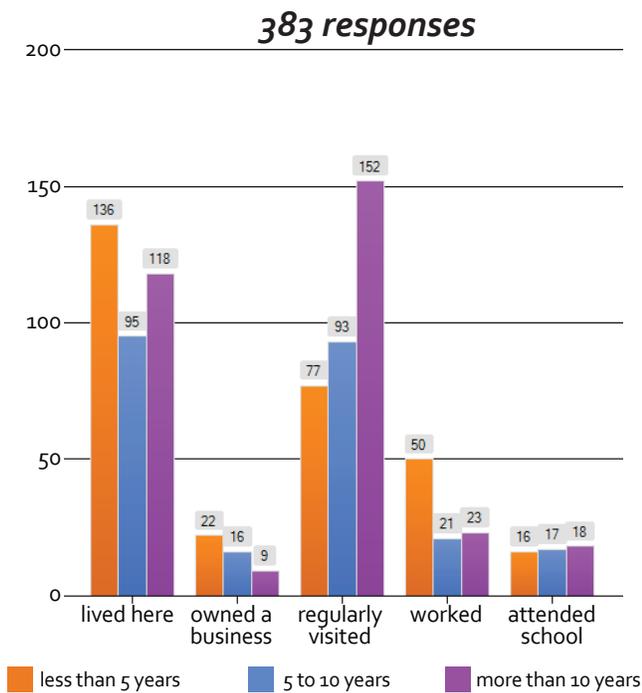


Status Check

Transcript of West Seattle Junction Questionnaire Responses

The West Seattle Junction Neighborhood Plan was adopted in 2000 and includes the West Seattle Junction Hub 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)?

more townhouses

Homes have been demolished and replaced by expensive, crowded condo units without adequate sized garages creating more cars parked on the street. Our neighbors have gotten younger including many families with young children. We really enjoy being close to the vibrant Junction business district for restaurants, shopping and the farmer's market. Recent and ongoing construction of huge mixed-use developments will also effect parking but most of these projects have not been completed. We will see what the impact is in a few months. The replacement of low-rise commercial buildings with high-rise residential/commercial developments will change the character of the area - one of the attractions of West Seattle is the small-town atmosphere just a few minutes away from downtown.

Development and corresponding traffic. Better retail.

Many houses along California Ave have been torn down and replaced with townhomes or apartments/condos. The Farmer's Market has become increasingly popular each year. Community-building events such as Movies on the Wall, the Junction holiday tree lighting event, etc have become more prevalent and better attended each year. Ercolini park was built near the Junction and another park is being built near California and Dakota. Huling Brothers closing down left a huge swath of vacant space that is quite an eyesore - especially when joined by the Whole Foods hole-in-the-ground site across the street.

Yes. The neighborhood has improved from the standpoint of having more businesses and restaurants, more pedestrian-friendly crosswalks, and feels more lively and fun.

High rise buildings with condo development is crushing the "small town" feel.

Mega buildings are destroying the character of The Junction.

Improved, development has been noted and nice. Maybe more apartments than I would like, but otherwise it's been positive.

bigger and taller development of condo buildings. I am concerned we are going to lose the small stores and business in the heart of Alaska Junction on California.

There has been considerable development in the last three years since I've been here. Some of it has stalled, so it remains to be seen what good or ill those developments will bring. Small businesses in the Morgan Junction seem to be flourishing (I moved from there two months ago) - adding the park and a couple more restaurants/bars have brought serious crowds out. I watched the car lots on Fauntleroy empty - and now that they've sat empty, it brings a sad, neglected feeling to that area.

Too much development, increased traffic in/out of the area.

The only change I have seen is the increase in apartment and townhome style housing increase - otherwise I haven't notice much improvement for parking, traffic or pedestrian safety.

Parking plans have not kept pace with new multi-family construction. My neighbors and I can't even park in front of our own homes due to the many condos, townhomes and apartments that are nearby. We are also very close to the bus stops, so commuters park on our street during the day; the dreaded park and hide.

It seems like the junction struggles with the business mix. The Whole Foods "Hole" is a big problem.

Lots of first time home buyers. 30 somethings starting families. Has always been a "family neighborhood". Lots of development with business, housing, and urban areas, but keeps the charm that has always been West Seattle.

Can't say - have only lived here for 9 months but we love it. It's very friendly and safe.

More vibrant shopping core along California Avenue, spilling out into the surrounding area. Buildings in better condition.

More apts, condos, less parking spaces due to construction workers/apt condo occupants. More restaurants, businesses. And of course, a seemingly endless supply of bank robberies.

More large developments, townhomes. More upscale restaurants.

i've been here a year, so haven't seen many changes

Q1: How has your neighborhood changed?

Traffic congestion has gone up and down but businesses have improved. The problem seems to be in keeping businesses around for any duration of time as well as traffic construction projects at a minimum. There have also been numerous attempts at making the main strip of California Avenue S.W. between S.W. Oregon st. and S.W. Erskine metered parking. The best improvement and community enhancement has been the West Seattle Farmers market. What a great way to bring community together and have fresh, organic, whole foods easily available to people who would otherwise not purchase them or make a drive to other communities to purchase them.

Traffic congestion seems to have increased & also has gotten worse with regard to aggressive driving. It's scarier to be on the roads these days, especially as a pedestrian. Jefferson Square makes me feel claustrophobic during certain hours of the day. There has been lots of change as far as the buildings in the neighborhood. Seems like there are many more taller buildings & also many new townhomes, condos, & apartments. Also, many of the older businesses have closed or have been torn down (Huling & all the new construction along SW Alaska); when I do go walking in the neighborhood, it seems like a lot of things are in chaos & transition.

Certainly not for the better. The Junction simply looks dirty and run down. I am seeing many more homeless people. A few years ago a woman stopped me in the parking lot behind the Husky Deli and asked me for some change. That was unusual a few years ago but probably commonplace today in the Junction. In fact, I no longer feel safe in the area. The walkway from that parking lot to California Avenue is just disgusting. The new architecture along California (with a few exceptions) looks dismal and cheap. Just what we need..another multi-story wooden/corrugated metal box. Who are these architects? Where did they get their degrees? Probably not from Yale! Driving around West Seattle these days is frustrating. When I moved here from the East Coast, I had hopes that West Seattle would transition for the better. That transition never really materialized.

Traffic has slowed down, pedestrian and bicycle traffic has increased. The Junction is "happening" thanks to businesses like Easy Street, Elliott Bay Brewing, West 5, etc. I would like to see the pedestrian/bicycle friendly feel extend beyond the Junction corridor on California. It would be great to slow traffic down on Alaska, 35th, and Fauntleroy so these areas would feel more accessible by foot and bike.

Several new restaurants businesses replacing others. Seemingly an up-swing in average income. A new neighborhood park

Businesses have come & gone but some long standing have remained which is nice to see. Most of the people in my complex have lived there a long time.

Crime seems to have increased, though the neighborhood's stores haven't closed as I might have expected them to with the recession.

Terrible loss of single family dwellings, reducing the charm and character of the entire neighborhood. Large, Bellevue-like boxes have replaced them. Apparently they are "in demand" townhomes, condos and apartments. I think they won't last 15-20 years, unlike the remaining homes from 1900-1950 period. I own one of the older craftsman-style homes. A realtor told me recently that if I ever sell, this nearly 100 year old home will be bull-dozed for a McMansion or another townhome box because I'm on a large corner lot. This overdevelopment MUST stop!

Increase in stores and restaurants and mixed use buildings. Parks created. Roads improved. Bicycle lanes added. Water Taxi developed!

For the most part, it has improved, more and better businesses and restaurants, etc., though I am not too fond of some of the larger construction projects.

More businesses have moved into the Junction - and businesses that more of the population would use (not speciality stores). There is a nightlife now that never existed before - a Friday and Saturday night in the Junction seems more like Capitol Hill, and even on mid-week days, there are cars circling, looking for parking. The farmer's market brings in a lot of people on Sundays, and businesses are all open on Sundays - when I first moved here, Sundays were a graveyard.

Residential density is up - increased condos and townhomes in the Junction, and I feel this is good as additional residents will support our West Seattle businesses. We also have several new parks. We have lost some core businesses and have empty commercial spaces and stalled construction along Fauntleroy that are a concern.

Not much. More housing units, that's about it.

Q1: How has your neighborhood changed?

It has been over run by irresponsible developers. I live on the HOLE foods block. This disaster has made my property unsellable. There are too many robberies and too much vandalism. Virtually all of my neighbors have had at least one car stolen. This is just wrong.

I have watched several excellent parks go in and experienced wonderful community events that seem to keep the neighborhood vital.

increase in businesses and visitors to the Junction. More lively core. increase in litter

The monorail was in the planning stages when we moved here.

Development has really accelerated

It has become more vibrant. Seems to be less of a place that people just pass through, but rather is attracting people from all over the city.

Cleaner, more fun.

Negatives: Increased population, traffic and parking density; obtrusive and prolonged building construction; idle commercial space in the form of the former Huling Brothers "campus". Positives: Improved amenities and general appearance along the California ave. commercial district; vibrant Farmers Market; improved shelters at Calif./Alaska Metro hub; increased park space.

It has changed for the better in regards to businesses and restaurants but it has changed for the worse with the increased number of high rise buildings which cast a lot of shadows making it a less pleasant place to visit and parking is really super bad.

Density has increased. Very poorly designed condominium complexes are replacing older homes and apartment buildings. They have no common area (outdoor recreation area) for residents. Garages are positioned so close together that it is difficult to maneuver a car into them. Condos don't have to be ugly. I've lived in some lovely complexes with green space for pets and kids to play, volleyball courts, etc. The need for public transportation has increased, yet the frequency and reliability of transportation has not. Crime has increased noticeably since I moved here in 2003.

Much more high density house. A huge hole where Hole Foods was supposed to go.

Many more condos and much more traffic. West Seattle is no longer the sleepy town it was in the early 90s. Centralization is quite evident. Good for businesses. But seems neighborhood is more hard core in terms of scary people at night around certain areas. But I think the growing population has made businesses such as restaurants more sustainable. Fortunately our residential area hasn't changed much since its zoning is still the same, the growth corridors change. Some of the buildings look like give aways to builders. More care should be given design on a human scale, right now thinking of how the QFC building feels so massive. Where as the building just west of Jefferson Square has more design on a human scale at the pedestrian level, very important. Jefferson Square itself is an architectural monstrosity. Its worth getting better design from the beginning. And what is up with Hole Foods?

Yes. I think the parks are quite nice. Longfellow Creek Reserve is a great place to visit. Also, the market is getting better all the time. I would like to see more trees in the parking strips.

The neighborhood seems to be drawing more young families. I feel it has become a great place to live and raise children.

not significantly.

The neighborhood has densified and overall has become nicer. There are more options for food, shopping and entertainment than before, although the economy may be thinning the gains a bit - that is to be expected. However, with all the gains in population, business, traffic, and activity, there seem to be less cops around. Also, petty burglaries and vandalism, which is the only kind of crime that affects most people, seem to have skyrocketed. That is not because of the economy; it is because of the lack of consequence.

More crime

More young single people, better restaurants, more parks, major construction/development projects... mural, hole foods, capco plaza.

haven't lived here long enough to comment

More traffic, more developments off the main street.

I believe that it has developed well and continues to do so.

Q1: How has your neighborhood changed?

My neighborhood has changed from a sleepy rundown area to a vital urban village with unique shops, quality restaurants, and entertainment venues. I participated in the neighborhood planning process and neighborhood plan implementation. Many of the changes that have taken place in the West Seattle Junction reflect the vision and goals of the neighborhood plan. Several large housing/mixed-use developments are completed which provide opportunities for people to live and work close to transit and services. Streetscape improvements along California Avenue SW provided a community face lift and has resulted in the attraction of new businesses to the community. Some of the newer building designs do not reflect the intended community character identified in the West Seattle Junction design guidelines, particularly as it relates to the use of quality, sustainable building materials and building facades. This is despite the fact that many of the projects have undergone design review.

Larger/taller multi-family residential have gone in but little in the way of progress on how transit is going to be integrated into the current urban fabric. For instance, how will the historical buildings be preserved while still providing for development opportunities in association with transit improvements? How is this area going to meet the grow needs in density that the entire city/region is being faced with? There are some big issues that need to be addressed now that our city has embraced the concept of mass transit!

The type and quality of businesses in this area continue to improve. Parking is getting increasingly difficult. The character of development is improving, but the entrance to the area is ragged, with a high degree of vacancies, old buildings, and very limited neighborhood appeal. The core of the WS Junction is much more appealing, but beyond it the improvements seem limited - if not actually a regression in the appearance quality.

A much younger demographic has moved in due to the amount of townhomes and condos added.

Since I have lived here, the uber-business Huling Bros left after selling to Gee--leaving a blighted row of empty vandalized buildings. A huge excavation site is another sign of these hard times. In my neighborhood, quiet is not so bad but tax revenue lost still echoes in the hills here.

More traffic. Farmer's market is a great addition. More kids which is a great addition.

The area has cleaned up a lot, and the old run-down looking businesses and homes are slowly being flushed out. There is a lot of commercial and residential construction plans, but completing these buildings seems to be taking longer than usual. The neighborhoods do not seem to be any safer than they used to be, and there is still quite a bit of crime.

A large amount of development with mixed results. The growth/maturity of the area is great and there are high-quality businesses in greater numbers. Negative changes include rampant townhome growth, unchecked rental unit growth, increased traffic.

It is getting more tall buildings and has nice flower pots and decorations year round

There are a LOT more apartments in the Junction. We have more parks, and the businesses in the Junction have changed--a little more upscale, and ones I'm more likely to (and do) patronize almost daily. Overall, the Junction is a lot more livable in the sense that I can pretty much accomplish everything I need to go about my life in that small area. I only go to Admiral Junction for the library and PCC, and occasionally the wading pool at Hiyawatha.

My husband and I have lived in the West Seattle Junction neighborhood for 2 years, and have seen a lot of changes in this short amount of time! The Junction has added two major building projects, and we've seen a lot of townhome projects come to completion. We've noticed more restaurants and small businesses, as well.

major development has occurred in the neighborhood core, there are better businesses and more nightlife to be found. Parking has become an issue, especially with the construction workers using neighborhoods to park in during the day. The gateway area has recently become a sea of empty lots with the closure of the car lots and the failure of the "hole" food development.

There has been an enormous amount of constructing of apartment buildings and condominiums, but no parking facilities. Very concerned about future congestion once these buildings fill up with tenants. Instead of more condos and apartments, how about a hotel option for out-of-town guests?

more pedestrian friendly, more attractive

Q1: How has your neighborhood changed?

A noticeable increase in congestion, especially on Saturdays. Parking has become much tighter. More traffic on my street, which is a residential arterial.

Yes - there has been growth in housing and a mix of new businesses, including a greater number and variety of restaurants

don't know.

more multi unit dwellings, more ferry traffic

traffic / parking has deteriorated to a terrible degree. We had such a wonderful opportunity for monorail public transit to be installed and lost it in '05. What a shame.

plans for new development; lots of it fantastic, some not; saddest is hole in ground with project on hold

Great farmer's market, great redevelopment of the junction area. Loss of businesses & jobs in the Huling auto row. Much new density along Avalon.

It has changed dramatically! There are many new businesses, particularly restaurants, that are frequented by much younger crowds than in the past. A lot of new apartments/condominiums have been recently built, under construction, or in the planning stages. The business district is so much more lively, exciting, and diverse than 10 years ago. It is great to see so many more people living, working, shopping, and going out in the neighborhood.

The construction in the West Seattle junction is rampant, changing the nature of the neighborhood in a negative way. Developers keep putting up condos without providing parking. The Junction is way too developer friendly.

Yes, There are many new town homes and condos and no new way to get the people in and out of WS

I have not even lived here 5 years yet so I'm not entirely sure.

More high density housing has been constructed. There is a larger population of elderly individuals still living in their homes than when we moved into the area in 1997.

Slow growth with recent new developments that are adding more density which is improving the character and businesses of the area

Too crowded and more traffic. Crime seems to have gone up as well.

There has been a huge increase in traffic congestion entering and exiting the junction neighborhoods. There has been a rise in crime. I currently do not feel safe walking to and from my home alone after dark. I did not feel this way when I moved into my home 5 years ago. With more traffic there is less pedestrian awareness including marked cross walks. With so many unoccupied buildings due to the exit of Huling Brothers this attracts more criminal element where I have witnessed drug dealing.

quite a bit...there has been massive new housing development, as well as more upscale retail/commercial installed.

Yes. Much more dense.

more traffic

Have only been here about 1 1/2 years and haven't seen significant impact

I started working in West Seattle full time. I had visited fairly frequently beforehand, and was so impressed with West Seattle after getting better acquainted with it that I moved here a few years ago. Within a few years, I have seen major renovations that have dramatically improved the quality of life. I work with small children, and have seen radical improvements in existing parks, as well as having seen new parks, such as Ercolini Park, develop and form into amazing centers of family fun. In addition, I have been delighted by the transformations that have occurred with the streets and accessibility. California Ave SW has new bike lanes, and there is an ongoing refurbishing of Fauntleroy Way SW. Every few months I notice something new, or something else that has been improved upon. This, coupled with the overflowing neighborly attitudes of the community reinforce that I chose a perfect neighborhood.

On the positive side, it has been revived by new businesses and is a hub for community activities such as the west seattle street fair, farmer's market etc. The downside is that it has become much more crowded. There is inadequate parking. The traffic is such that older folks who comprised a big part of the neighborhood feel apprehensive about getting out.

Q1: How has your neighborhood changed?

I moved to West Seattle because I like the "mom and pop" quality of the Junction and the free parking helps contribute to the small town feel. I am happy to say that not much has changed despite the poor economy. We love the independent stores and the Farmers Market. Adding parks like Ercolini a huge plus. Would like more parks, retain open space, more thoughtful design when we have to grow. Less cheap looking condos blocking views like the QFC/Office Depot and the new building behind the Petco!

Fauntleroy is being repaved.

I've only been here a year, but the neighborhood has changed in the Junction where I live. Lots of new multi-story apartments, condos, and stalled developments...

A lot of mixed use building going up (condos/apartments on top, business below)

Parking is getting to be a problem at the junction. Free parking seems to encourage abuse.

More parks. Changes to businesses (restaurants/shops closed). A lot of new residential condos and apartments. Big whole in the ground. Closing of Huling Brothers. Lots of empty real estate where the dealership used to be.

More commercial and new homes have popped up in the neighborhood. Parks have been remodeled and improved. Older buildings have been replaced by newer ones. Overall, a general improvement to the neighborhood has been seen. However, several projects have stalled out in recent months, most notable is the Whole Foods project at the 39th, Alaska and Fauntleroy junction.

Lots of small homes have been torn down with multiple dwellings (townhomes) put up - that has brought more new restaurants and a new vibrancy to the Alaska Junction - more upscale - but parking is starting to be a problem (how can you build retail space and multiple units without allowing enough parking for two cars per condo/apt plus parking for retail??)

Huge buildings, more traffic, worse street conditions, less parking.

more buildings, more retail, cleaner and thriving more

The population has increased dramatically. The morning and evening traffic on the West Seattle bridge is usually clogged. Bus service to downtown (#54 & #55) is usually standing-room-only at most times. All of the 6 story highrise buildings are uniformly ugly cubes without character. Why can't architects & investors look to WSHS or The Hall of Fauntleroy for inspiration? Where are the Gerrys and Gaudys? sp? The people in "The Junction" are very friendly.

Businesses are more vibrant and neighborhood is more diverse

Greater density, but also refreshing mix of new businesses coming in alongside long-established. Increasing community pride. Growing destination for fun, dining, shopping, farmers market.

Very safe to walk around even late at night. More pedestrians.

High Point neighborhood is thriving.

Many more mixed used & taller buildings going up

Too crowded, transportation stinks, crime increased, road capacity DECREASED....

More density, more remodels (bigger houses), more cars parking on the streets.

new businesses, parks and some road improvements

A lot of growth in multi-family dwellings.

I haven't been here that long but from what I can tell the neighborhood has improved and the retail is getting better. There seems to be a wee baby boom. We were poised to get some new development but then the market tanked and now it's all on hold. For what it's worth, I think DPD should "develop the shit out of the neighborhood" with the goal of supporting a future Sound Transit extension. Hopefully the Triangle area will turn into the next Ballard. Also, there is too much single family zoning. The vast swath of SF zoned land should be allowed to house duplex and mother-in-law apartments. FUCK THE NIMBYS!!! BRING IT ON!

a lot of businesses moving in and out

more drug dealers, car break-ins, more trash on Avalon

Q1: How has your neighborhood changed?

