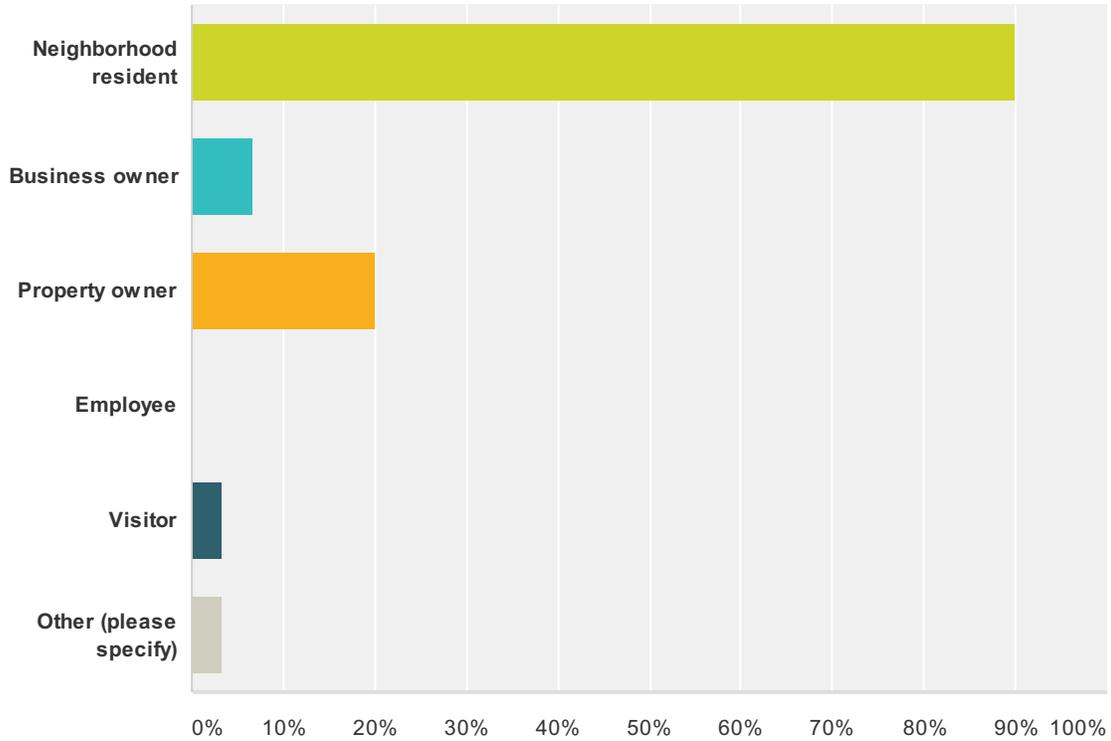


### Q5 How would you describe yourself (in terms of the study area)? (check all that apply)

Answered: 60 Skipped: 0

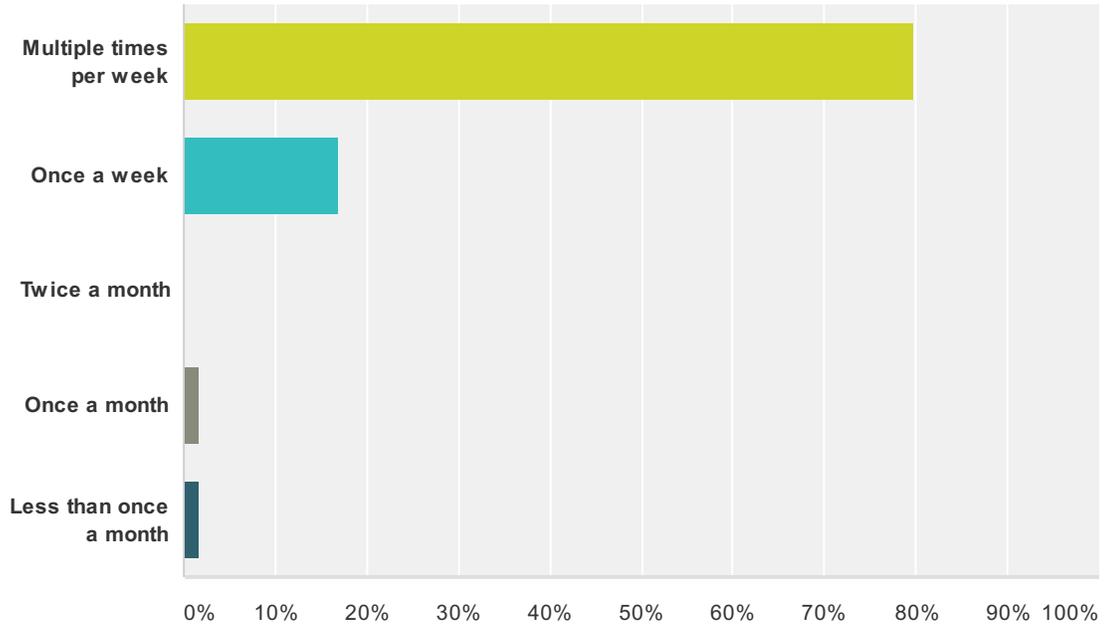


Answer Choices	Responses
Neighborhood resident	90.00% 54
Business owner	6.67% 4
Property owner	20.00% 12
Employee	0.00% 0
Visitor	3.33% 2
Other (please specify)	3.33% 2
<b>Total Respondents: 60</b>	

#	Other (please specify)	Date
1	Resident of study area.	2/24/2014 12:59 PM
