

Neighborhood Business District Strategy Key Recommendations: Impact to the Morgan Junction Neighborhood Plan Goals and Policies
May 2005

In general, the proposed Neighborhood Business District Strategy is in conflict with the Morgan Junction Neighborhood Plan, because the Land Use section of the Neighborhood Plan recommends “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 of the urban village boundaries.”

The following table outlines the key recommendations as identified in the Neighborhood Business District Strategy, and how they are either consistent with, or inconsistent with goals and policies within the Morgan Junction Neighborhood Plan.

April 2005 Mayor’s recommendations	How this supports or does not support Morgan Neighborhood Plan
Key Recommendations	
Apply pedestrian overlays to commercial cores of neighborhood business districts.	No Pedestrian overlay currently planned for Morgan Junction A Pedestrian Overlay zone would violate the intent of the Neighborhood Plan as it currently stands.
Remove unnecessary obstacles to housing development in commercial areas.	Consistent with Land Use Policy 2.3: Concentrate multi-family residential development in the existing low density multi family zones and in the neighborhood commercial zones along California Ave. While the Neighborhood Plan supports multi-family residential uses in the commercial district, Business District Goal 1 stresses maintaining the economic vitality of the business district. Any zoning change that could potentially influence an overabundance of residential uses at ground level within the business district is in conflict with that goal.
Strengthen the pedestrian-orientation of commercial street fronts through development standards and guidelines.	Consistent with Open Space Goal 7: Provide safer, greener and more aesthetically pleasing arterial streets through the neighborhood Consistent with Open Space Policy 7.1: Focus improvements on Fauntleroy Ave SW and California Ave

	<p>SW</p> <p>Consistent with Business Dist. Goal 1: Support the economic vitality of the local business district.</p> <p>Consistent with Business Dist. Policy 1.1: Encourage improvements in the business district that will promote the diversification of the Morgan community business district.</p> <p>Consistent with Business Dist. Goal 2: Enhance the physical appearance of the Morgan Business district, so it is an attractive place for people to live, work and shop.</p> <p>Consistent with Business Dist. Goal 3: Make the business district accessible for customers and visitors.</p> <p>Consistent with Business Dist. Policy 3.3: Create a pedestrian friendly environment to encourage walking to and through the business district.</p> <p>Inconsistent with Land Use Policy 1.2 Recommendation: Do not approve changes in zone boundaries, development standards, or permitted uses for any zones within the Morgan Jct. community regardless of whether the zone is located inside or outside the urban village boundaries.</p> <p>Consistent with Land Use Goal 2: Preserve the character of the urban village by focusing new commercial and multi family development into a well planned and cohesive core.</p>
<p>Refine and simplify use and maximum size of business standards.</p>	<p>Refer to introductory statement on Page 1.</p>
<p>Revise requirements for residential amenities (open space).</p>	<p>Inconsistent with Open Space Policy 1.1: Achieve 1994 Seattle Comprehensive Plan and 1993 Department of Parks and Recreation Comprehensive Plan goals for a residential urban village, including a minimum 1/3 acre of open space per 100 residents, accessible open spaces for neighborhood parks and/or village commons, and a community garden.</p>

	<p>Inconsistent with Open Space Policy 1.3: Add open space to residential areas of the neighborhood that currently lack green space or “breathing room”.</p> <p>Could Support Housing Goal 1: Accommodate housing for a variety of demographic and income groups (<i>If reduction of personal open space, ie balconies, leads to a broader range of housing prices</i>)</p>
<p>Control building bulk with floor area ratios to encourage wider sidewalks, plazas, ground-level open spaces, or view corridors.</p>	<p>Consistent with Open Space Policy 3.3: Capitalize on opportunities within the business district to create public open space / plazas that serve as community gathering places.</p> <p>Consistent with Business Dist. Goal 2: Enhance the physical appearance of the Morgan Business district so it is an attractive place for people to live, work and shop;</p> <p>Consistent with Business Dist. Policy 2.1: Use City design guidelines to develop consistent building types and characteristics with the option of reviewing guidelines in the future.</p> <p>Consistent with Business Dist. Policy 3.3: Create a pedestrian friendly environment to encourage walking to and through the business district.</p> <p>Consistent with Business Dist. Policy 4.1: Encourage the creation of public gathering places.</p>
<p>Lower parking requirements based on demand and to support alternative transportation. In Urban Centers and high capacity transit station areas, allow the market rather than the code to determine appropriate parking supply</p>	<p>Consistent with Transportation Goal 5: Support efforts to address traffic and transportation issues which have an impact on West Seattle.</p> <p>Inconsistent with Business Dist. Policy 3.2: Pursue new and inventive ways to improve parking and access to businesses</p> <p>Inconsistent with Land Use Goal 4: Balance residential and commercial growth in the urban village with the need for adequate parking, traffic circulation and pedestrian safety on neighborhood streets.</p>

