

# Admiral Residential Urban Village 1998 Plan



December 31, 1998

Mayor and City Council  
600 Fourth Avenue  
Seattle, WA 98104

We are pleased to submit to you the Admiral Residential Urban Village 1998 Plan and approval and adoption package. This Plan represents the **joint efforts** of numerous Admiral District citizens - residents and businesses - who care about the future of our neighborhood. This Plan embodies our community's unique goals and values and we believe it clearly reflects and carries out the vision of Seattle's Comprehensive Plan: Toward a Sustainable Seattle: A Plan for Managing Growth 1994 - 2014.

The attached Plan describes our vision of the Admiral District's future and identifies 4 key, Integrated Planned Strategies crucial to improving the quality of life in the Admiral District. These strategies are:

- Improve the Existing Character and Enhance the Community's Identity of the Admiral Residential Urban Village and the Surrounding Neighborhood.
- Alleviate Traffic and Parking Problems.
- Protect Existing Open Space and Create and Protect More Open Space.
- Improve Existing City Services.

The Plan also identifies 14, stand alone, Specific Activities for near term implementation that would also improve the quality of life within the Admiral District. These activities are:

- Work with the merchant associations to advocate the health and diversity of merchants located in the Admiral business district.
- Working with local lending institutions and the Chamber of Commerce. develop a pre-application program for funding local improvements.
- Develop a rush-hour strategy with SEATRANS 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.
- Provide support for the acquisition of property at Pier 1 and Pier 2 for public access for shoreline and open space.
- Change the name of Belvedere Viewpoint Park to Admiral Viewpoint.
- Eradicate undesirable plant species where needed in ravines and on hillsides.

- Support existing organizations for “bird dogging” this Plan’s recommendations.
- Ensure that changes to Hiwatha field preserve the integrity of the Olmsted design.
- Design an informative display that signifies Hiawatha’s unique history and recognizes the Olmsted design.
- Work with the neighborhood tree-planting program administered by the Department of Neighborhoods.
- Establish a “street tree theme” of sub-areas of the neighborhood.
- Identify and repair slide areas where repair or replacement of roads is necessary.
- Educate people on proper drainage techniques in order to minimize future slides.
- Identify means to reintroduce native plant species where needed in ravines and on hillsides.

Supporting materials for this Plan include:

- SEPA Checklist
- Parking Analysis

We would appreciate your thorough review and support of our Plan.

We would like to take this opportunity to share our appreciation for the hard work and dedication of our community volunteers, our planning consultant and City staff who contributed their time, energy, creativity, and expertise to this Plan.

Throughout the development of this Plan we made every effort to encourage the involvement of every resident and business within our outreach area. To make sure this plan truly represented the community, for additional feedback, we placed a copy of the Plan at four public locations. We also sent a newsletter covering the Plan to every address within our outreach area. We will also hold a public forum to further elicit community comments on the Plan. A compilation of all the responses to this final outreach process will be contained in the Plan’s appendix. When reviewing this Plan, please first look at the Addendum section starting on Page 73. The Addendum section is where the changes to the Plan are located.

We look forward to working with you during the implementation of this Plan.

Sincerely,

A handwritten signature in black ink, appearing to read "Bob Shives". The signature is fluid and cursive, with the first name "Bob" and last name "Shives" clearly distinguishable.

Bob Shives, Coordinator  
Admiral Planning Coalition

CC: Karma Ruder, Director of the Neighborhood Planning Office  
David Goldberg, Project Manager, Neighborhood Planning Office

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(Bound in a third document)

Admiral's Approval and Adoption Matrix  
(Bound in a fourth document)

## **Executive Summary**

Until the early 1900's West Seattle was a separate city connected to Seattle by a ferry. A trolley ran along California Avenue South West from the Duwamish Head to the Alaska Junction shopping center. Historically, the Admiral District, much like the rest of West Seattle, had a very stable population. Many descendants of the early families still live in the area. The neighborhood has a stable and vital business center that provides a focal point for the area. This, along with the neighborhood schools and the Hiawatha Park/Recreation Center, has contributed to a strong sense of community.

The Admiral neighborhood is located on the top of the mesa of the Duwamish Head, which is the northernmost point of the West Seattle peninsula. It is reachable from Interstate 5 via the West Seattle Bridge and northward along Admiral Way.

The Residential Urban Village planning outreach area's northern boundary is the northern edge of the mesa. The western boundary is Sunset Avenue to 53<sup>rd</sup> Avenue South West, south to Admiral Way along the eastern edge of Schmitz Park, and south along South West Garlough Avenue to South West Charlestown Street. The Southern boundary is South West Charlestown Street. The Eastern boundary is 36th Avenue South West.

The vast majority of Admiral residents enjoy the existing character and quality of life within the neighborhood. Their goal is to enhance this character and quality of life as future growth and development occurs.

The planning coalition thinks that a socioeconomic picture of the community generated from 1990 census data would be inaccurate because of the age of the data. therefore, the current socioeconomic status of the neighborhood is unknown. Empirical evidence suggests, however, that the Admiral District is a stable community with a vibrant commercial core with a well maintained apartment buildings surrounded by well maintained single family houses.

### **Community Vision Summary:**

An ideal American small town, a safe refuge from the hustle and bustle of big city life. as Seattle continues to grow. With families, of all descriptions, living along clean, tree-lined streets, in well-made single-family houses, or in equally well made duplexes, condominiums, or apartment buildings. With parks, playgrounds, and everyday goods and services nearby. We envision public facilities and services that keep up with demands. There will be convenient access, both within the Admiral District and to other parts of town, with a variety of transportation modes. Within our neighborhood, the impacts of growth, including traffic congestion and parking, will be mitigated through revisions to codes and guidelines. We have faith that the future holds solutions to the traffic congestion

in the neighborhood and on the West Seattle Bridge, whether through alternate routes to I-5, rapid transit, alternate transportation modes, or changes in technology or travel habits. Density will be clustered in the traditional American village style with plenty of parking. Sustaining this growth and development will be a business district which is responsive to local needs for goods and services, and which provides local employment opportunities. Places where we can experience nature are a critical part of our vision. We envision preserving all undeveloped open space, preventing landslides, landscaping our public places, carefully designing our parks, and supporting tree-planting programs. We envision zoning and building codes that preserve our open air and our views of mountains and water for the benefit of the general public; And we envision enhanced city services more responsive to the Admiral District's needs.

### **The Plan:**

This Plan represents nearly two years of work, the Admiral Planning Coalition, made up of Admiral neighborhood volunteers who care passionately about the future of the Admiral neighborhood. The recommendations represent a cross section of the community's interests and goals.

The attached Plan describes our vision of the Admiral District's future and identifies 4 key, Integrated Planned Strategies crucial to improving the quality of life in the Admiral District. These strategies are:

- Improve the Existing Character and Enhance the Community's Identity of the Admiral Residential Urban Village and the Surrounding Neighborhood.
- Alleviate Traffic and Parking Problems.
- Protect Existing Open Space and Create and Protect More Open Space.
- Improve Existing City Services.

The Plan also identifies 14, stand alone, Specific recommendations for near term implementation that would also improve the quality of life within the Admiral District. These recommendations are:

- Work with the merchant associations to advocate the health and diversity of merchants located in the Admiral business district.
- Working with local lending institutions and the Chamber of Commerce, develop a pre-application program for funding local improvements.
- Develop a rush-hour strategy with SEATRANS 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.



- Provide support for the acquisition of property at Pier 1 and Pier 2 for public access for shoreline and open space.
- Change the name of Belvedere Viewpoint Park to Admiral Viewpoint.
- Eradicate undesirable plant species where needed in ravines and on hillsides.
- Support existing organizations for “bird dogging” this Plan’s recommendations.
- Ensure that changes to Hiwatha field preserve the integrity of the Olmsted design.
- Design an informative display that signifies Hiawatha’s unique history and recognizes the Olmsted design.
- Work with the neighborhood tree-planting program administered by the Department of Neighborhoods.
- Identify and repair slide areas where repair or replacement of roads is necessary.
- Educate people on proper drainage techniques in order to minimize future slides.
- Identify means to reintroduce native plant species where needed in ravines and on hillsides.

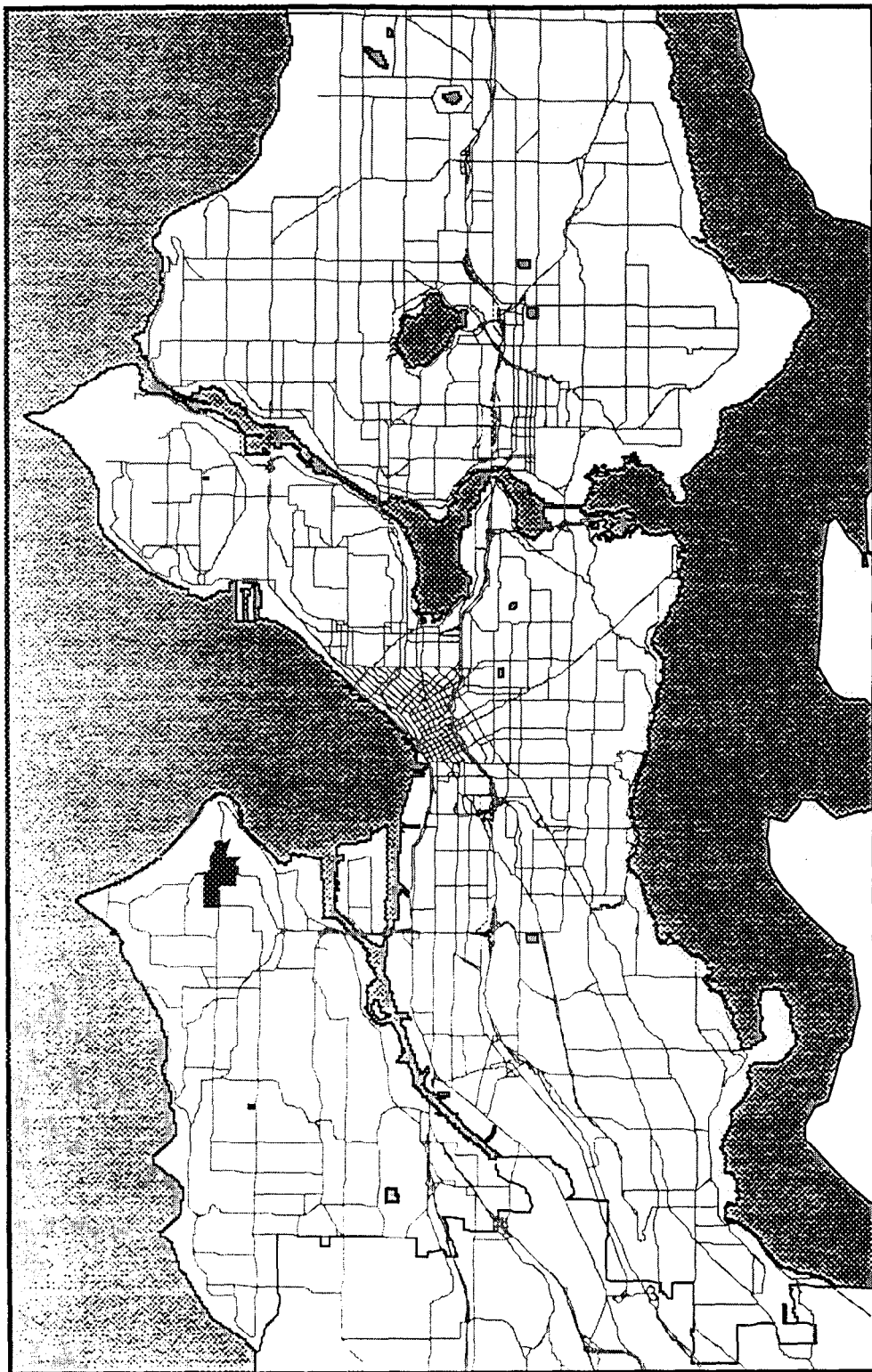
Finally, the Plan identifies 17 recommendations for future consideration. These recommendations are:

- Create a Community outreach plan and educational packet: “Tool Kit for a Growing Neighborhood.”
- Determine desirable and undesirable facilities for bicycles, skateboards and pedestrians.
- Identify both long and short-term projects and consider including urban trail projects with facilities studies for pedestrians.
- Develop strategies to obtain desired bicycle, skateboards and pedestrian facilities while avoiding undesired facilities
- Participate in Regional Transportation planning discussions to insure that opportunities for Monorail affecting the Admiral Neighborhood are heard.

- Conduct research on emerging transportation technologies.
- Conduct presentations to the community on emerging transportation technologies.
- Identify existing City, County, State and Federal programs that reduce pollution and endorse those that are desired by the Admiral Neighborhood.
- Monitor our quality of air for compliance with EPA standards.
- Develop a strategy to address discrepancies between EPA standards and those found in the Admiral Neighborhood.
- Look into the “Mainstreets” approach for developing the Admiral Residential Urban Village.
- 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.
- Develop a plan for a business improvement area (BIA) or the start of a local economic development plan.
- Define, identify and improve the existing character of the Admiral neighborhood natural environment.
- Identify government wildlife and habitat protection and policies that affect the Admiral natural environment.

Supporting materials for this Plan include:

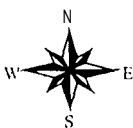
- SEPA Checklist
- Parking Analysis





Introduction Figure 1 - Vicinity Map  
Admiral Residential Urban Village

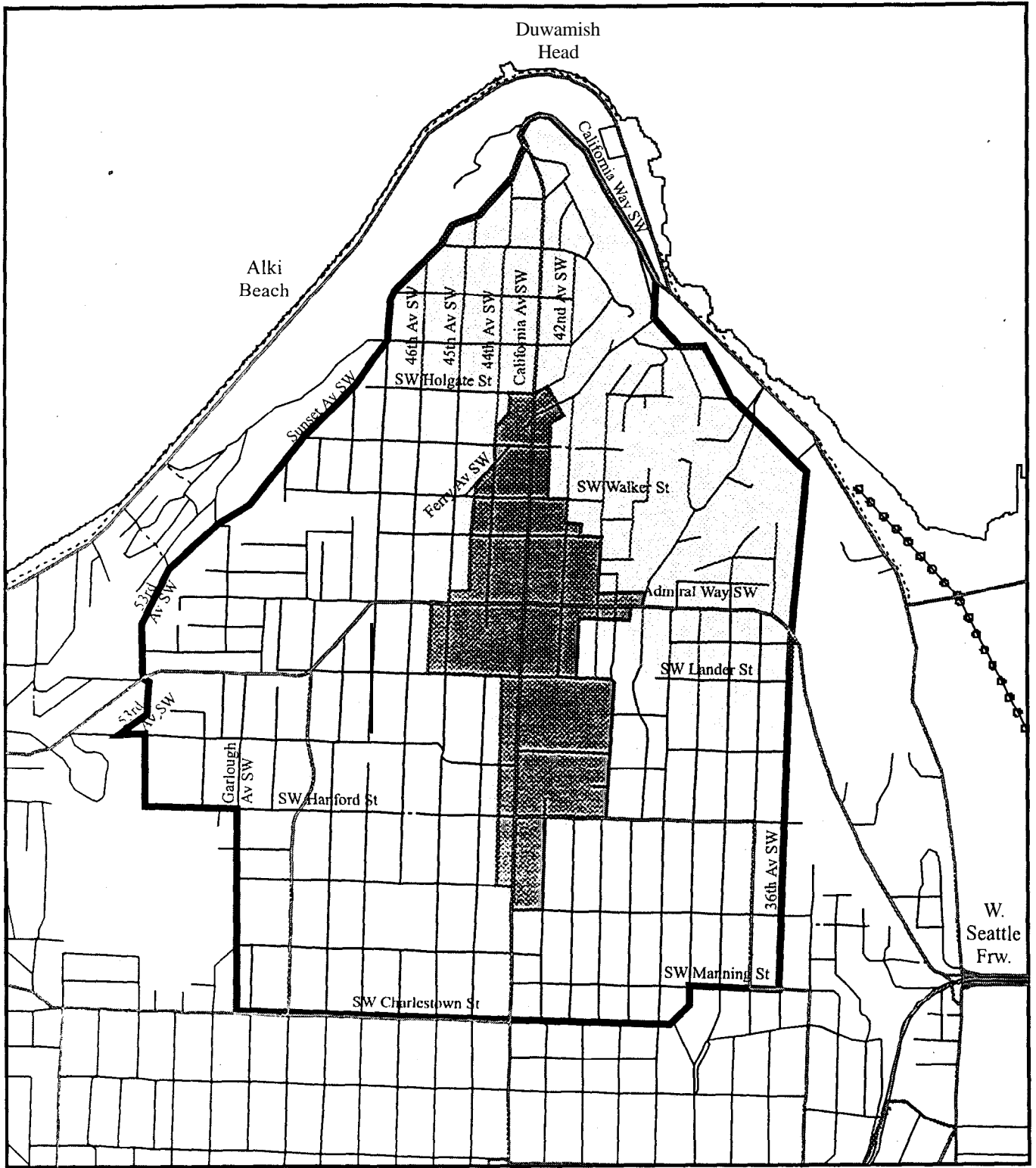
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Our view of Seattle

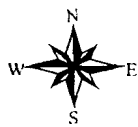


Angelo  
Architecture

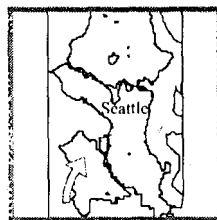
 Admiral Residential Urban Village  
 Arterials