2	Resident of a nearby neighborhood, who regularly frequents Phinney Ridge	1/16/2014 9:03 AM

### Q6 How often do you visit this neighborhood retail area?

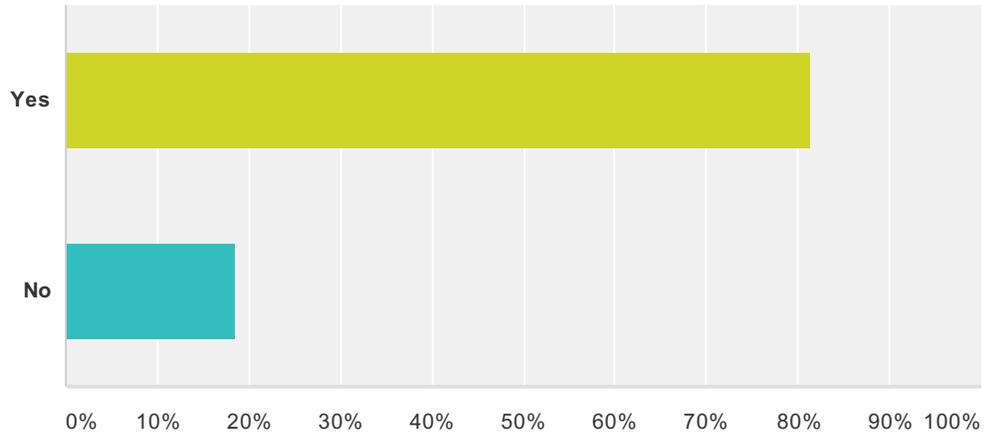
Answered: 59 Skipped: 1



Answer Choices	Responses	Count
Multiple times per week	79.66%	47
Once a week	16.95%	10
Twice a month	0.00%	0
Once a month	1.69%	1
Less than once a month	1.69%	1
<b>Total</b>		<b>59</b>