	<p>Inconsistent with Land Use Policy 4.1: Encourage developers of new commercial, mixed use, and multi-family buildings to provide sufficient off-street parking, over and above code requirements, for customers, residents, and guests of building tenants.</p> <p>Inconsistent with Land Use Policy 4.2: Increase parking requirements for new multi-family development to reflect the ratio of vehicle ownership per multi-family dwelling unit in the neighborhood.</p> <p>Inconsistent with Land Use Policy 4.3: Adjust the number of compact parking spaces allowed in new development to reflect the proportion of compact cars registered in the city of Seattle, based on Washington Department of Motor Vehicle license data.</p> <p>Inconsistent with Land Use Recommendation: Adopt resolution directing DCLU to encourage developers of new commercial, mixed-use and multi-family buildings to provide sufficient off-street parking, over and above code requirements, for customers, residents, and guests of building tenants</p>
Simplify the City’s regulations so they are easier to understand.	Neutral - No Comment
Pedestrian Recommendations	<i>Other Business District Strategy recommendation not highlighted below, is to allow residential uses at ground level (within non Pedestrian designated commercial areas), in place of commercial space. While this may help to reduce “empty storefronts”, it could potentially lead to an over-abundance of residential use at the ground level within the commercial district, thereby having a negative impact to the integrity and vitality of the commercial area.</i>
Adopt one pedestrian designation (current pedestrian 1 and pedestrian 2 designations will be re-designated “pedestrian”).	Morgan Junction not does not currently have a Pedestrian designation
Make pedestrian designation facade and parking location requirements standard in all NC	If this recommendation is tied to parking reduction recommendations, then it is inconsistent with the Neighborhood Plan’s land use goals and policies related

zones.	parking requirements (See Land Use Goal 4, and Policies 4.1 thru 4.3 above). Otherwise, the recommendation is consistent with the neighborhood plan's business district goals and policies related to economic vitality and physical appearance (Goal 1, Policy 1.1 and Goal 2, Policy 2.1).
Broaden the range of uses that qualify for street-level use in pedestrian designated areas to include community centers, hotels, medical services, and parks.	<p>The Morgan Business District is not currently a Pedestrian Designated Area. If a Pedestrian designation were to be recommended for Morgan Junction, the removal of certain business types, such as office uses, from the Pedestrian Designation zones (as recommended in the Strategy), would have a negative impact to the Morgan Junction business district. Otherwise, the recommendation is:</p> <p>Consistent with Business Dist. Goal 1: Support the economic vitality of the local Business District</p> <p>Consistent with Business Dist. Policy 1.1: Encourage improvements in the business district that will promote the diversification of the Morgan community business district.</p>
Revise criteria for establishing NC zones and pedestrian-designated areas to allow future rezones of areas that are currently more auto-oriented.	Inconsistent with Land Use Recommendation: Do not approve changes in zone boundaries, development standards, or permitted uses for any zones within the Morgan community regardless of whether that zone is located inside or outside the urban village boundaries.
Designate and expand pedestrian designated areas initially in six neighborhoods (Admiral, Columbia City, Eastlake, Greenwood, Lake City and Madison/Miller). Other neighborhood business districts will be evaluated in 2005.	If a Pedestrian Designation zone is recommended for the Morgan Junction business district in the future, the process must include a full Neighborhood Plan public review process, prior to any such zone being implemented.
Streetfront Recommendations	
Limit the setback of buildings from the sidewalk.	If this recommendation results in reduced width of sidewalks, then it would be inconsistent with the Neighborhood Plan's goals and policies related to improved pedestrian facilities. Otherwise, the recommendation is:

	<p>Consistent with Business District Goal 3: Make the business district accessible for customers and visitors.</p> <p>Consistent with Business District Policy 3.3: Create a pedestrian friendly environment to encourage walking to and through the business district.</p> <p>Consistent with Land Use Recommendation: Conduct a study to explore methods for creating wider sidewalks, including setbacks, in appropriate locations adjacent to commercial, multi-family and mixed-use developments without decreasing existing parking capacity.</p> <p>Consistent with Land Use Policy 5.2: Explore methods of creating wider sidewalks in appropriate locations adjacent to commercial, multi-family and mixed use developments.</p>
<p>Prohibit parking between a building and the street and at corners.</p>	<p>Consistent with Business District Goal 2: Enhance the physical appearance of the Morgan Business District so it is an attractive place for people to live, work and shop.</p> <p>Consistent with Business District Policy 3.3: Create a pedestrian friendly environment to encourage walking to and through the business district.</p> <p>Consistent with Land Use Goal 2: Preserve the character of the urban village by focusing new commercial and multi-family development into a well-planned and cohesive core.</p>
<p>Reduce blank walls along the pedestrian street</p>	<p>Consistent with Business District Goal 2: Enhance the physical appearance of the Morgan Business District so it is an attractive place for people to live, work and shop.</p> <p>Consistent with Business District Policy 3.3: Create a pedestrian friendly environment to encourage walking to and through the business district.</p>
<p>Maintain minimum commercial space standards to help viability of businesses</p>	<p>Consistent with Business District Goal 1: Support the economic vitality of the local business district.</p> <p>Consistent with Business District Goal 2: Enhance the physical appearance of the Morgan business district, so it is an attractive place for people to live, work and shop.</p>

	<p>Consistent with Business District Policy 2.1: Use City design guidelines to develop consistent building types and characteristics with the option of reviewing guidelines in the future.</p>
<p>Limit the number of driveways across sidewalks.</p>	<p>Consistent with Transportation Goal 2: Improve pedestrian and bicycle mobility in the Morgan Junction neighborhood to provide safe and convenient opportunities for pedestrian and bicyclists to cross arterial streets, access bus stops, and utilize neighborhood businesses and parks.</p> <p>Consistent with Business District Goal 2: Enhance the physical appearance of the Morgan Business District so it is an attractive place for people to live, work and shop.</p> <p>Consistent with Business District Policy 3.3: Create a pedestrian friendly environment to encourage walking to and through the business district.</p>
<p>Encourage the appearance of multiple Storefronts with revised street-front Design guidelines.</p>	<p>Consistent with Business District Goal 1: Support the economic vitality of the local business district.</p> <p>Consistent with Business District Policy 1.1: Encourage improvements in the business district that will promote the diversification of the Morgan community business district.</p> <p>Consistent with Business District Goal 2: Enhance the physical appearance of the Morgan Business District so it is an attractive place for people to live, work and shop.</p> <p>Consistent with Business District Policy 3.3: Create a pedestrian friendly environment to encourage walking to and through the business district.</p>
<p>Allow departures through Design Review for visually prominent residential entrances, such as “grand stairways” or stoops.</p>	<p>Inconsistent with Business District Goal 1: Support the economic vitality of the local business district (if results in overabundance of residential uses at ground level).</p> <p>May be inconsistent with Land Use Goal 3: Protect neighborhood character by limiting building heights (<i>If stairway is used to offset first floor</i>)</p> <p>May be inconsistent with Land Use Policy 3.1: Retain existing height limits in the commercial and multi-family zones (<i>If stairway is used to offset first floor</i>)</p>