Introduction Figure 2 - Outreach Area Map  
Admiral Residential Urban Village

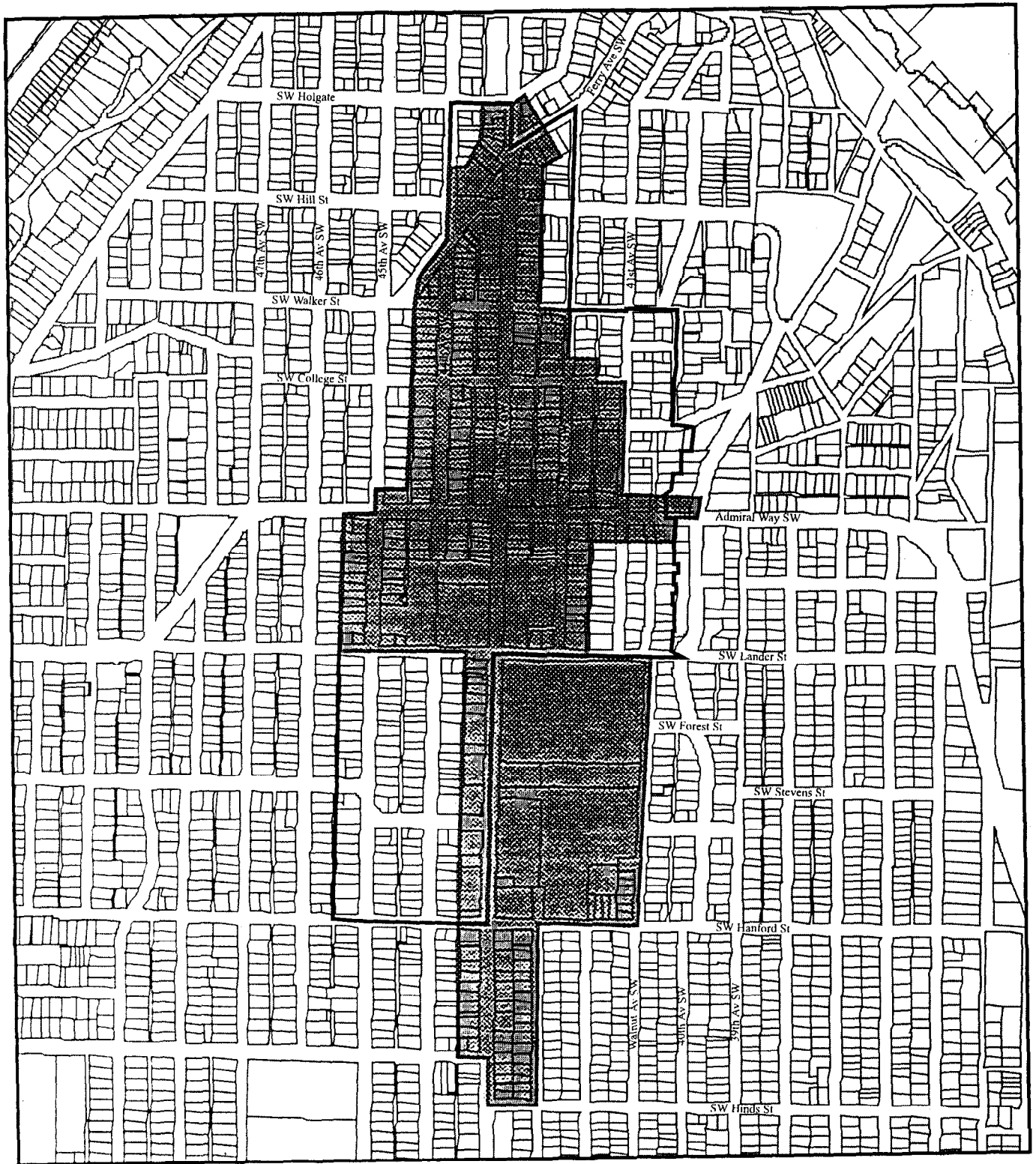


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Vicinity Map

-  Residential Urban Village
-  Planning Outreach Area
-  Arterials
-  Streets
-  Railroads



Introduction Figure 3  
Residential Urban Village Boundary

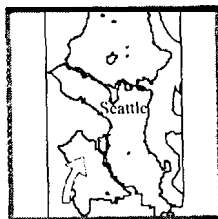
Admiral Residential  
Urban Village

BOUNDARY COR 8.99

our view of Seattle



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Architecture



Vicinity Map

- Preliminary Village Boundary
- ▨ Proposed by the City
- ▨ Village Boundary Developed by the Community
- Land Parcels

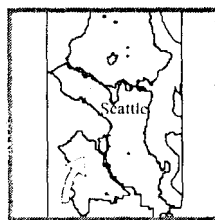


Introduction Figure 4 - Aerial Photo  
Admiral Residential Urban Village

Our view of Scam



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Architecture



Vicinity Map

 Residential Urban Village Boundary

## Legislation

*{This section will be completed after this Plan is through the City recognition process.}*

## Definitions

- D1: **Goals;** A direction-setter; an ideal future end, condition or state; a general expression of community values. Generally abstract in nature, unquantifiable, not time-dependent or suggestive of specific activities for its achievement.
- D2: **Policy;** An overall broad statement that guides decision-making. Clear and unambiguous. Provides the context for setting objectives and guides implementation. (Note: Policy statements need to be appropriate for and indicate their intended “home” in the City’s various policy documents, e.g. the Comprehensive Plan, the Land Use Code, etc.)
- D3: **Objective;** An intermediate step toward attaining a goal. Ideally, measurable and time-specific.
- D4: **Activity;** Any one of a variety of implementation measures to be carried out by an identified implementor, directly tied to goals, policies **and** objectives.
- D5: **Recommendation;** Any goal, policy or activity in a neighborhood plan prior to City Council Action.
- D6: **Key Strategies;** Pivotal to the success of the neighborhood plan. Consists of a group of recommendations
- D7: **Specific Activities for Near Term Implementation;** Short term activities (3-5 years).  
May be implemented through existing City programs and/or community organizations.  
Detail needs to be provided. Put into City’s approval and adoption matrix.
- D8: **Activities for Longer Term Implementation;** Ideas for future consideration by City departments and the Community.
- D9: **Residential Urban Village;** A neighborhood where people can live, shop, work, gather together and find public and other private services. An urban village is the center of civic, cultural and economic life for the greater residential area in which it is located.



# Key Strategies

## Admiral Residential Urban Village 1998 Plan

## **Key Strategy 1**

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

#### **Key Strategy 1 Vision Statement**

Our vision for the Admiral neighborhood, derived from our heritage as Seattle's first neighborhood, is of an ideal American small town; a safe refuge from the hustle and bustle of big city life, as Seattle continues to grow.

Families, of all descriptions, live along clean, tree-lined streets, in well-made, single-family houses, or in equally well-made duplexes, condos, or apartment buildings.

Parks, playgrounds, and everyday goods and services are within easy reach. Access within the Admiral neighborhood and to other parts of town is convenient with a variety of transportation modes.

Sustaining this growth and development, will be a business district which is responsive to local needs for goods and services, and which provides local employment opportunities.

Density will be clustered in the traditional American village style, with perhaps, a town square as a focus, and with plenty of underground parking. Basic esthetic guidelines will govern all construction projects, to assure the quality atmosphere of the Admiral neighborhood, yet keep housing and business affordable.

Places where we can experience nature are a critical part of our vision for the Admiral neighborhood. We envision preserving all undeveloped open space, preventing landslides, landscaping our public places, and continuing the legacy of the Olmsted Brothers' work by carefully designing our parks, and supporting tree-planting programs.

We envision zoning and building codes that preserve our open air and our views of mountains and water for the benefit of the general public.

We envision an Admiral neighborhood where single-family areas abut multifamily, or business areas, special design standards will prevent visual intrusions on privacy, the blocking of light and views, and the congestion of additional traffic and parking. Basic esthetic guidelines will govern all construction projects, to assure the quality atmosphere of the Admiral neighborhood, yet keep housing and business affordable.

An ideal Admiral community would have plenty of parking and improved safety on our streets. There would be high quality educational programs and facilities, a local library and community center that keep up with demands, and a network of active community organizations, health care, police, and fire facilities, and social services. There would also be a business district which is responsive to local needs for goods and services, and which provides local employment opportunities.

Natural amenities will be an important part of every construction project, and will neutralize the intrusive potential of increased density.

### **Admiral Residential Urban Village Character Plan, Public Design Elements and Design Guidelines**

The Admiral Residential Urban Village has maintained a small village-like character, despite recent citywide development pressures. 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 Admiral Planning Coalition has developed the following Admiral Residential Urban Village Character Plan. This Character Plan was developed to guide future development and was used in developing the Design Guidelines specific to the Admiral neighborhood.

The Admiral Design Guidelines are included in the appendix to this Plan.

In addition to identifying the current character, the Admiral Residential Urban Village Character Plan includes several land use recommendations intended to preserve single family neighborhoods surrounding the urban village and improve the character of the Admiral Residential Urban Village.

### **Policies, Goals, Objectives and Recommendations**

#### **General Goals**

**Goal 1.1:** Improve the existing character of the Admiral Residential Urban Village as identified by the following Admiral Residential Urban Village Character Plan.

#### **1. ADMIRAL RESIDENTIAL URBAN VILLAGE CHARACTER PLAN**

The Admiral Residential Urban Village Character Plan addresses development opportunities and constraints, This Plan provides an analysis of characteristics and relationships to be either mitigated or enhanced within the Village. In doing so, it provides the overall framework for improvements within the Urban Village. This plan does not replace zoning. It shows potential developers the community's vision for locations of development types and land uses. By either concentrating

complementary uses or separating conflicting uses, the Admiral Planning Coalition hopes the Urban Village can gracefully accommodate a diverse mix of businesses and residences. This Plan also encourages both public and private development to focus on locations that work with the community's vision.

The Admiral Residential Urban Village Character Plan addresses the following:

- Elements of the Admiral Residential Urban Village's existing character that should be preserved and built upon.
- The Admiral Residential Urban Village's valued view corridors.
- Linkages between key places that should be preserved or enhanced.
- Transitions where buffers should be maintained or developed.
- Key pedestrian areas where walkability should be enhanced.
- Areas where types of businesses should focus (for example restaurant and entertainment, services, public uses, etc.)

#### **A. General Issues**

There is a strong belief, among the Admiral Planning Coalition, that part of the negative aspect of recent developments is due to land use code variances and conditional use permits.

**Policy 1.1:** 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. Requiring this enhanced meaningful community input will require a change to the Seattle Land Use Code.

- The Coalition does not, at this time, envision an instance where a variance or conditional use would enhance the Admiral neighborhood: The Coalition, does recognize that, if in the future it can be shown that a variance or conditional use would enhance the neighborhood, a variance or conditional use should be allowed.)

**Recommendation 1.1:** 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).

**Recommendation 1.2:** The Planning Coalition recommends that existing zoning should remain with no changes within the Admiral Residential Urban Village because of the Coalition’s strong desire to maintain the existing character of the community. Refer to Key Strategy Figure 1, Current Zoning and Key Strategy Table 1, Existing Zoning Categories and Development Standards Summary.

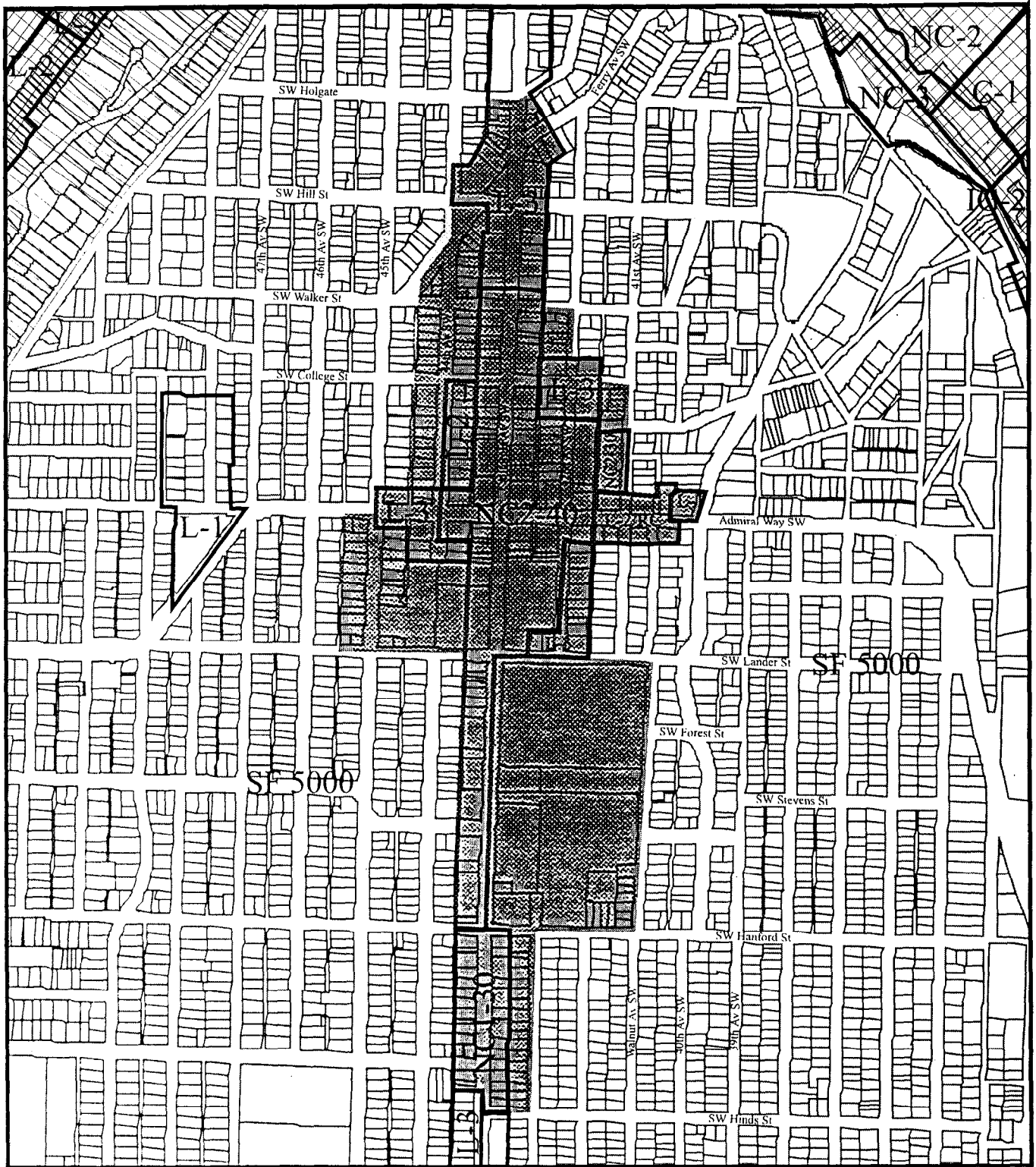
**Policy 1.2:** To enhance the existing character of the neighborhood, buildings should not exceed the following heights, unless it can be clearly shown, through a very public process with meaningful community input, that increasing the height enhances the Admiral neighborhood (this includes height increases allowed for sloped roofs):

- 40 feet for NC2-40,
- 30 feet for NC2-30 and L3, and
- 25 feet for L2 and L1 zones.

This will require a change to the Seattle Land Use Code. See Key Strategy Figures 2 and 3, Streetscape Elevations.

- The Coalition does not, at this time, envision an instance where exceeding the height limits just noted would enhance the Admiral neighborhood: The Coalition, does recognize that, if in the future it can be shown that exceeding this height would enhance the neighborhood, exceeding these height limits should be allowed.)

**Recommendation 1.4:** 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).



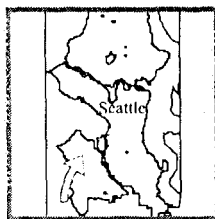
Key Strategy Figure 1 - Current Zoning  
Admiral Residential Urban Village

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



Our view of Seattle



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Architecture



Vicinity Map

-  SF 7200 Overlay District
-  Shoreline Overlay District
-  Residential Urban Village Boundary
-  Land Parcels

# ZONING CATEGORIES AND DEVELOPMENT STANDARDS

## SINGLE FAMILY RESIDENCE ZONES (adopted 1982)

ZONING	MINIMUM LOT AREA	PERMITTED USES
SF5000	5,000 sq ft lot area	Single family houses. Also permitted: parks, playground, schools

## MULTIFAMILY RESIDENCE ZONES (adopted 1982, revised 1989)

ZONING	NAME	MIN. LOT AREA (sq. ft.)	MAX. HEIGHT (ft.)	TYPE OF DEVELOPMENT
L1	Lowrise 1	1,600	25	Two-to three-story ground-related units with private open space at ground level such as duplexes, triplexes, townhouses.
L2	Lowrise 2	1,200	25	Two-to three-story small walk-up residential buildings and ground-related units such as duplexes, triplexes, fourplexes, townhouses
L3	Lowrise 3	800	30	Three-story walk-up apartment, townhouses, terraced housing.

## NEIGHBORHOOD COMMERCIAL ZONES (adopted 1982, revised 1989)

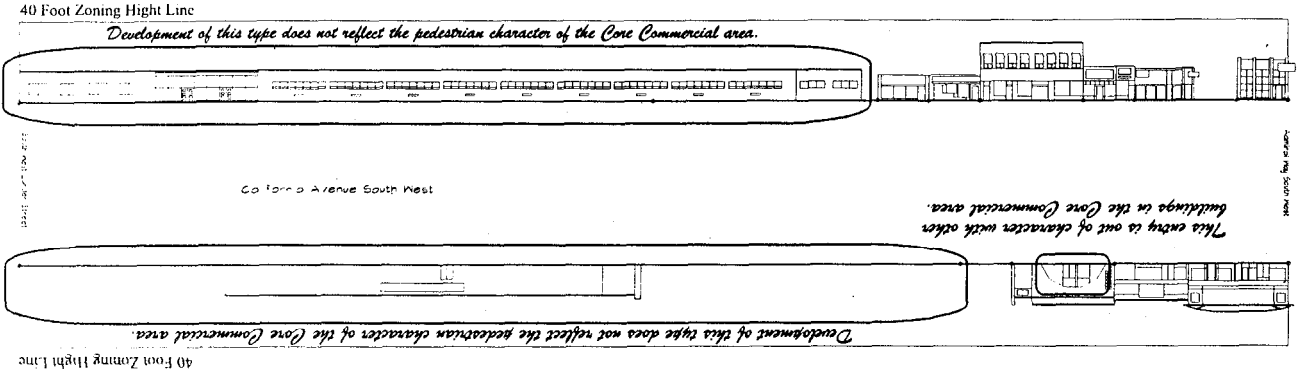
ZONING	NAME	MAX. HEIGHT (ft.)	TYPE OF DEVELOPMENT
NC1	Neighborhood Commercial 1	30	Small convenience shopping area serving immediate residential area. Mixed use development. Small scale, pedestrian-oriented.
NC2	Neighborhood Commercial 2	30, 40	Mix of retail sales and services, convenience to specialty, primarily non-auto-oriented. Mixed use development.

