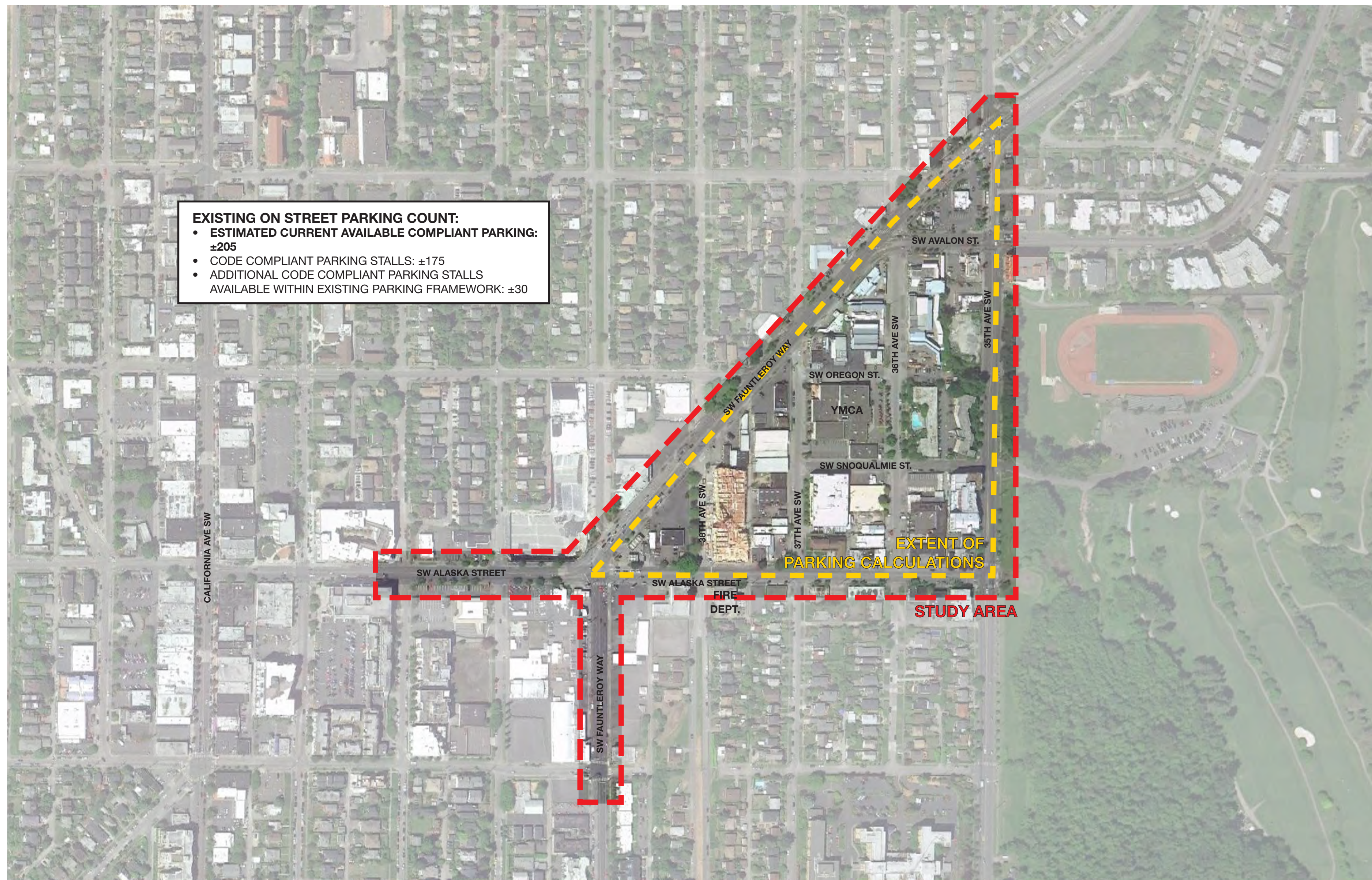


Bicycle Lanes and Shared Streets



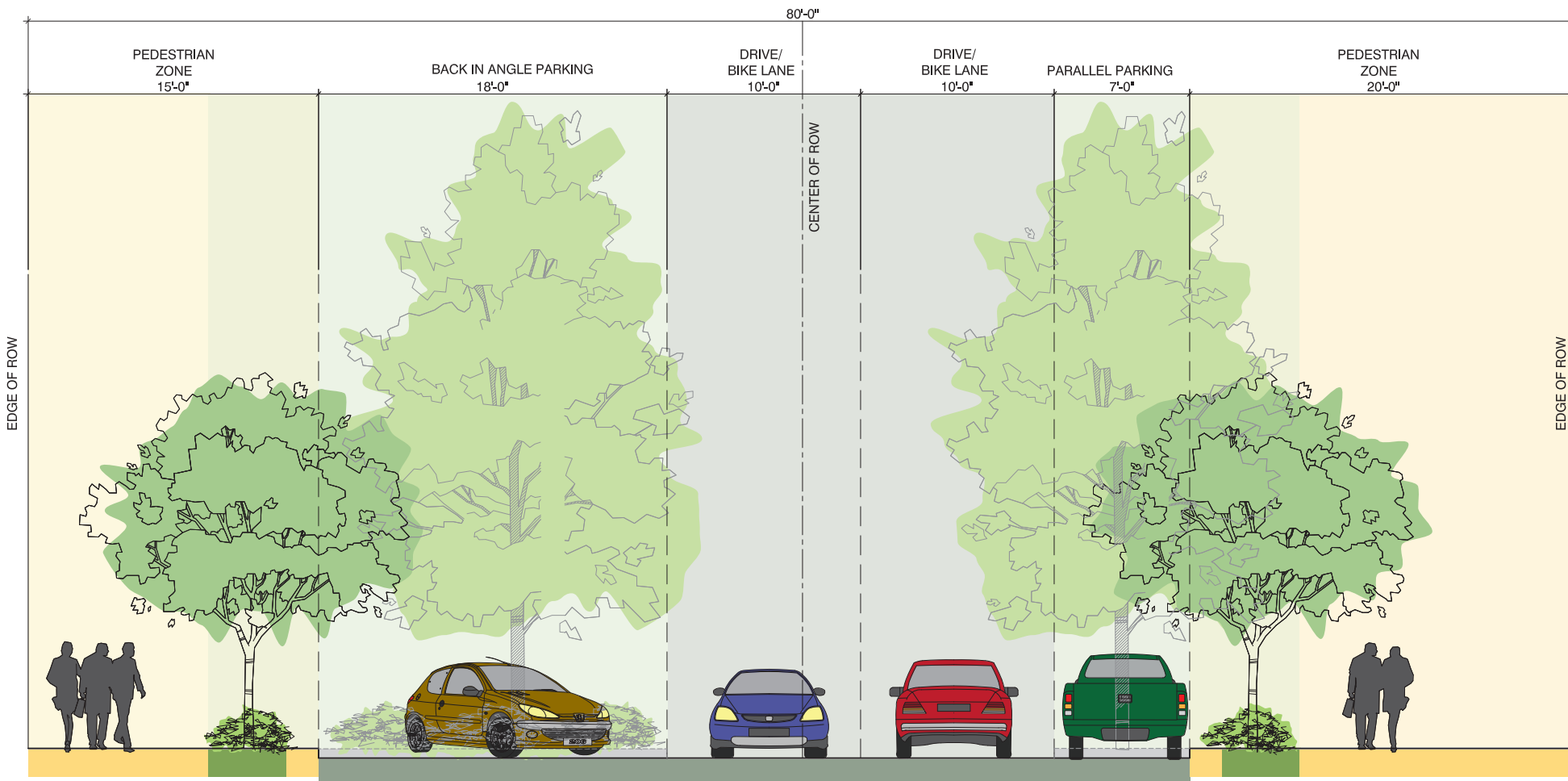
Recycled Materials

SUSTAINABILITY POTENTIAL



