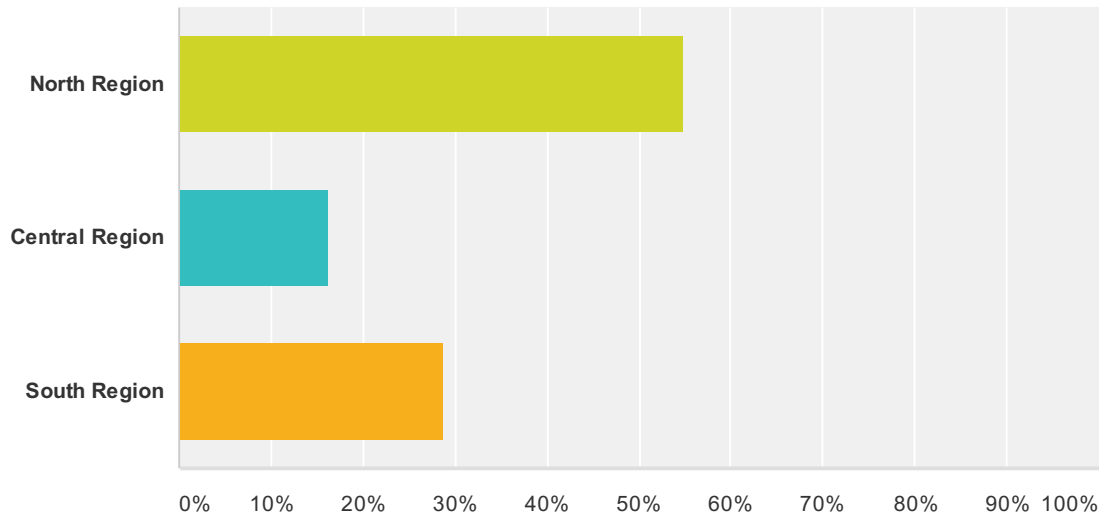


Pedestrian Retail Areas

Q1 What region are you telling us about today? If you would like to comment on more than one, please fill out the survey for each area.

Answered: 902 Skipped: 0

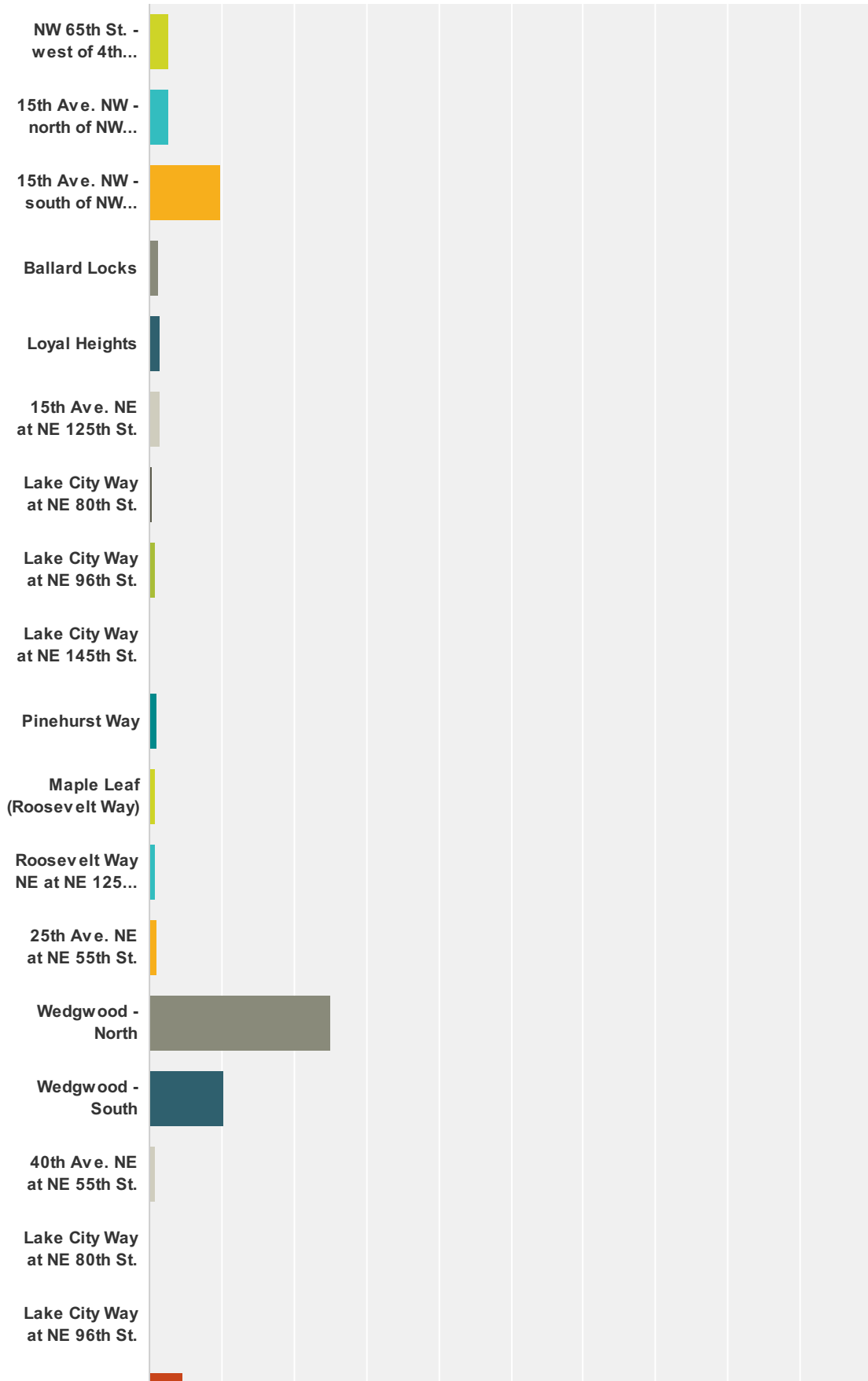


Answer Choices	Responses
North Region	54.99% 496
Central Region	16.19% 146
South Region	28.71% 259
Total	902

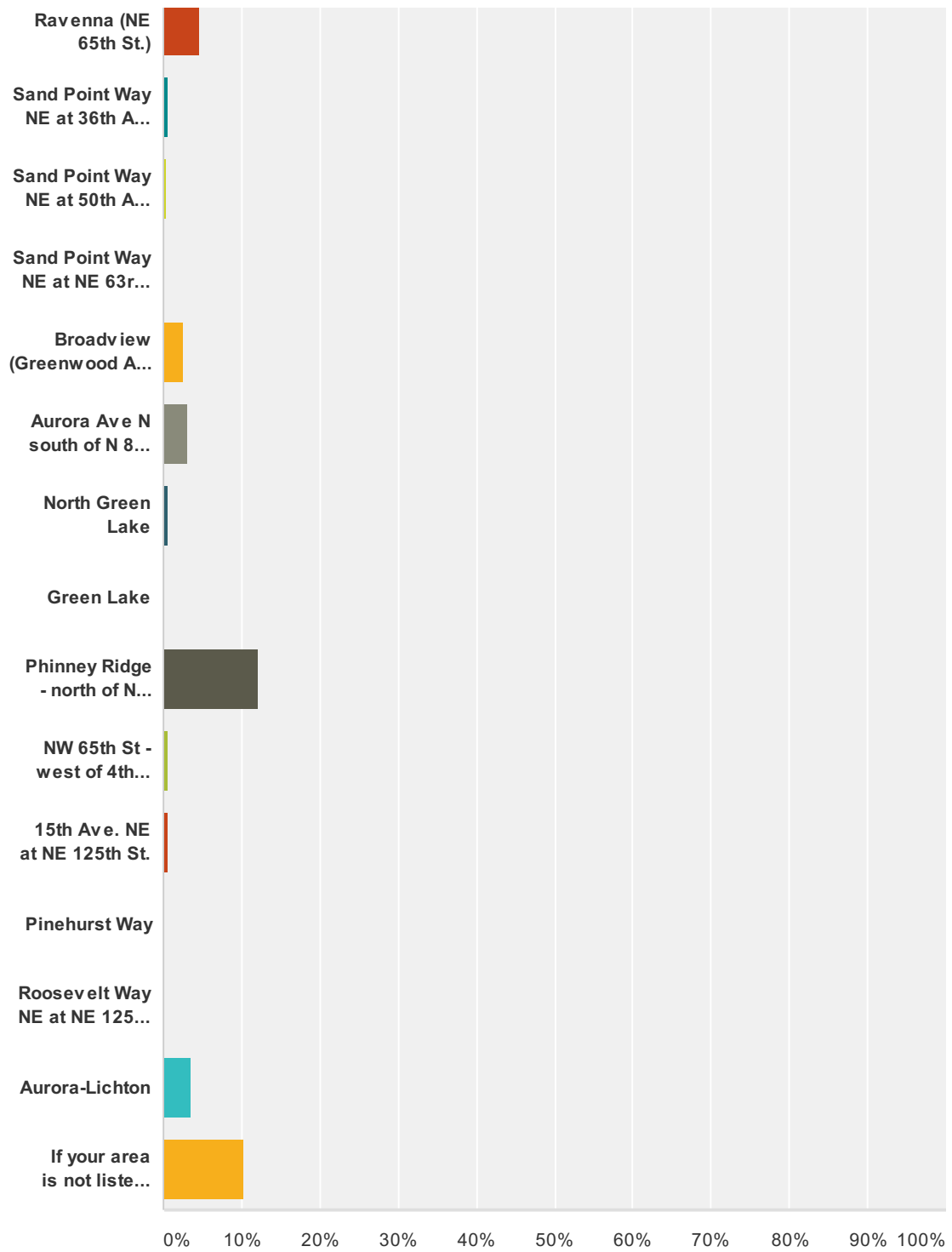
Pedestrian Retail Areas

Q2 Which area are you interested in from the North Region?

Answered: 497 Skipped: 405



Pedestrian Retail Areas



Answer Choices	Responses
NW 65th St. - west of 4th Ave. NW	2.62% 13
15th Ave. NW - north of NW 57th St.	2.82% 14
15th Ave. NW - south of NW 83rd St.	9.86% 49
Ballard Locks	1.21% 6
Loyal Heights	1.41% 7
15th Ave. NE at NE 125th St.	1.41% 7

Pedestrian Retail Areas

Lake City Way at NE 80th St.	0.40%	2
Lake City Way at NE 96th St.	0.80%	4
Lake City Way at NE 145th St.	0.20%	1
Pinehurst Way	1.01%	5
Maple Leaf (Roosevelt Way)	0.80%	4
Roosevelt Way NE at NE 125th St.	0.80%	4
25th Ave. NE at NE 55th St.	1.01%	5
Wedgwood - North	24.95%	124
Wedgwood - South	10.26%	51
40th Ave. NE at NE 55th St.	0.80%	4
Lake City Way at NE 80th St.	0.20%	1
Lake City Way at NE 96th St.	0.00%	0
Ravenna (NE 65th St.)	4.63%	23
Sand Point Way NE at 36th Ave. NE	0.60%	3
Sand Point Way NE at 50th Ave. NE	0.40%	2
Sand Point Way NE at NE 63rd St.	0.00%	0
Broadview (Greenwood Ave. N south of N 145th)	2.41%	12
Aurora Ave N south of N 80th St.	3.22%	16
North Green Lake	0.60%	3
Green Lake	0.20%	1
Phinney Ridge - north of N 58th St.	12.07%	60
NW 65th St - west of 4th Ave. NW	0.60%	3
15th Ave. NE at NE 125th St.	0.60%	3
Pinehurst Way	0.20%	1
Roosevelt Way NE at NE 125th St.	0.00%	0
Aurora-Lichton	3.62%	18
If your area is not listed, please add it here:	10.26%	51
Total		497

#	If your area is not listed, please add it here:	Date
1	Wedgwood North and South	4/30/2014 9:51 AM
2	Fremont Ave. N 43rd - 46th	4/25/2014 11:48 AM
3	Stone Way and 40th	4/12/2014 5:45 PM
4	Wallingford	4/8/2014 3:33 PM
5	Ballard - Market St. Between NW 22nd and NW 24th	4/3/2014 1:50 PM

