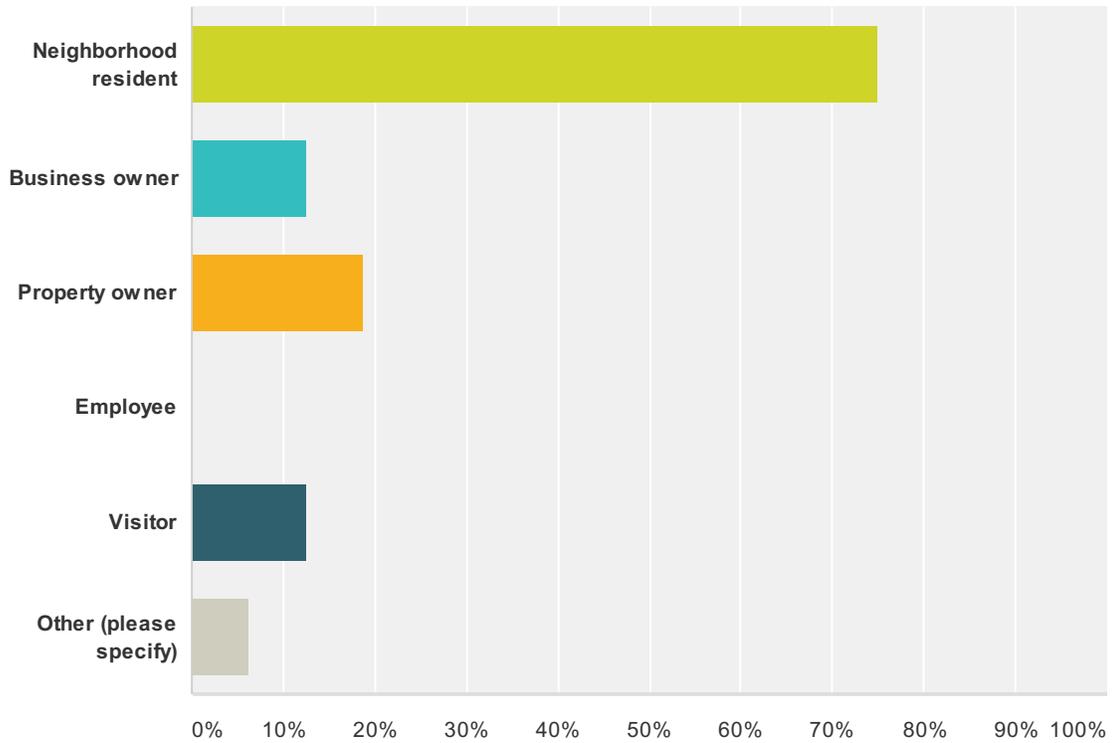


Q5 How would you describe yourself (in terms of the study area)? (check all that apply)

