

# Morgan Junction

R e s i d e n t i a l U r b a n V i l l a g e

N e i g h b o r h o o d P l a n

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# The Vision

This Neighborhood Plan represents the desired future of the Morgan Junction Neighborhood, as expressed in our Vision Statement.

## The Morgan Junction Neighborhood Vision

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- 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 with strong single-family neighborhoods and compatible multifamily buildings offering a wide range of housing types for all people;
  - An appealing place with attractive landscaping and pleasant parks and gathering places;
  - A vital commercial district, providing restaurants, stores, and services to meet the needs of local residents;
  - A safe community with active crime prevention programs and a strong police presence;
  - A community that is conveniently accessible by transit and automobile, but where walking and biking are easy and enjoyable.
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We are a small, mainly residential community, with a small-town feel to our business district. Our neighborhood contains a diversity of residents, interests, and opportunities for enhancement which will all contribute to the direction this community takes over the next 20 years. This plan lays out the guiding principles and initial recommendations by which we hope to attain this vision of our neighborhood's future. We also hope that this plan will be an enduring tool for helping our community cope with changing circumstances and take advantage of opportunities that may arise in the coming decades.

# Morgan Junction

## Residential Urban Village

### Neighborhood Plan

January 1999

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# Table of Contents

The Vision.....	i
Title Page .....	ii
Table of Contents .....	iii

## The Planning Process

### Introduction

Background: A Brief History of the Neighborhood Planning Process.....	1
History of MoCA and Its Role in Neighborhood Planning.....	4

### Phase I

Community Outreach and Education .....	5
Elements of Phase I.....	6
Validation of Phase I Efforts.....	11
Final Issues List.....	13

### Phase II

Creating the Neighborhood Plan.....	14
What's Next for MoCA?.....	20
The Plan.....	21

## The Neighborhood Plan

### Urban Village Boundary

Background.....	22
Boundary Issues .....	23
Development of Alternatives .....	24
Recommended Urban Village Boundary.....	27

Key Strategies .....	34
----------------------	----

Key Strategy-The Green Crescent .....	35
---------------------------------------	----

Key Strategy -Fauntleroy Way Pedestrian Safety and Landscaping improvements .....	41
--	----

Plan Elements .....	43
---------------------	----

## Parks and Open Space

Background.....	44
Opportunities.....	46
Goals Policies and Recommendations .....	48

## Transportation

Fauntleroy Way Corridor .....	52
California Avenue SW Corridor Pedestrian Improvements .....	57
35 <sup>th</sup> Avenue SW Corridor Pedestrian Improvements .....	59
East-West Arterial Corridor improvements .....	59
Traffic Management/Calming and Spot improvements .....	60
Public Transportation Facilities and Services .....	60

## Business District

Background.....	63
Goals, Policies and Recommendations .....	63

## Housing and Land Use

Background .....	65
Impact of the Urban Village on Zoning and Capital Investment .....	65
Principal Issues Addressed	
Zoning .....	67
Residential Small Lot Zoning .....	67
Design Guidelines .....	69
Parking .....	71
Goals, Policies and Recommendations	
Land Use Goals .....	72
Housing Goals .....	75

Community and Culture .....	76
-----------------------------	----

Public Safety.....	78
--------------------	----

West Seattle-wide Issues.....	80
-------------------------------	----

# Introduction

## Background: A Brief History of the Neighborhood Planning Process

Where did this plan come from? What are its roots?

Ten years ago, the Seattle area (and the state as a whole) were experiencing a tremendous economic and population boom, not unlike today. Rapid population growth, mounting traffic congestion, escalating housing costs, and urban sprawl led to popular demands to “do something” about growth. In response, the State Legislature enacted the 1990 Washington State Growth Management Act (GMA).

The Washington State Growth Management Act

The Growth Management Act required the state’s largest and fastest-growing counties to coordinate with cities and other local governments to draft comprehensive land-use and transportation plans that would:

- Prevent urban sprawl, yet provide enough space to accommodate 20 years’ growth of population and employment (within urban growth areas);
- . Provide and pay for adequate infrastructure (roads, schools, utilities) to support growth (the “concurrency” requirement); and
- . Coordinate plans of different jurisdictions so they did not conflict with one another,

In response to GMA, the counties and cities of the Puget Sound region went through a lengthy process to update their comprehensive plans. An extensive public involvement process preferred a multi-centered approach, in which most new population and employment growth would be” focused into a ‘limited number of moderate- and high-density urban centers connected by a high-capacity transit network.

Seattle’s Comprehensive Plan

In 1,994, the City of Seattle adopted its Comprehensive Plan, *Toward a Sustainable Seattle*. It is a 20-year policy plan covering the years 1994 through 2014 which is designed to articulate a vision of how Seattle will grow in ways that sustain its citizens’ values. The Comprehensive Plan makes basic policy choices and provides a flexible framework for adapting to changing conditions over time. The initial building blocks of the Comprehensive Plan are the five “elements” required to be addressed under by the state GMA: land-use, transportation, housing, capital facilities, and utilities.

Three additional elements were added to the Comprehensive Plan. King County’s Countywide Planning Policies required the addition of an economic development element, and the Seattle Framework Policies (Resolution 28535) called for the inclusion of a neighborhood planning element and a human development element. The ideas in the Plan were developed over five years through

discussion, debate, and the creative thinking of thousands of Seattle citizens working with City staff and elected officials.

The goal that unifies all the elements of the Comprehensive Plan is, to preserve the best qualities of Seattle's distinct neighborhoods while responding positively and creatively to the pressures of change and growth. A key component of the City's plan to achieve this goal is the Urban Village Strategy.

The Urban Village Strategy represents a stepping-down of the multi-centered approach to the city of Seattle. Seattle's Comprehensive Plan calls for the bulk of new population and employment growth to be concentrated in five large urban centers. Most of the remaining growth is to occur in and around 24 existing neighborhood commercial/multifamily districts, including Morgan Junction. The Comprehensive Plan calls for the City to:

- Encourage future population and employment growth to locate within urban centers and urban villages;
- Target investment in public facilities, parks, amenities, infrastructure, etc. into urban centers and urban village areas to mitigate the negative impacts of growth; and
- Link together the urban centers and urban villages with a multi-modal public transportation system that is efficient enough to be competitive with the private automobile,

The Comprehensive Plan calls for Seattle to strive to develop and enhance these qualities of urban villages:

- A diverse mix of people of varied ages, incomes, cultures, employment, and interests;
- A variety of housing types, scaled appropriately for each village, to meet the needs and preferences of all residents of the, diverse community;
- A strong relationship between residential and commercial areas, with shopping and services located within easy walking distance of village residents;
- Community facilities, including schools, community and recreation centers, libraries, parks, and human services within walking distance of the village core;
- Partnerships with neighborhood and community-based organizations to improve people's access to services and activities and to create opportunities for interaction through such means as neighborhood planning and community policing;
- Transit, bicycle and pedestrian facilities with connections to neighboring villages, good circulation within the village and between the village and surrounding neighborhoods;
- Well-integrated public open space, providing recreational opportunities for village residents and workers;
- A unique identity reflecting local history, the village's natural features, its culture and other sources of community pride,

For each of the urban villages, the local community is to prepare its own Neighborhood Plan.

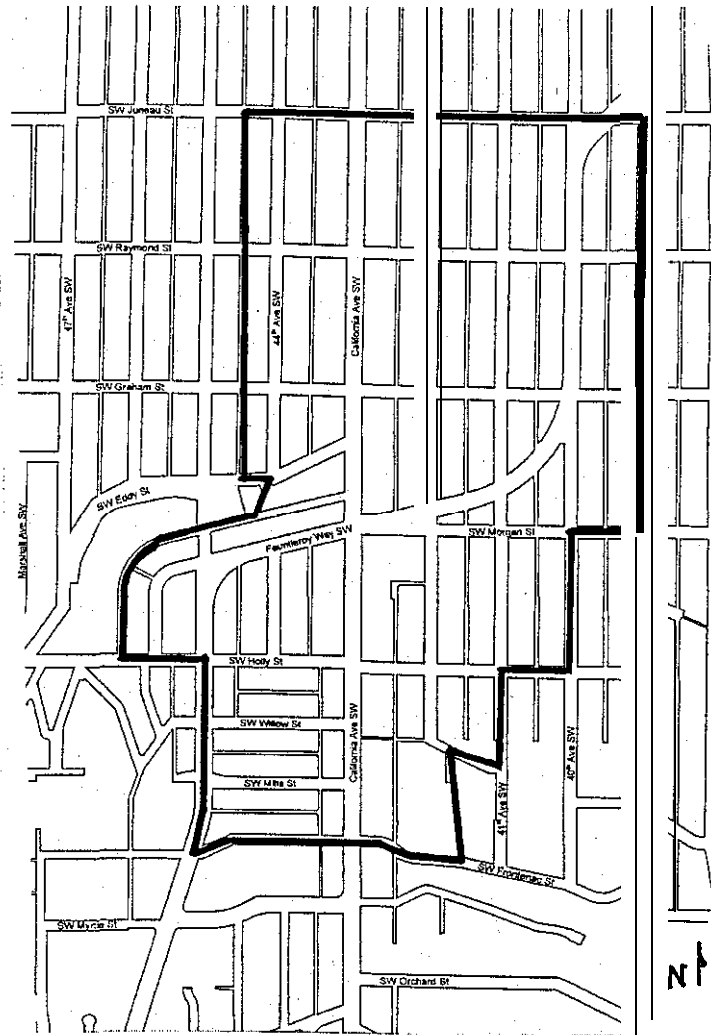
## The Morgan Junction 'Residential Urban Village

When Seattle's Comprehensive Plan, was adopted in 1994, the community surrounding the intersection of California, Fauntleroy, and Morgan found that it had been designated as a Residential Urban Village. Morgan Junction is one of 18 Residential Urban Villages designated in the, 1994 Seattle Comprehensive Plan.

The City's proposed village boundary included 139 acres centered at the intersection of California Avenue SW and Fauntleroy Way SW. When the village was first designated, there were 1,104 households within the boundary proposed in the Comprehensive Plan. The boundary was set to provide sufficient capacity for 300 additional households in the village by the year 2014 under existing zoning.

Under the Comprehensive Plan, the Morgan Junction community had the option of accepting the City's plan "as is," or it could create its own Neighborhood Plan, which would be the 20-year plan specific to the Morgan neighborhood. This plan could be developed as a grass-roots effort, but it would have to fit within the framework of the City's Comprehensive Plan. The City would provide funding and technical assistance to help the neighborhood develop its plan. The neighborhood could hire outside consultants to provide its own technical expertise.

The Neighborhood Plan had to address the same "elements" required under the Growth Management Act and the Seattle Comprehensive Plan; however, the neighborhood was given the flexibility to tailor the plan's elements to fit its own specific circumstances,



City's proposed Urban Village Boundary



The neighborhood had the option of challenging the City's designation of the urban village. The neighborhood also had the option of adjusting the boundaries of the urban village. The boundary issue is addressed under *Urban Village Boundaries* on page 22.

## History of MoCA and Its Role in Neighborhood Planning

In many other urban villages throughout the city, there were community groups already in existence which could assume the responsibility for addressing the Comprehensive Plan and preparing a Neighborhood Plan. However, the Morgan Junction neighborhood did not have a community council, chamber of commerce, or other formal group in place.

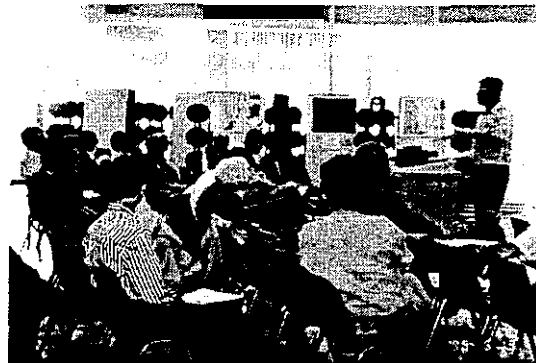
In response to the Comprehensive Plan and the designation of Morgan Junction as an urban village, a group of local residents joined together in 1994 to establish the Morgan Organization for a Better Seattle (MOBS). The name was later changed to the Morgan Community Association, commonly known as MoCA.

The group set about recruiting members and spent 1995 getting the community involved in addressing the Comprehensive Plan, the urban village, and the many issues surrounding these policies. It was decided that Morgan Junction would prepare its own Neighborhood Plan.

In early 1996, MoCA applied to the City of Seattle Neighborhood Planning Office (NPO) to obtain funds for Phase I planning. These funds were awarded and Phase I began in May 1996, with MoCA members serving as the Phase I organizing committee. MoCA began working with NPO to learn about the process for creating the neighborhood plans. There were to be two distinct phases of the process:

- . Phase I, to conduct community outreach and education to get people involved, and
- . Phase II, the creation of the actual Neighborhood Plan

For MoCA, much of 1996 was an educational effort, as the city fine-tuned the process and communities learned about the requirements of the Comprehensive Plan.



As part of the planning process, the Morgan Junction Planning Committee examined the village boundaries as proposed in the Comprehensive Plan relative to the criteria established in the plan. (see the discussion of urban village boundaries on page 20.)

# Phase I

## Community Outreach and Education

The Morgan Junction community faced a particular challenge in addressing Seattle's Comprehensive Plan. Although the area was designated as an urban village, it had neither a community organization nor a strong community identity. However, neighbors successfully came together and carried out an extensive outreach effort to identify and validate neighborhood issues and to develop a broadly-supported scope of work for Phase II planning,

The Phase I Organizing Committee developed an outreach plan which included special educational sessions, discussion of the neighborhood planning process at the MoCA monthly general meetings, and supplemental outreach efforts, including written surveys and focus groups. Extensive promotion, particularly two mass mailings, newspaper announcements, and numerous flyers posted throughout the business district, brought good attendance at the events. At each of the educational sessions, the community was asked to describe its vision of the future, and then list and prioritize its concerns and desires. MoCA also collected information through the use of a written survey which was distributed at the West Seattle Street Fair, several of the educational sessions, and in front of the Thriftway store on weekends.

The backbone of the Phase I outreach effort was the regular monthly MoCA meetings, which were held the second Thursday of each month at Gatewood Elementary School. Each meeting was publicized in advance in the West Seattle Herald, with key agenda items noted. At each meeting, attendees were brought up to date on the progress of MoCA's outreach and planning efforts, followed by discussion and input from the community,

In the fall of 1996, as the outreach activities were completed, the community input was collected and compiled by the Organizing Committee. An overall vision statement was drafted and the issues considered most important to the community were summarized,

The next step was to take the vision statement and list of issues back to the community for approval before entering into the actual Phase II planning. Two consultants, Mimi Sheridan and Leslie Rankin, were hired to assist with summarizing the public comments and planning and publicizing the "Big Event"--where the community came together to validate the vision and list of issues.

The November 1996 "Big Event" validation meeting was attended by more than 300 people, who voted to select which issues should be addressed in the Neighborhood Plan. They overwhelmingly validated the community vision statement, which emphasized a safe, attractive, pedestrian-oriented neighborhood with an economically viable vital business district (the statement of this vision appears at the beginning of this document). Many participants signed up to work on the Phase II Planning Committee or on subcommittees dealing with specific elements of the Neighborhood Plan.

## Elements of Phase I

This section provides greater detail about the key elements and activities addressed during the Phase I outreach/education process.

### IDENTIFICATION OF STAKEHOLDER GROUPS

Early in the project, several analyses were performed to identify the community's stakeholder groups and to develop a targeted plans to reach out to them. Using data provided by the City and independently compiled by MoCA members, seven stakeholder groups were identified:

- homeowners,
- renters,
- non- resident property owners,
- institutional "populations,
- the physically challenged,
- business owners, and
- institutions such as Gatewood Elementary School, retirement homes, and churches.

For each stakeholder group, specific outreach methods were determined; the implementation of these methods is described below.

### OUTREACH ACTIVITIES

The outreach described below significantly increased participation in the planning process. Attendance at MoCA's general meetings increased from 27 in January 1996 to 51 by the end of the year, Representation greatly increased as well, growing from homeowners and a few businesses to active participation by six of the seven identified stakeholder groups.



MoCA also coordinated with surrounding communities. Organizing Committee members attended meetings of the Friends of the Junction planning group and met with them to discuss common interests. They also coordinated with "a planning group at High Point and with the Fauntleroy Community Association to discuss mutual objectives, A MoCA representative regularly participated in meetings of the Southwest District Council.

### MAILINGS

Two mass mailings were done, one paid for by the City and one paid out of MoCA's own planning budget. The first, in April 1996, notified everyone in the planning area that the Neighborhood Planning process was beginning and that it was important for them to participate in shaping forming Morgan Junction's future.

The second mailing went to all residents, businesses, institutions, and owners of property within the planning area. It was sent in early November 1996 to advertise the validation "Big Event" on November 16, 1996. This flyer listed some of the main issues that had arisen and included a map showing the proposed urban village and planning area boundaries,

In addition, MoCA maintained a mailing list every person who signed in at any MoCA meeting or event. Numerous additional mailings went to that list, advising of MoCA general meetings and special events.

#### ISSUE IDENTIFICATION WORKSHOPS

MoCA's first task was issue identification--discovering what the community was concerned about, what people wanted to see changed, and what their vision was of the community's future. The heart of this process was a series of four informational meetings where neighbors came to learn about not only about the Neighborhood Planning process and issues, as well as to discuss their preferences and concerns.

These meetings were widely advertised through eye-catching flyers and posters distributed at neighborhood businesses, apartments, and public places, and through notices published in the West *Seattle Herald*. The four public informational meetings were held in the summer of 1996, during MoCA's regular Thursday evening meetings. The following topics were discussed:

June 13,1996	Housing, Land-use, and Design Review
July 11,1996	Traffic and Transportation
August 8,1996	Public Safety and Utilities
September 12,1996	Community Life (Parks/Open Space/Parks, Ark/Culture, Business District)

Each meeting began with a slide show overview of the topic with examples from Morgan Junction and introducing the issues to be covered. Resource people then made brief presentations, providing additional more information for participants to consider. The slide show and presentations were followed by a facilitated discussion where participants expressed their ideas, comments, and concerns. The following sections summarize each meeting and the participants' comments,

#### Housing, Land-use, and Design Review (June 13, 1996)

The first informational meeting focused on housing and land-use, discussing the existing housing stock inside and outside the urban village, development trends, cost and affordability, design guidelines, and Comprehensive Plan requirements. Slides showed the variety of housing options available in Morgan, from small older bungalows to large new homes, duplexes, small apartment houses, and large multifamily complexes. Also discussed were residential densities in the urban village and the planning area, the rising cost of housing, household sizes, and the changes occurring every day as new units are constructed and older homes are remodeled or replaced.

#### ***Summary of Participant Comments***

- Make sure that new buildings are compatible with the community
- Ensure that multifamily housing fits into the community
- Channel growth along arterials
- ∨ Require hidden parking
- ∨ Allow duplexes and detached accessory housing in single-family zones
- ∨ Limit low-income housing
- ∨ Preserve views by limiting building heights and undergrounding wires
- ∨ Encourage a diversity of building styles and people
- ∨ Encourage owner occupancy

#### Traffic and Transportation (July 11, 1996)

Traffic and transportation was the topic of the second informational meeting. Much of the discussion focused on King County Metro Transit's presentation of its Six-Year Transit Plan and the process for planning service improvements in West Seattle. Metro intends to conduct focus groups to gather input about the service changes people would like to see. Broader changes are also being planned by the Regional Transit Authority. A representative of the Seattle Transportation Department was also on hand to answer questions and discuss specific transportation improvements suggested by participants.

#### *Summary of Participant Comments*

- Address congestion on the West Seattle freeway
- Improve traffic flow
- Address the ferry traffic problem
- Reconfigure and improve the Morgan/California/Fauntleroy intersection for both pedestrians and vehicles
- Increase pedestrian and vehicle safety on residential streets
- Reduce vehicle noise
- Improve bicycle lanes
- Increase and enhance Metro bus service both for both commuting and circulation within West Seattle
- Involve the community in transit planning

#### Public Safety and Utilities (August 8, 1996)

The August 8 informational meeting focused on public safety and utilities, with speakers from the Seattle Public Utilities Department, Seattle City Light, the Seattle Police Department, and the West Seattle Crime Prevention Center.

Public Utilities Department studies indicate few utility planning issues affecting Morgan, since both the water and sewage systems are capable of handling any growth expected under current zoning. Some routine maintenance and upgrades are planned.

Seattle City Light is continuing its long-term upgrade of the electrical distribution system in order to serve higher population densities throughout the city; they expect to complete the process in West Seattle in eight to ten years. City Light also plans to increase the number of street lights in areas designated as high crime locations areas by the Police Department. One of the neighborhood's primary desires, underground wiring, is not part of City Light's routine upgrades but can be installed wherever all residents agree to bear the cost,

The City Light representative also discussed their plans to "surplus" a substation inside the urban village boundaries at Southwest Morgan Street and the alley east of 42nd Avenue Southwest. This property has potential for conversion to open space or another public use.

A representative from the West Seattle Anti-Crime Council spoke about the local Crime Prevention Center, a drop-in office where the police officers can write reports or complete other police business, saving the time of traveling to the existing South Precinct station on Beacon Hill. The Center also disseminates information about crime prevention to the community. Monthly meetings are held with residents, business owners and local police officers to discuss local public safety concerns and devise solutions.

Two Seattle Police officers who serve West Seattle discussed their schedules and the amount of police coverage in the Morgan Junction area. They encouraged the community to state in its plan the high priority given to a local police precinct, since the City has not yet funded this project. They said that criminal activity in Morgan is comparable to other parts of the city, with car prowls and thefts being most prevalent. Other crimes are lower in Morgan than in other parts of Seattle. They also said that a new captain being assigned to the area is committed to making changes and addressing many of the issues raised.

*Summary of Participant Comments:*

- Establish a police precinct in West Seattle
- . Increase the police presence in the community
- . Increase community education and involvement
- Enforce traffic and parking regulations
- Develop supportive youth programs
- Increase youth discipline
- Make streets safer at night
- . Increase graffiti prevention

Community Life (September 12, 1996)

The community life informational meeting covered three topics affecting quality of life in the Morgan Junction neighborhood: the business district, arts and culture, and parks and open space,

***Business District***

Slides of the business district, with statistics about the types of businesses found in Morgan Junction, kicked off the meeting. Lynn Harmon of Prudential/Cayce & Gain Real Estate added further details about the types of businesses usually found in neighborhood shopping areas and their needs. Morgan does not have the large land parcels required by major chain stores but has excellent demographics and sites good locations suitable for smaller stores.