## Key Strategy Table 1 – Existing Zoning Categories and Development Standards Summary

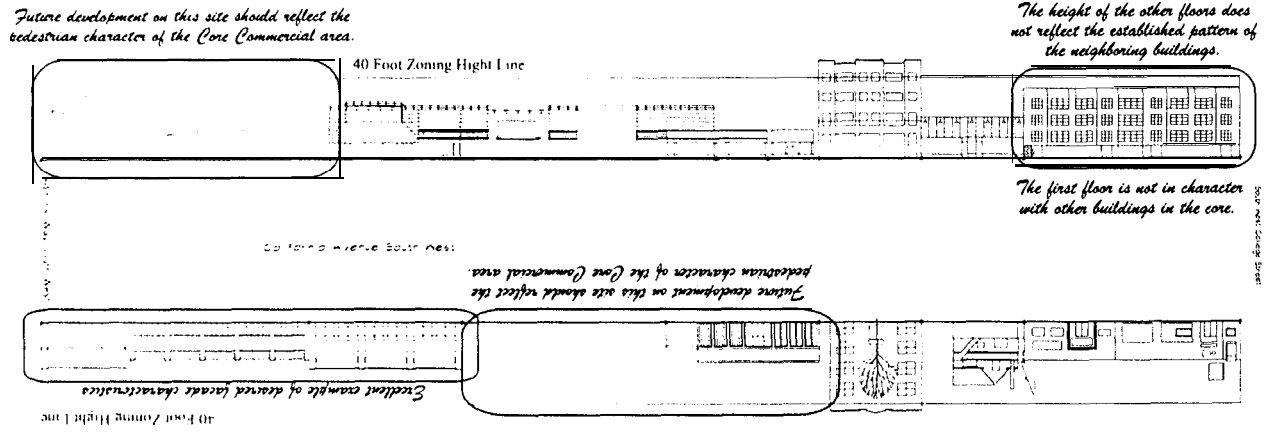
*Our view of Seattle*



**Admiral Residential  
Urban Village**

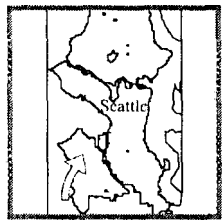
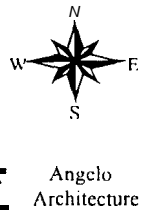


Existing California Avenue South West Between South West Lander Street and Admiral Way South West



Existing California Avenue South West Between Admiral Way South West and South West College Street

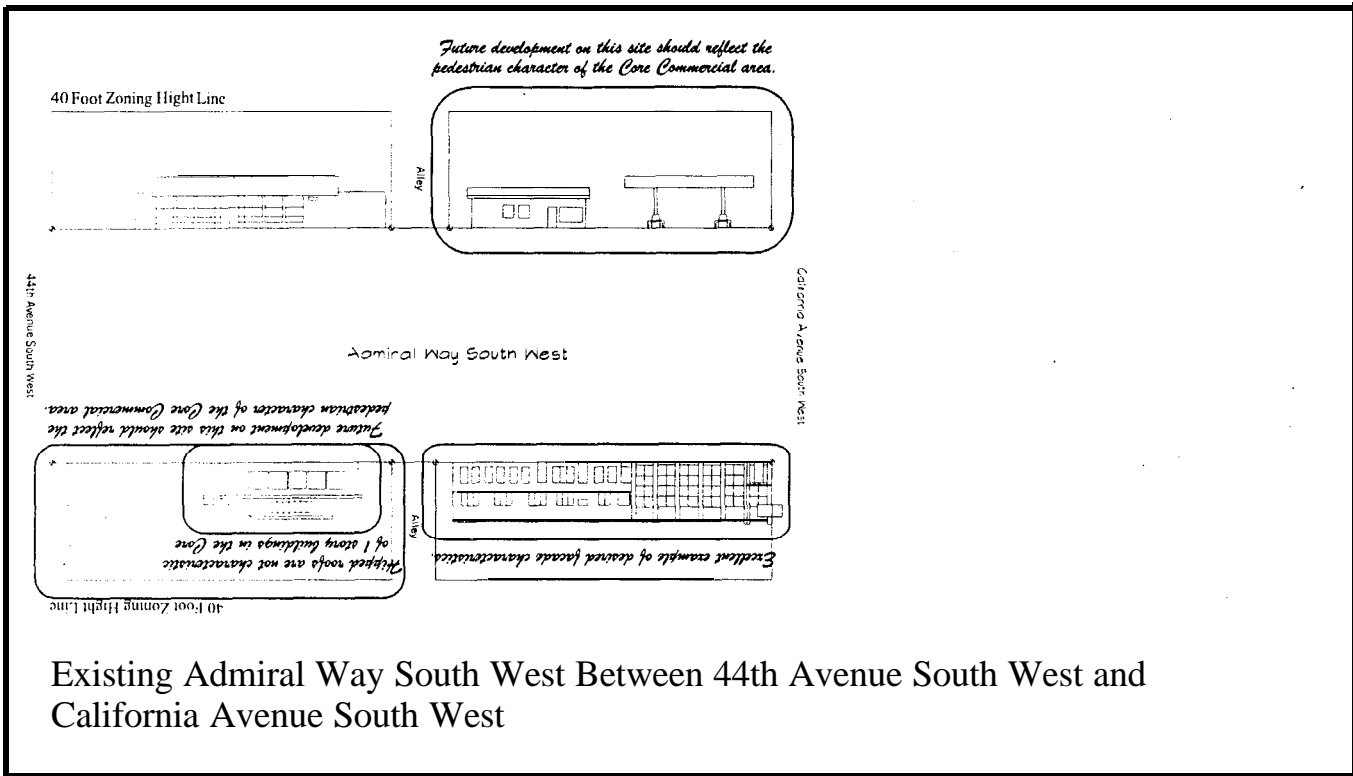
## Key Strategy Figure 2 - Streetscape Elevations Admiral Residential Urban Village



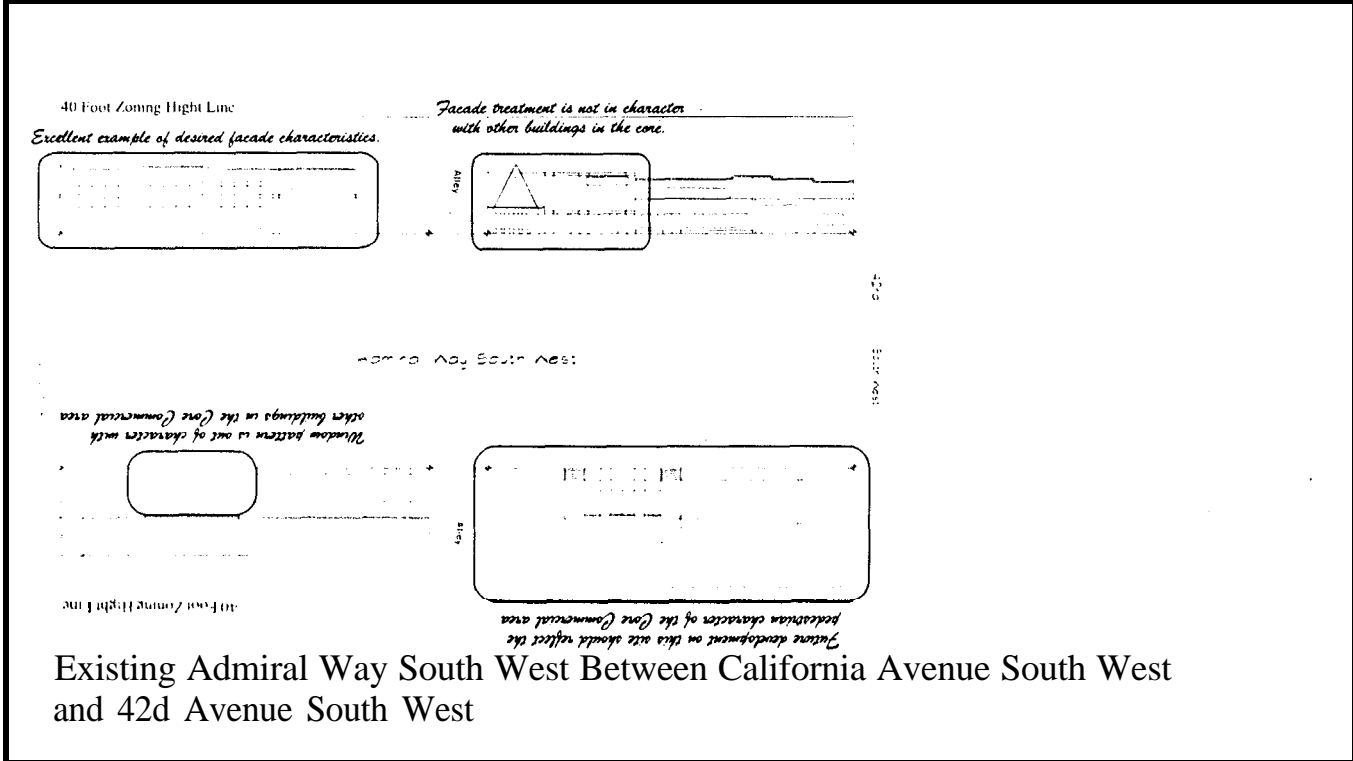
Vicinity Map

Note: These elevations are schematic. They are intended to illustrate issues and are not necessarily accurate representations of the building facade.





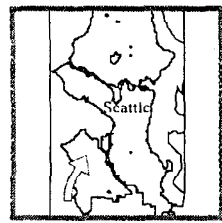
Existing Admiral Way South West Between 44th Avenue South West and California Avenue South West



Existing Admiral Way South West Between California Avenue South West and 42d Avenue South West

# Key Strategy Figure 3 - Streetscape Elevations Admiral Residential Urban Village

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Note: These elevations are schematic. They are intended to illustrate issues and are not necessarily accurate representations of the building facade.

**Recommendation 1.4.1:** To enhance the character of the Admiral neighborhood and improve the pedestrian experience, pedestrian centers should be recognized and reinforced through public and private expenditures in quality public amenities, where practical, that are called for in this Plan. These include enhancing the street tree canopy, quality street furniture, including public benches and trash receptacles, and enhanced pedestrian street crossings. For the location of existing and potential pedestrian activity centers, see Key Strategy Figure 4, Existing Activity Centers and Key Strategy Figure 5, Potential Activity Centers.

## **B. Neighborhood Inventory, Streetscape and Parks**

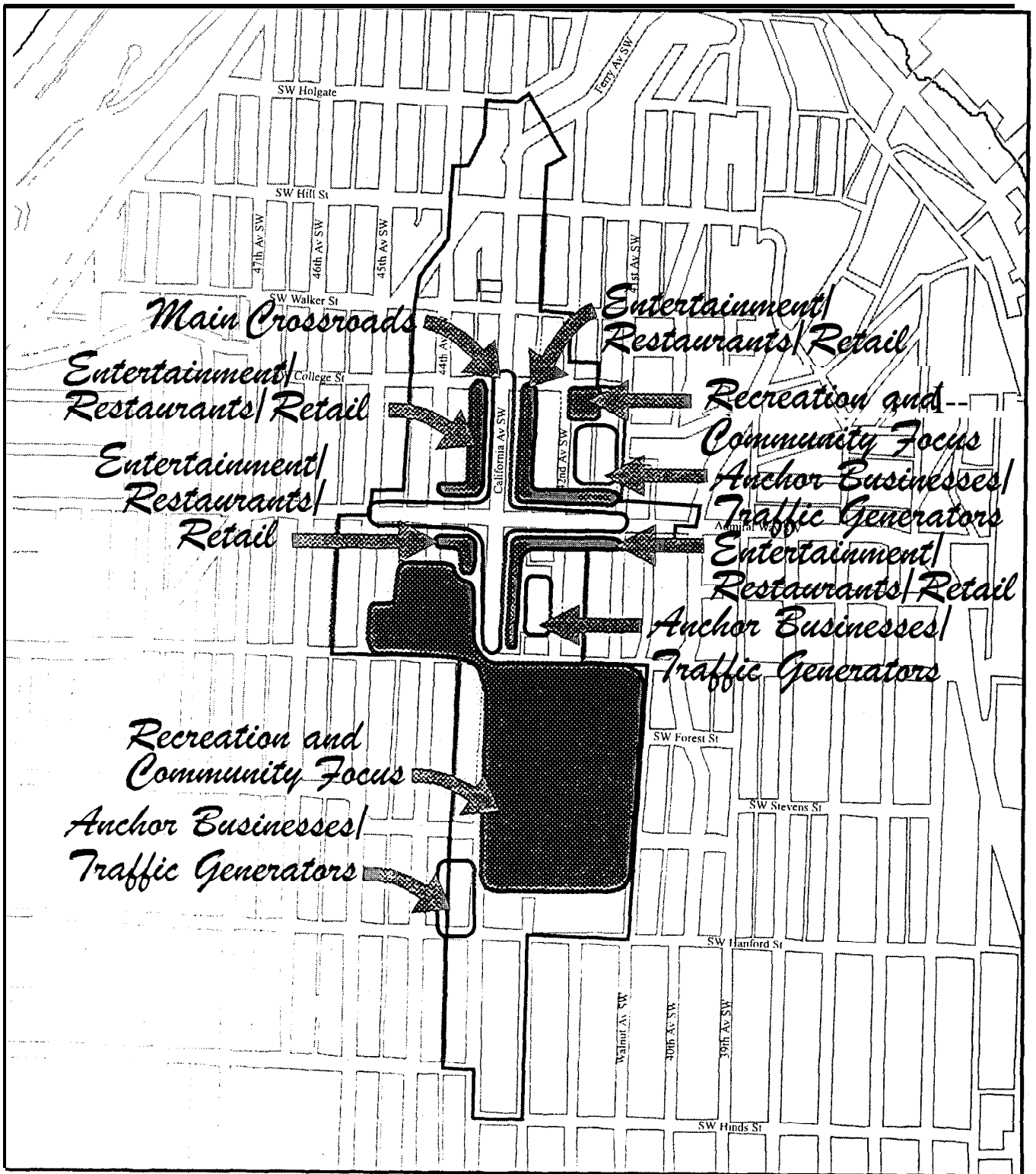
The Admiral Residential Urban Village has a rich and varied character. The village contains several destination activities such as the Admiral Theater, Admiral Thriftway, PCC, the West Seattle Library, West Seattle High School and several specialty stores, restaurants and churches. (See Key Strategy Figure 6, Destination Activities.)

**Recommendation 1.5:** To enhance the Village, these destination activities should be thought of as key community activities that nearby development should complement.

The Village has several older buildings that enhance the overall Admiral Residential Urban Village character. (See Key Strategy Figures 7, 8, 9 and 10, Significant Older Buildings.)

**Recommendation 1.6:** The facades of these older structures should be retained and new development nearby should complement them aesthetically.

A major contributor to quality and character of the Admiral community is the quality of the streetscape and parks. (The streetscape is the appearance of the community from the streets.) The design guidelines developed by the Planning Coalition address how new building development can enhance the quality of the streetscape. Another factor to enhance the streetscape is the maintenance of the existing street tree canopy and an aggressive campaign to provide additional street trees throughout the residential urban village and the outreach area. Key Strategy Figure 11, Streetscape and Parks, shows the streets and parks within the Admiral Residential Urban Village.

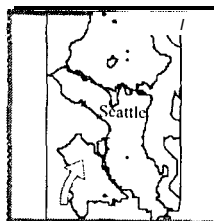


Key Strategy Figure 4 - Existing Activity Centers  
Admiral Residential Urban Village

Our view of Soattle



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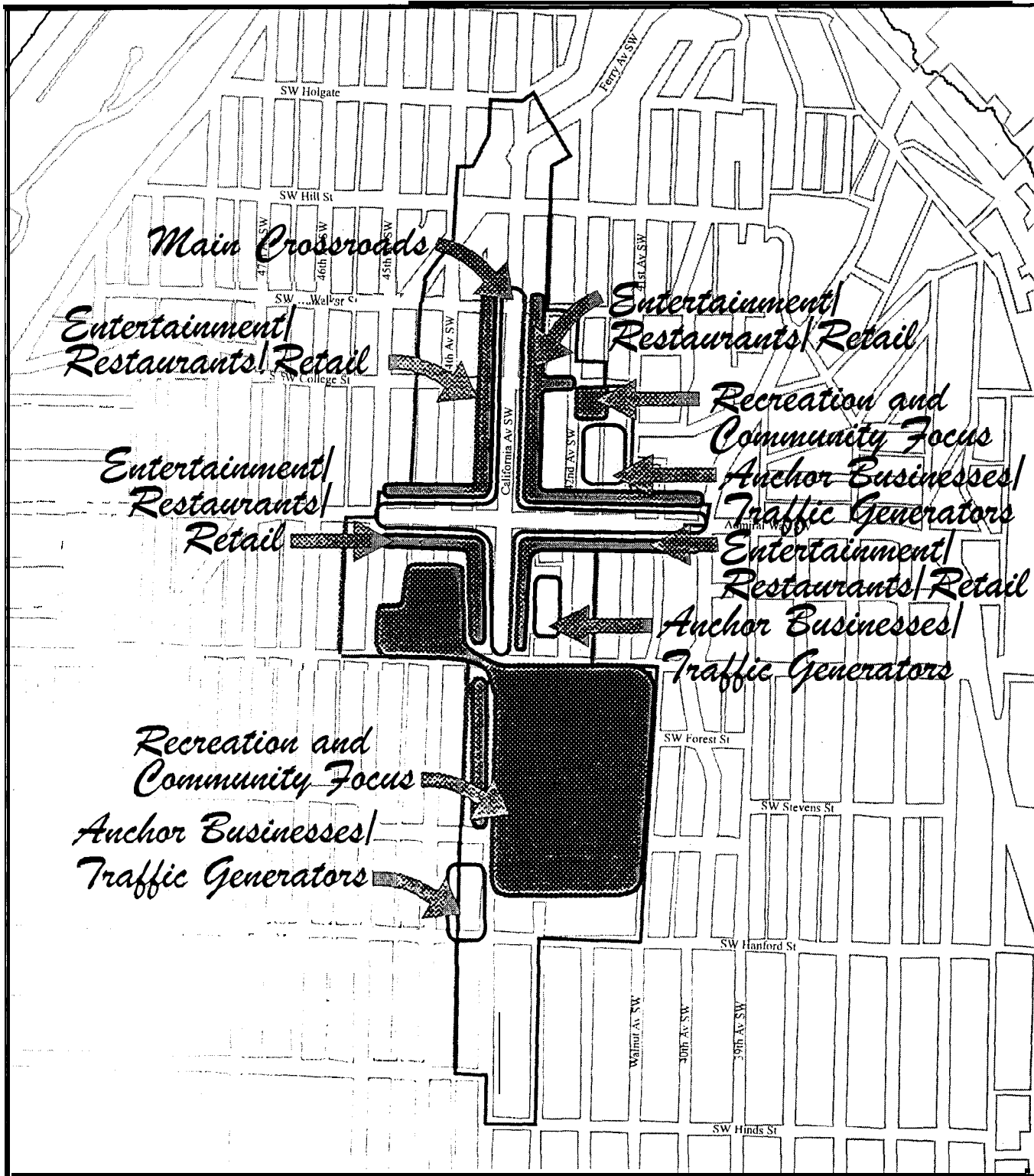
Vicinity Map



