

Admiral Approval and Adoption Matrix

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Prepared by the *Admiral Neighborhood Planning Committee* and the City of Seattle Interdepartmental Review and Response Team. Compiled by the Strategic Planning Office. June 23, 1999. Revised by the City Council and Council Central Staff. September 27, 1999.

Introduction

PURPOSE, STRUCTURE AND FUNCTION OF THE APPROVAL AND ADOPTION MATRIX

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

The matrix is divided into two sections:

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

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

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

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

ACTIVITIES ALREADY ACCOMPLISHED BY THE ADMIRAL NEIGHBORHOOD PLANNING COMMITTEE

Preliminary Village Boundary Review

The planning committee developed a Residential Urban Village boundary that meets the needs of the entire neighborhood, was acceptable to the neighborhood, and was accepted by the City.

Implemented Activities

- Saved 75-year old trees in the planting strip at the Admiral Thriftway on 42nd Avenue SW.
- Saved nine mature trees at the Hiawatha playfield.
- Changed the proposed rampways at Hiawatha to make it safer for wheelchairs, pedestrians, and bikes.
- Renaming Queen Anne Thriftway to Admiral Thriftway

ACRONYMS AND DEFINITIONS

ACC	Admiral Community Council	NMF	Neighborhood Matching Fund (administered by DON.)
ANPC	Admiral Neighborhood Planning Committee	NPO	Neighborhood Planning Office (City of Seattle)
BTA	Building, Technology, and Athletics Levy (Seattle School District)	NSC	Neighborhood Service Center (administered by DON)
CBO	City Budget Office (part of ESD)(City of Seattle)	NSF	Neighborhood Street Fund (administered by SEATRAN)
Chamber	Admiral Chamber of Commerce	OED	Office of Economic Development (City of Seattle)
CIP	Capital Improvement Program (City of Seattle)	OEM	Office of Environmental Management (City of Seattle)
CPTED	Crime Prevention Through Environmental Design	OFFE	Office for Education (City of Seattle, Strategic Planning Office)
DCLU	Department of Design, Construction and Land Use (City of Seattle)	OH	Office of Housing (formerly part of Department of Housing and Human Services) (City of Seattle)
DON	Department of Neighborhoods (City of Seattle)	OIR	Office of Intergovernmental Relations (City of Seattle)
DPR	Department of Parks and Recreation (City of Seattle)	PSCAA	Puget Sound Clean Air Agency (also referenced by its former name, Puget Sound Air Pollution Control Agency or PSAPCA).
ECA	Environmentally Critical Areas	PBIA	Parking and Business Improvement Association (also referred to as a BIA)
EIF	Early Implementation funds (administered by DON)	ROW	Right-of-way
EMI	Environmental Management Initiative (part of OEM)	RPZ	Restricted Parking Zone
ESA	Endangered Species Act	RUV	Residential Urban Village
ESD	Executive Services Department (City of Seattle)	SAC	Seattle Arts Commission (City of Seattle)
ETC	Elevated Transit Company (Monorail organizing organization)	SCL	Seattle City Light (City of Seattle)
F&E	Families and Education Levy	SEATRAN	Seattle Transportation Department (formerly Seattle Engineering Department [SED]) (City of Seattle)
FEMA	Federal Emergency Management Agency	SFD	Seattle Fire Department
HPO	Historic Preservation Office (part of DON)	SHA	Seattle Housing Authority
HSD	Human Services Department (formerly part of Department of Housing and Human Services) (City of Seattle)	SJI	Seattle Jobs Initiative
LTA	Long Term Activity	SPD	Seattle Police Department (City of Seattle)
LUC	Land Use Code (City of Seattle)	SPL	Seattle Public Library (City of Seattle)
Metro	King County Metro Transit Division	SPO	Strategic Planning Office (formerly part of City of Seattle Office of Management and Planning [OMPI]) (City of Seattle)
NATS	Neighborhood Action Teams (administered by DON)	SPR	Single Purpose Residential
NBC	Neighborhood Business Council	SPU	Seattle Public Utilities (City of Seattle)
NDG	Neighborhood Design Guidelines	SSD	Seattle School District
NDM	Neighborhood Development Manager (DON)		

I. Key Strategies

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

The Executive recognizes the importance of the Key Strategies to the neighborhood that developed them. Given the number of Key Strategies that will be proposed from the 37 planning areas, priorities will have to be set and projects phased over time. The Executive will coordinate efforts to sort through the Key Strategies. During this sorting process, the departments will work together to create a sector work program that includes evaluation of Key Strategy elements. This may include developing rough cost estimates for the activities within each

Key Strategy; identifying potential funding sources and mechanisms; establishing priorities for the Key Strategies within each plan, as well as priorities among plans; and developing phased implementation and funding strategies. The City will involve neighborhoods in a public process so that neighborhoods can help to establish citywide priorities. Activities identified in this section will be included in the City's tracking database for monitoring neighborhood plan implementation.

The department most involved with the activities for a Key Strategy is designated as the lead. Otherwise, DON is designated as the lead. Other participating departments are also identified. The City Response lists activities already underway, and other tasks that the City has committed to commence during the 1999-2000 biennium.

1. IMPROVE THE EXISTING CHARACTER AND ENHANCE THE COMMUNITY'S IDENTITY OF THE ADMIRAL RESIDENTIAL URBAN VILLAGE AND SURROUNDING NEIGHBORHOOD

Description

The Admiral Residential Urban Village wishes to maintain a small village-like character. In order to maintain the elements that give the Village its character, and to enhance those elements, which the neighborhood would like to reinforce as growth occurs, the community has made specific recommendations to guide future development. The community has also made specific recommendations to make the Design Review process more responsive to its concerns.

Integrated City Response

The Executive supports the neighborhood's desire to develop strategies to maintain and enhance the character of the Admiral RUV. However, a number of the activities do not conform with existing policies and codes, and are not supported. Other activities are implementable, and some City efforts are currently underway or are scheduled for 1999-2000.

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 carefully analyze these code changes are limited. Priorities will need to

be identified through the sector work program to focus City efforts once resources are identified and become available.

Lead Department: DCLU

Participating Departments: SEATRAN, SAC, SPU, SCL, DPR, OED, Metro, DON

Activities Already Underway

1. DCLU staff are reviewing the parking requirements in the LUC to determine what methods might allow more flexibility to provide off-street parking. Activity 1.12, 1.14, 1.15)

Tasks to be Undertaken in 1999-2000

1. DCLU will examine the criteria used for variance and conditional use permit decisions in 2000. (Activity 1.1)
2. DCLU staff will examine expanding the Design Review program (and program thresholds) as part of its 1999 work program. DCLU staff will report to the Council during the 4th quarter, 1999. (Activity 1.31, 1.33, 1.37)

3. DCLU staff will work with the neighborhood to prepare their neighborhood specific design guidelines for Council adoption as part of its 2000 work program. (Activity 1.38)
4. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the SW Sector work program.
5. Identify next steps for continued implementation.

1. Improve the Existing Character and Enhance the Community's Identity of the Admiral Residential Urban Village and Surrounding Neighborhood						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
I. Character Plan						
1.1	Amend the Land Use Code to require that neither variances nor conditional uses be permitted unless it can be clearly shown, through a very public process, with meaningful community input, that granting the conditional use or variance enhances the Admiral neighborhood.	High	Short		DCLU	DCLU staff will examine the criteria used for variance and conditional use permit decisions as part of its 2000 work program. DCLU will present recommendations on this activity to Council in the 4 th quarter of 2000. The Admiral neighborhood's proposal will be part of the scope of that project.
1.2	The City and the Admiral community should work together to develop a process where the community can provide enhanced and meaningful input into the conditional use and variance granting process (where community desires carry more weight than they currently do).	High	Short		DCLU Community	DCLU staff will incorporate this proposal as part of the project mentioned in the response to activity 1.1.
1.3	The community existing zoning should remain with no changes within the Admiral Residential Urban Village because of the community's strong desire to maintain the existing character of the community.	High	Short		DCLU	The City recognizes the neighborhood's support for maintaining the existing zoning. Future rezone analyses will take into consideration the Council-recognized neighborhood plan policies among other criteria in evaluating any individual rezone proposals.

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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
1.4	<p>To enhance the existing character of the neighborhood, amend the Land Use Code to require that buildings should not exceed the following heights, unless it can be clearly shown, through a very public process with meaningful community input, that increasing the height enhances the Admiral neighborhood (this includes height increases allowed for sloped roofs):</p> <ul style="list-style-type: none"> • 40 feet for NC2-40, • 30 feet for NC2-30 and L3, and • 25 feet for L2 and L1 zones. 	High	Short		DCLU	<p>Neighborhood Design Guidelines provide a good method for addressing design that can enhance neighborhood character. DCLU staff will review neighborhood specific design guidelines developed through neighborhood planning. This will be done in three phases – Admiral's proposed guidelines will be reviewed in the second phase, which will occur in 2000 (see response in 1.38 for more details). Note that the height limits listed currently apply. Certain features, such as pitched roofs, are permitted an additional 5 feet at the peak of the roof. A small allowance, to a maximum of 5 feet, is also permitted for sloping lots. The current system of height limits, with certain built-in allowances, provides for transitions among neighboring zones. The changes proposed here would result in a reduction in development potential in the affected zones and would amount to a downzone. Therefore, DCLU does not support this proposal and does not believe the proposed changes are appropriate.</p>
1.5	<p>The City and the Admiral community should work together to develop a process where the community can provide enhanced and meaningful input into any height increasing exceptions including that for sloped roofs (where community desires carry more weight than they currently do).</p>	High	Short		DCLU	<p>Currently, the public has opportunities to be involved if a proposal is submitted to build higher than the current zoning allows. However, subjecting development proposals that meet the zoned height limits (and would therefore not have to undergo a process as proposed here) to an additional process would add to the cost of constructing housing or other buildings. Therefore, DCLU believes this activity should not be implemented.</p>
1.6	<p>To enhance the character of the Admiral neighborhood and improve the pedestrian experience, work with the community to identify pedestrian centers and the associated public and private improvements that are called for in the Admiral Residential Urban Village Plan. These include enhancing the street tree canopy, quality street furniture, including public benches and trash receptacles, and enhanced pedestrian street</p>	High	Short		SEATRAN SAC Community	<p>This work involves "visioning" and the development of a concept of what the Admiral neighborhood's streets could look like. SEATRAN is more than willing to review community ideas on this and try to provide guidance with technical evaluation and feedback about workability. SEATRAN has seen this kind of work implemented with DON NMF grants.</p> <p>If there is interest in tree plantings, SEATRAN's Arborist Office would be willing to join with other departments and the community to develop a planting and maintenance plan for neighborhood</p>

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	crossings.					<p>streets. Another resource for street tree projects could be SCL's Urban Street Tree Replacement Program.</p> <p>Artists can be involved in design teams or with departmental design divisions in the development and design of streetscape amenities and other development. If "1% for Art" funds are generated from the streetscape improvements or other capital development, an artist should be involved. If not, but the community seeks DON funds to implement amenities (such as gateways or other community-based projects), SAC can provide fee-based technical assistance.</p>
1.7	Work to identify means to retain the facades of the identified older structures (see the Admiral Plan, key strategy 1, Figures 7,8,9, and 10), and to encourage new development nearby to complement them aesthetically.	High	Short		<p>DON DCLU OED Community</p>	<p>For the first part of the activity (work to identify means to retain the facades), the community should apply for a NMF grant for a facade improvement program. Generally all of the City's facade improvement programs (no matter where the funding has come from) have asked for a match from the businesses. One tool that is available to help implement this activity is the application of City landmarks status. This could offer protection for those buildings that meet the landmarks criteria. The designation of a landmark usually includes more than a building's facade. DON's Office of Urban Conservation is able to provide technical assistance. Also, Community Development Block Grant (CDBG) funds are currently used for facade improvement programs. Historically the City has focused its limited Federal funds for community development corporations (CDCs) to the geographical areas with the largest concentrations of low and moderate income persons in Seattle: the Central Area, Southeast Seattle, Delridge, Pioneer Square and the International District. Therefore, facade retention will require new strategies, some of which are suggested in the citywide Policy Docket discussion related to CDCs. The Executive will review the City's existing criteria for the formation of CDCs in 1999. This activity is being considered as part of the policy discussion. Once this policy analysis is completed, this recommendation will be</p>

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						<p>reviewed again.</p> <p>The second part of this activity (to encourage new development nearby to complement them aesthetically) is a Design Review issue. One objective of Design Review is to encourage new development to complement existing development. DCLU will work with the Admiral neighborhood in 2000 on Design Review issues. Also, to best implement this activity, the community should find funding to inventory the buildings in the community and the characteristics that they want to highlight (including, but not limited to, facades). The NMF can be used for this inventory and DON can provide some technical assistance.</p>
1.8	Revise Land Use Code and City practices to require that all utilities be placed underground to enhance the streetscape and overall character of the Admiral Residential Urban Village.	Med.	Long		SPU SCL Utility Providers	Undergrounding utilities is very expensive and generally paid for by the adjacent property owner. For those wanting to convert from an overhead electrical system to underground, SCL offers the "Voluntary Underground Program." The community should submit a preliminary site drawing of the proposed area to enable SCL to develop initial engineering cost estimates for the needed utility work. The City's 1999-2000 budget includes funds to enable SCL to conduct feasibility analysis and cost estimates for proposed undergrounding of utilities in some communities. The implementation costs of the undergrounding project would have to be paid by the participating community. However, requiring that all utilities be placed underground through the LUC would be prohibitively expensive, and so revising the LUC is not supported.
1.9	Revise the Land Use Code to require that microwave transmitters and receivers be visually unobtrusive in order to enhance the streetscape and overall character of the Admiral Residential Urban Village.	Med.	Short		DCLU	The City has limited control of this issue. Currently, the FCC has preempted local governments from regulating satellite dishes and video programming dishes/panels that are less than one meter (3.28 ft) in any dimension in residential zones and up to two meters (6.56 ft) in commercial zones. However, DCLU is currently working on proposed revisions to the LUC that will implement this proposal within the parameters set by the Federal Government.

