

Integrating  
the  
Monorail

West Seattle  
draft

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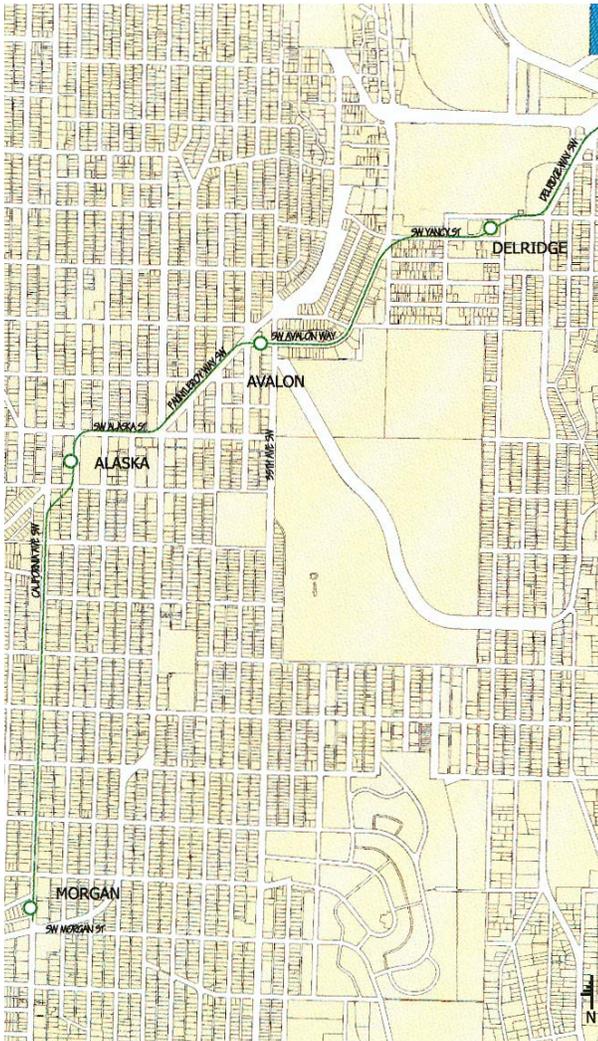
PLANNING  
BACKGROUND  
REPORT

JULY 2003



City of Seattle

# West Seattle Overview



In November 2002, Seattle voters approved creation of a new public agency, the Seattle Monorail Project, to plan, design and build a 14-mile monorail system commonly known as the Green Line. The City of Seattle has initiated a station area planning program—*Integrating the Monorail*—to make the most of the opportunities presented by the Green Line and encourage the best fit between the monorail and its neighborhood setting.

This planning background report for *Integrating the Monorail: West Seattle* summarizes existing plans and conditions in the West Seattle segment of the Green Line corridor. Planning background reports for each of the Green Line corridor segments, as well as an overview of the City's station area planning program, are also available (see <http://www.seattle.gov/monorail>).

West Seattle is the southernmost segment of the Green Line. Running along the existing West Seattle Bridge, the monorail will head south just beyond Pigeon Point and run approximately along the Delridge Way SW corridor. The Delridge station will be located near 26<sup>th</sup> Avenue SW between SW Andover Street and SW Yancey Street. Continuing west along SW Yancey Street, the monorail will follow SW Avalon Way, rising in elevation to the Avalon Way station. The route runs southwest on Fauntleroy Way, turning south just before the heart of the commercial district along California Avenue, stopping at the Alaska Junction station. Turning on to California Avenue, the Green Line continues south to the Morgan Junction station at the end of the Green Line.

||||| Historic and Cultural Resources



## ||||| Neighborhood Plan Summaries

### Delridge Vision and Goals

*Note: Unlike other Green Line station areas, Delridge was not designated as a Comprehensive Plan urban village, but has since been given resources to develop a neighborhood plan as a distressed area.*

- A series of mixed-use activity centers along Delridge Way, clustering commercial, business, entertainment, community uses and public facilities, including a “north node” in the vicinity of Andover Street.
- A comprehensive system of trails for recreational hikers, walkers and joggers, linking residential areas to parks and community facilities, schools, business nodes and transit systems.
- A transportation system to provide convenient local travel within the area and to the region.
- A community with economic development opportunities that benefit all residents, recognize diversity, help youth, keep wealth within the community, and integrate with nature.

