

Ordinance No. 119714

Council Bill No. 112754

The City of Seattle  
Council Bill/Ordinance

AN ORDINANCE relating to the Admiral Neighborhood Plan; amending the Seattle Comprehensive Plan to incorporate portions of the Admiral Neighborhood Plan; amending the Official Land Use Map, Title 23 of the Seattle Municipal Code to reflect the boundaries of the Admiral neighborhood; and amending SMC Chapter 23.34, relating to Lowrise 3 and Lowrise 4 rezone criteria.

9/25/99 Passed as a

CF No.

Date Introduced: <u>101 - 5 1999</u>		
Date 1st Referred: <u>101 - 5 1999</u>	To: (committee)	Neighborhoods, Growth Planning and Civic Engagement Committee
Date Re - Referred:	To: (committee)	
Date Re - Referred:	To: (committee)	
Date of Final Passage: <u>10-25-99</u>	Full Council Vote: <u>8-0</u>	
Date Presented to Mayor: <u>10-26-99</u>	Date Approved: <u>10/29/99</u>	
Date Returned to City Clerk: <u>11/10/99</u>	Date Published: <u>9/10/99</u>	T.O. <input checked="" type="checkbox"/> F.T. <input checked="" type="checkbox"/>
Date Vetoes by Mayor:	Date Veto Published:	
Date Passed Over Veto:	Veto Sustained:	

10-25-99 Full C

This file is complete and ready

**Law Department**

Law Dept. Review

# The City of Seattle - Legislative Department

Council Bill/Ordinance sponsored by: CONLIN  
Councilmember

## Committee Action:

9/25/99 Passed as amended unanimously 3-0  
Conlin yes  
Lizate yes  
Pageler yes

10-25-99 Full Council: Passed 8-0

This file is complete and ready for presentation to Full Council. Committee: KC 9/28/99  
(initial/date)

## Law Department

Law Dept. Review

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ORDINANCE 119714

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3 **AN ORDINANCE relating to the Admiral Neighborhood Plan; amending the Seattle**  
4 **Comprehensive Plan to incorporate portions of the Admiral Neighborhood Plan;**  
5 **amending the Official Land Use Map, Title 23 of the Seattle Municipal Code to**  
6 **reflect the boundaries of the Admiral neighborhood; and amending SMC Chapter**  
7 **23.34, relating to Lowrise 3 and Lowrise 4 rezone criteria.**

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

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

12 WHEREAS, the Neighborhood Planning Program provided that areas designated as urban  
13 villages were eligible for funding and support through this program; and

14 WHEREAS, the Admiral neighborhood was designated as a residential urban village in the  
15 Comprehensive Plan and was therefore eligible for funding and support through this  
16 program; and

17 WHEREAS, a group of concerned citizens of Admiral held a series of community meetings  
18 beginning in September, 1996, to solicit support for a neighborhood planning effort and  
19 formed the Admiral Neighborhood Planning Committee; and

20 WHEREAS, the Admiral Neighborhood Planning Committee executed a contract with the  
21 Neighborhood Planning Office for Phase I of planning on January 31, 1997; and

22 WHEREAS, the committee held regular bi-monthly meetings, numerous special subcommittee  
23 meetings, a major "kick-off" event and conducted extensive outreach to community  
members encouraging their participation in the planning process; and

WHEREAS, over 500 people contributed their ideas and concerns to the community's vision  
statement; and

WHEREAS, a Phase II contract for completing the Admiral plan was executed between the  
Admiral Neighborhood Planning Committee and the City's Neighborhood Planning  
Office in August, 1998; and

WHEREAS, the committee and consultants prepared a draft plan and conducted extensive  
outreach to a mailing list of 400 community members and a special outreach campaign  
directed to business owners; and

WHEREAS, the plan was revised and a final mailing of a plan summary reached 6,677 addresses  
within the outreach area; and



1 WHEREAS, a validation mailing and validation event held January 27, 1999, elicited  
2 overwhelming support for the plan; and

3 WHEREAS, the Admiral Neighborhood Plan is consistent with the goals and policies of  
4 Seattle's Comprehensive Plan; and

5 WHEREAS, a SEPA checklist was prepared and a determination of non-significance issued on  
6 July 15, 1999; and

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

10 **NOW THEREFORE,**

11 **BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:**

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

14 A. The table of contents of the neighborhood plans volume of the Comprehensive Plan is  
15 hereby amended to add Admiral, as shown in Attachment 1.

16 B. The Admiral Neighborhood Plan goals and policies, as shown in Attachment 2 to this  
17 ordinance, are hereby incorporated into the neighborhood plans volume of the  
18 Comprehensive Plan.

19 C. The land use element of the Comprehensive Plan is hereby amended as shown in  
20 Attachment 3 to this ordinance to confirm the designation and growth targets for the  
21 Admiral neighborhood.

22 D. The Admiral Capital Facilities and Utilities Inventory and Analysis, and the Admiral  
23 Transportation Analysis shown in Attachment 4 to this ordinance are hereby incorporated  
into the Neighborhood Plans volume, Admiral neighborhood section, of the  
Comprehensive Plan.

E. The following maps are hereby amended to reflect the final designation and boundaries of  
the Admiral Residential Urban Village, as shown in Attachment 5 to this ordinance:

- Future Land Use Map
- Land Use Figure 1
- Land Use Figure A-1

1 A new Land Use Figure, containing a large scale map of the Admiral Residential Urban  
2 Village is hereby added to the Land Use Element, as shown in Attachment 5 to this  
ordination.

3 F. Land Use Appendix B is hereby amended to reflect the final growth targets for the  
4 Admiral neighborhood, as shown in Attachment 6 to this ordinance.

5 **Section 2.** The Official Land Use Map, Section 23.32.016, Seattle Municipal Code, is  
6 amended to reflect the boundaries of the Admiral neighborhood as depicted on Attachment 5 to  
7 this ordinance.

8 **Section 3.** Pursuant to SMC 23.47.009 (D), single purpose residential structures  
9 within the Admiral neighborhood shall continue to be permitted by conditional use.

10 **Section 4.** Subsection B of 23.34.020 of the Seattle Municipal Code, as last amended,  
11 is further amended as follows:

12 B. Locational Criteria.

13 1. Threshold Conditions. Subject to subsection B2 of this section, properties that may be  
14 considered for an L3 designation are limited to the following:

15 a. Properties already zoned L3;  
16 b. Properties in areas already developed predominantly to the permitted L3 density and where  
17 L3 scale is well established; or

18 c. Properties within an urban center or village, except as provided in this subsection below,  
19 where less emphasis shall be placed on density and scale compatibility with existing  
20 development, when the designation will be consistent with the densities  
21 required for the center or village category as established in Section B of  
22 the Land Use Element of the Comprehensive Plan, unless otherwise indicated  
23 by a neighborhood plan adopted or amended by the City Council after January

1 1, 1995. This subsection c. shall not apply in the Wallingford Residential Urban Village, in the  
2 Eastlake Residential Urban Village, in the Upper Queen Anne Residential Urban Village, in the  
3 Morgan Junction Residential Urban Village, in the Lake City Hub Urban Village ((~~or~~)), in the  
4 Bitter Lake Village Hub Urban Village, or in the Admiral Residential Urban Village.

5 2. Properties designated as environmentally critical may not be rezoned  
6 to an L3 designation, and may remain L3 only in areas predominantly  
7 developed to the intensity of the L3 zone.

8 3. Other Criteria. The Lowrise 3 zone designation is most appropriate in  
9 areas generally characterized by the following:

10 a. Development Characteristics of the Area.

11 (1) Either:

12 (a) Areas that are already developed predominantly to the permitted  
13 L3 density and where L3 scale is well established, or

14 (b) Areas that are within an urban center or urban village, except as provided in this  
15 subsection below, where less emphasis shall be placed on density and scale compatibility with  
16 existing development, when the designation will be consistent with the  
17 densities required for the center or village category as established in

18 Section B of the Land Use Element of the Comprehensive Plan, unless

19 otherwise indicated by a neighborhood plan adopted or amended by the City

20 Council after January 1, 1995. This subsection (b) shall not apply in the Wallingford Residential  
21 Urban Village, in the Eastlake Residential Urban Village, in the Upper Queen Anne Residential  
22

1 Urban Village, in the Morgan Junction Residential Urban Village in the Lake City Hub Urban  
2 Village ((€)), in the Bitter Lake Village Hub Urban Village, or in the Admiral Residential  
3 Urban Village.

4 (2) Areas where the street pattern provides for adequate vehicular  
5 circulation and access to sites. Locations with alleys are preferred.  
6 Street widths should be sufficient for two (2) way traffic and parking  
7 along at least one (1) curbside.

8 b. Relationship to the Surrounding Areas.

9 (1) Properties in areas that are well served by public transit and  
10 have direct access to arterials, so that vehicular traffic is not required  
11 to use streets that pass through less intensive residential zones;

12 (2) Properties in areas with significant topographic breaks, major  
13 arterials or open space that provide sufficient transition to LDT or L1  
14 multifamily development;

15 (3) Properties in areas with existing multifamily zoning with close  
16 proximity and pedestrian connections to neighborhood services, public open  
17 spaces, schools and other residential amenities;

18 (4) Properties that are adjacent to business and commercial areas with  
19 comparable height and bulk, or where a transition in scale between areas of  
20 larger multifamily and/or commercial structures and smaller multifamily  
21 development is desirable.

1           **Section 5.**     Subsection B of 23.34.022 of the Seattle Municipal Code, as last amended,

2 is further amended as follows:

3     B. Locational Criteria.

4         1. Threshold Conditions. Subject to subsection B2 of this section,

5 properties that may be considered for an L4 designation are limited to the

6 following:

7           a. Properties already zoned L4;

8           b. Properties in areas already developed predominantly to the  
9 permitted L4 density and where L4 scale is well established; or

10          c. Properties within an urban center or urban village, except as provided in this subsection  
11 below, where less emphasis shall be placed on density and scale compatibility with existing  
12 development, when the designation will be consistent with the densities  
13 required for the center or village category as established in Section B of  
14 the Land Use Element of the Comprehensive Plan, unless otherwise indicated  
15 by a neighborhood plan adopted or amended by the City Council after January

16 1, 1995. This subsection c. shall not apply in the Wallingford Residential Urban Village, in the  
17 Eastlake Residential Urban Village, in the Upper Queen Anne Residential Urban Village, in the  
18 Morgan Junction Residential Urban Village, in the Lake City Hub Urban Village ((~~or~~)), in the  
19 Bitter Lake Village Hub Urban Village, or in the Admiral Residential Urban Village.

20          2. Properties designated as environmentally critical may not be rezoned  
21 to an L4 designation, and may remain L4 only in areas predominantly  
22

1 developed to the intensity of the L4 zone.

2 3. Other Criteria. The Lowrise 4 zone designation is most appropriate in  
3 areas generally characterized by the following:

4 a. Development Characteristics of the Area.

5 (1) Either:

6 (a) Areas that are already developed predominantly to the permitted  
7 L4 density and where L4 scale is well established, or

8 (b) Areas that are within an urban center or urban village, except as provided in this  
9 subsection below, where less emphasis shall be placed on density and scale compatibility with

10 existing development, when the designation will be consistent with the

11 densities required for the center or village category as established in

12 Section B of the Land Use Element of the Comprehensive Plan, unless

13 otherwise indicated by a neighborhood plan adopted or amended by the City

14 Council after January 1, 1995. This subsection (b) shall not apply in the Wallingford Residential

15 Urban Village, in the Eastlake Residential Urban Village, in the Upper Queen Anne Residential

16 Urban Village, in the Morgan Junction Residential Urban Village, in the Lake City Hub Urban

17 Village, ~~((or))~~ in the Bitter Lake Village Hub Urban Village, or in the Admiral Residential Urban

18 Village.

19 (2) Areas of sufficient size to promote a high quality, higher density  
20 residential environment where there is good pedestrian access to amenities;

21 (3) Areas generally platted with alleys that can provide access to

1 parking, allowing the street frontage to remain uninterrupted by driveways,  
2 thereby promoting a street environment better suited to the level of  
3 pedestrian activity associated with higher density residential  
4 environments;

5 (4) Areas with good internal vehicular circulation, and good access to  
6 sites, preferably from alleys. Generally, the width of principal streets in  
7 the area should be sufficient to allow for two (2) way traffic and parking  
8 along at least one (1) curbside.

9 b. Relationship to the Surrounding Areas.

10 (1) Properties in areas adjacent to concentrations of employment;

11 (2) Properties in areas that are directly accessible to regional  
12 transportation facilities, especially transit, providing connections to  
13 major employment centers, including arterials where transit service is good  
14 to excellent and street capacity is sufficient to accommodate traffic  
15 generated by higher density development. Vehicular access to the area  
16 should not require use of streets passing through less intensive  
17 residential areas;

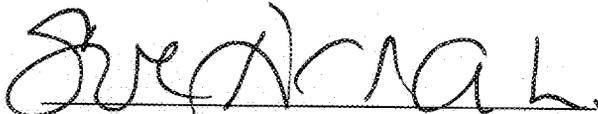
18 (3) Properties with close proximity and with good pedestrian  
19 connections to services in neighborhood commercial areas, public open  
20 spaces and other residential amenities;

21 (4) Properties with well-defined edges providing sufficient separation  
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23

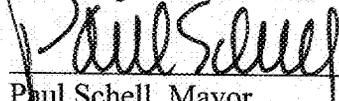
1 from adjacent areas of small scale residential development, or where such  
2 areas are separated by zones providing a transition in the height, scale  
3 and density of development.

4 **Section 6.** This ordinance shall take effect and be in force thirty (30) days from and  
5 after its approval by the Mayor, but if not approved and returned by the Mayor within ten (10)  
6 days after presentation, it shall take effect as provided by Municipal Code Section 1.04.020.

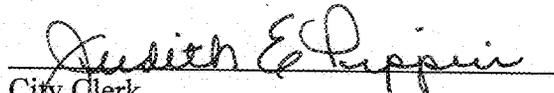
7 Passed by the City Council the 25<sup>th</sup> day of October, 1999, and signed  
8 by me in open session in authentication of its passage this 25<sup>th</sup> day of October,  
9 1999.

10   
11 \_\_\_\_\_  
President of the City Council

12 Approved by me this 29<sup>th</sup> day of October, 1999.

13   
14 \_\_\_\_\_  
Paul Schell, Mayor

15 Filed by me this 15<sup>th</sup> day of November, 1999.

16   
17 \_\_\_\_\_  
City Clerk

18 (SEAL)  
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1 **LIST OF ATTACHMENTS**

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<b>ATTACHMENT 1</b>	AMENDMENTS TO TABLE OF CONTENTS - THE CITY OF SEATTLE COMPREHENSIVE PLAN NEIGHBORHOOD PLANS
<b>ATTACHMENT 2</b>	ADMIRAL NEIGHBORHOOD GOALS AND POLICIES
<b>ATTACHMENT 3</b>	AMENDMENTS TO THE COMPREHENSIVE PLAN LAND USE ELEMENT
<b>ATTACHMENT 4</b>	ADMIRAL CAPITAL FACILITIES AND UTILITIES INVENTORY AND ANALYSIS, AND ADMIRAL TRANSPORTATION ANALYSIS
<b>ATTACHMENT 5</b>	COMPREHENSIVE PLAN MAP AMENDMENTS
<b>ATTACHMENT 6</b>	AMENDMENTS TO COMPREHENSIVE PLAN LAND USE APPENDIX B

**ATTACHMENT 1**

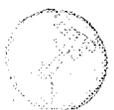
**THE CITY OF SEATTLE COMPREHENSIVE PLAN  
NEIGHBORHOOD PLANS**

**Table of Contents**

\*\*\*

Admiral

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**Admiral Neighborhood Goals and Policies**

**LAND USE**

- G1 Land use within the residential urban village that conforms to Admiral's vision of a neighborhood with a pedestrian oriented small town atmosphere.
- G2 The Admiral Neighborhood is predominately a single-family housing community.
- P1 Encourage development that conforms with the neighborhood's existing character and scale, and further promotes a pedestrian-friendly environment.
- P2 Maintain the character and integrity of the existing single-family zoned areas by maintaining current single-family zoning outside the urban village on properties meeting the locational criteria for single-family zones.
- P3 Seek to ensure community involvement in land use code changes.
- P4 The special L3 and L4 locational criteria for the evaluation of rezones to the L3 and L4 designations inside of urban villages, shall not apply in the Admiral Residential Urban Village.

