



**Legislative Department
Seattle City Council
Memorandum**

Date: November 14, 2011

To: Committee of the Built Environment (COBE) Members

From: Norm Schwab, Council Central Staff

Subject: C.B. 117294 – West Seattle Triangle Rezone and Code Changes

Introduction

The purpose of the November 16, 2011 Committee meeting is twofold: (1) to receive a staff presentation on options regarding issues heard by the Committee in two previous briefings on Council Bill 117294 (July 27 and September 14, 2011) and at a public hearing on October 11, 2011 and (2) to have COBE Members provide direction to staff to prepare amendments to the Executive proposed legislation for consideration by the Committee, and a possible vote, at your next meeting on November 30, 2011.

A PowerPoint presentation supplements this memorandum to facilitate discussion on possible amendments. Attached to this memorandum are: (1) Attachment A – possible expansion of NC3 85 (4.75) zoned area, (2) Attachment B – illustration of setback requirements between commercial and residential zones, (3) comment letters from the Seattle Planning Commission and the West Seattle Chamber of Commerce that arrived after the public hearing, and (4) a summary of comments from the October 11th public hearing.

Issue 1: Height Increase to NC3 85' (4.75) with Zone Specific Development Standards

Public Comment Summary: Public comment on the proposed height increase in the NC3 85 (4.75) zone has been mixed. No consensus was reached by the Triangle planning advisory committee. Several members of the advisory committee are in favor of the increase for this area because it is located near frequent transit service. Representatives of residential community organizations have spoken against the height increase due to the adjacency of lower density areas, in particular Lowrise 2 (LR2) and Single Family (SF) zoned parcels. They also expressed concerns about creating “canyon” effects on adjacent streets. The Planning Commission recommends expanding the area considered for a height increase to other areas that are vacant or under-developed. (See attached Commission letter, noting areas recommended for NC3 85.) The Commission goes on to recommend considering zoning that would allow for “a single iconic tower at Alaska and Fauntleroy”, possibly with a height of 160 feet or greater.

Heights above 85 feet were explored during the planning study by staff and the advisory committee and were rejected. (NOTE: The proposed NC3 85 (4.75) zone includes a density provision for an increase in Floor Area Ratio (FAR) from 4.75 to 5.5 for the provision of affordable housing. The proposed zone also includes a set of specific development standards to address the bulk and massing of development.)

Discussion: Following are principles and factors to consider:

1. *Concentrating growth in hub urban villages near high-frequency transit.* The Seattle Comprehensive Plan calls for accommodating concentrations of housing and jobs near high-frequency transit within hub urban villages. The Triangle planning area is in the West Seattle Junction Hub Urban Village and will be served by multiple transit routes, including bus rapid transit along SW Alaska Street. This area has opportunities for redevelopment because of a substantial amount of vacant or under-used land. The proposed rezone area is within a walkable distance of service concentrations in the West Seattle Junction. (Comprehensive Plan goals and policies: UVG25, UVG27, UV25, UV28)
2. *Concentrating growth adjacent to SW Alaska Street.* The proposed rezone includes extending the Pedestrian (P) designation on Alaska Street eastward to SW 36th Street. The P designation requires retail uses and similar businesses that rely on foot traffic on the ground floor, and greater focus on pedestrian-oriented design at the street level. The P designation will encourage a pedestrian connection between the Junction and Triangle business districts. Future residential growth near SW Alaska Street will support the retail uses and activate this corridor.
3. *Land Use Code locational criteria favor height transitions.* The Land Use Code includes a zoning principle that the “impact of more intensive zones on less intensive zones...be minimized by the use of transitions or buffers, if possible. A gradual transition between zoning categories, including height limits, is preferred.” (SMC 23.34.008.E.1) The Land Use Code continues to state that “physical buffers may provide an effective separation between different uses and intensities of development”, including topographic breaks and distinct changes in street layout and block orientation. (SMC 23.34.008.E.2)
4. *Land Use Code setback requirement between commercial and residential zones varies by height of development.* The Land Use Code also anticipates that higher intensity commercial and residential uses in commercial zones may abut lower intensity residential zones and provides setback requirements to ease the change in height. The setback requirements are for rear or side lot lines that abut lots in residential zones; setbacks vary by building height. For commercial-only buildings, the setback from a residential zoned lot is 10’ between 13’ and 65’ in height. Above 65’ the setback increases at the rate of 1’ of setback for every 10’ in height, so an 85’ commercial-only building would require a 12’ setback. For buildings in commercial zones with residential uses, the setback from a residential zoned lot is 15’ between heights of 13’ and 40’. Above 40’ the setback increases at the rate of 2’ of setback for every 10’ in height, so the setback for an 85’ building containing residential uses would be 25’. (SMC 23.47A.014) (See Attachment B for an illustration of setback)
5. *Design Review for height, bulk and scale compatibility.* The West Seattle Junction Design Guidelines note that the NC 65 and NC 85 zones in the commercial core on California Avenue