### West Seattle (Friends of the Junction) Neighborhood Vision and Goals

- A vibrant center of shopping, dining and cultural opportunities, with a small-town character that supports both day and night activity.
- A community gateway near Fauntleroy Way, Oregon Street, and 35th Avenue, that reflects the larger neighborhood character, presents a positive image, and provides a safe and pleasant pedestrian environment.
- A neighborhood that facilitates movement of people and goods, with emphasis on increasing safety, supporting economic centers, and encouraging a full range of transportation choices.
- A community with housing and amenities that support a population of diverse incomes, ages and other social characteristics, including opportunities for affordable housing in the neighborhood for Junction workers.
- Explore opportunities within the business district to create community gathering places.

### Delridge Key Activities and Current Issues

- Longfellow Creek Trail: A three-mile-long trail and creek restoration project with a north trailhead at Andover Street, where a wetland was recently created, and a planned “Dragonfly Pavilion” at 28<sup>th</sup> Avenue and Dakota Street, 2 blocks south of Andover Street.
- Old Cooper School: Renovation and conversion of former elementary school to artist lofts and community uses, adjacent to the existing community center and playfields.
- Economic development and affordable housing, spearheaded by the Delridge Neighborhood Development Association, including the recently opened library in a mixed-use building at Delridge Way and Brandon Street.

### West Seattle (Friends of the Junction) Key Activities and Current Issues

- The West Seattle Junction Association, working with local property owners, has been exploring opportunities for substantial redevelopment, including possible zoning modifications within the Junction, in conjunction with the siting of the station.
- Junction Plaza: Plans are underway for a community gathering place at the northwest corner of Alaska Street and 42<sup>nd</sup> Avenue.
- Dakota Street Substation: Work is progressing on acquiring and developing this historic electrical substation of the Junction for community uses.
- The West Seattle Junction Association continues its efforts to improve the commercial core with recent streetscape improvements and ongoing economic development and marketing activities.
- The West Seattle Junction Association continues to improve connections from California Avenue to parking areas to the east and west, and expand streetscape improvements to other streets in the Junction.

**Morgan Junction (Morgan Community Association) Vision and Goals**

- An attractive community where the buildings, streets and sidewalks form a comfortable human-scale setting for daily activities, and where views and community character are protected.
- A community that is conveniently accessible by transit and automobile, with walking and biking an integral part of the transportation system.
- Seek opportunities within the business district to provide additional open space, create community gathering places, develop distinctive neighborhood gateways and provide safe, green and aesthetically pleasing arterial streets, with improvements focused on Fautleroy Way and California Avenue.
- Discourage increasing height limits and strive to achieve adequate levels of parking for new commercial, mixed-use and multi-family buildings, using parking management techniques to minimize spillover parking into residential areas.

**Morgan Junction (Morgan Community Association) Key Activities and Current Issues**

- Gateway Triangle: Morgan Community Association members recently planted trees and installed a gateway sign with assistance from Seattle Department of Transportation to calm traffic and create a more pedestrian-friendly environment.
- Open space improvement projects are being pursued at the Lincoln Park Annex and Myrtle Street Reservoir.
- The neighborhood is actively engaged in planning discussions related to the Green Line project.

