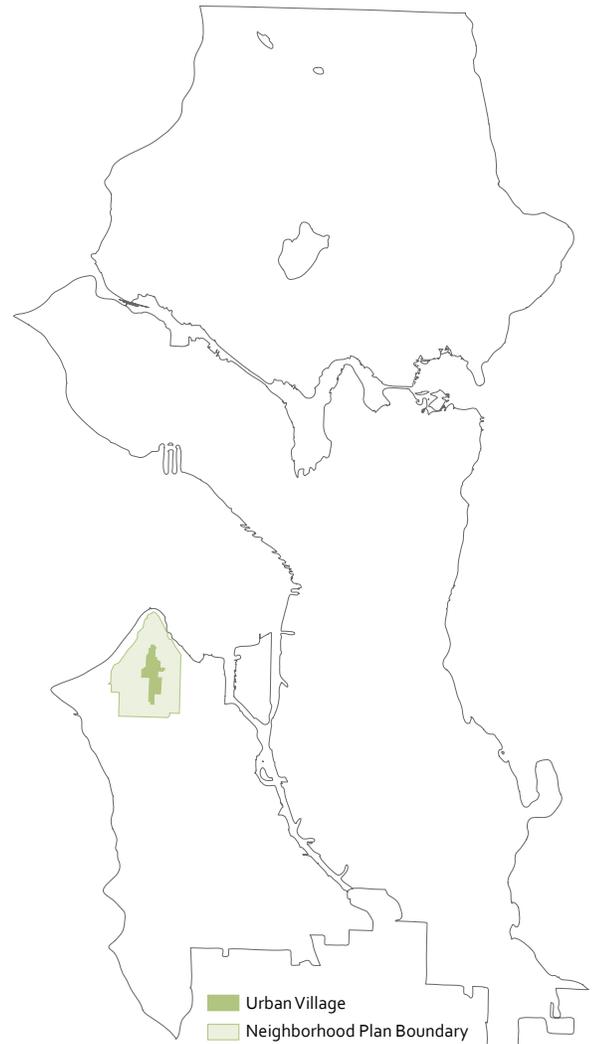
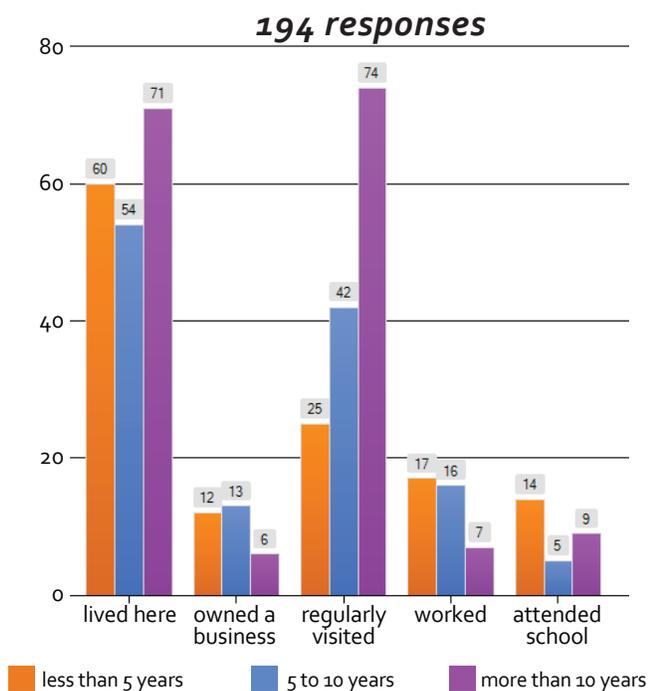


Status Check

Transcript of Admiral Questionnaire Responses

The Admiral Residential Urban Village Plan was adopted in 1998 and includes the Admiral Residential Urban Village. The map shows the neighborhood plan and urban village boundaries.

In 2009, the City began preparing Status Reports for 24 neighborhood plans. This document contains the responses to an on-line questionnaire that asked the questions listed below. The chart shows the number of people who responded.



Question 1: How has your neighborhood changed in the last decade since the plan was adopted (or since you've been there)?

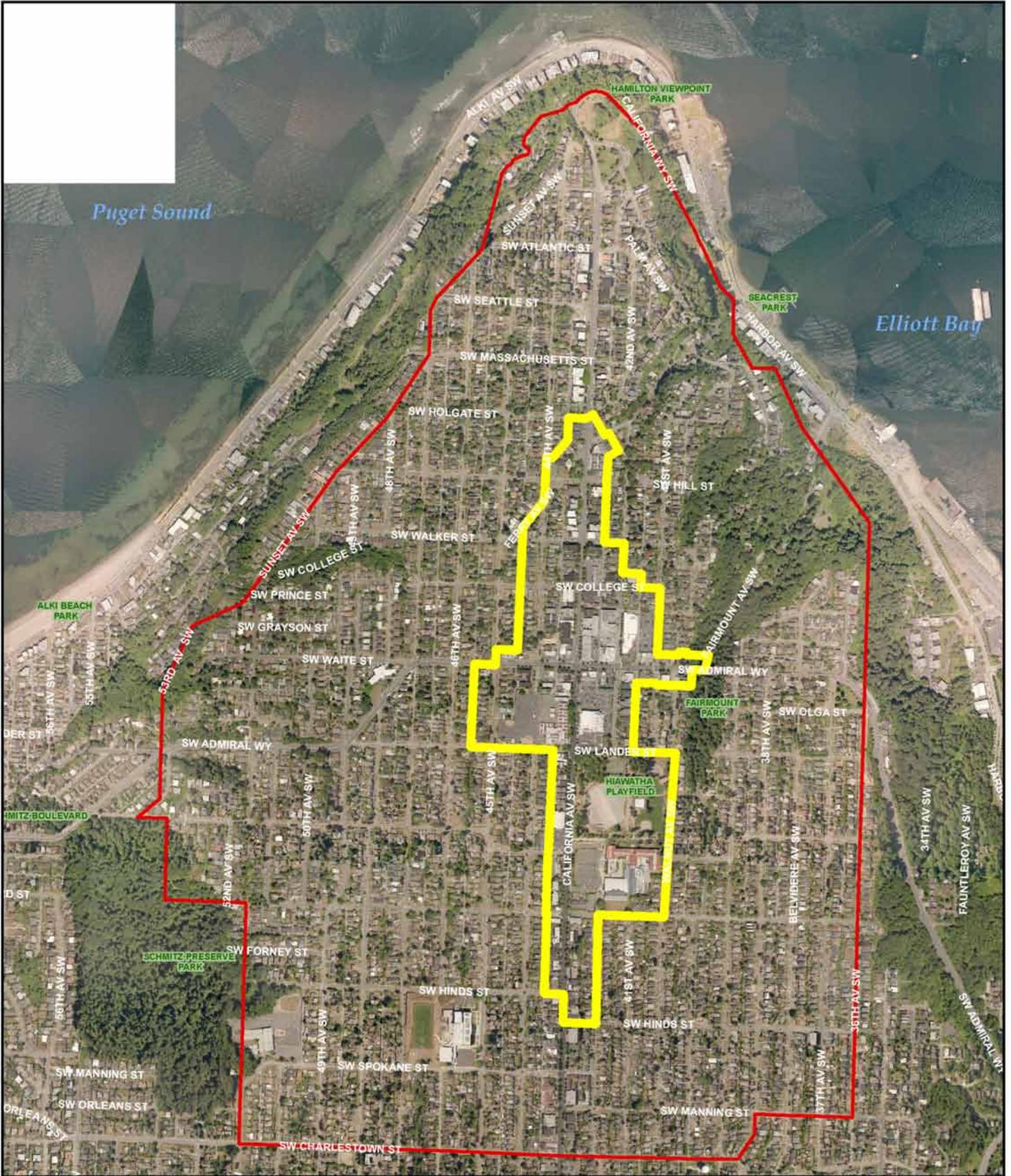
Question 2: What changes or aspects of your neighborhood are you... most pleased about? most dissatisfied about?

Question 3: Please describe how well your Neighborhood Plan vision and key strategies are being achieved. Are they still the priorities?

Question 4: The Status Reports should focus more on... they should focus less on... Are there important gaps in the Status Reports?

*** PLEASE NOTE: statistical sampling was not used for the on-line questionnaire; responses do not necessarily represent the community as a whole.**

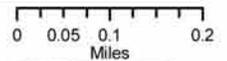
ADMIRAL AERIAL MAP



Urban Village

 Neighborhood Plan Area

 Aerial Photo: 2007



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 Printed on: 5/6/2009

Question 1: How has your neighborhood changed in the last decade since the plan was adopted (or since you've been there)?

Noise level is up quite a bit with traffic heading down to beach and than back up admiral way,.

The noise and traffic is increasing. There are additional stop lights needed. Parking is becoming more scarce. It is less safe, especially around the Admiral Safeway. There are more homeless and crime is up. Younger families have moved into the neighborhoods as boomers have retired and moved away. Many of the local parks have been upgraded. There are more children in the neighborhood now. West Seattle High School has grown. More condos have been built where single family homes once stood.

Not much has changed at all. There are far more townhomes along California Avenue, but not much other development. The intersection of California and Admiral remains the same. Metro Market is a huge boon, but that has been there for more than a decade...

Yes

I don't know.

more traffic on major arterials. Smaller houses built into neighborhoods. more cars on the streets parking. Multiple cars for individual houses parked on city streets.

In general, the management of the traffic lights has gotten worse. Priority has been given to California Ave road traffic over pedestrian and side road traffic. Response time before the light change typically takes 1-1/2 to 2 minutes after being triggered either by a pedestrian pushing the walk button or by a car on the secondary street. This has been a serious concern in the areas where students walk to schools as they often grow tired of waiting for the walk signal and will cross against the light. This summer the situation has improved, however, at the intersection of California Ave and SW Charleston St., where the signal change appears to be as responsive as it was 10 years ago.

More development, specifically, loss of beautiful older single family homes replaced with rows of townhouses

It hasn't changed much...

More density near transit, quality of construction is a problem.

Parking on our residential street has become a problem. People who don't live here or are not visiting neighbors park in front of ours and neighbors' houses for extended periods. (hours or occasionally days). Redevelopment projects often seem too dense for the surrounding infrastructure, and the developers don't seem to incur the expense of upgrading the infrastructure to support their development.

More traffic & parking problems

The business district has seen some changes. Some new exciting businesses as well as some empty storefronts. I've noticed that there are a few homeless people now - did not see any when I moved in.

I knew little about the plan until recently though I have observed many if not all of the changes listed in the plan and am thankful for the improvements. I do think more can be done to address pedestrian safety and the feel of the neighborhood as you walk through certain areas, particularly the area indicated as the urban village. Many street crossings depend on pedestrians to push the cross button to get the walk signal and I am often just approaching the intersection and don't get the walk. I also think there could be more cross walks along the north side of California, traffic circles or speed bumps to slow cars on busier side streets, better visibility/management of traffic in and out of business parking lots - in general, cars seem to be favored more so than foot traffic.

I have noticed many improvements within the urban village area. I have not noticed such drastic improvements outside of that, but I like it like that. I do not like how a lot of new houses tend to be ultra modern in design as it tends to make the neighborhoods seem less linked. traffic congestion has worsened, and crime seems to have increased as we have become much denser in this area with the developments of a lot of new condos. I have lived in this area all of my life and would like to see it keep it's charm and uniqueness.

More traffic, West Seattle Bridge congestion.

It hasn't changed.

Increased traffic, more high density housing, better shopping/food options

Q1: How has your neighborhood changed?

Somewhat. New traffic dividers on Admiral, Hiawatha Park lighting.

Fewer families, less diversity overall in re: businesses, people, and activities. Traffic increases, less transit now and future projects (monorail, nothing real from Sound Transit). An overall decline in the ephemeral qualities of life.

Population density has increased and traffic has increased. An assisted-living development at 2326 California Ave was added to the central Admiral District. I think this was a mistake in the planning of our community it is out of character for the district and has essentially capped a large portion of district development to what otherwise might be more fitting land usage.

Traffic has increased dramatically. More crime - car theft, break-ins in particular. More community events - parades, Hiawatha concerts and activities. More litter.

There seems to be an increase in traffic, lack of parking and a lot more litter.

Increased multi-family/clustered housing. Increased number of restaurants. Improved parks (Hiawatha and Schmitz). Single-family owners have been upgrading the existing housing stock.

Slow, but steady growth along California corridor.

There have been old homes ripped down and new ones built. Alki for example, is now very overrun with all the huge condo's there. And I find that the homes that are replacing the old ones are simple not to scale when it comes to the property size. I find that the charm Admiral used to have is disappearing and much to my chagrin we are well on our way to becoming an eastside suburb. In general I find that the merchants, especially in the admiral junction should take better care in picking up litter, and that generally goes for any metro bus station on the admiral route. Trash receptacles should be provided. I am not pleased about the mega apartment building in the junction either. Again, the scale is overwhelming and doesn't do much for the folks that have been calling this place home. It rips out the soul of what we had left. America Generica.

More construction and traffic

Best changes: Upgrade of the Admiral branch of the Seattle Public Library; development on the parking lot across from the Admiral Theater preserving parking and good street-level feel for pedestrians. Worst change: Way too many really, really ugly townhouses and infill single family homes. (ESPECIALLY those from Omni Construction.) See the townhouses on the southeast corner of SW Atlantic and California Avenue SW for a particularly egregious example. Why can't we get more like the North Admiral Lofts (just north of the northeast corner of Palm Ave SW and California Ave SW), or the Portola townhouses (on the east side of the 2000 block of California Ave SW)? Obviously, some developers are doing a good job -- turn down the plans from those who are not.