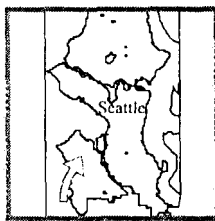
Pedestrian Centers

Residential Urban Village Boundary


Land Parcels

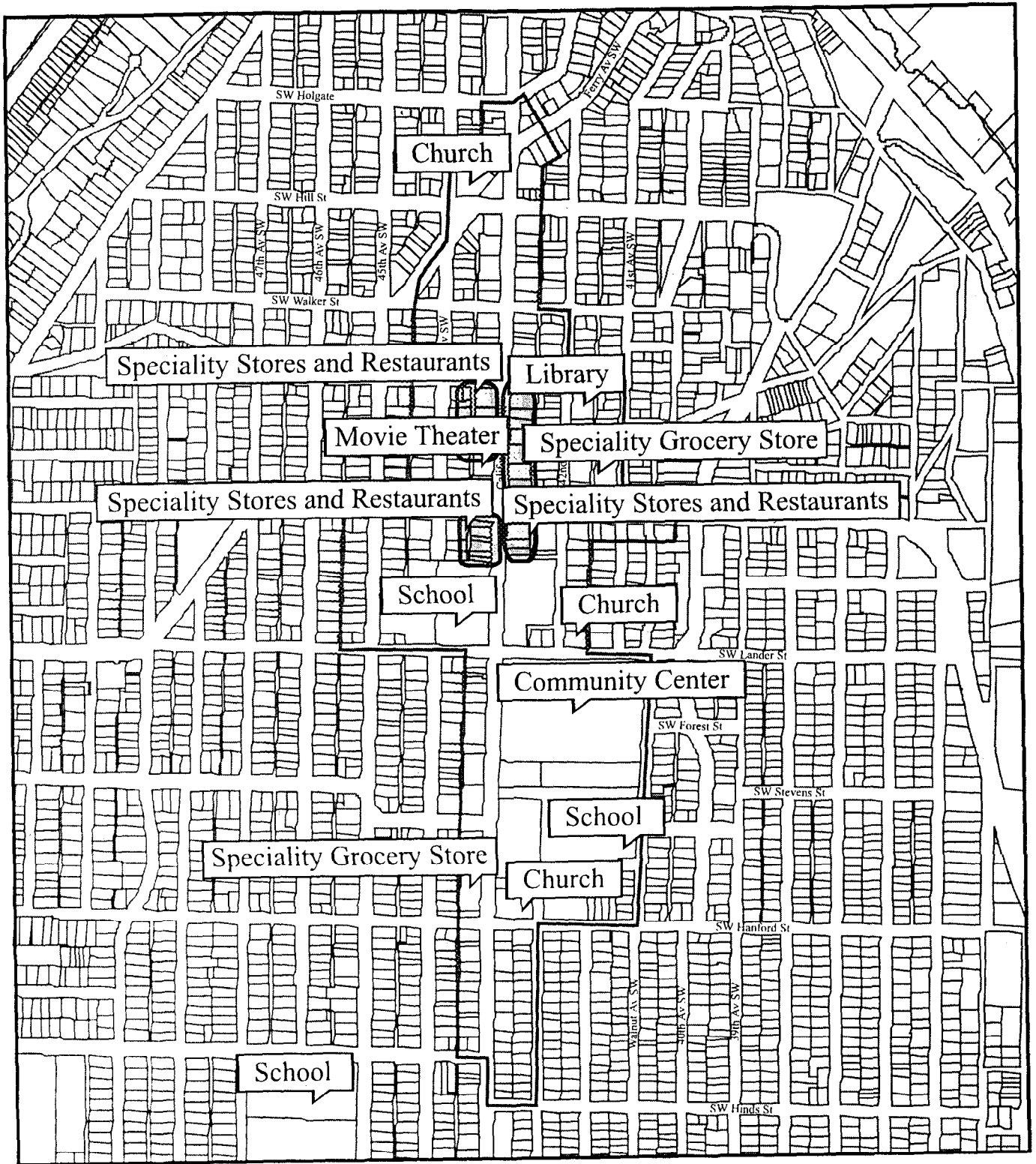


Key Strategy Figure 5 - Potential Activity Centers  
Admiral Residential Urban Village



Vicinity Map

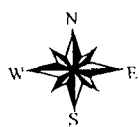
-  Pedestrian Centers
- Residential Urban Village Boundary
- Land Parcels



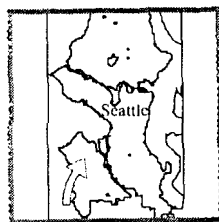
Key Strategy Figure 6 - Destination Activities  
Admiral Residential Urban Village

DESTINAT.CDR 1/8 99

Our view of Seattle

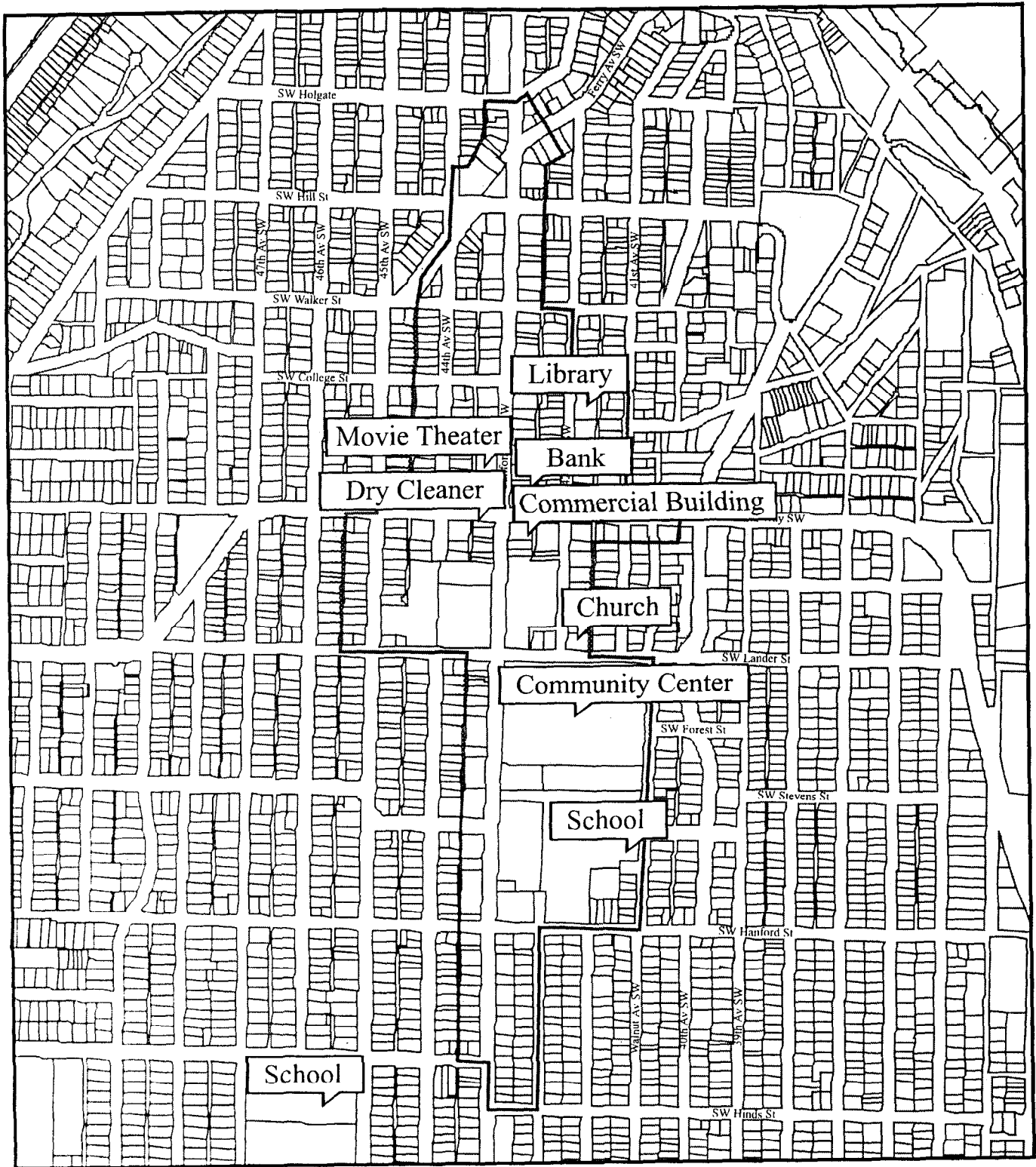


Angelo  
Architecture



Vicinity Map

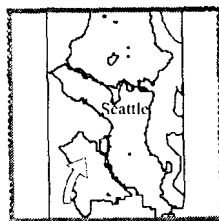
- Residential Urban Village Boundary
- Land Parcels



Key Strategy Figure 7 - Significant Older Structures  
Admiral Residential Urban Village



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Vicinity Map

- Residential Urban Village Boundary
- Land Parcels

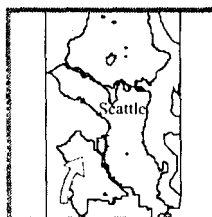


Library



Bank

## Key Strategy Figure 8 - Significant Older Structures Admiral Residential Urban Village



Vicinity Map

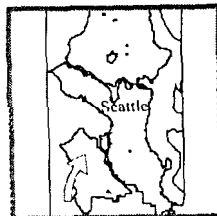


Commercial Building



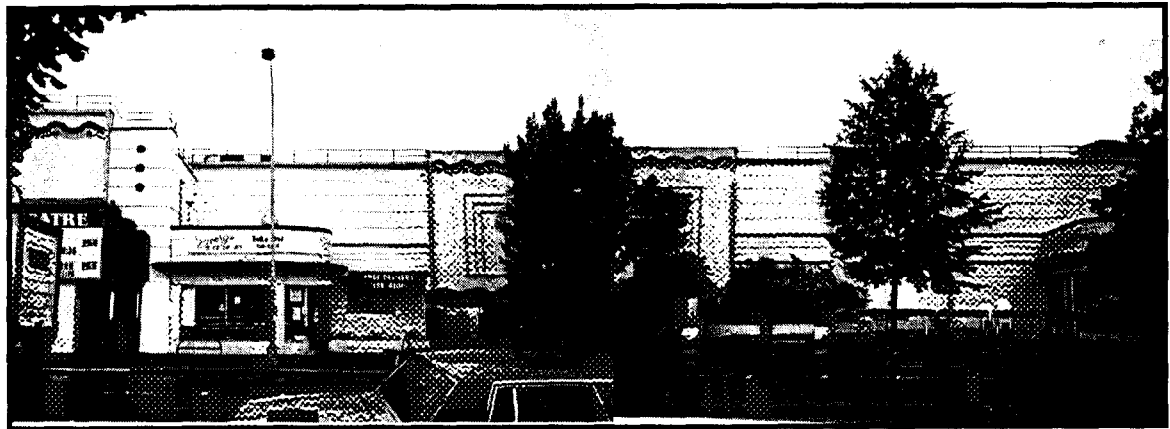
Dry Cleaner

## Key Strategy Figure 9 - Significant Older Structures Admiral Residential Urban Village



Vicinity Map





Admiral Theater

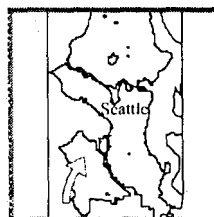
## Key Strategy Figure 10 - Significant Older Structures Admiral Residential Urban Village

OLDER-4.CDR 11/30/98

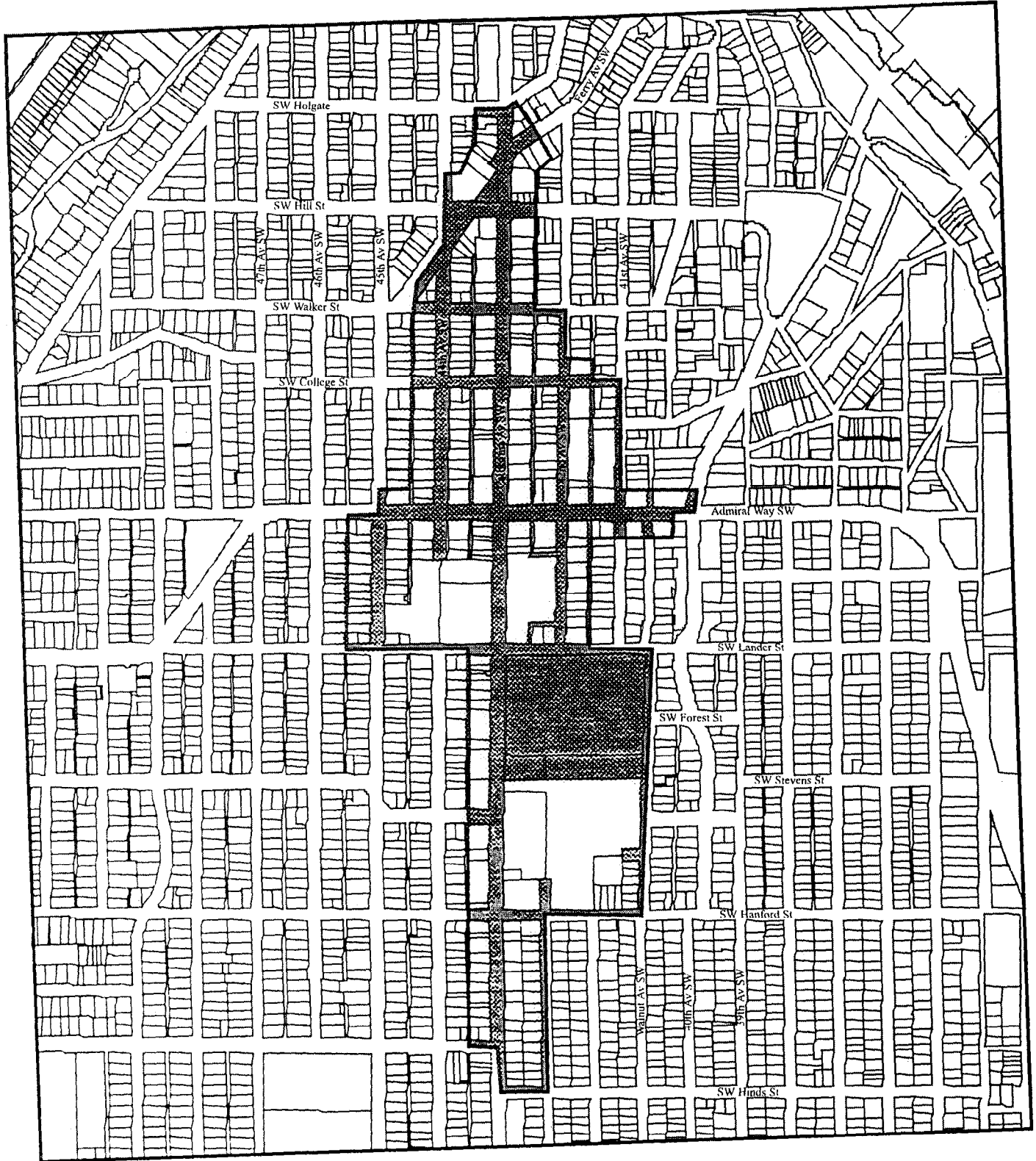
Our view of Seattle



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Architecture

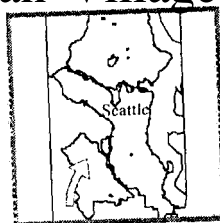


Vicinity Map






Key Strategy Figure 11 - Streetscape and Parks  
Admiral Residential Urban Village

STREET.CDR 1:8 99



Vicinity Map

-  Designated Open Space
-  Residential Urban Village Boundary
-  Land Parcels

Though they vary from street to street, looking down any street in the village is a delightful experience. See Key Strategy Figure 12, Streetscape Views and Key Strategy Figures 2 and 3, Streetscape Elevations. Views down the street should be maintained and not obstructed by overhead utilities.

**Recommendation 1.7:** All utilities should be placed underground to enhance the streetscape and overall character of the Admiral Residential Urban Village.

**Recommendation 1.8:** Microwave transmitters and receivers should be visually unobtrusive to enhance the streetscape and overall character of the Admiral Residential Urban Village.

### **C. Parking**

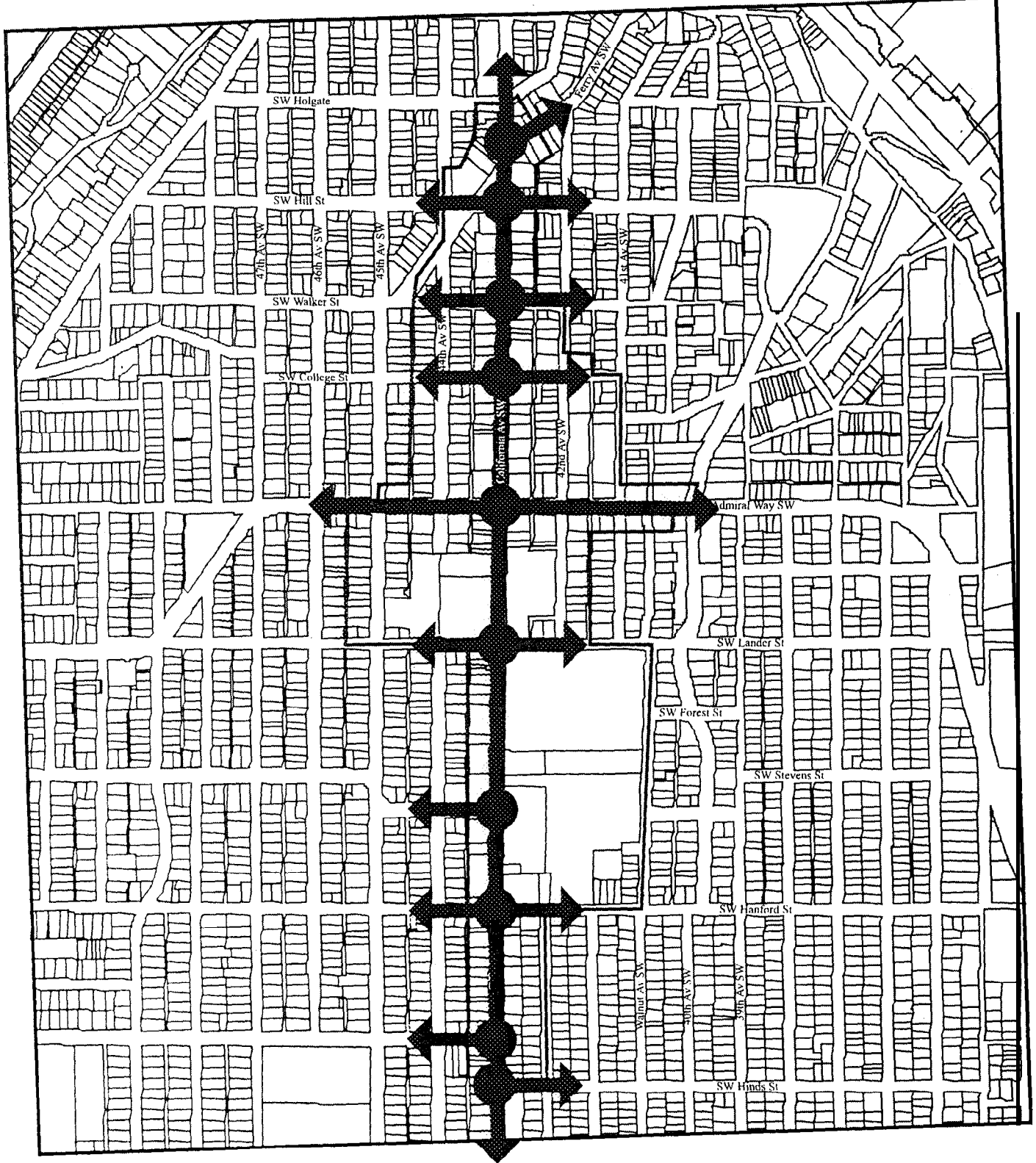
Because of the METRO bus circulation pattern and the shopping and entertainment patterns of customers within the Core Commercial Area, the private automobile is the primary source of delivering customers.