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

Answered: 59 Skipped: 1



Answer Choices	Responses
Yes	81.36% 48
No	18.64% 11
<b>Total</b>	<b>59</b>

#	Comments:	Date
1	I like the gas station and street parking. Lets attract noncorporate business to the empty storefronts instead of making the place a yuppie haven like Ballard	2/24/2014 12:59 PM
2	Depends on the types of businesses	2/16/2014 11:30 AM
3	I'd like to see more small, local businesses installed along the Phinney/Greenwood corridor.	2/15/2014 4:09 PM
4	Currently we have a lot of empty retail spaces and struggling small businesses whose customers complain that they can't find parking.	2/13/2014 1:04 PM
5	There are many small shops and opportunities for low-rent businesses available in our neighborhood. Do we need more opportunities when these shops often have difficulty remaining in business?	2/13/2014 10:38 AM
6	A higher density of shops restaurants and destinations would be beneficial to me and my family. We would walk more.	2/12/2014 4:32 PM
7	Future higher density development lacking adequate on-site parking will disrupt this appropriate balance.	2/12/2014 11:59 AM
8	I think there could be more commercial uses. People in Phinney Ridge really like being able to walk to stores along Phinney and Greenwood.	2/11/2014 8:17 PM
9	I feel it's a good mix, but there needs to be more affordable housing.	2/11/2014 7:06 PM
10	I would like to see more businesses.	2/11/2014 4:42 PM
11	More commercial on Phinney/Grenwood, please	2/11/2014 4:21 PM
12	There is a good balance, now but the area could have more retail and still be well balanced, to me.	2/11/2014 2:32 PM

## Pedestrian Retail Areas

Phinney Ridge -  
north of N 58th St

13	We need retail parking in Phinney Ridge. Our many restaurants and businesses can't survive on neighborhood traffic alone.	1/20/2014 6:59 PM
14	Mostly. The continued efforts to expand parking at the Woodland Park Zoo is a concern since I feel it would have a negative impact on the area.	1/16/2014 9:03 AM

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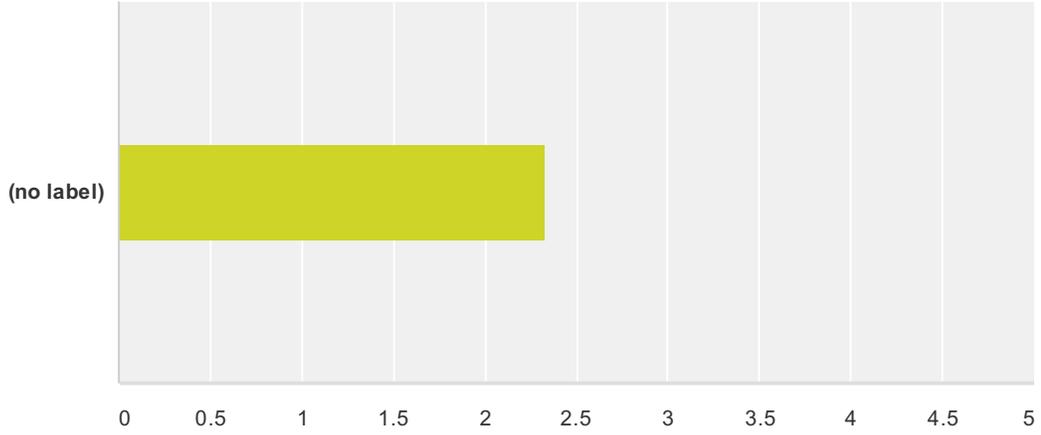
For the questions below (8 -14), please indicate your level of agreement with the statements on a scale of 1 to 5.

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).**

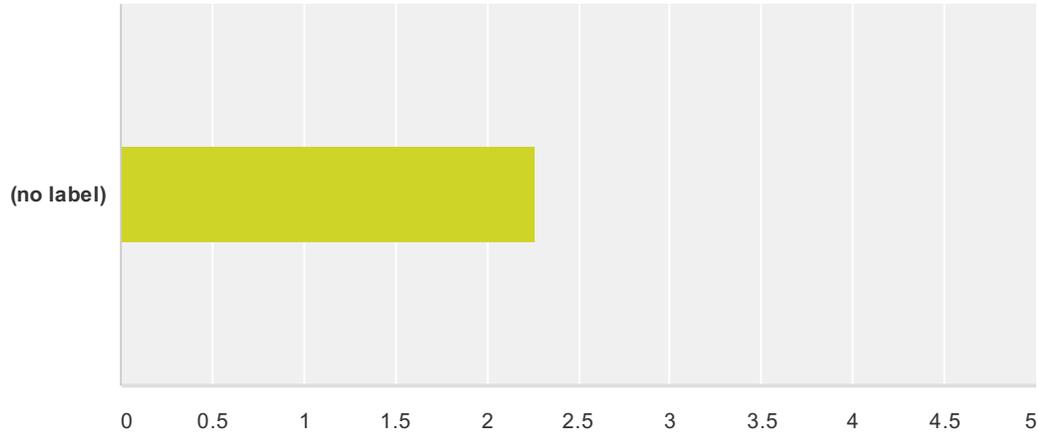
Answered: 60 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	45.00% 27	18.33% 11	8.33% 5	15.00% 9	13.33% 8	60	2.33

