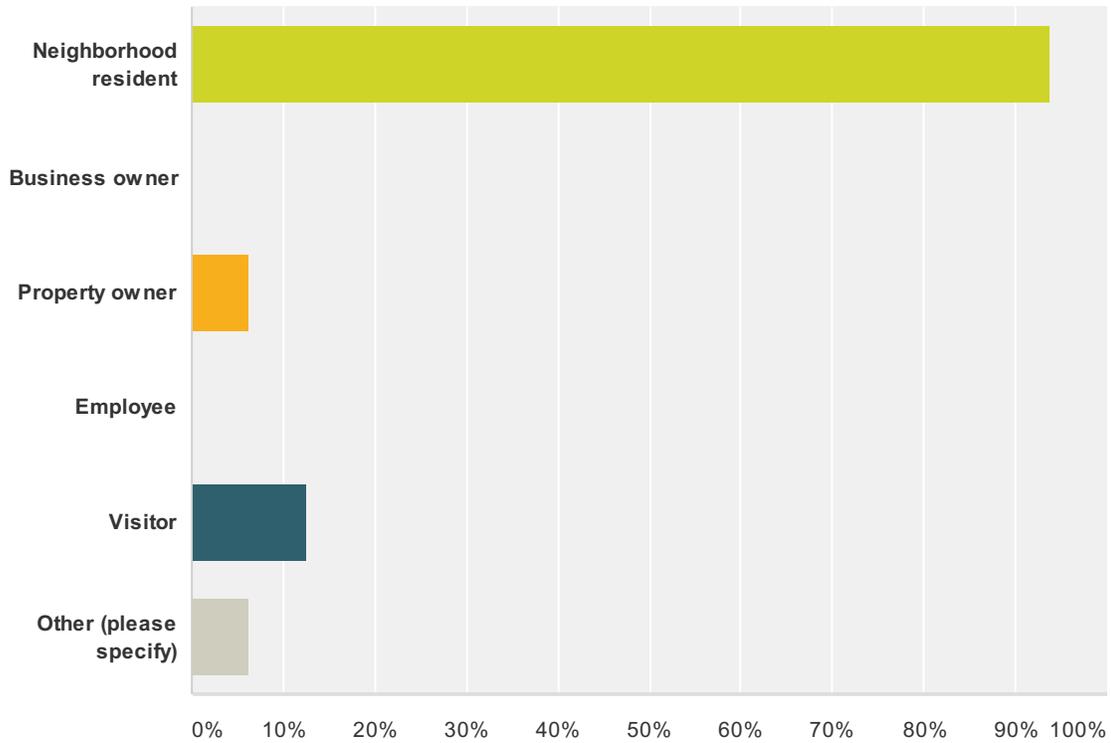


Q5 How would you describe yourself (in terms of the study area)? (check all that apply)

