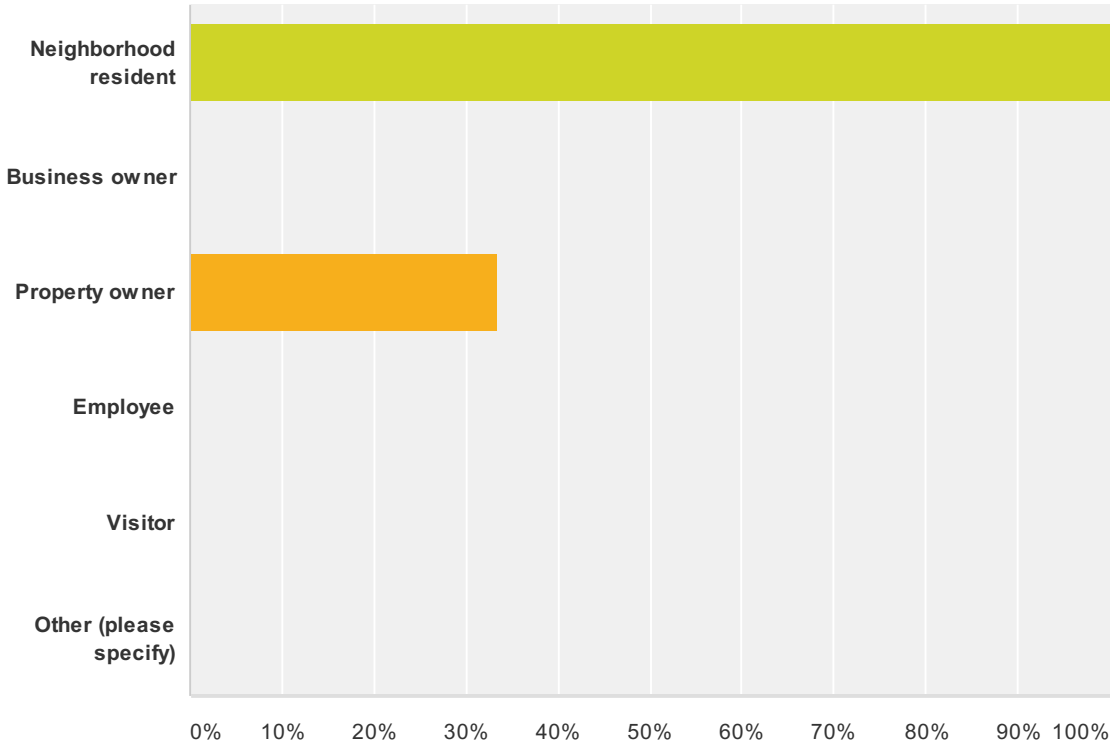
Q5 How would you describe yourself (in terms of the study area)? (check all that apply)