## Comprehensive Goal Plans

### West Seattle Junction

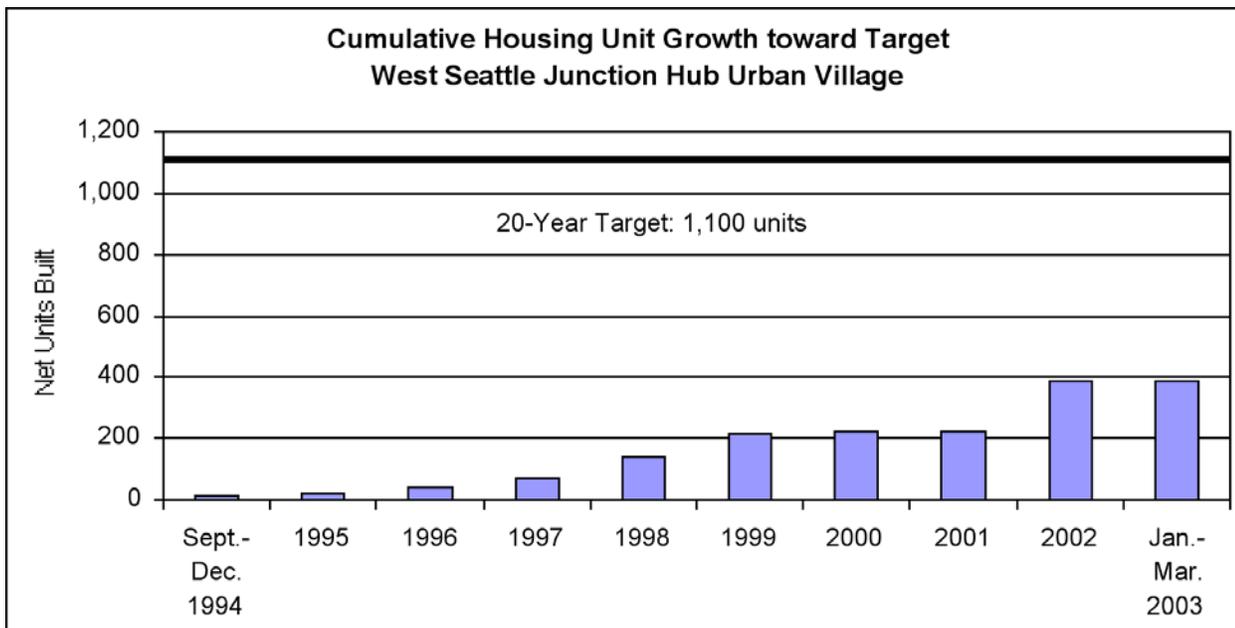
The Alaska Street and Avalon Way stations are both located within the West Seattle Junction hub urban village. Approximately 171 acres out of the 226 acre urban village are within a quarter-mile of Green Line stations. As a hub urban village, West Seattle Junction is intended to see both residential and employment growth over 20 years to help the area become a pedestrian- and transit-oriented community.

West Seattle Junction has seen 19% growth towards achieving its 20-year housing target over the past eight years. Between 1994 and 2003, the neighborhood has seen 372 new units built, a 34% increase in housing units. Three hundred and thirty new units are currently permitted for construction. If all of these units are built, the urban village would see over 64% of the 20-year growth target met.

Between 1995 and 2001, employment in West Seattle Junction grew by 250 jobs, a 10% increase, and 11% growth toward the village's 20-year growth target. Job growth has been strongest in membership organizations and engineering, accounting and management. Job losses have been greatest in business services and social services.

The Avalon Way and 35<sup>th</sup> Avenue SW station is also located within the West Seattle Junction hub urban village. Approximately 1,900 jobs and 1,050 units could be added within a quarter-mile of this station area, if all potential vacant and underdeveloped parcels were redeveloped.

This potential development is concentrated within the hub urban village boundaries, particularly in the commercially zoned triangle bounded between



Fauntleroy Way SW, 35<sup>th</sup> Avenue SW and SW Alaska Street, and in the Midrise zone area along Avalon Way.

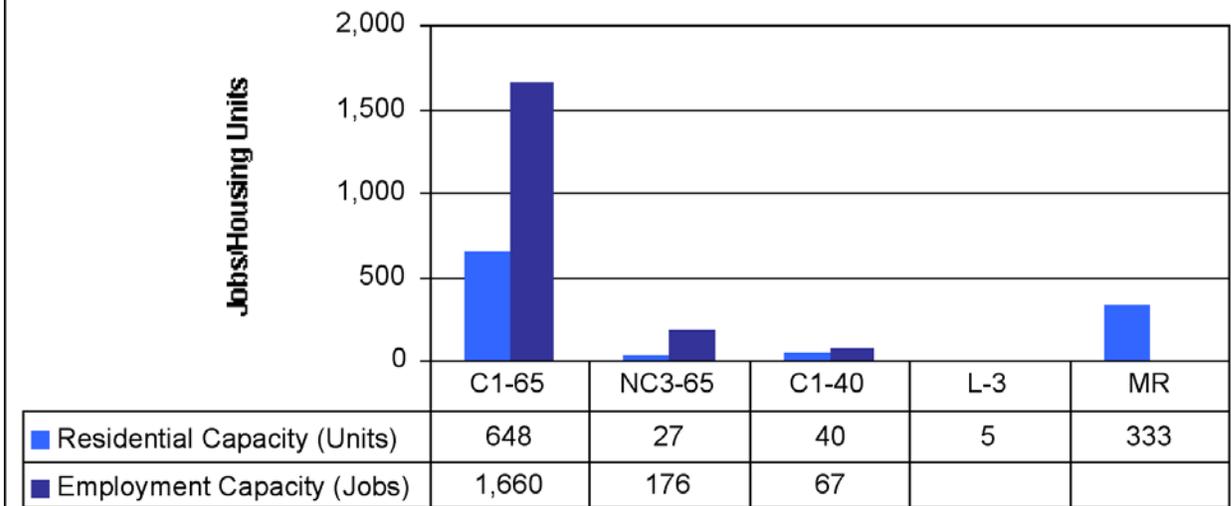
If all potential vacant and underdeveloped parcels within a quarter-mile of the Alaska Street station were redeveloped, approximately 1,100 new housing units could be built and 4,900 new jobs would be created.

