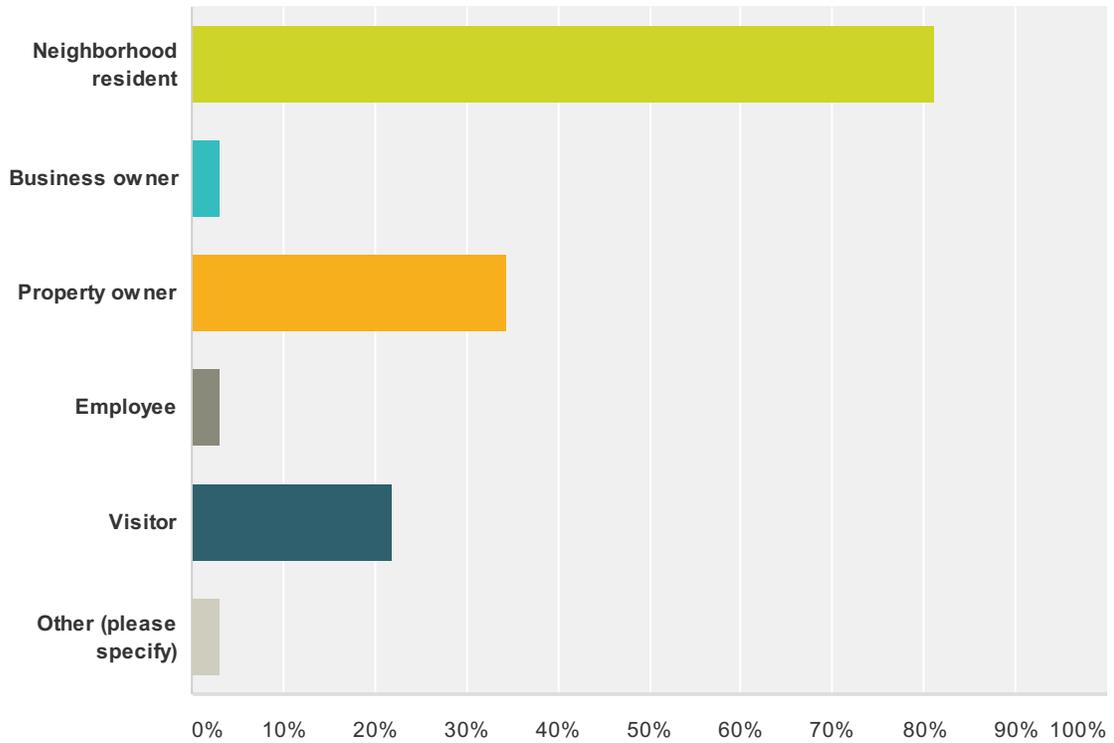


Q5 How would you describe yourself (in terms of the study area)? (check all that apply)