Answered: 3 Skipped: 0

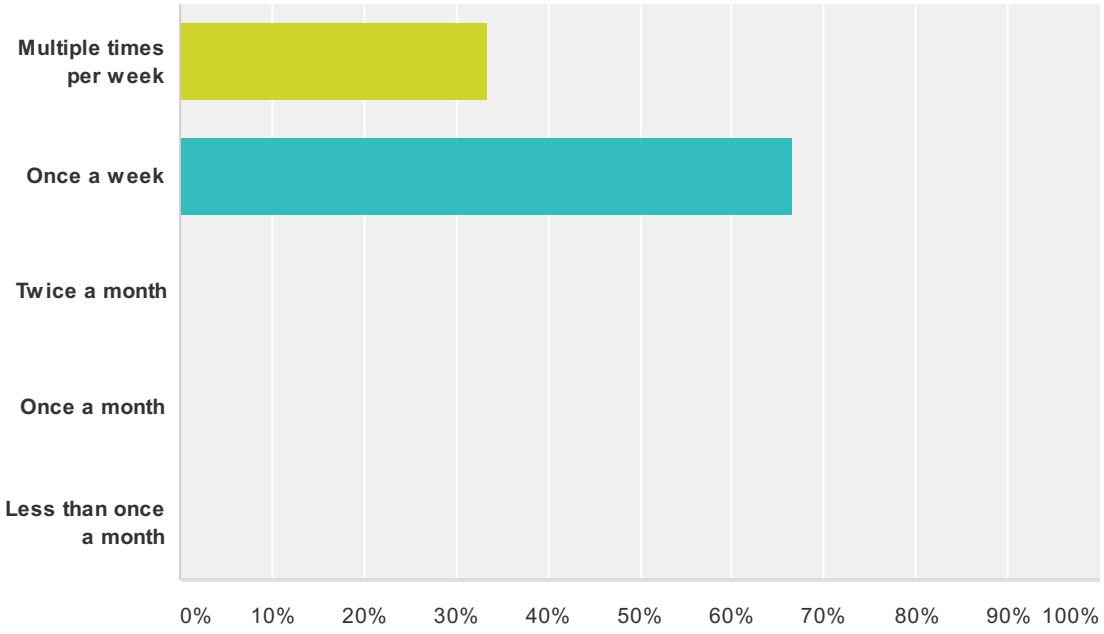


Answer Choices	Responses	
Neighborhood resident	**100.00%**	3
Business owner	**0.00%**	0
Property owner	**33.33%**	1
Employee	**0.00%**	0
Visitor	**0.00%**	0
Other (please specify)	**0.00%**	0
Total Respondents: 3		

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

Q6 How often do you visit this neighborhood retail area?

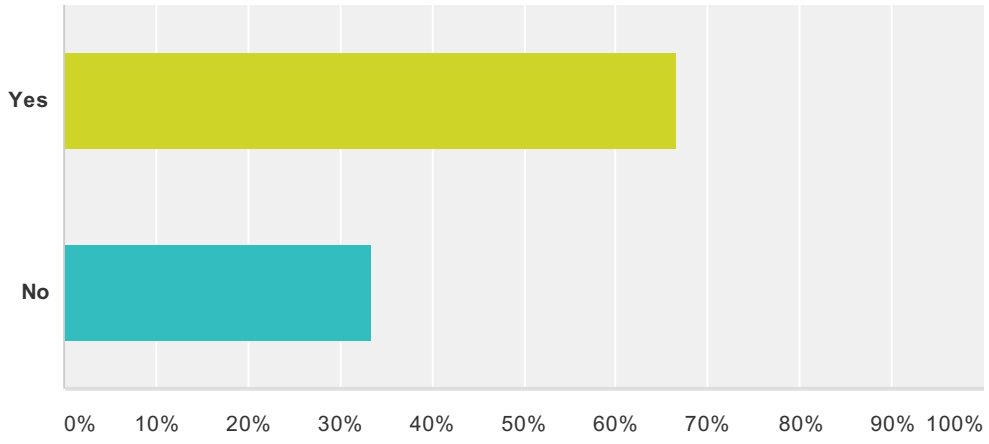
Answered: 3 Skipped: 0



Answer Choices	Responses	
Multiple times per week	**33.33%**	1
Once a week	**66.67%**	2
Twice a month	**0.00%**	0
Once a month	**0.00%**	0
Less than once a month	**0.00%**	0
Total		**3**