**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).**

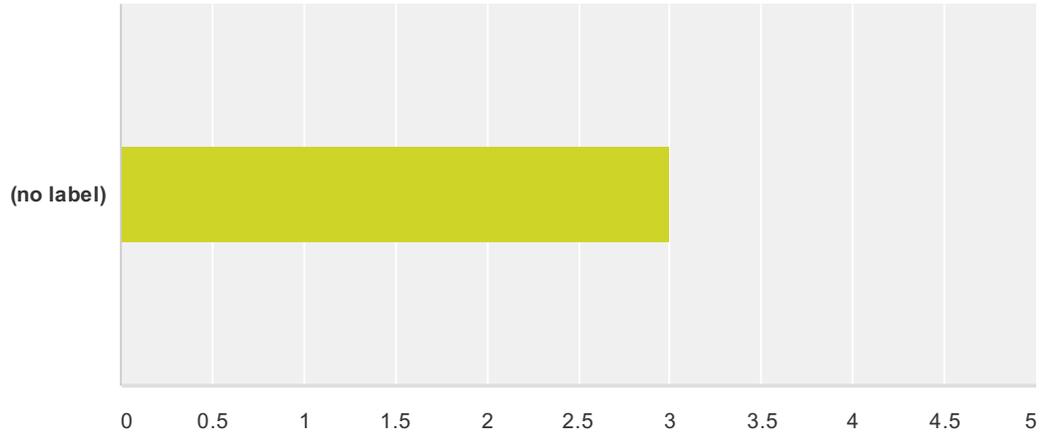
Answered: 59 Skipped: 1



	1	2	3	4	5	Total	Average Rating
(no label)	35.59% 21	32.20% 19	11.86% 7	10.17% 6	10.17% 6	59	2.27

**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.**

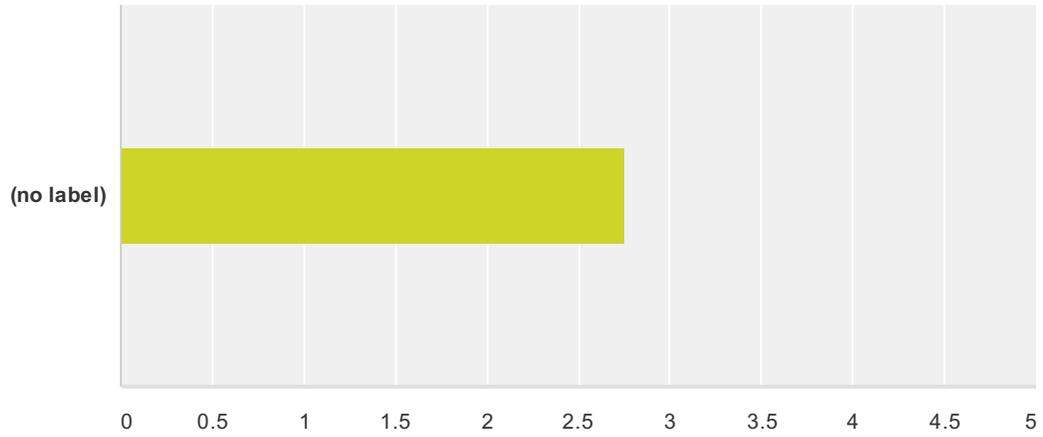
Answered: 59 Skipped: 1



	1	2	3	4	5	Total	Average Rating
(no label)	13.56% 8	30.51% 18	20.34% 12	13.56% 8	22.03% 13	59	3.00

