

Ordinance No. 119634

(19)

The City of Seattle - Legislative Department
Council Bill/Ordinance sponsored by: _____

Council Bill No. 112609

AN ORDINANCE relating to the Morgan Junction Neighborhood Plan; amending the Seattle Comprehensive Plan to incorporate portions of the Morgan Junction Neighborhood Plan, and amending the Official Land Use Map, Title 23 of the Seattle Municipal Code, to reflect the boundaries of the Morgan Junction Residential Urban Village.

Committee Action

(10)

6/8/99 passed as amended
unanimous

Przyler ye
Conlon ye

Deferred: case, map

8/24/99 pass as amended
Conlon
Przyler

This file is complete and ready for presentation to Full Council

CF No. _____

Date Introduced: <u>MAR 15 1999</u>		To: (committee) Neighborhoods, Growth Planning and Civic Engagement Committee	
Date 1st Referred: <u>MAR 15 1999</u>	To: (committee)		
Date Re - Referred:	To: (committee)		
Date Re - Referred:	To: (committee)		
Date of Final Passage: <u>9/7/99</u>	Full Council Vote: <u>7-0</u>		
Date Presented to Mayor: <u>9/8/99</u>	Date Approved: <u>SEP 8 1999</u>		
Date Returned to City Clerk: <u>SEP 8 9 1999</u>	Date Published:	T.O. <u>X</u>	F.T. <u>X</u>
Date Vetoes by Mayor:	Date Veto Published:		
Date Passed Over Veto:	Veto Sustained:		

3 pages

(1)

Law Department

Law Dept. Review

OMP Review

City Clerk Review

(1)

The City of Seattle - Legislative Department

Council Bill/Ordinance sponsored by: CONLIN
Councilmember

Committee Action:

6/8/99 passed as amended (hold)
UNANIMOUS

Referend: Choe, wrap
Wagner yes
Conlin yes

8/24/99 pass as amended
Conlin yes
Wagner yes

This file is complete and ready for presentation to Full Council. Committee: RC 6/18/99
(initial/date)

Law Department

Law Dept. Review

OMP Review

City Clerk Review

Electronic Copy Loaded

Indexed

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Neighborhoods, Growth
and Civic
Development Committee

T.O.
F.T. 3 pages

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ORDINANCE 119634

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AN ORDINANCE relating to the Morgan Junction Neighborhood Plan; amending the Seattle Comprehensive Plan to incorporate portions of the Morgan Junction Neighborhood Plan, and amending the Official Land Use Map, Title 23 of the Seattle Municipal Code, to reflect the boundaries of the Morgan Junction Residential Urban Village.

WHEREAS, on July 25, 1994, by Ordinance 117221, the City Council adopted the Seattle Comprehensive Plan, which includes a neighborhood planning element; and

WHEREAS, City Council Resolution 28966, adopted August 1, 1994, established a Neighborhood Planning Program for the City of Seattle; and

WHEREAS, a coalition of Morgan Junction neighborhood citizens came together to form Morgan Organization for a Better Seattle (MOBS) in the spring of 1995, later changing their name to Morgan Community Association (MoCA), for the purpose of preparing a neighborhood plan as provided for in the City of Seattle Comprehensive Plan; and

WHEREAS, MoCA convened monthly meetings open to everyone and regularly attended by community citizens throughout the next three years; and

WHEREAS, MoCA conducted an extensive phase I outreach process featuring several surveys of residents and local businesses, focus groups, presentations at community group meetings, displays at community events and a well-attended validation celebration, all of which led to creation of a generally recognized vision; and

WHEREAS, this outreach process also created a list of priority planning topics and led to selection of members for a planning committee to lead phase II planning; and

WHEREAS, subcommittees were formed and consultants were hired to study and prepare analyses and recommendations on the issues of transportation, business district, parks and open space, land use/housing, community and culture, and public safety; and

WHEREAS, a final plan incorporating key strategies, additional activities for implementation and activities for long term consideration was completed, reviewed and approved by the planning committee and validated by the community in response to a community-wide mailer and validation meeting; and

WHEREAS, a SEPA checklist was prepared and an addendum to the Comprehensive Plan Final Environmental Impact Statement was issued on January 28, 1999; and

WHEREAS, the Morgan Junction Neighborhood Plan is consistent with the goals and policies of Seattle's Comprehensive Plan; and

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1 WHEREAS, the Council finds that the proposed amendments are consistent with the Growth
2 Management Act, and will protect and promote the health, safety and welfare of the
3 general public;

3 NOW THEREFORE,

3 BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

4 Section 1. The Seattle Comprehensive Plan as adopted by Ordinance 117221 and
5 subsequently amended, is hereby amended as follows:

- 6 A. The Table of Contents of the neighborhood plans volume of the Comprehensive
7 Plan is hereby amended to add Morgan Junction, as shown in Attachment 1.
- 8 B. The Morgan Junction Neighborhood Plan goals and policies, as shown in
9 Attachment 2 to this ordinance, are hereby incorporated into the neighborhood
10 plans volume of the Comprehensive Plan.
- 11 C. The land use element of the Comprehensive Plan is hereby amended as shown in
12 Attachment 3 to this ordinance to confirm the designation and growth targets for the
13 Morgan Junction Residential Urban Village.
- 14 D. The capital facilities and utilities inventory and analyses and transportation analysis
15 shown in Attachment 4 to this ordinance are hereby incorporated into the
16 neighborhood plans volume, Morgan Junction section, of the Comprehensive Plan.
- 17 E. The following maps are hereby amended to reflect the final designation and
18 boundaries of the Morgan Junction Residential Urban Village, as shown in
19 Attachment 5 to this Ordinance:
- Future Land Use Map
 - Land Use Figure 1
 - Land Use Figure A-1
- 20 A new Land Use Figure, containing a large scale map of the Morgan Junction
21 Residential Urban Village is hereby added to the land use element, as shown in
22 Attachment 5 to this ordinance.
- 23 F. Land Use Appendix B is hereby amended to reflect the final growth targets for the
Morgan Junction Residential Urban Village, as shown in Attachment 6 to this
Ordinance.

23 Section 2. The amendments contained in Section 1 of this ordinance constitute
an adopted neighborhood plan.

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1 **LIST OF ATTACHMENTS**

2	ATTACHMENT 1	AMENDMENTS TO THE TABLE OF CONTENTS CITY
3		OF SEATTLE COMPREHENSIVE PLAN
4		NEIGHBORHOOD PLANS
4	ATTACHMENT 2	MORGAN JUNCTION GOALS AND POLICIES
5	ATTACHMENT 3	AMENDMENTS TO THE COMPREHENSIVE PLAN
6		LAND USE ELEMENT
6	ATTACHMENT 4	CAPITAL FACILITIES AND UTILITIES INVENTORY
7		AND ANALYSES SERVING MORGAN JUNCTION AND
7		TRANSPORTATION ANALYSIS
8	ATTACHMENT 5	COMPREHENSIVE PLAN MAP AMENDMENTS
9	ATTACHMENT 6	AMENDMENTS TO COMPREHENSIVE PLAN LAND
10		USE APPENDIX B

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ATTACHMENT 1

**THE CITY OF SEATTLE COMPREHENSIVE PLAN
NEIGHBORHOOD PLANS**

Table of Contents

Morgan Junction

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ATTACHMENT 2

MORGAN JUNCTION GOALS AND POLICIES

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MORGAN JUNCTION GOALS AND POLICIES

Community Character

- G1:** An attractive community where the buildings, streets and sidewalks form a comfortable human-scale setting for daily activities and where views and community character are protected.

Traffic and Transportation

- G2:** A community that is conveniently accessible by transit and automobile, and where walking and biking are an integral part of the transportation system.
- P1:** Seek to integrate Fauntleroy Way into the neighborhood physically, aesthetically, and operationally.
- P2:** Enhance pedestrian access and vehicle and bicycle mobility throughout the neighborhood, with particular attention to the Fauntleroy Way, the California Avenue SW, and the 35th Avenue SW corridors.
- P3:** Encourage pedestrian and bicycle linkages to other Seattle neighborhoods.

Parks and Open Space

- G3:** A community with an appealing nature, with attractive landscaping and pleasant parks and gathering places where walking and biking are easy and enjoyable.
- P4:** Seek future open space opportunities and acquisitions to provide additional "breathing room" to the Morgan Junction neighborhood.
- P5:** Seek to keep unused and unimproved street rights-of-way and alleys in city ownership, eliminate encroachment on these areas, and identify them with clear public signage to encourage public use.
- P6:** Seek opportunities within the business district to provide additional open space and to create open space/plazas that serve as community gathering places.
- P7:** Encourage the creation of open spaces in conjunction with pedestrian and bicycle linkages throughout the neighborhood.
- P8:** Seek opportunities to reclaim unneeded portions of public rights-of-way to develop open space and trails where appropriate and support a "Green Crescent" that generally would run from the Reservoir park at 35th Ave SW and SW Myrtle St.,



through the SW Orchard Street Ravine, to the Lincoln Park Annex, through the Pelly Place/Lowman Beach Park area, and potentially up through the SW Eddy St. Ravine, or alternative green link, into the center of the Morgan Junction business district.

- P9: Seek opportunities to revegetate parks and open spaces with native plants and reintroduce native plant species to appropriate habitats.
- P10: Support the development of distinctive neighborhood gateways at north and south entries into the Morgan Junction neighborhood and business district that have associated open space and/or landscaped areas and signage.
- P11: Seek to provide safe, green, and aesthetically pleasing arterial streets through the neighborhood with improvements focused on Fauntleroy Way SW and California Avenue SW.

Business District

- G4: A community with a vital commercial district which provides restaurants, stores and services to meet the needs of local residents.
- P12: Strive to balance the goal of a compact urban village with the need for adequate parking, traffic circulation and pedestrian safety on neighborhood streets.

Housing and Land Use

- G5 A community with strong single-family neighborhoods and compatible multi-family buildings offering a wide range of housing types for all people.
- P13: Maintain the character and integrity of the existing single-family zoned areas by maintaining current single family zoning both inside and outside the urban village on properties meeting the locational criteria for single-family zones.
- P14: Ensure that use and development regulations are the same for single-family zones within the Morgan Junction Urban Village, as those in corresponding single-family zones in the remainder of the Morgan Junction Planning Area.
- P15: The special Lowrise 3 (L3) and Lowrise 4 (L4) locational criteria for the evaluation of rezones to the L3 and L4 designations inside of urban villages, shall not apply, in the Morgan Junction Residential Urban Village.
- P16: Strive to achieve adequate levels of parking for new commercial, mixed-use and multi-family buildings and use other parking management techniques that minimize spillover parking into residential areas.



- P17: Encourage parking standards for new multi-family development that reflect the ratio of vehicle ownership per multi-family dwelling unit in Morgan Junction.
- P18: Encourage parking standards for new development that reflect the proportion of compact cars registered in the City of Seattle, based on Washington Department of Licensing data.
- P19: Explore methods to discourage increasing height limits in the commercial and multifamily zones above the currently existing levels and encourage developers of new multifamily and commercial buildings to locate mechanical, heating, ventilation and air conditioning equipment within the envelope of the building structure.
- P20: Support and promote existing programs and policies that help low and fixed income people, especially seniors, retain ownership of their homes.
- P21: Encourage the preservation of well-managed low-income housing both inside and outside the urban village.
- P22: Promote home ownership for people of diverse backgrounds and income levels, and encourage a wide range of building styles.
- P23: As provided in city-wide Comprehensive Plan housing policy, and as implemented through the City's Consolidated Plan, consider the proximity of existing publicly-supported housing to the Morgan Junction Urban Village when considering the location of additional publicly supported housing.