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

Answered: 3 Skipped: 0



Answer Choices	Responses	
Yes	**66.67%**	2
No	**33.33%**	1
Total		**3**

#	Comments:	Date
	There are no responses.	

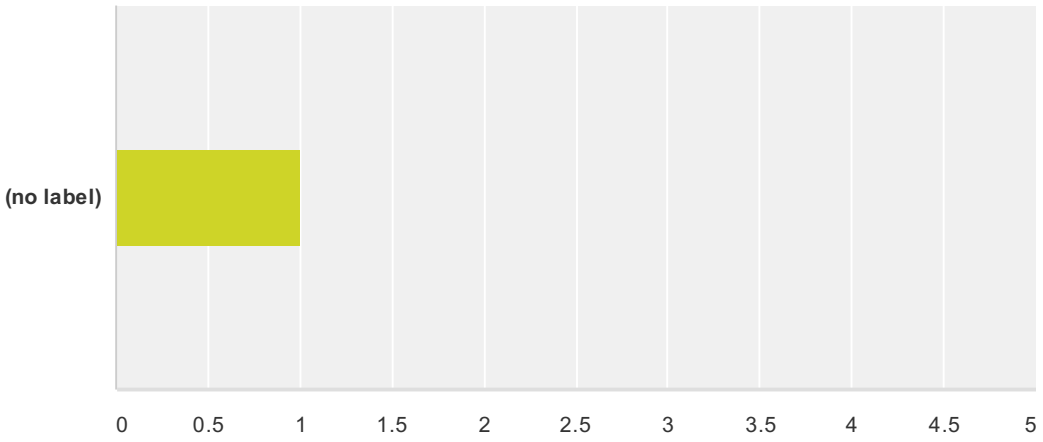
For the questions below (8 -14), please indicate your level of agreement with the statements on a scale of 1 to 5.

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

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

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

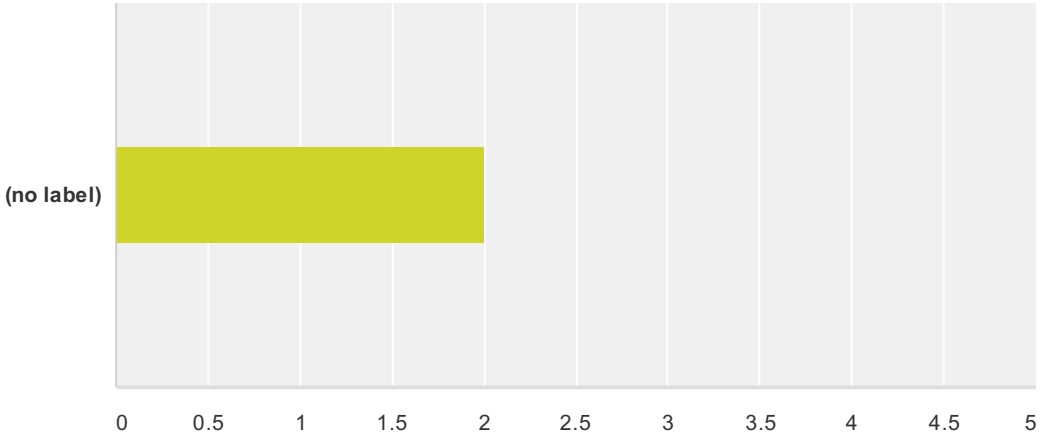
Answered: 3 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	**100.00%** 3	**0.00%** 0	**0.00%** 0	**0.00%** 0	**0.00%** 0	3	1.00

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

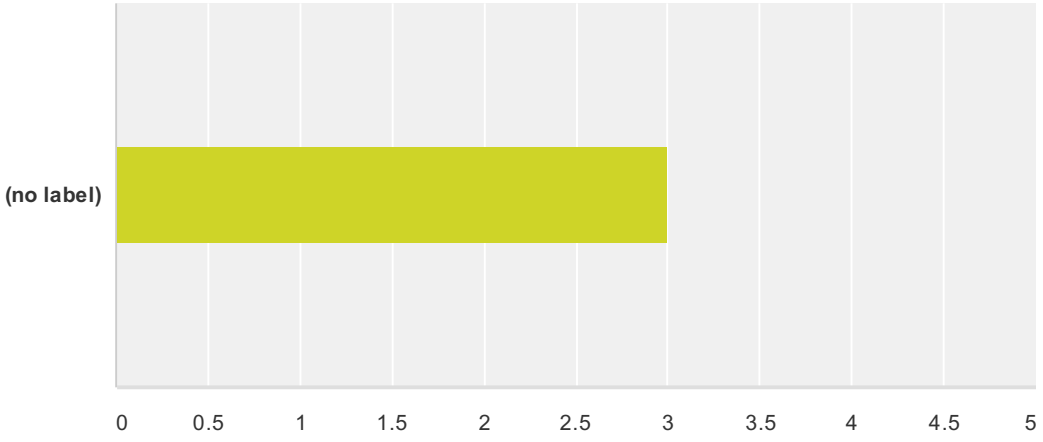
Answered: 3 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	**33.33%** 1	**33.33%** 1	**33.33%** 1	**0.00%** 0	**0.00%** 0	3	2.00