Seattle neighborhoods that have attracted strong local businesses (such as Admiral and Queen Anne) have done so through good demographics coupled with dedicated business and property owners working to reinvest in their community and promote themselves to generate strong support from local shoppers. Some business districts feature a distinctive theme or have specialty stores that attract people from outside the area,

*Summary of Participant comments*

- Need new businesses such as a bookstore/newsstand, office supplies, antique shops, juice bar, laundromat, funky jewelry and clothes, gifts/post office/photocopying
- Need a greater variety of restaurants
- Implement design guidelines and restrict inappropriate signs to improve the appearance of the business district
- Increase parking, especially behind shops
- . Improve pedestrian atmosphere/safety near shops

***Arts and Culture***

The second part of the meeting focused on arts and culture in the Morgan community. The slides featured local arts facilities (primarily churches used by the arts organizations), scenic views,

gardens, and public art throughout West Seattle. Inga Carmack of Arts West, a non-profit arts organization serving West Seattle, explained their activities. The Arts West gallery at Jefferson Square features a different artist each month, Arts West also sponsors theater productions in churches and works with local business groups on beautification projects such as street trees, Arts West is also promoting the development of a new arts/performance center to be used as a gallery, theater and public gathering place,

***Summary of Participant Comments:***

- . Build facilities that enhance arts and culture such as community center and theater.
- Add public art to the community, such as sidewalk tiles or a landmark statue or fountain.

***Parks and Open Space***

The parks slide show demonstrated that the proposed Morgan urban village currently has no parks within its boundaries. However, several open spaces lie within the planning area, including Lowman Beach Park, Lincoln Park, Gatewood Reservoir, and Gatewood and Fairmount playgrounds. An additional open space, the Pelly Place Natural Area, was acquired after great community effort and will be restored to its a natural state with a City matching grant, A similar natural area is located in the Orchard Street Ravine. Potential spaces for pocket parks were also highlighted. Catherine Anstett and Don Harris of the Seattle Department of Parks and Recreation provided maps of the City's open space projects in the area and provided pointers on how best to plan to for and obtain additional open space and parks,

***Summary of Participant Comments***

- . Make better use of existing public spaces
- Add amenities such as pocket parks, a community garden, street trees, a skateboard park, and bicycle paths

**SPECIAL FOCUS GROUP SESSION**

MoCA made specific efforts to involve groups that usually do not attend public meetings or participate in community activities. One such, effort was a focus group at Cal-Mor Circle, a subsidized apartment complex for the elderly located in the heart of the Morgan Junction business district. About 20 percent of the building's 58 residents participated in the focus group, Following a general presentation about" the planning process, residents discussed their concerns and ranked the importance of various issues,

All of the focus group participants' major concerns were related to improving the area's walkability-- making it easier for people, especially those who have difficulty walking, to get around the community easily and safely. Specific suggestions included:

- longer pedestrian signals at crosswalks,
- improved sidewalks and crosswalks,
- more wheelchair ramps,
- better enforcement of traffic regulations,
- storm drain repair to prevent sidewalk flooding,
- improved lighting, and
- a greater police presence,

These concerns were combined with results of the educational workshops and the survey and were included in the issues presented during the November "Big Event" validation open house.

#### BUSINESS SURVEY

During March 1996, MoCA conducted a detailed survey of all the business districts in the planning area. Follow-up surveys were done in March 1997 and March 1998 to measure changes in the business community over time. The survey collected the following information for each individual business and storefront (or office) in the urban village and planning area:

- the name of the business
- the address/location
- the type of business (including vacant space, but excluding home-based businesses)
- the type and size of space occupied by the business
- the location and availability of parking (both off-street and on-street)

This information was summarized and disseminated to the business community. It also was presented during the informational meetings and the November validation "Big Event."

#### WRITTEN SURVEY

To reach out to people who do not typically attend meetings, MoCA developed a written survey. The questionnaire was distributed from July to October 1996 at MoCA's regular meetings, at the West Seattle Street Fair, at the Night Out Against Crime in August 1996, and at an information table staffed on Saturdays by MoCA volunteers "at the local Thriftway store.

The survey was based on a similar questionnaire used by other neighborhood planning groups. The questionnaire asked people to list their top priorities in four major areas: housing and land-use, transportation and traffic, public safety, and quality of life. The survey also collected basic demographic information to determine which stakeholder group(s) the respondents represented.

A total of 119 completed questionnaires were received and analyzed by MoCA. Respondents were primarily homeowners (66%) living within the proposed Urban Village (28%) or within the Planning Area (52%). Twenty percent were owners or managers of local businesses, One-quarter of the respondents were bus riders and one-third had children living at home.

The respondents gave the highest importance to reducing violent crime, ensuring that new multifamily housing fits into the community, increased police and emergency services, design guidelines for new construction, and having a range of housing prices available. All of the issues addressed in the surveys were included in the final list of issues presented at the November validation open house; all open-ended responses were also tabulated.

Two important new items were obtained from the survey responses and included in later discussions--establishing a police precinct in West Seattle and maintaining the integrity of single-family neighborhoods.

### **Validation Of Phase I Efforts**

As the outreach activities were completed, the Organizing Committee summarized all the input received from the public and drafting a comprehensive statement of the community's vision of its future. This information was then submitted to the community for approval and to set the agenda for the actual planning to be done during Phase II. Two consultants, Mimi Sheridan and Leslie



Rankin, were hired to assist with summarizing the public comments and to help plan and publicize the "Big Event," where the community came together to validate the vision and list of issues.

### The Vision Statement

The first step in summarizing public comments was developing an overall vision statement for public consideration. The comments and ideas from the public meetings, surveys, and focus groups were distilled into a comprehensive statement of the community's vision of its future:

### The Morgan Junction Neighborhood Vision

- 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 with strong single-family neighborhoods and compatible multifamily buildings offering a wide range of housing types for all people;
- An appealing place with attractive landscaping and pleasant parks and gathering places;
- A vital commercial district, providing restaurants, stores, and services to meet the needs of local residents;
- A safe community with active crime prevention programs and a strong police presence;
- A community that is conveniently accessible by transit and automobile, but where walking and biking are easy and enjoyable.

This vision statement is identical to the statement which appears on the first page of this Neighborhood Plan.

### The Validation "Big Event" of November 16, 1996

The months-long issue identification process culminated in an open house held on November 16, 1996 at Gatewood School. The purpose of this event was to seek community validation of the issues that had been recorded, essentially asking the questions "Did we hear you right?" "Is this what you mean?" and "Which of these concerns are most important to you?" The draft vision statement was also presented for validation.

The validation "Big Event" was extensively promoted in advance. An informational flyer was mailed to all households, businesses, institutions, and non-resident owners of property in the planning area. Copies of the flyer were posted around the neighborhood, in businesses, and in other public places. Notices were placed in the West Seattle Herald. In addition, signs were posted throughout the planning area, using recycled yard signs from the 1996 election campaign.

The day-long validation event was very successful, with more than 300 people participating. Each major topic area had its own display, with photos and information, listing the issues that had surfaced. An Organizing Committee member staffed each table to answer questions. After considering this information, each participant could vote for each issue to show what was important to them.

Participants voted by pasting colored dots next to each item on the list of issues. For each topic area, voters could evenly distribute dots among several issues or place multiple dots next to the issues they felt most strongly about.

Each person received a total of 27 dots for the 51 issues, getting a ration of dots at each station. The number of dots varied among the topic areas, depending on the number of issues in that topic. For example, there were thirteen issues under Transportation and people received seven dots, while they received only three dots to distribute among the six Community/Culture issues. This was done to provide more or less equal weighting of votes among the various topic areas, so that a single composite list of priorities could be developed for all issues across the topical areas.

### Final **Issues List**

- The strongest support went to two West Seattle-wide issues: establishing a police precinct and addressing congestion on the West Seattle freeway.
- Within the Morgan Junction area, the greatest concern revolved around housing and growth, especially maintaining existing single-family housing and allowing no more low-income housing in the neighborhood.
- Development of design guidelines for new construction, limiting building heights to retain views, and building a branch library were also highly rated.
- The vision statement was overwhelmingly approved, by a vote of 218 to 25. Many people added comments, primarily stating their desire to retain the existing character of the neighborhood and maintain existing single-family housing.

# Phase II

## Creating the Neighborhood Plan

One of the key features of the November 1996 Big Event was a display describing the Phase II planning process and soliciting interested people to participate in Phase II and other future activities.

### Preparation for Phase II

Immediately after the Big Event, MoCA began preparing for Phase II with a community workshop on December 9, 1996. Following a presentation of the results of the issue validation process (described above), participants divided into small groups by topic to discuss the structure of the Phase II Planning Committee and work groups, to answer questions, and to complete forms expressing their interest in participating in Phase II. Approximately 35 people attended this workshop; 26 signed up for the Phase II Planning Committee.

The Organizing Committee reviewed the applications and presented the applicants to the public at the MoCA general meeting on January 9, 1997. The names of all 26 candidates were submitted for public approval at the MoCA general meeting on February 13, 1997. Validation consisted of a public vote to approve or disapprove the entire slate of candidates; the slate was approved by a margin of 27 to 1.

The Phase II Planning Committee began meeting on February 27, 1997. Over the next three months, they met several times to (1) develop a strong decision-making structure and communications procedures and (2) begin the task of putting together a work plan for Phase II. In March 1997, the Committee held a half-day planning retreat, which provided an excellent opportunity to bring new members up to date on Phase I activities and for all members to discuss the Phase II scope of work.

The Phase II Planning Committee initially consisted of a chair and 14 members, including the chairs of the six topical subcommittees (Transportation/Traffic, Housing/Land-Use, Business District, Parks/Open Space, Community/Culture/Human Services, and Public Safety). At the time it was formed, all stakeholder groups were represented on the Planning Committee.

The initial committee structure proved unwieldy in practice and too much work fell on the shoulders of the chair. These problems, coupled with attrition, led to a reorganization of the Planning Committee into two co-chairs and seven members, including the heads of each of the topical subcommittees.

The Committee hired a consultant, Carlson Architects, to assist with the Process of creating a Scope of Work and Work Plan for Phase II, and to coordinate consultant support for the topical subcommittees and ongoing outreach activities. The Neighborhood Planning Office also provided specific assistance during this time period, especially in defining the steps needed to prepare the draft Neighborhood Plan which would be presented to the City departments for review,

Outreach and education continued during Phase II as well, with several MoCA meetings devoted to specific neighborhood planning topics of interest, such as housing, land-use, and transportation issues. Comments received at these meetings were considered during the next step of the process, creation of the final Goals, Policies and Recommendations of the Morgan Junction Neighborhood Plan.

## Goals and Policies

Each topical subcommittee again sifted through all the Phase I results, as well as the requirements of the Comprehensive Plan, and crafted a series of goals and policies for its topic area.

- . Goals are intended to set a general direction by expressing our community's values and an ideal future end. They are not quantifiable or time-dependent, nor do they suggest specific steps for implementation.
- . Policies are broad statements which help guide decision making, They provide a context for setting priorities and for guiding the activities needed to achieve the goals,

After the topical subcommittees drafted their goals and policies, they were reviewed and revised by the Planning Committee as a whole. This was done to insure consistency and to make sure that all viewpoints were considered.

## Community Check.in Fair (May 16, 1998)

The draft goals and policies for the Morgan Neighborhood Plan were presented at a Community "Check-in" Fair held May 16, 1998 at Gatewood School. The community was notified about this event with mailings, flyers posted throughout the business district and distributed at the Thriftway checkout stands, and a notice published in the West Seattle Herald. While attendance was disappointing (with only 76 people attending), there was significant acceptance of the goals and policies presented.

At this meeting, the Housing and Land-Use Committee gathered additional feedback on alternatives to the proposed Urban Village boundary, small-lot zoning, and design guidelines. The Parks Committee also used a survey to collect input on several specific ideas being considered for the Morgan Junction neighborhood,



## Planning Recommendations

The final step in completion of the Neighborhood Plan was the creation of specific recommendations to be included in the Plan. The recommendations are a series of activities or action-specific statements and" can include:

- A specific action by the City, such as the enactment of an ordinance, adoption of a resolution, or construction of a public "facility.
- A list of steps to be undertaken by the community which are needed to complete a specific proposed project or setup an ongoing program.

Recommendations are captured in two places:

- . In the Neighborhood Plan itself, and
- In a document called the Approval and Adoption Matrix, which is a document used by City staff to review the Neighborhood Plan recommendations and identifies all the City's responses to the draft Plan. The final Approval and Adoption Matrix is that portion of the Plan which will be adopted into law by the City when our Neighborhood Plan is incorporated into the Seattle Comprehensive Plan.

### Community Review of Recommendations (September 10, 1998)

Because the Planning Committee was disappointed by the May turnout, it decided to devote the MoCA general meeting of September 10, 1998 to a review of the recommendations in the hope that more community members would attend, learn about the Neighborhood Planning process, and provide additional input. An eight-page brochure was mailed to every household, institution and business in the Morgan Junction planning area to publicize this meeting and provide citizens with full information on the proposed goals, policies, and recommendations,

At this meeting, the draft recommendations were reviewed by the community, which was asked if the Organizing Committee had correctly captured the desires of the neighborhood in its prioritization of projects and actions. A total of 75 community members attended, and their responses provided additional input for the topical subcommittees to consider. The specific goals, policies, and recommendations are presented in the body of the plan and under Key Strategies below (beginning on page 29).

#### Graham Street Block Club Petition

At the September event, members of the Planning Committee were approached by a group of citizens who requested that the urban village boundary be changed to remove a one-block area from the village. They were asked to submit a petition describing exactly which area they wanted to remove from the village and their reasons for making the request. Shortly thereafter, the petition was received with 27 signatures representing 28 people. The petition was evaluated against four criteria to assess its impact on the intent of the Urban Village strategy and the objectives of the Comprehensive Plan:

- The signers of the petition must represent a majority of the properties in the affected area,
- The boundary revision must not adversely affect the compactness and talkability of the urban village or the centrality of the business district within the village,
- The boundary revision must not remove from the village any property zoned for multifamily or commercial development, and
- The boundary revision must not have a significant, adverse effect on the development capacity of the urban village.

Based on these criteria, the Planning Committee determined that the requested boundary change did not adversely affect the overall objectives of the Plan and thus accepted the proposed boundary revision and incorporated it into the final Draft Plan presented to the community for final validation. A COPY of the Graham Street Block Club petition and the analysis are included as attachments to this plan.

### PLAN VALIDATION, NOVEMBER 1998

Validation of the Draft Plan took place during November, 1998. Early in the month, validation mailers were sent to all addresses in the Morgan Junction planning area. Additional publicity methods included : flyers and copies of the Draft Plan placed in the business district and in public places, flyers handed out at Thriftway during the week preceding the Validation Event, 15 campaign-style yard signs placed in high traffic areas throughout the Planning Area, a paid advertisement and public notices placed in the West Seattle Herald two weeks prior to the event, and extensive pre-event coverage by the Herald:

The Validation Event was held at Gatewood School from 10:00 a.m. to 400 p.m. on Saturday, November 21, 1998. 142 people signed in and 111 ballots were cast during the event. An additional 111 ballots were received by mail or at the West Seattle Town Hall by November 28<sup>th</sup>, for a total of 222 ballots.

Also at the Validation Event, two additional and separate surveys or "straw polls" were distributed by concerned citizens, the results of which are included in the Appendix.

On, several occasions between November 21, 1998 and January 14, 1999, the Planning Committee asked the people who conducted the straw poll to submit a written minority report or attachment to the plan which would describe their progress and findings, While oral summaries were presented at both a Planning Committee meeting and a MoCA general meeting, no formal report was ever submitted for incorporation into the Plan, Accordingly, the attachment to the Plan is limited to a copy of the straw poll questionnaire; a tabular summary of the results and the completed questionnaire.

#### Results and Modifications

Overall, the Draft Plan passed, receiving a majority (56 percent) of the votes, The proposed boundary change was also approved by 57 percent of the respondents, The Green Crescent Key Strategy was approved with a 55 percent "yes" vote; however, the Fauntleroy Way Key Strategy received only 39 percent approval.

All of the individual elements of the Plan were also approved, though the strength of support varied widely. Driven by support for a police precinct in West Seattle, the Public Safety element was the most popular, receiving over 80 percent approval. The Business District and Community/Culture elements received strong support, with 63 and 62 percent approval, respectively. The Housing/Land-Use and Transportation elements were approved, by slightly more than 54 percent of the respondents, while the Parks and Open Space element received only a one-vote plurality (50.2 percent approval).

The West Seattle-wide recommendations received 59 percent approval

A large number of written comments were also received, which proved invaluable in helping the Planning Committee identify and address specific concerns about the various elements of the Plan. The ballots and written comments were categorized by element and reviewed by each committee chair, who used them to develop responses and changes to the draft Plan. In addition, City responses to the Draft A & A Matrix were also considered at this time. A summary of the validation results is attached to this plan.

### Eddy Street Ravine Petition

During the evaluation of the Validation Event results, the Planning Committee received a petition from 135 people concerned with inclusion of the Eddy Street Ravine and surrounding properties in the Neighborhood Plan. The petition requested that

- . The Urban Village boundary be shifted to the east, to exclude the ravine and all properties lying west of the business district (from Juneau Street to Fauntleroy Way) and Fauntleroy Way (south and west of California Avenue), and
- All references to the Eddy Street Ravine be removed from the Plan.

The requested boundary change was evaluated using the same criteria that were applied to the Graham Street Block Club petition. See page 26 for additional summary evaluation information, A full copy of the Eddy Street Ravine Petition analysis appears as an attachment to the Plan, The analysis recommended a compromise in which the bulk of the ravine and adjacent properties would be removed from the village boundary. In January 1999, negotiations were held with representatives of the petitioners over final delineation of the boundary and mutually acceptable revisions to the language in the Plan. A compromise was agreed to on January 11, 1999; the compromise boundary and plan language are now contained in the body of the Neighborhood Plan.

### Final Modifications

Roughly summarized, the following changes were incorporated,

#### *Urban Village Boundary*

The Village boundary was shifted to the compromise location between the boundary advocated by the Eddy Street Ravine petitioners and the boundary validated at the November 21, 1998 event, With this change, a majority of the properties adjacent to the ravine were removed but the critical characteristics of the Urban Village were maintained. A map showing the final recommended village boundary appears in the Urban Village Boundary section of this plan,

#### *Transportation and the Fauntleroy Way SW Improvement Key Strategy.*

Based on the balloting and the comments received, the community does not accept a boulevard concept for Fauntleroy Way. References to studying and developing Fauntleroy Way SW as a landscaped two-lane boulevard were removed from the Plan. Greater emphasis was placed on pedestrian, bicycle and traffic safety, and maintaining roadway capacity and improving traffic flow.

Reference to neighborhood involvement with proposed traffic and Metro changes was also strengthened.

#### *Parks and Open Space and the Green Crescent Key Strategy*

A new policy was added to reflect concerns with maintenance and upkeep of existing and future Parks and Open Space areas, References to incorporating alleys into a bicycle route system were removed due to safety concerns, All negotiated compromise language from the January 11, 1999 meeting with the Eddy Street Ravine Preservation Alliance representatives was incorporated. References to the P-Patch were changed to Community Garden to reflect the full range of potential opportunities at that location. A clarifying street location was added to reflect information sent out in the Validation Mailer which had inadvertently been omitted from the Draft Plan. All reference to Fautleroy Way SW as a boulevard was deleted.

#### *Housing and Land Use*

A statement was added saying that Single-Purpose Residential zoning not be adopted in the Urban Village, and that further study needs to be done. A policy and recommendation had reference to future RSL consideration removed, as future allowance was discussed in the body of the Plan, A recommendation to develop design guidelines for tandem housing, cottage housing and RSL was removed, as none are recommended for inclusion in the Plan.

#### *Public Safety*

Based on comments about concerns for safety in parks and open space areas, specific mention of police patrols in parks was added to the Plan. Slight changes in wording were made to bring the Plan in line with the City's concept of "emphasis patrols" instead of special patrols,

#### *Business District*

No changes were made

#### *Community and Culture*

No changes were made.

#### *It's Our Plan*

The Plan you hold in your hand is the result of the work of the Planning Committee and dozens of your fellow citizens over the past three years, These committees have been staffed by your neighbors, who have devoted thousands of hours of their personal time to draft a plan which they believe will allow our community to better withstand the impacts of growth over the next 20 years, allowing us to enhance the quality of life for all residents of the Morgan Junction neighborhood,

The process has been complex and not without controversy, Both the Committee and the City have been "learning as we go," and the evolving process frequently forced us to aim at moving targets. There is a diversity of opinions in our neighborhood, and many of these opinions are strongly held, The fact that the Neighborhood Plan was done at the behest of the City contributed to widespread skepticism about the integrity and ultimate outcome of the process,

Despite these difficulties, the Morgan Junction Planning Committee is encouraged to see the community get engaged in the planning process and contribute ideas and opinions that challenged



the Committee to create the best possible plan for the community as a whole, Prior to 1994, our community did not have a voice. Today, we not only have a plan, but also are laying the groundwork for a network of citizens that can provide us with permanent organized representation when dealing with the City, developers, or other forces which can affect the future of our community,

## What's Next for MoCA?

MoCA is a grassroots association of property owners, residents, business persons, and other people who have a stake in the future of our neighborhood. These "stakeholders" are the heart of MoCA. Our primary purpose is to make the Morgan Junction a better place to live, work, shop, and enjoy.

Our goal is to continue in a stewardship role as after the Morgan Junction Neighborhood Plan is approved and its recommendations are considered for implementation. MoCA intends to evolve into a permanent community council to represent the interests of our neighborhood and help oversee and facilitate implementation of the Plan and its recommendations. Quite obviously, it is advantageous for our neighborhood to have organized representation when dealing with the City on planning, zoning, and capital improvement matters that affect our community. It is equally obvious that a broad and diverse organization better represents the entire community, To this end, MoCA will continue to actively recruit new members,

## Community Outreach Will Continue

As details of projects and specific recommendations are developed in the future, the community will have a better opportunity to visualize and understand them. On some of the major projects presented during our planning outreach, concern has been expressed that the details were arrived at without full consultation with the community, particularly neighbors who might be directly affected.

While the MoCA Planning Committee realizes that we will not gain complete community consensus on some projects and recommendations, we want to emphasize that we will adhere to the following principles:

- No projector recommendation shall go forward without significant direct outreach to those community members that we can identify as being directly affected. For example, if a park is proposed, any studies or design work *must* include efforts to reach out to and involve the owners and occupants of all adjoining properties.
- No Neighborhood Planning project shall go forward without consultation and review by the neighbors, MoCA, and the City,

## The Plan

The following pages contain the body of the Morgan Junction Neighborhood Plan, It is organized into three major sections:

1. A discussion of the changes to the urban village boundary recommended in the Plan.
2. A discussion of the two Key Strategies presented in the plan
  - . The "Green Crescent"
  - . Fauntleroy Way Pedestrian Safety and Landscaping Improvements
3. The last section presents separate discussions of each of the elements in our plan:
  - . Parks and Open Space
  - .
  - Transportation and Traffic
  - Business "District"
  - Housing and Land-Use
  - . Public Safety
  - . Community and Culture

Each of these sections presents the background, goals, policies, and recommendations for each of the elements of the plan.

# Urban Village Boundary

It would be an understatement to say that maintenance of the single-family character of the Morgan Junction neighborhood is a high community priority. Throughout the neighborhood planning process, this sentiment was expressed again and again.

