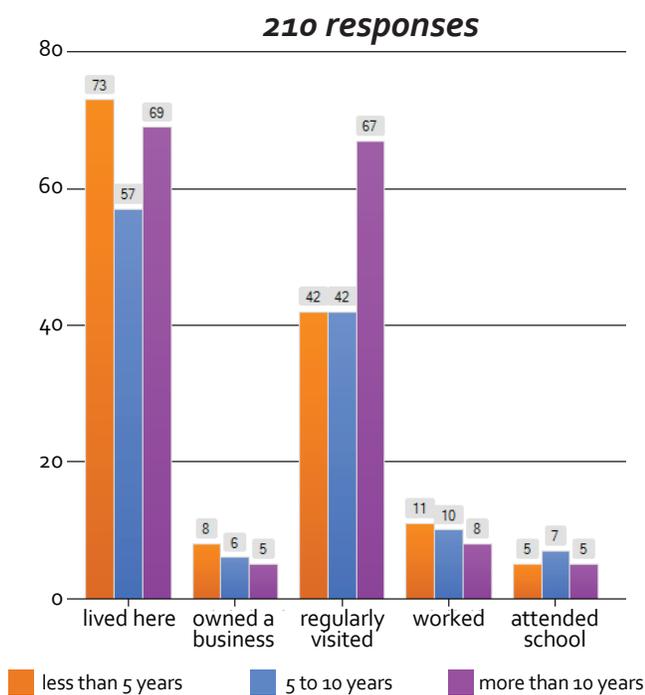
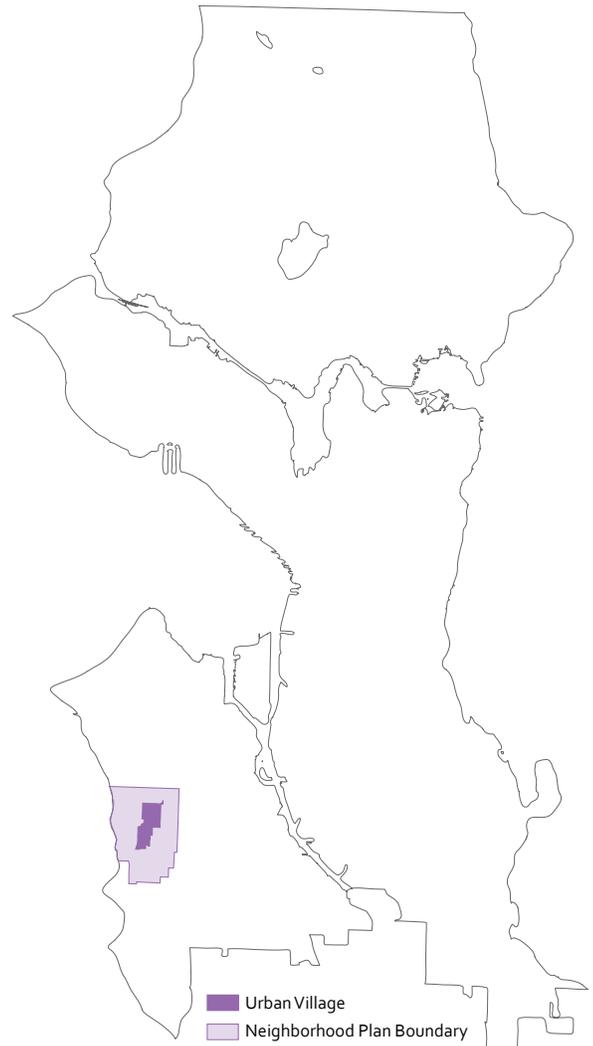


Status Check

Transcript of Morgan Junction Questionnaire Responses

The Morgan Junction Neighborhood Plan was adopted in 1999 and includes the Morgan Junction 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.

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

Development has definitely increased Morgan Junction's appeal. Traffic has increased. The plantings on the triangle are maturing nicely and add a nice green spot. The new park looks good and I enjoy it (visually) going to and from work.

There have been many townhouses built in the last 5 years in a neighborhood that was primarily single family homes. There are many more cars parked on the streets because of the increased density. We even lost a bus stop at the bottom of our street because of the increased parking.

I've seen improvements in retail and community space.

Biggest change has been road work on Fauntleroy

New park built, new thriftway built

I have lived in this area for just over two years. According to the map I am in the Morgan Junction N'hood, although I am midway between Alaska J & Morgan J. I consider both areas my "home" neighborhood. The most prominent reasons that I love WS are its small town feel, proximity to downtown, airport area (I work nearby), walkability, parks, and the importance of having a "community". I like that it is laid back, quiet, but there is still stuff to do. There are community events, great libraries, and several stores & restaurants that are fantastic. I like that locally-owned businesses are supported and encouraged. What I don't like- The highrise developments. Any development / construction that is done for the immediate future and not for the long haul. (ie, slapping up a couple of condo units that will probably have to be replaced in a couple of decades). I am for a variety of housing options (former architecture student), and am currently a renter in a smaller apartment building (approx 20 units). I would love to buy a single family home of my own in WS in the future, but that is probably a long ways off.

I have only lived in the Morgan Junction for about 1 year so not much has changed. The park opened near SW Beveridge Place and a couple of new restaurants have opened right in the Junction.

I have noticed more condos and other multi-family housing being built. Businesses seem to come and go but no real change in the number or mix of businesses.

For the better. Better eating establishments, better communication about the community.

On the good side. Park developed. New stores are have opened. Some turnover in shops. Also one abandoned shop (Chuck and Sally's for at least three years. Bad development decisions --Very bad decision to allow too many townhomes that are too crowded. Especially townhomes next to Cafe Ladro that were allowed to expand into alley behind building. Increase in public housing with no review by neighborhood. Morgan Junction now has one of the highest concentrations in the city. Poor public utility service. Very bad sewage leak on Myrtle that had over eight complaints by neighborhood and took a year to get someone to look at. Light poles removed and cresote laden old pole left on roadside for now over a year.

In the nine years that I've lived in the neighborhood, not much has changed. A few shops have changed ownership and the new "pocket park" (which is a bit of a disappointment after all the hype) not much else. There's seems to be one new bike lane for a couple of blocks, but that's it. I think the "sharrows" are silly and ineffective. Seems like there were more changes in a couple of years before we moved into the neighborhood, than in the nine years since we've been here.

It has become more developed with condos, apts, and townhomes.

more cars. more noise. better food services.

haven't been here long enough to see the changes but there has been new development in the area w/in the last year.

Good ways -- new park, new restaurant and retail Bad ways -- more density without adequate parking built in to support it

Yes -- a new park (next to Beveridge Place) -- bike lanes painted on streets.

Some new businesses have come in, some have gone. The monorail did not happen. Fauntleroy Way is being re-paved and bikelanes added. A new pocket park was added. Some additional condos have gone up.

Q1: How has your neighborhood changed?

We have had some businesses turn over and a new park. Other than that it seems similar to when i moved in.

Townhomes were added, new businesses (Zeek's, Feedback Lounge & Beveridge Place) were created, new pocket park, street signs added/updated, bike/share markers added to the streets, new construction along Fauntleroy.

I think that the junction of Fauntleroy & California has improved visually.

More development and increase in multi-family housing.

Yes. Density is up, there are many more restaurants, many more townhouses

a lot more people and businesses to support them, a new park, better biking,

better businesses, parks, community events

Housing density has increased significantly in the vicinity of my home. I am much more aware of crime in the neighborhood - though am not certain there has been a statistical increase Traffic - particularly from ferries - has increased significantly Significant turnover in local businesses

Much new construction, mostly teardown sgl. family homes along Fauntleroy to build multi-family homes. Roads have deteriorated.

More houses being torn down, sadly and condos going up. New park was recently put in and road improvements currently under way.

A lot more rental units and tearing down of single family houses

New park and development

The density has doubled.

I'm excited about the new open space near Beverage Place. And looking forward to the new park on top of the resevoir. The improvements and investments in the libraries have really enhanced the community.

I've noticed a few parks being created and one "cleaned" up. The repaving of Fauntleroy will be excellent.

In the last few years, Morgan junction has been really revitalized with the development of the NW corner of California & Fauntleroy.

there's a lot of change happening right now, street work, new sidewalks, a few new businesses since i've moved in.

Trees have been planted, minor road improvements. Not a much.

I've noticed a lot of inner city people who have moved into the area. It seem's there are more crimes like house and car break ins occuring.

over abundance of cheap, multi-family housing creating incredible traffic problems and an increase in crime reducing the quality of life.

I am very confused about these neighborhood reports because High Point seems to be a gap between the Morgan Junction, West Seattle Junction and Delridge areas. Therefore it does not appear that my area even had a plan but I know it does because in the more than 5 years I've lived in this area we have added more residences, community centers and libraries. I love that we have a community garden, play areas, easy bus access, easy access to open area in neighboring plan areas etc. I have one problem, though, in the planning of this neighborhood. There are no grocery stores near what is now a high population center that is the High Point Neighborhood. Unless one needs the Food Bank, if a resident wants groceries they have to get in their car and drive to the WS Junction, Morgan Junction or to Westwood. I don't mind walking, but for other residents, it's a lot of steep hills and distance to walk carrying groceries and / or children in either direction. When it snows, walking is our only option and it takes h-o-u-r-s. It just seems odd that in a four square block area near the Junction we will soon have three supermarkets but none of this basic service in High Point. Can we get one? How about a free shuttle to the Junction? Right now if you want to go by bus it's two buses.

Businesses seem to be doing well and there are many more pedestrians walking to these businesses. The community core is thriving in the Morgan Junction. It will be interesting to see how the Beveridge Place Park could be used for community events such as a farmer's market.

Yes! more attractive business district.

Q1: How has your neighborhood changed?

Monorail "came" and "didn't come" More residents High Point development

Much development at the Morgan Junction (mostly good). A new park where the Monorail station would have been is a welcome addition.

Solstice Park and Lincoln Park have been cleaned up some. The business district benefitted from the Thriftway remodel, painting and window upgrades at Cal-Mor and the renovations where Zeek's, Feedback Lounge, Beveridge Place and the Morgan Junction Park. Neighborhood traffic is the biggest negative change I have seen. I am skeptical about surface grade "rapidride" as a solution as it still relies on the a spoke and hub model which mostly just fits the commute patterns of those working downtown. The increase in home prices has had a mixed impact; negative in terms of promoting diversity and access to affordable housing, but positive in providing equity for owners of residential and commercial properties to renovate and upgrade amenities.

Greater population density. Improved businesses and quality of businesses. Improvement of neighborhood both cosmetic and in relation to public safety.

Much more density

Fauntleroy repaving, Beveridge Place Park.

Some improvement regarding the creation of public space on California Avenue. Increase in multi-family residential space, mostly townhomes and condos. More difficult to park.

More multi-family buildings thus more people, cars, dogs, etc. Fauntleroy is finally being resurfaced !

Seems to be more families and more babies.

New parks, wholesale changes to Highpoint and improvements at the Morgan Junction itself.

more multiple dwelling units have been constructed business improvements in the Morgan Junction

I've seen quite a few new businesses open up at the intersection of Fauntleroy and California.

More traffic, less parking, more expensive. But still love it here!

Explosion of zero lot line townhomes has increased traffic, stressed infrastructure and forced us to live in a construction zone. Many of these projects used loop holes to gain permits and began construction without public comment. We have more bars and/or drinking establishments but don't have more of a neighborhood feeling. A "Park" was built where only a few of its neighbors has access, a total waste of money.

Locally-owned small business have not necessarily flourished. Some closed down when the monorail was forcing businesses to move and did not reopen. Others closed for other reasons and have not always been replaced with another locally-owned business. On the other hand, there are new business additions that have really improved the neighborhood. Traffic seems worse in some ways -- ferry riders continue to drive aggressively up and down Fauntleroy and often are not sensitive to the presence of the park and the homeowners along the road. I do not think the traffic volume overall has changed significantly, however.

The encroachment of condo and other multi-family dwellings has been palpable. The population seems to have shifted a bit from longstanding family households (and elderly residents) to a younger, more urban dweller.

Remarkably, for the better. There is more development, more restaurants, more nightlife. In general, I can walk to anything I could possibly need in this neighborhood and I look forward to future developments.

Since I've been here, I have seen remodels of existing condo and apartment structures in the area, and I think this has been good for the community. Revitalization of local businesses has also occurred, and that has been good as well.

More people on same amount of roads. No monorail to reduce the traffic.

Fauntleroy Ave is a mess. The idea of making one lane in each direction is ridiculous. With all the ferry traffic, we need two lanes to get people in and out of the neighborhood.

Some expected things have occurred, like the green space projects in the NH plan, single occupancy homes in the NC and LT zones have been replaced with multi family housing. Some unexpected things - more revitalization in the biz area than we thought probable, there are more single, mid twenties folks moving in (it seems).

Q1: How has your neighborhood changed?

More parks, more neighborhood organization (Morgan Junction association)

The Urban Villages have created a neighborhood blight, horrible horrible building designs, no reasonable garage or off street parking for this density. Our streets are clogged with parked cars and crime is up. The over all character of West Seattle has diminished and looks gloomey.

More parks and new businesses. Many more townhomes built and/or apartment buildings re-furbished. More people living on top of each other.

Mostly fast-built town houses of questionable quality, is what has gone in the last few years. On the plus side, there has been a lot of improvement to the sidewalks and roads, including more bike paths and accessibility on sidewalk corners. However, mostly it seems that town houses are being packed into what was once backyards.