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						Note that the draft revisions to the telecom chapter, currently out for public review during in 1999, may provide DCLU with increased authority with regard to screening and rooftop antenna location, and where the department is allowed to regulate larger antennas.
1.10	Revise the Land Use Code to require that applications for reductions in parking requirements for any use demonstrate, through a very public process with meaningful community input, that reducing parking requirements enhances the Admiral neighborhood.	High	Short		DCLU Community	Currently, the public has opportunities to be involved if a proposal is submitted that includes a variance for required parking or a change in the standard amount of parking required in the Land Use Code. Subjecting development proposals that meet the parking requirements (which make allowances for situations such as shared parking and would not otherwise have to undergo a process as proposed here) would add to the cost of constructing housing and other buildings. Therefore, DCLU does not support this proposal.
1.11	The City and the Admiral community should work together to develop a process where the community can provide enhanced and meaningful input into parking requirements (where community desires carry more weight than they currently do).	High	Short		SPO DCLU Community	<p>The current standards (including the required amount of parking) in the LUC have been established using a public process. The process, included in the LUC itself, calls for public participation including a hearing before the City Council (which adopts all LUC standards).</p> <p>As part of policy docket work, the Executive is currently reviewing City policies relating to on and off-street parking. The Executive has several parking projects underway that may inform the neighborhood's recommendation.</p> <ol style="list-style-type: none"> 1. SPO, as part of the interdepartmental team, is conducting a comprehensive, though focused, parking study to provide background information that will form the basis for recommendations for certain land uses and specific parking management strategies to promote transit-oriented development around Sound Transit stations. Due to funding limitations, the parking study will not be collecting data in the Admiral neighborhood. See response to Activity 2.1. 2. DCLU, as part of the interdepartmental team, has begun to look for ways to allow flexibility in the Land Use Code to

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						provide off-street parking as part of its 1999 and 2000 work programs. This examination will be informed by the results of the SPO parking study. DCLU will maintain a list of neighborhood contacts interested in this issue and will provide notification of reports and any recommendations. Also, see response in 2.1 related to parking in the Admiral Theater area.
1.12	Consider methods to relieve the current shortage of parking, such as encouraging developers to provide more parking stalls than is currently required.	High	Short		DCLU SPO SEATRAN	Currently, there is no maximum parking requirement in the Admiral neighborhood to restrict the amount of parking that developers may want to provide. The costs of parking construction and the availability of land tend to be the barrier to providing greater amounts of parking, particularly for multi-family buildings. DCLU will make development proponents aware of the neighborhood's desire for more parking as expressed in the Admiral Residential Urban Village Plan. Also, see response to 2.1.
1.13	Revise the Land Use Code to require that future developments and significant remodels should provide for 100 percent of their parking needs as determined by a parking assessment conducted by a registered traffic engineer and approved by the neighborhood. Additional spaces should be provided, if recommended, to avoid any parking spillover into neighboring streets.	High	Short		DCLU	See response in activity 1.11. As part of the SPO parking study, the Executive will provide analysis on the City's parking requirements for various land uses, will discuss the implications of raising requirements to the City Council, and will look at parking demand data plus balancing parking needs with citywide goals and policies for transportation, housing, the environment, and other issues. While the work may not take the identical form as suggested in this activity, this activity will be considered as part of the scope of the project.
1.14	In recognition of the fact that adequate automobile parking and a viable pedestrian environment are difficult to achieve simultaneously, the Admiral Residential Urban Village Plan encourages mixed use parking structures (a structure where parking and other uses are accommodated – usually with retail or other commercial uses at the ground level) where on-	High	Short		DCLU SPO	The Executive supports providing parking off-street, where appropriate, to enhance the pedestrian environment. Also, the LUC encourages uses in NC zones, including parking garages to be compatible with the pedestrian nature of the zone. In fact, uses such as retail and restaurants are currently required along certain streets in pedestrian districts and in downtown. DCLU, as part of an interdepartmental effort, has begun to look for ways to allow

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	site parking requirements for nearby uses may be accommodated off-site at the mixed-use parking structure.					more flexibility in the LUC to provide off-street parking. The scope for this project will include this proposal. DCLU is scheduled to present recommendations to Council by the end of 1999. Also, see response in 2.1.
1.15	Well-lit, well-ventilated, below grade parking facilities are also encouraged. Consider revisions to the Land Use Code or designation of a "Pedestrian Overlay" that would require that surface parking be located in the rear of lots, and that all parking access be from the rear of the lot.	High	Short		DCLU	DCLU will evaluate the request to apply a Pedestrian Overlay District to the Admiral neighborhood as part of its 2001 work program.
1.16	Development within the Core should enhance the existing and potential activity centers. Future development in the Core that abuts single-family zoning has the twofold task of adequately addressing the scale of the commercial street within the Core and also adequately addressing the scale of the residential zone behind.	High	Short		DCLU	The neighborhood will have the opportunity to address the issue raised here as part of preparing neighborhood specific design guidelines/neighborhood guidance to be applied to future development as part of Design Review. DCLU will work with Admiral in 2000 (see response in 1.38 for more details).
1.17	Provide safer pedestrian access to and from stores and businesses, especially the large grocery stores and their parking lots.	Med.	Med.		DCLU	The City supports this goal. Making parking lots safer is a design issue. Since this is private property (even if the public uses it, such as a supermarket) the City can only address the issue if there is a direct, immediate safety concern. If this is the case, these locations can be sent directly to SEATRAN's traffic operations staff. Also, the works with the developers to come up with designs that help accomplish this goal. For new development, design guidelines are part of the solution - see 1.16.
1.18	Consider methods to ensure that the first floor of new development, fronting the street, should be retail commercial and the properties should be developed without side yard setbacks. The commercial use	High	Short		DCLU	Current zoning implements this proposal now. Design guidelines would help emphasize what the community would like to see at street level in their commercial areas. See 1.16.

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	should extend from side property line to side property line. Exceptions to this would be entryways to other uses in mixed-use developments. While the community desires retail commercial on the ground floor in the Core Commercial Area, they recognize that the real estate market may not support this at this time. The first floor, therefore, should be designed for retail at a future date and may accommodate another commercial use in the interim.					
1.19	<p>Provide for more pedestrian amenities in the Core Commercial Area. The following were noted as desired pedestrian amenities in the Core Commercial Area.</p> <ol style="list-style-type: none"> 1. Improved bus shelter aesthetics. 2. Sidewalk tree grates. 3. Pedestrian scaled lighting fixtures. 4. Better security lighting around public amenities, like bus stops and the library. 5. Attractive trash receptacles with an adequate collection schedule. 6. Attractive bike racks. 7. Banners and flower baskets on street light and utility poles. 8. Better signage for public amenities like the Community Center. 9. Improve the pedestrian experience on the east side of California Avenue SW along Hiawatha Park. 10. Aesthetically pleasing public phone stations. 	High	Short		<p>DON SEATRAN SPU OED DCLU SAC DPR SCL Metro Community</p>	<p>While most of these items are related to SEATRAN and SPU activities, they are complex, interrelated, and will require significant coordination to implement. The neighborhood should continue to work with the DON NDM to facilitate and coordinate neighborhood involvement in City actions in the Admiral district. Another potential method for coordinating work in the Admiral district is through development of a Business Improvement Association (BIA). OED notes that developing a Parking and Business Improvement Association (PBIA) would be a more effective strategy than just a BIA for the neighborhood to undertake, and this could be done under OED's BIA program. OED will work with the neighborhood planning group and the Neighborhood Business Council (which is under contract with OED – see response in see NT1) to conduct a feasibility study, if desired by the neighborhood, to determine if there is adequate support for a PBIA. A PBIA will require the support of local merchants and property owners who would agree to assess a fee on themselves. The neighborhood should contact OED for more information. Also, see response in 2.3 related to a parking district organization.</p> <p>Another program is the City's "Main Street Program" which is a mechanism business district organizations can use to develop and promote economically healthy neighborhood retail business districts. Main Street Programs, however, are typically funded on a volunteer basis by local businesses. Representatives of the</p>

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	<p>11. Aesthetically pleasing sidewalk newspaper dispensers.</p> <p>12. Mid-block pedestrian crosswalks. Especially across California Avenue in front of the Admiral Theater. (See 2.12)</p> <p>13. Improved intersections and crosswalks:</p> <p>A. Provide handicap curb cuts at all intersections and crosswalks.</p> <p>B. Higher visibility cross walks. A top priority for the community is the intersection of California Avenue SW and SW Admiral Way.</p> <ul style="list-style-type: none"> • Providing a different paving texture than the adjacent roadway. • Providing lighting in the paving. <p>C. Enhance intersections for the visually impaired with audible signals.</p> <p>D. Provide aesthetically pleasing traffic and pedestrian signals.</p> <p>E. Provide more responsive switches for pedestrians to change the traffic light to enable them to cross the street. This could include "human sensors" in the sidewalk and paving.</p> <p>14. Benches.</p>					<p>Admiral planning group should contact OED to discuss the Main Street Program in greater detail. The neighborhoods' work on Design Guidelines may also help implement portions of this activity(see response in C-1.38). These may be able to be used to help incorporate these elements in new developments. Also, the SAC may have potential to assist as an implementor as these projects may generate "1% for Art" funds.</p> <p>Finally, lighting, sidewalk maintenance and construction, and pedestrian crossings are issues that have been raised in a number of neighborhood plans and will be included on the citywide "Policy Docket" for City Council discussion. These activities will be considered as part of the policy discussion. These discussions will occur in 1999 and 2000.</p> <p>Some general comments on the specific activities are listed below.</p> <p>1. Bus shelters are under the jurisdiction of Metro. This activity will be forwarded to Metro. See response in 2.17.</p> <p>2. The community will need to work with the City Arborist to develop a street tree plan - this can include tree grates. .</p> <p>3 & 4. The neighborhood is encouraged to develop a "lighting plan" by working with SCL. The plan should include the specific location and type of lighting fixtures that will be the basis of project feasibility and cost estimates. SCL will work closely with SPD to address security issues. For lighting on arterials, SEATRAN needs to be involved for work in 1999; however, SCL will assume jurisdiction of street lights on December 31, 1999. For lighting in parks, DPR should be involved; and for lighting at bus stops, Metro has jurisdiction. Also, lighting is part of the neighborhood "Policy Docket". These discussions will occur in 1999.</p> <p>5. SPU has litter reduction programs that community groups can use. Trash collection in public spaces (other than parks) is currently provided by SEATRAN north of I-90 and by DPR south of I-90.</p>

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						<p>Although DPR is responsible for the area South of I-90, this activity takes effort away from maintenance of park spaces. DPR does not have the capability to increase trash collection. Also, if there is interest from within the community, SEATRAN could provide receptacles of the standard design. The neighborhood could paint the receptacles on their own. Note that the servicing schedule is a function of the funding set aside in the City budget. SPU provides funds and acts as a liaison for this service and hopes to address expansion needs via the commercial waste collection contract negotiations currently in progress. SPU anticipates contract negotiations to be completed by the end of the year, with new contracts to be implemented by June 1, 2000. In the meantime, SPU's Community Services Division will work with the Admiral neighborhood to find an interim solution as part of an overall litter management strategy..</p> <p>6. SEATRAN has a program for installation of bike racks. Installation of a rack requires the support and approval of the adjacent property owner. With property owner support, racks can typically be installed within three or four months. For information about this service, or to make a request for a rack, contact SEATRAN's Bicycle and Pedestrian program staff.</p> <p>7. This can be part of the street lighting plan (#3), or developed as part of a neighborhood-led Main Street program. These kinds of projects are community-led. SEATRAN has seen other neighborhoods pursue improvements like these through DON's NMF program. SEATRAN is more than willing to review community ideas on this and try to provide guidance with technical evaluation and feedback about workability. Generally this kind of work in the right-of-way requires a permit and review from SEATRAN to ensure that what is proposed would not present safety, operational, or maintenance problems.</p> <p>8. SEATRAN generally discourages the placement of direction and</p>

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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>identification signs for local public facilities in the right-of-way; however, SEATRAN can install an identification sign at the Community Center. SEATRAN does not have funds for providing this type of sign, so this would need to be paid for by some outside source, such as an NMF grant.,</p> <p>9. More details will be needed. See #7 and #3 & 4.</p> <p>10 & 11. This would be a neighborhood led activity. See #9.</p> <p>12 & 13. SEATRAN funding for crosswalks has been doubled, and the department is trying to prioritize this work. The site across from the Admiral Theater is being developed. While it might be possible to pursue a mid-block crossing here, SEATRAN believes this would be contingent upon the plans for this development, and should be taking into consideration key factors such as: planned entrance and driveway locations and parking supply. If there are additional crosswalk locations that community members would like to see restriped, these can be relayed to SEATRAN to be included as part of upcoming restriping work. If there are locations about which community members have immediate safety concerns, these can be sent directly to SEATRAN's traffic operations staff. Also, the installation of new signals, however, is based on meeting standard warrants for signal installation. These national standards are based on considerations including traffic speeds and volumes, pedestrian use of the intersections, and accident history. Finally, pedestrian push buttons (crossing signals) have been raised in a number of neighborhood plans and will be included on the citywide "Policy Docket" for City Council discussion. These discussions will occur in 1999. Also, if there are locations near pedestrian push buttons along these streets about which community members have immediate safety concerns, these can be forwarded directly to SEATRAN for review and response.</p> <p>13A. For curb ramps, SEATRAN also has a program. This is mainly to improve sidewalk access for wheelchair users.</p>

1. Improve the Existing Character and Enhance the Community's Identity of the Admiral Residential Urban Village and Surrounding Neighborhood

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>Community members can call requests for curb ramps directly to this program. Because this program aims to provide service citywide, it responds best to request for installation of ramps at specific intersections or along specific routes. SEATRAN's Pedestrian and Bicycle Office staff are available to work with the neighborhood on this.</p> <p>13B. SEATRAN's experience is that crosswalks are most visible when striped with white thermoplastic in the "ladder-style." Maintenance work is focused on upgrading existing marked crosswalk locations to the ladder style. If there are specific marked crosswalk locations that community members consider to be a priority, please contact the Neighborhood Transportation program. SEATRAN can explore the use of different materials to mark crosswalks. However, SEATRAN's experience is that installation of decorative crosswalks – using materials such as pavers – is expensive to install and maintain. If there is strong interest in maintaining this idea as a priority over other activities, SEATRAN will offer to look at an intersection identified by the planning group. This would be to estimate the cost of this work and identify some basic design parameters for this kind of work – that the planning group could use to determine if it would want to continue in pursuit of this kind of improvement. To do this, SEATRAN would need to be presented a concept of what is being proposed – a location and the crosswalk material envisioned being used – for this kind of improvement.</p> <p>14. The installation of new benches is a neighborhood-led activity. This type of activity is eligible for a NMF grant.</p>
1.20	Vacant shops should appear occupied and maintained in order to improve the pedestrian experience and the overall image of the Commercial Core Area.	High	Short		OED Chamber Community	The best avenue for encouraging private property owners to make such improvements would be the West Seattle Chamber or perhaps through a new PBIA (see 1.19). Also, funding for implementation might be available through a NMF grant.