SW and SW Alaska Street create “abrupt edges between NC 65 and NC 85 zones and less intensive, multifamily development” as well as existing one- to two-story commercial buildings on small parcels. Noting that the Land Use Code prescribes setback requirements for new development on edges between higher and lesser intensive zones, the Design Guidelines continue to state that, “New development in the Junction must carry this treatment further as more refined transitions in height, bulk and scale – in terms of the relationship to surrounding context and within the proposed structure itself – must be considered.” The design review process would draw from Design Guidelines on massing, modulation and other arrangements of architectural elements, materials and colors to help mitigate the height, bulk and scale impacts of future NC development.

6. *Current development activity on under-developed lots.* Although much of the area near the intersection of Fauntleroy Way SW and SW Alaska Street has very low scale development, two parcels on the north side of both streets have development activity underway. The first site known as the “Whole Foods Hole” at the northwest corner of 39th Ave SW and SW Alaska Street has an active master use permit. If the vested permit results in construction it would be under current zoning. If the permit lapses, future development would be subject to the zoning and development regulations resulting from this legislative rezone. The other site is at north of Fauntleroy Way SW between 39th Avenue SW and 38th Avenue SW – the former Huling Brothers automobile sales showroom facility – which is currently being substantially rehabilitated to house a Trader Joe’s grocery.

Options for Consideration:

Option A: Do not adopt the NC3 85 (4.75) zoning proposed by the Department of Planning and Development (DPD) for the area now zoned C1 65; instead rezone to NC3 65 without zone specific development standards, as is proposed for the rest of the Triangle planning area.

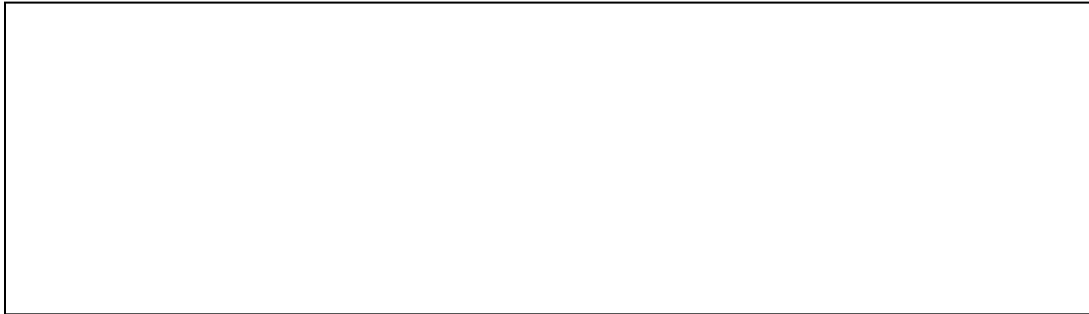
Option B: Adopt zoning proposed by DPD.

Option C: Expand the boundaries of the area proposed for NC3 85 (4.75) to include some or all of the parcels shown on Attachment A. These parcels are near the core of the Triangle planning area and the proposed Bus Rapid Transit line.

Staff will have zoning maps and an aerial map during the Committee meeting to assist Committee members in identifying existing land uses and zoning on parcels under consideration for zoning as NC3 85 (4.75), as well as adjacent and nearby parcels for context.

Staff Recommendation: Staff recommends Option C.

Preliminary Direction from Committee: What area, if any, should be zoned NC3 85 (4.75)?



Issue 2: Increased Setback for Street Level Open Area

Public Comment Summary: A comment at the public hearing was that the proposed development standards for the NC3 85 (4.75) zone are not sufficient given the increased bulk in development allowed with the increase in height. The commentator stated that as a gateway area, there should be more open areas and pedestrian plazas, including a possible visual focal point.

Discussion: The public review draft of the proposed Triangle rezone and development code included a provision for additional setback from the street on non-arterial north-south streets. It would have required a building setback of at least 10 feet from the street lot line for 25% of the lot frontage or 100 feet, whichever is less, on non-arterial north-south streets in the proposed NC3 85 (4.75) zone (no setback from the street is generally required under the regular standards for the NC3 zone). This requirement was not included in the Executive transmitted legislation, although no public comment for or against this requirement was received during the public review period.

Such a setback provision would create more light and air on these less trafficked side streets which are envisioned as neighborhood green streets. When combined with the Streetscape Concept Plan recommendations for streetscape treatments on these north-south streets, the additional setback could create more livability for residents of new development. Such a setback provision could be implemented in different ways to create areas of respite or breathing room, whether they are intended as private space or are made accessible to the general public (note that public access would not be required). The staff presentation to the Committee will include a number of slides showing a range of spaces in and adjacent to other recent developments that provide for livability.

