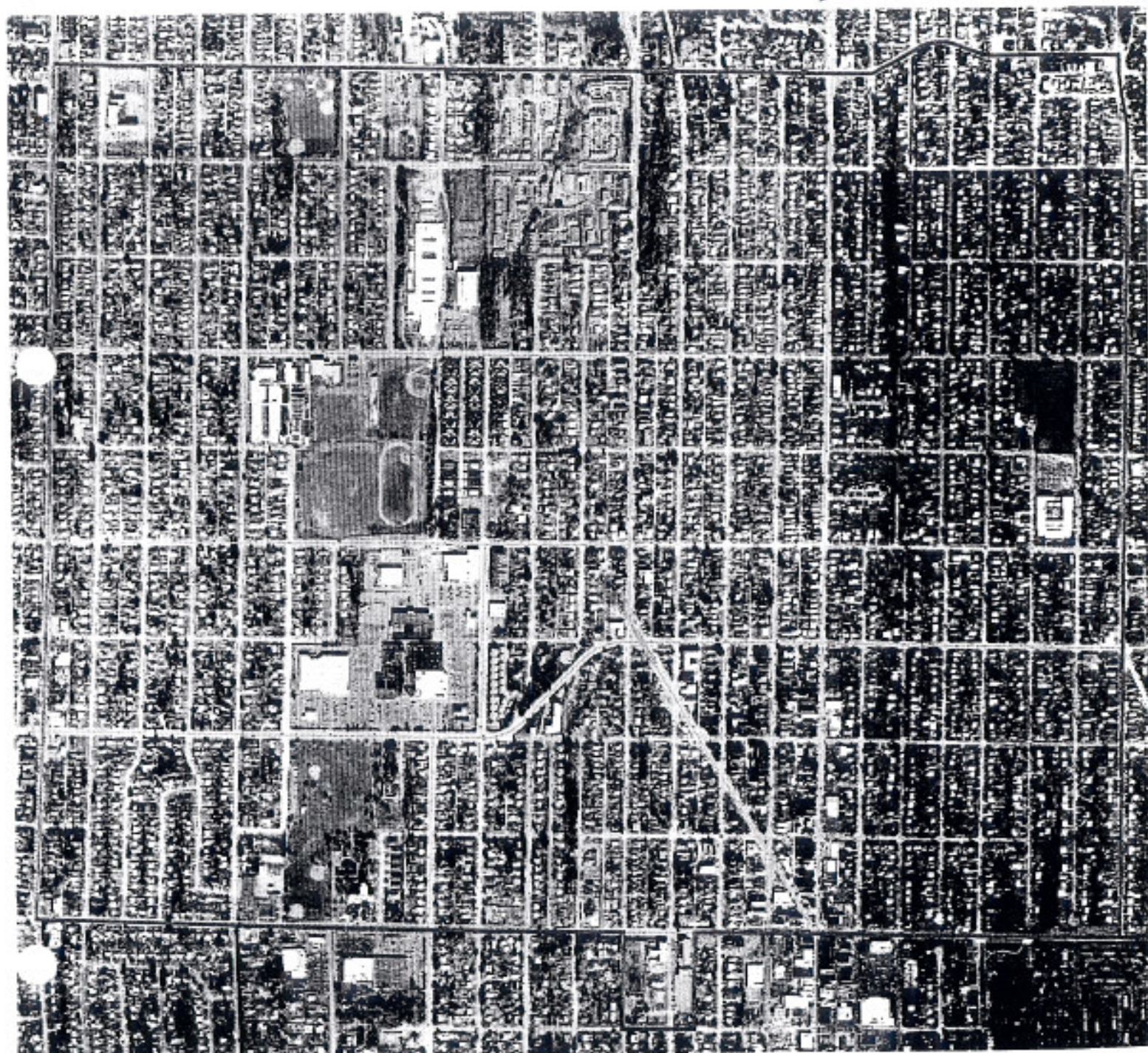


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Westwood & Highland Park Neighborhood Plan

April 19, 1999

The Westwood & Highland Park Planning Committee

Lila Heath and Loren Herrigstad, Chairs

Peggy Dunlap

Steve Fischer

Jim Glassley

Terri Griffith

Susan Harmon

Tom Ostrom

Gary Sink

Neighborhood Planning Office

Phil Fujii

David Goldberg

Venus Velazquez

Karma Ruder

Consultants

Berryman & Henigar

(Roger Wagoner, Patrick Hewes)

Urban Works

(Rhonnell Sotelo, Pat Owliaei)

Rob Bernstein

Crystal Hammond

*Westwood & Highland Park
Neighborhood Plan*

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INTRODUCTION & SUMMARY

This document represents the work of the Westwood & Highland Park Planning Committee in bringing the vision of the community to implementation. The planning process is explained later in this section. The Plan contains:

- descriptions of the physical and demographic characteristics of the community;
- issues and problems which the community faces;
- descriptions of the analysis that was used to address the issues; and
- recommendations for community and city actions.

OVERALL GOALS AND POLICIES

Goal 1 *A diverse community with two distinct areas, Westwood and Highland Park, comprised of a mix of single and multi-family residential areas, significant public facilities, regional and local commercial businesses, and natural resource opportunities that together offer a variety of choices for its residents.*

Policy 1 *Encourage and strengthen a community-wide network of safe and convenient connections that unite Westwood and Highland Park and link major open spaces, transit facilities, commercial areas, schools, and other community facilities.*

Policy 2 *Seek to reclaim and enhance a major natural resource, Longfellow Creek, as a central linkage promoting recreational, environmental, and historical themes.*

Policy 3 *Strive to preserve existing single-family areas and increase the attractiveness of multi-family residential areas that offer a range*



of attractive and safe housing choices affordable to a broad spectrum of the entire community.

Policy 4 *Promote a system-wide and comprehensive transportation approach for West Seattle that strongly encourages safe, convenient, and efficient local improvements that serve the community.*

Policy 5 *Seek to strengthen the neighborhood's economic core, Westwood Town Center (a regional and local retail/service center) and the 16th Avenue Business District*

RECOMMENDATIONS

A companion document to the Plan is the "Approval and Adoption Matrix". It is a specifically-formatted listing of the recommendations organized into "Key

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Strategies". Each Key Strategy consists of activities for a single complex project or theme that the neighborhood considers critical to achieving its vision for the future. While the Key Strategies are high priorities for the neighborhood, they are also part of a twenty-year plan, so the specific activities within each Key Strategy may be implemented over the span of many years.

The City recognizes the importance of the Key Strategies to the neighborhood that developed them. Given the number of Key Strategies that will be proposed from the 37 planning areas, priorities will have to be set and projects phased over time. The Executive will coordinate efforts to sort through the Key Strategies. During this sorting process, departments will complete the next level of feasibility analysis. This may include developing rough cost estimates for the activities within each Key Strategy; identifying potential funding sources and mechanisms; establishing priorities for the Key Strategies within each plan, as well as priorities among plans; and developing phased implementation and funding strategies. The City will involve neighborhoods in a public process so that neighborhoods can help to establish citywide priorities. The results of these efforts will determine which strategies and activities are to be given priority for City response in 1998-2000 versus later implementation.

Key Strategy #1 - Link Westwood and Highland Park together through the Longfellow Creek Legacy Trail Network

The Westwood and Highland Park neighborhoods lie atop two ridges, with the valley between shared by both. The area has significant public facilities, and regional and local commercial activities provide a variety of choices for its residents, but vehicular and pedestrian circulation and access suffer from the

topography and conflicting land uses. With an area-wide pedestrian trail linking the two neighborhoods and their public facilities centered on the Longfellow Creek corridor, this Key Integrated Strategy provides the missing piece in the Planning Area - a pathway system adapting and highlighting existing travel patterns that can be made safer and more user friendly. The Longfellow Creek improvements are envisioned as part of the city-wide Millennium Project. Therefore, the recommended Westwood & Highland Park Plan's improvements merit timely attention.

Key Strategy #2. Integrate The Denny Sealth Southwest Recreation Complex Campus Master Plan

Much like the Ballard neighborhood's proposed Municipal Center, the Westwood and Highland Park communities view the planned improvements at the SW Recreation Complex as the chance to bring focus and attention to the Recreation Complex as West Seattle's very own South Civic Center. The Seattle School District's Recreation Complex Master Plan represents a unique opportunity to leverage neighborhood goals with this substantial capital improvement project, and include specific neighborhood needs not previously identified in the Master Plan.

The redevelopment also represents a chance for the neighborhood to add its analysis of impacts anticipated with the completion of the project. Chief of among these is the change in vehicle and pedestrian access to and circulation around the Recreation Complex, after completion of the project. Because the Recreation Complex adjoins the Westwood Town Center, there are additional congestion problems, and on certain dates during sports events, there are parking and crowd management issues to be resolved.

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Key Strategy #3. Revitalize The "Triangle" Commercial Core (16th Avenue SW District)

The area bounded by SW Henderson St., 15th Ave. SW, SW Roxbury St., and 20th Ave. SW is the core of the Westwood and Highland Park Urban Village. While Westwood Town Center provides many regional services, The Triangle Commercial Core (16th Ave. SW) has unique offerings and some local services different from the Westwood Town Center. The area can bring more business and activity to the Urban Village, and can support increased residential density, with physical improvements, business infill strategies, parking, traffic management, and design guidelines emphasizing gateways, pedestrian and transit improvements.

Key Strategy #4. Delridge Way SW Improvement Project

Roadway configuration, side street connections, intersection channelization, and traffic control in the Delridge Way SW Corridor do not adequately support safe, convenient traffic operations at numerous locations. The recommended work program enabling community-recommended pedestrian facilities and amenities to be incorporated into the currently planned and funded signalization project is intended to leverage this project in multiple ways.

The Delridge Way SW corridor plays multiple roles in the street system serving the Westwood and Highland Park neighborhood. Delridge Way SW links the neighborhood north to the West Seattle Bridge and the Delridge, Admiral, and Alki neighborhoods. Delridge Way SW also links the neighborhood south to SR-509 and the First Ave. South Bridge (via SW Roxbury St. and Olson Place SW), and to the White Center area. In addition, Delridge Way SW provides access to neighborhood commercial areas and distributes traffic to and from the east-west streets providing access to neighborhood

residential areas. King County Metro transit operates bus service on Delridge Way SW.

In playing these roles, Delridge Way SW must serve as a main thoroughfare for peak commuter traffic, for local traffic, and for bicycle traffic. Delridge Way SW also must accommodate transit by facilitating efficient bus operations and by providing safe and convenient pedestrian access to and from bus stops. Because some of Delridge Way SW's roles may conflict with others, it is important that Delridge Way SW be designed and operated in a way that balances the needs of traffic capacity, bicycle and pedestrian safety, and neighborhood access.

Other important strategies are also included in the Plan. These are less comprehensive in nature, or are less urgent and are called "near-term" or "long-term" strategies to differentiate them from the Key Strategies which are intended for more immediate action.

The remainder of this section of the Plan contains a brief description of the Westwood & Highland Park community and the planning process.

Urban settlement began in Westwood & Highland Park after the installation of the Highland Park - Lake Burien Railway in 1912, which provided easy access up the steep slopes of the Duwamish River to Burien. West of the Boeing Company's Duwamish operations, the community grew and matured as this industrial company's activities increased during and after the Second World War. Other parts of Seattle's booming resource-based economy caused settlement in the area, and after the war, automobile mobility increased settlement further.

Today the community is home to more than 12,000 residents and a workplace for many

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employees of area businesses, schools, and community institutions.