It has improved: the neighborhood is more livable, safer. Businesses are more successful, properties (both commercial and residential) are being cared for better, property values are increasing, families feel more welcome here.

I live on the hill behind Solstice Park, while it is a great asset in the daytime, it is also a magnet for after hours activities - there is increased after hours activity there - especially in the summer. Music blasting from car stereos. The new Morgan junction park is nice, I really like the new businesses/remodeled move businesses in the junction - it is much more visually appealing that when I moved in this neighborhood in 1994.

I have seen some significant improvement in the business and restaurant sector - Buildings are being remodeled and are becoming more family friendly. Homes too are improving with many rental homes being updated to increase rent and improve the quality of tenants as a result. With that said, there could be more, specifically in the sections on California north of Morgan Junction but South of the Alaska Junction. Some focus areas include: Chuck and Sallys - Closed for almost 3 years with no tenants and building is falling apart - might be time to tear down. Empty lots - Fill with park or have the city take back lots for public use. Thanks

Overall, I believe it has improved due to more upscale businesses moving in following the dismantling of the Monorail project (Zeke's Pizza, remodeled Beveridge Place, etc). Also, the new park is a nice improvement over the auto repair shop, though that was of course accidental (would have been a terminal station). Living just down the street from Chuck and Sally's, I am appalled the city has allowed this business to sit fallow the last two years. Tear it down or renovate and re-open. It is an eyesore and a liability. Also, I am dismayed construction has not begun on the lot (Graham and California that used to be the Karate studio (and way before that, a butcher). But at least it has been torn down--it used to be a huge drug user attraction. I also believe the Short Stop mini-mart is a sub-par establishment that needs to go away. I'm all for minority business, but this crappy old building and the clientele that are attracted to their adult videos and the fighting knives they sell under the counter are not good for young families and others living here. I believe they attract an undesirable element to our neighborhood.

More condo and higher bildings. We do feel that things have improved some with taking down, run down buildings (or unkept buildings), but some of the types of buildings are not going to withstand in the long run of time. Some townhouses are already looking run down after only a few years. Nobody cares, or takes pride in their neighborhoods.

Highpoint was torn down and rebuilt. More businesses have moved into Morgan Junction. Crime has stayed about the same. More walking trails have been added, and the neighborhood feels much more walkable.

lots of multi occupancy homes where single family homes existed previously.

Housing density has increased. Business district is livelier. Roads are worse.

Improved quality and variety of businesses and services in business district. Traffic is worse (we live on Fauntleroy west of Morgan Junction). Anecdotally, petty crime has gone up. The oldest generation of homeowners has been replaced by younger families or single young adults.

biggest change is the increased population of people and the increase of cars on the road

More development

Q1: How has your neighborhood changed?

California ave is starting to get more development however it still has not found its identity. The Design Review process appears to be crippled by bad design (garbage in - garbage out). How can we attract quality versus quantity. The Morgan Junction needs a major "tipping point" to give it its identity. The park has helped (thank you!).

There has been quite an influx of townhouses. In my opinion, most of them don't fit in with the character of the neighborhood, and many are downright ugly. I understand that increased density is much preferred to sprawling out into the urban areas, but it is much too hard on our infrastructure, and with limited parking on some of these sites, or garages and carports that are designed in such a way that makes it difficult, if not impossible, to park even a small or medium size car off street, puts more of a burden on already limited on street parking. For the record, I haven't had a car in about 14 years, and get by just fine. I would love to get more people out of their cars, and onto public transit, but that just doesn't work for everybody. Especially now that METRO is talking of cutbacks.

Traffic is terrible due to Fauntleroy Ferry Traffic. Street repair is non-existent. Beach Dr is terrible and one of the worst streets in the city along with Fauntleroy. Traffic getting in and out of West Seattle is terrible. Timing the lights has helped but we need more help with traffic. It seems we have more crime - damage to cars parked on the street overnight, house breakins, etc. The new little part by Belvidere Place is nice. There are all of these townhomes that look terrible and have no compelling design features. Garages are tight or non-existent. Townhomes are OK but designs should be required that make them more visually appealing.

Way to many "multiple" housing units have been allowed to be built in this area as well as other areas in west seattle. Not enough single family homes any more. More business development - some smaller family friendly businesses have gone in. Some local owners - some corporate. A few more parks have been developed - not enough though - parks and green space are too small and too few. Traffic has become a nightmare - reconfiguring lanes right now on Fauntleroy will make it even worse. Because there is way more density there is no place to park and enjoy the neighborhood.

I have lived in the neighborhood for 11 days. It has not changed in that time period.

More traffic and congestion

somewhat

Yes, Chuck and Sally and Pull tab bar closed. I am glad. Morgan Junction Park completed. Sidewalk and street improvements made.

More shops and cafes have made for a better pedestrian experience. The neighborhood is more walkable than before and looks more vibrant.

Many new townhouses have been added with not enough parking provided.

More development in the junction - new businesses within walking distance of homes.

Business district along California considerably improved, new park, houses being fixed up.

Elderly population is decreasing, more young families; better retail shopping; much better neighborhood "night life". Civil infrastructure has remained unchanged except for covering the water reservoirs; care of parks and public spaces remains poor.

We originally moved to West Seattle in 1999 and have seen many changes since our arrival. We originally lived on 48th Ave SW between Juneau and Raymond. In the 5+ years we lived there we saw turnover of homes from longtime West Seattle "working class" families to more young professionals. Several homes in the area began being demolished to make way for newer construction or major remodels. Most noticeably in the heart of the Morgan Junction and along California and Fauntleroy so many older homes used for businesses or residences have been torn down to make way for unappealing designed townhomes or apartments in which the "flavor" of the neighborhood has been altered. It's nice to see more dining options surface, but seems like more service type of businesses have been displaced or moved in the process.

The myrtle street resevoir lid is almost complete and my family is looking forward to the park. The businesses in morgan junction have remodeled and given the area a very good facelift. Orchard street ravine park has progressed a long way.

Q1: How has your neighborhood changed?

We have a new park on Morgan and California. There has been some work on a neighborhood ravine off 38th and goes down to California.

Some positive: New Park, seems to be slowly attracting new business; Kokoras Greek, Zeeks, Feedback Lounge. Keeping up that neighborhood feel. Some Negative: Overall cleanliness / safety SEEM to have declined. Sidewalks, etc. falling into disrepair along California Avenue. Still a nice, eclectic and relatively quiet at night place. Additional security / police presence would probably increase evening sidewalk traffic / consumer activity in the evenings along with some new venues.

Much higher density. Homes in what were backyards. More traffic. Nice "local" businesses and little pocket parks. I remember when Starbucks came (before the plan) and we felt like we had just been put on the map. Now that we're on the map I wish we could make a stronger show with better and bolder design.

I have noticed that there is a strong community feel in West Seattle as well as in the small neighborhood of the Morgan Junction. Especially since the new park on California (near the new Beveridge place pub), since the remodel of the businesses on the corner of Morgan and California. The neighborhood is improving. There are many people walking, about, carrying groceries back from the store, and many locals who revisit the same stores and businesses. You can count on seeing your neighbors at the coffee shop. it's nice.

I live in High Point. I saw the "old" High Point, and was afraid of it. I watched the neighborhood be rebuilt and my partner and I bought a house here almost three years ago- thinking it would be a different scene. It really hasn't changed that much, just fancier houses disguising the problems.

Morgan has seen a significant amount of townhome. Its nice to see more density in the transportations corridor however the THome are nto created equal in design.

New park completed in the Morgan Junction; road work under way to make Fauntleroy one lane each way from Cali to Alaska. I can't imagine this will be anything but a mess for ferry traffic (I am a former long-time Vashon Islander).

More commercial business, which has been generally for the better (except for the addition of the Feedback Lounge). The addition of the Morgan Junction Park is very welcome, however the homeless and vagrants are not. Traffic has become significantly worse, particularly on California north and south of Fauntleroy. There have been a disturbing number of townhouses constructed along California and Fauntleroy. Although I support high density housing within reason, the architecture of these units is disappointing, and in some cases downright ugly. I'm glad to see the increasing number of young couples and new families, both straight and gay.

The density has increased with all the new condos/ apartments. We have seen improvements in parks and somewhat in pedestrian friendliness/bicycle access. I love the water taxi. But wish it was easier to use--more frequent and later run times. We really need some public transportation improvements and options that don't require so much effort...meaning, more frequent service. SOunds lazy, but is the reality w/ how precious time is. The bike racks on the buses are wonderful. Wish they could carry more bikes at a time.

None of the new High Point housing or branch library were there when we moved in. Crime has noticeably decreased. The area is more pedestrian-friendly, and a new crosswalk got put in at, I believe, Holly & 35th Ave. SW.

The new Morgan Junction Park is really the only major change outside of private sector construction of new apartments or condos increasing density along California Ave. and neighborhood businesses changing hands and subsequent remodeling of buildings to suit business needs.

MUCH more traffic. MUCH more congestion. MUCH more noise. More green space. MUCH more density.

More businesses are in the area and more multi-unit housing development. More pedestrian and vehicle traffic.

Since i've been there a few new business and restaurants have moved in. One small park has been built

The major changes that I've noticed are the changes to Fauntleroy and the addition of new businesses at California and Morgan

Q1: How has your neighborhood changed?

With the opening of Zeek's Pizza and the other pub next to it that took over the former location for Beveridge Place, there is a lot more "night life" in our neighborhood. And lot more "out of neighborhood" people roaming around late at night. I come home late from work on weekend nights and often see "sketchy" looking people walking up my street (California Ave.) that I didn't used to encounter before. I think one bar in a neighborhood like Morgan Junction is enough... maybe even one bar/ pub and a plizza place with a bar is more than enough...but THREE bars in one block in this family neighborhood - in my opinion - has damaged the atmosphere of our neighborhood. The street construction is obviously inconvenient but tolerable if we know improvements are being made. Residential properties (as well as a couple of storefront businesses between Fauntleroy Ave and Graham) look like hell, with ivy and blackberry growing over the sidewalks in front of them or decrepit signage and building appearances. We would like to see enforcement of the overgrowth control at the very least as it interferes with the sidewalk.

More condos and apartments but little change business wise. Some Businesses have left and new ones have replaced them, but mostly the same mix of types of businesses.

The area on California between Morgan Junction and Graham street has really improved with the closing down of the pub on the corner, the movement of the Beveridge Place Pub, the opening of Zeeks Pizza and the Feedback Lounge and the opening of the new park. The next big improvement would be the corner of Graham street, with new business in the vacant pub on the corner, and construction on the vacant land. Also, the messy patch behind the dry cleaner and the bottle shop is really unsightly.

More growth overall.

Dramatically increased housing; some very bad, like the recent condo-in-the-back-yard building boom, some very good, like the renovation of High Point. Lots of conversions from apartments to condos. Lots of increased vehicle traffic, mostly without any attempt on the city's part to revise street configurations to deal with it. Lots of business turn-over, though that may largely be due to the economic dow-turn rather than the effects of neighborhood planning.

A new park in Morgan Junction, some new businesses both at Morgan Junction and along 35th Ave SW. It's becoming more of a walking neighborhood.

More apartment buildings have been built; a great park was added. Missed opportunity: Monorail.

Single-family housing has been torn down to be replaced by high-density housing, some of which are very expensive and not very attractive. The condos next to us took two years to reach full occupancy. Apartment buildings were sold. purchased by developers, occupants forced out, the buildings were converted into pricey condos which did not sell, and the buildings converted back to expensive apartments (Graham apts/Strata, West Water, etc.) More though needs to go into the review of upcoming development projects to prevent these situations.

Lots of new businesses (Pet Elements, Zeek's, Feedback Lounge, Beveridge Place, Kokora's) have opened. We now have a great new park where the video store used to be. It seems like the population has increased.

The main arterial, California Ave SW, has lost its character due to decimating classic single family homes and building apartments and condos. There are several existing 1920's Bungalows on this street at Morgen Junction which are in the zone of multi-family/ commercial use. These types historic houses are part of the history of this neighborhood. We also lost several quality small businesses due to the supposed terminus of the monorail. The Beveridge Place Park is nice and the walk along California Ave. is nice. I try to use local businesses. I also like the 21 Express bus service to downtown.

Many classic homes have been destroyed for bland already looking like crap town homes.

Got a new pedestrian stoplight on Fauntleroy at Dawson (?I think), current road work apparently to improve the street appeal and prepare for left-turn lane on Fauntleroy, new Morgan Junction park, along with lots of change in businesses along Calif. Ave. from Graham all the way down to Othello. Some going, some coming, some expanding/moving to new locations in same neighborhood. Bike sharrows along Calif. Ave. LOTS of new condos, some decent looking, some really hideous. Didn't realize the Lincoln Park P-Patch and Solstice Park were part of this -- wonderful!

Q1: How has your neighborhood changed?

somewhat. Park built after monorail station location was sold. Some new businesses have gone in but we need more of a unified beautification program for all area businesses.