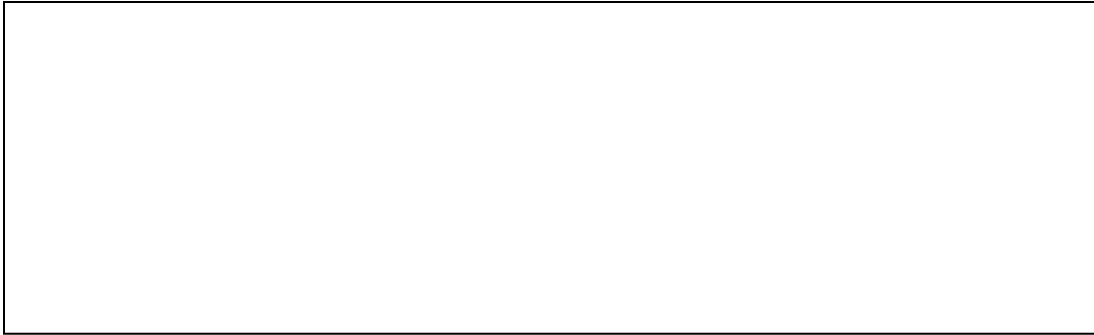
Options for Consideration:

Option A: Amend proposed legislation to require a building setback of at least 10 feet from the street lot line for 25% of the lot frontage or 100 feet, whichever is less, on non-arterial north-south streets in the proposed NC3 85 (4.75) zone.

Option B: Adopt proposed legislation as is.

Staff Recommendation: Staff recommends Option A.

Preliminary Direction from Committee Regarding Setbacks:



Issue 3: Extending Pedestrian (P) Designation on Alaska

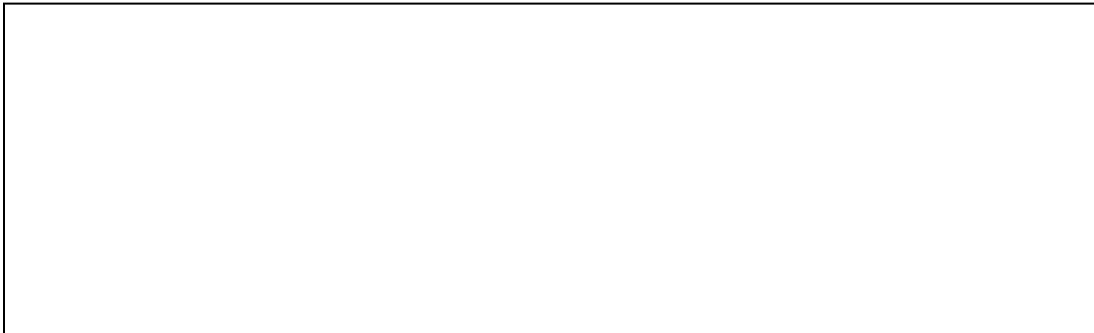
Public Comment Summary: A comment at the public hearing suggested that the P designation on Alaska be extended beyond 36th Avenue SW east to 35th Avenue SW and then north along 35th Avenue SW to SW Fauntleroy Way. Others, including the Planning Commission, support the current proposal to extend the P designation just to 36th Avenue SW.

Discussion: The P designation is intended to preserve or encourage an intensely retail and pedestrian-oriented shopping district where non-auto modes of transportation to and within the district are strongly favored. The P designation requires a higher-intensity of pedestrian-oriented design and retail uses along the designated street front. The Land Use Code suggests that the P designation is appropriate for areas where the following can be achieved: (a) a variety of retail/service activities along the street front, (b) large number of shops and services per block, (c) commercial frontage uninterrupted by housing or auto-oriented uses, (d) pedestrian interest and activity, and (e) minimal pedestrian-auto conflicts.

The Code states that areas surrounded by residential or major activity centers are appropriate for a P designation. SW Alaska Street in the Triangle planning area, especially with the proposed rezone to NC3 85 (4.75), would constitute such a district. This action is consistent with the neighborhood plan recommendations to encourage a strong pedestrian connection between the Junction and the Triangle business districts. However, 35th Avenue SW is developed in such a manner that would make its transition to an intensely retail and pedestrian-oriented shopping district quite difficult. Existing single-purpose residential uses, auto-oriented commercial uses, street frontage along parks and open space uses, and steep grades would impede redevelopment as a pedestrian-oriented retail area.

Staff Recommendation: Do not amend P designation on SW Alaska Street as proposed.