This potential development is scattered within the commercial and multifamily zoned areas within the West Seattle Junction hub urban village, particularly in the commercial areas along SW California Way and Alaska Street.

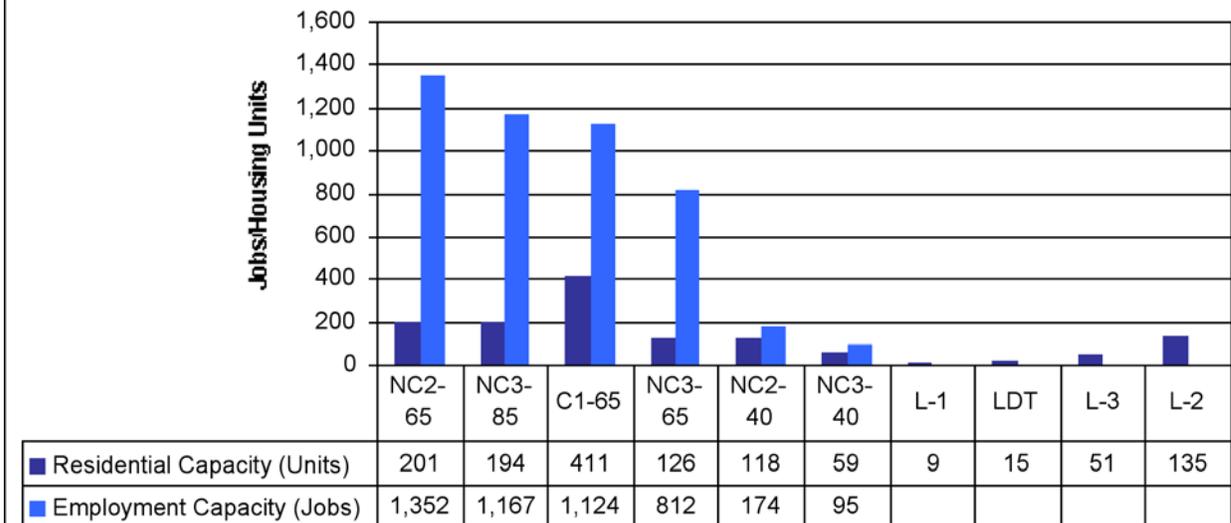
*Morgan Junction*

The Morgan Street Junction station is located within the Morgan Junction residential urban village. The

