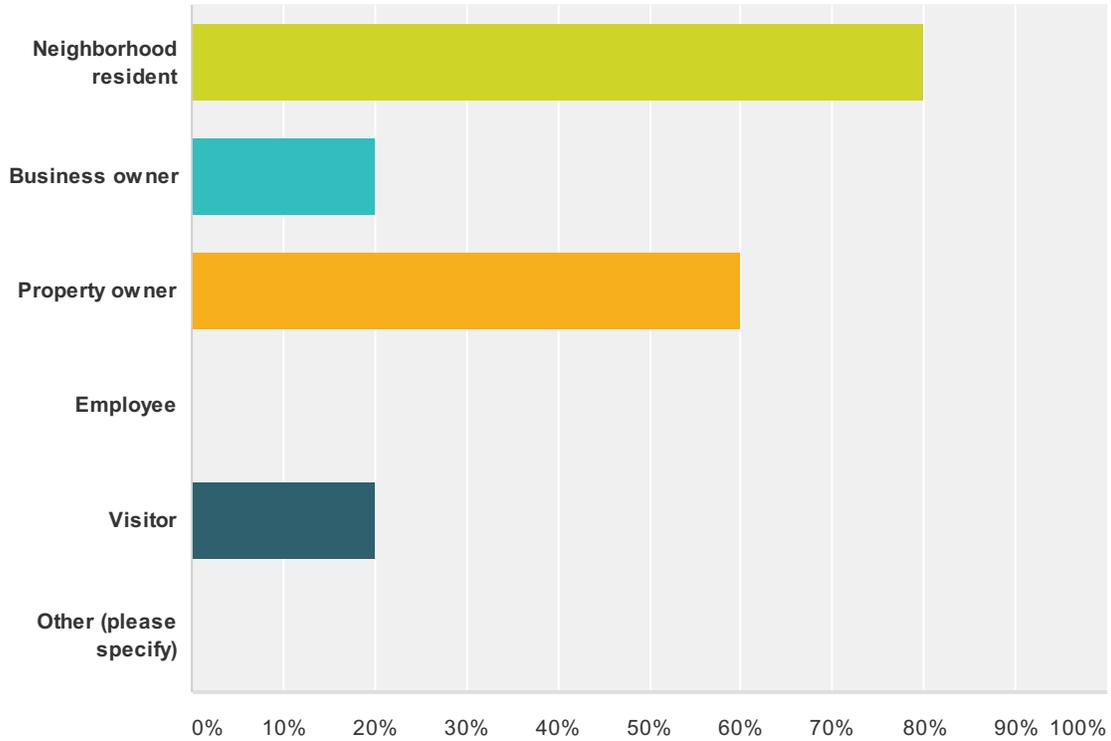


Q5 How would you describe yourself (in terms of the study area)? (check all that apply)