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

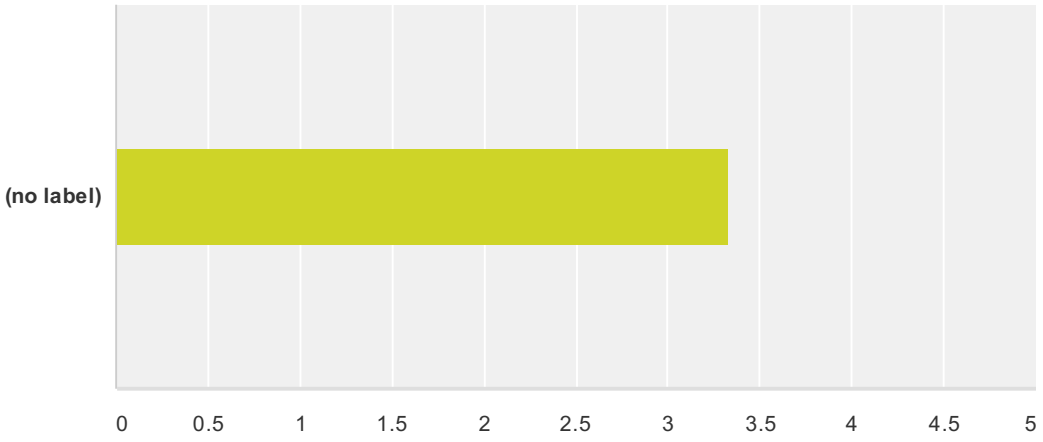
Answered: 3 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	**0.00%** 0	**66.67%** 2	**0.00%** 0	**0.00%** 0	**33.33%** 1	3	3.00

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

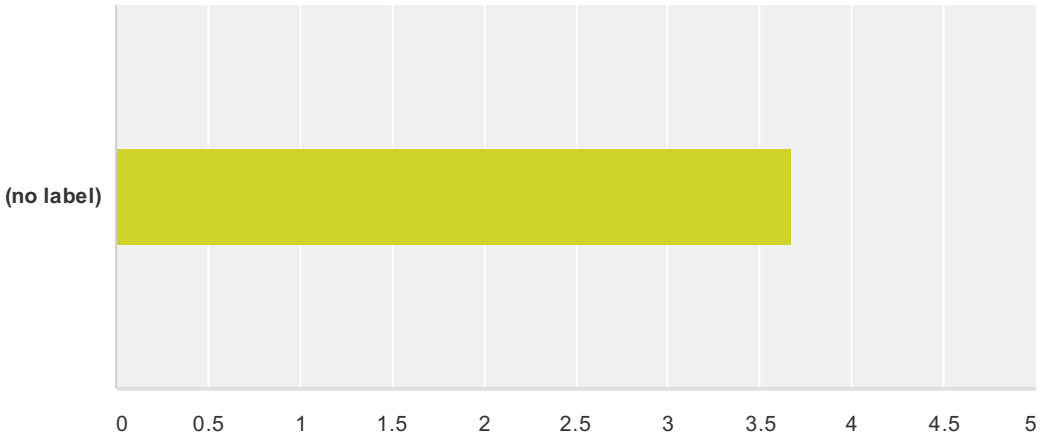
Answered: 3 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	**0.00%** 0	**0.00%** 0	**66.67%** 2	**33.33%** 1	**0.00%** 0	3	3.33

