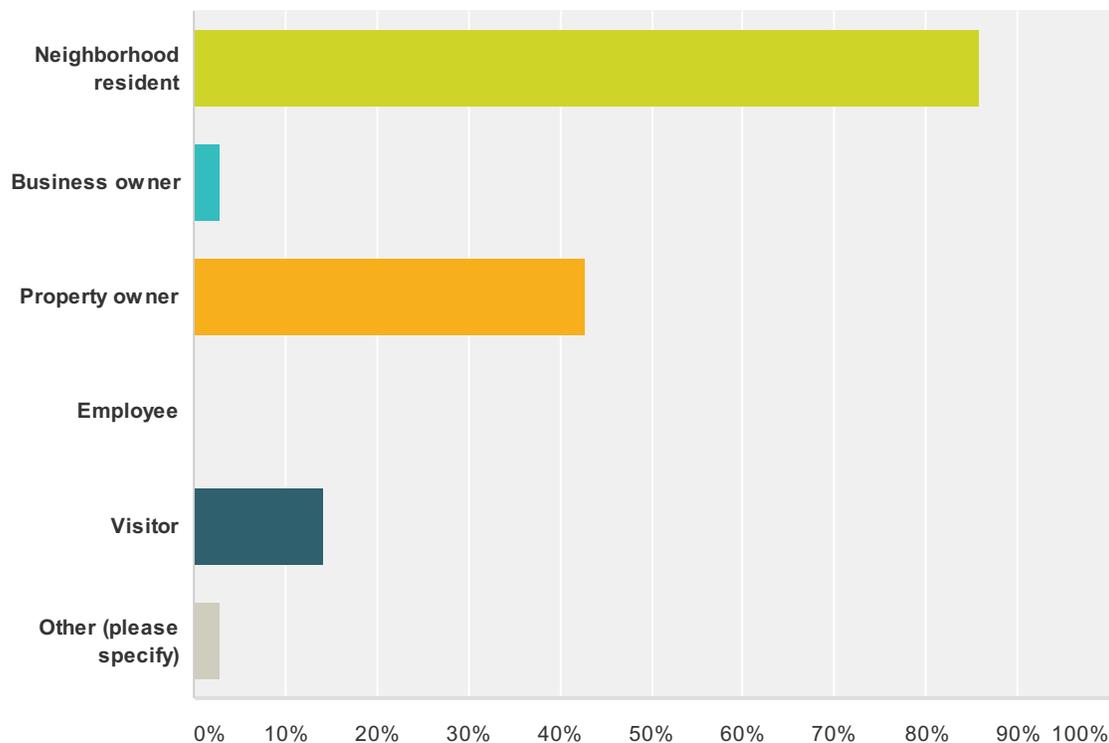


Q5 How would you describe yourself (in terms of the study area)? (check all that apply)