	<p>May be inconsistent with Land Use Policy 3.2: Apply height limits to all parts of buildings (<i>If stairway is used to offset first floor</i>)</p>
<p>In auto-oriented areas, require landscaped, curbed, well-lit pedestrian pathways from adjacent sidewalks, through parking lots, to a retail establishment.</p>	<p>Consistent with Transportation Goal 2: Improve pedestrian and bicycle mobility in the Morgan Junction neighborhood to provide safe and convenient opportunities for pedestrian and bicyclists to cross arterial streets, access bus stops, and utilize neighborhood businesses and parks.</p> <p>Consistent with Business District Goal 2: Enhance the physical appearance of the Morgan Business District so it is an attractive place for people to live, work and shop.</p> <p>Consistent with Business District Policy 3.2: Pursue new and inventive ways to improve parking and access to businesses.</p> <p>Consistent with Business District Policy 3.3: Create a pedestrian friendly environment to encourage walking to and through the business district.</p>
<p>Use Recommendations</p>	
<p>Consolidate the list of uses. Distinguish uses only to the extent needed due to impacts or activities associated with the use.</p>	<p>Neutral – No Comment</p>
<p>Simplify size of use limitations in neighborhood commercial zones without allowing larger uses than allowed for existing businesses today.</p>	<p>Consistent with Business District Goal 1: Support the economic vitality of the local business district.</p> <p>Consistent with Business District Policy 1.1: Encourage improvements in the business district that will promote the diversification of the Morgan community business district.</p>
<p>Allow more flexibility when a new use locates in an existing structure that doesn't meet current code requirements:</p>	<p>(See Below)</p>
<p>Waive parking up to 20 spaces.</p>	<p>Inconsistent with Business District Policy 3.2: Pursue new and inventive ways to improve parking and access to</p>

	<p>businesses.</p> <p>Inconsistent with Land Use Goal 4: Balance residential and commercial growth in the urban village with the need for adequate parking, traffic circulation and pedestrian safety on neighborhood streets.</p> <p>Inconsistent with Land Use Policy: 4.1: Encourage developers of new commercial, mixed use and multi-family buildings to provide sufficient off-street parking, over and above code requirements, for customers, residents, and guests of building tenants.</p> <p>Inconsistent with Land Use Policy 4.2: Increase parking requirements for new multi-family development to reflect the ratio of vehicle ownership per multi-family dwelling unit in the neighborhood.</p> <p>Inconsistent with Land Use Policy 4.3: Adjust the number of compact parking spaces allowed in new development to reflect the proportion of compact cars registered in the City of Seattle, based on Washington Department of Motor Vehicle license data.</p> <p>Inconsistent with Land Use Recommendation: Adopt resolution directing DCLU to encourage developers of new commercial, mixed-use and multi-family buildings to provide sufficient off-street parking, over and above code requirements, for customers, residents, and guests of building tenants</p>
<p>No longer require structural changes to meet mixed use standards under certain circumstances when adding residential units to existing commercial buildings.</p>	<p>Neutral – No Comment</p>
<p>Height, Bulk and Density Recommendations</p>	
<p>Replace current 64 percent upper level lot coverage limitation for</p>	<p>Our assessment is that the proposed FAR methodology will no longer require minimal unit interior densities, as</p>

residential with floor area ratio (FAR) limits for all uses.

currently required in the Land Use code (See Table III-3). Removal of the minimal densities would be inconsistent with the city's 10-year Comprehensive Plan (2004 adopted amendments) which reduced the Morgan Junction urban village target for additional residential uses to 200 units. Without minimal densities, new residential developments could result in an overabundance of residential units above the target identified in the Comprehensive Plan. Conversely, the result could potentially increase the diversity of unit types, consistent with Housing goal 1 (Accommodate housing for a variety of demographic and income groups).

Potentially Consistent with Open Space Policy 1.2: Provide additional open space within the Morgan Junction business district.

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

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

Inconsistent with Land Use recommendation: 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.