Preliminary Direction from Committee Regarding P Designation:



Issue 4: Address impacts of hide-n-ride

Public Comment Summary: During the Triangle planning study and in subsequent meetings a number of residents, businesses, and property owners expressed concerns about the current impact of hide-n-ride parkers in the neighborhood given its proximity to multiple bus routes. They expressed concern that the introduction of bus rapid transit and increased intensification of uses in the neighborhood could exacerbate this problem.

Discussion: The Triangle Urban Design Framework notes the need for further study to manage parking in the Triangle. There appears to be a fair amount of consensus on the need to regulate parking hours in a flexible manner that respects the needs of current employees, residents and businesses while preventing day-long parking by bus commuters to downtown. Another note from the Framework is consideration of providing a park-and-ride facility in the West Seattle Junction Hub Urban Village to serve transit riders bound for downtown.

Option for Consideration: The Committee could direct staff to prepare a resolution requesting assistance from the Seattle Department of Transportation to the Triangle area planning group to develop a parking management plan.

Preliminary Direction from Committee Regarding P Designation:



Attachments:

Attachment A – Options for Expanding NC3 85 (4.75) Zone

Attachment B – Illustration of Setbacks between Commercial and Residential Zones

Seattle Planning Commission Letter

West Seattle Chamber of Commerce Letter

October 11 Public Hearing Summary

Attachment A –



Options for Expanding the NC3 85 (4.75) zone

..... Study area boundary

DPD proposal:



Rezone from C1 to NC3 – existing height



Rezone to NC3 85 (4.75)



Rezone from NC3 40 to 65

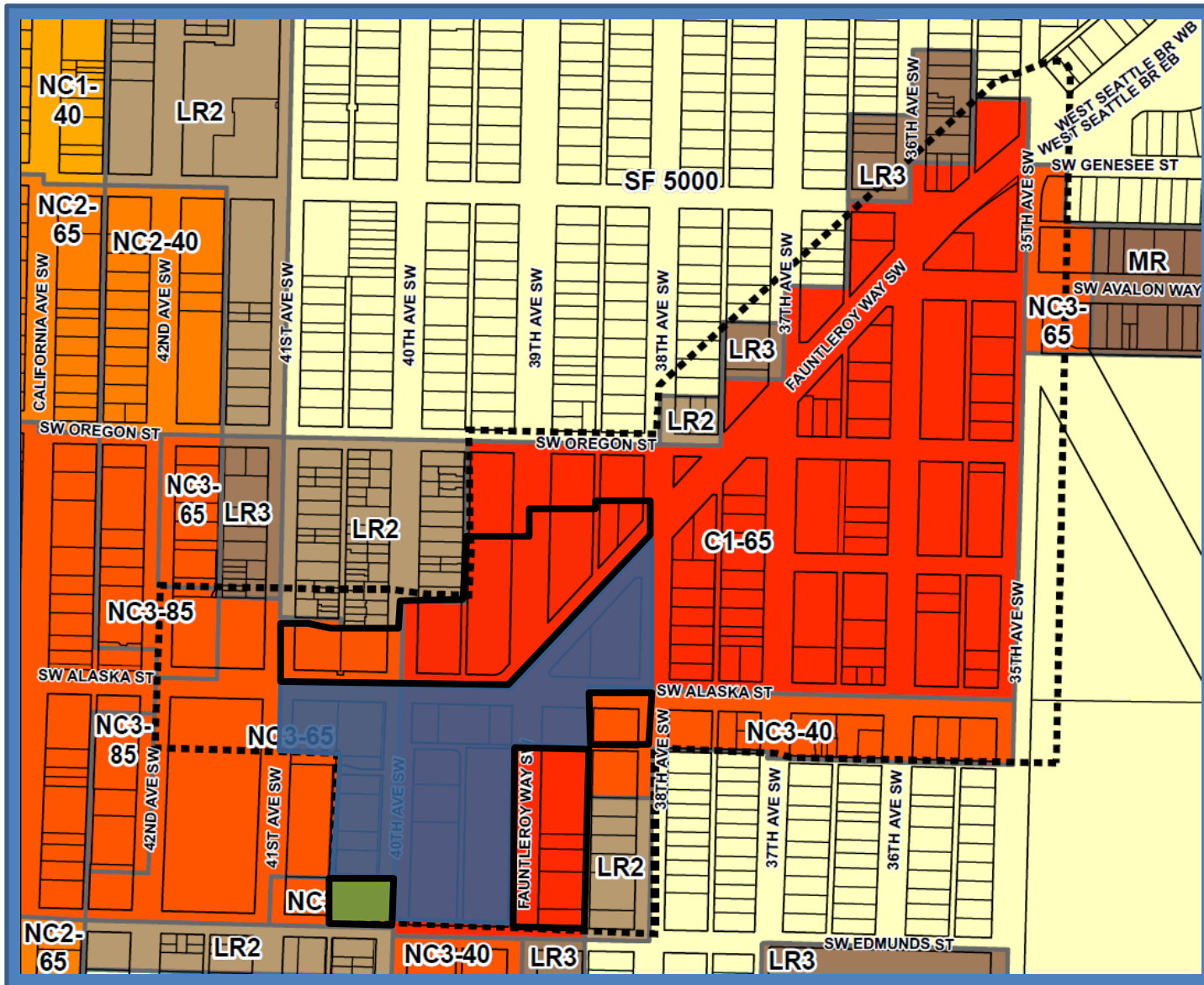
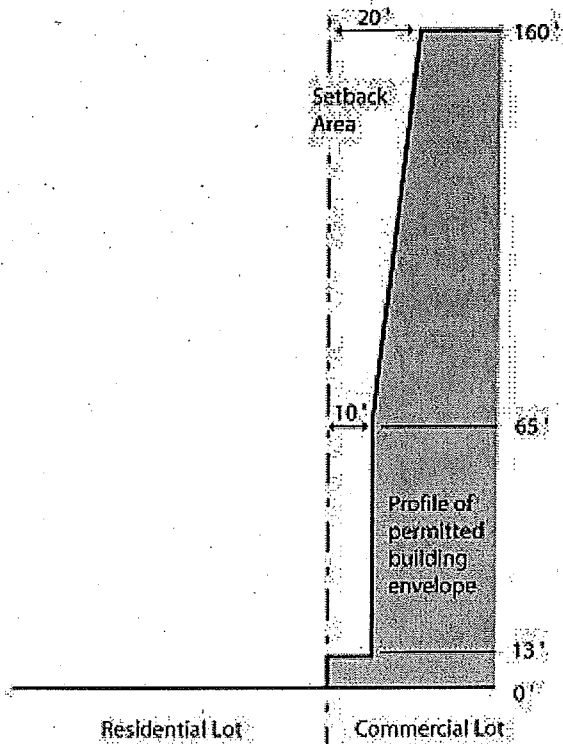