Growth in population, especially young families. property values have increased and household income seems to have increase as well. new businesses with innovative owners who are invested in the community have made a positive difference. increased traffic.

When they put the plan in place in 2001, they made a big deal in the transportation part of the plan about the monorail. It's obviously not part of the current plan. The traffic has gotten worse. The parks have gotten better.

More multi-use buildings; more townhouses

Increases in dense housing along California

In the last five years or so, we saw the beginnings of positive growth - mixed use developments, businesses and restaurants. This type of growth will lead to a more dense population and a more vibrant community. With the downturn of the economy, however, a number of the projects have stalled.

More positive activity in the Junction. While the development is dense and a little bit frustrating it is more lively. Like the community aspect

Ecolini Park has opened. Dakota Place Park construction has completed. Various business have changed hands. Things seem to be more walkable and livable in and around the Junction.

Recently moved here...have seen planning for a new park/green area.

When we bought our house in the Junction area 5 years ago, there were very few families on our block (or surrounding block). Since then, we had a baby, as have several neighbors, and families tend to move in when others move out.

Overcrowded - too much traffic.

Much more infill development, especially along the Fauntleroy & California corridors. Many new businesses in the Junction. Lately new big development projects - and one huge hole.

More density happening at Junction--more construction. Ecolini Park opened which is FABULOUS.

More people, more urban issues (petty crime etc.), better public places (improved libraries, parks), traffic concerns

There are more restaurants, Farmers market and more people out and about in the evenings.

More multi-family housing; some commercial development

Higher residential density. More crowded commuter parking around Junction bus stops. More crime, (residential and auto break-in's). More "tagging". A higher police presence (Good). More overall traffic (congestion). Farmer's Market (Good). I sense that the overall feeling of "community" is promoted by the local business owners and customers. For me, a retired person, The Alaska/California Junction Neighborhood is a great place to live.

A lot more townhomes and large apartment complexes are being built. Traffic is worse. Generally, I feel less safe living here because of increased crime.

There has been more growth for businesses and condo/ apt. buildings in the junction. There has also been an increased awareness of what is going on in the area by the local citizens who live here.

Populations density has increased significantly, ie traffic, noise. More great new little parks. Lots more upscale houses.

Much needed paving on California Ave SW was completed. The Junction is now more attractive to restaurants and businesses. The Fauntleroy "gateway" is a DISASTER! The Huling properties are abandoned, the Whole Foods project should never have been started without proper financing, and now existing buildings (Montessori school) are being torn down to build more new retail/condo space?! Top priority should be placed on developing/leasing the existing available space.

Much increase in density.

The Junction is much busier than it used to be--harder to park, but businesses seem to be doing well. Condos seem to be cropping up all up & down California Ave SW, and rents are up. It's getting harder to afford places here. The Fauntleroy access area to the Junction seems more run-down and businesses are empty, projects stalled. There is also great concern about the Viaduct coming down, and some (myself included) are considering leaving the area--I've had to travel out of WS when the Viaduct has been closed before, and it's not manageable.

Q1: How has your neighborhood changed?

Demographics have changed...younger families moving in. Businesses are reflecting this change.

Too much development, losing it's small town feel with all the high rises.

Unpleasant growth with emphasis on excessively tall buildings that cut off views and sunlight and encroachment of big box stores. Too many bars and restaurants displacing other small stores. The only slowdown or control of excessive growth is the collapse of the economy.

A lot of commercial development of stores, condos, apartments and remodeled homes. Most of it is good, but more density means more people, more difficulty parking. Good bus coverage to get around W. Seattle and to downtown. Also some homes being torn down and replaced by new homes or businesses. This seems wasteful to me - can't the homes be moved to a vacant lot and re-used?

It's become more lively -- more public art, community involvement. But also more crime. New buildings are coming up with more people and pedestrians. This seems like a great chance to improve pedestrian resources and community street culture.

A lot more traffic.

The development of the high point neighborhood to the south has significantly changed the southern edge of the neighborhood by increasing the density of the area. Unfortunately, there has not been a corresponding change in the commercial/retail structure to accommodate the increased population, which means that everyone needs to drive elsewhere (especially to the Junction) to shop and do business. The junction has also seen significant growth in rental space in the last two years.

The Junction's business area has really improved. Several years ago it was on a downhill slide - businesses were closing, and new businesses would move in and close within a year. This left several storefronts empty - most notably the old bank on the corner that is now Super Supplements. I'm glad they're working on creating more greenspace near the Junction - this makes it nicer to walk around from store to store.

Crime is up. Condos are replacing single family housing.

don't know

Two new mixed use condo/retail developments. Fauntelroy corridor to Junction is a vacant -- eyesore.

More large scale apartment buildings have been built. Not really interested in seeing the WS Junction turn into the next Ballard Market St with all of the hi-rise apartment buildings crowding out the light on the street. If you can't fill them, don't build them.

Yes, lots of new low budget apartment/condos coming in.

Traffic is more dense. The Junction's physical appearance has improved. Many multi-unit complexes have been built. The Gateway area is empty.

Many more condos, townhomes and apartments.

Yes, the neighborhood has changed. It seem to be becoming "Ballard-ized"-- lots of townhouses and condos, cramming people into every last bit of space, just to squeeze out a bit more tax money. No thank you!

So many people living here but the streets and parking can't handle to load.

more commercial development. significantly more condo development in the alaska/california junction

Higher density and property values have negatively affected the character of the neighborhood that I appreciated when I moved in. It doesn't feel like the exchange of higher density for more amenities and open space really happened in West Seattle. The areas of additional green space and parks are not central, and are small. In the meantime, large projects have been built, bringing more people into an area that will essentially be bound by gridlock when the viaduct work begins.

In the past 10 years I think the neighborhood has become home to more young families. Density has increased with multi use housing, but the demise of the monorail seemed to have the biggest effect with developers grabbing land that was planned for the monorail. Some of this land is undeveloped and what has been built recently looks the same and doesn't fit with the existing architecture.

The development of Eroclini Park

Q1: How has your neighborhood changed?

Several high rise residential with retail base structures have arisen. Some developments (Whole Foods) have been abandoned, some older businesses have vanished. Junction is losing its "soul." Crime has increased dramatically.

more infill construction. more retail, more restaurants, increased foot traffic at farmers market. better sense of community

Lots of condos, more traffic, better restaurants

More condo development with shops below

Quite a few new businesses such as bars and restaurants displacing hair care, nail polish and dry cleaners, new pavement on major arterials, local Group Health hospital closed, lots of infill development on double-lots and some tear-down and replacements, earthquake fault studies performed and published. Monorail was approved 3 times, right of way negotiated/acquired, then rejected and right-of-way sold off.

More shops and restaurants in the junction and an increase in foot and car traffic

Lots of home renovations. Junction businesses have improved -- better shops/restaurants. Crime has increased with the addition of Talarico and the clientele at RockSport. Restaurant at corner of Edmunds and California struggles (currently Ama Ama). Need more family restaurants in Junction. The current restaurants are great, but are not really appropriate for children. Need more restaurants/cafes where moms and their kids can feel comfortable. 7/11 on Edmunds is scary. Would love to see it go. Need more parking!!!!!! Would love outdoor seating for restaurants on California.

updated, gave the town a face lift

More sophisticated retail and restaurants have come into the community (which I like and appreciate.) There is more traffic and less parking (which I don't like or appreciate.) Taller buildings with little eye appeal and what appears as no concern for the character of the area, have been built (which greatly saddens me.) Paid parking has come in (which loses the small town feel and friendliness.)

More restaurants at the junction, the farmer's market opened, Ercolini park opened, more townhouses and other multiple occupancy buildings have been built.

Density up, population up, neighborhood awareness up, transportation needs way up, housing prices have doubled in ten years. Bus service is declining, crime is sky rocketing, social service needs are on the rise, parking is spreading into residential streets, utility poles are in need of replacement, street lights not maintained.

Increase in the number of multi-use buildings in the area (ie. retail/residence buildings) Reduction in the number of businesses located at the Fauntleroy/Alaska intersection Improvement to the Junction infrastructure (sidewalks, roads, parking)

More condos have been developed.

The character of the Junction has changed from "blue collar" to urban living. California avenue at the Junction has more high quality restaurants - which means that we rarely leave West Seattle to go out to dinner. The junction is a pleasant place to visit. I do wish however that we were able to attract higher quality retail stores - seems like we have more "second hand" stores than first line retail stores. Parking in the Junction continues to be a problem - particularly if we want to visit stores on the east side of the junction that can no longer rely on off-street parking behind Petco.

There are a lot of residential condo units being built and the traffic has increased immensely.

More parks and open space More new buildings - much more vertical height in those buildings More population More community gathering spots

Ill advised development creating unpleasant traffic density and lowering the general standard of living.

It looks better with the improvements to sidewalks etc, and seems to be more vibrant and interesting. Parking has become more difficult though. Alley behind businesses is looking messier.

Free parking on California Ave has become very difficult on the weekends. Graffiti and vandalism are way up. The city and police show no concern over this. It gets me upset. The failure of the Monorail leaves me with little confidence in the local government's ability to actually provide effective mass transit. More buses on the same roads, especially with the targeted increase in population density, is not a solution, it just furthers the problem. I am alarmed at the city's inability to handle snow.

Q1: How has your neighborhood changed?

I've only lived here for 1.5 years, so it hasn't changed much.

More vital business district, better restaurants, denser development along California Avenue, dead zone where Huling Bros. used to be, demographics are younger and perhaps a bit more diverse.

Much less dense development and commercial than I had expected, atleast slower. I love how the Farmers Market is doing, that is one of my favorite parts of West Seattle.

Huling Bros. went out of business. It was never a great neighborhood enhancer, since I don't even own a car, but now it and other lots along Fauntleroy are vacant and that area is dismal. Traffic tends to drive very fast along this stretch of Fauntleroy as well. It feels like I live next to a freeway b/c there are no businesses (or even buildings, in some cases) and the traffic is very fast. However, other areas closer to the junction have been or begun to be developed and that is very nice. The QFC going in will be a great walk-to, better quality alternative to Safeway. The new Fresh Cafe is nice to see, and hopefully some day we'll get our Whole Foods and get Hancock Fabrics back! Now all we need is light rail from U district through downtown to the Junction!

Yes, too many condos/apartments.

More multi-level apts & condos. More debris in roads. (Dirt, litter, leaves) More restaurants

Made bike paths without consulting anyone. Very dangerous and incompatible with the neighborhood. This is not a biking community and the roads do not accommodate them. Let them take the side streets, not the only avenue going north and south. Get them off the main streets! Lots of restaurants and bars but no place to buy a pair of underwear. Too many condos. Most restaurants don't have adequate parking. At least Schmidts Park is still nice although I wish you could drive inside and park in the old parking lot. That made it much more accessible.

There has been more high density residential development.

density, younger residents and patrons, young families with more income (seems like), more restaurants and nail salons, highe buildings, less green space, more traffic and less parking, businesses going out of business (Huling), more vibrant, hip and fun

Besides the increase in construction noise, the main impact on my business (a child/adolescent psychology practice) has been increased parking restrictions near my business, which is on the corner of SW Oregon and 42nd Ave SW, across the street from Hope Lutheran School. Sharing parking with Hope Lutheran School has always been a challenge since the entire western side of the school and church has a school load/unload restriction between 8 am and 5 pm, Monday through Fridays even during the school day (not during pick up or drop off) AND EVEN DURING THE SUMMER WHEN SCHOOL IS OUT. The situation has gotten worse in the last year as the city expanded the restricted parking on the south side of the school/church building to also include spaces further east on the street. My patients do not need a lot of parking. However, they are often young families with strollers, etc. It negatively impacts my business, which serves children and families in Seattle, for Hope Lutheran School and Church to have so much parking reserved expressly for them. There are many empty spaces in the reserved areas during the school days and during the school months that could be shared. Thank you for your consideration.

Positive improvements on California in the business section with the plantings and benches. More businesses coming in. Ercoline park has been a great addition to my area and I look forward to seeing the Alaska Junction park(however little) completed. I see more families coming into the single family zoned area I am in with upgrades to the exisiting houses or new ones replacing. Traffic has gotten worse. The large box style buildings on 42nd are a wake up call.

More townhomes, larger retail stores (QFC, Whole Foods?), more apartment complexes.

More high-rises making the streets darker and less friendly. Some improvement on road surfaces and sidewalks. Any park development has been unnoticeable.

Great new retail and restaurants. More townhouses.

There are many new highrise buildings, more townhomes, the monorail project was suspended, a few more parks, a pea patch, more traffic and density, parking lots have converted to pay lots.

More parks, new developments coming in with new restaurants, some traffic improvements. Lots more condos/townhomes

Q1: How has your neighborhood changed?

Much more apartment/condo construction, more large businesses under development

There has been a lot of development - none of it good. There has been a huge increase in traffic and poor planning decisions, the most offensive of which is the realignment of Fauntleroy Way. There are the Mural apartments, which should be a Monorail station, the Whole Foods Hole, and more condo inventory than you can shake a stick at. It's nearly impossible to travel down 41st Ave SW to Jefferson Square because of the traffic, and parking has become more sparse. There also seems to be a lot more crime in the neighborhood thanks to these apartments and condos coming in. What used to be a quick trip to the Jefferson Square Safeway is now an ordeal, and is often less time consuming to just drive up to the Admiral Safeway. There have been a lot of great new businesses, but many of them seem to duplicate each other. I do not like the influx of chains coming into the neighborhood, such as Pharmeca, the fancy chain maternity store, the fancy chain paper store, Matador, and the most offensive of all, Super Supplements and Garlic Jim's. They take away from a lot of the charm of West Seattle. When I moved here I loved the fact that there were small independently owned businesses. Now no small business owners can afford to move into the neighborhood, at least not to a location where they could attract attention. Nobody can afford the Garlic Jim's space except for a chain such as Garlic Jim's. There are too many nail places, and I fear for the future of West Seattle as we continue to lose our charm and turn into being just another awful overpriced neighborhood that at one time had charm but no longer does but is still trying to cling to the idea that it does. If I wanted to live in a neighborhood like that, I would have moved to Ballard or Fremont.

I have noticed more construction around the Junction area and improvements (aesthetic) along California ave.

More fun neighborhood shops and restaurants have opened. A fabulous new park (Ercolini) has become a neighborhood gathering place.

Growth of high-density development

more crowded

The junction is "prettier" to look at since the new benches and lights have been added. Our family has enjoyed the new Ercolini park, wish we had that when my kids were really young.

We've seen lots of changes since 1996 when we moved into the Junction neighborhood. Town homes have been built in the space where a single family home used to reside both across the street from us and behind us. Just down the road the old Mike's Video (later Hollywood Video) was replaced by the QFC project. The junction itself has seen dramatic growth which I think mostly is for the best. I hope through all this growth we're able to maintain our neighborhood feel, even though we're just a couple blocks from the heart of the junction.

Huge increase in multifamily housing and crowded condos increasing traffic congestion, far too much low income housing and multifamily housing. Fewer retail stores and grocery stores and NO fabric stores, too many restuarants and pet stores.

More multi-family apartments and mixed use buildings, more zero-lot mulit family townhouses, fewer local businesses (car sales) and more regional/national businesses.

More condos. Fewer slot car racing stores. Better restaurants.

Increase in gentrification, older buildings replaced with newer, nicer structures, improved thoroughfares and streets (some), more and better restaurants and services in place.

Seems that older folks are moving out or passing on and younger couples - sometimes with babies - are moving in to the homes and fixing them up. Pathfinder school closing has hurt our neighborhood and is an eyesore; something productive (park?) needs to be done with the site.

More condos/apartments are being built. Car dealership closed leaving lots of buildings and former carlots abandoned.

I have lived in the neighborhood since April 2008. Crime seems to have gone up and a number of businesses have failed (notably the car dealership which accounts for blocks of empty pavement).

Shopping district and streets have become overcrowded. Parking in the junction is difficult. Too many condominiums going in without enough parking space. West Seattle bridge and Alaskan way viaduct have become bottlenecks.

Q1: How has your neighborhood changed?

There have been many changes - some good and others bad. The plethora of badly designed townhome condos with the resulting overspill of cars parking on the neighborhood streets is not a positive for a previously diverse small scale community. The increase in height limits for buildings blocks the sun exposure creating canyon like shadows. On the plus side are the upgrades and vibrancy of the junction shopping area and the new parks which bring people together for conversation and outdoor activities. Our granddaughter and many neighborhood children love Ercolini Park. I am interested in whether the parking study is examining the parking situation on the residential streets in the area. The streets are so narrow with cars parked on both sides of the streets that only one car at a time can proceed. I believe this is dangerous for the vehicles and the residents. One of my fears is that the plethora of large new buildings in the Junction will totally change its unique character into a shopping area that looks like any new suburb. Please do not let that happen! The Fauntleroy area approach on the other hand could use new buildings and upgrades. It is dead and deserted after the departure of the car dealership which occupied almost all the property.

Generally positive changes as far as business vitality. Community/neighborly interaction seems high. Petty crime is a concern but it's difficult to tell if this is a real artifact or just hyper-vigilance on the part of older, more conservative residents

I've been here 9 years from out of state so I'm not sure. However, I do see a significant change in the last 5 years. There is definitely more traffic and more apartment building. The fauntleroy gateway has become a big ugly mess. Not very appealing entry way to our city. Although many may disagree I think making a green belt and making it more pedestrian friendly would make it feel more like a community than a "highway out of town". The greenbelt would also slow down the traffic. The junction continues to be a nice place to go for shopping needs and a community meeting place. I would like to see the existing impact on the newly built mixed use structures before we build additional ones. A lot of empty space along California may make it look like a ghost town if we over build in the area.

many new apartment/multi-use buildings; many unfinished

More 3+story buildings for apartments built.

There are more new high rise buildings with little consideration to impact on density and how that impacts air quality and general quality of life or the character of the neighborhood. City seems focused on increasing tax revenue rather than sustaining neighborhood businesses and quality of life. Better use of development would be to renovate existing structures w/ no more than 2 stories above street level.

ca ave is much nicer through this area, Genesee Hill School (Pathfinder) was open again, but now closed, new parks, new construction with housing above businesses

There appears to be an increase in foot traffic through the businesses and restaurants. A significant change in the demographic of who lives in WS, younger singles and those starting families. Denser housing and services to accommodate...

Lots of new building developments that are not in compliance with the WS Junction Neighborhood Design Guidelines. Many new buildings are not (1) in character with the neighborhood (EX: 12story canyon of condo's both sides of street S. of Edmonds on California) (2) designed to maintain a small retail environment (ex; new QFC building on SW Alaska & 42nd ave. - scale is huge and it does not have a neighborhood feel at the pedestrian level. Also The backyard townhome developments have increased auto traffic congestion.

I have seen new buildings being put in place of other run down and unsuccessful businesses. The new buildings which are lower space retail and the upper floors residential I think are a great addition to the area and more should be added. I am personally more a fan of Condo's than the apartments that I have seen go in. The more people and businesses that come to the area the more likely I am find what I need in the area as opposed to going to southcenter or Bellevue.

Much more dense. More empty lots on Fauntleroy/Alaska. More traffic.

Since 2005, we've noticed some favorable growth: -larger farmer's market -quality restaurants -focus on parks

There are more townhomes and condos, better buses. I wish there were light rail or more buses. The junction is still the center of the area, centralized for transportation and commerce.

Q1: How has your neighborhood changed?

More traffic, less parking, taller buildings (boo!), more condos (hiss!)

nicer shops, more parks, more neighborhood pride, more community activities and community outreach

I have in the West Seattle Junction area for 62 of my 63 years, raised my three children here, and have seen many changes, not many for the good unfortunately. I can truly say that the quality of life that we previously loved has been irreparably damaged by growth of the "urban village." We find ourselves in a canyon for outsized ugly and cheap condos and apartments. The elementary school that once provided a common experience for so many is gone. This neighborhood, for years so closely connected, is a now collection of strangers who go to work away from the area and come back to live at night in virtual isolation. Crime on the Junction's perimeters is so frequent, and traffic so heavy, that children are not allowed out in the neighborhood to play. It is an ugly place in a beautiful natural setting. My own children have moved away to find better school districts and affordable housing for their families. It saddens them to return to the city since they remember the days when West Seattle was a place to call home that was comfortable and safe. It is neither of those now.

Many small houses, schools closed, more traffic, poor roads, not enough bus service, loss of the monarail. Small businesses do not last long.