Answered: 32 Skipped: 0

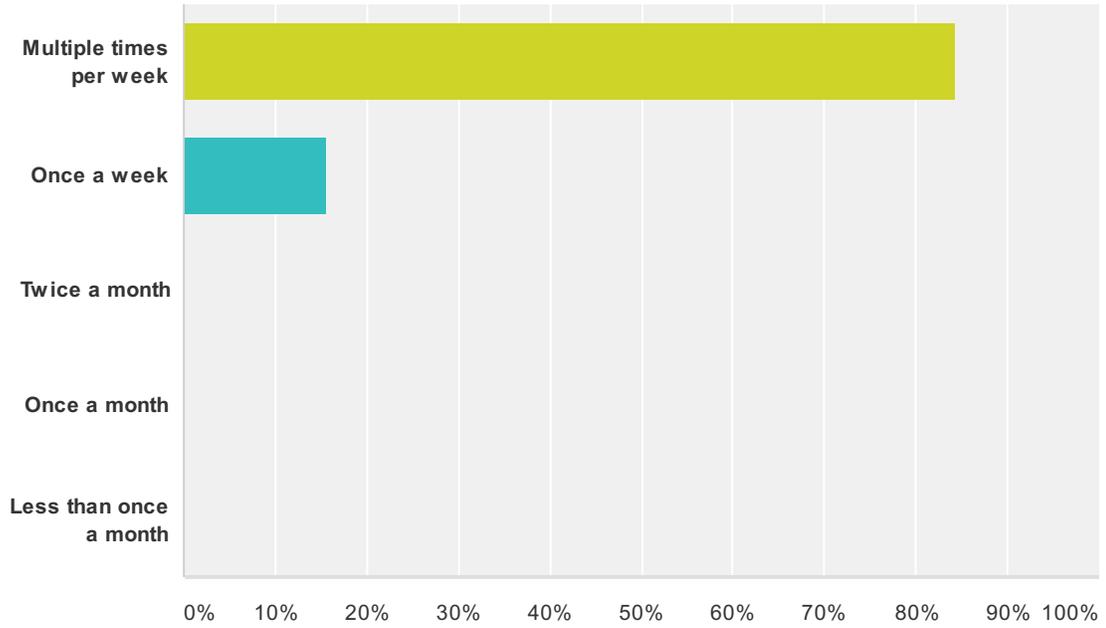


Answer Choices	Responses
Neighborhood resident	81.25% 26
Business owner	3.13% 1
Property owner	34.38% 11
Employee	3.13% 1
Visitor	21.88% 7
Other (please specify)	3.13% 1
Total Respondents: 32	

#	Other (please specify)	Date
1	shopper	1/19/2014 12:33 PM

Q6 How often do you visit this neighborhood retail area?

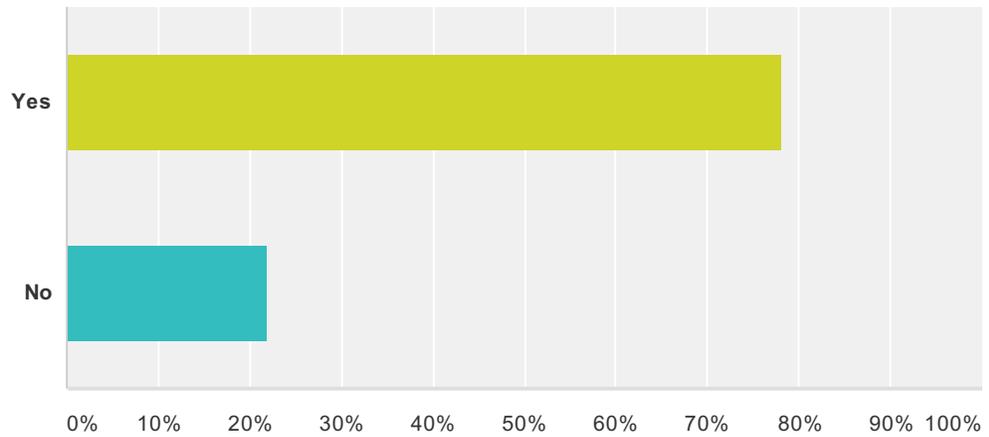
Answered: 32 Skipped: 0



Answer Choices	Responses
Multiple times per week	84.38% 27
Once a week	15.63% 5
Twice a month	0.00% 0
Once a month	0.00% 0
Less than once a month	0.00% 0
Total	32

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

Answered: 32 Skipped: 0



Answer Choices	Responses
Yes	78.13% 25
No	21.88% 7
Total	32

#	Comments:	Date
1	not enough parking	3/31/2014 10:04 PM
2	My worst fear is having Admiral become like Alaska Junction, full of huge apartment buildings with no parking. Transit is not a miracle cure. People near buses still own cars.	3/31/2014 8:32 PM
3	It's getting too residential	3/31/2014 7:12 PM
4	Not enough of the ground floor spaces on the street are appropriate or inviting to the public. At night it can be a little intimidating.	2/19/2014 1:29 PM
5	I would like to see more apartmetns/condos over the businesses.	1/19/2014 11:57 AM

