

Morgan Junction Neighborhood Plan Approval and Adoption Matrix

Table of Contents

Introduction

Acronyms and Definitions

- I. Key Strategies 4
 - A. The Green Crescent 5
 - B. Fauntleroy Boulevard Pedestrian Safety and Landscaping Improvements 11
- II. Additional Activities for Implementation..... 15
 - A. Parks and Open Space..... 15
 - B. Transportation..... 17
 - C. Housing and Land Use 24
 - D. Human Development, Community and Culture 30
 - E. Public Safety..... 32

Prepared by the Morgan Community Association Planning Committee and the City of Seattle Interdepartmental Review and Response Team for community validation. Compiled by the Strategic Planning Office.

June 16, 1999

Introduction

PURPOSE, STRUCTURE AND FUNCTION OF THE APPROVAL AND ADOPTION MATRIX

Through the City of Seattle's Neighborhood Planning Program, 37 neighborhoods all over Seattle are preparing neighborhood plans. These plans enable people in neighborhoods to articulate a collective vision for growth and change over the next 20 years and identify activities to help them achieve that vision. The plans are also intended to flesh out the City's Comprehensive Plan. Because each plan is unique, this Approval and Adoption Matrix has been designed as a standard format for the City to establish its work program in response to the recommended activities proposed in the specific neighborhood plan and to identify implementation actions to be factored into future work plans and tracked over time. The development of the sector work programs and a central database will be the primary tools to track implementation of the activities in all of the neighborhood plan matrices over time.

The matrix is divided into two sections:

I. *Key Strategies*: usually complex projects or related activities that the neighborhood considers critical to the successful implementation of the neighborhood plan.

II. *Additional Activities for Implementation*: activities that are not directly associated with a Key Strategy, ranging from high to low in priority and from immediate to very long range in anticipated timing.

The neighborhood planning group or its consultant generally fill in the Activity, Priority, Time Frame, Cost Estimate and Implementor columns. The City Response column reflects City department comments as compiled by the Strategic Planning Office. The City Action column in Section II and the narrative City response to each Key Strategy are initially filled-in by City departments and then reviewed, changed if appropriate, and finalized by City Council. Staff from almost every City department have participated in these planning efforts and in the preparation of this Matrix. Ultimately, the City Council will approve the Matrix and recognize the neighborhood plan by resolution.

Some neighborhood recommendations may need to be examined on a city-wide basis before the City can provide an appropriate response. This is usually because similar recommendations are being pursued in many neighborhoods and the City will need clear policy direction to ensure a consistent city-wide response. Such recommendations are being referred to the "Policy Docket", a list of policy issues that will be presented to City Council, for further discussion and action.

ACTIVITIES ALREADY ACCOMPLISHED BY THE MORGAN JUNCTION PLANNING COMMITTEE

Triangle Park Traffic Study

The MoCA Planning Committee prepared and submitted a grant application, and subsequently received a grant from the City, to prepare a traffic analysis of the impacts of developing a community plaza north of the new Thriftway market, in the triangle bordered by 42nd Avenue SW, SW Morgan Street and Fauntleroy Way SW. The study is currently underway.

Acronyms & Definitions

DCLU Department of Design, Construction and Land Use (City of Seattle)

DON Department of Neighborhoods (City of Seattle)

DPR Department of Parks and Recreation (City of Seattle)

ESD Executive Services Department (City of Seattle)

GMR General Mailed Release (DCLU Publication)

HSD Human Services Department (formerly part of the Department of Housing and Human Services) (City of Seattle)

KCMetro King County Metro Transit Division

MoCA Morgan Community Association

NMF Neighborhood Matching Fund (Department of Neighborhoods)

NPO Neighborhood Planning Office (City of Seattle)

OED Office of Economic Development (City of Seattle)

OFE Office for Education (City of Seattle, Strategic Planning Office)

OH Office of Housing (formerly part of the Department of Housing and Human Services) (City of Seattle)

OIR Office of Intergovernmental Relations (City of Seattle)

OUC Office of Urban Conservation (City of Seattle, Department of Neighborhoods)

ROW Right-of-way

SAC Seattle Arts Commission (City of Seattle)

SCL Seattle SCL (City of Seattle)

SEATRAN Seattle Transportation Department (Formerly part of the Seattle Engineering Department [SED]) (City of Seattle)

SHA Seattle Housing Administration

Sound Transit (Formerly Regional Transit Authority [RTA])

SPD Seattle Police Department (City of Seattle)

SPL Seattle Public Library (City of Seattle)

SPO Strategic Planning Office (Formerly part of the Office of Management and Planning [OMP]) (City of Seattle)

SPU Seattle Public Utilities (City of Seattle)

SSD Seattle School District

WSDOT Washington State Department of Transportation

I. Key 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 Executive 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, the departments will work together to create a sector work program which includes evaluation of Key Strategy elements. 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. Activities identified in this section will be included in the City's tracking database for monitoring neighborhood plan implementation.

The department most involved with the activities for a Key Strategy is designated as the lead, as indicated by bold typeface. Otherwise, DON is designated as the lead. Other participating departments are also identified.

The City Response lists activities already underway, and other tasks that the City has committed to commence during the 1999-2000 biennium.

A. THE "GREEN CRESCENT"

Description

The Morgan Junction Planning Area and Urban Village do not meet the open space goals of the 1994 Seattle Comprehensive Plan and 1993 Parks and Recreation Comprehensive Plan for a residential urban village. These goals call for a minimum of 1/3 acre of open space per 100 residents, accessible open spaces for neighborhood parks and/or village commons, and a community garden, none of which exist in the Morgan Junction Planning Area, or urban village. Thus, it is a high priority for the area to meet these goals through the development of a Green Crescent. Due to its topography, the Morgan Junction Planning Area contains several valuable areas of natural, and mostly undeveloped, open space. The Green Crescent strategy will, through a series of actions, connect these open spaces and other parks and recreation facilities in the neighborhood, thus creating a continuous green crescent of parks and open space opportunities for the community.

Integrated City Response

This strategy is consistent with the Comprehensive Plan. It is designed to improve the quality of the environment through providing parks and open space opportunities for residents. The neighborhood may want to consider utilizing their early implementation dollars to pursue some of the smaller recommended improvements.

While directed toward a single goal, the individual activities in this strategy could be implemented independent of one another.

Lead Department: DPR

Participating Departments: SPU, SEATRAN, DON, SCL, SPO

Tasks to be Undertaken in 1999-2000

1. DPR will work with the community to identify funding sources for acquisition and development of utility properties as open space as they become available.
2. DPR will continue working with the community to identify opportunities for redevelopment of Lincoln Park Annex.
3. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the southeast sector implementation plan.
4. Identify next steps for continued implementation.