Pedestrian Retail Areas

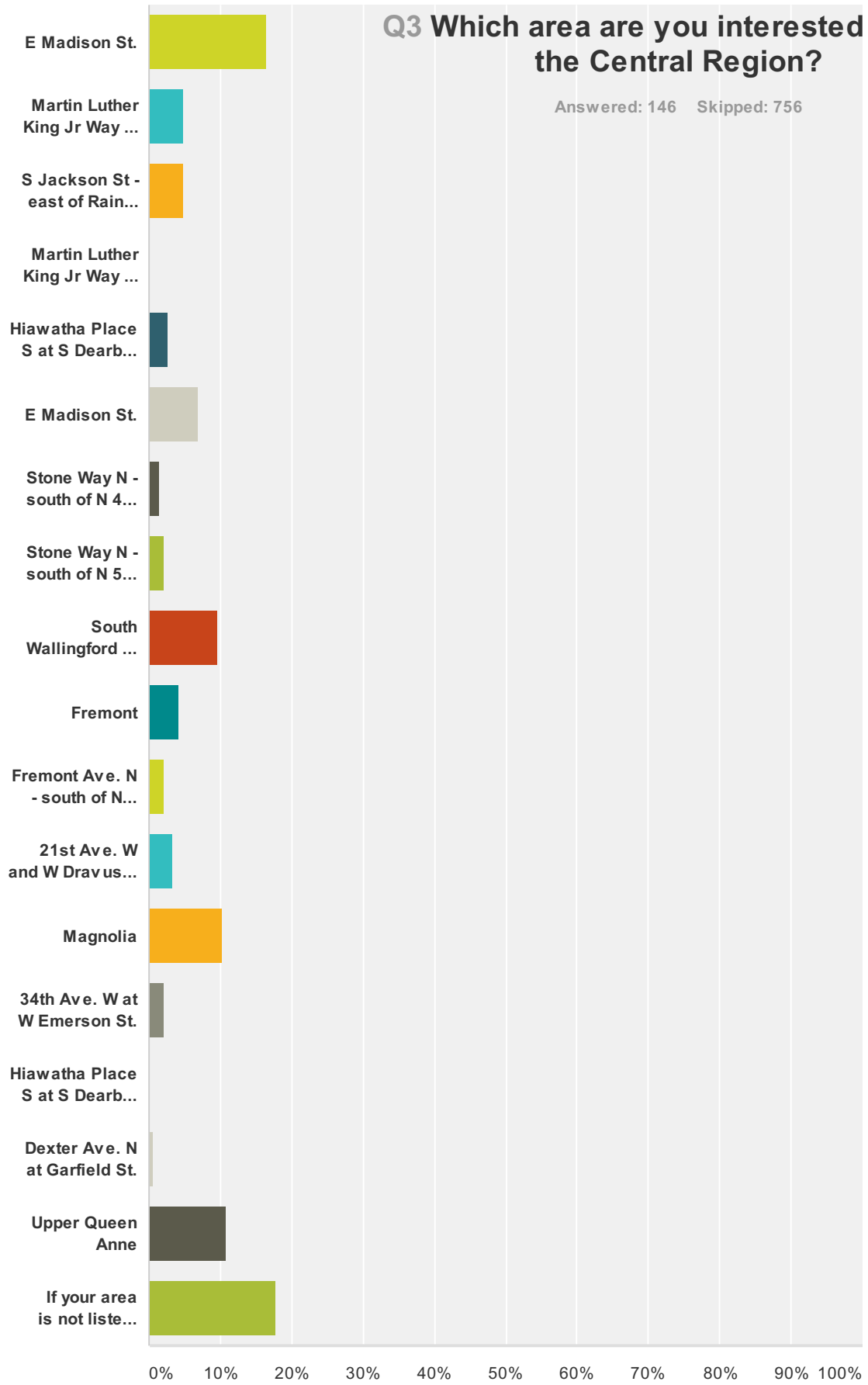
6	Stone Way	4/3/2014 3:00 AM
7	University Way NE from NE 50th to Campus Parkway	3/31/2014 3:32 PM
8	Northgate Way	3/21/2014 8:03 AM
9	WALLINGFORD Stoneway - 34th to 45th N 34th - Meridian to Stoneway	3/18/2014 8:53 PM
10	35th AVE NE at NE 55th	3/17/2014 9:18 AM
11	From the Ballard Locks to 24th Ave. NW	3/13/2014 7:44 AM
12	central Ballard	3/9/2014 1:53 PM
13	U District	3/7/2014 6:44 PM
14	Crown Hill, the area west of Greenwood, east of 15th NW, north of 65th, and south of 85th.	3/5/2014 6:10 PM
15	Fremont	3/5/2014 2:12 PM
16	Fremont Hub Urban Village. Particularly Stone Way N from N 34th to N 45th and Woodland Park Ave N from N 34th to Bridge Way and Fremont Ave N from N 34th to N 39th.	3/3/2014 9:03 AM
17	15th Ave NW - this doesn't let me select multiple areas on 15th	3/1/2014 7:51 PM
18	Sand Point Way NE from NE 65th to NE 74th street	2/27/2014 8:51 AM
19	Aurora - Greenlake to 145th - major hiway "altemate" to I-5 also major truck route = should not be split up to get designation "city" wants but "reality" should be taken into consideration	2/26/2014 10:25 AM
20	Greenwood - 70th to 90th.	2/22/2014 7:40 PM
21	34th from Mariner Square past the new public art at the remodeled North Transfer Station past the new Brooks building at 34th and Stone Way and into Fremont for an ice cream! Then, head back down the Burke Gilman Trail or back down 34th to Gas Works Park	2/16/2014 3:01 PM
22	Greenwood Ave from 85th south to 65th St	2/15/2014 11:17 AM
23	I'm not sure where the lines are for north and south Wedgwood. I live near NE 75th Street.	2/15/2014 7:26 AM
24	Sand Point Way NE at NE 95th St	2/13/2014 8:54 PM
25	University District/Roosevelt	2/12/2014 7:30 PM
26	8th Ave NW at 70th St NW	2/12/2014 1:56 PM
27	Aurora Ave N south of N 80th, Phinney Ridge north of N 59th, Ballard locks, NW 65th west of 4th ave NW, , 15th ave NW north of 57th and south of 83rd, north Greenlake, Green Lake	2/11/2014 7:41 PM
28	Aurora ave north of 85th	2/11/2014 3:09 PM
29	Greenwood south of N 85th	2/11/2014 2:59 PM
30	Greenwood (Greenwood Ave N and N 85th St.)	2/11/2014 2:57 PM
31	Greenwood - north 85th south of 105th	2/11/2014 2:28 PM
32	Wallingford	2/11/2014 8:02 AM
33	Particularly the area around 15th Ave NW and NW 75th and NW 77th Streets	2/8/2014 11:03 AM
34	15th Ave South of Holman Road	2/7/2014 9:17 AM
35	This whole area needs to be looked at - it could be a huge commercial zone for businesses and pedestrians alike. The area is very passionate about the neighborhood and I am sure many would be willing to help along the way.	2/6/2014 9:49 AM
36	15th Ave NW at NW 70th St	2/4/2014 9:08 PM
37	Northgate	2/4/2014 11:58 AM
38	South Wallingford, south of NE 45th	1/27/2014 6:46 PM
39	I am interested in both Wedgwood north and south	1/25/2014 12:50 PM
40	35th & 110th	1/24/2014 9:02 AM

Pedestrian Retail Areas

41	Wedgwood North and South	1/23/2014 8:24 AM
42	35th /ave, n.e.	1/20/2014 7:32 PM
43	Greenwood Ave N between N 85th and N 105th Streets.	1/20/2014 3:19 PM
44	34th and wallingford. Wallingford steps intersection and surrounds	1/18/2014 9:21 AM
45	Wallingford retail area - N 45th St between Stone and Sunnyside	1/18/2014 8:52 AM
46	green wood... n 85th and Greenwood..	1/17/2014 4:39 PM
47	several areas in Wallingford: 1. Stone Way from 40th all the way down to and including 34th 2. 34th from the new Brooks building going both west to PCC and east to Burke	1/17/2014 11:52 AM
48	aurora ave n south of 80th green lake north green lake	1/15/2014 1:34 PM
49	Lake City Way at 125th, already designated.	1/14/2014 1:36 PM
50	all regions	1/14/2014 1:04 PM
51	Wallingford	1/14/2014 10:54 AM

Q3 Which area are you interested in from the Central Region?

Answered: 146 Skipped: 756



Answer Choices	Responses
E Madison St.	16.44% 24

Pedestrian Retail Areas

Martin Luther King Jr Way at E Union St.	4.79%	7
S Jackson St - east of Rainier Ave. S	4.79%	7
Martin Luther King Jr Way S at S Dearborn St.	0.00%	0
Hiawatha Place S at S Dearborn St.	2.74%	4
E Madison St.	6.85%	10
Stone Way N - south of N 45th St.	1.37%	2
Stone Way N - south of N 50th St.	2.05%	3
South Wallingford at N 34th St.	9.59%	14
Fremont	4.11%	6
Fremont Ave. N - south of N 45th St.	2.05%	3
21st Ave. W and W Dravus St.	3.42%	5
Magnolia	10.27%	15
34th Ave. W at W Emerson St.	2.05%	3
Hiawatha Place S at S Dearborn St.	0.00%	0
Dexter Ave. N at Garfield St.	0.68%	1
Upper Queen Anne	10.96%	16
If your area is not listed, please add it here:	17.81%	26
Total		146

#	If your area is not listed, please add it here:	Date
1	Lower Queen anne	4/30/2014 2:11 PM
2	Downtown - Pine between 2nd and 3rd	4/22/2014 2:47 PM
3	Chinatown	4/15/2014 8:11 PM
4	South Jackson at 10th 2 blocks west of Rainier	4/14/2014 6:20 PM
5	23rd Ave	4/1/2014 11:42 AM
6	Uptown Urban Center (lower QA)	3/31/2014 3:45 PM
7	Meridian at N34th	3/20/2014 1:06 PM
8	International District	3/18/2014 9:38 AM
9	West Seattle, and the greater Seattle area	2/28/2014 11:11 AM
10	19th Ave. East (between Aloha & Madison St.) 12th Ave East (between John & Madison St.) E. Union St (between 12th & 20th Ave) 34th Ave (blocks n & s of Union) All areas within walking distance of rail stations area around Swedish Cherry Hill Campus (17th & 18th) East Aloha St. (between 15th & 19th Ave E)	2/27/2014 12:27 PM
11	E Madison: 27th-32nd	2/21/2014 9:04 PM
12	It seems unfair to only let us select one. I live halfway between E. Madison St. (at 29th) and MLK/Union, and use each regularly.	2/20/2014 10:09 AM
13	Uptown West	2/18/2014 5:57 PM
14	15th Avenue East and 19th Avenue East	1/29/2014 12:45 AM
15	SLU - Westlake north of Denny. Uptown Triangle, between Seattle Center and Aurora at Denny.	1/27/2014 9:38 AM

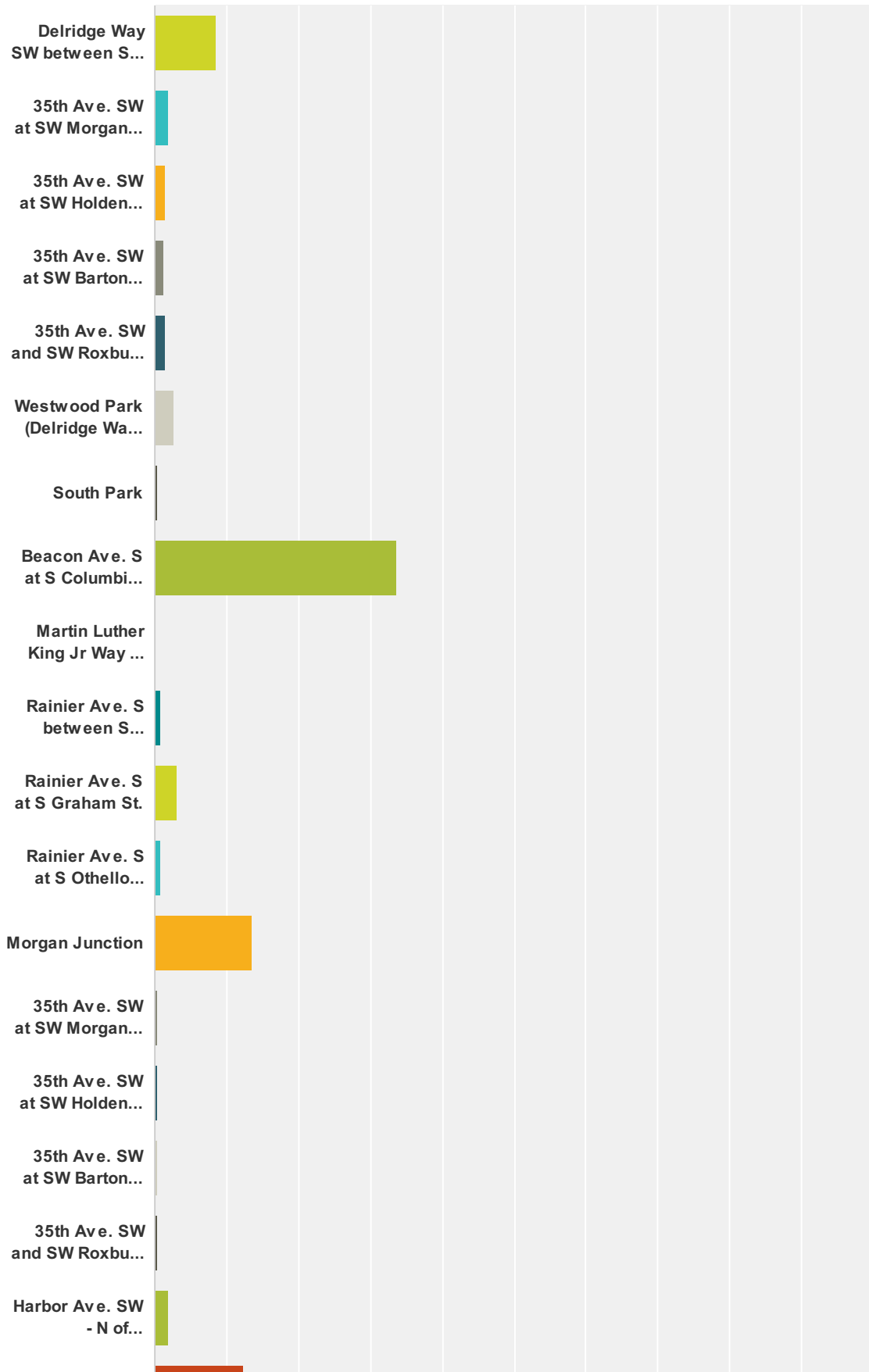
Pedestrian Retail Areas

16	23rd and Union	1/23/2014 10:34 AM
17	E Union, from 34th ave E to 12th ave E	1/17/2014 1:21 PM
18	First Hill in general. There is a real lack of retail in First Hill, especially pedestrian-focused retail. The major arterials that run through First Hill are NOT the place for pedestrian-focused retail. Work is needed to chart the future for this rapidly growing neighborhood. Planned residential projects will increase households on First Hill by 50% within 10 years. It needs improved zoning NOW to be prepared for this influx of new, market-rate households.	1/16/2014 7:54 PM
19	Leschi	1/16/2014 8:24 AM
20	Beacon Ave and Alaskan/Columbia Way	1/14/2014 10:46 PM
21	Beacon Avenue South and Columbian Way	1/14/2014 8:57 PM
22	Beacon Hill	1/14/2014 8:43 PM
23	all regions	1/14/2014 1:03 PM
24	belltown	1/14/2014 12:14 PM
25	Downtown	1/14/2014 10:42 AM
26	Belltown	1/14/2014 10:38 AM

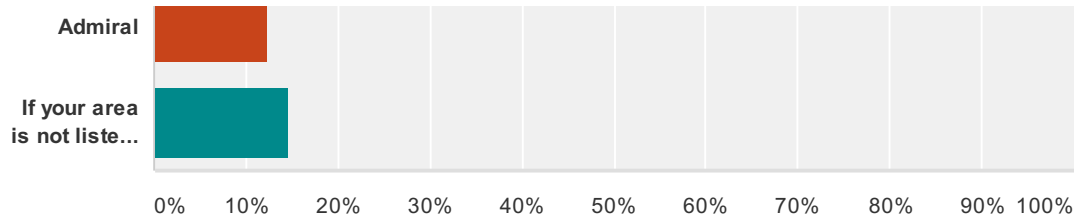
Pedestrian Retail Areas

Q4 Which area are you interested in from the South Region?