## Background

Concern for the protection of our single-family neighborhoods began with the City designating Morgan Junction as a Residential Urban Village in the 1994 Comprehensive Plan and established preliminary boundaries for the urban village. Among the criteria used in designating urban villages were:

- The area's current zoning, which provides sufficient capacity for future growth and development,
- Location along major transportation routes, including roads and mass transit lines, and
- The ability to achieve residential densities which will support compact living and pedestrian- and transit-friendly environments (for example, 2,000 dwelling units exist or can be accommodated within a 2,000-foot radius of the center of the urban village, Morgan Junction is already zoned to accommodate this residential density),

The urban village designation has implications for both zoning and capital investment by the City,

- **Zoning:** Urban villages have access to zoning options not available to areas outside of village boundaries. Urban village neighborhoods can:
  - Suggest rezones of single-family areas within the urban village boundary to low density multifamily or commercial zones in areas close to principal commercial streets;
  - Allow Residential Small Lot (RSL) zoning, which can include (1) single-family houses on individual small lots, (2) two houses on a one lot, and/or, (3) clusters of small cottages on larger lots;
  - Identify commercial areas within the village boundary where residential development will be emphasized (Neighborhood Commercial/Residential zoning);
  - Designate areas within an urban village as appropriate or inappropriate for moderate-density multifamily zoning (including L3 and L4 zones);
  - Recommend how residential buildings without ground-floor commercial space should be treated in commercial zones within the urban village. The plan can allow such single-purpose residential buildings outright, permit them only under specific conditions, or it can prohibit these buildings in commercial zones altogether,
- **Capital Facilities and Investments:** The Comprehensive Plan has a goal of making capital investments consistent with the urban village strategy by encouraging the City to locate "new community-based capital facilities," including libraries, community centers, and parks in areas that serve urban villages. It also requires the City to provide written justification when proposing to locate major capital facilities outside urban village areas. The City is also directed to "consider providing capital facilities or amenities in urban villages as an incentive to attract both public and private investments to an area" (*Source: City of Seattle Strategic Planning Office*).

The Comprehensive Plan includes goals for the provision of adequate and accessible open space within urban villages. Efforts to acquire open space and develop recreation facilities are directed to give particular attention to serving urban villages, which are in general expected to have the greatest need for additional open space and recreation facilities (*Source: City of Seattle Strategic Planning Office*).

Because the urban village strategy has direct impacts on zoning and new public investment, the location of the urban village boundary is critical.

## Boundary Issues

There was considerable discussion about changing the urban village boundaries throughout the outreach and visioning processes of Phase I and Phase II. Two broad schools of thought emerged during the discussion:

1. Protect single-family neighborhoods from rezones to multifamily or commercial by excluding them from the urban village,
2. Accept the City's proposed urban village boundary, but add selected areas adjacent to the village so our Neighborhood Plan can make recommendations regarding the future use of these areas.

Each school of thought is described below.

### Remove Single-Family Zones from the Village

A large portion of the community was concerned that, once the urban village was formally established, it would be easier to develop the area inside the village boundary more intensively than outside the village. The messages "protect existing single-family neighborhoods" and "preserve existing single-family housing" were among the most frequently-expressed opinions received throughout the visioning and outreach process. Specific concerns were:

- It will be easier to rezone single-family-zoned properties to multifamily or commercial zones within the urban village boundary than outside it.
- Development standards will be different inside the village boundary, permitting taller, larger, bulkier buildings, with higher residential and commercial densities and with less off-street parking.

These people cited several policies in the Comprehensive Plan and other City memoranda which implied that this was possible.

Many of those concerned about these issues believed that the only strategy guaranteed to protect single-family neighborhoods was to change the urban village boundaries so they include only multifamily- and commercially-zoned areas (chiefly, along California Avenue and Fauntleroy Way),

They argued that such a boundary shift would not significantly alter the development capacity of the Morgan Junction Urban Village because the single-family neighborhoods within the City's

proposed boundary were almost fully built-up; virtually all of the future development capacity lay within the commercial and multifamily zones,

### Selective Expansion of Urban Village Boundaries

The second school of thought believed that areas within urban villages would have priority for City planning, scheduling, and funding of infrastructure and maintenance projects, new community facilities, and the like. If the village boundaries were contracted, the excluded areas would lose these opportunities. This group cited policies in the Comprehensive Plan and other City memoranda to support this argument.

In addition, some members this group were particularly interested in making improvements to the Eddy Street Ravine, most of which lies outside the City's proposed village boundary.

Finally, there was concern about the future disposition of Gatewood Elementary School, should it ever be closed. Because of the size and location of the ravine and school site, it was felt that these areas be added to the village so they could be specifically addressed in our Neighborhood Plan.

### Development of Alternatives

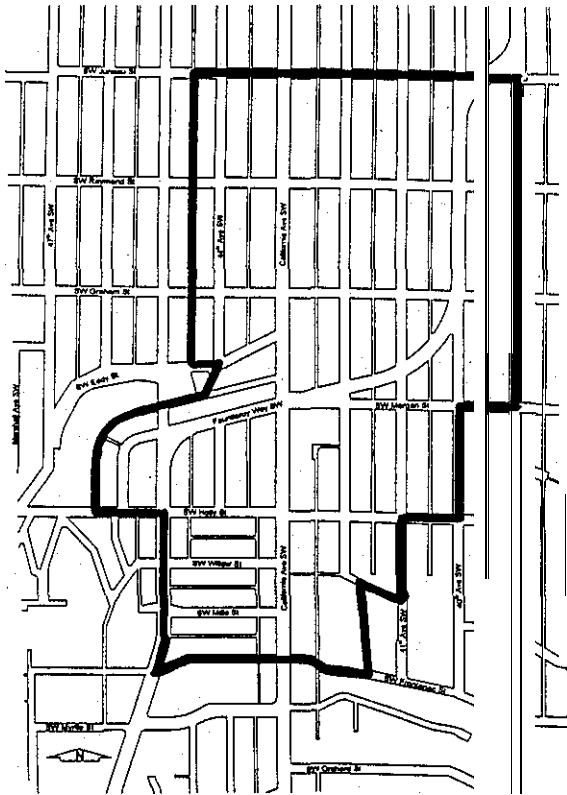
Because an enormous number of potential boundary configurations were possible, the Housing/Land-Use Committee, in consultation with the Administrative Committee, determined that three village boundary alternatives be presented to the public for review and validation:

1. The urban village boundary originally proposed by the City (Map 1),
2. A revised boundary which was the City's proposed boundary, but with three areas added (Map 2):
  - The Eddy Street Ravine and lots between the ravine and the City's proposed boundary,
  - The block containing Gatewood School (bounded by SW Frontenac Street, California Avenue SW, SW Myrtle Street, and Fauntleroy Way SW.
  - A small landscaped triangle at the northeast gateway to the urban village, bounded by Fauntleroy Way, SW Juneau Street, and 39<sup>th</sup> Avenue SW,
3. A revised boundary which generally corresponded to Map 2, but with three single-family-zoned areas excluded (Map 3):
  - The block faces on either side of 44<sup>th</sup> Avenue SW, from SW Juneau Street to SW Graham Street.
  - Two areas extending along the entire east side of the proposed village, between the City's proposed village boundary and the east boundary of the multifamily- and commercially-zoned areas along California Avenue and Fauntleroy Way.
  - This plan also excluded the landscaped triangle at Fauntleroy Way, Juneau Street, and 39<sup>th</sup> Avenue, as it would no longer be contiguous to the village boundary.

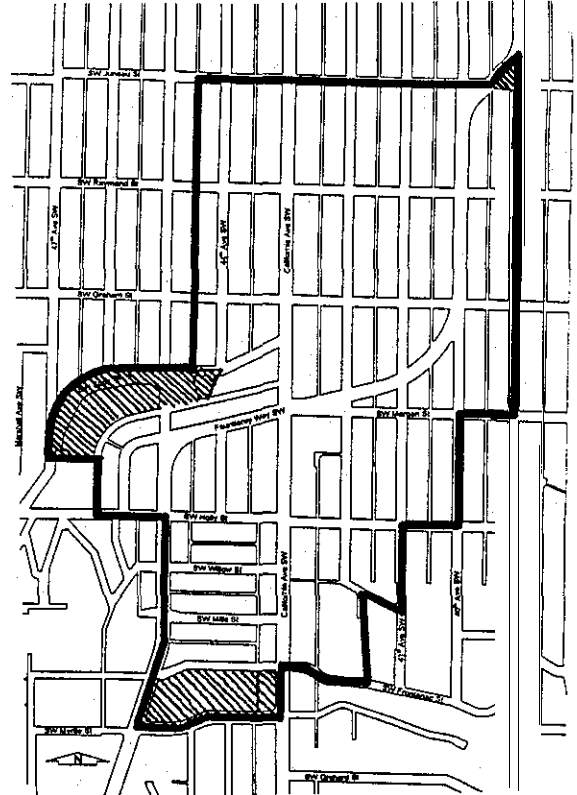
All of the proposals maintain a potential capacity for future development of approximately 300 housing units, based on current zoning and the City's method of measuring development capacity. Also, all of the proposals maintain an urban village shape that is compact, walkable, and centered around the principal intersection of Fauntleroy Way, California Avenue SW, and SW Morgan Street,

# Urban Village Boundary Alternatives Considered and Rejected

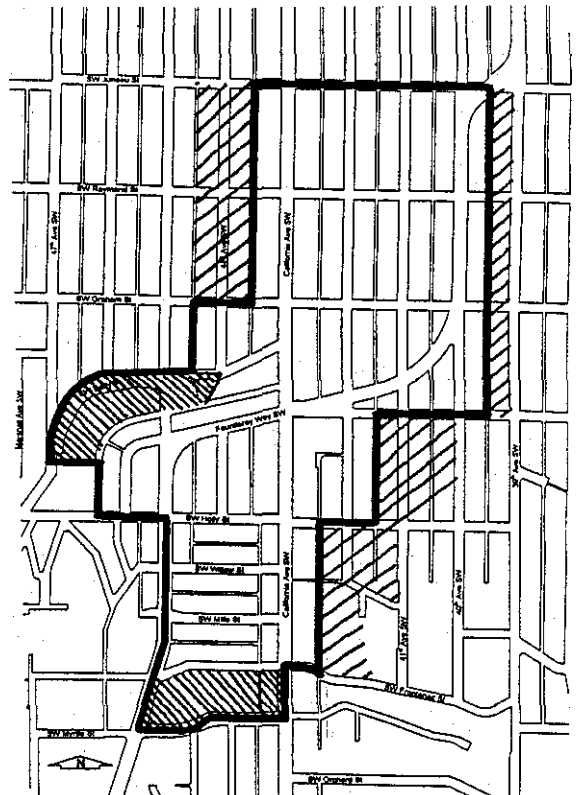
Map 1: City's Proposed Urban Village **Boundary**



Map 2: Add Gatewood School & Eddy Street Ravine






Map 3: Housing/Land-Use Committee Proposal



## Explanation

*Differences between the City's proposed urban village boundary and the boundaries evaluated by the Morgan Planning Committee*

-  Proposed urban village boundary
-  Deletions from the urban village proposed by the City
-  Additions to the urban village proposed by the City

## Discussion

The Eddy Street Ravine was included in Maps 2 and 3 because, at approximately 3.8 acres, this undeveloped street right-of-way may represent an opportunity to enhance a large undeveloped area near the heart of the business district without having to purchase property from private owners. Several proposals for the ravine were developed by the Parks and Open Space Committee; these are described in the *Green Crescent Integrated Strategy* and the *Parks and Open Space* element of the Neighborhood Plan.

Gatewood School was included in Maps 2 and 3 because it is the largest single parcel in our neighborhood and it is located immediately adjacent to the City's proposed urban village. While the property is currently operated as an elementary school by Seattle Public Schools, a change in use could possibly occur over the 20-year planning horizon. Former school properties elsewhere in Seattle have been converted or redeveloped into a wide range of uses, including apartments, condominiums, shopping centers, mixed-use complexes, churches, community centers, and other uses. The Housing/Land-Use Committee believed that it was in the best interest of the neighborhood to include such a large and potentially important property within the urban village so that it could be specifically addressed in our Neighborhood Plan.

The landscaped triangle at Fautleroy, Juneau, and 39<sup>th</sup> Avenue was included in Map 2 because it is contiguous to the City's urban village, is located at the northeast entrance to the village, and has the potential for creating a formal gateway to the village, especially if combined with a similar, non-landscaped triangle across the intersection of Fautleroy and Juneau,

The single-family-zoned areas shown in Map 3 were recommended for deletion from the village because their removal would not create a residual village that was still relatively compact and walkable, while not significantly affecting future development capacity. The single-family areas in the southeast portion of the City's proposed urban village are located on a steep hillside and thus are not very walkable.

Other single-family-zoned areas within the City's proposed village boundary were considered for deletion, but were left inside the Map 3 boundary because their removal would have created a radial spoke-shaped village that was neither compact nor walkable. If all single-family zones were deleted from the City's proposed village, the result would have been two discontinuous areas, which also violated the compactness criterion,

## Community Feedback

At the May 16, 1998 Community Check-in, there was no decisive mandate of support for any one boundary alternative.

1. The City's proposed boundary (Map 1) was the least popular of the three alternatives,
2. Alternative Map 3 (the boundaries recommended by the Housing/Land-Use Committee) received the most votes (40%), but did not receive a plurality of votes. It also received fewer votes than the other two alternatives combined (41 %).

11

3. There remains a significant number of people who do not want an urban village to be designated at Morgan Junction, or want the urban village downgraded to an anchor. The Administrative Committee rejected these alternatives because:
  - A lengthy analysis would have to be done to challenge the City's designation;
  - The cost of such an analysis would exhaust most, if not all, of the planning budget; and
  - The probability of a successful challenge was considered to be very low,
4. Six percent of respondents recommended other boundaries, but only two submitted maps or verbally described boundaries:
  - One suggested extending the village boundary to the north to encompass the multifamily zones along California and Fauntleroy, as far as SW Brandon Street. A variation of this suggestion was considered by the Housing/Land-Use Committee, but was rejected because of concerns about compactness, talkability, and the encouragement of linear strip development of multifamily housing, creating a "wall" of tall buildings up and down the arterials.
  - The only other suggestion was a non-specific reference to extending the boundary north and west to SW Bruce Street and Puget Sound. Since SW Bruce Street lies outside the planning area, this suggestion was not considered realistic. It violated the compactness criterion, and the suggestion failed to specify the location of the connecting boundaries between the outlying areas and main portion of the village.

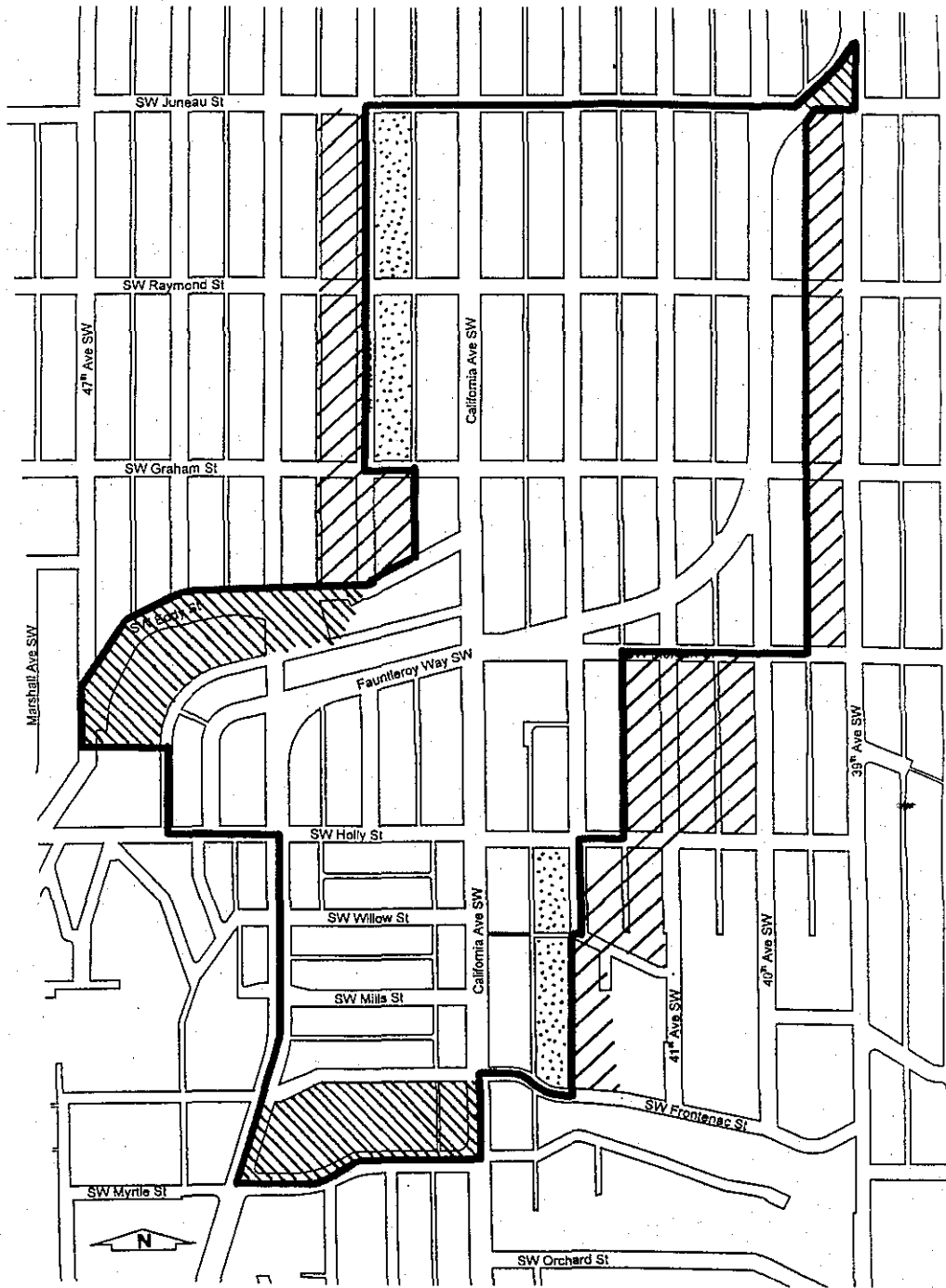
#### Draft and Recommended Urban Village Boundary

The Housing/Land-Use Committee and its consultant reviewed the results of the May 16, 1998 Check-In, as well as the input received regarding other issues (notably small-lot zoning). The result was a compromise between Maps 2 and 3, which is designed to include properties which are large enough to accommodate cottage housing, *should the community choose to adopt Residential Small Lot zoning in the future*. This compromise boundary is shown on Map 4, with the major differences from Map 3 discussed below.





1. The block faces on the east side of 44<sup>th</sup> Avenue SW, between Juneau Street and Graham Street, would be retained inside the village boundary. This area is the single largest concentration of lots big enough to accommodate cottage housing without assembly of adjacent lots (refer to the discussion of Residential Small Lot zoning in the *Housing/Land-Use* element of this plan). This area could, at some point in the future, provide a transition/buffer zone between the multifamily/commercial area along California and the single-family areas to the west *should the community choose to adopt Residential Small Lot zoning in the future*.
2. The block face immediately east of the large apartments/condominiums on the east side of California, between SW Holly Street and SW Frontenac Street. This area also contains a high proportion of lots large enough for cottage housing, *should the community choose to adopt Residential Small Lot zoning in the future*. View blockage should not be a problem because (1) the height limit for cottages is lower than that for single-family houses and (2) the large multifamily buildings on California already present a view blockage problem.



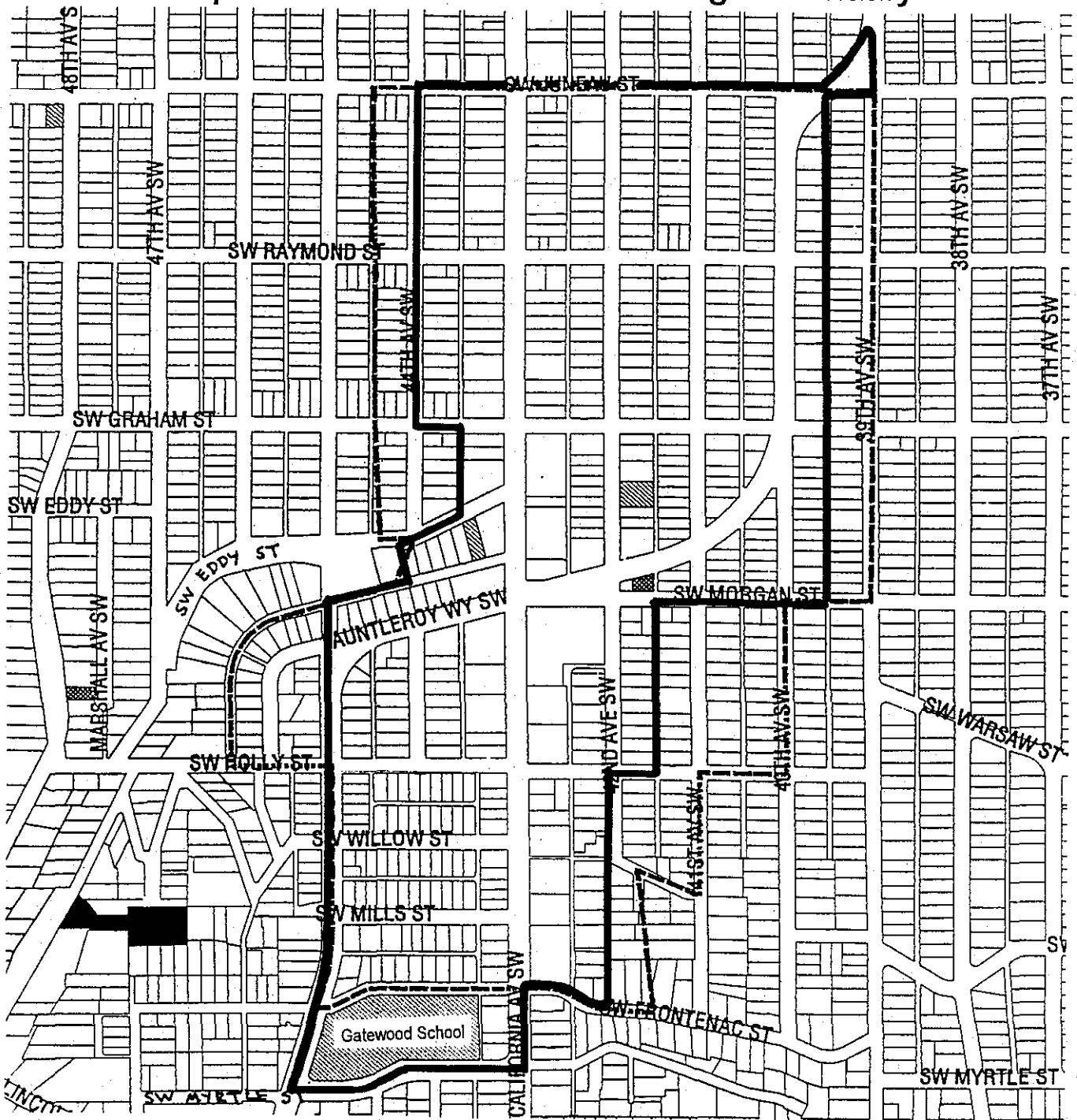
Map 4: Draft Urban Village Boundary Validated During November 1998







Explanation

- |   |   |   |   |
|---|---|---|---|
|  | Recommended urban village boundary                  |  | Deletions from the urban village proposed by the City                         |
|  | Additions to the urban village proposed by the City |  | Areas with concentrations of lots large enough to accommodate cottage housing |

# Map 5: Recommended Urban Village Boundary



## Explanation

- |   |  |  |
|---|--|--|
|  | <p>----- Urban village boundary originally proposed by the City</p> <p>————— Urban village boundary recommended in the Morgan Junction Neighborhood Plan</p> | <p> City properties</p> <p> Other public properties</p> <p> Parks and open space</p> |
|---|--|--|

3. Add the triangle park at Fauntleroy, Juneau, and 39<sup>th</sup> for potential inclusion as a “gateway” to the Morgan area. This triangular area touches the northeast corner of the recommended village boundary.