Answered: 16 Skipped: 0

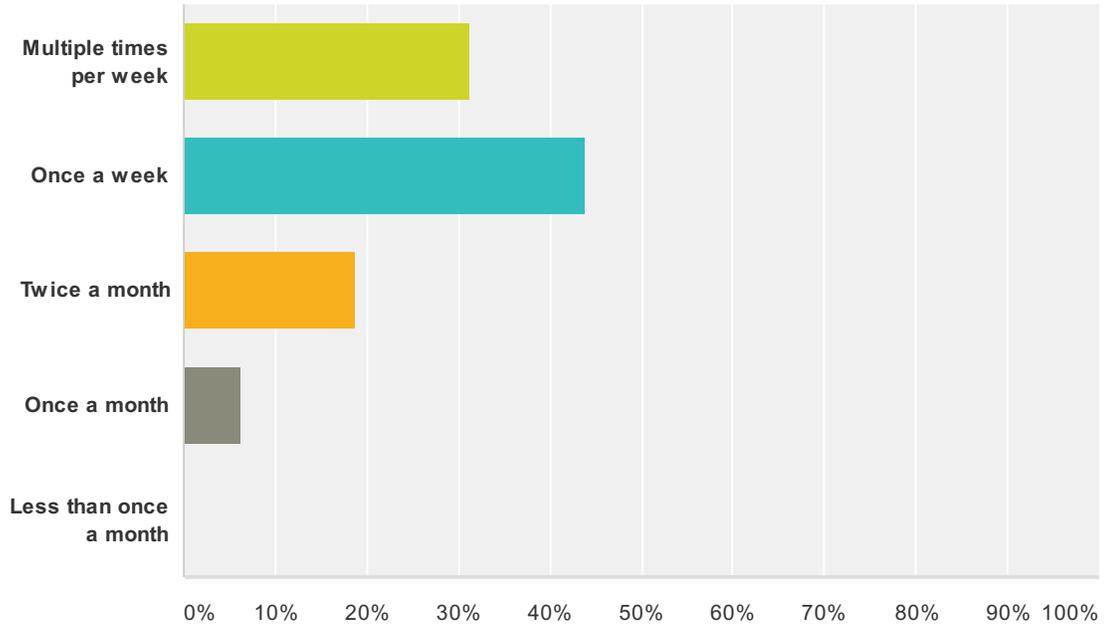


Answer Choices	Responses
Neighborhood resident	93.75% 15
Business owner	0.00% 0
Property owner	6.25% 1
Employee	0.00% 0
Visitor	12.50% 2
Other (please specify)	6.25% 1
Total Respondents: 16	

#	Other (please specify)	Date
1	District Council officer	1/14/2014 9:50 PM

Q6 How often do you visit this neighborhood retail area?

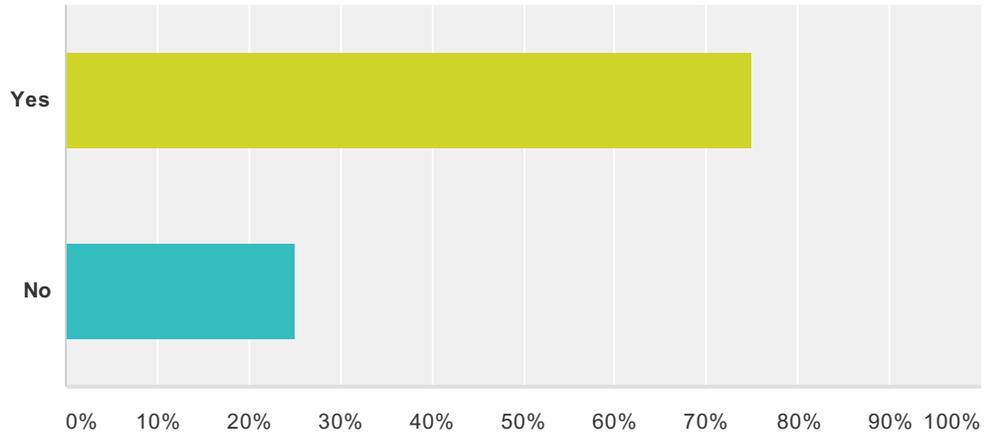
Answered: 16 Skipped: 0



Answer Choices	Responses
Multiple times per week	31.25% 5
Once a week	43.75% 7
Twice a month	18.75% 3
Once a month	6.25% 1
Less than once a month	0.00% 0
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	75.00% 12
No	25.00% 4
Total	16

#	Comments:	Date
1	More retail and less condos would be great.	4/4/2014 4:34 PM
2	the pockets of development are separated by too many residences to really seem like the business districts get traction	3/5/2014 11:26 PM
3	Yes, but more commercial and retail would be ok.	2/26/2014 10:08 PM
4	Area could have more residential above street level. There is an undeveloped commercial lot for sale that would be ideal for residential above and pedestrian friendly shops below.	2/8/2014 1:37 PM
5	There's a lot of surface parking lot space in this area. The ratio of commercial to residential would be better if plots were more oriented to walkers rather than cars.	2/4/2014 9:45 PM
6	Needs parking enforcement - cars routinely park next to or in crosswalks; difficult to see patrons until they step into traffic. Speeds high during commute hrs; SDOT's characterization of low speeds is incorrect.	1/21/2014 7:33 PM