**Policy 1.3:** This plan encourages no further reductions in parking requirements for any use unless it can be clearly shown, through a very public process with meaningful community input, that reducing parking requirements enhances the Admiral neighborhood. This will require a change to the Seattle Land Use Code.

**Recommendation 1.9:** 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).

**Policy 1.4:** To relieve the current shortage of parking, this plan encourages more parking stalls be provided than are currently required. This will require a change to the Seattle Land Use Code.

**Policy 1.5:** 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. This will require a change to the Seattle Land Use Code.



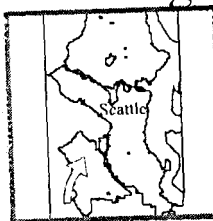
Key Strategy Figure 12 - Streetscape Views  
Admiral Residential Urban Village

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

Our view of Seattle



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Architecture



Vicinity Map

-  Views
-  Residential Urban Village Boundary
-  Land Parcels

**Policy 1.6:** Developments, which displace existing parking, should offer replacement spaces, or coordinate with neighborhood merchants and residents to address how best to relocate the stalls. This will require a change to the Seattle Land Use Code.

**Recommendation 1.10** This Plan encourages usable shared parking.

Key Strategy Figure 13, Existing Parking Lots, shows the location of existing parking lots. Key Strategy Figure 14, Existing and Potential Parking Lots, shows an increase and more uniform concentration of parking lots.

**Recommendation 1.11:** In recognition of the fact that adequate automobile parking and a viable pedestrian environment are difficult to achieve simultaneously, this plan encourages mixed use parking structures where on-site parking requirements may be accommodated off-site. See Key Strategy Figure 15, Proposed Above Grade Parking Structure Configuration in the Core Commercial Area.

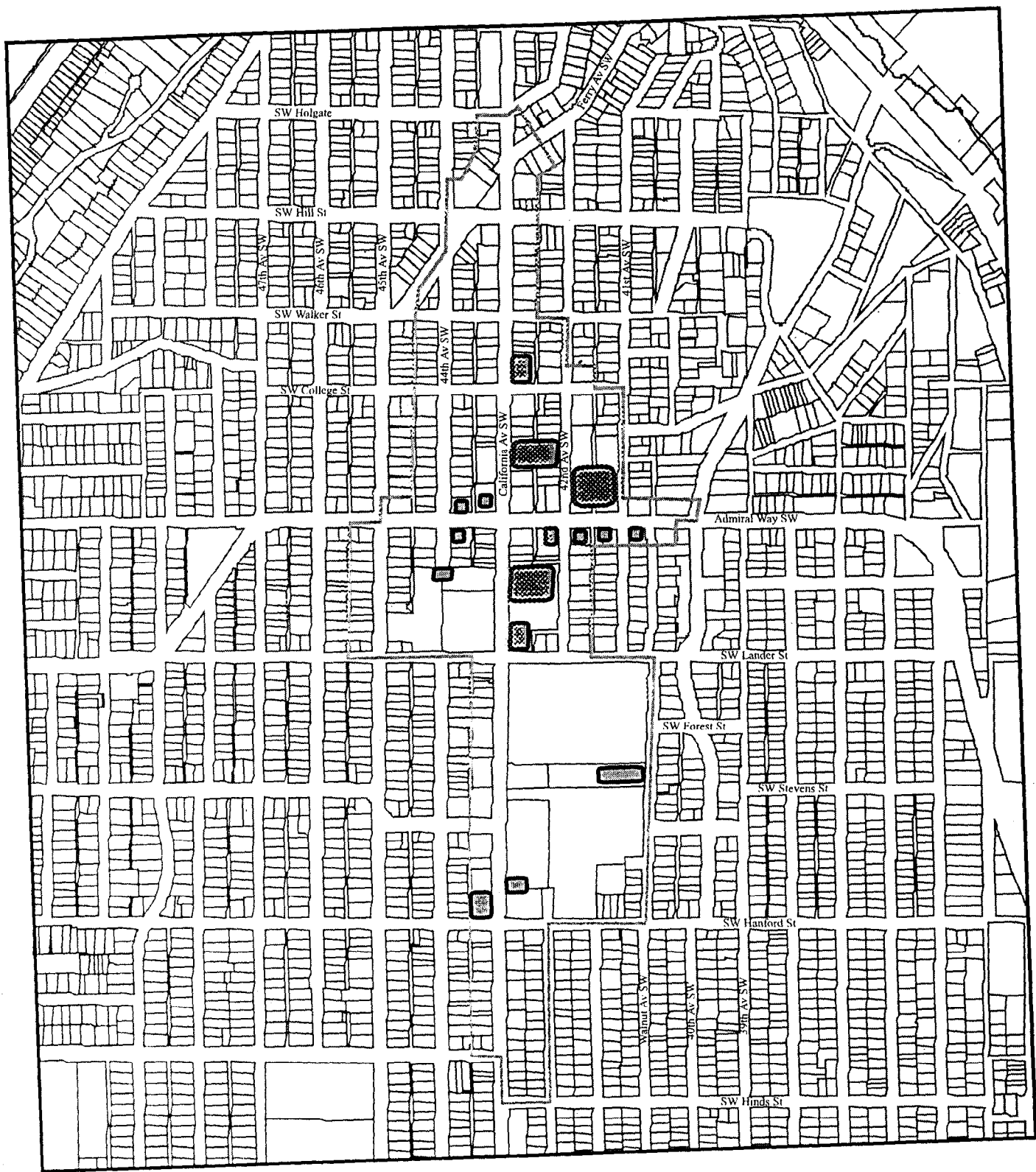
**Recommendation 1.12:** Well-lit, well-ventilated, below grade parking facilities are also encouraged. Surface parking should be located in the rear of lots. All parking access should be from the rear of the lot.

See Key Strategy 2, Alleviate Traffic and Parking Problems, for an in-depth look at parking.

#### **D. Core Commercial Area**

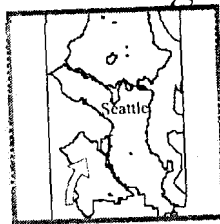
The Admiral Planning Coalition identified, within the residential urban village boundary, the core area where people can live, shop, work, gather together and find public and other private services. This core area is the center of civic, cultural and economic life for the surrounding residential area. This core area is identified on Key Strategy Figure 16, Core Commercial Area.

**Recommendation i.13:** Development within the core should enhance the existing and potential activity centers. See Key Strategy Figure 4, Existing Activity Centers and Key Activity Figure 5, Potential Activity Centers. Future development in the Core that abuts single-family zoning have 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. It is imperative that future development does both well.






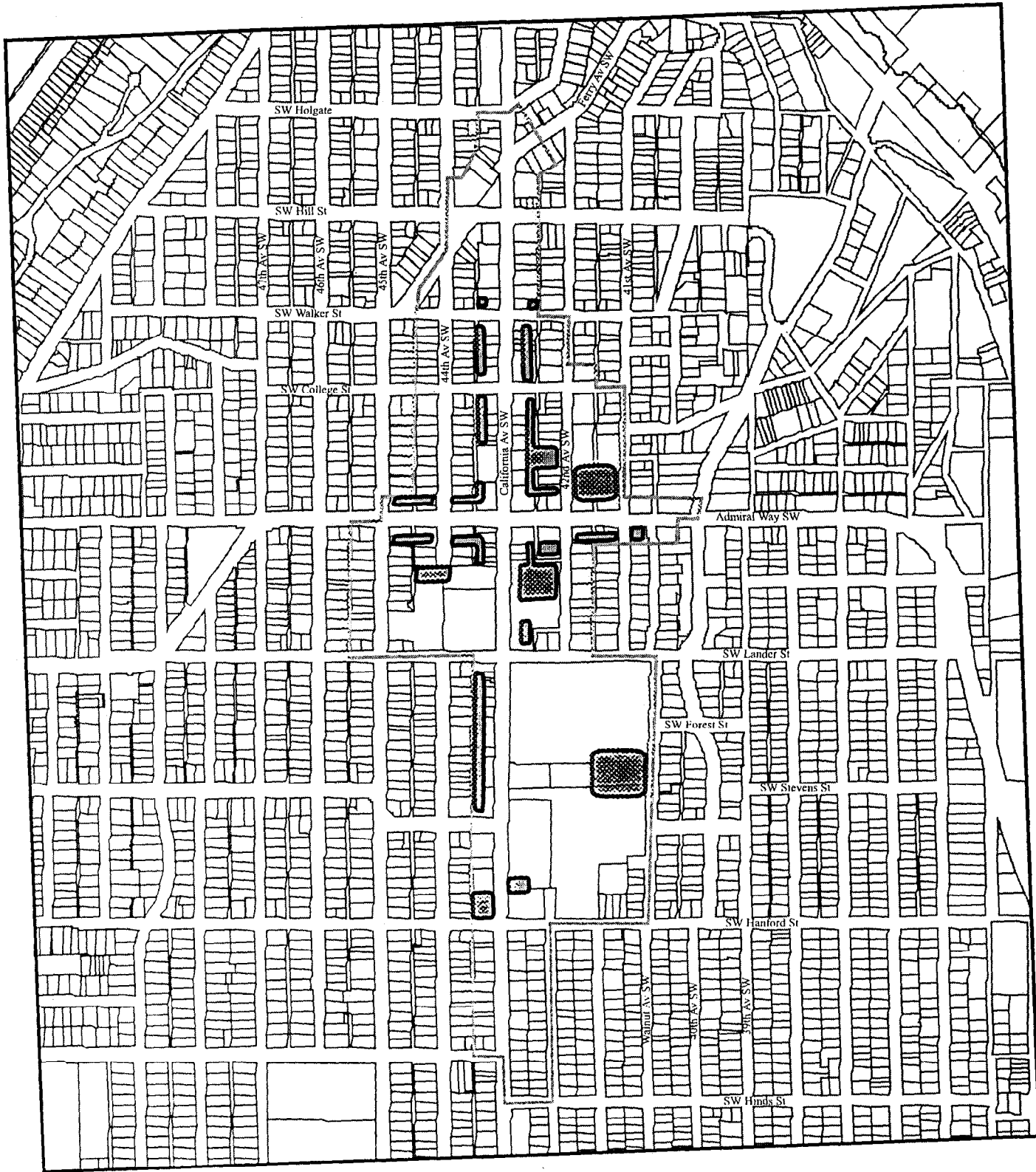
Key Strategy Figure 13 - Existing Parking Lots  
Admiral Residential Urban Village

EXIST-PK CoR 8 8



Vicinity Map

-  Existing Parking Lots
-  Residential Urban Village Boundary
-  Land Parcels



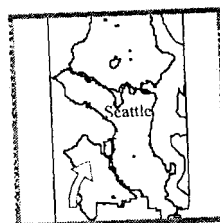
Key Strategy Figure 14 - Existing and Potential Parking Lots  
Admiral Residential Urban Village

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

our view of Seattle



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Architecture



Vicinity Map

-  Existing and Potential Parking Lots
-  Residential Urban Village Boundary
-  Land Parcels

To enhance the Admiral Residential Urban Village Commercial Core Area's character, the area should be made more inviting for foot traffic. Two ways to achieve this are by:

**Recommendation 1.14:** Provide safer pedestrian access to stores and businesses, especially the large grocery stores and their parking lots.

**Recommendation 1.15:** Ensure the separation of cars from pedestrians.

Recognizing the benefits of an active, pedestrian oriented commercial core, the core should:

- 1) be small enough to promote pedestrian movement from business to business and
- 2) have a land use density dense enough to provide as much commercial activity as is practical.

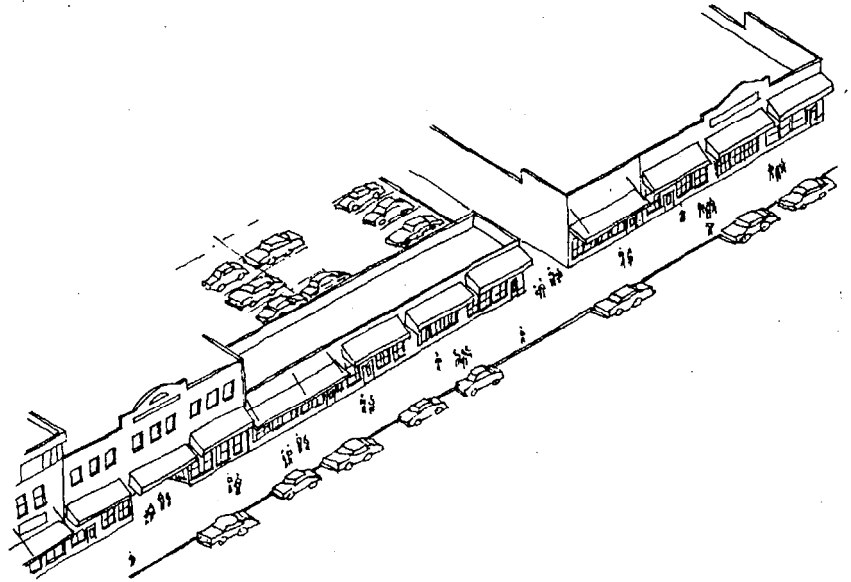
To achieve these two benefits, within the area designated as core commercial:

**Policy 1.7:** The first floor, fronting the street, should be retail commercial and the properties should be developed without side yard setbacks. The commercial use should extend from side property line to side property line. Exceptions to this would be entryways to other uses in mixed-use developments. For an example, see Key Strategy Figure 17, Desired Development Pattern in the Core Commercial Area. 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. This will require a change to the Seattle Land Use Code.

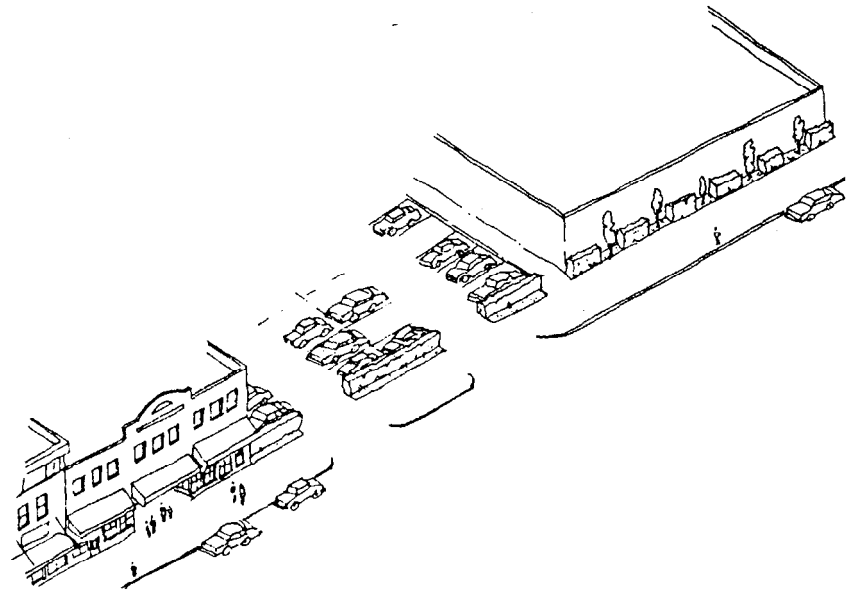
Because of the importance of the core commercial area as the economic and social heart of the Admiral community, this plan recommends the following:

**Recommendation 1.16:** Projects should support the preservation of historic buildings that have a positive impact on the character of the Admiral neighborhood. For the location of these buildings see Key Strategy Figure 7, Significant Older Structures





Desired



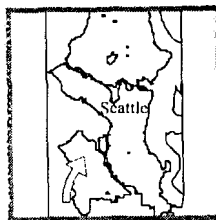
Undesired

## Key Strategy Figure 17 - Desired Development Pattern in the Core Commercial Area

Our view of Seattle



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Vicinity Map

# Admiral Residential Urban Village

**Recommendation 1.17:** Provide for more pedestrian amenities in the Core Commercial Area. The following were noted as desired pedestrian amenities in the Core Commercial area.

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 amenity like the Community Center.
9. Improve the pedestrian experience on the East side of California Avenue South West along Hiawatha Park.
10. Esthetically pleasing public phone stations.
11. Esthetically pleasing sidewalk newspaper dispensers.
12. Mid-block pedestrian crosswalks. Especially across California Avenue in front of the Admiral Theater. (See Key Activity 2, Recommendation 2.12)
13. Improved intersections and crosswalks:
  - A. Provide handicap curb cuts at all intersections and cross walks.
  - B. Higher visibility cross walks.
    - Providing a different paving texture than the adjacent roadway.
    - at the intersection of California Avenue South West and Admiral Way South West.
    - providing lighting in the paving.
      1. Enhance intersections for the visually impaired with audible signals.
      2. Provide esthetically pleasing traffic and pedestrian signals.
      3. 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.

**Recommendation 1.18:** Vacant shops should appear occupied and maintained in order to improve the pedestrian experience and the overall image of the Commercial Core Area.

**Recommendation 1.19:** Encourage urban furniture to enhance the pedestrian experience and the overall image of the Commercial Core Area, for example benches and bike racks.

**Recommendation 1.20:** 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.

**Recommendation 1.21:** Encourage pedestrian-scaled architectural features.

**Recommendation 1.22:** Enhance Hiawatha Park’s entries. See Key Strategy Figure 18, Hiawatha Park Entries to be Enhanced, for the location of these entries.

### **E. Transition Building Bulk**

Building designs within the residential urban village should protect the surrounding single-family zoned land from the undesirable effects of adjacent higher density buildings.

