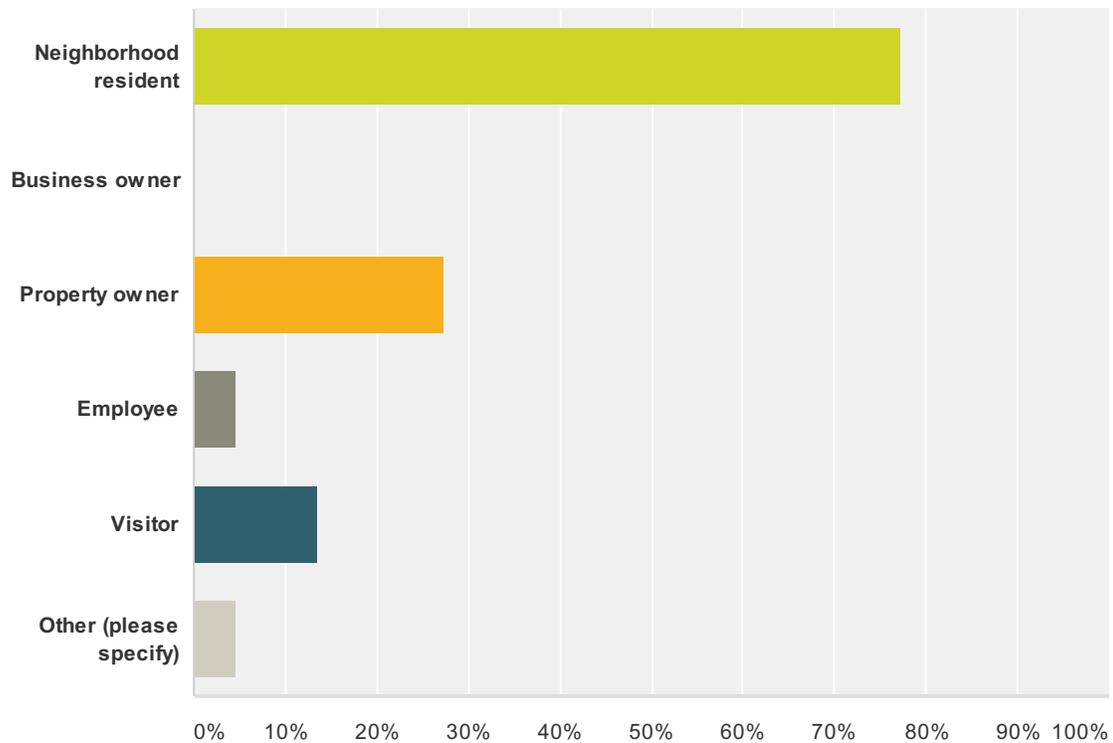


Q5 How would you describe yourself (in terms of the study area)? (check all that apply)