APPROXIMATE CURRENT NON-CODE COMPLIANT PARKING SPACES: ± 90

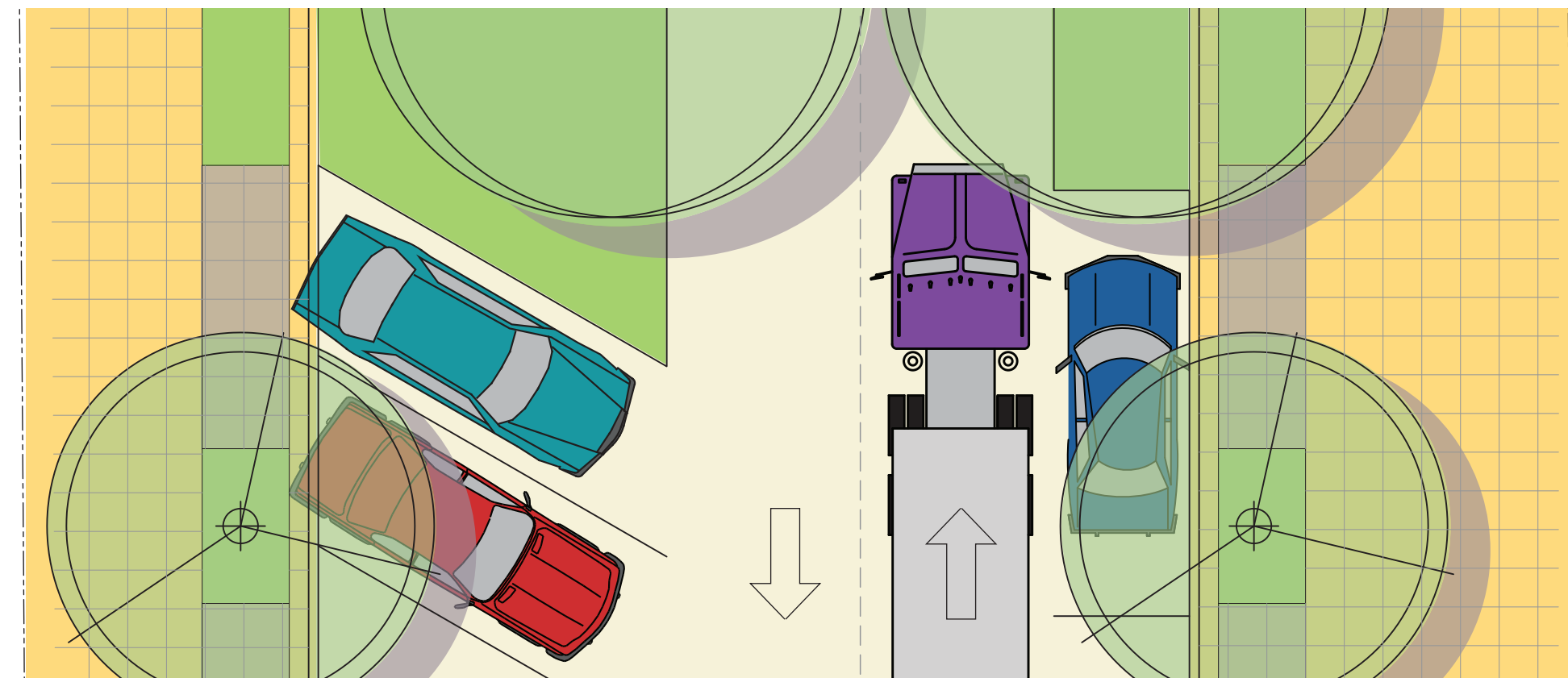
PARKING AND STUDY AREA DIAGRAM



PROPOSED SECTION: 36TH AVE SW LOOKING NORTH (60° BACK IN ANGLE & PARALLEL)