In the 11 years I have lived in the neighborhood abutting the West Seattle Junction, I have been impressed with the continued development of small independent businesses, but I do abhor the "big box" stores, eg. the Office Depot which is coming shortly. I am tired of the cookie cutter approach to stores on the first floor and way too many condos/ apts above. I feel very strongly that the height restrictions are too limited, and prefer the style of the new development on the corner of California and Charlestown, in terms of height and fitting into the neighborhood. The other styles closer to the junction are disruptive to the character of the Junction, and frankly leave me wishing/ dreaming of other places to move. Lastly, given the already dense development along Avalon down to Luna Park area, there needs to be re-paving and bike lanes installed. It gets alot of bike traffic and that road is so rough from poorly done patches from construction. It's a hazard!

I am new to the area, but the neighborhood has changed with new real estate development (new grocery to open in a couple months), new restaurants, and generally more activity here.

Due to higher density in the area (ie condos and townhouses) there is more vehicle traffic, more people driving too fast, drivers not stopping for pedestrians crossing at designated crosswalks and street corners. The new buildings, townhouses and condos do not blend in with the existing structures - and tend to negatively dominate the landscape and isolate those living in said new structures from the neighborhood.

More traffic, more townhomes, nice farmers market on Sundays

* Badly managed increase in density. * Construction of cookie-cutter townhomes. * Numerous mega-project buildings that are disproportionately large for the scale of the neighborhood. * Very, very poor design aesthetics on new buildings (Mural, QFC building, and buildings next to True Value) * Destruction of trees and foliage. * Public view lanes blocked. * One or two new parks (Ercolini is GREAT). * Overall the neighborhood plan has been badly executed and has detracted significantly from the livability of the neighborhood. * Still a chance to rescue the neighborhood with good land use on California Avenue and the abandoned car lots.

more restaurants, dynamic boutiques and table top stores, indie coffee houses

Lots and lots of new development, much of which was predicated on the monorail being available to serve the transit needs of the growing area. Biggest change is now no monorail to help with the transportation crunch. Some new parks added. Big hole in the ground where Sound Foods was to go. Huling Bros. car sales & service buildings empty.

The density has increased dramatically, therefore traffic, parking and noise have also increased dramatically.

I think we've gotten good restaurants and stores opening up, although with the economic downturn a few have closed. I think we're seeing lost of condos pop up along california, and I'm okay with that, but hate to see beautiful buildings like the ones at charlestown & california changed or knocked down. I'd like condos to stay limited to along california, and I'd like the designs to be a little more pleasing. some are just so ugly.

Q1: How has your neighborhood changed?

I've only been here a short while (2 years), but even in that time there has been growth in multi-unit dwellings. The Whole Foods hole is unfortunate, and it looks like the whole Fauntleroy corridor is still in need of a great deal of work. I'm happy to see the higher density housing coming in, but wish more of it were more sustainable (BuiltGreen/LEED Gold or Platinum).

35th Ave SW has become much more interesting and safe.

Pathfinder School has closed (the nearest public school) Building of large apartment buildings Many businesses have changed The W.S. Junction seems to draw more people from outside west seattle than it has in the past.

It has more of a cohesive neighborhood feel.

Exponentially in 9 years - lots of younger people moving in, seniors moving out. More incredible restaurants, stores etc. Lots of new parks. This part of West Seattle is no longer stuck in the time-warp it was when we moved here in 2000.

I am generally pleased with the changes in the WS Junction over the past decade, although I think that developers have ignored rules on setbacks to the aesthetic detriment of the neighborhood. Also, because of all the development, the roads are in pretty poor shape, especially California south of the Junction to Morgan Junction. The Junction itself looks better and has more interesting small businesses than it did 10 yrs ago. Dakota Park is looking good, too.

The Alaska junction has increased it's restaurant selection, shopping, and activities.

Since I've been here, there has been a boom of new business, apartment buildings, and townhomes on both Fauntleroy and California. It's definitely a walking neighborhood.

More density, less parking, and the commercial buildings and townhomes are ugly (for the most part). No architectural character. With increased density, our neighborhood needs more parking, and police as crime seems to be increasing.

large grocery store chains have tried to take over the city, it became about the town home

Since I've been here (about 5 years) there has been a increase in businesses around the Junction that I enjoy patronizing. Too many townhouses with poor design standards were put up - I'm concerned for how these developments will look in 5-10 years and beyond. And it seems there is a total disconnect between the amount of new, 'urban density' housing being allowed vs. transportation needs and realities. The Alaska Junction is a vital transportation hub for the entire West Seattle community, yet it still feels like it's on the back burner of Metro/City/County priorities. I fear that traffic and transportation issues here are going to get much, much worse before they ever get better. Allowing all the property purchased for the monorail be sold off (instead of keeping it for future transportation needs such as the "integrated system" we were promised) was a HUGE mistake.

Population and traffic flow have increased greatly. Apartment and condo buildings have also increased.

A lot new buildings and townhomes. Home breakins and theft seem to have risen. New parks and updates to parks. More unemployment and more houses vacant or in disrepair

The good: I am now in my mid-30s and West Seattle has kept pace with my needs and my lifestyle. New restaurants, shops, boutiques, great places for happy hours, farmers markets, and vitalization of the West Seattle Junction have been great improvements. With the West Seattle blog and younger, engaged residents, WS now has a more community feel than it ever did while I was growing up. The bad: I understand the need for density, but the rows upon rows of townhomes lining the California Ave core worries me, as does the plans to build up more stories near the West Seattle Junction. Keeping that at one story along California/Alaska and pushing taller buildings to the Alaska/Fauntleroy Way intersection would be preferable.

nicer to walk along the shops, more types of shops and restaurants. More condos, more traffic, more noise particularly at night. More loitering and uneasiness around the Key Bank bus stop area and walking tunnel. Taller buildings feel less like a neighborhood, the area around the Petco and Safeway lost walkability and parking. Parking behind Husky and in all over is tighter, but thank goodness is free. More people from out of WS are visiting the neighborhood and theater, which is great.

Q1: How has your neighborhood changed?

Yes. There are more apartment & condo complexes being built. However, there is not enough parking being provided for those facilities. This has resulted in streets being lined with parked cars for overflow from other buildings. The recent economic downturn has also resulted in one very large whole in the ground when a development went under. Overall, the growth in capacity over the past 2 years has been overwhelming to the area, the infrastructure, the bus capacity, and parking. Each of these need to be considered when allowing any further building in the area.

A few large developments, houses being updated and expanded. Good and bad examples can be found of both.

More vital business area, better restaurants, denser residential development on California -- and now a dead zone where Huling Bros. used to be.

less parking, more construction of condos and townhouses

It has. I live just within the Urban Village and my wife and I frequently walk to the Junction for groceries, services, and entertainment. There has been at least three new mixed use apartment buildings completed (or almost completed), one big hole waiting to be filled in with a mixed use project, and one major project in the heart of the junction on the drawing board. The number and quality of restaurants has also improved. Shopping quality has remained, with a mix of home stores, knick knock shops, and consignment shops. Overall, I like the direction its heading.

Definitely. There are more amenities and more of the stores in the Junction are filled although with the recession we are beginning to see some vacant business and store space. The addition of the two tall apartment buildings, the Mural and the other unfinished one on 42nd SW and Alaska change the appearance of area.

NA

there is a lot of new construction. many, many condos are being built. the car dealerships on fauntleroy have closed.

I've only been here a year and a half, so I am not sure.

More people have moved in. MUCH more housing... mostly around the Junction area CA and Edmunds area.

More multi-tenant housing has been constructed. Traffic has increased.

Very little

In the last year, I've seen more condos, apartments, and townhouses built, which I think is a good thing. Density in the city is essential to reducing the traffic in the area.

it has developed more parks (morgan junction most recent), had several business change but the most amazing and best part has been high point. The housing, the beautiful pond park, the longfellow creek trail and my most favorite the library! plus the farmers market makes me so very very happy every sunday! fauntleroy construction is highly annoying right now but i know it will be better soon. the worst thing that has developed is the abandonment of single family dwelling being turned into yucky condos and townhouses.

What I thought was a good neighborhood when we moved here, is not. The plan was to rent in West Seattle while we decided where to buy a house - we now know that we don't want to live here and are looking to buy elsewhere. People are rude, houses are unkempt, sirens and gunshots are heard too often.

Growth has outstripped infrastructure

The streets are much busier with traffic. More homeless people around, but also a greater number of people in general. Some new great community organizations and events are taking place. Nice to see new pocket parks and park trails being maintained. The many small local businesses here provide basically no reason to leave. Like the accessibility of walking to many places.

lot's of development activity going on in the junction. also, major businesses (huling bros.) gone out of business

to many cars and to many condos with no parking

Lots of town houses Major development in the Junction commercially and with apts. and condos.

Junction has become a more vibrant and pleasant place to spend time. West Seattle Farmer's market has grown quite a bit since inception. Ercolini Park has become one of our favorite spots.

Q1: How has your neighborhood changed?

There is more density and crowding, more traffic, and more speeding and reckless driving. There is more crime and there are more bars. The neighborhood is becoming hostile to families with children and elderly people. Transients loiter in the neighborhood, and transient residents who have no investment in West Seattle have moved in and become the majority. The plan talks about families, parks, and safe pedestrian pathways, but none of these things have happened--in fact quite the opposite. It is less safe to walk to stores with traffic speeding on Alaska Street--few people are brave enough to even cross in crosswalks with all the red-light running. Walking in the junction is disgusting because you have to pass bars where people stand outside and smoke. There are also homeless people, bums, and criminals lurking around. I have seen drug dealers openly doing business in the junction parking ally, and gang graffiti is everywhere. The mayor and city council only care about increasing the tax base. They don't care about crime or safety or quality of life in the city, and West Seattle is circling the drain along with all the other neighborhoods.

Overall, the home owning population in our neighborhood has become younger. There has been a huge influx of people and traffic particularly around the business district of the Junction in the last several years. Parking is becoming more and more competitive and we expect this area to become even more congested as the large number of condominiums being built right now are filled with people and their cars. We have noticed parks being updated and there are plenty of places for our children to play. The High Point Library has been built and we frequent it regularly. The farmer's market is excellent and we are happy to have it open longer than ever. We also use the water taxi and enjoy this as a commuting option in the summer. We are happy that the junction businesses have retained individual and local ownership for the most part and the variety of offerings has expanded in a positive direction.

Mostly for the better: more parks and family friendly activities. We worry about the direction of development of the Junction as we love the small, independent businesses that currently populate it and fear projects like the proposed Connor condominium will trumpet the beginning of the end of the neighborhood Junction.

more large scale condo/apartment homes, loss of retail at junction "gateway". more diverse restaurants and retail.

New construction, businesses, condo developments.

There has been significant growth in the Condos and restaurants in the last 10 years. The road infrastructure cannot handle the growth of the increase of cars that are forced to park on the streets due to the one per person garage space that comes with the new housing. The main streets are now overcrowded and the side streets are difficult if not dangerous to navigate. I also feel we have too many restaurants and not enough shopping for basic needs in the junction. I would like to see books and card shops, gift shops and clothing stores.

better shopping but less parking options, makes it more difficult to spend time in junction.

more construction of huge buildings, capco looks good so does mural, but so far after attending the planning meetings, the connor building on Alaska, California and 42nd looks awful. the designers did not take into consideration the design the community requested. I believe it will be a 7 story block of concrete. what a pity!

Lots of town homes squeezed in 1 lot which has a cheap tacky look and they really aren't built to be sustainable. The junction has changed a lot in terms of great little shops and restaurants the Sunday farmers market, Bakery Nouveau which make it fun to visit. It's a very family oriented great place to go

lack of street parking on residential streets due to businesses not supplying employee parking and development without supply required parking for its residents.

Increase in Condos/Apartments in Morgan Junction. Vast renovations at High Point. Increase in quality of neighborhood services.

Busier.

Large Unattractive buildings have been built and many of these buildings seem to have difficulty retaining tenants. The Ercolini park was built which is an asset but the Junction park has remained an empty lot. Also, the Genessee Hill School (Pathfinder) has been closed which could become a blight. Overall, I think the neighborhood is great but my fear is with the cities desire to increase density and create an 'urban village' the character and community that is West Seattle will be lost.

Q1: How has your neighborhood changed?

The business core has become more busy and vibrant. With that has come many new condo/apt complexes. Some use high quality materials, but many look cheap and already run down.

Some horribly designed townhouses, apartments and condos have gone up along California Ave SW between SW Edmunds St and SW Morgan St. I'd like to see a stop to that kind of non-street friendly design get past the design review process. This is a major pedestrian corridor that needs street level businesses, not fences and garage entrances.

High rises have been built. Done properly, this is not a negative. However, with too many, California Ave could become a canyon where no light penetrates. A couple of parks have been installed or are actively being installed.

additional homes have been built, several businesses have changed hands or closed with a new business opening up

I have noticed recently that the height restrictions lifted has really changed the outlook of the junction and not for the positive. I have seen some great restaurants come and go and really wished that all these great restaurants could stay. I think it's great that all these great businesses come to West Seattle.

I have noticed an increase in townhouse developments which are unattractive and not pedestrian friendly. I have also seen an increase in public drunkenness at the junction (bus stop), homelessness, and crime (not necessarily related). I am pleased with the new addition of Ercolini and other parks, but think we need more. I notice that it isn't as easy to find parking, but that has encouraged me to walk to local businesses more often.

It seems that the neighborhood has become extremely dense with many condos/townhouses going in. Also, there have been several developments that are much taller than the existing structures. There seems to be an increase in little crimes like tagging, etc.

Many decrepit single family houses being replaced with multi-family units. More upscale businesses have opened.

some roads have been improved, some still need some major work. park addition at 42nd and alaska street seems to be moving very slowly.

The West Seattle Junction. Absolutely. Open parking space has been turned into massive condo buildings without any parking replacement. This makes it very difficult for people from out of area to come into shop. And before someone pipes up with "public transportation", one of the reasons I would drive to the Petco parking lot was for Dog Food. I am not going to carry a 40lb bag of dog food on a metro bus to then walk to my house. So now Petco loses my business and I go somewhere more convenient. I see places like Hancock and Schucks torn down only to be replaced with a gaping, giant hole. I see the plans to totally disrupt the Junction by the development proposed on the SE corner of the Alaska Junction. I am totally for growth as I would love to see a few more bars where live music is offered, restaurants, shopping, etc. But we only have a two lane bridge to get in and out. Public transportation sucks from West Seattle. And, yes, I have used it. Four buses and three transfers to get to Factoria/Bellevue? Oh, taking an hour and a half and having to walk through Pioneer Square? When I can drive in my car for 20 minutes? You do the math. I hope the Planning commission accounts for the additional cars (and there will be - a lot) and some method of getting these people in and out of West Seattle.

I haven't lived in West Seattle near the Alaska Junction very long. The time I have been here has shown me how proud this area is of our neighborhood. I've lived in a number of places in the Seattle area and have never seen such pride. My neighbors show their pride by keeping the streets clean, watching out for each other, shopping and dining in the area, and making sure that the essence of the neighborhood stays in tact through inevitable change. It is simply one of the best areas in Seattle to live.

Yes, things have changed in our neighborhood. We've seen a conflicting kind of change that has brought increased density without the support of infrastructure to allow easy movement from West Seattle to Downtown and points east. Things like light rail or monorail have been continually cut out of West Seattle leaving us with a continuing strain on our roads and bridges. We've also seen good things come like new parks, new businesses and updates to the Junction that make it more pleasant and safer for pedestrians.

Q1: How has your neighborhood changed?

There have been at least 6 massive condo bldgs put up that are totally over built for the neighborhood, and there are at least 3 more on the drawing boards. I HATE these buildings. There are other bldgs that have gone up that are prettier architecturally, much less obtrusive, lower and more integrated into the neighborhood like the Incline at Edmunds and the High Point Development which compliment our lives. The unmitigated greed of the developers who don't have to live here is obvious in these other bldgs. I can't stand it. They complain that the building would be less massive if they could build higher (and block our views of the Mts), and this is just hogwash! They don't need to put that many units in the bldg. They just want more money! There isn't the transportation infrastructure to support them and they are just dragging down the neighborhood. These things look like Soviet block era apartments. They suck! some one needs to stand up to them!

The Junction has recently begun to absorb resident populations as high-rise, mixed use buildings are being completed. In addition, many of the single-family homes in areas re-zoned have been converted to multi-family (condo) dwellings. Perhaps the largest (unforeseen) change since plan adoption is the vacancy of properties in the area currently being called the "Fauntleroy Triangle" (i.e. the former automobile retail lots, Huling/ Gee businesses). Transportation to/from the area remains virtually unchanged.

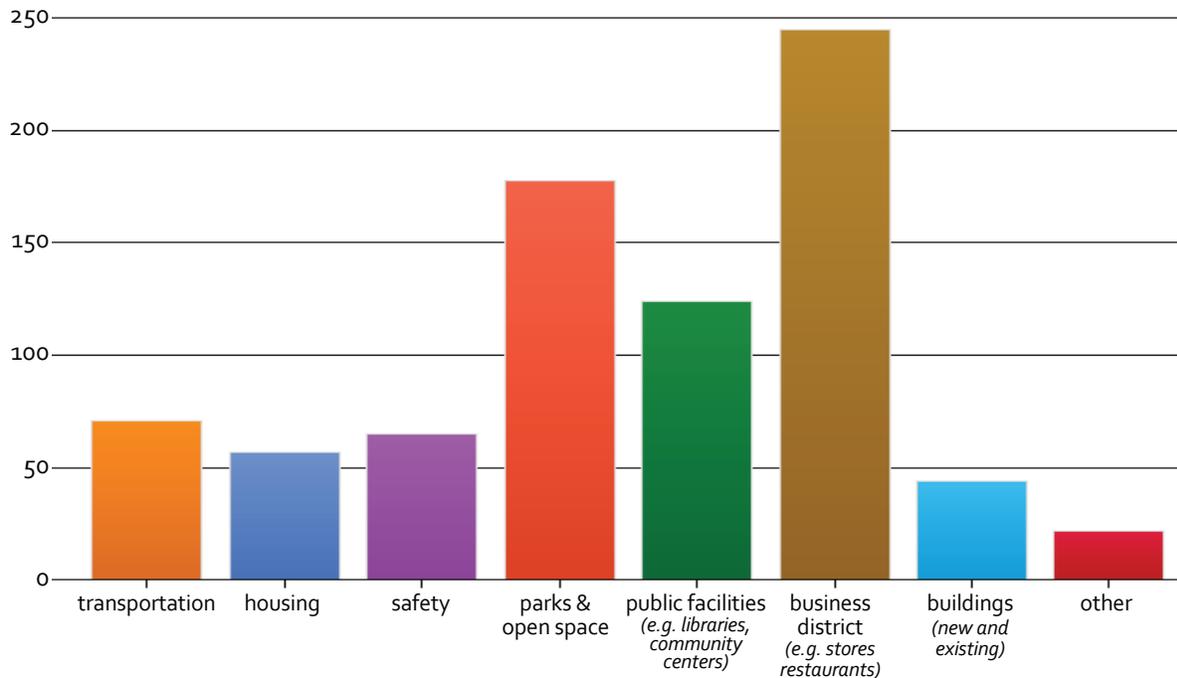
The junction has experienced, and will continue to, increased density. More mixed used projects have been built, some have been stalled and others are planned. We know additional transit options are coming (albeit not great solutions to the problems) and parking concerns are growing. We have developed parks and hope to preserve the green space that is left. I would also suggest that the Junction has more young families and single professionals in it's demographics.

I think its stayed very much to its roots, which I greatly admire. I'm a fourth generation West Seattlite, our family still owns homes from our original ancestors, and most of my family members still live within blocks of each other because of the pride and strength West Seattle has continued to carry. Not everything is perfect. Having sidewalks shut down during development greatly affects our urban village concept. Having to walk across three crosswalks to get across the street at Fauntleroy and Alaska or run across Alaska carrying three bags of groceries is not my idea of fun especially since my three block walk turns into a car/pedestrian entanglement. Looking at the "hole" foods isn't super great either, but having lived in Ballard for four years I find West Seattle doing a much better job of adding more affordable housing, cultural integrity, and having an open ear to its residents' needs. Its ratio of businesses and open space has been incredible. Plenty of green spaces to wander and read in, as well as, play and its plethora of businesses to keep the neighborhood thriving without taking away its soul. Lastly, I am purely a walker/bus rider and the speed to which I can get downtown to transfer to my job in the Montlake neighborhood is very helpful, as well as, getting to out-lying areas to visit friends. Although night busing needs an improvement this is a Metro issue not a West Seattle one and will hopefully be something to look to when the economy gets stronger.

More people parking on the street.

More great shops however safety is an issue. There is more density in the neighborhood which is a great thing.