1. Improve the Existing Character and Enhance the Community's Identity of the Admiral Residential Urban Village and Surrounding Neighborhood

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
1.21	Encourage viable outdoor space adjacent to the street right-of-way for outdoor dining and exterior retail. Design these spaces so they are pleasing to passing pedestrians when they are not in use.	Med.	Med.		ANPC DCLU Chamber Private property owners Community	This is a community-led activity. The LUC currently allows for viable outdoor dining spaces, such as sidewalk cafes. Permits for developing these may be applied for by individual business establishments desiring them. Therefore, DCLU believes this activity is already implementable under existing code. Another method for encouraging private property owners to implement this activity might be through the development of a PBIA (see 1.19) or through working with the West Seattle Chamber.
1.22	Encourage pedestrian-scaled architectural features.	High	Short		DCLU Community	See 1.16.
1.23	Enhance Hiawatha Park's entries.	High	Short		DPR HPO SAC	DPR is supportive of this concept but does not have funding for this work. DPR can work with the community on an NMF grant application to develop a design for the park entries. DON staff notes that Hiawatha Playfield is a City of Seattle landmark. Any changes to the park that affect the Hiawatha Playfield will require a Certificate of Approval from the Landmarks Preservation Board. Also, SAC may be an implementor as these projects may generate "1% for Art" funds.
1.24	To enhance the existing character of the community, generic chain stores should be discouraged. Franchise stores should be modified to address the unique characteristics of the Admiral neighborhood. Refer to the proposed Admiral Design Guidelines for direction on how to achieve the unique Admiral character.	High	Short		DCLU	See 1.16. Another method might be to work through a PBIA (see 1.19) to recruit businesses that the Admiral neighborhood desires.
1.25	Because the following uses are not in character with the community's vision and goals, the Land Use Code should be rewritten to prohibit the following uses within the pedestrian-oriented Admiral Residential Urban Village.	High	Short		DCLU	The City supports the neighborhood's intention to develop a more pedestrian-oriented urban village. The City's zoning designations permit or prohibit uses by categories based on aspects of the uses (such as parking and traffic issues, the potential for noise, the tendency to generate human activity, etc.). Changing the uses in

1. Improve the Existing Character and Enhance the Community's Identity of the Admiral Residential Urban Village and Surrounding Neighborhood

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<p>1. The following uses and facilities do not cater to pedestrian traffic and do not use land within the Residential Urban Village to its best potential for the community.</p> <ul style="list-style-type: none"> A. Ambulance Service Providers B. Drive Through Facilities C. Emergency Medical Care D. Gas Stations <p>2. The following are neither in keeping with the current retail customer base nor the desired character of the Admiral Residential Urban Village.</p> <ul style="list-style-type: none"> E. Check Cashing / Payday Loans F. Pawn Shops, whether traditional or contemporary <p>3. Automotive Parts and Accessory Sales do not cater to pedestrian traffic and do not use land within the Residential Urban Village to its best potential for the community. A citywide concern for this use is the need for additional treatment of surface runoff due to the amount of oil and other automotive fluids spilt on the parking surfaces.</p> <p>4. Car Washes do not cater to pedestrian traffic and do not use land within the Residential Urban Village to its best potential for the community. A citywide concern for this use is the adverse impact to adjoining properties due to the loud car stereo noise of the customers using the self-service facilities.</p> <p>5. Hospital's scale is not in keeping with Admiral's small town image.</p> <p>6. Sales and Rental of Motorized Vehicles do not</p>					<p>the categories involves demonstrating that: 1) uses to be prohibited are not appropriate (due to impacts like those listed here) alongside the permitted uses in the particular zone, and 2) that a different treatment is appropriate for a zone in Admiral vs. the same zone in other neighborhoods. DCLU does not believe these two factors are present and, therefore, does not support this proposal.</p> <p>In locations in Admiral where the neighborhood feels inappropriate uses are permitted by the existing zoning, a rezone may be the most appropriate answer. Perhaps a Pedestrian Overlay District designation, which limits ground floor uses much in the manner proposed, would do the job. See response in 1.15 related to pedestrian overlay work. Also, DCLU will work with the neighborhood, as part of its 2001 work program, to undertake a land use planning exercise to determine if rezoning other than Pedestrian Overlays are appropriate to better achieve the neighborhood's vision and meet the City's criteria for rezones.</p>

1. Improve the Existing Character and Enhance the Community's Identity of the Admiral Residential Urban Village and Surrounding Neighborhood

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<p>cater to pedestrian traffic and do not use land within the Residential Urban Village to its best potential for the community. The community's concern is that large parking lots are not in keeping with the desired character of the Admiral neighborhood and that larger scale facilities are also out of character with the neighborhood's desires.</p>					
1.26	<p>Following are land uses the community felt were potentially detrimental to the Admiral neighborhood. The Land Use Code should be rewritten to address the following issues within Admiral.</p> <p>1. For the following, there are other neighborhoods within Seattle that are better suited for this use. Desired amenities and public transportation service for this use are underdeveloped within the Admiral neighborhood. A citywide concern for this use is that inadequate management of these facilities has an adverse impact on the neighborhood. Proper management and policing would address the community's concerns.</p> <ul style="list-style-type: none"> G. Adult Family Homes H. Emergency and Transitional Housing <p>2. The following larger facilities are not in keeping with the small town character of the Admiral community. Larger scale facilities could, through scale reducing design techniques, be compatible with the neighborhood.</p> <ul style="list-style-type: none"> I. Government Buildings J. Light Manufacturing 	High	Short		DCLU	See response to 1.25.

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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<p>K. Research and Development Laboratories</p> <p>L. Roller Skating or Ice Skating Rink</p> <p>M. Theaters Larger than Four Screens</p> <p>3. Blueprinting and Photostatting Stores, because smells from these uses often escape to adjoining properties. The ANPC agrees that with proper management and policing this concern can be addressed.</p> <p>4. Nursing Homes with a Maximum of Eight Residents: Facilities of this nature have a greater parking impact than is accommodated by the currently required parking requirements. Requiring additional parking within the Admiral neighborhood would address this concern. The ANPC feels nursing homes should be dispersed, small scale, and aesthetically integrated to be in keeping with the Admiral small town image.</p> <p>5. Nursing Homes: The ANPC's concerns were that the design of these facilities are generally out of character with that of the Admiral Residential Urban Village, the parking required for these facilities is inadequate, and a concentration of these facilities would adversely affect the character of the community. The character of these facilities is addressed with Admiral's proposed design guidelines. Requiring additional parking within the Admiral neighborhood would address this concern. The ANPC feels nursing homes should be dispersed, small scale, and aesthetically integrated to be in keeping with the Admiral small town image.</p> <p>6. Park and Pool Lots (For Car Pooling, not Park-</p>					

1. Improve the Existing Character and Enhance the Community's Identity of the Admiral Residential Urban Village and Surrounding Neighborhood

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	and-Ride): Within the Admiral neighborhood, adequate parking is necessary. Parking lots for commuting have a marginal benefit to the commercial aspect of the neighborhood. If, however, the lots are designed per the proposed Admiral Design Guidelines their impact will be minimized.					

II. Public Design Elements

1.28	Define locations for new pedestrian lighting fixtures to be installed on sidewalks. Provide energy efficient high quality lighting.	High	Short		SCL SEATRAN	See response in 1.19 related to street and sidewalk lighting.
1.28 B	Identify a symbolic focus for community pride and economic development.	Med.	Short		ANPC Community SAC DON	This is a neighborhood-led activity. This would be best done through a local chamber or a new PBIA (see 1.19). Also, streetscape improvement projects benefit from the inclusion of artists in the design of unifying elements. Artists can be involved in the design of street amenities and furniture. If done through the neighborhood arts councils, SAC can provide fee-based technical assistance. Finally, the community can apply for a NMF grant to fund projects that instill pride in the community. Many project types are eligible. Please contact DON for more information or to pursue this activity.
1.29	Adopt guidelines for the design of public elements. These could include: <ul style="list-style-type: none"> • Light standards. • Outdoor benches. • Paving treatments. • Directional signage and other public amenities. 	High	Short		DCLU SEATRAN Design Commission SAC	SEATRAN notes that there are standards for the design and installation of public elements, including light standards, paving, and signs. These tend to be national standards and are generally driven more by considerations of safety, operations, and maintenance than aesthetics. For the development of aesthetic standards more to build and/or enhance specifically the character of Admiral, see responses to 1.6 and 1.19. Finally, artists can be involved in design teams or with departmental design divisions in the development and design of streetscape

1. Improve the Existing Character and Enhance the Community's Identity of the Admiral Residential Urban Village and Surrounding Neighborhood

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						amenities and other development. If "1% for Art" funds are generated from the streetscape improvements or other capital development, an artist should be involved. If not, but the community seeks DON funds to implement amenities (such as gateways or other community-based projects), SAC can provide fee-based technical assistance.

III. Admiral Neighborhood Design Guidelines

1.30	The community strongly recommends that the City continue to exempt single family development on single family zoned property from the design standard process.	High	Short		DCLU	DCLU supports this recommendation. Current program thresholds implement this proposal.
1.31	Modify the Land Use Code to apply the proposed Admiral Design Guidelines to projects in land zoned L3 outside the village and inside the Planning area.	High	Short		DCLU	Property zoned L3 that is within the urban village is subject to design review. This is not the case for projects outside the urban village. However, DCLU will examine expanding the Design Review program (and program thresholds) as part of its 1999 work program. DCLU staff will report to the Council during the 4 th quarter, 1999.
1.32	Modify the Land Use Code to require that any rezone to L3 or higher, proposed within the Planning area, should include compliance with the proposed Admiral Design Guidelines as a condition of the rezone.	High	Short		DCLU	Currently, development proposals that meet threshold requirements for the Design Review program are required to go through the Design Review process which will consider all applicable design guidelines. See C-1.38 related to how the City will review the community's proposed design guidelines.
1.33	Modify the Land Use Code to reduce the threshold for design review to include all new development and exterior remodels, except in SF zoned areas that meet SF zone criteria.	High	Short		DCLU	Expanding the number and type of projects that are subject to Design Review will be examined by DCLU in 1999.
1.33 B	Develop meaningful community involvement in the location and design of commercial and multi-family development proposals.	High	Short		DCLU Community	Design review is a public process established to enable meaningful public involvement. NDGs provide perhaps the best opportunity to further develop community involvement as proposed here. (see response in 1.38 related to NDGs). Working through the Design

1. Improve the Existing Character and Enhance the Community's Identity of the Admiral Residential Urban Village and Surrounding Neighborhood

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						Review process, and with DON's NDM, the neighborhood's stewardship group can strive to influence the development that occurs in the community. Also, see response in 1.34 related to the Design Review public process.
1.34	Add a new design review district with a boundary corresponding to the Admiral Planning boundary.	High	Short		DCLU	DCLU, the Seattle Design Commission and the City Council staff recently examined the Design Review program and recommended changes to the program and the City Council revised the program. Part of this revision included consolidating some of the geographic areas and reducing the number of board members. This was done to increase participation and to increase consistency in the recommendations. DCLU does not believe that circumstances have changed to warrant reexamining this issue and does not support this proposal to change the Design Review process or board composition.
1.35	Change the Land Use Code to require that the members of a design review board must live, work full time, or own property within the design review district whose board they serve on. One of the "at large" positions, however, must be from outside the district to give a regional perspective to the board. A second "at large" position member may also be from outside the district.	High	Short		DCLU	The board is composed of an interdisciplinary team which includes specified members whose responsibility is to represent community interests, and local residential community and business interest. It takes a significant commitment of time to serve on this board, and there are a limited number of professionals who are available to do this work. As noted in the response to 1.34, this is part of the reason the number of boards were recently consolidated, and board member requirement not changed. DCLU believes the current requirements represent the practical extent to which the City can specify where board members live and work. Therefore, DCLU does not support this proposal.
1.36	Change the Land Use Code to permit that a design review board may review projects outside of its designated district to expedite review, provided that 4 out of 5 board members petition the Director of DCLU to reassign the review, and that the local community representative and local business representative	High	Short		DCLU	See DCLU responses to 1.34 and 1.35.

1. Improve the Existing Character and Enhance the Community's Identity of the Admiral Residential Urban Village and Surrounding Neighborhood

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	shall review development only within their district.					
1.37	Change the Land Use Code to change the zones for which design review applies to include L1 and L2 within the Admiral Residential Urban Village.	High	Short		DCLU	See 1.33.
1.38	Adopt neighborhood design guidelines to supplement the City's existing guidelines. The guidelines will address specific priorities and recommendations concerning: <ul style="list-style-type: none"> • Transitions between zones and • Walkability in the Admiral Business District. 	High	Short		DCLU	DCLU will address neighborhood specific design guideline proposals starting 2nd quarter 1999, and ongoing throughout 2000. DCLU will work with neighborhoods using a three-phased process, which will package neighborhood proposals in sets of approximately 6 neighborhoods each. First, the more fully developed neighborhood design guideline proposals will be reviewed by DCLU and the neighborhoods with the goal of Council adoption of the first package before the end of 1999. In the second and third phases, DCLU will work with remaining neighborhoods whose guideline proposals are more formulative with the goal being presentation to Council in 2000, likely in the 2nd and 4th quarters. Admiral's guidelines fit into the 2nd phase of the process, and will be reviewed during 2000.
IV. Land Use						
1.39	Do not allow Small Lot Zoning within the Admiral Planning Area.	High	Short		DCLU	Small lot zoning must be recommended in a neighborhood plan to be implemented. The Admiral Residential Urban Village Plan does not recommend applying this zone. Therefore, as requested by the neighborhood, small lot zoning will not be allowed.
1.40	Encourage the West Seattle Chamber of Commerce and the Admiral Community Council to promote Admiral as a high quality, diverse neighborhood where developers and businesses benefit from sustaining excellence and filling local needs.	High	Short		OED Community	OED has a working relationship with the West Seattle Chamber and support the planning group's efforts to encourage and foster a working relationship between the Chamber and the Admiral Community Council.
V. Community Activities						

1. Improve the Existing Character and Enhance the Community's Identity of the Admiral Residential Urban Village and Surrounding Neighborhood

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
1.41	Support participation in the Admiral Community Council and other neighborhood organizations. Get the word out about what the Community Council and other organizations do, when they meet and how people can get involved through newsletters, special events and word of mouth.	High	Short		DON Community	The Neighborhood Service Center already provides this service for Community Councils. The Community Council should continue work with the Neighborhood Service Center coordinator for West Seattle to publicize events and activities going on in the community.
1.41 B	Identify a process beyond physical planning that will bring added value to the Admiral neighborhood.	High	Med.		Community	This is a community-led activity. However, for City departments to be involved, the community needs to more fully define what outcome they would like to see from this effort.