Answered: 5 Skipped: 0

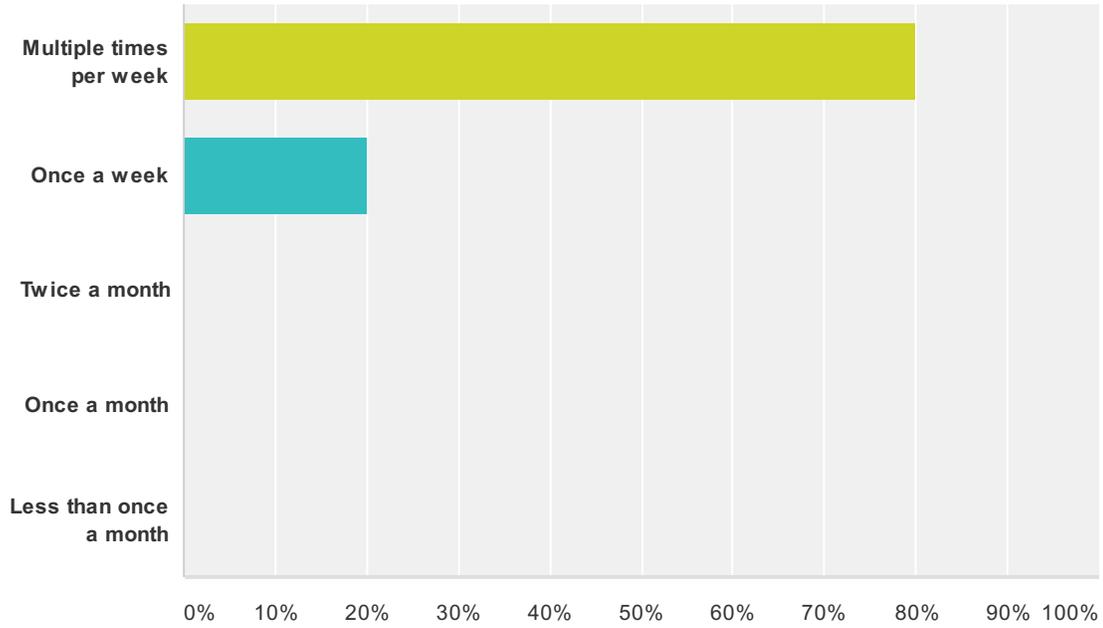


Answer Choices	Responses
Neighborhood resident	80.00% 4
Business owner	20.00% 1
Property owner	60.00% 3
Employee	0.00% 0
Visitor	20.00% 1
Other (please specify)	0.00% 0
Total Respondents: 5	

#	Other (please specify)	Date
	There are no responses.	

Q6 How often do you visit this neighborhood retail area?

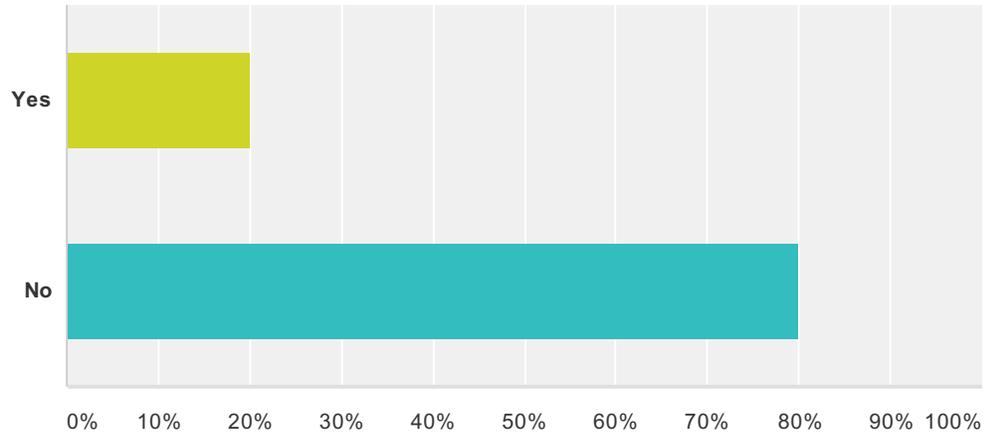
Answered: 5 Skipped: 0



Answer Choices	Responses	Count
Multiple times per week	80.00%	4
Once a week	20.00%	1
Twice a month	0.00%	0
Once a month	0.00%	0
Less than once a month	0.00%	0
Total		5

Q7 Do you feel there is an appropriate balance between commercial and residential uses within the area?

Answered: 5 Skipped: 0



Answer Choices	Responses
Yes	20.00% 1
No	80.00% 4
Total	5

#	Comments:	Date
1	I would like to have a place where I can shop for clothes there, another cafe, which is open in the afternoon hours, and a restaurant with a more extensive menu than what Local has. Also, a mail box and a place where I can buy stamps, postcards, writing utensils and maybe print photos would be great. Since I garden, a store with small garden tools, seeds and seedlings would be great, together with having some advice on organic gardening.	2/24/2014 6:27 PM
2	Good balance exists now. This is predominantly single family housing enjoyed by the residents with few parking problems at this time. Why screw it up by reducing the number of parking spaces, as suggested in question 8? Businesses aren't "encouraged" to move to an area with little or no parking!	1/24/2014 9:26 AM
3	I think there is too limited commercial given all the residential uses on both sides of 35th SW.	1/19/2014 1:34 PM

