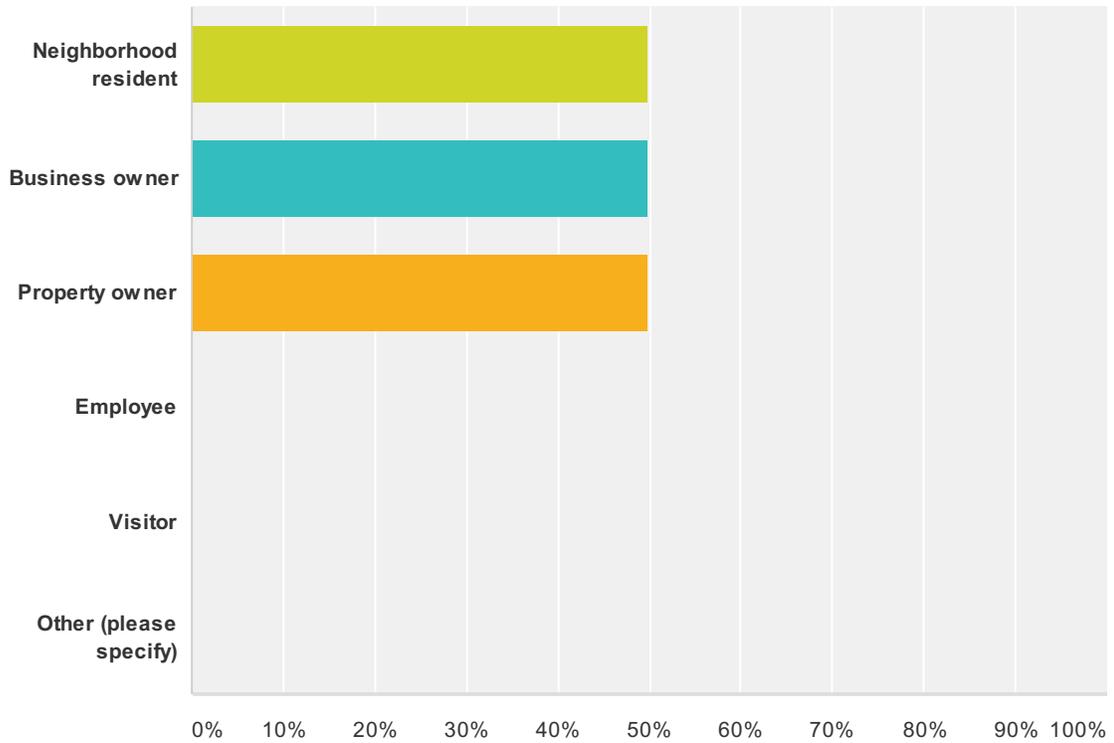


**Q5 How would you describe yourself (in terms of the study area)? (check all that apply)**

Answered: 4 Skipped: 0

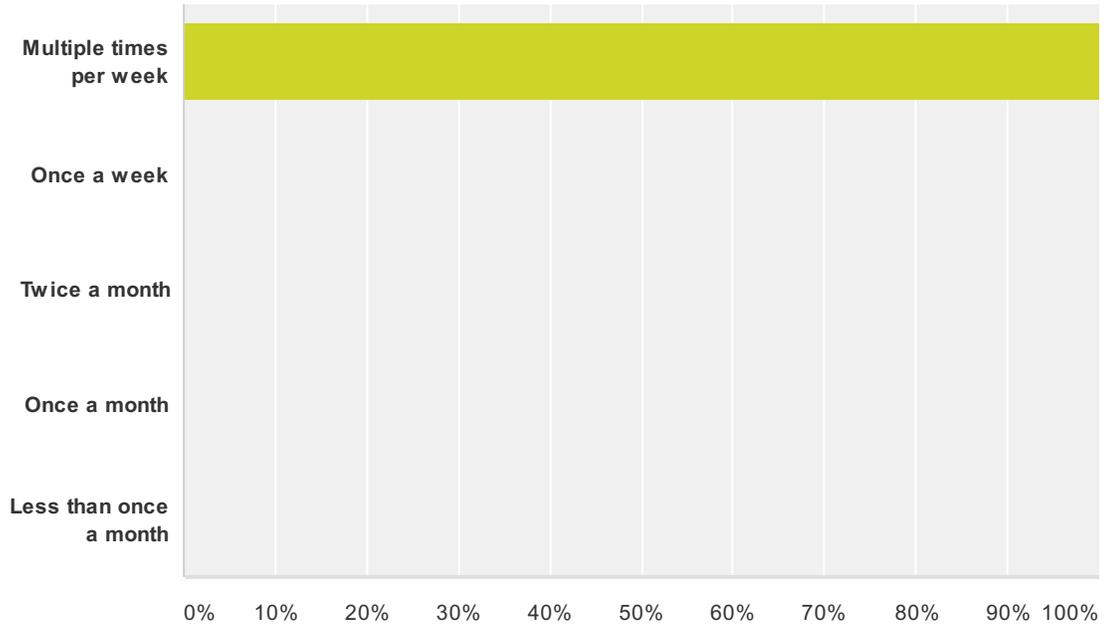


Answer Choices	Responses
Neighborhood resident	50.00% 2
Business owner	50.00% 2
Property owner	50.00% 2
Employee	0.00% 0
Visitor	0.00% 0
Other (please specify)	0.00% 0
<b>Total Respondents: 4</b>	

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

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

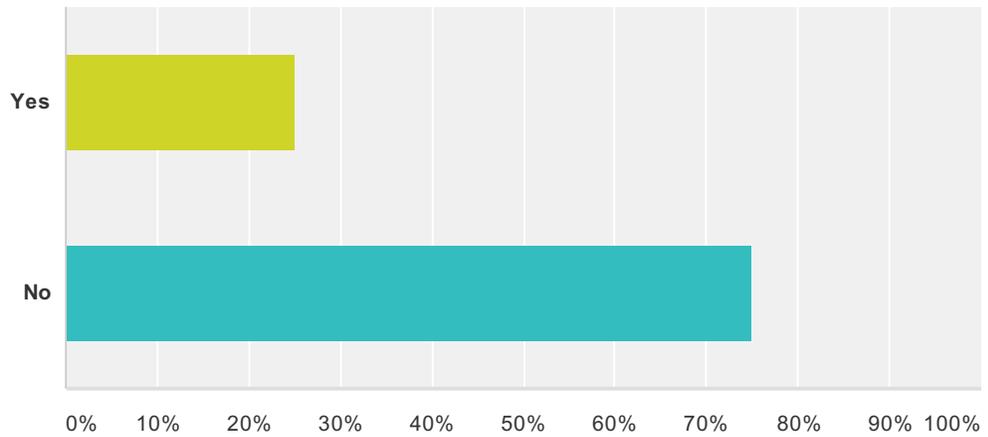
Answered: 4 Skipped: 0



Answer Choices	Responses	
Multiple times per week	100.00%	4
Once a week	0.00%	0
Twice a month	0.00%	0
Once a month	0.00%	0
Less than once a month	0.00%	0
<b>Total</b>		<b>4</b>

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

Answered: 4 Skipped: 0



Answer Choices	Responses
Yes	25.00% 1
No	75.00% 3
<b>Total</b>	<b>4</b>

#	Comments:	Date
1	We need retail. The Goodwill site was supposed to be the needed retail for the neighborhood and the adjacent neighborhoods inclusive of the ID and SODO build out but a small group of NIMBY's killed it off.	4/1/2014 1:01 PM
2	It's close, but there's definitely room for more commercial space. The new large apartment building is single-use, and much of the space below the other condo building (Pontedera) is empty. The closest grocery store is a bit more than a mile down Rainier, and not a really nice walk.	3/5/2014 9:42 PM
3	all commercial uses not establish - many open storefronts	1/15/2014 11:46 AM