Exhibit B for 23.47A.014

Setback from a side or rear lot line when abutting a residentially zoned lot



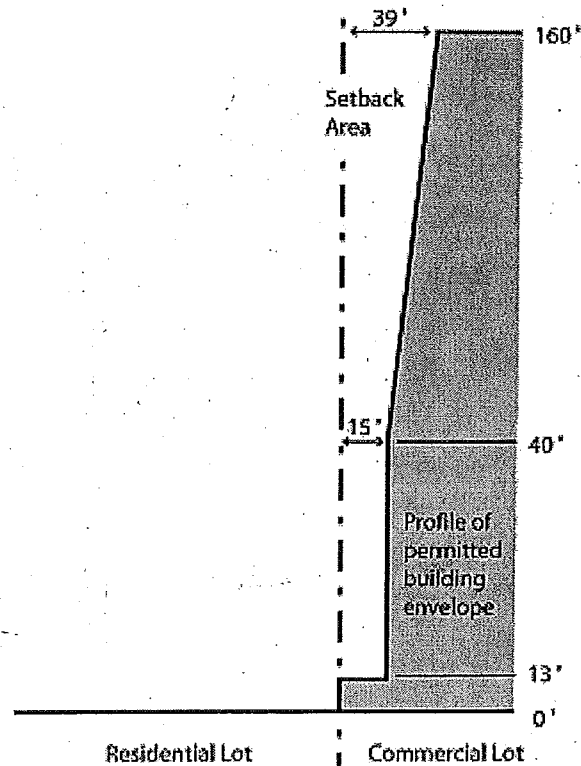
3. For a structure containing a residential use, a setback is required along any rear lot line that abuts a lot in a residential zone or that is across an alley from a lot in a residential zone, as follows:

a. Fifteen feet for portions of structures above 13 feet in height to a maximum of 40 feet; and

b. For each portion of a structure above 40 feet in height, additional setback at the rate of 2 feet of setback for every 10 feet by which the height of such portion exceeds 40 feet (Exhibit C for 23.47A.014).

Exhibit C for 23.47A.014

Setbacks for structures with residential uses when abutting a residentially-zoned lot



4. One-half of the width of an abutting alley may be counted as part of the required setback. For the purpose of this section, the alley width and the location of the rear lot line shall be determined prior to any dedication that may be required for alley improvement purposes.

5. No entrance, window, or other opening is permitted closer than 5 feet to an abutting residentially-zoned lot.

C. A minimum five (5) foot landscaped setback may be required under certain conditions and for certain uses according to Section 23.47A.016, Screening and landscaping standards.

D. Mobile Home Parks. A minimum five (5) foot setback is required along all street lot lines of a mobile home park. The setback must be landscaped according to the provisions of Section 23.47A.016 D2.