In recent years, little attempt has been made to address some continuing community problems and opportunities within Westwood & Highland Park. The advent of the new Seattle Comprehensive Plan in 1994 initiated the neighborhood planning program which has enabled these two neighborhoods and their Urban Village cohorts throughout West Seattle to carry out community-based planning and develop strategies that will enable them to grow with grace in the future.

The Planning Process - Phase One

The planning process began in 1996 with community organization and visioning. This established the scope of the plan and prepared community leaders for the process which has involved assessing the importance of issues, development of solutions, and preparation of this Plan. While there is no issue with the ability of the preliminary Urban Village area's ability to accommodate the projected Comprehensive Plan growth, the way in which that growth can be accommodated is more dependent upon market factors and community image rather than on public regulations or incentives.

As the work of the Planning Committee progressed, the work of building community has focused to a great extent on open space, pedestrian access and amenities to provide safe, convenient, and attractive connections throughout the community and unite the two neighborhoods and forge connections with the magnets such as the business districts, schools, and community facilities. The Planning Area (described further in this section) has a tremendous wealth of resources, but these resources are just not well connected to each other.

During Phase One, community meetings and workshops were conducted. These meetings were designed to generate feedback on the concerns of residents, merchants, agencies, and other stakeholders. This process resulted in an assessment of conditions which were used to organized the Phase Two planning. The community responses to the Phase One process came up with the following "Top 10" visions:

1. *Police presence*
2. *Maintain single-family detached housing*
3. *Expand library hours*
4. *Pedestrian-friendly businesses*
5. *Pedestrian safety on arterials*
6. *More programs for home maintenance*
7. *Block Watch*
8. *Triangle commercial Core (16th Avenue SW business district)*
9. *Street lights*
10. *Increase the number of trash cans*

Some of these were appropriate to address in the neighborhood planning context. Others (police presence, expanded library hours, Block Watch, and trash cans) are not. A total of 35 items were evaluated during Phase One within the categories of Transportation, Parks and Recreation, Community Services, Housing and Land Use, Public Safety, and Economic Vitality. The Planning Committee used this guidance to shape the Plan recommendations along with the analysis, Committee evaluation, and other information that has informed the process. These recommendations will be further evaluated by the community, City departments and City Council, and then will be used to frame the adoption of the Plan.

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Phase Two

During Phase Two (1998-99), the Planning Committee met twice monthly to discuss the vision, problem statements and potential solutions that were posed in Phase One and further refined and analyzed in Phase Two. City staff and the consultant team assisted in the formation of the recommendations which were brought to the community through a series of newsletters, workshops and presentations.

This work culminated in October, 1998 alternatives workshops, and finally, in the January, 1999 Validation meetings. Prior to these meetings, a mailer was sent to every address in the community. The mailer summarized the recommendations and included a response sheet which the recipients used to express their support or opposition to the recommendations. A summary of the entire public outreach process, minutes of all committee meetings, and other background information generated during Phases One and Two is available.

THE COMMUNITY

Westwood & Highland Park is a community of diverse people and activities. It offers business services, religious institutions, shopping, recreation, and many other positive elements. The planning area is comprised of two neighborhoods joined by Delridge Way SW. The original "downtown" shopping district formed by the intersection of Delridge Way SW and SW Roxbury Street and the Delridge Avenue corridor are surrounded by quiet single family and low-rise apartment neighborhoods, and some mid-rise apartments. Further north, near the Westwood Town Center shopping center, some condominium development has enriched the mixed-use character of the urban village center.



The shopping center, park and high school sit on the eastern slope of the Highland Park side of the valley. They magnets for people of all ages, providing education, recreation, entertainment and employment opportunities. To the north of the shopping center several developments of townhouses along 22nd and 25th Avenues SW, provide a denser style of housing than the single family housing to the south, offering neighborhood intimacy of a more urban sort. Westwood & Highland Park's downtown commercial core and some newer apartment buildings are located at the south end of Delridge Way SW.

These important features help to establish the urban village and contribute to its function as a regional service center. In the Community Development section of the Plan, we describe some of the physical characteristics of the community which establish its identity. The high school, park, shopping center and busier streets are magnets for people from outside the immediate area. The shopping area

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around SW Roxbury St. and Delridge Way SW, with its sidewalks and small shops is a familiar and convenient asset. It keeps residents returning to shop, dine and receive services.

These important features help to establish the Urban Village center, making it attractive for local residents and a destination for visitors from other parts of the City.

Demographics

The population characteristics of the Westwood & Highland Park Planning Area are similar to those of the city as a whole.

According to the 1990 US Census fewer of the residents lived below the poverty level (7% vs. Seattle's 11%). Of families with children, one third were headed by a single parent which was the same as the City. While the median household income in Westwood & Highland Park was four percent more than city wide, the per capita rate was 29% less, reflecting the larger household size in the community. More recent estimates of income for 1996 indicate that median household income has increased about 40% since 1990 and is now about 90% of the City-wide median.

Average life expectancy at birth in the Westwood & Highland Park Planning Area

Table 1
1990 Demographic Characteristics
Planning Area, West Seattle, City Wide

Characteristic	Planning Area	% of Planning Area	City Wide	% of City Wide	% Planning Area of City Wide
Population	11,746	100%	516,259	100%	2%
Ethnicity					
White	8,505	72%	388,858	75%	2%
Black	721	6%	51,948	10%	1%
American Indian, Esk. or Aleut.	277	2%	7,326	1%	3%
Asian Pacific Islander	1,932	16%	60,819	11%	3%
Other	311	2%	7,308	1%	4%
Families	2,909	100%	93,798	18%	3%
Families w/ children	1,519	52%	47,378	9%	3%
Single Parents	512	17%	15,736	3%	3%
Transportation					
Drive	4,910	79%	197,312	38%	2%
Bus	852	13%	43,511	8%	2%
Other	433	7%	38,961	7%	1%
Income					
Median Household	30,516	N/A	29,353	N/A	103%
Per Capita	13,150	N/A	18,308	N/A	71%
Poverty					
Above	10,804	93%	436,652	2%	2%
Below	832	7%	61,681	1%	1%

However, compared to Seattle, the Westwood & Highland Park Planning Area had proportionately fewer adults age 20 and older.

in 1995 was 76.6 years. This was not significantly different than the life expectancy of Seattle as a whole, which was 76.7 years.

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Households

The 1990 census shows that the distribution of household type and tenure (ownership or rental) is similar in the Planning Area, compared to the City as a whole, except for multifamily dwellings. The Planning Area has far fewer households living in multifamily structures than the city wide average, and those in the Planning Area are concentrated in the Urban Village. Since 1990 there have been changes to the community's household characteristics although data are not yet available. A March, 1998 survey of multifamily structures of 20 units or more shows average rents of \$626.00 for the "White Center area" as a whole, with a vacancy

Table 2
Household Characteristics, 1990

Households	Planning Area	Urban Village	City Wide
Total Households	4,718	1,292	236,702
Single Family	2,559	451	128,618
Multiple Family	289	238	233,460
Own	2,748	598	115,709
Rent	2,749	598	120,993
Vacant	178	55	12,330

rate of 3.5%. Recent informal surveys indicate that a higher percentage of multifamily dwellings and townhouses are in the Planning Area. The City-wide average rent in the same survey is \$653.00, with a vacancy rate of 1.9%.

Some more recent useful information has been compiled for the Delridge Neighborhood Development Association (Economic Consulting Services). This analysis was prepared to examine the market feasibility for a mixed-use development project in the area just north of Westwood & Highland Park. The information cited in the following pertains to Census Tracts 113 and 114, which comprise most of the Westwood & Highland Park Planning Area.

The 1997 estimated population of Census Tract 113 was 5,548 - up 2.1% from the 1990 population. The population of Tract 114 increased 9.5% between 1990-97 to an estimated 7,266. The median household income of Tract 113 increased 38.2% between 1990 and 1996. The median income of Tract 114 increased 44.8% during the same period. The Seattle area Consumer Price Index increased 33.4% during the period which means that the



income increases in the two Census Tracts outpaced inflation.

PUBLIC SAFETY

Since public safety emerged as a critical issue in Phase One, the following analysis of current reported crime in the community was produced. This enables the community to keep track of future trends in comparison to history as well as to understand the local

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context of public safety in comparison to city-wide characteristics.

How safe is Westwood & Highland Park? The Seattle Police Department reports crime statistics by census tract. For Census Tract 114, there are above-average levels of serious crimes. While there may be differences of opinion about a perceived sense of safety, 1995 and 1997 police records show that the Westwood & Highland Park Planning Area (if considered Census Tract 114) does suffer from crime problems. The Planning Area has a shopping mall, a downtown area, and a separate shopping area adjacent but not within its boundaries, so some of this crime can be attributed to the populations traveling because of commercial activity.

The area does have crime incidents "considerably above the median" when compared to two other planning areas in West Seattle. For the most serious offenses, Westwood-Highland Park has crime incidents above the median.

Westwood/Highland Park Census Tracts

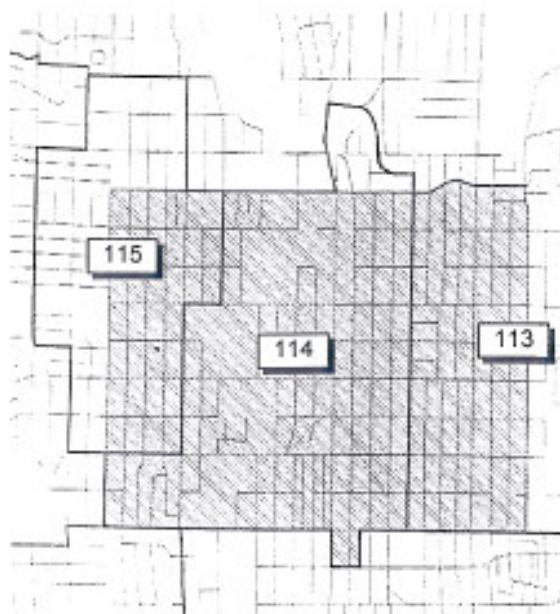


Table 3
Serious Crimes per Capita
Census Tract 114-1997

Planning Area	8.5
Census Tract 114	
California Ave. at Morgan	17.8
California Ave. at Admiral	13.7
City Wide	9.4

(1997 part I offenses per census tract/population per census tract. For example: Census Tract 114 had 841 Part I offenses and the 1997 population estimate for the Census Tract was 7226; therefore $7226/841 = 8.5$).

If we use the larger and less exact South Precinct W 6 patrol car area to approximate the Planning Area, then the Planning Area has an average rate of crime. The South Precinct W 6 patrol car area has approximately the same boundaries as census tracts 114 and 113.

Table 4
Serious Crimes per Capita
Police Patrol Areas, 1995

Planning Area (W6)	10.2
California Ave. at Morgan (W2 & W3)	13.1
California Ave. at Admiral (W1)	18.4
City Wide	9.4

(1995 part I offenses per census tract/population per census tract. Example: W6 Total Part I offenses = 1462; 1995 population (est.) per W6 = 14954; $14954/1462 = 10.2$. Please note W1 & W2 divide the Urban Village at California Ave. SW, at Morgan in half, so both areas are used to figure crimes per capita.

For the Urban Village itself, information from the Police Department illustrates the incidents of crime, both serious and less so. For 1997, except for murder, (there were none in the Urban Village), more than half of all serious crimes in the Planning Area occurred in the Urban Village. But, as with the discussion above about the number shoppers, drivers, and non-residential activity in the Planning Area compared to the census tract as a whole, the Urban Village hosts on an average day more visitors than its size might suggest. Nevertheless, the amount of crime is serious.