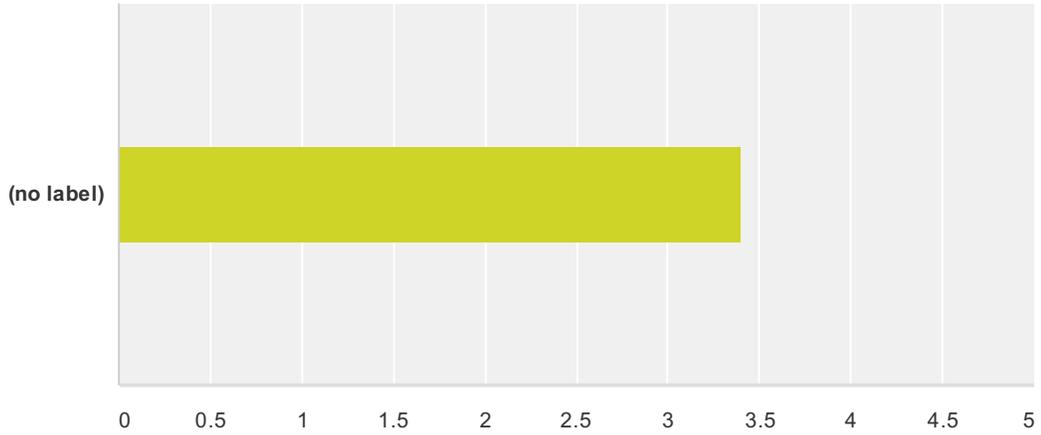
For the questions below (8 -14), please indicate your level of agreement with the statements on a scale of 1 to 5.

1. Strongly Agree
2. Agree
3. Neutral
4. Disagree
5. Strongly Disagree

Note: Questions 8-10 address requirements that currently apply in a pedestrian zone and questions 11 -14 address requirements that may be added to pedestrian zones.

Q8 Uses should be prohibited that do not contribute to the desired pedestrian-oriented setting (for example, gas stations, and restaurants with drive-in lanes).

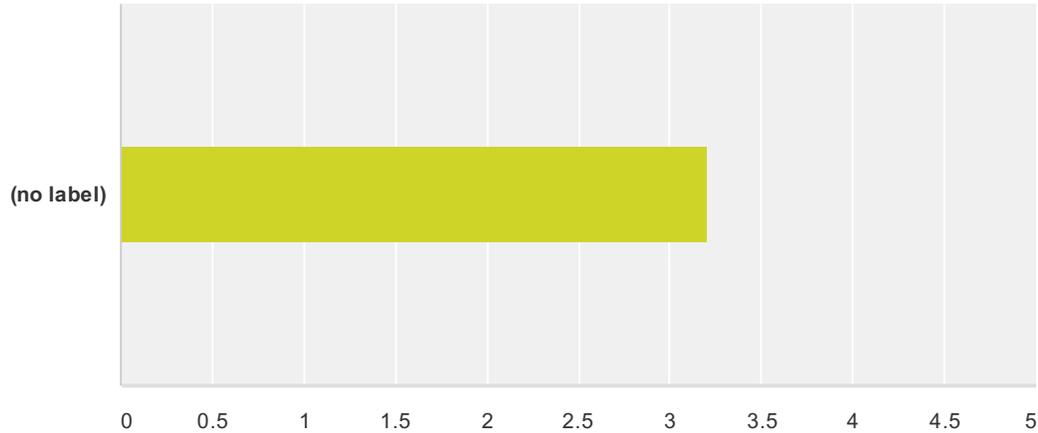
Answered: 5 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	20.00% 1	0.00% 0	40.00% 2	0.00% 0	40.00% 2	5	3.40

Q9 Active commercial uses should be required at the street level on key streets and some side streets (for example, shops, restaurants, real estate offices, community services).