**TRANSPORTATION**

- G3 A residential urban village with an adequate parking supply to serve customers, residents and employees.
- G4 People walk, bicycle or ride buses when traveling inside the Admiral neighborhood.
- P5. Future developments and significant remodels should seek to provide adequate parking.
- P6A. Strive to attain adequate levels of parking that serves the urban village and adjacent transitional areas, and to discourage parking from commercial areas or other activity centers from spilling over onto residential streets.
- P6B. Work with the community in addressing parking issues.
- P7 Seek to anticipate and address future parking needs.
- P8 Strive to eliminate local traffic safety hazards, and discourage cut-through traffic on residential streets.
- P9 Seek to ensure that streets are clean and attractive, are calmed, and have sufficient capacity and a high level of service.
- P10 Seek to improve pedestrian and vehicular traffic safety and convenience.
- P11 Seek to anticipate and address future traffic circulation needs.



- P12 Seek to improve water-based commuting connections from West Seattle to downtown.
- P13 Seek to assure that transit routing, scheduling and transfer points meet neighborhood needs.
- P14 Seek to provide good access to and from West Seattle.
- P15 Work with the Admiral neighborhood to minimize loss and damage from landslides and land erosion.
- P16 Seek to improve facilities for bicycles, skateboards and pedestrians.
- P17 Seek to increase community awareness of emerging transportation technologies.

## **HOUSING**

- P18 Seek to ensure that public-assisted housing is well integrated within the Admiral neighborhood by seeking to keep it dispersed, small-scale and aesthetically integrated, in keeping with Admiral's small town image.

## **HUMAN SERVICES**

- G5 A neighborhood with adequate community, educational, recreational, safety and social services to serve its residents.
- P19 Support local efforts to improve the safety of the Admiral neighborhood.
- P20 Seek to provide adequate fire and police service for the planning area.

## **CAPITAL FACILITIES**

- P21 Seek to ensure neighborhood involvement, through the involvement of community organizations, in the identifying and siting of publicly-sponsored capital projects, including those that impact the natural environment.
- P22 Strive for excellent coordination between City departments, and between the City and the County, especially on projects that impact the natural environment.

## **UTILITIES**

- G6 The neighborhood is well served with infrastructure and capital improvements.
- P23 Seek to ensure the adequacy of neighborhood's utilities to meet on-going growth.
- P24 Seek to provide levels of lighting for streets and sidewalks that enhance safety.
- G7 Pollution levels have been reduced in the Admiral Neighborhood.
- P25 Seek to clean up noise and air pollution, and litter and graffiti.



## **ECONOMIC DEVELOPMENT**

- P26 Seek to encourage retail services desired by the community.
- P27 Seek to advocate for the health and diversity of merchants located in the Admiral business district.

## **COMMUNITY BUILDING**

- G8 The City and the Admiral neighborhood continue to collaborate in planning efforts.
- P28 Seek to promote community-building opportunities for Admiral neighborhood residents.

## **CULTURAL RESOURCES**

- P29 Encourage public art that reflects the heritage and lifestyle of the Admiral neighborhood.

## **PARKS AND OPEN SPACE**

- G9 Open spaces, parks and playgrounds in the Admiral planning area have been preserved and maintained.
- P30 Work with existing neighborhood groups to seek to ensure that programming of park facilities reflects the needs of the neighborhood.
- P31 Seek to provide open space within the Admiral neighborhood to serve the community's needs and to protect critical areas and natural habitat.
- P32 Seek to preserve the integrity of the Olmsted design at Hiawatha Park.
- P33 Seek to preserve and extend the neighborhood's tree canopy.
- P34 Seek to provide convenient pedestrian access to Admiral's parks, playgrounds and open space.

## **COMMUNITY CHARACTER**

- G10 A Residential Urban Village with a vibrant and attractive character.
- G11 A high quality, diverse neighborhood where developers and businesses benefit from sustaining excellence and from filling local needs.
- G12 A neighborhood with high expectations and standards for public services, building and landscaping.
- P35 Support neighborhood involvement in land use decisions, especially in decisions related to variances and conditional uses.
- P36 Seek to ensure that the designs of private development and public spaces support each other to enhance and reinforce Admiral's identity.



**ATTACHMENT 3**

**AMENDMENTS TO THE COMPREHENSIVE PLAN LAND USE ELEMENT**

1. Amend policy L44 as follows:

L44:

\*\*\*

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

\*\*\*

Admiral Residential Urban Village.

\*\*\*

2. Amend land use goal 36 as follows:

G36:

\*\*\*

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

**Residential Growth**

\*\*\*

Admiral approximately 340 households

\*\*\*



**ATTACHMENT 4**

**ADMIRAL CAPITAL FACILITIES AND UTILITIES INVENTORIES AND ANALYSES,  
AND ADMIRAL TRANSPORTATION ANALYSIS**



**Table 1  
Inventory for Facilities and Utilities Serving  
Admiral Residential Urban Village**

Facility Type	Name	Location	Capacity	Information Sources <sup>1</sup> /Comments
Fire Station <sup>2</sup>	SFD 29	2139 Ferry Ave. SW	Engine Co., Battalion	Seattle Fire Department
Police Station	South Precinct	3001 South Myrtle St.	31.87 sq. mi. service area, 1994 population 155,777	Seattle Police Department Patrol units are allocated around-the-clock based on calls for service. Location and size of facilities are not critical to service provision.
Schools <sup>3</sup>	LaFayette Elementary All 10 Middle Schools All 10 High Schools	2645 California Ave. SW	500 students	Seattle Public Schools' 1995-1996 Choices, Seattle Public Schools, 1995
Library	West Seattle Branch	2306 42nd Ave. SW	8178 sq. ft, 1990 pop served 33,467, or .24 sq. ft/capita + .32 sq. ft/capita in citywide facilities	Seattle Public Library Statistical Report, EDL&A, December 1992
Parks <sup>4</sup>	California Place	California Ave. SW & SW Hill	0.1 ac: Street triangle	Open Spaces, Parks and Facilities Inventory, Seattle Department of Parks and Recreation, August 1989 Urban Villages Open Space Analyses, Office of Management and Planning
	Hiawatha Playfield	California Ave. SW & SW Lander St.	11 ac: Running track, football/soccer field, softball field, play area, tennis courts	
	Fairmount Park	2600 block Fairmount Ave. SW	3.4 ac: wooded ravine	
Other <sup>6</sup>	Hiawatha Community Center	2700 California Ave. SW	>10,000 sq. ft: Gym, auditorium, 2 game rooms, locker rooms 6.6 acres	
Electrical Power	Duwamish Head Green Belt Deirdge Substation	5935 - 26th Ave. SW	197 Megawatts	Seattle City Light, October 1996 This village is located in City Light's Southwest forecast area, which has a total capacity of 427 megawatts.

<sup>1</sup> For an overview of City facilities, see *Community Services and Facilities, Public Utilities Background Report*, City of Seattle, Office of Management and Planning, 1990.  
<sup>2</sup> The nearest station is listed; Fire and Emergency Medical Services are generally provided by the nearest station. In the case of larger fires, firefighting and medical resources are also dispatched from other stations. Aid units and fire engines are equipped to handle many medical emergencies; medic units are dispatched to serious medical emergencies.  
<sup>3</sup> Through the student assignment plan, the village is served by a number of designated regular elementary schools, and at least six Seattle School District Alternative Schools. School capacities are determined in part by the mix of programs offered and the number of portable classrooms used, and are subject to change.  
<sup>4</sup> Parks and Other Resources shown are inside the village or within 1/8 mile of the unadopted village boundary.

Facility Type	Name	Location	Capacity	Information Sources 1/Comments
Water	This village is located in the 488 pressure zone. Water comes from the Cedar River supply. Storage is provided by the Myrtle Reservoir (35th Ave. SW & SW Myrtle St.) and the Charlestown Standpipe. Water is pumped to the area by the West Seattle Reservoir pump and the 33rd & Spokane Pump.  See Map for system locations (Utilities Figure A4, Comprehensive Plan Appendix).  The village is served by a Partially Separated system.		Myrtle Reservoir: 7 million gallons  Supply mains were constructed primarily between 1890 and 1919. Pipes are predominately of cast iron.	Seattle Water Department, October-November, 1996  In this pressure zone, elevations range from 250-347 feet above sea level; static water pressure ranges from 61-103 pounds per square inch. <sup>5</sup> The minimum pressure in this area is considered very good.
Drainage & Wastewater	See Map for system locations (Utilities Figure A5, Comprehensive Plan Appendix).		With Partially Separated systems, about 15% of the stormwater enters the sewer system, with the remaining 85% diverted to the storm drain system. Capacity of the systems in this area is considered adequate. Sewer rehabilitation projects (part of the 6-year Capital Improvement Program) are performed as needed which may enhance system capacity.	Seattle Drainage and Wastewater Utility, November 1996  Partial Separation System: A system where the water from street and major parking lot drainage is collected and transferred in one pipe or ditch and culvert system, and the other surface wastewater such as that from roof drains is carried with the sanitary sewer in a sewer pipe.

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

Expected 6-yr. HH Growth: 93  
 Expected 20-yr HH Growth: 340  
 Land Area: 103 Acres

**Table 2**  
**Capital Facilities and Utilities Analysis**  
**Admiral Residential Urban Village**

Facility Type	Facilities needed to accommodate:		Analysis
	6-year growth <sup>6</sup>	20-year growth	
Fire	None	None expected at this time.	Fire Station #29, the closest to this urban village, has an average response time of 3.77 minutes for emergency medical calls and 4.14 minutes for fire calls. Industry standards are to maintain a 4-6 minute response time or less for emergency medical calls and a 5-minute or less response time for first response to fire emergencies. Response times for this station meet industry standards and are expected to for the next six years.
Police	None	Additional precinct space may be required.	Patrol units are allocated around-the-clock based on calls for service. Location and size of facilities are not critical to service provision. Minor facility modifications will occur as needed and funded.
Schools	School facility expansions or improvements are not expected to be required as a result of growth in this village.		Seattle School District physical goals are as follows for: a) Elementary schools: 380-535 students, 4-acre site; b) Middle school: 600-800 students, 12-acre site; and c) High School 1,000-1,600 students, 8-acre school site, adjacent to the 11 acre park. Currently, about 50% of public school students attend schools in their neighborhoods, and the other 50% choose schools elsewhere.
Electricity	None	A 4th transformer and switchgear bus-section will be added to the Duwamish Substation to increase capacity in this forecast area.	Electrical demand from this village is estimated to increase by 0.3 annual average megawatts and 0.5 megawatts in a peak hour in 6 years.
Water	None	None expected at this time.	This village is located in City Light's Southwest forecast area. In 6 years, capacity in this forecast area will be 427 megawatts, and demand is expected to be 398 megawatts. In 20 years, capacity in this forecast area will be 547 megawatts, and demand is expected to be 471 megawatts. In both years, capacity is more than adequate to meet demand. Current peak day demand estimate: 0.54 million gallons per day (mgd). Peak day demand estimate in 6 yrs: 0.59 mgd or 9% increase. Peak day demand estimate in 20 years: 0.69 mgd or 30% increase. The supply and distribution network is in generally good order and appears to be adequately sized to accommodate demand through 2002. If growth is concentrated in certain locales, it is possible that local improvements would be needed. Current construction of the Scenic Heights pump station should improve water pressures for areas around the Charlestown Standpipe.

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

<p><b>Facility Type</b> Drainage and Wastewater</p>	<p><b>Facilities needed to accommodate:</b> 6-year growth      20-year growth</p> <p>No new facilities are expected to be required because of new growth.</p>	<p><b>Analysis</b></p> <p>The Drainage Control Ordinance requires on-site detention of stormwater runoff associated with new development or significant redevelopment. Limiting the rate of stormwater runoff from these sites more than offsets the increases in sewage flow from increased population density. The net effect of new development/redevelopment in this area will be a decrease in the peak rates of flow during storm events.</p> <p>Depending on the concentration of actual development, it is possible that isolated sewer capacity improvements would be needed.</p> <p>For partially separated systems, wastes from growth will constitute small incremental flows that are not likely to exceed capacity. On-site detention requirements for new growth will address the adequacy of the drainage system for this area.</p>
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**Table 3**  
**Transportation Analysis<sup>7</sup> for**  
**Admiral Residential Urban Village**

Arterial	Segment	Arterial Class	Direction	Existing V/C ratio	Forecast 2010 V/C ratio
SW Admiral Way	46th Ave. SW - California Ave. SW	Minor	Eastbound	0.3	0.3
			Westbound	0.6	0.6
SW Admiral Way	California Ave. SW - 37th Ave. SW	Principal	Eastbound	0.4	0.4
			Westbound	0.7	0.7
California Ave. SW	SW Hanford St. - SW Admiral Way	Minor	Northbound	0.4	0.4
			Southbound	0.3	0.3
California Ave. SW	SW Admiral Way - SW Massachusetts St.	Collector	Northbound	0.8	0.8
			Southbound	0.8	0.8

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

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

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

SW Admiral Way is a principal arterial east of California Ave. SW. California Ave. SW south of Admiral Way is a Transit Priority Network street.