My neighborhood in High Point has changed dramatically. (1) the new development has created streets that are difficult to walk or drive - let alone bicycle. Do not do planning like this again! Parking should only be allowed on one side so that cars are able to pass in both directions. (2) I appreciate the speed signs on 35th but it still is a thoroughfare that is uncomfortable to walk or wait for a bus - the sound, speeds are very disconcerting and have increased substantially over the past ten years. More cross walks are needed for pedestrians. If you are taking the bus and get off at 35th & Willow, it is impossible to cross. Willow goes down to the High Point Park Recreation Center. Even the summer program takes their children over to Myrtle to use a light in order to cross 35th. (3) To be honest, the planning and authorizing of building units is not well thought out. Two blocks down, people are building multiple units behind homes - where the garage used to be. Parking again becomes an issue because adequate parking is not designed for these units. It is like the creeping crud coming up the block. This is very poor planning and I'm very suspicious of it all. It is not in the better interest of the community residents. So in whose interest is it? Someone's pocket! In the Morgan Junction where I shop for groceries, pet food, etc., there are many changes (1) The construction by Thriftway from single family homes into multiple dwelling units has impacted the traffic to access Thriftway's parking lot in the back and made walking or riding a bike dangerous. I do not understand why the city allows parking on both sides of such narrow streets. Why aren't the builders of these new four to six on a postage stamp lot required to provide parking for cars? (2) I like the new park - but sad that Video Vault is gone - we'll see how long the restaurant lasts. I am very glad to see small business retained and should be strengthened - from Cafe Ladro down through California Street. (3) There needs to be a building moratorium for awhile....just to let the community resettle and rebuild relationships. They lost a school - they've gained many new residents - they've lost many single dwelling units. No area can be sustainable with so much change and no time to adjust. Goes for High Point too!

There's a new park at Morgan Junction. Recently, bike sharrows and lanes were added to the street. Most of the other changes that I've seen have been from businesses (Zeek's and Beveridge Place Pub remodeling/building), townhome construction, and the City (more low income housing added and refurbishing, along with an increase in vagrancy, vandalism, and noise).

While some homes have been remodeled to fit within neighborhood history, it appears that developers continue to work on new developments to cram more people and have less character than the past. It seems to be dollar maximization for the developer and people density maximization for the city.

improvement of existing businesses and new business taking over old business spots, recent park addition, increased number of restaurants, greater variety of businesses, and FINALLY some road improvements.

demographically, in our immediate neighborhood, the youngest kids now are in middle school and there aren't any younger children moving into the area. More houses seem to be turned into rentals as the real estate sales market has become sluggish. In addition to the improvements noted in the plans description two initiatives not mentioned were a definite force for good in the neighborhood. 1) traffic calming planting circles placed in side street intersections throughout the neighborhood and 2) a city program several years ago that provided free small trees to help replace trees lost to development.

Ever so slightly.

There is more traffic on 35th ave.

Density has increased considerably. What used to be primarily a peaceful quiet family community is now getting crowded, with associated challenges of increased pollution (of the air, water, sound), fewer trees, more condominiums, traffic, standing room only on buses, blocked W. Seattle Freeway earlier in the morning and crime. I have woken to gunshots several times in the last few years included this past week.

Great new park, neighborhood in general upgrading with better businesses.

Q1: How has your neighborhood changed?

Cal / Faunt intersection area has improved with new businesses and the new park that has just been completed. Still need additional traffic control along Fauntleroy. Speed indicators are a great addition.

Not much change in the 4 years I've been there other than some upgrade (new businesses and park) near the Morgan Junction.

Fairmont park school has been abandoned, altho the park seems well used and safe. The street is torn up now along Fauntleroy and I'm afraid they'll change it to 1 lane with a turning lane in the middle - a horrible idea for cars altho probably better for bikes. I like the new pocket parks along California - great for community and neighborhood get togethers.

New business (Zeeks, Beveridge Place, Feedback Lounge) and existing business' (Starbucks, Thriftway, etc.) have made this area a great destination to conducting shopping and dining. The loss of our local liquour store was a downside.

Some businesses were closed due to the coming of the monorail and then when the monorail didn't happen, were sold to other businesses, not so much family-owned.

Lots of new townhomes and condo's. Several newer parks and rehabed open spaces. Retail upgrades, esp on california st. More traffic but not too bad yet! Notice more foot traffic around morgan junction which brings life to area.

The promise of the monorail was never realized, traffic has gotten worse, being a pedestrian has gotten more dangerous. The conversion of the High Point projects has made the neighborhood safer.

We accomplished a lot of what was proposed in the plan. P-Patch garden, Solstice Park, Morgan Junction Park, Myrtle Reservoir Park, Orchard Street Ravine enhancements to name some of the majors. The area itself has seen a lot of growth; new homes and businesses have brought a bit of fresh vitality to the Morgan Junction. There seems to be a bit of an increase in crime; taggers, theft, and general scofflaw attitudes about noise, litter and obeying traffic signs/signals.

More multi-family. Mixture of apartments, condos and townhouses. Orchard Street Ravine has been renovated with invasive plants removed and natives planted. Connecting trail from 38th Ave completed. Consequently, I see more foot traffic on my dead-end street (Orchard Street).

there has been growth in the Morgan Junction, more businesses more resturants, bars, coffee shops, etc. It is becoming a nice urban neighborhood

Much, much more traffic. Morgan Street has been difficult to turn onto some hours of the day. It's difficult to make a left onto 35th from Morgan at the light a good amount of the time due to increased traffic. The intersection of Morgan Street and 42nd which is controlled by only stop signs and is a major junction for California/Fauntleroy/Morgan is a mess most of the time (stop sign runners make it dangerous for peds and cyclists not to mention other vehicles). Fauntleroy Road project will likely make Fauntleroy better, but traffic will back up during rush hours. Fauntleroy is sometimes impossible to cross between California and Dawson as a pedestrian. Vehicles will not stop for peds and are aggressive against peds. Other than the traffic issues: More TRANSIT. The viaduct demolition and tunnel construction will be an issue even as far south as Morgan Junction. The parks are great! The people are generally great! I'd like to see the empty storefronts along California filled. It's a walkable neighborhood and more should be done to make sure pedestrians have good access crossing arterials. I love this neighborhood and would not like to see it turn into a high-rise, high-density area.

There are organized groups of people accomplishing things that are described in summary for our neighborhood. The Morgan Community Association (MoCA) is an organization to go to for resolving community issues.

General improvement of the neighborhood as housing prices increased and new people moved in and improved their homes, now there are a number of empty houses which is a cause for concern.

Q1: How has your neighborhood changed?

We continue to see a disproportionate amount of high density housing in this area. Traveling up and down California Ave is becoming impossible due to the increased number of cars. When the monorail was expected to be coming through this area apartments and condo went up 5 buildings at a time. We have had enough of urban villages that are really low income high density housing with in adequate parking for residents and increased congestion.

The neighborhood has seen some single-family homes torn down for townhouses; this increases density (which might be good) but also detracts from some of the character of the neighborhood.

Many improvements have been made, but density levels are ridiculously high. This has created a major problem of parking on some streets that have essentially turned into long one ways and in many cases have made some intersections very dangerous. Traffic flow and noise has gotten much worse in the past 10 years.

Moved here two years ago, and the biggest change is all the redevelopment in the Beveridge Place area. The run down looking corner inn is a million times better now with Zeeks. When the repaving of Fauntleroy is done, the neighborhood will be so much more bike friendly! The circular building was once called the big trashcan, and now it looks so clean and vibrant.

Seems to be improving nicely. I love the new businesses at the junction itself, and think that the park next to the BP is a wonderful spot.

Much more traffic, more stores, more multiple family dwellings, much improvement in the existing housing stock, a few new parks

There have been more businesses start up in the Morgan Junction. There is WAY more traffic using the Fauntleroy/California intersection, and many more pedestrians and bikers too. There are obviously more people living or working here, and more going to schools/jobs/ services where they drive. There are many new condo developments, and the retail core has stretched several blocks to the south. Some businesses have grown (Aaron's Bike Repair) and some have gone away (Olsen's Drugstore). The Neighborhood Council is very active and has done much to improve the neighborhood, from new parks and trails, to planning the Green Crescent of more parks, and P-Patches, etc.

Recently the Fauntleroy and California intersection area of the Morgan Junction has seen some nice improvements. Local businesses have moved in such as Zeeks and the Feedback Lounge and the look of that corner has greatly improved due to them. The Beveridge Place Pub also built a new building next to their former location and it too is an improvement. The addition of the park was also a welcome change. There is at least one business at 6301 California Avenue that has been vacant for more than one year now and I would like to see something done about the condition of the building. There is also an empty lot across the street from that address where they were supposed to put in some retail/residential units, but things seem stalled. There has been more evidence of graffiti and litter in the Morgan Junction area over the past year. There area also seems to be a higher incident of burglaries and car thefts or break ins over the past year.

- More traffic - Increased density

Slight increase in population density.

CONDO'S everywhere! New business.

park good, new housing along California very unattractive. [survey failed midstream the first time through, so my comments will be terse]

Increased housing density along California Ave SW, most of which is not particularly attractive. Restaurant and business turnover with some overall improvement in quality and quantity. The Beveridge Place park is a particularly strong addition to the neighborhood.

Increased residential density -increased traffic I see improvement in the core of the business district though it businesses at the edge of the district seem tentative

The only major changes I've noticed are the new park at Beveridge Place, the new restaurants and bars at Morgan Junction, and the bike lanes and sharrows that just went in this summer.

only been here one year but i know that the morgan park is new and maybe was a result of the plan?

Park development, business development, feels like increased crime, but maybe that's just verbally

Q1: How has your neighborhood changed?

since the plan adoption- there are several new apartments and condominiums; there are a significant amount of multifamily townhomes, there is a new pocket park on California and the Orchard Street Ravine is underway. Traffic is worse especially at California and Fauntleroy

In the past three years I've watched the street across from me, in this 6300 block of Fauntleroy, completely change and the number of units on this block more than double. A house next to me was demolished for a multi unit condo. A house down at the end of the block on my side was demolished for a moderately size condo development. Just across the street still on my side I watched a house get demolished and replaced with a moderate size condo type unit. I'll never forget the owners of the house coming home after the demo and seeing that the developer had gutted the lot right out to the edge of their driveway. They got out of their car and looked down at a great big hole. Across from me more condos. I used to have a view but now my view is condos. Traffic is also a problem. Parking is also becoming a problem though it's far worse on California and in the junction. It's been non stop noise with all the development and road repair. Structures went up and they tore up a part of the road each time then put down blacktop to cover the hole and so all along this stretch the road got worse and worse and worse. Now the entire road is being repaved. When I moved here this side of the street was mostly rental and the other side was single family. Now both sides are multi unit dominant. Our side is presumably rental and condo ownership. On the other side single family houses were torn down or rebuilt and the lots they sat alone on were subdivided so there's now a single family structure in front and taller multi unit structures on the back of the lots.

I don't know

Yes, neighborhood street parking has increased substantially.

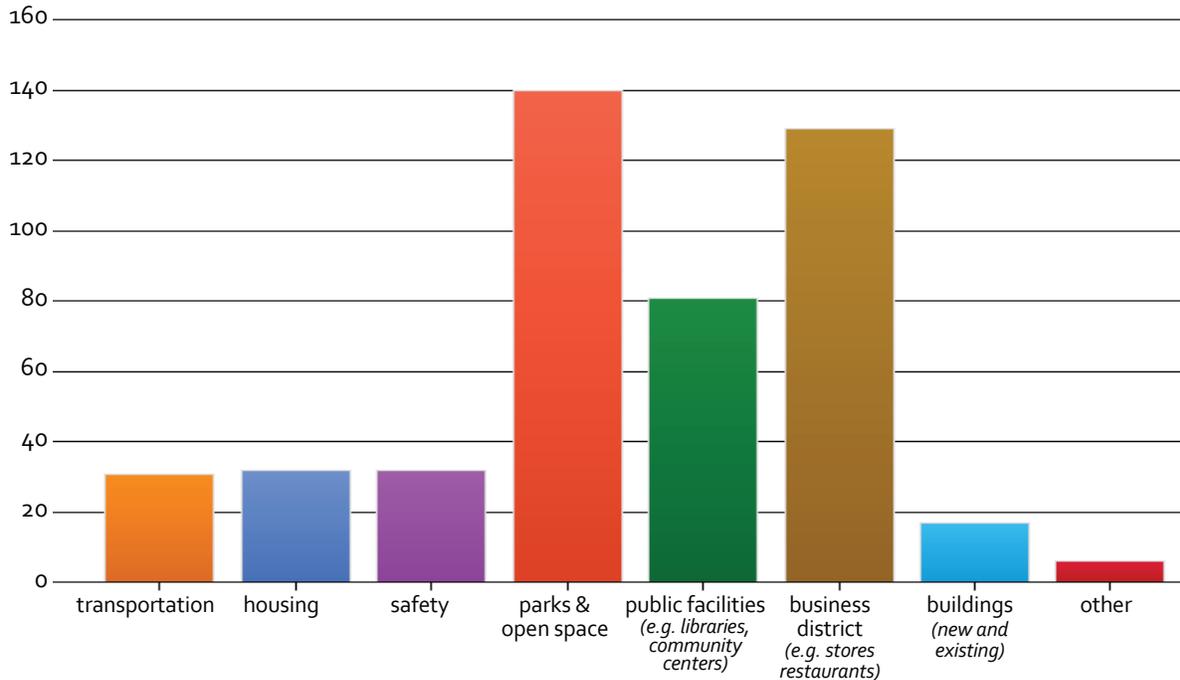
The neighborhood has improved greatly with new businesses like Zeeks, Feedback Lounge, Beveridge Place, not to mention the new park. It looks much nicer and more pleasing to the eye. Since I bought a home in the neighborhood, houses have been demolished in favor of multiplexes. Within one block of my home, 3 homes have been converted to at least 18 condos or apartments. And businesses are flourishing and I have no place to park. My home is part of a "triplex." My home is the original craftsment with out a parking spot, backyard or garage. The townhomes in back have off street parking (lucky them). I love what is happening to our neighborhood and the changes but fear I will be parking blocks away from my own home, one that I pay a lot of taxes for. I was willing to deal with the parking issue, but it has become much worse in the last few months. I want the neighborhood to continue to flourish, but am concerned about visitors taking up resident parking. Is there any plan to help the parking issue? California Ave, south of Morgan street needs more pedestrian crosswalks. Traffic is pretty busy and there aren't any crosswalks for blocks.