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

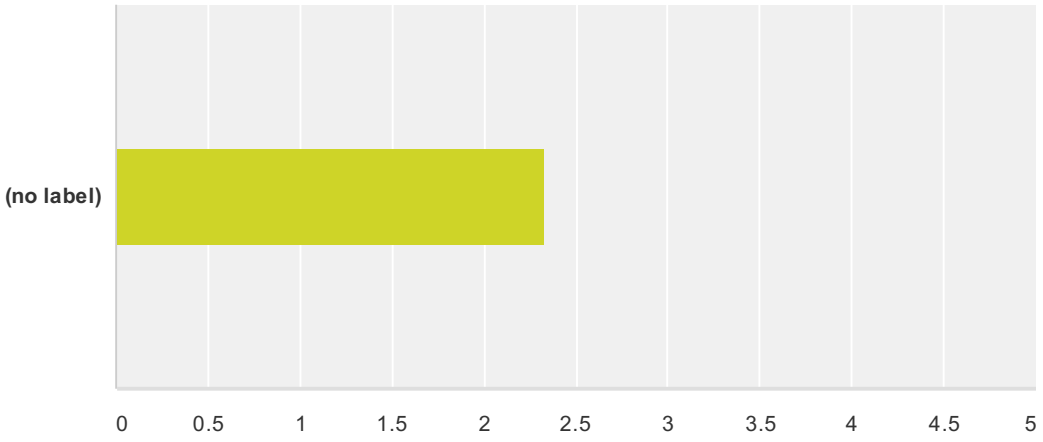
Answered: 3 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	**0.00%** 0	**33.33%** 1	**0.00%** 0	**33.33%** 1	**33.33%** 1	3	3.67

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

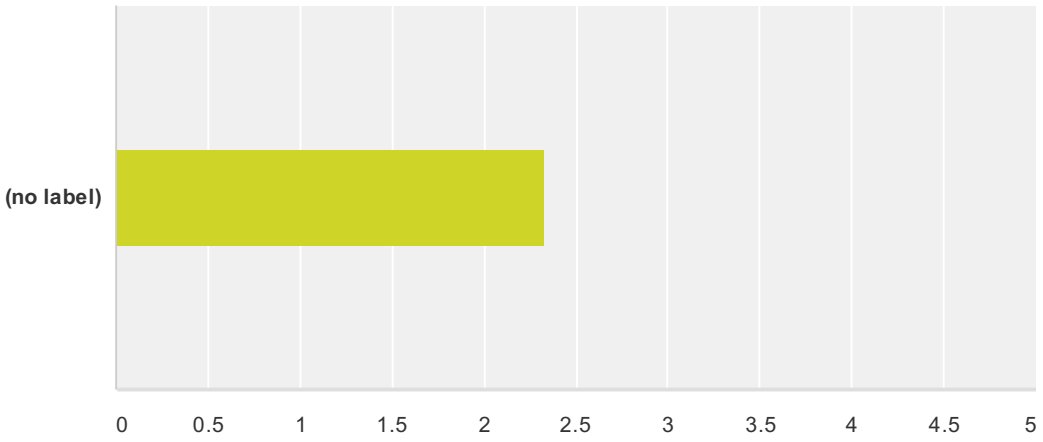
Answered: 3 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	**0.00%** 0	**66.67%** 2	**33.33%** 1	**0.00%** 0	**0.00%** 0	3	2.33