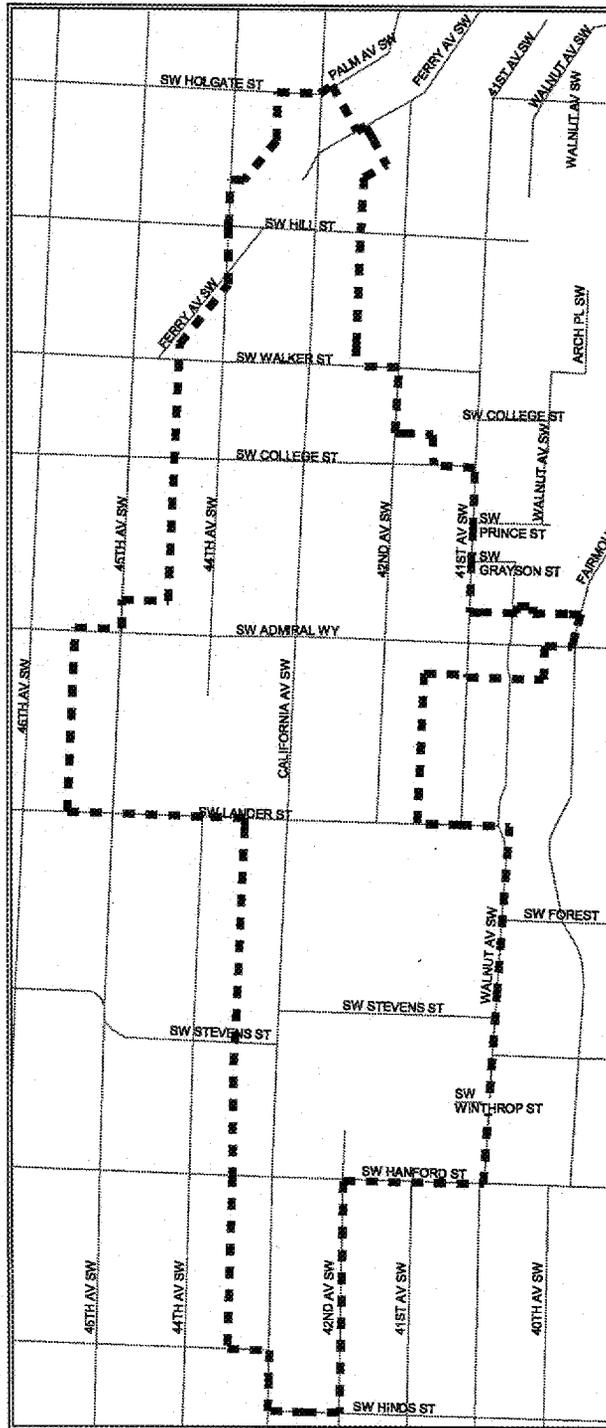
**Existing conditions:** *All arterial streets have V/C ratios at or below 0.8.*

**Future conditions:** *The V/C ratio on the arterial streets is projected to remain at or below 0.8.*

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



**COMPREHENSIVE PLAN MAP AMENDMENTS -  
Admiral Residential Urban Village Boundaries**



**ATTACHMENT 6**

**COMPREHENSIVE PLAN LAND USE APPENDIX B**



# LAND USE APPENDIX B

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

Village	Land Area in Acres	Households (HH)				Employment (Jobs)						
		Existing	Existing Density (HH/Acre)	Growth Target or Planning Estimate (HH Growth)	Estimated Density	Existing	Existing Density (Jobs/Acre)	Growth Target or Planning Estimate (Job Growth)	Estimated Density			
<b>Urban Centers &amp; Center Villages</b>												
<b>Downtown Urban Center Total</b>	<b>945</b>	<b>7421</b>	<b>7.9</b>	<b>NA<sup>1</sup></b>	<b>23.4</b>	<b>165119</b>	<b>175</b>	<b>NA<sup>1</sup></b>	<b>241</b>			
Belltown Village	216	3492	16.2	6500	46.3	22699	105	4500	126			
Denny Triangle Village	143	514	3.6	3500	28.1	22010	154	23600	319			
Commercial Core Village	275	1435	5.2	1300	9.9	106823	388	27000	487			
Pioneer Square Village	142	376	2.6	21002	17.4	9113	64	48002	98			
Chinatown/Int. Dist. Village	169	1604	9.5	1300	17.2	4474	26	2800	43			
<b>First Hill/Cap. Hill Center Total</b>	<b>912</b>	<b>21673</b>	<b>23.8</b>	<b>NA<sup>1</sup></b>	<b>30.0</b>	<b>33393</b>	<b>37</b>	<b>NA<sup>1</sup></b>	<b>50</b>			
First Hill Village	225	5896	26.2	2400	36.9	20626	85	6100	119			
Capitol Hill Village	396	12450	31.4	1980	36.4	5284	13	3000	21			
Pike/Pine Village	131	2349	18.0	620	22.7	3963	30	1400	41			
12th Avenue Village	160	978	6.1	540	9.5	3520	22	1200	30			
<b>Univ. Comm. Urban Center Total</b>	<b>770</b>	<b>11611</b>	<b>15.0</b>	<b>NA<sup>1</sup></b>	<b>17.8</b>	<b>31427</b>	<b>41</b>	<b>NA<sup>1</sup></b>	<b>52</b>			
Univ. Dist. NW Village	289	4324	14.9	16303	20.5	8625	30	30003	40			
Ravenna Village	122	973	8.0	4803	12.0	1580	13	7003	19			
University Campus	359	6313	17.6	03	12.0	21222	59	48003	72			
<b>Northgate Urban Center Total</b>	<b>410</b>	<b>3291</b>	<b>8.0</b>	<b>NA<sup>1</sup></b>	<b>15.3</b>	<b>11366</b>	<b>28</b>	<b>NA<sup>1</sup></b>	<b>50</b>			
<b>Uptown Queen Anne Urban Center Total</b>	<b>297</b>	<b>3138</b>	<b>10.6</b>	<b>NA<sup>1</sup></b>	<b>15.0</b>	<b>19,000</b>	<b>64</b>	<b>NA<sup>1</sup></b>	<b>75</b>			



**LAND USE APPENDIX B**  
**Growth Planning Estimates for Urban Centers, Center Villages, Hub Urban Villages, and Residential Urban Villages**

Village	Land Area in Acres	Households (HH)				Employment (Jobs)			
		Existing	Existing Density (HH/Acre)	Growth Target or Planning Estimate (HH Growth)	Estimated 2010 Density	Existing	Existing Density (Jobs/Acre)	Growth Target or Planning Estimate (Job Growth)	Estimated 2010 Density
<b>Hub Urban Villages<sup>4</sup></b>									
Ballard	323	4279	13.2	1520	17.9	3518	3700	11	22
Fremont	339	3766	11.1	820	13.5	6937	1700	20	25
Lake City	310	2740	8.8	1400	13.3	2827	2900	9	18
W. Seattle Junction	225	1835	8.2	1100	13.0	3108	2300	14	24
Bitter Lake Village	344	2271	6.6	1260	10.3	4027	2800	12	20
North Rainier	415	2043	4.9	1200	7.8	3371	3500	8	17
South Lake Union	446	461	1.0	1700	4.8	15230	4500	34	44
<b>Residential Urban Villages<sup>4</sup></b>									
Aurora-Liction	288	2106	7.3	900	10.4	NA	NA	NA	NA
Greenwood	202	1283	6.4	350	8.1	NA	NA	NA	NA
Upper Queen Anne	103	1063	10.3	300	13.2	NA	NA	NA	NA
Eastlake	205	2423	11.8	380	13.6	NA	NA	NA	NA
23rd Ave. S. @ S. Jackson-Union	485	3186	6.6	900	8.4	NA	NA	NA	NA
Admiral District	103	798	7.8	340	11.1	NA	NA	NA	NA
Green Lake	107	1439	13.4	400	17.2	NA	NA	NA	NA
Roosevelt	160	1007	6.3	340	8.4	NA	NA	NA	NA
Wallingford	245	1973	8.1	200	8.9	NA	NA	NA	NA



## LAND USE APPENDIX B

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

Village	Land Area in Acres	Households (HH)				Employment (Jobs)			
		Existing	Existing Density (HH/Acre)	Growth Target or Planning Estimate (HH Growth)	Estimated Density 2010	Existing	Existing Density (Jobs/Acre)	Growth Target or Planning Estimate (Job Growth)	Estimated Density 2010
Rainier Beach	227	1482	6.5	740	9.8	NA	NA	NA	NA
Columbia City	313	1639	5.2	740	7.6	NA	NA	NA	NA
Westwood/Highland Park	278	1654	6.0	700	8.5	NA	NA	NA	NA
North Beacon Hill	171	1844	10.8	550	14.0	NA	NA	NA	NA
Crown Hill	173	929	5.4	310	7.2	NA	NA	NA	NA
MLK Jr. Way S @ Holly St	380	1247	3.3	800 <sup>5</sup>	5.4	NA	NA	NA	NA
South Park	264	997	3.8	350	5.1	NA	NA	NA	NA
Madison-Miller	145	1486	10.3	400	13.0	NA	NA	NA	NA
Morgan Junction	139	1104	8.0	300	10.1	NA	NA	NA	NA

## LAND USE ELEMENT APPENDIX B

### Footnotes

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



City of Seattle  
Strategic Planning Office

Lizanne Lyons, Director  
Paul Schell, Mayor



**MEMORANDUM**

**DATE:** June 23, 1999

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

**FROM:** Teresita Batayola, Assistant Director, Strategic Planning Office *TS*  
Karma Ruder, Director, Neighborhood Planning Office *KR*

**SUBJECT:** Admiral Neighborhood Approval and Adoption Package

We are pleased to transmit to you the Approval and Adoption Package for Admiral Residential Urban Village. The Council's Neighborhoods, Growth Planning, and Civic Engagement Committee will hold a presentation and public hearing on this plan on August 5<sup>th</sup> at the Lafayette Elementary School Cafeteria at 2645 California Avenue SW at 6:00 p.m.

Attached to this memorandum, for your information, are an Executive Report, a summary of the outreach activities of this planning effort, and the Comprehensive Plan consistency checklist for the Admiral Neighborhood Plan. The full package includes:

1. A proposed Plan Approval Resolution to recognize the Admiral Neighborhood Plan and approve a matrix of Executive responses to the plan's recommended activities to implement the plan.
2. A proposed Comprehensive Plan Amendment Ordinance to:
  - confirm the designation of the Admiral Residential Urban Village;
  - to accept the neighborhood's proposed boundaries for the Admiral Residential Urban Village;
  - incorporate Admiral goals and policies, Admiral capital facilities and utilities inventories, and the Admiral transportation analysis for the residential urban village into the Neighborhood Plans volume of the Comprehensive Plan.

The Admiral Approval and Adoption Matrix is divided into two sections:

- *Key Strategies*, through which a neighborhood indicates to the City which recommendations are pivotal to the plan's success. Generally, these strategies have a geographic or thematic focus, and the specific recommendations in them are linked. The Executive's response focuses on the steps needed to implement these strategies.



June 23, 1999

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

SPO, Department of Neighborhoods, and other City staff look forward to working with the City Council through the plan adoption process for the Admiral Neighborhood Plan. We wish to thank the members of the Admiral Neighborhood Planning Committee for their hard work.

If you have any questions, please feel free to contact Teresita Batayola 684-8157 in SPO.

#### Attachments

cc: Geri Beardsley, Council Central Staff  
Bob Morgan, Council Central Staff  
Tom Byers, Office of the Mayor  
Denna Cline, Office of the Mayor  
Jim Diers, Department of Neighborhoods  
Roger Valdez, Department of Neighborhoods  
Marty Curry, Planning Commission  
Ann Sutphin, Strategic Planning Office  
Bob Shives, Admiral Neighborhood Planning Committee, Chair  
Ivan Miller, Strategic Planning Office



**EXECUTIVE REPORT ON THE PROPOSED  
ADMIRAL NEIGHBORHOOD PLAN**

*June 23, 1999*

**I. Introduction**

The Admiral neighborhood plan is a general plan for the Admiral Residential Urban Village (RUV) preliminarily designated in the City's Comprehensive Plan. The Admiral RUV is bounded by SW Holgate Street to the North, SW Hinds Street to the South, Walnut Avenue SW to the East, and the alleys between 45<sup>th</sup> and 46<sup>th</sup> Avenues SW to the West. A map of the proposed boundaries of the RUV is included with the Comprehensive Plan Ordinance in Attachment 5.

The plan is structured around four *key strategies*:

- 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

These strategies are described in more detail below.

The neighborhood also developed a set of neighborhood design guidelines. These have been submitted to DCLU for review. DCLU has begun work on neighborhood-specific design guideline proposals and will continue to work with the community through 2000. DCLU will work with neighborhoods using a three phase process, which will package neighborhood proposals in sets of approximately 6 neighborhoods each. First, more fully developed neighborhood design guideline proposals will be reviewed by DCLU and the neighborhoods with the goal of having Council adopt the first phase of guidelines before the end of 1999. Admiral is included in the second phase of this work, which will start in 2000.

The Executive supports the Admiral neighborhood plan, however, a number of the specific activities are not supported. For the most part, these are related to the changes proposed by the neighborhood to revise the Land Use Code. These are described in more detail in Section VI of this report. A few of the proposed activities have been accomplished or are underway. Of the recommendations that are not underway, many could easily be implemented by the City, once funding is identified. Many other recommendations are community based and could be



implemented without support from the City or with financial support from the Neighborhood Matching Fund.

## II. Background

This neighborhood plan represents the culmination of a number of years of organizing and planning. The Admiral Neighborhood Planning Committee (ANPC) conducted various and extensive outreach activities. An outreach report prepared by the planning committee is included in Attachment 2.

## III. Comprehensive Plan Consistency

The Admiral Neighborhood Plan confirms the residential urban village (RUV) designation, and growth targets. The neighborhood has proposed revisions to the RUV boundary. The new boundary has sufficient capacity to meet the RUV's growth targets and staff supports the new boundary (shown in the Comprehensive Plan Ordinance as Attachment 5).

### *Goals and Policies*

The Executive staff met the ANPC to develop Goals and Policies (G&P) language reflective of the *Admiral Neighborhood Plan* and appropriate for inclusion in the Comprehensive Plan. The Committee and Executive staff were able to negotiate most of the revisions and develop language acceptable to both.

However, a number of goals and policies related to parking codes were submitted by the neighborhood (many of these are repeated as activities in the matrix) which Executive staff and the neighborhood have not been able to resolve. Executive staff understands that the community believes that the City should require more parking than is currently required by the Land Use Code and that the process for applying or reducing parking requirements should involve neighborhood stakeholders. Executive staff, however, has several concerns about Admiral's G&Ps related to parking.

First, the Executive is concerned about the level of decision-making authority that the neighborhood may want implemented related to development review. The City's land use decision-making process provides opportunities for citizens to comment on land use applications. One of the important purposes of the City's process is to allow for and encourage meaningful citizen participation in land use decisions. Adding additional layers to this process may add significant delay and costs to the development review process.

Second, the Executive does not support the neighborhood's policies to require developers to provide 100 percent of parking demand or more parking than required by code. The City's parking requirements are set to represent a balance between different City goals for transportation, economic development, affordable housing, and environmental protection. Third, staff believe that three of the policies shown in the table on the following page are more appropriate as matrix items.



The table on the following page shows these policies as well as an alternative proposed by Executive staff, and comments as to why staff are recommending the change.

ANPC G&P	Executive Version	Comment
<p>P6 Alleviate the parking problem within the proposed village and adjacent transitional area.</p>	<p>6A. Strive to attain adequate levels of parking that serves the urban village and adjacent transitional areas.</p> <p style="text-align: center;">~ and ~</p> <p>6B. Work with the community to address parking in the urban village and adjacent transitional area.</p>	<p>Staff recommends changing this policy because of lack of agreement as to whether there is a parking problem.</p> <p>SPO staff met with the ANPC on May 4, 1999 to review the G&amp;Ps. At this meeting the "strive to attain" language was proposed and tentatively accepted by the neighborhood. Also proposed at that meeting was adding the following underlined phrase "...adequate levels of parking, <u>from the perspective of the neighborhood</u>, within the proposed village ..."</p> <p>While staff no longer believe this language is prudent, staff do believe the concept of community involvement has merit. Therefore, staff recommend a policy of working with the community to address parking issues (shown as policy 6B).</p>
<p>P1.3: 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.</p>	<p>Executive staff do not support this as a Comp. Plan goal or as a matrix activity. However, to ensure the community position is reflected, we believe it is appropriate to be listed as a matrix activity (KS 1.10).</p>	<p>Staff do not support inclusion of this policy because it is contrary to existing City policy. Additionally, acceptance of this policy could be exceptionally burdensome on the City's process for regulating new development, at a time when the City is working to reduce delay for approving projects and simplify the Land Use Code.</p> <p>Finally, the original policy would seem to impact the full spectrum of parking requirements for all types of developments, and therefore has the potential to significantly restrict the City's ability to balance parking demands with other city-wide goals.</p>



ANPC G&P	Executive Version	Comment
<p>P1.4: To relieve the current shortage of parking, this Plan encourages more parking stalls be provided than is currently required.</p>	<p>Executive staff do not support this as a Comp. Plan goal. However, to ensure the community position is reflected, we believe it is appropriate to be listed as a matrix activity (KS 1.12).</p>	<p>Staff do not support inclusion of this policy because it is contrary to existing City policy. The Executive does not support raising the City's parking requirements at this time, because existing City policies seek to decrease the reliance on automobiles through numerous strategies, including promoting transit, walking, bicycling and other non-SOV modes. Raising on-site parking requirements is contrary to that goal. The wording, as proposed, also presents legal problems.</p>
<p>P1.6: Developments, which displace existing parking, should offer replacement spaces, or coordinate with neighborhood merchants and residents to address how best to relocate the stalls.</p>	<p>Executive staff do not support this as a Comp. Plan goal or as a matrix activity. However, to ensure the community position is reflected, we believe it is appropriate to be listed as a matrix activity.</p>	<p>Not currently in matrix. Staff do not support inclusion of this policy because it is contrary to existing City policy. Also, this policy could require developers to provide more parking than the code stipulates. Staff believe that new development cannot be made responsible for shortfalls caused by other existing uses (this might possibly open the City to legal challenges).</p>

Additionally, the following two policies were revised by the Executive at a later date and the edits have not yet been reviewed by the ANPC.