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



Other things respondents are pleased about:

- *The full impact of all the additional housing units hasn't been felt yet.*
- *sense of community*
- *public transportation Mon - Fri*
- *the farmers' markets*
- *being able to walk to so many things.*
- *Visual improvements to sidewalks and tiles etc.*
- *Community involvement.*
- *Walk-all-ways intersection of Alaska & California*
- *SOME great additions -- cafe nouveau, spring hill, ama ama. Great boutiques.*
- *new park on Dakota is looking good!*
- *Large variety of owner operated businesses. Absence of chain stores.*
- *Walkable business area.*
- *I like my neighbors*
- *Sunday market*
- *public transit*
- *Nice mix of housing size, age; good schools*
- *Community involvement and awareness.*
- *Crosswalks and Flags*
- *ability to walk/ride bike to grocery store, dentist, restaurants, post office, library*
- *parking*
- *community*
- *bike share rows*
- *green projects*

great influx of businesses, good transportation

I love the local restaurants and shops and availability of public transit.

Our parks could use more funding and enforcement of regulations but they are abundant and very nice. Some nice new community centers have opened. Junction businesses have improved and still have free parking.

Great mix of local businesses in Alaska Junction with very few chains. Described as a hipster Mayberry :-)

I love the way the junction has mostly mom and pop type stores and not a lot of big chains.

clients use metro to come to appts. nice that it is near a bus hub.

Nice variety of stores.

Q2: What are you pleased about?

LOVE the foot ferry and Dart access.

West Seattle Library renovation was very well done. I am also pleased about the sub-station park project.

It's lively without being over-the-top or out-of-control.

WE find this a pleasant and convenient place to live because we like to walk to do errands and shopping. The transportation is great. We appreciate being able to get both to downtown and to the airport.

Junction becoming more vibrant. Stores are not of a sustainable nature or serve the area needs. The Junction needs a community center. The adjacent Triangle area needs a neighborhood plan specific to that area, not a repeat of the Junction plan. Good progress for our park(s).

nice to walk to everything

I love how any space that is vacant in terms of land is being turned into a park that the entire community can use. I love the community events - Farmer's Market, Tree lighting, parades etc.

appreciate the mix

The small-town feel of West Seattle makes the community safer and encourages neighbors to take care of the community and each other.

It would be nice if there was more than just the 54 returning to W. Sea from downtown at night.

Reasonable bus system. Water taxi fan.

living close to the junction allows my wife to catch the bus to work every day. this is convenient. I like the parks which have gone in. I like the healthy debate that occurs for building planning/design at the junction.

I'm really not pleased about changes in any of these areas. Compared to, for instance....Ballard which has a new library, commons, and parks, West Seattle hasn't had much benefit.

The Junction is a great place to live!

The new libraries are nice, its too bad they did not expand them to be very nice like the library in Burien.

Great new buildings closer to the junction, nice to see new business and old business that server our neighborhood. We make a point of buying things local as much as possible.

new places to eat, new shops, nice sidewalks, good community events, great farmers market.

Some stores are doing well and are a joy to shop.

we continue to enjoy local parks, and have welcomed new restaurants and businesses.

Less Apartments, more condo's.

Gentrify onward christian soldiers! Horray!

The design of new buildings must continue to take into consideration the character of the neighborhood. We must not let what happened in the Northgate area (the ugliest Target store in the nation, and a non-descript Thornton Place) happen in West Seattle.

Love the small town feel of West Seattle

I enjoy the support offered by the community, including the intensive West Seattle Blog, which is integral in spotting and assisting with safety issues and concerns. It seems as though neighbors are committed to ensuring the safety of the community, which is amazing.

Business district: pleased about the sense of community between neighbors and business owners.

I like the water taxi, but am underwhelmed with rest of our transportation options. I like having an all-year farmers' market.

Like small independent businesses and my ability to walk/bike locally for the majority of my needs.

I love the community in West Seattle. I love being able to walk everywhere and to develop connections with local merchants.

The Junction has become more vibrant with terrific restaurants and local business.

Great new food bank, libraries. Love the new Morgan Junction Park.

Q2: What are you pleased about?

Appreciate the increase in amount and quality of the spaces and businesses opening up in the business district -- likely the result of street improvements on California

Putting the effects of the recession aside, I've been excited to see the mix of businesses improve in the Junction over the years.

I really like the local business district

I love having more people and more businesses!

the water taxi shuttle is great, new businesses have been good ones

The junction is looking better, but still has a ways to go. It would be nice if some of the businesses were able to improve their awnings and signage. When the awnings get old and faded, and the bird droppings are not cleaned, it takes away from the overall image of the business district. I would prefer to see no awnings and only nice clean signage. A public plaza would be a great improvement.

I love the new pocket parks that are going in along with Ercolini. I love the small-town feel of the Junction in all the small shops/boutiques/restaurants instead of the bigger chains.

Great to see more life happening around here.

Some great restaurants have come in (though I wish a few more affordable ones were in place). There seem to be a great sense of community involvement, especially in the area of sustainability.

For the norm, life is good here.

I think the transportation to downtown from West Seattle is great. I just don't understand why they could increase number of busses or create more transit lanes. Rapid ride just seems like a way to spend a lot of money on different busses and branding instead of spending the money where it counts, getting people to their destination faster.

West Seattle has preserved a certain character which I think is important to keep up. The junction in particular has been pedestrianized and still holds the "small business" feel...but what about just a quarter mile away from the junction?

The new parks are an asset, although more greenspace and playspace is needed. The lovely design of many of the old buildings points the way to style new development should honor. I'll be glad to see the building now housing Petco go; it's never fit in well with the older designs. The walk-all-ways intersection is easier on me as a driver, since it reduces the possibility that someone will be trying to cross as I make a right turn. Very friendly design! More of these, please!

Keep junction parking free, water taxi, free lunch program at the community centers

I like the new restaurants (spring hill, ama ama, cafe nuveau), and old (Jak's Grill) that make the neighborhood feel more upscale. I love the boutiques (Sweeties, Carmelia, Funky Janes, the baby boutique) that also make the neighborhood feel more upscale. Love Huskies, Curious Kids. Would love to see a comfortable coffee shop/deli where moms can bring their kids and hang out. Kids can play while mom reads a magazine. How about a nice bookstore like Barnes and Noble or Powell's (like in Portland).

We need a WS Junction Community Center/Arts and A WS Junction Park & Ride in the Huling property area (fauntleroy triangle at alaska) with a shopping experience in the building - because location needs also pedestrian appeal as we are urban and not suburban.

love Bakery Nouveau!

I appreciate the work being done on Haiwatha.

New parks spaces are great, would like to see more open public spaces designed into new developments as they go in.

I made a decision to live within walking distance to the shops and restaurants in the Junction so I would have more choices regarding transportation and would not need a car to reach services.

We have more small parks that are inviting to everyone.

Great "feel" to the Junction. Currently, very pedestrian friendly. (Soon to disappear with the Connor MegaBuildings).

Good variety, everything is within walking distance.

Q2: What are you pleased about?

Commitment to parks has been a pleasure to see. Also, there seems to be much more thought put towards townhouses and condos, a stark contrast to those cookie cutter designs that popped up in Ballard in years past. The new turf and field at Hiawatha will be fantastic.

love the busses and water taxi

It is nice that we are seeing an influx of new business willing to make a go of it in the Junction.

I like Dragonfly park Love the 54 & 55 bus to downtown!

It is nice to see the Ercolini park in the neighborhood, and the new businesses and restaurants that have come into the Junction.

Wonderful new parks and outstanding public transportation.

Like the new Dakota Place Park. Like the Blockwatch program Love Schmitz Park

I love being able to walk to a variety of stores and restaurants. I often leave my car parked all weekend.

Love Ercolini Park - Love the community gathering spots, such as the Sunday Market

Great work on parks

Parks are good. Feels like a fairly safe community.

We're doing a great job with our libraries, restaurants and community centers. Let's just try to get them to have better hours so we can use them.

Ercolini Park is great - it is used a lot.

ercolini park is a huge welcome to the many families in the neighborhood (more! more!). libraries are better (unfortunately open less hours). community centers continue to be good. business district at Alaska Junction maintains it's small neighborhood feel thru architecture and design (even with larger developments arriving).

Also love the farmer's market.

happy with new pocket parks, could always use more. would also like to see another official dog park on the north end of west seattle. westcrest is too far to drive.

There is a variety of new and more current businesses, but the neighborhood still retains it's small town feel.

Like Ercolini and Dakota place parks. Growth and change in the business district. Roadway improvements of California and Fauntleroy.

We have a great Central business district and the market is great, funky coffee shops and a great overall neighborhood.

The attention to paving and improving the Junction area seems to have attracted several new restaurants and retail businesses.

I love West Seattle for how safe I feel! I also think that West Seattle has great parks and open space (in fact, I think we are starting to border on spending too much money on pocket parks, but I love the idea and effort behind them!). I also love how walkable the Junction is with the rest of the neighborhood surrounding it. We walk to the Junction many times a week, and love the variety of stores in the area.

No

Ercolini Park is a wonderful addition, and a well-used public space. Decorative landscaping, floral displays throughout the commercial district are welcome.

taking the bus to the airport or downtown is easy

variety of stores and restaurants is better. The pocket parks are pleasant.

The High Point Library has had a very positive impact on our family. We are able to order books and movies, walk to retrieve them and the regular offerings are broad enough that our children are able to find books to borrow. We also regularly use the buses to downtown and love that they use the viaduct for a time efficient commute.

Nice to have more shops, restaurants and services within walking distance. Makes it a much friendlier place to live.

Public transport TO downtown is great

super safe here love our new little parks love new designs for most developments; can hardly wait

Q2: What are you pleased about?

Love the parks, the additions of plantings and upgrades in the business area. Like the new buildings on California...like the Dakota. More in tune with what we said we wanted to see more of as we grew.

Good elementary schools were why we chose to live in W. Seattle. I hope this does not change. Happy about bike trail improvements along the SODO waterfront.

I am pleased with new residential density and the varied new local shops and restaurants in West Seattle. I am also pleased that we have several new parks.

Very solid community feel of the Junction and local library, etc. Makes this neighborhood special.

More work needed on parks!

I enjoy the restaurants here in Alaska Junction. I don't feel the need to go downtown for a decent meal. Jaks and Maharaja rival any downtown offering.

It's the great mix of independent businesses in the Junction that help our neighborhood retain its small-town feel. And it's thanks to news outlets such as West Seattle Blog that has helped people in our neighborhood become more informed and involved. During the snowstorms of 2008, I learned everything I needed to know about bus service, road conditions, closures, etc. from my neighborhood news outlet... and little to nothing from city/county services.

You can walk almost anywhere which is great, and there is a good variety of small local stores and larger businesses

Metro service has steadily improved. Crime seems down. The parks are fairly well maintained. We have the best library branch in the city!

More modern and applicable stores are coming into our neighborhood which has been great.

The new Dakota Place Park is very nice, however the city needs to do a local ad campaign to let people know its open and the benefits of the park. I am afraid without moderate to heavy use, it will be overcome by graffiti.

part of the increase in density is due to an increase in rental residential property although I have no idea how affordable it is.

The new library and parks opening up in the high point neighborhood have been nice, even though they fall outside the West Seattle Junction territory.

New building on the whole have been improvements - I'm not anti-development, but I'd like to be cleverly thought about, keeping the historical a little more.

Ercolini Park is a great addition. We look forward to Junction Plaza Park. We have great new businesses and appreciate small family owned and unique businesses.

The Junction business district has been quite vibrant over the past five years, attracting a good mix of entertainment, services & retail.

The buses from the Junction area are great, but it's a real problem that they don't run 24 hours a day. It's very easy to get downtown quickly when the buses run. The Junction seems to be thriving, and it hasn't succumbed to the spread of Starbucks and large chains like that.

Parking is currently not a problem, but if the area gets much busier it will become one. I LOVE having so many buses coming to the Junction. It is a great hub for transportation, it is a pleasant place to wait for buses, and it is convenient for errands. Some transportation hubs are not fun places to wait (like 35th and Avalon), so I'm glad we have so much going on.

I'm still awaiting the opening of the Dakota Street Power House, but the park area, albeit reduced in scope, is a welcomed addition.

The parks and open spaces are great. nice community centers. diversity in the neighborhood is great and support among the local people.

The new/refurbished libraries are a plus, and the attraction & retention of higher quality businesses is a plus.

The public communities seem fine.

There are a lot of options for parks very close by and more are definitely encouraged. WS has a real sense of community and pride of the neighborhood.

A couple of small open space areas are a nice addition

Q2: What are you pleased about?

I would like to see more retail such as clothing, shoe stores and less nail salons and chiropractors moving in. I like the new restaurants such as SpringHill and hope this is a trend away from terriyaki moving in.

I like how we have some more parks being built here. That is nice.

Pleased to see the crossing flags and lights going up for better pedestrian safety.

The addition of more parks in west seattle

The new libraries are beautiful. The water taxi is great and the police station in west Seattle is great.

Previously expressed.

california is very walkable. the area seems very safe.

Thank god we can still park in the junction--for now.

I am not pleased

I appreciate the small town feel, especially with the restaurants and stores.

I really enjoy the parks & open space (we live near Camp Long). I also really enjoy going to some of the businesses!

Great access to great businesses/facilities. Love the new High Point library and also: Beverage Place Pub, Elliot Bay Brewing, Easy Street, West 5.

The new High Point library is a great addition.

The Junction has a few good restaurants and shops.

None of the changes in the last few years have improved the junction.

I love all the new businesses in the Junction. I no longer need to leave West Seattle for a good meal, or to find a great gift. We have it all now.

It seems like the Junction is really cleaning up, great businesses concerned about keeping the Junction family friendly and clean are going in.

Nice to see more parks available (like Ecolini and Dakota Place). We seem to be attracting higher-quality restaurants.

We love the Junction area and we are pleased at the steps to make it safer and easier to maneuver in either on foot or bike or car.

I enjoy our parks and the market as well as the business district. However, it is sad to see the dealership's empty buildings & the original Caper's store front empty.

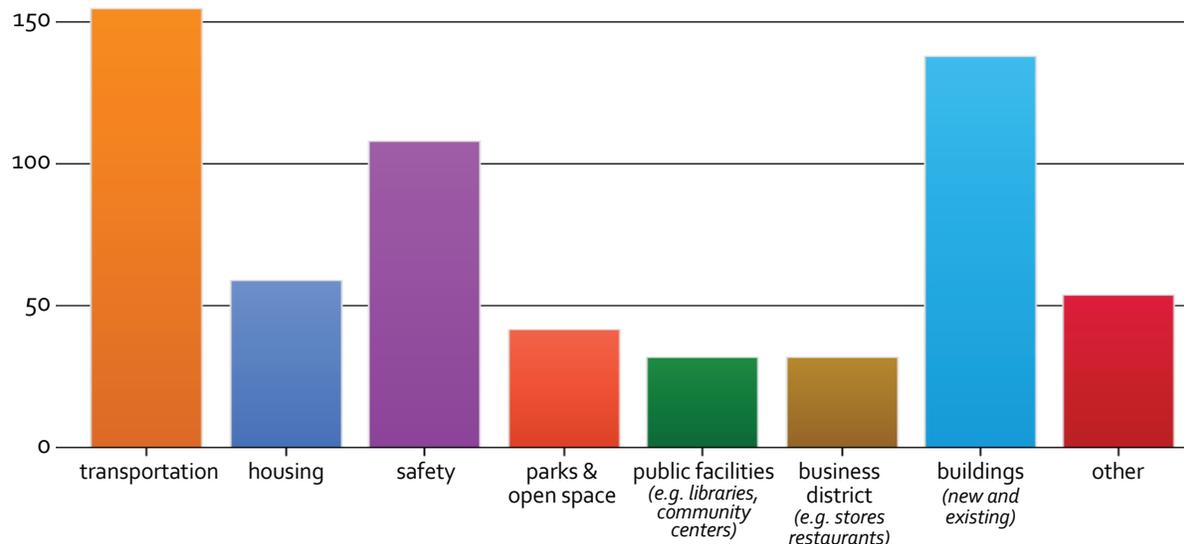
The Junction business district is attractive. The lamps, the sidewalks and the flowers really make the Junction a nice place to live. It would be nice if sidewalks were larger to accomodate outdoor dining. It would be very nice to dine outside and enjoy the area.

The Farmer's Market is a wonderful community event and having it all year round is great. Even during the huge snowstorm, a couple of vendors showed up and a lot of customers (on cross-country skis).

Comminity Centers do a great job providing lots of activities for all ages.

Crime seems to be up. Police are pretty responsive, but would like more light in my dead end street.

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



Other things respondents are dissatisfied about:

- parking
- There is no way the added hundred of additional housing units in the Junction core won't cause traffic and congestion problems that we never had to live with before.
- parking - need to balance residential, consumer and business employee parking.
- lack of early (5:30am) morning public transportation Sat & Sun
- Lack of integration with surrounding triangle & residential
- businesses leaving
- graffiti and vandalism
- california ave signage and awnings
- Many new high density apartments and condos will make it more crowded.
- New buildings- ugly, cheap looking and too tall
- Pay Parking
- The hole where Whole foods was going to be.
- Parking and messy alley
- The bad people that are attracted to Talarico/RockSport. Junction is scary at night.
- not enough thought to undergorund parking
- too many condos
- Fauntleroy "gateway" into West Seattle
- monorail should have been built
- empty Whole Foods lot
- litter and drug dealers
- uncompleted development/partial development
- Parking and traffic control
- many traffic lights are not pedestrian friendly
- looks rundown in some areas
- too much population density
- too much crime that is not solved
- Design of some of the new buildings and adequate pedestrian amenities in some areas.
- road conditions
- Parking plans need to be updated
- Schools
- Traffic in the Junction itslef is POORLY managed. Buses especially cause issue
- Parking & Uncared for 'street trees'
- would like higher quality retail stores attracted to the Junction
- think the downtown core should not be too overbuilt with these large towering buildings. Would much rather like to keep the small town feel at least in our commercial district.
- socio-economic and cultural diversity
- i'm sure there is more
- Lack of any emergency medical facilities/ hospital. And, lack of a nice hotel or nice accomodations for out of town guests.
- Good stores and restaurants that make this Good stores and restaurants that make this neighborhood unique have closed because of lack of customers .
- Public parking - NO PAY
- walkablity
- Asthetics of Fauntleroy Area
- there is a lot of ugly signage and signs that clash with the building styles
- Quality sports fields
- Road and sidewalk conditions
- Surface Road Conditions
- traffic

Q2: What are you dissatisfied about?

we need light rail!!

A lot of community input and consternation over future development has centered on the corner of Alaska St & California Ave with numerous design reviews holding up certain projects. But at the same time the new building at Alaska and 42nd goes up and is a very poor example. Why should one project be subjected to overly strict and ridiculous conditions while another flaunts it's size and poor design. Consolidate review boards and simplify the process. Every resident in the area does not need to approve every detail of a building.

townhomes, large-scale apartment buildings, fauntleroy portal -- from the whole foods hole to the empty car dealerships to the bad bicycle access on the arterial, the portal is a mess.

I do not feel as safe as I did when I moved here 4 years ago. Housing is becoming far more expensive (renting).

Too many townhomes Too many thefts and robberies No light rail for us.

too many condos/apts

Lots of theft and more violent crimes as in shootings - how do we stop this? Would really like a neighborhood center like Phinney Neighborhood Center for classes, meeting, non-profits, tool bank, small business. Is there an old school or building we can buy from the city or school district? It creates a vibrant community when you have a gathering/creative spot like PNA.

Too many people getting packed in too small a space without a corresponding increase in infrastructure (roads, parking, etc.)

Most of us in this area moved here or stayed here because we liked the small town atmosphere. We know we are going to lose this and don't like to think about that. Why should we?

I work as a Jail RN at the downtown Jail on Sat and Sun. There is no early morning public transportation to get me to downtown Seattle by 6:00am so I can catch a bus or walk up to the jail at 5th and James. I have resourced every avenue and have ended up have to take a taxi to the jail every Sat & Sun. Can you help.

Public transportation - it is difficult to be car-less and live on the outskirts of the neighborhood area. The 51 stops running at 7 p.m., leaving a large portion of the area without bus service. This is fine during nice weather, but I anticipate that in the winter I'll spend less time and money at local businesses because of trying to get home via bus.