VI. Open Space

1.42	Change the name of Belvedere Viewpoint Park to Admiral Viewpoint.	Med.	Short		DPR Community	The Parks Naming Committee considered this proposal in the spring of 1998. Existing policy allows for park name changes only in rare circumstances and the committee determined that the existing name had historical value. As a result, the application was not approved. The community has indicated that their goal is to provide a gateway for the Admiral Neighborhood, but because of the exiting naming policies a park name change would probably not be the best way to achieve this goal. However, DPR will work with the community on an interpretive sign describing the relation of the viewpoint to the development of the Admiral community. The City will work with the community to explore options for creating a gateway to Admiral. The NMF might be an appropriate fund source for gateway improvements. DPR can work with the community if it wants to pursue the name change again with the Parks Naming Committee.
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2. ALLEVIATE TRAFFIC AND PARKING PROBLEMS

Description

Although Admiral envisions a pedestrian friendly business district, it also recognizes the need to provide adequate parking to support businesses and residences. This strategy proposes a comprehensive analysis of the current and future parking demand and development of solutions that are appropriate to Admiral.

Integrated City Response

For the most part, the activities in this Key Strategy focus on transportation studies. While the City supports the neighborhood's desire to more closely scrutinize transportation issues, funding for this type of work is limited. The City believes that the formation of an Admiral Parking and Business Improvement Association may be an effective method for moving this Key Strategy towards implementation. Also, priorities will need to be identified through the sector work program to focus City efforts once resources are identified and become available.

Lead Department: SEATRAN

Participating Departments: DCLU, OED, SPO, SPD, Metro, SAC

Activities Already Underway

1. The South Police precinct staff are currently assessing the traffic safety needs within the boundaries of the Precinct to determine what additional enforcement efforts may be needed. Staff will then work with both the Traffic and Parking Enforcement divisions to develop an implementation plan. (Activity 2.6B)
2. DCLU is reviewing the LUC to consider ways to allow more flexibility to provide off-street parking. (Activity 2.1)

3. SEATRAN has been working with the community and local property owners and will extend the peak time no-parking restriction along westbound Admiral Way SW from 4-6 p.m. to 4-7 p.m. in 1999.
4. SPO is conducting a comprehensive, but focused, parking study in 1999. A report will be finished by the end of 1999.
5. The City is reviewing citywide issues related to parking garages in neighborhoods as part of the Neighborhood Planning Policy Docket. The Executive will present a report to the Council for discussion in 1999.

Tasks to be Undertaken in 1999-2000

1. SEATRAN will contact the Lafayette Elementary School principal and Hiawatha Community Center manager about any pedestrian safety issues that exist.
2. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the SW Sector work program.
3. Identify next steps for continued implementation.

2. Alleviate Traffic and Parking Problems						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
<i>I. Parking</i>						
2.1	Assess the parking problem, and recommend solutions appropriate to the Admiral neighborhood. A parking assessment should include the following: 1. Development and analysis of projected parking	High	Short		SPO SEATRAN DCLU	As noted in 1.19, the development of a PBI may be the best method for implementing this activity. An additional method is to secure funding, perhaps through a source such as the NMF, to fund a comprehensive parking study. Nonetheless, some work

2. Alleviate Traffic and Parking Problems

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<p>needs for the longer term, using parking data generated for the Admiral Residential Urban Village Plan and input from SEATRAN.</p> <p>2. Development of clear criteria for evaluating parking recommendations.</p> <p>3. Development of a complete array of alternative solutions. Solutions could include:</p> <ul style="list-style-type: none"> • Enforcement of existing City ordinances. • Development of a public parking facility within the Admiral Residential Urban Village. • Strategies to encourage underground parking to accommodate the acute parking needs. • Specific rush hour parking alternatives for California Avenue SW and SW Admiral Way. • Consider eliminating "on-street" parking on SW Admiral Way and California SW for one block in both directions during daily peak traffic periods. No parking from 7:00 am to 10:00 am and 4:00 p.m. to 7:00 p.m. There is extremely high traffic during these periods. • Identify funding sources to address parking (including specific matching fund search, small capital plans funding, and feasibility studies funding). 				OED	<p>has been done in this area and additional work is underway as noted below.</p> <p>SPO and SEATRAN conducted an on-street parking utilization and turnover study in January 1999 specifically to analyze parking issues around the Admiral Theater. The study looked at current parking demand and expected impacts if the surface parking lot across the street from the theater is redeveloped and thus not available for public parking. The study did not project future parking demand for new developments because adequate parking for such developments will be provided as required by the City's land use and environmental regulations. The study concluded that parking demand could be met by existing on-street parking capacity at all times of the day, although parkers would have some difficulty finding parking at 8 p.m. on some evenings. (The study showed that without the use of the surface lot across the street the highest demand would occur at 8 p.m. on Friday and Saturday, at which time the number of on-street spaces would exceed the demand, but only by two spaces.)</p> <p>Outlined below are several approaches to assist the neighborhood in addressing their parking issues:</p> <ul style="list-style-type: none"> • As the surface parking lots across from the Admiral Theater are redeveloped, explore the option of providing public parking in the new private developments as a way to replace the loss of the surface parking spaces. The neighborhood may want to develop an independent feasibility analysis (using professional consulting services) on their proposal to include public parking in a private development. (Note the neighborhood is proposing to use a portion of their Early Implementation funds to do parking analysis and engineering work for public parking.) The City encourages the neighborhood to include in the study analysis of future parking supply and demand, the cost and revenue projections for public parking, funding options (e.g., PBIA,

2. Alleviate Traffic and Parking Problems

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>LID, other private/business contributions, and possible partial funding by the City), and recommendations.</p> <ul style="list-style-type: none"> • Allow on-street parking for some block faces where parking is currently not allowed. This may include changing streets to one-way, narrowing streets (that would calm through-traffic) and using angled parking. • Work with Lafayette school to determine whether parking for the school can be used for theater and other local use parking during weekends and evenings when the school demand is low. • Work with the business community and residents to develop incentives and promotions for transit, carpooling, biking, and walking for employees working in the neighborhood and for others coming to the neighborhood. Consider developing a PBI (see response in 1.19). <p>While the Executive did conduct a parking study for parking issues surrounding the Admiral theater, the community may want to apply for a NMF grant or other sources to conduct a neighborhood-level parking study.</p> <p>As part of its work on the Neighborhood Planning Policy Docket, the City will be looking at the requests from numerous neighborhoods from parking garages and evaluating the policy issues related to parking garages in neighborhoods. The policy docket discussions will take place in 1999.</p> <p>With respect to eliminating on-street parking, Admiral Way SW currently has peak period restrictions on some but not all of the blocks around California Avenue. Working with the community and local property owners, SEATRAN reviewed the intersection of California Avenue SW and Admiral Way SW. SEATRAN is currently planning to extend the peak time no-parking restriction along westbound Admiral Way SW from its current 4-6 p.m. time to 4-7 p.m. This change will be made in 1999.</p>

2. Alleviate Traffic and Parking Problems

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>Additionally, as part of an interdepartmental team, SPO is now conducting a citywide comprehensive, though focused, parking study to provide background information that will form the basis for recommending approaches or solutions for: the appropriateness of parking requirements for certain land uses; specific parking management strategies to promote transit-oriented design; and on-street parking restrictions that minimize "hide-and-ride" around transit stations. The study is expected to be finished in the first quarter of 2000. The study methodology may allow the City to apply the recommendations to other City neighborhoods in the future as appropriate. However, SPO is not collecting specific parking data for the Admiral neighborhood in the SPO parking study.</p> <p>Finally, DCLU, as part of an interdepartmental effort, has begun to look for ways to allow more flexibility in the LUC to provide off-street parking. See response to 1.12.</p>
2.2	As a high priority within the parking study, specifically work with the Admiral Theater to identify all the causes for the parking problems and pedestrian/auto conflicts that occur mid-block in front of the Admiral Theater at evening shows. Develop strategies to address the parking problems and pedestrian/auto conflicts that occur mid-block in front of the Admiral Theater at evening shows.	High	Short		SPO	See 2.1. See response C-1.19 in related to mid-block crosswalks.
2.3	Recognizing that the overall parking problem cannot be solved on a lot by lot basis, the Admiral Residential Urban Village Neighborhood Plan encourages the formation of an Admiral Parking Improvement District to improve the parking situation in a holistic manner.	High	Short		OED Community	OED will work with the neighborhood planning group and the Neighborhood Business Council to conduct a feasibility study, if desired by the neighborhood, to determine if there is adequate support for a PBIA. A PBIA will require the support of local merchants and property owners who would agree to assess themselves under the City's Business Improvement Area Program. Assessments can be used to address parking issues, such as for the leasing of parking spaces for the neighborhood business district. If the neighborhood is interested in a PBIA,

2. Alleviate Traffic and Parking Problems

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						OED would be happy to meet to discuss the process.
2.4	Because of the pedestrian nature of the Residential Urban Village, vehicular access to a site should minimize vehicle/pedestrian conflicts and minimally impact surrounding properties.	High	Short		DCLU	The LUC currently contains development standards in Pedestrian Overlay Districts that seek to minimize vehicular/pedestrian conflicts and impacts. Existing Citywide design guidelines further address this issue. See response in C-1.38 related to the ANPC design guidelines.
2.5	Encourage local businesses to talk with the school district about using the Lafayette School current designated staff parking as public nighttime parking.	Med.	Short		OED SPO SSD Community	The Executive supports this recommendation (see response to 2.1). To achieve the best results, the planning group should encourage area businesses to speak as one and to express their concerns via the lead business district organization. The Neighborhood Business Council (NBC), through its contract with OED, may be able to facilitate discussions between the business community and the school district. This activity will be forwarded to SSD.

II. Traffic

2.6	<p>Obtain the following data as background for transportation studies:</p> <ol style="list-style-type: none"> 1. Maps and definitions of the functional classification of the street system, and the history of the classifications (e.g. need definitions and descriptions). 2. A current traffic flow map. 3. Current and recent historical traffic counts: <ul style="list-style-type: none"> • Machine counter output (24 hours) • Manual intersection turning movement counts. 4. The Admiral Residential Urban Village streets travel usage, volume of travel and time of day analysis. (Collect this data during normal travel days 	High	Short		SEATRAN SPD	<p>The City appreciates the level of detail that the neighborhood has put into developing this activity. This activity presents a good framework for the set up of a transportation study. See response in 2.7 related to the steps necessary to begin a transportation study.</p> <p>While a significant amount of information exists, it will be much more useful to the community if it is presented as part of a structured transportation study. Funding for a transportation study is limited and will need to be secured to implement this activity. Some general comments.</p> <p>1&2. SEATRAN will provide a map presenting the classifications of the neighborhood's streets (and description and definitions of the classifications), and a traffic flow map.</p> <p>3, 4, 6, & 7. SEATRAN can share the traffic count and vehicle and pedestrian accident information that they have available. .</p>
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2. Alleviate Traffic and Parking Problems

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<p>within the Admiral Residential Urban Village.)</p> <p>5. Conduct a preliminary traffic survey. Possible street intersections include:</p> <ul style="list-style-type: none"> • California Avenue SW and SW Admiral Way • SW Lander Street and SW Admiral Way • 41st Avenue SW and SW Admiral Way • 42nd Avenue SW and SW Admiral Way • 45th Avenue SW and SW Admiral Way <p>6. Three-year accident data by street location and type.</p> <p>7. Separate pedestrian accident data by location.</p>					<p>This kind of information can sometimes be fairly extensive. SEATRAN 's experience is that providing information to neighborhood groups works best if specific locations or intersections or street lengths are identified. If someone could provide a list of locations where this information is needed, SEATRAN will share the available information.</p> <p>5. SEATRAN has been hearing issues about congestion at the California Avenue SW and SW Admiral Way intersection – with concerns particularly about how the intersection works in the late part of the afternoon commute. In signal-related work, SEATRAN has been reviewing street operations at the intersection to see what improvements can be made. SEATRAN is currently planning to extend the peak time no-parking restriction along westbound Admiral from it's current 4-6 p.m. time to 4-7 p.m. With continued support from the community, this change will be made in 1999.If there are traffic safety problems with the other intersections, these can be forwarded directly to SEATRAN for review and response.</p>
2.6A	Identify short term problems and quick wins to traffic circulation and regulation.	High	Short		SEATRAN Community	This activity is too general to allow for good, technical feedback. Responses to this activity could range from installing a curb-cut to developing an entire corridor study. The neighborhood will need to better develop this activity to allow the City to respond.
2.6B	Enforce traffic, parking and pedestrian ordinances.	High	Short		SPD SEATRAN	The South Precinct staff are currently assessing the traffic safety needs within the boundaries of the Precinct to determine what additional enforcement efforts may be needed and then will work with both the Traffic and Parking Enforcement divisions on an implementation plan. The issue of traffic and parking enforcement has been raised in a number of the Neighborhood Plans. Parking Enforcement is an issue that is of great concern to almost every neighborhood, particularly those close to residential urban villages. Neighborhoods with a RPZ complain about a lack of enforcement of these zones while neighborhoods without an RPZ want better enforcement of existing parking regulations. The

2. Alleviate Traffic and Parking Problems

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						City will be reviewing its parking enforcement activities and will report to Council in 2000. If SPD is to meet the community's desire to have an increase in enforcement specific to the individual communities, then additional resources are going to be required; however, SPD is not currently intending to request such funds.
2.7	<p>Complete an analysis of traffic in the Urban Village. The study should evaluate and suggest solutions to:</p> <ol style="list-style-type: none"> 1. The impacts of through traffic on non-arterial street. 2. Calming traffic on arterials within the urban village; intersection and signalization improvements; and safety. Elements of the study should include the following: <ul style="list-style-type: none"> • Identify traffic circulation and regulation problems starting with the Phase I surveys. • Involve merchants and institutions whose businesses are affected by proposed traffic solutions. This could include Thriftway, Safeway, Barnecut, Starbucks, Besaw. • Provide a solution to achieve less congested streets near Thriftway and the Library. • To address traffic congestion caused by deliveries, provide for the efficient routing of deliveries. • Provide solutions to better address rush hour traffic congestion. • Determine the best way to keep through traffic off non-arterial streets. • Develop quick win solutions to traffic circulation and regulation problems. • Determine the best way to calm through traffic 	High	Short		SEATRAN	<p>The City appreciates the level of detail that the neighborhood has put into developing this activity. This activity presents a good framework for a transportation study. The broad study suggested is a large undertaking. General steps of this style of transportation planning -- where all possible uses of the street are open to consideration -- typically include:</p> <ul style="list-style-type: none"> • an inventory of present conditions; • setting goals and objectives for improvement of the street area; developing a broad vision for the area's transportation system; • developing a number of concept alternatives for the street system within this vision, evaluation them, and selecting a preferred option; • then undertaking detailed work on street design; development and evaluation of design options; • and refinement of these elements into a final design. <p>This style of planning is very resource intensive. It takes a long time to work through.</p> <p>SEATRAN does not have funding for this work, and funding will need to be secured to implement this activity. Given limited resources, one pragmatic way to begin to address some of these issues would be to select one or two as priorities and begin to better define the work that would be necessary. If this is an approach the neighborhood would like to try, SEATRAN will be available to help provide advice and guidance.</p> <p>One source of funding to implement this activity would be an</p>

2. Alleviate Traffic and Parking Problems

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<p>on arterials without decreasing capacity.</p> <ul style="list-style-type: none"> • Improve the timing of traffic signals. • Determine ways to improve vehicular traffic safety and convenience. (Prepare 2 or 3 solutions and invite participants to help choose the best solution.) • Anticipate future traffic problems, consider long term changes to circulation patterns, street forms and controls. • Provide a turn-only lane redesign to widen California Avenue SW. • Assess the merits of providing traffic signals at the corner of California Avenue SW and SW Hinds Street. 					<p>NMF grant.</p> <p>One additional method that might help the neighborhood begin to implement these recommendations is through the development of a PBIA (see response in 2.3).</p> <p>If there are traffic safety problems with specific locations, these can be forwarded directly to SEATRAN for review and response.</p>

III. Bicycle and Pedestrian

2.8	Identify and implement incentives for people to walk, bicycle or ride buses while traveling within the Admiral Residential Urban Village.	Med.	Med.		SEATRAN Metro	<p>This is a very broad request and not developed enough to allow good, specific technical feedback. If community members have specific ideas about locations in the urban village that could be improved for pedestrian and bike travel, these will be looked at by SEATRAN's Pedestrian and Bicycle Office. If community members have immediate safety concerns, these can be forwarded directly to SEATRAN for review and response. One City resource that might assist the neighborhood in developing ideas for incentives is the City's "Streets That Work" video and manual. These are available from SEATRAN.</p>
2.9	Identify needed pedestrian crossing sites.	High	Short		SEATRAN Community	<p>If there are locations that the neighborhood feels need to be looked at, these can be forwarded directly to SEATRAN. For meaningful review of locations with traffic safety concerns, it works best if SEATRAN can be provided with a:</p> <ul style="list-style-type: none"> • Specific description of the problem location(s). • Specific description of the problem(s) being seen.