ANPC G&P	Executive Version	Comment
<p>P2 Maintain existing single-family zoning outside the Residential Urban Village.</p>	<p>P2 Maintain the character and integrity of the existing single-family zoning outside the Residential Urban Village.</p>	<p>The new policy seeks to incorporate the intent of the original policy, while removing the broad mandate to retain single family zoning. Note that a broad policy such as this could be interpreted such that no code changes could be made beyond what exists today.</p>



ANPC G&P	Executive Version	Comment
P35 Ensure neighborhood involvement in the land use decisions, especially in decisions related to variances and conditional uses.	P35 Support neighborhood involvement in the land use decisions, especially in decisions related to variances and conditional uses.	The revision removes the mandate, and more accurately reflects citizen's involvement in the City's land use process.

One additional issue is the inclusion of the following policy by the Admiral community:

“The special L3 and L4 locational criteria for the evaluation of rezones to the L3 and L4 designations inside of urban villages shall not apply in the Admiral Residential Urban Village.”

This policy provides that special Lowrise 3 and Lowrise 4 locational criteria for the evaluation of rezones to the L3 and L4 designations inside urban villages shall not apply in the Admiral Residential Urban Village. Executive staff, recognizing support among Central Council staff and recognizing that precedent has been set in other neighborhood plans, are forwarding this policy for inclusion in the neighborhood plan. Note that this is virtually identical language to that used in the adopted Queen Anne neighborhood plan. Language amending the Seattle Municipal Code has been included in the Comprehensive Plan Ordinance.

In summary on the G&P discussion, staff believe the Executive's substitute language is more consistent with the City's policies on parking in neighborhood business districts as well as the City's legal requirements when regulating new development, and therefore is appropriate for inclusion in the Comprehensive Plan. The Executive recommends adoption of the G&Ps shown as Attachment 2 in the Comprehensive Plan Ordinance. Attachment 2 includes those G&Ps that are mutually agreed upon by staff and the ANPC, as well as the Executive versions of the G&Ps shown in the tables above.

In addition, the capital facilities and utilities inventories and analyses for the Admiral RUV, shown as tables 1 and 2 in Attachment 3, have been reviewed and accepted by the community for inclusion in the Comprehensive Plan. The ANPC noted in their comments that the City's transportation analysis, shown as table 3 in Attachment 3 may be inaccurate. The ANPC noted that a significant amount of growth has occurred in West Seattle during the last 5 years, and believe the existing and forecasted volume to capacity ratios for the Admiral RUV “understates traffic problems.” For clarification, it is noted that the difference between the existing and forecasted V/C ratios represents the impact that the projected new households in the RUV will have on capacity. As noted in Attachment 3, no measurable change will occur on the street segments listed if the projected growth target (340 households) is met between 1999 and 2010. Executive staff note that the V/C ratios will be re-analyzed for those street segments that are part of the ‘Level of Service’ measurement system as part of the five-year update of the City's



Comprehensive Plan. This effort is being initiated this year, and includes those street segments in the Admiral neighborhood.

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

#### **IV. Summary of Executive Response to Key Strategies**

The Executive recognizes the importance of the Key Strategies to the neighborhood. Given the number of Key Strategies that will be proposed from the 37 planning areas, priorities will have to be set and projects phased over time. The Executive will coordinate efforts to sort through the Key Strategies. During this sorting process, departments and neighborhood development managers will work to prioritize elements of the Key Strategies. This may include: developing rough cost estimates for the activities within each Key Strategy; identifying potential funding sources and mechanisms; establishing priorities for the Key Strategies within each plan, as well as priorities among plans; and developing phased implementation and funding strategies. The City will involve the neighborhoods in a public process so that neighborhoods can help to establish citywide priorities. The results of these efforts will determine which strategies and activities will have priority for City response in 1999-2000, rather than later implementation. Activities identified in this section will be included in the City's tracking database for monitoring neighborhood plan implementation.

The Admiral Planning Committee has focused on four key strategies:

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

The Admiral Residential Urban Village wishes to maintain what it describes as a "small village-like character." This strategy identifies elements that the neighborhood would like to enhance or maintain as growth occurs. Many activities include specific recommendations for change to the land use code related to zoning, land use types and parking. The planning group has also developed proposed Admiral neighborhood design guidelines, recommendations for changes to design review thresholds, and requirements for the creation of an Admiral-specific design review committee. This strategy also includes recommendations intended to preserve single family areas surrounding the urban village and to define an urban village boundary that meets the community's objectives.

The City supports the neighborhood's desire to develop strategies to maintain and enhance the character of the Admiral RUV. Since many of the recommendations listed in the matrix are at a conceptual level, they will need to be developed further before their feasibility can be evaluated, and, currently, resources are limited within the City to carefully analyze these code changes. However, a number of the activities do not conform with existing policies and codes and raise legal issues, and are therefore not supported by the Executive. Some City efforts are currently underway or are scheduled for 1999-2000 that will help implement portions of this plan. These efforts include DCLU's work with neighborhoods to determine whether rezones are a better way to address concerns about 'uses,' DCLU's examination of the criteria used for variance and

conditional use permit decisions in 1999-2000, DCLU's examination of expanding the design review program and thresholds in 1999, and DCLU's review of neighborhood-specific design guidelines in their 1999-2000 work program -- this includes the Admiral guidelines. One additional activity is DCLU's review of the Land Use Code to allow more flexibility to provide off-street parking. While this does not directly address the current parking issues in Admiral, it may provide more options and eliminate some regulatory barriers for addressing Admiral parking issues. Additional priorities will need to be identified through the sector implementation plan to focus City efforts once resources are identified and become available.

- ***Alleviate Traffic and Parking Problems***

This strategy brings together several transportation-related elements to form a comprehensive strategy to address interrelated issues and opportunities. These include: parking, general automobile circulation, transit, and bicycle and pedestrian facilities. Although transportation issues were a high priority, there was not sufficient funds or time to undertake the level of comprehensive analysis the neighborhood planning committee felt the issues warranted. The neighborhood proposes a number of transportation related studies. The first is an analysis of the current and future parking demand (given the perceived parking shortage around the Admiral Theater and nearby restaurants, and the probable loss of parking from a pending development of a surface parking lot). Second is a general traffic study (including the impacts of through traffic on non-arterial streets, analysis of traffic-calming measures on arterials within the urban village, intersection and signalization improvements, and safety improvements). Third is an analysis of bicycle and pedestrian facilities and conditions (including streetscape design and provision of amenities in the business district).

While the City supports the neighborhood's desire to scrutinize more closely transportation issues, funding for this type of work is limited. The City believes that the formation of an Admiral Parking and Business Improvement Association may be an effective method for moving this Key Strategy towards implementation. Also, priorities will need to be identified through the sector implementation plan to focus City efforts once resources are identified and become available. Some projects are currently underway that may help inform or address some of the concerns raised in these activities. Projects include: an assessment of traffic safety and enforcement needs by the South Police precinct staff, and the development of an implementation plan to meet these needs, and DCLU's review of the Land Use Code to allow more flexibility to provide off-street parking - while this does not directly address the current parking issues in Admiral, it may provide more options and eliminate some regulatory barriers for addressing Admiral parking issues.

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

The plan emphasizes that experiencing nature is critical to the quality of life for Admiral residents. This strategy is centered on more involvement of the local community in identifying, acquiring, selecting and approving sites for capital improvements that impact the natural environment and parks. It also recommends developing neighborhood park "use" guidelines and master plans. Specific projects include developing a plan to protect and preserve Schmitz Park and the Fairmont Ravine, and conducting a study of creating passive open spaces at two

abandoned SCL substations, and for preserving the Mage overlook at 1521 Sunset Ave. SW.

The City recognizes and encourages the Admiral community's commitment to nature and environmental stewardship. An opportunity to move this key strategy forward may be available through DPR's update of the 'Parks COMPLAN' in 1999 to reflect changing conditions and the neighborhood's plan. Additional opportunities may be available through NMF grants and other city-wide funding sources.

- ***Improve Existing City Services***

This strategy focuses on recommendations and enhancement to existing programs, rather than development of new programs, to meet the service and public facility needs in the neighborhood. Recommendations include: increased collaboration in future planning and capital improvement efforts; providing an interim police sub-station in the area; encouraging the City to improve its notification for capital and maintenance projects; improved coordination between utility and road projects; improved bus shelter maintenance, increased transit service, and conducting a local circulator bus feasibility study. Another recommendation includes the development of a master plan that coordinates the adjoining campuses of the West Seattle High School, Lafayette Elementary School, Hiawatha Community Center and the West Seattle Library to insure that they are used in ways that reflect the needs of the neighborhood for community service programs.

The City supports the neighborhood's desire to enhance services and strives to deliver services to all neighborhoods equitably. The sector implementation plans and the neighborhood development managers will be a valuable asset for implementing this strategy. One activity already being implemented is a new city process whereby city departments are coordinating right-of-way and utility work to increase efficiency and minimize costs. The City is also reviewing its notification process and this will be placed on the citywide Policy Docket for City Council review. Executive staff will work with the City's public information officers from the various departments to inventory the current practices used by city departments to do public notification about capital projects. The Executive, will review and analyze this information and present recommendations on how the City's notification processes can be improved and what budget or project type thresholds might exist that either trigger notification or allow exemption from notification. This analysis and recommendations would be presented to Council in fourth quarter 1999. Priorities within this strategy will need to be identified through the sector work program to focus City efforts once resources are identified and become available.

## **V. Additional Activities for Implementation**

For the most part, the recommendations in the Additional Activities for Implementation are supported by the Executive, and help implement the Comprehensive Plan as well as the neighborhood's vision. The community's recommendations focus on: business (including a merchant's association and developing funding for local improvements), transportation (including multi-modal improvements, involvement in regional projects and funding, and West Seattle-wide projects), open space and the natural environment (including tree planting, slide prevention, natural systems protection, and educational programs), and the built and human

environment (including pollution reduction, developing "main street" projects, and developing a business improvement association). A number of the additional activities for implementation were determined to be community-based projects. Funding could be pursued through sources available to the neighborhood such as the Neighborhood Matching Fund program. The City can provide technical assistance to accomplish these tasks.

#### **VI. Activities Not Supported by the Executive**

The matrix contains a few activities proposed by the neighborhood that are not supported by the Executive. These activities are related to revisions to the Land Use Code (activities are 1.3, 1.4, 1.5, 1.8, 1.10, 1.13) and to the makeup and structure of the design review board (activities 1.34, 1.35, and 1.36).

#### **VII. Policy Docket Issues Raised in the Matrix**

A number of recommendations are already being considered as part of 'policy docket' discussions. These issues include:

- Community Centers and shared use of Seattle School District facilities (activities 3.7, 4.25)
- Crosswalks and pedestrian push buttons (activities 1.19, 2.12)
- Sidewalk maintenance and construction (activities 1.19, 4.10, 4.11, LT1)
- Drainage issues (activities 4.24, NT12)
- Lighting issues (activities 1.19, 1.28, 2.12)

#### **VIII. Changes to the Matrix Following Community Validation**

The following activities were added to the matrix following the community validation meeting.

- 1.29B Identify a symbolic focus for community pride and economic development.
- 1.33B Develop meaningful community involvement in the location and design of commercial and multi-family development proposals.
- 1.41B Identify a process beyond physical planning that will bring added value to the Admiral neighborhood.
- 2.6B Enforce traffic, parking and pedestrian ordinances.
- 4.1B Support the development of public safety plans to meet growth demands.
- 4.2B 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 newsletters, special events and word of mouth.
- 4.6B Increased City maintenance of public facilities within the Admiral Neighborhood.
- 4.11B Support good planning and high quality engineering with public recognition and rewards for excellence in maintenance efforts by SEATRAN.

- 4.27B Support good planning and high quality engineering with public recognition and rewards for excellence in maintenance efforts by DPR.



## ATTACHMENT 2

*This Outreach Report was written in April 1999 by Bob Shives, the chairperson of the Admiral Neighborhood Planning Committee, and was revised by the ANPC in May 1999.*

*Our View of Seattle*



### **Admiral Neighborhood Outreach Report Summary**

#### **Phase 1 Outreach Summary:**

The concerned neighbors of Admiral held a series of neighborhood meetings in Sept, 1996 and attended proceedings of the Community Council and Neighborhood Rights Organization to solicit support for a planning effort. This core group of concerned neighbors decided to participate with the City of Seattle, Neighborhood Planning Office in spite of significant reservations and concerns voiced throughout the community. These concerned neighbors were to become the "Admiral Neighborhood planning group" and to establish a committee to review and evaluate the requirements of planning. Our first objective was to use the resources provided by the planning efforts to collect and build a collective view of what the members of the greater neighborhood really wanted for their neighborhood. Our second objective was to insure that everyone in the neighborhood had an opportunity to participate in the process.

#### ***Community Outreach Tasks and Events:***

The Admiral Neighborhood Planning Committee officially began working under contract with the Department of Neighborhood Planning on January 31, 1997.

The Admiral Neighborhood Planning Committee (ANPC) met regularly on the first and third Tuesday of the month. The committee periodically held special meetings between regularly scheduled meetings to accomplish sub-committee tasks to augment regular committee meetings. The committee encouraged neighborhood members to become involved with the process by establishing a regular meeting place that had Metro access, visibility and parking. Notices of meetings were posted in the local newspaper



each week. Special meeting notices were occasionally posted in local bulletin boards such as the PCC market on California and front windows of local businesses.

The planning committee organized under a set of operating agreements that required a high degree of support for every decision (80%). This level of agreement caused a high amount of committee time resources to be committed to discussion and consensus finding. The organization's operating agreement contributed to a slowness in our ability to make decisions but when we "decided" we were sure everyone had a chance to participate.

The planning area was defined by the committee and the outreach process was developed to insure we covered everyone in our area. Our planning outreach group was about 4500 households or 9000 individuals living around the proposed Admiral Residential Urban Village.

Participation from stakeholders within the planning area was encouraged by several outreach efforts, including word-of-mouth invitations, published notice of meeting dates and schedules in the West Seattle Herald, fliers mailed to the neighborhood, and announcements at other neighborhood committee meetings, such as the Admiral Community Council, Neighborhood Rights, Lafayette PTA. All meeting minutes and community feedback were made available to the community in the Admiral Library Neighborhood Planning Book.