New businesses have opened, the roads are being re-done, and the Morgan Junction Park was created.

More density, better restaurants

Much improved! Seems safer, less car break-ins. Love the new park.

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



Increased density is good.

Great new businesses with pride in ownership. Park is excellent. Just a few unsavory structures left along the California corridor.

The City services generally have been great.

I am very pleased with increased funding for open space but displeased that this is not getting the funding it deserves while more and more trees are cut down and open space paved over. I volunteer at Orchard park that wouldn't exist without the hundreds of volunteer hours dedicated to the park but the city doesn't seem to appreciate the dedication of the neighborhood to try to create sustainable green space. I was very concerned when neighborhood feedback to retain the green space left at the Myrtle Reservoir Park was not listened to. Instead the Parks representatives (at least 3 project managers) lobbied and marketed to the community to pave it over with a skate dot - one of the last green spaces left in the Morgan Junction area - simply because it was convenient due to availability of funding and not because it made any sense (no parking, no lighting, no facilities, on the busiest street in W. Seattle). Comments for using the park to teach about water conservation and planting drought tolerant native plants were ignored. I am very happy with 2 newer neighborhood libraries N. and S. of my residence as well as improvement for community centers. I remember how important the community centers were for me in my childhood and believe they help direct our young people into positive activities.

Other things respondents are pleased about:

- *MOCA activities--what a great community group!*
- *More people moving into the neighborhood*
- *I love the new park - but really, could use more open, park spaces*
- *walkability*
- *community festivals*
- *Commitment to West Seattle*

Q2: What are you pleased about?

Enjoy that there are some new retail. Would like to see more opportunities for additional development there.

West Seattle Thriftway continues to be the cornerstone of the neighborhood

Nice family oriented neighborhood

Great to see the new park in Morgan Junction, and the new businesses moving in there. Also use the High Point library a lot.

I'm pleased that there are more businesses opening up in short walking distance to Morgan/Calif. that I'd be likely to frequent. Also the Morgan Junction park, very nice. I like the bike sharrows and new crossing flags at Calif./Dawson (technically the Alaska Junction neighborhood I guess).

On of the greatest influences on public safety is the rebuild of High Point.

We are fortunate to have some great parks. Lincoln Park is a gem, although it is much busier and attracts a less desirable crowd than a decade ago.

High Point is beautifully planned and executed I love it.

There are a lot of parks here/ green spaces.

See earlier comment about plan. . .

West Seattle Blog, which actively and accurately disseminates a wide variety of information and news to the West Seattle community. The City would do well to capitalize on this resource by using this blog and others to get information out to neighborhoods.

The Thriftway functions as a default community center. Which says good things about Thriftway, but a grocery store shouldn't be the only opportunity for neighbors to run into each other on a regular basis.

I'm pleased with the sense of personal safety but there are no sidewalks for crossing the busy fauntleroy way in or near the 6300 block.

The library and community center upgrades are much appreciated. New Bev Place park is great.

Love having the new library within walking distance - I like our little parks and the remodeling of the business core - I like having restaurants, pub, lounge within walking distance

I would like to see more improvements to park space, perhaps a playground type park in the NW quadrant of the neighborhood.

The addition of a small park on California near the junction is great, and Lincoln Park continues to be the gem of the neighborhood. I wish Coleman pool was open for a longer season, and would support increasing some fees to cover the expense.

Nice job on Morgan Junction Park, except landscaping design and poor placement of plants (such as shade plants in the sun, ect. Much nicer landscape design at new Beveridge Place Bar which adds greatly to overall look of park area.) Also use the new stairs at OSR to get to 35th to take bus downtown. thanks

Great new restaurants and stores.

Morgan Junction has become a better place to walk. It is still not very bicycle friendly. Many sidewalks are in need of repair and side streets need re-paving.

The new park at the myrtle reservoir will be a great addition when it's open. High Point is a wonderful addition. It's been fun watching the vision become reality. Morgan's junction continues to be a vital business district.

Small town feel to the small business district

the morgan junction park is great

I love the business growth and being able to support local our neighborhood. The southwest library is great for my small children, I feel safe being in the kids section. Lincoln park is one of our most favorite parks in West Seattle. I think we need, however, more playgrounds in the neighborhoods, easily accessible by foot.

We need to keep the parks clean and maintained. Want to keep our parks more safe.

We treasure our local parks and we are very impressed with the work done on our local libraries.

Loving the bike paths, new crosswalks etc.

Q2: What are you pleased about?

I love how close I am to Lincoln park... the new park @ Beveridge is cute, but I'm not convinced it's very useful. Still, I like that it was kept as public land. I love that our business district is still locally owned... I'm a little disappointed that Zeeks is a chain, but at least it's a local chain. I moved to the Morgan Junction specifically because it's the hub of several bus routes (although I'm not so sure I'd like the transportation quite so much if I was further out in the neighborhood away from the core), and that the 54 runs all night so I never have to worry about bringing my car downtown. I like that Fauntleroy makes driving home simple and fast (few stoplights), and I like the bike lanes going in.

Great new park. Seeing good improvements in businesses (stores, restaurants) - but not quite there yet.

businesses have grown and the parks situation has improved with Parks Levy purchases

Glad that they've added more green space and updated our library(ies).

New library a big plus, also pocket parks.

I like the park development. Concerned about tree cutting at High Point Park and surrounding area.

I chose to move to this neighborhood because it is walkable. The houses are kept up nicely and there are trees and green spaces, yet I can walk to the grocery store, coffee shop, and pub. This is exactly what I was looking for in a community.

New businesses

Design of the library and the High Point housing neighborhood are nice. Also a pleasant addition: the food bank & housing on the corner of the 35th & Morgan.

I love the fact that my neighborhood is comprised of single family dwellings, and that we don't have to contend with the congestion of large apartment buildings other than on California Avenue.

Nice to have park but would have preferred monorail.

really love the parks - lincoln and solstice are amazing!

recently discovered Highland Park library and like variety of ethnic restaurants

Great new little park next to Beveridge Place. Thank you (and please make sure it does not attract drunks and thugs!!) Also, love the new businesses on that corner (Zeke's pizza, etc)

need good parks/community centers.

I think the pocket parks are good however the pedestrian environment along Fauntleroy and along California could be improved.

Good to see the Morgan Junction park, not too sure if it will just become an extension of the Beveridge's beer garden though. Good to see Zeek's; now to tear down Chuck & Sally's eyesore...

West Seattle in general is a fine neighborhood where the people are pleasant and speak to each other. A huge improvement compared to where I lived before.

The pleasing aspects far out weigh that which I am dissatisfied with. The work on making the area bike friendly is appreciated and good, but needs to be realistic about the reality of cars as a necessity for many.

Love the new pocket park on California next to Beveridge Place. Also happy about Zeek's, Pilates West Side, etc.

The younger families and quality of most of the living units.

Some nice new and improved public spaces.

I have enjoyed doing a little work at the Orchard St. Ravine

I like the addition of parks and cleaning out invasive plants...makes everything feel more seattle-like.

The business owners at the Morgan Junction have done an admirable job of being responsive to the community's needs.

Enjoy High Point Library, although not technically in neighborhood (one street outside boundary).

Finally a pizza joint at Morgan Junction.

The new Morgan Junction Park is really lovely. We participated in the design process and are very pleased with the outcome.

Q2: What are you pleased about?

There is a new park, improvements to the old parks, trails new and in the planning stages, and much more information about the parks that exist. I also like seeing more pedestrians and cyclists. I also like the new High Point library.

i really like the biz district at the morgan junction but would like to see more development.

The addition of green space makes the neighborhood much more attractive and a more enjoyable place to spend time.

Unfortunately I don't have. I don't want to be negative but it seems we have so many problems. Traffic, congestion, crime. I do like it when the merchants put up flower baskets in the summer. We need to encourage everyone to make things prettier. Perhaps all could put out LED lights on buildings and tree branches so during our long grey days in winter it would brighten things up a bit.

Great local businesses! Feedback Lounge, Maharaja Restaraunt.

Nice to have a core area we can shop, eat and drink at - good variety of businesses. Lots of parks in the area and improvement to them has been nice. New Library at High Point is also nice.

It is nice to see things coming together.

The parks and open space is one of the best things about WS -- so great to have new areas designated for everyone to enjoy. Libraries are wonderful too. Also pleased to see many families with kids making the decision to "stay put in WS" vs. moving outside the city. Feel there is a really strong community of parents that are passionate about WS and really want to make a difference in their community and invest time in making the schools a better place.

I am happy that RapidRide is coming and generally bus service is pretty good on the #54

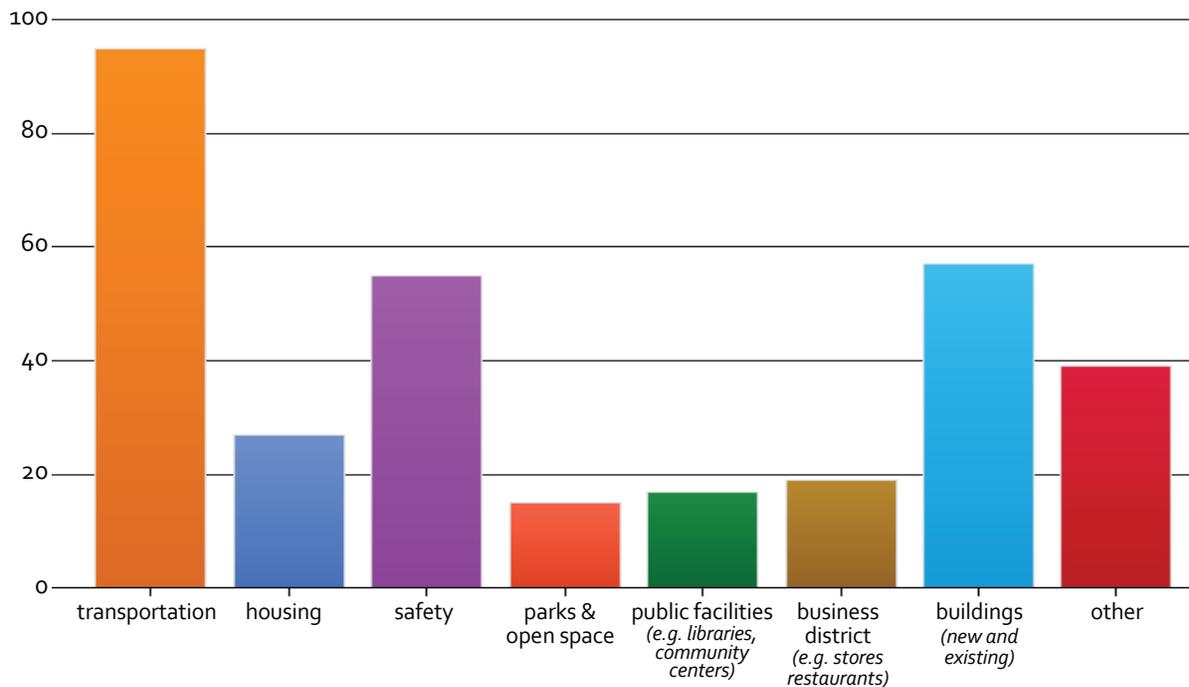
I take Sound Transit 560 to and from airport. I find it convenient, reliable and affordable. I have not taken but will use the ferry to downtown Seattle. I am pleased to have Morgan Junction Park.

Love the park next to Beveridge Place Pub - great job! The remodel of the building that Zeek's moved into really helped improve the area as well.

Love the parks and libraries!

Quality of new businesses is an improvement of the neighborhood.

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



Other things respondents are dissatisfied about:

- would love a neighborhood gym
- Maybe this fall under safety, speeders on the road, terrible.
- we need quality design!!!
- needs a grovery store closer to high point
- Traffic congestion
- no bike lanes on 35th
- Need better traffic control
- New housing built without adequate parking
- construction of buildings messing up the streets
- Pedestrian awareness (in drivers)
- after hours activities in Solstice Park
- less traffic enforcement than necessary
- lack of diversified business...it's all restaurants and smattering of useless boutiques
- see below
- townhomes
- traffic volume and off street parking
- I do like the addition of Zeeks; but I think the community could support more businesses...
- density
- More density, no more roads or bus routes.
- Lack of good, frequent transit, problems for Peds crossing major arterials.
- street access as described in my written response
- loss of trees due to development
- remodels inappropriate for the neighborhood
- Maintenance of greenspaces
- playgrounds for children and families.
- General cleanliness / maintenance of the area - un-developed parcels, etc.
- traffic
- I love the cafes and Thriftway in the M.
- Junction, but the other retail is lacking. Would also appreciate greater restaurant selection.
- parking and crosswalks
- lack of clean up by property owners
- traffic on 35th ave.
- The neighborhood should LOOK NICE. Be People Friendly
- road repairs!
- congestion on California Ave, Fautleroy, West Seattle bridge
- commuter and business employees parking on neighborhood streets.
- crosswalk and speed enforcement
- Fautleroy being reduced to one lane of cars each direction.
- ferry traffic
- Safety for walkers

Q2: What are you dissatisfied about?