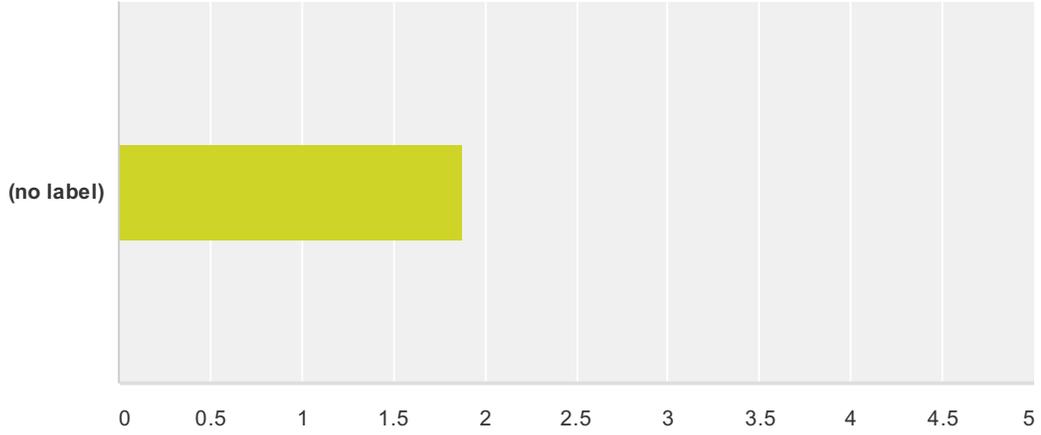
For the questions below (8 -14), please indicate your level of agreement with the statements on a scale of 1 to 5.

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).

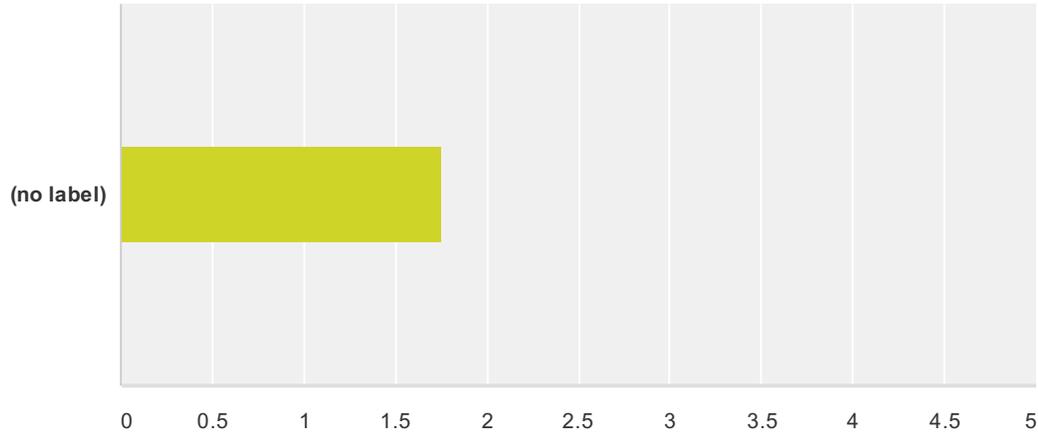
Answered: 16 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	56.25% 9	25.00% 4	6.25% 1	0.00% 0	12.50% 2	16	1.88

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).

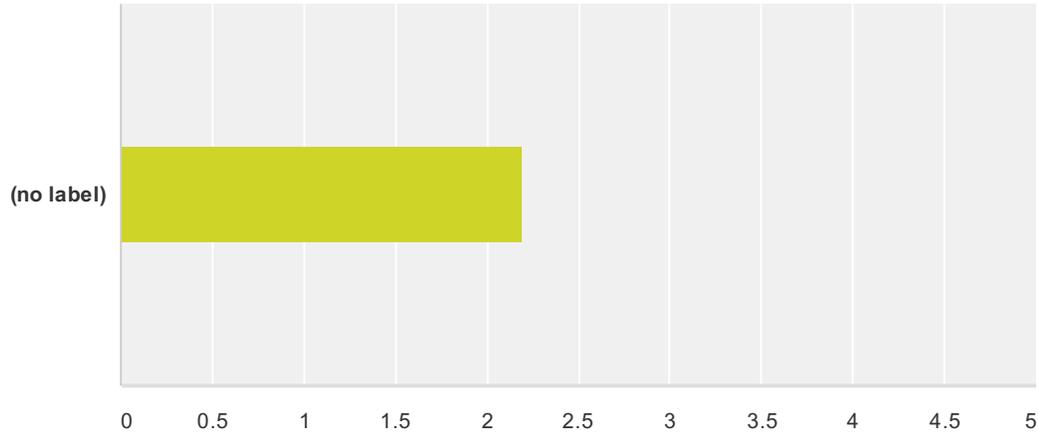
Answered: 16 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	62.50% 10	12.50% 2	18.75% 3	0.00% 0	6.25% 1	16	1.75

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.