Answered: 259 Skipped: 643



Pedestrian Retail Areas



Answer Choices	Responses	
Delridge Way SW between SW Brandon St. and SW Juneau St.	8.49%	22
35th Ave. SW at SW Morgan St.	1.93%	5
35th Ave. SW at SW Holden St.	1.54%	4
35th Ave. SW at SW Barton St.	1.16%	3
35th Ave. SW and SW Roxbury St.	1.54%	4
Westwood Park (Delridge Way SW at SW Roxbury St.)	2.70%	7
South Park	0.39%	1
Beacon Ave. S at S Columbian Way•Harbor Ave. SW - N of Fairmount Ave. SW	33.59%	87
Martin Luther King Jr Way S at S Holden St.	0.00%	0
Rainier Ave. S between S Holden St. and S Kenyon St.	0.77%	2
Rainier Ave. S at S Graham St.	3.09%	8
Rainier Ave. S at S Othello St.	0.77%	2
Morgan Junction	13.51%	35
35th Ave. SW at SW Morgan St.	0.39%	1
35th Ave. SW at SW Holden St.	0.39%	1
35th Ave. SW at SW Barton St.	0.39%	1
35th Ave. SW and SW Roxbury St.	0.39%	1
Harbor Ave. SW - N of Fairmount Ave. SW	1.93%	5
Admiral	12.36%	32
If your area is not listed, please add it here:	14.67%	38
Total		259

#	If your area is not listed, please add it here:	Date
1	Highland park. 16 th and holden	4/6/2014 7:40 PM
2	California Junction	4/1/2014 8:41 AM
3	California at Erskine	4/1/2014 6:23 AM
4	Alaska junction aNd Alaska & fauntleroy	3/31/2014 10:24 PM
5	Fountleroy Avenue SW and SW Alaska Street	3/31/2014 9:33 PM
6	califonia and Alaska	3/31/2014 6:08 PM

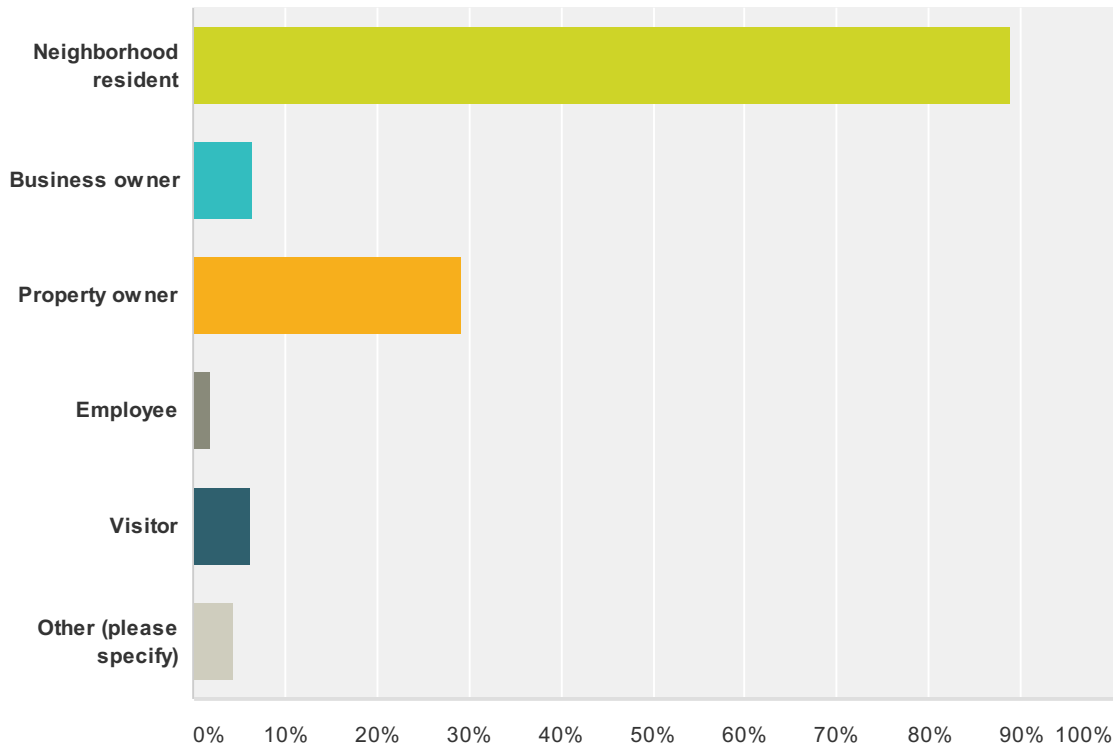
Pedestrian Retail Areas

7	Alaska Junction	3/31/2014 5:24 PM
8	Alaska Junction (California SW and SW Alaska)	3/31/2014 4:46 PM
9	16th ave SW and Holden Street	3/31/2014 4:37 PM
10	West Seattle Triange - Fauntleroy SW between SW Oregon south to SW Edmunds, SW Alaska from California SW to 35th SW, triangle couded by Fauntleroy, Alaska, Avalon, and 35th.	3/31/2014 4:33 PM
11	Georgetown	3/31/2014 3:53 PM
12	Beacon and Dawson	3/13/2014 4:18 PM
13	Beacon Ave. So and So. Columbian Way	3/11/2014 3:36 PM
14	The intersection of Columbian Way & Beacon Ave.	3/11/2014 3:20 PM
15	Beacon Avenue and Hanford St; Also Beacon and Columbian Way	3/3/2014 12:37 PM
16	Beacon Ave. So and So. Lander at the light rail station.	3/2/2014 8:14 PM
17	Rainier Ave S between Hudson and Alaska	2/28/2014 2:15 PM
18	16th Ave SW between Henderson St and Roxbury St.	2/25/2014 11:35 PM
19	Airport way in Georgetown	2/11/2014 2:46 AM
20	North Beacon Hill Urban Village	2/6/2014 9:49 AM
21	Columbia City	1/28/2014 7:22 PM
22	Triangle area in West Seattle	1/19/2014 1:02 PM
23	The survey will not let me enter multiple areas - that are in my walking area.	1/19/2014 10:23 AM
24	Martin Luther King Jr. Way S. + Orcas St.	1/18/2014 10:54 PM
25	Beacon Avenue South and South Graham St	1/16/2014 8:41 PM
26	Hillman City, Rainier Ave S at S Orcas St	1/16/2014 3:05 PM
27	Beacon Ave S between spokane and the existing light rail station TOD	1/16/2014 12:00 PM
28	1st Ave between Forest and Holgate and possibly further north.	1/16/2014 11:57 AM
29	Alaska and California junction	1/16/2014 11:24 AM
30	Alki Beach	1/16/2014 8:17 AM
31	31st S near S. Day, a small neighborhood commercial district	1/15/2014 9:31 PM
32	Beacon Avenue at LINK station, Beacon and Columbia	1/15/2014 1:04 PM
33	Triangle pedestrian zone from Fauntleroy to 35th avenue sw. Designated during triangle planning discussions with dpd approval.	1/15/2014 11:28 AM
34	"Edge" of beacon hill/columbia city. Specifically close to columbia city light rail station.	1/15/2014 8:29 AM
35	Hillman City! Rainier between S Juneau St. & S Lucile St.	1/14/2014 4:48 PM
36	Northeast Beacon Hill neighborhood pedestrian connections to the existing pedestrian zone at Rainier Ave S, S McClellan and MLK way.	1/14/2014 3:30 PM
37	All regions	1/14/2014 1:00 PM
38	Beacon Ave S between Lander and Spokane	1/14/2014 11:31 AM

Pedestrian Retail Areas

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

Answered: 899 Skipped: 3



Answer Choices	Responses
Neighborhood resident	88.88% 799
Business owner	6.45% 58
Property owner	29.14% 262
Employee	1.89% 17
Visitor	6.23% 56
Other (please specify)	4.34% 39
Total Respondents: 899	

#	Other (please specify)	Date
1	Community volunteer and board of trustees of a non profit	4/15/2014 8:18 PM
2	Business Manager	4/15/2014 12:03 AM
3	Most recent resident of 9 years	4/14/2014 6:24 PM
4	customer	4/9/2014 8:29 AM
5	customer	4/9/2014 8:27 AM
6	I regularly pass through the neighborhood or come to the bakery on bike. I am also interested in making sure that people have a safe way to walk and bike to school and around the city.	4/1/2014 11:44 AM

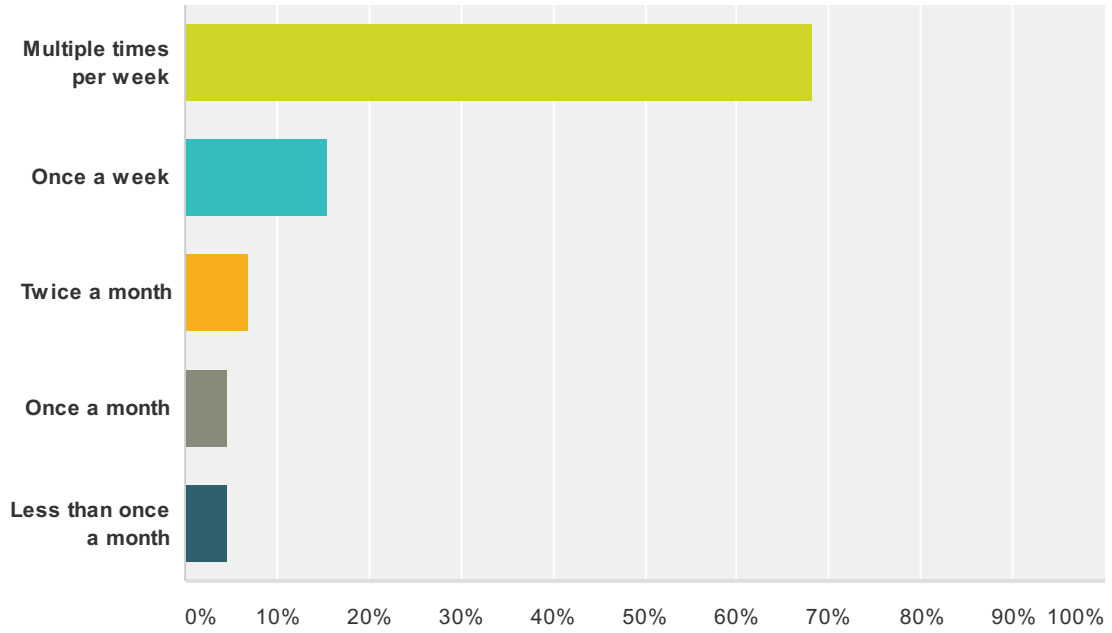
Pedestrian Retail Areas

7	Transit rider	4/1/2014 10:25 AM
8	Pass through on way to work	4/1/2014 7:29 AM
9	Co-Pres. Uptown Alliance, the Civic Organization for the Uptown Urban Center	3/31/2014 3:54 PM
10	WCC Land Use Committee	3/18/2014 8:59 PM
11	Member/owner/board member of future Delridge Grocery Co-op	3/14/2014 1:24 PM
12	small business owner	3/11/2014 9:00 PM
13	Employer	3/6/2014 3:35 PM
14	Alki resident, frequently shop and dine in the area	3/3/2014 9:43 PM
15	I am a current renter, previous home owner and future home buyer in this neighborhood. I grew up within 1 mile of this intersection and have lived nearby for 40 years.	3/3/2014 11:00 AM
16	Business Manager	3/1/2014 7:57 PM
17	consultant	2/28/2014 3:15 PM
18	Both resident and I drive to other areas to shop and for classes.	2/28/2014 11:25 AM
19	Green Lake Community Council	2/27/2014 3:04 PM
20	Resident of study area.	2/24/2014 12:59 PM
21	I cross this intersection twice daily by foot or bicycle. I live in Greenwood and work in Ballard.	2/12/2014 2:02 PM
22	Community Activist	2/11/2014 11:49 AM
23	I live nearby, but technically outside the study area	2/7/2014 12:32 PM
24	Cyclist, Walker	1/23/2014 7:42 PM
25	Frequent visitor, customer, parent, etc.	1/23/2014 10:26 AM
26	I attend University Unitarian Church and shop PCC & use NE Library.	1/21/2014 4:44 PM
27	Resident of Live/Work space on ground floor of Jasper Apartments	1/19/2014 12:34 PM
28	shopper	1/19/2014 12:33 PM
29	community member	1/18/2014 9:27 AM
30	I represent Virginia Mason Medical Center	1/16/2014 8:00 PM
31	Community Activist, Organizer/Leader	1/16/2014 3:09 PM
32	Resident of a nearby neighborhood, who regularly frequents Phinney Ridge	1/16/2014 9:03 AM
33	Resident in a different neighborhood	1/16/2014 8:27 AM
34	Resident on the North End of Seattle	1/16/2014 8:23 AM
35	home owner, married father of 1	1/16/2014 7:47 AM
36	Volunteer at the VA Medical Center	1/15/2014 7:11 AM
37	District Council officer	1/14/2014 9:50 PM
38	Community leader for Cheasty Greenspace, the closest natural area/park to this intersection.	1/14/2014 7:02 PM
39	Community activist (Wedgwood Community Council and 35th Ave NE Committee)	1/14/2014 1:28 PM

Pedestrian Retail Areas

Q6 How often do you visit this neighborhood retail area?