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

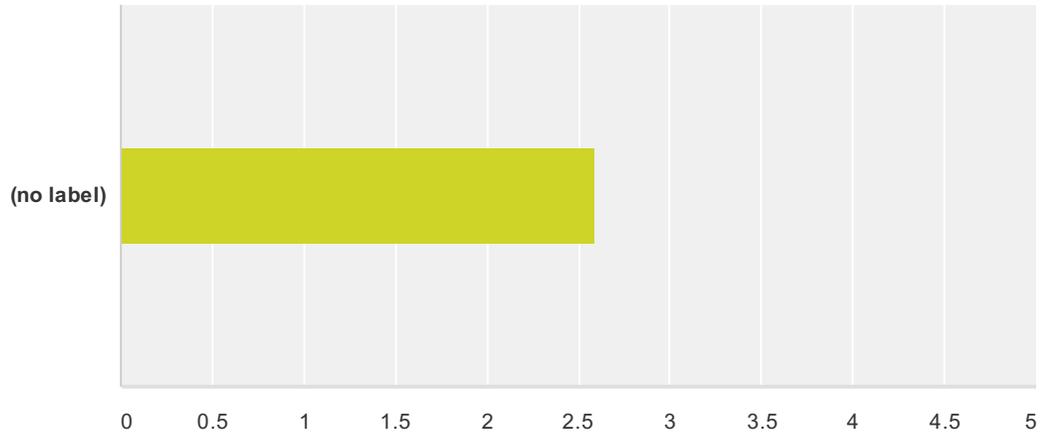
Answered: 59 Skipped: 1



	1	2	3	4	5	Total	Average Rating
(no label)	15.25% 9	28.81% 17	28.81% 17	18.64% 11	8.47% 5	59	2.76

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

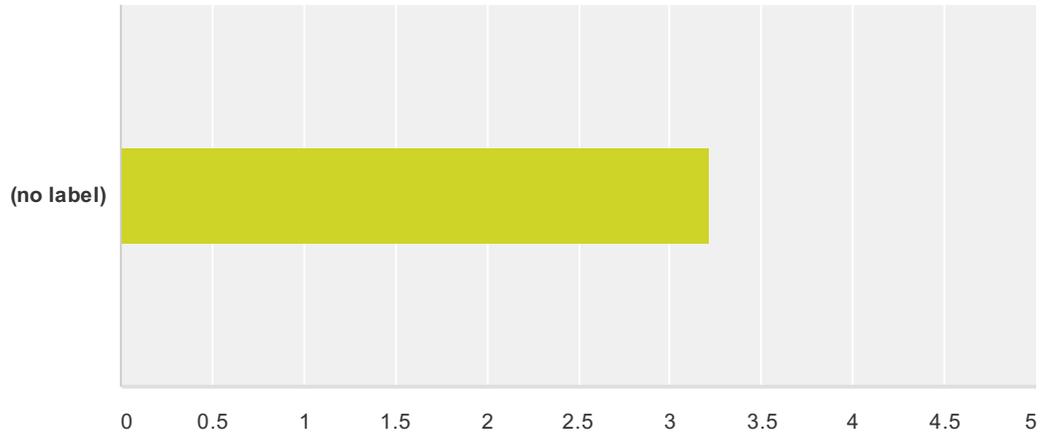
Answered: 59 Skipped: 1



	1	2	3	4	5	Total	Average Rating
(no label)	25.42% 15	28.81% 17	16.95% 10	18.64% 11	10.17% 6	59	2.59