Answered: 22 Skipped: 0

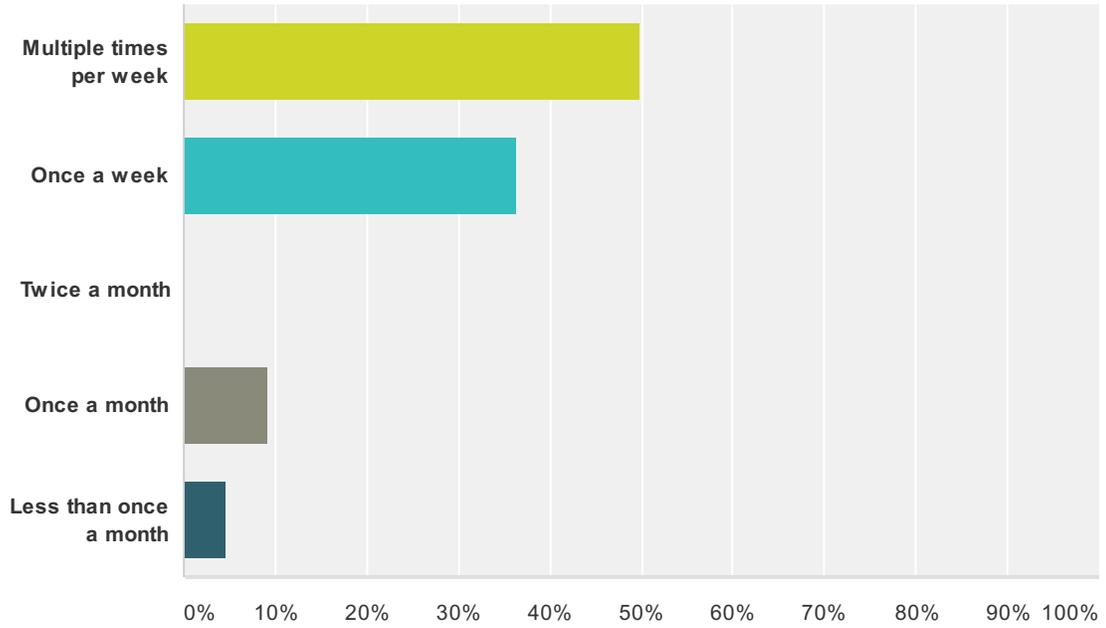


Answer Choices	Responses
Neighborhood resident	77.27% 17
Business owner	0.00% 0
Property owner	27.27% 6
Employee	4.55% 1
Visitor	13.64% 3
Other (please specify)	4.55% 1
Total Respondents: 22	

#	Other (please specify)	Date
1	Member/owner/board member of future Delridge Grocery Co-op	3/14/2014 1:24 PM

Q6 How often do you visit this neighborhood retail area?

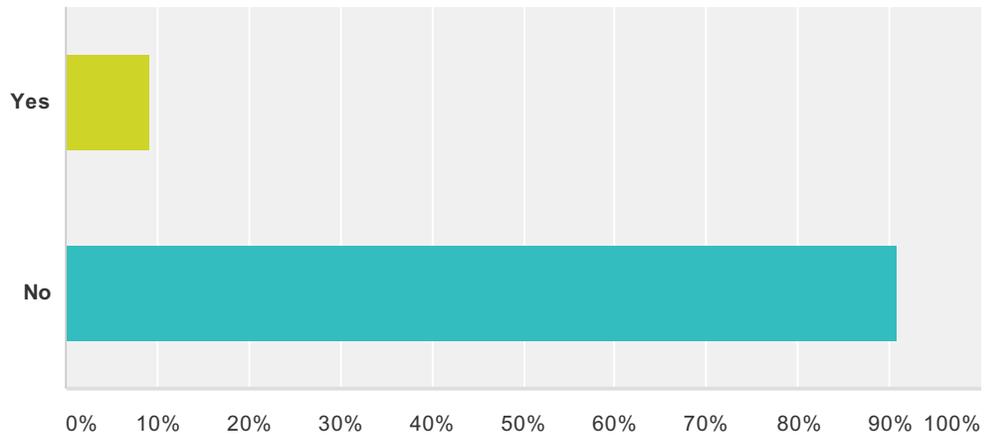
Answered: 22 Skipped: 0



Answer Choices	Responses	
Multiple times per week	50.00%	11
Once a week	36.36%	8
Twice a month	0.00%	0
Once a month	9.09%	2
Less than once a month	4.55%	1
Total		22

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

Answered: 22 Skipped: 0



Answer Choices	Responses
Yes	9.09% 2
No	90.91% 20
Total	22

#	Comments:	Date
1	Many new dense housing developments outpace services, transit capacity. There is NO grocery store in Delridge corridor.	4/5/2014 8:34 PM
2	Needs more businesses	4/1/2014 1:49 PM
3	We need more businesses that provide daily needs, such as groceries.	4/1/2014 7:51 AM
4	i visit it rarely because, currently, there are few pedestrian businesses.	3/31/2014 7:40 PM
5	We need more retail!!!	3/13/2014 9:11 PM
6	We need more commercial.	3/13/2014 1:09 PM
7	No grocery store	3/11/2014 11:05 AM
8	Needs more commerical	3/11/2014 9:55 AM
9	We would like more commercial interests that are serving the residents of the area and that could employ residents of the area as well.	3/11/2014 9:40 AM
10	more small stores that don't depend just on cigarettes and liquor.	3/3/2014 12:34 PM