Answered: 894 Skipped: 8

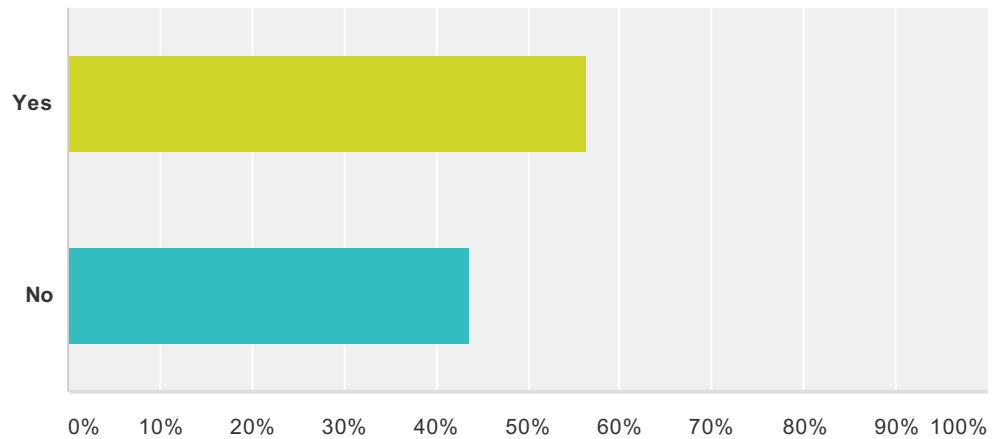


Answer Choices	Responses	Count
Multiple times per week	68.34%	611
Once a week	15.55%	139
Twice a month	6.94%	62
Once a month	4.59%	41
Less than once a month	4.59%	41
Total		894

Pedestrian Retail Areas

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

Answered: 881 Skipped: 21



Answer Choices	Responses
Yes	56.41% 497
No	43.59% 384
Total	881

#	Comments:	Date
1	I'd like to see more businesses.	4/30/2014 6:19 PM
2	Most businesses have difficulty surviving because of the impact of a regional attraction.	4/30/2014 4:54 PM
3	Would welcome more commercial in the immediate neighborhood, especially retail.	4/30/2014 2:39 PM
4	This area has many available storefronts that could accommodate more retail. There are many restaurants, but not necessary retail, such as a pharmacy.	4/30/2014 2:35 PM
5	Way too heavy on commercial/entertainment. People driving in the area never think to look for residents walking.	4/30/2014 2:13 PM
6	I wish there were more commercial spaces	4/30/2014 1:57 PM
7	I would like to see more local businesses in the neighborhood	4/29/2014 12:13 PM
8	There are large areas within my neighborhood that are filled with parking lots and poorly planned commercial spaces. The area would be better served if a pedestrian style storefront zone were created. I frequently walk to the businesses in this area and see the large potential for growth.	4/28/2014 5:23 PM
9	More commercial would only add to the successes of the business district and provide more choices	4/28/2014 1:11 PM
10	There should be more multifamily mixed use. I want to see 4+ floor buildings with 1st floor commercial and 2nd+ floor residential.	4/23/2014 4:42 PM
11	There is way too much industrial use in the area. There are so many young families that I see walking around to Starbucks and the park, but there are a lot of homeless, prostitution, big work trucks, etc. it's a very uneven balance. It's way too much industrial and not enough family friendly retail!!!!	4/23/2014 10:17 AM
12	The variety of businesses is low and does not make a viable destination for shopping.	4/22/2014 10:02 PM

Pedestrian Retail Areas

13	Need more grocery stores	4/22/2014 2:49 PM
14	Very little useful commercial activity.	4/17/2014 10:07 AM
15	Too much low income housing which does not support the businesses. Need more moderate and regular housing.	4/15/2014 8:18 PM
16	There's a need for far more mixed residential and retail space	4/15/2014 3:02 PM
17	More neighborhood commercial: restaurants and sm biz. No more banks and tanning salons.	4/15/2014 12:21 AM
18	Maybe	4/15/2014 12:03 AM
19	This is not - nor should it be - considered a pedestrian zone.	4/14/2014 5:20 PM
20	I don't understand any of this. Instead of trying to pretty up areas that are in good to great shape, why not spend the consultant fee on a little bit of sidewalk in N Seattle where they need help so badly!	4/14/2014 4:43 PM
21	This is a heavily populated neighborhood with very few commercial services. The few retail spaces we have are inhabited by either businesses that serve very few residents (e.g., a hookah bar) or eyesores that take terrible care of their property (Seattle Super Market).	4/8/2014 4:21 PM
22	We need more places we can walk to. We also need more sidewalks.	4/6/2014 8:17 PM
23	Many new dense housing developments outpace services, transit capacity. There is NO grocery store in Delridge corridor.	4/5/2014 8:34 PM
24	More retail and less condos would be great.	4/4/2014 4:34 PM
25	No parking to get to local stores	4/2/2014 11:38 AM
26	Need better to protect single-family residential.	4/2/2014 4:12 AM
27	How about you stop ruining our area and put a cap on over-development? What's so wrong with a little green space? How about development that allows for some sunshine to be visible from the street where the tax paying citizens walk?	4/1/2014 4:12 PM
28	Needs more businesses	4/1/2014 1:49 PM
29	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
30	Needs more of both!	4/1/2014 11:47 AM
31	There are too many arterials to encourage pedestrian use	4/1/2014 11:44 AM
32	There is a balance, however, as it stands it is not pedestrian friendly.	4/1/2014 11:34 AM
33	Could be more food and drink	4/1/2014 10:25 AM
34	This area has been over developed with apartment buildings without sufficient parking which affects the parking in the junction negatively	4/1/2014 8:45 AM
35	We need more businesses that provide daily needs, such as groceries.	4/1/2014 7:51 AM
36	starting to be too many higher rise residential buildings in area	4/1/2014 6:27 AM
37	not enough parking	3/31/2014 10:04 PM
38	Leans toward commercial use on Fauntleroy Avenue SW and SW Alaska Street and "The Triangle" neighborhood.	3/31/2014 9:39 PM
39	More commercial!	3/31/2014 9:19 PM
40	My worst fear is having Admiral become like Alaska Junction, full of huge apartment buildings with no parking. Transit is not a miracle cure. People near buses still own cars.	3/31/2014 8:32 PM
41	More retail/commercial would be good.	3/31/2014 8:30 PM
42	Give the recent growth in the area, we could benefit from more day to day services (restaurants, cafés, shops) and less businesses like tax prep, gas stations, real estate, and big chain restaurants. We need a Melrose market like spot!	3/31/2014 7:44 PM
43	i visit it rarely because, currently, there are few pedestrian businesses.	3/31/2014 7:40 PM

Pedestrian Retail Areas

44	It's getting too residential	3/31/2014 7:12 PM
45	Parking for commercial extends well into residential streets (restaurants/bars after 5:00 PM)	3/31/2014 7:07 PM
46	The area is much too heavy in commercial/industrial use, is under-developed residentially, and lacks pedestrian oriented businesses.	3/31/2014 4:39 PM
47	Would like to see a few more businesses.	3/31/2014 4:28 PM
48	We need several more crosswalks and mitigated crossings. Traffic speeds and does not stop for pedestrians at non lit crossings.	3/31/2014 3:55 PM
49	Retail, other than supermarkets, is not doing well in Uptown.	3/31/2014 3:54 PM
50	I'd like to see more vibrant commercial district in Seward Park and Rainier Beach (specifically by 50th, Wilson Ave, and Seward Park Ave by Othello). Increased Walkability and Community gathering areas for Pedestrians	3/31/2014 3:18 PM
51	Although the balance is appropriate the density of each needs to be greater	3/31/2014 3:05 PM
52	If no off street parking for the commercial just where do you expect people to park? This is one of the most illogical idea I have seen the city put forth.	3/31/2014 2:53 PM
53	Need more businesses and a more pedestrian friendly area.	3/29/2014 1:20 PM
54	Need for greater commercial/retain uses in this area to serve the community and those passing through the area which are largely families, cyclists, and those visiting nearby parks. This area would benefit greatly from childrens play area/pocket park, improved bike access to the Burk Gillman, that is not as unsafe for pedestrians. While the retail is only on one side of the street, the poor sidewalk size and quality across the street can be hazardous and offputting.	3/28/2014 4:16 PM
55	Not pedestrian friendly	3/27/2014 9:54 PM
56	I would like to see an increase in pedestrian friendly commercial (small business) use in this area.	3/27/2014 1:44 PM
57	I'd like to see more retail in this area.	3/26/2014 9:53 AM
58	The way Northgate neighborhood is designed is a high density of commercial space segregated from residential neighborhoods. It would be nice to see a better blend between commercial, commercial + high density residential (apartments and condos with ground level retail space), and some single family homes. Given the Light Rail extension plans, this area can best reach it's economic potential by making the urban space more accessible by pedestrians and bicycles, reducing the amount of traffic congestion that is currently already a problem due to everyone flocking to Northgate Mall area.	3/21/2014 8:12 AM
59	New projects that could complete the commercial streetfront in these C1 and C2 zones are being allowed to be live work with no possibility of housing retail uses.	3/18/2014 8:59 PM
60	There is not much available for retail.	3/18/2014 8:57 PM
61	There is an inappropriate business (hookah bar) in operation in this area and a lack of upkeep of the pedestrian areas, discouraging pedestrian use of the area.	3/17/2014 6:41 PM
62	We need a south wallingford funky tavern/food/neighborhood gathering spot; NO LIVE-WORK	3/15/2014 8:13 AM
63	We need more retail!!!	3/13/2014 9:11 PM
64	commercial shops are not appropriate for the area	3/13/2014 5:45 PM
65	I think that the area is heavily residential and we could use more street-level business to improve the area.	3/13/2014 5:15 PM
66	We need more commercial.	3/13/2014 1:09 PM
67	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
68	The type of commercial could be more residential-friendly.	3/13/2014 10:26 AM
69	The area itself is devoted to commercial uses, which is appropriate for its location and traffic realities.	3/13/2014 8:11 AM
70	High density residential has come to dominate the land use mix	3/13/2014 7:50 AM
71	I am in this area because it is where I catch the #36 bus. The businesses are not very welcoming.	3/12/2014 4:29 PM

Pedestrian Retail Areas

72	Yes, although the businesses in that area (with the exception of FuLee) have horrible issues with trash and maintaining their parking lots.	3/12/2014 2:59 PM
73	The commercial uses in this area are dispersed and are mostly auto-oriented destinations. This makes it difficult for pedestrians to walk from one establishment to the next without feeling like they are going to be in the way of traffic, or worse hit by a car. It would be better to create denser areas of commercial establishments that are connected by sidewalks, etc. Neighborhood residents, as well as, visitors arriving by transit will benefit.	3/12/2014 12:12 PM
74	I think this neighborhood would be better served with some more commercial development around the core intersection of Beacon Ave / Columbian Way	3/12/2014 8:17 AM
75	Please leave this area alone and stop looking to gentrify long standing neighborhoods of color. Just because there are certain businesses that white people aren't comfortable going into doesn't mean the aren't needed. Basically there are certain racist people that want to cater the business to just them.	3/12/2014 12:22 AM
76	I would like to see more business to bring people in the community out. More restaurants, coffee shops, art.	3/11/2014 9:00 PM
77	I've lived in Beacon Hill for a while, and have seen it change a bunch. We're an area with easy access to Light Rail. For years, I questioned whether there was enough demand in the area for a good set of businesses. However, with Bar Del Corso coming in, and the the following Oak + Tippe and Drague, it seems that we have a community that is able to support new businesses. The thing about the intersection of Beacon + Columbian is it has the appropriate consumer demand, but seems like it has been more neglected than the areas a bit more north. I would love to see a bit of a revitalization, and think this could help.	3/11/2014 5:10 PM
78	I wish you would close down the so called coffee shop on the 4900 block of beacon Ave that is actually some kind of club? It is creating lots of garbage in the area!	3/11/2014 3:47 PM
79	yes, however I would like to see more diversity in the business area i.e. new businesses	3/11/2014 3:32 PM
80	I think that this intersection looks run down, and while it is a well used intersection, I think that this space could be improved to allow for a stronger balance between commercial and residential uses.	3/11/2014 3:21 PM
81	It would be nice to see more business.	3/11/2014 3:09 PM
82	There needs to be more commercial (consumer retail, restaurants, etc.) use in this area.	3/11/2014 3:04 PM
83	No grocery store	3/11/2014 11:05 AM
84	Needs more commercial	3/11/2014 9:55 AM
85	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
86	Very under developed with few active storefronts	3/11/2014 9:33 AM
87	I like the industry that is in this area and gives it a real flavor of a sea - harbor community. I actually think the industry gives this area some of its flavor.	3/10/2014 6:51 PM
88	This is a major through way for cars and should be treated as such. Recent changes clearly indicate the cities desire for residential mixed-use, which is not appropriate in this location.	3/10/2014 4:14 PM
89	The commercial that is present on Aurora is terrible. As a pedestrian, it's dangerous to walk (frequent driveways, narrow sidewalks). Much could be done to improve density (multi-family, mixed used developments) and pedestrian-friendliness of Aurora between green lake & 80th	3/10/2014 3:40 PM
90	Unsure.	3/9/2014 2:10 PM
91	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
92	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
93	The introduction of apartments on 85th along with other apartments leads to a need for more diverse shopping. Not just superstores and chains on 85th.	3/5/2014 6:13 PM
94	There should be more retail.	3/3/2014 9:24 PM