More condos and townhouses. Addition of Bartells was nice.

Crowded with big, ugly apartment buildings. Condos etc.

higher housing prices; seems to have increased population

I have been living here for 2 years now and mostly, I feel that it has stayed the same. That's not a bad thing since I think it's a nice place. I was here when some of the work was being done outside Lafayette Elementary and I think that just added to the nicer feel of a neighborhood being kept up, which is especially nice right outside one of our public schools.

Wider selection of goods and services. Plan-backed pedestrian and safety improvements.

There seems as if the level of crime has increased in the six years that I've lived in this area. However, I still feel relatively safe, and think that it's an excellent neighborhood in which to raise my two children.

Single family houses being replaced by duplexes and apartments.

Car traffic has increased as have the way traffic is handled such as the elimination of parking on Admiral Way westbound just before the California intersection. Some sidewalk improvements have been made but am surprised by the area around 47th and Stevens that doesn't have any curb cut or sidewalks.

Q1: How has your neighborhood changed?

street improvements, improvements to buildings, new tenants in the Admiral junction....noticed that the demographics are changing - more families and less elderly neighbors. Also, more family oriented businesses have moved in as well as family oriented events.

Seems as though it has made improvements in open spaces, parks, and rights of way.

Traffic on our street (and parking) more congested -- seems like people park here to take the bus. This seems reasonable to me -- I don't own the street in front of my house. We've had a couple of block parties and I feel more of a sense of community. This is also very much apparent as a result of the west seattle blog. Our particular street (2300 block of 47th) is aging; many fewer kids. I'd prefer more variety.

I have only been here about a year, seems like more businesses are opening

Loss of classic homes and buildings proportionate on land parcels to cheap boxes crammed onto every inch of land parcels with little to no parking for the additional vehicles. Traffic jams on Admiral and California most of the day. Improved sidewalks and accessible crosswalks. New readable street signs.

Since moving here just 2 years ago I have noticed a significant rise in crime (house/car break ins) and even more so, have seen a drastic change in the people that hang out on Alki Beach, from families and couples to groups of, for lack of a better term, thugs, loitering around, making their cars vibrate with such loud music, and generally make me feel uneasy when strolling the beach.

Have witnessed enhancements to local parks (namely Hiawatha).

The Hiawatha park has gradually had updates but very gradual...slow. However, the improvements are MUCH needed so appreciated. Also, the traffic has worsened on side streets, like Walnut ave behind the West Seattle High School where people seem to go around the main California to avoid traffic. I do enjoy that not too many high rise apartment complexes are in the Admiral area like they are closer to the Alaska Junction. How do we keep them away?

We lived in the North Admiral neighborhood from 1987 - 2008 (20+ years) and recently moved just down the street to the water tower. During the span of 20-years, we have seen many new development sites (some of which are good, however, some of which are just boxes put up). We have also seen the traditional family neighborhood grow in density with multi-family units embedded within long established single family dwellings. There seems to be exceptions made for some areas that are not consistent with others. While these neighborhoods have seen lots of changes toward density, there is no planning for traffic congestion. A true testament to this was when we had the earthquake (several years ago) and the viaduct was shut down. This added several hours on to each person's commute, knarled traffic and only one way out of West Seattle. While we address density, we need to address traffic flow and it is not the solution of putting bike paths down major arteries, which causes even more stress on traffic flow. Where it used to take 10-minutes to get from one end of West Seattle to Fauntleroy it now takes 20+ minutes for the same commute.

Significant development of multi-family residential along California Ave.

I am right in the middle of an "urban village", what used to be a lovely neighborhood block is now town houses, condos on one side of the street, our homes on the other, we are not zoned the same. The concerns about urban villages were: parking infrastructure, schools, etc. All of these concerns have been realized. Folks buy their townhouses with the tiny parking spaces, they have two vehicles, where do they park? That's right, in front of our houses, as well as the theatre, restaurants, etc. Some use our street as a park and ride. There have been many changes, obviously, I am not happy. So many cars they now park on our street and have moved to the next street over. I would not say the townhouse dwellers are neighbors in the literal sense of the word, for we never see them, only when they park in front of our homes for the weekend, evening, they never look or acknowledge us.

Yes, there are many more children in the North part of N. Admiral. We need more services and planning for them. In fact, even with all the assisted living facilities in the area, there are almost as many children (9.7%) as senior citizens living in N. Admiral, according to the neighborhood survey.

Some improvements to streets/sidewalks/lighting/parks.

Q1: How has your neighborhood changed?

Higher density along the California Ave corridor and in the Alki area.

Overall, I think it has improved; the property values obviously have been a major instigator in that.

At least in my immediate block, it's gotten much younger; when we moved in it was almost all seniors, now we have a lot of young families. There has been some improvement to the shopping/business area around California/Admiral...though not as much as we would have liked to see in 10 years.

The population density has increased a lot (urban village, bad). The vehicular traffic has markedly increased (bad). People are putting money into their houses (remodeling, good).

Changes have been good, but parking is scarce.

I'm noticing more and more condominiums in the area, but not as much as some places like Ballard. Although I'd like to see sprawl be curtailed by more dense city dwellings, we need to make sure we have the transportation infrastructure to accommodate the influx of people. Metro's Rapid Ride may be one part of the solution, but right now that doesn't come to this part of West Seattle, as I understand it's projected configuration. We'd better be lobbying for several types of mass transit to accommodate the extra people, otherwise it'll be a traffic gridlock just like Ballard has now become.

There are fewer taverns and more grocery stores. I would like to see Trader Joe's in the area. I think the parks are wonderful and I think the Admiral/Alki area is the best place to live in Seattle.

I did not know of the neighborhood plan before moving in, and it might be on track. I use transit to get around so those portions of the plan have not had a large impact on me, but I wish I did know the focus of development before moving in. I am not against family-centered development, but West Seattle is too difficult to get to from other parts of town to not have its own night life. I love the Admiral theater and am okay with the local restaurants, but the city seems content to let some bars go off the deep end (yen wor) and restrict others too much to be any fun. Where is the middle ground? For other aspects of the plan I do love the parks and protection of green spaces and love to volunteer for community service events in my neighborhood, it is great to get out and do things to make a difference locally.

Many older homes torn down and replaced with townhouses. Home based businesses fined by city.

More townhouses have been built. There has been moderate turnover in retail businesses.

Lots of construction of townhouses and condos. Small businesses moving in to the "village" with few being able to stay open for more than 3-5 years. Currently, a lot of empty store fronts with some being converted to new business types. Some street and greenspace improvements, but continuing issues with aging storm sewers.

Too much development with demolition of single family homes and building of town homes - mostly along California Ave. Appreciate the urban village development with parking garages, updates to grocery stores. Looking forward to Safeway remodel with living space above grocery store. Appreciate updates to Hiawatha Playfield/Park and West Seattle High School. Also appreciate sidewalk updates.

My sense from viewing this status report is that Admiral has grown from a largely "adult" community to one in which many, many young families are raising children. When we moved here in 2005, we were told that West Seattle was an "older" part of Seattle - that mostly senior citizens lived here, etc. Having had 2 children while living in this community and raising them as a full-time mother, it is evident to me that there are a lot of children in Admiral. It's time to start acknowledging that fact and perhaps shifting our focus to engaging our younger citizens and families, particularly if we want to maintain our "village" appeal.

Q1: How has your neighborhood changed?

More focused development of greater density housing.

last 3 years--has not changed very much.

I have only lived in the neighborhood for one year, but I love the close proximity to services (grocery store, coffee) while maintaining a vibrant neighborhood/small town feel. My neighbors who have lived in the area longer are constantly pleased with how well maintained our street (37th ave sw) has been. In the past year, I must say I agree.

Old, family houses torn down and du, tri or even multi-plex apartments put in their place with accompanying increase in noise and traffic.

I like the neighborhood and the activities offered at Hiawatha.

my alki neighborhood has changed drastically. they have allowed townhomes to be built where the only access is the alley. our allies and streets are too narrow to have so many new cars parked and driven on. this satuation is ruining the quality of life of the people who have lived here as I have for over 40 yrs. our mayor is all wrong with his idea of massive townhouses, condos etc without ever addressing the impact this has on our roads or streets.

The Admiral neighborhood has transformed significantly in the last 10 years. I have seen old businesses be replaced by new ones, most for the better. All but 4 residences on my block have transitioned owners at least once.

denser population more multi family dwellings larger single family housing large new homes disguised as remodels more use of the parks mroe litter/grafitti

More retail has been added. More multi-family dwellings

Parks are improved - Daylighted stream in Schmitz Park. Hiawatha Park has improved playfield. Traffic has increased. Especially on Admiral and on California!

I have seen improvements, including the renovation of Madison Middle School and wonderful new businesses centering around California and Hinds. The burned out Shucks is now a mostly empty retail center. Some new townhouses have been added along California, though a four-stories is a little excessive. Crossing Admiral continues to be a risky venture. Crossing at 47th has improved, but seemingly to the detriment of the crossing at 49th. The new pedestrian signal at Admiral and Olga allows me to cross off of Admiral and bicycle along safer streets.

There have been many incremental changes, like improvements to Hiawatha Park, new totem pole at Admiral Viewpoint Park, newly paved roads with new median plantings on Admiral, some development in the District, some projects proposed, an increasing population, but not wholesale changes like in other parts of the city.

more parks but less upkeep of those parks (especially Schmitz) Much more traffic and less parking. Many streets clogged with parked cars. Multiple inhabitants in one house/no garage. Road conditions are terrible.

More multi use residents.

Population density has increased.

Doesn't seem like a whole lot to me. The restaurant scene is somewhat more interesting with the addition of Mission, Circa, and now Porterhouse and Brickyard. Other than that, just as I remember growing up in it.

Variety of retail has increased. Parking more confusing and some of the traffic patterns seem negative to assist traffic flow.

The library was improved. Bartell's went in. Trees were planted along Admiral. Schmitz Park was improved. Hiawatha playfields are being improved. It continues to be a lovely walking neighborhood, with close-knit neighbors who look out for each other. It is a wonderful place to live and work.

There has not been much change in the Admiral area in the last 10 years.

Q1: How has your neighborhood changed?

Too many condominium and apartment buildings are overtaking single family housing to the detriment of the neighborhood's small town feel, which is the first phrase in the Vision statement. I don't know anyone for whom condos and apartments conjure images of the ideal American small town.

We have seen improvements in the roads and tree planting in the medians. We also have a new totem pole at the Admiral Viewpoint. We have also seen houses torn down and replaced with unsightly townhouses

It has improved. Buildings and streets are taken care of and things seem cleaner

Increased population density, and significant increases in traffic on Admiral Way. Some growth in commercial sector, and more diverse retail offerings. Increased traffic on Admiral is accompanied by less civility - more rude behavior and higher speeds.

More new and bigger buildings and residences--some good, but some bad that don't fit with the surroundings. Parking is worse and traffic isn't very pedestrian friendly on Admiral except where there are signal lights. Some new open space, but I have yet to see anyone at the new park on Admiral where old substation was.

Some of the projects have been completed or are under way, i.e. Hiawatha Play Field resurfacing.

All the affordable stores at the Junction are gone. Parking is a disaster - most people living in the condos have 2 cars - one is parked in the parking lot the other is parked on the street - there is no parking - I hate going to the west seattle junction - there is no parking. The traffic on Admiral Way is terrible - cars waiting for the light at admiral & California are gunning their engines past my house - the air is horrible. My brother from Lawrence, Kansas when he comes to visit me says "how can you stand the noise and the cars". In 1973 I used to say to Cliff Portman, Margaret Fleek, etc. when you approve all the condos down the beach - admiral way will be a disaster - "Oh Marion don't worry about it - it will not happen - well is has! West Seattle has gone to hell!

Loss of businesses, then neighborhood businesses remerged. Unfortunately the businesses (WS Junction) that are opening seem to be bars that increase nightly activities and drunk & disorderly conduct well past midnight. Please stop building or allowing the building of those ugly duplex/townhomes that are not pleasing to the eye - you know, the ones with fake garages that face each other, but no car could ever fit into? Apartments are going up every where and what was once a really stable community is now becoming transient. This is bad for school quality, home values & crime. There seems to be higher crime, especially property crime. Very congested streets & parking. Public transportation not what it needs to be to support all the apts. and influx of people. New grocery stores are coming in, which is good, but they are all higher end, not top foods, etc. Glad to see Hiawatha getting a much needed facelift and also the WS golf course. Madison/WS High buildings are beautiful, but would like to see some substantial focus on what is happening inside those buildings - better education needs to happen. Alki is still beautiful, but we hardly ever visit in the summer due to crime and non-locals.

Well, I've only been here 2.5 years so it hasn't changed a whole lot... I appreciate how the businesses on Admiral and 42nd are picking up and that there are improvements at Hiawatha. It seems like there is a lot of tagging but generally I feel safe here. My neighbors are nice and I think it's a great neighborhood.

More condos and townhouses along California. More vibrant small businesses than a decade ago.

The change has been slow however there has been generally positive change (Street trees, park upgrades, etc..).

Not much, since I've only been here a couple years. There has been some business turnover.

Addition of Metropolitan Market, some smaller businesses going away, a few new commercial entities, alot of newer condo's / town homes

Businesses are being driven away due to lack of parking, and commercial / retail development. Also there are way too many townhomes / apartments going up, which just add to the congestion.