Answered: 35 Skipped: 0

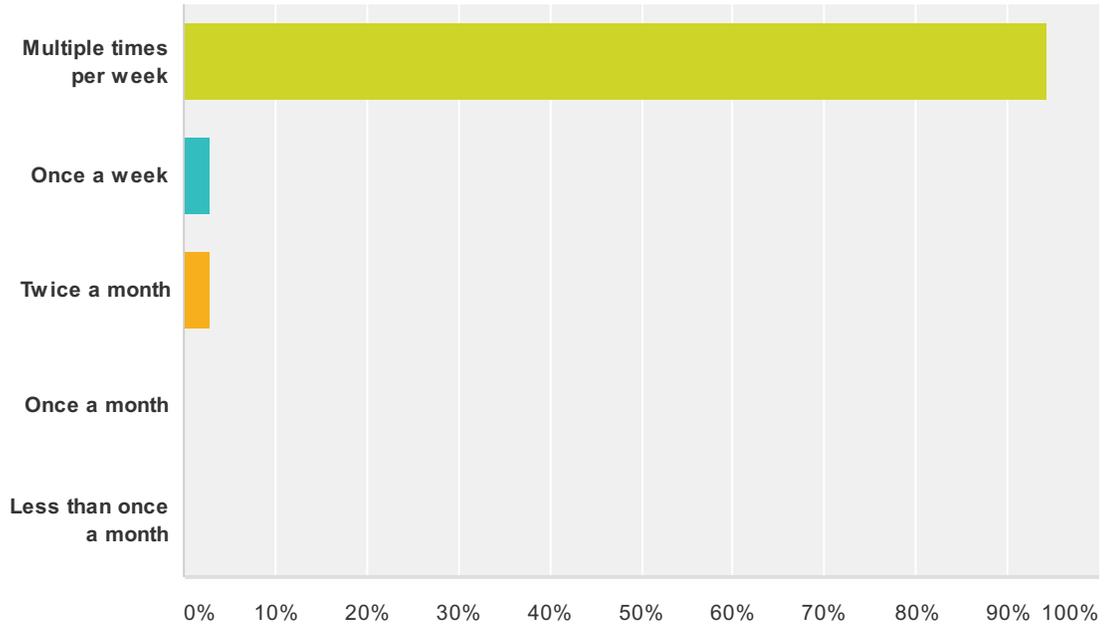


Answer Choices	Responses
Neighborhood resident	85.71% 30
Business owner	2.86% 1
Property owner	42.86% 15
Employee	0.00% 0
Visitor	14.29% 5
Other (please specify)	2.86% 1
Total Respondents: 35	

#	Other (please specify)	Date
1	Alki resident, frequently shop and dine in the area	3/3/2014 9:43 PM

Q6 How often do you visit this neighborhood retail area?

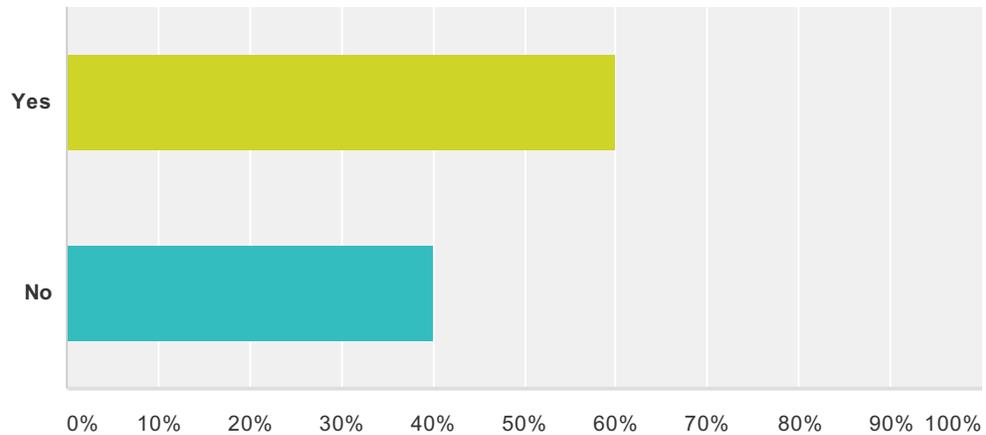
Answered: 35 Skipped: 0



Answer Choices	Responses	Count
Multiple times per week	94.29%	33
Once a week	2.86%	1
Twice a month	2.86%	1
Once a month	0.00%	0
Less than once a month	0.00%	0
Total		35

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

Answered: 35 Skipped: 0



Answer Choices	Responses
Yes	60.00% 21
No	40.00% 14
Total	35

#	Comments:	Date
1	There are large areas within my neighborhood that are filled with parking lots and poorly planned commercial spaces. The area would be better served if a pedestrian style storefront zone were created. I frequently walk to the businesses in this area and see the large potential for growth.	4/28/2014 5:23 PM
2	How about you stop ruining our area and put a cap on over-development? What's so wrong with a little green space? How about development that allows for some sunshine to be visible from the street where the tax paying citizens walk?	4/1/2014 4:12 PM
3	Give the recent growth in the area, we could benefit from more day to day services (restaurants, cafés, shops) and less businesses like tax prep, gas stations, real estate, and big chain restaurants. We need a Melrose market like spot!	3/31/2014 7:44 PM
4	Parking for commercial extends well into residential streets (restaurants/bars after 5:00 PM)	3/31/2014 7:07 PM
5	I would like to see more small scale commercial options not only along California, but East and West along Morgan and Fauntleroy as well. Traffic needs to be calmed along Fauntleroy for this to be effective. and the Ped zone needs to extend away from California as well.	2/6/2014 9:16 AM
6	I believe the area would benefit from additional pedestrian-oriented commercial uses and phasing-out of car-oriented commercial uses.	1/23/2014 2:11 PM
7	Smaller neighborhood businesses would be very welcome. Large developments would only attract national chains given their high rents.	1/19/2014 12:37 PM
8	I would like to see more, smaller businesses to serve the neighborhood, e.g., restaurants, small shops, etc.	1/19/2014 10:20 AM
9	We need some more retail, including a pharmacy/drug store.	1/19/2014 9:46 AM
10	commercial uses seem to be taking over our nice residential community.	1/14/2014 11:59 AM