ANPC completed a "kick-off" event to inform the community of the planning process and gather information on a neighborhood vision and issues to address in planning. This event was designed around a "valentine" theme and held on February 8, 1997. The event was very successful with over 300 stakeholders in the community attending, which is 3% of the population in the planning area. The information gathered at the event has been compiled and will serve as an element of outreach feedback to be included in the work plan for Phase 2. The committee members volunteered their time, some materials and tremendous energy to make this event a success. Local merchants also donated prizes and refreshments for the event, which validated their involvement as stakeholders.

ANPC participated in a street fair held in the Alaska Junction Neighborhood in May 1997. We set-up a booth on the street and members of the committee discussed



neighborhood planning participation with anyone who would listen. We generated support for all the planning groups in West Seattle that day.

Our second major activity was the design of a neighborhood questionnaire that was mailed to all households in the planning area. The committee hired a consultant with expertise in marketing and city planning to advise the group on the design of the questionnaire. The committee worked in sub-committees to finalize details of the questionnaire, and the camera-ready copy went to press in early May. Distribution of the questionnaire was handled by the Department of Neighborhood Planning (NPO), with a target date of June 16, 1997. The questionnaire's 250 responses were collected and analyzed to provide additional stakeholder feedback for the committee's Phase 2 work plan.

Outreach strategies have encouraged uniform participation from all neighborhood stakeholders, including but not limited to property owners, renters, senior citizens, business owners, community services agents (library, parks), schools, religious organizations. The combined resources of the City of Seattle and the Neighborhood Planning Committee created the opportunity for everyone in the outreach area to participate. As a result over 500 people contributed to the vision statements and planning objectives created in Phase 1.

### **Phase 2 Outreach Activities:**

#### ***Purpose of Phase 2:***

The Admiral Neighborhood Planning committee was reorganized to develop an action plan with goals, policies, activities and tasks to bring the community's Phase 1 visions and planning objectives to fruition. The outreach results from Phase 1 were used to guide the work of this committee.

#### ***Committee Work:***

The membership of the Admiral Neighborhood Planning committee changed to a new group of volunteers. Phase 1 volunteers occasionally touched base and offered suggestions but the actual planning work went to new members. This change in organization provided renewed energy and focus on creating a neighborhood based planning document. The Neighborhood Planning Office also changed project



managers for our committee. We decided to continue with our original agreements for decision making by 80% consensus. We also changed membership requirements to include attendance of 3 committee meetings before voting. We would not make a decision until we had a minimum of 12 committee members voting. This lengthened our discussions and delayed many of our decisions but consensus makes for strong neighborhood support. A review of our attendance and committee participation shows a steady flow of new members participation in the planning. The planning committee finalized a work plan for Phase 2 which included hiring a consulting resource to do our planning structures and create the presentation of our plan.

We entered into an operating agreement for hiring a consultant and creating a plan with the Neighborhood planning office in August, 1998.

#### **General Meetings:**

Regular planning meetings were scheduled at a standard location every 2 weeks. The regular meetings were held to share information and create agreements from subcommittee work. Subcommittees were meeting as often as weekly with a regular location and time to make it easier for community members to attend and contribute to the development of a plan for the neighborhood. The community was notified via announcements of regular meetings in the local newspaper. Regular members received a set of minutes after each regular meeting with announcements of next meetings and issues to be discussed. This mailing group continued to be approximately 25 people. All minutes and proposals discussed were filed for public review in the Admiral Neighborhood Planning Book located at the Admiral library. There were four subcommittees formed as the Built Environment subcommittee, Transportation subcommittee, Open Spaces subcommittee and the Human Services subcommittee.

The built environment subcommittee met to develop the neighborhood character plan village boundary adjustments and adjustments to City design criteria for high density commercial and residential projects. The Transportation subcommittee focused on developing data and supporting information for parking and traffic flow improvements within the proposed village boundary. The Open Spaces subcommittee created proposed actions and policies to preserve the existing open spaces within the proposed Urban Village. The Human Services subcommittee focused their work on the

improvements of community services to the residents of the proposed village. These subcommittees discussed and refined the suggestions from the community and through hours of collaborative discussion, developed the key issues and priorities of the final Admiral Plan. All of the finished products of the planning committee was consolidated into a presentation created by our planning consulting firm.

#### ***Check-In Event:***

The first draft of the Admiral Neighborhood was written by the consultant and reviewed by the planning committee. A community outreach meeting was scheduled to present the draft plan and ask the community to review our work. We scheduled this meeting at West Seattle High School and sent out a community mailing to everyone who had signed up on our large mailing list. (400 community members). The planning committee met and discussed the work with community members from all parts of the neighborhood. (36 interested people)

The committee then developed a targeted outreach process for the business community of Admiral Neighborhood. Volunteers walked throughout the neighborhood and visited every business to collect contact information and create a special mailing list for these business people. A mailing to every business was sent out and a meeting was scheduled to review our preliminary plan for the Admiral neighborhood. At that meeting owners and representatives from the business community discussed their concerns and voiced support for our work.

#### ***Validation Event:***

The second draft of the Admiral Neighborhood plan was revised and discussed. The planning committee prepared to send out our last, large scale mailing to the Admiral Community. We prepared a planning summary worksheet to mail to everyone in our outreach area. (6,677 addresses) This worksheet described our proposed vision of the future Admiral neighborhood and actions for achieving the elements of the plan. A detachable feedback page, provided recipients with a workspace to support or reject our proposed work. A community plan review was also scheduled as part of this outreach effort.



The community was invited to a pizza feed and planning review meeting at Lafayette Elementary School. We chose this site to insure that everyone could find our meeting and that everyone could use transit and be assured of easy physical access to the site. This meeting used the following methods to notify the neighborhood of the meeting:

- Mailing the newsletter of the committee recommendations to 4500 households and property owners of the neighborhood.
- Store window announcements and neighborhood sign boards.
- Flyers in grocery bags at PCC and Thriftway markets.
- Display advertisement published in the West Seattle Herald newspaper.

The meeting was attended by over 100 concerned neighbors and issues and points were clarified by the planning committee. The feedback from the public outreach meeting and from our newsletter (175 responses) was an overwhelming support for our proposed changes to the Admiral Neighborhood. The only issue that scored lower than a supermajority was a proposed name change for the Hamilton Viewpoint to Admiral Viewpoint. (63% in favor)

#### **Other Outreach:**

Members of the Admiral Planning Committee were also members of the Admiral Community Council, PTA, West Seattle Chamber of Commerce and Church Organizations. A regular flow of information was carried throughout the neighborhood by these ties.

Admiral Neighborhood Planning process was featured in the West Seattle Herald newspaper. Issues and concerns of the planning group were described for the community in this article.

Members of the Neighborhood Planning committee participated in discussions and problem solving meetings where proposed new buildings would impact our neighborhood planning. These discussions provided a two way communication between the desires of the developers and the wishes of the planning group. Numerous phone calls from the neighborhood have been fielded by committee members and issues from these neighbors have been discussed in the respective subcommittees.



Committee members have conducted small group presentations to interested members of our neighborhood at Chamber of Commerce luncheons and even spoke to a history class at Madison Middle School where students were studying our neighborhood. We have not received a complaint from any neighborhood group that feels they were being excluded or prevented from participating in our process. We have not received any complaints from the neighborhood about not being notified of the planning process or having access to our public records and finished plan.



## COMPREHENSIVE PLAN CONSISTENCY CHECKLIST

### For the Admiral Residential Urban Village

<b>Comprehensive Plan (CP policies indicated in parentheses)</b>	<b>Comment</b>
Plan contains the following elements or statements that the current Comprehensive Plan policies adequately reflect the area's vision and goals (N14). <ul style="list-style-type: none"> <li>land use, housing, transportation, capital facilities &amp; utilities.</li> </ul>	Plan contains land use, housing, and transportation elements. The plan has limited housing statements specific to Admiral.
For each Residential Village, plan establishes: <ul style="list-style-type: none"> <li>Designation (L18, L19).</li> </ul>	Yes. RUV designation is confirmed.
<ul style="list-style-type: none"> <li>Boundaries (L13, L19).</li> </ul>	Yes. New RUV boundaries are proposed, and are accepted by the Executive.
<ul style="list-style-type: none"> <li>Name (L19).</li> </ul>	Yes. RUV name is confirmed.
<ul style="list-style-type: none"> <li>Household growth targets (L59). Growth targets do not exceed 80% of zoned development capacity (L55).</li> </ul>	Growth targets do not exceed 80% of zoned development capacity.
Plan contains existing capital facilities inventory, and transportation, capital facilities and utilities analyses.	Inventories and analyses are included as attachments to the ordinance.
Urban village zoning will allow achievement of affordable housing goals in urban villages for households with incomes below 50% of median (H29).	Current zoning will allow achievement of these goals.
If Plan proposes changes to zoning map, proposed zoning changes meet the following requirements: <ul style="list-style-type: none"> <li>consistent with locational criteria in Land Use Code.</li> </ul>	The neighborhood proposes no zoning changes.
<ul style="list-style-type: none"> <li>Growth target does not exceed 80% of zoned development capacity (L55).</li> </ul>	N/A.
<ul style="list-style-type: none"> <li>Any proposed additions of single family land to Residential Urban Village are within five minutes walking distance or five blocks of a designated principal commercial street (L10, L50).</li> </ul>	N/A.
<ul style="list-style-type: none"> <li>Any proposed upzones to single family land are within acreage limits listed in Land Use Appendix C (L74, L83).</li> </ul>	N/A.
<b>Optional (Not required for Comprehensive Plan consistency)</b>	
Plan designates key pedestrian streets (T46).	No.
Plan uses tools and strategies to achieve affordable housing goals: <ul style="list-style-type: none"> <li>Ground-related housing (H12).</li> <li>Transfer of development rights (H28).</li> <li>Incentive zoning (downtown) (H27).</li> </ul>	Tools not used.
Plan addresses open space in villages and nearby areas (L148).	Plan discusses Open Space.
Plan proposes to modify open space goals (L147).	No.

<b>Comprehensive Plan (CP policies indicated in parentheses)</b>	<b>Comment</b>
Plan takes advantage of any of the following zoning tools to implement the urban villages strategy consistent with the Comprehensive Plan and Land Use Code: <ul style="list-style-type: none"> <li>Residential small lot zone customized for the neighborhood (L82)</li> </ul>	No RSL zones are proposed.
<ul style="list-style-type: none"> <li>Flexibility in rezone criteria for rezoning of multifamily land to neighborhood commercial zones (L90)</li> </ul>	No changes to NC zoning are proposed.
<ul style="list-style-type: none"> <li>Mapping of NC/R zones (L107)</li> </ul>	No changes to NCR zoning are proposed.
<ul style="list-style-type: none"> <li>Zoning overlay (L. G66, L125)</li> </ul>	No overlays are proposed, but support for a Pedestrian zone designation is discussed.
<ul style="list-style-type: none"> <li>Changes to zoned height limits (L137)</li> </ul>	No.

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

Checklist completed by: Ivan Miller

Date: June 23, 1999

Organization: City of Seattle Strategic Planning Office

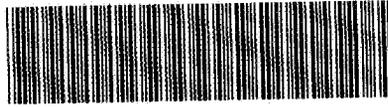


**Return Address:**

Seattle City Clerk's Office

600 4th Avenue, Room 104

Seattle, WA 98104



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**Document Title(s)** (or transaction contained therein): (all areas applicable to your document must be filled in.)

1. ORDINANCE #119714

**Re -** \_\_\_\_\_ of document.

AN ORDINANCE relating to the Admiral Neighborhood Plan; amending the Seattle Comprehensive Plan to incorporate portions of the Admiral Neighborhood Plan; amending the Official Land Use Map, Title 23 of the Seattle Municipal Code to reflect the boundaries of the Admiral neighborhood; and amending SMC Chapter 23.34, relating to Lowrise 3 and Lowrise 4 rezone criteria.

**Grantor(s)** (Last name first, then first name and initials)

1. City of Seattle

Additional names on page-----of document.

**Grantee(s)** (Last name first, then first name and initials)

1. N/A

2.

**Legal description** (abbreviated: i.e. lot, block, plat or section, township, range)

Additional reference #'s on page -----of document N/A

**Assessor's Property Tax Parcel/Account Number/ N/A**

Assessor Tax # not yet assigned.

ORDINANCE 119714

1  
2  
3 AN ORDINANCE relating to the Admiral Neighborhood Plan; amending the Seattle  
4 Comprehensive Plan to incorporate portions of the Admiral Neighborhood Plan;  
5 amending the Official Land Use Map, Title 23 of the Seattle Municipal Code to  
6 reflect the boundaries of the Admiral neighborhood; and amending SMC Chapter  
7 23.34, relating to Lowrise 3 and Lowrise 4 rezone criteria.

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

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

12 WHEREAS, the Neighborhood Planning Program provided that areas designated as urban  
13 villages were eligible for funding and support through this program; and

14 WHEREAS, the Admiral neighborhood was designated as a residential urban village in the  
15 Comprehensive Plan and was therefore eligible for funding and support through this  
16 program; and

17 WHEREAS, a group of concerned citizens of Admiral held a series of community meetings  
18 beginning in September, 1996, to solicit support for a neighborhood planning effort and  
19 formed the Admiral Neighborhood Planning Committee; and

20 WHEREAS, the Admiral Neighborhood Planning Committee executed a contract with the  
21 Neighborhood Planning Office for Phase I of planning on January 31, 1997; and

22 WHEREAS, the committee held regular bi-monthly meetings, numerous special subcommittee  
23 meetings, a major "kick-off" event and conducted extensive outreach to community  
members encouraging their participation in the planning process; and

WHEREAS, over 500 people contributed their ideas and concerns to the community's vision  
statement; and

WHEREAS, a Phase II contract for completing the Admiral plan was executed between the  
Admiral Neighborhood Planning Committee and the City's Neighborhood Planning  
Office in August, 1998; and

WHEREAS, the committee and consultants prepared a draft plan and conducted extensive  
outreach to a mailing list of 400 community members and a special outreach campaign  
directed to business owners; and

WHEREAS, the plan was revised and a final mailing of a plan summary reached 6,677 addresses  
within the outreach area; and

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- 1 WHEREAS, a validation mailing and validation event held January 27, 1999, elicited  
overwhelming support for the plan; and
- 2 WHEREAS, the Admiral Neighborhood Plan is consistent with the goals and policies of  
3 Seattle's Comprehensive Plan; and
- 4 WHEREAS, a SEPA checklist was prepared and a determination of non-significance issued on  
July 15, 1999; and
- 5 WHEREAS, the Council finds that the proposed amendments are consistent with the Growth  
6 Management Act, and will protect and promote the health, safety and welfare of the  
general public;

7 NOW THEREFORE,

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

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

- 11 A. The table of contents of the neighborhood plans volume of the Comprehensive Plan is  
12 hereby amended to add Admiral, as shown in Attachment 1.
- 13 B. The Admiral Neighborhood Plan goals and policies, as shown in Attachment 2 to this  
14 ordinance, are hereby incorporated into the neighborhood plans volume of the  
Comprehensive Plan.
- 15 C. The land use element of the Comprehensive Plan is hereby amended as shown in  
Attachment 3 to this ordinance to confirm the designation and growth targets for the  
16 Admiral neighborhood.
- 17 D. The Admiral Capital Facilities and Utilities Inventory and Analysis, and the Admiral  
18 Transportation Analysis shown in Attachment 4 to this ordinance are hereby incorporated  
into the Neighborhood Plans volume, Admiral neighborhood section, of the  
Comprehensive Plan.
- 19 E. The following maps are hereby amended to reflect the final designation and boundaries of  
the Admiral Residential Urban Village, as shown in Attachment 5 to this ordinance:
- 20 • Future Land Use Map
  - 21 • Land Use Figure 1
  - 22 • Land Use Figure A-1
- 23



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1 A new Land Use Figure, containing a large scale map of the Admiral Residential Urban  
2 Village is hereby added to the Land Use Element, as shown in Attachment 5 to this  
ordinance.