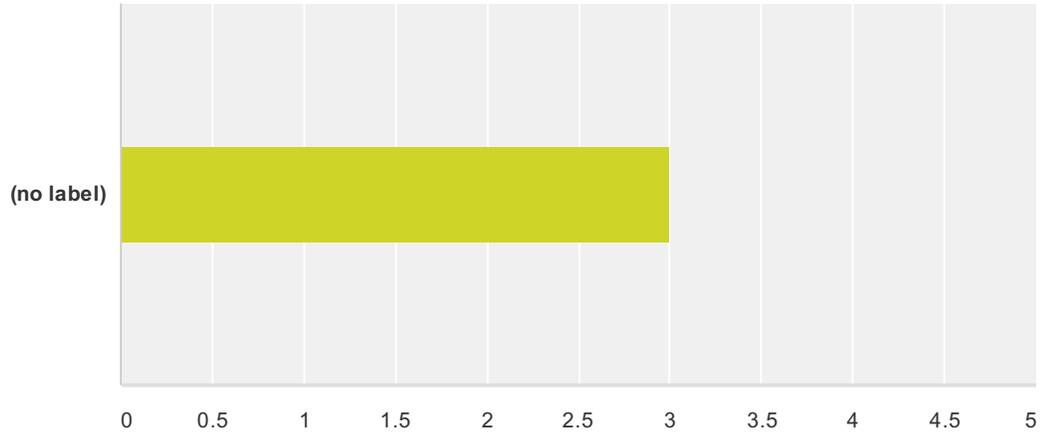
For the questions below (8 -14), please indicate your level of agreement with the statements on a scale of 1 to 5.

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).

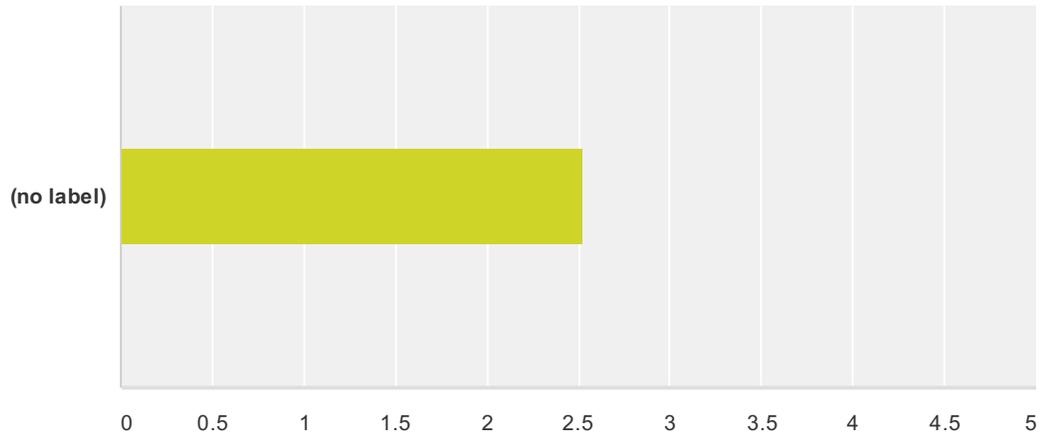
Answered: 32 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	31.25% 10	15.63% 5	6.25% 2	15.63% 5	31.25% 10	32	3.00

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).