Community and Culture

- G6: A community that has a distinctive flavor in arts and culture, yet integrates with the overall arts and culture community in West Seattle.
- P24: Support the provision of public art throughout the business district and in new public spaces.
- P25: Seek opportunities to develop public gathering spaces.
- P26: Encourage human services providers to work closely with neighborhood organizations in coordinating programs that benefit consumers and the larger community.
- P27: Strive to improve library services to better serve the Morgan Junction community.
- P28: Support community activities for children, teens and families.



Public Safety

- G7:** A safe community with active crime prevention programs and a strong police presence.
- P29:** Use the new SW Police Precinct to improve public safety services in the Morgan Junction.
- P30:** Promote the use of Crime Prevention Through Environmental Design (CPTED) techniques in the development of new open space sites, pedestrian trails and traffic improvements.
- P31:** Seek to improve communication between individuals, organizations, and communities dealing with safety issues.
- P32:** Strive to provide responsive solutions to address public safety service issues as identified by neighborhood groups.

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Capital Facilities

- G8:** A neighborhood with public facilities that are assets to both the neighborhood and community activities.
- P33:** Seek to involve the Morgan Junction community in planning efforts for the use of public facilities in the planning area.
- P34:** Encourage the maintenance and continued use of public facilities as necessary to ensure they remain assets to the neighborhood and preserve their historic value.
- P35:** Encourage the retention and re-use of public facilities within the Morgan Junction neighborhood that would serve long-term goals and needs of the community.

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ATTACHMENT 3

AMENDMENTS TO THE COMPREHENSIVE PLAN LAND USE ELEMENT

1. Amend policy L44 as follows:

L44:

Designate the following residential urban villages as shown on Land Use Figure 1, above:

Morgan Junction

2. Amend Land Use Figure 1 and the Future Land Use Map to show the designation and boundaries of the Morgan Junction Residential Urban Village, as shown on Attachment 5. Indicate Morgan Junction Residential Urban Village as adopted on Land Use Figure 1-A
3. Amend land use goal 36 as follows:

G36

Achieve the following 20-year growth targets in residential urban villages:
Residential Growth

Morgan Junction 300

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ATTACHMENT 4

**CAPITAL FACILITIES AND UTILITIES INVENTORIES AND ANALYSES
SERVING MORGAN JUNCTION AND TRANSPORTATION ANALYSIS**

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Table 1
Inventory for Facilities and Utilities Serving
Morgan Junction Residential Urban Village

Facility Type	Name	Location	Capacity	Information Sources ¹ /Comments
Fire Station ²	SFD 37	7300 35th Ave. S.W.	Engine Co.	Seattle Fire Department
	SFD 32	3715 S.W. Alaska St.	Engine Co., Ladder Co., Medic/Aid, Air	
Police Station	South Precinct	3001 South Myrtle St.	31.87 sq. mi. service area, 1994 population 155,777	Seattle Police Department Patrol units are allocated around-the-clock based on calls for service. Location and size of facilities are not critical to service provision.
Schools ³	Gatewood Elementary	4320 S.W. Myrtle St.	400 students	Seattle Public Schools' 1995-1996 Choices, Seattle Public Schools, 1995 Seattle Public Schools database
	Fairmount Park Elementary All 10 Middle Schools All 10 High Schools	3800 S.W. Findlay St.	375 students	
Library	Southwest Branch	9010 35th Avenue S.W.	7557 sq. ft, 1990 pop served 38,017, or .20 sq. ft/capita + .32 sq. ft/capita in citywide facilities	Seattle Public Library Statistical Report, EDL&A, December 1992
	West Seattle Branch	2306 42nd Ave. S.W.	8178 sq. ft, 1990 pop served 33,467, or .24 sq. ft/capita + .32 sq. ft/capita in citywide facilities	
Parks ⁴	Pelly Place Natural Area	6770 Murray Ave. SW		Open Spaces, Parks and Facilities Inventory, Seattle Department of Parks and Recreation, August 1989 Urban Villages Open Space Analyses, Office of Management and Planning
Electrical power	Delridge substation	5935 - 26th Av SW	197 Megawatts	This village is located in City Light's Southwest forecast area, which has a total capacity of 427 megawatts.
Water	This village is located in the 488 pressure zone. Water comes from the Cedar River supply. Storage is provided by the Myrtle Reservoir (35th Av SW & SW Myrtle St) and the Charlestown Standpipe. Water is pumped to the area by the West Seattle Reservoir pump and the 33rd & Spokane		Myrtle Reservoir: 7 million gallons Supply mains were constructed primarily between 1920 and 1949, except for the line in California Ave.	Seattle Water Department, October-November, 1996 In this pressure zone, elevations range from 155-315 feet above sea level; static water pressure ranges

¹ For an overview of City facilities, see *Community Services and Facilities, Public Utilities Background Report*, City of Seattle, Office of Management and Planning, 1990.

² The nearest station is listed; Fire and Emergency Medical Services are generally provided by the nearest station. In the case of larger fires, firefighting and medical resources are also dispatched from other stations. Aid units and fire engines are equipped to handle many medical emergencies; medic units are dispatched to serious medical emergencies.

³ Through the student assignment plan, the village is served by a number of designated regular elementary schools, and at least six Seattle School District Alternative Schools. School capacities are determined in part by the mix of programs offered and the number of portable classrooms used, and are subject to change.

⁴ Parks and Other Resources shown are inside the village or within 1/8 mile of the unadopted village boundary.

Facility Type	Name	Location	Capacity	Information Sources ¹ /Comments
	Pump.		SW, which was constructed prior to 1919. Pipes are predominately of cast iron.	from 75-145 pounds per square inch. ⁵ The minimum pressure is considered very good.
Drainage & Wastewater		The village is served by a Partially Separated system. See Map for system locations. (Utilities Figure A5, Comprehensive Plan Appendix)	With Partially Separated systems, about 15% of the stormwater enters the sewer system, with the remaining 85% diverted to the storm drain system. Capacity of the Partially Separated systems in this area is considered adequate. Sewer rehabilitation projects (part of the 6-year Capital Improvement Program) are performed as needed which may enhance system capacity.	Seattle Drainage and Wastewater Utility, November 1996 Partial Separation System: A system where the water from street and major parking lot drainage is collected and transferred in one pipe or ditch and culvert system, and the other surface wastewater such as that from roof drains is carried with the sanitary sewer in a sewer pipe.

⁵ Minimum working pressure of 30 psi is the standard for new construction and 80 psi is the new standard for maximum pressure. Some areas of Seattle exceed the maximum and other areas have less than the minimum pressure.

Table 2
Capital Facilities and Utilities Analysis
Morgan Junction Residential Urban Village

Expected 6-yr. HH Growth: 82
Expected 20-yr HH Growth: 300
Land Area: 139 Acres

Facility Type	Facilities needed to accommodate:		Analysis
	6-year growth ⁶	20-year growth	
Fire	None	None expected at this time.	Fire Station #37, the closest to this urban village, has an average response time of 4.26 minutes for emergency medical calls and 5.17 minutes for fire calls. Industry standards are to maintain a 4-6 minute response time or less for emergency medical calls and a 5-minute or less response time for first response to fire emergencies. While the average response time for fire calls for this station is higher than industry standard, the fire station is located within the village's preliminary boundary. Response times to calls within the village should be well below the station average and are expected to remain so for the next six years. Fire Station #32 has an average response time of 4.57 minutes for emergency medical calls and 5.20 minutes for fire calls.
Police	None	Additional precinct space may be required.	Patrol units are allocated around-the-clock based on calls for service. Location and size of facilities are not critical to service provision. Minor facility modifications will occur as needed and funded.
Schools	School facility expansions or improvements are not expected to be required as a result of growth in this village.		Seattle School District physical goals are as follows for : a) Elementary schools: 380-535 students, 4-acre site; b) Middle school: 600-800 students, 12-acre site; and c) High School 1,000-1,600 students, 17-acre site. Currently, about 50% of public school students attend schools in their neighborhoods, and the other 50% choose schools elsewhere. Phase Two of the School District's Building Excellence program includes partial demolition, modernization, and a new addition for Fairmount Park Elementary on an expanded site. Voters have not yet approved funds for this phase.
Electricity	None	A 4th transformer and switchgear bus-section will be added to the Duwamish Substation to increase capacity in this forecast area.	Electrical demand from this village is estimated to increase by 0.1 annual average megawatts and 0.2 megawatts in a peak hour in 6 years. This village is located in City Light's Southwest forecast area. In 6 years, capacity in this forecast area will be 427 megawatts, and demand is expected to be 398 megawatts. In 20 years, capacity in this forecast area will be 547 megawatts, and demand is expected to be 471 megawatts. In both years, capacity is more than adequate to meet demand.
Water	None	None expected at this time.	Current peak day demand estimate: 0.59 million gallons per day (mgd). Peak day demand estimate in 6 yrs: 0.62 mgd or 4% increase. Peak day demand estimate in 20 years: 0.69 mgd or 16% increase. The supply and distribution network is in generally good order and appears to be adequately sized to accommodate demand through 2002. If growth is concentrated in certain locales, it is possible that local improvements would be needed. Current construction of the Scenic Heights pump station should improve water pressures for areas around the Charlestown Standpipe.

⁶ An explanation of the methodologies used to assess adequacy can be obtained from the Neighborhood Planning Office.
 7-603ATTV2.DOC
 June 16, 1999

Facility Type	Facilities needed to accommodate: 6-year growth ⁶ 20-year growth	Analysis
Drainage and Wastewater	No new facilities are expected to be required because of new growth.	<p>The Drainage Control Ordinance requires on-site detention of stormwater runoff associated with new development or significant redevelopment. Limiting the rate of stormwater runoff from these sites more than offsets the increases in sewage flow from increased population density. The net effect of new development/redevelopment in this area will be a decrease in the peak rates of flow during storm events. Depending on the concentration of actual development, it is possible that isolated sewer capacity improvements would be needed.</p> <p>For Partially separated systems, wastes from growth will constitute small incremental flows that are not likely to exceed capacity. On-site detention requirements for new growth will address the adequacy of the drainage system for this area.</p>

Table 3 Transportation Analysis⁷ for Morgan Junction Residential Urban Village

Arterial	Segment	Arterial Class	Direction	Existing V/C ratio	Forecast 2010 V/C ratio
Fautleroy Way SW	47th Ave SW - California Ave SW	Minor	Northeastbound	0.4	0.4
			Southwestbound	0.6	0.6
Fautleroy Way SW	California Ave SW - 39th Ave SW	Principal	Northeastbound	0.4	0.4
			Southwestbound	0.9	0.9
SW Morgan St	California Ave SW - 35th Ave SW	Principal	Eastbound	0.3	0.4
			Westbound	0.3	0.4
California Ave SW	SW Holden St - SW Morgan St	Collector	Northbound	0.8	0.8
			Southbound	0.9	1.0
California Ave SW	SW Morgan St - SW Findlay St	Minor	Northbound	0.6	0.6
			Southbound	0.7	0.9
SW Graham St	48th Ave SW - Fautleroy Way SW	Collector	Eastbound	0.3	0.3
			Westbound	0.3	0.3

The volume-to-capacity (V/C) ratio is an indicator of congestion. The table above shows existing V/C ratios and projections of V/C ratios for a typical evening peak hour in 2010 for all arterials in the California & Morgan residential urban village. The existing V/C ratios are estimated from traffic counts collected in 1992 through 1995. Compare existing V/C ratios to the 2010 forecast to see the potential change over the life of the plan.