Ugly townhomes are bad.

I don't like the packing in of so many apartments and condos. I preferred more single family dwellings in the neighborhood.

This is a great up and coming neighborhood, but the area along California still feels fairly unsafe. Would love to see stricter regulations for abandoned buildings/ empty lots. These really bring down the neighborhood.

It would be lovely to have a light rail or electric bus route on the entire length of Fauntleroy Way SW

The usual ferry traffic issues. Still need a stoplight at Othello and Fauntleroy.

recently built townhomes throughout the city are for the most part not neighborhood friendly

Waking up to gunshots in the early morning hours is depressing. I'm pleased that we now have a police facility nearby but I'm concerned at the increase in violent crime. With increased density we need increased support to improve safety in our neighborhood.

West Seattle seems to be the red-headed orphan child of city transportation planning! When the Monorail was planned it looked as though we were finally going to be joined with the rest of the city, but that fell through and my daily commute has only become more difficult, dangerous and expensive.

Parking near the Morgan Junction is now atrocious for supporting the retail there. Monorail would have been a boon... need something else for local/intra-West Seattle access/mobility.

Not holding large contractors accountable for impact on neighborhood, wasting money on hidden parks

Dislike the new style apartment/townhouses built in single family house backyards along Fauntleroy, really ugly designs, and promotes traffic congestion and too many new/unknown/transient people in the neighborhood. I agree with mixed income, but with such a fast influx its hard for new comers to feel part of the neighborhood and for old time residents to feel safe. Don't have a solution, altho the neighborhood night out potluck helped alot. Also concerned about the stalled building projects and empty storefronts near the WS junction.

Fauntleroy Ave is a mess. The idea of making one lane in each direction is ridiculous. With all the ferry traffic, we need two lanes to get people in and out of the neighborhood.

Need better traffic control on side streets between Fauntleroy and California.

Where is the Monorail or it's replacement??

Wish they had put more parking in with the new housing developments, particularly the ones along Fauntleroy and in High Point.

I personally am not concerned with kid stuff, but I know that a lot of friends would love to have more places for the "tweens" and teens. There have been lots of discussions about skate parks on the WS Blog. As to my personal opinions, it would be great if condo/apartment developers would have to pay for street damage that their construction causes. Also, I don't know how one would accomplish this, but it would be wonderful to have design standards so that these buildings improve the aesthetics of the neighborhood. Some of the condos in Admiral are quite attractive, whereas many along Calif in the Morgan area leave a bit to be desired. I will say that it's nice that many, particularly condos (apartments not as much), are landscaped with NW natives and other drought tolerant, hardy plants that look good.

Hoping area will get safer, still doesn't feel as community focused as would like, most likely due to high level of renters and also proximity to California Ave. A community hub would be amazing.

We needed the monorail and still do. The mayors plan to increase density without supporting transportation is incompetent, at best.

Would like to see a business district closer to Highpoint, where tons of people live.

I don't feel unsafe, but I am very aware of safety and protection against crime. I am immensely more suspicious and careful than I was a decade ago. I am very disappointed by the houses that were crammed in near our home.

Many new townhouses seem poorly built. Please tear down the ugly, out-of-scale CalMor building.

Q2: What are you dissatisfied about?

Now not enough businesses in the immediate area of High Point to serve the residents.

I want my monorail money back.

The buildings (especially the commercial buildings and the high-density residential buildings at the junction) are not very attractive and don't add much character to the neighborhood. The new Beveridge Place building is nice and I'm glad they're renovating the building just to the south of Beveridge Place.

I live on Fauntleroy and I am very happy about the adjustments to the street and the flow of traffic. I've been very disappointed in the past about the mis-use of this street by drivers. It's dangerous to just get out of the car. I am encouraged by the installation of the ramps at corners as I am a mother who pushes strollers around the neighborhood.

As noted in my earlier comment- Chuck and Sally Tavern and the Quick Stop Dry Cleaners buildings must be assessed for safety and code - some have no tenants for years now

Our neighborhood has a lot of seniors & refugees, many buy their groceries from the Walgreens, the closest store. I wish there was access to vegetables/ healthful food for them.

I am anxious for bus rapid transit and wonder if it's still going to happen. Glad about the water taxi, but it's not practical for me. It would mean a bus, the shuttle and then the water taxi. I really despise the lack of design oversight of the town homes in our neighborhood. I hope this will change in the future.

In the last week, our office was broken into (set off the alarm) and our neighbor across the street (an electrician) had his work van stolen. That's a lot of crime in one week in my little world, and it makes me concerned.

while i'm pleased with the fauntleroy road improvements, (although the 2 lane + turn lane outcome is still tbd), i am very disappointed that california ave resurfacing did not extend between south of the junction to morgan junction. the condition of california ave is horrendous. and even worse, the condition of the 4300 block of SW Willow is despicable. i don't know how the residents stand it.

The number of ugly shoebox townhouses in the area is troubling. They are a blight to the landscape, and give the neighborhood a distinct suburban feel.

We need more places where neighbors can run into each other on a regular basis besides the grocery store. We need more useful shops (no more pet shops, nail salons or restaurants, please!!!) How about a bakery, a bookstore, a cafe with more seating, something that makes it worthwhile to stroll around the sidewalks. And please...MORE TRANSIT. The wait times between buses, particularly on the weekend is awful.

I don't like the subdivided lots. I also don't like the rents. Rents are getting very high. It's hard to find anyplace here that goes for less than 700\$

We need housing density, but the recent densification along California Ave SW is for the most part very unattractive and makes no concessions to the need to integrate into a livable, walkable community along our main artery.

I would like to see pedestrians more encouraged, more traffic quieting measures - I would like to see guidelines for new multi-unit housing, the window treatment chosen seems to spoil a lot of facades

It seems there have been quite a bit more house break ins this summer

What happened to all of the parking in the Alaska Junction? In order to visit stores and restaurants, you need to park a long ways away.

It is difficult to get to the rest of the Seattle neighborhoods from the entire West Seattle peninsula while using public transit. The 54 does not run frequently enough to be a reliable alternative to driving a car. I am able to make my bus commute to Lynnwood in ~1:15 in the mornings. It often takes me 2+ hours to return home in the afternoon due to waiting for the 54 downtown, or having to take a 55 to the Alaska Junction and walk home.

Q2: What are you dissatisfied about?

I would like to see more passenger-only ferry service to downtown, including from Southworth, to reduce the burden on this neighborhood. Virtually all of the ferry traffic is destined for places other than this neighborhood. I would like to see growth in businesses in the junction, focused on services useful to the neighborhood. The pilates studio that opened this year is wonderful, for example. I would also like to see greater attention focused on making the arterials consistently green with trees and pedestrian friendly landscaping (such as in the triangles along Fauntleroy).

It would really be nice to have the monorail to ride to downtown. I think it is ridiculous that a city of Seattle's size basically only has one option for mass transit--the bus.

I'm really sorry that the monorail got voted down. I don't understand the cities democratic system that has you keep voting, 7 times, until it gets what it wants!

We have seen gorgeous 1900's Craftsman demolished for bland monolithic town homes. Recently a notable native dogwood was fell. The builders claimed that had a permit, but only had a building permit.

Simply come here on any given day and drive around. you'll see for yourself.

When the monorail was derailed, more bus service was promised at our expense. Now Metro talks about cutting its services.

Need more buses. The changes coming to the 54/Rapid Ride are great, but we need a similar change to the 21. Going from every 30 minutes to every 20 would be a great improvement. Transit is too important to the neighborhoods for the city to delegate responsibility to Metro. If Metro can't find the resources to run enough buses, then maybe Seattle needs to regain control of it's bus system.

Heavy traffic at the California/Fauntleroy intersection. Uglyly architecture of new townhouses.

Monorail or light rail would be great for West Seattle

some new buildings don't look like they fit into the neighborhood, architecturally.

am troubled that there are no plans to bring light rail to west seattle any time soon - ESPECIALLY when the viaduct will be under construction. This will be a traffic nightmare for those of us commuting to Seattle who can't afford the water taxi.

I would love to see the light rail in West Seattle. I would appreciate more of a police presence.

I want to keep West Seattle family focused. Keep parking free! West Seattle needs to stay friendly in that regard.

I like the High Point Library, but it's not near us and not within walking distance (a long walk) I know there will eventually be more multi-family buildings, I do think we can support more businesses.

Still a long way from a viable retail district. Only shops are pet supplies and a bike repair business. Really miss the locally-owned video rental store.

too may townhomes/condos/multi-dwelling units being built in the area.

Ugly, shoddily built condos/townhouses. Also huge "Hummer" houses that don't fit into the character of the neighborhood. Worsening traffic. Whole Foods' giant hole in the ground next the Admiral Junction is a disgrace.

Commercially this is definitely a neglected neighborhood.

I am a bit concerned about the crime, but I guess everything is relative. My car was broken in to a few months ago, and they stole an iPod charger and just the red cord to my jumper cables (kids, I assume?). Lots of door-to-door magazine (etc) salesmen. I don't use any public facilities in the Morgan Junction, but end up going to other neighborhoods, like Admiral, for them. I guess they're just not conveniently located, too far away from the business district. I do wish we had an "everything" store of some sort.

Still feel like the bus system is inadequate while density is on the rise. New businesses are starting up in ugly, outdated buildings.

Wish we had bike lanes. Also, perhaps Morgan Junction could have an "all ways walk" feature for pedesrians like Alaska Junction has.

Q2: What are you dissatisfied about?

Community Center (SW) is too far away as is the library - there's really no city support facilities west of 35th Avenue south of Alaska Street in West Seattle - this is ignoring a huge section of West Seattle - transportation to the south end literally sucks

The density has increased dramatically, i.e. tearing down single-family homes or duplexes and building apartments. However, the road system has not been updated, and the Fauntleroy debacle is going to make it worse.

Transp. much worse. Any new building should be contingent on transportation improvements.

I've outlined a theme in the previous question - too narrow streets - too busy to cross safely - let alone bike or walk.

We have several "vacant" lots or buildings (Graham/California, Chuck and Sally's) that have become an eye soar and deter from our neighborhood.

While this is a very walkable area, the sidewalk along Fauntleroy is a bit disconnected, the verge along the road is not very appealing and a bit overgrown. There needs to be more crosswalks along Fauntleroy.

Appears to be a lot of crime in ws lately. I don't feel safe in my neighborhood.

Looking forward to more options to get to downtown (monorail/light rail). One major transportation bonus is that there is the water taxi. It's great.

Traffic on 35th Ave SW is still very dangerous - too much high speed traffic going through. There should be a crossing guard for children on 35th during the school year - I've seen little kids trying to cross 35th alone against the light. The crosswalk crossing time at lights needs to be longer. We need more buses on the 21 line - lots of overcrowding during commuting hours. I am also hoping a grocery store will buy land on 35th, so there will be grocery shopping within walking distance of housing. The Morgan & 35th intersection could use some visual improvement.

1) Lots of empty storefronts - what could be done to stimulate small businesses to locate/relocate to these empty spaces? 2) always need more parks and open space.

Cannot get home from downtown. Can get to downtown but the buses never come to get home. If the dart that goes from the water taxi was expanded as it says it should be then many of us could commute more easily and use the water taxi. Need light rail planning asap

maybe not very affordable here anymore? am worried about that.

I live closer to Fauntleroy than California and the only bus service is that which connects to Vashon express ferries with no plans to increase. Walking uphill to California 4 blocks in inclement weather is not conducive to bus riding. We need more routes/more frequency. housing becoming too dense, personal safety becoming a concern. All new housing/building designs appear to be from the same "architect" - all cheap materials meant for fast construction - very cookie cutter. One good fire would wipe out the shabbily constructed developments along Fauntleroy. How about some brick construction or something less "low cost housing" feeling?

California and its bus routes are a highway for thugs and I do not believe there is enough of a police presence. I regularly see what I believe to be open air drug dealers on the corners of Graham and California that are subtle but effective in their business. Again, Chuck and Sally's saloon either needs to be torn down or renovated to help alleviate this problem. Dark businesses do not say "clean and safe." Instead, they tell punks this is a good place to hang out.

We've had a good bit of vandalism/crime and appreciate police presence.

housing needs to contribute to attractiveness, walkability, etc.

I would like to see a community center closer to the Morgan Junction area as well as more parks. We are close to Lincoln Park and Lowman Beach, but technically those areas are not considered part of the Morgan Junction area.

My safety concerns are less related to the neighborhood and more related to the rise in property crime since the downturn of the economy.

Q2: What are you dissatisfied about?

I am very dissatisfied with the bus service. Route 21 is the only route that runs up and down 35th Ave and is not very convenient, especially when returning to West Seattle from downtown Seattle. I really wish Metro would add more lines or more service times (especially from 5-6PM). I feel our safety could be better (in terms of break-ins).

Speed Multifamily townhomes with in adequate parking, and landscaping so they do not fit into the neighborhood. Removal of trees without replacement

California Ave is a mess - are we due for a resurfacing?

I understand that in general a remodel is a good thing. I am unhappy when my older neighborhood gets replaced with cutting edge "modern" housing that ignores the 100+ year history of the neighborhood. I am not a fan of 'modern' architecture.