A. The Green Crescent

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
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Parks and Open Space

KIS 1.1	Develop a Green Crescent that would run from the Reservoir park at 35th Ave SW and SW Myrtle St., through the SW Orchard Street Ravine, to the Lincoln Park Annex, through the Pelly Place/Lowman Beach Park area, and, potentially, up through the SW Eddy St. Ravine or other greenlink into the center of the Morgan Junction business district. Development of each element of the Green Crescent should be preceded by a feasibility study which would assess environmental impacts to sensitive ecosystems, slope stability, adjacent and surrounding property owner concerns, maintenance, safety, funding and legal implications, as applicable.	H	2-6		DPR, SEATRAN, SPU, Community	<p>The Southwest Neighborhood Development Manager will work with the community to clarify the green crescent concept sufficiently to make a feasibility study possible, and will assist the community in seeking early implementation funding, a Neighborhood Matching Fund Grant or other resources to conduct the study. As presented, the vision is not clear enough for SEATRAN to do a technical review and provide appropriate feedback on the idea's workability, its cost, what steps would be needed to implement this idea, potential issues with implementation, who needs to be involved in implementation, where this work would be logically pursued first, etc. SEATRAN would want to review ideas for changes in the ROW through the street use permit process.</p> <p>In recognition of concerns expressed by the residents around the Eddy Street Ravine area, there shall be no commitment to development of the Eddy Street Ravine until sufficient other portions of the Green Crescent have been developed to illustrate its effects. The City, in cooperation with the community, will determine if and when this has occurred. Encourage community groups and neighbors to continue to work together to find common ground on the issue.</p>
KIS 1.2	Acquire the SCL substation on Morgan Street for possible future park/plaza space and/or reconfiguration of street intersections in order to support the Green Crescent while at the same time improving traffic flow and pedestrian safety.	H	2-6		DPR, SCL, ESD	<p>At present, this property has not been declared surplus; however, following the prescribed City property disposal process, SCL will notify ESD when the Morgan Street substation is no longer needed. The substation is expected to be surplus in 2004. ESD will work with City departments and interested neighborhood groups to evaluate and make recommendations on the disposition of the property while trying to fulfill neighborhood goals as a high priority.</p>

A. The Green Crescent

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>SCL is considering how it can make substations available to neighborhoods without requiring General Fund purchase of the properties.</p> <p>As these opportunities arise, DPR will work with the community to identify funding sources for acquisition and development. DPR does not have funding for acquisition of new properties. There may be grant sources (such as the Conservation Futures Tax and other funding sources) which could provide the funding for purchase. Many grants require a match and funding is extremely limited. DPR's Open Space program funding is already committed.</p> <p>This concept is not developed enough for SEATRAN to provide specific comments on the technical feasibility of connecting these parcels. If the property acquisition is pursued, SEATRAN will work more closely with the community and ESD on these issues.</p>
KIS 1.3	Preserve the Eddy Street ravine as a natural ecosystem. In consideration of any future enhancements of the ravine, balance the sensitivity of the Eddy Street ravine ecosystem and impacts on neighboring residents with public access via the Green Crescent.	M	2-6		DPR, Community, SPU, SEATRAN	Please see the response to KIS 1.1.
KIS 1.3B	Utilize the Eddy Street right-of-way, where it meets California Avenue SW, to create a pocket park in the business district and create a natural separation between the pocket park and the SW Eddy Street ravine. In the event of future enhancements of the ravine, redesign of the buffer may be needed.	M	2-6		DPR Community SPU, SEATRAN	<p>This recommendation will be referred to the Southwest Neighborhood Development Manager for prioritization.</p> <p>There could be problems with developing open space in the ROW. Rules state that if ROW is vacated, it must go back to the property owner. SEATRAN is investigating this issue.</p>
KIS 1.4	Encourage the maintenance and restoration of native habitat and species in existing open space sites, including Pelly Place, SW Orchard Street Ravine, and the Lincoln Park Annex, as well as other areas such as the Eddy Street ravine. Sponsor programs to increase awareness of property owners of the native	H	2-6		DPR, Community DON	<p>DPR takes restoration of native species into account when planning for and considering maintenance issues.</p> <p>DON will provide technical support for outreach activities. This activity would be appropriate for a Neighborhood Matching Fund grant.</p>

A. The Green Crescent

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	habitat and species and actions they can take to maintain them.					
KIS 1.5	Develop a community garden, potentially located at the Lincoln Park Annex.	H	1-2		DPR, Community, DON	<p>DPR and DON P-Patchstaff have started working with the Morgan community on ideas for redeveloping the Lincoln Park Annex and creating a community garden. DPR supports community gardens on park property in many cases. Through a collaborative planning effort at the site, the community and department can discuss the appropriate types of garden activities that will be open to the broader public for the Lincoln Park Annex. There may be problems with Lincoln Annex as a site for a community garden as it is a slide area.</p> <p>The neighborhood has been awarded a Neighborhood Matching Fund grant to work on this activity.</p>
KIS 1.6	Redevelop and renovate the Lincoln Park Annex with a panoramic viewpoint and picnic area, natural terraced seating on the existing slope and interpretive signage.	H	5-8		DPR	<p>DPR supports this idea and would work with the community on redevelopment of the site should funding be secured. DPR would want to work with the community to ensure that any improvements did not threaten the slide area. Terraced seating is also very expensive – the community may want to consider relative costs when setting priorities.</p> <p>The neighborhood has been awarded a Neighborhood Matching Fund grant to work on this activity.</p>
KIS 1.7	Improve the SW Orchard Street Ravine by restoring native plant and wildlife habitat, constructing a neighborhood trail and stairways, and installing interpretive or educational signage.	L	5-8		DPR, Community	<p>DPR will work with the community to explore the feasibility of these ideas. SEATRAN will review specific ideas for changes in the ROW through the street use permit process.</p> <p>This project may qualify for a Neighborhood Matching Fund grant for design and implementation for renovations.</p>
KIS 1.8	When the open reservoir at 35 th Ave SW and SW Myrtle St. is covered, move the security fencing closer to the reservoir and create usable open space for family-oriented activities.	L	8-12		DPR, SPU, (SPU is lead on lidding, DPR lead on creating park space)	<p>Lidding plan calls for a soft lid in about 10 years. A hard lid and public access would need study and funding. SPU supports the neighborhood's desire for creating public areas and is willing to move the security fencing as close to the reservoir as water quality standards will permit.</p> <p>DPR will work with community on programming when thidding</p>

A. The Green Crescent						
<i>#</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>
					Community	occurs. This project may qualify for a Neighborhood Matching Fund grant for design and implementation for renovations.
KIS 1.9	Create neighborhood trails map and install effective signage to highlight the "Green Crescent" route and other green links.	L	5-8		DPR, Community , SEATRAN	This is primarily a community based activity. If signage is placed in the right-of-way, SEATRAN would want to review the signing proposed through the Green Crescent. Please see the response to KIS 1.1.
KIS 1.10	Work with appropriate city departments to ensure adequate maintenance of all existing and future green space elements in the Green Crescent.	H	2-6		DPR, Community , SEATRAN	The City agrees that maintenance is a very important element to implement this plan. The Green Crescent concept needs to be further refined in order to better understand potential maintenance needs related to it. Also, see response to KIS 1.1.
KIS 1.11	Study the ecological, geotechnical and economic feasibility of recreating the historic salmon stream within the SW Eddy Street Ravine.	L	5-8		DPR, Community , SPU	<p>The activity could be initiated by the community through obtaining a grant, possibly from the Neighborhood Matching Fund. SPU can provide technical support to the community in their endeavor.</p> <p>Since being notified of the neighborhood's desire to reclaim this creek, SPU has been thoroughly investigating possible drainage problems within the Eddy Street Ravine. There were no drainage problems identified with this area. While SPU believes this is a worthwhile activity, due to the lack of drainage problems and the fact that Eddy Street Ravine is not part of West Seattle major drainage infrastructure, this project would not qualify for limited capital improvement funding under current policy.</p> <p>SPU is in the process of conducting the Drainage Policy Project that will consider among other things the feasibility of expanding the drainage utility's scope, to include restoration of streams that are not part of the formal drainage system. Recommendations are expected in mid to late 1999.</p> <p>SEATRAN would want to review ideas for any changes in the ROW through the street use permit process.</p>

A. The Green Crescent

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						Please see the response to KIS 1.1.