Either explanation shows that our Planning Area is not in the best area of safety in the City, and one goal of this project is to improve the quality of life in the Planning Area and its Urban Village, so these rates should be improved.

HOW TO USE THIS DOCUMENT

The Plan has been organized into three sections, conforming to the categories of issues and problems which were addressed during the process. These are:

- Parks, Recreation & Open Space
- Transportation
- Land Use, Housing & Community Development

Each section contains the goals and policies intended to address the overall community vision; a discussion of the issues and problems that were addressed; and the recommended solutions or strategies that were developed to address the issues. The recommendations are the same as the strategies contained in the Approval and Adoption Matrix.

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PARKS, RECREATION & OPEN SPACE

INTRODUCTION

The parks, recreation & open space planning element of the Westwood & Highland Park Plan was developed by the Planning Committee and the planning team. The Planning Area's public space assets are significant, and with planned

developments projected for the area, these assets will increase. The Comprehensive Plan sets open space and recreation facilities goals for the Planning Areas with Residential Urban Villages. The Comprehensive Plan's goals are met with this Neighborhood Plan, as described in Tables 5 and 6, below.

**Table 5
Open Space and Recreation Facilities Goals
(Seattle Comprehensive Plan)**

Urban Village Open Space Population Based Goals	Residential Urban Villages	Westwood Highland Park
<i>Urban Village Open Space Population Based Goals</i>	One acre of Village Open Space per 1,000 households. <u>Requirement Met →</u>	<u>47.10/1,292</u> (Households: 1,292 (1990); Acres of Village Open Space: (47.10 = 13.10 + 34.00)).
<i>Urban Village Open Space Distribution Goals</i>	All locations in the Village within approximately 1/8 mile of Village Open Space. <u>Requirement NOT met* →</u>	Eastern portions of Urban Village from 22 nd Ave. SW east and from SW Cloverdale St. south <u>are not within</u> 1/8 th mile of Open Space. * Longfellow Creek Legacy Trail, providing access to Open Space, is within 1/8 mile.
<i>Qualifying Criteria for Village Open Space</i>	Dedicated Open Space of at least 10,000 square feet in size, publicly accessible, and usable for recreation and social activities. <u>Requirement Met →</u>	All Open Spaces listed <u>meet these definitions.</u>
<i>Village Commons, Recreation Facility and Community Garden Goals</i>	At least one usable open space of at least one acre in size (Village Commons) where overall residential density is 10 households per gross acre or more. <u>Requirement Met →</u> One facility for indoor public assembly in Village with greater than 2,000. households <u>Requirement Met →</u> One dedicated community garden for each 2,500 households in the Village with at least one dedicated garden site. <u>Requirement Met →</u>	<u>No part of Urban Village exceeds 10 households per gross acre</u> that is not within 1/8 mile of usable open space of at least one acre in size. <u>Urban Village is 1,292 households (1990), 700 to add, total of 1992 households.</u> (SW Community Center does have facility for public assembly). <u>Urban Village is 1,292 households, 700 to add, total of 1992 households.</u>

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Table 6
Capacity of Open Space
Facilities in
Westwood Highland Park
Urban Village

<i>Facility</i>	<i>Capacity (acres)</i>
Roxhill Park	14.10
Westcrest Park	93.20
<i>Playfields</i>	
E.C. Hughes Playfield	6.40
Highland Park Playground	6.60
<i>Swimming Pools</i>	
Southwest Swimming Pool	
<i>Community Centers</i>	
Southwest Community Center	
<i>Open Spaces / Greenspaces</i>	
Longfellow Creek	34.00
<i>Non DPR Parks, Recreation, Schools, Open Space Facilities</i>	
Roxhill Elementary	
Highland Park Elementary	
Sealth High School	

While the goals for open space quantities are met, the distribution of open spaces, their accessibility and public usefulness to the community are not fully consistent with

the intent of the Comprehensive Plan. The Plan's approach to remedy this is to link the existing open space together with pedestrian facilities and amenities. To serve the diverse community of Westwood & Highland Park, there is a need to connect important community facilities and magnets with pathways that offer both functional and recreational uses.

The Planning Committee has therefore developed recommendations for improvements for these pathways, bicycle routes and associated open space and recreation improvements. The Plan includes strategies for developing a trail system that meets these goals, addresses likely needs of the future and would result in a neighborhood with well used pedestrian pathways and open spaces that increase opportunities for neighbors to meet and get to know each other.

Attention to issues of pedestrian safety is a key principle in this neighborhood plan. Westwood & Highland Park are long-established neighborhoods with sidewalks in most areas. However, several street and arterial crossing points are dangerous due to poor locations and/or visibility, inadequate marking and lighting. There is fast moving auto traffic in much of this neighborhood. Buffers, such as landscaping and on-street parking, between pedestrians and this traffic are rare. There are no striped bike lanes. The Plan includes specific recommendations aimed at making neighborhood pedestrian routes safe, useful, and attractive.

Longfellow Creek has its headwaters in Roxhill Park, and runs through the neighborhood as a surface creek and a buried culvert. The Creek's pathway offers various opportunities for open space development. Currently, there is little acknowledgment (signage, access points,

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viewpoints, etc.) of the Creek's presence or significance.

The Plan contains recommendations for developing the Creek's potential as a significant neighborhood asset in keeping with City of Seattle goals to reclaim these precious resources.

PARKS, RECREATION, AND OPEN SPACE GOALS & POLICIES

The primary open space goal of this Plan is to link existing open spaces and community attractions together with safe and attractive pedestrian pathways. The Plan also anticipates needs associated with future growth. This will enable the creation of a comprehensive trail system that will serve the growing and diverse population of the community.

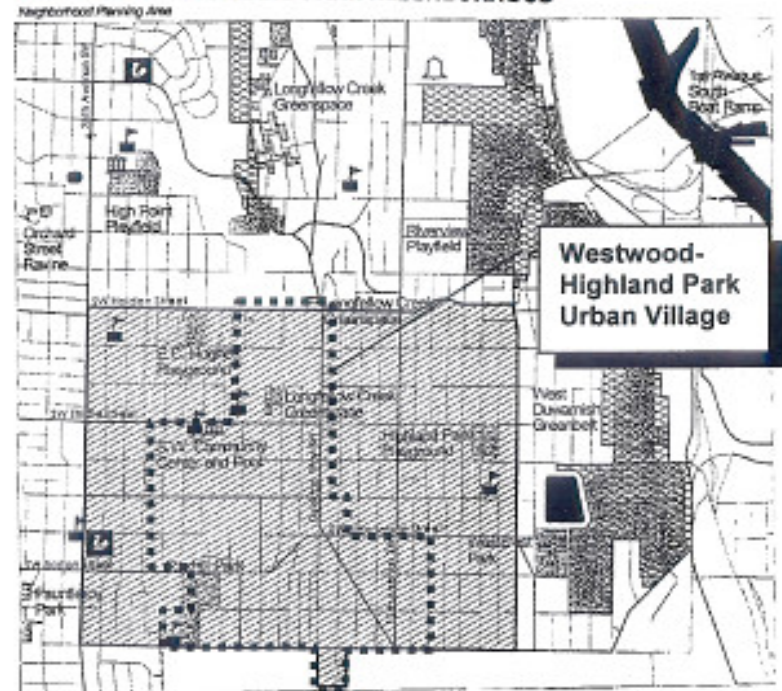
The Plan also recommends the reclamation and enhancement of the Longfellow Creek corridor for historical, environmental, and recreational objectives. Longfellow Creek has its headwaters in Roxhill Park, and runs through the neighborhood on the surface creek and in underground piping. The Creek's corridor offers various opportunities for open space development. Currently, there is almost no acknowledgment of the Creek's presence or significance. The Plan proposes the establishment of the Longfellow Creek Legacy Trail as a central design principle that can unify the community around the central circulation, recreation, and environmental theme that the proposed improvements will provide.

Goal A community with accessible and functional parks, open space, recreational facilities, and natural systems that are connected to serve Westwood and Highland Park's diverse population.

Policy Strive to reclaim and enhance the Longfellow Creek corridor by creating a comprehensive trail system that enhances public access and links to the existing parks and other community attractions.

Policy Encourage direct public access through observation points to Longfellow Creek and it's environs that features the importance of natural systems and the neighborhood's geological history.

WESTWOOD – HIGHLAND PARK NEIGHBORHOOD



- Community Centers
- Public Schools
- Libraries
- P-Patch
- Colleges

- Neighborhood Planning Area
- Greenspace Planning Area
- Parks and Open Space
- Arterial Streets
- Other Streets



0 200 400 600 800 1000 Feet

Map Produced: August 1997

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Policy Seek to coordinate the Longfellow Creek Legacy Trail Project with the Delridge neighborhood's creek trail system to help achieve a coordinated community trail system.

Policy Seek funding opportunities for improvements of Longfellow Creek that connects the Westwood and Highland Park segment with the Delridge neighborhood creek trail system.

Policy Seek property acquisition opportunities for small parks and open space to serve the community.

Policy Seek community-wide recreational opportunities.

Policy Encourage a civic center and recreational complex that serves the entire community with the Denny Sealth Complex

PARKS, RECREATION & OPEN SPACE SOLUTIONS

LONGFELLOW CREEK LEGACY TRAIL & COMMUNITY-WIDE TRAIL NETWORK

Longfellow Creek originates in Roxhill Park, flows north, and creates the valley between Westwood & Highland Park. The Creek flows out of the Planning Area northward into the Delridge neighborhood, and ultimately empties into Puget sound at Elliot Bay. The Creek has suffered from neglect over the years as West Seattle urbanized and increased in density. The Creek was forgotten behind thickets of weeds, abused by dumping and litter, perceived a risk by seeming to attract danger, and in places was buried beneath the ground.

Because of recent efforts of neighborhood groups, Longfellow Creek is now recognized as an asset to the community and celebrated as a natural attraction, a learning tool, flood control measure, and finally the central identity of the area.

Longfellow Creek is the spine of the Westwood & Highland Park Planning Area (and communities to the north), and with specific improvements the Creek will be a source of pride for the community. The revival of Longfellow Creek is one part of the Millennium Project, a City-wide effort, and as such has priority and merits attention for improvement.

Longfellow Creek Legacy Trail – a verbal tour of the Trail starting at the south end.

1) Within Roxhill Park, use existing Roxhill



Park paths through the Park north to Barton St. Establish a trailhead. Install interpretative signage describing the trail's route, history and significance.

2) At Westwood Town Center, the trail will follow a course that approximates the Creek's original route. Work with the Westwood Town Center design team planning renovations to include celebration of the Creek with banners, pavement striping and patterns.