Pedestrian Retail Areas

95	It's not as pedestrian friendly as it could/should be given the density that will continue to develop in SE Seattle	3/3/2014 6:40 PM
96	Need more businesses	3/3/2014 1:52 PM
97	Not enough quality commercial buildings and businesses	3/3/2014 12:43 PM
98	more small stores that don't depend just on cigarettes and liquor.	3/3/2014 12:34 PM
99	The NC zoning requirement for street level commercial has not worked and in particular live work has not led to commercial activity just more residential.	3/3/2014 9:14 AM
100	Although apartments are beginning to be built, there is still not enough multifamily housing in the area	3/2/2014 6:34 PM
101	I am in favor of increased density, especially at sites like the old Pal's Drive-Thru.	3/2/2014 1:15 PM
102	There should be more true retail.	3/2/2014 8:47 AM
103	The current mix is OK by me ...	3/2/2014 12:02 AM
104	No community engagement from businesses, all have "destination" businesses for people from other areas to come to	3/1/2014 4:01 PM
105	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
106	More commercial uses, please!	2/28/2014 3:58 PM
107	There could always be more.	2/27/2014 12:31 PM
108	There is a growing population of residents in this corridor, with housing growing in Magnuson Park. Along with the residential growth retail alternatives to 7-11 are critical to support the efforts of the Seattle Housing Authority at Magnuson Park and for the corridor of med. to high density residential (apartments, UW student housing and condos).	2/27/2014 9:03 AM
109	More commercial would be ok.	2/26/2014 10:13 PM
110	Yes, but more commercial and retail would be ok.	2/26/2014 10:08 PM
111	multifamily should NOT be considered for Highway 99 (Aurora) 1 block on each side since "hiway" is extremely" noisy 24/7 requirement for lower floor to be business oriented NOT residential oriented is mis-guided. parking requirements should be 1 space per unit - not all residents or guests ride transit as transit service does not and is not always available from point A to point B	2/26/2014 10:56 AM
112	Promoting locally owned pedestrian retail, like restaurants and coffee shops to serve the many families in the area, would drastically improve the livability and opportunity in this neighborhood.	2/25/2014 11:44 PM
113	Currently, the area leans heavily commercial with the U-Haul and a defunct gas station/mini-mart. The residential potential, however, is available, especially with the long vacant property at 35/Graham.	2/25/2014 7:43 AM
114	I would like to have a place where I can shop for clothes there, another cafe, which is open in the afternoon hours, and a restaurant with a more extensive menu than what Local has. Also, a mail box and a place where I can buy stamps, postcards, writing utensils and maybe print photos would be great. Since I garden, a store with small garden tools, seeds and seedlings would be great, together with having some advice on organic gardening.	2/24/2014 6:27 PM
115	Needs a bit more high density residential, but is mostly ok (ROWHOUSES!!!)	2/24/2014 1:40 PM
116	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
117	Need for greater density of residential and retail.	2/22/2014 7:44 PM
118	Commercial uses are car oriented or underdeveloped. New residential is going in with live work on ground level.	2/22/2014 4:30 PM
119	Only commercial is Salty's	2/21/2014 3:03 PM
120	15th Ave NW has the potential to be more than a speedway through Ballard - a grand boulevard to walk, shop and interact with neighbors.	2/21/2014 2:56 PM

Pedestrian Retail Areas

121	The leading block (26th to 27th) could use some serious improvement as it looks incredibly run down and sketchy. This sort of "kills the vibe" for the neighborhood when entering from the city centre. The remaining buildings and store fronts are relatively decent. Better parking (more clearly marked and timed appropriately) could also help out.	2/21/2014 9:46 AM
122	Needs to be rezoned to encourage pedestrian friendly retail	2/19/2014 5:20 PM
123	Not enough of the ground floor spaces on the street are appropriate or inviting to the public. At night it can be a little intimidating.	2/19/2014 1:29 PM
124	There is a strong retail core on 35th Ave NE but there is a lot of residential space occupied with little incentive for retail development.	2/19/2014 10:01 AM
125	15th Avenue NW is very car oriented in terms of the kinds of businesses located here. In addition there are very few businesses that attract pedestrian customers.	2/19/2014 7:59 AM
126	Retail is limited to grocery, restaurant/bars and nail salons in a very dense residential community.	2/18/2014 6:05 PM
127	There should be a more varied use of commercial space i.e. a better business mix to meet the needs of the neighborhood.	2/18/2014 10:16 AM
128	Too many businesses.	2/17/2014 6:32 PM
129	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
130	We need WAY more real businesses to support the residents.	2/16/2014 3:03 PM
131	Depends on the types of businesses	2/16/2014 11:30 AM
132	35th Ave NE needs more consistent sidewalks and better connections between commercial zones	2/15/2014 8:31 PM
133	I'd like to see more small, local businesses installed along the Phinney/Greenwood corridor.	2/15/2014 4:09 PM
134	There are enough businesses here.	2/15/2014 7:29 AM
135	I would perhaps like to see a little more retail (hardware store, more restaurants, etc.), but I like the fact that the retail core is compact.	2/14/2014 5:01 PM
136	could use a "longer" commercial strip and be for ped focused. Any new development on 65th in Ravenna should combine commercial with housing.	2/14/2014 11:45 AM
137	Increase in commercial use is desired.	2/14/2014 8:51 AM
138	I think more commercial use would improve the area.	2/14/2014 8:48 AM
139	Would like to see denser retail	2/14/2014 8:16 AM
140	Need restaurants, nice small stores, galleries.	2/13/2014 6:21 PM
141	There's a pretty good balance now, I don't want high-density housing added w/o infrastructure PAID FOR BY DEVELOPERS.	2/13/2014 4:34 PM
142	The locks is a low density area with terrific walkability. It should remain that way.	2/13/2014 1:26 PM
143	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
144	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
145	Existing commercial area is weak, with too many businesses not oriented at neighborhood services.	2/12/2014 10:51 PM
146	I think the neighborhood needs and could support much more small, relevant retail than is currently available. Every week I drive by empty or dumpy storefronts to do shopping in other areas when I would much rather walk around my neighborhood interacting with my neighbors. Luckily we can and do walk weekly to our bookstore, pizza place, drug store, etc.	2/12/2014 9:55 PM
147	Neighborhood needs neighborhood commercial zones and/or straight commercial. (i.e., Why was new development on 22nd and 65th approved with no retail. Yet property is zoned commercial)	2/12/2014 6:45 PM

Pedestrian Retail Areas

148	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.	2/12/2014 4:50 PM
149	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
150	There are sufficient businesses for the residents right now, that may change if the population increases here.	2/12/2014 2:02 PM
151	Future higher density development lacking adequate on-site parking will disrupt this appropriate balance.	2/12/2014 11:59 AM
152	It's something of a destination district, considering the two groceries. But it would benefit from more residences in the immediate vicinity – tough with so much SF zoning. The auto-oriented corner buildings on the E side of Beacon don't contribute.	2/12/2014 10:57 AM
153	Too industrial right now	2/11/2014 9:34 PM
154	The commercial businesses in this area seem to favor car traffic. (strip malls, large parking lots)	2/11/2014 9:04 PM
155	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
156	Unsure about this question. I find myself in this area for some of the restaurants and to Value Village.	2/11/2014 7:56 PM
157	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
158	I feel it's a good mix, but there needs to be more affordable housing.	2/11/2014 7:06 PM
159	I would like to see more businesses.	2/11/2014 4:42 PM
160	More commercial on Phinney/Greenwood, please	2/11/2014 4:21 PM
161	The balance is fine, BUT the area seriously needs redevelopment.	2/11/2014 3:44 PM
162	The old motels should be turned into apartments and there is no real green space on aurora	2/11/2014 3:13 PM
163	This area is not pedestrian oriented at all. The current street configuration heavily favors Cars and the neighborhood as a strip mall/drive past zone.	2/11/2014 3:00 PM
164	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
165	Not enough of either one!	2/11/2014 2:37 PM
166	Too much residential, not enough small-scale commercial	2/11/2014 2:35 PM
167	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
168	More diverse commercial little less residential high density	2/11/2014 2:31 PM
169	Not sure what the phrase 'balance between commercial and residential uses' means.	2/11/2014 11:49 AM
170	Instead of a wonderful oriented pedestrian entry way to Gas Works, the current Avtech plan provides for another much too large apartment building with no pedestrian access, built by out-of-town developers that have no concern for current residents or the city in general.	2/8/2014 3:48 PM
171	More residential units have sprung up here, and should continue.	2/8/2014 1:46 PM

Pedestrian Retail Areas

172	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
173	Would love to see more coffee shops, boutiques, and speciality stores on this section of the street!	2/7/2014 3:52 PM
174	I'm not sure I understand the question - I believe there are not enough neighborhood friendly businesses in this area (restaurants, coffee shops, gift shops, etc.)	2/7/2014 3:42 PM
175	There could definitely be more "daily use" retail such as restaurants, cafes, shops, small corner stores...	2/7/2014 3:27 PM
176	We need more retail	2/6/2014 10:20 PM
177	More retail needed with more pedestrian-safe access	2/6/2014 8:06 PM
178	need more, and more family friendly commercial establishments from 83rd south, esp. around 75th. It is ridiculous to have a Strip Club, Love Zone lingerie, medical marijuana all on a major walking route for an elementary, middle and high school.	2/6/2014 6:56 PM
179	Many of the businesses in this area are not family friendly even though most of the neighborhood is single family dwellings.	2/6/2014 11:16 AM
180	Could use more retail of different variety. (Many businesses cater to adults only on this stretch.)	2/6/2014 10:45 AM
181	Developments currently being planned need more space for retail/commercial use.	2/6/2014 10:05 AM
182	We need more nice, commercial spaces and businesses. Please we also need to make the area more pedestrian friendly.	2/6/2014 9:52 AM
183	I would like to see more small scale commercial options not only along California, but East and West along Morgan and Fauntleroy as well. Traffic needs to be calmed along Fauntleroy for this to be effective. and the Ped zone needs to extend away from California as well.	2/6/2014 9:16 AM
184	It would be great to encourage the kind of businesses that residents in the surrounding streets would use. Crown Hill Hardware is a great example. I can walk there when working on a home project, rather than drive to a conglomerate like Home Depot. Would love to encourage more retail shops, coffee cafes, even a restaurant.	2/5/2014 11:20 PM
185	The stretch of 15ave NW between 65th and 85th has quite a few businesses that are less than desirable. We need to figure out a way to bring in businesses that are more family friendly, considering the close proximity to many elementary schools.	2/5/2014 8:57 PM
186	I am very unhappy with the number of medical marijuana stores; as well as the Love Zone and a strip joint. All on a walking/driving thoroughfare used daily for middle schoolers and elementary schoolers. Really unfriendly for families and kids. Would LOVE to see this street develop with restaurants and shops!!!	2/5/2014 7:53 PM
187	Could use more commercial/retail.	2/5/2014 1:13 PM
188	There are a lot of new condos which are great and convenient to rapid transit, but there are very few commercial stores/restaurant that i'd want to visit.	2/5/2014 9:55 AM
189	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
190	Needs more mixed use development. Have been told most of neighborhood is not redeveloped due to absentee owners.	2/4/2014 12:02 PM
191	There is not enough true commercial.	2/1/2014 5:36 PM
192	car traffic is heavy, pedestrian access to commerce not inviting	1/29/2014 12:17 PM
193	There should be more commercial - small shops, small retail, restaurants, cafes, space for gyms	1/28/2014 7:35 PM
194	Could use more places for entertainment, recreation, gathering.	1/27/2014 10:09 AM
195	Heavily residential, would like to see more business	1/25/2014 7:24 PM
196	Walkability, access and parking are all good in these areas as well	1/25/2014 1:05 PM
197	another restaurant or two would be great	1/24/2014 3:04 PM
198	Ideally, Frontage on 35th should be stand-alone businesses, multi-family and mixed use.	1/24/2014 9:38 AM