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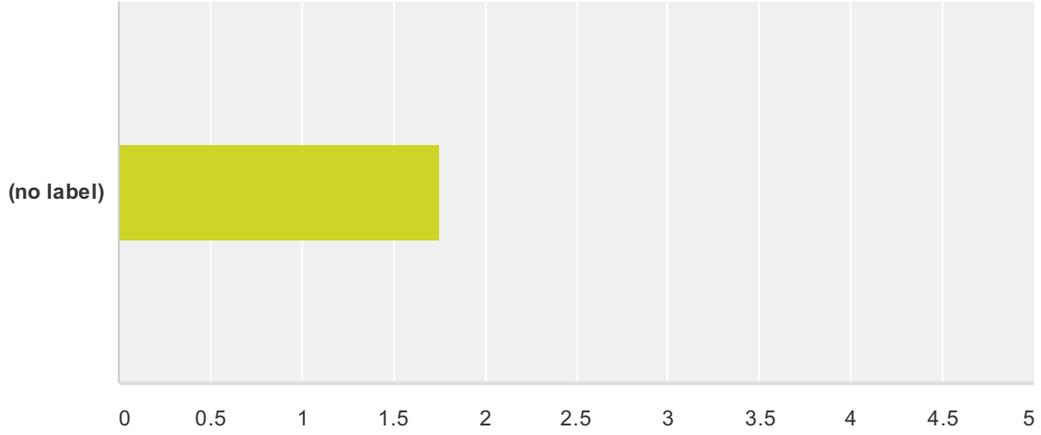
For the questions below (8 -14), please indicate your level of agreement with the statements on a scale of 1 to 5.

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).**

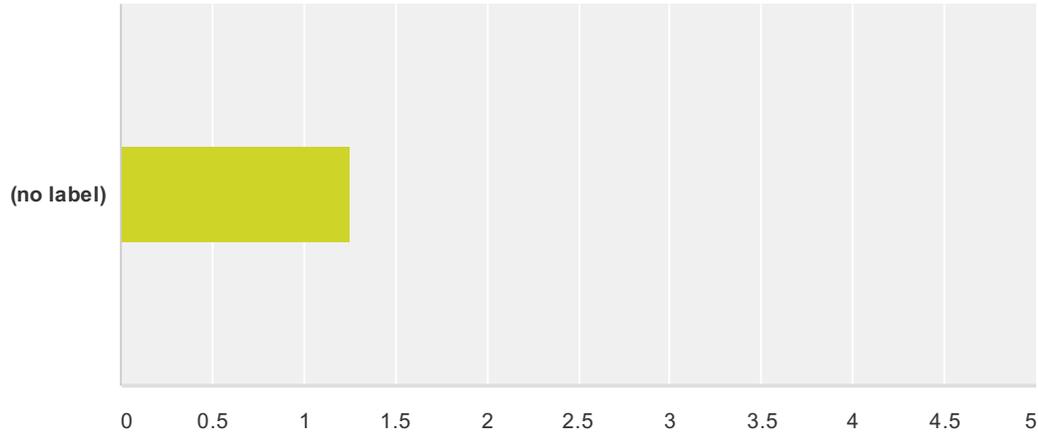
Answered: 4 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	50.00% 2	25.00% 1	25.00% 1	0.00% 0	0.00% 0	4	1.75

**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).**

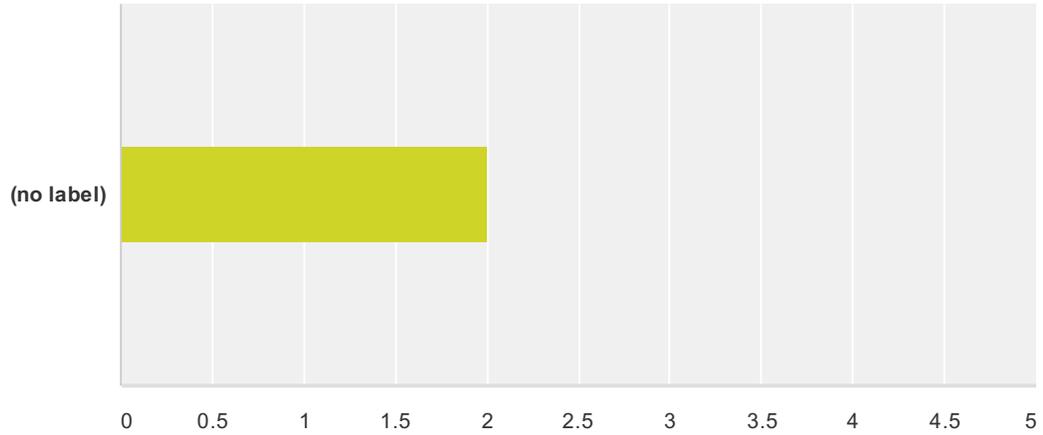
Answered: 4 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	75.00% 3	25.00% 1	0.00% 0	0.00% 0	0.00% 0	4	1.25