Increased population, old single family homes being razed to build multi-unit townhouses, improved sidewalks

Q1: How has your neighborhood changed?

The Admiral neighborhood has changed in the last decade with more "dense" housing. Increased noise pollution, increased crime, less parking, a tremendous decrease in public school performance, speeding cars, and at times less civil people.

Home values have exceeded that of which is stated in the overview by a long shot. There has been a huge boom in empty condos and townhomes built on California Ave.

Growth has continued along the Admiral and California corridor, bringing more quality restaurants like Circa while some of the better older ones like Admiral Pub and Yen Wor have continued to do good business. Moderate crime still exists in the form of graffiti and breakins.

There has been a great deal of "in-fill" from replacement of single family homes and small apartment buildings with townhomes and condos. We have lost parking areas in and around the primary business area in the Admiral Junction. Overall, the change has been positive though.

Bartell's underground Parking lot was added - not sure how much it is used.

I really can't say, because I've just moved to this neighborhood

I've only lived in the admiral district for a year and a half. I've seen a handful of businesses, mostly restaurants, close, which was disheartening. But, there seem to be new ones opening as well. I enjoy the parks and greenspace, particularly schmitz park, and enjoy the community activities such as the city streets festival.

I am definitely seeing growth changes. I'm excited for the increase in density along California Avenue in the Admiral area, and am looking forward to that providing opportunity for more commercial attraction in the immediate area.

There are more children in the neighborhood. We purchased our first home in this neighborhood and I don't believe that would be affordable if we were buying our first home today.

Not much, I noticed that we have lots and lots of children and the play area for the children is small and insufficient. Upgrades would do really nicely for all the people who live here and come here to play. There are upgrades planned for the track field, but the upgrades need to extend beyond that.

More home remodels - more restaurants.

It has changed a bit. We have new townhomes on the northern end of California, the new retirement community in the Admiral Junction, and some updates to Hiawatha Park. But, otherwise, not much has changed. I'd love to see more boutique shops come in and stay. Unfortunately, the rough economy has more leaving than coming right now.

Resurfacing of Admiral/California, Hiawatha playfield getting reworked, a few more restaurants have been appearing (along California, ie - Bohemian, Ovio Bistro, O2, Beato, Prost), but would still like to see better choices within the Admiral junction itself.

More townhouse units increasing the density and using up street parking. Library has been restored.

It looks as if the house values have raised, the amount of townhomes has increased, the people are mostly married w/ children, etc.

Lots of new condos. More new condos than I can count.

Since I've lived in the neighborhood, the population has increased dramatically and so has the traffic.

There has been a lot of growth, more condo's and multiple resident housing. Influx of small businesses in the community.

I have lived here for one year but prior to that I lived on Harbor Avenue near Salty's at Harbor Park Condominiums. Admiral has benefited from funds to upgrade infrastructure, the library and parks. I see more vacancy in retail due to the economy. It would be great to see these spaces fill up especially the space that has been vacant for so long - west and adjacent to Debbie's Cleaners. My neighborhood on Olga Street strives to be all inclusive and aware of all that is going on in the neighborhood.

I've noticed business turnover (mostly for the better). Seems like the neighborhood demographic is changing a little as new families move to the area. There are kids everywhere these days (yeah!). The neighborhood is on its way to getting greener with more street trees and landscaping in the planting strip. Traffic volumes seem higher, particularly on summer nights. I appreciate the recent investments in parks (Hiawatha) and playgrounds (Lafayette).

Q1: How has your neighborhood changed?

New sidewalks near Hiawatha, new crosswalks by Lafayette school. New Admiral meridians.

More graffiti, drug dealing and loitering in the safeway parking lot in daylight. Excessive litter in the plantings in the right of ways (parking strips) very dirty looking and claustrophobic when overgrown. I would rather see cut grass or just concrete as the litter and street dirt do not hang in it. I feel the Admiral business district has suffered with the reduced parking. I do not stop and shop or eat out as there is never any parking.

More gentrification less walkability. bad parks

Better outreach by Admiral Neighborhood Association. Speeding and damage along Admiral has not improved.

More businesses have closed, empty lease space.

More residents and housing. More traffic.

More multi family homes has really changed the neighborhood. We have more people living on our street due to all the new townhomes and parking has become more of an issue due to this, and the businesses along California. I am encouraged by higher density however I am discouraged by the lack of improvement or options we have in this neighborhood for alternative modes of transportation. West Seattle is has few options besides buses.

More development which I see as a good thing - infill is critical to me (single family homes are passe in cities). The neighborhood is more energized than when I first visited and lived here, now I am a homeowner here and I am for more mixed use developments, more infill and more affordable housing. The influx of small businesses is great.

My neighborhood has grown and developed far beyond what services can provide. Please stop or slow down growth. Every single home that is torn down, a new 4-8 unit townhome goes up. This is ruining the neighborhood and causing severe traffic problems. Alki is completely ruined with the huge condo buildings that have gone up over the years.

More townhouses, some megahouses currently fewer small businesses present with empty storefronts (likely due to economy)

More small locally owned businesses, more families with children, much higher property values (and therefore taxes).

House values are definitely more! Also more townhouses and density.

Yes.

More condos and townhouses as well as new businesses. All of this means more traffic.

We just moved in this June '09, so no changes that we have noticed.

More townhouses along California ST. and more traffic on all streets.

Neighborhood businesses have come and gone. Parking and traffic have remained a consistent issue, and I think a lot of people who would regularly frequent the businesses on North Admiral do not know that there is a parking garage by the Bartell Drugs.

Improvements in eating establishments, shopping and businesses. Several restaurant/business locations which have been vacant for several years which I would like to see reoccupied. Alki area seems much more crowded and out of control with misdirected youth at night time: it is uncomfortable to visit after dark alone and would not consider doing so with my children.

The condo development has been intense. It has been sad to see the density of the neighborhood increased so dramatically. It has changed the feel of the neighborhood, as well as usability. It is harder to park, more crowded, and less pleasant. It also feels like quality of living crimes, such as graffiti, have increased. I actually live closer to Alki, and while the summer definitely produces the worst of it, it is sad to see our neighborhood full of loud, drunk groups of teenagers and adults harassing passersby and leaving garbage everywhere.

Q1: How has your neighborhood changed?

The biggest change has been the construction of the Admiral Heights assisted living facility and the Bartell's/ Condo. This resulted in a loss of parking, or at least the immediate appearance of a loss of parking -- now available in the Bartell's garage and not immediately visible from street level. Many people think we have lost parking because they don't know about the garage.

More density, more traffic, less parking

I've noticed the beautification of California Ave and Admiral Way east of California Ave. I've noticed interesting small businesses opening up. Some larger townhouse developments have replaced smaller residences as well.

Businesses have been in transition - more in, more out
New development

Have not lived here long enough to notice.

The retail area in Admiral has really developed, with many more restaurants, shops, stores, etc. Also, more high density housing like townhomes and condos.

more multi family housing, new retail and restaurants, more traffic moving through to get to Spokane St. Bridge. Water Taxi has increased traffic and decreased availability of on street parking for neighborhood residents. I live across the street from Seacrest Park and have seen the transformation from a "park" to a "ferry terminal" take place. The park is now overcrowded with cars and shuttle buses.

Many high-rise buildings near the Junction. Many apartments along Avalon and California. Many vacancies in new buildings. Many ugly multi-family houses built in the back yards of small single family houses. Increased traffic and less parking. Junction more vital with new restaurants and businesses. Water taxi provides service to downtown. High Point has new housing communities. Whole Foods Hole Continued free parking in Junction. New and renovated libraries.

There has been an large increase in multifamily apartments and condominiums built in the area.

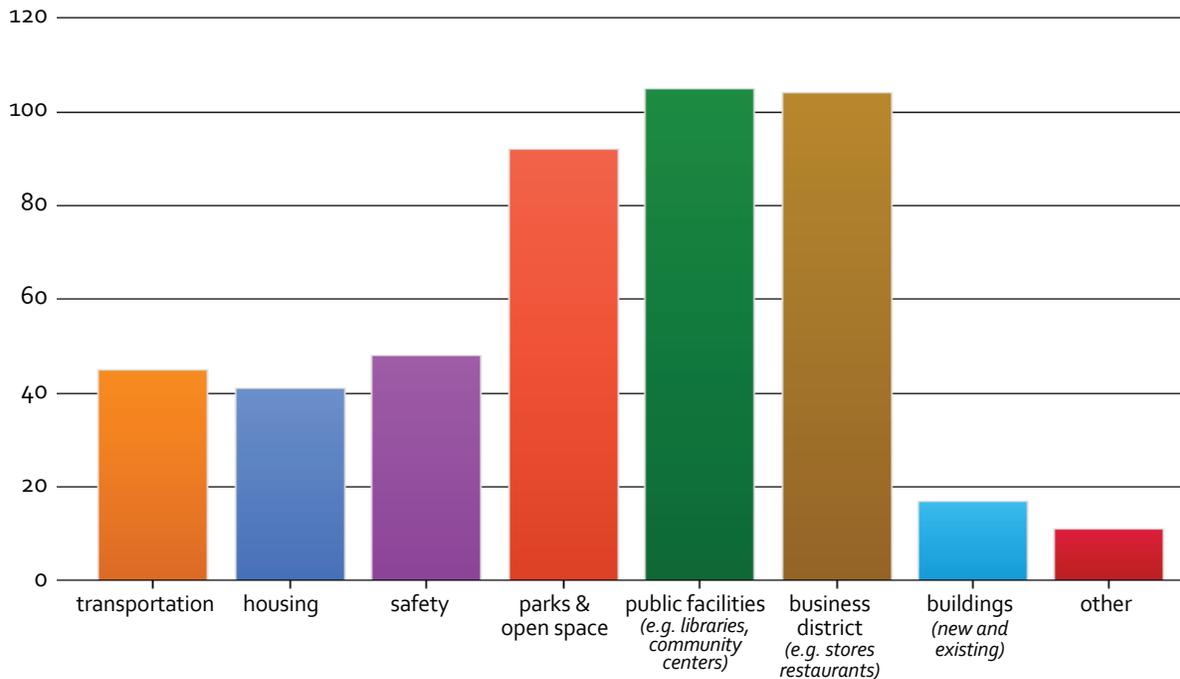
Yes, the neighborhood has changed for good and bad. My understanding is that while there will be population growth, transit options and routes will increase, but transit is not increasing along with the development of multi-family dwellings. Also those dwellings have less and less off-street parking for this population increase which causes parking issues as 2-car families move into mutli-family buildings without adequate parking. Yes, there are garages but the only vehicle that can maneuver into these garages are extremely small, which most people not drive. Since the failure of the Monorail, not other transit options have been developed or offered, except "budget-crunched" rapid ride which basically for the Junction and 35th to the south. More families are developing and growing on my street, which now includes 6 families with 2 children each. Traffic zooming through the neighborhoods to avoid traffic and traffic lights is an issue for these families with children, the walking traffic to the 2 junctions, and for the elderly. More houses are remodeling with additions either out or up, which is good for increases in property valuses and bad because of loss of the sunlight and privacy for the small lower homes.

I have noticed that there seem to be more younger people and families in the neighborhood. House and property values have risen fairly dramatically, and many homes have been remodeled. Some new "McMansions" have been built, as well as a mix of townhouse projects. The business district has not changed dramatically. There are some long standing businesses that remain, and other spaces seem to have constant turnover. There is not much of a pedestrian retail environment; most people continue to drive to the grocery stores and drugstore. There seems to be a split between the "old-timers" who adopted the current neighborhood plan and would like as little growth/density as possible, and the newer residents/activists who would like a more dynamic neighborhood.

Haven't been here very long - I like the new totem pole, and the new streets on Admiral. Seems like traffic has perhaps gotten worse -- and there is a new threat from what will happen if/when the Viaduct closes.

In the brief time that I have lived in Admiral (less than 5 yrs), the most significant change I've noticed is with parking and transportation.

Question 2: What changes or aspects of your neighborhood are you most pleased about?



The addition of the water taxi and shuttle is a huge improvement in our otherwise pretty inadequate public transportation. I like the attention to parks, especially Schmitz and Hiawatha. And the addition of some good shops and restaurants in the CA/Admiral area.

The library is wonderful! Good bus system to down town - very sorry the monorail project was undermined.

It's nice to see Hiawatha getting the much needed face lift. When can we expect more turf fields in the West Seattle area. Seems like we are always the last to get them. We see them all over the city for our kid's soccer practices / games.

Love walking to our many choices of parks, libraries and shops.

has been great having new stores, such as Bartells

My bus takes me from home to work everyday. The neighborhood is quiet, and reasonably affordable, comfortable for someone just starting their career like me. There are a good amount of public places (parks, the library, Hiawatha) and businesses nearby.

West Seattle as an `island` has improved with more/better businesses and restaurants. The Admiral Library is great, as our our supermarkets.

I Looove Admiral

The increase in art related activities in West Seattle in general

Other things respondents are pleased about:

- *West Seattle has most natural beauty in the city, but DPD has nothing to do with that*
- *Arts*
- *Trees and walking path on Harbor Avenue*
- *Too bad the library does not have air conditioning.*
- *nothing really listed here*
- *community*
- *parks (but not other open spaces)*
- *existing buildings are appreciated*
- *friendliness--willing to help (for instance in times of snow and ice.*
- *Public involvement in zoning and building issues.*
- *Pleased to see the updates to hiawatha playfield*

Q2: What are you pleased about?

We have a great selection of restaurants.

We have great parks, and spaces, some are at risk of being used for other venues.