3 F. Land Use Appendix B is hereby amended to reflect the final growth targets for the  
Admiral neighborhood, as shown in Attachment 6 to this ordinance.

4 Section 2. The Official Land Use Map, Section 23.32.016, Seattle Municipal Code, is  
5 amended to reflect the boundaries of the Admiral neighborhood as depicted on Attachment 5 to  
6 this ordinance.

7 Section 3. Pursuant to SMC 23.47.009 (D), single purpose residential structures  
within the Admiral neighborhood shall continue to be permitted by conditional use.

8 Section 4. Subsection B of 23.34.020 of the Seattle Municipal Code, as last amended,  
9 is further amended as follows:

10 B. Locational Criteria.

11 1. Threshold Conditions. Subject to subsection B2 of this section, properties that may be  
12 considered for an L3 designation are limited to the following:

13 a. Properties already zoned L3;

14 b. Properties in areas already developed predominantly to the permitted L3 density and where  
15 L3 scale is well established; or

16 c. Properties within an urban center or village, except as provided in this subsection below,  
17 where less emphasis shall be placed on density and scale compatibility with existing

18 development, when the designation will be consistent with the densities

19 required for the center or village category as established in Section B of

20 the Land Use Element of the Comprehensive Plan, unless otherwise indicated

21 by a neighborhood plan adopted or amended by the City Council after January  
22  
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1 1, 1995. This subsection c. shall not apply in the Wallingford Residential Urban Village, in the  
2 Eastlake Residential Urban Village, in the Upper Queen Anne Residential Urban Village, in the  
3 Morgan Junction Residential Urban Village, in the Lake City Hub Urban Village ((~~or~~)), in the  
4 Bitter Lake Village Hub Urban Village, or in the Admiral Residential Urban Village.

5 2. Properties designated as environmentally critical may not be rezoned  
6 to an L3 designation, and may remain L3 only in areas predominantly  
7 developed to the intensity of the L3 zone.

8 3. Other Criteria. The Lowrise 3 zone designation is most appropriate in  
9 areas generally characterized by the following:

10 a. Development Characteristics of the Area.

11 (1) Either:

12 (a) Areas that are already developed predominantly to the permitted  
13 L3 density and where L3 scale is well established, or

14 (b) Areas that are within an urban center or urban village, except as provided in this  
15 subsection below, where less emphasis shall be placed on density and scale compatibility with  
16 existing development, when the designation will be consistent with the  
17 densities required for the center or village category as established in  
18 Section B of the Land Use Element of the Comprehensive Plan, unless  
19 otherwise indicated by a neighborhood plan adopted or amended by the City

20 Council after January 1, 1995. This subsection (b) shall not apply in the Wallingford Residential  
21 Urban Village, in the Eastlake Residential Urban Village, in the Upper Queen Anne Residential



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1 Urban Village, in the Morgan Junction Residential Urban Village in the Lake City Hub Urban  
2 Village ((e#)), in the Bitter Lake Village Hub Urban Village, or in the Admiral Residential  
3 Urban Village.

4 (2) Areas where the street pattern provides for adequate vehicular  
5 circulation and access to sites. Locations with alleys are preferred.

6 Street widths should be sufficient for two (2) way traffic and parking  
7 along at least one (1) curbside.

8 b. Relationship to the Surrounding Areas.

9 (1) Properties in areas that are well served by public transit and  
10 have direct access to arterials, so that vehicular traffic is not required  
11 to use streets that pass through less intensive residential zones;

12 (2) Properties in areas with significant topographic breaks, major  
13 arterials or open space that provide sufficient transition to LDT or L1  
14 multifamily development;

15 (3) Properties in areas with existing multifamily zoning with close  
16 proximity and pedestrian connections to neighborhood services, public open  
17 spaces, schools and other residential amenities;

18 (4) Properties that are adjacent to business and commercial areas with  
19 comparable height and bulk, or where a transition in scale between areas of  
20 larger multifamily and/or commercial structures and smaller multifamily  
21 development is desirable.

22

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1 Section 5. Subsection B of 23.34.022 of the Seattle Municipal Code, as last amended,  
2 is further amended as follows:

3 B. Locational Criteria.

4 1. Threshold Conditions. Subject to subsection B2 of this section,  
5 properties that may be considered for an L4 designation are limited to the  
6 following:

- 7 a. Properties already zoned L4;
- 8 b. Properties in areas already developed predominantly to the  
9 permitted L4 density and where L4 scale is well established; or
- 10 c. Properties within an urban center or urban village, except as provided in this subsection  
11 below, where less emphasis shall be placed on density and scale compatibility with existing  
12 development, when the designation will be consistent with the densities  
13 required for the center or village category as established in Section B of  
14 the Land Use Element of the Comprehensive Plan, unless otherwise indicated  
15 by a neighborhood plan adopted or amended by the City Council after January  
16 1, 1995. This subsection c. shall not apply in the Wallingford Residential Urban Village, in the  
17 Eastlake Residential Urban Village, in the Upper Queen Anne Residential Urban Village, in the  
18 Morgan Junction Residential Urban Village, in the Lake City Hub Urban Village ((~~er~~)), in the  
19 Bitter Lake Village Hub Urban Village, or in the Admiral Residential Urban Village.

20 2. Properties designated as environmentally critical may not be rezoned  
21 to an L4 designation, and may remain L4 only in areas predominantly  
22

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1 developed to the intensity of the L4 zone.

2 3. Other Criteria. The Lowrise 4 zone designation is most appropriate in  
3 areas generally characterized by the following:

4 a. Development Characteristics of the Area.

5 (1) Either:

6 (a) Areas that are already developed predominantly to the permitted  
7 L4 density and where L4 scale is well established, or

8 (b) Areas that are within an urban center or urban village, except as provided in this  
9 subsection below, where less emphasis shall be placed on density and scale compatibility with  
10 existing development, when the designation will be consistent with the  
11 densities required for the center or village category as established in  
12 Section B of the Land Use Element of the Comprehensive Plan, unless  
13 otherwise indicated by a neighborhood plan adopted or amended by the City  
14 Council after January 1, 1995. This subsection (b) shall not apply in the Wallingford Residential  
15 Urban Village, in the Eastlake Residential Urban Village, in the Upper Queen Anne Residential  
16 Urban Village, in the Morgan Junction Residential Urban Village, in the Lake City Hub Urban  
17 Village, ~~((or))~~ in the Bitter Lake Village Hub Urban Village, or in the Admiral Residential Urban  
18 Village.

19 (2) Areas of sufficient size to promote a high quality, higher density  
20 residential environment where there is good pedestrian access to amenities;

21 (3) Areas generally platted with alleys that can provide access to  
22  
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1 parking, allowing the street frontage to remain uninterrupted by driveways,  
2 thereby promoting a street environment better suited to the level of  
3 pedestrian activity associated with higher density residential  
4 environments;

5 (4) Areas with good internal vehicular circulation, and good access to  
6 sites, preferably from alleys. Generally, the width of principal streets in  
7 the area should be sufficient to allow for two (2) way traffic and parking  
8 along at least one (1) curbside.

9 b. Relationship to the Surrounding Areas.

10 (1) Properties in areas adjacent to concentrations of employment;

11 (2) Properties in areas that are directly accessible to regional  
12 transportation facilities, especially transit, providing connections to  
13 major employment centers, including arterials where transit service is good  
14 to excellent and street capacity is sufficient to accommodate traffic  
15 generated by higher density development. Vehicular access to the area  
16 should not require use of streets passing through less intensive  
17 residential areas;

18 (3) Properties with close proximity and with good pedestrian  
19 connections to services in neighborhood commercial areas, public open  
20 spaces and other residential amenities;

21 (4) Properties with well-defined edges providing sufficient separation  
22  
23

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1 from adjacent areas of small scale residential development, or where such  
2 areas are separated by zones providing a transition in the height, scale  
3 and density of development.

4 Section 6. This ordinance shall take effect and be in force thirty (30) days from and  
5 after its approval by the Mayor, but if not approved and returned by the Mayor within ten (10)  
6 days after presentation, it shall take effect as provided by Municipal Code Section 1.04.020.

7 Passed by the City Council the 25<sup>th</sup> day of October, 1999, and signed  
8 by me in open session in authentication of its passage this 25<sup>th</sup> day of October,  
9 1999.

10 [Signature]  
11 President of the City Council

12 Approved by me this 29<sup>th</sup> day of October, 1999.

13 [Signature]  
14 Paul Schell, Mayor

15 Filed by me this 1<sup>st</sup> day of November, 1999.

16 [Signature]  
17 City Clerk

18 (SEAL)

19 STATE OF WASHINGTON  
20 COUNTY OF KING  
21 CITY OF SEATTLE

22 } ss

23 I, JUDITH L. PIPPIN, CITY CLERK OF THE CITY OF SEATTLE, DO HEREBY  
24 CERTIFY THAT THE WITHIN AND FOREGOING IS A TRUE AND CORRECT  
25 COPY OF ORDINANCE 119714

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

IN WITNESS WHEREOF, I HAVE HEREBY SET MY HAND AND AFFIXED  
THE SEAL TO THE CITY OF SEATTLE, THIS 10th day of Nov. 1999

JUDITH L. PIPPIN  
CITY CLERK

cc: [Signature]  
DEPUTY CLERK

1999 111 8001583



1 WHEREAS, a validation mailing and validation event held January 27, 1999, elicited  
2 overwhelming support for the plan, and

3 WHEREAS, the Admiral Neighborhood Plan is consistent with the goals and policies of  
4 Seattle's Comprehensive Plan; and

5 WHEREAS, a SEPA checklist has been prepared and a Determination of Non-significance  
6 issued on July 15, 1999; and

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

10 **NOW THEREFORE,**

11 **BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:**

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

- 14 A. The Table of Contents of the Neighborhood Plans volume of the Comprehensive Plan is  
15 hereby amended to add Admiral, as shown in Attachment 1.
- 16 B. The Admiral Neighborhood Plan goals and policies, as shown in Attachment 2 to this  
17 Ordinance, are hereby incorporated into the Neighborhood Plans volume of the  
18 Comprehensive Plan.
- 19 C. The Land Use Element of the Comprehensive Plan is hereby amended as shown in  
20 Attachment 3 to this Ordinance to confirm the designation and growth targets for the  
21 Admiral neighborhood.
- 22 D. The Admiral capital facilities and utilities inventory and analyses, and the Admiral  
23 transportation analyses shown in Attachment 4 to this Ordinance are hereby incorporated  
24 into the Neighborhood Plans volume, Admiral neighborhood section, of the  
Comprehensive Plan.
- 25 E. The following maps are hereby amended to reflect the final designation and boundaries of  
the Admiral neighborhood, as shown in Attachment 5 to this Ordinance:
- Future Land Use Map
  - Land Use Figure 1
  - Land Use Figure A-1

1 A new Land Use Figure, containing a large scale map of the Admiral neighborhood is  
2 hereby added to the Land Use Element, as shown in Attachment 5 to this ordinance.

3 F. Land Use Appendix B is hereby amended to reflect the final growth targets for the  
4 Admiral neighborhood, as shown in Attachment 6 to this Ordinance.

5 **Section 2.** The Official Land Use Map, Section 23.32.016, Seattle Municipal Code, is  
6 amended to reflect the boundaries of the Admiral neighborhood as depicted on Attachment 3 to  
7 this Ordinance.

8 **Section 3.** Pursuant to SMC 23.47.009 (D), single purpose residential structures  
9 within the Admiral neighborhood shall continue to be permitted by conditional use.

10 **Section 4.** Subsection B of 23.34.020 of the Seattle Municipal Code, as last amended,  
11 is further amended as follows:

12 B. Locational Criteria.

13 1. Threshold Conditions. Subject to subsection B2 of this section,  
14 properties that may be considered for an L3 designation are limited to the  
15 following:

- 16 a. Properties already zoned L3;
- 17 b. Properties in areas already developed predominantly to the  
18 permitted L3 density and where L3 scale is well established; or
- 19 c. Properties within an urban center or village, except as provided in this subsection below,  
20 where less emphasis shall be placed on density and scale compatibility with existing  
21 development, when the designation will be consistent with the densities  
22 required for the center or village category as established in Section B of  
23 the Land Use Element of the Comprehensive Plan, unless otherwise indicated  
24

1 by a neighborhood plan adopted or amended by the City Council after January  
2 1, 1995. This subsection c. shall not apply in the Wallingford Residential Urban Village, in the  
3 Eastlake Residential Urban Village, in the Upper Queen Anne Residential Urban Village, in the  
4 Morgan Junction Urban Village, ~~((or))~~ in the Lake City Hub Urban Village, or in the Admiral  
5 Residential Urban Village.

6 2. Properties designated as environmentally critical may not be rezoned  
7 to an L3 designation, and may remain L3 only in areas predominantly  
8 developed to the intensity of the L3 zone.

9 3. Other Criteria. The Lowrise 3 zone designation is most appropriate in  
10 areas generally characterized by the following:

11 a. Development Characteristics of the Area.

12 (1) Either:

13 (a) Areas that are already developed predominantly to the permitted  
14 L3 density and where L3 scale is well established, or

15 (b) Areas that are within an urban center or urban village, except as provided in this  
16 subsection below, where less emphasis shall be placed on density and scale compatibility with  
17 existing development, when the designation will be consistent with the  
18 densities required for the center or village category as established in  
19 Section B of the Land Use Element of the Comprehensive Plan, unless  
20 otherwise indicated by a neighborhood plan adopted or amended by the City

1 Council after January 1, 1995. This subsection (b) shall not apply in the Wallingford Residential  
2 Urban Village, in the Eastlake Residential Urban Village, in the Upper Queen Anne Residential  
3 Urban Village, in the Morgan Junction Urban Village ((or)) in the Lake City Hub Urban Village,  
4 or in the Admiral Residential Urban Village.

5 (2) Areas where the street pattern provides for adequate vehicular  
6 circulation and access to sites. Locations with alleys are preferred.

7 Street widths should be sufficient for two (2) way traffic and parking  
8 along at least one (1) curbside.

9 b. Relationship to the Surrounding Areas.

10 (1) Properties in areas that are well served by public transit and  
11 have direct access to arterials, so that vehicular traffic is not required  
12 to use streets that pass through less intensive residential zones;

13 (2) Properties in areas with significant topographic breaks, major  
14 arterials or open space that provide sufficient transition to LDT or L1  
15 multifamily development;

16 (3) Properties in areas with existing multifamily zoning with close  
17 proximity and pedestrian connections to neighborhood services, public open  
18 spaces, schools and other residential amenities;

19 (4) Properties that are adjacent to business and commercial areas with  
20 comparable height and bulk, or where a transition in scale between areas of  
21 larger multifamily and/or commercial structures and smaller multifamily  
22

1 development is desirable.

2       **Section 5.**     Subsection B of 23.34.022 of the Seattle Municipal Code, as last amended,  
3 is further amended as follows:

4     **B. Locational Criteria.**

5       1. **Threshold Conditions.** Subject to subsection B2 of this section,  
6 properties that may be considered for an L4 designation are limited to the  
7 following:

- 8       a. Properties already zoned L4;
- 9       b. Properties in areas already developed predominantly to the  
10 permitted L4 density and where L4 scale is well established; or
- 11       c. Properties within an urban center or urban village, except as provided in this subsection  
12 below, where less emphasis shall be placed on density and scale compatibility with existing  
13 development, when the designation will be consistent with the densities  
14 required for the center or village category as established in Section B of  
15 the Land Use Element of the Comprehensive Plan, unless otherwise indicated  
16 by a neighborhood plan adopted or amended by the City Council after January  
17 1, 1995. This subsection c. shall not apply in the Wallingford Residential Urban Village, in the  
18 Eastlake Residential Urban Village, in the Upper Queen Anne Residential Urban Village, in the  
19 Morgan Junction Urban Village, ~~((or))~~ in the Lake City Hub Urban Village, or in the Admiral  
20 Residential Urban Village.