**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.**

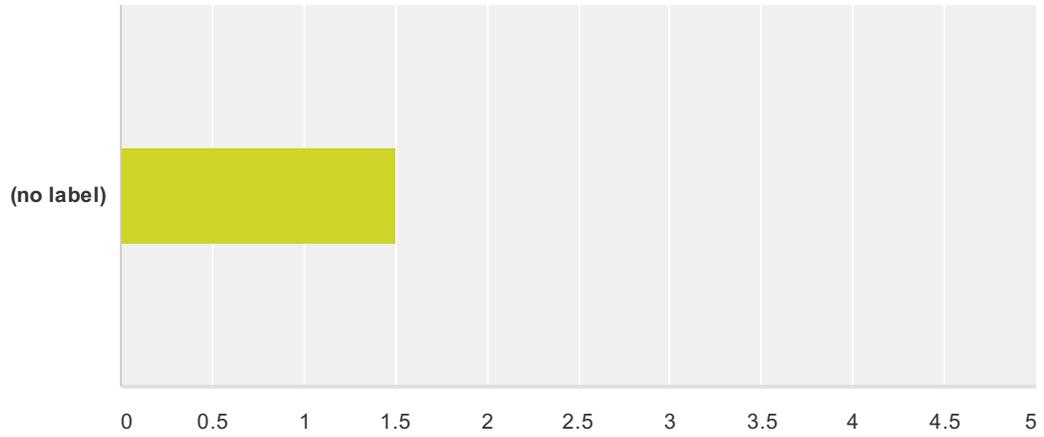
Answered: 4 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	50.00% 2	25.00% 1	0.00% 0	25.00% 1	0.00% 0	4	2.00

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

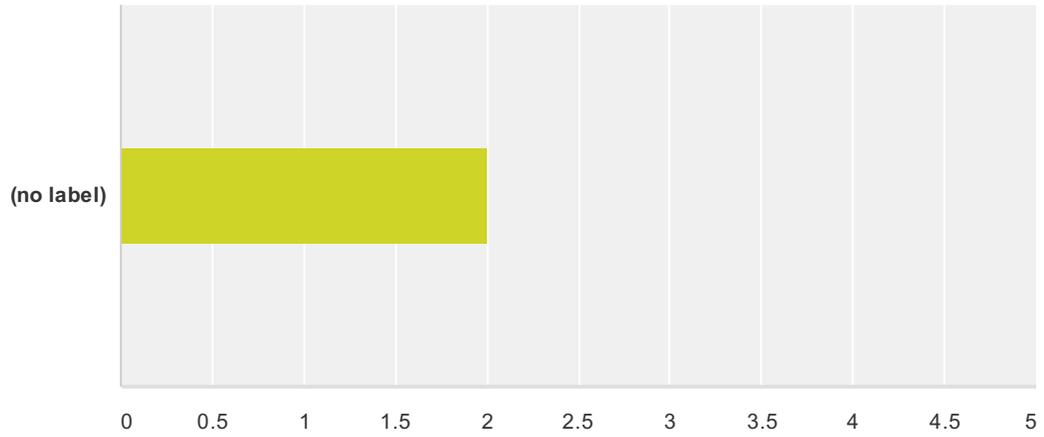
Answered: 4 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	50.00% 2	50.00% 2	0.00% 0	0.00% 0	0.00% 0	4	1.50