Answered: 16 Skipped: 0

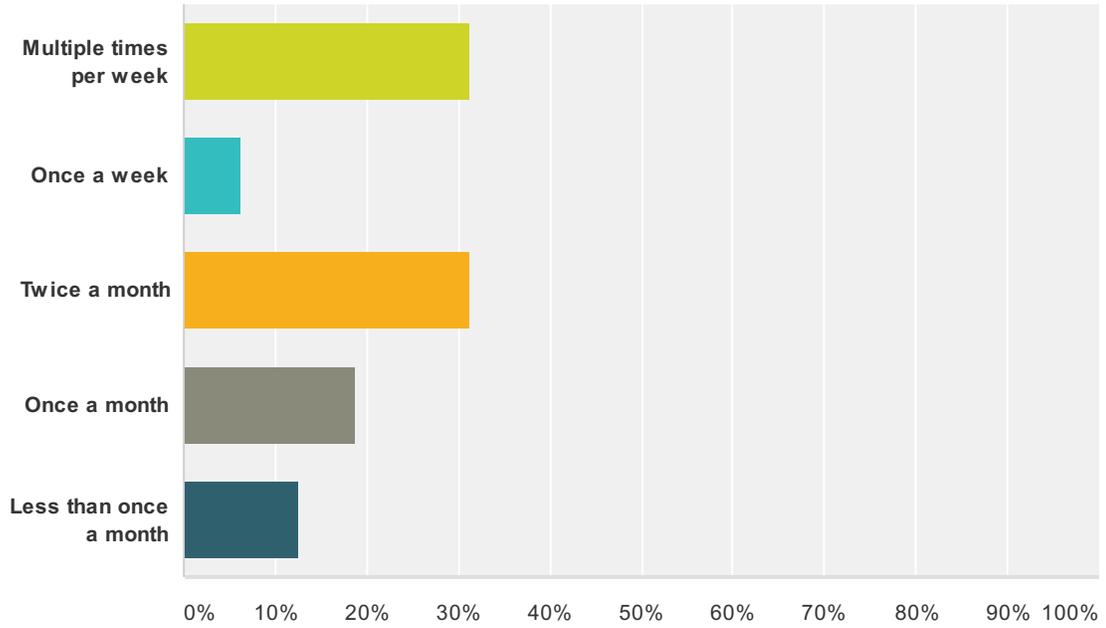


Answer Choices	Responses
Neighborhood resident	75.00% 12
Business owner	12.50% 2
Property owner	18.75% 3
Employee	0.00% 0
Visitor	12.50% 2
Other (please specify)	6.25% 1
Total Respondents: 16	

#	Other (please specify)	Date
1	I live nearby, but technically outside the study area	2/7/2014 12:32 PM

Q6 How often do you visit this neighborhood retail area?

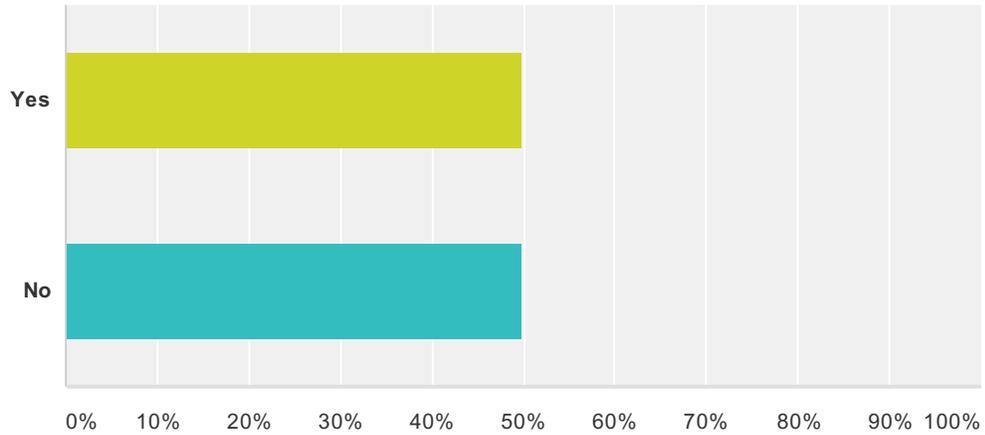
Answered: 16 Skipped: 0



Answer Choices	Responses
Multiple times per week	31.25% 5
Once a week	6.25% 1
Twice a month	31.25% 5
Once a month	18.75% 3
Less than once a month	12.50% 2
Total	16

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

Answered: 16 Skipped: 0



Answer Choices	Responses
Yes	50.00% 8
No	50.00% 8
Total	16

#	Comments:	Date
1	No parking to get to local stores	4/2/2014 11:38 AM
2	Area is developed commercial, but not pedestrian friendly, except for taverns. Too much traffic volume at too high a speed.	3/13/2014 11:16 AM
3	The area itself is devoted to commercial uses, which is appropriate for its location and traffic realities.	3/13/2014 8:11 AM
4	You will not create mixed-use retail/residential ecosystem by adding a P designation on a major highway. You will just create empty store fronts, so developers can get the extra FAR with mixed-use or get live-work apartments.	2/28/2014 11:07 PM
5	This space lacks enough apartments and commercial on the street. The street is too wide and there are too many one-story buildings and parking lots.	2/16/2014 8:09 PM
6	mostly commercial, and hard to access in car, and even harder to access on foot (due to aversiveness of walking along Aurora)	2/11/2014 7:33 PM
7	The balance is fine, BUT the area seriously needs redevelopment.	2/11/2014 3:44 PM
8	The businesses along Aurora are not places that I would enjoy walking to. They're things like auto mechanics, glass repair, real estate offices, smoke shops, etc. I would love to see more restaurants, clothing stores, cafes... things that are more neighborhood-friendly.	2/11/2014 2:53 PM