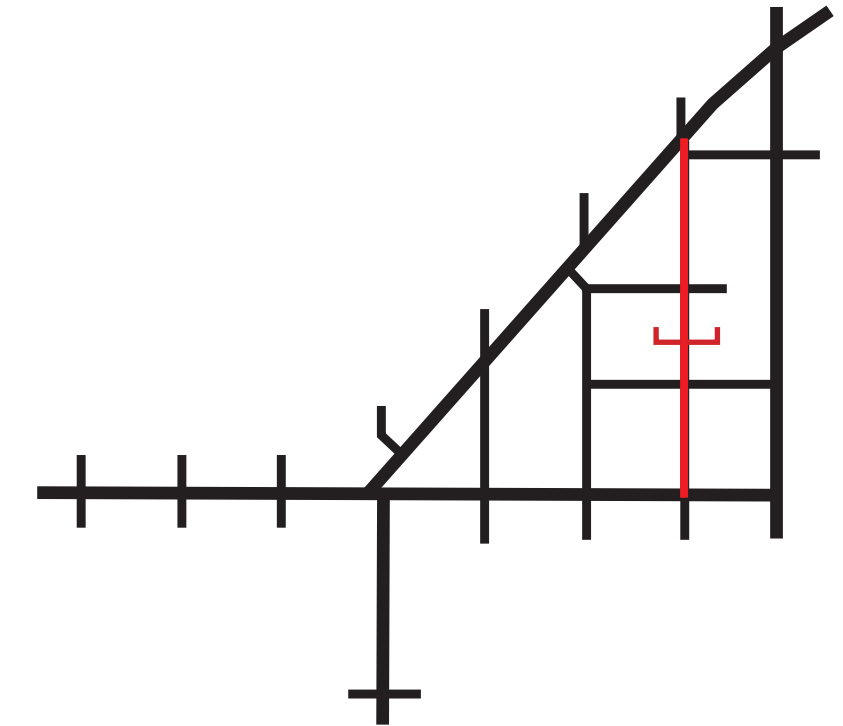
EXISTING CURB PROFILE : 36TH AVE SW LOOKING NORTH



PROPOSED PLAN: 36TH AVE SW AT YMCA



CHARACTER IMAGE

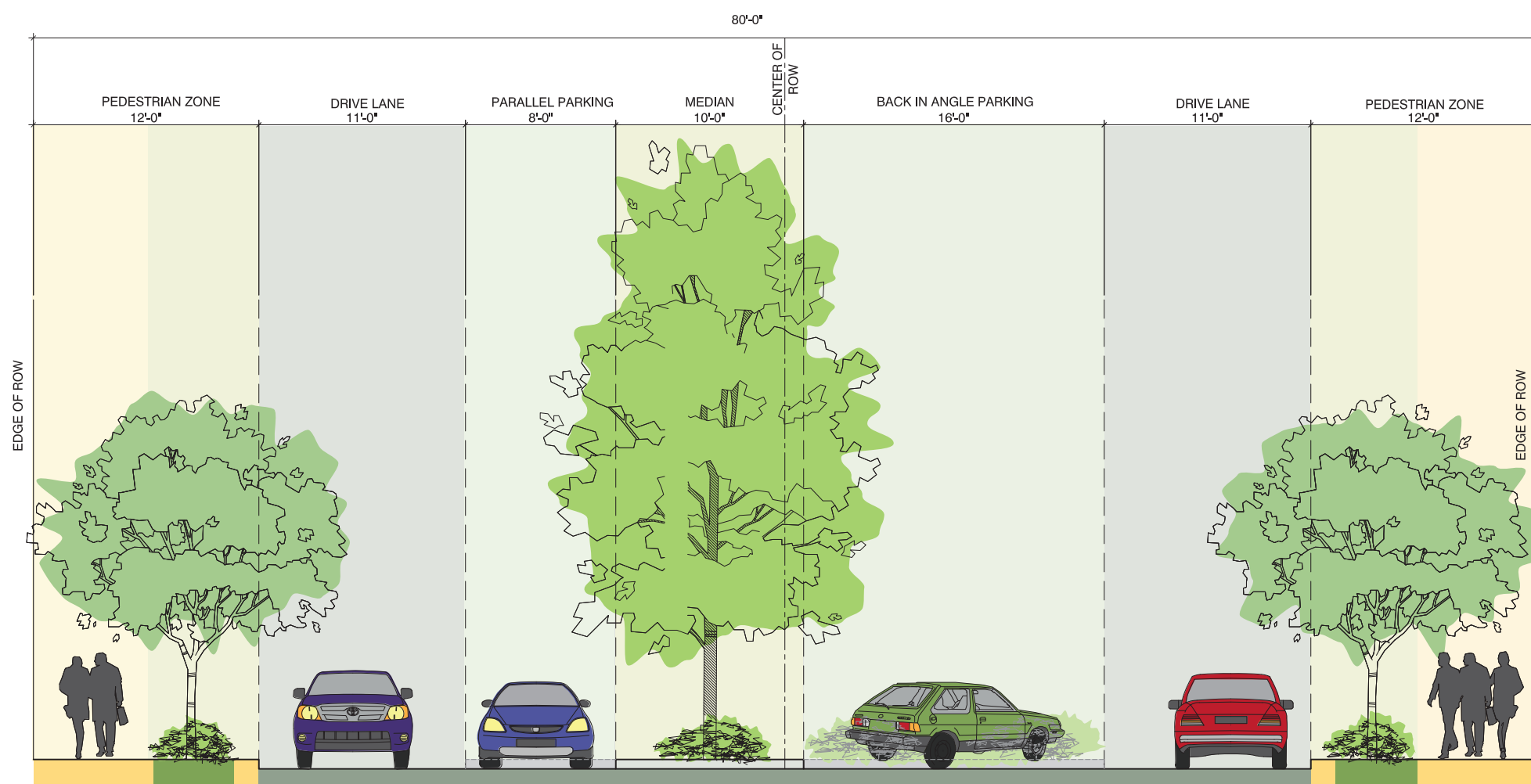


KEY PLAN

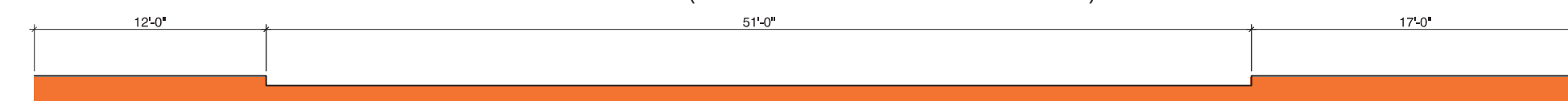


PROPOSED AXON: 36TH AVE SW AT YMCA

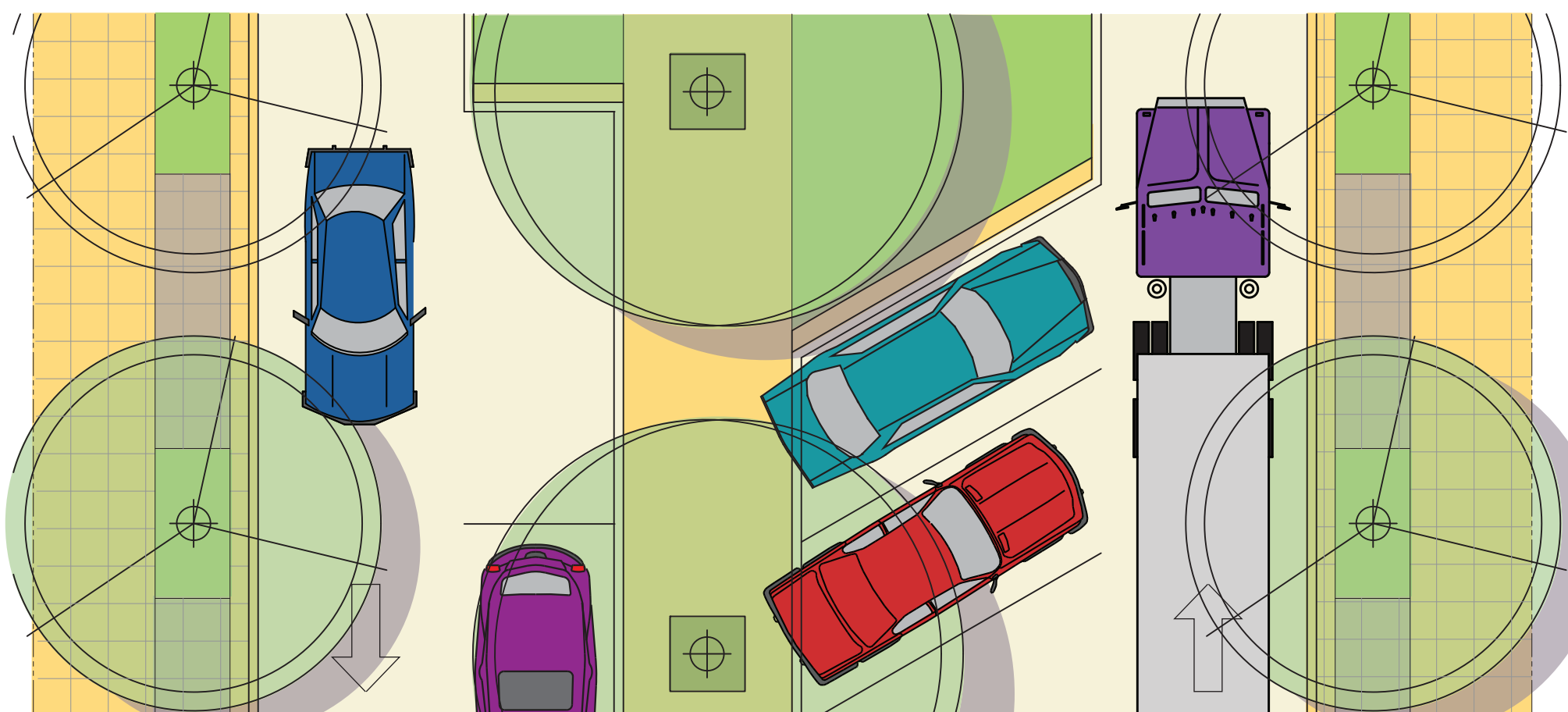
PROPOSED SECTION (OPT 1) FOR 36TH AVE SW