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

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

	Consistent with Land Use Policy 5.2: Explore methods of creating wider sidewalks in appropriate locations adjacent to commercial, multi-family and mixed use developments.
Continue to allow additional floor area to meet City and neighborhood objectives such as focusing development around station areas and in revitalization areas, or as an incentive for mixed-use development.	The Station Area overlays were not addressed as part of the Morgan Junction Neighborhood Plan, since the plan was completed prior to the monorail proposal. Therefore we cannot comment on how the neighborhood would address this topic.
Eliminate current residential density limits for residential buildings.	Our assessment is that the proposed FAR methodology will no longer require minimal unit interior densities, as currently required in the Land Use code (See Table III-3). Removal of the minimal densities would be inconsistent with the city's 10-year Comprehensive Plan (2004 adopted amendments) which reduced the Morgan Junction urban village target for additional residential uses to 200 units. Without minimal densities, new residential developments could result in an overabundance of residential units above the target identified in the Comprehensive Plan. Conversely, the result could potentially increase the diversity of unit types, consistent with Housing goal 1 (Accommodate housing for a variety of demographic and income groups).
Allow a small height increase to accommodate well-designed residential streetfronts and privacy.	Inconsistent with Land Use Goal 3: Protect neighborhood character by limiting building heights. Inconsistent with Land Use Policy 3.1: Retain existing height limits in the commercial and multi-family zones Inconsistent with Land Use Policy 3.2: Apply height limits to all parts of building.
Residential Amenities Recommendations	
Require residential amenity areas in an amount equal to at least 10 percent of the gross floor area of	Inconsistent with Open Space Policy 1.1: Achieve 1994 Seattle Comprehensive Plan and 1993 Department of Parks and Recreation Comprehensive Plan goals for a

<p>residential use, up to a maximum of 50 percent of the lot area</p>	<p>residential urban village, including a minimum 1/3 acre of open space per 100 residents, accessible open spaces for neighborhood parks and/or village commons, and a community garden.</p> <p>Could support Housing Goal 1: Accommodate housing for a wide variety of demographic and income groups. <i>(if recommendation helps to save development costs)</i>.</p> <p>Could support Housing Policy 1.1: Encourage and promote home ownership for a broad range of income levels and a diverse range of people and building styles <i>(if recommendation helps to save development costs)</i>.</p>
<p>A maximum of 50 percent of on-site amenity area may be enclosed.</p>	<p>Potentially consistent with Housing Goal 1: Accommodate housing for a wide variety of demographic and income groups. <i>(if recommendation helps to save development costs)</i>.</p> <p>Potentially consistent with Housing Policy 1.1: Encourage and promote home ownership for a broad range of income levels and a diverse range of people and building styles <i>(if recommendation helps to save development costs)</i>.</p>
<p>A maximum of 50 percent of the amenity area may be met off-site, by either constructing the amenity or by making a payment in lieu to the City for park improvements near the project.</p>	<p>This recommendation is generally consistent with the Neighborhood Plan goals and policies related to development of public gathering and open spaces. However, there is concern of whether the funding for open spaces would also cover ongoing maintenance costs for those spaces.</p> <p>Potentially Consistent with Open Space Policy 1.2: Provide additional open space within the Morgan Junction business district.</p> <p>Potentially consistent with Open Space policy 3.3: Capitalize on opportunities within the business district to create public open space / plazas that serve as community gathering places.</p> <p>Potentially consistent with Business District Goal 2: Enhance the physical appearance of the Morgan Business District so it is an attractive place for people to</p>

	<p>live, work and shop.</p> <p>Potentially consistent with Business District Policy 4.1: Encourage the creation of public gathering places.</p>
Parking Recommendations	
Eliminate minimum parking requirements in Urban Centers and monorail and light rail station areas to reflect transit accessibility, and to encourage new development in Urban Centers.	<p>Inconsistent with Land Use Policy: 4.1: Encourage developers of new commercial, mixed use and multi-family buildings to provide sufficient off-street parking, over and above code requirements, for customers, residents, and guests of building tenants.</p> <p>Inconsistent with Land Use Policy 4.2: Increase parking requirements for new multi-family development to reflect the ratio of vehicle ownership per multi-family dwelling unit in the neighborhood.</p> <p>Inconsistent with Land Use Recommendation: Adopt resolution directing DCLU to encourage developers of new commercial, mixed-use and multi-family buildings to provide sufficient off-street parking, over and above code requirements, for customers, residents, and guests of building tenants</p> <p>Consistent with Business District Policy 3.1: Promote the use of transit, including possible shuttles, to reduce parking and traffic congestion.</p>
Allow on-site parking to be shared with other uses as long as it is signed short-term (4 hours or less).	Consistent with Business District Policy 3.2: Pursue new and inventive ways to improve parking and access to businesses.
Establish a one-acre surface parking maximum to reduce new impervious surfaces.	<p>Potentially Inconsistent with Land Use Policy: 4.1: Encourage developers of new commercial, mixed use and multi-family buildings to provide sufficient off-street parking, over and above code requirements, for customers, residents, and guests of building tenants <i>(If no structured parking is built as part of development)</i></p> <p>Potentially inconsistent with Land Use Policy 4.2: Increase parking requirements for new multi-family development to reflect the ratio of vehicle ownership per multi-family</p>