Pedestrian Retail Areas

Delridge Way SW

11	<p>The City has done a horrible job attracting developers this area (Delridge Way – Brandon to Juneau) since it was rezoned over to NC 40 over ten years ago, with the exception of low income housing developments. While many areas of Seattle are seeing rapid growth this area remains stagnate, with little services excluding the trio of convenient stores/gas stations. The Cities policies as it related to this community are shameful, especially with its support of the most recent government financed housing project; a supportive facility for over 60 extremely low income individuals that are drug addicts and/or mentally ill. For the City to support adding this type of facility into any a low income neighborhood with historic drug and crime issues and void of basic services (e.g. a grocery store) illustrates Seattle commitment to commitment to making poor neighborhoods poorer. So to answer the question, because I don't feel a good commercial/residential balance is having readily access to malt liquor and heroin, with virtually no other services, my answer is no.</p>	2/12/2014 4:50 PM
12	<p>we need more small and medium commercial uses. particularly retail services. the few small commercial spaces (in the northern node at andover) are occupied by financial services and a construction company...and only a few retail and food service options are available between andover and home depot.</p>	1/15/2014 11:29 PM

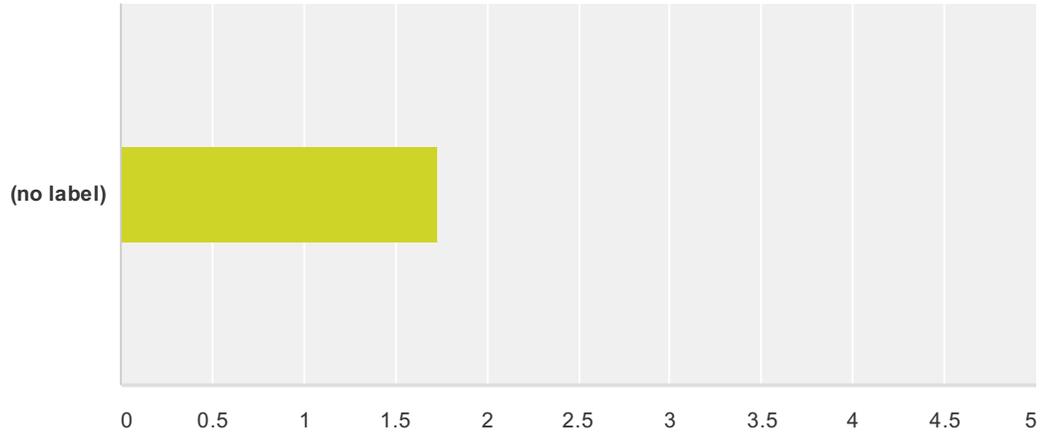
For the questions below (8 -14), please indicate your level of agreement with the statements on a scale of 1 to 5.

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).

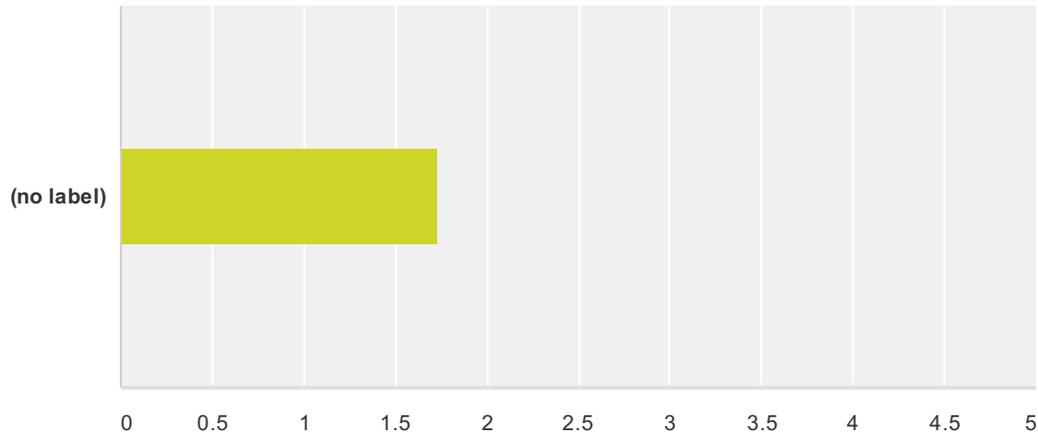
Answered: 22 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	68.18% 15	13.64% 3	4.55% 1	4.55% 1	9.09% 2	22	1.73

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).