21       2. Properties designated as environmentally critical may not be rezoned

1 to an L4 designation, and may remain L4 only in areas predominantly  
2 developed to the intensity of the L4 zone.

3 3. Other Criteria. The Lowrise 4 zone designation is most appropriate in  
4 areas generally characterized by the following:

5 a. Development Characteristics of the Area.

6 (1) Either:

7 (a) Areas that are already developed predominantly to the permitted  
8 L4 density and where L4 scale is well established, or

9 (b) Areas that are within an urban center or urban village, except as provided in this  
10 subsection below, where less emphasis shall be placed on density and scale compatibility with  
11 existing development, when the designation will be consistent with the  
12 densities required for the center or village category as established in  
13 Section B of the Land Use Element of the Comprehensive Plan, unless  
14 otherwise indicated by a neighborhood plan adopted or amended by the City  
15 Council after January 1, 1995. This subsection (b) shall not apply in the Wallingford Residential  
16 Urban Village, in the Eastlake Residential Urban Village, in the Upper Queen Anne Residential  
17 Urban Village, in the Morgan Junction Urban Village ((~~or~~)) in the Lake City Hub Urban Village,  
18 or in the Admiral Residential Urban Village.

19 (2) Areas of sufficient size to promote a high quality, higher density  
20 residential environment where there is good pedestrian access to amenities;

21 (3) Areas generally platted with alleys that can provide access to  
22  
23  
24

1 parking, allowing the street frontage to remain uninterrupted by driveways,  
2 thereby promoting a street environment better suited to the level of  
3 pedestrian activity associated with higher density residential  
4 environments;

5 (4) Areas with good internal vehicular circulation, and good access to  
6 sites, preferably from alleys. Generally, the width of principal streets in  
7 the area should be sufficient to allow for two (2) way traffic and parking  
8 along at least one (1) curbside.

9 b. Relationship to the Surrounding Areas.

10 (1) Properties in areas adjacent to concentrations of employment;

11 (2) Properties in areas that are directly accessible to regional  
12 transportation facilities, especially transit, providing connections to  
13 major employment centers, including arterials where transit service is good  
14 to excellent and street capacity is sufficient to accommodate traffic  
15 generated by higher density development. Vehicular access to the area  
16 should not require use of streets passing through less intensive  
17 residential areas;

18 (3) Properties with close proximity and with good pedestrian  
19 connections to services in neighborhood commercial areas, public open  
20 spaces and other residential amenities;

21 (4) Properties with well-defined edges providing sufficient separation  
22

1 from adjacent areas of small scale residential development, or where such  
2 areas are separated by zones providing a transition in the height, scale  
3 and density of development.

4 **Section 6.** This ordinance shall take effect and be in force thirty (30) days from and  
5 after its approval by the Mayor, but if not approved and returned by the Mayor within ten (10)  
6 days after presentation, it shall take effect as provided by Municipal Code Section 1.04.020.

7 Passed by the City Council the \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_, and  
8 signed by me in open session in authentication of its passage this \_\_\_\_\_ day of  
9 \_\_\_\_\_, 19\_\_\_\_.

10 \_\_\_\_\_  
11 President of the City Council

12 Approved by me this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_.

13 \_\_\_\_\_  
14 Paul Schell, Mayor

15 Filed by me this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_.

16 \_\_\_\_\_  
17 City Clerk

18 (SEAL)  
19  
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1 **LIST OF ATTACHMENTS**

- 2
- 3 **ATTACHMENT 1** AMENDMENTS TO TABLE OF CONTENTS - THE CITY OF  
SEATTLE COMPREHENSIVE PLAN NEIGHBORHOOD  
4 PLANS
- 5 **ATTACHMENT 2** ADMIRAL GOALS AND POLICIES
- 6 **ATTACHMENT 3** AMENDMENTS TO THE COMPREHENSIVE PLAN LAND  
7 USE ELEMENT
- 8 **ATTACHMENT 4** ADMIRAL CAPITAL FACILITIES AND UTILITIES  
9 INVENTORY AND ANALYSES, AND ADMIRAL  
10 TRANSPORTATION ANALYSIS
- 11 **ATTACHMENT 5** COMPREHENSIVE PLAN MAP AMENDMENTS
- 12 **ATTACHMENT 6** AMENDMENTS TO COMPREHENSIVE PLAN LAND USE  
13 APPENDIX B
- 14
- 15
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**THE CITY OF SEATTLE COMPREHENSIVE PLAN  
NEIGHBORHOOD PLANS**

**Table of Contents**

\*\*\*

**Admiral**

\*\*\*

**Admiral Neighborhood Goals and Policies**

**LAND USE**

- G1 Land use within the residential urban village that conforms to Admiral's vision a neighborhood with a pedestrian oriented small town atmosphere.
- G2 The Admiral Neighborhood is predominately a single-family housing community.
- P1 Encourage development that conforms with the neighborhood's existing character and scale, and further promotes a pedestrian-friendly environment.
- P2 Maintain the character and integrity of the existing single-family zoning outside the Residential Urban Village.
- P3 Seek to ensure community involvement in land use code changes.
- P4 The special L3 and L4 locational criteria for the evaluation of rezones to the L3 and L4 designations inside of urban villages, shall not apply in the Admiral Residential Urban Village.

**TRANSPORTATION**

- G3 A residential urban village with an adequate parking supply to serve customers, residents and employees.
- G4 People walk, bicycle or ride buses when traveling inside the Admiral neighborhood.
- P5. Future developments and significant remodels should seek to provide adequate parking.
- P6A. Strive to attain adequate levels of parking that serves the urban village and adjacent transitional areas.
- P6B. Work with the community to address parking in the urban village and adjacent transitional area.
- P7 Seek to anticipate and address future parking needs.
- P8 Strive to eliminate local traffic safety hazards, and discourage cut-through traffic on residential streets.
- P9 Seek to ensure that streets are clean and attractive, are calmed, and have sufficient capacity and a high level of service.
- P10 Seek to improve pedestrian and vehicular traffic safety and convenience.
- P11 Seek to anticipate and address future traffic circulation needs.
- P12 Seek to improve water-based commuting connections from West Seattle to downtown.
- P13 Seek to assure that transit routing, scheduling and transfer points meet neighborhood needs.
- P14 Seek to provide good access to and from West Seattle.

- P15 Work with the Admiral neighborhood to minimize loss and damage from landslides and land erosion.
- P16 Seek to improve facilities for bicycles, skateboards and pedestrians.
- P17 Seek to increase community awareness of emerging transportation technologies.

### **HOUSING**

- P18 Seek to ensure that public-assisted housing is well integrated within the Admiral neighborhood through such means as encouraging it to be dispersed, small-scale and aesthetically integrated in keeping with Admiral's small town image.

### **HUMAN SERVICES**

- G5 A neighborhood with adequate community, educational, recreational, safety and social services to serve its residents.
- P19 Support local efforts to improve the safety of the Admiral neighborhood.
- P20 Seek to provide adequate fire and police service for the planning area.

### **CAPITAL FACILITIES**

- P21 Seek to ensure neighborhood involvement, through the involvement of community organizations, in the identifying and siting of publicly-sponsored capital projects, including those that impact the natural environment.
- P22 Increased coordination between City departments, and between the City and the County, especially on projects that impact the natural environment.

### **UTILITIES**

- G6 The neighborhood is well served with infrastructure and capital improvements.
- P23 Seek to ensure the adequacy of neighborhood's utilities to meet on-going growth.
- P24 Seek to provide levels of lighting for streets and sidewalks that enhance safety.
- G7 Pollution levels have been reduced in the Admiral Neighborhood.
- P25 Seek to clean up noise and air pollution, and litter and graffiti.

### **ECONOMIC DEVELOPMENT**

- P26 Seek to encourage retail services desired by the community.
- P27 Seek to advocate for the health and diversity of merchants located in the Admiral business district.

### **COMMUNITY BUILDING**

- G8 The City and the Admiral neighborhood continue to collaborate in planning efforts.
- P28 Seek to promote community-building opportunities for Admiral neighborhood residents.

## **CULTURAL RESOURCES**

- P29 Encourage public art projects that reflect the heritage and current life style of the Admiral neighborhood.

## **PARKS AND OPEN SPACE**

- G9 Existing open spaces, parks and playgrounds in the Admiral planning area have been preserved and maintained.
- P30 Work with existing neighborhood groups to seek to ensure that programming of park facilities reflect the needs of the neighborhood.
- P31 Seek to provide open space within the Admiral neighborhood to serve the community's needs and to protect critical areas and natural habitat.
- P32 Seek to preserve the integrity of the Olmsted design at Hiawatha Park.
- P33 Seek to preserve and extend the neighborhood's tree canopy.
- P34 Seek to provide convenient pedestrian access to Admiral's parks, playgrounds and open space.

## **COMMUNITY CHARACTER**

- G10 A Residential Urban Village with a vibrant and attractive character.
- G11 A high quality, diverse neighborhood where developers and businesses benefit from sustaining excellence and from filling local needs.
- G12 A neighborhood with high expectations and standards for public services, building and landscaping appearance.
- P35 Support neighborhood involvement in the land use decisions, especially in decisions related to variances and conditional uses.
- P36 Seek to ensure that the design of private development and public spaces support each other to enhance and reinforce Admiral's identity.

**AMENDMENTS TO THE COMPREHENSIVE PLAN LAND USE ELEMENT**

1. Amend policy L44 as follows:

L44:

\*\*\*

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

\*\*\*

Admiral Residential Urban Village.

\*\*\*

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

3. Amend land use goal 36 as follows:

G36:

\*\*\*

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

**Residential Growth**

\*\*\*

Admiral

approximately 340 households

\*\*\*

**ATTACHMENT 4**

**ADMIRAL CAPITAL FACILITIES AND UTILITIES INVENTORIES AND ANALYSES,  
AND ADMIRAL TRANSPORTATION ANALYSIS**

**Table 1  
Inventory for Facilities and Utilities Serving  
Admiral Residential Urban Village**

Facility Type	Name	Location	Capacity	Information Sources <sup>1</sup> /Comments
Fire Station <sup>2</sup>	SFD 29	2139 Ferry Ave. SW	Engine Co., Battalion	Seattle Fire Department
Police Station	South Precinct	3001 South Myrtle St.	31.87 sq. mi. service area, 1994 population 155,777	Seattle Police Department Patrol units are allocated around-the-clock based on calls for service. Location and size of facilities are not critical to service provision.
Schools <sup>3</sup>	LaFayette Elementary All 10 Middle Schools All 10 High Schools	2645 California Ave. SW	500 students	Seattle Public Schools' 1995-1996 Choices, Seattle Public Schools, 1995
Library	West Seattle Branch	2306 42nd Ave. SW	8178 sq. ft, 1990 pop served 33,467, or .24 sq. ft/capita + .32 sq. ft/capita in citywide facilities	Seattle Public Library Statistical Report, EDL&A, December 1992
Parks <sup>4</sup>	California Place	California Ave. SW & SW Hill	0.1 ac: Street triangle	Open Spaces, Parks and Facilities Inventory, Seattle Department of Parks and Recreation, August 1989 Urban Villages Open Space Analyses, Office of Management and Planning
	Hiawatha Playfield	California Ave. SW & SW Lander St.	11 ac: Running track, football/soccer field, softball field, play area, tennis courts	
	Fairmount Park	2600 block Fairmount Ave. SW	3.4 ac: wooded ravine	
Other <sup>6</sup>	Hiawatha Community Center	2700 California Ave. SW	>10,000 sq. ft: Gym, auditorium, 2 game rooms, locker rooms 6.6 acres	
Electrical Power	Duwamish Head Green Belt Delridge Substation	5935 - 26th Ave. SW	197 Megawatts	Seattle City Light, October 1996 This village is located in City Light's Southwest forecast area, which has a total capacity of 427 megawatts.

<sup>1</sup> For an overview of City facilities, see *Community Services and Facilities, Public Utilities Background Report*, City of Seattle, Office of Management and Planning, 1990.  
<sup>2</sup> The nearest station is listed; Fire and Emergency Medical Services are generally provided by the nearest station. In the case of larger fires, firefighting and medical resources are also dispatched from other stations. Aid units and fire engines are equipped to handle many medical emergencies; medic units are dispatched to serious medical emergencies.

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

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

Facility Type	Name	Location	Capacity	Information Sources /Comments
Water	This village is located in the 488 pressure zone. Water comes from the Cedar River supply. Storage is provided by the Myrtle Reservoir (35th Ave. SW & SW Myrtle St.) and the Charlestown Standpipe. Water is pumped to the area by the West Seattle Reservoir pump and the 33rd & Spokane Pump. See Map for system locations (Utilities Figure A4, Comprehensive Plan Appendix).		Myrtle Reservoir: 7 million gallons  Supply mains were constructed primarily between 1890 and 1919. Pipes are predominately of cast iron.	Seattle Water Department, October-November, 1996  In this pressure zone, elevations range from 250-347 feet above sea level; static water pressure ranges from 61-103 pounds per square inch. <sup>5</sup> The minimum pressure in this area is considered very good.
Drainage & Wastewater	The village is served by a Partially Separated system. See Map for system locations (Utilities Figure A4, Comprehensive Plan Appendix).		With Partially Separated systems, about 15% of the stormwater enters the sewer system, with the remaining 85% diverted to the storm drain system. Capacity of the systems in this area is considered adequate. Sewer rehabilitation projects (part of the 6-year Capital Improvement Program) are performed as needed which may enhance system capacity.	Seattle Drainage and Wastewater Utility, November 1996  Partial Separation System: A system where the water from street and major parking lot drainage is collected and transferred in one pipe or ditch and culvert system, and the other surface wastewater such as that from roof drains is carried with the sanitary sewer in a sewer pipe.

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

Expected 6-yr. HH Growth: 93  
 Expected 20-yr HH Growth: 340  
 Land Area: 103 Acres

**Table 2**  
**Capital Facilities and Utilities Analysis**  
**Admiral Residential Urban Village**

Facility Type	Facilities needed to accommodate: 6-year growth <sup>6</sup>	20-year growth	Analysis
Fire	None	None expected at this time.	Fire Station #29, the closest to this urban village, has an average response time of 3.77 minutes for emergency medical calls and 4.14 minutes for fire calls. Industry standards are to maintain a 4-6 minute response time or less for emergency medical calls and a 5-minute or less response time for first response to fire emergencies. Response times for this station meet industry standards and are expected to for the next six years.
Police	None	Additional precinct space may be required.	Patrol units are allocated around-the-clock based on calls for service. Location and size of facilities are not critical to service provision. Minor facility modifications will occur as needed and funded.
Schools	School facility expansions or improvements are not expected to be required as a result of growth in this village.		Seattle School District physical goals are as follows for : a) Elementary schools: 380-535 students, 4-acre site; b) Middle school: 600-800 students, 12-acre site; and c) High School 1,000-1,600 students, 8-acre school site, adjacent to the 11 acre park. Currently, about 50% of public school students attend schools in their neighborhoods, and the other 50% choose schools elsewhere.
Electricity	None	A 4th transformer and switchgear bus-section will be added to the Duwamish Substation to increase capacity in this forecast area.	Electrical demand from this village is estimated to increase by 0.3 annual average megawatts and 0.5 megawatts in a peak hour in 6 years.  This village is located in City Light's Southwest forecast area. In 6 years, capacity in this forecast area will be 427 megawatts, and demand is expected to be 398 megawatts. In 20 years, capacity in this forecast area will be 547 megawatts, and demand is expected to be 471 megawatts. In both years, capacity is more than adequate to meet demand.
Water	None	None expected at this time.	Current peak day demand estimate: 0.54 million gallons per day (mgd). Peak day demand estimate in 6 yrs: 0.59 mgd or 9% increase. Peak day demand estimate in 20 years: 0.69 mgd or 30% increase. The supply and distribution network is in generally good order and appears to be adequately sized to accommodate demand through 2002. If growth is concentrated in certain locales, it is possible that local improvements would be needed. Current construction of the Scenic Heights pump station should improve water pressures for areas around the Charlestown Standpipe.