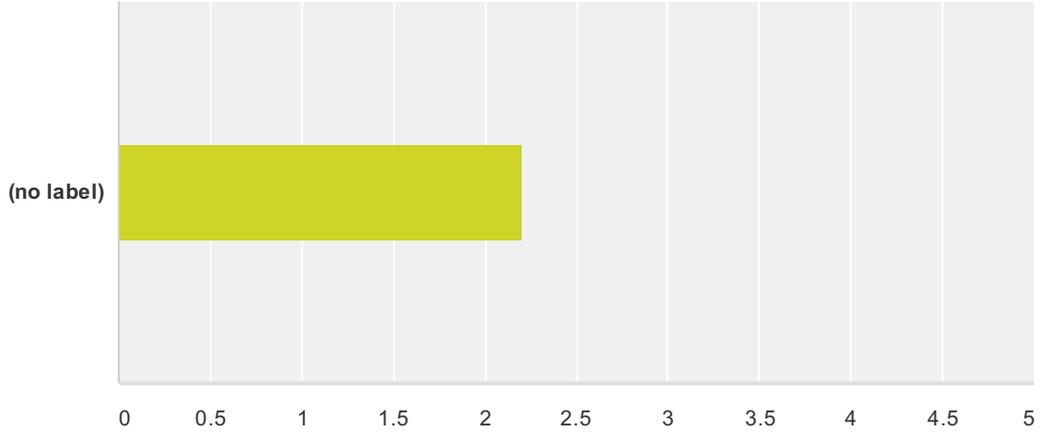
For the questions below (8 -14), please indicate your level of agreement with the statements on a scale of 1 to 5.

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).

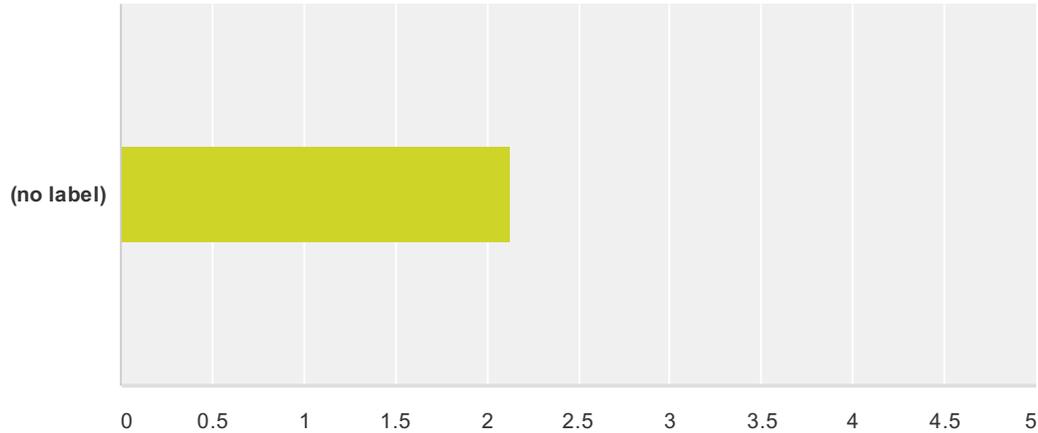
Answered: 15 Skipped: 1



	1	2	3	4	5	Total	Average Rating
(no label)	46.67% 7	26.67% 4	6.67% 1	0.00% 0	20.00% 3	15	2.20

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).