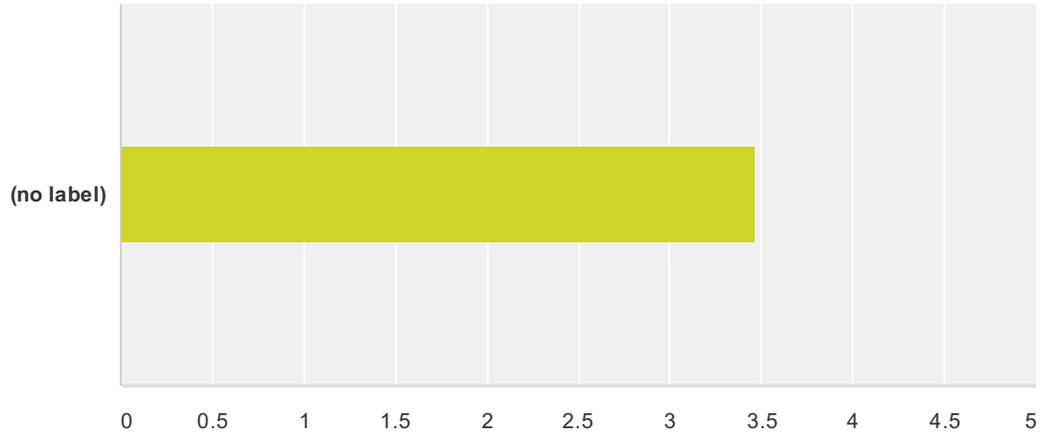
Answered: 32 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	37.50% 12	15.63% 5	18.75% 6	12.50% 4	15.63% 5	32	2.53

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.

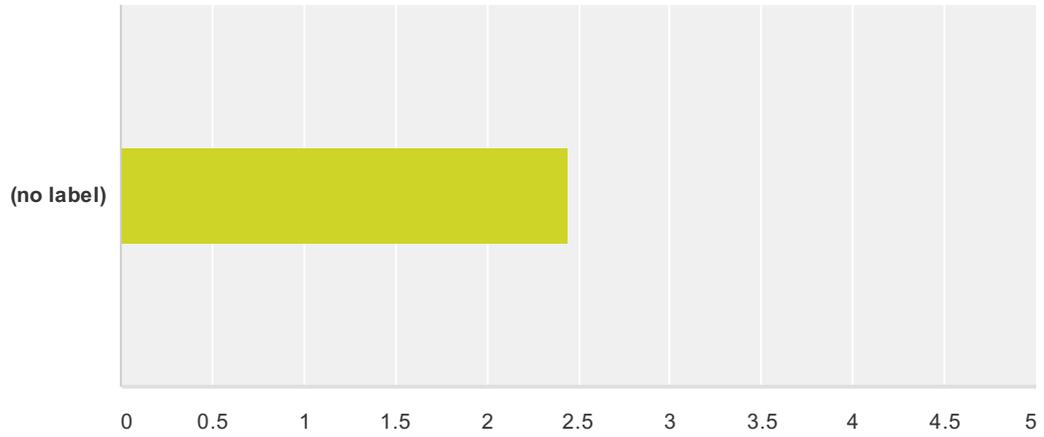
Answered: 32 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	15.63% 5	12.50% 4	15.63% 5	21.88% 7	34.38% 11	32	3.47

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

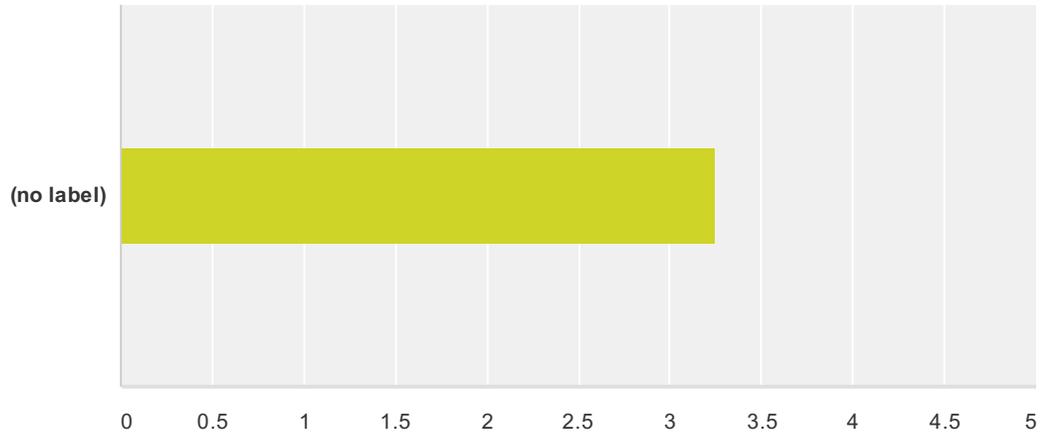
Answered: 32 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	31.25% 10	25.00% 8	25.00% 8	6.25% 2	12.50% 4	32	2.44