I like the parks and community involvement as I mentioned in the last question. I love the Admiral theater and the local restaurants (especially mission) are better than average.

I would like to make more use of the Hiawatha community center, but the hours are limited and mostly filled by pre-filled activities...the gym specifically needs more "open" time for basketball.

I wasn't here to see the old library, but I do know that the Admiral branch underwent changes and improvements and what we have now is a nice library branch. Also, I do use Nantes Park sometimes and think it's a very nice little place - I had no idea it used to be a City Light substation. What a nice improvement!

The parks are well maintained and we love our library system. I feel that although crimes such as burglaries seem to be up, safety for pedestrians seems to have improved.

We have had some nice improvements to our parks in the last 10 years.

I love that everything is within walking distance.

I love the charming character of the homes.

Love the new cluster of Spiro's, the Bohemian and Prost at California and Hinds. Ditto the signal at Admiral and Olga. I love the new Madison Middle playfield.

Overall, I truly enjoy my neighborhood which is why I live here. I love that I can walk to local businesses, parks are close by and feel relatively safe from a personal perspective - I feel I can walk around anytime of day without fear for my personal safety (though I have been the victim of car break ins, had a vehicle and stroller stolen.) The community center and library offer wonderful programs!

We have a great library and community center right in the neighborhood.

We don't drive into Seattle any more than we have to, due to the expense and difficulty of finding parking and so we really appreciate the water taxi.

Love the changes to the library! Looking forward to the changes in Hiawatha. Love the West Seattle Water Taxi!!

I like the variety of small businesses and the improvements of California Ave and Admiral Way (east of California Ave).

I like living in an area where amenities and entertainment, especially grocery stores, are close. That they are within walking distance, as is the case in the admiral district, is even better.

I love almost everything about Admiral neighborhood.

want to see more successful small businesses in our village! particularly both family friendly and special occasion dining establishments. (no more sports bars please!) Also, perhaps a slightly bigger daytime business base to help stores hang in there better.

The plan has done a good job of facilitating many small, neighborhood businesses.

Convenient bus service

I am pleased that the community was able to keep a playground out of California Place Park. I do not want to see North Admiral become a destination area. I want it to remain a quiet peaceful neighborhood.

love the water taxi.

Maintaining safety in a neighborhood that is growing in density is always a struggle, but I am pleased that this has continued. I have noticed more transient people due to Alki and local businesses but most seem to respect the neighborhood.

Love the mix of retail in Admiral. Would like to see a small liquor store. No additional fast food is needed.

Still need to improve transportation in Admiral area. I won't take bus into Seattle proper if I'm going to be needing to catch a bus after 7:30 pm

We love the Admiral District

Q2: What are you pleased about?

The water taxi shuttles are a great asset to the neighborhood. I am pleased that more small business exist in the area from 10 years ago and this should be encouraged.

It's a beautiful library. I think the city could save money and have each library closed one full day per week. A different day per library.

This is a great neighborhood and I have few complaints.

like the park maintenance and improvements-- ie Schmitz

I do wish that the businesses here were a little bit nicer and/or kept up a little bit better. There are a few gems - notably, Click! and Zatz a Better Bagel and Mission Restaurant and Lounge. Others do not seem to take as much pride in their storefronts. I would like better, more adventurous restaurants and interesting shops which would draw more people to Admiral as a destination.

Love to see the water taxi shuttle going by on a regular basis, and hope that goes year-round. Transit options to the Alaska Junction and downtown are frequent.

Hooray for the water taxi! It is GREAT. Also, I love our library and the librarians there. Hiawatha is a really nice park--our children use the wading pool and we enjoy the rocks in the trees near the climbing structure (keep the nature area--and the huge trees near California--very nice for a picnic).

I particularly enjoy the newly-renovated library, and enjoy being walking distance to many businesses.

Nice job with the parks.

Since I live in one of them, I like *some* of the new townhouse developments. The business district is good - love the Metropolitan Market, pet store, independent cafes (NOT Starbucks), a few of the "night scene" places - Bohemian, Mission, Beato (when it was open), Ovio and O2 (when they were open), Circa.

I appreciate that it is relatively low traffic, is walkable to all amenities/businesses/schools, feels safe, great access to the beach, multiple parks, wading pool etc.

Admiral/West Seattle have a very comfortable friendly feeling. Know our neighbors and like being able to easily access business in the commercial districts.

Pleased to have more interesting neighborhood restaurants (NOT fast food) and interesting shops going in (NOT big box stores).

These services remain clean and being upgraded.

New restaurants are usually a welcome site.

I like having the Admiral Theater, Metropolitan Market, Starbucks all a short 2 block walk from my house. Transportation was a close second.

I love having pretty much everything our family needs, here in the Admiral area of West Seattle. Great parks, great library, great restaurants and even a movie theater! Also love the feeling of a small town here where everyone knows each other and also the feeling of safety.

The West Seattle Library on 42nd is wonderful.

The choices in transportation, bus and water taxi. The focus on crosswalk safety.

Connecting us to the Water Taxi with the shuttle is excellent. The addition of the stop light at 41st and Admiral Way was a great safety improvement.

I enjoy the small businesses in the junction. I would hate to see them forced out. The city trying to mandate paid parking by their businesses is a threat to their livelihood that I am concerned about.

I love the new nature-rich park that is being planned for the green space at California Ave. and Hill St.

Seattle has done an amazing job re-furbishing all the public libraries.

Admiral is one of the safest, most peaceful neighborhoods in Seattle. It is a joy to wander and walk and explore. The parks are spectacular.

love the parks in the area and think they are well utilized. The small businesses in the neighborhoods are wonderful, it is so nice to be able to support local business and I hope Admiral development continues to focus on local businesses

The Hiawatha Community Center is well ran and friendly and welcoming. They are the gem of the area! Alki Bike and Board is also a community oriented, motivating place.

Q2: What are you pleased about?

Our housing situation is ok, but I would prefer to see more opportunities for a broader range of home buyers and renters. I feel we have a safe neighborhood. Our parks are good, but we could use more small pocket parks within walking distance of most residents. Our business district is just barely hanging in there, but I'm optimistic for the future.

Admiral is blessed with some great restaurants, bars, coffee shops, and other meeting places.

Appreciate updated Library.

We live near a facility for extended care and I find it much nicer to see people in wheelchairs going from their residences to the shops and restaurants.

Businesses seem to be more diverse.

We love that we do not have to pay for parking in West Seattle.

The upgrades to the libraries are a tremendous improvement as well as the open-spaces that have been designated. Also, some of the more tasteful condo units on California (The Dakota Building and the one across the street).....

I guess I'm really happy - I love the mix of businesses, proximity to services and nature, the neighborhood feel, and the great access to bus and water taxi transportation. I happen to be one of the people who lives in a newer condo building and I really appreciate how it's more affordable to own here and that the building meets the needs of lots of older adults as well as a mix of those in mid-life. I know some don't like this form of housing popping up, but I can tell you that 90% of the people in our building are no longer able to live independently in homes but are not quite ready for assisted living or nursing homes, so this building provides the type of housing that is affordable and fosters independent living among people who have lived their whole lives in West Seattle. And those of us who are younger check in on them and are part of their "neighborhood" and they are part of ours, just as we are part of the broader Admiral neighborhood and hope to be accepted as such.

Pleased by current zoning and landmark spaces. Most happy with outstanding neighborhood news coverage by West Seattle Blog (westseattleblog.com).

New library is great as are improvement to school parks.

Safety is impressive- our kids can run around the neighborhood and not fear for their safety.

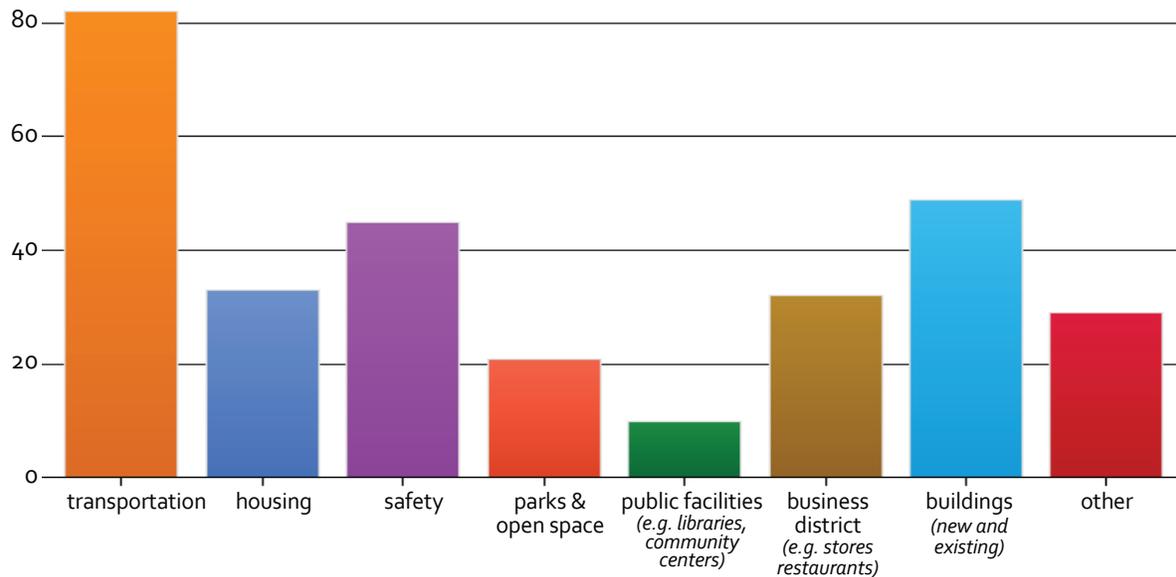
Love the renovations to the Library, the West Seattle High School, the Dakota Park, upgrade to the Hiawatha Track, the Madison Middle School, and to the Metropolitan Market -the renovations fit into the Neighborhood well. And love our new Police Precinct !!!!

Restoration and preservation of the Admiral Theater.

Love the parks, keep up the great work!

The Duamish projects are fantastic! Thank you! I am happy to see that our area still has protected green land. I believe if we over develop the charisma that makes our community part of the Pacific Northwest desirable!

Question 2: What changes or aspects of your neighborhood are you most dissatisfied about?



Other things respondents are dissatisfied about:

- *Would like to empty spots occupied (Benbow Bldg)*
- *parking*
- *snow removal; wimpy planning board approvals of ugly, ugly, ugly new construction*
- *parking is tight*
- *Air Quality*
- *Diversity and affordable housing*
- *Pedestrian safety*
- *traffic light*
- *I am concerned about new GIANT homes will overtake and change the character of our area - something to watch out for.*
- *parking for sure!*
- *crime*
- *infrastructure: worried about bridges and main traffic byways*
- *High rises*
- *Lafayette school blocking pedestrian right of way on 44th with locked gates.*
- *Water Taxi traffic and parking*
- *parking (not enough)*
- *It would be nice to have a bookstore in the neighborhood.*
- *Graffiti*
- *racing cars/motorcycles up & down Admiral Way*
- *traffic*
- *open spaces*
- *accessibility*
- *The loss of the "no amplified sound" on Alki - the kids that come to the beach impact the Admiral district too.*
- *lack of handicap accessible sidewalk ramps*
- *attitude toward "strangers"*
- *Generic upzoning attempts*
- *Need play areas for children in N. Admiral*
- *additional traffic, lacking in transit services and options*

I'd like to see even more commercial options... retail and restaurant in particular.

I have already stated how I feel - but who listens!

The area is not very bicycle and pedestrian friendly. We need a signal on Admiral (where Tatsuo Nakata was killed). And police enforcement is terrible. Frequent stings on the ridiculously low 30 mph limit on the east side of Admiral...and no enforcement on the west side, where there are actually pedestrians and cyclists and turns in and out of streets and driveways. On the business district, we're disappointed that some buildings have languished so long as eyesores, esp. the corner on Admiral where the old Benbow Inn was and the former car wash.

Q2: What are you dissatisfied about?

Conflict in our neighborhood over park development. Wish we could utilize the triangle plot on Ferry for a pea patch or at least keep the trees watered there so we don't lose them. Not so crazy for the tavern/bars on California north of Admiral- lots of fast traffic and loud brawling on weekends - especially in the summertime. West Seattle could really use a good office supply store. And a crosswalk on California and Walker where there is a flashing light for the fire trucks would improve safety. The big buildings up and down California, especially in the Alaska Junction are becoming over sized and over whelming - traffic congestion is way up from 2002.

Transportation: The current plan of record for the viaduct replacement appears to leave no way to get off the replacement roadway downtown. West Seattlites need replacement for the Seneca street exit. We'll otherwise be forced on to city streets -- along with all the others who live south of downtown and work in downtown.

Despite 'sharrows' I still do not feel safe enough to bike the Admiral/California area. Again, speeding, lack of consistent enforcement. Overgrowth of weeds on bridge over ravine and over major walkways continue to be a problem for the amount of foot traffic.

It seems like crime is up. Probably due to increased density. I'm sure I'm not the only one complaining, so as not to sound like a broken record, I'll leave it at that. More patrols, please.

Wish there were more playgrounds - There is Hiawatha, which isn't that great, for smaller kids. Limited store choices

Missing curb cuts and sidewalks in the 47th/48th SW area and street lights and speed of cars on 49th

Do not like the development. The neighborhood is losing its small town feeling.

too much money is being spent 'studying' parks and not enough action. Hamilton Viewpoint, for instance, had a 3 step plan to restore it, but as is frequently the case with city projects, only 1 phase was completed, despite all the money spent to plan 3 phases. Housing is too dense without proper parking available.