The V/C ratio can be used to identify areas where neighborhood or citywide transportation plans could encourage changes in travel behavior (e.g., mode, time of travel, destination) or improve operation of the street (e.g., by changing signal timing and the like). The capacity of a street is not a fixed number of vehicles that can never be exceeded. Rather, it is a relative measure of traffic flow.

Arterial segments with a V/C ratio exceeding 1.0 now or possibly in the future might warrant attention in a neighborhood plan. High V/C ratios may be tolerable if the result is to shift people into other modes, or is a result of the development densities necessary for a vital urban village.

Existing conditions: *Fautleroy Way S.W. from 39th Ave. S.W. to California Ave. S.W. has a V/C ratio of 0.9. California Ave. S.W. from S.W. Morgan St. to S.W. Holden St. also has a V/C ratio of 0.9.*

Fautleroy Way S.W. east of California Ave. S.W. and S.W. Morgan St. east of California Ave. S.W. are principal arterials. California Ave. S.W. north of S.W. Morgan St. and Fautleroy Way S.W. west of California Ave. S.W. are Transit Priority Network streets.

Future conditions: *The V/C ratio on California Ave. S.W. is projected to increase to 1.0 between S.W. Holden St. and S.W. Morgan St., and to 0.9 between S.W. Morgan St. and S.W. Findlay St. The V/C ratio on Fautleroy Way S.W. is projected to remain at 0.9 between California Ave. S.W. and 39th Ave. S.W.*

⁷ The results of this analysis are not intended for measuring concurrency. Previous concurrency analyses contained in the Comprehensive Plan indicate that Level-of-Service standards will not be exceeded by the 20-year growth projected for this area (see Comprehensive Plan Transportation Element).



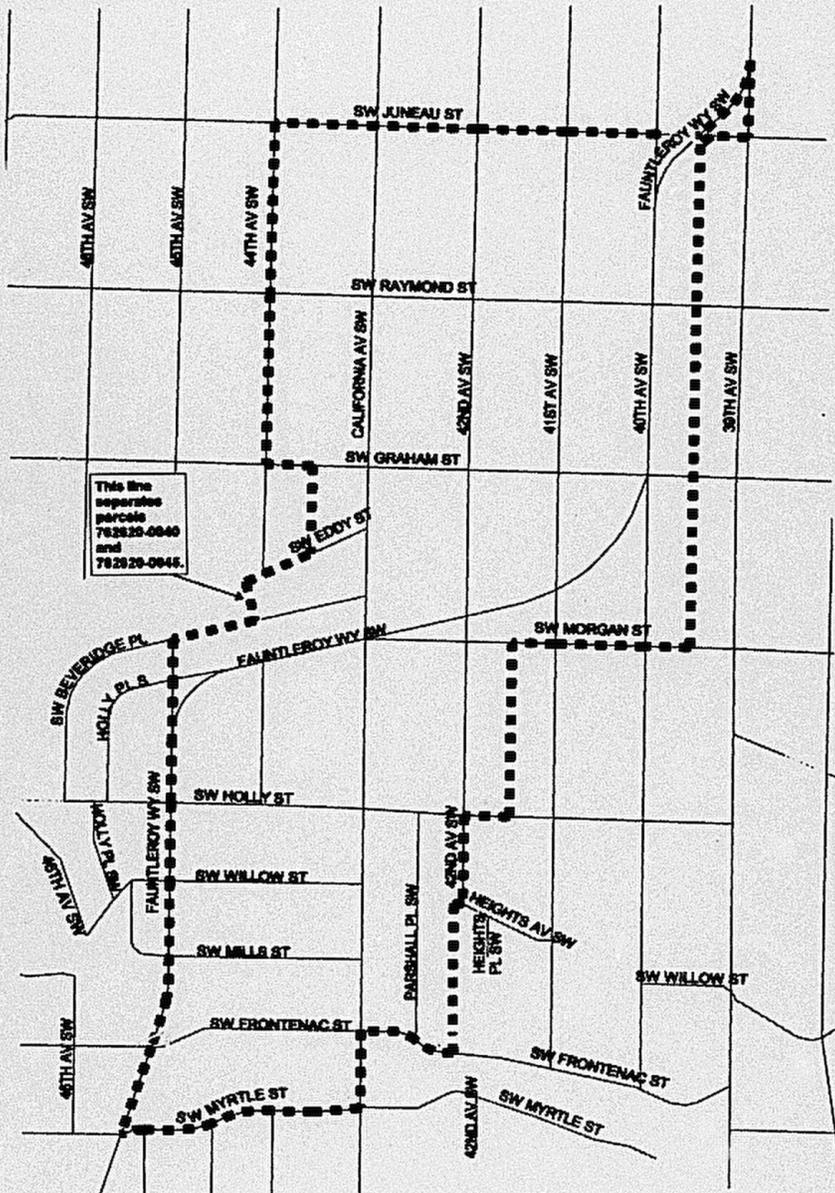
ATTACHMENT 5

COMPREHENSIVE PLAN MAP AMENDMENTS — Urban Village Boundaries

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Morgan Junction Residential Urban Village Boundary



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ATTACHMENT 6

COMPREHENSIVE PLAN LAND USE APPENDIX B

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LAND USE APPENDIX B

Growth Planning Estimates for Urban Centers, Center Villages, Hub Urban Villages, and Residential Urban Villages

Village	Land Area in Acres	Households (HH)				Employment (Jobs)			
		Existing	Existing Density (HH/Acre)	Growth Target or Planning Estimate (HH Growth)	Estimated 2010 Density	Existing	Existing Density (Jobs/Acre)	Growth Target or Planning Estimate (Job Growth)	Estimated 2010 Density
Urban Centers & Center Villages									
Downtown Urban Center Total	945	7421	7.9	NA¹	23.4	165119	175	NA¹	241
Beltown Village	216	3492	16.2	6500	46.3	22699	105	4500	126
Denny Triangle Village	143	514	3.6	3500	28.1	22010	154	23600	319
Commercial Core Village	275	1435	5.2	1300	9.9	106823	388	27000	487
Pioneer Square Village	142	376	2.6	2100 ²	17.4	9113	64	4800 ²	98
Chinatown/Int. Dist. Village	169	1604	9.5	1300	17.2	4474	26	2800	43
First Hill/Cap. Hill Center Total	912	21673	23.8	NA¹	30.0	33393	37	NA¹	50
First Hill Village	225	5896	26.2	2400	36.9	20626	85	6100	119
Capitol Hill Village	396	12450	31.4	1980	36.4	5284	13	3000	21
Pike/Pine Village	131	2349	18.0	620	22.7	3963	30	1400	41
12th Avenue Village	160	978	6.1	540	9.5	3520	22	1200	30
Univ. Comm. Urban Center Total	770	11811	15.0	NA¹	17.8	31427	41	NA¹	52
Univ. Dist. NW Village	289	4324	14.9	1630 ³	20.5	8625	30	3000 ³	40
Ravenna Village	122	973	8.0	480 ³	12.0	1580	13	700 ³	19

LAND USE APPENDIX B

Growth Planning Estimates for Urban Centers, Center Villages, Hub Urban Villages, and Residential Urban Villages

Village	Land Area in Acres	Households (HH)				Employment (Jobs)			
		Existing	Existing Density (HH/Acre)	Growth Target or Planning Estimate (HH Growth)	Estimated 2010 Density	Existing	Existing Density (Jobs/Acre)	Growth Target or Planning Estimate (Job Growth)	Estimated 2010 Density
University Campus	359	6313	17.6	0 ³	12.0	21222	59	4800 ³	72
Northgate Urb. Center Total	410	3291	8.0	NA ¹	15.3	11366	28	NA ¹	50
Uptown Queen Anne Urban Center Total	297	3138	10.6	NA ¹	15.0	19,000	64	NA ¹	75
Hub Urban Villages⁴									
Ballard	323	4279	13.2	1520	17.9	3518	11	3700	22
Fremont	339	3766	11.1	820	13.5	6937	20	1700	25
Lake City	310	2740	8.8	1400	13.3	2827	9	2900	18
W. Seattle Junction	225	1835	8.2	1100	13.0	3108	14	2300	24
Aurora Ave N @ 130th St	344	2271	6.6	1260	10.3	4027	12	2800	20
Rainier Ave @ I-90	415	2043	4.9	1200	7.8	3371	8	3500	17
South Lake Union	446	461	1.0	1700	4.8	15230	34	4500	44
Residential Urban Villages⁴									
Aurora-Licton	288	2106	7.3	900	10.4	NA	NA	NA	NA
Greenwood	202	1283	6.4	350	8.1	NA	NA	NA	NA
Upper Queen Anne	103	1063	10.3	300	13.2	NA	NA	NA	NA



LAND USE APPENDIX B

Growth Planning Estimates for Urban Centers, Center Villages, Hub Urban Villages, and Residential Urban Villages

Village	Land Area in Acres	Households (HH)				Employment (Jobs)			
		Existing	Existing Density (HH/Acre)	Growth Target or Planning Estimate (HH Growth)	Estimated 2010 Density	Existing	Existing Density (Jobs/Acre)	Growth Target or Planning Estimate (Job Growth)	Estimated 2010 Density
Eastlake	205	2423	11.8	380	13.6	NA	NA	NA	NA
23rd Ave. S. @ S. Jackson-Union	485	3186	6.6	900	8.4	NA	NA	NA	NA
Admiral District	103	798	7.8	340	11.1	NA	NA	NA	NA
Green Lake	107	1439	13.4	400	17.2	NA	NA	NA	NA
Roosevelt	160	1007	6.3	340	8.4	NA	NA	NA	NA
Wallingford	245	1973	8.1	200	8.9	NA	NA	NA	NA
Rainier Beach	227	1482	6.5	740	9.8	NA	NA	NA	NA
Columbia City	313	1639	5.2	740	7.6	NA	NA	NA	NA
Westwood Highland Park	278	1654	6.0	700	8.5	NA	NA	NA	NA
Beacon Hill	171	1844	10.8	550	14.0	NA	NA	NA	NA
Crown Hill	173	929	5.4	310	7.2	NA	NA	NA	NA
MLK Jr Wy S @ Holly St	380	1247	3.3	800 ⁵	5.4	NA	NA	NA	NA
South Park	264	997	3.8	350	5.1	NA	NA	NA	NA
Madison-Miller	145	1486	10.3	400	13.0	NA	NA	NA	NA
California @ SW Morgan St									



LAND USE APPENDIX B

Growth Planning Estimates for Urban Centers, Center Villages, Hub Urban Villages, and Residential Urban Villages

Village	Land Area in Acres	Households (HH)				Employment (Jobs)			
		Existing	Existing Density (HH/Acre)	Growth Target or Planning Estimate (HH Growth)	Estimated 2010 Density	Existing	Existing Density (Jobs/Acre)	Growth Target or Planning Estimate (Job Growth)	Estimated 2010 Density
<u>Morgan Junction</u>	139	1104	8.0	300	10.1	NA	NA	NA	NA

LAND USE ELEMENT APPENDIX B

Footnotes

- 1 Urban centers are not assigned planning estimates. Growth targets for urban centers are established in land use element section C. Growth targets for residential and hub urban villages are established upon adoption of a neighborhood plan.
- 2 Assumes north Kingdome parking lot and vacant floor area in existing structures is available to accommodate a substantial share of household and employment growth.
- 3 Separate growth targets for the urban center villages within the University Community Urban Center are not adopted. In acting on the UCUC plan, the City Council reaffirmed the targets for the UCUC as a whole. No additional student housing growth according to UW General Physical Development Plan.
- 4 The areas to which numbers apply for land area, existing households and jobs, planning estimates and existing and planned densities for each hub and residential urban village are the unadopted village boundaries shown in Land Use Appendix A, above. Where adopted boundaries shown in Appendix A have been amended from the unadopted village boundary, acreage, existing households and employment, and densities may be different than indicated in this Appendix B.
- 5 Because of the potential for redevelopment of the Holly Park Garden Community according to a neighborhood plan currently underway, a greater growth planning estimate is established for this area relative to other similar residential urban villages.