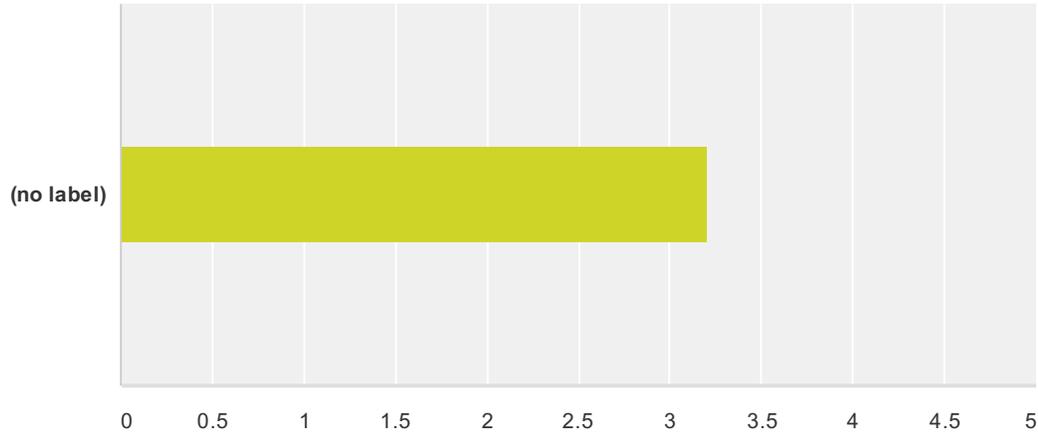
Answered: 5 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	40.00% 2	0.00% 0	0.00% 0	20.00% 1	40.00% 2	5	3.20

Q10 In areas that have a minimum off-street parking requirement, some reduction in the number of parking spaces should be available to encourage businesses to move into the area.

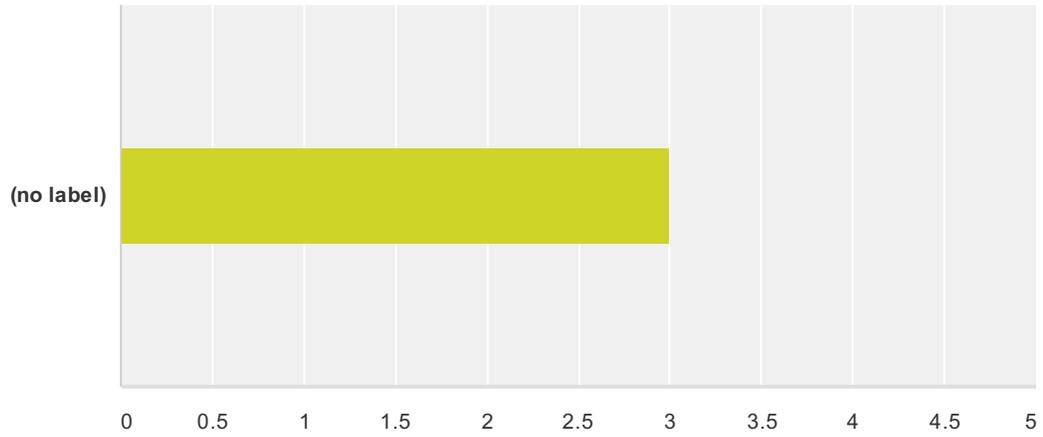
Answered: 5 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	40.00% 2	0.00% 0	0.00% 0	20.00% 1	40.00% 2	5	3.20

Q11 Require all new buildings in pedestrian zones to provide overhead weather protection along main streets.