There are a few buildings in this area that seriously stick out for their lack of maintenance. Similarly, while I'm in favor of the townhouse/density direction, I dislike the current guidelines for their design, which I view as disproportionate to the neighborhood (too tall, butted up against the sidewalk, etc.)

Has planning really helped the neighborhoods?

The lack of quality public transportation from all of West Seattle continues to seriously hamper the livability of the area. The best options for transport to downtown were the 56X during rush hour, and the new tunnel does not have a downtown exit that will provide a similar replacement. Commute times will increase, West Seattle will effectively become farther away from the heart of downtown, and growth and property values will suffer.

A resident who walks into the Admiral urban village daily, crossing both Admiral and California at any intersection other than those with pedestrian crossing signs can be dangerous - particularly during rush hours. Can anything more be done to slow drivers down a bit and increase their awareness of pedestrians? I would also like to see more scale in our public transportation options - both here in the neighborhood and into downtown/the East side.

I'm very concerned about the Viaduct and how it will impact West Seattle. I also feel like the traffic on the bridge is often terrible.

needs a traffic light at Admiral and Waite street

The transit routes to and from West Seattle are awful. It takes 15 minutes door to door for me to drive to work (lower Queen Anne) or 1hr 10min to take the bus, each way. Housing, there are too many vacant condos and townhomes now. Builders were allowed to go crazy and now we're left with vacant buildings and some that will not be finished being built. Parks and open spaces, most of these have been left to overgrowth of weeds and lack of garbage management has left a lot of trash around. For a neighborhood with so many families, it would be nice to also have more Police presence at Alki as there have been many violent crimes in broad daylight, some where people have been shot. Public facilities, need more cleaning, they are unsanitary. New buildings are getting too large for the area, they do not uphold the small neighborhood feel and are being driven by developers from out of state.

Q2: What are you dissatisfied about?

I would like to see less of the same ugly townhouses going up everywhere. The spaces do not work well for most families and I wish there were some improvement in the design of high density buildings.

I think transportation could definitely be increased, from the number of buses in transit in the area, to other forms of transportation destined towards downtown and other areas outside of West Seattle. The commercial spaces along California are sparse, though I am hopeful that the increase in density (recently processed through DPD) will encourage more commercial attraction.

There is a distinct lack of night-life and it is too hard to get back to west seattle late at night after spending an evening in part of town that DOES have a night-life.

People speed down Walnut both ways as a pass through between hanford and admiral.

I think we have a fair number of choices for restaurants, but the Junction clearly has more and more shops and things to frequent. That's not necessarily a bad thing for me because the Junction is so close, I don't mind going down there at all, but it is something that we don't have as strong of a presence here.

parking availability in the neighborhood is always a challenge when going out to dine. Very dissappointed that we did not get a light rail link into West Seattle.

Stop it with the bigger buildings and condos!

I would like to see more retail and restaurants, in a more pedestrian-friendly environment.

I am surprised at the number of robbery reports, auto theft, and general nonviolent (thank goodness) crime in the neighborhood and immediate area. There is not enough police presence in my opinion and too much gang activity not under control of the city.

I am worried about what changes to the viaduct and west seattle bridge may do to traffic. We commute to Renton and Everett so driving is our only option. I do like the proximity to the bus line for going downtown.

California and Admiral by the gas station feels a little less safe. I have seen some decent town-houses come up and some that seem way too tall.

Public transportation to downtown is easy but anywhere else is painful and I must get in my car. I do think we could improve our community spaces and create more vibrant areas in which people can co-mingle, relax, or play. The business district seems unstable. The big players have managed through my duration here but the smaller shops seem to come and go and there are many vacant or for sale shops in the main business area -- not sure why this is so. A stronger sense of community may help to improve business revenue.

Hiawatha could be even better...

*New building heights are a concern, nothing over three stories should be allowed. *Although Hiawatha is a great resource, it has been neglected in a number of ways and could use some attention.

Crime and burglary seem to be increasing

The parks department appears to favor cutting down trees and replacing them with shrubs (specific examples include the trees removed from around the WS Library and at Hiawatha Playfield). I have not voted for any park-related levies because of this tendency.

I am dissatisfied that public transportation options (light rail or street car) and bicycle accessibility are not included in the Admiral Neighborhood plan, nor for neighborhood plans in other West Seattle Neighborhood Plans with the exception of Morgan Junction and The Junction.

Too many multi-family/cluster developments are ugly, increase the number of cars parked on the street, and do not enhance the neighborhood. Corner of Alaska & California needs to be redeveloped with businesses that enhance the neighborhood. Side street maintenance is lagging.

At City's request, the number of bus stops on Admiral has been decreased, and crosswalk to remaining bus stop at City View has been erased. Does City wish to promote transit use or not?

Safety at the Junction, and in terms of burglary continue to be concerns.

Q2: What are you dissatisfied about?

Would like to see some updating of the buildings (New Luck Chinese restaurant and Linda's Flowers building) - they are unsightly and I would love to see to more multi-use building there. Also, there is a tremendous fight right now over proposed changes to the triangle park in N. Admiral, off of California. It's totally ridiculous that a small group is trying to squash beautiful plans to improve the park. (which, by the way, most of us never knew was a park, but rather, thought it was owned by the church)

I wish admiral was inviting to a wider array of restaurants and retail. Wish something would be done to vastly improve Admiral Theater!

It seems like there are some prime retail spaces that have been empty for quite a while.

I have had 2 cars stolen from in front of my house. SPD would rather sit at Alki than patrol the neighborhoods.

It is extremely difficult to find parking - including at the library, the parks, and businesses. It is even more ridiculous to hear that city of seattle is considering putting parking meters on california & possibly elsewhere. Why should you have to pay for parking in order to go to a restaurant in your neighborhood which is too far away to walk.

I'd love to see some business turnover near the California & Admiral intersection. It such a prominent location that it's a shame its a gas station.

I feel that pedestrian and bicyclist safety would be improved with the following implementations. I want Admiral Way west of California Ave improved for pedestrians and businesses. A stoplight crosswalk would be great at the intersection of 45th Ave. Also vehicles use 45th Ave as a north/south arterial and drive way to fast. Can we get some speed bumps at least?

Lots of burglaries, car break-ins, and police do not have time to respond when called. Even when we got license plates of people who stole something the police said they do not respond.

light rail, monorail, better water taxi (year round!!)... Admiral can be a great stop to or from work if we can make better use of it for the 9-to-5 commuters. VERY concerned with how viaduct coming down will impact us!

There needs to be some effort put into adding businesses to the Admiral district- specifically empty spots at California/Admiral and Hinds-Hanford & California. The buildings in this area are worn-down and ugly. However, I love the businesses that are there - PCC, Circa, other restaurants- great!

Many townhomes have been encroaching on and replacing single family homes. Much of the character of West Seattle is being lost to bland, cookie cutter developments.

The parks and community spaces need some upgrading.

Property crime is always an issue. Parks maintenance is lacking. New construction will not last more than 15 - 20 years.

West Seattle has no non road based mass transit

The recent battle of California Place Park was the worst example of neighborhood behavior I have ever seen - and I am hopeful that the voices to 2 lunatics really will not derail good intentions of other neighbors. If so, the parks planning process is totally broken. Safety - lots of speeding and tough to get officers out to pay attention though I realize this is due to the lack of number of officers in SPD to address community complaints and concerns. In general this is a very safe neighborhood but you have establishments such as the Yen Wor that regularly turn out their drunks at 2am or later to create havoc in the neighborhood. As to transportation - it is ridiculous in a city the size of Seattle that unless you are taking a bus between 7-10 am or during the evening commute that you must wait 30 minutes or more for a bus. People will never get out of their cars when it is far faster to drive than wait for a bus, especially in the evenings - if you work until 9pm downtown you must wait until 9:30pm for a bus, ridiculous.

Loss of older beautiful single family homes replaced with townhouses

Only the recession has relieved the traffic congestion, which I suspect will return when our strong economy recovers. We need less road based means of transportation to match the improvement in density, eg light rail, walk on ferry service.

I am very dissatisfied with a group called Friends and Neighbors of North Admiral and their ideas for changes North Admiral that are short sighted and self serving.

Q2: What are you dissatisfied about?

would like to see more improvements at Hiawatha playground - updated park equipment - kiddie swings etc. Wish more stores/restaurants would make it in Admiral - many seem to go out of biz.

We are encouraging higher density but yet again fewer parking options and nothing more than a couple of bus options. Light rail or trolley options would help since obviously you can't increase the size of the West Seattle bridge to withstand the growth.

More needs to be done to protect the small neighborhood feel of Admiral. The new housing lacks design character.

Multifamily zoning and limited parking for the amount of homes in one area.

Focus seems to be on violent crime, and resources are thin so property and non-violent crimes don't seem to be dealt with where I feel it's a relatively safe neighborhood. I hear a lot of...car or house was broken into and nothing being done other than report for insurance.

roads could use some work.

I am disappointed that we have virtually no access to light rail and that the monorail was not built. Perhaps the idea of the water taxi shuttle could be expanded to connect the urban villages within west Seattle, and to connect to light rail. I wish that the small businesses constituted something more of a retail core instead of being so spread out. Commercial rents are prohibitively high for the current shopping traffic volume, and good retail spaces often are leased as office space. Could shopping traffic be improved with a California Ave shuttle bus bringing people from Morgan and Alaska junctions?

As townhouses have increased density and the business district is just a block away we often have difficulty with street parking for just one guest to visit (our car is in our garage).

I would like to see housing models more suited to the coming senior populations, i.e. single story or on one level instead of 3 story. Small homes built around garden centers such as those in Shoreline or those off Beach Drive built in clusters. I would also like to see a more direct route to St. Link from West Seattle, rather than bus to downtown, then to Link.

Too many tall townhouses with little to add to the neighborhood character

I am concerned about the increase in crime in the area.

Take bus often, but find coming home after 8 difficult. Do not want overbuilt construction like Ballard

My neighborhood has grown and developed far beyond what services can provide. Please stop or slow down growth. Every single home that is torn down, a new 4-8 unit townhome goes up. This is ruining the neighborhood and causing severe traffic problems. Alki is completely ruined with the huge condo buildings that have gone up over the years.

Sooooo many new condos! And many of them have stood vacant for well over a year. How many more do we need? As far as transportation, I am very pleased about the Water Taxi and free bus, but would like to see more commuter options, particularly in preparation for any Viaduct replacement.

Graffiti on public and private spaces should be cleaned up immediately. - It's sad to see some of our local businesses fail and sit empty now. It's the economy, sure, but I think it could also be the lack of parking around the theater area. Better signs to the public parking lot would help. - Safety - overall I feel safe in my neighborhood, but there are two things that irk me. First, the kids that are clearly skipping school hanging around the PCC and 7-11 parking lots, and the adjacent alleyways. Second, the speeders up Admiral and California. People regularly go 45-50 MPH in a 30 MPH zone.

The #56 Express Bus should NOT change lanes (and block traffic) to go under the bridge and up the Delridge onramp. It makes traffic a mess and is a huge waste of time. There are buses entering off of Avalon that are already in the left lane. Also, the 56 Express should run down Third Avenue in the evening as First Avenue is completely impassible making the bus utterly unreliable (if Third is not possible for some inexplicable reason, then at least close the crosswalk at First and Columbia --the backup seems largely due to pedestrian traffic on the west side of the street).

Need more improvements for slower traffic around the park where children play. Need more police patrol due to rise in burglaries in our neighborhood. We are all scared. Public facilities and parks desperate need of upgrades.

Q2: What are you dissatisfied about?

Would like to see light rail in the area in the future.

The denial of parking in lieu of bike lanes (among other causes) in areas has been very frustrating.

Redevelopment of high density that ignores the fact that each housing unit adds two cars (well, perhaps 1.7 on average) parked in the neighborhood for which off-street parking is not provided.

Lights on Admiral do not seem to be timed well at rush hour.

the increasing density has of course brought more traffic and transportation issues - the water taxi has been a great boon

Bus services are limited, side streets are narrow and crowded with parked cars, main streets are congested.

Having said I like some of the townhouses, there do seem to be too many of them cropping up all over and with poor craftsmanship/cookie cutter looks. I would like to see more "higher" end food/restaurant/bar choices. Beato was great and was disappointed to see it close. Would love to see more like it (or like Spring Hill down in the Junction).

Open spaces seem unkempt at times. Could be more generous effort to landscape street trees in neighborhoods that have little canopy. Would like more streets with parking on one side only. Used to live on 20th Ave SW in Pigeon Point. A great example. People use driveways more, the street feels more open and uniform. I would like to see more traffic circles. So many uncontrolled intersections feel like a safety risk for drivers and pedestrians/cyclists. I would love to see a sharrows and/or designated bike lanes throughout the entire length of Admiral Way. It is wide enough to support it and traffic moves so quickly that they need to be reminded of the presence of cyclists. It is a great cycling route that is and will be used by cyclists. The northwest-bound lane of the eastern side of Admiral (closest to the city) would be best to be no parking. The only cars that park there are for sale (tacky) and present a HUGE safety risk to cyclists using that lane. We are forced into traffic or onto a used sidewalk. THANK YOU for your time and attention.

Car thefts and drug dealing very high.

I see much more crime than in early days of my habitation in this neighborhood — car thefts (my friend's car was stolen in front of my house); car break ins and vandalism; graffiti (had some applied to my house on the alley side a year ago); and small bomb on some type being set off directly across the street in neighbors parking strip

I love the amount of parks in this area and are very dissatisfied with the people that now congregate there in such large numbers without a visible police presence.