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

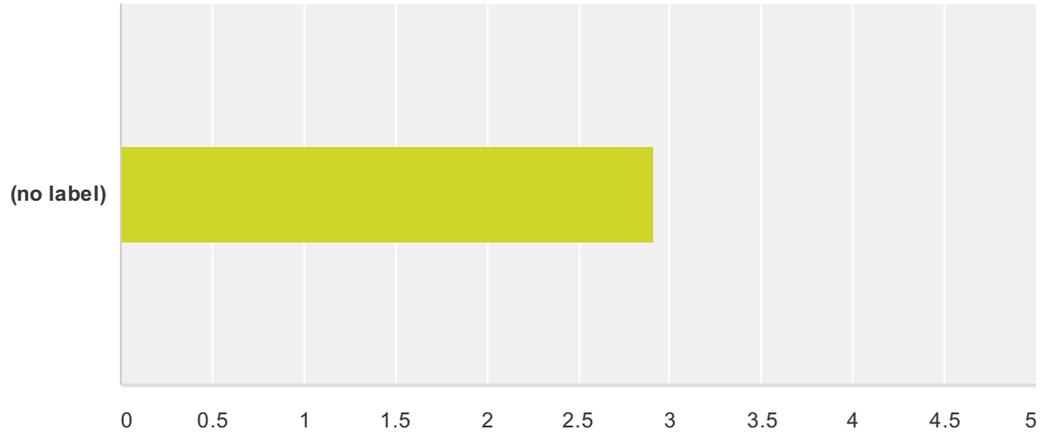
Answered: 59 Skipped: 1



	1	2	3	4	5	Total	Average Rating
(no label)	11.86% 7	18.64% 11	27.12% 16	20.34% 12	22.03% 13	59	3.22

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

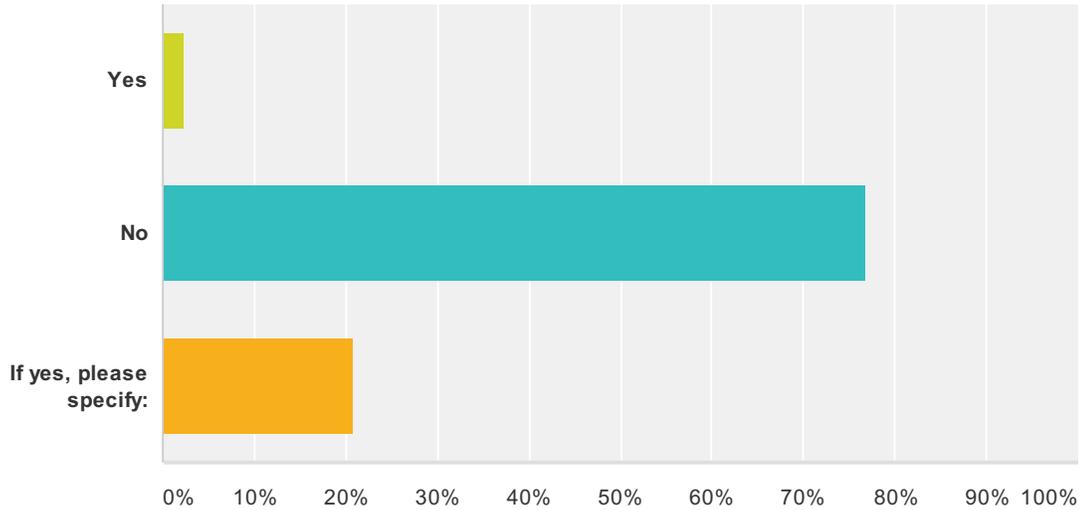
Answered: 58 Skipped: 2



	1	2	3	4	5	Total	Average Rating
(no label)	5.17% 3	29.31% 17	41.38% 24	17.24% 10	6.90% 4	58	2.91