PROPOSED SECTION: 36TH AVE SW LOOKING NORTH (60° BACK IN ANGLE & PARALLEL)



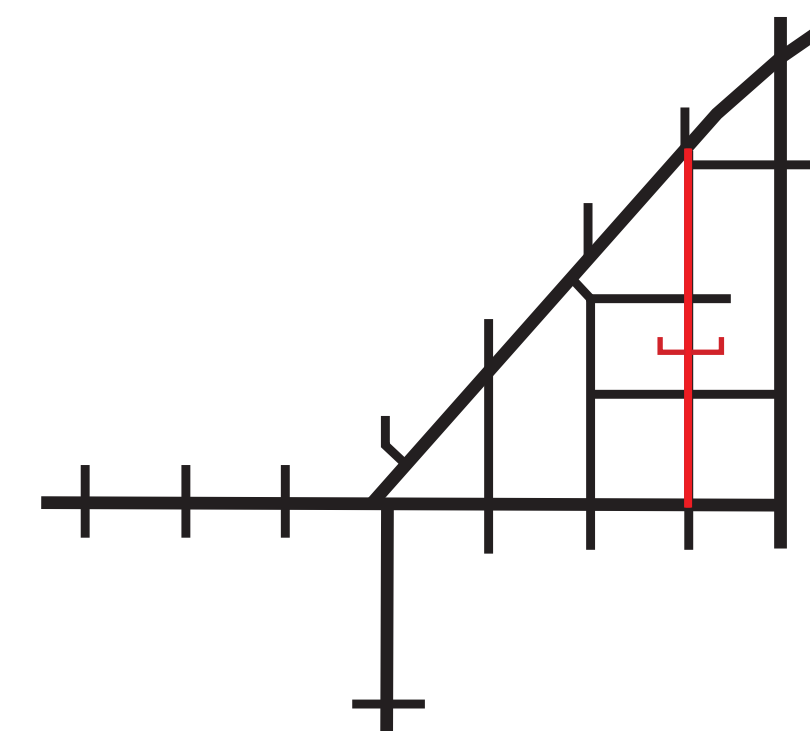
EXISTING CURB PROFILE : 36TH AVE SW LOOKING NORTH



PROPOSED PLAN: 36TH AVE SW AT YMCA



CHARACTER IMAGE

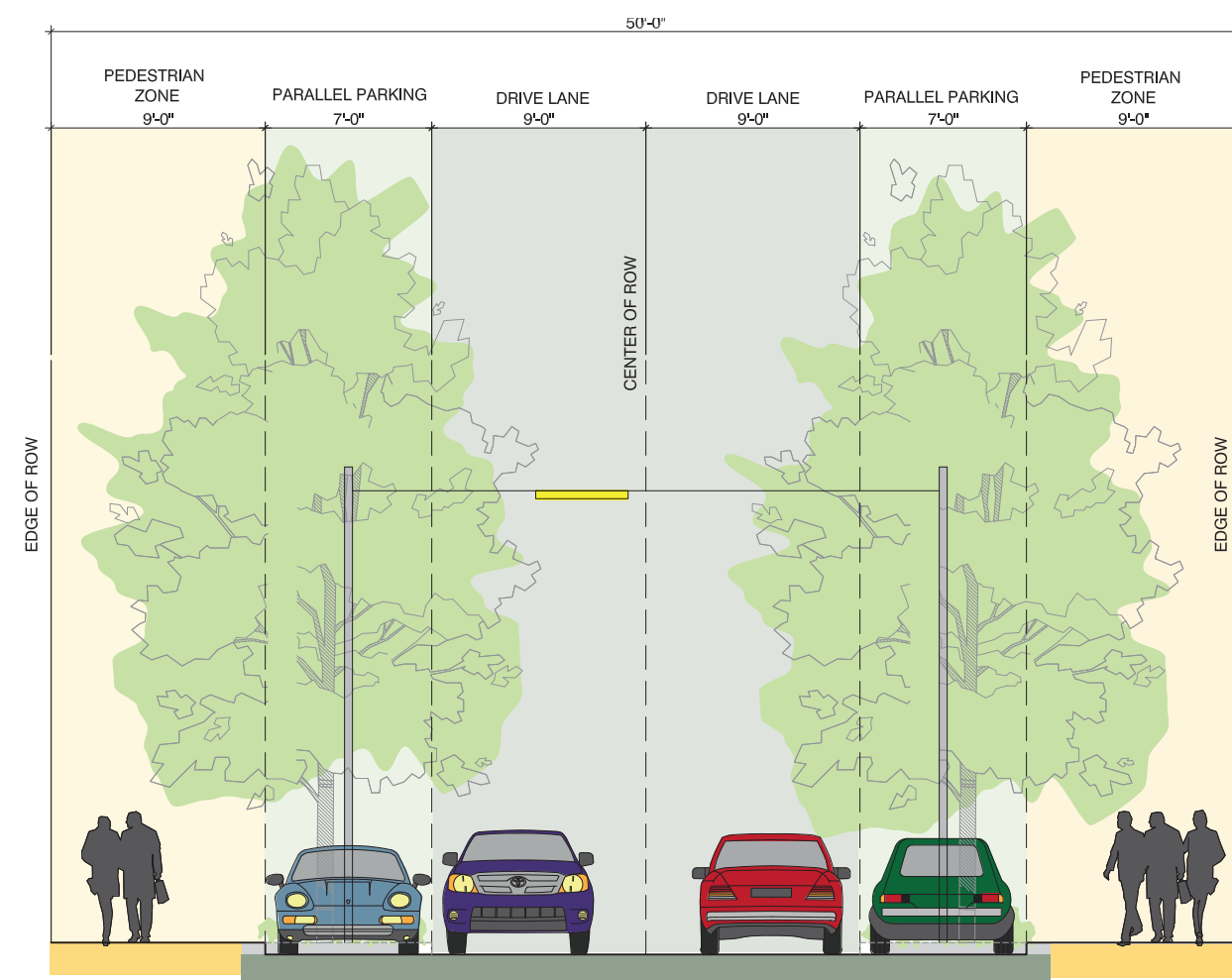


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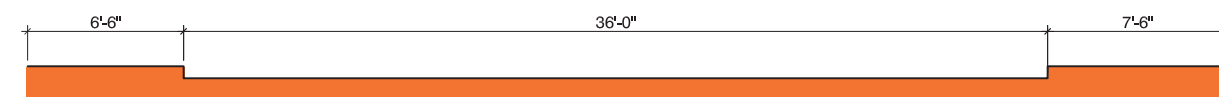