My vehicle have been broken into three times and stolen once. Vandalism turns up in our neighborhood infrequently, but more than you'd want to live with.

Only slightly dissatisfied. Loved the Admiral Diner, sad to see it turned into a bank. In general, the pattern in the California/Admiral junction is good. Would like to see continued retail growth. Traffic to Alki can get brutal along Admiral.

Need a monorail or light rail from the Admiral area to downtown and the airport. Need a replacement viaduct or tunnel to actually be completed!

I like my neighborhood, but I wish that Seattle did more 'policing' of the houses and enforced curb appeal issues. There are some homes in our neighborhood that have overgrown yards, houses in need of painting, etc. I came from an area in California where we had strict codes for overgrown grass, trashcans left on the curb 3 days after trash day, etc., and we could be ticketed for allowing our home to become an eyesore (of course I am not talking about brown grass in the summer, but rather a lawn that could be mistaken for a jungle). I would like to see more monitoring and notices given to homeowners in our neighborhood.

Q2: What are you dissatisfied about?

I wish public transportation was more available from West Seattle to other parts of Seattle. Water taxi is great, but it would be great to have more bus service or better yet, light rail or similar. Regarding accessibility - I'm not physically handicapped, but I do ride bikes and push a stroller quite a bit all over the Admiral area and have noticed that there are many corners that do not have a handicap ramp to the street and that a person in a wheelchair would have to go down the block to find a driveway or curb cut somewhere to cross the street. For example, it would be difficult for a handicapped person to travel on the sidewalk down California Ave. continuously without having to take detours. I feel that it is important to provide accessibility on all public sidewalks. Again, this does not affect me but I would imagine that it would affect anyone wheelchair bound and it would only be right to allow them the same access available to us.

Housing has become too dense. Crime is on the rise... what is being done? Parks are so minimally maintained despite tax dollars allocated to them New residential buildings are unappealing

Business - As I understand it, the block on which I live (the 2100 block of 44th Ave - 44th between Walker St. and Hill St.) is zoned for business. This really makes no sense. Along with my neighbors we are both concerned and confused by this zoning decision. It really makes no sense. While there are business on the 2100 block of California Ave, it makes no sense that our street should be zoned for business. It is baffling and we worry that this oversight could cause us grief in the future. Safety - There should be a marked, mid-block crosswalk on California Avenue between Admiral Way and College Street. Similar to the mid-block cross walks at the Alaska Junction. Many people make "the dash" across California in order to get to their destination from the public parking (Bartell's garage). Also, it would be very easy to put a marked cross walk at California and Walker. There is already a flashing yellow light. Painting the street and adding a "Crosswalk" sign to the light is all that would be needed.

A few of my neighbors have reported burglaries.

I know it is in part due to Tim Iman's work, but our busing services have dropped dramatically from 10 years ago. The 37 stopped, the 56 runs fewer express routes, and all downtown buses seem to have suffered a bit. The neighborhood also seems less safe. Car prowling and break ins seem to have increased, graffiti is becoming more of a problem, loitering and littering seem to be going up, and just a bad element seems to be bleeding in. I am dissatisfied with the Seattle Police Department, and their prioritizing writing tickets to gain revenue over genuinely working with us.

Parking continues to get tighter, especially with more condos and businesses. Also, we have recently suffered several car break-ins in our neighborhood.

I never see the mobile police unit/trailer down by the beach anymore. Many of the local parks and vista points in the Admiral neighborhood have become hang out spots for teenagers who blair their music and do drugs. The Admiral Safeway has become a hang out for homeless people.

I wish there were more transportation options from Admiral to other parts of West Seattle as well as downtown and beyond. The bus is okay, but it is not very flexible and timely. I would love to see more restaurants and retail in Admiral.

I think some of the buildings are run down. I would like to see more restoration in the area. Especially at California and Admiral.

there has been very little redevelopment of the buildings in the admiral junction. I assume this is due to limitations on building height and use. I would like to see more mixed use buildings with some office space involved. There is very little office space in W. Seattle and I think some businesses would be willing to locate here (potentially cutting the commute for many who also live here) if there were more options. I believe the existing roads could handle a small amount of additional traffic from more businesses in the area. Parking could be a problem though - so any new buildings should require underground parking for tenants.

Metro schedule along Alik Ave/Beach Drive is very limited, especially on weekends, more runs could help with traffic, especially on sunny days/nights. The increase of multiple resident units has dramatically increased but services to support (transporation, parking etc) has not grow especailly in the junction

Q2: What are you dissatisfied about?

The Admiral district has little charm or character. There is little area for kids and teens to interact.

Our transportation system remains challenging. Buses are not frequent enough. Movement from Admiral to Alki and the water taxi are not great, even with the shuttle. Very frequent transportation should be running north/south on California all day long. The bottleneck at the entry points to the bridge still prevent good rush hour movement of buses and cars. Sound Transit is not serving our neighborhood well and the long range plans for light rail are too far off for Seattle's largest neighborhood with arguably the most challenging movement to and from downtown. Our buildings should be of a stronger, higher quality and the Safeway redevelopment (120,000 sq. ft. lot) should be held to a very high standard.

Why can there be no decent bus connection to the light rail? Currently, to get to the airport we have to connect via downtown. There are so many people that work at the airport in Admiral.

Too much emphasis on density and not enough on nice Single Family houses. It is Single Family houses that create a neighborhood feel. There is an unused city-owned space where Ferry Ave. intersects 44th, which would be perfect for a playground for kids aged 1- 10, which would serve as a great meeting place for families with young children. The closest playground currently is across busy Admiral Way.

Tired of seeing graffiti around neighborhood. Housing complaint is about development focusing in on town home expansion.

Some folks seem annoyed by seeing black kids and disabled adults. Or even threatened. I'm still appalled at the overall whiteness of my neighborhood.

Traffic and parking seem to be disjointed at Admiral and California. Traffic backs up on Admiral eastbound with the parking allowed at the south end of Admiral just before California. This limits ability for right hand turns onto California southbound. This backup in turn blocks businesses and side streets to the east. Parking times should be shifted to non commute times.

We do not like the many townhouses that have sprouted up over the last two years.

Transportation and congestion within neighborhoods.....(see previous comments)

Concerned about oversized bulk and poor design of plan for potential upzoning and excavation of Safeway block.

Crime, including violent crime, has risen on Alki and the kids are acting like thugs.

Too many bldgs being placed on entire lots, no yards. With the proposed transportation changes there will be no option to get off in downtown via the tunnel; there are too many trains going through on the streets that downtown users would need to take.

There are few places within N. Admiral for them to safely ride their bikes as destinations. Alki is too steep down the hill and too crazy, Lafayette and Hiawatha are across busy Admiral ave. We need a kid-friendly park or green belt in the north part of N. Admiral.

Q2: What are you dissatisfied about?

There seems to be a disconnect between with the Neighborhood vision and what plans states and what gets send through DPD and Design Review. More "teeth" or consideration needs to be given to those visions by these departments for development or why did so many people spend so much of their time to development the neighborhood plans in the first place. I'm dissatisfied with the building codes that allow for a building site to be divided into small portions so the developer can skip the design review process. I'm dissatisfied with the way the building code allows for a building to have a truly unusable garage for a vehicle and is allowed to market unit's garage as an amendity of the property. I'm dissatisfied that the Neighborhood plans and the visions are ignored by the DPD and design review boards. If there was more consideration given to these plans, less Design Review time would be spend re-reviewing a developer's plans and there would be happier neighborhoods. Property and community value is lost each time a new development does not encourage interaction between neighbors and when a new development does not blend in or reflect the distinct West Seattle charm. How can population density be increased without proper increase in the transit system offerings? And with budget cuts transit is not going to be able to keep up, but the development still advances. Parking, preferrable free, is absolutely necessary for a strong business community. And is important to keep shoppers and diners here in West Seattle instead of venturing off to other neighborhoods. Saftey - if you want a walking neighborhood with less traffic and cars, then you have to provide more safety via Bike Officers, added patrols, etc. More presence in the neighborhoods, especially in the high school areas and middle school areas where drug dealers try to sell to the kids. Plus look how many bank robberies have occurred over the last 5 years.

Bus frequency is very poor specifically #56 to Alki Beach.

Disapointed monorail never got erected, light rail is years away and RapidRide will not come to Admiral, beginning only in the Junction

Crime is increasing and parking is getting harder, but no worse than anywhere else in the city.

We seem to have a lack of small business strength.

Of course the business district would be in better shape if we weren't in this goshawful recession, but I'm really looking forward to the day when more small stores open here.

There are many nice businesses but there are vacant spaces that have been that way since moved to the area. There are some home on my street that appear unlive in and un maintained.

Townhomes and really tall buildings that don't reflect neighborhood/culture

Question 3: Please describe how well your Neighborhood Plan vision and key strategies are being achieved.

Admiral's commitment to open space and dedication to preserving the sense of small, residential town with a clustered business district has been achieved.

The vision and key strategies are pretty vague. It seems like the neighborhood mostly wanted to avoid growth. The preservation and improvement of open space has been successful.

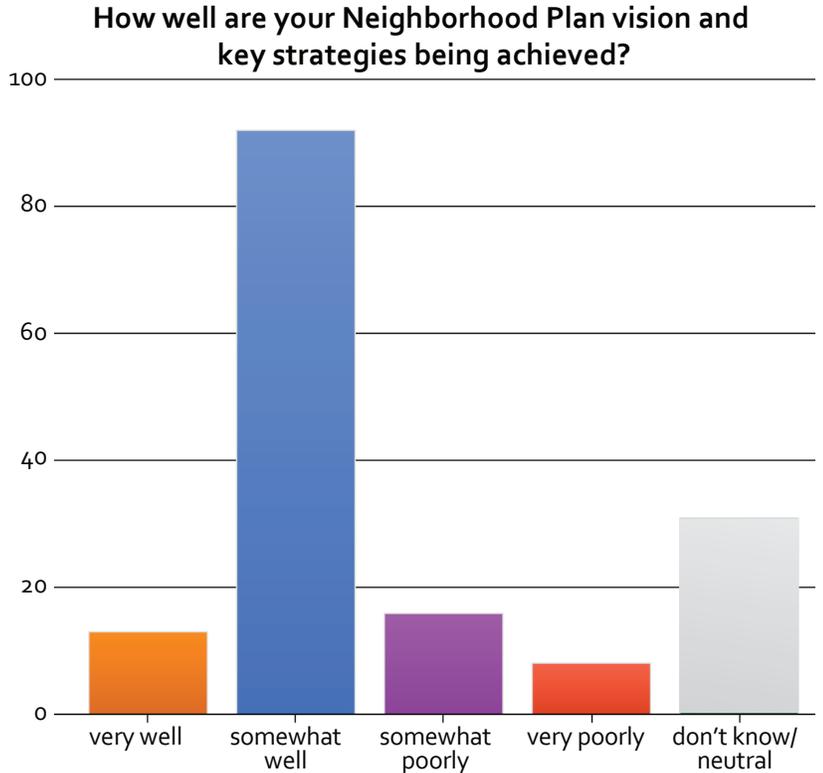
The best things on the list of accomplishments are the library reno, and the crosswalk at 41st and Admiral. -A Schmitz Park improvement is on the list even though it's not in the drawn boundary lines for the Admiral neighborhood. -The Hiawatha improvements will be nice but they have been delayed and are just now happening.

AGain improve transit services before or along with growth of the population. Not after when the frustrations are at there limits. Bring Back the Trolley along California Avenue to the Water Taxis to Seattle. The infrastructure is there. Retrofit the Trolleys in storage for this purpose. It is called RE-Use.

More consideration, emphasis, and focus needs to be given to the Neighborhood Plan's vision and key strategies by the decision-making seattle departments for Plan success. The citizens of the Neighborhoods have been given the opportunity to let the City know what they want to see for the future of their communities. So don't make them feel like it was a waste of time. It is all right there in black and white. Dont' give the expectations of being heard and then ignore those visions and key strategies. Each time I read those visions and strategies, I agree with them completely, but 75% of time is not what I experience or see transpire. Don't give us the power to shape our neighborhood and then blow it by taking that power away by not listen or doing what has been outlined so well. I feel that we have been mislead into believing we have a stake in the process.

All the items mentioned in the plan are significantly headed toward completion.

I think interpretation by local leaders and neighborhood volunteers creates havoc - and pits neighborhoods against each other.



The density increase is being met, but its traffic impact is noticeable.

I still would like to see less density. The new building design is nice I say keep it high-end and classic, in tune with the Admiral District's history. I would hate to see it cheapened.

Need to have more upgrade issues resolved for public facilities and also for community centers. New playgrounds for children and also admiral schools need upgrades as well. Not enough is being done in this arena.

Open spaces are critical for the psyche of humans - don't crowd us in a monstrous amount of tall buildings PLEASE!

Lack of funding and focus on the area as originally planned.

The condo I live in was constructed very poorly so will be an eyesore over the next year as extensive repairs are made to the building. So, that would be an example of ""not well constructed"" condominiums.

Seen some of the work that has been done and watching some of the work in progress.

Parks and public areas are being improved. I don't like the new buildings in the Junction.

Q3: How well are your Plan's key vision and strategies being achieved?

it's simply a matter of focus and emphasis from the City. The neighborhoods simply don't have the ability to engage their neighborhoods and neighborhood plans to a high enough level to achieve substantial change without increased support from the City. In the end, both the City and the community benefit, so there needs to be a balanced approach to the Plans.