Disappointed about lack of better transportation to areas that don't first go through downtown, would have liked monorail or light rail option

I wish newer housing was more upscale in design and price. Personally, I would have built expensive townhomes along California Avenue with an asking price of no less than \$800K. There are some gorgeous townhomes along Bellevue Way. It's a busy street but still commands top dollar. Something needs to be done about Alki area. It's becoming far too dangerous. The solution is really a no-brainer. This needs to become a zone-only area. The parking needs to be angled-in for visitors and the fees should be set high to discourage the kids and cruising. In fact, Alki Avenue should simply be closed at night to "non-zone" people. The merchants will fight this but get real. How many of those kids are really visiting the stores and restaurants at night? Probably not many. In fact, merchants would probably see an uptick in business. I no longer go to Alki because of parking issues (and crime in the evening). If more restrictions were put into place, locals would venture out again.

I wish the monorail (or any public transport option, a la light rail) had been built. The growth of the water taxi has been exciting, though. Would like to see more/safer bike lanes.

Although we are quite happy with the transportation in general, coming back from downtown at night after eight PM is a pain because the #54 bus only runs every half hour. It gets cold and dark waiting for it....

Think rapid transit should go from Junction down Fauntleroy and over the bridge in a dedicated lane, not from Alaska to 35th to Avalon as I hear it now is going to. I find some of the new buildings to be architecturally unpleasant.

could be kept cleaner, bus stop seems to attract vagrants and homeless

Q2: What are you dissatisfied about?

The DRB process needs to be overhauled to give it validity. Building inspections should require dev. to incorporate DRB requirements. Require dev. to fix roads, not patch. Inconsistent sidewalk widths and condition, more lighting, cross walks, lack of "Gateway", bldgs and lots not maintained, FENCE THAT GIANT HOLE, ditch RR and add busses, maintain site corridors down Calif and Alaska, integrate Camp Long to Stadium to east side of 35th, require set backs to allow stores to "spill" onto sidewalks, clean up sand after snow, maintain Walking on Logs and vacinity, slow traffic on 35th and Fauntleroy, add more pocket parks and p-patches, require irrigation for new construction, cut down dead trees on public property, more public art, no more barbed wire topped fences, eliminate sidewalk signs in commercial areas, police presence in Junction, more bicycle parking, graffiti cleanup enforced, keep roads stripped, directional signs to significant locations, hold public meetings in appropriate spaces, make design guidelines design regulations.

There seems to be quite a few dog owners who do not pick up after their dogs. There is no library in easy walking distance of the Junction, the closest ones are in Admiral and High Point.

The potential of paid parking coming into the Junction.

More people bring more problems and graffiti, vandalism, and car break-ins have all gone up in the 9 years I've lived in West Seattle. It really seems like the city and police do nothing to counter this.

I like in Arbor Heights. Bus service to and from my neighborhood is so sketchy and unreliable that it's not possible for me to rely on this, as I would wish. Especially during off-peak hours, getting a bus to go into town is nearly impossible and requires long layovers and transfers. This is not acceptable.

Dense use buildings are both architecturally and culturally unnatural in the area. With increased multi-unit housing parking and traffic are worse and the community-centered culture degraded

Too much too fast! Looks like we're headed for a high vacancy rate. Though I'd like to see something done (and done well) with the Huling properties. Keep the charming character of W. Sea.

Too much property crime. Not enough parks with open space not occupied by a playground. Too many high-rise condo buildings.

The awnings are frequently totally outdated/faded/ripped. They detract from the charm of the street experience. As for signage, there should be more stringent regulation aimed at protecting the charm of our "main st". Tallarico's sign is ridiculously oversized and dwarfs all other signs. AS FOR SAFETY - between shootings at alki (not "neighborhood" related - but still in our backyard), shootings at Tallaricos, shots fired at my neighbors house. . . I don't feel safe at night and I'm a 33 year old man. Not feeling safe is the #1 reason I will consider moving out of my neighborhood.

With no light rail, and the viaduct coming down soon, I feel that West Seattle is being marooned. Crime is also up. With the exception of a few small park spaces, we haven't seen much in terms of new parks. We need SKATEPARKS and things for teens to do. There are already enough toddler areas. Large developments that don't reflect the character of West Seattle are also popping up everywhere.

I am concerned about crime that seems to follow the bus route junction. I feel that law breakers must be brought to justice. (Convicted!)

There have been shootings in the Junction where we have always felt very safe at all hours. Not pleased with large developments especially the one still in permit process on California & Alaska. It doesn't fit into the neighborhood.

No improvement in transportation, but huge and terrible increase in multifamily housing. Large hole in the ground taking out businesses, total loss of Huling Brothers.

Too many vacant lots along Fauntleroy. Makes it seem very unfriendly.

I am still frustrated that the Monorail was ditched. My family was very much looking forward to being able to use mass transportation to reach other parts of Seattle. While I am glad that there is more affordable housing in the WS Junction, I really wonder where all the cars are going to go. Plus, the development throughout W. Seattle has damaged the roads.

I think that the townhomes being built in this area are awful. Very ugly (plain and uninspired) designs, no open space, buildings are way too big for the lots they are on.

Q2: What are you dissatisfied about?

See my earlier comments. Additionally the downtown-bound bus service is only that. It delivers passengers to the base of 1st Hill. All the hospitals and most medical clinics are at the top, another half hour away by transfer to an unpredictable connecting route. Soaked to the skin and cold to the bone for too many years, I gave up the fight to work as a nurse there. Meanwhile my colleagues were whisked to work from distant suburbs in new and comfortable buses from as far away as Tacoma. Where is the concern for Seattleites who pay the huge tax burdens to live here?

Some of the stores are closed or not that nice to shop at.

I am unhappy with the style of the townhouses being built. They provide a blank wall to look at from street level. I would like to see light rail connected to west seattle. the increase in public drunkenness at night has made me feel less safe.

The home burglaries and automobile burglaries/damage has been on the rise of late and I am EXTREMELY disappointed with the lack of a police presence in the area.

Remove the old, build NEW

The new park slated to go into the Junction is in a poor location. The current farmers market site would make an excellent park. California ave in the Junction should be narrowed. 4 lanes is excessive and the space could be better used for sidewalks.

Do not put parking meters on California Ave around the Junction. This area is very vibrant and anything to dampen that would be a travesty.

Plans for new buildings - especially condos seem unchecked - ugly incompatible designs, lack of transporations planning (how are all these new residents going to get over the bridge? A potential traffic mess). Why do we need more grocery stores and an chain office supply store in the junction? Kepp the mom and pop quality? restrict big chain stores to Westwood Village.

I am dissatisfied with the amount of townhouses that have gone up, although that may be more of a personal aesthetics choice.

Transportation is more a Metro issue with a night time commute (8pm from Montlake to West Seattle takes almost an 1hr 30mins) and buildings interfering with sidewalks.

No More town houses or condo's! Found a Nickels Damage Control District to buyback such atrocities, demolish them, and rebuild SFR's for real neighborhoods...we have quite enough urban areas, thank you.

SDOT pursuing pay parking, to put it plain and simple, sucks.

Dislike the height of new condos and dislike big box stores. Need better transportation to address the increases in population.

West Seattle needs better bus routes and a connection to the light rail. For example, there is no bus that goes East-West, so one must connect through downtown to get to Rainier Valley and Columbia city. Please put in a bus route like this. As well, there are no good neighborhood routes. There needs to be a route that covers all of WS. For example, if I want to go to Camp Long from the Junction, I have to transfer buses. This takes longer than getting to downtown. Also, there isn't a route that takes passengers from north Delridge into the Junction. I commute by bus 4 days a week and would love to ride more often, but can not spend 40 minutes going 3 miles.

The new buildings stand out instead of complimenting the existing neighborhood. Lack of any new light rail or additional transit with the coming destruction of the viaduct doesn't bode well. More buses won't suffice as we all have to cross the W. Seattle bridge.

Transportation: While there are many buses that leave from the junction to downtown. the routes to get to the junction are completely inadequate. I live Northwest of the junction and the terrain makes it difficult and timely to walk to the junction to catch a bus. we have one option to get downtown (the 57) which only runs weekdays during commuting hours. the 51 schedule is not often enough and runs in one direction only making it a long ride to the junction.

Many streets around California remain in poor repair (35th, Fauntleroy)

Q2: What are you dissatisfied about?

No light rail connection. No real plans for light rail connection. Light rail is very much needed between W. Seattle and Ballard. The Vashon Ferry shouldn't land in W. Seattle when almost all the passengers want to go downtown. They simply add to congestion, pollution, road speeds, and do not contribute to our local economy. Send the ferry downtown.

Would like to see the project located at 40th and Alaska get back underway, instead of having to live with the large fenced-off hole in the ground that is currently there. Would also like to see a mix of businesses revitalize the Alaska/Fauntleroy intersection, either by remodeling the former car dealership lot, or demolishing these structures and starting anew.

Seattle's transportation system works well as it was designed, spoke and hub (ie, suburbs & urban neighborhoods to/from downtown). It does not work well to get between the neighborhoods and suburbs, ie West Seattle to Bellevue.

There needs to be a better way for people to get to and from the neighborhood. There are too many cars, especially commuting to downtown Seattle. The infrastructure has not kept up with the private development.

please stop allowing so many condos and townhomes to go in or at least make sure they aren't ugly and cheaply made so someone will have to re-do them in 5 years

There have been multiple bank robberies, plus the recent shooting/stabbings and there seems to be steady home and car break ins in West Seattle. I would like more transportation options to downtown and beyond without having to drive, i.e. monorail etc.

Parking - I honestly don't see it as a problem. I live on a fairly busy street (42nd by Holy Rosary) and cars turn-over. I do not want to see a requirement for residential parking passes like other neighborhoods (i.e. Capitol Hill, Queen Anne, etc).

I would like to see some of the not-so-nice buildings like Petco be torn down and replaced.

The alley behind the businesses looks terrible. This is unfortunate because it is the entryway to many of the businesses. Is there any way to hide the dumpsters and improve the way the back area looks? Not sure what the solution would be.

Whole Foods "Hole". Cheap condo conversions

I would love to see a library within walking distance of the Junction, and also some plans for linking WS to the new light rail system

I say transportation, because there are a lot of bus lines through West Seattle, but only one that serves my street, so it's quite limited

Most new commercial and residential construction is out of character with the neighborhood. Big box commercial and residential is ruining the character.

I think that there are a number of architecturally interesting buildings in West Seattle. The downtown area with 2 story buildings is very attractive but with the onset of large developments this small town downtown area is being lost. I don't want West Seattle to look like Belltown.

My complaint is not with the buildings or parks alone, but the fact that there has been no connection between the two yet. The new development does NOT attract families to live in them because families need open space AND connections to those open spaces from their residences. Where is the connection between these new buildings and the open spaces?

We needed that monorail, Mayor Nickels.... The Junction now has enough people that a library branch should be located in the neighborhood. The design of the new highrises is uniformly ugly. Highrise buildings are great and we need them; we also need them to be beautiful, and they need more public and/or private greenspace.

More department stores, wading pools open earlier in the summer

I really hate the businesses that make our Junction look trashy -- Talaricos, 7/11, Rock Sport. They attracted the worst people who commit crimes and vandalize. Jefferson Square needs improvements -- updating, improve parking traffic flow. Discourage low income housing in the area!!!! Let's improve the neighborhood by improving the people we attract!!

Q2: What are you dissatisfied about?

Many New buildings approved by the SW design review board seem to lack guiding principles/policies of the WS Junction Neighborhood Guidelines....why? A large gateway park along fauntleroy & Alaska would enhance the neighborhood and the retail and residential buildings planned for the area.

We need a community center badly

I am very concerned about the increased density and its impact on the West Seattle bridge. I commute to down town.

It is so difficult to park around Lincoln Park that it's almost not worth the effort. Why not create another parking lot of move the side walk west and allow parking all along there. Also, it would be nice to park on Alki. Like the old days.

Concerned about parking given the density that is going in, we are being impacted on my street. Also concerned that all of the new buildings are going to ruin the small town feel of the Junction...do not want to be another Ballard

I lived in New York City before coming to Seattle and never had an issue with property crime. But only 6 months after moving to West Seattle I had a break-in attempt on my house. There have been lots of car prowls and some drug activity and the police do not seem to have the personnel or resources to always respond to calls in a timely manner. I wish we had better and more vibrant businesses in the Junction. The trend is improving but there are still too many downscale, outdated stores. I'd like to see more modernism in the architecture and less calls for "transitional" (read faux Craftsman) architecture.

The Huling Brothers site and the Whole Foods site are ugly and don't do much for the Junction's image, as they are the "gateway" to West Seattle when coming from the bridge. The road along California south of the Junction is in terrible shape and has needed repaving for over 2 years.

Put more human scale design into store fronts and first floor areas. Really emphasize human scale and funky design. Its not that cost prohibitive. Its worth it over time.

Something should be done to improve the stretch from the WS Bridge to the vacant form Huling Bros car lots. That stretch is an eyesore.

Why is there no plan for linked light rail into and out of west seattle? Without it, we are cut off from the city and the city is cut off from us.

Lack of care of school grounds and buildings. Not enough traffi police that make routine stops, (speeding, running of lights, failure to stop at stop signs). Roads have gone to the pot holes.

Bland and downright ugly Mega developments,Way out of scale, No setbacks. "Canyon",soon to be created by Connor Develop.on Calif. Ave. (What were we thinking of to allow this to happen?) Cheesy looking town houses (six packs?).

We need more parks/open spaces for dogs and people. Parks should include a place for animals, as well as a seperate place for children to play

All the new apartments and condos are making West Seattle not as neighborhoody and small town like. When all these units are sold or rented out, traffic is going to be awful. I'm scared they will take away the free parking lots, install parking meters, and get rid of the all way walk. Doing those things, which make the Junction SO UNIQUE in Seattle would be heartbreaking. We'd just be like every other neighborhood.

Stalled projects like Whole Foods is an eyesore and hurts the community.

Not satisfied with the amount of GANG violance in Alki on the holidays and weekends. Need more anti-gang patrols and cop presence.

Too many condos were greenlighted without any regard for the surrounding neighborhoods/traffic. Now we're paying for all that greed.

density doesn't work when few alternatives to the automobile exist.

We are having more in home and in car break ins, robberies, and assaults in the neighborhood. (I was born and raised here.)

Q2: What are you dissatisfied about?

Would like the Avalon area cleaned up, would like to see more hip shops and restaurants along Avalon like in the junction, less apartments, more single family homes
More playgrounds Too much trash lying around

We live on Genesee Hill, which has horrible Metro bus service. We are provided only with the 51, which goes clockwise around West Seattle, and doesn't make connections with the other bus routes in the Admiral and Alaska Junctions. And we have the express 57, which doesn't run late enough in the morning or evening to accommodate my husband's work schedule, requiring that he walk about 3/4 of a mile to get to the 56 bus route (which he should be able to connect with from the 51, but that bus makes it to the transfer bus stop 2 minutes later than the 56).

Need much better bike lanes. Need more flashing crosswalks.

unless you live right in the west seattle junction, public transportation is terrible both to downtown and to other parts of west seattle. considering the impending changes to the viaduct and the increased density, there should be stronger bus or other (water?) options.

very sad about the monorail not being built

The new mixed use buidings reduce the "small-town" feel of our neighborhood. The height and density of these new developments take away our vistas and reduce our sense of community. We don't need so many grocery stores - our neighborhood will have a Safeway, QFC and Whole Foods (if the development evolves beyond the hole in the ground), within a few miles of the Admiral Safeway, Met Market, Thriftway and PCC.

uncompleted development/partial development specifically related to the Whole Foods hole at Fauntleroy and Alaska. Safety: we have had a rash of car prowls and bank robberies!

Cheap materials used in new apts. (siding, windows) No department store. Still need to drive to Southcenter to buy most items other than groceries. Alki Homestead Restaurant run down

Parking enforcement spends too much time on marking cars in the Junction for time limits and not enough on safety issues such as parking in red zones. As traffic increases on main streets the driveway clearances need to be enforced. This is particularly a problem leaving from multi-tenant buildings on California. Perhaps training needs to be conducted so parking enforcement personnel are aware of these limits and enforce them.

The Junction area does not have good recreational options like a community center or nice park

Population density is overwhelming street capacity. Enough already. And the height of new buildings is beginning to create canyons in the Junction area, blocking sunlight. Too much height!

Public safety is a huge problem in WS. Something needs to be done ASAP about gangs, domestic violence and burglaries.

Too much new construction. Not enough transportation options.

more bus service--would like to take a bus to the junction without going miles out of the way or making a transfer

NO EASY ACCESS TO DOWNTOWN ONCE THE TUNNEL GOES IN...THE CITY ABSOLUTELY LEFT WEST SEATTLE OFF THE MAP (YOUR LARGEST COMMUNITY) WHEN IT CAME TO PLANNING. TAKING ALASKAN WAY AS A SURFACE ROUTE ONCE PEOPLE COME OUT OF THE TUNNEL??? The City has allowed far too many condo-type operations into West Seattle, especially along the CA/Edmunds and Alaska areas. ALSO, the narrowing of Fauntleroy from 4 car lanes to 2 is an act of sheer ignorance by your Traffic Engineers. We all opposed it in the meetings...why did you move forward with bike lanes in a city where it rains 8 months out of the year? Listen to your community and be prepared to convert it back when the population you serve complains.

Ercolini Park is 8-10 blocks from our house. We still walk there but we really don't have a close park at 40th and genesee. Not a lot of improvements in our neighborhood lately.

traffic concerns around lack of support (both from gov and community) for public transport options (more buses, connection to light rail - not to mention the looming viaduct replacement).

Q2: What are you dissatisfied about?

Aside from the walk all ways light at California and Alaska, all lights seem to work for car traffic and only change for pedestrians when a)the walk button has been pushed and b)car traffic warrants the changing of the light. And, even then, I have waited more than one complete cycle without having the walk sign change. If we want people out of their cars, it is imperative to make walking safe and pleasant.

many of the new buildings are multi unit condos/ townhouses creating a huge number of cars that need to go back/forth across the ws bridge. stop building so many condos!! not sure what the occupancy rate is, but it's getting out of hand.

looks rundown in some areas, especially with the whole foods construction site.

There seems to be less parking when I do drive to the area.

A lot of the new buildings have really mundane architecture -- I don't think the Design Review process really delivers the quality that it should.

Many empty commercial buildings after closure of huling brothers, and failure of the whole foods projects. Would be nice to have a library in the junction. Loss of the monorail was a terrible blow to transportation options out of west seattle. Need more community police, petty crimes are up.

Connor project portends the end of the neighborhood feel of the Junction.

Too many condos and ugly townhouse type buildings

With the viaduct going down, it's important we design transportation, our business district and food system as if we were on an island (really close to Seattle).

There should be better transportation options to West Seattle, like light rail

There are no trees! New buildings are hideous.

It is alarming the number of banks being robbed in West Seattle and in the Junction.

Don't enjoy being left with a huge open pit at the corner of Alaska & Fauntleroy.

WAY too much multi-family housing (i.e. townhomes, apartments) where single-family homes used to exist. Too many unsolved home robberies (including my home). Too many vacant commercial spaces and uncompleted projects.

While I appreciate the buses that do come through the Junction, I feel we are left out of many city-wide expansion plans for the future. I'd love to see more forward-thinking ideas regarding public transportation, especially in regards to the Viaduct construction, and how this will affect the West Seattle Bridge traffic flow.

Design review of projects in the neighborhood should take into account the need for using quality/ sustainable construction materials. Design should reflect the community character while allowing for some architectural creativity but should avoid cookie-cutter designs as is evidenced by some of the newer developments.

NA

Would like to see more shelters along Metro bus lines. Jefferson Square appearance deteriorating. Whole Foods project a persistent eyesore. Huling Brothers campus expansive yet vacant. Pedestrian crossings mid-street on Calif. ave, and at the intersection of Alaska and 42nd unsafe from careless motorists.

pothole in the road cost me \$500.00

We on Pigeon Point (North Delridge) still do not have a way to bus directly to the Junction or the Admiral District shopping area. We have lots of car prowlers and daytime crimes happening in our neighborhood.

more condos brings more cars and and noise, more people loitering feels unsafe, new buildings are too high and dense. The loss of Pathfinder k-8 was a blow. Loss of parking behind Petco a drag, as well as the whole foods hole and that area being neglected.

New building construction pays little attention to parking, lighting and size (too large and tall).

Unfortunately, car break-ins and home thefts seem to have increased substantially in the last 5 years in our neighborhood. I also have major concerns about the number of condominiums being built in the Junction area and their impact on traffic congestion.

Q2: What are you dissatisfied about?

Too much "park and hide" going on in the junction neighborhood. Developers seem not to have to provide parking for their tenants/owners.

The public schools in the area are overcrowded and unsupported by city government. There are limited public school options. Public transport to anywhere other than downtown is poor.

we need more transit/buses too many ugly massive townhomes and houses

To many apartment buildings and condos units being built in the area. The area is getting overcrowded and ruining the family neighborhood atmosphere.