Pedestrian Retail Areas

199	Good balance exists now. This is predominantly single family housing enjoyed by the residents with few parking problems at this time. Why screw it up by reducing the number of parking spaces, as suggested in question 8? Businesses aren't "encouraged" to move to an area with little or no parking!	1/24/2014 9:26 AM
200	need more retail in this area	1/24/2014 9:03 AM
201	need more retail/restaurants	1/24/2014 9:01 AM
202	Not quite enough retail along 35th	1/23/2014 9:03 PM
203	I feel like we have enough retail. The only business that seem to come here are hair and nail salons. We don't need more of those. Maybe a bike shop.	1/23/2014 7:42 PM
204	Need more businesses that draw people to them (shops, restaurants, etc.). Too much commercial-insurance, dry cleaners, medical offices, etc.	1/23/2014 6:20 PM
205	Preponderance of banks and dentists.	1/23/2014 5:10 PM
206	Need to fill in with a few more ammenities - hardware store, resturant...	1/23/2014 4:55 PM
207	The area needs more mixed-use, and more retail.	1/23/2014 4:04 PM
208	need more and useful commercial. No more banks, tanning, nail salons	1/23/2014 3:57 PM
209	I believe the area would benefit from additional pedestrian-oriented commercial uses and phasing-out of car-oriented commercial uses.	1/23/2014 2:11 PM
210	No! we need walkable neighborhoods with something to walk to! More stores, restaurants, cafes, etc.	1/23/2014 1:20 PM
211	I feel there should be some additional commercial areas, specifically resturants	1/23/2014 11:04 AM
212	Push hard to get your new rules implemented here to bring people (with money, not drugs) back to the area	1/23/2014 10:36 AM
213	Needs more attractive income producing retail, and get rid of the eyesore posing as a grocery store. Tear it down and redevelop all the lots based on your plan	1/23/2014 10:33 AM
214	34th currently has scattered businesses on it. It really needs to have more continuous businesses located along it as it is a main/busy street leading to Fremont and a natural walking area.	1/23/2014 8:43 AM
215	There is no parking for the existing commercial on 35th Ave NE, pushing employee cars into the residential streets of 34th Ave NE creating many blind spots for pedestrians and making it so that current residents cannot comfortably use their streets	1/23/2014 8:42 AM
216	Unsure what this question means. The retail area is centered along 35th, which is nice. It would be great if there were more retail along that street but I don't want to see it spread into the residential streets, if that's what you mean.	1/23/2014 8:31 AM
217	Fundamentally, the Wedgwood North neighborhood is a Single Family residential neighborhood. The retail shopping presence encourages a strong sense of community, and encourages walking and biking. Unfortunately, the commercial zoning has been used to justify the gigantic Jasper Apartments, a use totally in-consistent with the fundamental neighborhood. It does no good to make the neighborhood more gentle (increased walking and biking) and then pile on Jasper-like monstrosities. Please don't do it again!	1/23/2014 8:26 AM
218	Not enough retail uses. Too much commercial uses. There are businesses that don't invite pedestrian use. Also, the heights of the 1st floor ceilings in the commercial uses areas don't allow for HVAC for restaurants. Please require higher 1st floor ceiling heights!!!	1/23/2014 6:35 AM
219	I would like to see more high quality interesting restaurants and shops in the area to serve the community. Less insurance/banks/tanning salons.	1/22/2014 4:26 PM
220	The commercial offerings are run down and limited even thought it has great foot traffic and access to public transport.	1/22/2014 1:10 PM
221	There are enough "business establishments" in this part of Wedgwood. What can't be controlled and needed are more restaurants and hardware stores and such that are lacking in this area.	1/22/2014 10:31 AM

Pedestrian Retail Areas

222	The number of actual businesses seems to be in sync with the size of the neighborhood. What appears to be disproportionate is a high concentration of certain businesses such as banks, hair salons, nail shops (this is a debatable subject since by virtue of demand they all seem to be doing ok). What the neighborhood really seems to lack are restaurants, cafe's, boutiques, book stores, hardware stores and other businesses which allows for a truly walkable neighborhood to round-out residents' everyday needs. While many can walk to a grocery store, nail/hair salon and bank, you still have to get in your car (or bus) to obtain other regular necessities for urban living.	1/22/2014 10:27 AM
223	I would like to see more commercial/mixed use development along 35th	1/22/2014 8:38 AM
224	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
225	Too much single family residential on the 35th corridor	1/21/2014 12:01 PM
226	need more diversity	1/21/2014 10:34 AM
227	the space is large enough for a variety of businesses but only a couple restaurants are of interest	1/21/2014 6:18 AM
228	Wedgwood needs more commercial - bars, restaurants, shopping etc.	1/20/2014 9:21 PM
229	Not enough retail options for the area.	1/20/2014 9:21 PM
230	need better restaurants	1/20/2014 7:40 PM
231	No more business pls	1/20/2014 7:38 PM
232	A little more neighborhood business	1/20/2014 7:19 PM
233	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
234	Would be great to have better restaurant options. Would love to have a market with multiple sellers (eg Melrose Market on Capitol Hill)	1/20/2014 6:19 PM
235	I would like to see more commercial uses, restaurants, coffee shops, small shops (ice cream, etc.)	1/20/2014 5:58 PM
236	More retail needed	1/20/2014 4:19 PM
237	Wedgwood is desperate for more eating establishments and retail.	1/20/2014 3:57 PM
238	More retail, bars, and restaurants would be great.	1/20/2014 2:52 PM
239	I do believe there is a good balance, however I would gladly welcome more commercial space.	1/20/2014 1:34 PM
240	More commercial is needed.	1/20/2014 12:55 PM
241	More commercial is needed. The SFRs fronting 35th should convert to commercial or mixed use.	1/20/2014 12:54 PM
242	More retail please	1/20/2014 12:47 PM
243	Lets avoid the super density of what Ballard has become. Wedgwood could use some more quality restaurants in its retail corridors.	1/20/2014 12:29 PM
244	2	1/20/2014 12:27 PM
245	Needs better balance of businesses that meet needs of residences. Currently mostly businesses that attract from outside neighborhood, meaning customers primarily drive to the businesses.	1/20/2014 11:27 AM
246	In the neighborhood immediately west and south of this intersection, there are no sidewalks. Calling this area "pedestrian zone" is absolutely LAUGHABLE. These businesses NEED to have parking, as it is NOT a walkable destination for the residents that live here.	1/19/2014 5:58 PM
247	Need more retail	1/19/2014 5:24 PM
248	Needs larger variety of businesses	1/19/2014 1:39 PM
249	I think there is too limited commercial given all the residential uses on both sides of 35th SW.	1/19/2014 1:34 PM
250	Too many drive- in businesses make it difficult if you just want to walk to a business	1/19/2014 1:04 PM
251	Smaller neighborhood businesses would be very welcome. Large developments would only attract national chains given their high rents.	1/19/2014 12:37 PM

Pedestrian Retail Areas

252	The Jasper was allowed to be constructed with more apartments than spaces for underground parking. Also the current spaces are too small for many SUV's and trucks - so they are obligated to park outside on the streets surrounding the Jasper and the main business area of Wedgwood. This causes parking and access problems for our businesses and my own (on-street) parking of my vehicle.	1/19/2014 12:34 PM
253	I would like to see more apartment/condos over the businesses.	1/19/2014 11:57 AM
254	I would like to see more, smaller businesses to serve the neighborhood, e.g., restaurants, small shops, etc.	1/19/2014 10:20 AM
255	We need some more retail, including a pharmacy/drug store.	1/19/2014 9:46 AM
256	too many empty lots	1/18/2014 10:56 PM
257	Slighter more commercial density would serve neighborhood well	1/18/2014 10:42 PM
258	Not sure. I don't have any expertise in this area.	1/18/2014 2:51 PM
259	commercial retail clearly lacking - pedestrian safety most inadequate in terms of sidewalk throughway access.	1/18/2014 9:27 AM
260	There could be more residential uses, but lack of parking is a big issue.	1/18/2014 8:54 AM
261	We need to have more commercial under-pining this pedestrian zone. Small shops & services. We have only a handful of businesses. Not enough services.	1/17/2014 8:06 PM
262	On E Union specifically, I think there is potential to have a very good mix between commercial and residential. However, the few new projects that have gone in don't have retail, and one by one we are losing the opportunity to develop this neighborhood thoughtfully.	1/17/2014 1:51 PM
263	I think we need more little "real" businesses to support the neighbors. Also, the business we do have need the protection of a pedestrian zone. I site this example of a recent accident: " On Saturday evening, two pedestrians in a crosswalk were hit by an automobile while crossing Stone Way at 41st Street. The pedestrians are a young married couple, Zach and Ashley Adair, who were on their way to a performance at Stone Soup Theater. They suffered multiple, significant injuries and were rushed to Harborview."	1/17/2014 11:58 AM
264	Would like to more restaurant, coffee shops and place to go out and meet friends. Longer opening hours would be great too.	1/17/2014 4:56 AM
265	This intersection contains only one business, and a church kitty corner to it. One other corner contains what appears to be a small retail space that has been vacant and "for Sale" for over 10 years. It is regularly hit by graffiti.	1/16/2014 8:50 PM
266	First Hill needs a more robust retail environment, especially some big anchor stores. The current mix of mom and pop retail is targeted at day-time employees, and does not meet the neighborhood's needs for groceries, gas stations, evening venues and pedestrian-focused retail activities.	1/16/2014 8:00 PM
267	There is an odd geographical imbalance between apartment buildings on the east side of the street and restaurants and other retail on the west side.	1/16/2014 12:04 PM
268	I don't think there is any residential at all, it could certainly use some.	1/16/2014 11:59 AM
269	but this is rapidly changing as HUGELY tall condos and apts are being constructed.	1/16/2014 11:31 AM
270	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
271	Avtech building is scheduled for demolition and a new very large multi-unit apartment or condo complex planned. We neighbors have organized and are submitting requests for redesign to fit our neighborhood plan better. Most of what we have asked for has been supported by the City except for the "live-work" space. we have seen in other parts of the City (Stone Way/N 40th St and Greenlake/4th Ave NE) where live-work space has not gone well. Leads to empty space and does not add value to neighbors. We'd like exactly what you are proposing - a pedestrian retail area, where we can find a corner store with eggs, a kids consignment shop, a CREDIT UNION! It's a shame that in Fremont and 34th next door a Chase branch was opened - the most notorious bank in the world at this point, paying billions in fines for shafting the American people in recent years. We want business that represents our values and makes our lives better.	1/16/2014 7:47 AM

Pedestrian Retail Areas

272	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.	1/15/2014 11:29 PM
273	need for commercial, more commercial zoning. it's too small	1/15/2014 9:33 PM
274	I walk through this area daily and use the commercial businesses about once a month.	1/15/2014 8:12 PM
275	Insufficient retail, especially pedestrian retail	1/15/2014 1:07 PM
276	all commercial uses not established - many open storefronts	1/15/2014 11:46 AM
277	Intersection is too neglected and littered to attract residential use at this time.	1/15/2014 8:40 AM
278	not sure! columbia city is within walking distance, but other (north) areas of beacon hill are not.	1/15/2014 8:34 AM
279	Businesses are in disarray and falling apart. The businesses that do exist there don't seem to be functional (a bakery/flower shop that never has any fresh bakery or flowers in the shop?).	1/15/2014 7:42 AM
280	The retail/commercial area does not provide the services I want. It's not so much the balance but the quality of retail choices. I only use the gas station regularly. This station also serves the patients who use the VA Med Center (I'm a volunteer there too and am always asked where the closest gas station is).	1/15/2014 7:11 AM
281	Depends on what one calls "appropriate" and "balanced".	1/15/2014 2:38 AM
282	I'd love to see a little more zoned for retail store fronts on Beacon Ave near columbia to create a business district	1/14/2014 9:21 PM
283	I walk for exercise and this intersection is beyond disgusting with piles of street garbage and litter from surrounding businesses, namely Beacon Espresso, Seattle Supermarket, and EM Foods.	1/14/2014 9:03 PM
284	We need more American business opportunities: Grocery Stores Restaurants Coffee Shops, Etc...	1/14/2014 8:49 PM
285	I would like to see this corridor further developed. New buildings should have dedicated retail space not live-work space.	1/14/2014 8:33 PM
286	Few of the businesses cater to neighborhood residences. They are almost all catering to an out-of-neighborhood clientele. The businesses that did encourage residents to walk here (barber shop, coffee shop) were driven out of by the landlords.	1/14/2014 7:49 PM
287	There needs to be more commercial use that supports the surrounding neighborhood giving residents more reasons to walk there.	1/14/2014 7:02 PM
288	I'm excited about the proposals for the Pierre family's properties that would increase commercial and mixed - use residential development in Lake City.	1/14/2014 1:43 PM
289	We have undertaken a zoning review and streetscape design process to help encourage this mix/balance. http://35thneighborhoodplan.blogspot.com/	1/14/2014 1:28 PM
290	I feel that there are some businesses that do not belong in a residential area. I also believe we need more residential/pedestrian friendly businesses in the area.	1/14/2014 12:50 PM
291	commercial uses employ many service industry and retail workers, but do not provide wages that support allow for an individual to live in the neighborhood due to an underage of housing priced in their range, and limited roommate friendly middle income housing.	1/14/2014 12:24 PM
292	would like more commercial	1/14/2014 12:05 PM
293	commercial uses seem to be taking over our nice residential community.	1/14/2014 11:59 AM
294	We need more commercial development. Restaurants, shops, shoe repair, ... Everything but fast food - we need.	1/14/2014 11:35 AM
295	No sidewalk connections and encroaching auto lots.	1/14/2014 11:20 AM
296	Would like more commercial mixed into the residential	1/14/2014 10:58 AM

For the questions below (5 -11), please indicate your level of agreement with the statements on a scale of 1 to 5.