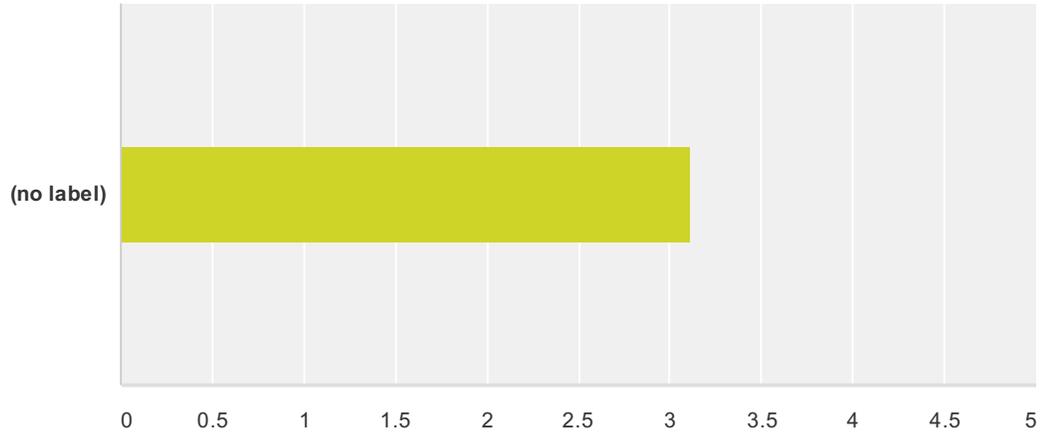
For the questions below (8 -14), please indicate your level of agreement with the statements on a scale of 1 to 5.

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).

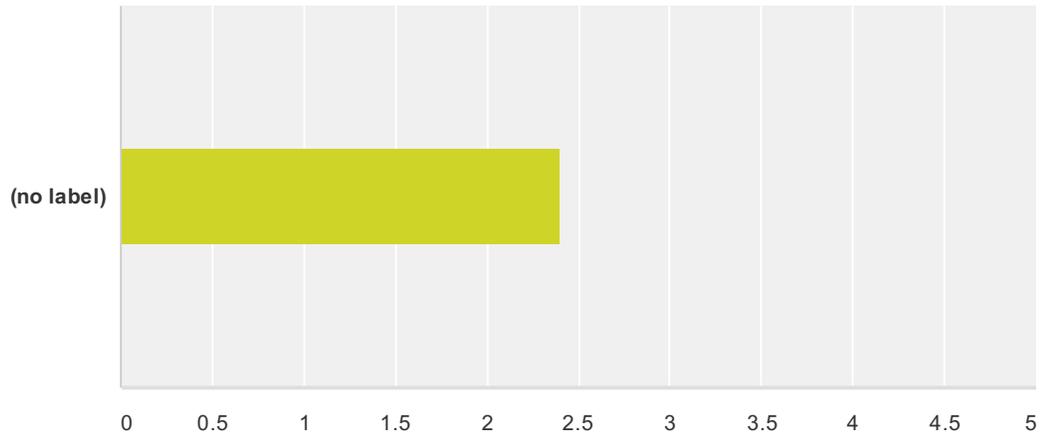
Answered: 35 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	25.71% 9	5.71% 2	22.86% 8	22.86% 8	22.86% 8	35	3.11

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).