PROPOSED AXON: 36TH AVE SW AT YMCA

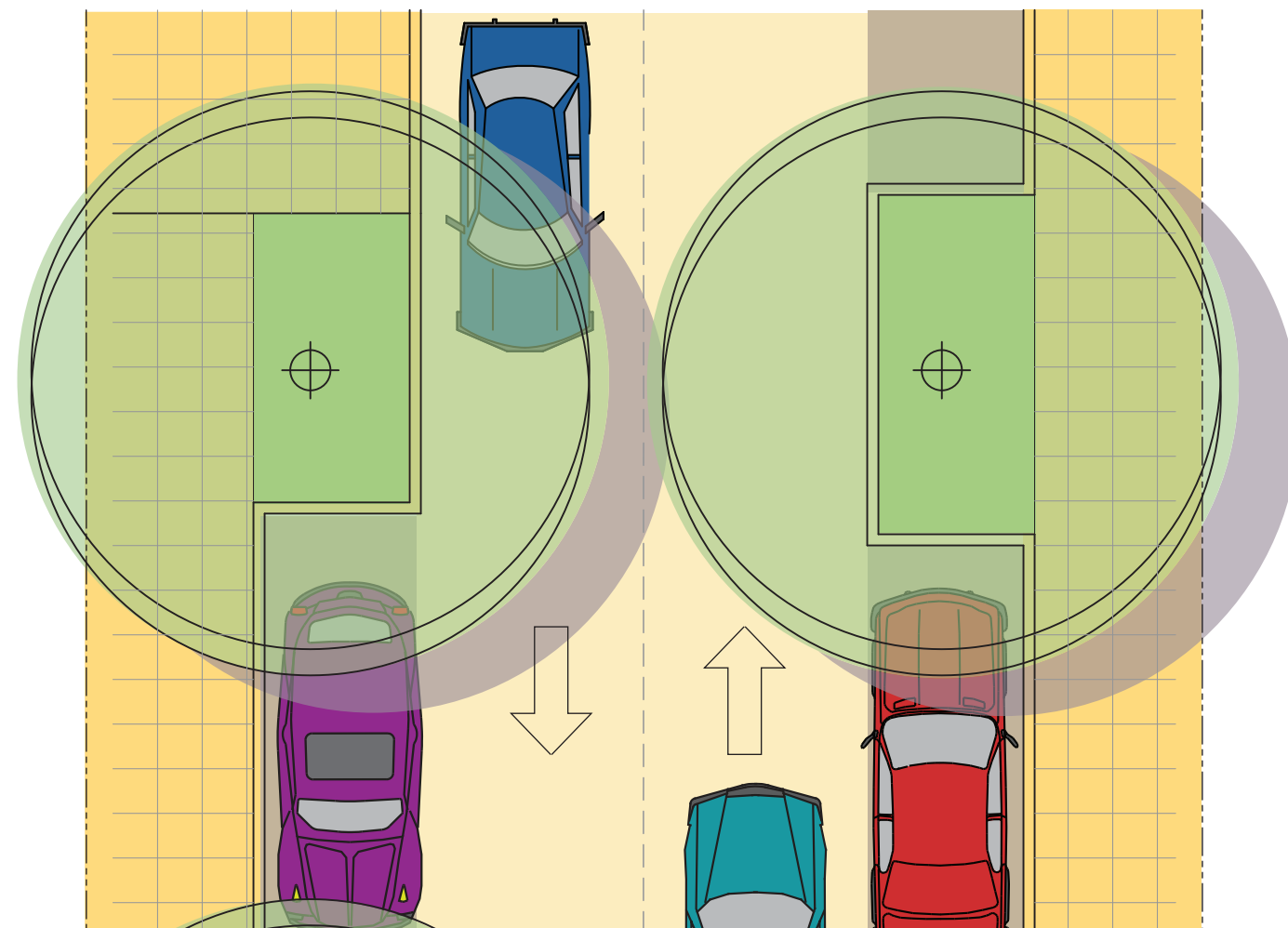
PROPOSED SECTION (OPT 2) FOR 36TH AVE SW



PROPOSED SECTION: SW SNOQUALMIE STREET LOOKING WEST



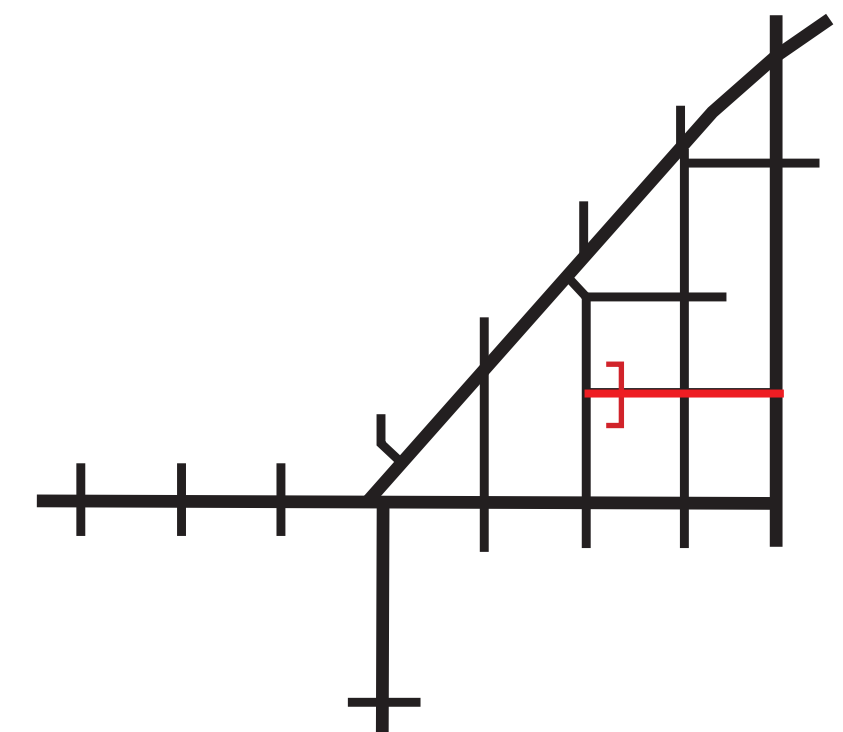