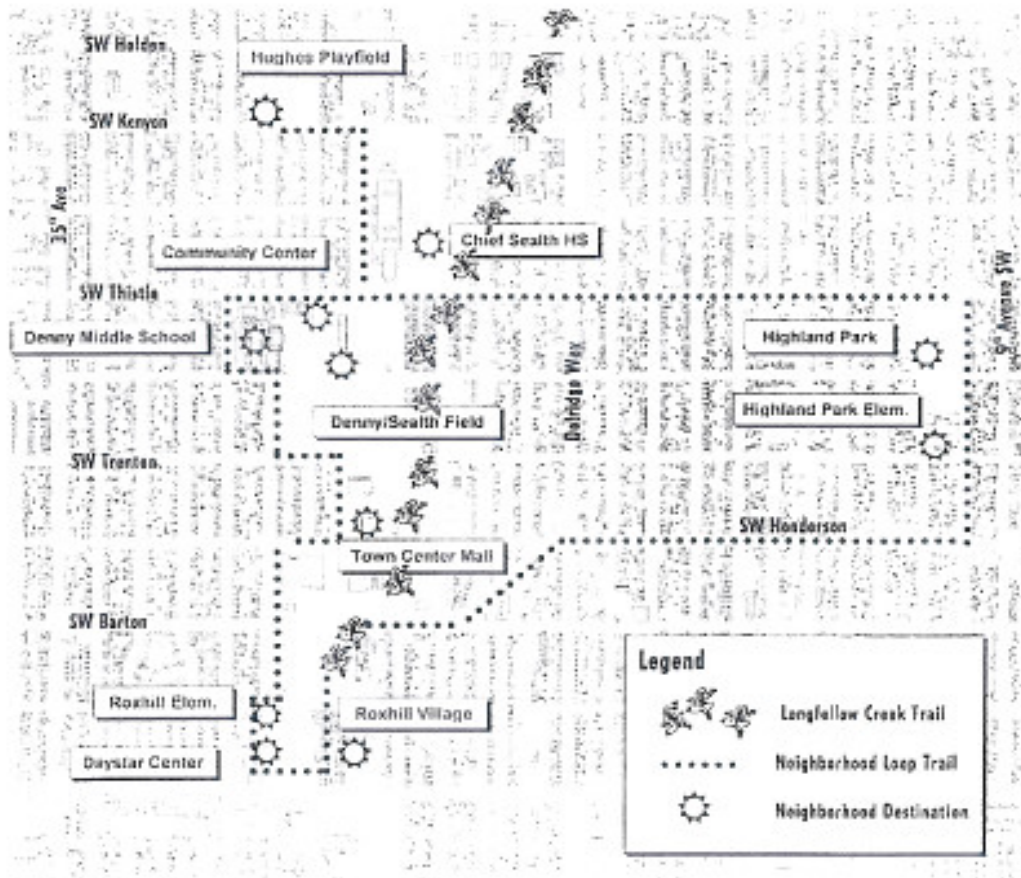
3) Between SW Trenton St. and SW Thistle St., trail follows existing public rights-of-way adjacent to the eastern boundary of Denny-Sealth PlayField. Install interpretative signage identifying the trail route and describing how its presence

underground influences surface effects such as the nature of vegetation and drainage.

4) Build a viewing deck at the bus stop at 25th Ave. SW and SW Thistle St. next to the existing open space to provide a viewpoint and connection to the segments north and the Delridge neighborhood's part of Longfellow Creek.

5) North of this point, the Creek daylights. At Sealth High School, use existing study area walkways and access points. North of Sealth High School to northern boundary of the Planning Area at SW Holden St., trail continues through existing apartment complex. Work with property owners to design access to or acknowledgment of the Creek and accommodate a link-up with the Longfellow Creek Trail plan for the Delridge Neighborhood.

Longfellow Creek Legacy Trail



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Community-Wide Pedestrian Linkages and Related Parks and Open Space Improvements

The neighborhoods contain prized open spaces and recreational opportunities, but these community assets do not exhibit a cohesive or convenient relationship with one another; today, they are valuable islands of open space and recreation, independent of one another. This Plan seeks to tie all of the open space and recreation assets together with a pedestrian pathway system using existing public rights-of-way, in a manner that improves the pedestrian safety, provides linkages to other parts of the Planning Area, and celebrates the area with a strengthened identity and more amenities.

The proposed pedestrian linkage system would provide pathways to link schools, community activity centers, shopping and parks throughout the Westwood & Highland Park neighborhoods. The segments should be suitable for users seeking an easy stroll or a vigorous workout. Banners, pavement treatments and directional signage should make the links easy to follow and safe. Highly visible trail markers also will alert drivers to the likely presence of pedestrians at street crossings. These markers also serve as decorative features in the neighborhoods.

Recommendations

Neighborhood Pedestrian and Bicycle Trail Loop – a verbal tour starting at the northwest corner of the Planning Area.

1) Hughes Playground, 1 block east on SW Kenyon St., then south on 27th Ave. SW. to SW Thistle St. adjacent to the western edge of Chief Sealth High School. Install a sidewalk on the east side of the street and include the pavement pattern established

for neighborhood trail. Install pedestrian-scale lighting and banners. Designate 5 feet of the roadway adjacent to the new sidewalk as a bike lane and install necessary signage to alert drivers. Install Neighborhood Trail map/kiosk highlighting points of interest along the trail.



2) Continue west along SW Thistle St. to Denny Middle School and the SW Community Center. Mark the trail with banners and/or Neighborhood Trail pavement pattern, pedestrian-scale lighting and bike lane. Re-stripe crosswalks.

3) Head south, following the perimeter around the western boundary of the Denny-Sealth play field. Mark the trail with banners and/or Neighborhood Trail pavement pattern, pedestrian-scale lighting

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and bike lane. Plant street trees. Install benches and trash receptacles.

4) South of SW Trenton St., trail continues on the west side of the Westwood Town Center along 28th Ave. SW. Replace metal guardrail at the west entrance to Westwood Town Center with decorative bollards. Work with Mall designers to develop a park-like entry at this site. Continue the bike lane, pavement treatment and/or banners.

5) South of SW Barton St., trail ends at Roxhill Park and Roxhill Elementary, with connection points to Roxbury Village. Continue the bike lane, pavement treatment and/or banners. Strengthen pedestrian crossing points on SW Barton St. with re-striping and necessary signage. Develop trail linkages to the headwaters of Longfellow Creek, using existing trails adjacent to Roxbury Village.

6) Trail connects with Delridge Way SW via SW Barton St. on north side of SW Barton, then continue east on SW Barton St. to SW Henderson St. Continue the bike lane, pavement treatment and/or banners. Re-stripe crosswalks. Install signage at the Delridge Way intersection alerting drivers to the likely presence of pedestrians and cyclists.

7) Trail continues east along SW Henderson St. to 10th Ave. SW, then north to Highland Park Elementary School and Highland Park. Existing paths in nearby Westcrest Park can be included in this segment.

8) Continue the bike lane, pavement treatment and/or banners. Re-stripe crosswalks. Install Neighborhood Trail map/kiosk highlighting points of interest along the trail.

9) Trail loops back to the SW Community Center along SW Thistle St. at 27th Ave. SW. Continue the bike lane, pavement treatment

and/or banners. Strengthen the pedestrian crossing point at SW Thistle St. and Delridge Way with re-striping and signage.

10) Improve existing trail in SW Kenyon St. right-of-way between 24th Ave. SW and SW Kenyon St., where dead-end turn-around is at the Westridge Park Apartment complex, to allow safe all season use.

Public Safety

Design the Legacy Trail with features which use Crime Prevention through Environmental Design (CPTED) principles.

Community Identity: Aesthetics

Develop new business district marketing materials that include the Longfellow Creek Legacy Trail.

Transit

Upgrade bus stops to include distinct shelter decoration, high standard pavement, seating and improved street lighting.

INTEGRATE THE DENNY SEALTH SOUTHWEST RECREATION COMPLEX CAMPUS MASTER PLAN

Much like the Ballard neighborhood's proposed Municipal Center, the Westwood and Highland Park communities view the planned improvements at the SW Recreation Complex as the chance to bring focus and attention to the Recreation Complex as West Seattle's very own South Civic Center. The Seattle School District's Recreation Complex Master Plan represents a unique opportunity to leverage Neighborhood goals with this substantial capital improvement project, and include specific neighborhood needs not previously identified in the Master Plan.

The redevelopment also represents a chance for the neighborhood to add its analysis of

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impacts anticipated with the completion of the project. Chief of among these for the neighborhood is the change in vehicle and pedestrian access to and circulation around the Recreation Complex, after completion of the project. Because the Recreation Complex adjoins the Westwood Town Center, there are additional congestion problems, and on certain dates during sports events, there are parking and crowd management issues to be resolved.

Pedestrian Amenities, Parks, & Open Space

Study feasibility of locating Longfellow Creek Headwaters interpretive / nature center on Recreation Complex Campus, taking advantage of the existing Sealth High School nature study area north of SW Thistle St.

Southwest Community Center Improvements

Consider the following services in the Campus Master Plan:

- Expand pool to include 50 meter below grade facility, with wave pool and water slides.
- Add warm water therapy/teaching pool, 15 yards by 25 yards.
- Expand locker rooms to the south of existing locker rooms to include family change rooms, and larger adult and youth locker rooms.
- Add 2 story structure south of the pool to accommodate aerobic exercise area, elevated indoor track, weight room, racquetball courts, and concession area for snack bar and pro shop.
- Replace sauna, public lockers, timing system.
- A gymnasium.

With facility development, include:

- Disaster preparedness Command Center.

- Seismic upgrades for the recreation building itself.

Other facilities to include:

- A West Seattle Teen Center (City Council priority).
- City of Seattle Neighborhood Service Center (presently in the "Triangle Commercial Core," on 16th Ave., SW).

Integrate the Longfellow Creek Legacy Trail design and goals with the Denny Sealth SW Recreation Complex Campus Master Plan, including residential access and recreational priorities as identified in the Neighborhood Plan:

To solve historic pedestrian safety problems, and large number of children using the Recreation Complex, design and install crosswalks along intersections including but not limited to SW Thistle St., SW Trenton St., and 32nd Ave. SW, that ensure safer pedestrian access to Recreation Complex. This includes:

- Durable striping
- Pedestrian crossing lights
- Improved street lighting
- Overhead pedestrian crossing signs
- Curb bulbs at intersections
- Street trees.
- Use of strobe-effect crosswalk technology.

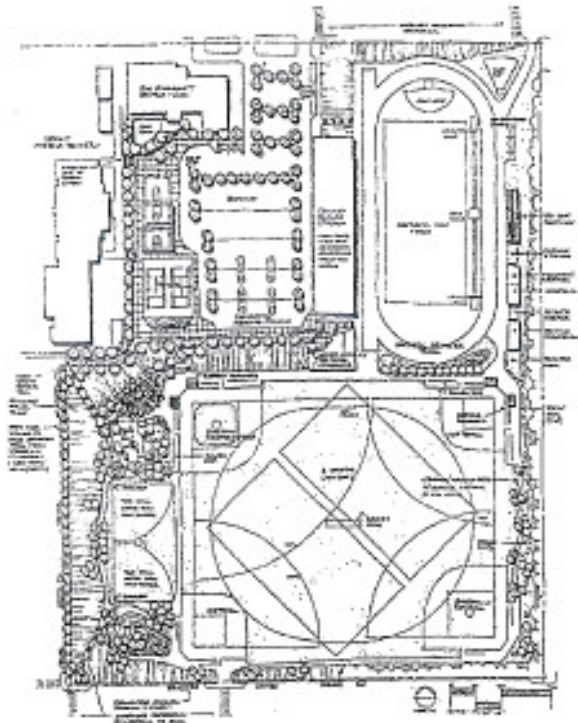


Develop site Master Plan to ensure safe pedestrian access from the on-site parking

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Recreation Complex's exterior areas for litter, safety, teen work training, and event-day traffic and crowd control. This may be part of an existing Sealth High School initiative led by sports team staff.

The Seattle Public Library System, the Department of Parks and Recreation, and other agencies and the Westwood & Highland Park community should partner in the planning and development of a computer lab facility within the center to enable community access to electronic databases and technology for educational and recreational purposes.



Community-based Initiatives

Create continuing and self-governing stewardship body to monitor and maintain the enhanced Community Center services.