Land Use

KIS 1.12	Amend the Urban Village Boundary to be delineated as follows: The point of beginning is at the intersection of Fautleroy Way SW and 39 ^h Avenue SW (the northeast corner of the urban village). From there, the boundary runs southwesterly along Fautleroy Way SW to SW Juneau Street; thence west along SW Juneau Street to 44 ^h Avenue SW; thence south along 44 ^h Avenue SW to SW Graham Street; thence east along SW Graham Street to the alley between California Avenue SW and 44 ^h Avenue SW; thence south along said alley to SW Eddy Street; thence southwesterly along SW Eddy Street to the lot line separating parcels 762620-0040 and 7626200045; thence southeasterly along said lot line to SW Beveridge Place; thence southwesterly along SW Beveridge Place to 45 ^h Avenue SW; thence southerly along 45 ^h Avenue SW and Fautleroy Way SW to SW Myrtle Street; thence easterly along SW Myrtle Street to California Avenue SW; thence north along California Avenue SW to SW Frontenac Street; thence easterly along SW Frontenac Street to the alignment of the west margin of 42 nd Avenue SW (if extended); thence north along said west margin to 42 nd Avenue SW; thence north along 42 nd Avenue SW to SW Holly Street; thence east along SW Holly Street to the alley between 41 st Avenue SW and 42 nd Avenue SW; thence north along said alley to SW Morgan Street; thence east along SW Morgan Street to the alley between 39 ^h Avenue SW and 40 ^h Avenue SW (and Fautleroy Way); thence north along said alley to SW Juneau Street; thence east along SW Juneau Street to	H	Upon plan adoption		SPO	Legislation to amend the boundary as proposed is included in the Approval and Adoption packet.
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A. The Green Crescent

#	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>
	39 th Avenue SW; thence north along 39 th Avenue SW to the Point of Beginning.					

B. FAUNTLEROY WAY PEDESTRIAN SAFETY AND LANDSCAPING IMPROVEMENT STRATEGY

Description

Fauntleroy Way SW is one of the mainarterials serving West Seattle andVashon Island. Because Fauntleroy Way serves the Washington State Ferry terminal aFauntleroy Cove, traffic volumes can be heavy with through-traffic, creating significant obstacles for neighborhood residents wishing to cross the arterial. As it meanders through the Morgan Junction neighborhood from northeast to southwest, theFauntleroy Way right-of-way cuts across the original grid system of north-south streets leaving triangular remnants of street right-of-way. These triangular remnants provide opportunities for beautification of the corridor with landscaping. This strategy is a combination of actions intended to both take advantage of opportunities for aesthetic enhancement and improve safety and accessibility for neighborhood vehicular and pedestrian traffic.

Integrated City Response

This Key Strategy consists of a number of transportation recommendations and streetscape improvements to promote pedestrian andbicycle access and to facilitate vehicular travel. The City supports the neighborhood in efforts to improve mobility throughout the urban village and create public space at the entryways to this neighborhood. Many of the recommendations listed here are at a conceptual level and will need to be developed further before their feasibility can be evaluated. Resources within the City to develop these kinds of transportation improvements are limited. Priorities will need to be identified through the Sector Work Program to focus City efforts once resources are identified and become available.

Lead Department: SEATRAN

Participating Departments: DON, DPR, SPU, SPO, DCLU

Activities Already Underway

1. A traffic study for a community plaza at Morgan Street andFauntleroy Way is

underway.

Tasks to be Undertaken in 1999-2000

1. SEATRAN will comment on the completed traffic study and plans for closure of SW Morgan St.
2. The neighborhood development manager will help the community to consider the priority of the various activities of this key strategy.
3. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the southeast sector implementation plan.
4. Identify next steps for continued implementation.

B. Fauntleroy Way Pedestrian Safety and Landscape Improvement Strategy						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
Transportation						
KIS 2.1	Evaluate the Fauntleroy Way SW corridor for opportunities to improve vehicle, bicycle and pedestrian safety, accessibility, and traffic flow, and provide aesthetic	H	2-6		SEATRAN, Community	The Neighborhood Development Manager, and SEATRAN will assist with this effort, and will help to determine next steps for this activity as part of the review of the West Seattle Transportation Action Agenda. The next step is to explore/develop a range of potential designs for this

B. Fauntleroy Way Pedestrian Safety and Landscape Improvement Strategy

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<p>landscaping improvements that maintain or improve existing traffic flow.</p> <ul style="list-style-type: none"> Analyze traffic volumes (existing and future), delay times, and travel times when considering potential new traffic and/or pedestrian signals, and analyze retaining on-street parking and bus zones; consider bicycle lanes Improve bus stops and pedestrian crossings by installing painted crosswalks, curb bulbs, pedestrian median refuges, and pedestrian signals as appropriate Redesign California Ave SW intersection for improved neighborhood traffic circulation. <p>Note: this recommendation is consistent with the Friends of the Junction Plan recommendations.</p>					<p>recommendation. Overall this activity will need further conceptual design and preliminary engineering and will be of a high cost with a long period of project development. Medians may also create access issues with both driveways and the ferry queue.</p> <p>As presented, the vision is not clear enough for SEATRAN to do a technical review and provide appropriate feedback on the idea's workability, its cost, what steps would be needed to implement this idea, potential issues with implementation, who needs to be involved in implementation, where this work would be logically pursued first, etc.</p>
KIS 2.2	<p>Reconfigure and channel "non-standard" Fauntleroy Way SW intersections; landscape unused street right-of-way and islands:</p> <ul style="list-style-type: none"> 40th Ave SW/SW Juneau St./39th Avenue SW 45th Ave/Holly Place Lincoln Park Drive 	M	2-6		SEATRAN	<p>The next step in pursuit of these ideas would be further conceptual design. SEATRAN will want to review ideas for changes in ROW through the street use permit process. Relocating streets as this suggests is very costly work. It is not fully clear what is proposed for improvement at each of these intersections.</p> <p>With many competing needs, these intersectionreconstructions probably would not compete well for limited transportation funds. Individual landscaping improvements may qualify for NMF grants.</p>
KIS 2.3	<p>In order to mitigate current traffic circulation and pedestrian safety problems at the intersection of 42nd, Fauntleroy, and Morgan, assess the feasibility of reconfiguring the intersection. Prepare a traffic study to determine the positive and</p>	H			SEATRAN, Consultant, DCLU, KC/Metro, Community,	<p>The MoCA Planning Committee prepared and submitted a grant application, and subsequently received a grant from the City, to prepare a traffic analysis of the impacts of developing a community plaza north of the new Thriftway market, in the triangle bordered by 42^d Avenue SW, SW Morgan Street and Fauntleroy Way SW. SEATRAN has been active in support of a MoCA planning group request for examining this intersection. A study has</p>