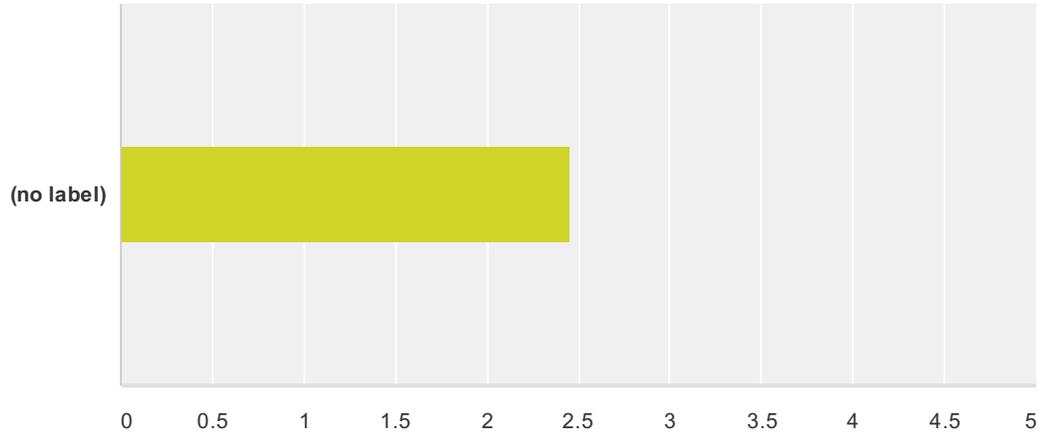
Answered: 22 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	63.64% 14	18.18% 4	9.09% 2	0.00% 0	9.09% 2	22	1.73

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.

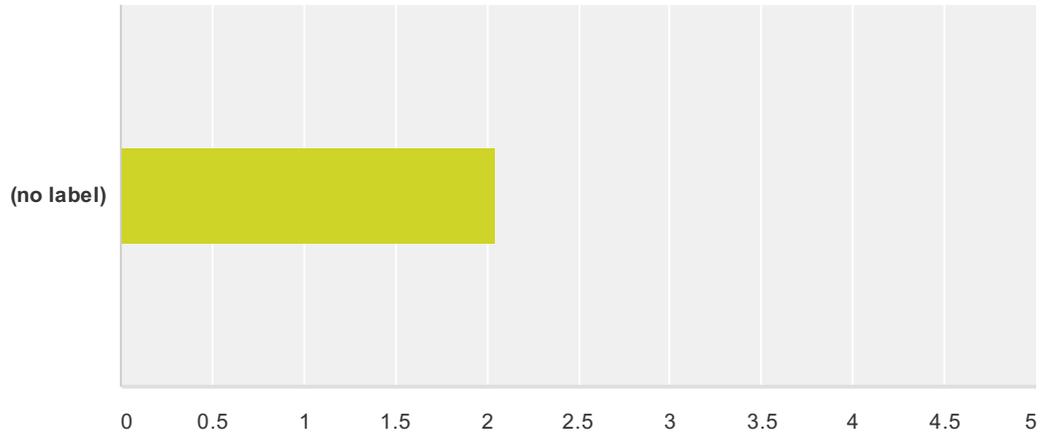
Answered: 22 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	22.73% 5	36.36% 8	22.73% 5	9.09% 2	9.09% 2	22	2.45