The draft village was considered to be a “compromise” because it:

- Still takes some single-family-zoned areas out of the City’s proposed urban village, especially the hillside areas to the east of the village. The steep hillsides in this area are not very “walkable” and the area is largely built-up already.
- Allows creation of some cottage housing on the fringes of commercially-zoned and multifamily-zoned areas, providing a transition between these zones and the single-family areas to the east and west of the village.
- Maintains the development capacity of the urban village at around 300 units
- The draft boundary incorporated the change recommended by the Graham Street Block Club petition of September 1998, This petition was discussed in the description of Phase II presented above,

The draft village boundary was submitted to the community for approval at the November 21, 1998 validation event. The change was approved by 57 percent of the respondents overall, though support for the boundary was only 35 percent within the urban village and 46 percent on the fringe of the village. In the planning area, however, nearly 77 percent of the respondents approved the change. A review of the comments received about the boundary showed that many of the people who opposed the boundary change also opposed the concept of urban villages in general. Some of the people who signed the Graham Street Block Club petition also voted against the boundary change (even though their petition was accepted) because the flyer that was mailed out to publicize the event did not show the removal of the Graham Street area from the boundary.

A large number of ballots opposed to the boundary change came from residents of the area around the Eddy Street Ravine. After the validation event, a group of these people submitted a petition to the Planning Committee requesting that the west boundary of the village be moved so that it followed the alley immediately west of California Avenue SW from SW Juneau Street to Fauntleroy Way SW, and thence south and west along Fauntleroy to intersect the draft boundary at SW Holly Street

The petition contained 129 signatures from people living within the Planning Area, plus eight from people residing outside the Planning Area. A mapping of the petition signers’ residences showed that they comprised about half of the properties abutting the ravine and about one-third of the properties in the area proposed for deletion from the urban village.

The petitioners felt that removal of the ravine area from the urban village was one way of preserving the ravine in its current state and preventing development of a public trail along the unimproved right-of-way of Eddy Street.

Their issues included:

- . Concerns about ecological impacts, including destruction of an existing wetland wildlife habitat,
- Concerns about the stability of the steep slopes in the ravine and the potential physical, financial, and legal impacts on adjoining property owners, as well as public safety concerns related to landslides.
- Security of properties abutting the ravine and the potential for the ravine being a haven for transients, delinquents, drunks, and drug abusers.
- Impacts on privacy and property values.

An analysis of the petition was made using the same criteria applied to the Graham Street Block Club petition submitted in September 1998. A copy of this analysis appears as an attachment to the Plan. After the analysis was completed, the petitioners turned in additional signatures in support of their request. Because of time constraints, these additional signatures were not included in the analysis; they are, however, included as an attachment to this Plan,

In reviewing the petition and the analysis, the Planning Committee became concerned that the petitioners' boundary would leave the business district on the edge of the urban village when; from a planning perspective, it is most desirable to have the business district located near the geographic center of the village which surrounds it. The petitioners' boundary would pass within one-half block of the main intersection of the village (Fautleroy Way SW and California Avenue SW).

After considerable discussion, the Planning Committee recommended a compromise in which the bulk of the ravine and adjacent properties would be removed from the village boundary, but the westerly boundary of the village would be at least one-half block away from the business district. The petitioners were not completely satisfied with this recommendation, so negotiations were held between representatives of the Planning Committee and the petitioners over final delineation of the boundary. A compromise was agreed to on January 11, 1999; this compromise boundary appears in Map 5 and is the boundary recommended for the Morgan Junction Urban Village in this Neighborhood Plan,

**Community Response:** (the following was written and submitted by the Eddy Street Ravine Preservation Alliance)

*"There was significant opposition to the recommended urban village boundary set out in the Draft Plan. Approximately 186 homeowner stakeholders signed a Petition, which was submitted to MOCA, to change the urban village boundaries. The petition further directed MOCA to establish new boundaries as California Avenue SW and Fautleroy Avenue SW. In addition to keeping the urban village east and south of these two arterial streets, this boundary change would have excluded the Eddy Street Ravine and adjacent properties.*

*Although opposition to the proposed urban village boundary was raised at a September 1998 public meeting, a petition drive was instituted after learning that another group had succeeded in moving the proposed boundary by petition with approximately 25 signatures.*

*On November 28, 1998, MOCA received a petition with 135 signatures from homeowner stakeholders opposing the MOCA boundaries and requesting the boundary run along California and down Fauntleroy so that urban development would remain in and around the business district junction (where there are already multi-family type units and/or apartments). The group supporting the boundary change continued to gather signatures and on January 17, 1999 provided MOCA an additional 51 signatures supporting the petition to change the urban village boundary.*

*The justification for changing the boundaries was stated in the petition. In summary, Petitioners rationale was that the Eddy Street Ravine is a fragile ecosystem, which should not be redeveloped. The area is also classified as a slide area and any disruption in the toe of the slopes could trigger additional soil erosion and result in landslides. Petitioners were concerned that this ravine not become a haven, as has been the case in many other public green areas, for the homeless and/or drug and alcohol abusers.*

*The logical boundaries for Urban development should be the two major arterial streets, California Avenue SW and Fauntleroy Way SW.*

*It is important to understand the underlying intent of making the boundary these two arterial streets. First, doing so provides a failsafe for any capital improvements proposed by the City of Seattle. For example, pursuant to the Comprehensive Plan, the City must provide written justification when proposing to locate major capital facilities outside an urban village boundary. This written justification will provide the overall community an opportunity for notice of, and participation in, proposed City projects. Second, development, especially multi units/apartments rentals, with attendant parking, dumping, storm/sewer and surface water drainage problems should be steered away from residential areas and fragile ecosystems.*

*On January 9, 1999, MOCA responded to the Petition, The Administrative Committee voted to retain the boundary recommended in the neighborhood plan in the area north of Eddy Street, stating that our request would put California Avenue SW off-center and only one parcel out of 26 had signed our petition. For the record, petitioners had not even started in this area so the fact that there was only one signature is not indicative of community support or opposition to moving the boundary.*

*On January 11, 1999 representatives of Petitioners met with representatives of MOCA and again reiterated that the logical boundary of the urban village should be the two main arterial streets, California Avenue SW and Fauntleroy Avenue SW. Some petitioners had major concerns about parking and illegal dumping in areas adjacent to the SW Eddy Street right-of-way. There is virtually no parking on 44<sup>th</sup> Avenue SW and 45<sup>th</sup> Avenue SW on both sides of the Eddy Street right-of-way. Illegal dumping has occurred in these areas and other areas along the Eddy Street right-of-way. Other petitioners expressed absolute opposition to being included within the urban village boundary.*

*MOCA representatives remained firm that the boundary would not be moved to California and Fauntleroy as requested in the Petition. Without waiving any rights and "under protest" representatives of the Petition re-negotiated the MOCA proposed*

*compromise boundary, which removed certain properties from the proposed boundary along the Eddy Street right-of-way, "*

The recommended urban village boundary is described as follows.

The Point of Beginning is at the intersection of Fauntleroy Way SW and 39<sup>th</sup> Avenue SW (the northeast corner of the urban village). From there, the boundary runs southwesterly along Fauntleroy Way SW to SW Juneau Street; thence west along SW Juneau Street to 44<sup>th</sup> Avenue SW thence south along 44<sup>th</sup> Avenue SW to SW Graham Street; thence east along SW Graham Street to the alley between California Avenue SW and 44<sup>th</sup> Avenue SW; thence south along said alley to SW Eddy Street; thence southwesterly along SW Eddy Street to the lot line separating parcels 762620-0040 and 762620-0045; thence southeasterly along said lot line to SW Beveridge Place; thence southwesterly along SW Beveridge Place to 45<sup>th</sup> Avenue SW thence southerly along 45<sup>th</sup> Avenue SW and Fauntleroy Way SW to SW Myrtle Street; thence easterly along SW Myrtle Street to California Avenue SW; thence north along California Avenue SW to SW Frontenac Street; thence easterly along SW Frontenac Street to the alignment of the west margin of 42<sup>nd</sup> Avenue SW (if extended); thence north along said west margin to 42<sup>nd</sup> Avenue SW; thence north along 42<sup>nd</sup> Avenue SW to SW Holly Street; thence east along SW Holly Street to the alley between 41<sup>st</sup> Avenue SW and 42<sup>nd</sup> Avenue SW thence north along said alley to SW Morgan Street; thence east along SW Morgan Street to the alley between 39<sup>th</sup> Avenue SW and 40<sup>th</sup> Avenue SW (and Fauntleroy Way); thence north along said alley to SW Juneau Street; thence east along SW Juneau Street to 39<sup>th</sup> Avenue SW thence north along 39<sup>th</sup> Avenue SW to the Point of Beginning.

Based on the City's development capacity analysis and map, the 20-year gross development capacity of the Morgan Junction residential urban village is estimated to be approximately 377 households under current zoning, yielding a net development capacity of approximately 302 households. In comparison, the Urban Village originally proposed by the City had a net capacity of approximately 300 households, so the boundary change does not adversely affect the future capacity of Morgan Junction to absorb growth.

# Key Strategies

Key *Strategies* are projects, activities, or policies that affect more than one of the elements covered by our Neighborhood Plan: Parks and Open Space, Transportation, Housing and Land-Use, Business District, Community and Culture, and Public Safety. As each subcommittee worked within its own topical area, it became apparent that Morgan did have recurring issues that lent themselves to being combined into integrated strategies. As goals, policies, and recommendations were drafted to reflect the various topical issues, the Planning Committee selected those recommendations that could be presented to the City as Key Strategies for Morgan Junction.

Each Key Strategy consists of activities for a single complex project or theme that the neighborhood considers *critical to achieving its vision of the future*. While the Key Strategies are high priorities **for the neighborhood, they are also part of a 20-year plan, so** the specific activities within each Key Strategy may be implemented over the span of many years. The Morgan Junction Neighborhood Plan contains two Key Strategies:

- . The "Green Crescent
- Fauntleroy Way Pedestrian Safety and Landscaping improvements

Each Key Strategy is discussed in the pages that follow. This section is followed by presentations of the goals, policies, and recommendations for each of the individual plan elements.

**It is important to remember that these are *recommendations*, and not detailed plans. As the details of projects and specific recommendations are developed in the future, the community will have a better opportunity to visualize them and participate in their development. MoCA is committed to open and inclusive community involvement.**

# Key Strategy

## The “Green Crescent”

The Morgan Planning area and Urban Village do not meet the goals for a residential urban village set forth in the 1994 Seattle Comprehensive Plan and 1993 Parks and Recreation Comprehensive Plan. These goals stipulate a minimum of 1/3 acre of open space per 100 residents, accessible open spaces for neighborhood parks and/or village commons, and a community garden. Thus it was a high priority of the Parks and Open Space Committee to meet these goals by developing a strategy to provide additional “Breathing Room” in the Morgan Junction neighborhood, particularly in the business district and in residential areas where open space is lacking.

While currently there are no parks within the original proposed Urban Village Boundary, due to its topography, the larger Morgan Junction Planning Area contains several valuable areas of natural, and mostly undeveloped land, some of which maybe considered open space. To further open space linkage, the parks and open space committee researched and created a detailed matrix of city-owned rights-of-way, open spaces, substations and other publicly-owned properties. With this matrix and planning area maps in hand, several walking and driving tours were conducted during the Phase II planning process. The group explored the supply of existing natural open spaces and parks surrounding the community, including Pelly Place, Lowman Beach Park, Lincoln Park and Lincoln Park Annex, Orchard Street Ravine and the Myrtle Street Reservoir area, and looked for other potential areas the neighborhood might hold as open space, such as Eddy Street Ravine. From this information base, the Parks Committee developed goals, policies and recommendations to meet or exceed the standards of the Comprehensive Plan and to provide a framework to enhance and better utilize our neighborhood resources and opportunities. Key discoveries and ideas that developed during Phase II planning are described in detail on the Parks and Open Space section on page 44.

By unifying and enhancing existing green space elements and reclaiming underutilized portions of currently used street rights of way, open space and trail opportunities can be linked to create a network of pedestrian links throughout the neighborhood. Unused street rights-of-way, such as the Eddy Street Ravine, may not be available for park and/or trail development. This strategy, which has been identified as one of two Key Integrated Strategies in the Morgan Junction Neighborhood Plan, would involve implementation of several Parks and Open Space recommendations and result in a “Green Crescent” of parks, open space, trails and green street. The over-riding concept of the Green Crescent will provide a focus for planning and prioritization of the many park, open space and trail opportunities that exist within the community. More details on the Green Crescent, the specific recommendations that it contains, and the goals and policies that support these recommendations can be found in the Parks and Open Space section beginning on page 44.



The Key recommendations in the Green Crescent are listed below

#### Key Recommendations

- Develop a "Green Crescent" that would run from the Reservoir park at 35th Ave SW and SW Myrtle St., through the SW Orchard Street Ravine, to the Lincoln Park Annex, through the Pelly Place/Lowman Beach Park area, and potentially up through the SW Eddy St. Ravine, or alternative green link, into the center of the Morgan Junction business district. Development of each element of the "Green Crescent" should be preceded by a feasibility study which would assess environmental impacts to sensitive ecosystems, slope stability, adjacent and surrounding property **owner** concerns, maintenance, safety, funding and legal implications, as applicable,
- Acquire the Seattle City Light substation on Morgan Street for possible future park/plaza space and/or reconfiguration of street intersections in order to support the Green Crescent while at the same time improving traffic flow and pedestrian safety.
- Preserve the Eddy Street Ravine as a natural ecosystem. In consideration of any future enhancements of the ravine, balance the sensitivity of the Eddy Street Ravine ecosystem and impacts on neighboring residents with public access via the "Green Crescent",
- Utilize the Eddy Street right-of-way, where it meets California Avenue SW, to create a pocket park in the business district and create a natural separation between the pocket park and the SW Eddy Street ravine. In the event of future enhancements of the ravine, redesign of the buffer may be needed.
- Encourage the maintenance and restoration of native habitat and species in existing open space sites, including Pelly Place, SW Orchard Street Ravine and the Lincoln Park Annex as well as other areas such as SW Eddy Street Ravine. Sponsor programs to increase awareness of property owners of the native habitat and species and actions they can take to maintain them.
- Develop a community garden, potentially located at the Lincoln Park Annex,
- Redevelop and renovate the Lincoln Park Annex with a panoramic viewpoint and picnic area, natural terraced seating on the existing slope and interpretive signage.
- Improve the SW Orchard Street Ravine by restoring native plant and wildlife habitat, constructing a neighborhood trail and stairways, and installing interpretive or educational signage.
- When the open reservoir at 35<sup>th</sup> Ave SW and SW Myrtle St. is covered; move the security fencing closer to the reservoir and create usable open space for family-oriented activities,
- **Create neighborhood trails maps and install effective signage to highlight the "Green Crescent" route and other greenlinks.**
- Study the ecological, geotechnical and economic feasibility of recreating the historic salmon stream within the SW Eddy Street Ravine.

Community Response: (the following was written and submitted by the Eddy Street Ravine Preservation Alliance)

*"There was significant community opposition to the SW Eddy Street Ravine being referenced as an integral part of the Plan's proposed Green Crescent. Approximately 186 homeowner stakeholders signed a petition, which was submitted to MOCA. This petition requested MOCA exclude the Eddy Street Ravine from development as a proposed pocket park and trail. Further, the petition requested MOCA exclude the ravine from the Green Crescent Strategy.*

*The Eddy Street Ravine is privately owned property, with an old street easement at the very bottom of the ravine. The Draft Plan erroneously categorized this ravine as public open space, and referred to this ravine as if it were a designated park and open space within the proposed Green Crescent. The Plan also included development of the ravine as part of a Green Crescent key strategy without any attempt to involve at the planning stages directly impacted homeowners living in and around the ravine.*

*In mid-1996, a homeowner suggested to the Parks and Open Space Planning Committee that, if the ravine were included in the Plan, homeowners living on the ravine should be involved at the planning stage. Although MOCA representatives concurred this was a good idea, MOCA made no special outreach to homeowners along the ravine. At a September, 1998 public meeting, homeowner stakeholders raised opposition to inclusion of the Eddy Street Ravine in the Green Crescent and Parks and Open Space proposals. On November 28, 1998, MOCA received a petition with 135 signatures from the Eddy Street Ravine Preservation Alliance opposing inclusion of the SW Eddy Street Ravine in the Plan as part of a proposed Green Crescent. On January 11, 1999, petitioners provided MOCA an additional 51 signatures opposing development of the ravine. The petition requested MOCA eliminate the proposals of a pocket park and public trail through the SW Eddy Street Ravine as part of the proposed Green Crescent. The Petition detailed four specific reasons for excluding the Eddy Street Ravine from the Parks and Open Space and Green Crescent Key Strategies as defined in the draft Plan:*

*+ Impacts on the fragile ecosystem, including destruction of an existing wetland and wildlife habitat;*

*+ Slope stability impacts in the ravine, which is designated as a potential slide area by the City of Seattle, and the attendant risk of liability to the public and adjoining property owners as well as public safety concerns related to landslides;*

*+ Security of properties abutting the ravine and the potential for the ravine being a haven for transients, delinquents, disenfranchised and drug and alcohol abusers;*

*+ Impacts on privacy and property values.*

*On Wednesday January 6, 1999 a meeting was held between the Planning Committee and representatives of the petition signers, which had grown to 186 signatures.*

*On January 9, 1999 MOCA responded that the administrative committee reaffirmed the need to keep the SW Eddy Street Ravine in the Neighborhood Plan. MOCA, with the City liaison present, advised Petitioners that they were not amenable to deleting the Ravine from the Parks and Open Space and Green Crescent strategy as set out in the draft Plan. Due to a City*

*imposed deadline for MOCA's submittal of the plan to the City of Seattle, revisions to the draft . . . Plan were required by Monday, January 11, 1999.*

*On Monday January 11, 1999, representatives of the petition signers met with representatives of the MOCA Planning Committee. The petitioner representatives submitted revisions to the draft Plan. Petitioners also communicated the following concerns regarding the MOCA process:*

*+ Lack of outreach to directly affected homeowners on or adjacent to the SW Eddy Street Ravine and other identified pads and open spaces proposed as part of the Green Crescent during earlier stages of the neighborhood planning process..*

*+ Characterization of the Ravine as an "open space" versus a street right of way and non-distinction of private versus public property in public documents.*

*+ Potentially flawed procedures for gathering, evaluating, and analyzing data, including appearance of unfairness, which Petitioners felt undermined the planning process.*

*+ Potentially incorrect tallying of the validation ballots, where the parks and open space proposal appears to have failed to pass validation.*

*Without waiving any rights, and "under protest," representatives of the Petition negotiated certain revisions to the Draft plan regarding the SW Eddy Street Ravine. The "gist" of the revisions: a) clarify that Eddy Street Ravine is neither public nor a designated open space; b) require feasibility studies and environmental impact assessments be done before any further planning or implementation in developing the ravine as an open space, trail or salmon stream; c) require a buffer between a proposed pocket park and the ravine, and d) require specific contact with potentially affected homeowners in and around this ravine (or any other park or open space) identified in the Green Crescent strategy*

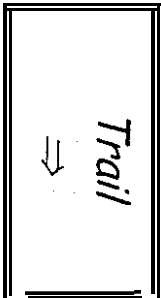
*Petitioners did not have an opportunity to comment on or negotiate certain changes that were added to the draft Plan recommendations in Parks and Open Space after the January 11, 1999 meeting; i.e., develop a green space at Holly Place SW intersection with Fauntleroy Way SW end 45<sup>th</sup> Avenue SW, Petitioners were under the impression that 45<sup>th</sup> Avenue SW was not part of this green space proposal. Any potential creation of a green space at this (or any other recommended location) should require a feasibility study/environmental impact assessment and direct outreach to all neighbors in the immediate vicinity of such planned greenspace."*

Acquire substation for community plaza

Potential pocket park at SW Eddy Street right-of-way and California Avenue SW

Maintain and restore native habitat at Pelly Place and Eddy Street ravine

Redevelop and renovate Lincoln Park Annex, including possible P-Patch



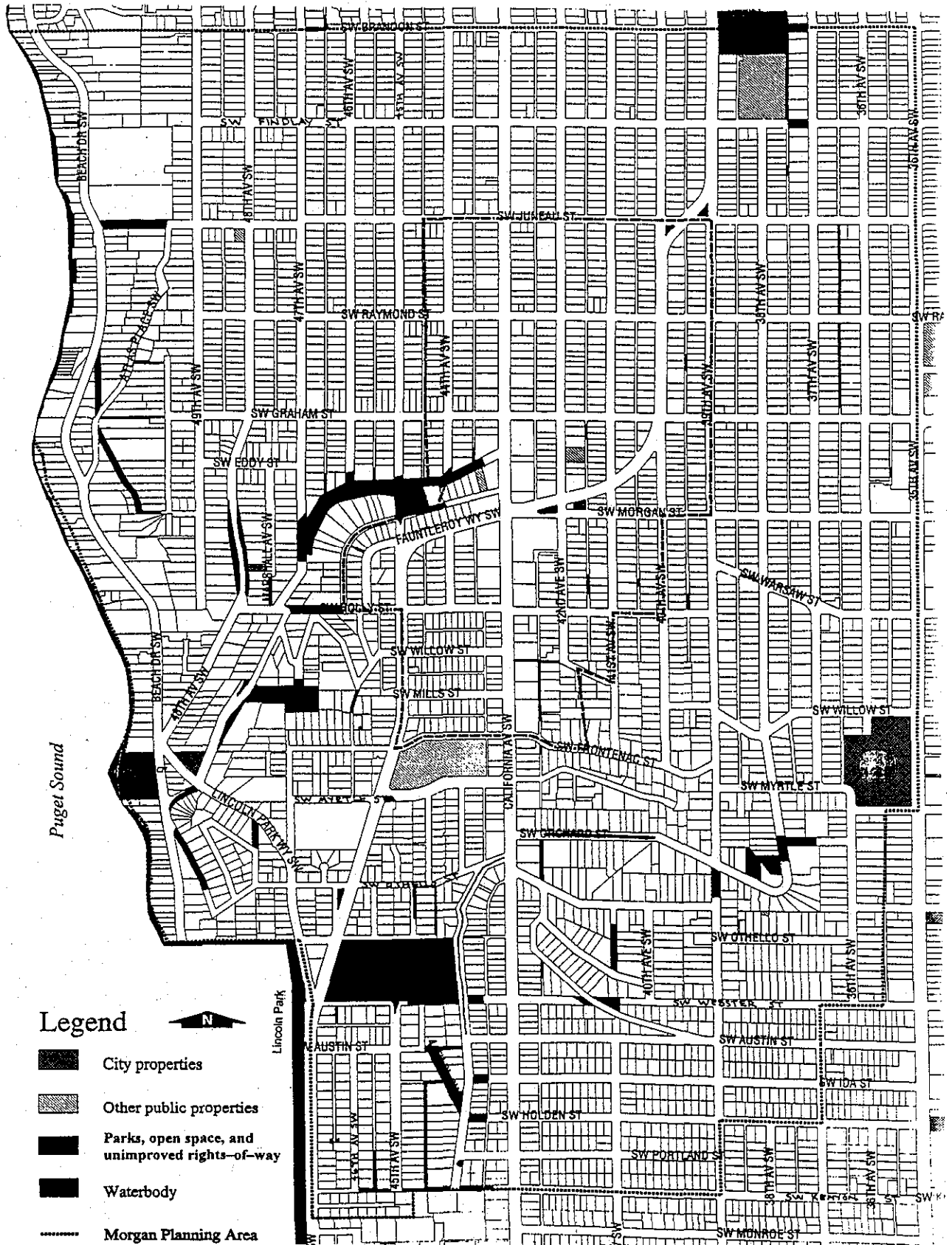
Create neighborhood trails map and signage

Create usable open space at Myrtle Street reservoir.