B. Fauntleroy Way Pedestrian Safety and Landscape Improvement Strategy

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<p>negative transportation and safety impacts of the development of a pedestrian plaza in the triangle bordered by 42nd Avenue SW, SW Morgan Street, and Fauntleroy Way SW. The study should examine the following:</p> <ul style="list-style-type: none"> • The impacts resulting from possible re-alignment of SW Morgan Street from Fauntleroy Way SW to 42nd Avenue SW, especially the effect on adjacent residential streets, operations of the Fauntleroy Way SW / California Ave. SW intersection, and pedestrian safety. • Consider installing a traffic signal at Fauntleroy Way SW/42nd Avenue SW intersection. • Revising 42nd Avenue SW street alignment to provide a better connection between Fauntleroy Way and SW Morgan Street (to/from the east). • Improving bus stops and pedestrian crossings at and around the plaza. 				DON	been set up with the support of the matching fund grant. SEATRAN will provide technical review throughout the community-led study.
KIS 2.4	Pending results of a traffic study (see KIS 2.3) develop a community plaza at the intersection of Fauntleroy Way SW and SW Morgan Street. In addition to landscaping, other features the plaza might include are an improved bus stop, shelter with café-style tables and benches, a community bulletin board, public art and, potentially, a fountain.	H	1-2		SEATRAN, DPR, Community	<p>DPR would be primarily responsible for the design of a community plaza if there were a possibility DPR might be responsible for maintaining the property. SEATRAN would be involved in this activity because this property is in a street ROW, but to what extent is not known at this time. All of this is dependent on the results of the traffic study.</p> <p>SEATRAN is not aware of any traditional transportation grant fund sources that would give funds for this type of improvement. If the study showed that local street operations are workable with the closure of SW Morgan Street and there is community consensus in support of the street's closure, there would need to be a Council process for street use reclassification of this particular block of SW Morgan Street. Reclassification of the street to a</p>

B. Fauntleroy Way Pedestrian Safety and Landscape Improvement Strategy

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>lower use status would allow for the street segment to be closed.</p> <p>Any recommendations will be reviewed by the Police and Fire departments to assess impacts on emergency vehicle access.</p> <p>Please see the response to KIS 2.3.</p>
Parks and Open Space						
KIS 2.5	Pending results of a traffic study (see KIS 2.1) design and develop Fauntleroy Way SW improvements, including appropriate landscaping and street trees.	M	2-6		SEATRAN	Please see the response to KIS 2.1. SEATRAN will have additional comments when further conceptual design and community involvement work is done.
KIS 2.6	Develop a landscaped entryway in the existing triangles on either side of Fauntleroy Way SW at SW Juneau Street. Study other locations for gateway improvements.	M	2-6		SEATRAN, Consultant, Community	This work would need to be initiated and led by the community, with assistance from the neighborhood development manager. SEATRAN will want to review ideas/proposals for changes in the ROW through the street use permit process.
KIS 2.7	Develop green space at SW Holly Street intersection with Fauntleroy Way and 45 ^h Avenue SW.	L	5-8		SEATRAN	This work would have to be initiated by the community, with assistance from the neighborhood development manager. SEATRAN will want to review ideas for changes in ROW through the street use permit process.

II. Additional Activities For Implementation

The activities listed in this section are not directly associated with a Key Strategy. The City has, when possible, identified next steps for implementation of each of these activities. The response will specify: 1) activities already under way; 2) activities for which the City agrees to initiate next steps (will include a schedule for the work); 3) activities that will be considered as part of the sector work programs in the future as opportunities arise; 4) activities for which the community must take the lead (may be supported by City departments or existing programs); 5) issues that will be on the policy docket (the docket will assign responsibility for consideration of the issue and provide a schedule for reporting back to Council); and 6) activities which the City will not support. As with the activities listed for each Key Strategy in Section I, these activities are intended to be implemented over the span of many years.

The Executive will coordinate efforts to sort through these activities. During this sorting process, the departments will work together to create sector work programs that will prioritize these activities. This may include developing rough cost estimates for each activity; identifying potential funding sources and mechanisms; establishing priorities 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. Activities identified in this section will be included in the City's tracking database for monitoring neighborhood plan implementation.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
A. Parks and Open Space							
AA 1	Provide, and identify with signage, an on-street and on-alley non-motorized transportation network coordinated with and complementary to the open space and trail system.	L	5-8		SEATRAN, Community	SEATRAN would need to be involved with any signage placed in the right-of-way. Please see the comments regarding Activity AA2 below for additional information.	This recommendation will be referred to the Southwest Neighborhood Development Manager for prioritization.
AA 2	Create "green street" links for pedestrians on the alleyways east and west of California Avenue SW, extending from Morgan Junction north through the West Seattle Junction to the Admiral district, named Junction Way East and Junction Way West on parks and open space plans. Note: this recommendation is consistent with The Friends of the Junction Plan recommendations.	L	5-8		SEATRAN	This idea raises issues for SEATRAN. In particular the department is concerned that it would promote pedestrian and bike crossing at unusual mid-block locations that would create a safety problem. SEATRAN would not support this type of design. In some cases, the idea of making the alleys more pedestrian friendly might be workable on an alley-by-alley basis. In consideration of ideas like this, it's important that the alleys retain their ability to provide needed truck and car access - for loading, utility service and access to property off the alleys.	This recommendation will be referred to the Southwest Neighborhood Development Manager for prioritization. Issues regarding construction and improvements in alleys have been referred to the policy docket. A report analyzing how alleys can be integrated into the streetscape, internal circulation and residential and business needs of the neighborhood will be presented to Council in second quarter 2000. The community needs to take the

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
						<p>SEATRAN would want to review proposals that would change the design or operation of these alleys. To give good feedback about improvement ideas for the alley, SEATRAN needs specific information about what changes are proposed.</p> <p>The term "Green Streets" has specific design implications and is a designation under the Comprehensive Plan. Descriptions of the four types of Green Streets are provided in the DCLU Director's Rule 11-93/SED Director's Rule 93-4. The use of this term may cause confusion and may not fully represent the community's vision in this recommendation.</p>	<p>first steps and develop specific recommendations for individual locations. SEATRAN will review specific ideas for improvements upon receipt from the neighborhood. Crosswalk issues have been referred to the policy docket for consideration by Council. SEATRAN is conducting a study of crosswalk safety. SEATRAN will use the results of this study to reconsider its crosswalk policy. A report on both pedestrian signals and the crosswalk safety study is due to committee in June 1999.</p>
AA 3	<p>Develop a long-term street-tree planting program to create a large grid overlay complementary to the trail system. Streets within this grid include SW Brandon St., SW Juneau St., 49th Avenue SW, 46th Avenue SW, SW Morgan St., SW Warsaw St., 38th and 39th Avenues SW, 35th Avenue SW, SW Kenyon St., SW Thistle St., and SW Webster St.</p>	M	2 - completion		SEATRAN, Community, SCL DON	<p>SEATRAN would be willing to join with other departments and the community in a discussion about tree plantings along neighborhood streets. The focus of SEATRAN's tree programs is on tree planting and tree maintenance along arterial streets. SCL focuses on non-arterial streets. SCL offers a community tree planting program (also known as the Urban Tree Replacement Program) by providing communities with a minimum of 100 trees. SCL works with communities to assess project sites, provide trees, prepare planting sites, and provide limited care for open space or street side plantings. Community volunteers and residents plant the trees and the adjacent property owners assume ownership and</p>	<p>This recommendation will be referred to the Southwest Neighborhood Development Manager for prioritization.</p>

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						<p>maintenance. All projects are reviewed by the City Arborist for permit approval.</p> <p>DON could assist in the funding portion through either Millennium Project or Neighborhood Matching Fund monies.</p>	
AA4	Improve California Avenue SW streetscape with the installation of landscaping and street trees.	H	2-6		SEATRAN, Community, DON	This would have to be initiated and led by the community. This activity may qualify for a NMF grant.	The community needs to take the next steps to implement this activity, with assistance from the neighborhood development manager.
LT 1	Develop a walking/biking path along Beach Drive SW.		Long Term		SEATRAN, Community	To be able to give good technical feedback, SEATRAN would need this idea presented in more detail, i.e., detailed location information and a proposed cross-section.	The community needs to take the first steps and develop specific recommendations for individual locations, with assistance from the neighborhood development manager. SEATRAN will review specific ideas for improvements upon receipt from the neighborhood.