**Capacity for New Jobs and Housing:  
1/4 Mile from 35th Avenue SW and SW Avalon Way**



**Capacity for New Jobs and Housing:  
1/4 Mile from SW Alaska St & 42nd Avenue SW**

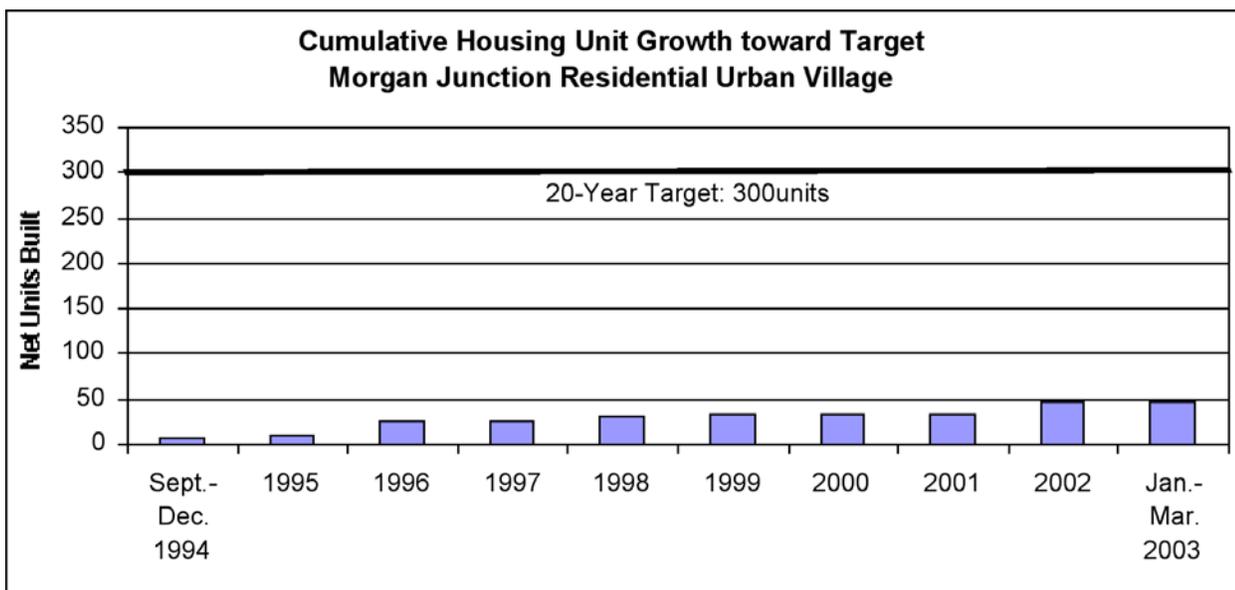


village encompasses 114 acres, 75 acres of which are within a quarter-mile of the station. The village is projected to experience residential development over 20 years, enhancing the pedestrian and transit-oriented environment of the neighborhood.

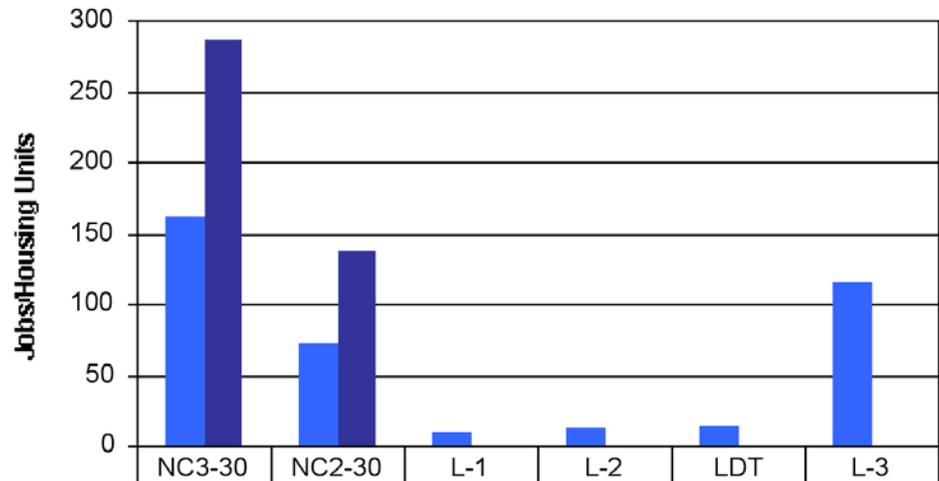
The Morgan Junction urban village has met 13% of its 20-year housing growth target over the past eight years. Between 1994 and 2003, the neighborhood saw 38 new units built, a 3% increase in housing

units in the village. There are currently 5 units in the Morgan Junction village area that have their permits. If all of these units are built, Morgan Junction will have met 14% of its 20-year target.

Between 1995 and 2001, employment in Morgan Junction fell by 100 jobs, an 11% decrease. As a residential village, there is no specific job growth target for Morgan Junction. The job losses between 1995 and 2001 were primarily retail jobs.



**Capacity for New Jobs and Housing:  
1/4 Mile from SW Morgan St. and California Ave. SW**



■ Residential Capacity (Units)	162	72	10	13	14	116
■ Employment Capacity (Jobs)	286	137				

The Morgan Junction and California Avenue station is located within the Morgan Junction Residential Urban Village. Approximately 425 jobs and 500 units could be added within a quarter-mile of this station area if all potential vacant and underdeveloped parcels were redeveloped.

This potential development would be concentrated within the residential urban village boundaries, particularly at the intersection of Morgan Street and California Street, and in multi-family areas along California Avenue to the north and south of that intersection.

## ||||| Transportation

### Overview

Delridge Way SW, 35<sup>th</sup> Avenue SW, Fauntleroy Way SW, and California Avenue SW serve as key arterials for north-south travel, and for local access to neighborhood commercial centers at Delridge, Morgan Junction, Alaska Junction and Admiral Junction.