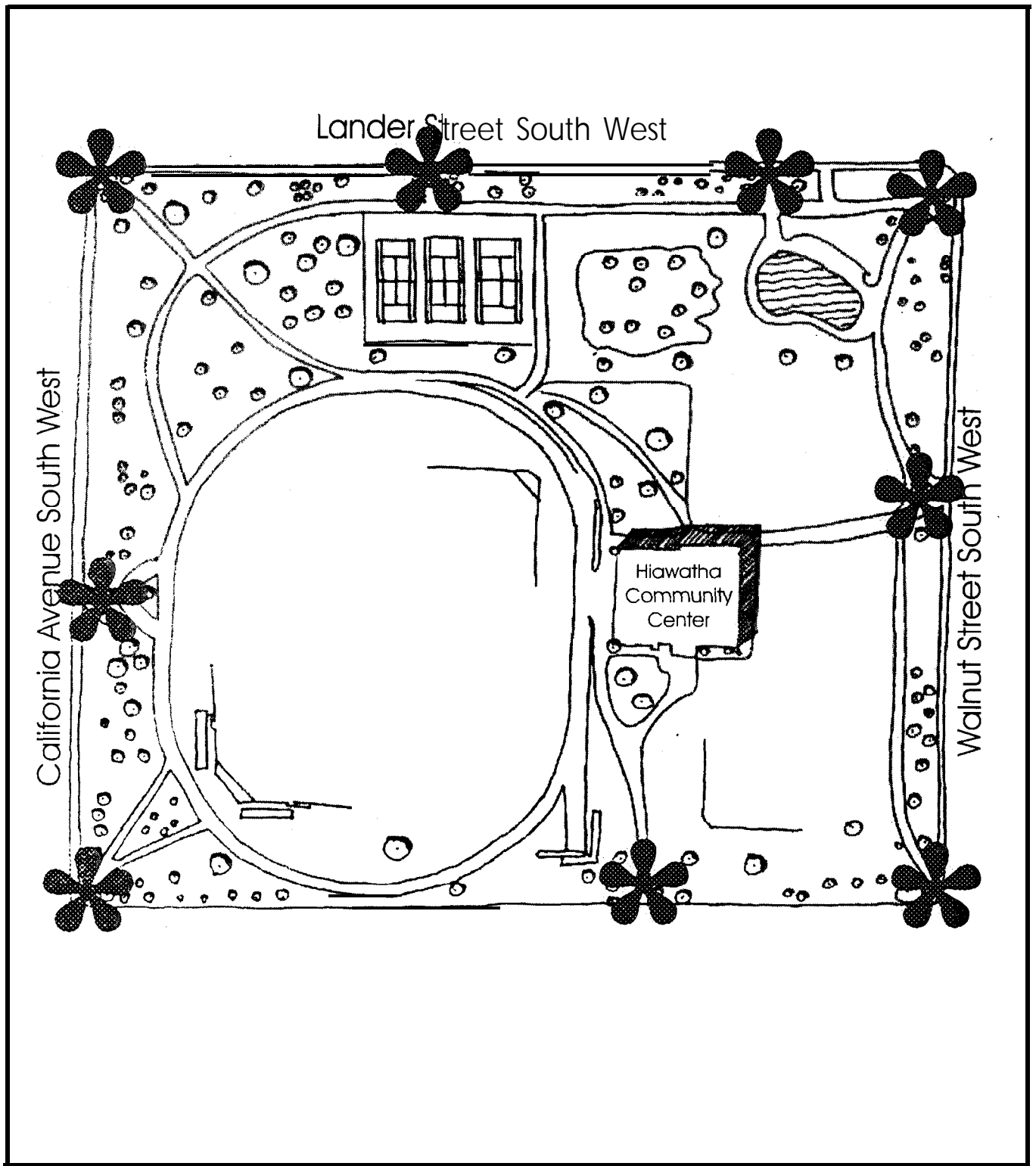
**Recommendation 1.23:** Buildings on non-single family zoned parcels that are adjacent to single family zones should make every effort to minimize their impact on the single family zoned parcels. See Key Strategy Figure 19, Transition Parcels, for the location of the parcels where transition to single family zoning occurs.

Refer to the Admiral Design Guidelines in the appendix of this Plan for specific treatment of development in the transition parcels.

### **F. Land Use**

**Goal 1.2:** Land use within the residential urban village should conform to the Admiral neighborhood’s vision of itself as a pedestrian oriented small town, or urban center.

**Policy 1.8:** Public assisted housing, within the Admiral neighborhood, should be dispersed, small scale and aesthetically integrated to be in keeping with this small town image. This will require a change to the Seattle Land Use Code.

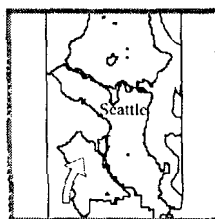


Key Strategy Figure 18 - Hiawatha Park Entries to be Enhanced  
Admiral Residential Urban Village

IA.CDR 1/8/99



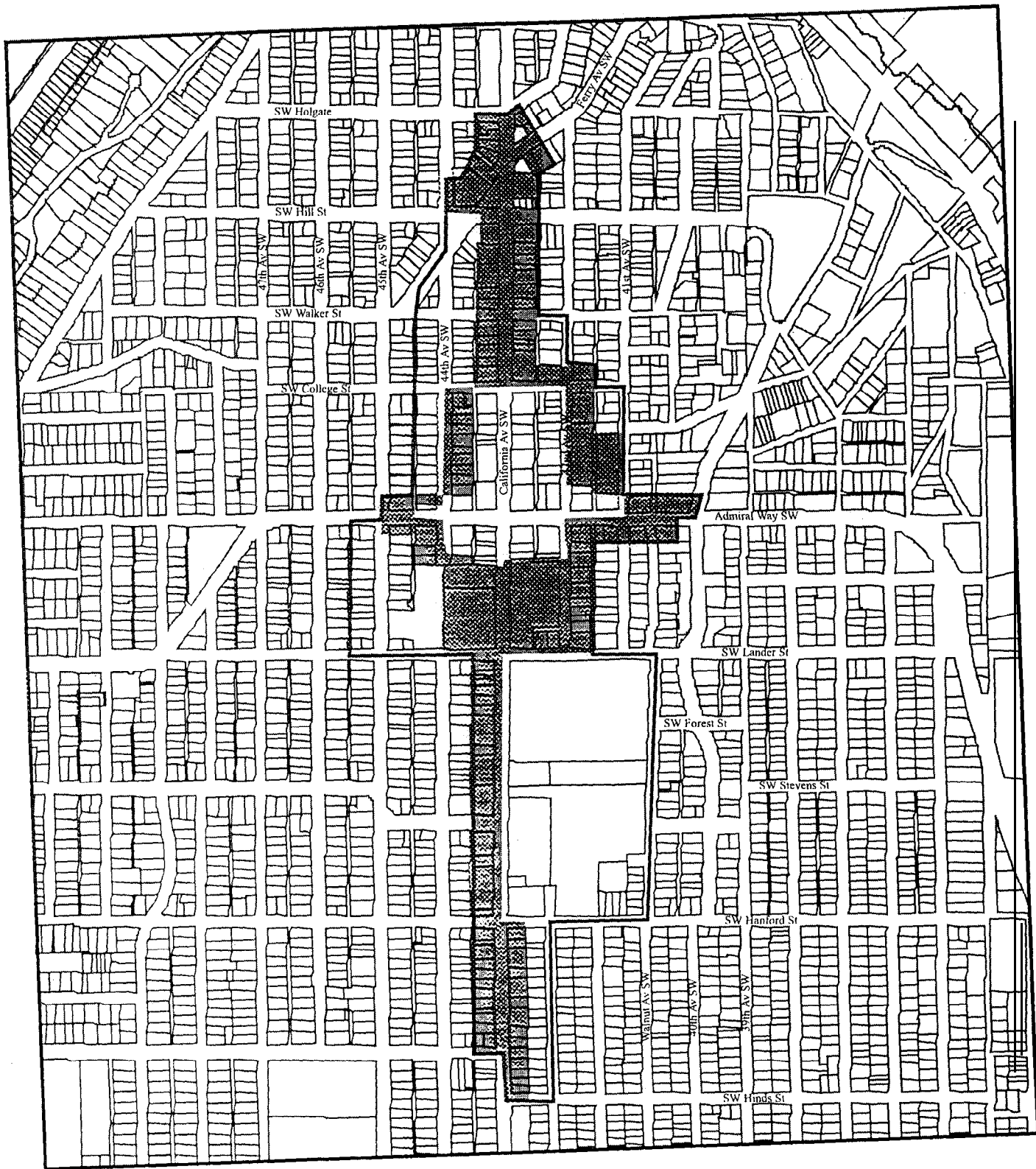
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Vicinity Map



Vicinity Map



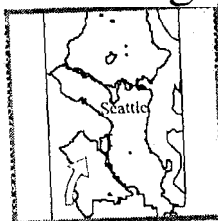
## Key Strategy Figure 19 - Transition Parcels Admiral Residential Urban Village

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
Our view of Seattle



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Architecture



Vicinity Map

-  Parcels **Abutting** Single Family Zoning
-  Residential Urban Village Boundary
-  Land Parcels

**Recommendation 1.24:** To enhance our existing character, generic chain stores should be discouraged. Franchise stores should be modified to address the unique characteristics of the Admiral neighborhood. Refer to the Admiral Design Guidelines for direction on how to achieve the unique Admiral neighborhood character.

**Recommendation 1.25:** The community favors small commercial retail businesses that serve the needs of the local community. Large commercial uses, not fitting the Admiral community small town character, should be discouraged as threats to the desired Admiral neighborhood character.

The Admiral Planning Coalition volunteers who developed this plan, identified which land uses do and do not conform to the community's vision.

**Policy 1.9:** Although current zoning allows the following land uses, the majority of the Admiral Planning Coalition felt they were not in character with the community's vision and goals. Because the following uses are not in character with the community, they should not be allowed within the pedestrian oriented Admiral Residential Urban Village. This will require a change to the Seattle Land Use Code.

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.
  - A. Ambulance Service Providers
  - B. Drive Through Facilities
  - C. Emergency Medical Care
  - D. Gas Stations
2. The following are neither in keeping with the current retail customer base nor the desired character of the Admiral Residential Urban Village.
  - A. Check Cashing / Payday Loans
  - B. Pawn Shops, whether traditional or contemporary
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.

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.
5. Hospital's scale is not in keeping with Admiral neighborhood's small town image.
6. Sales and Rental of Motorized Vehicles do not cater to pedestrian traffic and do not use land within the residential urban village to its best potential for the community. The Coalition'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.

**Policy 1.10:** Following are land uses the Admiral Planning Coalition felt were potentially detrimental to the Admiral neighborhood. The issues of concern are noted as well as proposed solutions. This will require a change to the Seattle Land Use Code.

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 Admiral Planning Coalition's concerns.
  - A. Adult Family Homes
  - B. Emergency and Transitional Housing
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.
  - A. Government Buildings
  - B. Light Manufacturing
  - C. Research and Development Laboratories
  - D. Roller Skating or Ice Skating Rink,
  - E. Theaters Larger than Four Screens

3. Blueprinting and Photostatting Stores, because smells from these uses often escape to adjoining properties. The Coalition agrees that with proper management and policing this concern can be addressed.
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 Coalition feels nursing homes should be dispersed, small scale, and aesthetically integrated to be in keeping with the Admiral neighborhood small town image.
5. Nursing Homes: The Coalition'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 effect the character of the community. The character of these facilities is addressed with Admiral's Design Guidelines. Requiring additional parking within the Admiral neighborhood would address this concern. The Coalition feels nursing homes should be dispersed, small scale, and aesthetically integrated to be in keeping with the Admiral neighborhood small town image.
6. Park and Pool Lots (For Car Pooling, not Park-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 design guidelines their impact will be minimized.

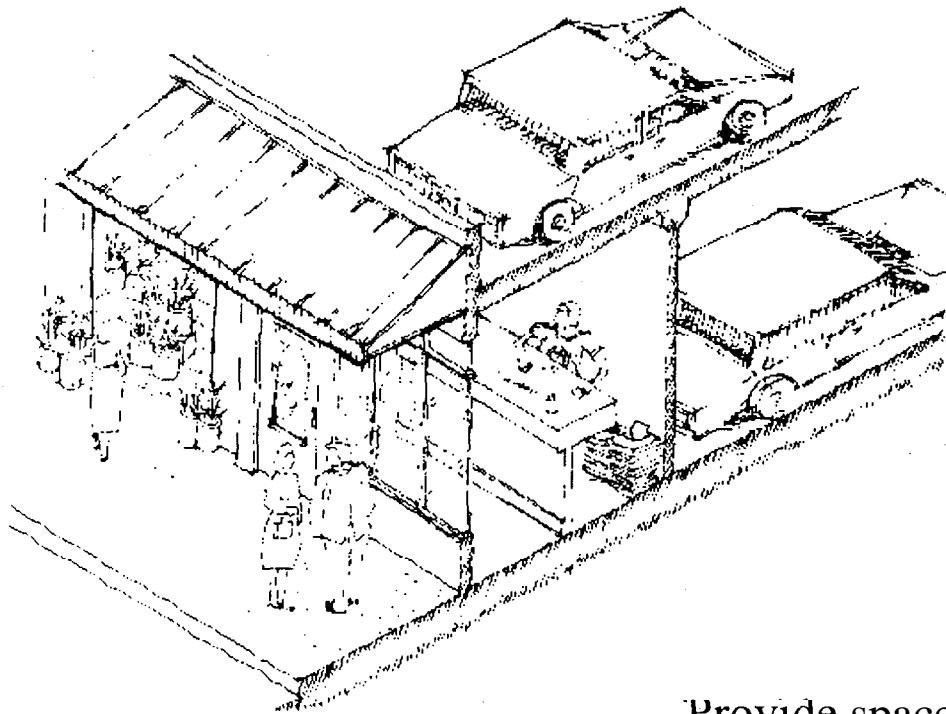
## **II. PUBLIC DESIGN ELEMENTS**

Goal 1.3: Enhance the Community's Identity.

Part of Admiral Residential Urban Village's village-like identity results from the qualities of its public spaces including: streets; sidewalks; parks; and schools. This Plan identifies which elements are important to the community and suggests developing guidelines for maintenance and/or improvement of these facilities. The Public Design Element should reinforce the elements described in the Admiral Residential Urban Village Character Plan noted above.

**Objective 1.1:** Ensure that the design of private development and public spaces support each other to enhance and reinforce Admiral





Graphics from Design Review:  
Guidelines for Multifamily &  
Commercial Buildings, October  
1993. City of Seattle. Page 48

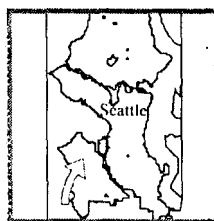
Provide space  
for pedestrian  
oriented businesses  
along parking  
garage frontage.

## Key Strategy Figure 15 - Proposed Above Grade Parking Structure Configuration in the Core Commercial Area

*Our view of Seattle*

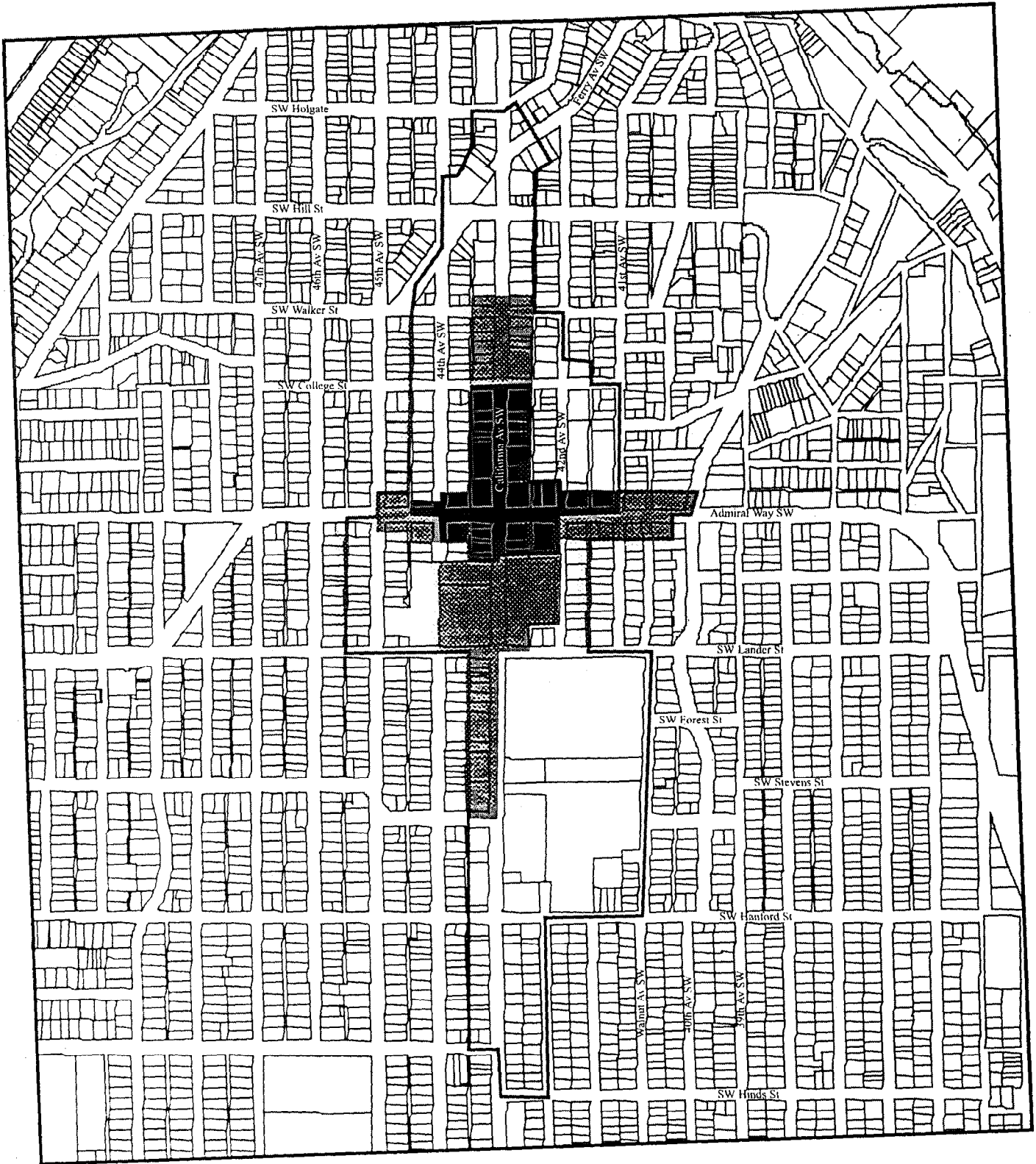


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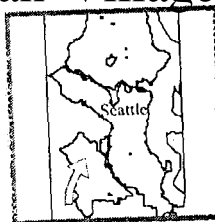


Vicinity Map

Admiral Residential  
Urban Village



Key Strategy Figure 16 - Core Commercial Area  
Admiral Residential Urban Village



- Core Commercial Parcels
- Parcels Abutting Single Family
- Zoning in the Core Commercial Area
- Residential Urban Village Boundary
- Land Parcels

community's identity.

**Recommendation 1.251:** Define locations for new pedestrian lighting fixtures to be installed on sidewalks. Provide energy efficient high quality lighting.

**Recommendation 1.26:** Adopt guidelines for the design of public elements. These could include:

- light standards,
- outdoor benches,
- paving treatments,
- directional signage and
- other public amenities.

**Objective 1.2:** Identify a symbolic focus for community pride and economic development.

### III. ADMIRAL DESIGN GUIDELINES

The Admiral Planning Coalition developed Admiral neighborhood specific design guidelines that reflect their collective goals and future vision for the Admiral neighborhood. The guidelines they developed are included in the appendix of this plan.

The Admiral Planning Coalition has several recommendations concerning design review. First, the Admiral Planning Coalition is recommending that the design review process be extended to include new construction within L1 and L2 zones within the Residential Urban Village. The Admiral Planning Coalition is also recommending the threshold for design review be reduced to include all new development and exterior remodels. The input Admiral Planning Coalition received, during Phase I and II, indicated strong community concern about the character of new mixed-use development. This concern was particularly strong with regard to the impact that new multifamily development has on adjacent existing single family development. There are many instances where NC3, L3, L2 and L1 immediately abut existing single family. When adopted, these guidelines will supplement the City's existing design review process.