B. Transportation

AA 5	<p>Improve pedestrian crossings by installing the following devices, as appropriate, at intersections in the Morgan Junction business district and north and south along California Avenue SW:</p> <ul style="list-style-type: none"> • paint crosswalks • curb bulbs • pedestrian median refuges • pedestrian signals <p>Priority intersections are:</p> <ul style="list-style-type: none"> • SW Holden St. • upgrade the existing crosswalk at SW Othello St. • upgrade the existing pedestrian signal and 	M	2-6		SEATRAN	<p>The neighborhood should work with SEATRAN to further refine this proposal. SEATRAN needs a specific description of the problem(s) being seen, and a neighborhood contact. A schematic of some sort would enable SEATRAN to thoroughly review ideas. Specific tasks in this activity can also be submitted individually to SEATRAN to review.</p> <p>Crosswalks and pedestrian crossing signals have raised implementation and policy issues in a number of neighborhood plans and will be included</p>	SEATRAN will review specific requests submitted by the neighborhood. Crosswalk issues have been referred to the policy docket for consideration by Council. SEATRAN is conducting a study of crosswalk safety. SEATRAN will use the results of this study to reconsider its crosswalk policy. SEATRAN has recently modified their policy on placing pedestrian push button at crosswalks and is testing its recently modified policy.
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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
	crosswalk at SW Frontenac St. <ul style="list-style-type: none"> • all bus stops south of Fauntleroy Wy SW • north of Fauntleroy Wy SW: all bus stops and/or every second block (i.e., at some regular interval that provides adequate pedestrian access across California Ave SW for the surrounding neighborhoods and adjacent businesses and residences. 					in the Policy Docket for City Council discussion.	SEATRAN will forward a report on the results of both studies and how the new policies responds to the range of neighborhood recommendations to Council in June, 1999.
AA 6	Improve pedestrian crossings at signalized cross-streets and at bus stops along 35 th Avenue SW by the installation of the following, as appropriate: <ul style="list-style-type: none"> • paint crosswalks • curb bulbs • pedestrian median refuges • pedestrian signals 	M	2-6		SEATRAN	Please see the response to AA5	SEATRAN will review specific requests submitted by the neighborhood. Issues regarding new crosswalks and pedestrian signals will be included in the Policy Docket for City Council discussion. SEATRAN was awarded a \$4.2 million Transportation Improvement Board grant for improvements along 35th Ave. SW from SW Roxbury to SW Alaska St. This project will consist principally of paving and signal improvement/ interconnect work. SEATRAN will work with the community to explore opportunities to implement neighborhood plan recommendations through this grant.
AA 7	East-West Corridor Pedestrian Improvements: <ul style="list-style-type: none"> • SW Graham Street from California Avenue SW to Fauntleroy Way SW 	M	2-6		SEATRAN	Please see the response to AA5	SEATRAN will review specific requests submitted by the neighborhood.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
	<ul style="list-style-type: none"> SW Morgan Street from 42nd Avenue SW to 35th Avenue SW SW Holden Street from California Avenue SW to 35th Avenue SW <p>Install the following devices, as appropriate, at bus stops, on school walk routes, and at a spacing of no greater than two blocks elsewhere:</p> <ul style="list-style-type: none"> paint crosswalks curb bulbs pedestrian median refuges pedestrian signals 						<p>Issues regarding new crosswalks and pedestrian signals will be included in the Policy Docket for City Council discussion.</p> <p>Also, see response to activity AA 6 regarding 35th Ave SW.</p>
AA 8	<p>Install traffic calming and traffic control devices to decrease speeds and discourage through traffic at the following locations as approved by surrounding residents:</p> <ul style="list-style-type: none"> SW Holly Street from 41st Avenue SW to California Avenue SW (speeding and cut through traffic at 41st and Holly - assess need for traffic circle) 48th Avenue SW from SW Raymond Street to SW Juneau Street SW Frontenac Street and SW Myrtle Street from Fauntleroy Way SW to California Avenue SW (speeding and cut through traffic at Frontenac between California and 35th. Consider curb bulbs or traffic signal.) 38th Avenue SW from SW Findlay Street to SW Juneau Street SW Juneau St. from 35th Avenue SW to California Avenue SW (speeding and cut-through traffic along Juneau; poor sight distance at intersections at tops of steep hills.) 42nd Avenue SW between SW Morgan and SW Holly (overcrowding parking restricts 2-way traffic -- consider zone parking, one-way 	M	2-6		SEATRAN	<p>A traffic circle has been installed at the intersection of 36th SW and SW Juneau Street.</p> <p>SEATRAN needs a specific description of the problem(s) being seen, and a neighborhood contact. A schematic of some sort would enable SEATRAN to thoroughly review ideas. Specific tasks in this activity can also be submitted individually to SEATRAN to review. Submitting a contact name to SEATRAN for each activity will help SEATRAN identify the problem the neighborhood is trying to solve at each intersection.</p>	<p>A portion of this recommendation has been implemented through departmental initiative.</p> <p>SEATRAN will review specific requests submitted by the neighborhood, with assistance from the neighborhood development manager.</p> <p>Also, see response to activity AA 6 regarding 35th Ave SW.</p>

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	street. widening of street to accommodate two-way flow.) <ul style="list-style-type: none"> 38th Avenue SW and SW Willow Street 						
Transportation, Transit and Parking Note: Activities LT 4 - LT 9 are part of the larger West Seattle Transportation Action Agenda that was submitted for departmental review in February, 1999. Each neighborhood plan will contain all the peninsula-wide recommendations. Some of the recommendations may change based on final reviews by the community .							
LT 4	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: <ul style="list-style-type: none"> 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 		Long Term		Community SEATRAN	SEATRAN encourages the West Seattle communities to work together in identifying broad transportation issues of high priority in West Seattle. The West Seattle neighborhoods have submitted a draft of the West Seattle Transportation Action Agenda to the City for review. The West Seattle Transportation Action Agenda requests that the City work with the West Seattle community in identifying: <ul style="list-style-type: none"> street-related needs that have broad impact on West Seattle and practical, action-oriented strategies for addressing these broad transportation needs. 	The City will be reviewing the West Seattle Transportation Action Agenda in 1999 to help determine the next steps in the document’s development and how the community and City will use it. This effort will require work between the City and community to flesh out the ideas in the document and objectives for its use. To begin these discussions, the City Council and Executive staff will hold a public meeting in West Seattle in June 1999.
LT 5	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 Sound Transit Regional Express and Metro buses priority to, from, onto, off of, and across the West Seattle Bridge and the Spokane St. Viaduct. Such improvements should include: <ul style="list-style-type: none"> HOV lanes on the Bridge and the Viaduct 		Long Term		METRO WSDOT SEATRAN Sound Transit	SEATRAN recognizes the importance of the Spokane corridor in providing needed access to and from West Seattle. Making provisions for improved HOV/transit service is a way of increasing the capacity of this corridor. SEATRAN agrees that the significant change that this idea suggests would need the joint commitment of the City, Port of Seattle, WSDOT and KCMetro.	See City Action for LT-4 above. SEATRAN is exploring opportunities to provide a bus lane on the West Seattle Bridge and hopes to proceed with installation in September 1999.