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

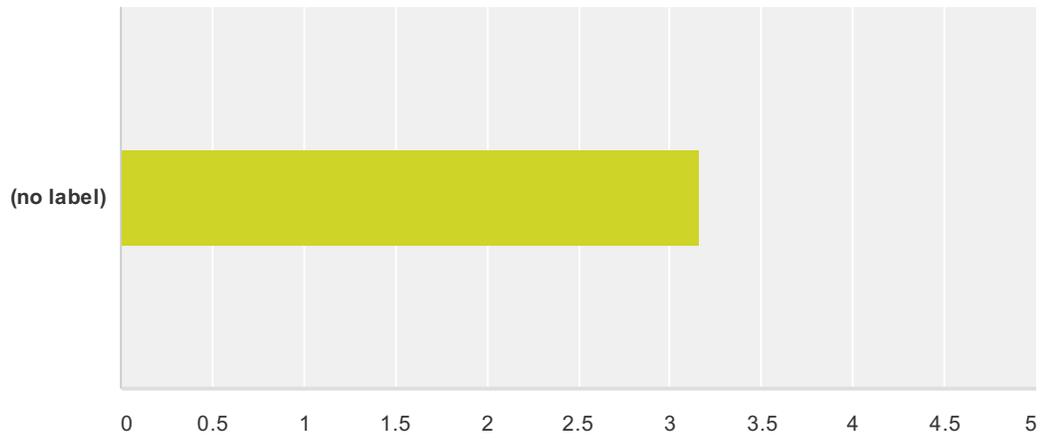
Answered: 32 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	21.88% 7	18.75% 6	9.38% 3	12.50% 4	37.50% 12	32	3.25

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

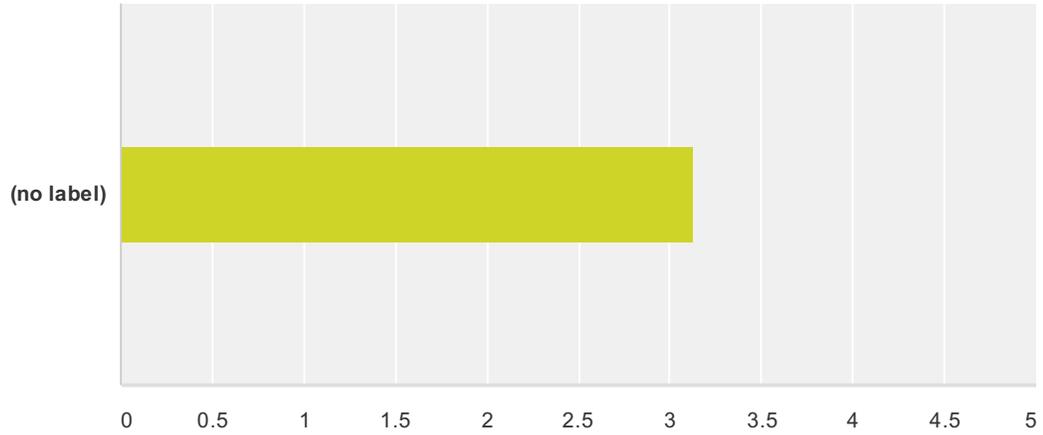
Answered: 31 Skipped: 1



	1	2	3	4	5	Total	Average Rating
(no label)	25.81% 8	9.68% 3	16.13% 5	19.35% 6	29.03% 9	31	3.16