More comprehensive environmental impact statements on how large new buildings affect the environment, traffic, population density and overall community.

Now that the reality of height is apparent on 42nd I am concerned that if we do not adjust the height limit on California and get better set backs it will turn into a "dark space" for much of the day..California runs North/South and light will be an issue .As more people come in we do not have the infrastructure in place to support it..parking transportation I am concerned about the lack of design and how most buildings are generic in appearance. One has only to go around the city and they all look the same. Boring boxes with much of the same colors. I believe it was apparent in the Urban Village plan that we did not want to be Bellevue or look like "anywhere." We wanted to retain some of our funky charm and I do not think that the plan we set in place gets allot of respect in that area.

There continues to be petty crime in the area, and although there is a strong police presence, it doesn't seem as if there are enough officers to respond to break ins, car break ins, drug deals, etc...

Extremely unhappy about rejection of a highly desirable transportation solution. Very worried about not responding seriously to climate change and leaving our problems to our children. It's a critical issue and a watershed time.

Ongoing concerns regarding reducing crime -- from theft to vandalism to drug use in the Junction. Concerns about commercial spaces that are empty and the stalled Whole Foods project along Fauntleroy.

For a neighborhood of this quality our transportation (mass transit) and parks/open space are both lacking greatly.

Serious lack of good-sized park here. It's like a stepchild vs. favorite child (Admiral).

-Transportation does not meet the needs of a world class city. -Some of the new construction / rezoning seems out of character.

I was a monorail supporter and was very disappointed when it failed. Huling, selling to Gee shortly after very effective opposition, made that sting even more. Housing prices falling, well what can we do. Personally, I feel like I live in a blighted neighborhood now--vandalized buidlings within a few blocks--a giant hole in the ground where a promised business pulled out, and a lame excuse of a park at 42nd Ave. Come on, not one tree or bench!

We're not getting the transportation support and foresight that we need. New developments are cookie cutter/big box and will look even worse over time. Allowing huge new multi-family dwellings to encroach on single family neighborhoods is troubling and appalling.

The transportation from West Seattle to downtown isn't bad, it can be challenging though with the buses that come from the Vashon ferry as they often don't have enough space to pick up additional passengers or seem to run as often as they should. In terms of public facilities, there is a library on 35th but that's about it. It'd be great to have a library closer to the junction.

FAR too many McMansions and boxy condos and apartments replacing charming single-family homes. This is killing our neighborhoods.

Businesses do not have a good transportation/parking plan for their employees and business trucks. Many park in the surrounding streets leaving it hard to find parking near your home.

There is quite a bit of crime still in our neighborhood, and all over West Seattle. Break ins, car burglaries, etc. It doesn't feel safe to walk at night on the sidestreets, most of which do not have adequate street lights if any at all.

Q2: What are you dissatisfied about?

We live in the "urban core" at 45th & Dawson, yet have no library or community center within walking distance. Fairmount Park school or Genesee Hill school are both closed and could be transformed into a community center/library to serve our growing neighborhood needs.

Crime seems to be increasing. Stores and restaurants closing. Our streets are in terrible condition.

While other parts of the city have seen the benefit of mass transit (such as link light rail), West Seattle, and the Junction have not had the same benefit. People living along the 35th Avenue Corridor are particularly underserved, and bus routes to downtown almost invariably require at least one transfer, which is extremely inconvenient and discourages bus use.

The existing parks and open spaces are great, as are the new Ercolini/Dakota St. parks - but a great park space opportunity, right on Alaska and 42nd is an ignored blight that was promised to be fixed since the 1980s. Also, I am ok with new buildings, but what is with allowing the QFC to go up right next to a Safeway and future Whole Foods - seems like a crazy place for a new grocery store. (Also current construction blocking off the street not only takes away a key bus stop, but is creating a safety hazard for anyone getting off at the bus stop before the construction site heading west - there is no way to safely cross the street so most people are running across 4 lanes of traffic on Alaska!) Also allowing the budget issues that gives us a huge hole in the ground for Whole Foods without finishing development.

Rapid Ride is a flawed attempt at bringing more transportation options to our neighborhood. Increased density and the lack of ability for DPD to monitor approved designs and hold developers accountable to guidelines is frustrating to say the least. Parking is an ever growing problem and the idea of meters is awful. An RPZ is needed to protect the minimal parking for residents and reduce the park and hide users and growing business employees parking in residential neighborhoods.

The Junction 'lost' the monorail, Metro service to the Junction & Downtown is crowded and somewhat adequate, however Metro service to the Junction from the different areas of West Seattle is severely lacking

Traffic has increased with all of the apartment buildings and condos. I could do with less development.

It's become very hard to afford to live here, and the neighborhood (Avalon/Fauntleroy access) is dirty and sometimes feels unsafe. There are empty buildings and unfinished projects here, and no feeling of community in this area.

I'd like a LOT more greenspace and a LOT more trees - if we could put the parking underground and make all of that park area the Junction would be beautiful. I wish we had a library closer.

The busses are relatively unusable for our family. Our neighborhood is safe, but I feel like West Seattle is seeing more crime. The empty car dealerships and building projects are a blight.

The loss of the MonoRail Project was a huge disappointment.

Crime and traffic. better biking safety.

The type/quality of buildings along Fauntleroy Way, from the WS Bridge past Alaska, remain an eyesore and of inferior appeal. Traffic along Fauntleroy way is much heavier, and access to WS Junction via WS Bridge is getting worse.

New housing seems to be cheap and poorly designed. How is space for waste cans not a part of the design? Since almost households have recycling, yard waste (food compost) and trash, there are three large cans to deal with. Building designs SHOULD absolutely be required to have a space on the property so that people/multi-family properties don't store their cans in the alley. Ridiculous. Where is the foresight here? Transportation - not a lot of convenient, quick options. Driving traffic is awful over the bridge during commute times and no plans to change that - only adding more people to West Seattle.

There needs to be more frequent and logical ways to get from WS to anywhere outside of WS beyond using a car. The buses don't run enough or require a trip to the airport to get to the eastside. It shouldn't take an hour to get to Capitol Hill...

It seems like we've almost added all the housing slated for the Junction, but I haven't seen any improvement in the bus schedules. (Though the bus lane on the bridge is nice.) I've basically given up on taking the bus to work (at the UW) because I can BICYCLE in the same amount of time as it takes for the bus. Also, better bicycling routes to the bike path to downtown would be awesome.

Q2: What are you dissatisfied about?

The addition of large office buildings have created a channel effect and blocked light. Townhomes have increased density and increased parking problems.

There is a lack of parking for all of the new apartments that are being built in the junction. More and more issues finding parking close to home. More transient type individuals in the area creates feeling of lack of safety. With new rentals even more transient population moving in that don't value neighborhood as they have now ownership in it.

I hate the new development, I hate the Fauntleroy realignment which is possibly the worst idea I have seen this city come up with and implement. We need more bus routes, less transfers, and longer operating times. It should not be easier to get downtown on the bus from Burien or Tukwilla than it is from West Seattle, or from anywhere in the north end to West Seattle.

Parking at the Junction is a disaster. How will traffic congestion coming into WS and leaving WS via Fauntleroy be handled once a decision is made regarding the Viaduct? Concerned about safety up at the Junction due to gang activity and other suspicious activity at one of the bars up at the Junction. Hesitate to go up there in the evenings due to shootings in recent history, not to mention other criminal activity.

I think there could be better safety going on in the West Seattle Junction, seems to a lack of it.

see previous statements

The darn concrete condo buildings 7 stories high that they keep building anywhere there is a patch of land. Please make it stop!!!!

Previously expressed.

it really seems like there should be a real park closer to the junction. the closest ones are more than a mile away. also, everyone here is white.

It was a mistake to allow tall buildings on California Avenue and Alaska Street. It looks hideous and this type of housing is ruining any sense of community that we still have left.

if you lived here you would know

Too many sardines crammed into one can!

Too many big development projects, height of projects increasing. No change/improvement for transportation despite the rapidly increasing density.

we coulda had a monorail!

I've attended some of the meetings about proposed development & my impression is that the development in this area (as well as development throughout Seattle) is completely profit-driven. Even when the developers make an overture to gather input from the community, we are only able to shape small details regarding their cookie-cutter vision of mixed use. What I mean by cookie-cutter is a reference to trendy shops & restaurants at street level, & primarily indoor-only living spaces (small units with tiny balconies) above. I am concerned that as sporadic developer-driven development happens in the Junction area, without a lot of big-picture planning, the big parcels of land will be gone & we will be less able to address other community needs (such as a hospital). I would like to see this neighborhood, & West Seattle as a whole, be a community in which we can grow older. By that I mean walkable, safe, & well-designed.

Bicycling to and from West Seattle is a harrowing experience. The "designated" bike routes up Avalon to 35th and Fauntleroy NEED bike lanes, or "sharrows" at the very least. Fauntleroy and 35th feel like freeways. As a homeowner on 35th for only 1 1/2 years, there have been 2 pedestrian deaths on 35th within 10 blocks of my house. Traffic needs to SLOW DOWN!!!! Thanks for the upgrades to Fauntleroy that are going on right now. Please do the same for 35th!

Fauntleroy Corridor from West Seattle Bridge to Junction is embarrassing. Empty lots, giant hole, trash and power lines. Really ugly!

Tall ugly buildings are ruining the character of the area. New construction and growth has raised rents forcing out traditional small shops. We are getting a lot of bars and restaurants that don't even open until 4 pm.

I would like to see more high density housing in the junction so the small business have enough people near by to support them. It seems it takes way too long to get any new buildings through design review and when they are done with it the buildings look like they are designed by a committee

There is no library close enough to walk to

Q2: What are you dissatisfied about?

The commute in and out of West Seattle toward I-5 has always been a challenge due to the bottleneck nature of our peninsula. It's a little disconcerting to see all these mixed-use building going in with 100's of apartments and condos being added. If a good transportation system isn't put in place, getting around is going to get pretty bad.

Don't feel safe.

We don't have the monorail. We don't have a light rail station in the works. We are gridlocked getting out of west Seattle in the morning.

Business district is one I am most pleased about and also dissatisfied with. The Whole Foods hole and abandoned Huling lots are an eyesore and blight on the neighborhood. There also seems to be an increase in solicitors and crime in the area. Finally, the dissolution of the monorail was very disappointing, as are the bus options - they seem to go "around the edges" but I have to walk quite a distance, uphill, to get to a stop.

I am dissatisfied the Monorail did not make it here. I am dissatisfied with the architecture of all of the new buildings, which appear to be cookie-cutter to one another and immediately blend into a bland mass.

Stop "Balard-izing" West Seattle, please!

We lack a good public transportation system to accommodate the increased density sought by the city. We need light rail or a monorail type system that connects us to Downtown and the new light rail system running between downtown and the airport.

I don't know where you got the figure for gross rents, but good luck finding anything under \$900. I also don't know where you got your median housing costs, what a joke. I can't find anything really under \$400k that isn't ready to fall down.

I would like to see streets that encourage walking. Avalon & 35th are sooo busy yet, it would be great to use these walkways to and from busing and the California business district. I think more friendly sidewalks and more trees and plantings would help.

Everyone talks about making West Seattle more welcoming to visitors, but the moment you arrive in West Seattle, all you see is power lines and a disjointed business area. Can the power lines be placed underground? Such a big expense, but I am certain that the public would support such an initiative. It costs money, put it to the voters in this precinct. It will have overwhelming support.

I'm concerned that the height of the new buildings and their placement will make some of the portions of the neighborhood seem like a tunnel. Views have been eliminated by some of the bldgs degrading the value of some properties.

The architecture and signage do not align. The entrance to the Junction from Fauntleroy is largely abandoned buildings, gas stations and construction sites. That area is very ugly.

Up on the fields we do have is poor.

Transportation along California Ave. SW has increased considerably and at times difficult to get around efficiently

I'm tired of an overwhelming amount of grocery stores coming up in this area and no guidelines on how new building look. So many ugly new constructions.

Although the bus system is adequate right now for my needs to commute Downtown quickly, I worry about the long-term plan for transit options to Downtown with the viaduct removal looming and no plans for light rail or a street car to West Seattle. The current bus routes to Downtown use the viaduct, and I think the ride times will increase after the viaduct comes down unless some other corridor is identified for receiving rapid transit priority and the infrastructure is complete by the time the viaduct comes down.

Everyday there are houses and cars broken into.

There are too many townhouses and condos going up. Not only along California but also in what used to be purely single family home neighborhoods.

Too many new/remodeled buildings with insufficient parking

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

Zoning needs to be on the table for discussion. Preservation of the character of the neighborhood needs to be accounted for in the new construction projects.

A lot more needs to be done to reach the vision.

We lack safe cycling streets. Too much emphasis is being placed on motor vehicle traffic. We need more support for cyclist including dedicated bike lanes, not just share rows. We need to encourage biking and we need a better mass transportation system supporting our neighborhood.

The urban village in alive and thriving!!

ercolini park

I have not lived here long enough to judge.

I think that the increased density is happening which is what the city wants but unfortunately it's at the detriment to the business district that is the heart of West Seattle. The city should find a way to incourage development of open parking lots such as the old Huling area before they allow developers to tear down 100 year old homes with character. Also, I think in planning the need for daylight in the neighborhood business district has been overlooked. With 5 story condo high rises along California it will gradually be hemmed in and feel like a canyon.

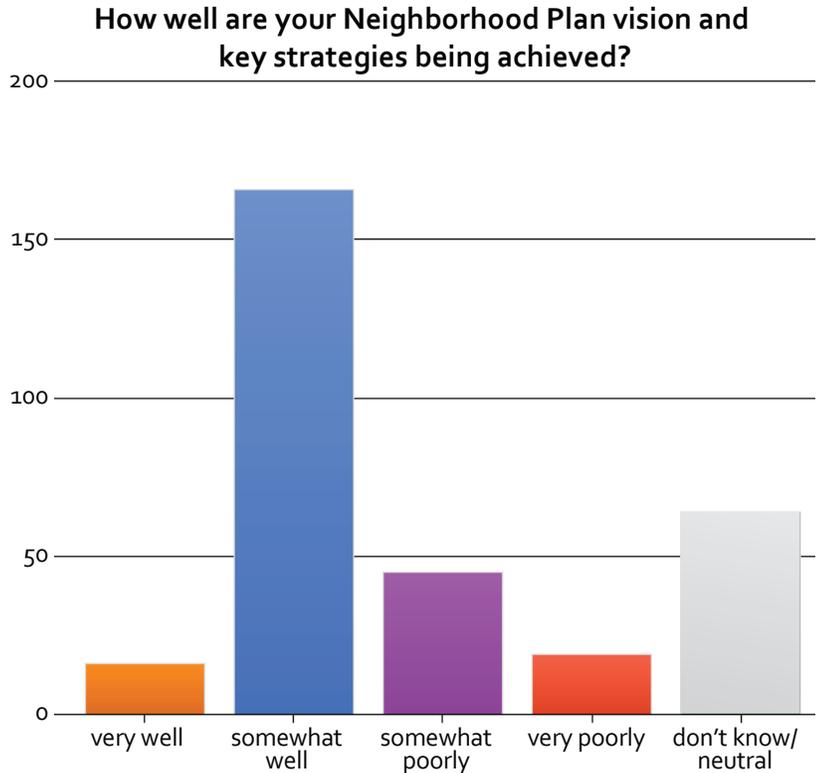
I don't think the Fauntleroy revitalization has worked at all - that area seems industrial and unappealing to me. The Plan doesn't address public transportation at all.

Fauntleroy gateway is a disaster with chain fast food joints and vacant car lots.

the business district is independent/local, vibrant and walkable at any time of day or night.

The mixed use core has definitely been strengthened.

As I described in detail, the neighborhood plan is big fat lie. I am sick of hearing about the "vision" and "strategies" of sanctimonious hypocrites who don't give a damn about the lives and communities they are ruining.



I'm not sure my visions are at all in keeping with the ones in the plan

I think the plan can not do enough to keep the neighborhood vibrant. That has more to do with the schools and the commercial viability that give an area it's character

Planning for the redevelopment of the Fauntleroy Gateway is critical. This area is ripe.

The concentration of apartment & condo housing does not meet the vision of a 'small town atmosphere.'

the gaps in the Huling Bros area are a negative, but other businesses on the 'strip' seem to be doing well despite the economy. Mix of incomes and housing is good, but too many condos makes it too dense for a small neighborhood.

It's losing the "small town atmspere" and also the "attractive residential neighborhood". Traffic flow has gotten worse and parking in the junction is getting more scarce.

Parking. Ugly building facades that will only get worse with age. Wait and see.

Thanks to the big-box developments that are being allowed in, we are losing our unique, small-town feel.

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

seems like progress has been or is being made on the items listed in the plan. The Junction is definitely much livelier and more interesting now.

"Between 41st and 44th Avenues SW and SW Genesee Street and SW Edmunds Street by improving; traffic flow and circulation; pedestrian safety and access; business retention and recruitment; parking; and the architectural character." The only items on here that are being improved is business retention and recruitment and pedestrian safety to some extent with the raised crosswalks. Traffic flow and circulation, pedestrian access, parking, and architectural character are not much better, and some are worse than before.

"To create a community gateway that reflects the character of the rest of the neighborhood, presents a positive image, and improves pedestrian safety and amenities, traffic flow and general aesthetic appearance." Not at all. The new park will help somewhat, but the Whole Foods hole and the cookie-cutter architecture of the new buildings work against this goal. Pedestrians, in particular, are neglected east of the Junction along Fauntleroy. The area is not bicycle-friendly; the sharrows don't help the Junction much--too much is going on for safe bicycle riding.

i am pleased about the junction park to be built. i think that the gateway to west seattle (fauntleroy, just as you veer off the west seattle bridge) is very ugly, and needs landscaping. I do not understand why other communities can have better landscaping of open space. this is the most important piece of property, setting the tone for people's impression of the community they are entering.

We have had the increase in population, but between too high condos and the really ugly accessory units in the backyards, I am not impressed.

The city supports parks....great!
The DPD design review board does not follow the WS Junction Neighborhood Design Guidelines policy - WHY?
It is policy, yet it is not followed.

The plans goals to update and keep the Junction thriving are working and still being pursued.

Hard for me to estimate the average price of houses or the relative distribution of multi-family dwellings.

I don't believe that preservation of the small town atmosphere is being given much priority.

The big hole on fauntleroy!

Can always do better with more money!

Seems like there's a tangible effort taking place in the Junction for business and development, which is great. Maybe not as much on the open space/parks subject.

They seem to be proceeding, though possibly more slowly than necessary

Since the goal was cramming more low income multifamily housing here instead of in high income neighborhoods then its successful, however it leads to detrimental effects in the neighborhood; increases in crime and huge increase of parking issues.

Gross rents seem to be significantly higher than anticipated, and I think we have more families with small children (and that's not a bad thing).

the strategy of improving the Fauntleroy gateway into the junction is not being implemented well. There is a lot of undeveloped/vacant space and the area is very unattractive.

Empty buildings and huge holes in the ground are not part of my vision.

As I said, the height limits and desired neighborhood feeling we asked for is generally toothless and ignored. We are at a turning point and now that some of the "big ones" are here, their reality is a wake up call. There is allot of good that has been done but now we are to the "hard part" We are the WS Junction and we do not want to be generic.

West Seattle didn't want urban villiages but we got them anyway.

You can sleep here but you still need to go outside WS to buy most things. We need a department store at the junction.

There has definitely not been much progress on an inviting gateway on Fauntleroy -- right now, the biggest feature of the gateway is a gaping hole in the ground. Hopefully, when the economy recovers, we'll make some progress on this. Also -- Fauntleroy needs better pedestrian amenities.

Transportation needs more attention. There is currently no easy way to connect to the link light rail.

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

I see continuous improvement. The junction is more interesting and vibrant than it was 12 years ago when I moved to West Seattle. The street and sidewalk improvements have helped. I am happy to see a plan for a park/plaza started.

The visions themselves were flawed, failing to taking into account the chokepoints of access to W. Seattle making enhanced density a *very bad* idea.

Still allowing too much height development and population density. The roads aren't prepared for the incoming cars and the canyon effect is changing the look and feel of the Junction.

The DRB process is ineffective, they don't build it anyway. The Guidelines are ignored by developers and the city only looks to them when there is a public outcry to do so. These guidelines should be required of all new development. Alley vacations should be out of the question. Use the arterials for what they were created for, efficient bus transportation arterials. Allowing developers to just leave a big hole in the ground or an empty sea of concrete for years with no positive alternative to the public, tax them on the previous level when they had a business there. Still no Gateway to West Seattle and when you get here you think dead trashed out neighborhood.