City of Seattle
Strategic Planning Office

Lizanne Lyons, Director
Paul Schell, Mayor



MEMORANDUM

DATE: March 2, 1999

TO: Councilmember Richard Conlin, Chair
Neighborhoods, Growth Planning and Civic Engagement Committee

FROM: Teresita Batayola, Assistant Director, Strategic Planning Office
Karna Ruder, Director, Neighborhood Planning Office *KR TB*

SUBJECT: Morgan Junction Plan Approval and Adoption Package

We are pleased to transmit to you the Approval and Adoption Package for the Morgan Junction Residential Urban Village. The Council's Neighborhoods, Growth Planning, and Civic Engagement Committee will hold a presentation at 6:00 p.m. and Public Hearing on this plan at 7:00 p.m. on April 6, 1999 at the Gatewood Elementary School located at 4370 SW Myrtle Street. Attached to this memorandum, for your information, are an Executive Report, a summary of the outreach activities of this planning effort, and a Comprehensive Plan consistency checklist for the Morgan Junction Residential Urban Village.

The full package includes:

1. A proposed Plan Approval Resolution to recognize the 1999 Morgan Junction Neighborhood Plan and to approve a matrix of Executive responses to the plan's recommended activities to implement the plan.
2. A proposed Comprehensive Plan Amendment Ordinance to:
 - Change the name of the California @ SW Morgan Residential Urban Village to the Morgan Junction Residential Urban Village; and
 - Incorporate Morgan Junction goals and policies, capital facilities and utilities inventories and analyses serving Morgan Junction, and transportation analyses for the Residential Urban Village into the Neighborhood Plans volume of the Comprehensive Plan.
3. The Morgan Junction Approval And Adoption Matrix divided into two sections:
 - *Key Strategies*, through which a neighborhood indicates to the City which recommendations are pivotal to the plan's success. Generally, these strategies have a geographic or

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Memo to Councilmember Richard Conlin
March 2, 1999

Page 2

thematic focus, and the specific recommendations in them are linked. The Executive's response focuses on the steps needed to implement these strategies.

- *Additional Activities for Implementation* that are not directly associated with a Key Strategy, but that call for specific Executive recommended actions.

SPO, NPO and other City staff look forward to working with the City Council through the plan adoption process for the 1998 Morgan Junction Neighborhood Plan.

We wish to thank the members of the Morgan Junction Planning Committee for their hard work.

If you have any questions, please feel free to contact Teresita Batayola at 684-8157 or Karma Ruder at 684-8493.

Attachments

cc: Geri Beardsley, Council Central Staff
Bob Morgan, Council Central Staff
Tom Byers, Mayor's Office
Denna Cline, Mayor's Office
Jim Diers, DON
Marty Curry, Planning Commission
Ann Sutphin, SPO
Phil Fujii, NPO
Jennifer Carman, SPO

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ATTACHMENT 1

EXECUTIVE REPORT ON THE PROPOSED MORGAN JUNCTION NEIGHBORHOOD PLAN March 2, 1999

I. Introduction

The Morgan Junction neighborhood plan is a general plan for the Morgan Junction Residential Urban Village preliminarily designated as the California @ SW Morgan St. Residential Urban Village in the City's Comprehensive Plan. The Morgan Junction Planning area covers the area bounded by SW Brandon St. to the north, SW Kenyon St. to the south, SW 35th St. to the east and the shoreline to the west. A map of the proposed boundaries of the Morgan Junction Residential Urban Village is included with the Comprehensive Plan Ordinance in Attachment 5.

The plan is structured around two *key strategies*:

- ◆ The Green Crescent
- ◆ Fauntleroy Boulevard Pedestrian Safety and Landscaping Improvements Strategy

These strategies are described in more detail below.

For the most part, the Executive supports the Morgan Junction neighborhood plan. The matrix contains many recommendations that could be implemented by the City, once funding is identified. Many other recommendations are community based and could be implemented without support from the City or with financial support from the Neighborhood Matching Fund.

This plan moves toward the vision of the City's adopted Comprehensive Plan in that it meets the following high level objectives:

- 1) seeks to create new and improved existing pedestrian oriented public spaces; and
- 2) offers activities that could improve the circulation of pedestrians and traffic within and around Morgan Junction;

II. Background

The Morgan Junction planning effort (MoCA) began in 1995. In addition to the regular published monthly meetings the Committee conducted several major outreach activities during phase I. They included:

- Mass Mailings
- Five Issue Identification Workshops
- Special Focus Group Workshops
- Business and Written Surveys
- Community-wide Validation Meeting

Participation in phase II was characterized by extensive involvement of community members on the topical committees or Planning Committee. The Morgan Junction Committees met from January – May 1998 to conduct phase II planning and to make decisions on plan recommendations. All committee chairs also attended an administrative team committee the last Thursday of each month. Outreach activities included:

- Four general meetings, one each month from January – April, 1998. Meeting topics included:
 - Crime-Prevention Presentation by Seattle Police, Planning Updates and Volunteer Recruitment.
 - Metro survey results and Individual committee work.
 - Parks & Open Space committee's presentation on proposed plaza near new Thriftway store.
 - Housing and Land Use committee's presentation on goals, proposed urban village boundaries, and other related sites.
- Check-In Event called a "Neighborhood Planning Fair"
- Other MoCA general meetings and Validation Event
- Coordination with surrounding communities, particularly with Friends of the Junction. Participation in a West Seattle-wide human services coordinating effort, and peninsula-wide transportation planning events.
- Development of a MoCA website.

For more information on the Morgan Junction planning process, see the Outreach Report (Attachment 2).

III. Comprehensive Plan Consistency

Goals and policies prepared by the Morgan Junction Planning Committee are consistent with the Morgan Junction Neighborhood Plan and were reviewed and edited by SPO staff. The Executive recommends the inclusion of a majority of the neighborhoods goals and policies in the Comprehensive Plan, as noted in the proposed ordinance. The neighborhood and the Executive do not agree on the language in a number of proposed policies the neighborhood would like to see included in the ordinance. These policies are listed below:

P13: Seek to create wider sidewalks in appropriate locations adjacent to commercial, multi-family and mixed use development.

In reviewing the Planning Committees proposed goals & policies, the Executive did not feel that the neighborhoods requested wording - "*Seek better ways to create wider sidewalks, including setbacks, in appropriate locations adjacent to commercial, multi-family and mixed use development.*" - lent itself to inclusion in the Comprehensive Plan. Rather, as written, this policy is a work program activity addressing a method of sidewalk

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creation that is not currently in use by the City. There is a work program activity in the matrix (AA16) focused on developing ways to create wider sidewalks.

P22: Accommodate low and moderate-income (as defined by City standards) housing in the urban village in an amount that is consistent with the Housing Element of the Comprehensive Plan.

The neighborhood's preferred policy reads as follows: "*Accommodate low and moderate-income (as defined by City standards) housing in the urban village in an amount that is proportional and equitable relative to the quantity of low and moderate-income housing Citywide.*" This last part of this policy duplicates other policy related to low and moderate income contained within the Housing Element of the Comprehensive Plan. The Executive did not feel it appropriate to duplicate policy with the Comprehensive Plan.

P23: *Consider the proximity and impact of the High Point public housing project on the urban village when considering the citywide distribution of low and moderate income housing.*

While the first two policy discussions resulted from a disagreement between the Executive and the neighborhood, the Law also objects to the above policy. The City already has policies relating to the siting of low and moderate income housing. This policy implies that low and moderate income housing can be excluded from a neighborhood if the neighborhood already has its "share".

The Morgan Junction Neighborhood Plan confirms the goals and policies of Seattle's Comprehensive Plan for this area. Morgan Junction also confirms its designation as a Residential Urban Village as well as its boundaries, and growth targets. In addition, the capital facilities and utilities inventories and analyses serving Morgan Junction, and transportation analyses for the Morgan Junction Residential Urban Village, have been reviewed and accepted by the community for inclusion in the Comprehensive Plan.

Please see the 'Comprehensive Plan Consistency Checklist' for the Residential Urban Village for additional information on Comprehensive Plan consistency (Attachment 3).

IV. Key Strategies

The Executive recognizes the importance of the Key Strategies to the neighborhood. 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 and Neighborhood Development Managers will work together to establish priorities for the respective Key Strategies within each plan, as well as priorities among plans. This may include developing rough cost estimates for the activities within each Key Strategy; identifying potential funding sources and mechanisms, 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 1999-2000 versus later implementation. Activities identified by the neighborhood as Key Strategies will be included in the City's tracking database for monitoring neighborhood plan implementation.

A. The Green Crescent Strategy

The Green Crescent Strategy combines a series of actions that will provide parks and open space opportunities for residents of Morgan Junction. Due to its topography, the Morgan Junction Planning Area contains several valuable areas of natural, and mostly undeveloped, open space. The Green Crescent strategy is meant to connect these open spaces and other parks and recreation facilities in the neighborhood, creating a continuous span of open space available for the community.

Elements of this key strategy include creating a community garden in and redeveloping the Lincoln Park Annex, acquiring an existing substation site for open space, and encouraging the maintenance and restoration of native habitat and species in existing open space sites. The Executive is supportive of efforts to increase open space opportunities within Morgan Junction, however, funding opportunities to fully implement these recommendations are extremely limited. P-Patch staff in the Department of Neighborhoods and planning staff in the Department of Parks and Recreation are currently working with the community to help plan for the community garden at Lincoln Park Annex.

B. Fautleroy Boulevard Pedestrian Safety & Landscaping Improvements Strategy

The Fautleroy Boulevard Pedestrian Safety & Landscaping Improvements Strategy is a combination of activities and recommendations intended to both take advantage of opportunities for aesthetic enhancement and improve safety and accessibility for neighborhood vehicular and pedestrian traffic along Fautleroy. Because Fautleroy Way serves the Washington State Ferry terminal at Fautleroy Cove, traffic volumes can be heavy with through-traffic, creating significant obstacles for neighborhood residents wishing to cross the arterial. The Fautleroy Way right-of-way also cuts across the original grid system of north-south streets leaving triangular remnants of street right-of-way.