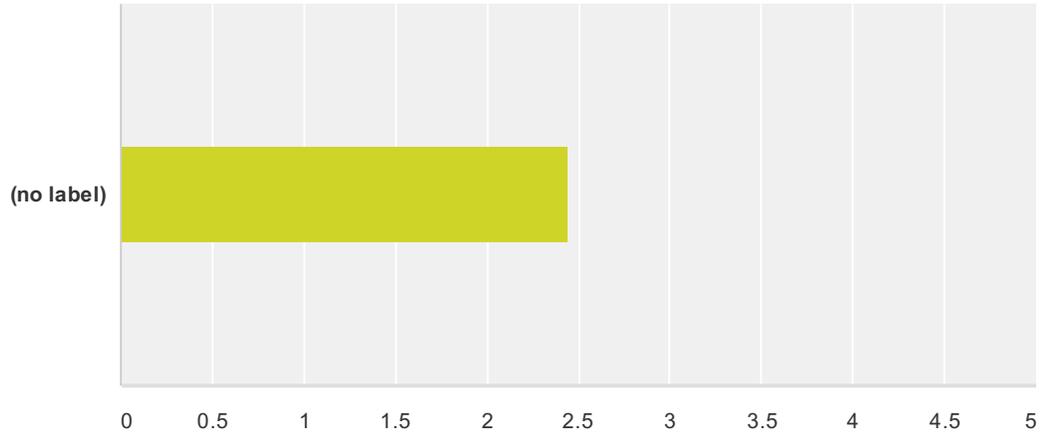
Answered: 16 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	50.00% 8	25.00% 4	6.25% 1	0.00% 0	18.75% 3	16	2.13

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.

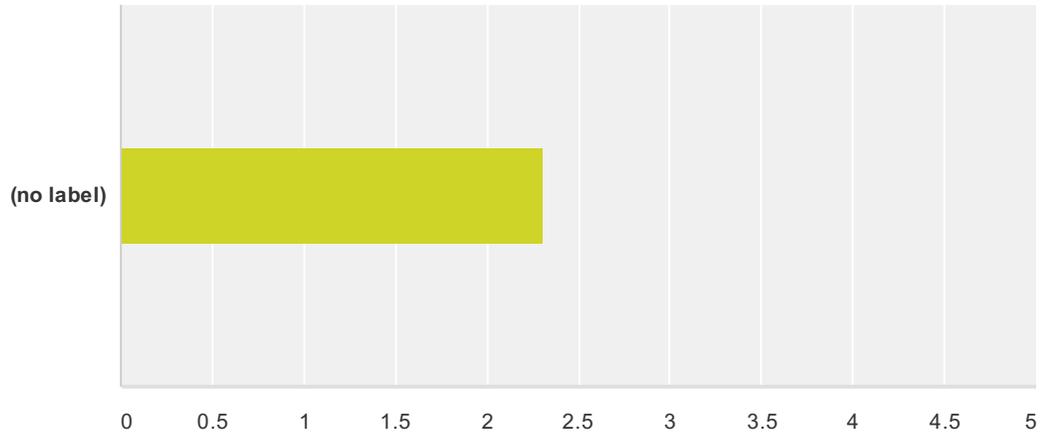
Answered: 16 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	25.00% 4	37.50% 6	18.75% 3	6.25% 1	12.50% 2	16	2.44

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

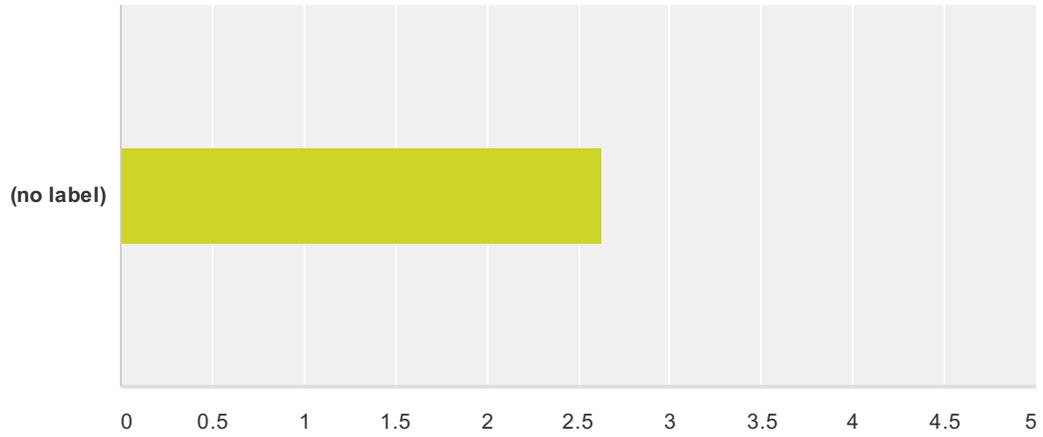
Answered: 16 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	37.50% 6	25.00% 4	12.50% 2	18.75% 3	6.25% 1	16	2.31