Restore native habitat in Orchard Street ravine

Construct neighborhood trail and stairway in Orchard Street ravine

Foundation of the Green Crescent:  
Existing Parks and Unimproved Rights-of-Way



Legend

-  City properties
-  Other public properties
-  Parks, open space, and unimproved rights-of-way
-  Waterbody
-  Morgan Planning Area

City's proposed urban village boundary

# Key Strategy

## Fauntleroy Way SW Pedestrian Safety and Landscaping Improvements

Fauntleroy Way SW is one of the main arterials serving West Seattle and Vashon Island. Because Fauntleroy Way serves the Washington State Ferry terminal at Fauntleroy Cove, traffic volumes can be heavy with through-traffic, creating significant obstacles for neighborhood residents wishing to cross the arterial. Our neighborhood strongly supports maintaining current roadway capacity levels,

As it meanders through the Morgan Junction neighborhood from southwest to northeast, the Fauntleroy Way right-of-way cuts across the original street grid, leaving triangular remnants of street right-of-way in a number of locations. These triangular remnants provide opportunities for beautifying of the corridor with landscaping. South of California Ave. SW, Fauntleroy Way SW has a three-lane cross-section - with one travel lane each direction and a center two-way left turn lane. North California Ave. SW, Fauntleroy Way SW has two lanes in each direction. There is only one traffic signal (at California Ave. SW) the entire segment of Fauntleroy Way SW from the ferry terminal to the West Seattle Junction commercial area. The combination of skewed streets, wide roadway width, and unbroken traffic platoons contribute in making pedestrian and vehicular movement across Fauntleroy Way SW difficult and dangerous. The Fauntleroy Way SW Improvement strategy is a combination of actions intended to both take advantage of opportunities for aesthetic enhancement and improve vehicle and pedestrian safety and accessibility for neighborhood vehicular and pedestrian traffic. A study is proposed that would evaluate the strategy and verify community and City (SEATRANS) support.

It is important to note that in the plan development and validation process, our neighborhood looked at the idea of extending the existing Fauntleroy Way SW lane configuration west of California Avenue SW (one lane each direction) through the Morgan Junction Neighborhood as a means to improve safety, accessibility, and aesthetics. At the validation process, this idea was met with strong concern that roadway capacity could be compromised and traffic congestion could occur.

### Key Recommendations

- Evaluate the Fauntleroy Way SW corridor for opportunities to improve vehicle, bicycle and pedestrian safety, accessibility, traffic flow, and provide aesthetic landscaping improvements that maintain and improve existing traffic flow.
  - Analyze traffic volumes (existing and future), delay times, travel times when considering potential new traffic and/or pedestrian signals, and retaining on-street parking and bus zones; consider bicycle lanes
  - Improve bus stops and pedestrian crossings by installing painted crosswalks, curb bulbs, pedestrian median refuges, and pedestrian signals in appropriate locations,

- . Redesign Fauntleroy Way SW / California Ave SW intersection for improve neighborhood traffic circulation.
- Reconfigure and channel “non-standard” Fauntleroy Way SW intersections; landscape unused street right-of-way and islands at the following locations:
  - 40th Ave SW/ SW Juneau St./39th Avenue SW
  - . “45th Ave SW/Holly Place SW
  - . Lincoln Park Drive SW

In order to mitigate current traffic circulation and pedestrian safety problems at the intersection of 42nd, Fauntleroy, and Morgan, assess the feasibility of reconfiguring the intersection. Prepare a traffic study to determine the positive and negative transportation and safety impacts of the development of a pedestrian “plaza” in the triangle bordered by 42nd Avenue SW, SW Morgan Street, and Fauntleroy Way SW. The study should examine the following impacts:

- . The impacts resulting from the possible re-alignment of SW Morgan Street between Fauntleroy Way SW and 42nd Avenue SW, especially the effect on adjacent residential streets, operations of the Fauntleroy Way SW/California Ave. SW intersection, and pedestrian safety.
  - Consider installing a traffic signal at Fauntleroy Way SW/42nd Avenue SW intersection
  - Revising 42nd Avenue SW street alignment to provide a better connection between Fauntleroy Way and SW Morgan Street (to/from the east).
  - Improving **bus stops and pedestrian crossings at and around the plaza.**
- Pending results of a traffic study (see above) design and develop Fauntleroy Way SW improvements including appropriate landscaping and street trees.
- Develop a landscaped entryway in the existing triangles on either side of Fauntleroy Way SW at SW Juneau Street. Study other locations for neighborhood gateway improvements.
- . Develop green space at the intersection of SW Holly Place SW, Fauntleroy Way SW and 45 Ave. SW.
- Pending results of a traffic study (see above) develop a community plaza at the intersection of Fauntleroy Way SW and SW Morgan Street, In addition to landscaping, other features the plaza might include are an improved bus stop, shelter with cafe-style tables and benches, a community bulletin board, public art and, potentially, a fountain.

# Plan Elements

This section presents the main portion of the Plan: the goals, policies, and recommendations which address each of the six major elements covered by the Plan:

- . Parks and Open Space
- . Transportation and Traffic
- Business District
- Housing and Land Use
- Public Safety
- . Community and Culture

The recommendations presented below are intended for implementation by the City, MoCA, and other community organizations over both the near term and long term.

The recommendations were originally drafted by each of the topical subcommittees and then reviewed by the Planning Committee. Although each of the subcommittees met independently over the course of the Phase II planning period, an overall Planning Committee meeting was held each month to share each sub-committee's progress, concerns, and recommendations,

Many of the issues that confronted the Planning Committee defied categorization and thus were addressed by more than one subcommittee. For example, streetscape design and pedestrian safety were addressed by the Transportation Committee for the overall urban village and by the Parks and Open Space Committee in its "green streets" policies.

As a result of this overlapping, some recommendations appear, in similar form, several times throughout the Neighborhood Plan. Also, the recommendations presented above under Key Strategies are repeated under the sections dealing with each plan element below,

There are also issues which were of concern to our community but which affect West Seattle as a whole. Our plan has goals, policies and recommendations which address those issues and are presented within the individual elements which follow. They are also summarized in a separate "West Seattle wide" section (see page 80).

It is important to remember that these are recommendations, and not detailed plans. As the details of projects and specific recommendations are developed in the future, the community will have a better opportunity to visualize them and participate in their development. MoCA is committed to open and inclusive community involvement.



# Parks and Open Space

The Morgan Planning area and Urban Village do not meet the goals for a residential urban village set forth in the 1994 Seattle Comprehensive Plan and 1993 Parks and Recreation Comprehensive Plan. These goals stipulate a minimum of 1/3 acre of open space per 100 residents, accessible open spaces for neighborhood parks and/or village commons, and a community garden. Thus it was a high priority of the Parks and Open Space Committee to meet these goals "by developing a strategy to provide additional "Breathing Room" in the Morgan Junction neighborhood, particularly in the business district and in residential area where open space is lacking.

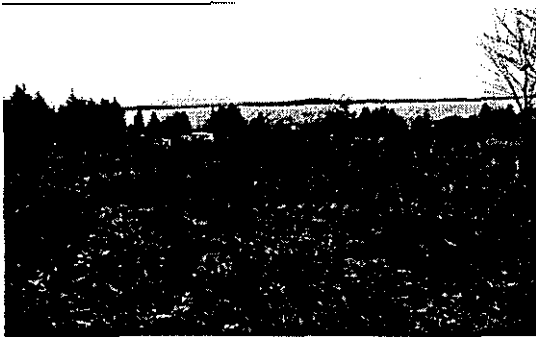
While currently there are no parks within the original proposed Urban Village Boundary, due to its topography, the larger Morgan Junction Planning Area contains several valuable areas of natural, and mostly undeveloped, open space. To further open space linkage, the parks and open space committee researched and created a detailed matrix of city-owned rights-of-way, open spaces, substations and other publicly-owned properties. With this matrix and planning area maps in hand, several walking and driving tours were conducted during the Phase II planning process. The group explored the supply of existing natural open spaces and parks surrounding the community, including Pelly Place, Lowman Beach Park, Lincoln Park and Lincoln Park Annex, Orchard Street Ravine and the Myrtle Street Reservoir area, and looked for other areas that might hold potential for open space, such as the Eddy Street Ravine. Due to time, manpower and budgetary constraints, no targeted outreach was made to adjacent property owners in these areas,

From this information base, the Parks Committee developed goals, policies and recommendations to meet or exceed the standards of the Comprehensive Plan and to provide a framework to enhance and better utilize our neighborhood resources and opportunities. Key discoveries and ideas that developed during Phase II planning include:

- Several steep-sided natural ravines run generally east-west to Puget Sound and are the neighborhoods' primary potential open space resource. This ravine topography loosely forms an arc or crescent of green space extending from the business district to Puget Sound and back east to 35<sup>th</sup> Avenue SE. Named the "Green Crescent" during Phase II planning, this natural system of open space becomes both backbone and future planning focus for Morgan Junction parks and potential open space, greenway trails and linkages, and urban forest/native habitat restoration and enhancement,
- Recent redevelopment of the Thriftway in Morgan Junction creates opportunities for a new community plaza near the heart of the business district, in the triangle bordered by 42nd Avenue SW, SW Morgan St, and Fauntleroy Way SW. Seattle City Light's Morgan Substation to the east will become surplus in 2002 and could extend opportunities for a public plaza in this general area (See more complete discussion of this idea, including a traffic study, in the Traffic and Transportation section beginning on "page 52,
- Eddy Street Ravine has an unimproved street right-of-way near Morgan Junction and, if it could be classified as open space, could present potential opportunities for native habitat restoration and public access. In addition, old timers in the community remember when the small stream within the ravine actually had spawning salmon. This information stimulated the

idea of re-creating this “historic” salmon stream within the ravine and connecting it to Puget Sound. It was discussed that further exploration of the ravine as an open space and potential salmon stream would have to include current wastewater, stormwater and sewer drainage as the viable stream existed prior to a storm drain/sewer system that channels effluent and wastewater to the Lowman Park Sewage Holding Pond. After appropriate due diligence, there is potential for development of a pocket park where the Eddy Street right-of-way meets California Avenue SW in the business district.

- Relatively short walking distances separate existing open spaces, such as Pelly Place, Lowman Beach Park and Lincoln Park and the Eddy Street Ravine area. A system of pedestrian trails connecting open spaces and parks may utilize existing rights-of-ways along scenic, view-oriented, topographically interesting and pedestrian-friendly streets.



*View from Lincoln Park Annex*

- An undeveloped, easily-accessible portion of Lincoln Park Annex adjacent to SW Webster Street has been proposed as a community garden by local residents for some time. In addition, a built fill soil terrace with views to Puget Sound and the existing wooded hillside within the largely undeveloped park provide opportunities for a viewpoint; picnicking and native habitat restoration.

- Open space parcels along SW Orchard Street make up the Orchard Street ravine, which provides opportunities for trails, wildlife habitat restoration and interpretive signage.

= The City plans to cover the Myrtle Street Reservoir in the future with a soft-cover lid, thus creating opportunities for additional recreation and community-related activities within the reservoir site.

- Several other small undeveloped public parcels and/or rights-of-way fall within the Green Crescent, which can strengthen and enhance pedestrian trails and open space linkages.

- Outside of the Green Crescent, development is dense with few opportunities for additional open space. To promote pedestrian linkage from these dense residential areas to the Crescent, business district, Puget Sound shoreline and other West Seattle neighborhoods, a grid of existing residential streets could be developed as “green streets” and pedestrian ways. These streets would be a focus for future street tree planting.

- The alleyways east and west of California Avenue SW are generally uninterrupted and paved within Morgan Junction and provide unique opportunities for pedestrian and bicycle linkage to places-of-interest in greater West Seattle. These alleyways are named Junction Way East and Junction Way West in both the Morgan Junction and West Seattle Junction plans.

- Fauntleroy Way SW, California Avenue SW, 35<sup>th</sup> Avenue SW and, to a lesser extent, Beach

Drive SW are major arterials through Morgan Junction. Along its curvilinear alignment, Fauntleroy Way SW creates several triangular-shaped parcels, which are existing open space or undeveloped right-of-way areas, Landscape, pedestrian and/or community gateway improvements to these triangles and other rights-of-way areas along all the arterials would ‘green’ the streets and, make them more pedestrian-friendly. During planning, the transportation committee suggested the possibility of a planted median within Fauntleroy Way SW- an idea enthusiastically supported by parks and open space advocates,

With such a vast array of park, open space and trail opportunities within the Morgan Junction planning area, the greater challenge is setting priorities. The over-riding concept of the Green Crescent provides the focus for planning and prioritization. The proposed system of linkages - trails, pedestrian greenways and boulevards - complements and connects features of the Green Crescent both within Morgan Junction and to other West Seattle neighborhoods”,

Six opportunities in particular stand out as having particular potential and are outlined below with elements that could be considered in future projects, All six of these opportunities would “clearly require additional study, programming and design, and community input processes. Currently a traffic study the impacts for various options for the proposed Community Plaza is underway, with funding from a Department of Neighborhoods grant,

Morgan Community Plaza (for more information see Transportation section, page 52.

**Description:**

- Existing .1+ acre City-owned right-of-way
- Located south of Fauntleroy Way SW&east of California Avenue SW, adjacent Thriftway
- Space potentially contributing to the plaza could include the triangular traffic island with existing Metro bus stop and landscaping, existing SW Morgan Street from Fauntleroy Way SW to 42<sup>nd</sup> Avenue SW, and future space available from the surplus of the Seattle City Light Morgan Substation in 2002,

**Potential Opportunities:**

- Neighborhood gathering place
- Improved bus stop
- Shelter with cafe-style tables& benches
- Community bulletin board or kiosk
- Public art
- Landscaping and buffer along Fauntleroy Way
- Simplified, traffic flow



*Eddy Street Ravine*

**Eddy Street Ravine and Pocket Park**

**Description:**

- Approximately 3,8 acres of street right-of-way
- Located west of California Avenue SW to 47<sup>th</sup> Avenue SW, along curve of SW Eddy Street
- Steep-sided ravine with remnant stream and wildlife habitat

- Morgan Junction's largest undeveloped street right-of-way

Potential Opportunities:

- Pocket Park at California Avenue SW/SW Eddy Street right-of-way
- Native Plant and Wildlife Habitat Restoration
- Re-create the Historic Salmon Stream within the Ravine
- Neighborhood Trail (wood chip surface)
- Interpretive or Educational Signage

Lincoln Park Annex P-Patch, Panoramic Viewpoint and Native Habitat Area

Description:

- Existing City park land
- Located east of Fauntleroy Way SW between SW Webster Street and SW Fontanelle Street
- Existing tennis courts along west end are only formal development at present
- West-facing slope with upper plateau (on fill) and unfilled wooded ravine area extending to 44<sup>th</sup> Avenue SW.

Potential Opportunities:

- Community garden (south edge)
- Panoramic viewpoint & picnic area (plateau)
- Natural terraced seating on existing slope
- Native habitat enhancement of wooded area
- Interpretive signage

Orchard Street Ravine

Description:

- Approx. 1 acre of City-owned rights-of-way and open space
- Located along SW Orchard Street east of California Avenue SW to 36<sup>th</sup> Avenue SW
- Steep slopes and ravines along quiet residential street

Potential Opportunities:

- Native plant and wildlife habitat restoration
- Neighborhood trail (wood chip surface) and stairways
- Interpretive or educational signage

SW Myrtle Street Reservoir Park

Description:

- Existing City Water Department property
- Located west of 35<sup>th</sup> Avenue SW between SW Willow Street & SW Myrtle Street
- Highest point in the City with sweeping views; small viewpoint area already developed
- Existing reservoir and water towers



*View from Myrtle Street Reservoir*

- Reservoir maybe covered with softcover in the future, and security fences could be moved closer to the reservoir edge

Potential Opportunities:

- . City High Point/Viewpoint Enhancement
- Loop Trail & Jogging Trail
- Active Family-oriented Recreation

**Junction Way East and Junction Way West (pedestrian- and bicyclist-friendly alleys)  
(Pedestrian-oriented north-south alleys connecting neighborhoods)**

Description:

- Existing north-south public alleys, directly east and west of California Avenue SW
- . Currently used by pedestrians/bicyclists; Alleys provide access to back doors of businesses in The Junction

Potential Opportunities:

- Junction Way East: Enhance alley for pedestrian/bike use from Fauntleroy Way SW (and possible Morgan Community Plaza) north to SW Charlestown Street (through West Seattle Junction to Admiral District)
- . Junction Way, West Enhance alley for pedestrian/bike use from east end of Eddy Street Ravine to SW Brandon Street; (Continues intermittently through West Seattle Junction.)

**Goals, Policies and Recommendations**

**Goal 1:** “Pursue future open space acquisition through purchase, donation, or land trade to provide additional “Breathing Room” in the Morgan Junction neighborhood.

**Policy 1.1** Achieve 1994 Seattle Comprehensive Plan and 1993 Department of Parks and Recreation Comprehensive Plan goals for a residential urban village, including a minimum 1/3 acre of open space per 100 residents, accessible open spaces for neighborhood parks and/or village commons, and a community garden.

**Policy 1.2** Provide additional open space within the Morgan Junction business district.

**Policy 1.3** Add open space to residential areas of the neighborhood that currently lack green space or “breathing room”,

**Recommendation:** Acquire the Seattle City Light substation on Morgan Street for possible future park/plaza space and/or reconfiguration of street intersections in order to support the Green Crescent while at the same time improving traffic flow and pedestrian safety.

**Goal 2:** Preserve and maximize opportunities for public open space and pedestrian/bicycle trails.

**Policy 2.1** Keep unused and unimproved street rights-of-way and alleys in city ownership.

**Policy 2.2** Eliminate encroachment on unused and unimproved street and alley rights-of-way.

**Policy 2.3** Identify unused and unimproved public rights-of-way with clear public signage to encourage public use.

**Goal 3:** Create and develop opportunities for public open space and trails.

**Policy 3.1** Unify and enhance existing green space elements to create a "Green Crescent" of open space areas; trails and "green streets" as a framework for open space planning, and to provide pedestrian links throughout the neighborhood,

**Policy 3.2** Reclaim underutilized portions of currently used street rights-of-way to develop open space and trail opportunities,

**Policy 3.3** Capitalize on opportunities within the business district to create public open space/plazas that serve as community gathering places,

**Policy 3.4** Work with appropriate city departments to ensure adequate maintenance of all existing and future green elements in the Green Crescent.

**Recommendation:** Develop a "green crescent" that would run from the Reservoir park at 35th Avenue SW and SW Myrtle Street, through SW Orchard Street Ravine, to the Lincoln Park Annex, through the Pelly Place/Lowman Beach Park area, and up through SW Eddy St Ravine or alternative greenlink, into the center of the Morgan Junction business district, Development of each element of the "Green Crescent" should be preceded by a feasibility study which would assess environmental impacts to sensitive ecosystems, slope stability, adjacent and surrounding property owner concerns, maintenance, safety, funding and legal implications as applicable.

**Recommendation:** Preserve the Eddy Street Ravine as a natural ecosystem, In consideration of any future enhancements of the ravine, balance the sensitivity of the Eddy Street Ravine ecosystem and impacts on neighboring residents with public access via the "Green Crescent".

**Recommendation:** Utilize the Eddy Street right of way where it meets California Ave SW to create a pocket park in the business district and create a natural separation between the pocket park and the ravine. In the event of future enhancements of the SW Eddy Street ravine; redesign of the buffer maybe needed,

**Recommendation:** Redevelop and renovate the Lincoln Park Annex with a panoramic viewpoint and picnic area, natural terraced seating on the existing slope and interpretive signage.

**Recommendation:** Develop a community garden, potentially located at the Lincoln Park Annex.

**Recommendation:** Improve the SW Orchard Street Ravine by restoring native plant and wildlife habitat, constructing a neighborhood trail and stairways, and installing interpretive or educational signage.

**Recommendation:** When the open reservoir at 35<sup>th</sup> Avenue SW and SW Myrtle Street is covered, move the security fencing closer to the reservoir and create usable open space for family-oriented activities,

**Recommendation:** Create neighborhood trails map and install effective signage to highlight the "Green Crescent" route and other greenlinks.

**Recommendation:** Develop a green space at Holly Place SW intersection with Fauntleroy Way SW and 45<sup>th</sup> Avenue SW.

**Goal 4:** Provide safe, aesthetic street and/or alleyways for pedestrian and bicycle travel

**Recommendation:** Provide, and identify with signage, an on-street and on-alley non-motorized transportation network coordinated with and complementary to the open space and trail system.

**Recommendation:** Create "green streets" link for pedestrians on the alleyways east and west of California Avenue SW, extending from Morgan Junction north through the West Seattle Junction to the Admiral district named Junction Way East and Junction Way West on parks and open space plans.

**Recommendation:** Develop a walking/biking path along Beach Drive SW,

**Goal 5:** Preserve and enhance the neighborhood's native habitat, ecosystems, and plant and animal species.

**Policy 5.1** Re-vegetate parks and open spaces with native plants and reintroduce native species, such as tree frogs, to appropriate habitats,

**Recommendation:** Encourage the maintenance and restoration of native habitat and species in existing open space sites, including Pelly Place, SW Orchard Street Ravine, and the Lincoln Park Annex, as well as other areas such as the Eddy Street Ravine. Sponsor programs to increase awareness of property owners of the native habitat and species and actions they can take to maintain them.