Elements of this strategy include: beautification of the triangular remnants of the right-of-way, studies of the Fautleroy corridor to improve mobility and safety, and the creation of a community plaza - which could include using a portion of the Morgan Street right-of-way if the transportation analysis shows it is feasible to close this part of the street.

The Executive 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

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identified through the Sector Work Program to focus City efforts once resources are identified and become available.

V. Additional Activities for Implementation

For the most part, the recommendations in the Additional Activities for Implementation section are supported by the Executive, and help implement the Comprehensive Plan as well as the neighborhood's vision. There are a few exceptions as noted in Table 1 below:

Morgan Junction, together with the Delridge, Admiral, West Seattle Junction, and Westwood/Highland Park neighborhoods, has developed the West Seattle Transportation Action Agenda to address West Seattle-wide transportation and access concerns. Some recommendations from this work have been included in the matrix for City response. The Executive strongly supports the neighborhoods' efforts in identifying area-wide transportation recommendations and coordinating transportation priorities for the entire West Seattle peninsula. The Executive will have copies of the West Seattle Transportation Action Agenda available to the Council Committee at the April 6, 1999 Public Hearing and will give feedback, as appropriate, after completing review of the document.

Table 1: ACTIVITIES THE EXECUTIVE DOES NOT SUPPORT

#	Neighborhood Recommendation	City Response
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) to multi-family or commercial zoning in the Morgan Junction planning area. • Do not approve changes in zone boundaries development standards or permitted uses for any zones within the Morgan Junction community regardless of whether the zone is located inside or outside the urban village boundaries. 	<p>The Executive recognizes the community's desire to maintain the character of its single family neighborhoods. 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 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>
AA 11	<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 	<p>In order to remain responsive to the changing needs and interests of the City, City Council cannot adopt 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</p>

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#	Neighborhood Recommendation	City Response
	in areas zoned for commercial and mixed-use as of April 1, 1998.	across the City are based on the same rules and the City cannot automatically reject rezones if they meet all of the criteria.
AA 12	Maintain the appropriate scale of multi-family housing in the Morgan Junction planning area by City adoption of the following policy: <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. 	Please see A11 above.
AA 13	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.	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 us to reduce parking, and therefore we 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 impacts to 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.
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.	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 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.

The community has asked that issues not supported by the Executive be made into community based activities so they are transmitted to the database. The neighborhood believes that these issues need to stay on City radar and are willing to reduce the scope of the recommendation to do so. The Executive does not believe that these activities can be made into community based activities. Rather than changing the recommendation now, the neighborhood should continue to advocate for their position through the life of their plan.

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ATTACHMENT 2

MORGAN JUNCTION PLANNING COMMITTEE OUTREACH REPORT

Venus Velazquez/Phil Fujii - NPO Project Manager

Phase I

Outreach Activities

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

Mailings

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

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

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

Issue Identification Workshops

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

June 13, 1996: Housing, Land-use, and Design Review

July 11, 1996: Traffic and Transportation

August 8, 1996: Public Safety and Utilities

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September 12, 1996: Community Life (Parks/Open Space/Parks, Arts/Culture,
Business District)

Special Focus Group Session

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

Business Survey

During March 1996, MoCA conducted a detailed survey of all the business districts in the planning area. Follow-up surveys were done in March 1997 and March 1998 to measure changes in the business community over time.

Written Survey

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

THE VALIDATION "BIG EVENT" OF NOVEMBER 16, 1996

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

Phase II

Committee Work

The Morgan Community Association (MoCA) planning group actively recruited participants to develop goals, policies and project recommendations for phase II of the neighborhood plan. Much of their work took place in committees.

Committees met from January - May 1998. All committee chairs also attended an administrative team committee the last Thursday of the month. Committee chairs advertised their meetings with notices in the Public Meetings section of the West Seattle Herald, announcements at general meetings and in several columns about planning published in the Herald.

General Meetings -

Four general meetings were held, once each month from January – April, 1998. All but the kick-off meeting took place on the second Thursday of the month at the same location, so regular participants could plan on attending ahead of time. Most meetings started with a presentation of interest to the general community, to draw more participants in. Meeting topics included:

- | | |
|-------------|---|
| January 26 | Kick-off Event: Crime-Prevention Presentation by Seattle Police. Update and introduction to Phase II planning, volunteer recruitment. |
| February 12 | Metro survey results. Individual committee work. |
| March 12 | Parks & Open Space committees presentation on proposed plaza near new Thriftway store. |
| April 9 | Housing and Land Use committees presentation on goals, proposed urban village boundaries, etc. |

Check-In Event

MoCA members held a check-in event called a "Neighborhood Planning Fair" on Saturday, May 16. Each committee had a booth with posted displays of their recommendations, policies and projects. Participants were given a clipboard and survey forms for each committee, and asked to write their comments about each recommended item. Committee members also posted colorful displays, photographs, maps, and conceptual drawings. About 70 community members attended the event.

COMMUNITY REVIEW OF RECOMMENDATIONS (SEPTEMBER 10, 1998)

Because the Planning Committee was disappointed by the May turnout, it decided to devote the MoCA general meeting of September 10, 1998 to a review of the recommendations in the hope that more community members would attend, learn about the Neighborhood Planning process, and provide additional input. An eight-page brochure was mailed to every household, institution and business in the Morgan Junction planning area to publicize this meeting and provide citizens with full information on the proposed goals, policies, and recommendations. A total of 75 community members attended, and their responses provided additional input for the topical subcommittees to consider.

PLAN VALIDATION, NOVEMBER 1998

The Validation Event was held at Gatewood School from 10:00 a.m. to 4:00 p.m. on Saturday, November 21, 1998. 142 people signed in and 111 ballots were cast during the

event. An additional 111 ballots were received by mail or at the West Seattle Town Hall by November 28th, for a total of 222 ballots.

Other Outreach

Additional outreach efforts included:

- MoCA committees coordinated with surrounding communities, particularly with Friends of the Junction. MoCA members attended some FOJ general meetings, and several committees worked closely together. MoCA participated in a West Seattle-wide human services coordinating effort, and attended peninsula-wide transportation planning events. A MoCA representative attended Southwest District Council meetings.
- A MoCA website was developed.

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ATTACHMENT 3

COMPREHENSIVE PLAN CONSISTENCY CHECKLIST

For Morgan Junction Residential Urban Village

Comprehensive Plan (CP policies indicated in parentheses)	Neighborhood Plan Recommendation #¹
<p>Plan contains the following elements or statements that the current Comprehensive Plan policies adequately reflect the area's vision and goals (N14).</p> <ul style="list-style-type: none"> land use, housing, transportation, capital facilities & utilities. 	<p>The Morgan Junction Plan Goals & Policies contain these elements or statements.</p>
<p>For each Residential Village, plan establishes:</p> <ul style="list-style-type: none"> Designation (L18, L19). 	<p>The Morgan Junction Plan affirms Residential Urban Village Designation</p>
<ul style="list-style-type: none"> Boundaries (L13, L19). 	<p>The Morgan Junction Plan recommends limited changes to the the area contained within of the Urban Village Boundary. A map of the new boundary can be found in Attachment 5 of the Comprehensive Plan ordinance. A written description of the boundaries is included in the comments section.</p>
<ul style="list-style-type: none"> Name (L19) 	<p>The planning committee has designated Morgan Junction as the new name for the urban village.</p>

¹ List the goal, policy or activity by number in the plan that addresses the Comprehensive Plan policy.

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Comprehensive Plan (CP policies indicated in parentheses)	Neighborhood Plan Recommendation #¹
<ul style="list-style-type: none"> Household growth targets (L59). Growth targets do not exceed 80% of zoned development capacity (L55) 	<i>Growth targets do not exceed 80% of zoned development capacity.</i>
Plan contains existing capital facilities inventory, and transportation, capital facilities and utilities analyses.	<i>Inventory and Analysis are included.</i>
Urban village zoning will allow achievement of affordable housing goals in urban villages for households with incomes below 50% of median (H29).	<i>Yes.</i>
If Plan proposes changes to zoning map, proposed zoning changes meet the following requirements: <ul style="list-style-type: none"> consistent with locational criteria in Land Use Code 	<i>No changes proposed.</i>
<ul style="list-style-type: none"> Growth target does not exceed 80% of zoned development capacity (L55) 	<i>N/A</i>
<ul style="list-style-type: none"> Any proposed additions of single family land to Residential Urban Village are within five minutes walking distance or five blocks of a designated principal commercial street (L10, L50). 	<i>N/A</i>
<ul style="list-style-type: none"> Any proposed upzones to single family land are within acreage limits listed in Land Use Appendix C (L74, L83). 	<i>N/A</i>
Optional (Not required for Comprehensive Plan consistency)	
Plan designates key pedestrian streets (T46)	<i>N/A</i>
Plan designates residential development emphasis areas (L23).	<i>N/A</i>
Plan uses tools and strategies to achieve affordable housing goals: <ul style="list-style-type: none"> Ground-related housing (H12) Transfer of development rights (H28) Incentive zoning (downtown) (H27) 	<i>N/A</i>
Plan addresses open space in villages and nearby areas (L148).	<i>Open space issues addressed within plan.</i>
Plan proposes to modify open space goals (L147).	<i>N/A</i>
Plan takes advantage of any of the following zoning tools to implement the urban villages strategy consistent with the Comprehensive Plan and Land Use Code: <ul style="list-style-type: none"> Residential small lot zone customized for the neighborhood (L82) 	<i>N/A</i>
<ul style="list-style-type: none"> Flexibility in rezone criteria for rezoning of multifamily land to neighborhood commercial zones (L90) 	<i>N/A</i>
<ul style="list-style-type: none"> Mapping of NC/R zones (L107) 	<i>N/A</i>
<ul style="list-style-type: none"> Zoning overlay (L. G66, L125) 	<i>N/A</i>

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Comprehensive Plan (CP policies indicated in parentheses)	Neighborhood Plan Recommendation #
• Changes to zoned height limits (L137)	N/A

COMMENTS

Boundaries for revised Urban Village Boundary:

The Point of Beginning is at the intersection of Fautleroy Way SW and 39th 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 44th Avenue SW; thence south along 44th Avenue SW to SW Graham Street; thence east along SW Graham Street to the alley between California Avenue SW and 44th Avenue SW; thence south along said alley to SW Eddy Street; thence southwesterly along SW Eddy Street to the lot line separating parcels 762620-0040 and 762620-0045; thence southeasterly along said lot line to SW Beveridge Place; thence southwesterly along SW Beveridge Place to 45th Avenue SW; thence southerly along 45th 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 42nd Avenue SW (if extended); thence north along said west margin to 42nd Avenue SW; thence north along 42nd Avenue SW to SW Holly Street; thence east along SW Holly Street to the alley between 41st Avenue SW and 42nd Avenue SW; thence north along said alley to SW Morgan Street; thence east along SW Morgan Street to the alley between 39th Avenue SW and 40th Avenue SW (and Fautleroy Way); thence north along said alley to SW Juneau Street; thence east along SW Juneau Street to 39th Avenue SW; thence north along 39th Avenue SW to the Point of Beginning.

I have reviewed the neighborhood plan goals and policies in relation to the Comprehensive Plan goals and policies and have identified no inconsistencies, except as noted above.