	<p>dwelling unit in the neighborhood <i>(If no structured parking is built as part of development)</i></p> <p>Potentially inconsistent with Land Use Recommendation: Adopt resolution directing DCLU to encourage developers of new commercial, mixed-use and multi-family buildings to provide sufficient off-street parking, over and above code requirements, for customers, residents, and guests of building tenants <i>(If no structured parking is built as part of development)</i></p>
<p>Lower parking requirements throughout commercial areas based on new demand data, transit accessibility, and City transit and walking goals.</p>	<p>Inconsistent with Land Use Policy: 4.1: Encourage developers of new commercial, mixed use and multi-family buildings to provide sufficient off-street parking, over and above code requirements, for customers, residents, and guests of building tenants.</p> <p>Inconsistent with Land Use Policy 4.2: Increase parking requirements for new multi-family development to reflect the ratio of vehicle ownership per multi-family dwelling unit in the neighborhood.</p> <p>Inconsistent with Land Use Recommendation: Adopt resolution directing DCLU to encourage developers of new commercial, mixed-use and multi-family buildings to provide sufficient off-street parking, over and above code requirements, for customers, residents, and guests of building tenants</p>
<p>Waive parking for the first 1,500 ft² of businesses, instead of 2,500 ft² per use.</p>	<p>Inconsistent with Land Use Policy: 4.1: Encourage developers of new commercial, mixed use and multi-family buildings to provide sufficient off-street parking, over and above code requirements, for customers, residents, and guests of building tenants.</p> <p>Inconsistent with Land Use Policy 4.2: Increase parking requirements for new multi-family development to reflect the ratio of vehicle ownership per multi-family dwelling unit in the neighborhood.</p> <p>Inconsistent with Land Use Recommendation: Adopt resolution directing DCLU to encourage developers of new commercial, mixed-use and multi-family buildings to provide sufficient off-street parking, over and above code requirements, for customers, residents, and guests of</p>

<p>Waive parking requirements up to 20 spaces for businesses that are locating in an existing building.</p>	<p>building tenants</p> <p>Inconsistent with Land Use Policy: 4.1: Encourage developers of new commercial, mixed use and multi-family buildings to provide sufficient off-street parking, over and above code requirements, for customers, residents, and guests of building tenants.</p> <p>Inconsistent with Land Use Policy 4.2: Increase parking requirements for new multi-family development to reflect the ratio of vehicle ownership per multi-family dwelling unit in the neighborhood.</p> <p>Inconsistent with Land Use Recommendation: Adopt resolution directing DCLU to encourage developers of new commercial, mixed-use and multi-family buildings to provide sufficient off-street parking, over and above code requirements, for customers, residents, and guests of building tenants</p>
<p>Revise requirements for bicycle parking so that the number of parking spaces doesn't decrease when the number of required car spaces is reduced or eliminated.</p>	<p>Consistent with Transportation Goal 2: Improve pedestrian and bicycle mobility in the Morgan Junction neighborhood to provide safe and convenient opportunities for pedestrian and bicyclists to cross streets, access bus stops, and utilize neighborhood businesses and parks.</p> <p>Consistent with Business District Goal 3: Make the business district accessible for customers and visitors.</p> <p>Consistent with Business District Policy 3.2: Pursue new and inventive ways to improve parking and access to businesses.</p>