**Recommendation:** Study the ecological, geotechnical and economic feasibility of recreating the historic salmon stream within the SW Eddy Street Ravine.

**Goal 6:** Improve neighborhood identity and aesthetics.

**Policy 6.1** Develop neighborhood gateways at north and south entries into the Morgan Junction neighborhood and business district with associated open space and/or landscaped areas and signage.

**Policy 6.2** Promote greening and beautification of the neighborhood with local citizen participation, including planting of appropriate street trees as approved by City arborist.

**Policy 6.3** Enhance the health of the urban forest within existing parks and open space areas.

**Recommendation:** Develop a landscaped entryway in the existing triangles on either side of Fauntleroy Way SW at SW Juneau Street. Study other locations for gateway improvements.

**Recommendation:** Develop a long-term street-tree planting program to create a large grid overlay complementary to the trail system. Streets within this grid include SW Brandon

Street, SW Juneau Street, 49<sup>th</sup> Avenue SW, 46<sup>th</sup> Avenue SW, SW Morgan Street, SW Warsaw Street, 38<sup>th</sup> and 39<sup>th</sup> Avenues SW, 35<sup>th</sup> Avenue SW, SW Kenyon Street, SW Thistle Street and SW Webster Street.

**Goal 7: Provide safer, greener and more aesthetically pleasing arterial streets through the neighborhood.**

**Policy 7.1: Focus improvements on Fauntleroy Avenue SW and California Avenue SW:**

**Policy 7.2: Improve aesthetics, pedestrian, bike and traffic safety with street trees, landscape features and public pocket parks.**

**Recommendation: Pending results of a traffic study, design and develop Fauntleroy Way SW improvements, including appropriate landscaping and street trees.**

**Recommendation: improve California Avenue SW streetscape with the installation of landscaping and street trees.**

*Community Response: The Eddy Street Ravine Preservation Alliance had concerns and comments regarding the Parks and Open Space element. Their commentary is presented on page 37 in the Green Crescent Key Strategy section,*



# Transportation

Transportation is an issue that has major impacts, both positive and negative, on the vitality and livability of a community. The viability of local businesses and the overall character of the neighborhood are both affected by transportation facilities, often in conflicting ways,

On a larger scale, West Seattle is a peninsula with only a few direct connections to the rest of the city and the regional highway system. With growth and development within West Seattle and with increasing traffic congestion on the roads connecting West Seattle to the outside, access to/from West Seattle is becoming increasingly difficult. Congestion and delay on West Seattle's external connections degrades accessibility and mobility for residents and businesses alike. The issue of West Seattle access is being addressed in a separate study in which MoCA is collaborating with other West Seattle neighborhoods. Initial recommendations from that study have been incorporated into our Plan, and are summarized in the section "West Seattle-wide Issues" on page 80.

Locally, outreach has shown us that pedestrian/bicycle access and safety and automobile mobility are the highest priority transportation issues. At the same time, maintaining smooth traffic flow on our arterial streets is also most important. The Transportation Committee, therefore, identified five areas on which to focus our planning efforts. These include the Fauntleroy Way SW Corridor, the California Avenue SW Corridor, the 35<sup>th</sup> Avenue SW corridor, east-west arterials, and traffic management/calming spot improvements at key locations.

## **Fauntleroy Way Corridor**

The Fauntleroy Way corridor is one of the main north-south arterial routes serving West Seattle. The corridor provides arterial access between the Morgan Junction neighborhood and the regional highway system (via the West Seattle Bridge), and it serves as the primary access route to/from the Washington State Ferry System's Fauntleroy terminal and its Vashon Island and Southworth (Kitsap County) ferry service. Fauntleroy Way also provides access to the Morgan Junction commercial area, located at and around the Fauntleroy Way/California Avenue SW intersection,

In making its way from the ferry terminal in the southwest to the West Seattle Bridge in the northeast, Fauntleroy Way cuts across the grid of local and arterial streets in West Seattle; the roadway runs diagonally through part of the neighborhood, and in other parts it follows the alignment of north-south streets. The diagonal segments of the alignment create awkward and confusing local and arterial street intersections at 39th Avenue SW, SW Juneau Street, 40th Avenue SW, SW Morgan Street, 45th Avenue SW, and Holly Place SW.

North of the Morgan Junction commercial area, Fauntleroy Way has four travel lanes with on-street parking on both sides of the street. South of the Morgan Junction commercial area, Fauntleroy Way has a three-lane cross-section - with one travel lane in each direction and a wide center two-way left turn lane - with on-street parking on both sides of the street. The portion of Fauntleroy Way in the Morgan Junction neighborhood is designed to support free-flowing traffic operations: there is only the one traffic signal at California Avenue SW to control traffic flow on Fauntleroy Way between the ferry terminal and SW Edmunds St.

Traffic volumes on Fauntleroy Way can be heavy, with traffic leaving the ferry<sup>1</sup> tending to travel in unbroken “platoons” through the neighborhood (the lack of traffic signals allows the platoons to remain intact over a greater distance from the terminal than they might otherwise). Speeds on Fauntleroy Way are excessive; the roadway configuration and traffic control (i.e., the roadway width and the lack of signals) are significant contributors to the speed problems that exist. There also is a perception that much of the traffic enroute to and from the ferry is trying to get through the area as quickly as it can, and that there is little respect for the neighborhood through which Fauntleroy passes. All of these factors -roadway width, skewed streets, traffic volume, platooning, and speed - combine to make pedestrian and vehicle movement across Fauntleroy Way difficult and dangerous. To facilitate safe crossings at selected Locations there are pedestrian signals at Findlay Street on the north side of the neighborhood, and at Myrtle Street and Webster Street near Lincoln Park. Our neighborhood strongly supports maintaining current roadway capacity levels.

In addition to its important traffic-carrying role, Fauntleroy Way must provide safe, convenient crossings for pedestrians walking to/from bus stops, parks, commercial areas and other neighborhood destinations. Lane configuration and traffic control/calming must be designed to serve these conflicting needs,

**Goal 1:** improve local access **and circulation on arterial** roadways **in the** Morgan Junction neighborhood

Policy 1.1 Periodically assess pavement conditions and implement repairs as warranted.

Policy 1.2 Optimize lane configuration and signal timing at signalized intersections to improve, vehicle and pedestrian circulation.

Policy 1.3 Develop and implement strategies to reduce speeding traffic and to maintain appropriate speeds on arterial roadways,

Recommendation: Evaluate the Fauntleroy Way SW corridor for opportunities to improve vehicle, bicycle and pedestrian safety, accessibility, traffic flow and provide aesthetic landscaping improvements that maintain or improve existing traffic flow,

- Analyze traffic volumes (existing and future), delay times, and travel times when considering potential new traffic and/or pedestrian signals, and retaining on-street parking and bus zones; consider bicycle lanes
- Improve bus stops and pedestrian crossings by installing painted crosswalks, curb bulbs, pedestrian median refuges, and pedestrian signals in appropriate locations
- Redesign Fauntleroy Way SW / California Avenue SW intersection for improved neighborhood traffic circulation.

Recommendation: Reconfigure and channelize “non-standard Fauntleroy Way SW intersections; landscape unused street right-of-way and islands at the following locations:

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<sup>1</sup> It is important to note that the ferry system has a finite, limited capacity to put traffic on Fauntleroy Way. During the busiest 60-minute period, a maximum of four boats dock at Fauntleroy. These boats have a combined total vehicle carrying capacity of 405 cars, and as a result ferry traffic cannot amount to more than 300-400 vehicles per hour on northbound Fauntleroy Way (if the boats are all full and all off-loading traffic continues north on Fauntleroy). Comparing these volumes to the typical capacity of an arterial lane (1400-1500 vehicles per hour), it can be concluded that with the exception of the signalized intersection at California Avenue SW, a single travel lane in each direction will provide adequate capacity for traffic on Fauntleroy Way.

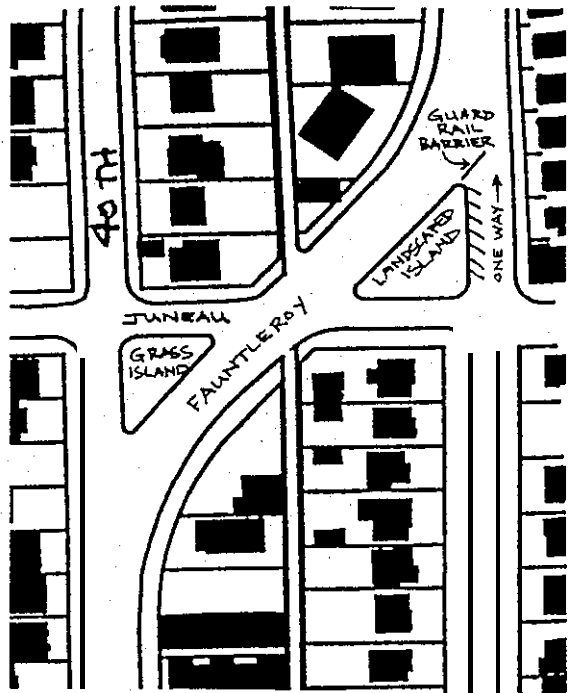
- . 40th Avenue S,W/SWJuneau Streef/39th Ave SW(Figure1)
- 45th Avenue/Holly Place SW (Figure 2)
- . Lincoln Park Drive

Recommendation: In order to mitigate current traffic circulation and pedestrian safety problems at the intersection of 42nd, Fauntleroy, and Morgan, assess the feasibility of reconfiguring the intersection, Prepare a traffic study to determine the positive and negative transportation and safety impacts of the development of a pedestrian “plaza” in the triangle bordered by 42nd Avenue SW, SW Morgan Street, and Fauntleroy Way SW, The study should examine the following impacts:

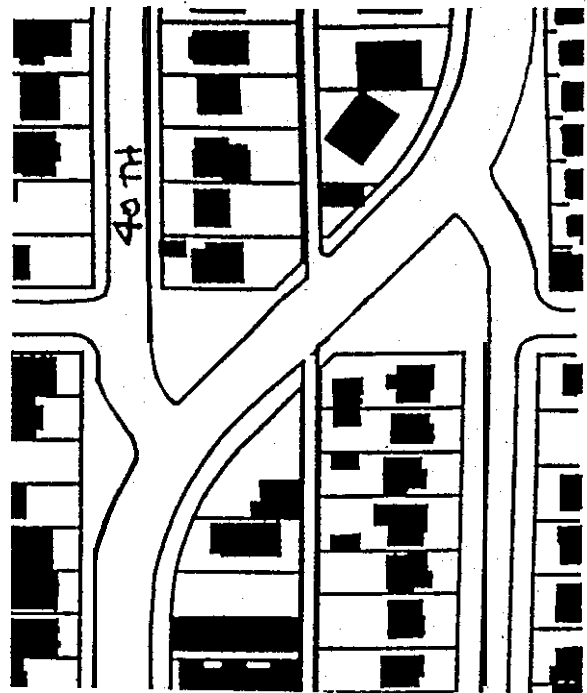
- The impacts resulting from the possible re-alignment of SW Morgan Street between Fauntleroy Way SW and 42nd Avenue SW, especially the effect on adjacent residential streets, operations of the Fauntleroy Way SW/ California Avenue SW intersection, and pedestrian safety.
- Consider installing a potential traffic signal at the Fauntleroy Way SW/42nd Avenue SW intersection
- Revising 42nd Avenue SW street alignment to provide a better connection between Fauntleroy Way and SW Morgan Street (to/from the east),
- Improving bus stops and pedestrian crossings at and around the plaza.
- Pending results of a traffic study (see above) develop a community plaza at the intersection of Fauntleroy Way SW and SW Morgan Street, In addition to landscaping, other features the plaza might include are an improved bus stop, shelter with café-style tables and benches, a community bulletin board, public art and, potentially, a fountain.

Fauntleroy/Juneau Triangles

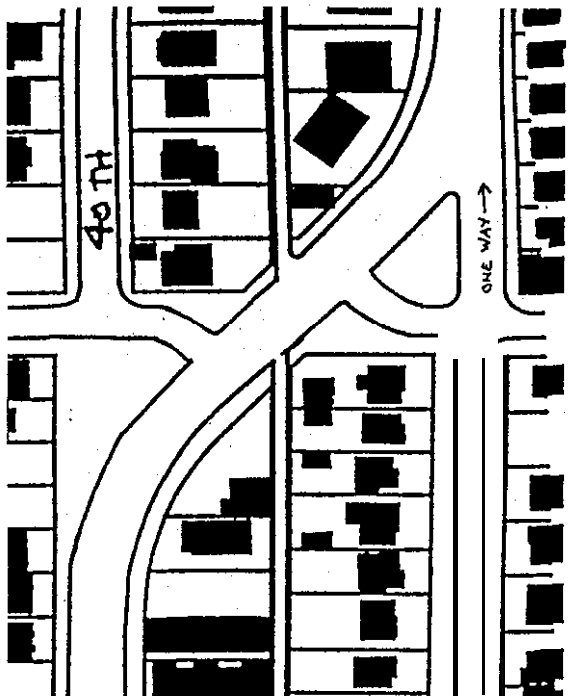
Existing Conditions



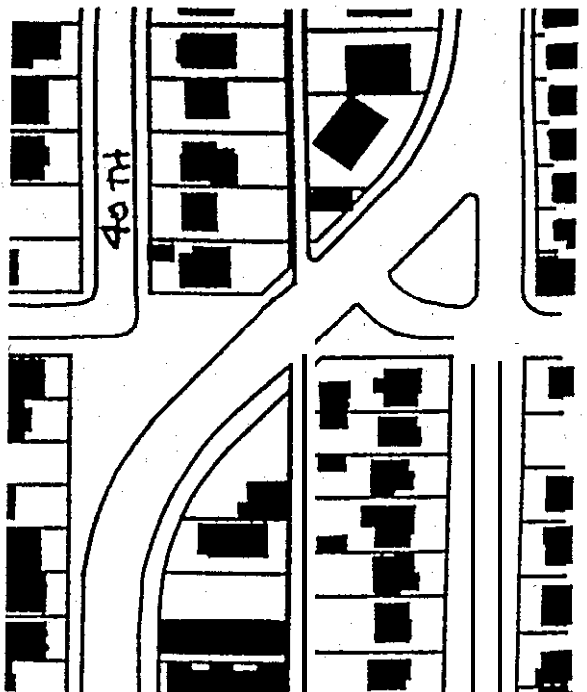
Option 1



Option 2



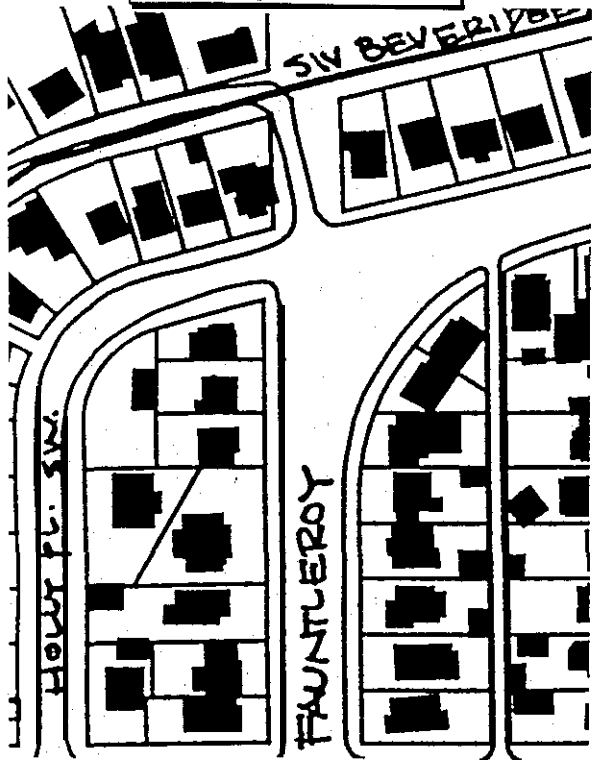
Option 3



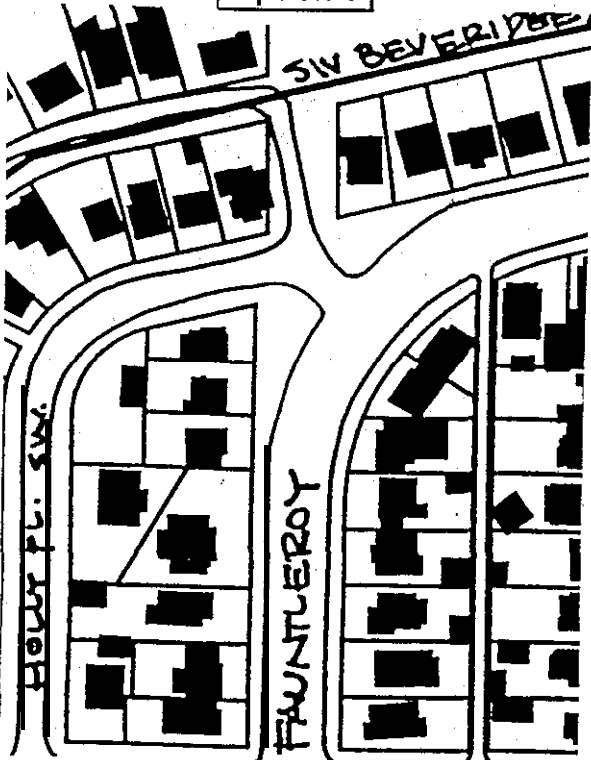
*These diagrams are conceptual in nature. The final plans will be determined only after completion of traffic and engineering studies and consultation with the community.*

Fauntleroy/Holly Place/45<sup>th</sup> Avenue Intersection

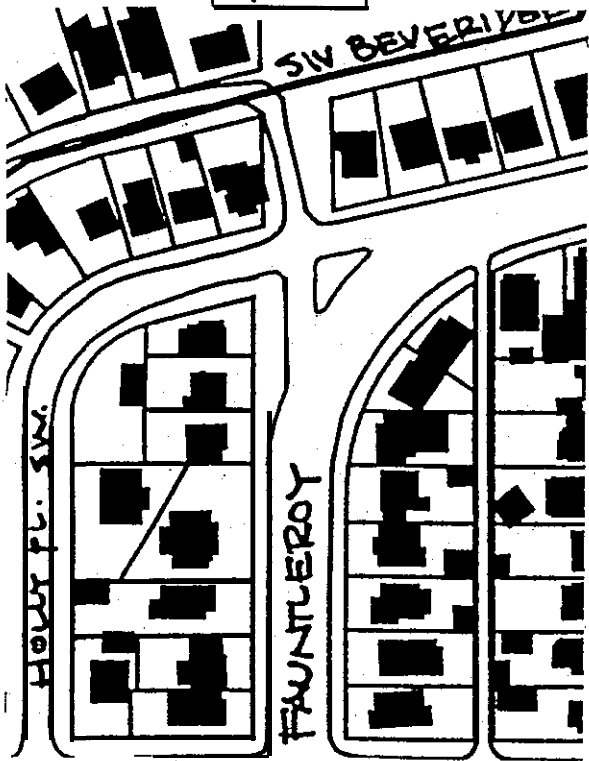
Existing Conditions



Option 1



Option 2



Option 3



*These diagrams are conceptual in nature. The final plans will be determined only after completion of traffic and engineering studies and consultation with the community.*

## California Avenue SW Corridor Pedestrian Improvements

The California Avenue SW corridor is one of the main north-south arterial routes serving West Seattle. Its main roles are to provide a connection to Fauntleroy Way to/from the north (including the West Seattle Bridge), to provide access to the Morgan Junction and West Seattle Junction commercial areas, and connect Morgan Junction with the residential area atop Gatewood Hill,

The California Avenue SW roadway is fairly wide, its cross-section accommodating two wide traffic lanes with on-street parking on both sides south of the Morgan Junction commercial area (south of SW Holly Street), and three lanes - a travel lane in each direction plus a center two-way left turn lane - plus parking on both sides through the commercial area and north of it. There are traffic signals at the Fauntleroy Way SW and SW Graham Street intersections, there is a pedestrian signal at SW Frontenac Street south of the commercial area, and there are marked crosswalks with illuminated signs at SW Findlay Street north of the commercial area and SW Othello Street south of the commercial area.

Heavy traffic volumes and high speeds combine with the roadway width to make it difficult for pedestrians to cross the street, even at the signalized intersections. In addition to its important traffic-carrying role, California Avenue SW must provide safe, convenient crossings for pedestrians walking to/from bus stops, parks, schools, and other neighborhood destinations. Pedestrian convenience and safety in the commercial area surrounding the Fauntleroy Way SW intersection also is important to the health and viability of local businesses. Lane configuration and traffic control/calming must be designed to serve these conflicting needs.

Goal 2 Improve pedestrian and bicycle mobility in the Morgan Junction neighborhood to provide safe and convenient opportunities for pedestrian and bicyclists to cross arterial streets, **access** bus stops, and utilize neighborhood businesses and parks.

Policy 2.1 Implement arterial roadway improvements with pedestrian and bicycle facilities.

Policy 2.2 Coordinate roadway improvement efforts with Business District, Parks/Open Space and Public Safety Goals and Policies.

Recommendation: Improve pedestrian crossings by installing the following devices, as appropriate, at intersections in the Morgan Junction business district and north and south along California Avenue SW:

- . paint crosswalks
- . curb bulbs
- . pedestrian median refuges
- pedestrian signals

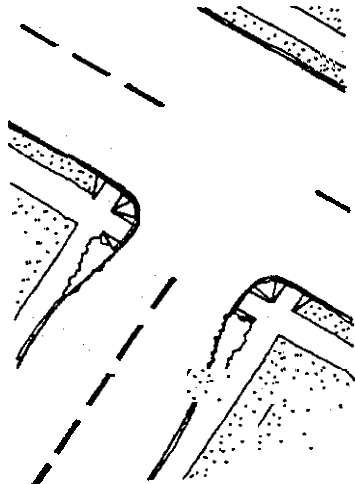
Specific locations on California Avenue SW at which pedestrian improvements should be installed include the following:

- . SW Holden Street intersection
- the existing crosswalk at SW Othello Street
- . the existing pedestrian signal and crosswalk at SW, Frontenac Street
- all bus stops south of Fauntleroy Way



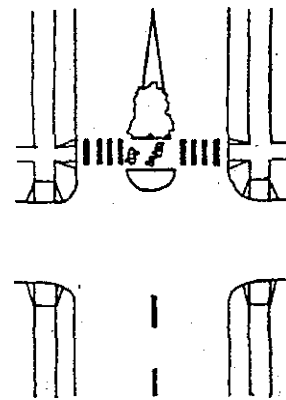
*Pedestrian safety improvements are recommended in various locations.*

- in the Morgan Junction commercial area (south of Fauntleroy Way SW) at or near SW Holly Street
- Fauntleroy Way SW/SW Morgan Street intersection
- north of Fauntleroy Way SW: all bus stops and/or every second block (i.e., at some regular interval that provides adequate pedestrian access across California Avenue SW for the surrounding neighborhoods and adjacent businesses and residences)



*Curb bulbs are one method to improve pedestrian safety.*

*Pedestrian refuges improve safety on busy arterial streets.*



## 35th Avenue SW Corridor Pedestrian Improvements

The 35th Avenue SW corridor is one of the main north-south arterial routes serving West Seattle. Its main role is to carry traffic to and from the West Seattle Bridge and to provide access to Westwood and other shopping destinations south of the Morgan Junction neighborhood. The 35th Avenue SW roadway is fairly wide, accommodating four traffic lanes with on-street parking on both sides. On the portion of 35th Avenue SW in the Morgan Junction neighborhood, there are traffic signals at SW Findlay Street, SW Morgan Street, SW Myrtle Street, SW Webster Street, and SW Holden Street, and there is a pedestrian signal at SW Raymond Street,

Heavy traffic volumes and high speeds combine with the roadway width to make it difficult for pedestrians to cross the street, even at the signalized intersections. In addition to its important traffic-carrying role, 35th Avenue SW must provide safe, convenient crossings for pedestrian movement to/from bus stops, parks, and other neighborhood destinations. Lane configuration and traffic control/calming must be designed to serve these conflicting needs.