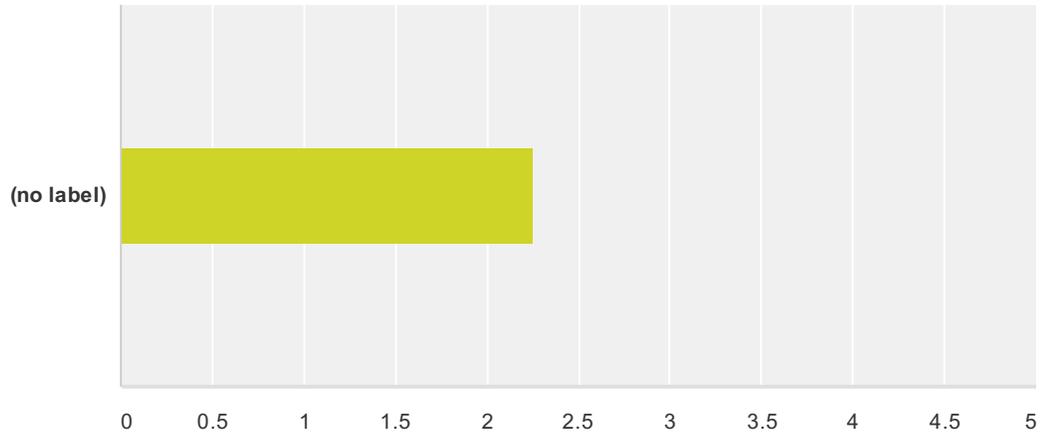
Answered: 16 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	50.00% 8	12.50% 2	18.75% 3	6.25% 1	12.50% 2	16	2.19

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

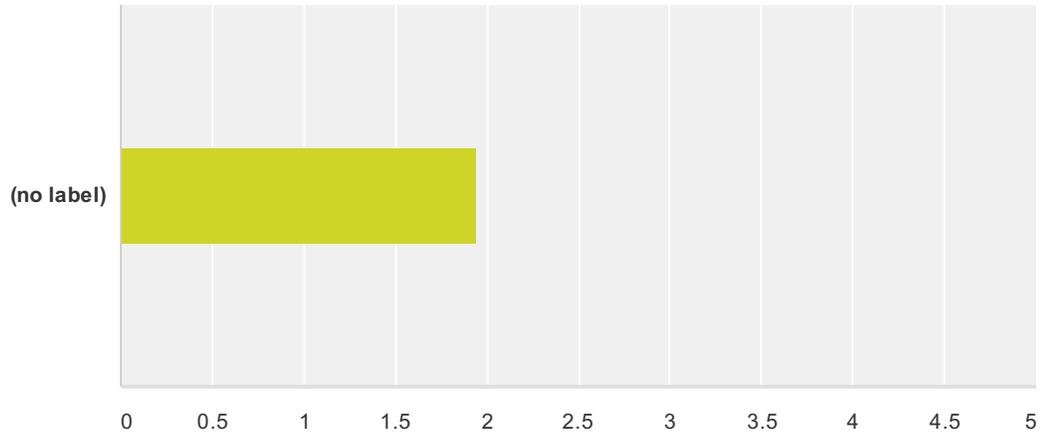
Answered: 16 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	25.00% 4	31.25% 5	37.50% 6	6.25% 1	0.00% 0	16	2.25

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

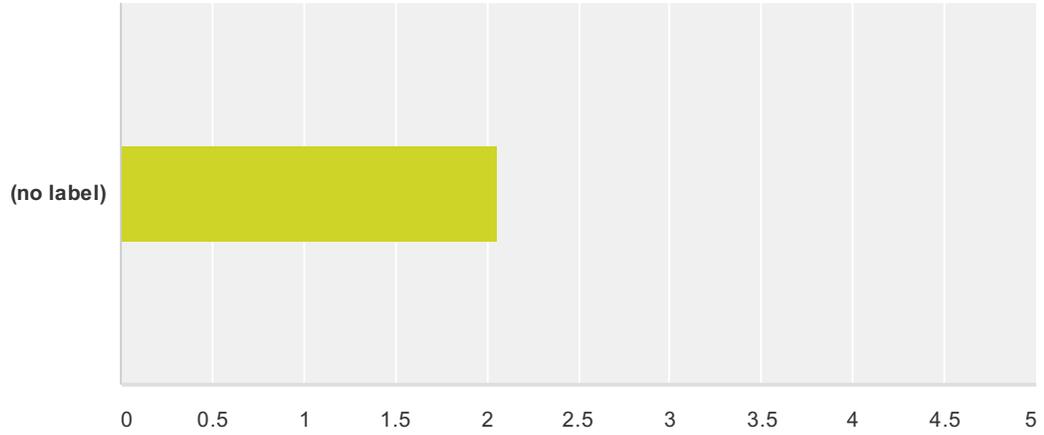
Answered: 16 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	50.00% 8	12.50% 2	31.25% 5	6.25% 1	0.00% 0	16	1.94