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

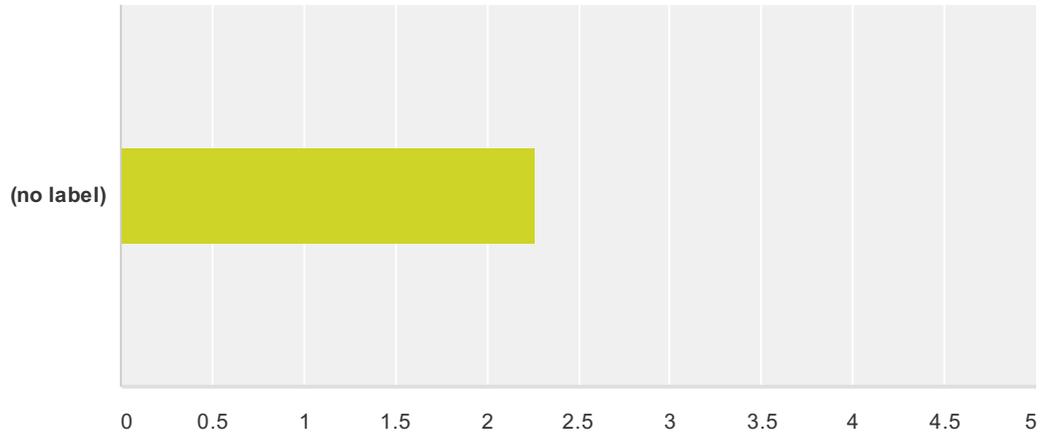
Answered: 22 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	36.36% 8	27.27% 6	31.82% 7	4.55% 1	0.00% 0	22	2.05

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

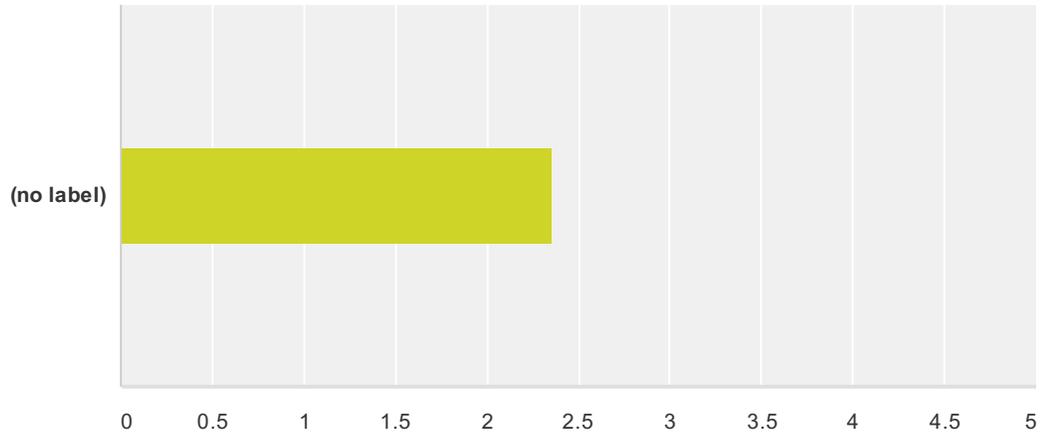
Answered: 22 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	36.36% 8	18.18% 4	36.36% 8	0.00% 0	9.09% 2	22	2.27

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

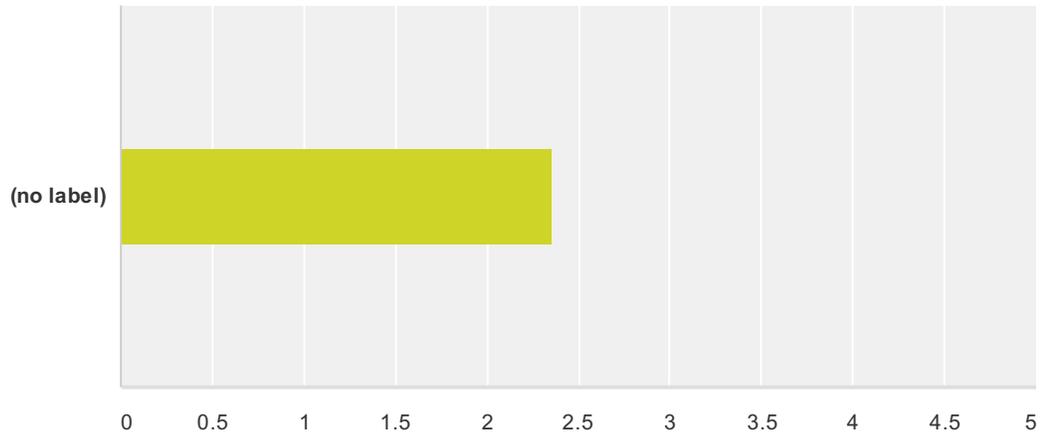
Answered: 22 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	27.27% 6	27.27% 6	31.82% 7	9.09% 2	4.55% 1	22	2.36