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

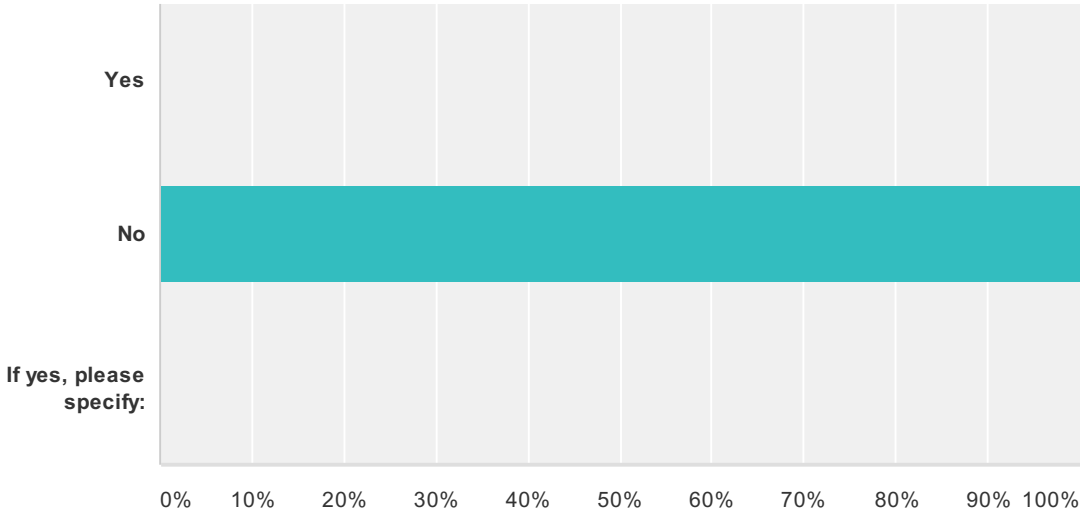
Answered: 3 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	**33.33%** 1	**33.33%** 1	**0.00%** 0	**33.33%** 1	**0.00%** 0	3	2.33

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

Answered: 1 Skipped: 2

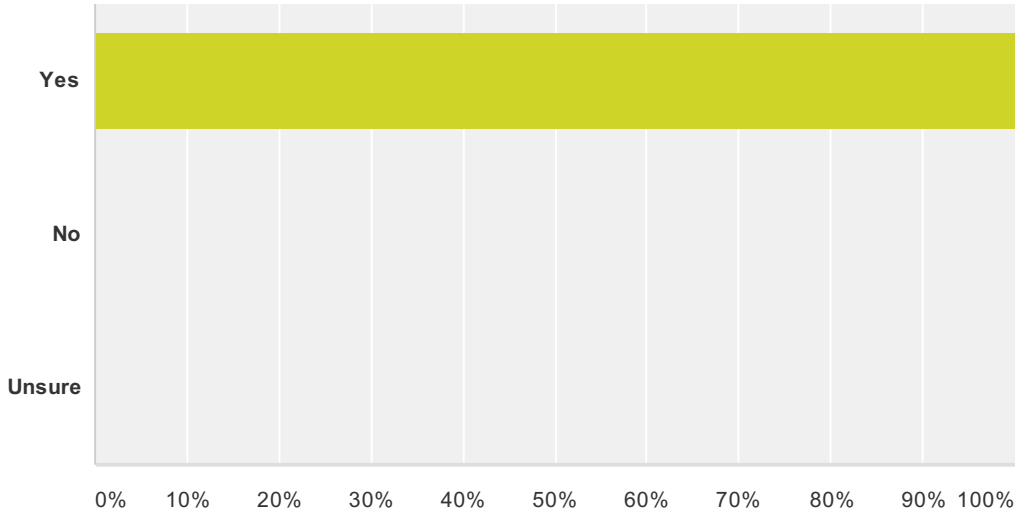


Answer Choices	Responses	
Yes	**0.00%**	0
No	**100.00%**	1
If yes, please specify:	**0.00%**	0
Total		**1**

#	If yes, please specify:	Date
	There are no responses.	

Q16 Should this area be designated as a pedestrian zone?

Answered: 3 Skipped: 0



Answer Choices	Responses	
Yes	**100.00%**	3
No	**0.00%**	0
Unsure	**0.00%**	0
Total		**3**

Q17 Additional Comments/Questions:

Answered: 1 Skipped: 2

#	Responses	Date
1	The primary problem at 80th and Lake City is in the traffic turning onto LCW. The current signage isn't sufficient to protect pedestrians from vehicles. This is a scary crossing. Instead of gently reminding drivers not to threaten the health of pedestrians, the City needs to ensure that drivers cannot turn into LCW while pedestrians have a walk signal. This is particularly important now that Metro's 73 line is being moved across LCW to Roosevelt.	4/30/2014 12:42 PM