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

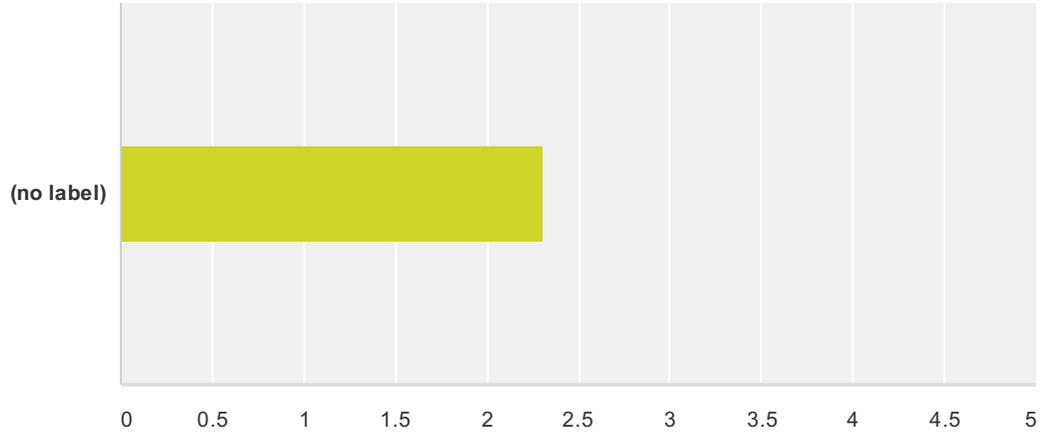
Answered: 16 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	31.25% 5	18.75% 3	25.00% 4	6.25% 1	18.75% 3	16	2.63

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

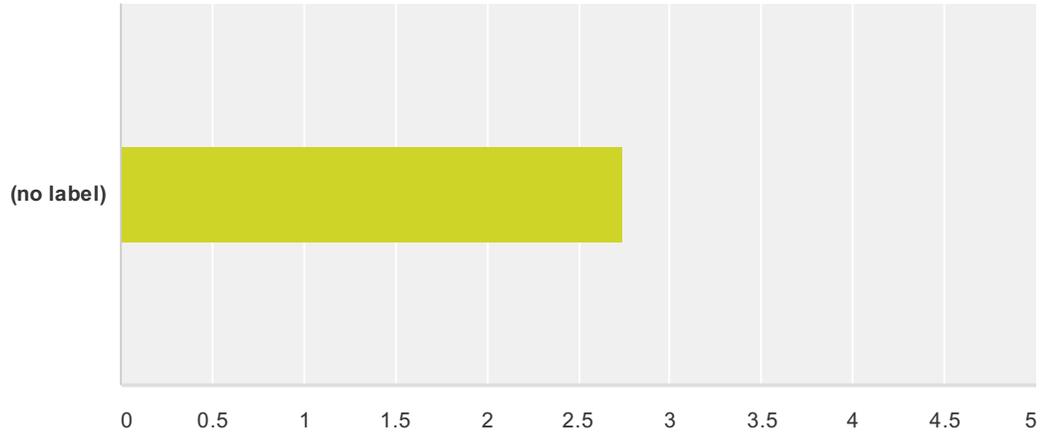
Answered: 16 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	37.50% 6	31.25% 5	6.25% 1	12.50% 2	12.50% 2	16	2.31