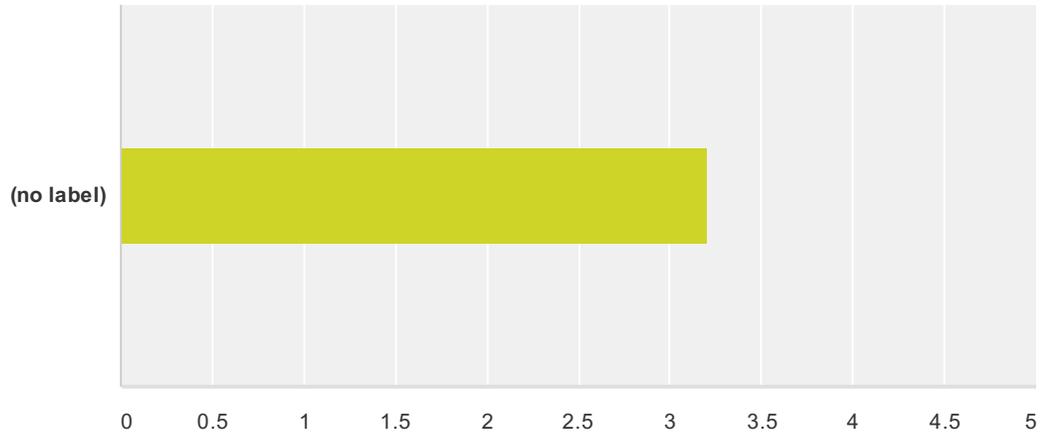
Answered: 5 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	20.00% 1	20.00% 1	20.00% 1	20.00% 1	20.00% 1	5	3.00

Q12 Prohibit businesses with drive-in lanes on the periphery of pedestrian zones (not just in the pedestrian zone itself).

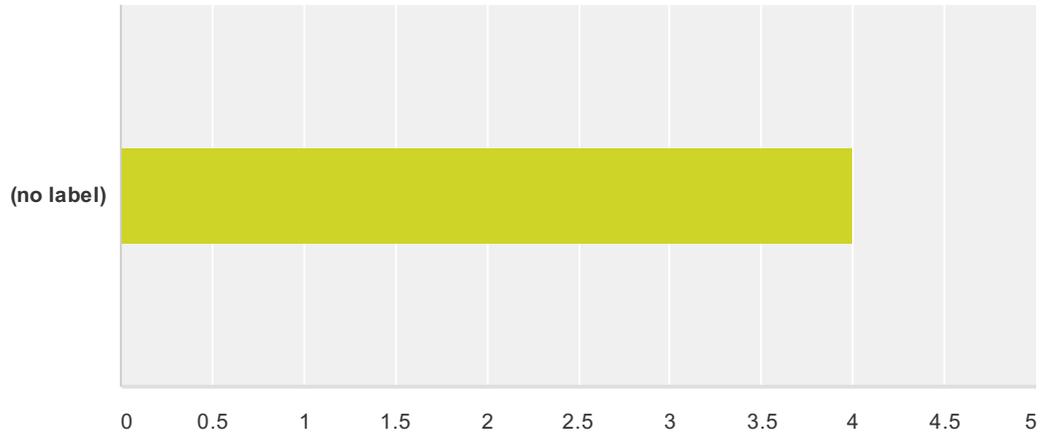
Answered: 5 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	20.00% 1	20.00% 1	20.00% 1	0.00% 0	40.00% 2	5	3.20

Q13 Require wider than average sidewalks in pedestrian zones even if the extra width comes from the adjacent properties.