E. Structures in Required Setbacks.

1. Decks and balconies.

a. Decks with open railings may extend into the required setback, but are not permitted within five (5) feet of a lot in a residential zone, except as provided in subsection E1b.



City of Seattle

Seattle Planning Commission

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November 8, 2011

Honorable Councilmember Sally J. Clark, Chair
Committee on the Built Environment
Seattle City Council
PO Box 34025
Seattle, WA 98124-4025

RE: Recommendations on West Seattle Triangle Rezone

Dear Councilmember Clark,

The Planning Commission has been tracking the West Seattle Triangle Rezone with great interest. In 2010, we released Seattle Transit Communities, which provides clear direction for aligning the City's planning efforts around frequent transit service. That report identifies the West Seattle Triangle and Junction area as a high-priority mixed-use center.

The rezone is a well-conceived, thoughtful proposal and, along with the Urban Design Framework and Streetscape Concept Plan, does an impressive job of implementing the goals of this effort¹ and advancing the vision outlined in our report: vibrant, safe, pleasant, walkable communities that make the most of our regional and local transit investments.

We strongly support the rezone and commend both DPD and the West Seattle Triangle Advisory Group for their work, which offers a superb example of the community working well with City. The proposal modestly advances growth management goals by providing an increment of density beyond the current zoning. Additionally, it also clearly articulates how the City will integrate land use, services, and capital projects around high capacity transit. This should help the community equitably accommodate new households and businesses while taking into consideration preserving and enhancing important community assets like Alki Lumber and the West Seattle YMCA.

SUPPORT PROPOSED ZONING CHANGES

We generally support the zoning proposal by DPD and submit some modest changes for your consideration, along with comments and feedback as follows:

Zoning Designation

- We strongly support moving from General Commercial to a Neighborhood Commercial zoning designation. The proposed NC3 zone will help transition to a stronger pedestrian-orientation by addressing the location of parking, building facades, and types of uses.

- We strongly support extending the Pedestrian (P) Designation along SW Alaska Street to create a stronger connection between the Triangle and the Junction.
- We support base 4.75 FAR with the incentive 5.5 FAR.
- We recommend rezoning the L2 blocks in the area bounded by SW Oregon Street, Fauntleroy Way SW, 40th Avenue SW and 39th Avenue SW to a Neighborhood Commercial designation to allow greater density and better flexibility in this area for commercial or residential uses.

Height

- Policy UV25 of the Seattle Comprehensive Plan calls for concentrations of housing and jobs to be located near high-frequency transit within hub urban villages. The Triangle planning area is located within the West Seattle Junction Hub Urban Village and is at West Seattle's premier nexus of Bus RapidRide and other transit.
- We find the proposed heights to be reasonable and realistic with respect to the market for development in this neighborhood area. However, the Commission recommends application of the proposed 85-foot zone into other areas that are vacant or under-developed *per the attached map*. This will encourage investment in this core urban village area consistent with the Comprehensive Plan.
- Consider zoning that would allow for a single iconic tower at Alaska and Fauntleroy. This could create a strong focal point for the community. However, in order to make such a tower feasible we suspect that a height of 160 feet or greater would be needed. The additional capacity in the tower would be tied to incentives that would yield neighborhood-specific public benefits.

Development Standards

- The proposed development standards--combined with the street concept plan--are specific and intentionally focused on creating breathing room, open areas, and a lively pedestrian oriented streetscape. We support these standards, including separation between structures, setbacks along the north and south, limit on lot coverage, and pedestrian-oriented street frontages, as a way of creating essential livability in the district.
- We support the provision to exempt upper level setbacks within 100 feet of the intersection consistent with the urban design intent to create an iconic building structure at this location.

FUTURE ACTIONS TO MAXIMIZE OUR PUBLIC INVESTMENT

- As a Citywide Transit Communities policy is created, we recommend this area be designated a Transit Community with associated overlay. This would enable this area to be prioritized for public investments to ensure the residential density is supported by essential components for livability.
- We recommend flexibility with the mid-block crossings and corridors as outlined in the concept plan.

- While the stadium, golf course and totem pole provide open space, these uses will not likely meet the open space needs of the new residents. We recommend the City evaluate these spaces with respect to design and usability. In addition to a more accessible entry and an enhanced pedestrian connection to Camp Long as outlined in the UDF, we also recommend re-purposing some of the area for a playground.
- The mini-parks along Fauntleroy create a great opportunity and should continue to be evaluated and developed to provide better quality community spaces.
- We recommend strengthening the connection across 35th (which is a major barrier) to the Totem Pole open space, and considering adding amenities such as a playground to that space.
- The Urban Design Framework and the neighborhood specific DRB design guidelines are both great vehicles for ensuring the sidewalk widths and landscaping can facilitate some breathing room.
- A healthy and lively neighborhood relies on a mix of shopping opportunities as well as jobs that are not readily or solely influenced by urban design and zoning regulations. Develop additional economic development strategies to facilitate a rich mix of activities.