The greater West Seattle area is served by seven downtown-oriented bus routes. California Ave SW and Delridge Way SW are among the major transit corridors.

The pedestrian environment at West Seattle station areas typically lacks a consistent street tree/street furniture zone. Surface parking lots are adjacent to sidewalks and have frequent curb cuts for vehicle access.

On-street parking at West Seattle segment station areas is free and typically unrestricted, although the commercial areas along California Avenue SW and east-west arterial streets have posted time restrictions. The Seattle Comprehensive Neighborhood Parking Study, conducted in 2000, found that parkers in the Alaska Junction neighborhood did have on-street and off-street parking available to them during a typical weekday at no to low cost within three blocks of their destination.



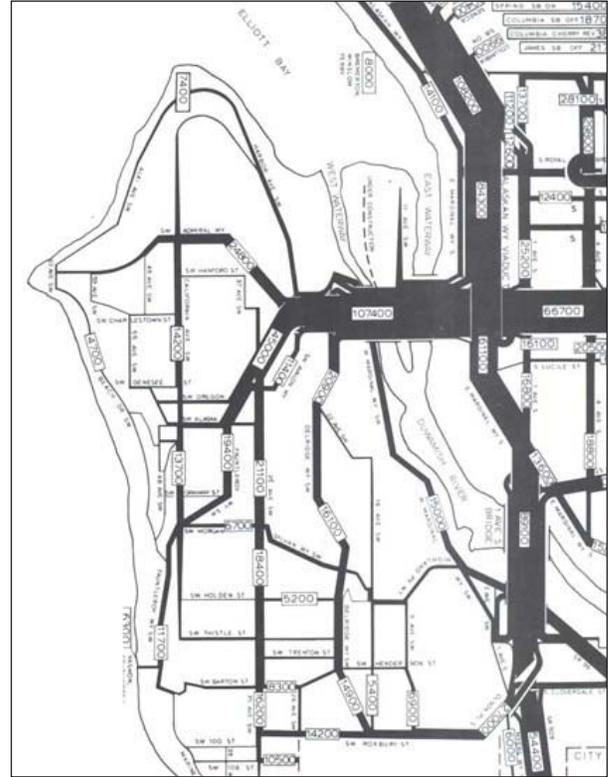
## Vehicular Circulation

California Avenue SW provides access for commercial businesses in Admiral, Alaska Junction and Morgan Junction, and operates as a Major Transit Street. The roadway operates generally with four travel lanes and on-street parallel parking through the commercial districts of Alaska and Morgan Junctions. The remaining areas have two travel lanes, center two-way left turn lane, and on-street parking.

Delridge Way SW operates as a principal arterial generally with four travel lanes, center left-turn lanes at signalized intersections and some on-street parking. Delridge connects the West Seattle Bridge along the east side of the West Seattle Golf Course.

Key east-west arterial signalized intersections in station areas are SW Alaska Street, SW Oregon Street, Fauntleroy Way SW and Morgan Street SW.

Fauntleroy Way SW and 35<sup>th</sup> Avenue SW provide connections to West Seattle Bridge and the regional highway system as well as the Washington State Ferry Terminal to Vashon Island for Fauntleroy, southwest of Morgan Junction.



Traffic flow in West Seattle

### Street Classifications

The City's Street Classifications are intended to integrate multiple vehicular, freight and pedestrian needs, minimize modal conflicts, reflect and reinforce adjacent land use, and provide the basis for identify-

ing and prioritizing capital improvements and operating changes. The transit classification identifies a street's suitability for serving as a route for different levels of bus service.



Street classifications in West Seattle

**Transit Service**

The greater West Seattle area is served by seven downtown-oriented bus routes. These routes are supplemented by several peak-only routes. Additionally, Metro Routes 51, 53, and 128 each provide daily service to destinations other than downtown.