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

Answered: 43 Skipped: 17

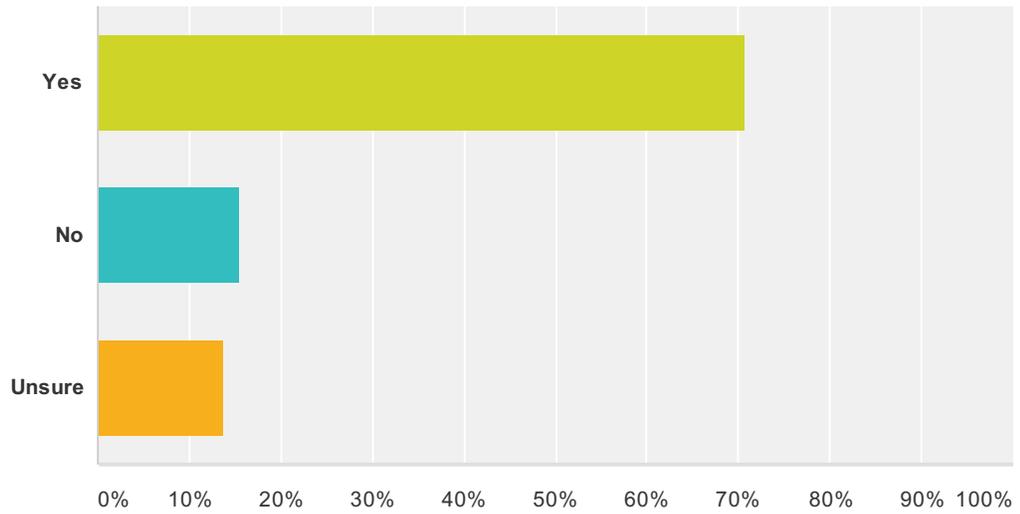


Answer Choices	Responses
Yes	2.33% 1
No	76.74% 33
If yes, please specify:	20.93% 9
<b>Total</b>	<b>43</b>

#	If yes, please specify:	Date
1	Do not take away the free street parking that is crucial to visitors like me that love shopping and visiting in this neighborhood and have free parking.	4/30/2014 7:33 PM
2	parking	3/31/2014 1:15 PM
3	Some significant percentage of women- and minority-owned businesses should be required in each neighborhood, with pipelines to support systems for those businesses (existing funding, mentorship programs, etc.). I would be so much more likely to keep my business in neighborhoods like that!	2/15/2014 4:09 PM
4	More street lights or better lighting for sidewalks. Repair cracks, bumps, raised area on sidewalks to make walking safer.	2/14/2014 2:30 PM
5	Gas stations, this area is surrounded by SF5000 zoning, having a gas station located in the immediate community is an asset. A gas station does not preclude pedestrian access.	2/12/2014 11:59 AM
6	professional services (health, educational, etc.) should be allowed	2/11/2014 7:36 PM
7	The Phinney neighborhood along Greenwood NEEDS more crosswalks! If your goal is to make it pedestrian friendly make it safe too!	2/11/2014 2:34 PM
8	Effective integration of bike lanes.	1/16/2014 9:03 AM
9	Protection of existing off-street parking for the pedestrians that need to drive to our neighborhood.	1/14/2014 10:36 PM

### Q16 Should this area be designated as a pedestrian zone?

Answered: 58 Skipped: 2



Answer Choices	Responses	
Yes	70.69%	41
No	15.52%	9
Unsure	13.79%	8
<b>Total</b>		<b>58</b>