Checklist completed by: Jennifer Carman Date: February 22, 1999

Organization: SPO

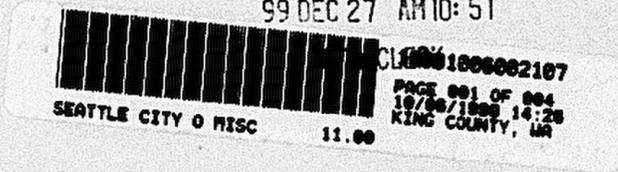
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Return Address:

Seattle City Clerk's Office
600 4th Avenue, Room 104
Seattle, WA 98104

FILED
CITY OF SEATTLE

99 DEC 27 AM 10: 51



Please print or type information WASHINGTON STATE RECORDER'S Cover Sheet (RCW 65.04)

<p>Document Title(s) (or transaction contained therein): (all areas applicable to your document <u>must</u> be filled in.)</p> <p>1. ORDINANCE # 119634</p>
<p>Re - _____ of document.</p> <p>AN ORDINANCE relating to the Morgan Junction Neighborhood Plan; amending the Seattle Comprehensive Plan to incorporate portions of the Morgan Junction Neighborhood Plan, and amending the Official Land Use Map, Title 23 of the Seattle Municipal Code, to reflect the boundaries of the Morgan Junction Residential Urban Village.</p>
<p>Grantor(s) (Last name first, then first name and initials)</p> <p>1. City of Seattle</p> <p><input type="checkbox"/> Additional names on page ---- of document.</p>
<p>Grantee(s) (Last name first, then first name and initials)</p> <p>1. N/A</p> <p>2.</p>
<p>Legal description (abbreviated: i.e. lot, block, plat or section, township, range)</p> <p><input type="checkbox"/> Additional reference #'s on page _____ of document N/A</p>
<p>Assessor's Property Tax Parcel/Account Number/ N/A</p> <p><input type="checkbox"/> Assessor Tax # not yet assigned.</p>

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ORDINANCE 119634

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AN ORDINANCE relating to the Morgan Junction Neighborhood Plan; amending the Seattle Comprehensive Plan to incorporate portions of the Morgan Junction Neighborhood Plan, and amending the Official Land Use Map, Title 23 of the Seattle Municipal Code, to reflect the boundaries of the Morgan Junction Residential Urban Village.

WHEREAS, on July 25, 1994, by Ordinance 117221, the City Council adopted the Seattle Comprehensive Plan, which includes a neighborhood planning element; and

WHEREAS, City Council Resolution 28966, adopted August 1, 1994, established a Neighborhood Planning Program for the City of Seattle; and

WHEREAS, a coalition of Morgan Junction neighborhood citizens came together to form Morgan Organization for a Better Seattle (MOBS) in the spring of 1995, later changing their name to Morgan Community Association (MoCA), for the purpose of preparing a neighborhood plan as provided for in the City of Seattle Comprehensive Plan; and

WHEREAS, MoCA convened monthly meetings open to everyone and regularly attended by community citizens throughout the next three years; and

WHEREAS, MoCA conducted an extensive phase I outreach process featuring several surveys of residents and local businesses, focus groups, presentations at community group meetings, displays at community events and a well-attended validation celebration, all of which led to creation of a generally recognized vision; and

WHEREAS, this outreach process also created a list of priority planning topics and led to selection of members for a planning committee to lead phase II planning; and

WHEREAS, subcommittees were formed and consultants were hired to study and prepare analyses and recommendations on the issues of transportation, business district, parks and open space, land use/housing, community and culture, and public safety; and

WHEREAS, a final plan incorporating key strategies, additional activities for implementation and activities for long term consideration was completed, reviewed and approved by the planning committee and validated by the community in response to a community-wide mailer and validation meeting; and

WHEREAS, a SEPA checklist was prepared and an addendum to the Comprehensive Plan Final Environmental Impact Statement was issued on January 28, 1999; and

WHEREAS, the Morgan Junction Neighborhood Plan is consistent with the goals and policies of Seattle's Comprehensive Plan; and



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1 WHEREAS, the Council finds that the proposed amendments are consistent with the Growth
2 Management Act, and will protect and promote the health, safety and welfare of the
3 general public;

4 NOW THEREFORE,

5 BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

6 Section 1. The Seattle Comprehensive Plan as adopted by Ordinance 117221 and
7 subsequently amended, is hereby amended as follows:

- 8 A. The Table of Contents of the neighborhood plans volume of the Comprehensive
9 Plan is hereby amended to add Morgan Junction, as shown in Attachment 1.
10 B. The Morgan Junction Neighborhood Plan goals and policies, as shown in
11 Attachment 2 to this ordinance, are hereby incorporated into the neighborhood
12 plans volume of the Comprehensive Plan.
13 C. The land use element of the Comprehensive Plan is hereby amended as shown in
14 Attachment 3 to this ordinance to confirm the designation and growth targets for the
15 Morgan Junction Residential Urban Village.
16 D. The capital facilities and utilities inventory and analyses and transportation analysis
17 shown in Attachment 4 to this ordinance are hereby incorporated into the
18 neighborhood plans volume, Morgan Junction section, of the Comprehensive Plan.
19 E. The following maps are hereby amended to reflect the final designation and
20 boundaries of the Morgan Junction Residential Urban Village, as shown in
21 Attachment 5 to this Ordinance:
22 • Future Land Use Map
23 • Land Use Figure 1
• Land Use Figure A-1
A new Land Use Figure, containing a large scale map of the Morgan Junction
Residential Urban Village is hereby added to the land use element, as shown in
Attachment 5 to this ordinance.
F. Land Use Appendix B is hereby amended to reflect the final growth targets for the
Morgan Junction Residential Urban Village, as shown in Attachment 6 to this
Ordinance.

Section 2. The amendments contained in Section 1 of this ordinance constitute
an adopted neighborhood plan.

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SEATTLE CITY O MISC

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Section 3. The Official Land Use Map, Section 23.32.016, Seattle Municipal Code, is amended to reflect the boundaries of the Morgan Junction Residential Urban Village as depicted on Attachment 5 to this Ordinance.

Section 4. Pursuant to SMC 23.47.009 (D), single-purpose residential structures within the Morgan Junction Urban Village shall continue to be permitted by conditional use.

Section 5. This ordinance shall take effect and be in force thirty (30) days from and after its approval by the Mayor, but if not approved and returned by the Mayor within ten (10) days after presentation, it shall take effect as provided by Municipal Code Section 1.04.020.

Passed by the City Council the 7th day of September, 1999, and signed by me in open session in authentication of its passage this 7th day of September, 1999.

[Signature]
President of the City Council

Approved by me this 8th day of September, 1999.

[Signature]
Paul Schell, Mayor

Filed by me this 9th day of September, 1999.

[Signature]
City Clerk

(SEAL)

STATE OF WASHINGTON
COUNTY OF KING
CITY OF SEATTLE

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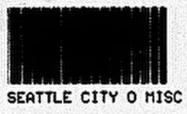


I, JUDITH E. PIPPER, CITY CLERK OF THE CITY OF SEATTLE, DO HEREBY CERTIFY THAT THE WITHIN AND FORWARDED IS A TRUE AND CORRECT COPY OF Ordinance 19634

AS THE SAME APPEARS ON FILE AND OF RECORD IN THIS DEPARTMENT.

IN WITNESS WHEREOF, I HAVE HEREBY SET MY HAND AND AFFIXED THE SEAL TO THE CITY OF SEATTLE, THIS 27th day of September, 1999

[Signature]
CITY CLERK
Margaret Carter



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ORDINANCE _____

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3 **AN ORDINANCE relating to the Morgan Junction Neighborhood Plan; amending the**
4 **Seattle Comprehensive Plan to incorporate portions of the Morgan Junction**
5 **Neighborhood Plan, and amending the Official Land Use Map, Title 23 of the**
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1 **LIST OF ATTACHMENTS**

2	ATTACHMENT 1	TABLE OF CONTENTS
3	ATTACHMENT 2	MORGAN JUNCTION GOALS AND POLICIES
4	ATTACHMENT 3	AMENDMENTS TO THE COMPREHENSIVE PLAN LAND USE ELEMENT
5	ATTACHMENT 4	CAPITAL FACILITIES AND UTILITIES INVENTORY AND ANALYSES SERVING MORGAN JUNCTION AND TRANSPORTATION ANALYSES
7	ATTACHMENT 5	COMPREHENSIVE PLAN MAP AMENDMENTS
8	ATTACHMENT 6	AMENDMENTS TO COMPREHENSIVE PLAN LAND USE APPENDIX B

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ATTACHMENT 1

**THE CITY OF SEATTLE COMPREHENSIVE PLAN
NEIGHBORHOOD PLANS**

Table of Contents

Morgan Junction

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ATTACHMENT 2

MORGAN JUNCTION GOALS AND POLICIES

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MORGAN JUNCTION GOALS AND POLICIES

Community Character

- G1:** An attractive community where the buildings, streets and sidewalks form a comfortable human-scale setting for daily activities and where views and community character are protected.

Traffic and Transportation

- G2:** A community that is conveniently accessible by transit and automobile, and where walking and biking are an integral part of the transportation system.
- P1:** Seek to develop design modifications for Fauntleroy Way so that it is more integrated aesthetically.
- P2:** Enhance pedestrian access and vehicle and bicycle mobility throughout the neighborhood, with particular attention to the Fauntleroy Way, the California Avenue SW, and the 35th Avenue SW corridors.
- P3:** Encourage pedestrian and bicycle linkages to other Seattle neighborhoods.

Parks and Open Space

- G3:** A community with an appealing nature, with attractive landscaping and pleasant parks and gathering places where walking and biking are easy and enjoyable.
- P4:** Seek future open space opportunities and acquisitions to provide additional "breathing room" to the Morgan Junction neighborhood.
- P5:** Seek to keep unused and unimproved street rights-of-way and alleys in city ownership, eliminate encroachment on these areas, and identify them with clear public signage to encourage public use.
- P6:** Seek opportunities within the business district to provide additional open space and create open space/plazas that serve as community gathering places.
- P7:** Encourage the creation of open spaces in conjunction with pedestrian and bicycle linkages throughout the neighborhood.
- P8:** Seek opportunities to reclaim unneeded portions of public rights-of-way to develop open space and trails where appropriate and support the "Green Crescent" concept described in the Morgan Junction Neighborhood Plan.

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- P9: Seek opportunities to revegetate parks and open spaces with native plants and reintroduce native plant species to appropriate habitats.
- P10: Support the development of distinctive neighborhood gateways at north and south entries into the Morgan Junction neighborhood and business district with associated open space and/or landscaped areas and signage.
- P11: Provide safer greener and more aesthetically pleasing arterial streets through the neighborhood with improvements focused on Fauntleroy Way SW and California Avenue SW.

Business District

- G4: A community with a vital commercial district which provides restaurants, stores and services to meet the needs of local residents.
- P12: Strive to balance the goal of a compact urban village with the need for adequate parking, traffic circulation and pedestrian safety on neighborhood streets.
- P13: Seek to create wider sidewalks in appropriate locations adjacent to commercial, multi-family and mixed use development.