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	<ul style="list-style-type: none"> • intersection and ramp queue jump/bypass lanes on Bridge and Viaduct access routes • traffic signal priority and preemption 					<p>SEATRAN has presented a plan for the installation of a bus lane on the West Seattle Bridge that would extend eastbound from SWAvalon Way to 1st Ave S. This new lane would be created by taking space from the roadway's shoulders and slightly narrowing the adjacent lanes on the bridge.</p> <p>For further comment, please see LT-4 above.</p>	
LT 6	<p>Regional Express (Sound Transit) Bus Service:</p> <p>"Regional Express," the express bus division of Sound Transit, (Sound Transit) 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, Fautleroy, and West Seattle.</p> <p>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 Fautleroy Ferry Terminal, ensuring that the Regional Express bus route serves the urban villages along California Ave SW.</p> <p>The Regional Express West Seattle route should be extended or through-routed via I-90 to the Eastside after stopping in downtown Seattle.</p>		Long Term		Sound Transit	<p>The City is aware of Sound Transit draft plans for the Regional Express West Seattle route which appear to address the community's concerns in this recommendation. The proposed Regional Express route will provide access to the Fautleroy Ferry Terminal and the West Seattle Junction commercial district. In addition, the Regional Express route will continue into the Chinatown/International District to provide transfers to routes serving the Eastside.</p> <p>See City Response to LT 4.</p>	<p>See City Action, for LT 4</p> <p>The City will convey the concerns of this activity in its involvement with Sound Transit on Regional Express service. The community should stay involved with the planning for Regional Express bus service.</p>

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
LT 7	<p>Elliott Bay "Seabus"</p> <p>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.</p> <p>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.</p>		Long Term		METRO SEATRAN DON	<p>The Executive supports the concept of water taxi service in Seattle and the region, as a means of expanding the public transit system, and will aid in efforts to explore its feasibility and implementation. However, the overall maintenance and operation of such services are the responsibility of King County/Metro.</p> <p>SEATRAN has completed a docking study to examine alternative terminal locations in West Seattle and Downtown with associated capital costs, permitting requirements, and possible funding sources. This study was released in February 1999. Based on experiences with the existing water taxi service, and the results of the docking study (i.e., a lack of potential sites for even the existing small boat), it is unlikely that full operation similar to Seabus service in Vancouver, B.C. would be implemented in the near-term due to the need for major terminal construction in both West Seattle and Downtown.</p> <p>The Executive is aware of some work being pursued at Metro regarding water taxi service and will continue to work with King County on these issues where a City role is appropriate.</p> <p>See City Response to LT 4.</p>	<p>The City will work with King County/Metro during their planning processes to assure consideration of the recommendations expressed in this activity.</p> <p>See City Action for LT 4.</p>
LT 8	<p>Improve and expand public transportation facilities and services providing access to/from West Seattle:</p> <ul style="list-style-type: none"> Improve speed and efficiency of existing 		Long Term		METRO SPO SEATRAN	<p>The Executive will forward this and related transit requests to King County Metro on the community's behalf.</p> <p>See City Response to LT 4.</p>	<p>These recommendations will be forwarded to King County/Metro for consideration during their planning processes. SPO,</p>

#	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>	<i>City Action</i>
	<p>and future bus service by enabling buses to avoid traffic congestion</p> <ul style="list-style-type: none"> • 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) <p>Metro should continue to expand service hours and frequency of its West Seattle service. Also, Metro should continue to increase the number of West Seattle, Seattle, and King County origins/destinations served by West Seattle routes. Work with Metro to locate routes and site bus stops for maximum ridership and minimal impact to adjacent property owners.</p> <p>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:</p> <ul style="list-style-type: none"> • 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 				DON		<p>SEATRAN and DON will review the transit service requests and transit stop improvements identified in the neighborhood plans and integrate those requested improvements into the work being done under Strategy T4 “Establish and Implement Transit Service Priorities” in the City’s Transportation Strategic Plan (TSP). The Executive will report to the City Council Transportation Committee on its progress on Strategy T4 as part of its ongoing reporting requirements on the TSP and to the Neighborhoods, Growth Planning and Civic Engagement Committee.</p> <p>See City Action, LT 4.</p>

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	<p>Commuter Rail line.</p> <ul style="list-style-type: none"> 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. <p>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.</p>						
LT 9	Work with Fauntleroy Community Association to encourage the rerouting of State ferries to downtown Seattle.		Long Term		Wa State Ferries Community	This activity has been identified as a long term priority by the neighborhood. Any changes to ferry routes will be made by Washington State Ferries.	<p>The City will forward this recommendation to the State.</p> <p>The City will consider supporting this activity at the state level after further development and review of the West Seattle Transportation Action Agenda.</p> <p>See City Action, LT 4.</p>
C. Housing and Land Use							
AA 10	<p>Protect the character and integrity of the existing single family areas through City adoption of the following policies:</p> <ul style="list-style-type: none"> Do not approve changes in zoning from single-family zone (all zones with SF prefix) 	H	Upon plan adoption		DCLU, SPO Community	The Executive recognizes the community's desire to maintain the character of its single family neighborhoods. Goal G42 of the City's Comprehensive Plan states: "Maintain the	Comprehensive Plan policies in response to the proposed activity are being considered with adoption of this neighborhood plan.

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	<p>to multi-family or commercial zoning in the Morgan Junction planning area.</p> <ul style="list-style-type: none"> Do not approve changes in zone boundaries, development standards or permitted uses for any zone within the Morgan Junction community regardless of whether that zone is located inside or outside the urban village boundaries. 					<p>character of areas that are predominantly developed with single family structures, including the use, development and density characteristics of existing single-family areas." In addition, the rezone criteria in the Land Use Code currently provide a great deal of protection to single family zones. Section 23.34.010A and B state that areas zoned single family may be rezoned only if they do not meet the criteria for single family designation. The exception is for single family zones within adopted urban village boundaries, but even these areas may not be considered for rezoning unless the adopted neighborhood plan has designated the area as appropriate for another zone designation, and the rezone meets additional criteria.</p> <p>While the Executive does not support broadly worded, prohibitive zoning directives, the neighborhood is encouraged to articulate its vision for what the community will be in the future.</p>	<p>Otherwise, this may be a community-based activity.</p>
AA 11 (cont' from AA10)	<ul style="list-style-type: none"> Permit new multifamily housing only in areas zoned for multi-family and commercial use as of April 1, 1998. Permit new commercial uses only in areas zoned for commercial and mixed-use as of April 1, 1998. 	H	Upon plan adoption		DCLU, SPO Community	<p>In order to remain responsive to the changing needs and interests of the City, the City Council does not support policies that prevent the City from changing zoning regulations in the future. In addition, rezone requests are judged on the basis of adopted criteria. These criteria ensure that land use decisions across the City are based on the same rules and the City cannot automatically reject rezones if they meet all of the</p>	<p>The City does not support this recommendation as written.</p> <p>This is a community based activity.</p>