2. Alleviate Traffic and Parking Problems

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<ul style="list-style-type: none"> Neighborhood contact, with phone number, whom SEATRAN can contact if they need more information and to provide information back to from their review.
2.10	Review accident data from City records.	Med.	Med.		SEATRAN	See response to 2.5 (parts 6 and 7).
2.11	Evaluate pedestrian safety issues at Lafayette Elementary and Hiawatha Community Center.	Med.	Med.		SEATRAN	SEATRAN will contact the school principal and Community Center manager about any pedestrian safety issues that exist. In work to improve pedestrian crossing conditions near the Community Center entrance, SEATRAN recently reworked the design of the intersection on the northeast corner of the Hiawatha play field.
2.12	In front of the Admiral Theatre, provide a pedestrian crossing with improved lighting and safety zone pavement marking. (See 1.19)	Med.	High		SEATRAN	<p>SEATRAN funding for crosswalks has been doubled, and the department is trying to prioritize this work. While it might be possible to pursue a mid-block crossing here, SEATRAN believes this would be contingent upon the development plans – i.e., the design for entrances and driveways, and whether or not the development would include a public garage - for the site across the street. SEATRAN is willing to work with the developer to explore the potential for installing a safe and workable mid-block crossing.</p> <p>Also, see response in C-1.19 related to mid-block crosswalks and crosswalk lighting.</p>
2.13	Develop a pedestrian/bike trail to connect the Admiral Village with Alaska Junction, Hamilton Viewpoint and the Fairmount Ravine.	Low	Med.		SEATRAN	<p>SEATRAN's Seattle Bicycling Guide Map shows that these cycling connections exist, running primarily along the residential streets 42nd, Walnut, 39th, and Fairmount Avenues SW.</p> <p>SEATRAN has reviewed a proposal from the community for a separate pedestrian and bike pathway alongside Fairmount Avenue SW, from SW Forest to SW College Streets. The finding of this review was that the cost of work to install a pathway alongside the street would be approximately \$1,000,000. This is because the street is bound very tightly on both sides by hillside and drainage ditches, and would therefore necessitate a considerable amount of grading. This would include retaining</p>

2. Alleviate Traffic and Parking Problems						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						walls to prevent slides, and fairly extensive drainage improvements. If the funds were available, implementing this activity would likely be feasible. SPU can fund drainage improvements in the City right-of-way if there are existing drainage problems.
2.14	Conduct a study of alternative routes through the neighborhood to connect these elements (as shown in 2.13) with a designated path.	Low	Med.		SEATRAN	See 2.13. If there are specific bike routes that the neighborhood would like to have improved, these will be looked at by SEATRAN's Bicycle Program staff.
IV. Transit						
2.15	Work with Metro to improve bus service from the water taxi.	Med.	Short		Metro SEATRAN Community	<p>The Executive supports the concept of water taxi service in Seattle and the region as a means of expanding the public transit system, and will aid in efforts to explore its feasibility and implementation. However, bus service to and from the water taxi is the responsibility of Metro. This activity will be forwarded to Metro on the community's behalf.</p> <p>If new bus service is added, SEATRAN will work with Metro to ensure that any routes are designed to operate safely and will not create operational problems on the local street system. The Executive is aware of some work being pursued at Metro regarding water taxi service and will continue to work with Metro on these issues where a City role is appropriate.</p>
2.16	Work with the City to choose a new passenger landing for the water taxi.	Med.	Short		SEATRAN ANPC	<p>The Executive supports the concept of Water Taxi service in Seattle and the region as a means of expanding the public transit system, and will aid in efforts to explore its feasibility and implementation. However, the overall maintenance and operation of such services are the responsibility of King County Metro.</p> <p>The existing Elliott Bay Water Taxi service was developed as a demonstration project for 1997 and 1998. DON released a final report on the Elliott Bay Water Taxi service in February 1999. The City has extended Water Taxi service for summer 1999. One</p>

2. Alleviate Traffic and Parking Problems

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>of the major concerns for continued Water Taxi service is the siting of a permanent docking facility in West Seattle.</p> <p>SEATRAN released a Docking Study in January 1999 that examined alternative terminal locations in West Seattle and Downtown with associated capital costs, permitting requirements, and possible funding sources. Based on experiences with the existing Water Taxi service, and the results of the Docking Study (i.e., a lack of potential sites for even the existing small boat), it is unlikely that a full operation and expansion of the Water Taxi service similar to Vancouver's Seabus service will be implemented in the near-term due to the need for major terminal construction in both West Seattle and Downtown.</p>
2.17	Conduct a local circulator bus feasibility study.	Med.	Short		Metro	The Executive will forward this and related transit requests to King County Metro on the community's behalf. SPO, SEATRAN and DON will review the transit service requests and transit stop improvements identified in the neighborhood plans and integrate those requested improvements into the work being done under Strategy T4 "Establish and Implement Transit Service Priorities" in the City's Transportation Strategic Plan (TSP). The Executive will report to the City Council Transportation Committee on its progress on Strategy T4 as part of its ongoing reporting requirements on the TSP and to the Neighborhoods, Growth Planning and Civic Engagement Committee.
2.18	Determine the desired role of public transit in the Residential Urban Village.	Med.	Short		Metro ANPC	This is a community-based activity.
2.19	Improve local Metro commuter options from Admiral to Alaska Junction, Morgan Junction and the water taxi Commuter ferry. Operate small vans to connect more neighbors to the new transit feeder.	Med.	Med.		Metro	See response to 2.15 and 2.17.

3. PROTECT EXISTING OPEN SPACE AND CREATE AND PROTECT MORE OPEN SPACE

Description

Experiencing nature close at hand is critical to the quality of life for Admiral residents. The Admiral Residential Urban Village Plan makes recommendations to acquire and enhance Admiral's open space. The community has proposed a variety of recommendations including: involving the neighborhood in capital improvement projects and in any surplus of City owned land, development of abandoned SCL facilities, some studies and reports, and developing neighborhood use guidelines and master plans for local parks.

Integrated City Response

The City recognizes and encourages the Admiral community's strong commitment to nature and environmental stewardship. Some of the community's recommendations will need additional study and/or funding before they can be implemented.

Lead Department: DPR

Participating Departments: SEATRAN, SPU, ESD, SCL, SAC

Activities Already Underway

1. The OEM has developed policies and procedures for departments to follow when doing major capital facilities work -- this includes soliciting comments on community priorities through the Neighborhood Council. (Activity 3.2)

Tasks to be Undertaken in 1999-2000

1. The Parks COMPLAN will be updated in 1999 to reflect changing conditions and neighborhood planning, and will work with the Admiral neighborhood. (Activity 3.4)
2. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the SW Sector work program.
3. Identify next steps for continued implementation.

3. Protect Existing Open Space and Create and Protect More Open Space						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
3.1	Support the organizations protecting and preserving Schmitz Park and the Fairmont Ravine.	High	Short		DPR Community	DPR supports organizations working in specific parks through the Adopt-A-Park program. The Friends of Schmitz Park have already started an Adopt-A-Park program. The coordinator of Friends of Schmitz Park will work with DON to contact the citizens working on Fairmont Ravine.
3.2	Work with Admiral Community Council and other community organizations to see that the neighborhood is involved in capital improvements that impact the natural environment.	High	Short		DON Admiral Community Council ANPC	The neighborhood should work closely with the NDM and the NSC staff to establish City connections to the Admiral Community Council. Also, OEM has developed policies and procedures for departments to follow when doing major capital facilities work. This annual process allows for review of the City's major maintenance plans and strives to solicit community priorities

3. Protect Existing Open Space and Create and Protect More Open Space

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
					DPR SPU ESD	<p>through the City Neighborhood Council, which is composed of representatives from the 13 District Councils. The NDMs will begin working with the NSC Coordinators and departments to see where neighborhood planning recommendations can be combined with CIP work.</p> <p>There are also several initiatives to enhance public involvement in strategic capital planning. In February 1999, the Finance and Budget Committee held three well-attended evening workshops to solicit public input on broad strategic capital planning issues. More public involvement is planned. In addition, there are departmental efforts to better incorporate community involvement in identifying and selecting capital projects. SPU, DPR and SEATRAN have been working to strengthen their public outreach processes and Executive and City Council staff are working to develop a CIP public process checklist. The goal of these efforts is to develop a consistent and effective approach to outreach to neighborhood and community groups.</p>
3.3	Develop a process to ensure neighborhood involvement and timely notification of the City's intent to surplus land that would be suitable for open space.	High	Short		ESD DPR	<p>The City supports this activity and strives to involve neighborhoods when properties become available. The City's disposition policies provide for community notification and input where there is an expressed community interest in a parcel, whether for open space or other purposes.</p> <p>As part of the neighborhood planning process, the neighborhood was provided a listing of properties that were in City ownership with information on the current use. The neighborhood was encouraged to express their desires on current or future uses in the neighborhood plan.</p> <p>ESD is listed as an implementor for a number of activities, however, ESD does not have a role in open space acquisitions unless requested by DPR. ESD's review of potentially surplus properties will include a review of neighborhood planning documents. As opportunities become available, ESD and DPR</p>

3. Protect Existing Open Space and Create and Protect More Open Space

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						will work with the Admiral community.
3.4	<p>Encourage the City to adequately fund the maintenance of parks and playgrounds to achieve a high standard of excellence. Prioritize maintenance needs within the Admiral planning area.</p> <p>Review each park and playground and prepare a written and photographic report of existing conditions, which need to be addressed by the City. This would include access for individuals with physical and mental handicaps, safety issues, enhancement of the natural environment, circulation review, access review and use review. The report should be written to achieve City action to improve the parks and playgrounds.</p>	High	Short		DPR Community	<p>DPR maintains its properties to the extent possible given limited resources, and appreciates the neighborhood's support for funding for maintenance of parks and playgrounds. DPR develops a major maintenance plan every two years and solicits public input in order to set priorities. Priorities are developed from safety and other conditions assessments and public input. Neighborhood planning groups have been included in this process during the planning effort. DPR will again be involving the public in the review of the draft Proposed Major Maintenance plan in the first quarter of 2000.</p> <p>In addition, DPR is in the process of meeting with all neighborhoods for updating the 1993 Parks COMPLAN. The COMPLAN directs the department's energies in terms of maintenance, acquisition, and development. The COMPLAN was developed in 1993 and will be updated in 1999 to reflect changing conditions and neighborhood planning. This may provide opportunities to incorporate elements (including prioritizing maintenance needs) of this activity into the long-range Parks COMPLAN update. DPR met with the Admiral Planning Group in the Spring of 1999 to discuss specific elements of their plan recommendations. Additional public process will occur to involve neighborhood-planning groups in the COMPLAN update in 2000.</p> <p>While parks are reviewed for maintenance needs, DPR does not have funding to develop a written and photographic report of existing conditions. If the neighborhood wishes to pursue this activity, DPR will work with the neighborhood to explore funding options, including the pursuit of a NMF grant.</p>
3.5	Establish neighborhood use guidelines (for park usage).	Med.	Med.		DPR Community	DPR is not certain what the community means by "use-guidelines." If additional information is available, please submit it to DPR.