I am hopeful, not optimistic about commuting with "rapid transit" as a way to improve traffic. I am also dissatisfied about the city upkeep of green spaces. I have participated in invasive species removal and think it is good to keep working on that. However, watching the blackberries take over again in the entryway to West Seattle as you pass Steel Mill and head up the hill is very disappointing. Same can be said of 44th Ave SW between Othello and Austin as well. Placing a little more priority on maintaining greenspaces will add to the quality of life and make it easier to keep those spaces maintained. The let it grow until it becomes a problem vs. regular maintenance has negative consequences. In the Morgan neighborhood, work maintaining the Orchard Street Ravine and Solstice Park along 44th has reduced criminal behavior such as underage drinking and drugging in cars or in the park. However, as it becomes overgrown again, the negative behaviors return. More regular maintenance would help.

My closest bus is the 22 and when one of Tim Eyman's first initiatives went through many years ago, the 22 only runs until early evening now. I was really disappointed when the monorail plan was "derailed"!!!

Zero transportation improvements have been made over the past 10 years. We have some really bad design townhomes built on California Ave, - mainly the ones that did not go through Design Review. The ones that did are pretty nice.

There are too few playgrounds that are within walking distance. The new public space on California could have included a play area, but did not. The planned space on Alaska does not seem to include a playground either.

Not having the monorail come in is very disappointing. We don't have an efficient way to get to the West Seattle Water taxi, and no bus services that run more often than every 30 minutes outside of rush hour. We need to work to get plans established to connect West Seattle to the growing light rail corridor - ideally down to the ferry terminal, or further south.

Would like to see some new business attracted. Tidying up the place, final disposition of places like Chuck and Sally's would help.

too many home break and enters. not enough traffic calming measures on 48th ave.

I am displeased that contractors are allowed to build whatever style and size condo they wish. This creates condos that do not fit within the current architecture of the area. Size limits should be created/imposed to minimize the number of cars parked on the street which creates visual impairments for drivers and reduces parking for those living too far to walk to area businesses. Also disastified that monorail is not coming. Now we need light rail to link West Seattle to downtown!

traffic congestion and street parking Oversize buildings of city lots.

I also really wish we had a business district w/ more essential services and more "fun stuff" a la Ballard. And a first run movie theater. Really! Grin.

Save our historic craftsman houses and bungalows!

I don't wholly approve of the changes to Fauntleroy. I think that losing one lane in each direction is too big of a concession for whatever gains the additional lanes give. Placing a bike lane right in the path of parked cars' door openings is a dangerous proposition. I ride my bicycle a few days a week but avoid that street because it is inherently dangerous for bikes. The new lanes will cause more accidents, not less.

I'm not a bus fan and always prefer rail transit - I would love to see light rail extended to west seattle.

Q2: What are you dissatisfied about?

new businesses and more multi family homes in a residential area are creating lack of parking. As businesses hopefully flourish, where will residents park? (taxpaying property owners unfortunately without offstreet parking) More crosswalks are needed for pedestrians. A fabulous place to walk but crosswalks and sidewalks need improvement. more than the recently painted bicycles signifying a bike lane.

I am disappointed in the number of run-down buildings or vacant lots within a few blocks of the Morgan Junction. These decrease property values but, more important, they facilitate crime and make the area less pleasant to look at and live in.

Roads are in horrible shape after last year's snowstorm.

35th Ave SW is more like a freeway every day, and what few pedestrian crossing actually exist never seem to trip the light in less than a minute of standing around. It's incredibly insulting how SDOT disrespects pedestrians here when similar lights in other parts of town change that crossing light immediately. The Myrtle Reservoir capping was a joke, they didn't deliver the design that was advertised, tried to put a skate park in there against the consensus wishes of the entire neighborhood, and now it's being redone! Unbelievable incompetence by the City and Contractor. The library is hardly open when people need it in the evenings and weekends. Pathetic. No real commitment by the city to a resource that should be a jewel in the neighborhood.

The city needs to fix our streets. They are an embarrassment to the tax paying residents of West Seattle.

i have had things stolen and helicopters above my house (Fautleroy & Raymond) the neighborhood could be a little safer. Also i think there are too many townhomes and condos going up all over the place

There seems to be an increase of home break-ins and car prowls (on our street, Othello, in particular) in recent months.

Until we can get real transportation that moves many people, frequently, and not subject to traffic jams, I am afraid we will have to deal with larger traffic messes. The main intersection of Morgan Junction is regularly jammed up from 3 PM onwards for a full block on California Ave. both directions, pushing the jam back to the next intersections.

I would love to see the speed limit reduced on 35th ave. It is ironic that much of the West Seattle freeway is the same speed limit as 35th ave.

transit to this end of west seattle is poor, it drops off significantly after hours, and during the day doesn't run often enough. i'm dependent on the 21 and 22, and they just aren't frequent enough. the libraries are a little spread out too.

The increase in vagrancy, vandalism, car prowls, burglaries, and noise has been especially evident over the past year or two.

We need to think about how the neighborhood looks... trees, places for folks to sit - out of the rain to wait for busses, put utility wires underground, repair potholes in cross walks.

Replacing the Viaduct with a tunnel is the stupidest idea I've ever heard! You guys are screwing West Seattle to put money into the developer's pockets!!!! It's fraud, it's treasonous, it's CRIMINAL. What you SHOULD DO is continue widening the West Seattle Bridge/Upper Spokane street, then add exits/entrances to it at 4th Ave S. THEN you can rebuild the viaduct with the slightly larger, safer design we saw plans for a few years ago. That's the ONLY sensible plan. You guys know better, shame on you all!!!

Lack of monorail, rapid transit and restructuring of lanes on roads has made traffic messy to say the least. Too much multi-family/occupant housing, unrealistic sizes of housing units as well - too small and too crowded.

The abandonment of the Monorail was a serious blow to the entire West Seattle area. Metro's feeble attempts to mitigate our transportation and connection problems are going to be eviscerated by the economic perils ahead.

They are tearing up Fautleroy and thinking about putting in two lanes instead of the 4 lanes we have. This is going to be a mess with all the traffic from the ferries. I hope this plan does not go through.

I don't agree w/ Metro's decision to delay Rapid Ride. They have reduced transit potential for when the viaduct is under construction. Also do not agree w/ the changes to Fautleroy to two lanes. I hope the city will assess its effectiveness after it is completed. Are cyclists using the bike lanes? Are cars backing up behind buses? Are intersections still operating smoothly w/out backups?

Q2: What are you dissatisfied about?

Haven't been very happy with the zoning laws and the design review that has allows downright ugly townhomes and buildings be be squeezed onto the lots. Also wish I could use mass transit more often but frequency of bus schedule not desirable (too big of gaps) and not easy to access a good chunk of WS without transferring.

Transportation can be improved more. What ever we can do to get people out of driving cars should be a large improvement. If the diversity of businesses expanded some, I would feel less need to go farther for my needs.

Live on the hills of 35th Ave, walking and shopping at Morgan or California Junction not feasible. Need a more direct bus service to junctions so I may shop local! Area shuttle?

I had my catalytic converter cut out off my 1994 Toyota 4Runner Super Bowl Sunday. There are too many home and car robberies in my neighborhood. I would like less car traffic on 48th Avenue. My neighbor NEEDS to be MORE pedestrian and bike friendly.

Metro is infrequent and unreliable. During the snowstorm they were useless. Regarding housing: too many ugly townhomes.

There is poor signage and enforcement at the crosswalk near California and Othello. There is also an issue of speeding in this area and the school zone speed limit is not enforced.

I am very pleased to see bike lanes being added, but am concerned that the traffic may come to a stand still at various times in the day.

Wish the ferry were routed to downtown

Traffic safety for walkers and also benches to sit on at intervals. Westwood village has great benches, perhaps they could be scattered in other areas.

West Seattle seems to continue to be slighted when it comes to improving transportation -especially to other parts of the greater Seattle/ King Co. area.

I do not like the look of the new townhouses that have been added. As much as I would like new restaurants, the bars have become increasingly noisier on weekend nights and one of the main reasons I moved to West Seattle/ Morgan Junction was for a quiet neighborhood.

Not happy about losing the Morgan Monorail station. Not happy about the number of vacant retail spaces and uncompleted projects.

The monorail plan was cancelled.

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

The Morgan Junction Park is a nice addition, but I'd like to see some more park space and the verges along the roads developed a bit further with flowers or low-growing trees.

I think rent is skewing upward and single family housing is being stressed.

Our neighborhood has really tried to keep the vision moving - but the execution is tough. I think the Orchard Street Ravine is a an example of good idea but tough negotiations with the neighborhood and the environmental conditions really don't create a viable access

what about linking all the great new parks? would love the ""green crescent"" to be achieved!

Need to densify (particularly housing) in a more attractive way. Also need to enhance the opportunities for street level small businesses and live-work units.

housing fit to neighborhood poor

I believe the creation of more open, green spaces as mentioned in the key strategies is still needed. I also believe that there needs to be more crime, graffiti prevention.

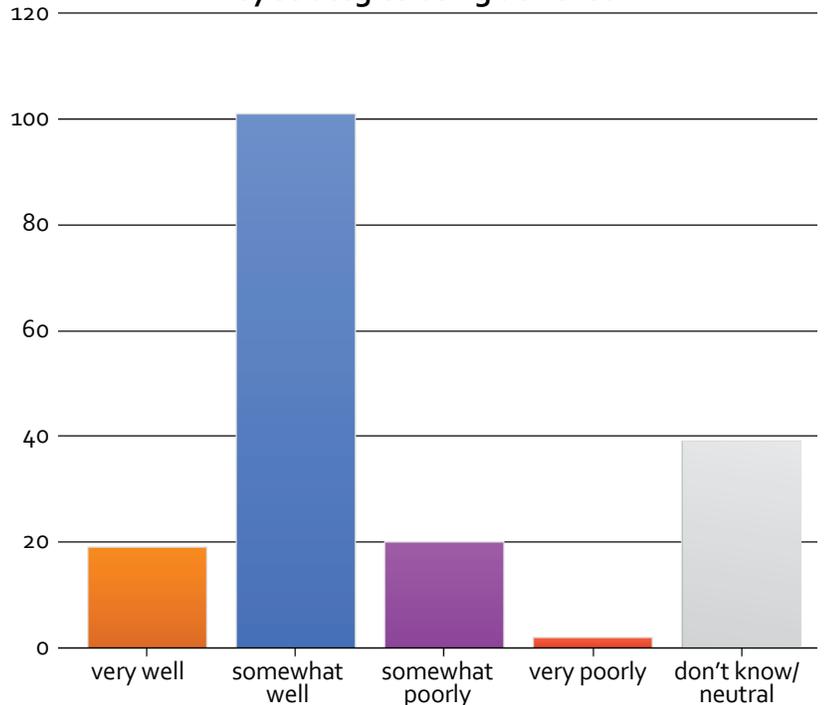
There have been more green spaces and parks, and more public buildings. I also seems ther eis more density, as planned. It looks like there have been job losses.

I didn't really glean much from the neighborhood report about a strategy. I just went back to read it, and it's very vague. I'd like to see more specific direction.

The visions are very good but reality often intercepts the vision. Overall it is a better, though noisier, place to live.

Not enough open or green space close to the Morgan Junction.

How well are your Neighborhood Plan vision and key strategies being achieved?



So far it seems to be going well w/out too many major setbacks. People seem to actually be working with one another.

10 years later and now they're finally doing something on Fauntleroy? It's all ripped up now, we'll see what happens. It'll probably suck for pedestrians, as usual. And what Green crescent? Are you kidding? You can't even walk from 35th and Myrtle down to Delridge. The stairways on Myrtle don't go down to Sylvan way!

Where's the green? Orchard St Ravine is great, but there are other ravines that need it too. What about them? What about our connecting hillside stairways that are falling apart all over the pace out here?

Morgan Community Association continues to work hard.

Like the devellpment of new green spaces.

Park at Beveridge Place!

The goals seem too modest but I don't have good insights into what they have required to make happen.

The neighborhood is walkable and the urban village is improving.

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

I receive no communication about this so I cannot comment.

I'd like to see more emphasis on preserving more green open space. This is important for a healthier environment, for breathing space with the increased human density and for ensuring the wonder of natural beauty will be enjoyed by future generations. Our forefathers and mothers recognized the importance of green space by planning for large areas of contiguous parks and pathways. We need to look further back than the 1990's and revisit those comprehensive green plans that span today's local neighborhood boundaries. For example an aerial view of the Morgan neighborhood shows that the Myrtle Reservoir area is the last green connection from the Longfellow Creek trails through the High Point parks across the highest point in Seattle - Myrtle Rervoir leading to Orchard Natural Area, Solstice Park, and Lincoln Park. This was part of the Olmsted vision. Let's honor that foresight by protecting the little we have left. Looking beyond the Morgan neighborhood let's protect the extensive green built on the East slopes and East water way of W. Seattle.

I guess I haven't retained info I've come across and am familiar only with the bullet points I read just before taking this survey. I don't have a grasp on the full scope of the plan.

From what I read, the plan was centered on park space - I live across from the reservoir and attended those planning meetings. Glad to hear that they will take up some of our suggestions. Never did get any plan information back on my email or in the mail to confirm a plan had been completed at all! This upsets me when I am working full time and take time to participate in the community planning. A bit disrespectful.

Increased housing density, but I believe we've lagged in transportation options. Increased parks and recreation but I believe we've lagged in public safety. And why can't the city put an end to the all-too-common practice of developers digging a big hole and then abandoning it when their funding runs out?! A huge hole is nothing less than a blight on the neighborhood!

Very slowly

Doesn't address transportation issues at all.

The landscaping at the Faunterloy/Morgan/California intersection looks good. Nice new park on California Ave.

The completion of the small park has been a real plus. The area itself seems to want to compete with the main West Seattle junction sometimes rather than complementing it.