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

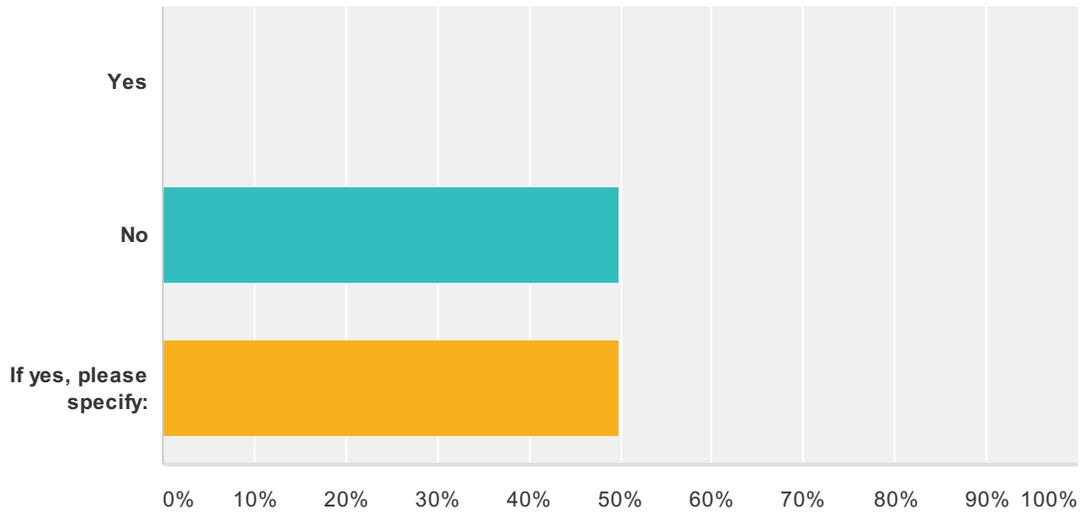
Answered: 16 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	31.25% 5	6.25% 1	31.25% 5	18.75% 3	12.50% 2	16	2.75

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

Answered: 12 Skipped: 4

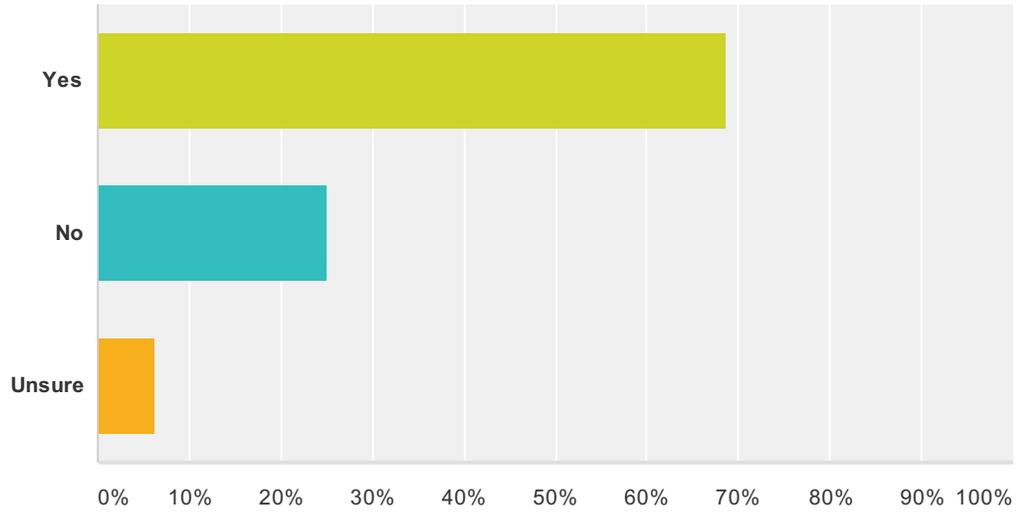


Answer Choices	Responses
Yes	0.00% 0
No	50.00% 6
If yes, please specify:	50.00% 6
Total	12