Transportation & Parking - Comprehensive Access / Circulation Plan

In order to address the parking and congestion impacts associated with the facility, conduct a project-oriented

circulation study encompassing vehicular and pedestrian access and parking (management), to assess:

- Event-generated vehicle access and parking with SW Recreation Complex Campus Master Plan.
- Non event - generated recreational vehicle access and parking under SW Recreation Complex Campus Master Plan.
- With above data, create Transportation Plan to:
 - secure residents' access to on street parking during events
 - maintain free movement during events
 - offer, where assessment shows necessary, additional parking and transit service, including
 - temporary stops and bus idling areas.
 - include an agreement with Westwood Town Center to provide event-day parking at Westwood Town Center nearest to recreation campus, with crowd and traffic personnel.
 - provide safe pedestrian access at all times.
 - provide traffic calming measures at all times, including speed control on SW Thistle St., in downhill parts of street.
 - Include street light improvements.
 - Provide increased event-day transit service.

Design and install road configuration improvements to enhance vehicle movement and to reduce back up at specific intersections:

- left turn pockets and lights at intersection of Delridge Way SW and SW Thistle St.
- left turn pockets and lights at intersection of 35th Ave. SW and SW Thistle St.

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Near-Term Recommendations

On SW Trenton St., conduct a community tree planting project from 35th Ave. SW to Delridge Way SW. Other SW Trenton St. improvements should include:

- Street Lighting
- Benches
- Painted Crosswalks

Coordinate actions of Housing Authority, DPR, School District and community to integrate headwaters wetlands interpretation center in Roxhill Park, Roxbury Village, and Legacy Trail.

- Based on available information (and using existing BG Cummings wetlands plan), map out wetlands
- With SHA, resolve conflicts with SHA's projects and wetlands area.
- Using existing Cummings wetlands plan, create pathways within Roxhill Park and on SHA property to wetlands area.
- Create study area signage and maintenance agreement with DPR, SHA, and SSD.

Develop SW Thistle St. as the primary pedestrian connection between the Westwood and Highland Park neighborhoods. Design and build a SW Thistle St. Art Walk from 9th Ave. SW to the SW Community Center. Provide other amenities that should include:

- Benches
- Banners
- Street Lighting
- Pocket Park at 12th Ave. SW hill climb.

At major pedestrian points of entry and access at Town Center, designate dedicated pedestrian paths to be designed with or without the Legacy Trail. Install markers and banners.



Incorporate Longfellow Creek Legacy Trail with new construction requiring design review in Urban Village.

Develop a Disaster Preparedness Plan that prescribes emergency medical service actions necessary in event of natural or man-made disaster as it effects the Planning Area, should the West Seattle bridges become impassable. The Disaster Preparedness Plan should include provision of a Critical Care Center and a Command Post at the SW Community Center.

Work with DPR to develop strategies to install playground equipment and designate leash free areas at Westcrest Park.

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In honor of the donor of the properties which became Westcrest, rename the Westcrest Park the "Clyde Sherman Park".

Acquire small open space areas at east end of SW Thistle St., at bus stops on SW Thistle St. and 25th Ave. SW, at SW Henderson St. and 25th Ave. SW, and at the west entrance to the Westwood Town Center on SW Henderson St.



TRANSPORTATION

INTRODUCTION

This section of the Plan contains the transportation element of the Westwood & Highland Park Plan focusing on the issues and solutions for the larger planning area apart from those included in the preceding section. These were developed through a series of community meetings and workshops in which the Planning Committee and the planning team worked with the community to identify problems and issues. These issues were analyzed and addressed with related actions and strategies focused on street capacity, safety, pedestrian access, transit service, and other related topics.

A summary of the "All-West Seattle" transportation program is included at the end of the section.

TRANSPORTATION GOALS & POLICIES

Goal A neighborhood which facilitates movement of people and goods with a particular emphasis on increasing pedestrian safety and access, supporting the economic centers, and encouraging a full range of convenient transportation choices to residents.

Policy Seek to enhance pedestrian access and vehicular and bicycle mobility throughout the neighborhood.

Policy Encourage the coordination of transportation capital improvements

Policy Seek to improve arterial streets that promote pedestrian safety and mobility throughout the neighborhood.

Policy Promote the safe and convenient operation of the Delridge Way SW corridor by improving traffic flow and intersection operation, transit accessibility, and pedestrian and bicycle safety and convenience.

Policy Seek to enhance east/west pedestrian linkages with pedestrian improvements along SW Trenton Street, and SW Thistle Street.

Policy Seek improved internal east-west transit linkages within the neighborhood.

TRANSPORTATION SOLUTIONS

The following provides information regarding the analysis and recommendations which emerged from the transportation issues identified by the community. These are organized geographic segments or transportation modes. Many other pedestrian improvement recommendations are

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included in the Parks and Open Space section of the plan.

DELRIDGE WAY SW CORRIDOR

Roadway configuration, sidestreet connections, intersection channelization, and traffic control in the Delridge Way SW Corridor do not adequately support safe, convenient traffic operations at numerous locations.

The Delridge Way SW corridor plays multiple roles in the street system serving the Westwood & Highland Park neighborhoods. Delridge Way SW links the neighborhoods north to the West Seattle Bridge and to the surrounding Delridge, Admiral, and Alki neighborhoods. Delridge Way SW also links the neighborhoods south to SR-509 and the First Avenue South Bridge (via SW Roxbury St. and Olson Pl. SW.), and to the White Center area. In addition, Delridge Way SW provides access to neighborhood commercial areas and distributes traffic to and from the east-west streets providing access to lower density residential areas. King County Metro transit operates bus service on Delridge Way SW.

In playing these roles, Delridge Way SW must serve as a main thoroughfare for peak commuter traffic, for local traffic, and for bicycle traffic. Delridge Way SW also must accommodate transit by facilitating efficient bus operations and by providing safe and convenient pedestrian access to and from bus stops. Because some of Delridge Way SW's roles may conflict with others, it is important that Delridge Way SW be designed and operated in a way that balances the needs of traffic capacity, bicycle and pedestrian safety, and neighborhood access.

Objectives and Issues. Improve traffic flow and intersection operation; reduce the incidence of traffic short-cutting on local streets caused or encouraged by Delridge Way SW congestion:

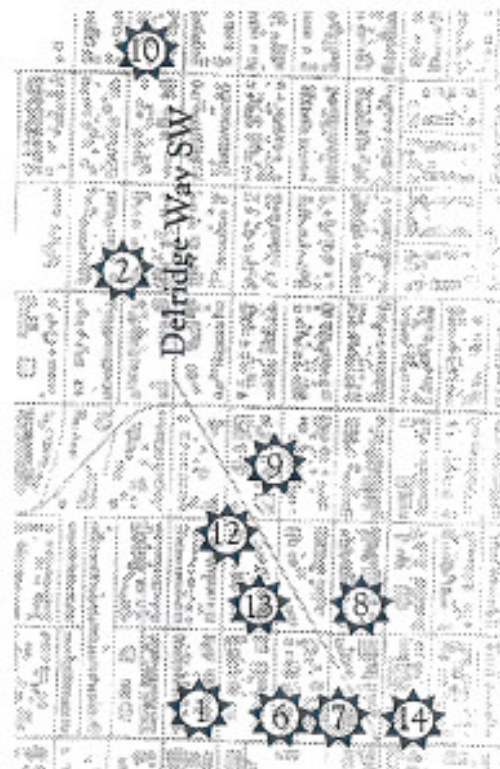
- identify locations for turn lanes, turn restrictions, and traffic control modifications

Improve transit accessibility

- identify opportunities for consolidating or relocating bus stops
- identify locations where shelters are needed
- identify pedestrian crossing improvements at bus stops (see below)

Improve pedestrian and bicycle safety and convenience

- identify locations for curb bulbs, mid-block refuges and medians, curb ramps, pedestrian signals, and other pedestrian safety devices and crossings
- consider need and appropriateness of bicycle lanes



See Transportation Recommendations Figure for Key

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Recommended Improvements/ Actions

Pedestrian Amenities & Transit

Relocate bus stop to maximize safety, comfort and accessibility. Other pedestrian improvements at bus stop locations include: curb bulbs, refuge islands, signals and marked pedestrian crossings.



Through the Transit Initiative Strategy, improve service links from Westwood and Highland Park to other communities and centers, which will augment newly introduced service. This includes Regional Express service, local transit and potential future models. Plan for the location and development of transit centers and stops integrated with other community initiatives like the Delridge Way SW, Gateways, and 16th Street Area Plan.

Land Use

Remove advertising prohibition in transit shelters in order to make available advertising revenue to maintain the shelters.

Transportation

In coordination with The Delridge Neighborhood Plan and peninsula-wide transportation improvements, prepare a Comprehensive Delridge Way SW Corridor Traffic Control and Pedestrian Safety Plan:

- Establish project "Task Force" or "Work Group"
- Develop alternatives: intersection/roadway lane configuration, channelization, and traffic control options (including installation of left turn lanes):
 - At signalized intersections
 - At intersection of SW Barton St. and Delridge Way SW
 - At intersection of 17th Ave. SW, SW Cambridge St. and Delridge Way SW
 - At intersection of SW Roxbury St., 16th Ave. SW and Delridge Way SW

At Delridge Way SW, SW Henderson St., and SW Cambridge St., specify and collect intersection traffic counts (turning / through movements):

Develop alternatives: intersections and roadway lane configuration, channelization, and traffic control options (including installation of left turn lanes)

Specify and collect intersection traffic counts (turning / through movements):

- identify intersections, specify analysis periods: morning, noon, and/or afternoon peaks, and make counts
- Select preferred alternative; prepare complete conceptual plan.

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Project Development: Next Steps

- Prepare traffic capacity and operational analyses
- Specify type and location of street, intersection, lane configuration, channelization, traffic control, and pedestrian improvements
- Prepare complete conceptual plan for recommended corridor improvements

SeaTran and Seattle Public Utilities are currently scoping and initiating a UATA-funded signal interconnect and street improvement project that comprises street and signalization improvements on Delridge Way SW between SW Holly St. and SW Henderson St. In this project area, street, traffic control, and streetscape improvement recommendations also are being developed for the Westwood & Highland Park and Delridge Phase 2 Neighborhood Plans.

The Westwood & Highland Park neighborhood Plan recommends that many of the improvements described above may be incorporated in this pending signal interconnect and street improvement project; furthermore, the Delridge Way SW project can and should be designed to facilitate – or at minimum, not preclude – future implementation of those improvements identified by the Westwood & Highland Park Planning Committee that cannot be incorporated in the current project. The same holds true for the improvements being developed and considered by the Delridge Neighborhood.

Because the neighborhoods' street and traffic control improvement recommendations are not now specific or detailed enough for engineering designs to be prepared, several traffic analysis and conceptual design tasks must be

undertaken to develop the necessary specifics and detail. These tasks must be completed in a fairly short timeframe so that the already-established project schedule – on which its funding is predicated – can be maintained. The following work scope proposes a process to address the necessary traffic analysis and conceptual design tasks for the Westwood & Highland Park improvements.