More density taxes the infrastructure and is only adding more traffic.

I think our local community associations have worked really hard. The Morgan Junction Association and the Fauntleroy Community Association... and the greater council of West Seattle... whatever it is called - all of those folks have worked really hard... and sometimes it seems they are battling city hall.

Density and more active business district are being achieved.

I'm happy to see the pocket park go in at Beveridge Place, but concerned it's next to two bars. I am concerned that the revisions to Fauntleroy Way will cause increase traffic problems and lead to the need for additional traffic lights in the stretch between Juneau and Edmonds.

making progress, but major steps need to be taken to ensure Morgan Junction does not go backward. See comments about Chuck and Sally's and the Short Stop mini mart.

Things are improving, but it takes a long time and there are still issues. Especially when it comes to the quality of the work provided by contractors in connection with the many new apartments, condos and town homes. The commercial aspect is not yet up to par with the residential.

I have not seen any significant changes related to the Green Crescent strategy. Some trees near the junction have been horribly pruned back and there is no evidence of a cohesive design strategy to make the area more pedestrian friendly or to connect various green spaces. This neighborhood could be very walkable and green without a huge financial investment, but that does not seem to be happening.

The parks are happening and the housing is pleasant.

Green crescent is at risk from development pressure when the economy recovers. This would be an opportune time to purchase undeveloped property.

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

I see considerable effort and progress being made. The appealing and attractive aspects are improving as I noted in question one. However, there is still room for improvement.

local bus service

Where is High Point?

New park at Beveridge place is nice. Needed more trees, though!

Stay focused on keeping it green, safe and open more park space and P-patches.

just what i read in the status report

I just skimmed the status report; I have never read the neighborhood plan.

I feel our neighborhood has hard working advocates, but the results are mediocre. For example, the park was a great idea, and I applaud efforts to get it done, however the design could have been much better. So much time and money spent debating over design, while the options presented were not the best.

Question 3: Please describe the priorities for your neighborhood.

The walkways could be developed further, and the roads don't feel particularly safe for biking. I would love to be able to bike from my home to the ferry terminal and back, but I am not confident in cycling along Fauntleroy with the traffic.

I wonder about the unit count for growth. The plan says 200 but the 2007 city calcs say 400+

the biz district is doing really well. but parks need to continue to be focused on.

Whose priority? I see some improvements happening, but have no idea how long they have been on the list.

Not aware of what influence these plans actually have on development and changes.

I'm all for green spaces as our city fills up.

I'd like to see more about development, rather than just about roads or open spaces that don't necessarily affect everyone.

Still no easy bus commute to any place besides downtown

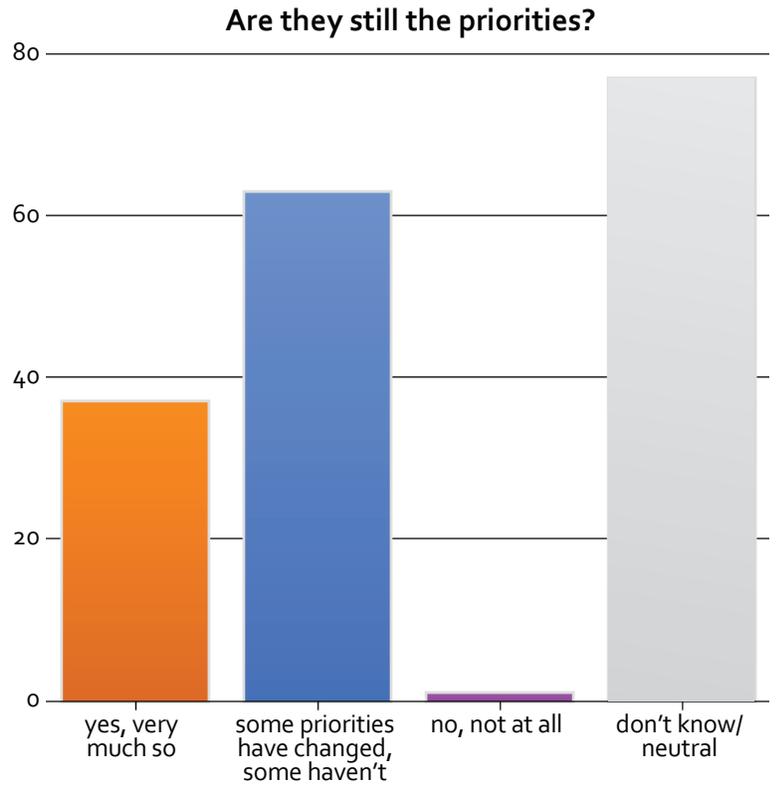
We had specific goals, most of which have been accomplished.

There is not much land left to use for increased density/buildings.

The bar was set pretty low, there's not much of a plan if you ask me.

Fauntleroy Way traffic improvements when completed should make a great difference for over all usage.

These are really tame goals. Yes, of course safety is desired. Fully agree with the human-scale. Would like to see some more thought around recreation areas... sports fields would be great... Lowman Park additions of some sort... just seems like we are clinging to suburban space ideals when the reality is we are getting dense and need recreational spaces that better fit this paradigm. Other transportation creativity would be welcomed as well... support for all the scooters in West Seattle.... a more formal intra-West Seattle system... a serious park and ride.



I'd like to see more emphasis on safety. Issues, such as excessive speed through the Gatewood Elementary school zones and increased graffiti need emphasis to keep the quality of the neighborhood high.

It seems that a lot continues to be in progress. I can't tell if it matches the plan or not...

I don't think anyone in the initial planning process thought there would be so much development along Fauntleroy or the Junction. You know the old light bulb joke - how many does it take? Well, how many times does a road in Seattle need to be resurfaced?

Transportation should be a bigger priority.

To who? To me? This question doesn't make sense.

Q3: What are your neighborhood's priorities?

I see traffic and density as issues that don't seem to be addressed in the neighborhood plan. It focuses a bit too much on what it "looks" like around here, without addressing the realities of too many people in a small space.

Seems like our neighborhood plan isn't very ambitious... just some minor cosmetic work on parks.

My hope has always been for the Morgan & 35th intersection to become safer, more attractive, and more pedestrian-friendly.

A crime ring may be responsible for the majority of break-ins in West Seattle. So more police presence does not necessarily mean less crime. Building a prison for juvenile offender does not reduce crime or taxes.

Some of the priorities have just been steamrolled over by city wide changes, particularly the items related to parking and wider sidewalks. So the priority now would be to figure out how to redefine what we want to see happen given the new code(s).

I think the neighborhood has done a good job of creating walkable space at the Morgan Junction, which wasn't a priority in the plan but I think should be going forward. Connecting the junction with better transit should also be a priority.

I think these are solid priorities, but the "conveniently accessible by transit and automobile, but where walking and biking are easy and enjoyable" vision/priority may need diligence to provide and maintain the tradeoffs inherent with seemingly mutually exclusive goals. As commute times increase with density, the quality of life will go down. The beauty of West Seattle is proximity to the City Center and the career opportunities it brings, without spending large chunks of quality family and neighborhood time commuting.

transportation

Where is High Point?

Not sure. We'll see as time goes by.

West Seattle is serious about the priorities. I would love to see them all fulfilled

However, I would add that bringing in more socioeconomic, racial, and cultural diversity should be a priority.

Transportation and more useful shopping

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

public amenities; transportation

pedestrian safety

I haven't seen any mention of additional public art outside of the art in the pavement around the Morgan Junction Park. I would love to see more public art in the area. I would also like to have some incentives for development of the abandoned car dealerships at Fauntleroy and Alaska. It's not a very pleasant introduction to the neighborhood.

residential and business parking. Crosswalks, sidewalk improvement.

Less density of housing

Road repair

affordability and sidewalks connected one side of fauntleroy to the other and bus service along fauntleroy.

what is the plan to address the units - is it 200 per the plan or is the update going to show 400+ and if so then there needs to be alot more work and clearer requirements so we don't end up with a problem similar to the town homes

devel patterns

need to address safety issues

Non bus public transit options

Increasing density, getting rid of old, unattractive or unoccupied businesses.

making the Morgan Junction a viable business district; creating more inviting green spaces and nicer building designs that aren't cookie cutter townhouses piled on top of each other; more crime and graffiti prevention measures; making sure Morgan Junction keeps a residential feel ; and creating a greater sense of community through neighborhood events.

Architectural design of new commercial buildings, especially condos. There have been some spectacularly ugly, dense, badly planned condos go up along California.

transportation and open public space

seems fine as it is

Transportation, specifically less car-centric types. Also housing and public amenities. I think Morgan Junction can be just as vibrant as Alaska Junction.

traffic flow and dangerous intersections. Tree planting should take into consideration view property. Not filling up every square foot of property available.

More focus on encouraging street-level, street-facing independent small businesses close to the Morgan Junction - such as cafes, restaurants, bars, and specialty shops (butcher, cheese, etc.).

traffic and parking congestion

transportation networks, public amenities

Small businesses - there's still some empty storefronts along California. You'd think that someone would do something with it.

safety and urban development

Transportation. With loss of monorail, W Seattle fees abandoned by rapid transit.

Transportation,
transportation,
transportation.

- 1) getting SDOT to SLOW DOWN TRAFFIC and promote pedestrian-friendly routes and traffic signals.
- 2) connecting to other neighborhoods to the East.
- 3) getting appropriate development in UPPER Morgan Junction at 35th & Morgan. There's a drugstore, that's it. Nothing else that's useful up there.

With all the mega building of condos and multi story residences all over west seattle, I'm sure public transportation will be key as population density continues to increase.

public transportation

Public transportation- increased bus hours (22 line) and connection to the light rail.

Safety! I rarely see police in the area.

Q4: Status reports should focus more on...

Bike lanes, bus routes

Green open space and the health of our environment! We are losing it quickly.

Traffic issues, there is really one main route in and out of WS.

Transportation networks - specifically parking and intra-West Seattle transportation. Seems you could have a completely green, intra-West Seattle transportation system that would add immense value.

transportation

Reducing car use and promoting more public transportation and maintaining the single family character of this neighborhood.

Safety

bringing light rail to West Seattle to connect us to downtown and the airport.

bike only lanes on many streets (without having to weave in and out of traffic

Non-single/double-occupant-motor-vehicle modes of transportation within WS and to other parts of the city. (There has to be a better description, but "cars" didn't seem to cover it all.) :)

Quality of life -- parks, restaurants, decent looking homes

Saving the historic buildings which give the neighborhood some history and character

Pedestrian and bicycle safety. I love the bicycle lanes and believe I see more people using them - and a bit more respect from motorists. But more space is needed to create a buffer for pedestrians.

Transportation

Creating a walkable community--more community buildings and shopping within walking distance for all residents. Keep up the great work at Fauntleroy and California!

development patterns

better access to public transit, more bike lanes

Apartments, especially in the zone's median rent range (~\$700/month)

keeping parking free in the junctions.

Affordable, convenient transportation that ties West Seattle to the rest of the city.

Ensuring that roadworks are completed in a timely fashion and that the new parks facilities are well maintained. There is no point in putting in new parks if they are allowed to deteriorate almost immediately after they are put in.

recruiting retail storefronts, kid-friendly businesses and "community center" for teens AT the Morgan Junction (so the backside of McDonald's can once again be safe).

transportation

traffic flow, allowing drivers to make decisions to stay alert and focused.

Traffic, safety and infrastructure

Housing density, traffic back ups along California/Fauntleroy/Morgan intersection

Beautifying California Avenue SW and encouraging development of retail shops and consumer services in clusters along California Ave. to encourage people to walk to shops and businesses in the neighborhoods more.

Traffic and pedestrian safety.

Transportation. Especially what we are going to do when the Viaduct gets dealt with. We are heading for a major crisis there, if we don't get out ahead of it. AND we need to get capital for the development projects that have stalled in the entire WS area.

traffic, architectural control

transportation
ferry traffic
safe bike lanes

Infrastructure improvement, addressing "broken window" syndrome issues that seem to be developing.

transportation, public amenities

Q4: Status reports should focus more on...

With Highpoint finished, the city needs to monitor left turn lanes on Morgan and 35th Ave. S.W. It is taking longer and longer to turn left from any direction.

building aesthetics and zoning; beautifying streets (especially main streets e.g. Fauntleroy and California where there are large sections missing) with more trees and foliage

Zoning, safety, public art, community events.

public transportation

Transportation

Crime prevention. Mass transit solutions.

reducing property and petty crime.

Public transportation

Street repairs, traffic flow, improvements, make it people friendly. We need new street signs... can't read many of them.

Safety.

safer roads and neighborhoods - affordable, larger size housing units (single family like in High Point) - need public restrooms in parks - more police presence in the neighborhoods

Safety

Keeping housing affordable.

Having adequate, affordable, user friendly public transportation available.

Filling vacant existing apt/condo, retail, and space, before constructing more new.

Compelling developers to not demolish existing safe and usable properties, then allowing a vacant lot, or "hole" to sit for months, if not years. There should be some way to make them guarantee that they will build, once the "wrecking ball" hits. Don't let them overextend their financing, and hide behind "the economy".

Pedestrian safety. Make pedestrian safety improvements, rather than removing existing, marked, crosswalks.

schools; safety

Protecting single-family areas.

Community Center and Parks

Pedestrian safety and traffic enforcement. Thoughtful regulation of townhome-style development.