#	If yes, please specify:	Date
1	I think it is better to prohibit certain auto-oriented uses, rather than to specify specific uses. Including greenery in the streetscape would be an additional help.	3/13/2014 11:16 AM
2	Please stop determining winners or losers.	2/28/2014 11:21 PM
3	The city shouldn't try to pick winners or losers in business. The market and business acumen will decide who survives or not. Aurora is not U Village nor Cap Hill. Specialty, service, or regional draw retail will only survive on Aurora. A bank without a drive-thru? Are you kidding me? Talk with some commercial real estate brokers. Go look at the retail that have been here for almost 100 years.	2/28/2014 11:07 PM
4	1, museum uses already been included. Hope it includes gallery as well.	2/16/2014 10:19 AM
5	accommodate people arriving on bikes and buses	2/11/2014 12:46 PM
6	Parks and outdoor seating	2/7/2014 12:32 PM

Q16 Should this area be designated as a pedestrian zone?

Answered: 16 Skipped: 0



Answer Choices	Responses
Yes	68.75% 11
No	25.00% 4
Unsure	6.25% 1
Total	16

Q17 Additional Comments/Questions:

Answered: 9 Skipped: 7

#	Responses	Date
1	Cross walks in the middle of the street are a bad idea unless there is a traffic signal	4/2/2014 11:38 AM
2	You must calm the traffic on Aurora at the north end of Green Lake park if you want it to be pedestrian friendly. I think that is the first step.	3/13/2014 11:16 AM
3	These areas will be difficult to redeveloped. The commercial land is next to SFR5000 and the 10-15 foot setback will make things very difficult to pencil, especially with a P designation. Take a look in SF area or down near Georgetown where the interstate destroyed highway 99 and all the efforts trying to re-vital those areas with TOD and everything else. These old highway buffer zone areas are really difficult to redevelop. What you see now, are the strongest and best use businesses that survived over last 60 years. Leave Aurora as the only car/truck/transit oriented connector north to south besides I-5 in Seattle.	2/28/2014 11:21 PM
4	The minimum size and FAR requirement will guarantee that these areas will never be developed. Who is sponsoring the this P zone change since Conlin is gone? The big area shaded for P zone is the Oaktree Village. I believe that is owned by Seattle school district and land leased for 50+ years or so. That area will never be apartments. Not in my lifetime. If it were developed, it would most likely be another school. The other shaded areas are currently failing or low retail. The best use for the area. A developer and a bank are going to invest millions for a new mixed use because now there is a P designation? If you really want to help the area, upzone these areas and allow for larger development where it will pencil out.	2/28/2014 11:07 PM
5	1. since there is reduction of parking requirement, in order to prevent overflow parking goes to the adjacent residential neighborhood, parking meters installed in the residential neighborhood should be considered. 2. not sure about allow use of Lodging. Does that mean commercial lodging like hotel/motel? It doesn't seem that commercial lodging would attract a lot of pedestrian type of traffic, unless special requirements are build into plan. 3. please make sure the parking and storage of the commercial establishment is well planned and regulated. For example, there should be separate and adequate parking space for the supply of goods, disposal of refuse, etc. 4. I don't think we want to require minimum size of business. As long as the business will attract a lot on foot/bike traffic and itself doesn't need a lot commercial traffic to ship in/out goods, that should be fine.	2/16/2014 10:19 AM
6	This is long overdue for this stretch of Aurora. Earlier attempts to make this section more pedestrian friendly failed. This strip is a key portal to North Greenlake.	2/12/2014 7:42 PM
7	There are some nice bars and restaurants along this area, but Aurora is very busy and makes crossing from one side of the street to the other difficult.	2/11/2014 7:59 PM
8	Aurora has come a long way, but still feels unsafe. More pedestrian-friendly and neighborhood-friendly businesses would do a lot for the area.	2/11/2014 2:53 PM
9	There are a number of good businesses there but i don't go too often because it isn't that pedestrian friendly (and driving is also hard because of aurora being divided, its geared at driving through, not driving or walking to shop)	2/7/2014 12:32 PM