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
AA 12	<p>Maintain the appropriate scale of multi-family housing in the Morgan Junction planning area by City adoption of the following policy:</p> <ul style="list-style-type: none"> Do not approve changes in zoning from LDT, L1, L2 or L3 to any zoning classification of L4 or higher. Land use changes that take effect automatically, unless a neighborhood plan provides otherwise, shall not take effect in the Morgan Junction Residential Urban Village. 	H	Upon plan adoption		SPO, DCLU Community	<p>criteria. Please see A11 above.</p>	<p>The City does not support portions of this recommendation as written.</p> <p>A Comprehensive Plan policy and land use code amendment to exempt the Morgan Junction Urban Village from certain L3 and L4 rezone evaluation criteria that go into effect in the urban village unless a neighborhood plan provides otherwise, are being considered with adoption of this neighborhood plan.</p> <p>Otherwise this is a community based activity.</p>
AA 13	<p>Adopt resolution directing DCLU to encourage developers of new commercial, mixed-use and multi-family buildings to provide sufficient off-street parking (over and above code minimum requirements) for customers, residents and guests of building tenants.</p>	H	Upon plan adoption		SPO, DCLU	<p>The parking requirements are established in the Land Use Code. DCLU cannot require parking over and above what is in the code. There are Comprehensive Plan policies that guide the City to reduce parking, and therefore the City would not encourage more parking than what is required. Furthermore, it would be difficult for the City to adopt parking requirements for West Seattle without considering the parking requirements for the rest of the city. A City-wide parking study is planned that will look at parking issues such as these, but will not be focused on any specific neighborhood.</p>	<p>SPO is conducting a comprehensive, though focused, parking study to provide background information that will form the basis for recommending approaches or solutions for: the appropriateness of parking requirements for certain land uses; specific parking management strategies to promote transit-oriented design around Sound Transit stations; and on-street parking restrictions that minimize "hide-and-ride" around Sound Transit stations.</p> <p>It is highly unlikely that this parking study will result in recommendations affecting this</p>

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
							<p>activity. However, this study may result in recommendations that will guide the development of parking management systems and other tools that could be applied by the neighborhood to achieve the same goals. The Study may also may result in recommendations that will affect future parking requirements subject to the limitations described in the City Action for AA 14.</p> <p>The City does not support the recommendation to adopt a resolution.</p>
AA 14	Conduct study to determine the vehicle ownership ratio (vehicles per household) for multifamily households in West Seattle and adjust the minimum off-street parking requirements for multifamily and mixed-use developments to reflect this ratio.	H	1-2		SPO DCLU	As part of the parking study referenced in AA 13, SPO will evaluate the issue of "what is the most effective residential parking requirement?" That evaluation will entail examining the latest available data on automobile ownership for Seattle residents.	Based on the SPO parking study's scope of work - only those neighborhoods included in the study may see potential changes to parking requirements. Due to limited funding and the source of the funding, the scope of the study cannot be expanded. However, the study may result in recommendations that will affect future parking requirements in other neighborhoods. See Activity AA 13.
AA 15	Conduct study to determine the percentage of compact cars registered in West Seattle, based on Department of Licensing license data, and adjust the compact-car stall	H	1-2		SPO DCLU	The neighborhood may be able to utilize grant funding to conduct this study independently to support the request to change the compact car stall	The community needs to take the next steps to implement this activity. The results of the community based study will be

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	allowance/requirement to reflect this ratio.				Community	allowance/requirements.	evaluated by SPO & DCLU.
AA 16	Conduct study to explore methods for creating wider sidewalks, including setbacks, in appropriate locations adjacent to commercial, multifamily and mixed-use developments.	M	3		SEATRAN, Consultant, Community	SEATRAN agrees that there are locations that would benefit from having wider sidewalks. By and large, the pragmatic constraints in sidewalk construction and widening work are: <ul style="list-style-type: none"> • funding, in locations where sidewalk presently exists. Presently there is no mechanism for making improvements like this. • zoning requirements, in locations where development is to take place. 	Issues regarding construction and maintenance of sidewalks have been referred to the policy docket. A report on status of current studies and recommendations is expected in June 1999. Policy docket work will include review of the potential for using setbacks of buildings to provide wider sidewalks. This work will be conducted with other policy docket work concerning sidewalks, on which there will be a report to Council in January 2000. SEATRAN evaluates sidewalk construction requests on a case by case basis. The community will need to submit specific locations to the department for consideration. The neighborhood development manager will help the community develop a process for identifying specific locations. Funding is limited and is distributed on a city-wide basis.
AA 17	Conduct study to evaluate the effects on new development of requiring that all mechanical equipment and mechanical penthouses remain within the maximum or base height limits set forth in the zoning code.	L	5		DCLU, Consultant, Community	DCLU would encourage the community to incorporate this activity into their proposed design guidelines. It will be more difficult to justify a code amendment to alter the height limit in the Morgan community. This is because height limits are tied to impacts, and it would be	The City does not support this recommendation. The community may want to address this recommendation within the development of their design guidelines.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
						challenging to articulate an impact that is unique to the Morgan community. However, DCLU would be happy to review and comment on any research done by the community on these impacts.	
AA 18	Develop community-based design guidelines for new multi-family, commercial and mixed-use developments to ensure their compatibility with the character of the Morgan Junction neighborhood. These guidelines should address building height, building setbacks, and building bulk and shape.	M	3		Community, Consultant, DCLU	DCLU will be addressing design guidelines proposed by all neighborhoods simultaneously, in order to revise the city-wide design review program in the most efficient manner. This is scheduled to begin in 1999. For this and other activities that involve design guidelines, neighborhoods should give direction on their vision & intent as soon as possible.	<p>The community needs to take the first steps and develop a vision statement and concept plan for DCLU. The neighborhood development manager will assist in this effort. DCLU will then work with the community to take the next steps to implement this recommendation.</p> <p>DCLU will address neighborhood specific design guideline proposals starting 2nd quarter 1999 and ongoing throughout 2000. DCLU will work with neighborhoods using a three phased process, which will package neighborhood proposals in sets of approximately 6 neighborhoods each. First, more fully developed neighborhood design guideline proposals will be reviewed by DCLU and the neighborhoods with the goal of Council adoption of the first package before the end of 1999. In the second and third phases DCLU will work with remaining neighborhoods whose guideline proposals are more formulative for presentation to Council in 2000, likely in the 2nd and 4th</p>