Thank you for the opportunity to provide our recommendations regarding the proposed zoning changes for the West Seattle Triangle. We look forward to assisting you as the City implementation process advances. We also hope to work closely with DPD and elected officials to articulate a citywide transit community policy that clearly establishes the City's goals related to land use and zoning around transit service. Please contact me or our director, Barbara Wilson, at (206) 684-0431 if you have further questions.

Sincerely,



Leslie Miller, Chair
Seattle Planning Commission

cc: Mayor Mike McGinn
Seattle City Councilmembers
Ethan Raup, David Hiller, Michelle Scoleri, Rebecca Deehr; Mayor's Office
Norm Schwab, Rebecca Herzfeld, Council Central Staff
Diane Sugimura, Marshall Foster, Susan McLain, John Skelton, Mike Podowski, Geoffrey Wentlandt, DPD

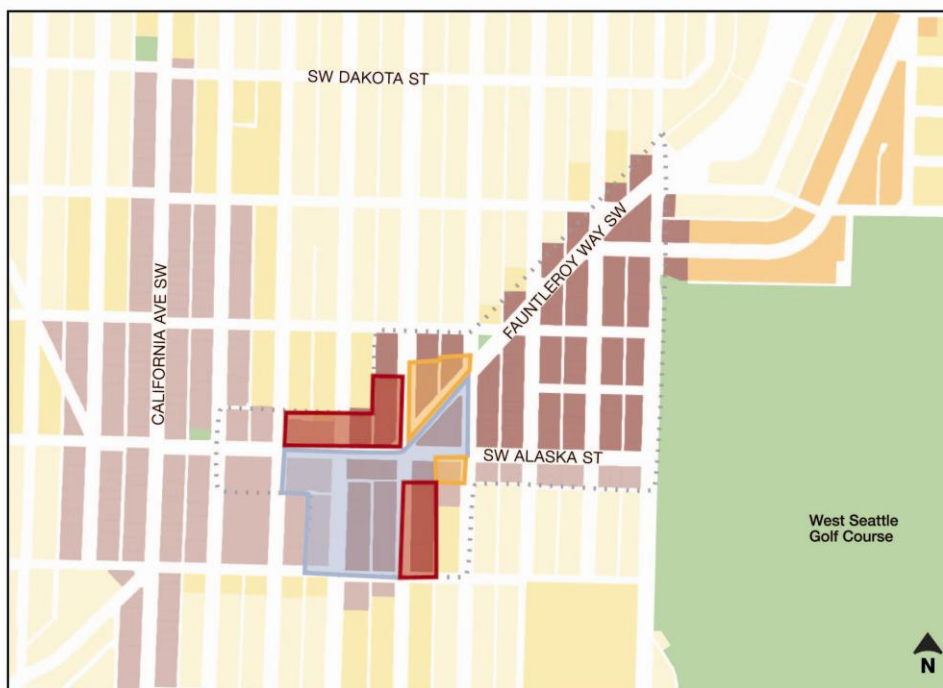
SEATTLE PLANNING COMMISSION RECORD OF DISCLOSURE & RECUSAL:

- Catherine Benotto disclosed that her firm, Weber Thompson, works on commercial and multifamily projects throughout the city and that she served on the West Seattle Triangle Advisory Board representing the Planning Commission.
- Commissioner Josh Brower disclosed that his firm, Brower Law, represents developers of commercial and multifamily property throughout the city.
- Commissioner David Cutler disclosed that his firm, GGLO, works on commercial and multifamily projects throughout the city.
- Commissioner Colie Hough-Beck disclosed that her firm, HBB, works on commercial, multifamily, and infrastructure projects throughout the city.
- Commissioner Martin Kaplan disclosed that his firm, Martin Henry Kaplan, Architects AIA, works on projects throughout the city.
- Commissioner Bradley Khouri disclosed that his firm, b9 architects inc, works on commercial and multifamily projects throughout the city.
- Commissioner Jeanne Krikawa disclosed that her firm, The Underhill Company LLC, works on transportation and planning projects throughout the city.
- Commissioner Amalia Leighton disclosed that her firm, SvR, works on commercial and multifamily projects throughout the city.
- Commissioner Matt Roewe disclosed that his firm, VIA Architecture, provides design and planning services to transit agencies, the city of Seattle and private sector developers in Seattle.

i i West Seattle Triangle Project Goals as outlined in the West Seattle Triangle Urban Design Framework

The West Seattle Triangle will change in the coming years. Throughout the West Seattle Triangle process, discussion has focused on how to anticipate change, capitalize on the opportunities that change will bring, and retain what is great about the Triangle today. The following goals were identified by members of the community through the planning process:

- **Build on what is great** about the Triangle while planning for the future
- Capitalize on the investment in transit and transportation: a **transit-friendly** neighborhood
- Embrace the area's location as a **gateway** to the West Seattle peninsula
- Support the continued success of **small businesses** & the Triangle business district
- Welcome a **diversity of residents**
- Building designs meet the needs of occupants and property owners while supporting a vibrant **community life**
- **Accommodate all travelers:** cars, transit, pedestrians, trucks and bicycles
- Create **places for people:** new community spaces and connections to parks
- Integrate **natural systems**
- **Link to other neighborhood areas**, including the Junction business district
- **Accommodate parking and loading**, and continue to plan for parking needs in the future



-  DPD's proposal for 85' height limits
-  Seattle Planning Commission recommends 85' height limits
-  Seattle Planning Commission recommends considering 85' height limits
-  rezone proposal boundary



West Seattle

West Seattle Chamber of Commerce · www.wschamber.com

October 31, 2011

Honorable Councilmember Sally J. Clark
Chair, Committee on the Built Environment
Seattle City Council
PO Box 34025
Seattle, WA 98124-4025

*cc
Susan McLain*

RE: Recommendations to Land Use Codes / West Seattle Triangle

Dear Councilmember Clark,

The West Seattle Chamber of Commerce appreciates the active involvement and thoughtful approach provided by DPD in its consideration of the modifications to the land use code and zoning of the West Seattle Triangle. The City's investment of time and energy is very welcome.

As outlined in DPD's September 1, 2011 report to City Council, we would urge the Council to adopt the proposed recommendations.

- Rezone from C1 zoning to NC3 throughout the Triangle Planning area.
- Establish a pedestrian designation along SW Alaska Street between the Junction business district and SW 36
- Retain existing height density in the Triangle business district east of 38th Ave SW
- In an approximately two block area, increase allowable height to 85 feet through incentive zoning.

Further, the West Seattle Chamber of Commerce requests that the City's Office of Planning and Development continue its stewardship of the Triangle as the area develops. We specifically request the City to allocate staff and resources to assist developers and community members in maintaining the public improvements being planned.

Now is the time to capitalize on the opportunity and energy at hand. The West Seattle Chamber of Commerce views the Triangle area as a focal point and Gateway to West Seattle and encourage its growth as a hub for new commercial activity, new residents, and new jobs that will create the density to support robust transit connections. With the City's help, the Triangle has the potential to become a distinct, vibrant urban village..

Thank you for your consideration.

Dave Montoure
Chair, West Seattle Chamber of Commerce

Cc Tom Rasmussen, Diane Sugimura, Marshall Foster

West Seattle Triangle Land Use Code and Zoning Amendments October 11 Public Hearing Summary

The turnout for the public hearing was small; with a few exceptions, all of the speakers were members of the Triangle planning advisory committee.

Speakers expressed a range of views regarding accommodating the existing uses in the Triangle while planning for the future.

Issue 1: Rezone from general commercial (C1) to neighborhood commercial 3 (NC3)

There appears to be general support for this as no one spoke against the change in zoning.

Issue 2: Height Increase from 65' to 85' with zone-specific development standards

Speakers in favor:

- Bus Rapid Transit (BRT) investment in this area is huge and this area should support higher density (Denny Onslow)
- Height increase should be continued north of SW Alaska Street so that allowable height is consistent on both sides of Alaska; will create a vibrant commercial corridor connecting to the California/Alaska Junction (Tyler Johnson)
- The area proposed for 85' is flat and sits below surrounding development (Steve Huling)

Speakers in opposition:

- Speaker representing the Junction Neighborhood Organization (JUNO) opposes NC85' next to L2 and single-family zones; will negatively impact surrounding neighborhoods (Erica Karlovitz)
- Speaker representing the Fairmount Community Association opposes height increase; too much density; no other urban villages in West Seattle being asked to take more growth (Sharonn Meeks)
- Speaker with JUNO stated that new development standards are not sufficient given the increased bulk in development allowed with increased height; insufficient open space for the public at large (serves just the residents of a development); concerned about canyon effect of increased height. (Renee Commons, JUNO)

Issue 3: Pedestrian Designation along SW Alaska St between 36th and 41st Avenues SW

- Pedestrian zone should be extended further west to 35th Avenue SW and then north along 35th to Fauntleroy. (Sharonn Meeks)

Other non-land use issues

- Need an SDOT parking study to manage area parking given increased density of development and hide-n-ride for BRT and needs of area business employees.
- Fully fund Fauntleroy Way Green Boulevard for safer pedestrian zone.
- Hard to cross Alaska and Fauntleroy at 36th, 37th, and 38th Avenues SW.
- Need more park or pedestrian plaza area in the Triangle; need a focal point.