Establish project "Task Force" or "Work Group:"

- Westwood & Highland Park and Delridge neighborhood group representatives
- Seattle Department of Neighborhoods
- SeaTran
- Seattle Public Utilities
- King County Metro Transit
- Sound Transit

Specify and collect intersection traffic counts (turning and through movements):

- identify intersections
- specify analysis periods: morning, noon, and afternoon peaks
- make counts

Develop alternatives:

- intersection and roadway lane configuration, channelization, and traffic control options (including installation of left turn lanes):
 - ➔ At the signalized intersections
 - ➔ At the intersection of SW Trenton St. and Delridge Way SW
 - ➔ At the intersection of 17th Ave. SW, SW Cambridge St. and Delridge
 - ➔ At the intersection of SW Roxbury St., 16th Ave. SW and Delridge Way SW.
- bus stop relocations
- pedestrian improvements: type (e.g., curb bulbs, refuge islands, signals) and location

PROPOSED TRANSPORTATION IMPROVEMENTS



LEGEND

1. Analyze right-of-way width for boulevard treatment
2. Left Turn pockets at traffic signal
3. Left Turn pockets at traffic signal
4. Turn pocket at entrance to Westwood Town Center
5. Install bus pullout
6. Resolve safety hazards at 2-lane to 1-lane merge
7. Conduct traffic operations and safety study
8. Resolve long waits, dangerous turns, insufficient radius
9. Consider a three way stop and elimination of free left
10. Left turn pockets and lights
11. Left turn pockets and lights
12. Study traffic control and pedestrian safety
13. Study traffic control and pedestrian safety
14. Study traffic control and pedestrian safety

- 28th Ave SW & 14th Ave SW
- Delridge Way SW & SW Trenton
- 35th Ave SW & SW Trenton
- Next to Post Office in Town Center
- SW Roxbury & 28th Ave SW
- 17th Ave SW & SW Roxbury
- Delridge, 17th, Cambridge Intersection
- 17 Ave SW & SW Roxbury
- Delridge Way SW & SW Thistle
- 17th Ave SW to Delridge Way SW
- 35th Ave SW & SW Thistle
- SW Barton & Delridge Way SW
- 17th/Cambridge/Delridge Way SW
- SW Roxbury/16th/Delridge Way SW

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Select preferred alternative; prepare complete conceptual plan for design and construction.

TRANSIT SERVICE RECOMMENDATIONS

Transit is an integral part of the transportation system serving the Westwood & Highland Park neighborhoods. King County Metro buses serve the downtown Seattle and Duwamish Industrial Area commuters, and provide access to neighborhood commercial areas. Transit also is important because it reduces the number of cars using the over-burdened West Seattle Bridge and First Ave. S Bridge enroute to and from the neighborhood.

Because Westwood & Highland Park transit service is for the most part oriented to the

West Seattle Bridge and downtown Seattle, however, the bus routes run north-south and there is little east-west service. As a result, transit does not serve east-west travel within the neighborhood (e.g., to and from Westwood Village), travel to and from the Fauntleroy ferry terminal, or trips to and from parks and Puget Sound recreational areas.

Objectives & Issues

Review and evaluate basic route structure serving the neighborhood: identify route revisions to be considered in future King County Metro service planning efforts

Improve the convenience of access and the network connectivity of the transit system

- maintain and improve direct connections to and from downtown Seattle; improve connections to the



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- Eastside (I-405 corridor) and other regional employment centers
- improve bus passenger and pedestrian safety and convenience at bus stops
 - improve internal neighborhood and other east-west transit connections

Maximize Westwood & Highland Park access to planned citywide and regional transit services (i.e., Monorail, RTA Express Bus service, Elliott Bay Water Transit service, etc.)

TABLE 7
Roadway/Traffic Control Inventory

Street	Section	Lanes	On-Street Parking	Signalized Intersections	Marked Crosswalks
35th Ave. SW	SW Holden St. - SW Roxbury St.	4	both sides	Holden, Thistle, Trenton, Henderson*, Barton, Roxbury*	
16th Ave. SW	SW Holden St. - SW Roxbury St.	2	both sides	Holden, Henderson (all-way stop), Roxbury	
9th Ave. - 8th Ave. SW	SW Holden St. - SW Roxbury St.	2	both sides	Roxbury	
SW Holden St.	35th Ave. SW - Delridge Way SW	2	both sides	35th, Delridge	between 28th and 29th
	16th Ave. SW - 9th Ave. SW	2	both sides	16th	
SW Thistle St.	35th Ave. SW - Delridge Way SW	2	both sides	35th, Delridge	east of 30th, at 26th
SW Trenton St.	35th Ave. SW - Delridge Way SW	2	both sides	35th, Delridge	
SW Barton St.	35th Ave. SW - Delridge Way SW	2	both sides	35th, 30th*, Westwood Village/26th, Delridge	between 26th and 29th
SW Henderson St.	Delridge Way SW - 9th Ave. SW	2	both sides	Delridge, 16th (all-way stop)	11th
SW Roxbury St.	35th Ave. SW - 8th Ave. SW	4	no	35th, 30th*, 27th (ped), 26th, 20th (ped), 17th, 16th, 15th, 8th*	

* left turns made from travel lane (no left turn lanes)

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Traffic Management/Calming and Spot Improvements

There are a number of local streets and intersections throughout the Westwood & Highland Park neighborhoods that experience excessive speeds or inappropriate through-traffic flows that create safety hazards for other motorists, pedestrians, and bicyclists, cause inconveniences for local residents, and generally degrade the residential environment. These problems can be addressed by means of traffic calming, traffic control, and street network improvements.

Objectives & Issues

Eliminate localized traffic and pedestrian safety hazards and reduce cut-through traffic on neighborhood streets

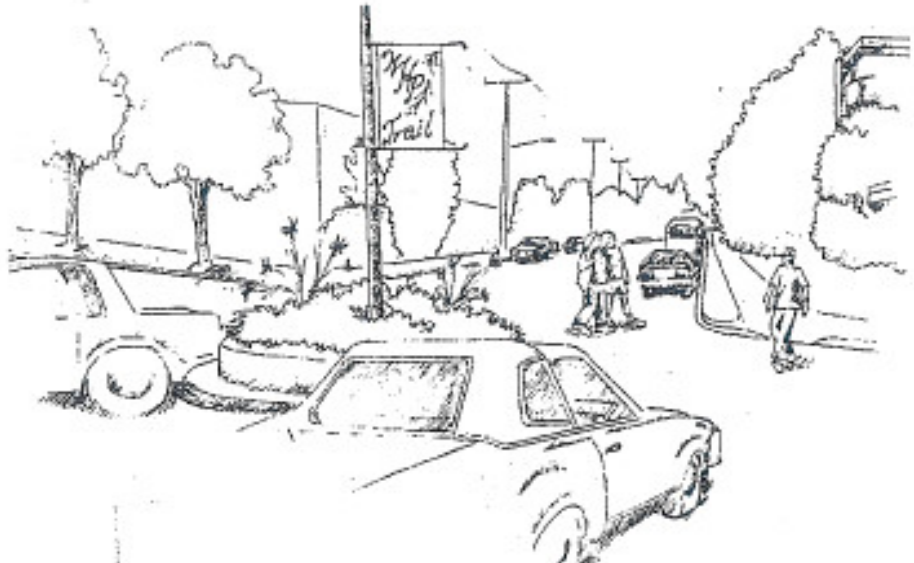
- identify locations for safety improvements
- identify locations for traffic calming measures
- clarify traffic controls on neighborhood streets

Near-Term Recommendations

Develop a phased action program for installing sidewalks, traffic circles, curbs and gutters, and storm drainage facilities in areas which are underserved. SW Thistle St. east of Delridge Way SW is to receive initial priority and to include pedestrian and bicycle improvements linked to the arterial improvement program

recommended for SW Thistle St. west of Delridge Way SW.

To ensure better litter control, install trash cans at transit stops. Include in this requirement a trash pickup schedule, focusing on Delridge downtown; SW Roxbury St. and Delridge Way SW; and Westwood Town Center.



ACTION PROGRAM FOR WEST SEATTLE ACCESS

Introduction

This section of the plan summarizes a collaborative process in representatives of the five West Seattle "planning" neighborhoods - Admiral, West Seattle Junction, Morgan Junction, Delridge, and Westwood & Highland Park, and representatives of the Alki and Fauntleroy neighborhoods -- have developed a comprehensive and coordinated set of transportation recommendations for West Seattle. A separate report detailing the

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finding, conclusions, and recommendations of this effort is available from the Neighborhood Planning Offices.

The objectives of this process were to: Identify and define the transportation system problems and deficiencies that are of greatest concern to West Seattle neighborhoods

Establish a process for addressing those problems and deficiencies.

Addressing congestion on the West Seattle freeway is of paramount importance to the communities. (In fact, "doing something" about the West Seattle Bridge emerged as the number one priority in almost all of the neighborhoods.) In addition to issues related to general West Seattle access and "The Bridge," a wide range of transportation issues and needs were identified, and each of the neighborhood plans includes a comprehensive set of traffic and transportation system improvement recommendations. Many of these recommendations are local, focusing on and affecting a particular location or limited area entirely within the neighborhood. Other neighborhood recommendations, however, have broader impacts and implications,

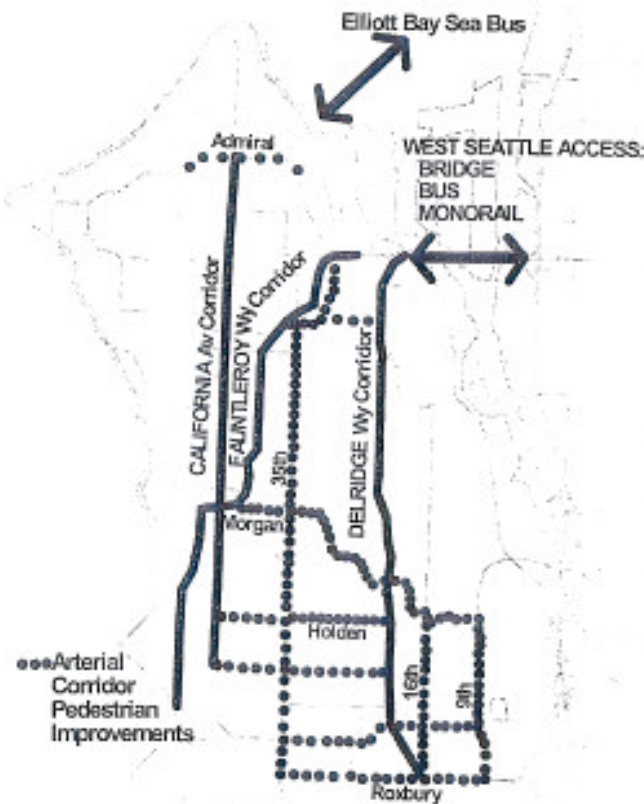
and require concurrence and coordination among two or more neighborhoods.

Although each neighborhood group had limited resources, they all expressed interest in addressing the identified issues of universal concern to West Seattle, especially the issue of congestion on the limited street and highway links connecting West Seattle to the rest of the city and to the regional highway system. Recognizing the need to develop a comprehensive and coordinated set of transportation recommendations for West Seattle, representatives of the five neighborhoods preparing Neighborhood Plans (mentioned above) and representatives of the Alki and Fauntleroy neighborhoods met several times to develop such a set. The

recommendations of this joint "West Seattle Neighborhoods Transportation Committee" are compiled in this Plan. The recommendations also are incorporated in each of the Neighborhood Plans.

The West Seattle recommendations compiled in this Plan are grouped in three categories:

- The West Seattle Access Program contains recommendations for improving transportation access into and out of West Seattle. These recommendation focus on all modes



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and types of transportation – public and private, auto and transit – and address issues and needs that affect all of West Seattle.

- The West Seattle Circulation Program contains recommendations for improving circulation within and throughout West Seattle. These recommendations focus on the needs of auto, bicycle, and pedestrian circulation within West Seattle. Some recommendations address “system” needs (e.g., the need for a complete network of bicycle routes serving West Seattle) while other recommendations address needs that, although localized in nature, are found throughout West Seattle (e.g., improved pedestrian crossings on arterial streets).
- The Inter-Neighborhood Projects are recommendations for improvements in corridors that are located in and affect more than one neighborhood.