EXISTING CURB PROFILE : SW SNOQUALMIE STREET LOOKING WEST



PROPOSED PLAN: SW SNOQUALMIE STREET AT YMCA



CHARACTER IMAGE

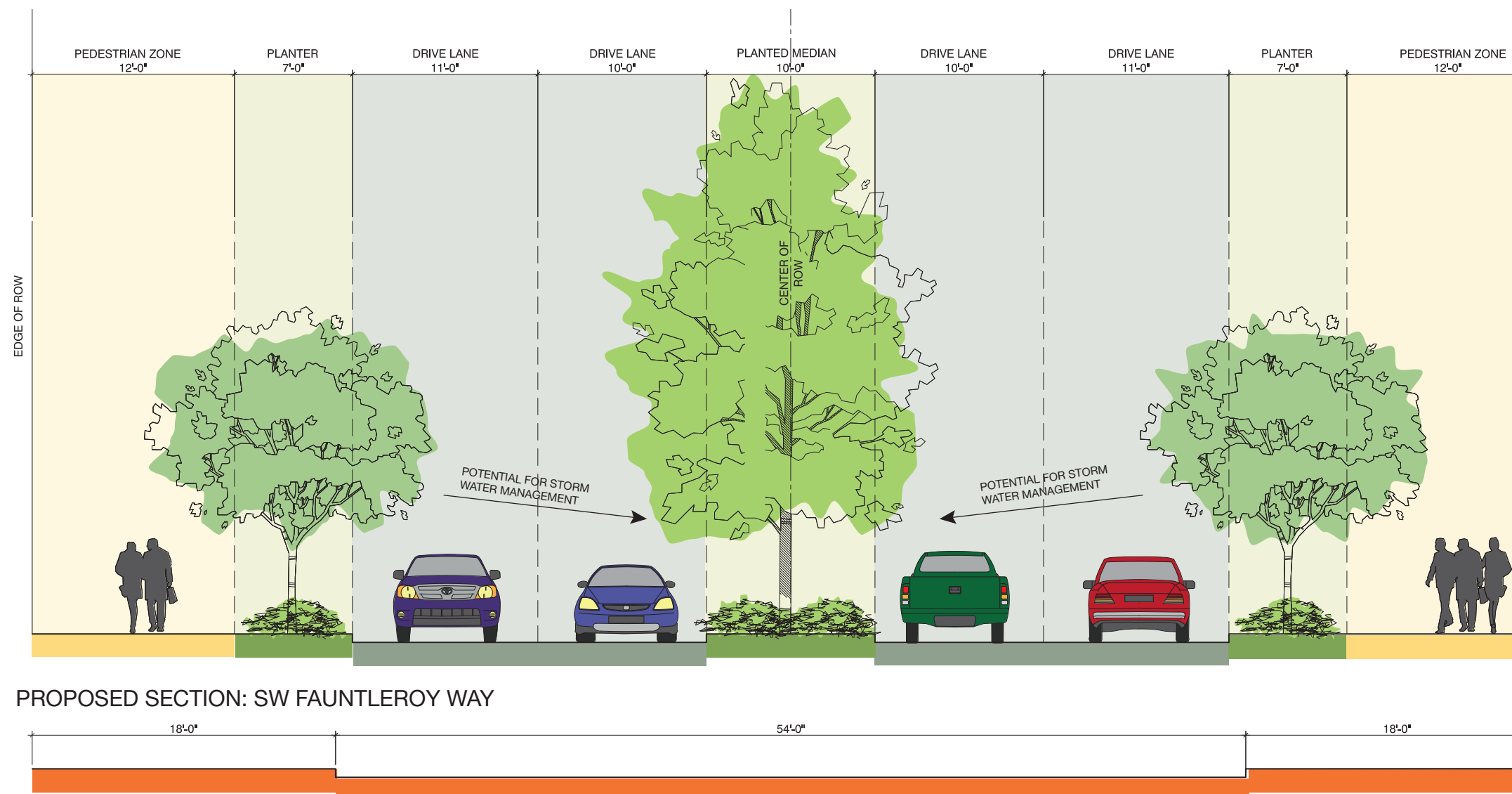


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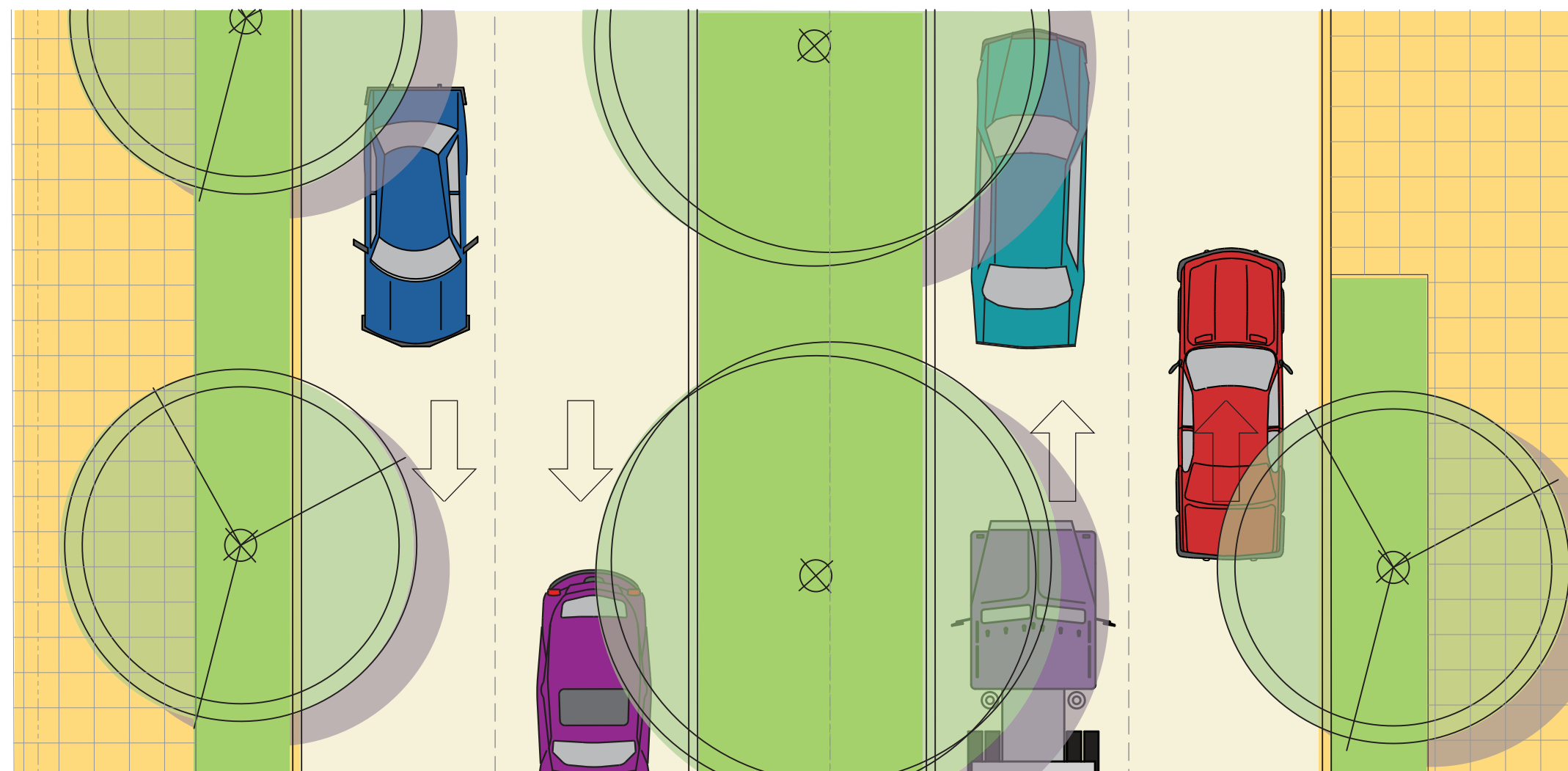