3. Protect Existing Open Space and Create and Protect More Open Space

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						Note that DPR can discuss programming needs with the community through DPR's Neighborhood Assistance Planner. However, the community should be aware that the department needs to consider needs citywide and work to create a balance between the immediate neighborhood and other demands.
3.6	Inventory the amenities, configuration and use of parks, playgrounds and open spaces according to the use guidelines.	Med.	Med.		DPR Community	See responses to 3.4 and 3.5.
3.7	<p>Establish a master plan designed to achieve the best neighborhood use of schools, parks and playgrounds.</p> <ul style="list-style-type: none"> • Inventory existing conditions, amenities, configurations and uses of parks, playgrounds, schools and open spaces. • Develop a list of desirable and undesirable items, which exist or could be added or could be removed from the existing facilities. • Research each facility/space. • Create a schematic master plan of each facility. • Create a final master plan of each facility. • Review each phase of the work with the community and the City. 	High	Short		DPR SSD SPO SAC Community	<p>See response in 3.4 related to the Parks COMPLAN update. DPR does not have funding to prepare a master plan for all sites, but can work with the community if an external funding source is secured. 'Shared use of SSD facilities' has been raised in a number of neighborhood plans and is included on the citywide 'Policy Docket' for City Council discussion. This activity will be considered as part of the policy discussion. This discussion will occur in 1999.</p> <p>Finally, the SAC note that it may be appropriate to include an artist on a team that is developing guidelines for streetscape amenities or master planning for open space or other development.</p>
3.8	Create a passive open space to replace the abandoned City Light Substation in the alley near Palm Avenue SW and California Avenue SW.	Med.	Med.		DPR ESD SCL	SCL will work with City departments and interested neighborhood groups to evaluate, and make recommendations on, the disposition of this property while trying to fulfill neighborhood goals. While purchasing and developing this open space may be feasible if funding were secured, the only access to this property is from an alley. Therefore, DPR does not believe it is appropriate for park and/or open space and encourages the community to focus its priorities on other property opportunities. If the neighborhood wants to preserve this site for environmental reasons, then the access issues may be less of an issue. ESD staff notes that funds will need to be identified to provide

3. Protect Existing Open Space and Create and Protect More Open Space

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						compensation to SCL for market value of the former substation.
3.9	Create a passive open space to replace the abandoned City Light Substation on SW Admiral Way near Garlough Avenue SW.	Med.	Med.		DPR ESD SCL	SCL will work with other City departments and interested neighborhood groups to evaluate, and make recommendations on, the disposition of this property while trying to fulfill neighborhood goals. If this property becomes available for purchase and if it is appropriate for open space use, DPR can explore strategies for funding acquisition and development of this site.
3.10	Preserve the Mage overlook (1521 Sunset Avenue SW).	High	Short		DPR	DPR does not currently have funding to acquire properties and special funding such as a bond may be necessary for purchase. This activity should be weighed with others in the community and throughout the City.
3.11	Survey the neighborhood for all possible open space acquisitions.	Med.	Med.		DPR ESD	<p>The City supports this activity, but has limited funding to implement this activity. See response in 3.4 related to the Parks COMPLAN update. Work done through DPR's Open Space program may assist with this activity (or portions of this activity). Even though the Open Space program funding for acquisition is already committed, DPR's Open Space program staff can provide more information related to survey work that has been conducted.</p> <p>Also, City properties could be analyzed for feasibility for open space or a P-Patch. P-Patch and the Friends of P-Patch have developed a set of criteria to evaluate a site's P-Patch suitability. The criteria evaluate physical characteristics (sun and water access), programmatic criteria (what populations will the garden serve) and neighborhood qualities (neighborhood organization, waitlist size, existing gardens). How quickly P-Patch staff could develop these gardens, will depend in part on the score. If, however, a group emerged that is committed to organizing and building the P-Patch, then P-Patch staff would work with that group as quickly as possible. Lastly, as part of the P-Patch five</p>

3. Protect Existing Open Space and Create and Protect More Open Space

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>year plan and as part of DON's team building exercises, P-Patch staff will be working with other groups to develop demand for community gardens in areas such as this where the demand is not strong. The time frame for this approach will be at least five years out. In the meantime, the City will review City-owned parcels to determine if any can be used as temporary P-Patches or open space.</p> <p>See response to 3.10</p>
3.12	<p>In coordination with the 'Admiral Character Plan' elements, and the 'Bicycle and Pedestrian' elements of the Transportation Strategy of the Admiral Residential Urban Village Plan, determine if existing undeveloped open space is part of, or should be part of, a network which could include trails, staircases and bike paths.</p> <p>Develop a Master Plan of the Admiral community including possible, proposed, and existing trails, staircases and bike paths.</p>	Med.	Med.		SEATRAN DPR Community	<p>Funding for this activity is limited, and therefore this activity would be community-led. SEATRAN notes that part of this work involves "visioning" of what a future system could look like. This process should involve the community, SEATRAN, and other property-owning departments. Given constraints in resources, the work will need to be community-led. SEATRAN are willing to review community ideas on this and try to provide guidance with technical evaluation and feedback about workability. DPR will be involved as appropriate on DPR owned property. DPR does not have funding for this activity but can work with the community through the NMF process.</p>
3.13	<p>Develop an understanding of the Admiral neighborhood ecology and improve its stewardship.</p>	Med.	Med.		DPR ESD Community	<p>This is a community-based activity. However, some information already exists through work done by DPR's Open Space program. As the neighborhood works on this activity, DPR's Open Space program staff can provide technical assistance.</p> <p>The City has recently adopted environmental policies, procedures and guidelines (through the EMI program) that express the City's intention to conduct operations in a manner that will minimize environmental impacts and will strive to make the City a leader in environmental stewardship on a citywide basis.</p>

4. IMPROVE EXISTING CITY SERVICES

Description

The ANPC believes that, in many instances, the City has existing programs that, if enhanced, could meet the objectives of the Admiral neighborhood. This strategy focuses on recommendations and enhancement to existing programs, rather than development of new programs, to meet the services and public facility needs in the neighborhood. Recommendations include: increased collaboration with neighborhood, improving interdepartmental coordination, providing additional facilities, improving the City's notification process, improved maintenance and transit service, and conducting studies/developing plans.

Integrated City Response

The City supports the neighborhood's desire to enhance services through activities such as: increased environmental stewardship, development of public safety and emergency preparedness plans, siting of an interim police substation, development of a real estate coordinating committee, and increased maintenance.

While each department uses a prioritization process that will include neighborhood-plan activities, residents will also need to work with departments to make sure facility improvements most important to the Admiral neighborhood are included in the maintenance lists. Also, priorities within this strategy will need to be identified through the sector implementation work program to focus City efforts once resources are identified and become available.

Lead Department: DON

Participating Departments: SPD, ESD, SEATRAN, SCL, SPU, SPO, Metro, DCLU, SSD

Activities Already Underway

1. City departments are already coordinating right-of-way and utility work to minimize pavement cuts. (Activity 4.6)

Tasks to be Undertaken in 1999-2000

1. SEATRAN has completed its review of the WSTAA and is working with DON to develop the City's response strategy. In late 1999, they will advise the Council's Transportation and Neighborhoods Growth Planning and Civic Engagement committees on the response strategy, including a proposed timeline and methods for providing feedback to the community. The Council's Transportation and Neighborhoods Growth Planning and Civic Engagement committees, at that time, will provide information on how they will review and respond to the strategy. This

may include working with the Executive to make modifications as appropriate. As part of its strategy, SEATRAN and DON will meet with all of the West Seattle neighborhood planning groups in early 2000 to determine how the WSTAA will fit with the City's current neighborhood plan implementation process. SEATRAN will attempt to address neighborhood-specific concerns related to the overall WSTAA strategy.

2. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the SW Sector work program.
3. Identify next steps for continued implementation.

4. Improve Existing City Services						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
I. General						
4.1	Develop a stewardship strategy for the Admiral Residential Urban Village Plan. Define ways for the City to collaborate with the Admiral neighborhood in future planning efforts that impact the Admiral neighborhood.	High	Short		DON ANPC	<p>The NDM for the SW Sector will work with the Admiral stewardship group on identifying ways to keep the larger community involved during plan implementation and during future planning efforts that the City undertakes.</p> <p>Also, note neighborhood plan stewardship issues have been raised in a number of neighborhood plans and is included on the citywide "Policy Docket" for City Council discussion. The City is examining what process will use for on-going stewardship and continuing planning efforts. This activity will be considered as part of the policy discussion. This discussion will occur in 1999.</p>
4.1B	Support the development of public safety plans to meet growth demands.	Med.	Med.		SPD	<p>The community will need to further define the goal of this activity. The best place for the neighborhood to start in the development of public safety plans is to use the neighborhood planning tool called "A Guide to Planning Safe Neighborhoods." This tool was created for community use. In addition, Crime Prevention staff can work directly with the community to support their efforts in developing plans.</p>
4.2	<p>Provide an interim police sub-station at California Avenue SW and SW Charlestown Street.</p> <p>Working with the Executive Services Department, Seattle Police Department, Admiral Community Council, the West Seattle Anti-Crime Council and the Block-Watch program, present a case for the merits of this proposal.</p>	Med.	Med.		ESD SPD	<p>ESD/SPD long range facilities plan calls for two community police offices in West Seattle with locations still to be determined, however full funding for two locations does not currently exist. SPD has also been working with ESD, the Mayor's Office, City Council staff and the community for the purpose of developing a SW Police Precinct. Funding exists for acquisition of a site for one precinct in SW Seattle and the City is currently in negotiations over a site. Some of the important issues are distribution of officers and equipment, access and community input - these will impact siting. A funding source has also been identified for construction of the SW precinct.</p> <p>Currently, SPD staff use a 'drop in' office for patrol officers at 4750 California Ave. SW which is supported by the West Seattle</p>

4. Improve Existing City Services						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>Anti-Crime Council. This location, which is the NSC for West Seattle, also houses two Crime Prevention staff.</p> <p>The current staffing levels and budget allocated does not allow for an interim police station in this community. Developing an interim station at the site proposed by the community might not be feasible as the existing facility is already being redeveloped into a dentist's office. Other concerns are that the specific site mentioned is larger than what would be required for an interim station, and the current design of the building would require substantial modification. This redevelopment would be costly for an interim site.</p>
4.2B	<p>Acknowledge the West Seattle Anti-Crime Council and support their efforts in improving the safety of the Admiral neighborhood.</p> <p>Get the word out about the West Seattle Anti-Crime Council and how people can get involved through news-letters, special events and word of mouth.</p>	Med.	Med.		SPD Community OED	<p>SPD supports this Council with Precinct and Crime Prevention staff regularly attending Council meetings. SPD has also promoted this Council in the past and will continue to do so. SPD notes that greater involvement by the West Seattle community is also necessary to make this Council more effective.</p> <p>Also, in March 1999, OED, in collaboration with the Neighborhood Business Council and the Downtown Seattle Association, held the "Public Safety in Neighborhood Business District Workshop." OED has a file of the resources and organizations that can assist -- the neighborhood should contact OED for more information.</p>
4.3	<p>Develop a plan to make people more aware of emergency and disaster procedures.</p> <p>Get the word out about emergency and disaster procedures through newsletters, special events and word of mouth.</p>	Med.	Med.		SPD Community	<p>The City's Emergency Management section is now part of SPD. SPD has involved the West Seattle community in emergency and disaster procedures through the Department's Emergency Management Program Seattle Disaster Aid and Response Training (SDART). This training is available for the community. SPD is also looking at ways to link the Block Watches in the community with the SDART program and will continue to look at a variety of ways to bring this information to those who need it.</p>
4.4	<p>Encourage the formation of a real estate sales coordinating committee that involves governmental</p>	Med.	Med.		ESD Community	<p>The intention of this activity is unclear. The neighborhood should clarify if this committee is for public and/or private properties, and</p>

4. Improve Existing City Services						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	agencies and the local community.					<p>what the role for ESD would be.</p> <p>Note that for City-owned properties, the City's current process for transferring jurisdiction within the City (or disposing of surplus City properties to other entities) includes notification of and coordination with other governmental agencies and the community.</p>
4.5	Develop and publicize City procedures enabling community involvement in identifying and siting desired capital projects.	High	Short		ESD	See response to 3.2.
4.6	Encourage the City to provide timely and effective notification of planned road and right-of-way trenching; maintenance and upgrade activities to other utilities to improve coordination between utilities and departments and to minimize the cost and public inconvenience of road right-of-way trenching activities.	High	Short		SEATRAN SCL SPU	City departments are already working hard to coordinate right-of-way and utility work to minimize pavement cuts. SPU, SEATRAN and SCL are participating in the citywide "Consistency in Construction Communications Project" and a street-opening coordination effort designed to address these needs. Also, SPU's Drainage Study is developing policy recommendations for the future -- as the study develops, coordination in planning will be encouraged.
4.6B	Increase City maintenance of public facilities within the Admiral neighborhood.	High	Short		DON SEATRAN SCL SPU	<p>Opportunities for working with departments to address maintenance needs will be available through DON's stewardship efforts and the NDMs .</p> <p>Currently, many programs exist which may provide opportunities to implement this activity, and City departments currently work to maintain all public facilities as best as possible given budget constraints. Each department uses a prioritization process that will include neighborhood-plan activities. Departments will need additional information from the community regarding which facilities need increased maintenance, and the neighborhood is encouraged to work with the NDM, or directly contact the appropriate department to request increased maintenance.</p>
4.7	Determine what the community feels are attractive, functional streets.	Med.	Med.		SEATRAN Community	This is a neighborhood-led activity, and is a very general suggestion. Much of what SEATRAN tries to do is identify street

4. Improve Existing City Services

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						locations that need improvement and make improvements that make streets work better. Resources do not exist to make all improvements that SEATRAN and the neighborhoods would like to see. An aim of neighborhood planning is to hear from communities and understand their priorities. As improvements are made, SEATRAN will continue to strive to do them in a manner that is consistent with the priorities of the neighborhood as presented in their plans.
4.8	Develop a strategy to ensure attractive, functional streets.	Med.	Med.		SEATRAN ANPC	See response to 4.7.
4.9	Develop a prioritized list of maintenance needs for public facilities within the Admiral neighborhood.	Med.	Med.		SEATRAN ANPC ACC	The City understands this to be 'transportation' public facilities because the neighborhood listed only SEATRAN. SEATRAN does this, maintaining inventories for key street elements and records of their conditions. This is done citywide for such street elements as: pavement on arterials, stairways, retaining walls, traffic control signs, and bridges. This information is used to help prioritize the City's transportation program and capital improvement work. SEATRAN is happy to share information on priority needs in the Admiral neighborhood. For other departments besides SEATRAN, see 4.6B.
4.10	Develop a maintenance program for streets, parking facilities, pedestrian facilities and bicycle facilities.	Med.	Short		SEATRAN	See response to 4.9. Also, if there are specific maintenance sites that are needed for streets, pedestrian facilities or bicycle facilities, SEATRAN can investigate if provided with a specific location, detailed description, and neighborhood contact for the problem being observed through existing Spot Improvement Programs. Also, note that sidewalk construction and maintenance has been raised in a number of neighborhood plans and is included on the citywide 'Policy Docket' for City Council discussion. One closely related activity is the analysis of the City's ability to prioritize funding for sidewalks in Urban Villages. This activity will be considered as part of these policy discussions. These discussions will occur in 1999 and 2000.

4. Improve Existing City Services

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
4.11	Schedule major upgrades and maintenance to minimize traffic impact.	High	Short		SEATRAN	It is SEATRAN 's practice to do this. Major street work is scheduled on evenings and weekends in order to avoid major commute times.
4.11 B	Support good planning and high quality engineering with public recognition and rewards for excellence in maintenance efforts by SEATRAN.	Med.	Med.		SEATRAN Community	SEATRAN strives for good planning and high quality engineering in all projects. Development of a 'public recognition and rewards for excellence program' is a neighborhood-led activity.
4.12	Reassess the capacity of the power, water, phone line, other communication modes, and sewer needs of the neighborhood based on demographic and housing projections.	High	Med.		SPO	The capital facilities/utilities inventory and analyses, and transportation analyses, that were developed as part of the initial neighborhood planning effort are incorporated into the Comprehensive Plan by means of the Comprehensive Plan amendment ordinance. These analyses show that capacity is adequate through 2014. As SPO updates the Comprehensive Plan, periodic evaluations of capacity will be conducted.