Housing and Land Use

- G5 A community with strong single-family neighborhoods and compatible multi-family buildings offering a wide range of housing types for all people.
- P14: Maintain the character and integrity of the existing single-family zoned areas by generally maintaining current single family zoning both inside and outside the urban village.
- P15: Seek to ensure that all single-family development standards and criteria are the same in all single-family zones in the Morgan Junction Planning Area.
- P16: Encourage developers of new commercial, mixed-use and multi-family buildings to provide sufficient off-street parking for customers, residents and guests of building tenants.
- P17: Encourage parking standards for new multi-family development that reflect the ratio of vehicle ownership per multi-family dwelling unit in Morgan Junction.
- P18: Encourage parking standards for new development that reflect the proportion of compact cars registered in the City of Seattle, based on Washington Department of Motor Vehicle license data.

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- P19: Explore methods to discourage increasing height limits in the commercial and multifamily zones above the currently existing levels and encourage developers of new multifamily and commercial buildings to locate mechanical, heating, ventilation and air conditioning equipment within the envelope of the building structure.
- P20: Support and promote existing programs and policies that help low and fixed income people, especially seniors, retain ownership of their homes.
- P21: Encourage the preservation of well-managed low-income housing both inside and outside the urban village.
- P22: Accommodate low and moderate-income (as defined by City standards) housing in the urban village in an amount that is consistent with the Housing Element of the Comprehensive Plan.
- P23: Promote home ownership for a diverse range of people and income levels, and encourage a wide range of building styles.

Community and Culture

- G6: A community that has a distinctive flavor in arts and culture, yet integrates with the overall arts and culture community in West Seattle.
- P24: Support the provision of public art throughout the business district and in new public spaces.
- P25: Seek opportunities to develop public gathering spaces.
- P26: Encourage human services providers to work closely with neighborhood organizations in coordination of programs that benefit consumers and the larger community.
- P27: Strive to improve library services to better serve the Morgan Junction community.
- P28: Support community activities for children, teens and families.

Public Safety

- G7: A safe community with active crime prevention programs and a strong police presence.
- P29: Use the new SW Police Precinct to improve public safety services in the Morgan Junction.

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- P30: Promote the use of Crime Prevention Through Environmental Design (CPTED) techniques in the development of new open space sites, pedestrian trails and traffic improvements.
- P31: Seek to improve communication between people, organizations, and communities dealing with safety issues.
- P32: Strive to provide responsive solutions to address public safety service issues as identified by neighborhood groups.

Capital Facilities

- G8: A neighborhood with public facilities that are assets to both the neighborhood and community activities.
- P33: Seek to involve the Morgan Junction community in planning efforts for the use of public facilities in the Planning Area.
- P34: Encourage the maintenance and continued use of public facilities as necessary to ensure they remain assets to the neighborhood and preserve their historic value.
- P35: Encourage the retention and re-use of public facilities within the Morgan Junction neighborhood that would serve long-term goals and needs of the community.

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ATTACHMENT 3

AMENDMENTS TO THE COMPREHENSIVE PLAN LAND USE ELEMENT

1. Amend policy L44 as follows:

L44:

Designate the following residential urban villages as shown on Land Use Figure 1, above:

Morgan Junction

2. Amend Land Use Figure 1 and the Future Land Use Map to show the designation and boundaries of the Morgan Junction Residential Urban Village, as shown on Attachment 5. Indicate Morgan Junction Residential Urban Village as adopted on Land Use Figure 1-A

3. Amend land use goal 36 as follows:

G36

Achieve the following 20-year growth targets in residential urban villages:

Residential Growth

Morgan Junction 300

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ATTACHMENT 4

**CAPITAL FACILITIES AND UTILITIES INVENTORIES AND ANALYSES
SERVING MORGAN JUNCTION AND TRANSPORTATION ANALYSES**

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Table 1
Inventory for Facilities and Utilities Serving
Morgan Junction Residential Urban Village

Facility Type	Name	Location	Capacity	Information Sources /Comments
Fire Station ¹	SFD 37	7300 35th Ave. S.W.	Engine Co.	Seattle Fire Department
	SFD 32	3715 S.W. Alaska St.	Engine Co., Ladder Co., Medic/Aid, Air	
Police Station	South Precinct	3001 South Myrtle St.	31.87 sq. mi. service area, 1994 population 155,777	Seattle Police Department Patrol units are allocated around-the-clock based on calls for service. Location and size of facilities are not critical to service provision.
Schools ²	Gatewood Elementary Fairmount Park Elementary All 10 Middle Schools All 10 High Schools	4320 S.W. Myrtle St. 3800 S.W. Findlay St.	400 students 375 students	Seattle Public Schools' 1995-1996 Choices, Seattle Public Schools, 1995 Seattle Public Schools database
Library	Southwest Branch	9010 35th Avenue S.W.	7557 sq. ft, 1990 pop served 38,017, or .20 sq. ft/capita + .32 sq. ft/capita in citywide facilities	Seattle Public Library Statistical Report, EDL&A, December 1992
	West Seattle Branch	2306 42nd Ave. S.W.	8178 sq. ft, 1990 pop served 33,467, or .24 sq. ft/capita + .32 sq. ft/capita in citywide facilities	
Parks ⁴	Pelly Place Natural Area	6770 Murray Ave. SW		Open Spaces, Parks and Facilities Inventory, Seattle Department of Parks and Recreation, August 1989 Urban Villages Open Space Analyses, Office of Management and Planning
Electrical power	Delridge substation	5935 - 26th Av SW	197 Megawatts	This village is located in City Light's Southwest forecast area, which has a total capacity of 427 megawatts.
Water	This village is located in the 488 pressure zone. Water comes from the Cedar River supply. Storage is provided by the Myrtle Reservoir (35th Av SW & SW Myrtle St) and the Charlestown Standpipe. Water is pumped to the area by the		Myrtle Reservoir: 7 million gallons Supply mains were constructed primarily between 1920 and 1949.	Seattle Water Department, October-November, 1996 In this pressure zone, elevations range from 155-315 feet above sea

¹ For an overview of City facilities, see *Community Services and Facilities, Public Utilities Background Report*, City of Seattle, Office of Management and Planning, 1990.

² The nearest station is listed; Fire and Emergency Medical Services are generally provided by the nearest station. In the case of larger fires, firefighting and medical resources are also dispatched from other stations. Aid units and fire engines are equipped to handle many medical emergencies; medic units are dispatched to serious medical emergencies.

³ Through the student assignment plan, the village is served by a number of designated regular elementary schools, and at least six Seattle School District Alternative Schools. School capacities are determined in part by the mix of programs offered and the number of portable classrooms used, and are subject to change.

⁴ Parks and Other Resources shown are inside the village or within 1/8 mile of the unadopted village boundary.

Facility Type	Name	Location	Capacity	Information Sources /Comments
	West Seattle Reservoir pump and the 33rd & Spokane Pump. See Map for system locations. (Utilities Figure A4, Comprehensive Plan Appendix)		except for the line in California Ave. SW, which was constructed prior to 1919. Pipes are predominately of cast iron.	level; static water pressure ranges from 75-145 pounds per square inch. ⁵ The minimum pressure is considered very good.
Drainage & Wastewater	The village is served by a Partially Separated system. See Map for system locations. (Utilities Figure A5, Comprehensive Plan Appendix)		With Partially Separated systems, about 15% of the stormwater enters the sewer system, with the remaining 85% diverted to the storm drain system. Capacity of the Partially Separated systems in this area is considered adequate. Sewer rehabilitation projects (part of the 6-year Capital Improvement Program) are performed as needed which may enhance system capacity.	Seattle Drainage and Wastewater Utility, November 1996 Partial Separation System: A system where the water from street and major parking lot drainage is collected and transferred in one pipe or ditch and culvert system, and the other surface wastewater such as that from roof drains is carried with the sanitary sewer in a sewer pipe.

⁵ Minimum working pressure of 30 psi is the standard for new construction and 80 psi is the new standard for maximum pressure. Some areas of Seattle exceed the maximum and other areas have less than the minimum pressure.

Table 2
Capital Facilities and Utilities Analysis
Morgan Junction Residential Urban Village

Expected 6-yr. HH Growth: 82
Expected 20-yr HH Growth: 300
Land Area: 139 Acres

Facility Type	Facilities needed to accommodate:		Analysis
	6-year growth ⁶	20-year growth	
Fire	None	None expected at this time.	Fire Station #37, the closest to this urban village, has an average response time of 4.28 minutes for emergency medical calls and 5.17 minutes for fire calls. Industry standards are to maintain a 4-6 minute response time or less for emergency medical calls and a 5 minute or less response time for first response to fire emergencies. While the average response time for fire calls for this station is higher than industry standard, the fire station is located within the village's preliminary boundary. Response times to calls within the village should be well below the station average and are expected to remain so for the next six years. Fire Station #32 has an average response time of 4.57 minutes for emergency medical calls and 5.20 minutes for fire calls.
Police	None	Additional precinct space may be required.	Patrol units are allocated around-the-clock based on calls for service. Location and size of facilities are not critical to service provision. Minor facility modifications will occur as needed and funded.
Schools	School facility expansions or improvements are not expected to be required as a result of growth in this village.		Seattle School District physical goals are as follows for: a) Elementary schools: 380-535 students, 4-acre site; b) Middle school: 600-800 students, 12-acre site; and c) High School 1,000-1,600 students, 17-acre site. Currently, about 50% of public school students attend schools in their neighborhoods, and the other 50% choose schools elsewhere. Phase Two of the School District's Building Excellence program includes partial demolition, modernization, and a new addition for Fairmount Park Elementary on an expanded site. Voters have not yet approved funds for this phase.
Electricity	None	A 4th transformer and switchgear bus-section will be added to the Duwamish Substation to increase capacity in this forecast area.	Electrical demand from this village is estimated to increase by 0.1 annual average megawatts and 0.2 megawatts in a peak hour in 6 years. This village is located in City Light's Southwest forecast area. In 6 years, capacity in this forecast area will be 427 megawatts, and demand is expected to be 398 megawatts. In 20 years, capacity in this forecast area will be 547 megawatts, and demand is expected to be 471 megawatts. In both years, capacity is more than adequate to meet demand.
Water	None	None expected at this time.	Current peak day demand estimate: 0.59 million gallons per day (mgd). Peak day demand estimate in 6 yrs: 0.62 mgd or 4% increase. Peak day demand estimate in 20 years: 0.69 mgd or 16% increase. The supply and distribution network is in generally good order and appears to be adequately sized to accommodate demand through 2002. If growth is concentrated in certain locales, it is possible that local improvements would be needed. Current construction of the Scenic Heights pump station should improve water pressures for areas around the Charlestown Standpipe.

⁶ An explanation of the methodologies used to assess adequacy can be obtained from the Neighborhood Planning Office.