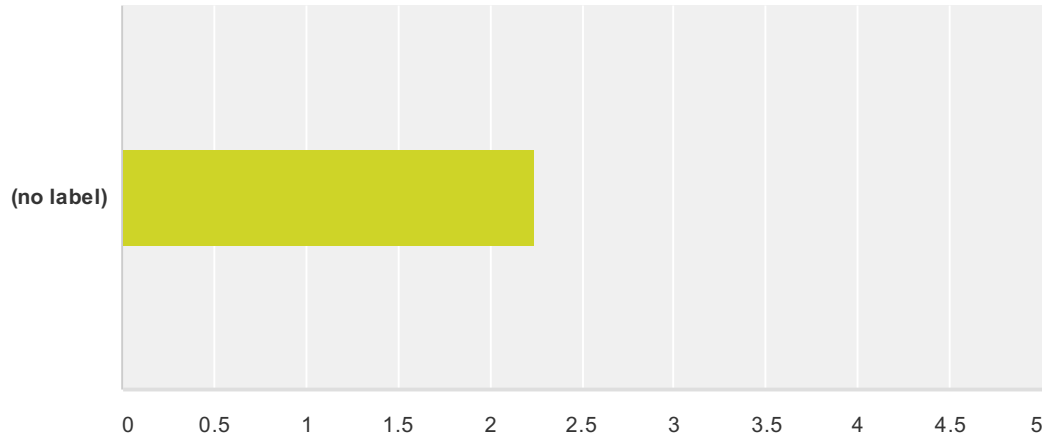
1. Strongly Agree
2. Agree
3. Neutral
4. Disagree
5. Strongly Disagree

Note: Questions 5-7 address requirements that currently apply in a pedestrian zone and questions 8 -11 address requirements that may be added to pedestrian zones.

Pedestrian Retail Areas

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: 892 Skipped: 10

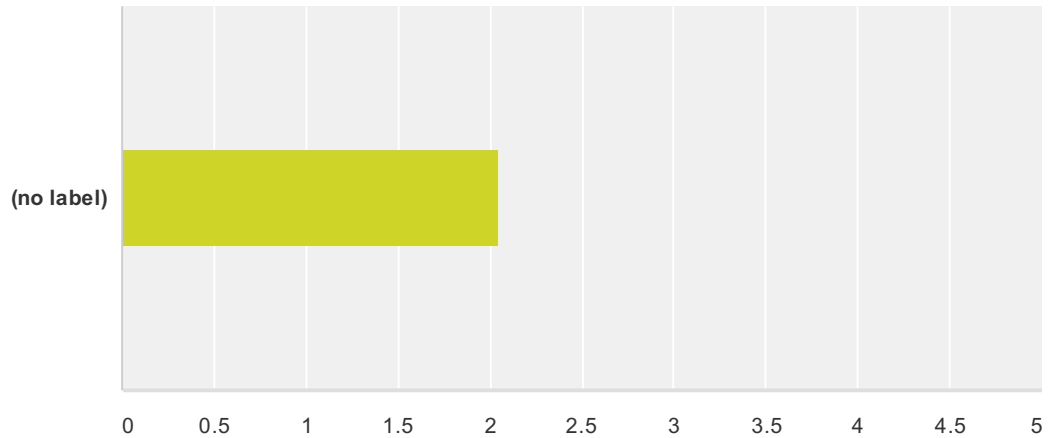


	1	2	3	4	5	Total	Average Rating
(no label)	45.74% 408	19.84% 177	12.11% 108	9.30% 83	13.00% 116	892	2.24

Pedestrian Retail Areas

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: 891 Skipped: 11

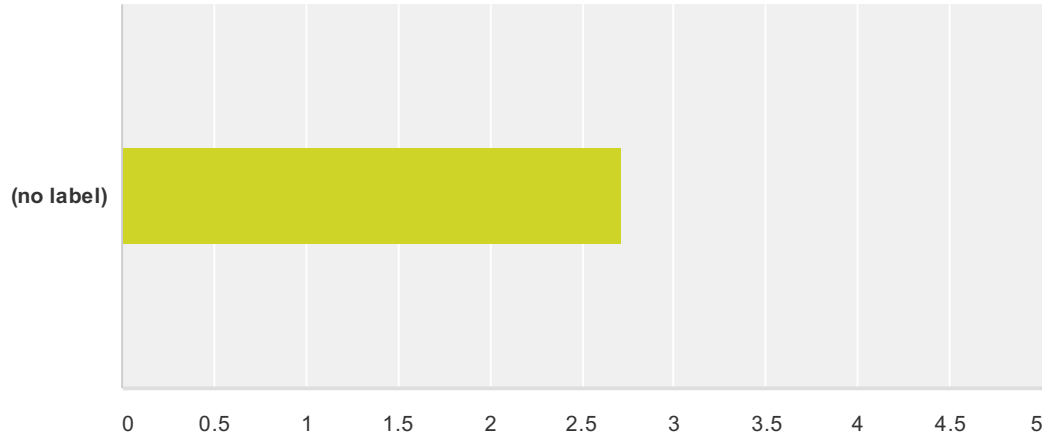


	1	2	3	4	5	Total	Average Rating
(no label)	48.71% 434	23.57% 210	11.45% 102	6.40% 57	9.88% 88	891	2.05

Pedestrian Retail Areas

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: 883 Skipped: 19

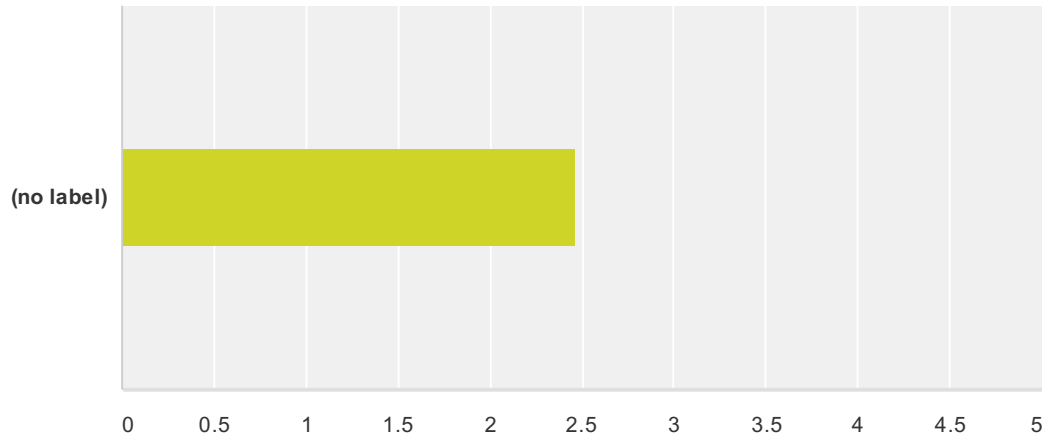


	1	2	3	4	5	Total	Average Rating
(no label)	26.73% 236	25.03% 221	17.67% 156	11.44% 101	19.14% 169	883	2.71

Pedestrian Retail Areas

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

Answered: 892 Skipped: 10

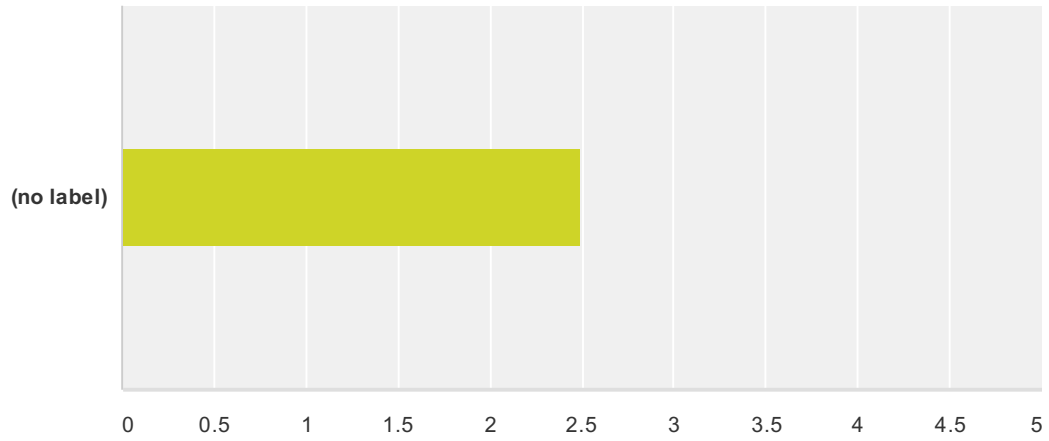


	1	2	3	4	5	Total	Average Rating
(no label)	28.25% 252	26.01% 232	25.56% 228	12.00% 107	8.18% 73	892	2.46

Pedestrian Retail Areas

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

Answered: 889 Skipped: 13

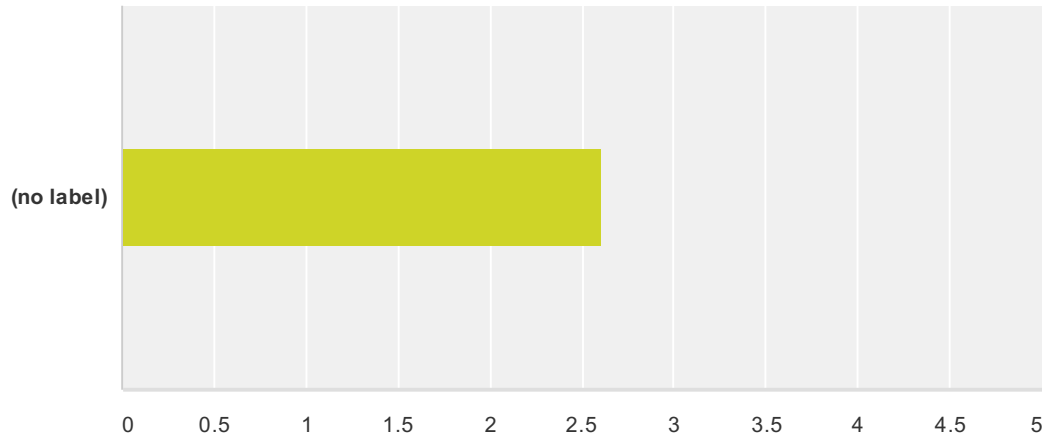


	1	2	3	4	5	Total	Average Rating
(no label)	32.06% 285	22.95% 204	21.03% 187	12.04% 107	11.92% 106	889	2.49

Pedestrian Retail Areas

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

Answered: 888 Skipped: 14

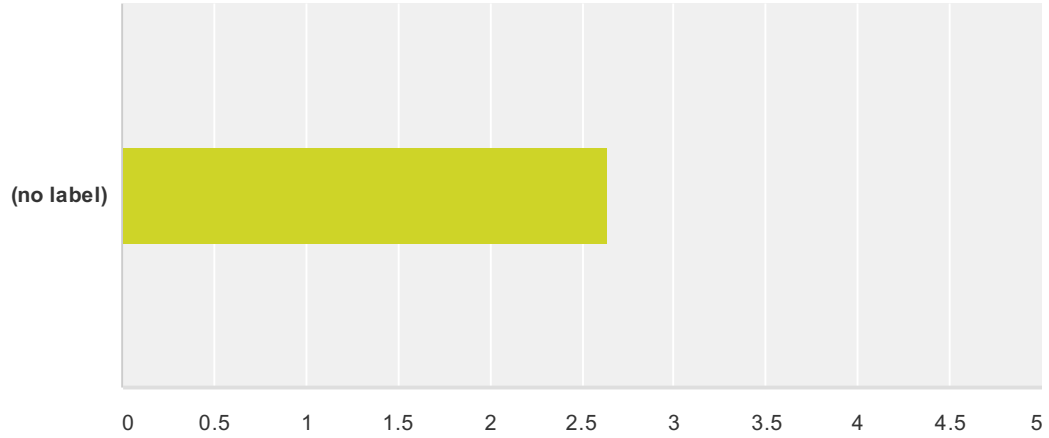


	1	2	3	4	5	Total	Average Rating
(no label)	27.36% 243	25.23% 224	19.93% 177	14.41% 128	13.06% 116	888	2.61

Pedestrian Retail Areas

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

Answered: 873 Skipped: 29

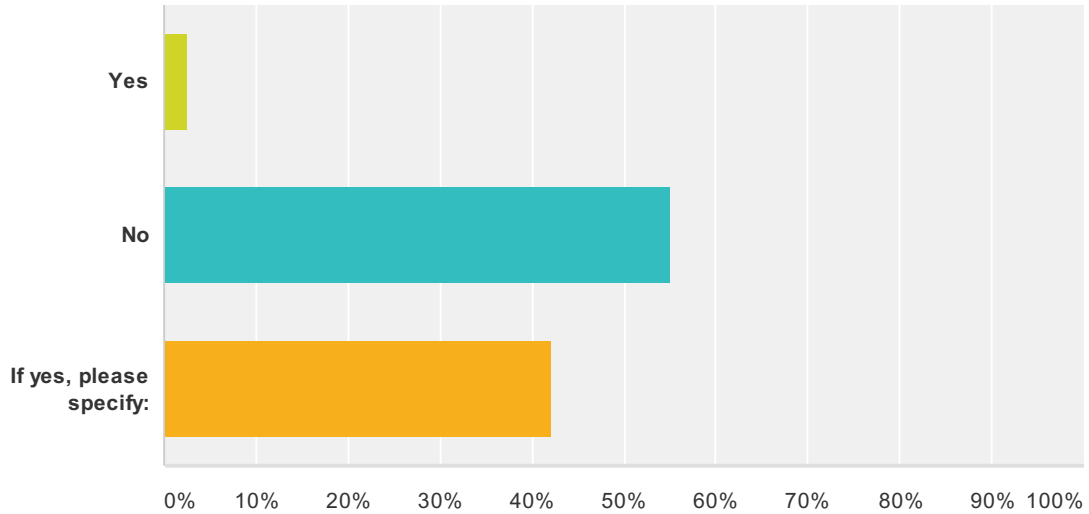


	1	2	3	4	5	Total	Average Rating
(no label)	21.65% 189	24.74% 216	31.62% 276	11.57% 101	10.42% 91	873	2.64