II. Transit

4.13	Work with Metro to provide all bus stops with 10 foot candles per square foot of lighting. Encourage Metro to provide frequent bus shelter cleaning and maintenance.	High	Short		Metro SEATRAN	Metro is currently responsible for the lighting and maintenance of bus shelters. This activity will be forwarded to Metro .
4.14	Work with Metro to assure that bus routing, scheduling and transfer points keep pace with neighborhood needs. <ul style="list-style-type: none"> Explore ways to document community needs and improve communications between local bus riders and Metro. Develop an advisory document to present to Metro with follow-up meetings and solution presentations for the community. 	Med.	Med.		Metro	SEATRAN is working with Metro and will forward this recommendation to Metro to be considered in their planning process.
4.15	Post better signage at bus shelters and stops.	Med.	Med.		Metro	While this recommendation will be forwarded to Metro to be considered in their planning process, it would be helpful for the

4. Improve Existing City Services						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						neighborhood to clarify what signage is being requested.
III. Streets						
4.16	Support regional transportation strategic planning.	High	Short		SEATRAN WSDOT Community	<p>Strategic planning can be a fairly broad undertaking as there are numerous elements in transportation planning that can be considered. Some of these include the efficient movement of general traffic; movement of transit; and freight mobility.</p> <p>The strategic planning themes that have been brought up in, and are priorities for, a number of neighborhoods West Seattle are improved congestion on the West Seattle Bridge and the Spokane Street corridor, improved regional bus service, and the water taxi.</p> <p>Also, planning neighborhoods in West Seattle developed the West Seattle Transportation Action Agenda which requests that the City work with the West Seattle community in identifying: street-related needs that have broad impact on West Seattle and practical, action-oriented strategies for addressing these broad transportation needs.</p> <p>SEATRAN has completed its review of the WSTAA and is working with DON to develop the City's response strategy. In late 1999, they will advise the Council's Transportation and Neighborhoods Growth Planning and Civic Engagement committees on the response strategy, including a proposed timeline and methods for providing feedback to the community. The Council's Transportation and Neighborhoods Growth Planning and Civic Engagement committees, at that time, will provide information on how they will review and respond to the strategy. This may include working with the Executive to make modifications as appropriate. As part of its strategy, SEATRAN and DON will meet with all of the West Seattle neighborhood planning groups in early 2000 to determine how the WSTAA will fit with the City's current neighborhood plan implementation</p>

4. Improve Existing City Services						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						process. SEATRAN will attempt to address neighborhood-specific concerns related to the overall WSTAA strategy.
4.17	Solve the West Seattle Bridge bottleneck.	High	Short		SEATRAN WSDOT	<p>SEATRAN has strong interest in improving the corridor and its operation. Toward this, SEATRAN is currently pursuing State funding for the widening of the Spokane Street viaduct. A major aim of this work is to improve safety along the viaduct.</p> <p>The West Seattle Bridge and Spokane Street corridor part of a complex and heavily-used traffic system. To be effective in improving and expanding capacity on the bridge and throughout the corridor, it is important to address the limitations of adjacent and connecting roadways (e.g., the ability to take traffic from the corridor). For the bridge and Spokane Street corridor, this includes I-5 to the east and West Seattle streets to the west.</p> <p>To improve and expanding capacity of the corridor, SEATRAN will stripe an additional eastbound lane for buses over the bridge. This lane will be created by taking width from the bridge shoulder and the existing lanes and will extend from Avalon Way to 1st Avenue South. SEATRAN is aiming to make this change by fall of 1999.</p>
IV. Police and Fire						
4.18	Assess local needs for fire department services and ensure they are met.	High	Short		SFD SPO Community	See 4.12.
4.19	Provide an interim police station.	High	Short		ESD SPD	See 4.2.
4.20	Fund acquisition of a permanent "safety vehicle" for Fire Station 29.	High	Med.		SFD Community	While SFD appreciates the community's support for additional facilities, this activity will require funding that is not currently in the SFD budget. Currently, SFD has no intention of adding another "Safety Vehicle" for Station 29 or at any other station. While there

4. Improve Existing City Services						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>is no "temporary safety vehicle" at Station 29, because it is a Battalion Headquarters, there is a spare battalion chief's vehicle stationed there. This vehicle is planned for use in the event of mechanical problems with the first line chiefs vehicle. This vehicle would also be placed in service in the event of a major emergency in the West Seattle area, south end (or anywhere in the entire city), and would be staffed by an "off duty" chief officer.</p> <p>Additionally SFD does have a full time on-duty safety officer (a battalion chief) who is available 24 hours per day/7 days per week. Safety officers are responsible for incident scene safety as well as safety in the fire stations. They review procedures and practices for safety issues and monitor SFD's ongoing health/safety programs within the Fire Department. Each battalion chief and many captains have received safety officer training and all firefighters are trained to have a heightened awareness of safety issues. SFD doesn't plan on adding safety officers anytime in the foreseeable future, as they believe that the needs are met with the current dedicated safety officers.</p>
V. Environment						
4.21	Develop with businesses an anti-litter and anti-graffiti program. <ul style="list-style-type: none"> Work with the Seattle Public Utilities "Graffiti & Litter" Matching Fund Program. 	High	Short		SPU OED Chamber ANPC	SPU's Environmental Partnership Team is available to partner with community groups and businesses on these issues through Anti-Litter and Anti-Graffiti programs and matching funds. Local businesses could also apply to become a PBIA (see 1.19) and then would be eligible for PBIA supplemental funds managed by SPU. If the business community is interested in forming a PBIA, OED would be happy to meet with them.
4.22	Develop a resource book for reporting pollution problems.	Med.	Med.		SPU Community	Developing a "resource book" could be a large undertaking (e.g., there are many types of pollution problems, many different regulators depending on the nature of the problem, etc.), for which funding currently does not exist. SPU publicizes and provides brochures with reporting information

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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						for pollution issues covered by SPU programs (surface water pollution and illegal dumping). A community group interested in developing a resource guide covering a range of pollution programs could obtain funds for such a project through SPU's Grant Central Station.
4.23	Identify illegal dumping areas.	High	Med.		SPU DCLU Community	<p>SPU's Illegal Dumping Program staff are available to investigate illegal dumping problems and enforce existing laws, and support the community in self-help clean up efforts. The neighborhood should contact the Illegal Dumping Hotline at any time to report dumping. The program manager would also be happy to work with the neighborhood at problem locations.</p> <p>Code enforcement issues have been raised in a number of neighborhood plans and are included on the "Policy Docket" for City Council discussion. This discussion will occur in 1999.</p> <p>As a separate effort and citywide response to better code enforcement, DCLU has been working with Law and the Hearing Examiner to develop the proposed Citation Enforcement Process that is intended to help change behavior of code violators from whom the City has had difficulty gaining compliance in the past. The proposed process is built on the traditional citation framework, and includes features such as pre-set penalties that increase with repeat offenses, and an opportunity for a hearing to contest the violation or request mitigation of the penalty. Initially this process will be tested on five types of LUC violations, including illegal dumping, as well as a limited number of Housing and Building Maintenance Code violations. In late 1999, DCLU will prepare an evaluation of the process and make recommendations on whether or not this process should be expanded to cover more Land Use and Housing violations.</p>
4.24	Determine the best way to protect this community from landslides and land erosion.	High	Short		DCLU SPU	This activity is currently underway. City departments are working with the City Council to develop and adopt new policies and procedures in the wake of the slide events of 1997/98. DCLU ,

4. Improve Existing City Services						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>through the Stormwater, Grading, and Drainage Ordinance, requires both new and existing development to tie into the existing drainage system managed by SPU. In the case of larger developments, DCLU requires that they provide stormwater storage capacity onsite. Also, DCLU is working with SPU on the implementation of the Sustainable Building Plan, which may include incentives for developers to design more amenities into their building sites, possibly including landslide protection mechanisms.</p> <p>SPU is currently conducting a drainage policy study that may provide technical knowledge to help implement this activity. Also, drainage issues have been raised in a number of neighborhood plans and will be included on the citywide "Policy Docket" for City Council discussion. This activity will be considered as part of the policy discussion. This discussion will occur in 1999.</p>
VI. Schools and Social Services						
4.25	Develop a master plan, which recognizes and coordinates the unique location of the adjoining campuses of the West Seattle High School, Lafayette Elementary School, Hiawatha Community Center and the West Seattle Library, which insures they are used in ways which reflect the needs of the neighborhood for community service programs.	High	Short		Community SSD DPR SPL	<p>SSD is a willing and interested partner in any discussion to maximize its facilities for school and community use. However, details of the proposed master plan are needed before a specific response can be formulated.</p> <p>Note that DPR is currently involved in the discussions about the redevelopment of the West Seattle High School and the impacts and relationship of this facility to the Hiawatha Community Center. As the community is aware, the Hiawatha Community Center is in an Olmsted park. Any future planning for the site should take into account this historic legacy. DPR will participate in a discussion about this planning effort, however, the department does not have funding to lead to effort or develop the master plan.</p> <p>Also, the City has been able to successfully negotiate between SSD and DPR so that school buses will be allowed to park and pick-up and drop-off students at the High School.</p>

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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>Lastly, shared use of SSD facilities has been raised in a number of neighborhood plans and will be included on the citywide "Policy Docket" for City Council discussion. This activity will be considered as part of the policy discussion. This discussion will occur in 1999.</p>
4.26	<p>Define the recreational, educational and social service requirements for the Admiral Urban Village and develop specific plans for the efficient delivery, convenient location and equitable distribution of needed services.</p>	Med.	Med.		<p>DPR ANPC OFE HSD</p>	<p>This is a broad activity that encompasses many potential activities. Some specific responses related to the recreational, educational and social service elements are presented.</p> <p><u>Recreational.</u> DPR's COMPLAN has distribution guidelines for Community Centers and Indoor Pools, Park and Recreation Facilities, and Open Space and Parks. DPR will host a series of meetings related to updating the Parks COMPLAN in 1999 (see response in 3.4), and this work may provide opportunities to address portions of this activity. Also, the neighborhood should contact DPR directly if they have any specific requests for changes with regard to requirements and the efficient delivery of services.</p> <p><u>Educational.</u> Public schools within or near the Admiral Urban Village area are West Seattle High School, Madison Middle School, Lafayette Elementary School, and Schmitz Park Elementary School. OFE can assist the community in consultations with the District to determine if capacity needs are being met. School age educational needs assessment can be addressed by the School District's curriculum and assessment advisor. Additionally, as a result of its work in Project Lift Off, OFE can provide information related to child care and out-of-school-time resources. Community members should contact OFE for possibly new information on educational resources.</p> <p><u>Social Service.</u> HSD is interested in the neighborhood's efforts to define social service needs and develop plans for service delivery and will provide information on existing services and findings from other human services planning efforts that might be relevant to the project. The West Seattle Social Service Network would be</p>

4. Improve Existing City Services						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						an excellent resource to the Admiral group. The network has received funding to develop an online information resource for social services throughout SW Seattle.
VII. Parks and Open Space						
4.27	Address West Seattle High School outdoor sports facility needs.	Low	Long		SSD DPR	Under the proposed renovation of Hiawatha Field and the West Seattle High School in 1999-00, a portion of the site will be reclaimed for development of a small grassy playground for use as a practice field for track or field sports, depending upon the sports need. Note that the facility is subject to the conditions of the Joint Use Agreement (see 3.7).
4.27 B	Support good planning and high quality engineering with public recognition and rewards for excellence in maintenance efforts by DPR.	Med.	Long		DPR Community	DPR strives for good planning and high quality engineering in all projects. Development of a 'public recognition and rewards for excellence program' is a neighborhood-led activity.

II. Additional Activities For Implementation

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

The Executive will coordinate efforts to sort through these activities. During this sorting process, the departments will work together to create sector work programs that will prioritize these activities. This may include developing rough cost estimates for each activity; identifying potential funding sources and mechanisms; establishing priorities within each plan, as well as priorities among plans; and developing phased implementation and funding strategies. The City will involve neighborhoods in a public process so that neighborhoods can help to establish citywide priorities. Activities identified in this section will be included in the City's tracking database for monitoring neighborhood plan implementation.

Activities in this section that have "LTA" in the Priority and Time Frame columns have been identified by the community as long-term activities. For that reason, they were not prioritized by the community.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
1. Business							
NT1	Work with the merchant associations to advocate the health and diversity of merchants located in the Admiral business district.	High	High		OED NBC Community	Merchant associations are the appropriate organizations to promote economically sound area businesses. The Neighborhood Business Council (NBC) can work with merchant associations on these issues. In addition, OED, NBC and the Downtown Seattle Association sponsor a series of business district workshops every year that are held in various locations throughout the City and are available for all neighborhood business districts. Topics in 1999 have and will include special event management, tourism in neighborhood business districts, small business financial and technical assistance and organizational development. Information on the workshops is sent to numerous neighborhood business organizations in the City OED has been doing outreach to neighborhood planning groups. The neighborhood can contact OED for more information.	The community can implement this activity with assistance from OED .
NT2	Working with local lending institutions and the Chamber of Commerce, develop a pre-application program for funding local improvements.	Med.	Med.		OED Community	This activity requires clarification and additional information. The activity is unclear as to the nature of the proposed local improvements, to whom the 'pre-application' would be directed and for what purpose, and what role there might be for OED, the Chamber and area businesses. Some opportunities may exist through existing City programs. There is a Local Improvement District program that is managed by SEATRAN. The PBI program (see 1.19), which is managed by OED , allows for applying for NMF grants for local improvements. While the NBC is not a program that helps fund local improvements, it is a business organization that can help the community to identify and prioritize what local improvements should be and	Activity will be considered as part of the sector work program in the future as opportunities arise.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
						identify potential funding sources.	
2. Transportation							
NT3	Develop a rush-hour strategy with SEATRAN for rapid removal of disabled commuter automobiles, on all commuting arterials with no shoulders or turnouts. Examples: West Seattle Bridge, Spokane Street Elevated Road and the Alaska Way Viaduct.	High	High		SEATRAN WSDOT	<p>The Alaska Way Viaduct (SR99) is a state facility and WSDOT has an incident response system in place. For the City facilities, SEATRAN currently has no programs in the area of incident management. SEATRAN will contact WSDOT to determine the cost of extending state service to the Spokane Street Viaduct and Bridge. SEATRAN will brief the Council's Transportation Committee in early 2000 with options and possible fund sources to provide early incident response on the West Seattle Bridge and Spokane Street Viaduct</p> <p>The West Seattle Transportation Action Agenda requests that the City work with the West Seattle community in identifying: street-related needs that have broad impact on West Seattle and practical, action-oriented strategies for addressing these broad transportation needs.</p>	<p>The City will be reviewing the West Seattle Transportation Action Agenda in 1999 to help determine the next steps in the document's development and how the community and City will use it. This effort will require work between the City and community to flesh out the ideas in the document and objectives for its use. To begin these discussions, the City Council and the Executive will hold a public meeting in West Seattle in June 1999.</p> <p>SEATRAN is currently reviewing the WSTAA and developing their response. Once their review is complete they will advise the Council's Transportation and Neighborhoods Growth Planning and Civic Engagement committees on their proposed timeline and methods for</p>