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
							quarters.
AA 19	Adopt resolution directing DCLU to place notice in the West Seattle Herald, post notices at the project site, and provide advance notice to MoCA of all design reviews, land use permit applications, rezone applications, variance requests, conditional use requests and proposed changes to land use or development regulations.	H	Upon plan adoption		DCLU	The West Seattle Herald has already been added to the GMR. The Morgan Community Association will also be placed on the mailing list for General Mailed Release. Community organizations are placed on the GMR list for free; with the expectation that representatives receiving the GMR are responsible for posting, distributing, or perusing the publication for relevant projects and issuing further notice. The Land Use Code currently requires posting of notice at the site of all type II, III and IV land use projects. This includes design review projects, quasi-judicial rezone applications, variance requests, and conditional uses. More general notice is given for legislative rezones. Also, posting of notice is not required for type I decisions (including permits for uses permitted outright in a zone).	A portion of this recommendation has been addressed by departmental action. A resolution is not planned. The City includes the West Seattle Herald among those who receive DCLU's General Mailed Release notice of permit applications, and the Herald may publish notices, but the City does not plan to publish notice in local papers, as a general policy.
AA 20	Adopt resolution directing the appropriate public agencies to consider the proximity and impact of the High Point public housing project on the Morgan Junction Residential Urban Village when considering the citywide distribution of low and moderate-income housing.	H	Upon plan adoption		SPO HSD OH SHA	Dispersion of subsidized housing outside of areas of concentration is a long-standing policy of the city. Dispersion policies are spelled out in the annually-updated Consolidated Plan, prepared and administered by HSD. This area is in a Special Objective Area, which already limits the types of projects that can be developed here. In addition, there is a complete prohibition on the addition of any subsidized rental housing within a quarter mile of any of the SHA garden communities, including High Point.	This recommendation is already being implemented through City housing policy. A resolution is not necessary.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
D. Human Development, Community and Culture							
AA 21	Explore the feasibility of a community center or gathering place centrally located to serve the Junction and Morgan neighborhoods. Note: this recommendation is consistent with The Friends of the Junction Plan recommendation.	H	feasibility study complete in 2-3 years after plan adoption		Community, DPR, local schools (Pathfinder would like to be considered as a potential site) DON - possible matching fund project	The West Seattle peninsula is currently served by 5 community centers (Delridge, SW, Hiawatha, SWAlki, and High Point. Based on DPR's goals for community center access, we do not see the need for another community center west of 35 th Ave. SW. It is the department's goal to develop a full sized center at High Point that will serve the Morgan Junction and other West Seattle communities. The neighborhood has communicated to staff that this recommendation should focus on a community gathering space rather than a community center. Both types of space are being discussed within the community center policy docket issue.	This recommendation will continue to be tracked through the Sector Work Program. Community centers and similar community spaces have raised implementation and policy issues in a number of neighborhood plans and has been placed on the policy docket. An interdepartmental team report on options and recommendations is due to Council in June 1999.
AA 22	Complete a West Seattle inventory, needs assessment and human development strategic plan to guide service delivery and funding over the next 20 years. Note: this recommendation is consistent with The Friends of the Junction Plan recommendations.	M	2-6	\$15,000	Community, HSD	HSD fully supports the community undertaking a Human Development inventory to guide their service delivery. This is very consistent with the needs of our own department to gather information for the Consolidated Plan based on geographical information. HSD staff would also offer technical assistance to the community group in the design of the inventory or in its implementation.	The community needs to take the next steps to implement this activity. HSD will provide technical assistance to the community.
AA 23	Develop a multi-faceted set of communication/public outreach tools to better serve clients and increase knowledge of available services. Tools may include: a web page, written flyers, non-written communications/announcements, and public service announcements. Note: this recommendation is consistent	M	2-6		Community, Local Service Providers, HSD	HSD supports and is willing to participate in this endeavor, but is unable to provide principal staff for the project.	The community needs to take the next steps to implement this activity. HSD will participate in the endeavor.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
	<i>with The Friends of the Junction Plan recommendations.</i>						
AA 24	Work with other West Seattle neighborhoods and agencies to develop a Human Services Provider Information Network that would result in more knowledgeable referral information being provided to the consumer of human services. Note: this recommendation is consistent with The Friends of the Junction Plan recommendations.	M	2-3		Community, HSD	HSD supports the development of a Human Services Provider Information Network that would result in an expanded referral information system being provided to the consumer of human services. We suggest that the neighborhood contact the Seattle Human Services Coalition and or Crisis Center for technical assistance, if funding is provided. Another resource for the neighborhood is Sound Connections, a non-profit organization that is currently implementing technical/computer assistance to non-profits. Sound Connections is located in the same offices as the Seattle Human Services Coalition.	The community needs to take the next steps to implement this activity.
LT 2	Develop a community cultural center serving all of the West Seattle/Duwamish area.		Long Term		DPR, DON	The West Seattle peninsula is currently served by 5 community centers (Delridge, SW, Hiawatha, SW Alki, and High Point. Based on DPR's goals for community center access, we do not see the need for another community center west of 35 th Ave SW. It is the department's goal to develop a full sized center at High Point that will serve the Morgan Junction and other West Seattle communities.	This recommendation will continue to be tracked through the Sector Work Program. Community centers and similar community spaces have raised implementation and policy issues in a number of neighborhood plans and have been placed on the policy docket. An interdepartmental team report on options and recommendations is due to Council in June 1999.
LT 3	Work with ArtsWest to bring arts and cultural activities to the Morgan Junction		Long Term		Community	This is a community based activity.	The community needs to take the next steps to implement this activity. The neighborhood development manager will assist in this activity.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
E. Public Safety							
AA 25	Develop a fully staffed West Seattle Police precinct with 24 hour operation, 7 days a week.	H	2-6		SPD ESD	<p>This is one of the priority goals of not only the Morgan Neighborhood, but the Police Department as well. The creation of a Southwest Precinct will not only strengthen relationship with communities such as Morgan, but also provide a mechanism for improved response time to priority emergency calls.</p> <p>SPD recognizes the community's desire for a new police precinct and supports working with the neighborhood on this issue. ESD is beginning work on property acquisition and precinct design issues, and is seeking funding for establishing a Southwest Precinct.</p>	This next steps to implement this are being addressed through department initiative.
AA 26	Twice yearly, distribute a Crime Prevention Newsletter specific to the Morgan Junction Planning area stakeholders that presents crime statistics and trends in tabular and map form and then also would teach people about Crime Prevention Through Environmental Design (CPTED) and other concepts they can use around their home and business. The newsletter should be written by the Morgan Community Association, in cooperation with the Seattle Police Department and the West Seattle Crime Prevention Council, and should be distributed by the City.	M	Ongoing		SPD, Community	The Police Department's Community Crime Prevention section currently produces a crime prevention newsletter on a quarterly basis which is distributed through the Block Watch network. Crime Prevention would be willing to work with the Morgan Community Association on the development of a newsletter specific to this community.	SPD already produces a crime prevention newsletter. The community needs to take the next steps to implement this activity if they want a newsletter authored by Morgan Junction.
AA 27	The Seattle Police Department conducts emphasis patrols, as needed, that target specific issues expressed by neighborhood residents and businesses. These issues include, but are not limited to, speeding traffic	H	Ongoing		SPD	SPD will work with the neighborhood to address needs for crime prevention and police emphasis, recognizing that resources are limited and that needs must be addressed fairly across	This recommendation will be referred to the Southwest Neighborhood Development Manager for prioritization and

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
	on Fauntleroy Way, park patrols, car prowling and late night noise and rowdiness.					neighborhoods. The Department's South Precinct currently relies on patrol officers conducting emphasis patrols, the Precinct's Anti-Crime Team (ACT), the Special Patrol Unit (which has City-wide responsibility), the Traffic Section (which has City-wide responsibility) and the Gang Unit (city-wide) to address neighborhood issues. Reduction in overtime hours during 1999-2000 will limit the ability of the Department to conduct special emphasis patrols.	monitoring.
AA 28	Have the SPD review plans of newpocket-parks, pedestrian trails or other park development for adequacy of lighting and other safety concerns. Note: this recommendation is consistent with The Friends of the Junction Plan recommendations.	L	Ongoing		SPD, DPR	DPR is happy to share information with SPD as new park spaces are developed. SPD supports this recommendation and though the Community Crime Prevention Section and South Precinct is more than willing to work with the community to address issues identified. The Department is especially interested in working with the community on review of plans for new pocket parks and pedestrian trails.	DPR & SPD will take the next steps to implement this recommendation.