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

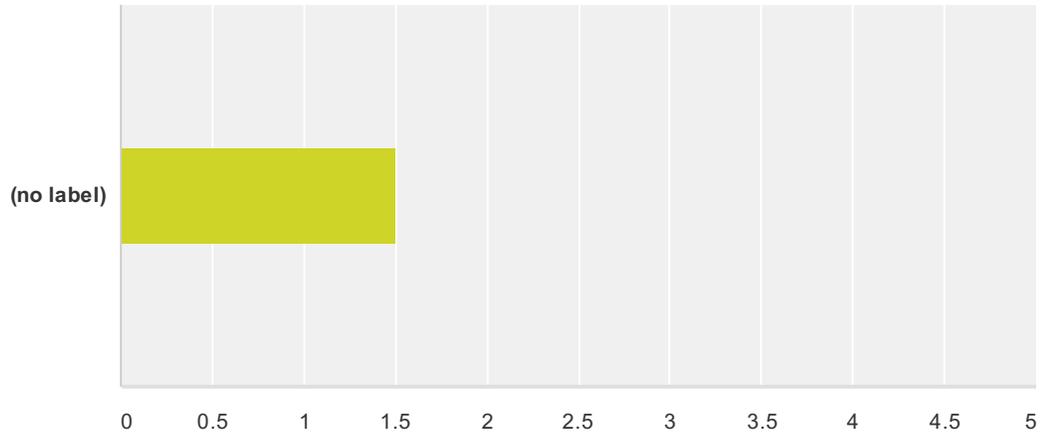
Answered: 4 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	50.00% 2	25.00% 1	0.00% 0	25.00% 1	0.00% 0	4	2.00

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

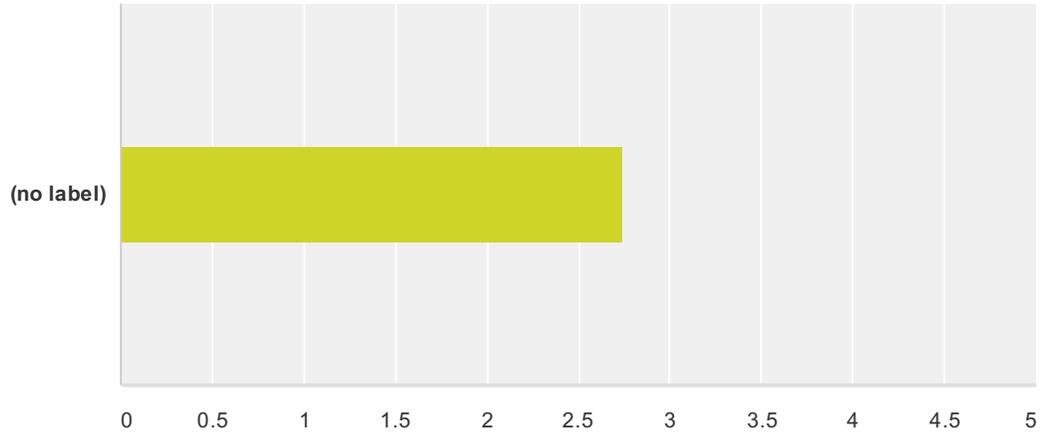
Answered: 4 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	75.00% 3	0.00% 0	25.00% 1	0.00% 0	0.00% 0	4	1.50

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

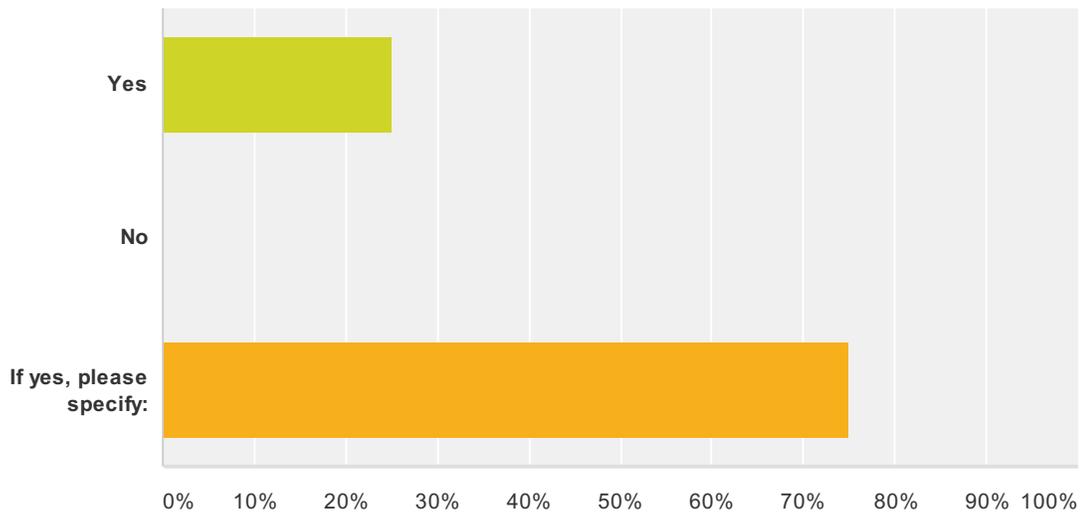
Answered: 4 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	25.00% 1	25.00% 1	0.00% 0	50.00% 2	0.00% 0	4	2.75