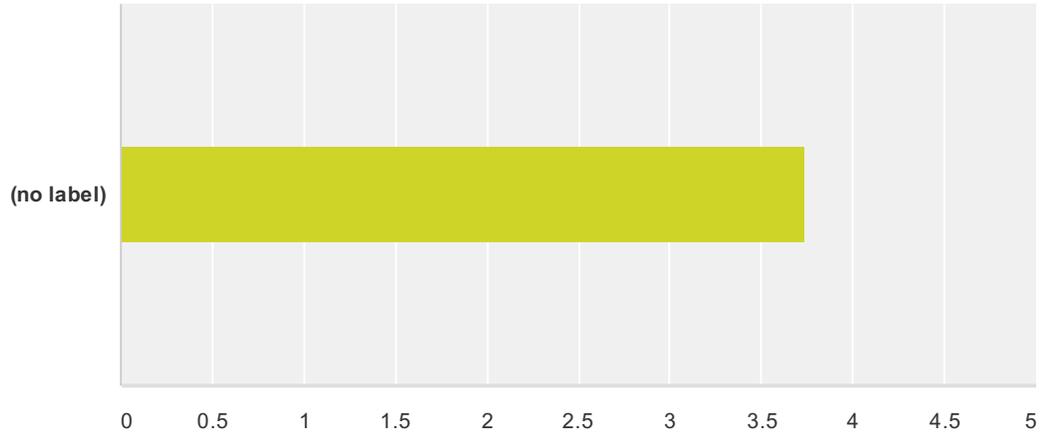
Answered: 35 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	34.29% 12	22.86% 8	25.71% 9	2.86% 1	14.29% 5	35	2.40

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.

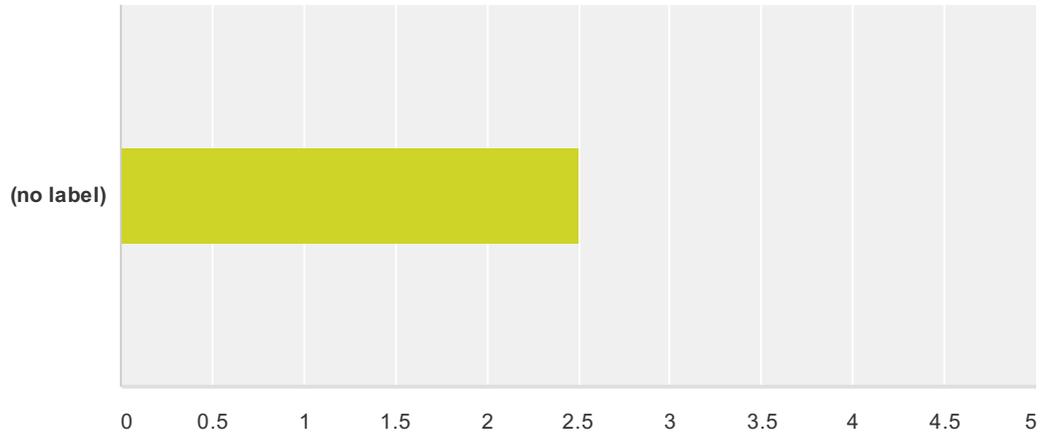
Answered: 34 Skipped: 1



	1	2	3	4	5	Total	Average Rating
(no label)	14.71% 5	5.88% 2	17.65% 6	14.71% 5	47.06% 16	34	3.74

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

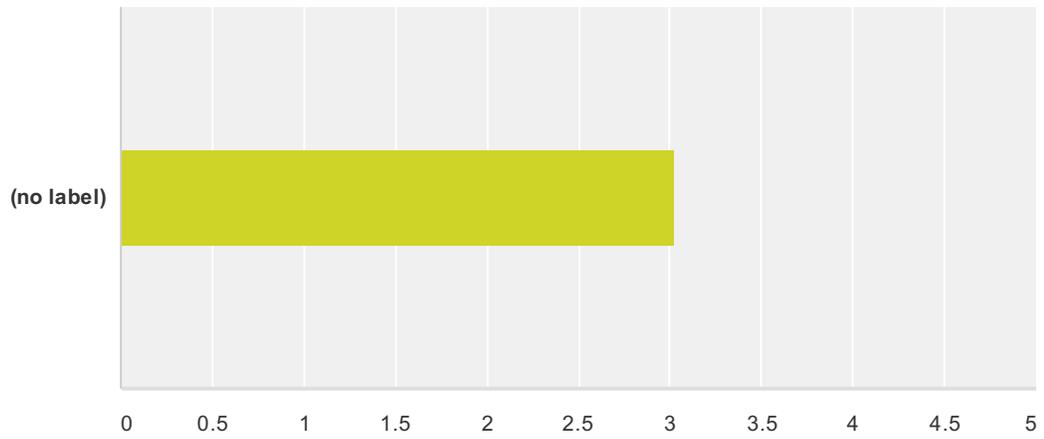
Answered: 35 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	25.71% 9	25.71% 9	28.57% 10	11.43% 4	8.57% 3	35	2.51