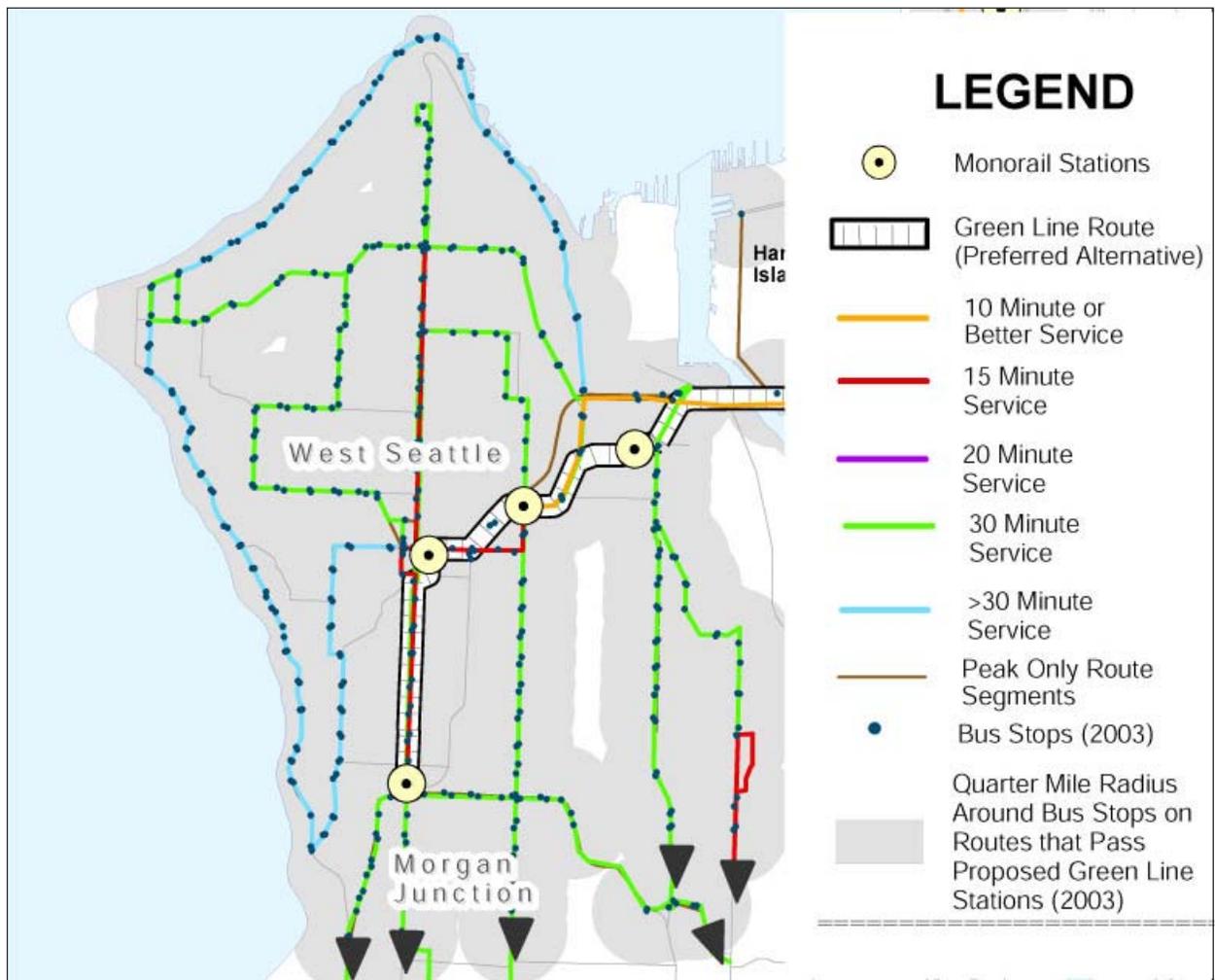
The main transit corridors are 16<sup>th</sup> Avenue SW, Delridge Way SW, 35<sup>th</sup> Avenue SW, and California Avenue SW. Most West Seattle routes operate every 30 minutes throughout a full span of service. Metro Routes 22, 51, 128, and 135 operate an abbreviated span; Route 53 is hourly, weekdays only, with a short span; and Routes 20 and 56 become hourly at night. Routes 22 and 56 operate hourly on Sundays.

Concurrent with many city neighborhoods, local

residents support more frequent transit service in their area, with the overall goal of more convenient transit service, especially into downtown Seattle.

Bus stops are typically “in-lane,” where buses stop in the outermost travel lane. In-lane bus stops are advantageous for transit efficiency, as no weaving movement is required to resume travel after passenger loading. General purpose traffic in the lane must stop with the buses, creating driver frustration and potential for negative impacts on traffic capacity and efficiency if bus volumes and loading times increase.

The map shows Metro routes that serve station areas or could do so with minor modifications. Midday frequencies are color-coded.