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

Answered: 4 Skipped: 0

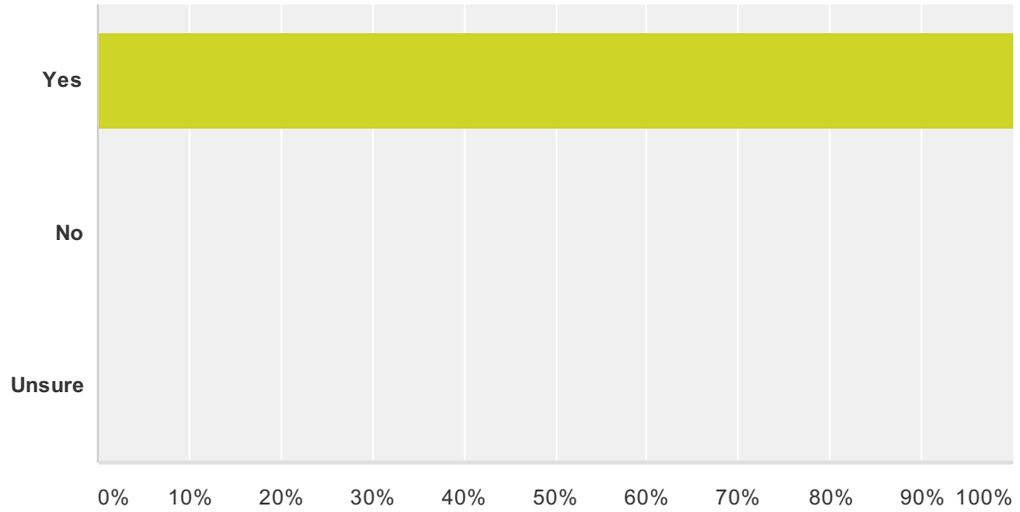


Answer Choices	Responses	
Yes	25.00%	1
No	0.00%	0
If yes, please specify:	75.00%	3
<b>Total</b>		<b>4</b>

#	If yes, please specify:	Date
1	Spot zoneing in residential neighborhoods to allow for a walkable resouce for infill retail.We could redevelop between Dearborn and Mc Clellan and fit at least 5,000 residents in new development in this corridor.	4/1/2014 1:01 PM
2	parkettes, spot zoning, higher density, bonus height for providing ground level public amenities.	1/26/2014 3:54 PM
3	doctor/medical services offices	1/15/2014 11:46 AM

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

Answered: 4 Skipped: 0



Answer Choices	Responses	Count
Yes	100.00%	4
No	0.00%	0
Unsure	0.00%	0
<b>Total</b>		<b>4</b>

## Q17 Additional Comments/Questions:

Answered: 2 Skipped: 2

#	Responses	Date
1	Cars moving through the traffic circle at Charles and Hiawatha don't have much pedestrian training, it seems, though they should be used to bikes. It's a heavy bike commute route in the mornings and evenings. Reducing parking requirements for businesses would be great! There's excellent bike access, the 7 stops at multiple points in that zone, and it's an easy, pleasant walk from the I-90/Rainier stop -- mostly ST buses. There's almost always a couple Car2Gos parked on Hiawatha. It's a great area, but sort of invisible from Rainier -- the Shell station blocks it, I think, so I don't know that people really know it's there. This area has a lot of potential, I think -- this might be a place where zoning could make a real difference.	3/5/2014 9:42 PM
2	Higher density, spot zoning for retail within a two block area and bonus height for providing ground level public amenities.	1/26/2014 3:54 PM