**Recommendation 1.28:** The Coalition strongly recommends that the City continue to exempt single family development on single family zoned property from the design standard process. A key element of the existing Admiral neighborhood character is the diversity in size and style of detached single family buildings.

To better ensure that future development in the Admiral neighborhood better addresses the community's version of their future, the following are recommended:

**Policy 1.11:** Apply the Admiral 1998 Design Guidelines to projects in land zoned L3 outside the village and inside the outreach area. See Introduction Figure 2, Outreach Area Map. This will require a change to the Seattle Land Use Code.

**Policy 1.12:** Any rezone to L3 or higher, proposed within the outreach area, should include compliance with the Admiral 1998 Design Guidelines as a condition of the rezone. This will require a change to the Seattle Land Use Code.

**Policy 1.13:** Reduce the threshold for design review to include all new development and exterior remodels. This will require a change to the Seattle Land Use Code.

**Objective 1.3:** Have meaningful community involvement in the location and design of commercial and multi-family development proposals.

The Admiral Planning Coalition felt the existing design review process does not adequately address the community's concerns. The following policy changes are recommended to make the process more responsive to community concerns.

**Policy 1.14:** Add a new design review district with a boundary corresponding to the Admiral Planning Outreach boundary. See Introduction Figure 2, Outreach Area Map. This will require a change to the Seattle Land Use Code.

**Policy 1.15:** 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. This will require a change to the Seattle Land Use Code.

**Policy 1.16:** If a local design review board finds it is unable to expedite their reviews in a timely manner, four out of five of the local board members may petition the Director of DCLU to reassign a design review project with the local community representative and local business representative reviewing development only within their district.

**Policy 1.17:** Change the zones for which design review applies to include L1 and L2 within the Admiral Residential Urban Village. This will require a change to the Seattle Land Use Code.

**Recommendation 1.29:** Adopt neighborhood Design Guidelines to supplement the City’s Existing guidelines. The guidelines will address specific priorities and recommendations concerning:

- Transitions between zones and.
- walkability of the Admiral Business District

Admiral’s Design Guidelines are included in the appendix to this plan

#### **IV. LAND USE**

The City’s preliminarily designated Admiral Residential Urban Village included areas zoned as single family. This boundary raised many concerns during Phase I about the future of these single-family areas. The Admiral Planning Coalition considered several options to preclude expansion of multi-family zones and address the transition between multi-family and single family developments. The design guidelines described above are one approach. The following objectives and recommendation suggest a corresponding approach.

**Goal 1.4:** An Admiral neighborhood that is a predominately single-family housing community.

**Objective 1.4:** Maintain existing single-family zoning outside the Residential Urban Village.

**Recommendation 1.30:** Do not allow. Small Lot Zoning within the Admiral planning outreach area. See Introduction Figure 2, Outreach Area Map.

**Policy 1.18:** Land use code changes that take effect automatically, unless a neighborhood plan provides otherwise, shall not take effect within the Admiral planning outreach area. See Introduction Figure 2 Outreach Area Map. This will require a change to the Seattle Land Use Code.

**Goal 1.5:** A high quality, diverse neighborhood where developers and businesses benefit from sustaining excellence and for filling local needs.

The Admirai neighborhood’s vision describes a community where residents can meet their needs for many goods and services locally.

**Recommendation 1.31:** Encourage the West Seattle Chamber of Commerce and the Admiral Community Council to promote the Admiral neighborhood as a high quality, diverse neighborhood where developers and businesses benefit from sustaining excellence and for filling local needs.

## **V. COMMUNITY ACTIVITIES**

**Objective 1.5:** Identify a process beyond physical planning that will bring added value to the Admiral neighborhood.

**Recommendation 1.32:** 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.

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## **Key Strategy 2**

### **Alleviate Traffic and Parking Problems**

#### **Key Strategy 2 Vision Statement**

Our vision for the Admiral neighborhood, which includes access within the Admiral neighborhood and to other parts of town, is convenient, with a variety of transportation modes. Within our neighborhood, the impacts of growth, including traffic congestion and parking, will be mitigated through revisions to codes and guidelines.'

Clearly, we currently have an intolerable problem that is impacting the safety and livability of the Admiral community. In our short-term vision, we will use-obtain local circulator buses, well scheduled cross-town routes, safe streets, and encourage alternate modes, such as the water taxi, bicycles, and foot traffic. These enhanced alternatives to the car will be balanced with efforts to resolve the continuing parking crunch.

We have faith that the future holds solutions to the congestion in the neighborhood and on the West Seattle Bridge, whether we develop alternate routes to I-5, rapid transit, or changes in our technology or travel habits.

#### **OVERVIEW**

This strategy brings together several transportation-related elements to form a comprehensive strategy to address several interrelated issues and opportunities. These include:

- Parking;
- General Automobile Circulation;
- Transit; and
- Bicycle and Pedestrian Facilities.

Although transportation issues ranked high among the concerns of the Admiral community residents and businesses, there was not sufficient funds or time to undertake the level of comprehensive analysis the ANPC felt these issues warranted. The following sections include goals and objectives in order to articulate the desired foci and results of the analysis and recommendations. In some instances, recommendations of potential solutions are included. Where this is the case, they should be used as illustrative examples rather than definitive solutions. The best solution will, in most cases, result from further analysis.



## **Policies, Goals, Objectives and Recommendations**

### **I. PARKING**

As the Admiral neighborhood and the surrounding neighborhoods have grown, it has become increasingly difficult to meet parking needs within the business district encompassed by the Urban Village. The Admiral Theater **and nearby** restaurants are especially impacted by the conversion of surface parking into developments. The vacant lots and business parking lots, that were once available for public use during the evening, are no longer available. Although the Admiral community 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 the Admiral neighborhood.

See Key Strategy Figure 13, Existing Parking Lots.

**Goal 2.1:** Ensure adequate parking spaces for customers, residents and employees.

**Objective 2.1:** Alleviate parking problem within proposed village and adjacent transitional area.

**Objective 2.2:** Anticipate demands and plan parking for the year 2020.

**Recommendation 2.1:** Assess the parking problem, and recommend solutions appropriate to the Admiral neighborhood. A 1998 parking study which documents parking on public streets within the Admiral Residential Urban Village is included in the appendix of this Plan.

- A parking assessment should include the following:
  1. Development and analysis of projected parking needs for the longer term, using parking data generated for this Plan and input from SEATRAN.
  2. Development of clear criteria for evaluating parking recommendations.
  3. Development of a complete array of alternative solutions. Solutions could include:
    - 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 South West and Admiral Way South West.
  - Consider eliminating “on-street” parking on Admiral Way South West and California Avenue South West for one block in both directions during daily peak traffic periods. No parking from 7:00am to 10:00am and 4:00pm to 7:00pm. 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).
- Review of proposed Admiral Residential Urban Village Parking recommendations to the community for approval and sponsorship.

**Objective 2.3:** Alleviate the special parking problems and pedestrian/auto conflicts that occur mid-block in front of the Admiral Theater at evening shows.

**Recommendation 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.

**Recommendation 2.3:** Recognizing that the overall parking problem cannot be solved on a lot by lot basis, this Plan encourages the formation of an Admiral Parking Improvement District to improve the parking situation in a holistic manner.

**Recommendation 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.

**Recommendation 2.5:** Encourage local businesses to talk with the school district about using the current Lafayette School designated staff parking as public nighttime parking.

For additional parking activities see Key Strategy 1, subsection I Admiral Character Plan, subsection C. Parking.

## **II. TRAFFIC**

The Admiral Residential Urban Village is centered on the congested intersection of Admiral Way South West and California Avenue South West. Admiral Way is one of the few arterial routes from the West Seattle Bridge and, consequently, a significant amount of traffic gets funneled through this intersection. Additionally, a landslide blocked the northern section of California in 1996. The congestion and disruption along the arterial results in drivers using non-arterials for trips. This impact, together with overall growth in West Seattle traffic, results in a situation where traffic is increasingly incompatible with the community's vision for the Urban Village.

**Goal 2.2:** Keep through traffic off non-arterial streets.

**Goal 2.3:** Calm through traffic on arterials without decreasing capacity.

**Goal 2.4:** Improve vehicular traffic safety and convenience.

**Objective 2.4:** Obtain transportation base data.

**Recommendation 2.6:** Obtain the following data as background for transportation studies:

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:
  - 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 within the Admiral Residential Urban Village.)
5. Conduct a preliminary traffic survey. Possible street intersections include:
  - California Avenue South West and Admiral Way South West
  - California Avenue South West and South West Lander Street
  - Admiral Way South West and 41<sup>st</sup> Avenue South West
  - Admiral Way South West and 42<sup>nd</sup> Avenue South West, and
  - Admiral Way South West and 45<sup>th</sup> Avenue South West.
6. Three-year accident data by street location and type.
7. Separate pedestrian accident data by location.

**Objective 2.5:** Identify short term problems and quick wins to traffic circulation and regulation.

**Objective 2.6:** Anticipate and plan for traffic circulation and regulation needs for the year 2020.

**Recommendation 2.7:** Complete an analysis of traffic in the Urban Village. The study should evaluate and suggest solutions to:

- 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:
  - Identify traffic circulation and regulation problems starting with the Phase I surveys.
  - Involve merchants and institutions whose businesses are effected 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 ~~for~~ 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 on arterials without decreasing capacity.
- 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 South West.
- Assess the merits of providing traffic signal warrants at the corner of California and South West Hinds Street.

**Goal 2.5:** Enforce traffic, parking and pedestrian ordinances.

**Policy 2.1:** Improve enforcement of parking and traffic ordinances.

### **III. BICYCLE AND PEDESTRIAN**

In addition to addressing the needs of cars and transit, creating conditions to encourage walking and bicycling should be considered. The transportation analyses should recommend ways to balance bicycle and pedestrian activities with automobiles. The Admiral community hopes to reinforce the pedestrian character

in two ways: through the design of buildings to create an inviting atmosphere for walking; and through the design and provision of amenities and facilities in the business district. The first part is addressed in Key Strategy 1 of this plan, Improving the Existing Character. This element focuses on the physical infrastructure to support pedestrians and bicycles.

**Goal 2.6:** Encourage people to walk; bicycle or ride buses when traveling inside the Admiral neighborhood.

**Objective 2.7:** Improve pedestrian safety.

**Recommendation 2.8:** Identify and implement incentives for people to walk, bicycle or ride buses while traveling within the Admiral Residential Urban Village.

**Recommendation 2.9:** Identify needed pedestrian crossing sites.

**Recommendation 2.10:** Review accident data from City records.

**Recommendation 2.11:** Evaluate pedestrian safety issues at Lafayette Elementary and Hiawatha community center.

**Objective 2.8:** Improve pedestrian convenience.

**Recommendation 2.12:** In front of the Admiral Theatre, provide a pedestrian crossing with improved lighting and safety zone pavement parking. See Key Activity 1, Recommendation 1.17.

**Recommendation.2.13 :** Develop a pedestrian/bike trail to connect the Admiral Village with Alaska Junction, Hamilton Viewpoint and the Fairmount Ravine.

**Recommendation 2.14:** Conduct a study of alternative routes through the neighborhood to connect these elements with a designated path.

#### **IV. PUBLIC TRANSPORTATION**

**Objective 2.9:** Encourage the funding and operation of a permanent water taxi from West Seattle to downtown.

**Policy 2.2:** Work with regional agencies to sponsor funding and community use of the new water taxi.

**Recommendation 2.15:** Work with METRO to improve bus service from the water taxi.

**Recommendation 2.16:** Work with the City to choose a new passenger landing for the water taxi.

**Recommendation 2.17:** Conduct a local circulator bus feasibility study.

**Recommendation 2.18:** Determine the desired role of public transit in the residential urban village.

**Activity 2.1:** Improve local METRO commuter options from the Admiral neighborhood to Alaska Junction; Morgan Junction and the water taxi commuter ferry. Operate small van units to connect more neighbors to the new transit feeder.

**Objective 2.10:** Improve and expand public transportation facilities and services.

**Recommendation 2.19:** The City should work with the appropriate agencies to make improvements to the West Seattle-wide transit services and facilities. Actions to be considered include:

1. Seattle Bridge Improvements: Enhance roadway to design to facilitate transit access.
2. Regional Express and Metro Bus Service: Increase hours and provide Express service to commercial centers, continuing on to East side.
3. Transit Hub: Develop Hubs where express and local bus service and future rail could connect.
4. Monorail: Support this long-term to provide a connection to West Seattle.

## **V. WEST SEATTLE ACCESS PLAN**

**Objective 2.11:** Address issues with access to and from the West Seattle peninsula in a comprehensive manner.

**Recommendation 2.20:** Prepare a community-generated access plan for West Seattle that addresses needed transportation improvements. The study should address:

1. **Traffic Operations:** Improve channelization and traffic control at approaches to W. Seattle Bridge, Fauntleroy and Avelon intersections with 35th, and provide accident response on bridge.
2. **Highway Capacity:** Evaluate capacity especially at connections to SR 99 and I-5.
3. **Transit/HOV:** Evaluate transit improvements and providing an HOV lane on the bridges.



## **Key Strategy 3**

### **Protect Existing Open Space and Create and Protect More Open Space**

#### **Key Strategy 3 Vision Statement**

The Admiral neighborhood is a place where parks, playgrounds, and everyday goods and services are just a stone's-throw away. Access within the Admiral neighborhood and to other parts of town is convenient with a variety of transportation modes.

Places where we can experience nature are a critical part of our vision for the Admiral neighborhood. We envision preserving all undeveloped open space, preventing landslides, landscaping our public places, and continuing the legacy of the Olmsted Brothers' work by carefully designing our parks, and supporting tree-planting programs. See Key Strategy Figure 20, Olmsted's Plan for Hiawatha Park.

We envision zoning and building codes that preserve our open air and our views of mountains and water for the benefit of the general public.

Natural amenities will be an important part of every construction project, and will neutralize the intrusive potential of increased density.

#### **Policies, Goals, Objectives and Recommendations**

**Goal 3.1:** Preserve all existing open space.

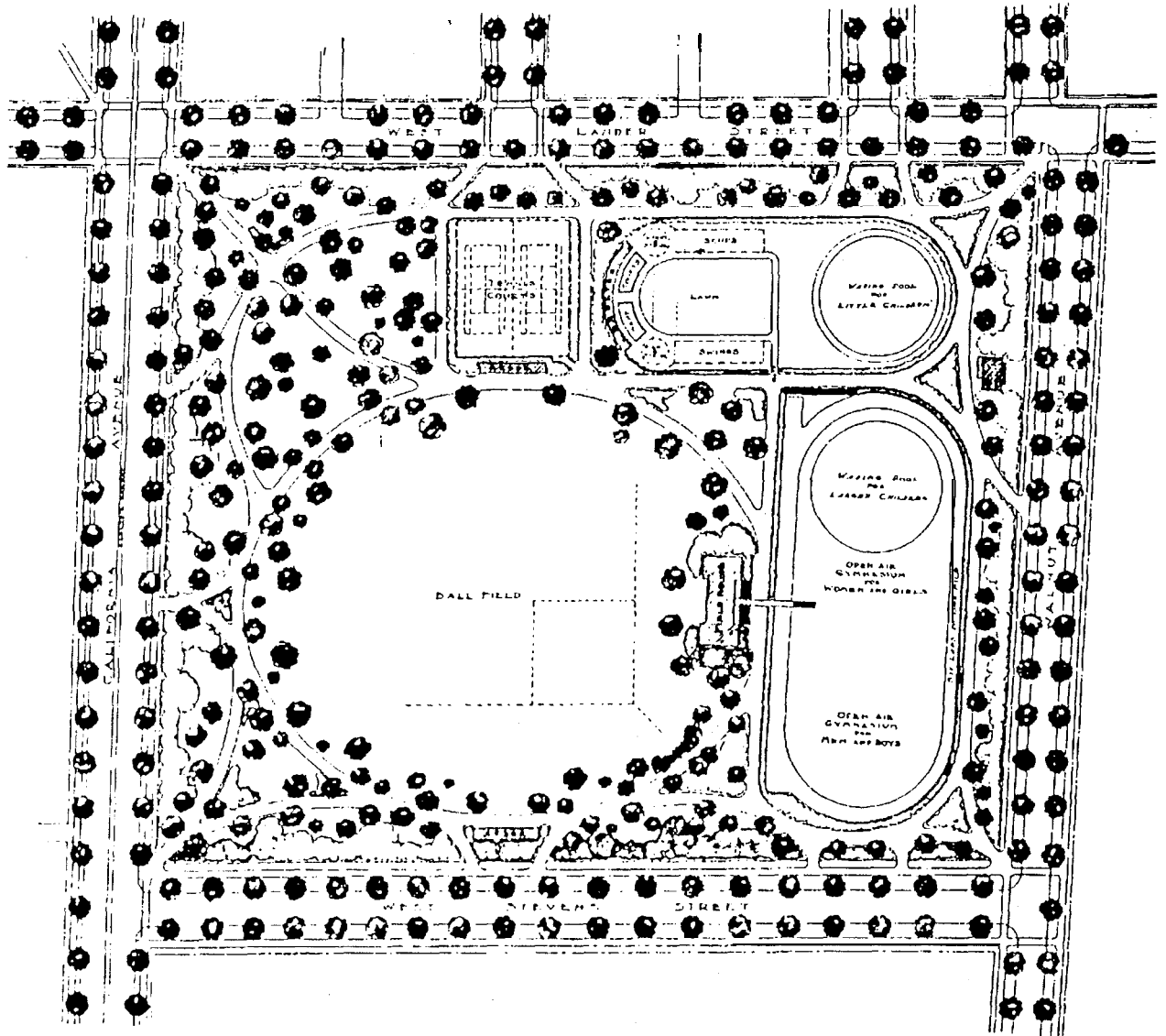
**Recommendation 3.1:** Support the organizations protecting and preserving Schmitz Park and the Fairmont Ravine.

**Goal 3.2:** Enhance the Neighborhood involvement in identifying, acquiring, selecting and approving sites for capital improvements that impact the natural environment through increased involvement of the Admiral Community Council and other community organizations. This would include decisions for acquiring, selecting and approving sites for capital improvements that impact the natural environment.

**Recommendation 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.

CITY OF SEATTLE-PARK COMMISSION  
 PRELIMINARY PLAN  
 FOR  
 WEST SEATTLE P PLAYGROUND

*Olmsted Brothers*  
 LANDSCAPE ARCHITECTS  
 BROOKLYN, MASS. U.S.A.