Transit service in West Seattle

## Pedestrian Environment

Overall, the West Seattle station areas have sidewalks present, although there are missing segments around the Avalon, Morgan and Delridge stations. Pedestrians may feel especially out of place in the wider, more auto-oriented roads such as Fautleroy and 35<sup>th</sup> Avenue SW. Large surface parking lots often separate pedestrians from building entrances, and curb cuts break up the sidewalk. The lack of a consistent street tree/street furniture zone and surface parking lots adjacent to sidewalks detract from the pedestrian experience, except for the Alaska business district along California Avenue SW.

The California Avenue SW and SW Alaska Street intersection has an “all-walk” pedestrian-scramble signal, one of three in the city, to accommodate the various off-setting legs of the intersection. There is a signed, marked mid-block pedestrian crosswalk between Southwest Alaska and Oregon Streets.

Many pedestrian crossings at key destinations are difficult, with inadequate waiting areas at intersections, short pedestrian cycles, and signal timing arrangements that compel pedestrians to activate pedestrian walk signals with pedestrian push buttons.

The Delridge neighborhood has aspirations for a strong system of residential paths. Three miles of the Longfellow Creek Trail have recently been improved near the Delridge station area.



**Bicycle Network**

Bicycle commuters to downtown Seattle typically use a fairly limited set of arterial and residential streets to access the West Seattle Low Level Bridge and the Harbor Avenue bike path (to Alki Beach), to avoid heavily-traveled arterials such as Fauntleroy and 35<sup>th</sup> Avenue SW.

volume alternatives to California Avenue SW and Fauntleroy Avenue SW, including 42<sup>nd</sup> Avenue SW.

There are a limited amount of bicycle racks installed on arterial streets in the Alaska and Morgan Junction business districts as part of the City’s bicycle rack program.

Several non-arterial streets provide lower traffic



Bicycle trails in West Seattle

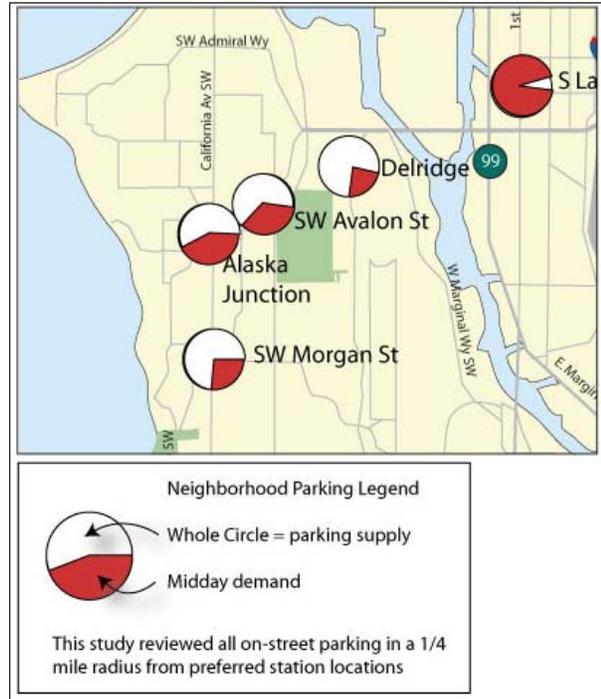
**Parking**

On-street parking at West Seattle segment station areas is free and typically unrestricted, although the commercial areas along California Avenue Southwest and east-west arterial streets have posted time restrictions. The Seattle Comprehensive Neighborhood Parking Study, conducted in 2000, found that parkers in the Alaska Junction neighborhood did have on-street and off-street parking available to them during a typical weekday, at no to low cost within three blocks of their destination.

Several of the east-west arterial streets have AM and PM peak-period restrictions within a few blocks east of California Avenue Southwest.

For off-street parking, most of the non-residential development have parking provided on-site. The West Seattle Junction Association operates a public off-street parking program with 2-hour free parking for Junction customers.

For non-residential zones typically found in the West Seattle segment, parking in Neighborhood Commercial zoning is required to be located at the rear or side of a building, and built within the structure or off-site. Parking between a building and a street is usually not allowed. Access may be from the front or a side street, or from the alley if feasible; subject to curbcut standards. Depending on the land use, a typical 4,000 square foot retail development would require about four parking spaces. In Commercial zones, the location and access of parking is not generally restricted and minimum parking requirements are generally the same as in Neighborhood Commercial zones.



Parking conditions in West Seattle