Facility Type	Facilities needed to accommodate:		Analysis
	6-year growth ^a	20-year growth	
Drainage and Wastewater	No new facilities are expected to be required because of new growth.		<p>The Drainage Control Ordinance requires on-site detention of stormwater runoff associated with new development or significant redevelopment. Limiting the rate of stormwater runoff from these sites more than offsets the increases in sewage flow from increased population density. The net effect of new development/redevelopment in this area will be a decrease in the peak rates of flow during storm events. Depending on the concentration of actual development, it is possible that isolated sewer capacity improvements would be needed.</p> <p>For Partially separated systems, wastes from growth will constitute small incremental flows that are not likely to exceed capacity. On-site detention requirements for new growth will address the adequacy of the drainage system for this area.</p>

Table 3
Transportation Analysis⁷ for
California & Morgan Residential Urban Village

Arterial	Segment	Arterial Class	Direction	Existing V/C ratio	Forecast 2010 V/C ratio
Fautleroy Way SW	47th Ave SW - California Ave SW	Minor	Northeastbound	0.4	0.4
			Southwestbound	0.6	0.6
Fautleroy Way SW	California Ave SW - 39th Ave SW	Principal	Northeastbound	0.4	0.4
			Southwestbound	0.9	0.9
SW Morgan St	California Ave SW - 35th Ave SW	Principal	Eastbound	0.3	0.4
			Westbound	0.3	0.4
California Ave SW	SW Holden St - SW Morgan St	Collector	Northbound	0.8	0.8
			Southbound	0.9	1.0
California Ave SW	SW Morgan St - SW Findlay St	Minor	Northbound	0.6	0.6
			Southbound	0.7	0.9
SW Graham St	48th Ave SW - Fautleroy Way SW	Collector	Eastbound	0.3	0.3
			Westbound	0.3	0.3

The volume-to-capacity (V/C) ratio is an indicator of congestion. The table above shows existing V/C ratios and projections of V/C ratios for a typical evening peak hour in 2010 for all arterials in the California & Morgan residential urban village. The existing V/C ratios are estimated from traffic counts collected in 1992 through 1995. Compare existing V/C ratios to the 2010 forecast to see the potential change over 20 years.

The V/C ratio can be used to identify areas where neighborhood or citywide transportation plans could encourage changes in travel behavior (e.g., mode, time of travel, destination) or improve operation of the street (e.g., by changing signal timing and the like). The capacity of a street is not a fixed number of vehicles that can never be exceeded. Rather, it is a relative measure of traffic flow.

Arterial segments with a V/C ratio exceeding 1.0 now or possibly in the future might warrant attention in a neighborhood plan. High V/C ratios may be tolerable if the result is to shift people into other modes, or is a result of the development densities necessary for a vital urban village.

Existing conditions: *Fautleroy Way S.W. from 39th Ave. S.W. to California Ave. S.W. has a V/C ratio of 0.9. California Ave. S.W. from S.W. Morgan St. to S.W. Holden St. also has a V/C ratio of 0.9.*

Fautleroy Way S.W. east of California Ave. S.W. and S.W. Morgan St. east of California Ave. S.W. are principal arterials. California Ave. S.W. north of S.W. Morgan St. and Fautleroy Way S.W. west of California Ave. S.W. are Transit Priority Network streets.

Future conditions: *The V/C ratio on California Ave. S.W. is projected to increase to 1.0 between S.W. Holden St. and S.W. Morgan St., and to 0.9 between S.W. Morgan St. and S.W. Findlay St. The V/C ratio on Fautleroy Way S.W. is projected to remain at 0.9 between California Ave. S.W. and 39th Ave. S.W.*

⁷ The results of this analysis are not intended for measuring concurrency. Previous concurrency analyses contained in the Comprehensive Plan indicate that Level-of-Service standards will not be exceeded by the 20-year growth projected for this area (see Comprehensive Plan Transportation Element).

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ATTACHMENT 5

**COMPREHENSIVE PLAN MAP AMENDMENTS — Urban Village Boundaries
Morgan Junction Residential Urban Village Boundary**

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ATTACHMENT 6

COMPREHENSIVE PLAN LAND USE APPENDIX B

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LAND USE APPENDIX B

Growth Planning Estimates for Urban Centers, Center Villages, Hub Urban Villages, and Residential Urban Villages

Village	Land Area in Acres	Households (HH)				Employment (Jobs)			
		Existing	Existing Density (HH/Acre)	Growth Target or Planning Estimate (HH Growth)	Estimated 2010 Density	Existing	Existing Density (Jobs/Acre)	Growth Target or Planning Estimate (Job Growth)	Estimated 2010 Density
Urban Centers & Center Villages									
Downtown Urban Center Total	945	7421	7.9	NA¹	23.4	165119	175	NA¹	241
Beltown Village	216	3492	16.2	6500	46.3	22699	105	4500	126
Denny Triangle Village	143	514	3.6	3500	28.1	22010	154	23600	319
Commercial Core Village	275	1435	5.2	1300	9.9	106823	388	27000	487
Pioneer Square Village	142	376	2.6	2100 ²	17.4	9113	64	4800 ²	98
Chinatown/Int. Dist. Village	169	1604	9.5	1300	17.2	4474	26	2800	43
First Hill/Cap. Hill Center Total	912	21673	23.6	NA¹	30.0	33393	37	NA¹	50
First Hill Village	225	5896	26.2	2400	36.9	20626	85	6100	119
Capitol Hill Village	396	12450	31.4	1980	36.4	5284	13	3000	21
Pike/Pine Village	131	2349	18.0	620	22.7	3963	30	1400	41
12th Avenue Village	160	978	6.1	540	9.5	3520	22	1200	30
Univ. Comm. Urban Center Total	770	11611	15.0	NA¹	17.8	31427	41	NA¹	52
Univ. Dist. NW Village	289	4324	14.9	1630 ³³	20.5	8625	30	3000 ³	40
Ravenna Village	122	973	8.0	480 ³³	12.0	1580	13	700 ³³	19

LAND USE APPENDIX B

Growth Planning Estimates for Urban Centers, Center Villages, Hub Urban Villages, and Residential Urban Villages

Village	Land Area in Acres	Households (HH)				Employment (Jobs)			
		Existing	Existing Density (HH/Acre)	Growth Target or Planning Estimate (HH Growth)	Estimated 2010 Density	Existing	Existing Density (Jobs/Acre)	Growth Target or Planning Estimate (Job Growth)	Estimated 2010 Density
University Campus	359	6313	17.6	0 ³	12.0	21222	59	4800 ³	72
Northgate Urb. Center Total	410	3291	8.0	NA¹	15.3	11366	28	NA¹	50
Uptown Queen Anne Urban Center Total	297	3138	10.6	NA¹	15.0	19,000	64	NA¹	75
Hub Urban Villages⁴									
Ballard	323	4279	13.2	1520	17.9	3518	11	3700	22
Fremont	339	3786	11.1	820	13.5	6937	20	1700	25
Lake City	310	2740	8.8	1400	13.3	2827	9	2900	18
W. Seattle Junction	225	1835	8.2	1100	13.0	3108	14	2300	24
Aurora Ave N @ 130th St	344	2271	6.6	1260	10.3	4027	12	2800	20
Rainier Ave @ I-90	415	2043	4.9	1200	7.8	3371	8	3500	17
South Lake Union	446	451	1.0	1700	4.8	15230	34	4500	44
Residential Urban Villages⁴									
Aurora N @ 97 th St.	288	2106	7.3	900	10.4	NA	NA	NA	NA
Greenwood	202	1283	6.4	350	8.1	NA	NA	NA	NA
Upper Queen Anne	103	1063	10.3	300	13.2	NA	NA	NA	NA

LAND USE APPENDIX B

Growth Planning Estimates for Urban Centers, Center Villages, Hub Urban Villages, and Residential Urban Villages

Village	Land Area in Acres	Households (HH)				Employment (Jobs)			
		Existing	Existing Density (HH/Acre)	Growth Target or Planning Estimate (HH Growth)	Estimated 2010 Density	Existing	Existing Density (Jobs/Acre)	Growth Target or Planning Estimate (Job Growth)	Estimated 2010 Density
Eastlake	205	2423	11.8	380	13.6	NA	NA	NA	NA
23rd Ave. S. @ S. Jackson-Union	485	3186	6.6	900	8.4	NA	NA	NA	NA
Admiral District	103	798	7.8	340	11.1	NA	NA	NA	NA
Green Lake	107	1439	13.4	400	17.2	NA	NA	NA	NA
Roosevelt	160	1007	6.3	340	8.4	NA	NA	NA	NA
Wallingford	245	1973	8.1	200	8.9	NA	NA	NA	NA
Rainier Beach	227	1482	6.5	740	9.6	NA	NA	NA	NA
Columbia City	313	1639	5.2	740	7.6	NA	NA	NA	NA
SW Barton St @ 25th Ave S	278	1654	6.0	700	8.5	NA	NA	NA	NA
Beacon Hill	171	1844	10.8	550	14.0	NA	NA	NA	NA
Crown Hill	173	929	5.4	310	7.2	NA	NA	NA	NA
MLK Jr Wy S @ Holly St	380	1247	3.3	800 ^b	5.4	NA	NA	NA	NA
South Park	264	997	3.8	350	5.1	NA	NA	NA	NA
Madison-Miller	145	1486	10.3	400	13.0	NA	NA	NA	NA
California @ SW Morgan St	139	1104	8.0	300	10.1	NA	NA	NA	NA

LAND USE APPENDIX B

Growth Planning Estimates for Urban Centers, Center Villages, Hub Urban Villages, and Residential Urban Villages

Village	Land Area in Acres	Households (HH)				Employment (Jobs)			
		Existing	Existing Density (HH/Acre)	Growth Target or Planning Estimate (HH Growth)	Estimated 2010 Density	Existing	Existing Density (Jobs/Acre)	Growth Target or Planning Estimate (Job Growth)	Estimated 2010 Density
Morgan Junction									

LAND USE ELEMENT APPENDIX B

Footnotes

- ¹ Urban centers are not assigned planning estimates. Growth targets for urban centers are established in land use element section C. Growth targets for residential and hub urban villages are established upon adoption of a neighborhood plan. Separate growth targets for urban center villages are not adopted, planning estimates will remain for guidance and monitoring.
- ² Assumes north Kingdome parking lot and vacant floor area in existing structures is available to accommodate a substantial share of household and employment growth.
- ³ Separate growth targets for the urban center villages within the University Community Urban Center are not adopted. In acting on the UCUC plan, the City Council reaffirmed the targets for the UCUC as a whole. No additional student housing growth according to UW General Physical Development Plan.
- ⁴ The areas to which numbers apply for land area, existing households and jobs, planning estimates and existing and planned densities for each hub and residential urban village are the unadopted village boundaries shown in Land Use Appendix A, above.
- ⁵ Because of the potential for redevelopment of the Holly Park Garden Community according to a neighborhood plan currently underway, a greater growth planning estimate is established for this area relative to other similar residential urban villages.

STATE OF WASHINGTON - KING COUNTY

110537
City of Seattle, City Clerk

-ss-

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The undersigned, on oath states that he is an authorized representative of The Daily Journal of Commerce, a daily newspaper, which newspaper is a legal newspaper of general circulation and it is now and has been for more than six months prior to the date of publication hereinafter referred to, published in the English language continuously as a daily newspaper in Seattle, King County, Washington, and it is now and during all of said time was printed in an office maintained at the aforesaid place of publication of this newspaper. The Daily Journal of Commerce was on the 12th day of June, 1941, approved as a legal newspaper by the Superior Court of King County.

The notice in the exact form annexed, was published in regular issues of The Daily Journal of Commerce, which was regularly distributed to its subscribers during the below stated period. The annexed notice, a

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was published on

10/01/99

The amount of the fee charged for the foregoing publication is the sum of \$ _____, which amount has been paid in full.

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Subscribed and sworn to before me on
10/01/99
[Handwritten signature]

Notary Public for the State of Washington,
residing in Seattle

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