PROPOSED AXON: SW SNOQUALMIE STREET AT YMCA

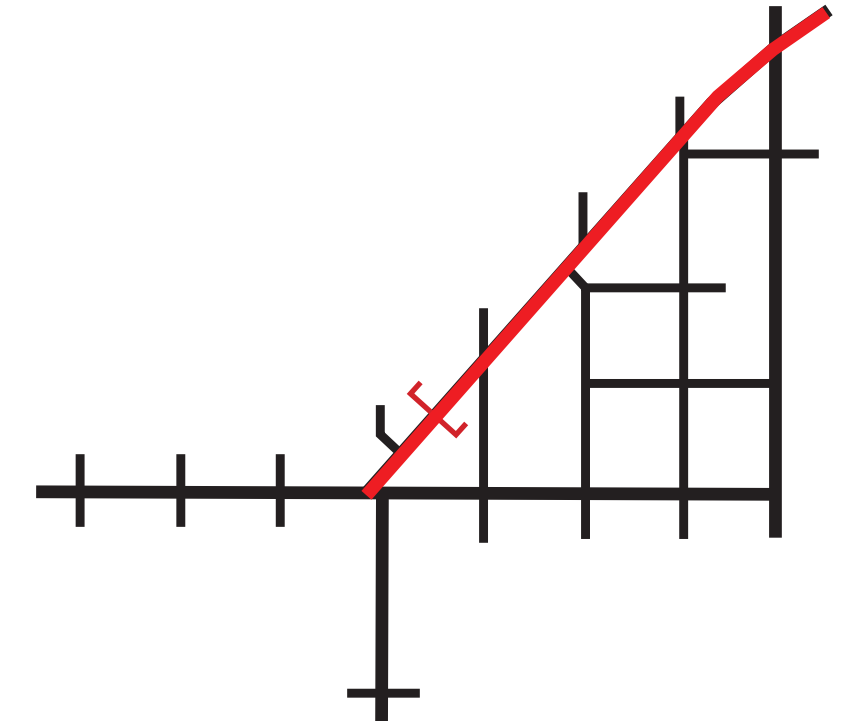
PROPOSED SECTION FOR SW SNOQUALMIE STREET



EXISTING CURB PROFILE : SW FAUNTLEROY WAY LOOKING WEST



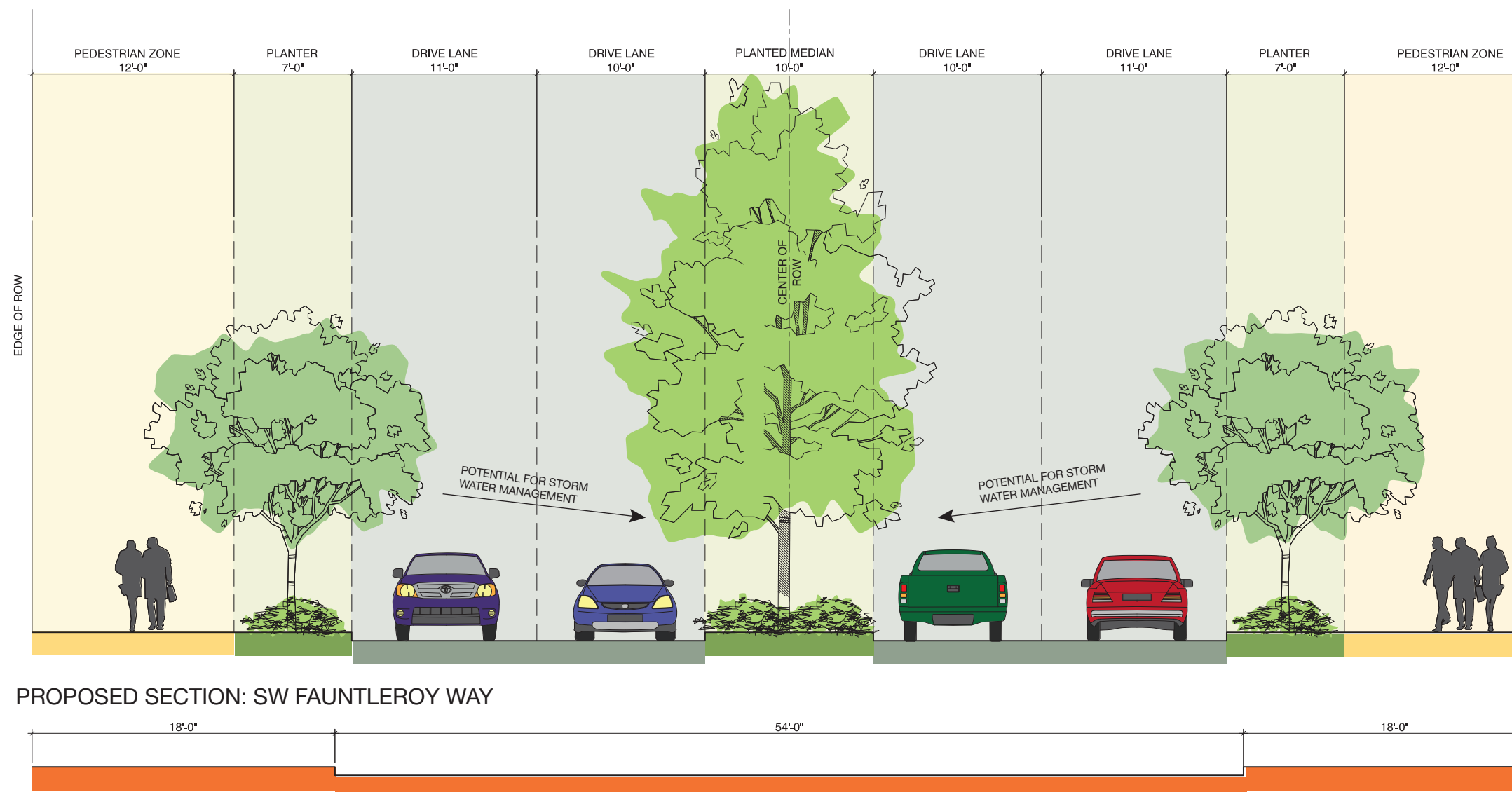
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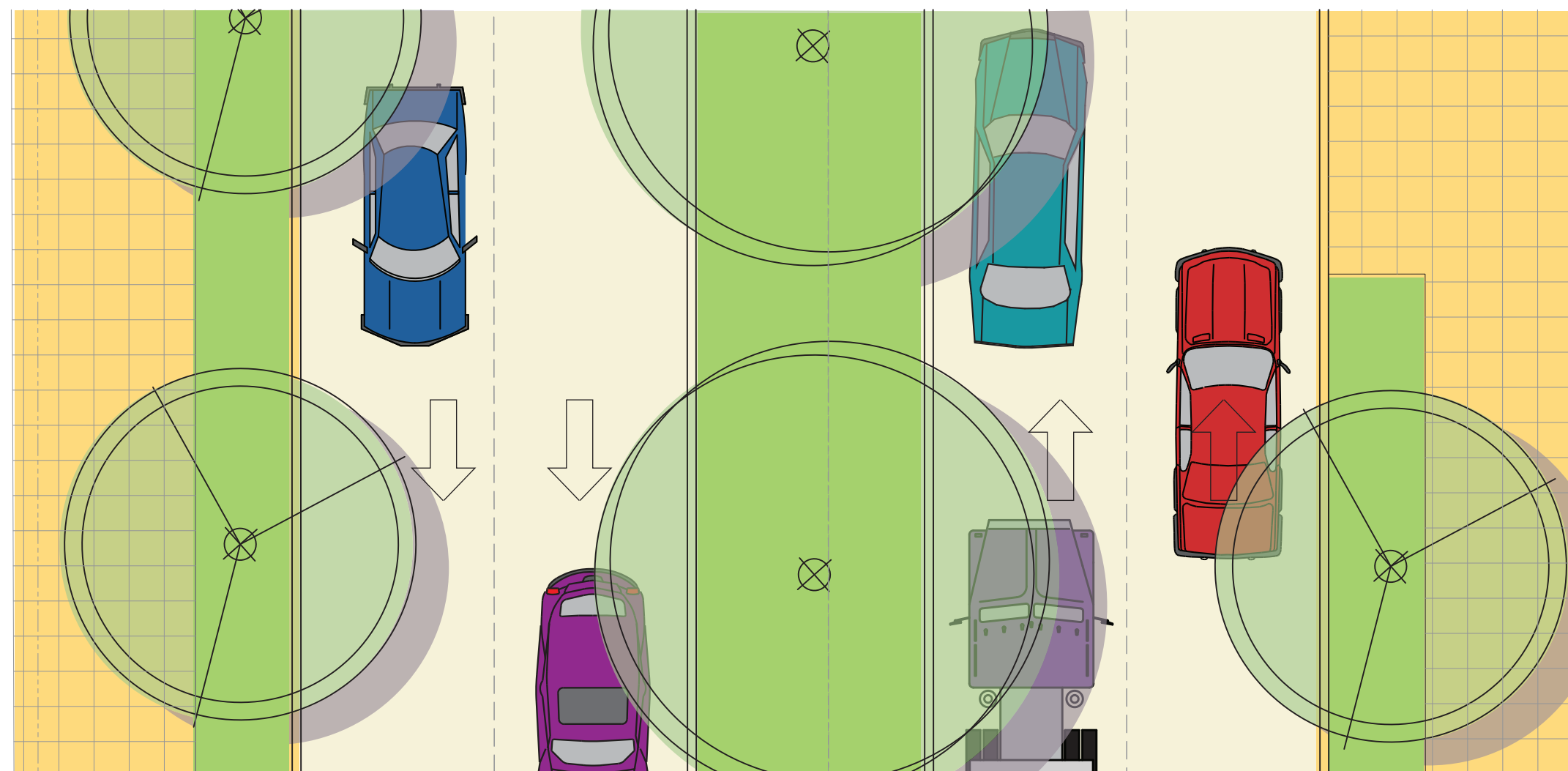