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

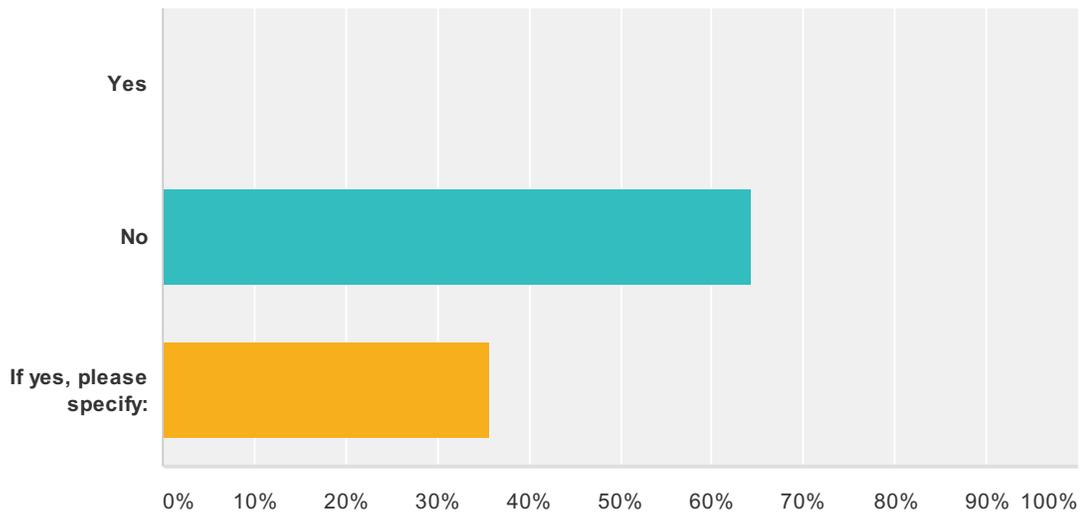
Answered: 22 Skipped: 0



	1	2	3	4	5	Total	Average Rating
(no label)	27.27% 6	31.82% 7	22.73% 5	13.64% 3	4.55% 1	22	2.36