Transportation is a key issue for the neighborhood plan and it is largely a failure. Admiral District's plan calls for trusting in some unspecified future solution. This is misguided, false and needs to be reconsidered/re-written. New bike lanes to downtown are good, but not nearly enough.

I think some aspects of managing the growth are working well. I don't think the benefits of increased but controlled density are actually coming to fruition though.

There should be zoning to protect the heart of the junction from the projects that are coming. We have public meetings with developers, but in the end their design gets through whether the public wants it or not.

The neighborhood plan focuses almost entirely on the urban junction area, and does not do much for the surrounding area, much of which is not within walking distance of the junction.

no Monorail, and getting out of West Seattle in the morning has become a real pain.

I'm not seeing a lot of progress on the "strengthen the Fauntleroy Gateway" part of the plan, but "strengthening the mixed-use core" part is definitely on its way.

The gateway to West Seattle is UGLY and is now even worse with the closing of Huling Brothers Automotive Group. No trees or plants on the way in, just ugly buildings.

Parks and community centers going well.... impact from constant new and taller buildings/condos not going well. Need more study on the impact of population density on the community, on crime and on lack of open sky.

Hopefully, with foresight, our neighborhood plan will ensure a livable future for us all.

I think the vibrancy of the junction is improving and the business district is definitely strong; not pleased with the development/construction that never gets finished. Too many abandoned/empty building at Fauntleroy and Alaska...they are a blight and a safety issue.

I think the small business side of the plan is going well. The small businesses moving into the Junction are independent stores/restaurants, are family friendly, and look great. The areas where bigger businesses are concerned, i.e. Whole Foods and Huling are a disaster. Although, the QFC is moving along and Mural seems to be pretty good.

We need better transportation to downtown seattle and beyond. Crime is a serious problem in parts of West Seattle. Something needs to be done about the whole foods hole and the general entry point of west seattle. It looks dirty, run down and uninviting as you exit the bridge and enter west seattle.

The neighborhood plans are 10 years old and many were written by NIMBYs. The city has changed a lot since the gos and people are more willing to accept density. Its time to re-write them. They don't take global warming into account.

I was very disappointed when the monorail didn't come to town. WSe need a rapid way to get down town and to the airport.

See previous comments.

I think the neighborhood is progressing pretty well with it's vision and strategies.

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

I believe the estimate of how many more people moving in is underestimated based on the number of new apts. being built.

The plan says that it aims to retain the unique flavor of the junction. However, I am seeing more and more small businesses leave as rents rise and parking decreases. It is becoming a less friendly place for unique small businesses.

Some areas of the urban village are beginning to achieve the vision of a vibrant retail core. Other areas are still under-developed and not aesthetically pleasing. It has been difficult to maintain single family neighborhoods within a couple blocks of the Junction, and I question the logic in keeping such low residential density, sometimes on the same block as new 5-8 story mixed-use projects.

Both of the key strategies are far from realization, and if anything are farther from realization today than they were 10 years ago.

I attend almost all design reviews and it rarely comes up; not sure past plan is making any impact

The Fauntleroy gateway is still a long way from being an inviting entrance to the Junction.

see some changes, not much

most are being met, recent economic difficulties have left the gateway area a wasteland.

as stated earlier, mixed results with an overall positive change.

Parking is listed as an item and a study was done (I'm not sure were the results are). Parking is a significant problem especially with City of Seattle looking to add meters to raise money for the government.

A lot of work needs to be done on Fauntleroy as a gateway to the junction. A lot of empty properties and shuttered businesses.

The Neighborhood Plan is dominated by the business district,,,needs more emphasis on some of the residential neighborhoods to the west.

There really aren't any pedestrian areas to meet up with friends or to sit and have lunch. That would be a welcome addition.

The junction still retains a small town feel although that feeling diminishes with each cheap condo that goes up. The junction is pedestrian and bicycle friendly. I enjoy shopping at the junction and art walk is fun. The shopping environment is great and I usually see someone from my neighborhood at the deli or farmers market.

I have not heard any plans for all the land from Gee Motors (Hauling Bros.) business property. It seems like the vacant property around Fauntleroy Ave and Alaska would be excellent for a signature public space - a very stunningly beautiful/intriguing Park art and open park space for concerts, play ground, outside community gatherings. It's such an excellent and rare opportunity to snatch some fantastic land to benefit the entire community. Something cool like the Space Needle - some signature piece that would draw people into West Seattle to live and work. Plus, the space is in easy walking distance to existing transit and the main business district in West Seattle. I would love to see something done with this space for the community.

The small town atmosphere is in jeopardy with all the new housing buildings going up. As for bike friendly?? I would love to ride my bike in West Seattle, but just by painting some bike symbols on California Ave, that doesn't make it a bike friendly street (and those symbols are pretty much destroyed - you can't make out what they are at all anymore - pretty much a waste of time and resources).

Would love to see more attention paid to the traffic/speed issues on Fauntleroy and 35th, the West Seattle Freeway-to-Fauntleroy gateway, and the bicycle approach from downtown Seattle to Alaska Junction.

Need to have more bike-friendly streets.

Neighborhood plans have not been a priority for 8 years so no one even knows what they are.

Things seem to be progressing on schedule.

Not maintaining a small town atmosphere.

More thought should be given to preserving the small business atmosphere and character of California Ave. Especially between Edmunds and Oregon. Avoid the canyon effect!!! Keep the business area pedestrian friendly. Modify codes,etc. as necessary.

Question 3: Please describe the priorities for your neighborhood.

I believe they are but no funding. Not evidence on my block.

Development of Fauntleroy Triangle area has elevated in priority, there is a short window of opportunity to vastly improve this area through sensible development, public & private partnership/investment.

It seems like they are still a priority.

I think density and traffic should be looked at, along with transportation.

I think the city has a priority for density but I think this can be achieved in multiple ways. Allowing back yard cottages would increase density but would retain the neighborhood feel. People move to a single family neighborhood because that is what they want to live in not to live amid condos and town homes.

Public transit should be more of a consideration for outlying areas.

Transportation needs to be the priority.

I am interested in more detail about the Fauntleroy entry into the Junction. With the evacuation of Huling Brothers, I hope there is opportunity to make this area a key part of the West Seattle Junction and I hope it does not become high rise buildings or condominiums.

You're kidding, right?

But then I don't think they ever were.

supporting new and diverse businesses, keeping and starting open spaces and parks, and pedestrian safety are still top priorities.

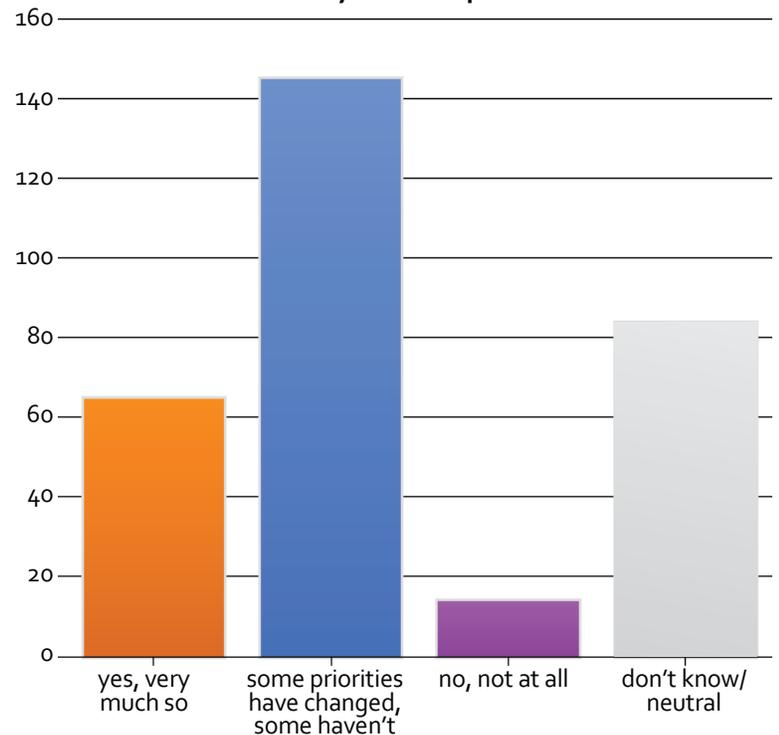
PLUS transportation

Traffic calming may be more important than traffic flow. The original plan did not address the litter problem, nor enforcement of the law that is supposed to prohibit smoking within 25 feet of doors and windows. Walking the Junction is too often a matter of holding one's breath.

I understand we need some density, but it should be done in a way which is complementary with the current character of the neighborhood.

Public transportation needs to be re-emphasized.

Are they still the priorities?



Maximizing housing density seems to be the first and last issue of concern. They have had their way.

For instance, the "gateway" into the neighborhood (on Fauntleroy) hasn't changed a bit - it's uninviting and not representative of the neighborhood. Also, making the area safer for pedestrians needs to remain a priority.

I think that the forecast for how many new and younger people would move into the Junction area was a little out of whack with what has happened. The newer residents seem more excited about the new development, idea of denser housing, bigger retailers, etc...

Although transportation is an alleged priority there has been no improvement in transportation at all. Winter snow removal was a joke and I could not get to work for a week.

I think we should re-examine the density issue - these new mixed use properties are too large and out of place in our neighborhood.

With the loss of the monorail project and the property purchased by the city reverting back to private parties the SIZE of the Junction has changed in a negative way.

Q3: What are your neighborhood's priorities?

The priorities seem vague to me so these questions are hard to answer.

Again, I would like to see the problems of graffiti and vandalism addressed. Pay to park in the Alaska Junction business district kind-of sucks too.

Opposition to townhouses and condo's is strong and growing.

I'm confused about the priorities. The achievements in community gathering spots and open areas are great, but the builders seem to still be able to build however tall and dense they want. The priorities seem to be clashing. Sure we have more spots, but they are becoming walled in by taller buildings and the population density is creating traffic problems and crime surges. Owner occupied housing is falling. I don't want West Seattle to become Capitol Hill. We've always enjoyed a more open, less dense atmosphere over here and I'd like to preserve that uniqueness.

Since the neighborhood plans were written, climate change has emerged as a fact that renders the plans largely obsolete. They need to be re-considered in light of this newly acknowledged problem.

I feel that transportation needs to be more of a focus with the challenges that the viaduct will create. We also need more things like skateparks for teens who currently have nothing to do.

Need to plan for growth, but we're way ahead of housing units added versus needed.

The work at the junction has been mostly positive. But it has come without work in the greater neighborhood community.

I'd like to see the Junction stay strong commercially, but we also need to pay attention to the residential neighborhoods - making spaces for people to walk and kids to play.

Development interests seem to have too much sway with city government. Variances are always requested and granted and the envelope is always being pushed to greater and taller development. Seems like the original neighborhood plan is being supersized.

the influx of large residential complexes may threaten the neighborhood feel if not continually kept in check.

I don't really know what's going on anymore. Not to beat a dead horse but the fact that the Whole Foods hole and empty Huling lots are allowed to sit there for who knows how long is concerning - this is the gateway to the Junction and beyond. If this is not a priority, I don't know what is.

I haven't read my neighborhood plan.

I don't care anymore - I want to move out of West Seattle
more parks - less parking

I don't honestly know what the real priorities of the city are.

The overall priorities seem to be the same, but the specifics need to be fine tuned.

we really need updated

not certain

The density increases but better transportation does not. Light rail doesn't improve our situation here at all.

Parks should remain a priority, especially with housing density increasing. Urban design standards need to change to accomplish the goal of maintaining a small town feel. The majority of condos that have been built in the last few years are horribly designed.

just dont over build

Changes in the economy are impacting our neighborhood plans.

Love the nurturing of the "core" Junction. Please pay more attention to getting there via foot/bike from the outlying neighborhood areas and downtown Seattle.

Again, these things need to be paid attention to and not left on the shelf.

Originally purchased a home in the area because of the light rail initiative and station to be location near the junction.

I don't see much of the park and recreation facilities or family stuff changing.

See above

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

TRANSPORTATION & Park & Ride!!!!

neighborhood character and zoning issues. Transit proposals for this neighborhood will have some negative impacts that need to be mitigated with full city resources.

Transportation and development...just keeping an eye on the idea of an urban village we should be fine.

Fauntleroy Triangle. Implementation of a 'view corridor' along California Ave SW & SW Alaska St in the core commercial district. Expansion of the boundary of the City of Seattle Business Improvement Area (BIA) to assure services are provided to newly developing areas in the Junction Urban Village

The Quality of life! Not the QUANTITY of life in West Seattle.

alternative means of transportation and a better walking/ pedestrian friendly neighborhood, especially the junction.

Noise pollution, city ordinances that do a better job of regulating properties that are closer together

Development, transportation, amenities

parks, architectural character of new construction to match historic character, mass transit, safety, limiting density increases

transportation and new businesses.

parks, public space

transit and safety

SAFETY!!!!!!!!!!!!!!

protecting/improving the charm of the "corridor" between the WS bridge and Cali Ave. This area is somewhat of an ambassador for folks visiting. Cali ave specifically needs protection/improvement. Signage/awning improvement. open/inviting street level building design (unlike petco). maybe having a festival which might attract more people to WS - like a beer festival or wine festival or food fest.
plant more trees.

Insisting that building projects make aesthetic sense as well as financial.

Appropriate transit.

public transit for areas further away from the urban center, but that are still in the neighborhood. More focus also on increasing the size of the farmers market and creating more p-patches.

High Speed Passenger Ferries to downtown and Ballard.

Parking and appropriate scaled new construction to go with the existing.

having a design commission review board that developers have to go through before they build so that there is a comprehensive plan for West Seattle's long term growth Also having a Fauntleroy Gateway into the Junction

parking space, variety of businesses less upper class housing and more middle class apartments

Balance between commerce and small community feel.

transportation, development patterns, which i think go hand-in-hand with affordability.

transportation and traffic flow, keeping neighborhood character

Checking to make sure that town homes are attractive from the street level.

Stopping over-development.

Environmental and social issues.

green spaces, water run off/ drainage issues, community building

I think there could be more focus on bike friendly routes. Sharrows do not really help make roads more friendly for bikes. Removing parking lanes and creating dedicated bike lanes would go a long way towards making the streets safer for bikes.
Also, the bike trail from WS into downtown is very scary for a beginning biker. I will not consider biking to work until that is made safe for all bikers.

growth

Retaining the family feel of West Seattle.

Schools and schooling (critical to the family goal)
Large scale transportation issues. (No plans for anything except busing)

Q4: Status reports should focus more on...

We'd like to see the little park on Alaska between 42nd SW and California Ave. SW completed.

Creating a gateway into the urban village. Unless you know to turn onto Alaska, people may head south on Fautleroy with out ever knowing about the Junction! (As I did for many years). Also, incorporating public art and/or sculpture into the streetscape and park designs.

Transportation! No direct access to downtown once the viaduct is knocked down with the tunnel option...the city engineers complete forgot West Seattle: Your largest community!!!!

Fautleroy Gateway, Transportation

parking and safety

Requiring sufficient parking for the new buildings in the area.

viability of businesses and gaps in services offered; traffic flow and pedestrian safety, crime prevention

Safetefy and enforcing current laws and mass transit other than bus.

Saving what is good about the neighborhood, the older buildings.

Finishing up existing projects. Better advertising too - I didn't know there was a Genesse P=Patch and I live near Genesse.

Transportation and development patterns

Parking and safety.

Transportation issues, parking, safety/crime.

Public Transportation as the West Seattle Bridge can be a commuting nightmare

transportation. Metro is ok, but I'd really like to see light rail come to W. Seattle to the downtown core.

safety

transportation

transportation, housing and public amenities

Sustainable development, including certification - and affordable (by the middle class) housing.

transportation

preventing ugly condos--don't want to turn into ballard.

promoting community and thereby safety; parking and traffice problems; improving street surfaces.

Transit and pedestrian amenities. We really did need that monorail. Also, the alleys to the west of California are serving as pedestrian throughways, and they could present a friendlier face; dealing with the garbage (visually and olfactorily) there would greatly improve the Junction.

compelling public spaces that are built green or are environmentally friendly. would like to see more art incorporated into the designs.

Building design

Land use that is in proportion to the neighborhood

Better aesthetics

Preservation of foliage and view lanes

townhome design review!!

west seattle bridge / fautleroy gateway development.

safety - street lights

parks and other public spaces, transportation, better architecture

Road repair.

Control of crime and traffic congestion.

transportation networks

Sustaining small buisnesses

Continued centralized (Junction) development with the focus on walking, not cars.

-pedestrian accessibility / safety

-transportation

-gateway to the neighborhood (Fautleroy)

-quality of construction

Green space/trees

Walkability

Architectural character - to create a neighborhood of distinction.

Q4: Status reports should focus more on...

Crime.

Removing old buildings in place of new buildings.
Increased police and fire support for the additional people living in the area. Removing the transients from the area.

A longer sustainable vision with pedestrian activations areas should be planned

transportation, keeping the area safe and continuing to develop green areas.

Faunleroy way gateway-too many empty buildings, looks ragged

Safety
limiting density
retaining neighborhood businesses
limiting new development size of buildings - the junction is not a large space & including lots of new gigantic buildings does not preserve the neighborhood.

Public transportation--linked light rail!

Pedestrian friendly. Slow down the traffic. Some creative alternative routes so it doesn't become a highway.

transportation and housing; I would like to see the backyard cottage permit enacted!

Crime

Parking and traffic flow. Less condos/apts. Safety.

transportation

Regular and rapid transportation out of West Seattle, especially with work to start this year on viaduct replacement work at the approaches. Any delay on the viaduct backs traffic up into West Seattle and makes the commute a problem.

Parking strategies to prevent West Seattle's parking from becoming a Capitol Hill cruise around for a parking space situation.

Public amenities - parks, open space, community art, and transportation networks.

Greenspaces (parks, p-patches - particularly the Genesee space and the new park on Alaska); road improvements

Livability

transportation and increasing retail businesses and job and reducing crime

How the area is being over developed. With more apartments and condos come traffic and crowding.

safety

Police presence and safety.

Transportation and improved pedestrian access and safety

Congestion, maintaining housing value and affordability

Public safety

Transportation in and out of the junction core area, right now it is really boggin down and it will only become worse if the new, larger buildings are leased out.

parks and public spaces

development

Quality of buildings, transportation, safety and the plans that we put in place. More respect for the time and effort the Urban Village group took to give you their reports... the ones that are now considered "guidelines". Juno also has good ideas and positive work that should be looked at considered.

JC Penny's of some type of clothing store for all people.

Getting a department store at the junction

No cost parking

Having kids walk to school

Water Taxi

Street clean up

community action, where the neighborhood feels like they are making this place better.

details of the strategy

Transportation, local business community

Convenient, effective, mass transit.

Beat cops to cut down on vandalism and graffiti.

Security and Safety around Alki and also better public transportation to downtown area.

Q4: Status reports should focus more on...

Opportunity areas -- places/streets where we could make a difference quickly. Pedestrian and bicycle amenities, humane public spaces, interesting architecture, affordable housing.

Park space and clean-up for the alley way.

Real world solutions - zero emissions vehicles work and enhance individual opportunity; mass transit creates mass inefficiency and regrettable health risks. Reducing residential density in W. Seattle.

Open space - parks - less building height - improving traffic flow (it's in the report, but have you tried to drive down California Avenue lately?)

Public transportation to downtown Seattle. Continued focus on multi-family dwellings and urban density. Attract people from outlying areas (i.e. Woodinville, Issaquah, etc) who are tired of the commute. More focus on attracting high quality retail. More focus on providing parking in the Junction.

Finding ways to assist businesses in the Junction as they struggle to weather the economic downturn. Several cherished businesses have been lost in the current climate, and we may never see the return of this eclectic mix.

Not sure.

Safety, Design Guidelines, transportation, parking, sidewalk conditions, adjusting density levels that have achieved their goals and requiring other areas to increase, bus bottle neck on Avalon, should go over the high bridge, wayfinding stations, walkability within business districts, eliminating billboards in the sky and on the ground, fostering of business and residents forums, winter storm coordination of "closed" streets & hills, require heavy commercial tenants to keep their businesses clear of debris,

Parking. Cleaning up Safeway in Jefferson Square.

Safety of the neighborhood and look and feel of Alaska/ fauntleroy entrance to w.seattle. When I tell people I live in W.Seattle, they say they think of cars on blocks, the entrance to the main junction does not help that reputation.

Improved parking in the Junction
Updating the business district facade

transportation networks
public amenities
development patterns

Transportation, energy sustainability, and related issues such as supporting local food. Also, quality schools make or break a neighborhood; this fact should be acknowledged and served.