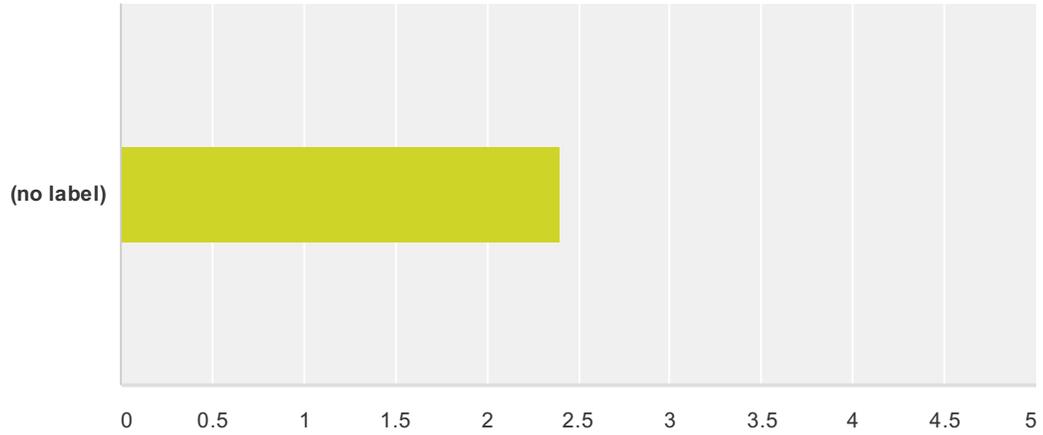
Answered: 5 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	0.00% 0	0.00% 0	40.00% 2	20.00% 1	40.00% 2	5	4.00

Q14 Require new development meets a minimum size requirement (minimum floor area) in Urban Villages, Urban Centers and Station Area Overlay Districts.

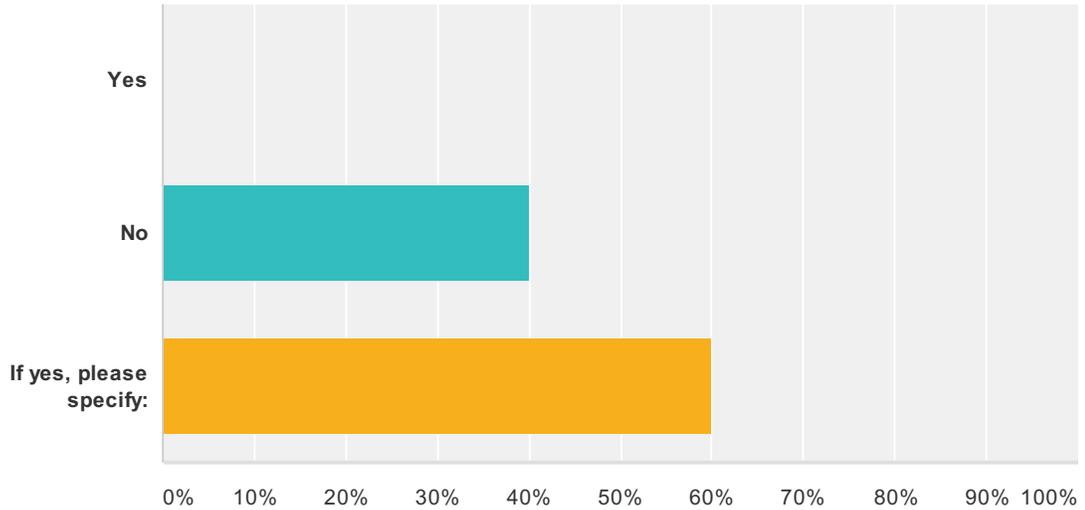
Answered: 5 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	60.00% 3	0.00% 0	0.00% 0	20.00% 1	20.00% 1	5	2.40

Q15 Are there other specific uses that should be allowed in pedestrian zones?