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

Answered: 14 Skipped: 8

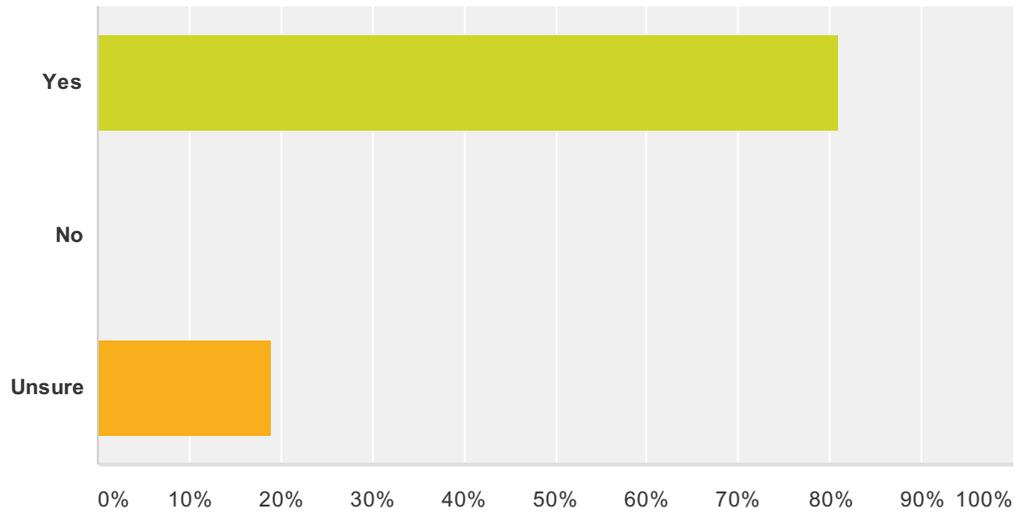


Answer Choices	Responses
Yes	0.00% 0
No	64.29% 9
If yes, please specify:	35.71% 5
Total	14

#	If yes, please specify:	Date
1	if the pedestrian zone extends beyond delridge itself, into e/w side streets, then residential development should be allowed to extend to the front lot line as such development is allowed in denser areas such as capitol hill.	3/31/2014 7:40 PM
2	Food trucks, sidewalk cafe use, small kiosk business shared spaces,	3/14/2014 1:24 PM
3	Whatever walls within zoning laws in the area	3/11/2014 4:52 PM
4	I answered yes because you didn't have an unsure option. I'm still not clear on what is allowed vs not allowed since some items are allowed if they are previously non-conforming.	3/11/2014 4:23 PM
5	Yes, bee farming and marijuana shops/smoking lounges (like the ones in Holland where you can smoke inside the business). Also a prohibition on food truck storage facilities, especially ones surrounded by chain linked fences with razor wire (no joke).	2/12/2014 4:50 PM

Q16 Should this area be designated as a pedestrian zone?

Answered: 21 Skipped: 1



Answer Choices	Responses
Yes	80.95% 17
No	0.00% 0
Unsure	19.05% 4
Total	21

Q17 Additional Comments/Questions:

Answered: 4 Skipped: 18

#	Responses	Date
1	Would like to see discussion around limits on maximum square footage for development, height restrictions, and type of business.	3/14/2014 1:24 PM
2	The branch library in this area is the one that is distance wise nearest to my house. However I still have to drive to it. Bus is possible but not practical. The parking for the library and along this stretch is abysmal. The only thing that I visit here is the library. If a pedestrian zone meant more things like restaurants and cafes to visit other than the library I would consider it but only if there is adequate parking. Like I said I can get here by bus but it's not practical. Also it's noted that this property is 1/2 mile from South Seattle Community College. That may be technically true but topographically it's not just a half mile stroll or a short bus ride to get here. It's a huge round about by bus (take the 125 and then transfer to the 120) which the 125 does not run on Sundays. Walking there is staircase access but you have to know exactly where it is and it's very up/down/up down. Not exactly convenient. While the designation may help people directly in the neighborhood, if it removes parking at all it will likely result in people from outside not coming. And parking is one thing that I am really unclear about this whole pedestrian designation.	3/11/2014 4:23 PM
3	this is a crappy survey monkey. the questions are worded ambiguously and confusingly. what's the point??	3/11/2014 11:05 AM
4	While I support the idea of pedestrian retail areas, I have concerns that these new requirements will deter future developments in this neighborhood, especially since to date, for profit developers has been non-existent. I feel in order to ensure the positive growth of this lower income community the city needs to make a concerted effort, possibly with incentives to developers to build market rate housing to ensure the success pedestrian retail area. Without attracting higher income residents to this area, any potential retail area would be colossal failure and would most likely result in greater disparity between this community and the rest of Seattle. Though I am very skeptical of this idea as it relates to Delridge Way: Brandon to Juneau NC zone, if Seattle would make this area the pilot location, with the investment and commitment to its success I would be on board, but applying a blanket solution, without addressing the underlying issues that have prevented market rate growth since the rezone over ten years ago, I feel will result only in another low income housing project, ten years from now. Also, as for parking, until Seattle has a world class transit system, reducing parking requirements is reckless. As much as some like to deny it, Seattle still is a society that requires a car.	2/12/2014 4:50 PM