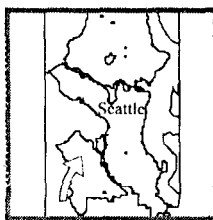
Key Strategy Figure 20 - Olmsted's Plan for Hiawatha Park Admiral Residential Urban Village

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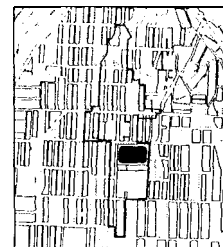
Our view of Seattle



Angelo  
 Architecture



Vicinity Map



Vicinity Map

**Recommendation 3.3:** Develop a process to insure neighborhood involvement and timely notification of the City’s intent to surplus land that would be suitable for open space.

**Goal 3.3:** Provide adequate maintenance of the public areas within the natural environment.

**Objective 3.1:** Protect parks and playgrounds and keep them well maintained.

**Recommendation 3.4:** Encourage the City to adequately fund the maintenance of our parks and playgrounds to achieve a high standard of excellence. Prioritize maintenance needs within the Admiral planning outreach area.

- 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.

**Goal 3.4:** Achieve the best use of parks, open space and playgrounds.

**Policy 3.1:** Work with existing neighborhood groups and the City to ensure use practices reflect the needs of the neighborhood.

**Recommendation 3.5:** Establish neighborhood use guidelines.

**Recommendation 3.6:** Inventory the amenities, configuration and use of parks, playgrounds and open spaces according to the use guidelines.

**Recommendation 3.7:** Establish a master plan designed to achieve the best neighborhood use of schools, parks and playgrounds.

- 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.

**Goal 3.5:** Acquire additional open space within the Admiral neighborhood.

**Recommendation 3.8:** Create a passive open space to replace the abandoned City Light Substation in the alley near Palm Avenue South West and California Avenue South West.

**Recommendation 3.9:** Create a passive open space to replace the abandoned City Light Substation on Admiral Way South West near Garlough Avenue South West.

**Recommendation 3.10:** Preserve the Mage overlook (1521 Sunset Avenue South West).

**Recommendation 3.11:** Survey the neighborhood for all possible open space acquisitions.

**Recommendation 3.12:** In coordination with the Admiral Residential Urban Village Character Plan and the Bicycle and Pedestrian elements of the Transportation Strategy, determine if existing undeveloped open space is part of, or should be part of, a network which could include trails, stair cases and bike paths.

- Develop a Master Plan of the Admiral Neighborhood Community of a network of trails, staircases and bike paths.

**Goal 3.6:** Protect and enhance the natural habitat of the Admiral neighborhood.

**Recommendation 3.13:** Develop an understanding of the Admiral neighborhood ecology and improve its stewardship.

## **Key Strategy 4**

### **Improve Existing City Services**

#### **Key Strategy 4 Vision Statement**

The Admiral neighborhood is a place where parks, playgrounds, and everyday goods and services are just a stone's-throw away. Access within the Admiral neighborhood and to other parts of town is convenient with a variety of transportation modes.

We envision high quality educational programs and facilities, a local library and community center that keep up with demands, and a network of active community organizations, health care, police and fire facilities, and social services.

Places where we can experience nature are a critical part of our vision for the Admiral neighborhood. We envision preserving all undeveloped open space, preventing landslides, landscaping our public places, and continuing the legacy of the Oimsted Brothers' work by carefully designing our parks, and supporting tree-planting programs.

#### **I General**

In many instances, the City has existing programs that, if enhanced, could meet the objectives of the Admiral neighborhood.

#### **Policies, Goals, Objectives and Recommendations**

**Goal 4.1:** Increased City collaboration with the Admiral neighborhood in future planning efforts that impact the Admiral neighborhood.

**Recommendation 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.

**Objective 4.1:** Support the development of public safety plans to meet growth demands.

**Recommendation 4.2:** Provide an interim police sub-station at California Avenue South West and South West Charlestown Street.

- 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.

**Policy 4.1:** Acknowledge the West Seattle Anti-Crime Council and support their efforts in improving the safety of the Admiral neighborhood.

- 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.

**Recommendation 4.3:** Develop a plan to make people more aware of emergency and disaster procedures.

- Get the word out about emergency and disaster procedures through newsletters, special events and word of mouth.

**Goal 4.2:** City coordination of City capital expenditure planning among City and County departments, especially those that impact the natural environment.

**Recommendation 4.4:** Encourage the formation of a real estate sales coordinating committee that involves governmental agencies and the local community.

**Goal 4.3:** Increased City involvement of affected communities in identifying and siting desired capital projects.

**Recommendation 4.5:** Develop and publicize City procedures enabling community involvement in identifying and siting desired capital projects.

**Goal 4.4:** 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.

**Recommendation 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.

**Goal 4.5:** Increased City maintenance of public facilities within the Admiral neighborhood.

**Objective 4.2:** To address what is perceived by the community as unacceptable standards, develop higher expectations for public services, building exterior maintenance and landscaping.

**Goal 4.6:** Ensure clean functional streets.

**Objective 4.3:** Ensure attractive, functional streets.

**Recommendation 4.7:** Determine what the community feels are attractive, functional streets.

**Recommendation 4.8:** Develop a strategy to ensure attractive, functional streets.

**Recommendation 4.9:** Develop a prioritized list of maintenance needs for public facilities within the Admiral neighborhood.

**Recommendation 4.10:** Develop a maintenance program for streets, parking facilities, pedestrian facilities and bicycle facilities.

**Recommendation 4.11:** Schedule major upgrades and maintenance to minimize traffic impact.

**Policy 4.2:** Support good planning and high quality engineering with public recognition and rewards for excellence in maintenance efforts by SEATRAN.

**Goal 4.7:** City provision of capital improvements as needed by the community.

**Objective 4.4:** Ensure the adequacy of neighborhood's utilities to meet growth through the year 2020.

**Recommendation 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.

**Objective 4.5:** Provide for safe lighting for streets and sidewalks.

## **II Transit**

**Recommendation 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.

**Objective 4.6:** Assure that bus routing, scheduling and transfer points facilitates neighborhood needs.

**Policy 4.3:** Work with METRO to assure that bus routing, scheduling and transfer points keep pace with neighborhood needs.

- 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.

**Recommendation 4.14:** Post better signage at bus shelters and stops.

### III Streets

**Policy 4.4:** Encourage people to participate in the “Adopt a Street Program”.

Get the word out about the “Adopt a Street Program” and how people can get involved through newsletters, special events and word of mouth.

**Objective 4.7:** Solve the West Seattle Bridge bottleneck.

**Recommendation 4.15:** Support regional transportation strategic planning.

**Recommendation 4.16:** Solve the West Seattle Bridge bottleneck.

### IV Police and Fire

**Objective 4.8:** Establish fire and police upgrades required for the Residential Urban Village.

**Recommendation 4.17:** Assess and ensure local needs for fire department services.

**Recommendation 4.18:** Provide an interim police station.

**Recommendation 4.19:** Fund acquisition of a permanent “safety vehicle” for Fire Station 29.



## V Environment

**Goal 4.8:** Reduce the levels of pollution in the Admiral neighborhood.

**Objective 4.9:** Reduce the level of noise pollution, particularly from aircraft.

**Objective 4.10:** Keep the neighborhood free of graffiti and litter.

**Recommendation 4.20:** Develop with businesses an anti-litter and anti-graffiti program.

- Work with the Seattle Public Utilities “Graffiti & litter Matching Fund Program. *{The contact is Denise Andrews at 684-4601.}*

**Recommendation 4.21:** Develop a resource book for reporting pollution problems.

**Recommendation 4.22:** Identify illegal dumping areas.

**Recommendation 4.23:** Determine the best way to protect this community from landslides and land erosion.

## VI Schools and Social Services

**Recommendation 4.24:** 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.

**Goal 4.9:** Ensure desired community, educational, recreational, safety and social services.

**Objective 4.11:** 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.

## VII Parks and Open Space

**Recommendation 4.25:** Address West Seattle High School outdoor sports facility needs.

**Objective 4.12:** Provide parks and open space to under-served populations.

# Specific Activities for Near Term Implementation

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## Specific Activities for Near Term Implementation

### I. Business

**Goal NT1:** Encourage retail services desired by the community.

**Goal NT2:** Advocate the health and diversity of merchants located in the Admiral Business District.

**Recommendation NT1:** Work with the merchant associations to advocate the health and diversity of merchants located in the Admiral Business District.

**Policy NT1:** Encourage an active Admiral Merchant Association.

**Recommendation NT2:** Working with local lending institutions and the Chamber of Commerce, develop a pre-application program for funding local improvements.

### II. Transportation

**Recommendation NT3:** Develop a rush-hour strategy with SEATRANS 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.

**Recommendation NT4:** Provide support for the acquisition of property at Pier 1 and Pier 2 for public access for shoreline and open space.

### III Open Space and Natural Environment

**Recommendation NT5:** Change the name of Belvedere Viewpoint Park to Admiral Viewpoint.

**Recommendation NT6:** Eradicate undesirable plant species where needed in ravines and on hillsides.

**Recommendation NT7:** Support existing organizations for “bird dogging” this Plan’s recommendations.

**Objective NT1:** Preserve the integrity of the Olmsted design.

**Recommendation NT8:** Ensure that changes to Hiwatha field preserve the integrity of the Olmsted design. See Key Strategy Figure 20, Olmsted’s Plan for Hiawatha Park.

**Recommendation 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.)

**Objective NT2:** Preserve and extend the neighborhood’s tree canopy.

**Recommendation NT10:** Work with the neighborhood tree-planting program administered by the Department of Neighborhoods,.

- 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.

**Recommendation NT1 1:** Determine if there are other tree planting programs besides the following:

- Seattle City Lights “Urban Tree Replacement Program” (*The contacts are Vegetation Management 386-1 733 and Brent Schmidt 386-1902.*)

**Policy NT2:** Preserve public access to the Admiral neighborhood’s panoramic views as well as to corridors and vistas provided to the public by the Admiral neighborhood’s pattern of small town development.

**Policy NT3:** Provide safe and convenient pedestrian access to the Admiral neighborhood parks, playgrounds and open space.

### **A. Landslide Damage**

Landslides that occurred during the winter of 1996-1997 blocked Admiral Way and California Avenue; important routes connecting the Admiral neighborhood to the West Seattle Bridge, Downtown and Alki. As of September 1998, these routes are still partially blocked by slide damage. The community encourages efforts by the city to fix these problems and to seek solutions that would avoid

future damage to the road network by landslides.

**Goal NT3:** Provide roads that are not obstructed by roadwork or slides.

**Objective NT3:** Protect this community from landslides and land erosion.

**Recommendation NT12:** Identify and repair slide areas where repair or replacement of roads is necessary.

**Recommendation NT13:** Educate people on proper drainage techniques in order to minimize future slides.

**Recommendation NT14:** 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:
  - soil condition.
  - drainage conditions.
  - visual planting effects.
  - view corridor effects.
  - view corridor conditions.
  - others.

# Activities for Longer Term Implementation

## Admiral Residential 1 Urban Village 1998 Plan



# Activities for Longer Term Implementation

## I. Built Environment

**Objective LT1:** (Not Used)

**Recommendation LT1:** Create a Community outreach plan and educational packet: “Tool Kit for a Growing Neighborhood.”

## II. Transportation

**Objective LT2:** Improve facilities for bicycles, skateboards and pedestrians.

**Recommendation LT2:** Determine desirable and undesirable facilities for bicycles, skateboards and pedestrians.

**Recommendation LT3:** Identify both long and short-term projects and consider including urban trail projects with facilities studies for pedestrians.

**Recommendation LT4:** Develop strategies to obtain desired bicycle, skateboards and pedestrian facilities while avoiding undesired facilities.

**Objective LT3:** Explore the possibilities presented by the Seattle monorail program.

**Recommendation LT5:** Participate in Regional Transportation planning discussions to insure that opportunities for Monorail affecting the Admiral neighborhood are heard.

**Objective LT4:** Increase community awareness of emerging transportation technologies and the possibilities for local demonstration projects.

**Recommendation LT6:** Conduct research on emerging transportation technologies.

**Recommendation LT7:** 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, megalev, etc.

**Recommendation LT8:** (Not Used)

### **III. Human Environment**

**Objective LT5:** Reduce pollution.

**Recommendation LT9:** Identify existing City, County, State and Federal programs that reduce pollution and endorse those that are desired by the Admiral neighborhood. These include:

- Seattle Public Utilities “Less is More Grants Programs.” *{The contact is Theresa Hill 684-0804}*
- Seattle Public Utilities “ School Grants Program” *{The contact is Dee Brown 684-4685}*

**Objective LT6:** Maintain a good quality of air.

**Recommendation LT10:** Monitor our quality of air for compliance with EPA standards.

**Recommendation LT11:** Develop a strategy to address discrepancies between EPA standards and those found in the Admiral neighborhood.

- Address this issue regionally. The source of pollution is not always located within the community feeling it’s impact.

**Goal LT1:** Encourage public art projects.

**Objective LT7:** Foster public art, which reflects our heritage and modern life style.

**Recommendation LT12:** Promote a mural on the backside of the Admiral Safeway.

**Objective LT8:** (Not Used)

**Recommendation LT13:** Look into the “Mainstreets” approach for developing the Admiral Residential Urban Village..

**Objective LT9:** Discover opportunities for assuring healthy businesses and labor continuity during the coming growth period.



**Recommendation 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.

**Objective LT10:** Develop a plan for a business improvement area (BIA) or the start of a local economic development plan.

**Recommendation LT15:** Develop a plan for a business improvement area (BIA) or the start of a local economic development plan.

**Goal LT2:** Promote community-building opportunities for Admiral neighborhood residents.

#### **IV Natural Environment**

**Recommendation LT16:** Define, identify and improve the existing character of the Admiral neighborhood natural environment.

**Recommendation LT17:** Identify government wildlife and habitat protection and policies that affect the Admiral neighborhood's natural environment.

**Goal LT3:** Identify wildlife populations to determine if there needs to be any controls established.

**Recommendation LT18:** Determine the best way to identify wildlife populations, such as rats, raccoons, and feral cats, to determine if controls are needed.

# Implemented Activities

## Admiral Residential Urban Village 1998 Plan

## **Implemented Activities**

- Activity IA1:** Saved 75-year old trees in the planting strip at the Admiral Thriftway on 42<sup>nd</sup> Avenue South West
- Activity IA2:** Saved nine mature trees at the Hiawatha play field.
- Activity IA3:** Changed the proposed **rampways** at Hiawatha to make it safer for wheelchairs, pedestrians and bikes .
- Activity IA4:** Renaming Queen Anne Thriftway to Admiral Thriftway

# Participant's Roles

## Admiral Residential Urban Village 1998 Plan



# Participant's Roles

## Planning Coalition

- Membership: Individuals who live, work or, own property within the Admiral Residential Urban Village outreach boundary.
- Make planning decisions, for the Admiral neighborhood, in accordance with Seattle's 1994 Comprehensive Plan, based on data/information provided by City and other government agencies and Consultant work.
- Continue to inform the community of the neighborhood planning process and seek input on planning committee and subcommittee work through ongoing outreach, including events, mailings, contact with community organizations and word of mouth throughout Phase II..
- Seek community-wide validation of the Urban Village Plan.
- Provide Subcommittees with leadership (chair or co-chairs).
- Provide forum for Subcommittees to communicate with each other.
- Provide timely input on planning topics, process and products at twice-monthly meetings.
- Review Consultant's work.
- Validate the work from the Subcommittees.

## Coalition Coordinator

- Membership: Elected By the Planning Coalition.
- Manage Phase II Scope of Work.
- Hire Consultants.
- Manage budget and expenditures.
- Direct and review the Consultant's work.
- Approve Phase II work plan, itemized budget and timeline developed by the Consultant.
- Provide quarterly performance reports to the Neighborhood Planning Office.
- Assure compliance with MWBE goals.
- Coordinate Subcommittees.
- Support Subcommittees.
- Coordinate between Subcommittees where work plan topics intersect.
- Review Subcommittees products to ensure consistency with the Community's and Neighborhood Planning Office's goals.
- Approve final subcommittees' products for inclusion in the Neighborhood Plan.

## **Subcommittees**

- Membership: Planning Coalition members with an interest in the Subcommittees' topic(s).
- Recruit Subcommittee members from community.
- Provide the Planning Coalition with periodic progress reports at **twice-monthly** meetings
- Review appropriate work by the Consultant.
- Develop proposals for area specific planning activities consistent with the Communities' goals for the Planning Coalition to review. and approve.
- Work with Consultant on Phase II tasks described in the work plan. Provide Consultant with input needed to develop plans, strategies, and proposals as described in the approved work plan. Review and comment on Consultant work throughout Phase II.
- Use a structured process to achieve planning outcomes that meet the communities' needs.

## **Consultant**

- Work under the direction of the Coalition Coordinator.
- Develop, with the Planning Coalition's input, a Phase II work plan, itemized budget and timeline.
- Help the Planning Coalition develop decision making process/evaluation criteria for meetings of the full Coalition and subcommittees.
- Coordinate work by sub-consultants.
- Work with Planning Coalition and Subcommittees, on Phase II approved work tasks.
- Coordinate with key public agencies relevant to the planning process, when necessary.
- Compile outcome of subcommittee work for Planning Coalition's review and community validation. Format outcome of subcommittee work into the Admiral Residential Urban Village 1998 Plan.
- Prepare SEPA checklist.

## **Administrative Assistant**

- Work under the direction of the Coalition Coordinator.
- Provide administrative support to the Planning Coalition throughout Phase II.
- Help Coalition Coordinator with drafting meeting agendas.
- Take. transcribe and mail minutes for Planning Coalition meetings.
- Coordinate distribution of meeting agendas, minutes, background materials, work products and other outreach materials including event flyers, questionnaires, and summaries.

- Maintain communication between Planning Coalition, Subcommittees, community organizations, City of Seattle staff and other relevant parties.
- Maintain/update mailing database.
- Maintain monthly calendar of **planning** committee and subcommittee meetings.
- Maintain file of planning committee and subcommittee materials.

### **Fiscal Agent**

- Submit invoices to Neighborhood Planning Office.
- Maintain fiscal records for planning committee.

### **City Staff (including Neighborhood Planning Office)**

- Provide technical support, including available data and studies, to Consultant, Planning Coalition and Subcommittees.
- Connect Planning Coalition, Subcommittees and Consultant with City staff when necessary..
- Review subcommittee work plans, budgets and timelines.
- Review performance reports.
- Monitor progress of Phase II planning.
- Review invoices from Planning Coalition and initiate payment process.
- Make sure that planning effort meets percentages for WMBE.
- Act as resource on neighborhood planning.
- Help Planning Coalition progress through Phase II.

# Plan Addendum

## Admiral Residential Urban Village 1998 Plan



## Addendum

*This section will contain recommended changes to this plan **derived from** the neighborhood validation process.*

## **Bound in a Second Document**

- SEPA Checklist
- Parking Analysis
- Validation Responses

## **Bound in a Third Document**

- Admiral Residential Urban Village Design Review Guidelines

## **Bound in a Fourth Document**

- Approval and Adoption Matrix

## Appendix

# Admiral Residential Urban Village 1998 Plan