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
							providing feedback to the community. The Council's Transportation and Neighborhoods Growth Planning and Civic Engagement committees, at that time, will provide information on how they will review and respond to the Executive's recommendations on WSTAA.
NT4	Provide support for the acquisition of property at Pier 1 and Pier 2 for public access for shoreline and open space.	High	Med.		Metro DPR Port Community	The Port of Seattle has already developed public access onto the Pier 2 site that connects with the shoreline public access in and around the container handling operations at Terminal 5. Earlier study by the Executive regarding acquiring Pier 1 as open space indicated that acquisition could be prohibitively expensive. Also, in 1997, the City Council expressed a strong interest in retaining the Pier 1 and Pier 2 sites for industrial purposes. Many industrial activities would be inconsistent with open space and public access uses.	Activity will be considered as part of the sector work program in the future as opportunities arise.
LT1	Improve facilities for bicycles, skateboards and pedestrians.	LTA	LTA		SEATRAN Community	The City supports the intention of this activity, but as written it is too general to allow for good, technical feedback. The neighborhood will need to better develop this activity to allow the City to respond. Also, see response in 4.10 related to sidewalk maintenance and construction, and bicycle lanes.	Activity will be considered as part of the sector work program in the future as opportunities arise.
LT2	Determine desirable and undesirable facilities for bicycles, skateboards and	LTA	LTA		SEATRAN	The City supports the intention of this activity, but as written it is too general to allow for good, technical	Activity will be considered as part of the

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
	pedestrians.				Community	feedback. The neighborhood will need to better develop this activity to allow the City to respond.	sector work program in the future as opportunities arise.
LT3	Identify both long and short-term projects and consider including urban trail projects with facilities studies for pedestrians.	LTA	LTA		SEATRAN Community	See LT2.	See LT2.
LT4	Develop strategies to obtain desired bicycle, skateboard and pedestrian facilities while avoiding undesired facilities.	LTA	LTA		SEATRAN Community	See LT2.	See LT2.
LT5	Explore the possibilities presented by the Seattle monorail program.	LTA	LTA		SEATRAN Metro ETC King County WSDOT Sound Transit	The Intermediate Capacity Transit Service Study (ICT Study), part of the Seattle Transit Initiative (STI), is exploring the feasibility of providing higher capacity, fixed-guideway, transit service in several corridors throughout Seattle. A West Seattle corridor is one of those being evaluated. This corridor is not presently envisioned to serve the Admiral District directly. Monorail is one of a number of service technologies that are being studied as a means of serving these corridors. The Elevated Transportation Company (ETC) is a partner in the ICT Study. Additionally, the ETC is moving forward in investigating possibilities for private development of a monorail system. SPO and SEATRAN will continue to coordinate with the ETC as they develop their plans.	Activity is already being explored as part of the ICT.
LT6	Participate in regional transportation planning discussions to insure that opportunities for monorail affecting the Admiral neighborhood are heard.	LTA	LTA		SEATRAN Community ETC King County WSDOT	The ICT Study (See response in LT5), and STI, are regional partnerships, bringing together staff from the City, King County, WSDOT, Sound Transit and the ETC. Implementation of projects developed as part of the ICT Study will be conducted as a regional partnership.	See LT5.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
					Sound Transit		
LT7	Increase community awareness of emerging transportation technologies and the possibilities for local demonstration projects.	LTA	LTA		Community SEATRAN	This is a neighborhood-led activity. In general, this is not an activity for which SEATRAN has been funded. However, SEATRAN is interested in alternative treatments that are environmentally sound. SEATRAN investigates new or developing paving options as information becomes available. SEATRAN will work with the community on specific recommendations the neighborhood has for additional options to be included in the Street Design Manual.	This is a neighborhood-led activity; however, SEATRAN will continue to monitor emerging technologies.
LT8A	Conduct research on emerging transportation technologies.	LTA	LTA		Community SEATRAN	See LT7.	See LT7.
LT8B	Conduct presentations to the community on emerging transportation technologies. Perhaps a workshop to present demonstration projects, which address local problems. Explore and compare light-rail, monorail, personal rapid transit, bus, electric car, mag-lev, etc.	LTA	LTA		Community SEATRAN	See LT7.	See LT7.
3. Open Space and Natural Environment							
NT6	Eradicate undesirable plant species where needed in ravines and on hillsides.	Med.	Med.		DPR Community	DPR funds some invasive species removal through its major maintenance fund. Also, the Adopt-A-Park program enables citizens to assist in activities of this type in parks of their choosing. The community can contact the South Division Adopt-A-Park coordinator to become involved.	Activity is currently underway with DPR as the lead. Community involvement will be necessary for further implementation.
NT7	Support existing organizations for "bird dogging" the Admiral Residential Urban Village Plan's recommendations.	High	High		DON Community	The NDM for the SW Sector will work closely with the Admiral stewardship organization on implementation of the plan activities. Also, note neighborhood plan stewardship issues have been raised in a number of	Will be implemented with assistance from the community. Policy Docket discussions will

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
						neighborhood plans and is included on the citywide "Policy Docket" for City Council discussion. The City is examining what process will use for on-going stewardship and continuing planning efforts. This activity will be considered as part of the policy discussion.	be held in 1999.
NT9	Design an informative display that signifies Hiawatha's unique history and recognizes the Olmsted design. (Parks Department Sherwood Files, Soldier encampment during World War II.)	Med.	Med.		DPR DON Community	DPR supports this concept, however; funding is limited. DPR can work with the neighborhood to secure funding, and work with all interested citizens on the design of appropriate displays. Note that any proposed exhibits would need to be reviewed by the Friends of Olmsted Parks and the Landmarks Board.	The community can implement this activity with assistance from DPR .
NT10	Work with the neighborhood tree-planting program administered by the Department of Neighborhoods and the Seattle City Light's "Urban Tree Replacement Program". <ul style="list-style-type: none"> Establish a "street tree theme" of sub-areas of the neighborhood. This "street tree theme" will determine the character of the trees to be selected. Inventory existing trees to be removed and to be replaced by new trees. (Trees to be removed would be due to disease or damage.) Identify all candidate areas to receive trees. Identify tree uses in all candidate areas (for example: buffer, canopy, shade, etc.) Prepare schematic level tree planting master plan. Prepare final level planting master plan. 	Med.	Med.		SCL DON SEATRAN	SCL offers a community tree planting program (also known as the Urban Tree Replacement Program) by providing communities with a minimum of 100 trees. SCL works with communities to assess project sites, provide trees, prepare planting sites, and provide limited care for open space or street side plantings. Community volunteers and residents plant the trees and the adjacent property owners assume ownership and maintenance. Also, within the NMF, there is a small subset of the grant funds dedicated to trees. Residents apply for trees rather than dollars. This means there are no ancillary aspects to these projects, such as staff support, inventories, schematics, etc. For the projects described in this activity - where there are other streetscape features - applying for a traditional NMF grant would likely be more effective. SEATRAN's Arborist Office can join with other departments and the community in a discussion about developing a master planting and maintenance plan for the neighborhood's street trees.	The community can implement this activity with assistance from SCL, DON and SEATRAN.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
						Lastly, the City Arborist Office can help develop planting and maintenance plans. All projects are reviewed by the City Arborist for permit approval.	
NT12	Identify and repair slide areas where repair or replacement of roads is necessary.	High	Short		SPU SEATRAN	<p>SPU is completing a study identifying and repairing surface water problems in landslide prone areas. Those with feasible solutions will be prioritized as part of the study and then worked into the CIP. Preliminary results indicate that in some instances improving roadways may be the solution. Over the last two years, SEATRAN has undertaken numerous projects for slide and related repair in and near Admiral. This work continues as problem locations are identified.</p> <p>Also, the City has just received a one-time FEMA grant of \$1.3 million to reduce risk of landslides along the north and west sides of Duwamish Head. Source of local match (approximately \$800,000 needed) is still undetermined.</p>	Activity is currently underway with SPU and SEATRAN as the leads.
NT13	Educate people on proper drainage techniques in order to minimize future slides.	High	Short		SPU DCLU DON	<p>SPU and DCLU are expanding educational materials and developing an outreach program targeting property owners as part of the implementation of the Landslide Policy study. Contact the Resource Management division of SPU to pursue this activity.</p> <p>Other programs exist that will assist in implementing this activity. DCLU, through the Stormwater, Grading, and Drainage Ordinance, requires both new and existing development to tie into the existing drainage system managed by SPU. In the case of larger developments, DCLU requires that they provide stormwater storage capacity onsite. Finally, DCLU is working with SPU on the implementation of the Sustainable Building Plan, which may include incentives for developers to design more amenities into their building sites and may assist with the</p>	Activity is currently underway with SPU and DCLU as the leads.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
						implementation of this plan.	
NT14	<ul style="list-style-type: none"> Identify means to reintroduce native plant species where needed in ravines and on hillsides. Identify plant list of native trees, shrubs and groundcovers, which can be used in ravines and on hillsides. Establish what plants could be used on north, south, east and west sun exposure ravines and hillsides. Establish what plants could be used as surface slope retention materials. Establish method of reintroduction of native plant species considering: <ul style="list-style-type: none"> - Soil condition. - Drainage conditions. - Visual planting effects. - View corridor effects. - View corridor conditions. - Others. 	Med.	Med.		SPU DPR Community	<p>Open Space (Greenbelt) management is DPR's responsibility. If the areas to be revegetated are Open Space or Park lands, DPR should be contacted to work with the community.</p> <p>If the areas lie on private property, SPU may be able to provide limited guidance regarding revegetation of Landslide-Prone Areas and riparian areas. Providing the detailed horticultural technical assistance requested here is generally outside SPU's scope. Also, the Drainage Policy Study currently underway is examining the potential for expanding SPU's role in management of riparian areas on private property.</p> <p>Other sources of technical assistance include the Department of Ecology's manual and website, <i>Slope Stabilization and Erosion Control Using Vegetation</i>, and the non-profit organization, the Native Plant Society.</p>	This activity is being partially implemented. Program expansion will be considered in the future as opportunities arise.
LT16	Define, identify and improve the existing character of the Admiral neighborhood natural environment.	LTA	LTA		Community DON	Working with the Admiral stewardship group, the NDM for the SW sector will help to define ways to improve the existing character of the Admiral neighborhood.	This is a neighborhood-led activity.
LT17	Identify government wildlife and habitat protection and policies that affect the Admiral natural environment.	LTA	LTA		SPU DPR OEM Community	The City of Seattle (SPU is the lead) is currently conducting an assessment of urban activities and government policies that impact aquatic environments. Broader studies might be more appropriate for the new Office of Environmental Management.	This activity is currently being partially implemented.
LT18	Determine the best way to identify wildlife populations, such as rats, raccoons, and	LTA	LTA		SPU	Some opportunities for addressing this activity may come from existing programs. SPU's Environmental	Activity will be considered as part of the

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	feral cats, to determine if controls are needed.				DPR	Partnership Team have programs available to address waste mismanagement that may contribute to rat and raccoon problems (i.e., Illegal Dumping Program, Composting Hotline, Adopt-a-Street). However, nuisance wildlife issues are handled by the following agencies: Animal Control (cats), Health Dept. (rats), Department of Fish & Wildlife (raccoons).	sector work program in the future as opportunities arise.
4. Built and Human Environment							
LT9A	Create a community outreach plan and educational packet: "Tool Kit for a Growing Neighborhood."	LTA	LTA		DON Community	The neighborhood needs to clarify the intention behind the "Tool Kit."	Activity will be considered as part of the sector work program in the future as opportunities arise.
LT9B	Identify existing City, County, State and Federal programs that reduce pollution and endorse those that are desired by the Admiral neighborhood. These include: <ul style="list-style-type: none"> Seattle Public Utilities "Less is More Grants Programs." Seattle Public Utilities "School Grants Program" 	LTA	LTA		SPU DON ESD Community OEM	The intention of this activity is a bit unclear, but it seems to be a neighborhood-led activity. The programs listed already exist and SPU will continue to support these. Note that all SPU grants are administered through the "Grants Central Station" Program. Also, the City has other programs, such as ESD's OEM (whose staff also works on pollution reduction issues). Contact OEM, or SPU, for more information on current programs.	Activity will be considered as part of the sector work program in the future as opportunities arise.
LT10	Monitor the quality of air in the Admiral Neighborhood for compliance with EPA standards.	LTA	LTA		PSCAA	Air quality issues are under the jurisdiction of the Puget Sound Air Pollution Control Authority and are outside SPU's scope of responsibility. The neighborhood could work with PSCAA to implement programs that address this activity.	This is a neighborhood-led activity; however, the Executive will forward this and related activities to PSCAA on the community's behalf.
LT11	Develop a strategy to address discrepancies between EPA standards and the air quality found in the Admiral	LTA	LTA		PSCAA SPU	More information is needed as to the types of standards the community feels are not met. If primary concern is air pollution, see response to	This is a neighborhood-led activity; however, the Executive will forward

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	neighborhood. Address this issue regionally. The source of pollution is not always located within the community feeling its impact.					LT10.	this and related activities to PSCAA on the community's behalf. opportunities arise.
LT12	Promote a mural on the backside of the Admiral Safeway.	LTA	LTA		Community OED	This is a neighborhood-led activity. SAC can provide fee-based technical assistance. Developing public art is eligible for NMF funding. Another option might be to pursue this activity through a neighborhood-based PBIA.	This is a neighborhood-led activity.
LT13	Look into the "Mainstreet" approach for developing the Admiral Residential Urban Village.	LTA	LTA		OED DON Community	The implementation and operation of a successful Main Street Program requires a business district organization to take the lead. The Main Street Program is volunteer-intensive with respect to time and operating capital. Area business and property owners must demonstrate a willingness to volunteer many hours of time and also make a financial contribution to support the program. For additional information on the development and implementation of a Main Street Program the planning group should contact OED .	This is an activity for which community must take the lead, but OED will be able to provide technical assistance.
LT14	Host an economic development workshop with neighborhood business people, government, chamber and academic resources to discover opportunities for assuring healthy businesses and labor continuity during the coming growth period.	LTA	LTA		OED Community	As described under NT1, OED in collaboration with the NBC and the Downtown Seattle Association will offer a series of Neighborhood Business District Workshops. The intent of the workshops is to provide business district organizations with in-depth information on relevant issues of importance. For additional information, contact OED .	Activity is currently underway with OED as the lead. OED will host a series of workshops to provide information to business district associations.
LT15	Develop a plan for a business improvement area (BIA) or the start of a local economic development plan.	LTA	LTA		OED Community	The planning group should start the effort by developing a local strategic economic development plan. A NMF grant might be an appropriate funding source for starting this work. . One aspect of the plan may include the identification of a lead business district organization. A PBIA may potentially represent the type of organizational structure which	The community can implement this activity with assistance from OED's BIA program.

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						area business owners support. See response in 1.19.	

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