## Q17 Additional Comments/Questions:

Answered: 17 Skipped: 43

#	Responses	Date
1	Absolute no pedestrian zone N of 58th Street. Parking is a critical need N of 58th street. Do not take away the free street parking that is crucial to visitors like me that love shopping and visiting in this neighborhood.	4/30/2014 7:33 PM
2	Phinney is a common meeting location for people to drive from Greenlake and Fremont/Ballard so eliminating parking would be detrimental to businesses. These business also rely on attracting people from outside the neighborhood for special events, take out business, etc. Parking is already scarce during summer concerts at the zoo and reducing parking would be a huge drawback to people looking to visit the neighborhood. A pedestrian zone would be appropriate if the area had more commercial or urban center but currently a pedestrian zone would hurt business, which supply jobs and give people reasons to visit.	3/31/2014 1:15 PM
3	This is an active commercial zone that is functioning just fine. Pedestrians have plenty of room. Do not force out residents or nonconforming business. Pedestrian facilities need to be developed in areas that are not already major city thoroughfares. The traffic jams during Zootunes are legendary and the buses are already too slow..	2/24/2014 12:59 PM
4	Would love to turn Greenwood Ave N (between 71st and 78 th) into an "urban village" with traffic control and crosswalks.	2/16/2014 4:40 PM
5	I found some questions a little hard to understand, so didnt answer all	2/16/2014 11:30 AM
6	Thank you!	2/15/2014 4:09 PM
7	I think the drive-in limitation is to prevent things like fast food restaurants from opening. However, there are some existing drive-in businesses along Greenwood Ave N in the high 70 streets such as a dry cleaners at 77th and several small car repair businesses at 79th. Although the dry cleaners seems to have too much parking, all of these businesses are valuable to the already highly walkable neighborhood. To have your car repaired and need to walk only a few blocks home is amazing. As Jane Jacobs noted, streets are where the action is, so having wider sidewalks allows for a variety of uses such as outdoor seating, which is now expanding in Seattle. This is a great development for both residents and local businesses. Finally, there is one major pedestrian issue on Phinney/Greenwood Ave, which is that cars approaching the avenue from uphill streets often blindly pull into the crosswalk because their line of sight is hidden by cars parked within 30 feet of the intersection. Although we want to balance parking, which provides our businesses with additional customers, having pedestrians feel safe enough to cross our streets is of the utmost importance.	2/14/2014 4:00 PM
8	I would like to request that no more dry cleaners open in Phinney, unless they are green certified.	2/13/2014 2:59 PM
9	This area already is pedestrian friendly, and I don't believe further restrictions would improve livability for Phinney and Greenwood residents.	2/13/2014 1:04 PM
10	There should be absolutely no reduction in parking requirements. This doesn't encourage businesses since they wont be developing the site. It only benefits developers at the expense of surrounding neighborhoods on-street parking.	2/13/2014 10:38 AM
11	Love to see this happen. Separating residential and commercial has resulted in a serving culture. Mix the two up	2/12/2014 4:32 PM
12	Two things - pedestrian overhead weather protection should be required to either have a gutter/DS, or drain back towards the building face. Current awnings create a dripline down the middle of the sidewalk, negating the benefit of overhead coverage. The other items that come along with pedestrian oriented retail are a-frame signs and outdoor seating. Along several stretches of Phinney Ave in the area being looked at, the railings and signs, along with landscape beds, can reduce the sidewalk width to 3' or less, in places. This does not contribute to a pedestrian friendly experience.	2/12/2014 2:03 PM
13	It is not clear what the benefits to the community are in DPD documents. This area is already rather successful as a vibrant multi-user corridor, nicely serving the needs of the those living here, as well as those using it as the primary arterial it is designated as.	2/12/2014 11:59 AM

## Pedestrian Retail Areas

Phinney Ridge -  
north of N 58th St

14	I think people in Phinney Ridge would really welcome the idea of this area as a pedestrian zone with more designated retail.	2/11/2014 8:17 PM
15	The businesses and restaurants in the Phinney/Greenwood corridor cannot survive on pedestrian traffic alone. It is necessary for people to be able to come to the area from outside and park in order to shop and eat for businesses to be able to not just survive but prosper. Your ideas will effectively kill the business district in this area.	2/11/2014 8:01 PM
16	We need more signaled crosswalks and painted but unsigaled crosswalks at every intersection. This needs to remind drivers to stop for pedestrians!	2/11/2014 4:03 PM
17	In this particular area, our residential parking is already negatively impacted by the many employees of the businesses and residents of the apartment buildings that don't have enough parking. To eliminate parking and to give businesses and apartment developers a "pass" on parking will negatively impact the current residents of the area. To assume that the population all walks and bikes is discriminatory to the many people in the area that are either the aging population or the disabled that simply cannot walk or bike for any distance.	1/20/2014 6:59 PM