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

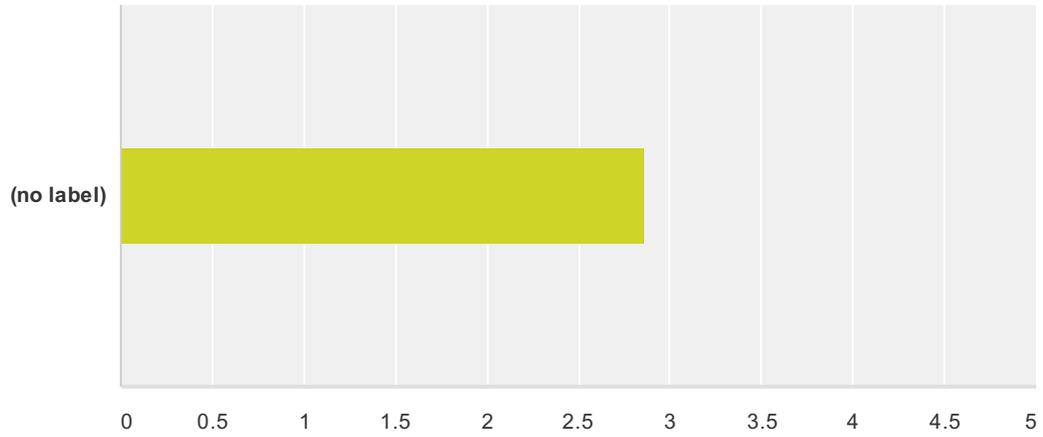
Answered: 35 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	22.86% 8	20.00% 7	14.29% 5	17.14% 6	25.71% 9	35	3.03

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

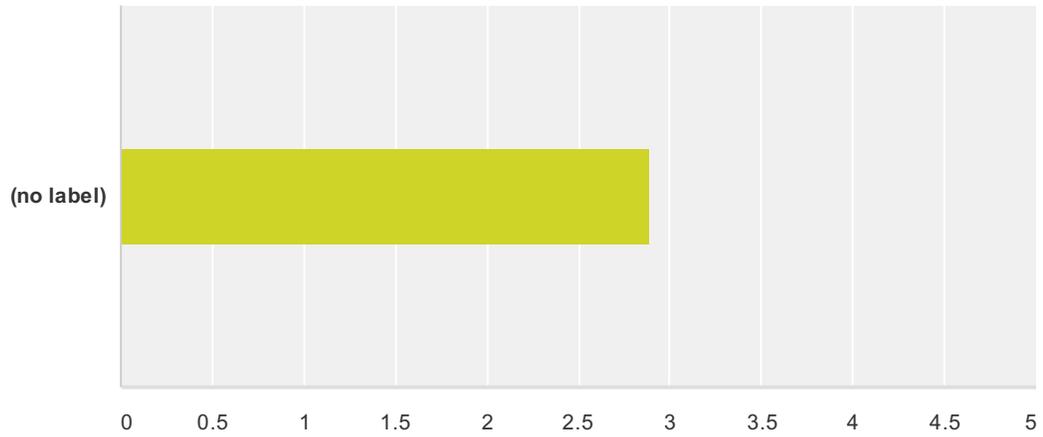
Answered: 35 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	25.71% 9	17.14% 6	17.14% 6	25.71% 9	14.29% 5	35	2.86