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

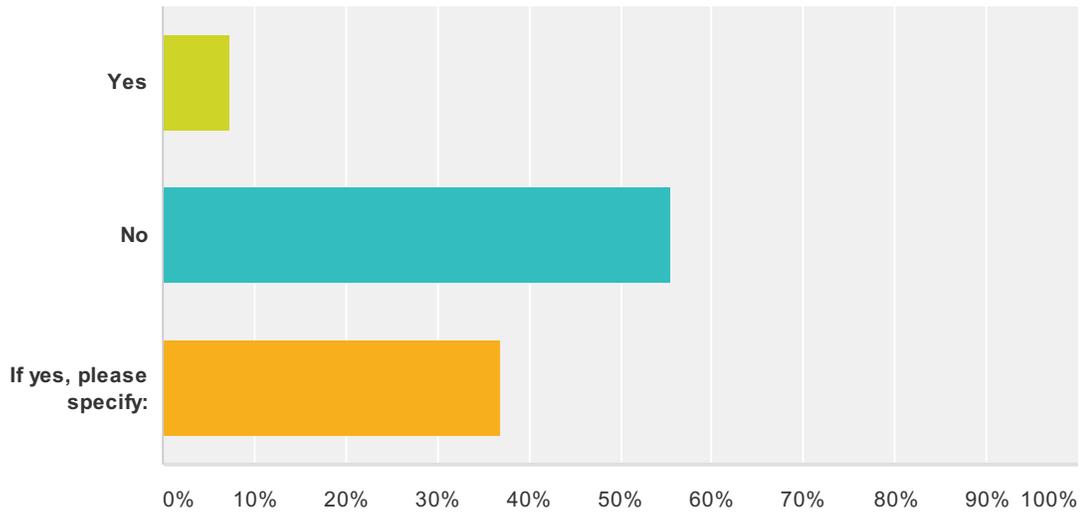
Answered: 31 Skipped: 1



	1	2	3	4	5	Total	Average Rating
(no label)	16.13% 5	12.90% 4	32.26% 10	19.35% 6	19.35% 6	31	3.13

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

Answered: 27 Skipped: 5

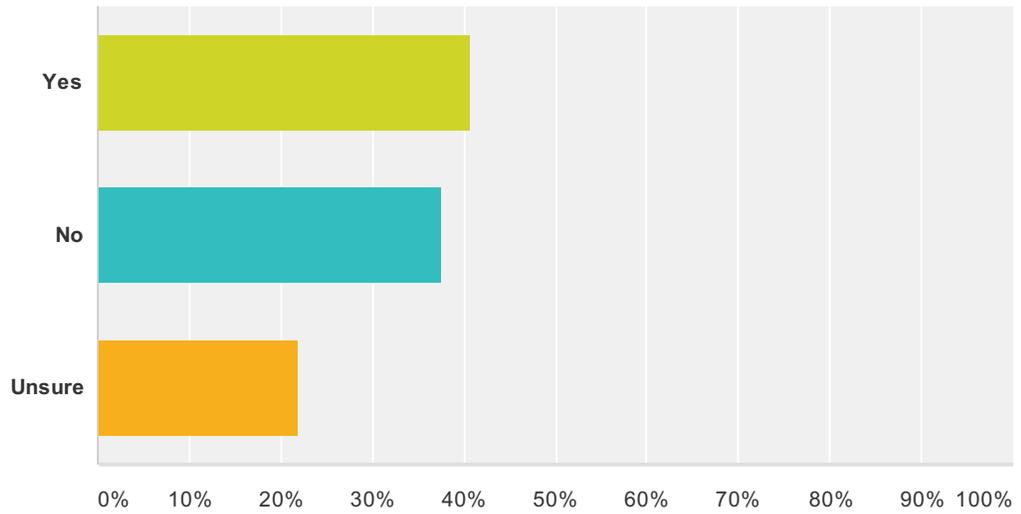


Answer Choices	Responses
Yes	7.41% 2
No	55.56% 15
If yes, please specify:	37.04% 10
Total	27