Transportation networks

Increasing quality of life to retain and attract responsible tenants and homeowners.

impact of increased mid-rise housing

transportation and affordable housing

Rail, boat or any transportation infrastructure that will keep W. Seattle connected to the rest of the city.

Safety, larger police presence

Parks and open space

Viduct and West Seattle Bridge

Cleaning the garbage off the streets. Improving the look.

Crime prevention

Expanding the neighborhood plan to encompass more work on areas that are not within the urban village of the Junction.

amount of traffic and stop lights

-how things have changed - trends
-transportation

Safety -- creating an environment in which people are connected through arts, festivals, public events.

Create a neighborhood center, more parks, trees, gardening spots, fighting theft and violent crime, clean transportation, job center for us telecommuters, affordable housing, creating a nice entry into West Seattle.

Development patterns

Neighborhood safety - too much criminal activity.

Q4: Status reports should focus more on...

more commuter buses because of the density

Maintenance of the area--the roads & sidewalks are falling apart, construction areas are a mess, and the one Park & Ride here is scary.

More focus on what real life improvements that are possible (ex. projects being financially feasible) and will actually benefit the West Seattle area and its citizens.

traffic, public transit, safety

The impacts of continual population density growth and building height. There should be more focus on keeping West Seattle as the unique community it is. I don't want to become like Ballard or like Capital Hill or Beacon Hill. I want to retain the close and open community we've been.

the "fauntleroy gateway" area i.e. developing and beautifying that area as it is really the introduction to West Seattle and the Junction

public transportation options and education for the public.

Kids--our neighborhood is clearly experiencing a baby boom, as evidenced by the popularity of Ercolini. More family-friendly business, programs, etc.

transportation
tree retention
open space required with large development projects
better design of townhouses

Transportation - I don't even take the bus to Alki or downtown because I would have to cart my toddler and myself several blocks away, uphill, to get to a stop.

housing

Traffic on Fauntleroy

Transportation. Area maps of the various demographic data.

bike commuting, improved car-free transportation

The entry to west seattle. Transportation to downtown seattle. Public safety. Public education.

parks, recreational, community center

transportation and parking. I hate the term park and hide. The city should make it easier for people to get to a transit center and use public transportation

safety, beauty, cutting down on crime

Global warming, stormwater runoff, improved transit. Increasing density to support all the retail we want to build here. Creating more housing options (single family should make up a smaller percentage of the Junction)

keeping free parking

Community centers

rapid transit

Diverse housing types

condition of streets and sidewalks, maintenance of parks and open space

underground or a large above ground parking lot for park and ride people - and curb appeal of buildings

Transportation - easy access to the light rail. Also more focus on ensuring building projects are completed.

Transportion

Public safety

Better architecture.
Better bus service.

Keeping a community feel. Restrict new condo and other development.

safety, access to downtown seattle, paving streets

Improving the Fauntleroy gateway into the Main Junction. It is currently an ill-used eyesore that does not reflect the liveliness of the rest of the West Seattle Community.

Redeveloping the Fauntleroy gateway to West Seattle.

Fauntleroy Way - how can you make this area feel more welcoming, less industrial, and pleasing to the eye. Placing power lines underground would be a huge step that everyone would appreciate.

Q4: Status reports should focus more on...

Traffic flow. How people can more easily get in and out of junction at key commute times. Ensure pedestrian safety. ensure green space is kept. Ensure safety at all hours.

better transportation scheduling for the entire West Seattle area - we are not well served by the busses here.

Transportation should be the number one focus.

Transportation, parking, new development. Coming up with a cohesive and enforceable plan so that new developments work together to achieve a common vision.

more inclusive of all in community and plans that can actually make a difference, be utilized, not just sit on shelf til next 10 yrs

public transit

More vibrant business corridor in the "fauntleroy" dead zone where the car dealerships used to be.

Transportation

What the existing residents want.

transportation

easier safer non-car movement of people, especially pedestrians. Cross walk signals should be responsive, not take minutes to work. Walking and bike safety are going to be important as more people move to the core district

Transportation networks.

Adapting the community to the increase in residents.

fauntleroy portal, maintaining slow controlled growth

Foot traffic should be encouraged more. Difficult to cross Fauntleroy. Need to slow down the cars more.

Safety

Community

Getting more green spaces and a dog park in the Junction

High density development

parking

development patterns. High Density housing is creating more & more hardship for this area. Parking, traffic, safety, etc are all affected.

How will West Seattle (and the Junction) meet the region grow demands in density due to population increases? How is transit going to be integrated into this rather isolated area due to the west seattle bridge?

Bicycle and pedestrian access and movement throughout the urban village and not just within the core business district. Pedestrian safety at cross walks; particularly next to senior housing.

Children play area's

Better transportation - the West Seattle Bridge traffic jams in the morning are a city-wide joke.

transportation, improving environment for businesses, community policing, parks and open spaces,

Light rail to connect to the rest of the light rail system!!! More on the transportation network OUT of West Seattle to downtown.

what specific goals have been achieved and what is still in work or pending

Architectural design

environment, pedestrian traffic, biking...

pedestrian lifestyle. Perhaps keep vehicles outside of California Ave in the Junction?

Public spaces and public facilities, such as libraries, community centers, etc.

A pleasing and safe pedestrian experience.

Parks

Safety, public transportation

transportation. zoning codes

Affordable housing

Focus on transportation and economic development to keep West Seattle a thriving business climate for our residents.

Q4: Status reports should focus more on...

Keeping parking easy for people visiting West Seattle.

parks, transportation

Alternate transportation, crime prevention

safety

Slow down all the overdevelopment of big box apartment and townhome buildings. They don't fit into the character and charm of West Seattle.

details and responsibilities

Bicycling and walking to the Junction. Getting Link Light Rail to West Seattle!

Clean-up, weeds, picking up grocery carts, graffiti, overall beautification, crime prevention, parking (especially handicapped !)

Transportation, pedestrian/bike safety. When new large developments are designed, there should be open pedestrian space in front, rather than building right up to the sidewalk.

Parking for residents who own property, but do not have a garage. New park space for children and animals. Safety of the residents

Making improvements to existing buildings before building new ones.

Creating ease of parking, transportation and a general attraction to the area will generate more financial strength in our community. Make it easy and desirable for people to be in and stay in our community and we will thrive!

Housing affordability and public amenities

Parking plans

More rules for developers to follow

diverse business mix - meaning places people want and need to go. Products that people need.

Transit connectivity

I would like to see something on congestion. Traffic in volume vs. other commute options.

Development patterns

The Fauntleroy area coming into the junction and West Seattle.

Maintaining the small town feel. Improving the transportation in/out of the area

...a holistic look at the entire neighborhood & West Seattle as a whole to be sure that development makes sense & is being shaped by more of the residents who live here.

It also seems to me that affordability is becoming more of an issue here. I know of quite a few people who rent here but can't afford to buy property here. It concerns me that we are losing some great WS residents to other cities such as Tacoma; because even though there are some cheaper properties in WS, they are in neighborhoods that aren't (viewed) as safe.

1.) early morning public transportation to downtown Seattle Sat & Sun. 2.) help keep the Alaska Junction small businesses. 3.) re-develop the old, what we already have in place. 4.) Focus on improving what we have already.

current happenings - what will change in the next 6 months, as opposed to a few years. More emphasis on safety and neighborhood watches.

continuing to allow on-street parking and small-business recruitment

Preserving the positive aspects of the neighborhood, e.g. pedestrian friendly, maintaining small businesses (affordability).

Changing codes/zoning to discourage/ban projects that destroy a neighborhood's character (the Connor project @ Calif & Alaska and those horrible 6 pack Townhouses for example).

Getting the Whole Foods site finished and doing something with the Huling Brothers site. Developing some type of appealing gateway to the Junction community when coming from the West Seattle Bridge.

Making sure the development maintains the feel of the Junction. Set backs, pedestrian pass throughs, plantings, etc. are important. I am concerned that the development will change the character of the Junction and while I appreciate urban density, I don't want to live in downtown Bellevue noted for its charmless high rises.

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

Predetermined outcomes that the city has crafted.

Helping developers build large apartment and condo buildings here. Please don't approve any more large 5-7 story condo plans.

Building and new construction and density.

Worrying about making sure that there are enough parking spaces so everyone can drive their car to the Junction. There should be more public transport, more walking, more bikes and FEWER cars.

parking (leave it alone), building more apartments and townhouses...

density - without the ability to accommodate - parking space for trash cans - yard space.

#1 priority should be safety.

Density.

Mixed Use Space.

restaurants, condos

Development that leads to overcrowding. What makes West Seattle a desirable neighborhood is that it is just that - and has a spacious, community feel. Building multi-family homes where single-family units have been and building high-rises where there was parking and open space.

demographics - the junction is used by all of west seattle not just the people who live in that district.

Bringing transient residents into the neighborhood who will only work there a few years and then go elsewhere to retire or raise families.

Additional "development"

stopping change

Stuffing as many people as possible into tiny residential spaces. We do not want to be like Belltown.

Parking

LESS TOWNHOMES AND DEVELOPMENT WITHOUT THINKING ABOUT SCALE.

building condos to achieve a density goal - look at livability and services, parking and traffic and crime impacts

housing affordability, demographics

Development of more townhomes and apartments. (And I am a real estate broker!)

Local Parking (Pay vs Non-pay). It's worked for years w/o an issues

building townhouse style homes. There's too much of it, they're not attractive, and they are not accessible to those with disabilities or who are older and can't deal with stairs.

commercial building

Maintenance, such as repaving. That should be a given. The plan should focus on improvements.

Density

Extraction of value for developers

development

sheer increases in dwelling units and the needs of developers.

housing affordability, we have plenty of section 8 housing in WS

Density and architectural cheapness.

Urban sprawl and tall buildings in the junction!

Water taxi.

the impacts of changes that are occurring regardless

tall buildings, messes up skyline

Huge new developments of CONDOS

targets on pricing for housing.

Parking--there's plenty of parking in the junction . . . focus on getting people OUT of their cars.

Making money for developers... I guess this is gone now anyway.

Q4: Status reports should focus less on...

Transportation

Parking and street trees.

development patterns

Allowing large new houses to be built on small lots and allowing California Avenue to become one long string of ugly condo buildings. Increased density is an admirable goal, but I think West Seattle would be better off with some imaginative cottages. When we walk our dog along the alleys in the area, we see that these have been used in the West Seattle area historically when small units have been created on an existing lot.

Development.

sticking w. seattle with a jail and homeless and no more low income multifamily housing

Business

development

New buildings and construction - let's fix what we have.

Development and bicycles.

New construction and changing the character of the junction.

housing density (increasing) and high-rises

Doing whatever the developers want with no regard to the community they affect. We want quality, non generic growth. In the end, business's will flourish if we take the time to grow with respect to the desires of the communtiy that will patronize what they bring.

density! We don't need more density.

Increasing density
School buses

sky high prices to live near here

gov't initiatives that I've never heard of.

Parks

Just stop with the over-the-top focus on artwork in the public places. Make them functional first and foremost. Worry about the aesthetics way, way later. Better yet, get some private entity to fund the unnecessary art.

Urbanization of an area with topographically limited access

building height - urban density - rental units

Racing to add more large, multi-story retail/residence buildings in the area. Seattle as a whole is currently overbuilt, and until we can find ways to fill all these units, I see no need to sell out the character of our communities to builders who speculate on future need.

Nothing

Numbers.

demographics

demographics
housing affordability

Growth for the sake of growth. Allowing developers to change the entire Junction anyway they see fit.

P-Patch

Housing density

Housing density.

Alaska Junction.

new buildings

Housing affordability

density

Unknown

parks and recreation

Library facilities, new parks, etc. Growth in those areas has been highly successful and now we need to change focus.

Condos

Q4: Status reports should focus less on...

Housing affordability... the junction is a desirable place to live. It seems natural that it's kind of expensive.

high rise apartments

building townhomes nonstop

protecting single-family neighborhoods

poorly designed buildings going up

parking - we don't need any more parking.

New development

land use planning

Keep focused.

West Seattle Junction as a separate entity. I view all three Junctions (Morgan, Alaska, and Admiral) as one beautiful stretch of West Seattle's Core, slightly separate from the beach front Alki, and would like to see them developed as a group.

Continue to carefully manage the housing/retail development, so we don't get too overdeveloped like Ballard. Don't lose the character of the neighborhood.

Building for Density. West Seattle has limited access - until we have a better way to get to/from downtown, I don't think we should concentrate on density.

Demographics.

Preserving small pockets of single family houses close to the West Seattle Junction when a comprehensive plan would call for higher densities.

Parking control.

Less parks! Seattle is already one big park. Not every citizen has a kid or wants a park on every block.

Trying to put pay parking in the Junction

What the city council and the mayor want. We know it's all about money. That's the sad thing.

housing affordability--too dense now

density in the junction proper has reached its limit, how about shifting any new multi-family facilities to the gateway area

Demographics.

parking

Building new condos

Increasing density here

demographics.

Parking and transportation.

new condos

reviewing the plan

The junction is already a vibrant shopping area. This doesn't need as much emphasis.

Construction of larger structures.

Commerce

multiple family housing

Less focus on changing parking and adding paid parking. I feel that free on street parking is an attraction for people to come to the Junction, and although it is sometime busy -- we always find a spot to park.

Cars

Keep doing what you're doing, just add to it!

Residential density

Multi-family dwellings that create less parking availability and put too much congestion on one area.

Increasing the density of housing

new development

Pay parking and red light cameras.

Demographics

Density at any cost

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

It would be helpful for those drafting to actually communicate with the neighborhood organization (JuNO), attend meetings in the community and ask for input. The DON neighborhood coordinators are great resources but I would love to see the city actually engage the neighborhoods more in this process. Some items listed - specifically that the neighborhood is involved in reviewing recommendations from the parking study has not taken place so this is not a timely document. Also, a census from 2000 does not accurately reflect the demographics of the neighborhood.

Yes. It seems that transportation isn't getting the support it needs. Alternative transportation like cycling is nearly non-existent. And, is density really going to increase the "small town atmosphere?"

Public/mass transit. It isn't addressed and would be of consideration in clearing up traffic congestion.

Mass Transit (Ferries, Light Rail)

Housing needs and transportation problems

You people are bat shit crazy. You do whatever you want and then have "focus groups" and "surveys" to make it look like you give a damn what residents think.

I don't see anything about making housing more affordable in this area for people. Most houses in the area start at \$400K for a fixer-upper. This is criminal. Something needs to be done to encourage lower home prices and lower rental prices or the neighborhood will price out most people. My husband and I make a combined income of \$110K and had a very difficult time finding a decent, affordable property in WS. I can't imagine how anyone making below the average can afford to buy.

How to streamline the development process so it does not take so long to get new projects through the pipeline. I would like us to have a clear blue print of what will be approved so that we attract good looking interesting successful development to the area. I feel that we either grow or wither. The area can not stay the same. As costs have increased for all businesses too often the only ones left are the chains because of the economies of scale that they enjoy. We can promote positive growth that is QUICKLY approved as long as the developers met predetermined criteria we will continue to have a great neighborhood that people love to live and shop in.

S

crime statistics; trends in housing - not just snapshot; schools stats

Height limitations are important both for views and to limit an enclosed, claustrophobic feel along streets.



How to deal with un-finished or abandoned projects in the Junction area- Ex-Huling brothers properties, and the Whole Foods project that has been put on hold for the next several years

More on transportation improvements and alternatives is needed.

review of safety and increased focus to keep the smaller town feel

Schools

Building aesthetics: hard to measure, but vital to the character of the Junction. Library services weren't addressed.

Status report seems to take way too much credit for a few open space projects, while ignoring the disasterous mis-application of density, land use, and zoning.

see above

Schooling stats. Number of families with kids going to local (W.Seattle) schools, number driving how far to get to schools they are happy with. Number of kids going to private school in our area. Percentage of business support for public services in our area.

Yes- once a decade review is concerning. Reviews should be annual - because rate of development is rapid and sprawling.

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

Public transportation

More about crime and safety.

The plan for West Seattle included mention of a bicycle friendly area. Unfortunately, the new "bicycle lanes" in West Seattle are dangerous for the bikers and the cars. Painting a stripe or chevron down the middle of a one lane section of a busy street with cars parked on both sides does nothing but endanger people and frustrate everyone. Whoever came up with that brilliant idea to increase the statistics of bike lanes in Seattle so that we would look good to the world has done a grave disservice to his/her community.

transportation should be highlighted and single family for sale homes and addressing excessive high property taxes since housing has gone down in price

Erica who represents Juno addressed some of this at our meeting and says it better than I can.

Probably.

I would like to see more about what is happening with the vacant lots.

So far, the status report is pretty superficial. Show how the development patterns have changed. We've gone from tons of empty storefronts to a vital business area. From some funky, dying retail to mostly restaurants and bars, shoes, and some art!

A parking study that begins in 2009 following population density increases in the previous 9 years seems like closing the barn door after the horse got out, no? Off Street Parking at 2 cars per condo should have been mandatory in the run up to the building permits, not a "study" nine years later when nothing can be done.

It fails to consider that W. Seattle might very well be better off as an independent small city than as the flea at the end of the big dogs tail.

The report is not adequately addressing the effects of Urban density... more crime, more traffic, less open space.

Step up Anti-Gang violence in Alki

The Junction vision cannot be the same vision for the Triangle District. One size does not fit all. The Triangle must be its own entity, it can be improved as residential highrise and small commercial but there are large manufacturing businesses and a YMCA in there too. This should be approached as a Gateway to all of West Seattle, not a gateway to the Junction to shop and eat. Site corridors and sustainable building practices should be required.

What is the plan for the empty business space created by the withdrawal of car business Alaska? Please, no more eye sores like we had before -- who wants to drive into West Seattle and see a car sales lot on both sides? Yuck! Create a nice promenade of restaurants and shops that people will want to walk and visit that stretches from Fauntleroy/Alaska all the way to the West Seattle Junction. Keep FAMILIES, and SINGLE higher income households in mind when planning. We are the ones that will help grow the Junction in a positive direction. Do not put in LOW INCOME housing. Put in shops/restaurants that will attract FAMILIES and SING higher income households!!!

Will have to re-check it.

those income and valuation graphs seem WAY off from reality.

Not enough emphasis is placed on the residential areas located outside the urban village.

Where can we plant more trees?

Are there going to be limits on how tall buildings in the Junction can be built?

I think every neighborhood needs a hub, a neighborhood center like Phinney Neighborhood Center. I'm with Sustainable West Seattle, I can't speak for the group but I think a lot of people would be very interested in a project like this.

The urban village concept is great, but only the California Ave seems to be the focus. The Avalon/Fauntleroy corridors are a completely different world.

We need more emphasis on traffic impact of urban density, please. Don't think that people moving here won't bring cars.

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

What are the planned transportation options for mass transit and how that will change over time? What is the current mass transit service level?

How are they going to transport all the new people in our neighborhood that are moving into the new developments

carbon footprint

Get the parking off the arterials and make wider bike lanes and sidewalks

ensuring West Seattle gets proper street maintenance during snow storms.

West SEattle is/was ripe for a rail line to/from downtown - if you want to continue density, this needs to be factored into the big scheme of things. Otherwise, job well done.

I don't see transportation or safety focus as more and more people crowd into the neighborhood.

Although part of the vision statements, the status report doesn't address whether the neighborhood has become more pedestrian and bicycle friendly.

It just doesn't address the wants and needs of the people who live here. And, I know it never will.

Nothing about transportation and how the services are being adapted to the new residents.

Additional information and analysis is needed regarding the job and housing capacity for the neighborhood as it relates to future growth targets. This also needs to be tied to citywide job and housing growth targets for people to understand how each neighborhood in the city is accommodating a share of the city's growth.

More option for carless transportation that does not get stuck in traffic.

new or added goals

Evaluation of architectural design standards to ensure that they promote or support the goals outlined in the plan.

see number#3 regarding signature public space.

The plan for what to do when the giant influx of new residents in this very small concentrated area comes about. One that doesn't make people pay for parking, or takes away the small town feel.

See my earlier comments regarding medical facilities.

Explicitly consider significant bicycle parking. Also a recognition of the challenged transit connections to this area. Please incorporate connectivity to the Water Taxi in the plan.

I like the Rent vs Own, but I think it's a little skew. Incorporating multifamily (condo, apartment, etc) might help show a better picture on if the single family homes are owned or rented. That same theory applies to home value...

Comprehensive strategy that reconciles the increasing density without consideration of the traffic/ transportation limitations of the area.

Public safety.

Don't know how to respond to this.