The vision and strategies don't feel much changed from my five plus years ago, but the problems being addressed already seem minuscule.

The Admiral neighborhood has maintained that small town, tree lined street aspect that the plan envisioned.

i think we could use a better mix of businesses in our village.

The aspect that adequate parking will be provided doesn't seem to be the city's aim. It seems Seattle is ignoring this part of the plan.

But, I don't agree with the higher population density.

The descriptions are very vague.

What neighborhood plan vision? I am not aware of any.

I'm surprised how little awareness there is about the strategies.

I think the immediate area is adjusting fairly well to its growth

While there seem to be many projects, the scope is less than ideal. Would like to see more support of small businesses (I don't know how), larger areas affected (i.e. the street trees, traffic circles, and bike lanes/sharrows).

Good progress and good monitoring of neighborhood issues. (Full disclosure: served as plan steward 2001-2005.)

Pretty well on target, except for exceptionally ugly townhouse and infill construction being approved.

Mass transit is quite an issue. More frequency would be a good start.

I think our neighborhood plan was pretty light... somewhat 'surface' scratching only

Public transportation seems to be neglected. We could do a better job with some of the open/public space maintenance and improvements. I do think these should be shared more broadly - I'm not sure of how best to do that though...

As described previously, modifications to traffic light Q3 achieved time along California have impacted pedestrian traffic and put our students into unsafe crossing situations. The ongoing removal of trees by the parks department does not support the plan to protect our green spaces. The failure to bring the monorail into the West Seattle area needs to be mitigated to support the requested increase in population density.

Not a proponent of the identified Urban Village for this area.

Question 3: Please describe the priorities for your neighborhood.

Open space is always a priority, as are preserving our business district and small town feel. Rapid public transit between neighborhoods in West Seattle as well as between West Seattle and Downtown need to be a priority and as yet do not seem to have garnered the attention they so desperately need.

I don't think parking and traffic are very big issues any more, at least not within the neighborhood. I think the neighborhood needs to discuss ways that the business district can become more vibrant, rather than losing potential retail and restaurant customers to the Alaska Junction neighborhood which has grown dramatically.

Again when I read the Neighborhood Plan, it is right on. But More emphasis needs to be made on retaining the distinctive character and historic value of our Neighborhood. The new developments are cookie cutter versions which are showing up in all neighborhoods and those designs will not be appealing or retain their value longer than 20 years. Then the "throw-away" generation will tear down and will build something less appealing. Not a good strategy for Sustainable Building which last for years. The best recycling is the renovation of our historic buildings and at the minimum their facades, which have already stood the test of time.

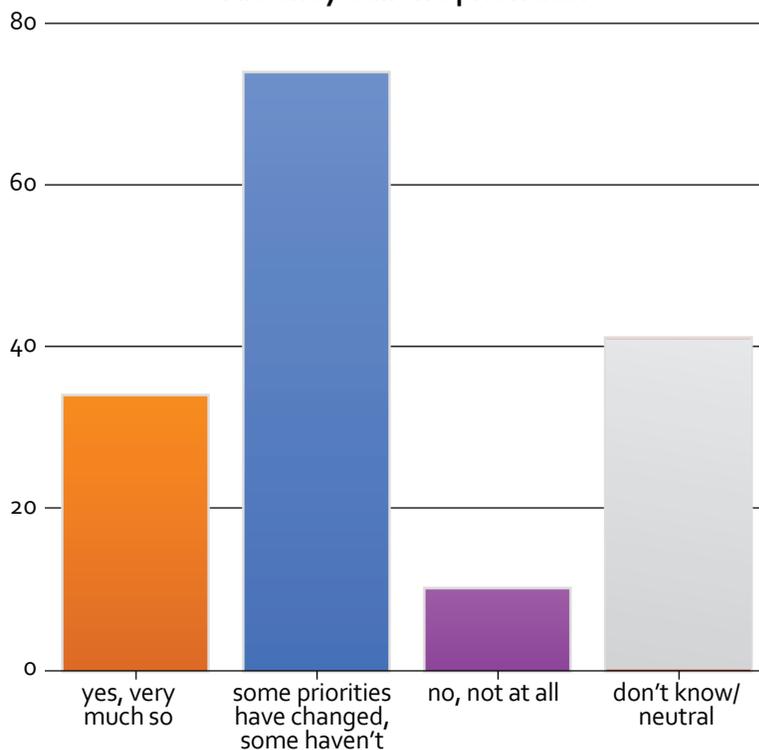
I see groups such as Friends and Neighbors of North Admiral who form and really do not have a feel for the rich history of a neighborhood and try to impose their ideas of change on people who love their neighborhood as it is. Many residents do not want to see it go the way of density and the troubles and discomforts that come with that.

I don't perceive parking to be a problem - but I usually walk to the Admiral junction.

Really would like to see improvement in the safety category (described previously). I like the addition of the traffic circles on my street and would like to see another on the busy corner of 44th & Stevens and elsewhere where applicable. In my view, these slow traffic down and improve the flow at the intersections as well.

I think we should focus on great schools and moving people to and from neighborhoods to downtown with something other than single cars. Another water taxi would be a great help.

Are they still the priorities?



I am not in favor of 44th ave Sw being part of the "urban density" plan. This is a single family block and we think there is plenty of multi-family apt. & condos on California proper.

Transportation and urban village development in Admiral lags that of the Junction.

There seems to be continual attempts to subvert the plan through zoning changes. The planning board has been pretty good about defending the plan.

I think transportation will continue to be a huge priority as the viaduct is removed and density continues. I would love to get a connection to light rail up Admiral.

Some priorities still ring true, but the Admiral plan does not address neighborhood growth well, so it doesn't align with most other plans and the needs of the Comp Plan to guide neighborhood growth. Our plan needs to take a proactive approach to all aspects of the Comp Plan and we need to be an example to other neighborhoods. Our plan is a bit protectionist in its language and its goals.

Traffic and parking seem ok, parking especially. Traffic westbound along Admiral seems improved.

Q3: What are your neighborhood's priorities?

The businesses are struggling. Parking continues to be an issue - especially since Safeway has been not so nice about using their parking lot.

Key strategies are still applicable. I like the focus on maintaining the character while also working to improve/avoid traffic issues.

It doesn't seem like parking has improved much in the business district since I've lived here, but a larger concern of mine is that people have something to come here and park FOR. Many shops and businesses have failed or have stood vacant for years, and some of the businesses that have come in are cheap fitness chains or chain restaurants - not really in keeping with the homey, village ideal.

I think we need to be careful about how we allow multifamily dwellings, making sure that they have some street-level presence and are no higher than three stories.

Reduce the population density.

Really can't tell because of my answer to the third question.

Would love to see an effort to provide more affordable housing and a more active support of a culturally diverse community. Also not sure how to achieve that. Would like to see activity toward increasing frequency of bus service.

Have already surpassed 20-year housing growth projections. More concerns about the city threatening neighborhood values and wrecking transportation access by viaduct removal.

I would like to see more parking for those people who come to the urban village to eat, shop. There is limited street parking and no real parking structure or public lot for those businesses on California/Admiral

Having seen Ballard "'Urban Village'" I DO NOT want that in Admiral -- or the Junction. Need more set backs, smaller units.

It seems to be a sustainable vision that will guide us for some time to come.

I'm concerned that the phrase 'open space' means grass, clear sky, and artificial landscaping to some, rather than a natural wooded setting. City policies seem to be supporting the former, rather than the latter and I don't believe that is our neighborhood intent.

Based on proposed changes coming with transportation then impacts and solutions should be readdressed.

Question 4: The Status Reports should focus more on...

Bicycle accessibility on all major roadways and rapid public transit between West Seattle and Downtown as well as between West Seattle Neighborhoods. The bus system is currently the only public transit option and it is extremely unreliable during the 9am - 5pm work day. To it's credit, it is somewhat reliable during rush hour.

Transportation issues to/from downtown, poor townhouse development, job creation and support for small businesses -- perhaps a more ped friendly and coordinated way to get to Alki or to/from the Junction.

Growth and development - what new projects have been successful. Public transportation options.

More public parking, like making the Bartells garage more efficient and better signed.

-Traffic calming

-More crosswalks and better signage and lighting for mid-stream crosswalks like at College and California

Public transportation and safety.

building design and compatability with existing scale of development.

Density, diversity, and affordable housing

Developing and implementing additional transit options which must occur before more density. Provide more routes and time schedules to encourage ridership. Use smaller buses, add the vintage Trolley Line back in West Seattle. Have it travel on one side of the street versus the middle of the street for pedestrian/rider safety.

More focus on the disconnect between the Neighborhoods Plan's Visions and Strategies with the ordinance, building codes, and key Seattle departments. Again why give the community the power to plan their future and then ignore their hard work by not considering all of the elements. Less community uprising would occur during the design review process, which would lessen the amount of review sessions for each project and the best result a happier community with increased property, prosperous business community, and a reason to stay and shop, dine, and play in West Seattle.

More focus on our Historic Value and capitalize on it through historic preservation, requiring new construction to reflect and blend with those styles, while still incorporating important Earth, Air, & Water saving technologies.

Pedestrian and cyclist safety.

Transportation

mass transit

Pedestrian safety. Continue to make this neighborhood safe to walk in, especially since increasing urban density increases both foot traffic and auto (unfortunately) traffic.

Public safety

Transportation

Programs for youth

Gang prevention and intervention

Dealing with the density

An average citizen would have a hard time answering this questions - less condos and a solution for parking.

strengthen neighborhood business opportunities; connecting to ST Link more directly from west Seattle

improving Hiawatha park

Transportation and parks.

Transportation to inner city and Alki Beach.

Better parking. It would be great to have better parking for the businesses around Admiral.

Transportation, retail development.

Upgrading wage level housing instead of tearing it down

Maintain and fund existing parks and open spaces before new ones are developed.

Housing affordability. The only way to do it in a city is infill -condos and townhouses - and they must be family friendly. We do not need anymore one bedroom condos - 3s and 4s would help keep families in the city and our schools vibrant. Seattle according to the last census ranked just behind San Francisco in lack of children within the city limits - this is appalling and the planning process really must accomodate families of all kinds. Now that I am a parent, housing affordability coupled with school issues have me looking elsewhere to live.

Maintaining the neighborhood aesthetics and streetscapes. It's becoming less desirable for families due to traffic congestion.

Q4: Status reports should focus more on...

SAFE pedestrian and bike access to area. Better bus transportation.

walkability.

reducing the speed of cars in neighborhoods. 49th ave has speeders as well as Admiral going south towards Alki.

parks and libraries, transit

Safety and Security in the parks and on the sidewalks.

crime management

availability of parking (it's listed but it is a major problem in Admiral & the junction). Our home is on the edge of the Admiral neighborhood.

schools and children

Attracting more restaurant-owners to open their new ventures in our neighborhood. (as long as they aren't pizza places or bakeries - there are already too many of those in the Junction).

Parks and developing more shopping - People love to walk in N. Admiral and I would like to see more attractive buildings to draw people in.

incentives for businesses and apartment buildings to offer free & open wifi, P-patch development, incentives to not drive a car, bikeshare program, trail development

Playground upgrades and library/school upgrades. Traffic safety for children playing in around Hiawatha. Need slower traffic- off flow from Alki near Fairmount gulch and Admiral Way.

California Avenue. I think it is the gateway from the West Seattle Junction to the Admiral neighborhood. Tourists and even locals who visit the WS Junction would naturally venture north to Admiral if there were commercial attractions that led them there along the way.

preservation of open spaces and historical buildings

Getting some low impact businesses (who mostly just need office space) into the surrounding neighborhoods. This could cut down on traffic into and out of downtown areas. Downtown will always be the center for larger businesses, but I think some smaller companies would be drawn to the neighborhood if planning was done correctly and more office space was built out.

Reinstating the family feel of the area. Polite, friendly, safe. Smaller buildings, less multi family units. Prevent vacant buildings.

Public safety and quality of life.

transportation

Smarter development, and police presence.

Road/street improvements.

transportation options in and out of West Seattle.

Replacing the viaduct, and not with surface streets.

pedestrian safety
more transportation where automobile is second choice, not first.

Diversity

Exciting improvements.

Parks and other Open Green Spaces
Parks and Transportation

Linking public transportation - LINK, buses, water taxi

Business development, public transportation

Transportation

bicycle safety and limits on multifamily housing

Creating affordable housing that makes sense. Six townhouse units on what used to be a single family lot is not pleasing to the eye and is not desirable to live in there also needs to be more solutions for transportation and traffic mitigation when creating high density housing such as Mural across from Jefferson Square and the apartments above the new QFC

Q4: Status reports should focus more on...

Population growth, providing a spectrum of living and working opportunities, more pocket parks, opportunities for leveraging private development for public good.

Pedestrian safety along Admiral and California.

community building events.
transportation - especially with the stupid tunnel.
helping the businesses survive in this economy.
supporting local schools.

Maintaining current infrastructure, such as roads increasing public transportation, such as the water taxi shuttle
maintaining public spaces and following through with existing plans (rather than creating new spaces)

Small local businesses owned by people who live in or near West Seattle.

I am sending in a second survey to say I would like my neighborhood to have more diversity. It is sad that there are 0% African American and 0% Native American populations. Incredible, really.

Integrated transportation strategies

light rail, more mass transit to downtown

Rapid transit. Quicker development of light rail.

Housing. Encouraging remodel of existing homes and no MINI mansions! We've had way too many homes demolished and replaced with MINI mansions as well as the town homes previously mentioned.

