Morgan Community Association
MOCA

TO: OneSeattleCompPlan@seattle.gov
DT: May 6, 2024
FM: The Board of the Morgan Community Association (MoCA)
RE: COMMENTS ON THE ONE SEATTLE PLAN COMPREHENSIVE PLAN UPDATE

The Morgan Community Association or MoCA[1] was established in 1999 following creation of the Morgan Junction Residential Urban Village in the corresponding Morgan Junction Neighborhood Plan Area. As stakeholders, MoCA continues to advocate on behalf of Morgan Junction topics in the City.

--ONE SEATTLE PLAN--

We have reviewed the Growth Strategy Detail for District 1, which shows that the Morgan Junction Urban Village is proposed to be reclassified to an Urban Center, that the boundaries of the Urban Center are proposed to expand generally to the east and to the west, and that a new Neighborhood Center is proposed on California Ave SW at SW Findley Street within Morgan Junction. The following One Seattle Plan comments are based on these proposed changes:

Consolidate the Urban Centers with frequent transit:
Currently, the Morgan Junction Urban Center has one and a half (1.5) Rapid Ride stops (California Ave SW at SW Fauntleroy Way and the NE corner of Fauntleroy Way SW at SW Myrtle). The other Rapid Ride locations at California Ave SW at SW Findley and the SW corner of Fauntleroy SW at SW Myrtle are outside of the Morgan Junction Urban Center. In order to ensure that the Rapid Ride locations are firmly affiliated with Urban Centers and that opportunities for increased density and development around the transit stops are not squandered, we recommend the following:

a) In lieu of creating a new Neighborhood Center at California Ave SW at SW Findley Street, move the northern edge of Morgan Junction Urban Center from SW Juneau Street north to SW Brandon Street (which the current northern edge of the Morgan Junction Neighborhood Plan Area) or better yet to SW Dawson Street.
b) Shift the southern edge of the Morgan Junction Urban Center from SW Myrtle Street south to SW Othello Street. This would bolster the park and open space quotient of the Urban Village as well as incorporating the Kenney Senior home site.

Use Neighborhood Centers to connect existing density
The intersection of 35th Avenue SW at SW Morgan Street which straddles a key transportation spine is completely ignored in the proposed growth strategy map.[2] The businesses, frequent transportation, and amenities around this intersection promote connection of the Morgan Junction Neighborhood Planning Area

[1] "Morgan Community Association or MoCA is a grassroots association of residents, business persons, property owners and other people who have a stake in the future Morgan Junction. These stakeholders are the heart of MoCA. Our primary purpose is to make the Morgan Junction a better place to live, work, shop and enjoy" from https://www.morganjunction.org.

[2] This intersection *was* proposed as a Neighborhood Center in early drafts of the Growth Strategy. Whoever removed it from the current plan does a great disservice to the goals of the One Seattle Plan.

and the High Point residential neighborhood. A master planned community,[3] High Point has a library, a community center, an elementary school and is one of West Seattle's most diverse neighborhoods. Indeed, Sound Transit planners have their eyes on connecting the West Seattle Junction with High Point at the next light rail expansion. The corresponding 35th Avenue corridor is filled with large apartment complexes, with room for more redevelopment. It makes sense to bring One Seattle Plan goals to this key area by designating the 35th Ave SW at SW Morgan St. intersection a Neighborhood Center.

Alternatively, the Morgan Junction Urban Center could be extended eastward to 35th along the SW Morgan Street corridor in order to take advantage of the hilltop density, commerce and connectivity.

Urban Centers Not Compatible with Critical and Sensitive Areas

Morgan Junction Urban Center is proposed to expand west of the California Ave SW and Fauntleroy Way SW borders. This expansion appears to encompass some or all of the portions of the dense impassable Eddy Street ravine, the Pelly Place Natural Area within the Pelly Place ravine, and other environmentally sensitive areas. Additionally, some of the areas lack sidewalks, adequate water lines and fire hydrants. MoCA recommends that the Urban Center expansion does not include these critical features.

--AFFORDABILITY AND MORGAN JUNCTION--

Return MHA density dollars to Morgan Junction

Since 2016, Morgan Community Association has a track record of advocating that MHA dollars be returned to the community in which they were generated. We will continue to fight against the removal of existing affordable Morgan Junction housing. We will continue to agitate for affordable housing bonus to be **granted ONLY to a development when that development contains affordable housing**. More height in Morgan Junction should translate to More affordability in Morgan Junction!

Thank You -
Morgan Community Association Board
mocacnc@gmail.com

[3] One of Seattle's most diverse neighborhoods, High Point is recognized as the first dense urban development in the nation to achieve sustainable, low-impact design on a large scale. Among its numerous environmental achievements, High Point is the first **Energy Star®-certified** multifamily community in the nation, and features one of the largest stormwater drainage systems in the country.