Between 1990 and 2010, the West Seattle travel demand is expected to increase by more than 25% with commuting trips being predominantly oriented towards Central and South Seattle.

Long-Term All-West-Seattle Recommendations

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

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 may include:

- add lanes for HOV 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 (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.

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

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 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.

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/ped pathways should be addressed.

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 RTA's 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.

- identify locations for traffic calming measures
- clarify traffic controls on neighborhood streets

SeaTran should work with West Seattle neighborhoods to identify appropriate traffic calming and traffic control devices to decrease speeds and discourage through traffic as recommended in the neighborhood plans

Inter-Neighborhood Projects

The Inter-Neighborhood Projects are recommendations for improvements in corridors that are located in and affect more than one neighborhood.

Recommended improvements that involve more than one neighborhood include:


- Fauntleroy Way SW corridor
- Delridge Way SW corridor
- California Ave. SW corridor

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Attachment 1

Excerpt: Making Streets That Work, a neighborhood planning tool City of Seattle, May, 1996 Neighborhood Traffic Management Measures

Chicanes



Chicanes are usually a set of three landscaped curb bulbs that extend out into the street. Chicanes narrow the road to reduce lane and force motorists to decrease vehicle speed in order to maneuver between them.

best used if

- speeding problems exist (traffic slows to greater than 35 mph)
- neighborhood consensus favors constructing chicanes to reduce traffic speed and volume

don't use if

- traffic will be diverted onto other non-arterial streets
- chicanes will block driveway (driveways are located less than 20 feet apart)
- travel lane is already one or less wide
- high demand for on-street parking
- street is a major emergency or bus route


estimated cost and funding
\$6,000 for landscaped chicanes on an asphalt street, \$14,000 for landscaped chicanes on a concrete street. There is no dedicated funding program for chicanes. If SLED approves the chicanes, neighbors are encouraged to apply for funding through the Department of Neighborhoods Matching Fund program (see page 96).

note
Approval must be obtained through a petition signed by the immediate adjacent property owners and 50% of neighbors on streets affected by the proposed chicanes.

Check it out!
Chicanes are located in Columbia City at 42nd Avenue S. south of Genesee Street.

Related case studies
See curbs bulbs on Market Street in Seattle, and at 12th Avenue S. and Cherry Way on Capitol Hill.

Choker



A choker is a set of two curb bulbs that extend out into the street. A choker narrows the road, sometimes down to one lane, and forces motorists to slow when entering and exiting the street.

best used if

- high level of cut-through traffic
- a transition is needed from a commercial area to a residential area
- speeding problems exist (heavy vehicles travel over 35 mph)
- neighborhood consensus favors chokers
- street is wider than 38 feet

don't use if


- traffic will be diverted onto other streets
- travel lane is already one or less wide
- high demand for on-street parking
- choker will affect access from or to an adjacent arterial

estimated cost and funding
\$7,000 for a choker on an asphalt street, \$13,000 for a landscaped choker on a concrete street. There is no dedicated funding program for chokers. If SLED approves the choker, neighbors are encouraged to apply for funding from the Neighborhood Matching Fund program (see page 96).

note
Neighborhood approval must be obtained through a petition signed by 60% of neighbors, and 100% of abutting property owners who may be affected by the project.

Check it out!
Chokers have been installed at 2001 Avenue N.W. and N.W. 80th Street in Ballard.

Curbs Bulbs



Curbs bulbs extend the sidewalk into the street. The bulbs, which may be landscaped, improve pedestrian crossings by providing better visibility between pedestrians and motorists, shortening the crossing distance, and reducing the time that pedestrians are in the street. Curbs bulbs located at the intersection also prevent people from parking in a crosswalk or blocking a curb ramp. Curbs bulbs may encourage motorists to drive more slowly by restricting turning speeds and narrowing the roadway.

best used if

- the intersection is used by many pedestrians
- the curb lane is a permanent, 24-hour parking lane
- a documented pedestrian/vehicle conflict exists limiting turning vehicles

don't use if

- curb lane is used as a travel lane, including lanes that are used for transit, or that have peak hour "no parking" signs
- right or left turn lanes are needed at an intersection
- large curb radii are required due to transit and truck turns
- extremely heavy parking demand (construction of a curb bulb may result in the loss of a parking space)

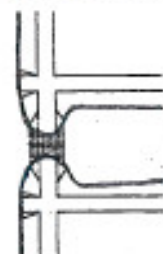
estimated cost and funding
\$15,000 to \$20,000 per bulb. Costs vary depending upon site conditions and design. SLED funding exists for 10 to 20 curb bulbs per year. SLED program funding levels change annually. Curbs bulbs are prioritized based on pedestrian use and benefit.

note
Neighborhood plans should identify intersections that have high pedestrian use and could benefit from a curb bulb. If an intersection does not qualify for SLED funds, the neighborhood could pursue the curb bulb through DON Matching Funds (see page 96).

Check it out!
See curb bulbs on Market Street in Seattle, and at 12th Avenue S. and Cherry Way on Capitol Hill.

Related case studies
32nd and Lake curbs bulbs, page 108
Second Avenue—Balltown, page 109

Full Street Closure



A full closure is a physical barrier that closes the street to motor vehicles. Usually landscaped, a full closure can be built to accommodate pedestrians, bicycles and wheelchairs.

best used if

- street is used as a cut-through route
- a less restrictive device cannot address concerns
- there is a desire to create a pedestrian plaza

don't use if

- closure interferes with emergency vehicle or school bus access
- cut-through traffic may be diverted onto other local streets
- no appropriate alternative street exists
- conflicts with other neighborhood priorities, such as increasing access to neighborhood streets
- a turnaround must be provided at the street closure

estimated cost and funding
\$30,000 to \$100,000 for a landscaped street closure. There may be less expensive ways to close the street. SLED does not have a dedicated funding program for full closures.

note
Though full closures may be proposed through the neighborhood planning process, they are rarely implemented. Neighborhood approval must be obtained through a petition signed by 80% of the residents on each block that may be affected.

Check it out!
Full street closures have been built at 40th Avenue N.W. and N.W. 80th Street, at 48th Avenue S. and South Morgan Street. Find a landscaped full street closure at 16th Avenue E. and E. Market Street on Capitol Hill.

Preliminary Cost Estimates

Improvement	Unit Cost
bus-only lanes, queue-jump signal	\$50,000-3+ million
bus stop bulb	\$10,000-15,000
bus zone landing pad	\$1,000-5,000
angle parking	\$1,000 / block
chicane	\$8,000-14,000
choker	\$7,000-13,000
curb radius reduction	\$10,000-20,000
full street closure	\$30,000-100,000
left turn signal	\$10,000-40,000
medians	\$150-200 / linear foot
one-way streets (signs only)	\$500 / block
partial street closure	\$6,500
raised intersection	\$70,000
speed hump	\$2,000
traffic circle	\$4,000-6,000
traffic signal	\$60,000-150,000b
center two-way left turn lane	\$1,000 / block
signs	\$75-100
bike lanes	\$10,000-50,000 / mi
sidewalks	\$10,000-40,000 / block
marked crosswalk	\$300-3,000
curb bulb	\$10,000-20,000
curb ramp	\$1,500
pedestrian refuge island	\$6,000-9,000
pedestrian traffic signal	\$15,000-25,000

Source: Making Streets That Work, a neighborhood planning tool, City of Seattle, May, 1996 (except bus-only lanes, sidewalks, and traffic signal)

Westwood & Highland Park Neighborhood Plan

LAND USE, HOUSING & COMMUNITY DEVELOPMENT

INTRODUCTION

This section of the Plan addresses the growth capacity of the urban village and the entire Westwood & Highland Park Planning Area. The community heart was designated a residential urban village in the Comprehensive Plan. As such, there are no specific employment growth targets in terms of jobs, but the Plan does address strategies aimed at strengthening the community business areas, and is intended to have the effect of increasing this component of growth as well. Following the discussion of residential land use and housing goals, policies and strategies, this section of the Plan contains specific planning recommendations for community development within the neighborhood business district areas.

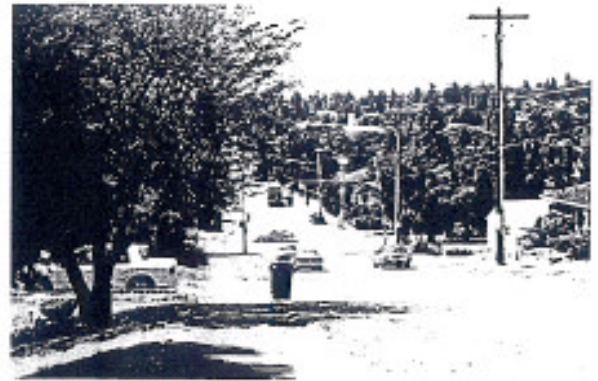
LAND USE GOALS AND POLICIES

Goal A community that reflects the unique local character of the Westwood and Highland Park neighborhoods, with community anchors, a safe and pleasant pedestrian environment, and a positive aesthetic appearance.

Policy Encourage physical gateway improvements at key entry points and business districts that identify Seattle's Westwood and Highland Park neighborhoods.

Policy Seek to create a sense of place along major streets that visually and functionally promotes the rights of pedestrians.

Policy Promote a sense of community identity and pride.



HOUSING GOALS AND POLICIES

Goal A community with both single-family and multi-family residential areas and the amenities to support diverse population.

Policy Seek to maintain the character and integrity of the existing Single Family areas.

Policy Encourage new housing development that serves a range of income-levels.

Policy Promote the attractiveness of higher density residential areas through the enhancement of basic infrastructure and amenities.

Policy Seek the development of quality townhouse, cottage houses, and accessory dwelling units in existing single-family zoned areas through design review.

Policy Promote mixed-use projects featuring quality housing opportunities within the Triangle Commercial Core.

Westwood & Highland Park Neighborhood Plan

Policy Seek to ensure safe and well-maintained housing.

Policy Support the Seattle Housing Authority and non-profits in the development of high quality housing that serves the low-income.



Policy Encourage new residential development and opportunities through zoning tools such as Residential Small Lot Development, and incentives in multi-family zones and commercial zones.

COMMUNITY DEVELOPMENT GOALS AND POLICIES

Goal A vibrant center of shopping that serves and attracts local residents within both communities.

Policy Seek to revitalize the Triangle Commercial Core (16th Avenue SW Business District and Westwood Town Center) through pedestrian amenities, parking management, transit enhancements to create an anchor business district that attracts and serves local residents.

Policy Encourage programs that promote the local business community through collaborative marketing activities and neighborhood celebration events.

HUMAN DEVELOPMENT AND PUBLIC SAFETY GOALS & POLICIES

Goal A neighborhood that recognizes and supports the diverse human development needs and safety concerns of its changing and diverse population.

Policy Seek to improve communication between people, organizations, and communities dealing with human development and safety issues.

Policy Promote the use of Crime Prevention Through Environmental Design (CPTED) techniques in the development of parks, open spaces, pedestrian/bike trails, and traffic improvements.

PLANNING POPULATION TARGETS AND THE URBAN VILLAGE

The Westwood & Highland Park Planning Area consists of slightly more than 1,000 acres. Of this, the Urban Village comprises nearly 280 acres (27% of the total Planning Area). Outside of the Urban Village boundaries, the Planning Area is exclusively zoned single family, except for some small neighborhood commercial zoned areas along 9th Ave. SW, 35th Ave. SW and SW Holden St. Most of the area is developed.