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

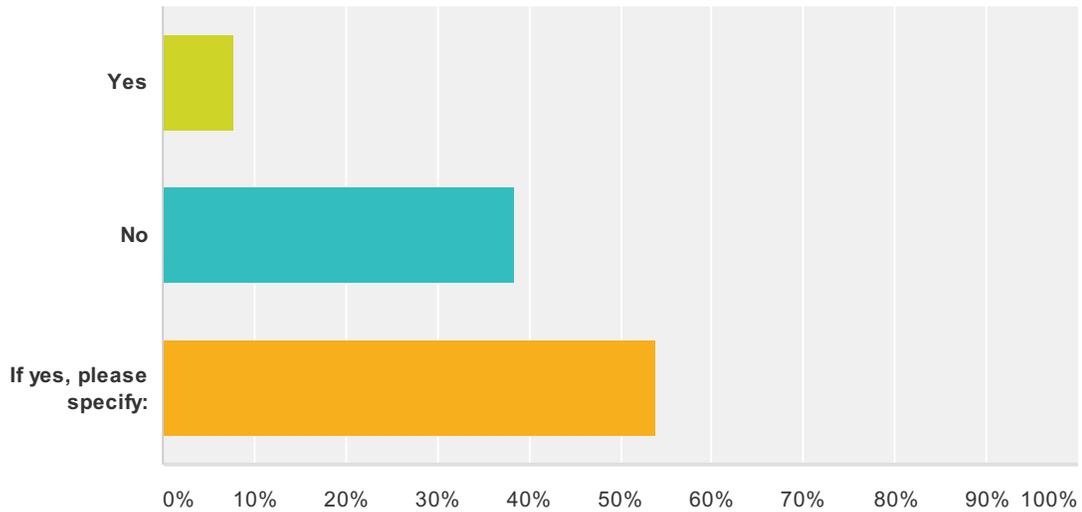
Answered: 35 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	17.14% 6	20.00% 7	34.29% 12	14.29% 5	14.29% 5	35	2.89

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

Answered: 26 Skipped: 9



Answer Choices	Responses
Yes	7.69% 2
No	38.46% 10
If yes, please specify:	53.85% 14
Total	26

#	If yes, please specify:	Date
1	Food Trucks are becoming ever more popular and there some food trucks present in this area already. Leasing/renting a designated parking spot for these food trucks would increase pedestrian traffic that would also bolster new business moving into the area.	4/28/2014 5:23 PM
2	Green Space! Don't build on it! Just leave a little green space somewhere!!!!!!!!!!!!!!	4/1/2014 4:12 PM
3	Small/pocket parks with little play areas for kids would be nice.	4/1/2014 3:44 PM
4	Family oriented activities/dining	4/1/2014 3:08 PM
5	Benches.	3/31/2014 10:18 PM
6	Green spaces	3/31/2014 7:44 PM
7	Any business that may have it's clients walk up and into the place of business.	3/31/2014 7:33 PM
8	Childcare facilities	3/31/2014 7:07 PM
9	Apartment, condo, and town house developers should be required to provide one off-street parking space for each unit in their developments. All street-level retail spaces in new developments should have a minimum 15 ft set back from the street curb. The commercial building code for West Seattle should limit all buildings to four floors maximum.	3/31/2014 6:44 PM
10	Zoning in the Morgan Junction area should encourage and facilitate small, street focused retail and commercial spaces as seen on California at Alaska and Admiral Junctions.	1/23/2014 2:11 PM
11	Open Space for food trucks, farmer's markets and art fairs.	1/19/2014 12:37 PM
12	Drive through. Adequate parking. Extra traffic lanes.	1/19/2014 12:31 PM

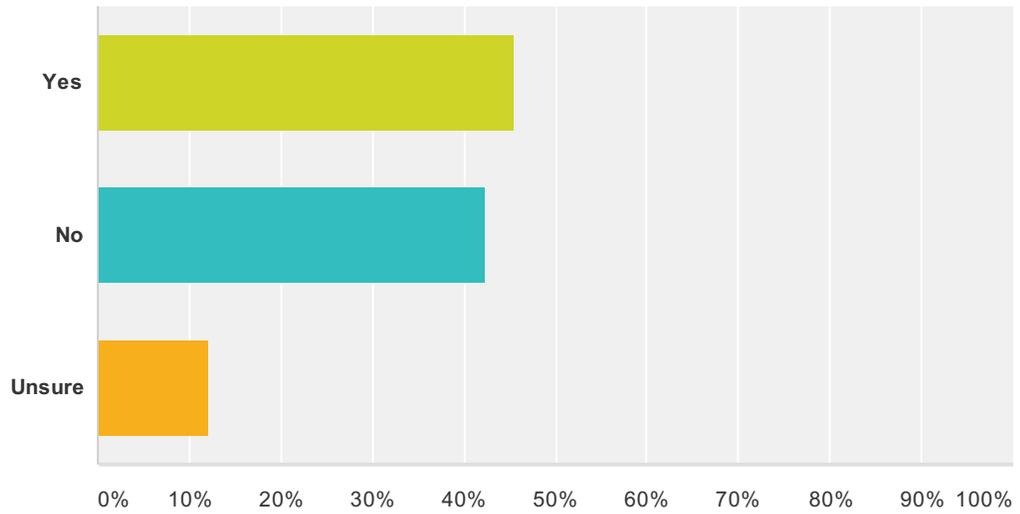
Pedestrian Retail Areas

Morgan Junction

13	Adjacent buildings allowed to provide "cafe space" on wider sidewalks.	1/19/2014 10:20 AM
14	I don't see why Real Estate offices are 'active' and yet a lawyer or an insurance office is not. All of these activities are what makes a neighborhood work. There is more to living than just trying to be pretty.	1/14/2014 2:22 PM

Q16 Should this area be designated as a pedestrian zone?