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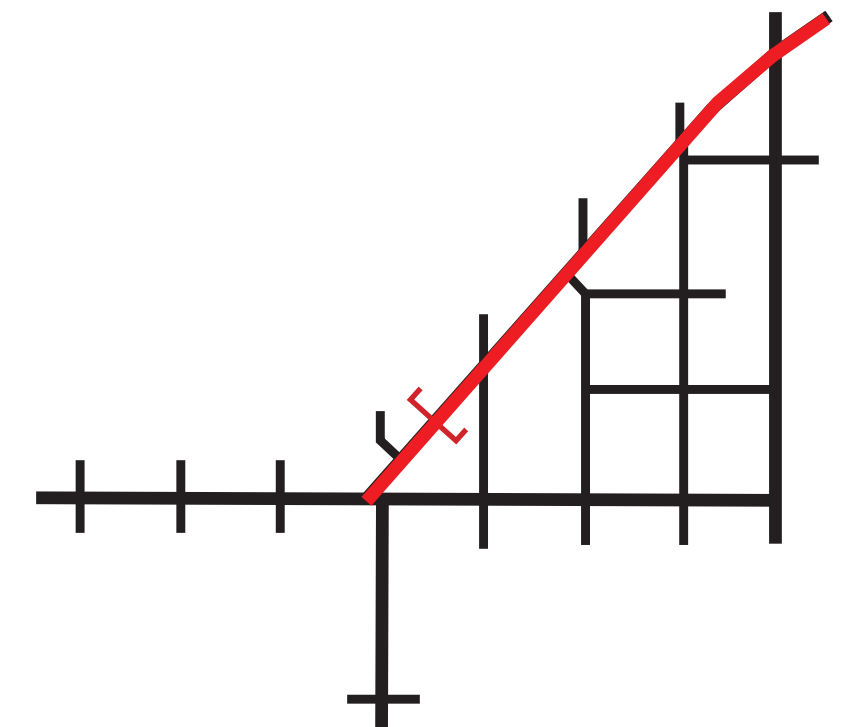
PROPOSED SECTION FOR SW FAUNTLEROY WAY



EXISTING CURB PROFILE : SW FAUNTLEROY WAY LOOKING WEST



CHARACTER IMAGE



KEY PLAN



PROPOSED SECTION FOR SW FAUNTLEROY WAY