Urban Village

The central part of the urban village is zoned single-family residential (SF 5000 and SF 7200). The remainder is a mix of low-rise multifamily residential (L1, L2, and L3) and Neighborhood Commercial except for the Westwood Town Center property which is zoned C1-40. The Seattle Housing Authority Roxbury Village property is zoned for mid-rise multifamily residential uses and contains the only tall building in the area. The Delridge Way SW "dog-leg"

Westwood & Highland Park Neighborhood Plan

south to the city limits, at SW Roxbury St., is zoned for neighborhood commercial uses which may include retail, offices, service businesses, and residential uses. There is a scattering of vacant parcels throughout the urban village, mostly in the low-rise multifamily residential zones. The number of households in the Urban Village in 1990 was 1,292 with a density of 4.7 households per acre. This number of households has increased somewhat since 1990 as more of the available land has been developed.

Development Capacity and Growth Target

The Comprehensive Plan established a growth target for the Urban Village of 700 additional households by the year 2014. Since it is a residential Urban Village, there is no target specified for non-residential uses. Urban Center Villages and Hub Urban Villages also have employment targets expressed in terms of jobs per acre.

While Westwood & Highland Park does not have this requirement, it should be acknowledged that the commercial areas within the Urban Village do generate significant employment. In addition, the institutions present in the Urban Village also provide for employment that is an important economic benefit to the community.

The additional residential development called for in the Comprehensive Plan would raise the urban village density to 8.5 households per acre. This is based on the theoretical build-out zoned capacity of an additional 1,100 units. Since most of the area is developed, and the remaining undeveloped land is largely individual parcels, the targeted growth is expected to be met through re-development and infill. The zoning districts provide for densities as shown below:



Westwood & Highland Park Neighborhood Plan

**Table 8
Zoning Density Factors**

Zone	Site Area/Unit (Square Feet)	Density Units/Acre
SF 5000	5,000	8
SF 7200	7,200	6
Residential Small Lot (RSL)	2,500	17
Cottage Housing (RSL/C)	1,600	27
Duplex/Triplex (LDT)	2,000	21
Low Rise 1 (L 1)	1,600	27
L 2	1,200	36
L 3	800	54
Mid Rise (MR)	no limit	no limit
Neighborhood Commercial (NC)	800 - 1,600	27-54
Commercial (C)	800 - 1,200	36-54

Thus, using these factors, development of 700 new units in residential small lot form would require about 40 acres. Under L3 zoning, the same number of units would require developing 13 acres.

According to the City Department of Construction and Land Use, 121 new units have been developed in the Urban Village between 1989 and 1997. Forty-six units were developed since the Comprehensive Plan was adopted (through 1997). In order to meet the target, about 650 units should be developed by 2014. This amounts to an average of 40 units per year. This is an aggressive pace in comparison to the rate of new housing construction in recent years.

RECOMMENDATIONS

While the theoretical residential development capacity of the Urban Village is greater than the Comprehensive Plan target, meeting the growth target will rely on the responsiveness of the private housing development industry to market

conditions. Since few large sites exist, and since redevelopment and infill development are more expensive than development on vacant land; this responsiveness will be a function of some or all of the following factors:

- land costs;
- project development costs;
- market demand;
- housing sales prices or rental rates;
- capacity of the transportation system;
- neighborhood security and quality;
- community acceptance.

If land costs are competitive with other areas, and there is a strong demand for new housing in the area, then projects will be more feasible. If utilities and street infrastructure capacity and quality are adequate for additional density, then development cost will be lower. If the level of neighborhood amenities, and access to transit and services is good, then potential buyers and renters will be attracted to the area. And if the existing community residents are supportive of new development, then project permitting is likely to be faster and less expensive.



Westwood & Highland Park Neighborhood Plan

This leads to the Westwood & Highland Park Plan recommended strategies for encouraging new housing development within the urban village.



Strategy 1: Designate some or all of the single family residential zoned area within the Urban Village for Residential Small Lot development. This would increase the theoretical capacity but could also have the effect of increasing the development feasibility in the area by enabling individual lots be redeveloped with two or more new small single family houses. An important element of this strategy would be to provide increased scrutiny of design quality to ensure that these new projects would not threaten the integrity of the neighborhood.

Strategy 2: Increase the development potential of the existing multifamily zoned areas. This strategy involves several options. Existing property owners and potential developers could be encouraged to focus investments in these areas by purchasing existing single family houses and redeveloping the sites for higher density units. In addition, some of the older multifamily building may be nearing the end of their useful lives and therefore

subject to redevelopment. Finally, vacant properties in the multifamily zones could be brought to the attention of the development industry. While there is limited City capability to actively advocate these options, it is possible that some limited City resources along with community interests working with local real estate brokers could initiate a program for action.

Strategy 3: Encourage residential development in commercial areas. As with Strategy 2, the community could work with commercial property owners and realtors to promote new mixed-use development or single-purpose residential developments within the existing neighborhood commercial and commercial zones.



All three of these strategies bear future consideration depending upon the vigor of private developers to respond to market and economic conditions. Implementation of Strategies 2 and 3 are advisable as a means of initiating dialogue between owners, developers and neighbors. Institutional owners such as churches and non profit developers could be the first sponsors of education programs which could bring City development and housing experts out to describe the development process and begin to address concerns of potential developers.

Westwood & Highland Park Neighborhood Plan

More aggressive strategies like strategy number one, may be considered by the community if the pace of residential development does not pick up.

Strategy 4: Enhance the quality of the Urban Village to increase its attractiveness to new residents. The most important strategy for government intervention in the market is to invest city funds wisely in street improvements, pedestrian amenities, transit service, parks and recreation facilities and services, and public safety. These investments will both improve the community for existing residents as well as send a signal to investors and future owners and tenants that the Westwood & Highland Park Urban Village is a good place to live.

Near-Term Recommendations

Create design principles for enhancing the qualities of the Roxbury Village Development, and work with DCLU to implement departures from code beneficial to community.

Using CPTED principles, provide for design review of new buildings, signage, lighting, parking, and landscaping at Westwood Town Center.

Work with the DCLU to shape neighborhood based design

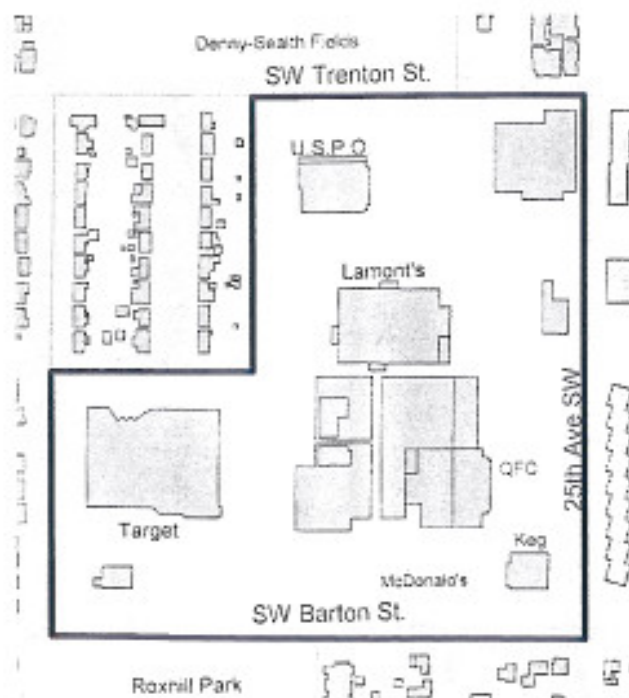
guidelines that will encourage sensitive infill development.

- Develop design and density standards for MF and SF housing within Urban Village
- Develop recommendations for retaining and improving residential housing stock in SF 5000 zones, particularly where parcels are 10,000 square feet.
- Develop cottage housing options in the allowed zones (per code).

COMMUNITY DEVELOPMENT

Two primary shopping areas are contained within the urban village - Westwood Town Center and the "Triangle Commercial District" (also known as "Delridge Downtown"). The Town Center consists of several large establishments (Lamonts, Target, and QFC) and a courtyard complex of smaller storefronts along with a free-standing McDonalds and the former Ernst Hardware Store now containing a

liquidation store. The U.S Postal Service operates a post office on an adjoining parcel at the northern edge of the center property. The owners of the center are planning a major upgrade of the facility which will include physical redevelopment of the complex as well as new retailers. The



WESTWOOD TOWN CENTER

Westwood & Highland Park Neighborhood Plan

former Ernst building is being considered as one alternative location for the new Southwest Police Precinct Station.

The Plan makes no specific recommendations for **SW ROXBURY** nges within the Center. The community hopes that the proposed revitalization will bring a more complete offering of goods and services to enhance the Center's retail role. Better pedestrian access into and circulation within the Center should be part of this. In addition, resolution of vehicular access and egress should be considered in conjunction with other related transportation recommendations in the Plan. Since the redevelopment of the property will be subject to City design review, the community hopes to participate early in helping the Center owner understand how the recommendations of this plan can assist in better integrating the Center with the surrounding area.

Triangle Commercial Core

The Triangle Core (otherwise known as the 16th Avenue Business District or Downtown Delridge) lies at the southern edge of the Planning Area at the city limits adjacent to the White Center shopping district. The relationship between the area on the "city side" is both supported and complicated by the larger concentration of shops and services on the "county

side". Many people identify the entire area as White Center. The businesses within the Triangle Core include small shops and restaurants as well as larger region-serving establishments including a wide range of product and service offerings. In addition, the Salvation Army owns and operates a large social service and recreation complex located within the Core. Three meetings were held with business owners to discuss issues and needs. These meetings resulted in the following strategies for a progressive program to enhance the area.

ECONOMIC DEVELOPMENT GOALS AND POLICIES

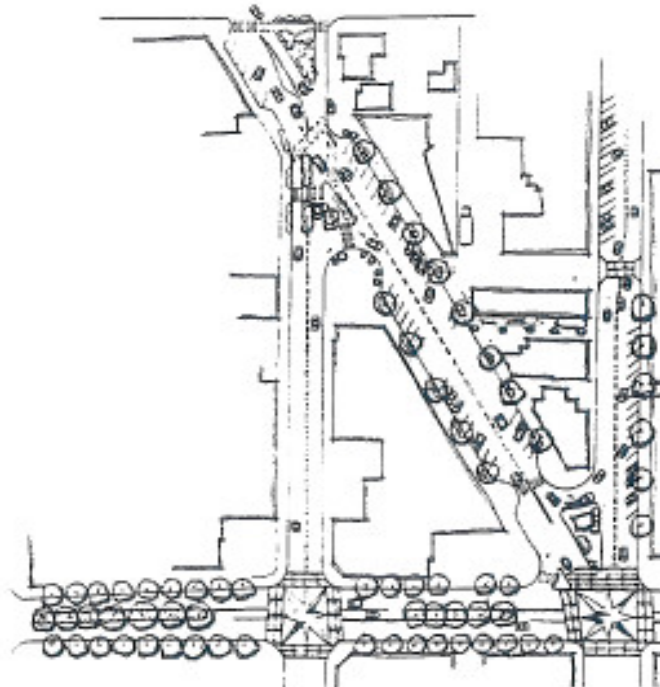
Goal *A vibrant center of shopping that serves and attracts local residents within both communities.*

Policy *Seek to revitalize the Triangle Commercial Core (16th Avenue SW Business District and Westwood Town*

Center) through pedestrian amenities, parking management, transit enhancements to create an anchor business district that attracts and serves local residents.

Policy *Encourage programs that promote the local business community through collaborative marketing activities and neighborhood celebration events.*

In many ways, the Triangle Commercial



16th AVENUE BUSINESS DISTRICT