Answered: 33 Skipped: 2



Answer Choices	Responses	
Yes	45.45%	15
No	42.42%	14
Unsure	12.12%	4
Total		33

Q17 Additional Comments/Questions:

Answered: 14 Skipped: 21

#	Responses	Date
1	I am troubled by a proposal just two blocks down the street for a large, multi-unit residential project that will not have any off street parking. While it will bring lots of customers to the nearby businesses, it seems very irresponsible. Frequent bus service has been mentioned as the reason parking isn't required—the residents won't need a car. That is at odds with the always overcrowded C-Line buses, and proposed reductions in transit service. I am also discouraged to see 7-story developments at nearby Alaska Junction. I lived on Capitol Hill while Broadway underwent a similar transformation, and the pedestrian zone is a deep canyon of shade. Not nice. Would also like to see more respect paid to neighborhood plans, of which Morgan Junction has a very nice one.	4/3/2014 5:15 PM
2	The area has become a great shopping district and is already pedestrian friendly. No changes needed	4/2/2014 5:33 PM
3	It should be designated as a pedestrian zone. In a couple years it will be known as the ghetto, formally known as West Seattle.	4/1/2014 4:12 PM
4	these areas need maintained sidewalks, speed bumps for speed regulation, crosswalks, parks.	4/1/2014 3:08 PM
5	Driveways and parking lots provide spaces for food trucks.	3/31/2014 7:33 PM
6	Off street parking should be required for all residential units. At least one space for each unit that is included in the cost of the unit rental.	3/31/2014 5:09 PM
7	Limited parking is already an issue in this area. Adding more business with even less parking would be a disaster. Pedestrian zones are nice in theory, but we live in Seattle and it rains occasionally. People walk less and cycle less when it is wet outside. Cars (and parking) are a necessity. If you reduce street level parking, then underground and/or multi-level parking structures need to be built.	2/7/2014 3:12 PM
8	This is tremendous. Yes. Yes. Yes.	2/6/2014 9:16 AM
9	This comment responds to question 12 above. While density is important, developers should retain flexibility with regards to size and floor area. Taller and infill is great, but wider may not be.	1/23/2014 2:11 PM
10	Inadquate parking is already an issue in Morgan Junction, taking away parking spaces would be ludicrous. We live in Seattle, not Los Angeles, many people prefer to drive to their destination to shop rather than walk in the rain. Furthermore, businesses/commercial use should not be limited unless it will draw more crime. There are already too many homeless people wandering around Morgan Junction and too many thefts. We need to clean up our neighborhood and the rest of West Seattle before we add more density.	1/19/2014 8:45 PM
11	I'm supportive as long as there remain requirements that developments must include adequate on-site parking; otherwise the problem is just pushed into adjoining areas.	1/19/2014 12:37 PM
12	This neighborhood is on the path between the Fauntleroy Ferry & Downtown. Each ferry dumps over 100 cars that use the Morgan business. They require more parking than is currently available. The C Line has already reduced available parking and traffic flow. No further parking reductions or lane restrictions are acceptable for residents that rely on this business district.	1/19/2014 12:31 PM
13	A lot of this 'required' stuff will come at a cost, to be born by whom? Mandated retail/restaurant space sits empty, and how is this beneficial to a 'pedestrian' area?	1/14/2014 2:22 PM
14	This looks like another step to neighborhood parking nightmare. We already have a huge problem in Morgan Junction. The new bar-The Bridge is a nightmare for people living on Graham street off of California. Morgan is a nice little residential community which is being destroyed by the city's unrealistic expectation that people living in Seattle, with our horrible, inconsistent public transportation can or will go without cars. If a business is going to bring in people with cars, they should be required to provide parking when the cross streets are residential streets, particularly if it is a business that brings cars in in the evenings when residents are coming home from work.	1/14/2014 11:59 AM