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

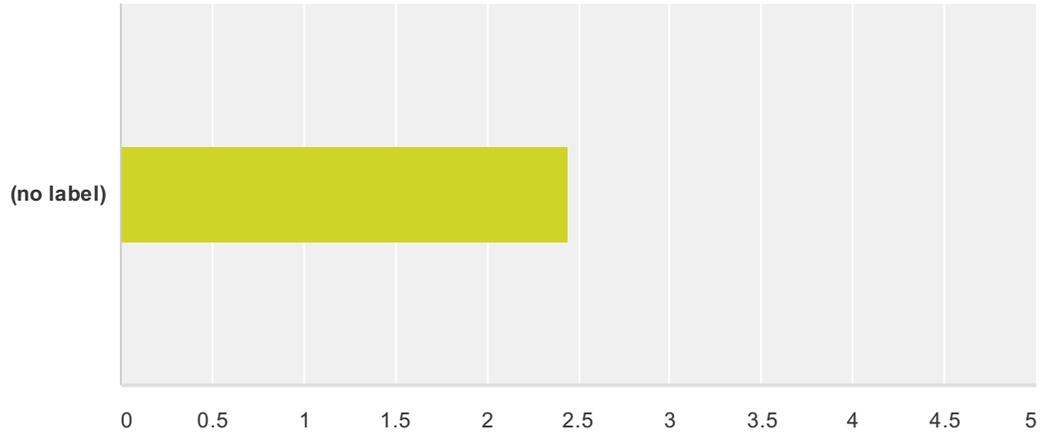
Answered: 16 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	37.50% 6	31.25% 5	18.75% 3	12.50% 2	0.00% 0	16	2.06

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

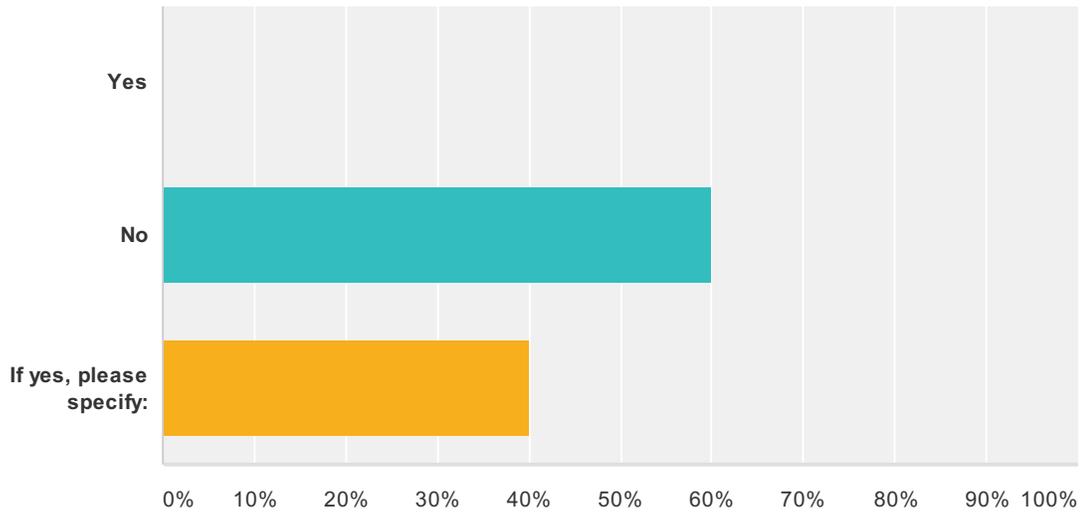
Answered: 16 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	31.25% 5	18.75% 3	31.25% 5	12.50% 2	6.25% 1	16	2.44