#	If yes, please specify:	Date
1	residential properties should still be required to provide parking for each unit	4/1/2014 4:16 AM
2	More seating for pedestrians as at Wells Fargo and Zatz Bagel. Possible pocket parks.	4/1/2014 12:46 AM
3	yes more parking	3/31/2014 10:04 PM
4	Any auto oriented business should be allowed.	3/31/2014 7:12 PM
5	Food trucks or espresso carts	3/31/2014 7:03 PM
6	Businesses that welcome the public, i.e. restaurants, small gift shops/bookstores, bakeries and other specialty food stores, and many more of this type of offering to encourage foot traffic and neighbor mingling.	2/19/2014 1:29 PM
7	We do not need real estate offices, art would be a good addition, restaurants and small retail stores with a variety of goods and services would be welcome, but they must have parking and we do not want the retail to encroach on existing residential (single family) side streets.	2/11/2014 9:13 PM
8	oddly, parking lots that permit people to park at one spot and then walk to multiple destinations would be preferable.	1/24/2014 5:44 PM
9	Outdoor cafe space. Also, there should be off sidewalk space for bicycle parking so that the sidewalks are kept free for foot and bicycle traffic.	1/19/2014 3:48 PM
10	Bike paths should also be encouraged. We bike to most west seattle locations although it's hard with kids due to no bike paths.	1/19/2014 11:57 AM

Q16 Should this area be designated as a pedestrian zone?

Answered: 32 Skipped: 0



Answer Choices	Responses	
Yes	40.63%	13
No	37.50%	12
Unsure	21.88%	7
Total		32

Q17 Additional Comments/Questions:

Answered: 10 Skipped: 22

#	Responses	Date
1	I would not want to increase the height of new construction beyond what is existing.	3/31/2014 5:12 PM
2	Admiral is used by all of west Seattle and Beacon Hill for shopping, they do not walk or bike they come by car.	2/19/2014 1:21 PM
3	Admiral is shopping area for all in West Seattle and being able to park is important.	2/13/2014 9:52 AM
4	This looks like a solution looking for a problem. Do not see a need for it. Other solutions such as regulating sidewalk furniture, allowing for vehicles in a balanced way, regulating building heights, would make for a more vibrant community	2/12/2014 11:22 AM
5	It is important to protect the existing single family neighborhoods surrounding Admiral. Already our streets are overwhelmed by cars parked by bus riders and visitors to existing retail. Parking must be included in the pedestrian plan – even if it is underground public parking.	2/11/2014 9:13 PM
6	Great work. We need to improve our intersections and commercial districts for pedestrians and cyclists and this will insure better design for future development.	1/19/2014 3:48 PM
7	Short-sighted idiots like you are ruining wonderful aspects of our city. Sorry, MY city - do you even live in Seattle?	1/19/2014 1:53 PM
8	this area is home to many 60+ year prperty owners and shoppers. this could be a negative impact on their ability to conduct buisness within their mobility range.	1/19/2014 12:33 PM
9	I'm a native of Seattle. I feel the city is deteriorating as density increases without adequate parking. I've lived in North Admiral and Alki and have had to cary groceries 2 blocks as there has been no available parking. We also need our bus service increased back into all neighborhoods. Not just rapid ride routes. Older people have been cut off from service stops they relied on. Thanks.	1/19/2014 12:07 PM
10	Crosswalks should also have lights in the roads. Crossing at night is scary.	1/19/2014 11:57 AM