Recommendation: Improve pedestrian crossings at signalized cross-streets and at bus stops along 35<sup>th</sup> Avenue SW by the installation of the following, as appropriate

- . paint crosswalks
- curb bulbs
- . pedestrian median refuges
- pedestrian signals

## East-West Arterial Corridor Pedestrian Improvements

There are several east-west arterial corridors in the Morgan Junction neighborhood that provide connections between the major north-south arterials as well as access to the residential areas they pass through. These east-west arterials – SW Graham Street, SW Morgan Street, and SW Holden Street – carry much less traffic than Fauntleroy Way SW, California Avenue SW, and 35th Avenue SW, the major north-south arterials. However, each of the east-west arterials has a wide roadway, and traffic on each can tend to travel fairly fast (especially on downhill segments). Traffic speeds, roadway width, and limited sight distance at the crests of hills make these arterials difficult for pedestrians to cross.

Recommendation: Improve pedestrian crossings along SW, Graham Street (from California Avenue SW to Fauntleroy Way SW), SW Morgan Street (from 42nd Avenue SW to 35th Avenue SW), and SW Holden Street (from California Avenue SW to 35th Avenue SW) by, installing the following devices, as appropriate, at bus stops, on school walk routes, and at a spacing of no greater than two blocks elsewhere:

- paint crosswalks
- . curb bulbs
- . pedestrian median refuges
- . pedestrian signals



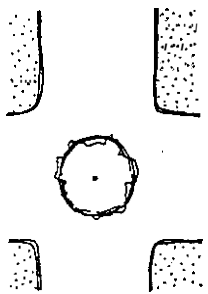
## Traffic Management/Calming and Spot Improvements

There are a number of local streets and intersections throughout the Morgan Junction neighborhood that experience excessive speeds and/or inappropriate through traffic flows that “create safety hazards for motorists, pedestrians, and bicyclists, cause noise and inconvenience for local residents, and generally degrade the residential environment. These problems can be addressed by means of a variety of traffic calming, traffic control, and street network improvements.

Goal 3: Improve the safety and maintain the character of residential streets.

Policy 3.1 Develop and implement improvements to encourage through traffic to utilize arterial roadways,

Policy 3.2 Develop and implement strategies to reduce speeding traffic,



Traffic circles are commonly used traffic calming devices.

Recommendation: Install traffic calming and traffic control devices to decrease speeds and discourage through traffic at the following locations as approved by the surrounding residents:

- SW Holly Street from 41st Avenue SW to California Avenue SW
- 48th Avenue SW from SW Raymond Street to SW Juneau Street
- SW Frontenac Street and SW Myrtle Street from Fauntleroy Way SW to California Avenue SW (at Gatewood School)
- 38th Avenue SW from SW Findlay Street to SW Juneau Street
- SW Juneau St. from 35<sup>th</sup> Avenue SW to California Avenue SW
- 38<sup>th</sup> Avenue SW and SW Willow Street
- 42<sup>nd</sup> Avenue SW between SW Morgan and SW Holly

## Public Transportation Facilities and Services

Transit is a critical element of the transportation system that provides internal and external access and mobility for West Seattle residents, visitors, and businesses. West Seattle relies heavily on transit for access to downtown Seattle and other parts of the City and the region. With access to/from West Seattle provided almost exclusively by the heavily-congested West Seattle Bridge, it is critical to the future health and vitality of West Seattle neighborhoods and commercial districts that all forms of public transportation be expanded and improved. The finite automobile capacity into and out of West Seattle is over-taxed, even at current levels of traffic and development. Accordingly, public transportation will need to play an expanded role to serve West Seattle commuters and other travelers if future growth in travel demand generated by comprehensive-plan-specified growth is to be adequately accommodated.

Note: Some of the recommendations that follow are West Seattle-wide in nature and are also included “in the “West Seattle-wide Issues” section on page 72. These are marked by a “WSW” symbol below.

Goal 4: Ensure that new transit improvements, including Metro bus, Sound Transit bus, and monorail, benefit the Morgan Junction neighborhood in terms of transportation services and impacts on local **activities** and environmental conditions.

Policy 4.1 Ensure that the new Sound Transit regional express bus route through West Seattle serves the urban villages along California Avenue SW.

Recommendation: Improve and expand public transportation facilities and services providing access to/from West Seattle (WSW):

- Improve speed and efficiency of existing and future bus service by enabling buses to avoid traffic congestion
- Expand service coverage in West Seattle to make transit services more easily accessible to more people and activities
- Expand transit network connections to provide more and better linkages between West Seattle and other parts of the City and region
- Develop new, alternative modes of public transportation to provide additional non-auto access to West Seattle (e.g., waterborne transit, monorail)

Recommendation: Metro should continue to expand service hours and frequency of its West Seattle service. Also, Metro should continue to increase the number of West Seattle, Seattle, and King County origins/destinations served by West Seattle routes. Work with Metro to locate routes and site bus stops for maximum ridership and minimal impact to adjacent property owners. (WSW).

Goal 5: Support efforts to address traffic and transportation issues which have an impact on West Seattle.

Policy 5.1 Support and participate in coordinated West Seattle transportation planning regarding the West Seattle Bridge, ferry traffic, and other transportation issues,

Recommendation: Work with Fautleroy Community Association to encourage the rerouting of state ferries to the downtown Seattle ferry terminal.

Recommendation: Develop and implement a comprehensive "action program" of transportation system improvements and actions that will fully address the existing and future access needs of the entire West Seattle community (WSW). The action program must

- define and quantify existing and future access needs
- be comprehensive: it must jointly address all modes of transportation, and it must address all levels of detail, from the "universal" (e.g., transportation system capacity) to the "microscopic" (e.g., traffic operations on bridge on-ramps)
- identify immediate, near-term, and long-range improvements and actions, and develop implementation programs for them

Recommendation: West Seattle Bridge-Spokane Street Viaduct Bus Operations: The City of Seattle, the Port of Seattle, WSDOT, and Metro should cooperate to provide roadway, intersection, and traffic control improvements that give Regional Express and Metro buses priority to, from, onto, off of, and across the West Seattle Bridge and the Spokane Street Viaduct (WSW). Such improvements should include:

- add HOV lanes on the bridge and the viaduct
- intersection and ramp queue jump/bypass lanes on bridge and viaduct access routes
- traffic signal priority and preemption

“Regional Express,” the express bus division of Sound Transit (RTA) plans to begin operating a number of express bus routes throughout the region in the fall of 1999. One of the Regional Express routes will operate, between Sea-Tac Airport and downtown Seattle via Burien, White Center, Fauntleroy, and West Seattle,

• **Recommendation (WSW):**

• Recognizing the need to make limited stops on this express service, the Regional Express West Seattle route should maximize the connections and access it provides in West Seattle, including transfers with Metro routes, access to the Fauntleroy Ferry Terminal, and ensuring that the Regional Express bus route serves the urban villages along California Avenue SW.

• The Regional Express West Seattle route should be extended or through-routed via I-90 to the Eastside after stopping in downtown Seattle,

**Water Taxi/Seabus**

The existing Elliott Bay Water Taxi, begun in 1997, is a summer-season passenger-only ferry service connecting West Seattle and downtown Seattle.

**Recommendation:** The Water Taxi service should be expanded into a permanent year-round system (like Vancouver, BC's Seabus) that is designed to be an integral and important element of the transportation system serving West Seattle. In order to determine the capital and operational requirements of such a system and to guide its incremental development, a long range comprehensive master plan for facilities and services - on both sides of Elliott Bay - should be prepared (WSW).

**Recommendation:** Connections to the West Seattle Seabus terminal should be expanded and improved. Bus service, shuttle/circulator service, a potential tram/funicular system, parking (or lack thereof), and bicycle/pedestrian pathways should be addressed (WSW).

# Business District

The Morgan Junction Residential Urban Village is centered around its business district, Most businesses in the district, generally focused at the intersection of Fauntleroy Way SW and California Avenue SW, are oriented towards serving the surrounding residential neighborhood. The district's largest business, the Thriftway supermarket, reopened its doors in a new facility this year, almost exactly one year after being destroyed by fire.

The business district is zoned NC3-30, a zone intended for pedestrian oriented neighborhood service businesses and multi-family residential structures. The majority of the commercial uses are in older single story structures oriented towards California Avenue SW. The multi-family buildings are, for the most part, multiple story structures built to the height limit of 30 feet

Morgan Junction does not have the large land parcels needed for major chain stores but has excellent demographics and locations suitable for smaller stores. Attracting more small shops and a greater variety of restaurants into the district were goals expressed during Phase I outreach, Maintaining and enhancing the appearance of the business district and making the district convenient and pedestrian friendly also emerged as important issues for the community.

During Phase II, business participation on the Business District Committee was very sparse. It was assumed by the Planning Committee that this was due to the business owner's general satisfaction with the current state of the commercial area, and being too busy running their businesses, rather than because of lack of interest

## Goals, Policies and Recommendations

**Goal 1: Support the economic vitality of the local Business District.**

**Policy 1.1: Encourage improvements in the business district that will promote the diversification of the Morgan community business district.**

**Goal 2: Enhance the physical appearance of the Morgan Business District, so it is an attractive place for people to live, work, and shop,**

**Policy 2.1: Use City design guidelines to develop consistent building types and characteristics with the option of reviewing guidelines in the future.**

**Recommendation: Supplement current City design guidelines with guidelines that are specific to Morgan Junction in order to maintain the current small-town character,**

**Recommendation: Place notice of City Design Review meetings in the West Seattle Herald and post notices of the meetings at the project site,**

Goal 3: Make the Business District accessible for customers and visitors.

Policy 3.1: Promote the use of transit, including possible shuttles, to reduce parking and traffic congestion.

Policy 3.2: Pursue new and inventive ways to improve parking and access to businesses

Policy 3.3: Create a pedestrian friendly environment to encourage walking to and through the business district.

Recommendation: Improve California Avenue SW streetscape with the installation of landscaping and street trees and the construction of curb bulbs,

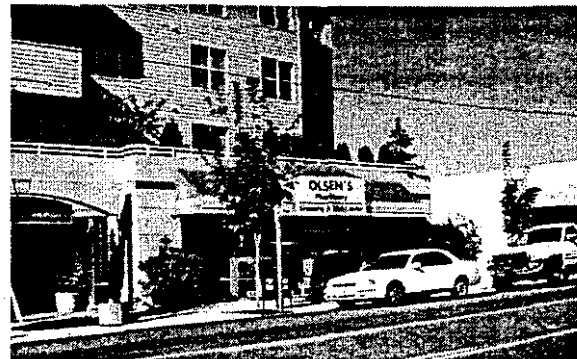
Recommendation: Create a "green streets" link for bicycles and pedestrians from Morgan Junction through the West Seattle Junction to the Admiral district on the alley east of California Avenue SW (Junction Way East).

Goal 4: Continue to promote cooperation among businesses, residents and community groups.

Policy 4.1: Encourage the creation of public gathering places,

Recommendation: Develop a community plaza at the intersection of Fauntleroy Way SW and SW Morgan Street,

Strong support for local design guidelines emerged from community review of the above goals and policies. Many expressed the desire to maintain the "small town" character of the business district, and to make the district unique and distinctive; a place that attracts new businesses as well as shoppers. The need for better guidelines for the design of multi-family residential and mixed-use projects was frequently voiced,



*Mixed-use developments provide housing and business opportunities in the business district.*

The City of Seattle has developed a manual entitled *Preparing your own Design Guidelines - A Handbook for Seattle's Neighborhoods*. This handbook could be a useful tool in helping the Morgan Junction neighborhood develop design guidelines that are specific to the neighborhood. An excerpt from the Handbook is included in the Housing and Land Use section of this plan.

# Housing and Land-Use

## Background

It would be an understatement to say that maintenance of the single-family character of the Morgan Junction Neighborhood is a high priority of our community. Throughout the neighborhood planning process, this sentiment was expressed again and again.

Concern for the protection of our single-family neighborhoods began when the City designated Morgan Junction as a Residential Urban Village in the 1994 Comprehensive Plan and established the preliminary boundaries for the urban village. Among the criteria used by the City in designating urban villages were:

- The area's current zoning, which provides sufficient capacity for future growth and development. The Morgan Junction urban village has the ability to absorb 300-plus new residential units under current zoning.),
- Location along major transportation routes, including roads and mass transit lines, and
- The ability to achieve residential densities which will support compact living and pedestrian- and transit-friendly environments (for example, 2,000 dwelling units exist or can be accommodated with a 2,000 foot radius of the center of the urban village).

## Impact of the Urban Village on Zoning and Capital Investment

The urban village designation has implications for both zoning and capital investment by the City.

### Impacts on Zoning

Urban villages have access to zoning options not available to areas outside of village boundaries. Urban village neighborhoods can:

- Suggest rezones of single-family areas within the urban village boundary to low density multifamily or commercial zones in areas close to principal commercial streets;
- Allow Residential Small Lot (RSL) zoning, which can include (1) single-family houses on individual small lots, (2) two houses on a one lot, and/or (3) clusters of small cottages on larger lots;
- Identify commercial areas within the village boundary where residential development will be emphasized (Neighborhood Commercial/Residential zoning);
- Designate areas within an urban village as appropriate or inappropriate for moderate-density multifamily zoning (including L3 and L4 zones);
- Recommend how residential buildings without ground-floor commercial space should be treated in commercial zones within the urban village. The plan can allow such single-purpose residential

buildings outright, permit them only under specific conditions, or it can prohibit these buildings in commercial zones altogether,

There has been much discussion and disagreement on the Morgan Planning Committee regarding the impact of the urban village on zoning, especially on the single-family zones.

- Some members of the committee see the urban village as offering protection for single-family zones by stipulating in the Neighborhood Plan exactly what zoning changes can and cannot occur, The majority of the Administrative Committee subscribes to this view,
- Other members of the committee view the urban village as an overlay zone which will lead to changes in the permitted uses and development standards of the underlying" zoning, Rezones and variances may also be easier to obtain within the village than outside, These changes, in turn, would allow the City to increase allowable densities and building size (see the diagram below), possibly accelerating the rate of development in the Morgan area, The majority of the Housing and Land-Use Subcommittee holds this opinion

#### Impacts on Capital Facilities and Investment

The Comprehensive Plan has a goal of making capital investments consistent with the urban village strategy by encouraging the City to locate "new community-based capital facilities," including libraries, community centers, and parks in areas that serve urban villages. It also requires the City to provide written justification when proposing to locate major capital facilities outside urban village areas. The City is also directed to "consider providing capital facilities or amenities in urban villages as an incentive to attract both public and private investments to an area" (*Source: City of Seattle Strategic Harming Office*).

The Comprehensive Plan includes goals for the provision of adequate and accessible open space within urban villages. Efforts to acquire open space and develop recreation facilities are directed to give particular attention to serving urban villages, which are in general expected to have the greatest need for additional open space and recreation facilities (*Source: City of Seattle Strategic Planning Office*),

These issues, too, have generated much debate on the Planning Committee,

- "Some committee members believe that the urban village will make it easier for our neighborhood to acquire needed open space, amenities, and capital facilities, and that funding will be more readily available for maintenance and new projects within the village than outside its boundaries, A majority of the Administrative Committee subscribes to this view.
- To other members of the Planning Committee, the urban village offers no guarantee that funding will be available for these facilities and amenities without an increase in property taxes, While the capital improvements are not a uncertainty, the higher density requirements within the village are, A majority of the Housing and Land-Use Subcommittee holds 'this opinion.

## Principal Issues Addressed

In light of these concerns, coupled with the opinions received from the community during the outreach and validation events, the implications of the Urban Village designation for the neighborhood's single-family character became the primary focus for the Housing and Land-Use Subcommittee.

After many hours of study and discussion, the Housing and Land-Use Subcommittee determined that there were four areas of primary importance on which efforts would be focused:

- Zoning how best to preserve the single-family areas and small town feel of the community, while exploring the possible impact of adopting any of the "zoning tools" offered to urban villages by the City, such as Residential Small Lot (RSL) zones.
- Building Height, Bulk and Setbacks--are there mechanisms that can be created that will result in better, more compatible design within our existing multifamily and commercial zones? This would include recommendations for specific design guidelines.
- Parking.-much discussion was focused on parking problems, both in the business district and on nearby residential streets, Special attention was paid to the impact of new multifamily development on the on-street parking situation.
- The Urban Village Boundary--Should it remain as proposed by the City or be changed. This issue was discussed in the *Urban Village Boundary* section on page 23.

## Zoning

It was the general opinion of the community, the Housing and Land-Use Subcommittee, and the Administrative Committee that zoning in the neighborhood not be changed and that there should be no difference between permitted uses, development standards, and rezoning/variance criteria within and outside of the urban village. One issue that garnered special attention was Residential Small Lot zoning.

### Residential Small Lot Zoning (RSL)

The RSL zones allow for development of smaller detached homes built on lots that are one-half to one-quarter the size of a standard single-family lot, The idea behind small-lot housing is that, because the houses and lots are smaller, they would be more affordable than conventional single-family homes, There is no guarantee, however, that this will actually happen under market conditions that may exist in the Morgan Junction neighborhood over the next 20 years.

The RSL zones can be used only within designated urban village boundaries, The local community can determine which areas within an urban village could be designated RSL and these locations must be specified in the Neighborhood Plan. There are four distinct types of RSL zones that can potentially be included in our Neighborhood Plan:

RSL            Allows small houses on individual small lots. Minimum lot size is 2,500 square feet, half of a typical 50' x 120' or 40' x 128' lot. Maximum building height is 30 feet (as opposed to a



35-foot maximum for most single-family houses). A common example of this kind of housing is “skinny” houses which are placed side-by-side. Another example involves splitting a standard lot cross-wise to allow smaller houses of more standard proportions,

**RSL/T** Allows two houses on a single lot (“tandem houses”) at a maximum density of one house per 2,500 square feet of lot area. Minimum overall lot size is 5,000 square feet and houses cannot be more than 28 feet high,

**RSL/C** Allows clustering of at least four “cottage” houses on lots of at least 6,400 square feet, A typical 50 x 128 foot lot could meet the 1,600-square foot maximum density requirement and support 4 “cottage” houses, Additional cottages can be placed on the lot for each 1,600 square feet of lot area above 6,400 square feet, Each cottage cannot be larger than 650 square feet and maximum building height is 28 feet,

**RSL/TC** Allows both tandem and cottage housing.

### *Community Response*

A segment of the community felt that some form of RSL zoning could be adopted in specific areas, subject to strict design guidelines, to perhaps create more affordable housing (especially for seniors) and to provide a “buffer” zone between the single-family areas and the taller buildings in the multifamily and commercial zones. Other members of the community expressed a number of concerns about RSL zoning, including:

- Further increased density in the neighborhood
- Adding even more traffic to an already overtaxed system
- Adding to off-street parking problems
- The architectural appearance of cottage and “skinny” housing

There also was uncertainty in the community about how the size of lots was measured, especially for cottage housing. Does the area of the lot consist of the actual parcel, or can the area to the centerline of the adjoining alley (if any) be included when calculating lot area, The total number of lots potentially large enough to accommodate cottage housing is considerably larger if a portion of the alley can be included.

The total of all input received throughout the Phase I and Phase II process indicates that the broader community does not fully understand and/or support RSL zoning. There were some mixed signals received during the Phase I and Phase II outreach, for example:

- Comments received during meetings and a survey administered by the Housing and Land-Use Subcommittee in early 1998 indicated that a majority of the community was opposed to using any form of small-lot zoning.
- In another survey, which was administered at the May 16,1998 Community Check-In, about 2/3 of the respondents felt that some form of small-lot zoning was appropriate, but there was no agreement about which type(s) of RSL zone should be used.

Therefore, “the Housing and Land-Use Subcommittee recommended against adopting RSL zoning anywhere in the neighborhood as part of the Morgan Junction Plan. The Administrative Committee decided not to adopt any’ RSL zoning at the present time, but that the use of RSL zones could be considered at an unspecified future date. The were two main reasons for this decision:

- . The above-described lack of consensus within the community about RSL zoning,
- . A lack of time to fully explore this complex issue, educate the community, discuss the pros and cons, and get feedback. After spending more than two years doing outreach, visioning, and “getting ready to plan,” the time available for actually doing the planning was less than eight months. This was insufficient time to conduct the kind of wide-ranging, in-depth analysis and community discussion needed to deal with a brand-new zoning and housing type which the community had never seen before (while still allowing time to cover all the other issues addressed in neighborhood planning).

### Design Guidelines

Throughout the Phase I and Phase II outreach and visioning activities, members of the community expressed concerns about the physical appearance of new development. Design guidelines were often mentioned as a potential means of addressing this issue.

The City of Seattle has developed a manual entitled *Preparing Your Own Design Guidelines—A Handbook for Seattle’s Neighborhoods*. This handbook could be a useful tool in helping the Morgan Junction neighborhood develop design guidelines that are specific to the neighborhood. An excerpt from the Handbook is included on the following page,

Because of the magnitude, complexity, and potential cost of the drawing up guidelines specific to Morgan Junction, this project is to be undertaken in the future. The development of neighborhood design guidelines would include a process for extensive community input and review,

### Single-Purpose Residential in the NC Zones

The Plan recommends against adopting SPR (Single-Purpose Residential) in the NCI, NC2, NC3 neighborhood commercial zones at this time due to the complexity of zoning issues, The Housing and Land Use sub-committee recommends addressing this issue by addendum or amendment to the Plan, following adequate study.