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

Answered: 15 Skipped: 1

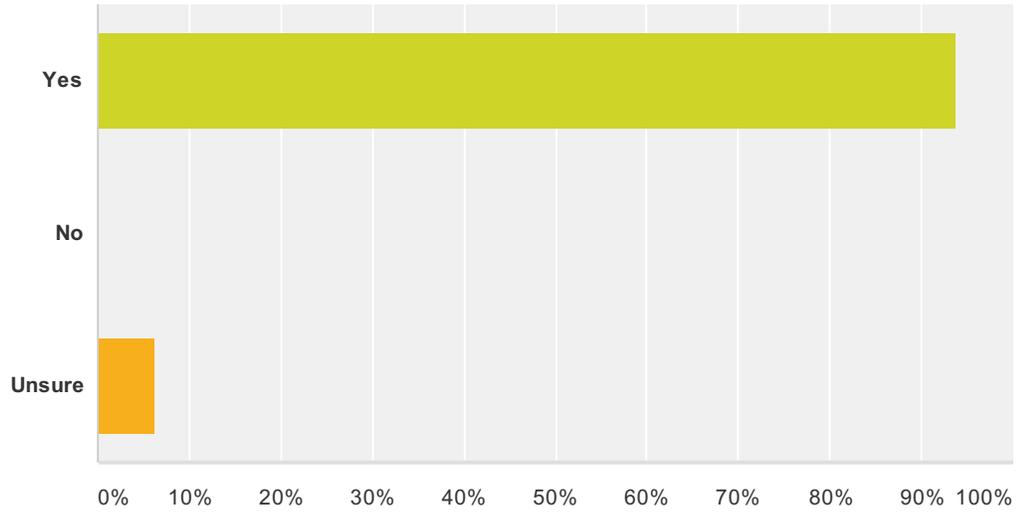


Answer Choices	Responses
Yes	0.00% 0
No	60.00% 9
If yes, please specify:	40.00% 6
Total	15

#	If yes, please specify:	Date
1	The perspective needs to be flipped, from a very limited list of accepted uses, which is too restrictive given the volatile nature of the economy, to a list of prohibited uses.	3/10/2014 3:52 PM
2	The pedestrian flags on 3rd NW, 80th & 3rd NW and 75th and 8th NW work well.	2/12/2014 4:34 PM
3	In new development with ground floor retail, it shouldn't just be banks, H&R Blocks, and tanning salons! Shops, restaurants, books stores, etc - places that invite lingering & browsing should be encouraged!	2/12/2014 10:11 AM
4	Park, p-patch, spot for food truck,	2/11/2014 7:52 PM
5	Sidewalk cafes.	2/8/2014 1:37 PM
6	I think theaters, like the Majestic Bay, would also be a welcome addition.	2/4/2014 9:45 PM

Q16 Should this area be designated as a pedestrian zone?

Answered: 16 Skipped: 0



Answer Choices	Responses	
Yes	93.75%	15
No	0.00%	0
Unsure	6.25%	1
Total		16

Q17 Additional Comments/Questions:

Answered: 8 Skipped: 8

#	Responses	Date
1	Crossing NW 65th St. is very difficult at busy times of day. Please include safer crossings for people when walking or biking.	2/26/2014 10:08 PM
2	Improved crosswalks needed, zone should be extended to include businesses at 3rd and 65th	2/11/2014 7:52 PM
3	In addition to some parking requirement waivers for certain businesses in pedestrian zones, I think the City should consider waiving parking requirements for residential units built above pedestrian zones. If they still have to build a parking lot or garage for the residential units, that's likely going to decrease the street-level space available for commercial uses. Let's maximize the use of this street-level space for businesses. Developers should be able to put in parking if they want, but don't make it a requirement. Also, I think the 65th Street area could greatly benefit from a pedestrian designation. It already has a number of businesses that are very pedestrian-oriented, but others that are not. These shouldn't be immediately banished (and they wouldn't be even if the pedestrian designation was applied), but pedestrian-oriented businesses are what I would like to see if and when any of the existing buildings on that street are replaced.	2/11/2014 4:30 PM
4	Please include nw 70th between 16th nw & 10th nw in you study.	2/9/2014 8:35 AM
5	Sidewalk bulges at intersections (planted with trees) to slow down traffic on street, improve feel of street with green trees, and preserve on-street parking needed for businesses to thrive	2/8/2014 1:37 PM
6	ANYthing that slows people down and makes it easier to cross 65th while using the designated bike route would be great and also help vehicles see the bar patrons before the step/stagger into the crosswalk from behind some huge SUV that parked on or in the crosswalk.	1/21/2014 7:33 PM
7	It's a small area with poor transit service, worse than you acknowledge. So it really is all about the neighbors, and the presence of GOODWILL should be weighed somehow.	1/14/2014 9:50 PM
8	This is a great idea for a pedestrian zone! I live a few blocks away (9th and NW 64th) and am excited to see continued ped-oriented development in this zone.	1/14/2014 10:55 AM