Answered: 5 Skipped: 0

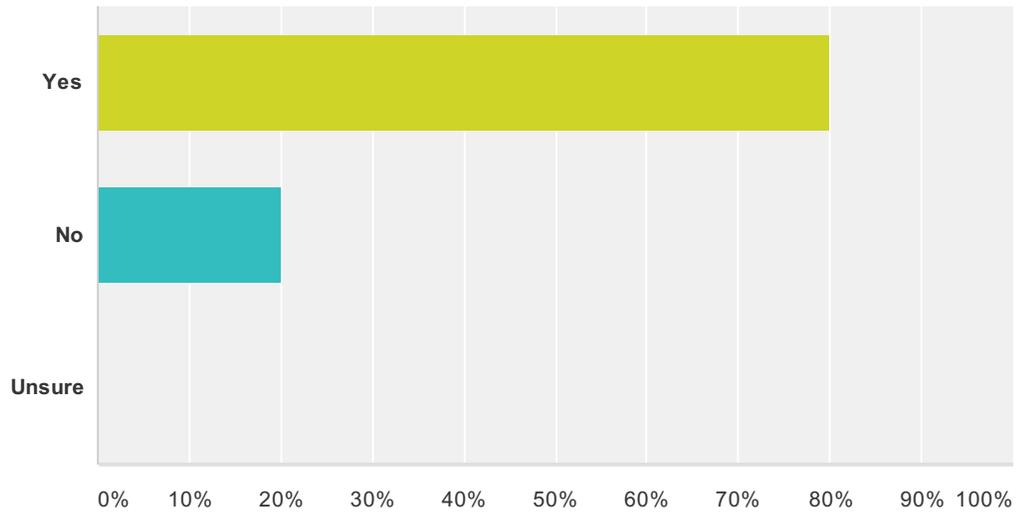


Answer Choices	Responses
Yes	0.00% 0
No	40.00% 2
If yes, please specify:	60.00% 3
Total	5

#	If yes, please specify:	Date
1	Street & neighborhood festivals.	2/24/2014 6:27 PM
2	Parking lots. Increased required parking in all new apts., condos, a PODments etc. Having owned a small business for 30 years, first in Wallingford and now is West Seattle, I know, if parking is too far away, businesses lose customers. Look at the Junction QFC—if they had no parking, they'd have no customers.	1/24/2014 9:26 AM
3	1. Restaraunts 2. Small neighborhood grocery 3. Small scale retail	1/19/2014 1:34 PM

Q16 Should this area be designated as a pedestrian zone?

Answered: 5 Skipped: 0



Answer Choices	Responses
Yes	80.00% 4
No	20.00% 1
Unsure	0.00% 0
Total	5

Q17 Additional Comments/Questions:

Answered: 2 Skipped: 3

#	Responses	Date
1	<p>Dreaming that it would be a pleasant experience to stroll or enjoy an outdoor coffee or meal on 35th is silly--car and bus exhaust--YUM! Having a car crash into my building, (NE corner 35th & Webster), and observing a minimum of 6 accidents at 35th and Webster, knowing the previous owners had a car crash into the building, the building on the NW corner of 35th and Webster has a bike rack to minimize another crash into their building--NO- a pedestrian zone is not a good idea. I do think the speed limit is not being enforced, and more traffic lights and better crosswalks are needed. A "road diet" by eliminating lanes or creating "pedestrian zones" on a much needed commuting road is not the answer. The response to bike lanes on Fauntleroy is having cars cut through previously quiet streets to get to the bridge. The Junction, Triangle--pedestrians maybe--not 35th. noonanderson@comcast.net Anne Noonan</p>	1/24/2014 9:26 AM
2	<p>I think this area should strongly be considered a pedestrian area. I think its geographical and topographical location in West Seattle are unique. There is a significant amount of residential use on both sides of 35th in this area. This neighborhood is almost mid-way between Morgan junction and Westwood village, but due to topography does not have exceptional connection to either for the elderly, less mobile, or families with small children. The area continues to feel further isolated by limited bus service and a rapid ride system that is just a little too far to be accessible on a daily basis for most people. I agree with the statement that it is a small commercial area and that the pedestrian overlay has the potential of reducing the risk that it will be taken over completely by automobile centered activity. With the churches, firestations (both old and new), and influx of small local restaraunts- Locol, The Tap House, an upcoming Sports Barn, and the long time neighborhood venue Kenyon Hall- this area is starting to feel like it could become a more viable neighborhood gathering place with a unique identity. I would really like the oppprtunity to park my car at home and frequent the local stores in my neighborhood. Thanks for your thoughtful study of the area and including 35th and Holden as a potential pedestrian zone.</p>	1/19/2014 1:34 PM