Clean, attractive, sustainable, appropriate design of new construction. Beautification and focus on our business district. More parks and more play areas for children. Improved curbs, crosswalks, and other street safety features. Improved stewardship plan for the neighborhood plan.

drawing new residents, creating vibrant "village" atmosphere. fixing aging infrastructure.

Transportation.

Letting people know this is going on at all. I had no idea until I checked a local website.

N/A

1) Street-level presence (space available for independent retailers/community service centers, etc.) in new buildings
2) No new buildings higher than three stories
3) More mass transit solutions to accommodate population influx

Reducing population density.

Transportation. More quantification and trends.

Completed or in-progress accomplishments, adding pictures of improvements would be great.

Building planning and safety.

transportation alternative out of west seattle

Kid friendly parks
Bicycle paths off the busy streets. 44th St, all the way down from the tip of Admiral to the junction, would be a good candidate for a "bicycle arterial" way for adults and kids to travel. Make it a through street for bicycles (ie yield signs to 44th at all intersections) but speed bumps so that cars don't use it as a fast thoroughfare.

transportation

Getting things done.

Definitely traffic congestion

transportation and traffic

neighborhood sustainability - particularly with an emphasis on infrastructure necessary to support increased density in a way that enhances the neighborhood.

safety safety safety

safety

transportation -- demographics that encourage diversity

Let's move onto safety as a focus; with all three grade levels in our area a concentration on safety should be constant--no room for repeated bank robberies.

Safety/security. Alki Beach draws many visitors and users (not tourists), a percentage of whom cause problems and leave.

Q4: Status reports should focus more on...

Transportation (public/mass transportation, safer cycling), increasing environmental education/increasing canopy/reducing invasives, community involvement in the same (like nature consortium is doing along the west duamish greenway)

public transportation
handicap accessibility

Housing affordability and public amenities

High quality design and construction of new developments, especially townhouse projects.

Since I live just outside the neighborhood, I'd like to see more focus on transportation into it.

Safety/crime

Not tearing down single family houses

transportation

Keeping the neighborhood a neighborhood.
I don't want to live in a soul less mega sized, hand your neighbor the toilet paper through the window suburb.

Quality multi-family/cluster development and consistent, diverse business district.

transportation, infrastructure - trees - road paving - underground power.

Improve the existing character and enhance the community's identity of the Admiral

see previous comments

Detailed action plans...what is going on, what changes to original plan have been made, completion percentages, estimated completion dates, etc. Plans made 10 years ago and just now being completed or still not started should be evaluated and discarded or updated as needed.

traffic, graffiti, gangs at the beach

Parks, safety, parking enforcement in busy areas

Families, communities, churches, schools and cleanliness

Infrastructure components such as utilities, schools, police/fire coverage and transportation within and access/egress from West Seattle. Ensuring that redevelopers don't get a free ride at taxpayers' expense.

Green living and small business.

How has data changed and what are the possible impacts?

increasing public safety

preservation

managing pedestrian traffic, particularly where students cross

Transportation.
I am also enjoying the concerts at Hiawatha.

Transportation
Development of multi unit housing in small areas with disregard to appropriate parking

Transportation (how are we getting out of W.Seattle when the viaduct comes down?).

transportation

Question 4: The Status Reports should focus less on...

Admiral's Neighborhood Plan is parsimonious and needs to continue attention to the outlined priorities, with the inclusion of rapid public transit, however less focus on increasing parking and a shift in focus to rapid public transport will help our community thrive in the future.

Parking. Single-family houses.

Artsy projects like the totem pole and tiles, they are nice but they aren't important in light of other urgent matters.

complaining about density and townhomes.

density should be achieved with more smaller scale developments like duplex, tri-plex, etc. rather than large buildings that dwarf the neighborhood character. Do not like what is happening in the Junction with dull, massive buildings overwhelming the smaller older buildings.

Less focus on multi-family development until the building codes have been revised to reflect what the Neighborhood wants to see as far as design and materials used.

Less focus on development and density until increased patrols for safety if we're going to be walking more. Less focus on density until there are More transit options and availability - time schedules. Use smaller busses more often on less used routes to build up ridership. Keep in mind bus use during the school year, which is very heavy between 2 - 3:30 p.m.

Less focus on density until the multi-family buildings have usable parking for their 2-car families. And those 2-car families will not decrease until the transit issues are solved. How can the area have growth with the public services promised during the initial Urban Village Idea Presentations.

No comments

Housing.

Building multi-use buildings and multiple unit buildings.

Neighborhoods in my mind - citywide efforts would provide more meaningful development and given that neighborhoods now compete is just plain stupid.

Increasing density with townhomes and such.

gentrification and prettying parks that don't need prettying.

demographics

I didn't understand about the open spaces or the city services unless you are talking about police presence. I know that Admiral does not get much police presence since the police spend much of their time much farther south.

parks

Parking - I don't want to see a building torn down for the sole purpose of creating a parking garage.

parking, development, parks, law enforcement, traffic enforcement

density - stop the density impact - too many people in one area creates chaos and crime

de-icing roads, just use salt next time.

Ineffective planning and wasted tax dollars

Urban transportation issues.

Housing Density. Improve what is there, not more

building more congestion-causing density

New Buildings/Condos

Parking. I don't see how open spaces and increased parking are at all complimentary.

Protectionist themes in the plan, and small-view goals.

beautification projects such as creating new parks when existing public spaces (Hamilton Viewpoint) are under maintained

Bringing in any chain stores other than regional chains.

The voice of the small anti-child contingent.

hmm. i think sometimes those that are aging or live in single family dwellings distract us from making this a more vibrant village. don't let those resisting density dominate as they are not the only voices in this neighborhood.

Parks and open space.

Q4: Status reports should focus less on...

making the urban-village TOO family friendly and drowning out younger/edgier/livelier night-life.

N/A

'Family oriented' features.

The senior citizens who have plenty of time to attend community meetings and are willing to shout loudly, should not control North Admiral. This is what is happening currently. North Admiral should be a diverse neighborhood that changes over time. Not a place where every change that benefits the whole community is shouted down because some people don't like change.

building

Seattle endless process

public amenities

building apartment or multi unit housing

housing development

?

Luxuries -- encourage park maintenance, concerts, etc. to be done by volunteers (such as the hiawatha concerts) so we can spend source resources on necessities.

The neighborhood has a strong lead as a community, don't decrease but remain steady. Transportation needs also seem to be leveling off unless we can move forward on a rail line into the city.

urban village

Squandering billions on viaduct demolition for downtown gain instead of dedicating funds to citywide neighborhood services/maintenance.

environmental issues

Multi-family housing

Pocket parks. I never see anyone use them

affordable housing and density.

setting unrealistic goals that won't be achieved

Who lives here (demographics)

bars, nightlife, condos

Developing of new structures.

development

changing the parking from free to paid at various points around the area.

Measures that were accomplished many years ago (such as the library).

Question 4: Are there important gaps in the Status Reports?

Rapid transit between West Seattle neighborhoods as well as between West Seattle and downtown. From Admiral to downtown, the 55 bus line is notoriously unreliable during the work day and is often 30 minutes or more late in it's schedule. During rush hour it is somewhat reliable, however it is the only public transport option. All of West Seattle, Admiral included, will significantly benefit from a streetcar or light rail. Less focus on increasing parking and a commitment to rapid public transport needs to be a part of Admiral's neighborhood plan.

Addressing traffic on the WS bridge and issues surrounding the Viaduct

I can't believe there was not a single African American resident in the neighborhood in 2000! I would like to know if we are becoming more diverse. Is there any way to estimate how the demographics have changed?

For the Safeway design plans, the parking should be below grade in a garage or on the roof. No more big open parking lots on the street surface! Utilize the space to bring more density and open, public spaces.

Data is too old, this is almost 2010 and the data is for 1998 & 2000. It does not seem to reflect changes in the housing prices thoroughly and the growth in families in the community.

It mentioned mid block crossings achieved, and our attempts to create those wad flat out denied by SDOT

Blah blah blah

Pedestrian safety. We had a crosswalk death on Admiral Way not too long ago. One of the things we love about our neighborhood is the ability to so easily walk to the business district. It should be safe to do so. It should be a priority.

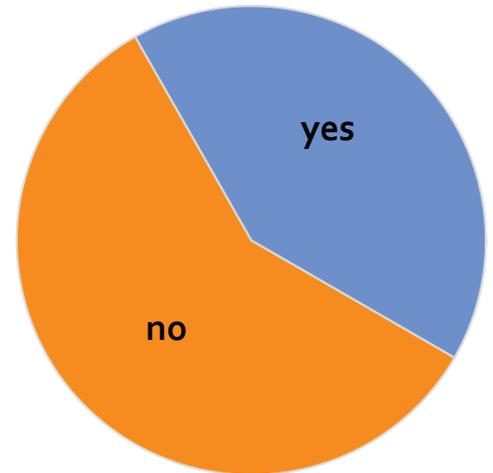
I would like to see some attention paid to the issue of increased gang violence

I have not seen the draft status reports - who has them? I did not get anything in the mail! Are they written in a language we can understand or like the Zoning Code - where it is open for interpretation. Yes I am very unhappy what has happened to the Admiral District.

Please see comments about housing from prior question

Too many to list.

Contrary to 2009 update report, Admiral Neighborhood has zero midblock crosswalks -- SDOT refused the neighborhood plan request for midblock crosswalk on California Avenue at Admiral Theater. The new traffic signal and crosswalk at 41st & Admiral Way is an intersection.



gentrification and working-class (poor) issues

Aside from the first page, the data presented is not clearly tied to plan goals. Each subject should address:

- 1) How have things changed since the plan was developed?
- 2) Does the neighborhood plan have a target for this metric?
- 3) Are we on target?

Possibly replace some of the demographic characterization (where I don't think we have numeric goals), with other areas where we do, or should - ie tree cover, library usage, open space acres, etc.

Not sure about gaps, and hopefully someone will address this, but there are some serious punctuation issues with the first section on the left - lots of periods and commas that seem to be switched. I know it's a little thing, but come on, this is an official document. Someone should edit it. :)

Somehow we need to support Lafayette and other local elementary schools in improving their playgrounds. It's totally absurd that the district doesn't provide funding and that the schools are left on their accord. With the focus on ""community"" schools, we should as a community, support the schools to enhance the children's experience. The grant process is helpful, but it's a huge undertaking for a volunteers!

Q4: What are the important gaps in the status reports?

Does not address any technology needs that are best served by local communities such as server access options, local network admins instead of through a market-dominant ISP like Comcast, free wifi incentives, community online resources like WSB, helping multi-unit property owners understand the benefits of building-wide wireless access (rather than residents all on individual ISP access points).

We need new play structures for the large amount of families here who use the parks and large amount of people who come here to use the parks. We need traffic safety around the parks. A lot of the safety issues around the burglarlies and crime are not addressed at all. We are here raising children and safety is the primary here.

Are the demographics up to date?????

Increasing security/safety as population growth and patterns shift, especially given recent violent and gun activity at Alki that while not directly part of the Admiral neighborhood, affects us. There have been several shootings along Admiral as well since I started living here. Nowhere near as many as in other parts of the city, but disturbing nonetheless.

A designated dog-walking area should be created somewhere in Admiral so that the dogs don't need to do their business at the Madison Middle School field every morning where youngsters play later in the day.

Impact of the 99 bridge construction

The new census data in 2010 will help a lot, but there needs to be some clarification of the development capability of the neighborhood. There should also be more transportation related data.

growth of population and stress on infrastructure - only appears to be marginally addressed

A continued focus on pedestrian safety.

Diversity

census data is old and doesn't really give a good sense of how the neighborhood is changing. what other sources can you draw on to better reflect change?

Police presence and activity in our neighborhood. Safety and crime trends. And include pedestrian and cyclist injuries/deaths.
Nonprofit services and activities in our neighborhood.

I'd like to see crime statistics.

public trsansportation

I'm not sure.

No clear solution to long-term traffic congestion - the solution isn't public transit as most people need to have their vehicles, especially, two working household families with children that work outside of West Seattle and have to commute.

With parks, it seems like they start and do some things but then cut back or don't follow through. Also, seems like we could incorporate more with roundabouts, speed bumps, etc... around the side streets near the Admiral junction. Also, could we keep up the parks more... maintenance.

An overall satisfaction rating that reflects responses from surveys such as these.

Not sure what they are-- plan to get more involved in neighborhood issues so I can have more informed opinions.

I just don't understand some of the statistics. I see that it must be based on info a few years ago, but I know there are homes here worth >\$4,00K, and there are african american families here, etc. Makes me not really trust the info. Regardless, I am glad a plan exists and that effort is being made to follow-through.

Failure to distinguish between routine city services and neighborhood-driven projects.

how to maintain diversity across income levels. cities aren't just for rich people.

Q4: What are the important gaps in the status reports?

There doesn't seem to be information that helps point to problems or efficiencies in transportation (at least in our report) - either access around WS or into/out of WS. I'm not sure what would help but perhaps understanding # of cars, bikes, scooters, bike lanes, bus usage. Also, you mention employment by sector, but not unemployment. I'm also interested in how all the work got done - was it community groups, individuals, city programs? How can neighborhoods affect these plans and investments, what are the options available, how are other neighborhoods doing it? Is there a neighborhood that's doing well and how can we model them?

I'm concerned that the phrase 'open space' means grass, clear sky, and artificial landscaping to some, rather than a natural wooded setting. City policies seem to be supporting the former, rather than the latter and I don't believe that is our neighborhood intent.

not aware enough to give an opinion