Bringing in new business to fill the many empty combo work/live spaces on California. Tearing down crappy old (empty) businesses, i.e. Chuck and Sally's. Much greater police presence. Improved transportation (read: more bus routes to get the masses off this island during rush hours)

Overall West Seattle themes with the empty car lots in the Alaska Junction / Triangle Area - This should be purchased by the city for large organized sports parks (ie: soccer, baseball etc)

Maintaining a residential character and livability for those who live here.

public safety and less building

Small business, boutiques and parking. Bike paths, green areas and public transportation.

fixing the streets, and cleaning up all the graffiti and more litter receptacles.

traffic

Safety of older persons with all this traffic and growth.

Capacity information - and a commonly understood baseline of where the NH is population-wise and how that relates to the capacity studies. See a NH baseline and stick with it, don't change the targets AND the baseline with each Comp Plan update (in other words, don't move my cheese). And make sure we understand how that capacity information is pulled (from where, when, etc) Crime statistics should be included, our plan was weak in the Pub Safety aspects because we didn't have any information to use for setting specific actions. Historical building information. Past 10 years of traffic studies information on both arterials and streets that are possible cut-through routes. Youth activities and opportunities in MJ.

Community days. Thriftway has bbq's and get-togethers in front of their store, and that seems to be the only type of community gathering we do during the summer. We need to do more of that.

Better communication with residents

Q4: Status reports should focus more on...

Encouraging use of park and recreation amenities with an eye toward appreciating those as local resources. Creating more cycling-friendly streets - there are currently few major, safe cycling routes from the Morgan Junction to downtown Seattle (or just out of West Seattle, for that matter). Would love to have bike commuting from W.S. and the Morgan Junction area be more of an option, as it is in other parts of the city.

Making the neighborhood friendly to pedestrians, improving urban canopy, preserving small businesses.

west seattle needs to have much better schools. A hotel and a hospital would be great. A more vibrant business district would raise the standard of living.

the ability to live, shop and walk the neighborhood...work sites are achievable through good public transportation

Public Transportation Options

More business diversity in neighborhood.

limiting ferry expansion

Rail

Compact development at the junction, and transit to the junction.

Transportation networks - take a real look at where people commute to (not just from) to see how improvements might be made to the network.

Transit

transportation

clean/quiet transportation

Enforcing permitting regulation

Transportation, green areas/parks-convert Fairmount elementary school into a community center used for afterschool, senior,community meetings and add a running track to the school field.

Safety, affordable housing, parks and recreation.

traffic,parking,building size and protecting existing views

Safety

Better public transit to get our residents downtown & back. Better zoning & building code enforcement. Better bicycle & pedestrian access.

Making the area very safe, accessible, community based.

Better traffic flow into and out of W. Seattle.

Safety, managing density

more hip businesses to walk to

development patterns

improving mass transit

Improving safety.

Transportation, parks, business development in the retail core

public transportation

Public transportation

Status of in-progress commercial building projects (for example, we have a construction zone at California and Graham that seems stalled, and Chuck and Sally's just sits there looking ready to fall down at any minute. No idea what is happening with that property).

transportation and police presence

ped centered improvements. traffic taming on residnt streets. light rail!!!!!!

transportation transportation transportation

Encouraging pedestrians, shopping and efficient transportation.

Transportation

maintaining single-family residences. Not allowing too many large condos or apartment buildings to be infilled. Improving bike and pedestrian access.

sidewalks, parks & business spaces

continuing gaining greenspace/park development

dealing with the terrible traffic that pours through the Morgan Junction from the ferries

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

I appreciate the key strategies of focusing on further development of green spaces and pedestrian safety. I don't have any complaints with those issues as a focus.

Density of housing

no road repair

random green space that is not useful - it's nice - but not functional.

bike lanes

Employment in area. There is hardly any and won't be a significant amount in the future.

adding more multi family housing through the addition of more townhouses

continuing the trend of townhouses

Jamming more units into each building. More focus on residential needs and less on city hall's wants.

Please teach developers how to build a good looking building!

Less focus on cars, more focus on walking, mass transit and bicycles.

Maybe now that the parks are built, we can focus on getting pedestrians there.

Development, more public investment, unless to support transportation and safety issues.

""Gateway triangle""? Are you kidding? It's totally overgrown, the signage is now hidden behind branches, and the ""triangle"" itself isn't friendly to pedestrians because of where the sidewalk extensions are located. This is bogus, let's do something real with greenspaces, and keep those crappy 6-pack townhouse developments out of the neighborhood.

creating density

Demographics

density

The demographics collected seem out of date. Race, place of origin... more meaningful demographics might be disposable income levels, employment sectors...

some of the housing pieces.

Letting just packing in people because we can. There are both benefits and problems to putting more people on the same amount of land.

Tourism and accessibility

Multi family dwellings: apartments and condos.....

Development of new buildings.

I like the Mother-in-law - but keep it very simple. It is grotesque for those wanting to keep their single dwelling home next to those who have developed 3 & 4 units in their back yard. It doesn't mix and forces people to move from homes they have lived in for a long time.

demographics

Condo conversions

more restaurants.

Intersections are tending to allow fewer and fewer options for drivers, and this trend continues in west Seattle (protected left turns when you can see a mile down the road for example). This approach keeps drivers from having to make decisions and encourages driving in a detached, sleepy state of mind. When an emergency presents itself, the driver is not alert enough to deal with the situation. We are making worse and worse drivers in Seattle with the way the roads are evolving.

The outward appearance is less important to me than the number of feet & tires on the roads.

Making already upscale areas fancier.

Increasing density, until we get the traffic/transportation problems worked out.

housing

demographics

Q4: Status reports should focus less on...

I am hoping the city does not push for more density with cottage houses and annexes on existing properties. I realize this is good for the city, but it is impacting our neighborhood with more traffic.

Density

Urban Density - high rise complexes! Enough - it is ruining the area and bringing way too many people to an already crowded part of the city.

development

New buildings, until there is a nearly full status of existing ones.

Cutting public transportation.

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Demographics. Don't mean much except in comparison with other neighborhoods.

Pocket parks.

Building more multi-dwelling residential. At least until transportation is improved.

Nightlife

High density development and nightlife development. Both of these run counter to livability.

Adding residential units.

Urban Village buildings until we fix the basics and set up a good community foundation first.

Cramming more people into a crowded area. Taking away my parking in West Seattle.

Building more condos/apartments.

Development of condo and multi-family dwellings.

Increasing housing, accommodating ferry traffic.

Landscaping.

They are all important to quality of life and building a strong neighborhood community.

housing--too dense now

demographics

New construction. Allowing shoebox shotgun homes on teeny, narrow lots. If they're going to be that small, make them multifamily structures.

cheap housing development

Trees - They block the views and resulting leaves plug the drains

Affordable housing

Building condos and large buildings.

housing density.

Housing without the shops and transport to support it.

Neighborhood parks

Increasing home density beyond California Ave.

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

Expanding public transport. With the tunnel joining the West Seattle Bridge, it seems incredible to me not to include further public transport as a part of that development plan. This is probably beyond the scope of the neighborhood plan, but it seems to make sense to want to reduce cars and encourage bicycles/buses/or walkers to travel from the West Seattle Bridge to the various neighborhoods of West Seattle. It would be ideal to be able to not have to take a car to get to downtown. This could also be achieved with further busing/bicycle lanes to the West Seattle ferry at Alki.

I didnt see anything about either of my concerns (parking, pedestrian crosswalks on California Ave)

transporation - impacts with growth

transportation status was completely misleading and wrong - suggested that Morgan Junction was well served when it is not.

I see a major gap relating to non-carbon-emitting transit. Specifically, many people live in the Morgan Junction neighborhood and work elsewhere, yet biking even within the Morgan Junction area is dangerous -- there are no bike lanes, and the major streets (the only places with "sharrows") are arterials with cars moving 40+ miles per hour regardless of the posted speed limit.

traffic and parking congestion

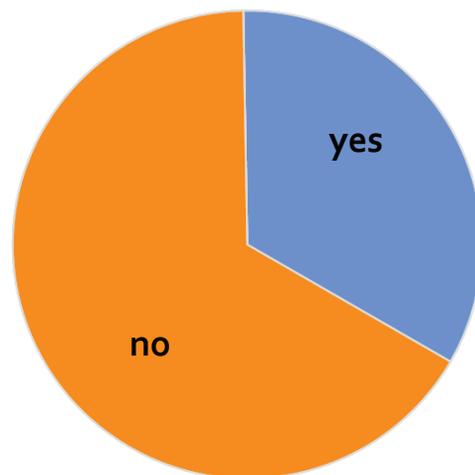
It's a good list of what we got done, but avoids completely the loss of our Monorail and it's ability to provide the cross-water connectivity we needed. It also avoids mentioning the needs for transportation solutions within West Seattle. Admiral to Alki to Alaska Junction, to Morgan Junction, to the Fauntleroy Ferry, to Westwood, to White Center - they all need regular service to and from each other.

Developers build cheap, junky-looking 6-packs all over the place and ruin the feel of the neighborhood, but nobody talks about that in your draft status report. Let's face it: this exercise exists merely to give cover to developers in the form of density targets.

You forgot to include the OSR (Orchard Street Ravine) as an pro parks levy rehab of an existing open space. There is a photo but no mention of the restoration or new stairway. It is also part of the The "Green Crescent" plan.

Do not understand the two lines. Is the report strictly the immediate urban core or is the area in the report include the wide line that goes over to Beach Drive, N, E and South.??

traffic



I think we should measure and/or report our community's carbon footprint and have targets.

unsure

Town homes! This needs to be incorporated. Parking should be below ground. Architecture should at least attempt to look interesting.

I don't think there is enough study into sustainability. The problem is in the term "growth management". Sometimes the growth is NOT manageable. I believe you truly have to address Climate Change/ Global Warming and the impact proposed growth and this plan will have on our future. Wonder if stopping the growth of an area is the only way to sustain it? Would you have the courage? Or are we all going to cook together?

I think we need to really address how much time we have - how we will measure our impact on climate change.

What, specifically, is being done to improve the transportation situation?

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

Any improvement works need to be funded out of the tax base. Work should be done to ensure that land values in the area continue to appreciate such that the tax base grows and local planning can be realised effectively. As such also, when we pay property tax, we should see that a certain proportion of those monies are being used effectively in providing local services such as the parks and sporting facilities, and this funding should be open and transparent.

outlet for the many teens who live in the neighborhood. without outreach or a centralized place for teens to go RIGHT IN THE NIEGHBORHHOD they cause trouble and create an unhospitable and unsafe environment, particularly on the weekends in the evenings.

Plans falls short by not providing the vision for developing a stronger sense of community in neighborhood through urban planning that incorporates shops, businesses and community resources to encourage neighborhood residents to walk or minimize driving for much of their basic needs.

I'd like to hear more about what is happening on the periphery of the delineated area.

I don't really know. I couldn't leave the question blank/.

Need to address more the degree or lack of general community involvement and how that impacts the overall success of the plans and ways to engender more community involvement.

restrictions on townhomes...I'd rather not see calif ave turn into townhouse row.

No mention of education and schools in the report.

Public art, community involvement

Transit - link light rail or monorail should be implimented in West Seattle to connect up to current system - would help improve traffic and also help commuters get around the area better.

I'd like to see a library or other community center in Morgan Junction, specifically one that could serve teens.

Just sounds like a bunch of dreams that will never happen

Capacity information as stated above. Crime statistics should be included, our plan was weak in the Pub Safety aspects because we didn't have any information to use for setting specific actions. Historical building information. Past 10 years of traffic studies information on both arterials and streets that are possible cut-through routes. Youth activites and oppportunites in MJ. If possible, there should be some information included about the Planning area, not just the Urban Village, mostly on the demographics, transportation uses (commuting options used) and other things that end up having an effect within the UV.

Increase of cycling commuting amenities.

Employment appears to have decreased by over 30% in the neighborhood, yet there are no employment projections in the status report. Maintaining and enhancing the vibrancy of the community requires improving local employment. Otherwise, we become a neighborhood of commuters, or worse, unemployed workers.

Don't know.

Transit & the transit-oriented development that supports it.

The report is solid in most areas except transportation statistics: Would be helpful to know how many people in the neighborhood commute 5, 10, 15, or 20 or more miles to work. How many carpool. Commute by bicycle. Ride mass transit. Gathering this data along with impressions about commuting and quality of life as it impacts sense of community and neighborhood could be very helpful now (as a baseline), as well as down the road (pardon the pun) in assessing the outcomes of transportaion strategies in relation to the Vision of the Neighborhood Plan.

Where is High Point? My immediate area just North of new High Point homes has several houses which are new and appear to be permitted in high impact areas. Now their projects have stalled and have sat unfinished for months. Some have foreclosed as a result. I live next to one abandoned home, one unfinished one and have two more unfinished homes one block over. Is this a result of the gap?

described above

NO TUNNEL!!!

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

I don't know

Not sure.

more about transit & transportation. Will more traffic shift to California after the changes are made to Fautleroy? how will flow change?

Need to make some easy transportation fixes like expanding water taxi/dart to Morgan Junction and then focus on transportation issues and getting abandoned buildings and businesses occupied or torn down. I am particularly thinking of Chuck and Sally's

Addressing transportation, and what's being done to encourage business one would expect in an "urban village". There are not enough places for people to run into each other on a regular basis. We don't need more restaurants and pet salons. We need to encourage businesses that keep people shopping in their neighborhood. The only business that meets that need is Thriftway. We need to attract more diverse business to the neighborhood. There are plenty of apartments and housing, but relatively few places for all of these people to walk to for everyday living.