## WHAT ARE DESIGN GUIDELINES?

With establishment of the Design Review Program, Seattle has adopted a set of citywide Design Guidelines. These guidelines describe ways that new multifamily and commercial buildings can be compatible with the environment around them. In contrast to the City's Land Use Code, which contains very specific regulations, the guidelines provide examples that illustrate how projects can better fit their surroundings,

The goals of the City's Design Review Program are:

- . To encourage better design and site planning to help ensure that new development enhances the character of the city and sensitively fits into neighborhoods, while allowing for diversity and creativity.
- . To provide flexibility in the application of development standards to better meet the intent of the Land Use Code as established by City policy, to meet neighborhood objectives, and to provide for effective mitigation of a proposed project's impact and influence on a neighborhood.
- . To improve communication and mutual understanding among developers, neighborhoods and the City early and throughout the development review process.

The Citywide Design Guidelines are organized into five major topics (1) site planning (2) height, bulk and scale; (3) architectural elements and materials (4) pedestrian environment and (5) landscaping,

Through departures from development standards in the Code, design review will allow the Code to be applied more flexibly. Development standard departures may be permitted for the following through design review

- . Structure width and depth
  - Setback requirements
- . Modulation
  - . Design, location and access to parking
  - Open space requirements
- . Lot coverage
- . Screening and landscaping requirements
- . Standards for the location and design of nonresidential uses in mixed use buildings,

Other development standards, such as height, density, and parking requirements, may be added to this list through neighborhood-specific design guidelines. Neighborhood Design Guidelines may address specific development standards to reflect the existing neighborhood pattern.

### Neighborhood Design Guidelines

The design review program provides the opportunity for neighborhoods to develop design guidelines that are specific to individual neighborhoods. Once adopted by the City Council, Neighborhood Design Guidelines will supersede the Citywide Guidelines and become the basis for project review within that neighborhood.

Design review is a tool that allows increased flexibility in the application of zoning regulation. It provides an opportunity for early discussion of a proposed project's design between the neighborhood and the applicant before a permit application is even submitted. Because of the increased dialogue and flexibility, new development will more likely fit the character of its surroundings than would be possible if zoning regulations were strictly applied.

## Parking

The issue of parking is related to both housing/land-use and transportation. Of particular concern to the community and the Housing/Land-Use Subcommittee were the following:

The number of off-street parking stalls required per unit in multifamily and mixed-use buildings under the zoning code. This requirement has been declining steadily over the past 20 years as the City has sought to encourage more people to use mass transit. During the outreach activities, however, most respondents expressed the opinion that this policy is not grounded in reality. The number of motor vehicles per household has continued to increase, as has the number of vehicle miles driven.

Reductions in the minimum parking requirement merely force an increasing number of residents of multifamily units to park their cars on the street. This has created a severe access problem in some parts of the neighborhood, most notably residential streets close to the business district. One particular example is the section of 42<sup>nd</sup> Avenue SW between Holly Street and Graham Street, which is frequently crowded with parked cars on both sides of the street, making only a single lane available for traffic.

A related problem is the lack of off-street parking for guests of building tenants in multifamily buildings and customers, guests, and employees in mixed-use buildings. Again, this surplus parking demand spills out onto the street. A lack of off-street customer parking may also contribute to the high commercial vacancy rate in some mixed-use buildings in the neighborhood,

Finally, for better or for worse, the car-buying preferences of the motoring public have changed in the past decade. The proportion of small cars has declined, while larger vehicles (pickup trucks, vans, and sport-utility vehicles) has grown dramatically. The ratio of compact to standard parking stalls allowed in the zoning code has failed to reflect changing patterns of vehicle ownership, effectively reducing the number of available off-street parking stalls from a functional standpoint.

For these reasons and others, the Housing and Land-Use Subcommittee recommended a number of policies to redress the imbalance and make off-street parking more reflective of the actual auto ownership and usage patterns of today's population.

## Goals, Policies and Recommendations

### Land Use Goals

Goal 1: Preserve and maintain single family housing and the character of single family neighborhoods.

Policy 1.1 Retain all existing single family zoning in the Neighborhood.

Policy 1.2 Ensure that all single-family development standards and criteria are the same in all single-family zones in the Morgan Junction Planning Area.

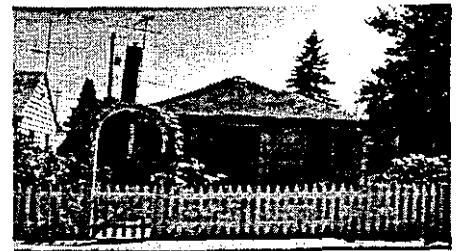
Recommendation: Protect the character and integrity of the existing Single Family areas through City adoption of the following policies:



• Do not approve" changes in zoning from single-family zone (all zones with SF prefix) to multi-family or commercial zoning in the Morgan Junction Planning Area.

• Do not approve changes in zone boundaries, development standards, or permitted uses for any zones within the Morgan Junction community regardless of whether the that zone is located inside or outside the urban village boundaries.

- Permit new multifamily housing only in areas zoned for multi-family and commercial use as of April 1, 1998.
- Permit new commercial uses only in areas zoned for commercial and mixed-use as of April 1, 1998.



Recommendation: Amend the Urban Village boundary as follows. The description follows the boundary in a counterclockwise direction, starting in the extreme northeast corner of the village area. Unless other wise specified, the boundary follows the centerline of all streets and alleys described below. (See map on page 29)

The Point of Beginning is at the intersection of Fauntleroy Way SW and 39<sup>th</sup> Avenue SW (the northeast corner of the urban village). From there, the boundary runs southwesterly along Fauntleroy Way SW to SW Juneau Street; thence west along SW Juneau Street to 44<sup>th</sup> Avenue SW; thence south along 44<sup>th</sup> Avenue SW to SW Graham Street; thence east along SW Graham Street to the alley between California Avenue SW and 44<sup>th</sup> Avenue SW; thence south along said alley to SW Eddy Street; thence southwesterly along SW

Eddy Street to the lot line separating parcels 762620-0040 and 762620-0045; thence southeasterly along said lot line to SW Beveridge Place; thence southwesterly along SW Beveridge Place to 45<sup>th</sup> Avenue SW; thence southerly along 45<sup>th</sup> Avenue SW and Fauntleroy Way SW to SW Myrtle Street; thence easterly along SW Myrtle Street to California Avenue SW; thence north along California Avenue SW to SW Frontenac Street; thence easterly along SW Frontenac Street to the alignment of the west margin of 42<sup>nd</sup> Avenue SW (if extended); thence north along said west margin to 42<sup>nd</sup> Avenue SW thence north along 42<sup>nd</sup> Avenue SW to SW Holly Street; thence east along SW Holly Street to the alley between 4151 Avenue SW and 42<sup>nd</sup> Avenue SW; thence north along said alley to SW Morgan Street; thence east along SW Morgan Street to the alley between 39<sup>th</sup> Avenue SW and 40<sup>th</sup> Avenue SW (and Fauntleroy Way); thence north along said alley to SW Juneau Street; thence east along SW Juneau Street to 39<sup>th</sup> Avenue SW; thence north along 39<sup>th</sup> Avenue SW to the Point of Beginning,

Recommendation: Adopt resolution directing DCLU to place notice in the West Seattle Herald, post notices at the project site, and provide advance notice to MoCA of all design reviews, land use permit applications, rezone applications, variance requests, conditional use requests and proposed changes to land use or development regulations.

Goal 2: Preserve the character of the urban village by focusing new commercial and multi-family development into a well-planned and cohesive core.

Policy 2.1: Allow new commercial and multi-family development in areas currently zoned for such uses.

Policy 2.2: Concentrate commercial development in the village in the vicinity of the intersection of Fauntleroy Way SW and California Avenue SW,

Policy 2.3: Concentrate multi-family residential development in the existing low-density multi-family zones and in the neighborhood commercial zones along California Avenue.



Recommendation: Maintain the appropriate scale of multi-family housing in the Morgan Junction planning area by City adoption of the following policy:

- Do not approve changes in zoning from LDT, LI, L2 or L3 to any zoning classification of L4 or higher. Land use changes that take effect automatically, unless a neighborhood plan provides otherwise, shall not take effect in the Morgan Junction Residential Urban Village.

Goal 3: Protect neighborhood character by limiting building heights.

**Policy 3.1:** Retain existing height limits in the commercial and multi-family zones,

**Policy 3.2:** Apply height limits to all parts of buildings.

**Policy 3.3:** Provide information for community members who wish to create a Local Improvement District for the purpose of burying overhead utility lines,

**Recommendation:** Conduct study to evaluate the effects on new development of requiring that all mechanical equipment and mechanical penthouses remain within the maximum or base height limits set forth in the zoning code.

**Goal 4** Balance residential and commercial growth in the urban village with the need for adequate parking, traffic circulation and pedestrian safety on neighborhood streets,

**Policy 4.1:** Encourage developers of new commercial, mixed-use, and multi-family buildings to provide sufficient off-street parking, over and above code requirements, for customers, residents, and guest of building tenants,

**Policy 4.2:** Increase parking requirements for new multi-family development to reflect the ratio of vehicle ownership per multi-family dwelling unit in the neighborhood.

**Policy 4.3:** Adjust the number of compact parking spaces allowed in new development to reflect the proportion of compact cars registered in the city of Seattle, based on Washington Department of Motor Vehicle license data,

**Recommendation:** Adopt resolution directing DCLU to encourage developers of new commercial, mixed-use and multi-family buildings to provide sufficient off-street parking (over and above code minimum requirements) for customers, residents and guests of building tenants.

**Recommendation:** Conduct a study to explore methods for creating wider sidewalks, including setbacks, in appropriate locations adjacent to commercial, multifamily and mixed-use developments without decreasing existing traffic and parking capacity,

**Goal 5:** Ensure that the design of new multi-family, commercial, and mixed-use buildings is compatible with the character of the neighborhood.

**Policy 5.1:** Use current City design guidelines to develop consistent building types and characteristics with the option of reviewing guidelines in the future.

**Policy 5.2: Explore methods of creating wider sidewalks in appropriate locations adjacent to commercial, multi-family and mixed use developments.**

**Recommendation: Develop community-based design guidelines for new multi-family, commercial and mixed-use developments to ensure their compatibility with the character of the Morgan Junction neighborhood. These guidelines should address building height, building setbacks, and building bulk and shape.**

## Housing Goals

**Goal 1: Accommodate housing for a variety of demographic and income groups.**

**Policy 1.1: Encourage and promote home ownership for a broad range of income levels and a diverse range of people and building styles.**

**Policy 1.2: Encourage the preservation of well-managed low-income housing both inside and outside the urban village.**

**Policy 1.3: Support and promote existing and new programs and policies aimed at helping low-income persons, especially seniors, retain ownership of their homes.**

**Policy 1.4 Accommodate low and moderate-income housing (as defined by City standards) in the urban village in an amount that is proportional and equitable relative to the quantity of low and moderate-income housing citywide.**

**Recommendation: Adopt resolution directing the appropriate public agencies to consider the proximity and impact of the High Point public housing project on the Morgan Junction Residential Urban Village when considering the citywide distribution of low and moderate-income housing.**



# Community and Culture

Many of the topics discussed by the Community and Culture Committee are West Seattle-wide in nature. On the other hand, there are certain needs that are specific to the Morgan Junction village. For example, although Gatewood Elementary School has served the community well during the neighborhood planning process, the committee believes strongly that the Morgan Junction neighborhood needs a flexible and consistent meeting place for groups and organizations in the community. Also needed is an outdoor “gathering place” in the heart of the community,

Community and Culture Committee also recognizes that a very important aspect of “community” is human development and the provision of human services. Like arts and culture, human development is an area that is best addressed on a West Seattle-wide basis, and the Morgan community should be active participants in efforts to address human service issues.

## Goals, Policies and Recommendations

**Goal 1: Develop a community that has a distinctive flavor in arts and culture, yet integrates with the overall arts and culture community in West Seattle**

**Policy 1.1: Where new public space is created, assess for incorporation of public art,**

**Policy 1.2: Identify and capitalize on those elements that give the Morgan Junction its unique identity.**

**Policy 1.3: Coordinate with other West Seattle community groups,**

**Recommendation: Develop a community plaza at the intersection of Fauntleroy Way SW and SW Morgan Street that includes public art.**

**Recommendation: Work with ArtsWest to bring Arts and Cultural activities to Morgan Junction.**

**Goal 2: Focus on integrating an artistic or cultural element which reflects our community into the Morgan Junction Business District**

**Policy 2.1: Participate in design reviews to encourage incorporation of art in buildings or public spaces.**

**Policy 2.2: Encourage businesses and property owners to display art in existing businesses and vacated store-fronts,**

**Recommendation: Place notice of City Design Review meetings in the West Seattle Herald and post notices of the meetings at the project site.**

**Goal 3: Provide for the ability of our community members to easily congregate for community and culture-related activities.**

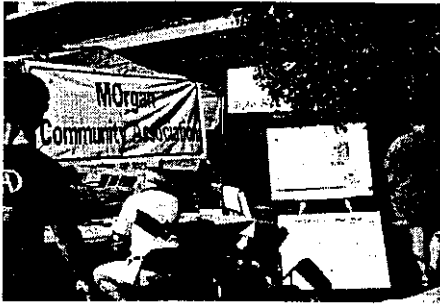
**Policy 3.1: Seek a community-gathering location**

**Policy 3.2: Where parks are created or expanded in Morgan Junction, encourage development of space for public gathering**

**Policy 3.3:** Encourage businesses and public agencies to provide public gathering spaces in new construction or expansion,

**Recommendation:** Explore the feasibility of a community center or gathering place centrally located to serve the Junction, and Morgan neighborhoods,

**Recommendation:** Develop a Community and Cultural Center serving all of the West Seattle/Duwamish area.



*A community meeting and gathering place is a high priority for the Community and Culture Committee.*

**Goal 4:** Support the sharing of community and social services or information related to social services for our community members.

**Policy 4.1:** Work together with West Seattle service providers to share a service/information network.

**Policy 4.2:** Assist people in identifying social services,

**Policy 4.3:** Pursue better access to library services in the, Morgan Junction neighborhood,

**Recommendation:** Complete a West Seattle inventory, needs assessment and human development strategic plan to guide service delivery and funding over the next 20 years.

**Recommendation:** Develop a multi-faceted set of communication/public outreach tools to better serve clients and increase knowledge of available services. Tools may include: WEB page, written flyers, non-written communications/ announcements, public service announcements.

**Recommendation:** Work with other West Seattle neighborhoods and agencies to develop a Human Services Provider Information Network that would result in more knowledgeable referral information being provided to the consumer of human services,

**Goal 5:** Support community activities for children, teens, and families,

**Policy 5.1:** Promote the input and involvement of youth in the development of activities for children of the same age.

# Public Safety

Crime and public safety are issues that transcend neighborhood boundaries, yet in many cases, crime prevention is most effective when it originates in the community and is the result of individual responsibility. The vision of Morgan Junction is that of a safe community with active crime prevention programs and a strong police presence. This vision can only be realized through community support of law enforcement activities, community participation in crime prevention education, individual participation in crime prevention programs such as Block Watch, and individual actions to make one's home or business less vulnerable to crime.

In outreach activities during Phase I of the Neighborhood Planning process, the following were identified as community priorities related to public safety:

- Reduce the occurrence of violent crime
- ∨ Establish a West Seattle police precinct
- ∨ Increase the police presence
- ∨ Increase community education and involvement
- ∨ Enforce traffic and parking regulations
- Develop supportive youth programs
- ∨ Increase youth discipline
- ∨ Make streets safer at night
- ∨ Increase graffiti prevention

The Seattle Police Department (SPD) has been very responsive to MoCA's requests for information and cooperation. The Department currently has several programs which focus on the needs of the individual neighborhoods, and those resources are available to us. The Goals, Policies and Recommendations of the Public Safety Committee encourage a close partnership with the SPD, and also with the West Seattle Anti-Crime Council,

## Goals, Policies and Recommendations

**Goal 1: Establish a police precinct in West Seattle.**

**Policy 1.1: Work with other West Seattle groups and the City of Seattle to determine the best service approach for all of West Seattle and establish the best location.**

**Recommendation: Develop a fully staffed West Seattle Police precinct with 24-hour operation, 7 days a week.**

**Goal 2: Encourage a safe and crime free environment in Morgan Junction.**

**Policy 2.1: Work with the Seattle Police Department to receive information about crime trends in the community and address problems as they arise.**

**Policy 2.2:** Work with the Seattle Police Department on ways to improve service in the Morgan Junction neighborhood, such as bike patrols, park patrols, additional beat coverage and traffic officers.

**Policy 2.3:** Address physical security and safety issues in the neighborhood such as better lighting, parks security and traffic safety,

**Policy 2.4:** Provide information to the community on preventative measures and” encourage personal responsibility.

**Policy 2.5:** Support local Block Watch programs.

**Recommendation:** Twice yearly, distribute a Crime Prevention Newsletter specific to the Morgan Junction Planning area stakeholders that presents crime statistics and trends in tabular and map form and that would teach people about Crime Prevention Through Environmental Design (CPTED) and other concepts they can use around their home and business, The newsletter should be written by the Morgan Community Association, in cooperation with the Seattle Police Department and the West Seattle Crime Prevention Council, and should be distributed by the City.

**Recommendation:** The Seattle Police Department conduct emphasis patrols, as needed, that target specific issues expressed by neighborhood residents and businesses. These issues include, but are not limited to, speeding traffic on Fauntleroy Way, park patrols, car prowling and late night noise and rowdiness.

**Recommendation:** Have the Seattle Police Department review plans of new pocket-parks, pedestrian trails or other park development for adequacy of lighting and other safety concerns

**Goal 3:** Encourage a positive attitude towards public safety and responsible behavior in our neighborhood youth.

**Policy 3.1:** Work with the school district, Parks and Recreation Department, and Seattle Police Department to increase availability of youth and family activities,

**Policy 3.2:** Work with other Morgan Junction youth programs and projects to incorporate positive public safety behavior

**Policy 3.3:** Work with the Seattle Police Department and local businesses on graffiti prevention programs

# West Seattle-wide Issues

There are many community issues that transcend village or planning area boundaries and are common to all neighborhoods in West Seattle. Issues and opportunities related to public safety, transportation, human development and cultural arts are recognized to be larger than the “sphere of influence” of any single neighborhood or community organization” and should be addressed in collaborative efforts of all effected communities.

The recommendations contained in this section are repeated from the individual topic sections that precede in this document. However, MoCA believes that acknowledging the commonality of these issues herein will help begin the process of collaboration among West Seattle neighborhoods

## Transportation

**Recommendation:** Develop and implement a comprehensive “action program” of transportation system improvements and actions that will fully address the existing and future access needs of the entire West Seattle community. The action program must:

- Define and quantify existing and future access needs
- Be comprehensive: it must jointly address all modes of transportation, and it must address all levels of detail, from the “universal” (e.g., transportation system capacity) to the “microscopic” (e.g., traffic operations on Bridge on-ramps)
- Identify immediate, near-term, and long-range improvements and actions, and develop an implementation program for them

**Recommendation:** West Seattle Bridge - Spokane St. Viaduct Bus Operations:

The City of Seattle, the Port of Seattle, WSDOT, and Metro should cooperate to provide roadway, intersection, and traffic control improvements that give Regional Express and Metro buses priority to, from, onto, off of, and across the West Seattle Bridge and the Spokane St, Viaduct, Such improvements should include:

- HOV lanes on the Bridge and the Viaduct
- Intersection and ramp queue jump/bypass lanes on Bridge, and Viaduct access routes
- Traffic signal priority and preemption

**Recommendation:** Regional Express (RTA) Bus Service:

“Regional Express,” the express bus division of Sound Transit (RTA) plans to begin operating a number of express bus routes throughout the region in the fall of 1999. One of the Regional Express routes will operate between Sea-Tac Airport and downtown Seattle via Burien, White Center, Fauntleroy, and West Seattle

- Recognizing the need to make limited stops on this express service, the Regional Express West Seattle route should maximize the connections and access it provides in West Seattle, including transfers with Metro routes and access to the Fauntleroy Ferry Terminal, ensuring that the Regional Express bus route serves the urban villages along California Ave SW,
- The Regional Express West Seattle route should be extended or through-routed via 1-90 to the Eastside after stopping in downtown Seattle.

**Recommendation: Elliott Bay "Seabus"**

The existing Elliott Bay Water Taxi, begun in 1997, is a summer-season passenger-only ferry service connecting West Seattle and downtown Seattle. The Water Taxi service should be expanded into a permanent year-round system (like Vancouver, BC'S Sea bus) that is designed to be an integral and important element of the transportation system serving West Seattle. In order to determine the capital and operational requirements of such a system and to guide its incremental development, a long range comprehensive master plan for facilities and services – on both sides of Elliott Bay - should be prepared.

Connections to the West Seattle Seabus terminal should be expanded and improved. Bus service, shuttle/circulator service, a potential tram/funicular system, parking (or lack thereof), and bike/peal pathways should be addressed.

**Recommendation: Improve and expand public transportation facilities and services providing access to/from West Seattle:**

- Improve speed, and efficiency of existing and future bus service by enabling buses to avoid traffic congestion
- ✓ Expand service coverage in West Seattle: make transit services more easily accessible to more people and activities
- ✓ Expand transit network connections: provide more and better linkages between West Seattle and other parts of the City and region
- ✓ Develop new, alternative modes of public transportation to provide additional "auto-less" access to West Seattle (e.g., waterborne transit, monorail)

Metro should continue to expand service hours and frequency of its West Seattle service, Also, Metro should continue to increase the number of West Seattle, Seattle, and King County origins/destinations served by West Seattle routes,

Several transit "hubs," where multiple bus and rail routes can exchange passengers, should be developed to improve the efficiency, effectiveness, and utility of West Seattle transit service:

- A transit hub on Spokane St, near I-5 would provide West Seattle buses with direct Eastside connections, transfers with South Seattle, South King County, and Eastside bus routes inbound and outbound to/from downtown, and a link to the RTAs future Commuter Rail line,
- A transit hub at the west end of the West Seattle Bridge would provide a connection point for Metro and Regional Express bus routes serving various parts of West Seattle (including shuttles/circulators) and for access to the Elliott Bay "Seabus" terminal.

- A transit hub at the West Seattle Junction would provide a connection point for Metro and Regional Express bus routes serving various parts of West Seattle,
- Encourage electrification of local West Seattle bus routes,

In addition to the hubs, direct bus-only ramps connecting the Spokane St, Viaduct and the E-3 Busway (to/from the downtown transit tunnel) are needed to improve travel times for West Seattle–downtown transit service.

Recommendation: Work with Fauntleroy Community Association to encourage the rerouting of State ferries to downtown Seattle,

## Human Development

Recommendation: Complete a West Seattle inventory, needs assessment and human development strategic plan to guide service delivery and funding over the next 20 years,

Recommendation: Develop a multi-faceted set of communication/public outreach tools to better serve clients and increase knowledge of available services. Tools may include: WEB page, written flyers, non-written communications/ announcements, public service announcements,

Recommendation Work with other West Seattle neighborhoods and agencies to develop a Human Services Provider Information Network that would result in more knowledgeable referral information being provided to the consumer of human services,

## Community and Culture

Recommendation: Develop a Community and Cultural Center serving all of the West Seattle/Duwamish area.

## Public Safety

Recommendation: Develop a fully staffed West Seattle Police precinct with 24-hour operation, 7 days a week.