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

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

**Table 3**  
**Transportation Analysis<sup>7</sup> for**  
**Admiral Residential Urban Village**

Arterial	Segment	Arterial Class	Direction	Existing V/C ratio	Forecast 2010 V/C ratio
SW Admiral Way	46th Ave. SW - California Ave. SW	Minor	Eastbound	0.3	0.3
			Westbound	0.6	0.6
SW Admiral Way	California Ave. SW - 37th Ave. SW	Principal	Eastbound	0.4	0.4
			Westbound	0.7	0.7
California Ave. SW	SW Hanford St. - SW Admiral Way	Minor	Northbound	0.4	0.4
			Southbound	0.3	0.3
California Ave. SW	SW Admiral Way - SW Massachusetts St.	Collector	Northbound	0.8	0.8
			Southbound	0.8	0.8

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

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

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

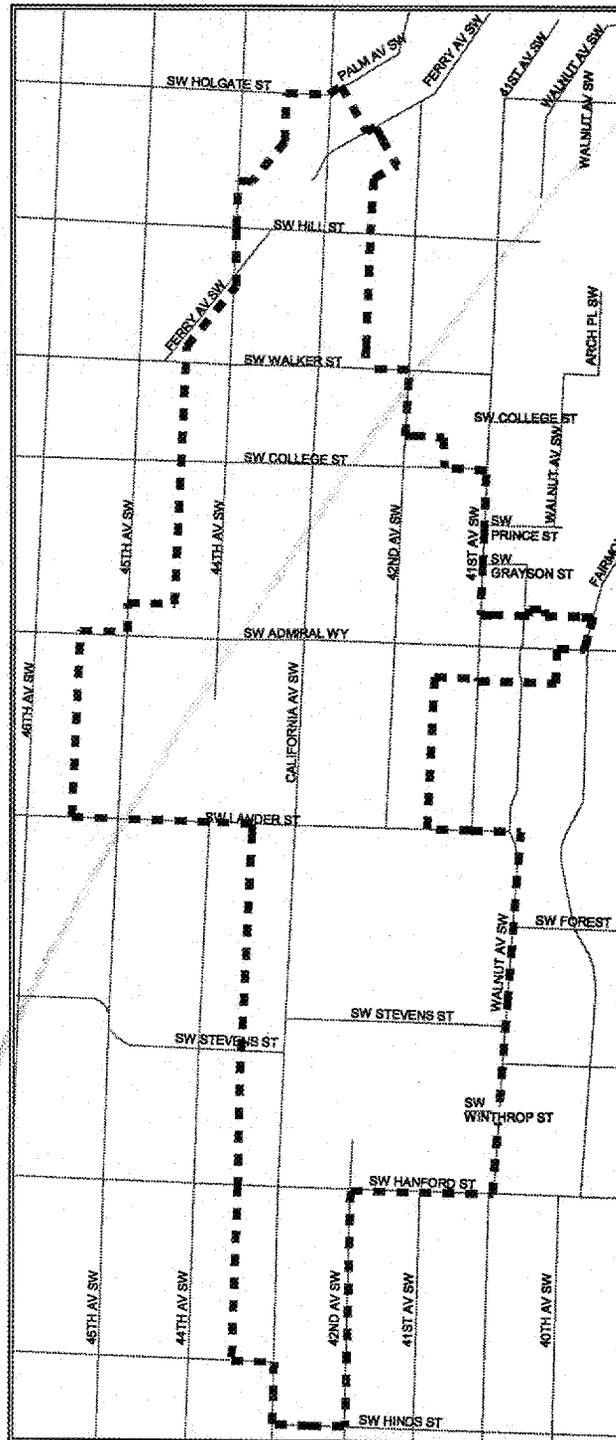
**Existing conditions:** All arterial streets have V/C ratios below 0.8.

SW Admiral Way is a principal arterial east of California Ave. SW. California Ave. SW south of Admiral Way is a Transit Priority Network street.

**Future conditions:** The V/C ratio on the arterial streets is projected to remain at or below 0.8.

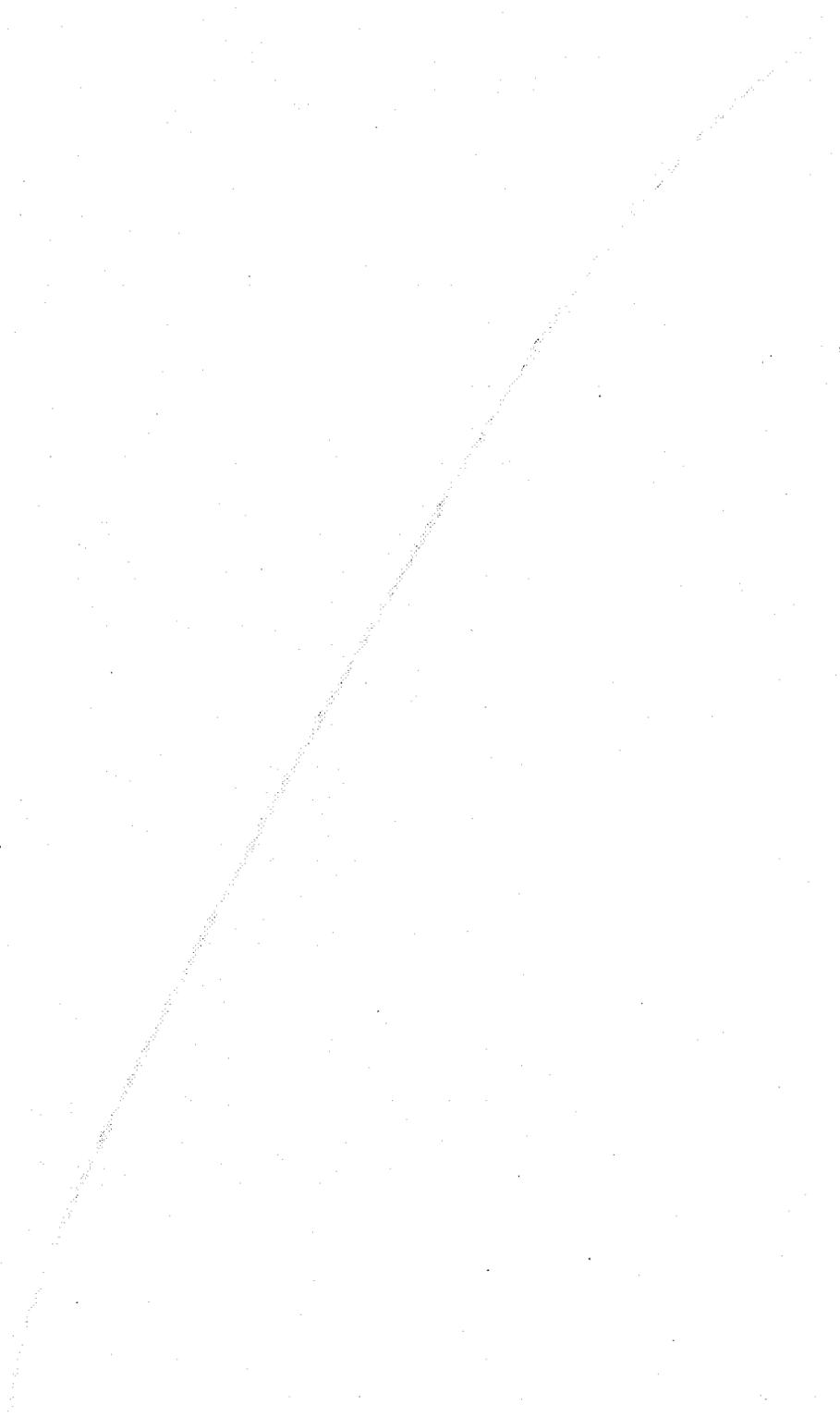
<sup>7</sup> The results of this analysis are not intended for measuring concurrency. Previous concurrency analyses contained in the Comprehensive Plan indicate that Level-of-Service standards will not be exceeded by the 20-year growth projected for this area (see Comprehensive Plan Transportation Element).

**COMPREHENSIVE PLAN MAP AMENDMENTS -  
Admiral Residential Urban Village Boundaries**



**ATTACHMENT 6**

**COMPREHENSIVE PLAN LAND USE APPENDIX B**



# LAND USE APPENDIX B

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

Village	Land Area in Acres	Households (HH)				Employment (Jobs)			
		Existing	Existing Density (HH/Acre)	Growth Target or Planning Estimate (HH Growth)	Estimated 2010 Density	Existing	Existing Density (Jobs/Acre)	Growth Target or Planning Estimate (Job Growth)	Estimated 2010 Density
<b>Urban Centers &amp; Center Villages</b>									
<b>Downtown Urban Center Total</b>	<b>945</b>	<b>7421</b>	<b>7.9</b>	<b>NA<sup>1</sup></b>	<b>23.4</b>	<b>165119</b>	<b>175</b>	<b>NA<sup>1</sup></b>	<b>241</b>
Belltown Village	216	3492	16.2	6500	46.3	22699	105	4500	126
Denny Triangle Village	143	514	3.6	3500	28.1	22010	154	23600	319
Commercial Core Village	275	1435	5.2	1300	9.9	106823	388	27000	487
Pioneer Square Village	142	376	2.6	2100 <sup>2</sup>	17.4	9113	64	4800 <sup>2</sup>	98
Chinatown/Int. Dist. Village	169	1604	9.5	1300	17.2	4474	26	2800	43
<b>First Hill/Cap. Hill Center Total</b>	<b>912</b>	<b>21673</b>	<b>23.8</b>	<b>NA<sup>1</sup></b>	<b>30.0</b>	<b>33393</b>	<b>37</b>	<b>NA<sup>1</sup></b>	<b>50</b>
First Hill Village	225	5896	26.2	2400	36.9	20626	85	6100	119
Capitol Hill Village	396	12450	31.4	1980	36.4	5284	13	3000	21
Pike/Pine Village	131	2349	18.0	620	22.7	3963	30	1400	41
12th Avenue Village	160	978	6.1	540	9.5	3520	22	1200	3L
<b>Univ. Comm. Urban Center Total</b>	<b>770</b>	<b>11611</b>	<b>15.0</b>	<b>NA<sup>1</sup></b>	<b>17.8</b>	<b>31427</b>	<b>41</b>	<b>NA<sup>1</sup></b>	<b>52</b>
Univ. Dist. NW Village	289	4324	14.9	1630 <sup>3</sup>	20.5	8625	30	3000 <sup>3</sup>	40
Ravenna Village	122	973	8.0	480 <sup>3</sup>	12.0	1580	13	700 <sup>3</sup>	19
University Campus	359	6313	17.6	0 <sup>3</sup>	12.0	21222	59	4800 <sup>3</sup>	72
<b>Northgate Urban Center Total</b>	<b>410</b>	<b>3291</b>	<b>8.0</b>	<b>NA<sup>1</sup></b>	<b>15.3</b>	<b>11366</b>	<b>28</b>	<b>NA<sup>1</sup></b>	<b>50</b>
<b>Uptown Queen Anne Urban Center Total</b>	<b>297</b>	<b>3138</b>	<b>10.6</b>	<b>NA<sup>1</sup></b>	<b>15.0</b>	<b>19,000</b>	<b>64</b>	<b>NA<sup>1</sup></b>	<b>75</b>

# LAND USE APPENDIX B

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

Village	Land Area in Acres	Households (HH)				Employment (Jobs)			
		Existing	Existing Density (HH/Acre)	Growth Target or Planning Estimate (HH Growth)	Estimated 2010 Density	Existing	Existing Density (Jobs/Acre)	Growth Target or Planning Estimate (Job Growth)	Estimated 2010 Density
<b>Hub Urban Villages<sup>4</sup></b>									
Ballard	323	4279	13.2	1520	17.9	3518	3700	22	
Fremont	339	3766	11.1	820	13.5	6937	1700	25	
Lake City	310	2740	8.8	1400	13.3	2827	2900	18	
W. Seattle Junction	225	1835	8.2	1100	13.0	3108	2300	24	
Broadview - Bitter Lake - Haller Lake	344	2271	6.6	1260	10.3	4027	2800	20	
Rainier Ave @ I-90	415	2043	4.9	1200	7.8	3371	3500	17	
South Lake Union	446	461	1.0	1700	4.8	15230	4500	44	
<b>Residential Urban Villages<sup>4</sup></b>									
Aurora N @ 97 <sup>th</sup> St.	288	2106	7.3	900	10.4	NA	NA	NA	
Greenwood	202	1283	6.4	350	8.1	NA	NA	NA	
Upper Queen Anne	103	1063	10.3	300	13.2	NA	NA	NA	
Eastlake	205	2423	11.8	380	13.6	NA	NA	NA	
23rd Ave. S. @ S. Jackson-Union	485	3186	6.6	900	8.4	NA	NA	NA	
Admiral District	103	798	7.8	340	11.1	NA	NA	NA	
Green Lake	107	1439	13.4	400	17.2	NA	NA	NA	
Roosevelt	160	1007	6.3	340	8.4	NA	NA	NA	
Wallingford	245	1973	8.1	200	8.9	NA	NA	NA	

## LAND USE APPENDIX B

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

Village	Land Area In Acres	Households (HH)				Employment (Jobs)			
		Existing	Existing Density (HH/Acre)	Growth Target or Planning Estimate (HH Growth)	Estimated 2010 Density	Existing	Existing Density (Jobs/Acre)	Growth Target or Planning Estimate (Job Growth)	Estimated 2010 Density
Rainier Beach	227	1482	6.5	740	9.8	NA	NA	NA	NA
Columbia City	313	1639	5.2	740	7.6	NA	NA	NA	NA
Westwood/Highland Park	278	1654	6.0	700	8.5	NA	NA	NA	NA
Beacon Hill	171	1844	10.8	550	14.0	NA	NA	NA	NA
Crown Hill	173	929	5.4	310	7.2	NA	NA	NA	NA
MLK Jr. Way S @ Holly St	380	1247	3.3	800 <sup>s</sup>	5.4	NA	NA	NA	NA
South Park	264	997	3.8	350	5.1	NA	NA	NA	NA
Madison-Miller	145	1486	10.3	400	13.0	NA	NA	NA	NA
California @ SW Morgan St	139	1104	8.0	300	10.1	NA	NA	NA	NA

## LAND USE ELEMENT APPENDIX B

### Footnotes

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



STATE OF WASHINGTON - KING COUNTY

112101

City of Seattle, City Clerk

—SS.

No. ORDINANCE IN

Affidavit of Publication

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

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

CT:119714 ORD IN FUL

was published on

11/19/99

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

*A. Patterson*

Subscribed and sworn to before me on

11/19/99

*McDivar*

Notary Public for the State of Washington, residing in Seattle