Pedestrian Retail Areas

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

Answered: 656 Skipped: 246



Answer Choices	Responses
Yes	2.59% 17
No	55.18% 362
If yes, please specify:	42.23% 277
Total	656

#	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	Innovative businesses other than restaurants	4/30/2014 4:54 PM
3	Parklets	4/30/2014 2:35 PM
4	Perhaps more "Parklets" or some such, for pedestrians to relax?	4/30/2014 1:06 PM
5	I don't think this area should be designated as a pedestrian zone.	4/30/2014 9:41 AM
6	Food Trucks are becoming ever more popular and there some food trucks present in this area already. Leasing/renting a designated parking spot for these food trucks would increase pedestrian traffic that would also bolster new business moving into the area.	4/28/2014 5:23 PM
7	pocket parks and public accessible courtyards open space	4/28/2014 1:11 PM
8	Outdoor seating areas, planters, landscape.	4/26/2014 6:44 AM
9	Food carts, corner drug stores, bike parking	4/25/2014 11:50 AM
10	More cameras to prevent drug deals and prostitution.	4/23/2014 10:17 AM
11	It would be good to allow "sidewalk" businesses like coffee cart, food carts or event farmer's market	4/22/2014 10:02 PM
12	Cars. Is everyone supposed to walk everywhere now in this city. Get real.	4/17/2014 4:48 PM
13	need safe bike areas. Need a good bike lane.	4/16/2014 6:13 PM
14	There Should be a designated bike lane on 35th ave NE just like 75th ave NE - biking is dangerous NOW on 35th. There should be no street parking - like on NE 75th street.	4/16/2014 6:12 PM

Pedestrian Retail Areas

15	seating for seniors and children	4/15/2014 8:18 PM
16	Public spaces should always be incorporated into pedestrian areas. It would be great to see more interactive public art to encourage people to walk more in neighborhoods.	4/15/2014 3:02 PM
17	I want to add a note to NO here - your list of restorations focuses on minimum wage jobs and drives off living wage/family wage jobs. It's a terrible list. IN addition Holman Road is a T1 freight corridor. It is a highly inappropriate location for a pedestrian zone.	4/15/2014 12:03 AM
18	Community art installations and other contributions to prevent taggers from defacing property. "keep it clean" volunteers" and "adopt a street" for better maintenance. Anti drug, anti loitering enforced.	4/14/2014 6:24 PM
19	Leave this one alone!	4/14/2014 5:22 PM
20	This should not be considered a pedestrian zone!	4/14/2014 5:20 PM
21	Just leave us alone, we are doing fine!	4/14/2014 4:43 PM
22	Food trucks	4/14/2014 2:59 PM
23	free on street parking. Customers can park and stay in the area without moving the car.	4/14/2014 2:37 PM
24	stop DPD giving away our streets to developers	4/11/2014 6:05 PM
25	Markets	4/10/2014 9:32 PM
26	yes, this area is a total business district and none of the Pedestrian Zone "enhancements" apply, So take it off the list	4/9/2014 8:27 AM
27	Encourage businesses we NEED, not more gift shops or coffee shops. Magnolia has no place to buy children's underwear or socks, for example. We can only buy thread in a blister pack at the hardware store. Too few necessities are available here or in Queen Anne—we have to go to Ballard for basics.	4/8/2014 8:11 PM
28	Yes, don't be so strict about the use that it doesn't allow for distinct neighborhood character, needs of the neighborhood, and the ethnic diversity of the neighborhood. Also, there might be some professional businesses that are not a shop that you would walk to but should be still allowed. If a professional business would allow for a nice cafe to go next to it rather than a fast food restaurant. The cafe I would walk to but I think most people would drive to fast food. So don't shoot yourself in the foot.	4/6/2014 8:17 PM
29	Bikes	4/4/2014 4:43 PM
30	The goal should not be mandatory retail on the street front, much of which sits empty in other neighborhoods. The goal should be creating an interesting and welcoming streetscape which can include a much wider variety of uses.	4/4/2014 1:32 PM
31	Pedestrian-oriented areas should call for an interesting streetscape. That is different from mandating retail and commercial uses. Brick and mortar retail foot traffic is already much lower than it used to be, and likely to continue to decline. Street level residential, and even light manufacturing, as well as art installations on solid walls can all help contribute to an interesting streetscape far more than a vacant retail space.	4/4/2014 1:25 PM
32	Let the area develop naturally and minimize the meddling by government fools!	4/2/2014 7:09 AM
33	Single family residences. Parks, gardens, ponds, large old trees. Natural vegetation, lakes, wetlands. Underground parking. Pedestrian overpasses, underpasses, escalators. .	4/2/2014 4:12 AM
34	Bike lanes	4/1/2014 8:29 PM
35	Art studios	4/1/2014 4:18 PM
36	Green Space! Don't build on it! Just leave a little green space somewhere!!!!!!!!!!!!!!	4/1/2014 4:12 PM
37	Small/pocket parks with little play areas for kids would be nice.	4/1/2014 3:44 PM
38	Family oriented activities/dining	4/1/2014 3:08 PM
39	Spot zoning in residential neighborhoods to allow for a walkable resource 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

Pedestrian Retail Areas

40	Public space, better transit stops, bike parking, bike share, bike lanes, food trucks, parklets and other creative and engaging uses of space. Basically, anything except long-term parking of cars!	4/1/2014 11:47 AM
41	Parklets, play space, in street bike corrals, art	4/1/2014 11:44 AM
42	There could be a better balance of services that are open 9-5 (financial & Real estate) and then nights and weekends (like food & drink).	4/1/2014 10:25 AM
43	RESTRICT THE WALL OF BUSES ON SW BARTON!!! This neighborhood has become entirely unsafe for walking because the buses line up the entirety of Barton south of the shopping center, blocking all visibility to and from the park and pedestrian zones. Crime has skyrocketed. Make Metro have designated "stop areas" to get back on schedule, take lunch breaks, etc where there are no end-to-end buses. One bus can park in that block of Barton, but the next needs to park on 29th, another on 25th, another on Trenton, etc rather than lining up nose to tail. It's completely unsafe!!	4/1/2014 9:01 AM
44	pot stores	4/1/2014 8:04 AM
45	residential properties should still be required to provide parking for each unit	4/1/2014 4:16 AM
46	More seating for pedestrians as at Wells Fargo and Zatz Bagel. Possible pocket parks.	4/1/2014 12:46 AM
47	On Fauntleroy have a pedestrian overpass at Alaska. Make it a pedestrian, retail friendly overpass. Eliminate pedestrian issues with crossing Fauntleroy. Look at what Denver has done with their pedestrian overpasses to get an idea of success	3/31/2014 10:29 PM
48	Benches.	3/31/2014 10:18 PM
49	yes more parking	3/31/2014 10:04 PM
50	traffic calming measures, increased cross-walks and/or overpass walkways, bike lanes that are separated from both sidewalks and traffic lanes, boulevard style streets with trees on both sides, and along the middle with greenery.	3/31/2014 9:39 PM
51	Green spaces	3/31/2014 7:44 PM
52	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
53	Any business that may have it's clients walk up and into the place of business.	3/31/2014 7:33 PM
54	Any auto oriented business should be allowed.	3/31/2014 7:12 PM
55	Childcare facilities	3/31/2014 7:07 PM
56	Food trucks or espresso carts	3/31/2014 7:03 PM
57	Apartment, condo, and town house developers should be required to provide one off-street parking space for each unit in their developments. All street-level retail spaces in new developments should have a minimum 15 ft set back from the street curb. The commercial building code for West Seattle should limit all buildings to four floors maximum.	3/31/2014 6:44 PM
58	The area lacks a sufficient number of reatarauts and reatail shopts.	3/31/2014 4:39 PM
59	Businesses to avoid: more nail salons, smoke shops which will soon become pot depots.	3/31/2014 3:54 PM
60	1. Active use of public space on a permanent basis (such as sidewalk cafes) or for programmed events (such as a Farmer's Market, product promotion or entertainment) 2. Delivery vehicles, maybe with a time limit, taxi drop-off	3/31/2014 3:41 PM
61	There are a number of uses that are on the current 'prohibited' list that I feel are completely compatible with a pedestrian zone. Live-work spaces, incubator spaces and professional offices should be perfectly compatible. The caveat is that the transparency and signage requirements should be comparable to a use such as a restaurant. See 'Additional Comments' section for more on this.	3/31/2014 3:05 PM
62	If any business goes in they should have to provide off street parking. the bus service for this "zone" you propose is non exist at present.	3/31/2014 2:53 PM
63	parking	3/31/2014 1:15 PM
64	Mini-parks, family-friendly amenities.	3/28/2014 4:16 PM

Pedestrian Retail Areas

65	Refer to list of desired commercial uses for the area developed from survey conducted by Wedgwood Community Council.	3/27/2014 1:44 PM
66	Food trucks	3/26/2014 9:53 AM
67	pedestrian zone design should also consider it's relationship to traffic safety. In urban cities where drivers are not habitual walkers, drivers are often not aware of pedestrians. It would help to create more crosswalks that have flashing lights, flags for pedestrians to hold while crossing, and other safety and visibility tools that the design can provide.	3/21/2014 8:12 AM
68	safety, neighborhood police stations	3/18/2014 9:40 AM
69	Restaurants; 34th/Pacific desperately needs more cross-walks/lights (on Meridian) to allow safer access to Gasworks Park from the north.	3/15/2014 8:13 AM
70	Roofed or covered music venues offering scheduled concerts.	3/14/2014 1:47 PM
71	Food trucks, sidewalk cafe use, small kiosk business shared spaces,	3/14/2014 1:24 PM
72	Who will pay for these changes? You or me? You want it YOU pay for it!	3/13/2014 8:02 PM
73	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
74	Bike lanes	3/12/2014 7:56 PM
75	It depends on what will inspire further commercial development in the area.	3/12/2014 2:59 PM
76	Don't push out the businesses that are there just because certain uppity white people don't like them.	3/12/2014 12:22 AM
77	This area is so blighted, I think little amenities to attract people. With the schools nearby perhaps areas with hopscotch squares or other games for the kids that would not disrupt or impede the pedestrian flow, built in chess boards (I see one by the Mt. Baker light rail station that gets fair use), community bulletin boards, art projects, mosaics by the school kids? Yam bombed trees and light poles, do something colorful and enticing here.	3/11/2014 9:00 PM
78	Whatever walls within zoning laws in the area	3/11/2014 4:52 PM
79	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
80	Trees	3/11/2014 3:38 PM
81	Like what?	3/11/2014 3:04 PM
82	Let the areas develop NATURALLY, instead of forcing them!!! Please!!! This is an utter waste of time and money!	3/10/2014 8:20 PM
83	Community gardens	3/10/2014 6:51 PM
84	Office lobby entrance for offices on upper floors.	3/10/2014 4:14 PM
85	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
86	multi-family	3/10/2014 3:40 PM
87	Large surface parking lots. Extra long developments that prevent mid block passages. Construction projects that create extra street crossings for pedestrians for the benefit of cars. Projects should build and manage around consistent and safe pedestrian access	3/7/2014 6:50 PM
88	We need a variety of uses and you don't know what they are and shouldn't be losing us these opportunities.	3/5/2014 2:16 PM
89	Occasional/temporary outdoor market displays (mini-farmers market, sidewalk sales, etc.)	3/3/2014 6:40 PM
90	Restaurants and coffee shops	3/3/2014 1:52 PM
91	Art facilities. Food Trucks. Window sidewalk sales (like coffee or pizza windows).	3/3/2014 12:43 PM
92	The businesses in the area are run down and unkept. The gas station automatic pay machine has been broken for 10+ years creating safety issues. Kids from the schools are in abundance. There are lots of bikers who use the intersection. Pedestrian safety should be the main concern. Consider an intesection that allows walkers to ALL walk simultaneously.	3/3/2014 11:00 AM

Pedestrian Retail Areas

93	Grocery stores; drug stores	3/3/2014 9:14 AM
94	bike facilities, bike parking & signage	3/3/2014 12:01 AM
95	There should be a drop off and pickup area at the light rail for passengers being dropped off or picked up, especially visitors with luggage.	3/2/2014 8:17 PM
96	Buffered bike lanes	3/2/2014 6:34 PM
97	more outside table seating for restaurants in the Columbian Way/Beacon Ave area should be ACTIVELY encouraged, supported, initially underwritten by City support	3/2/2014 8:47 AM
98	Parks! Public open space, either publicly owned or private.	3/2/2014 12:02 AM
99	Ground floor residential.	3/1/2014 9:49 PM
100	I think excluding professional services is a huge mistake - particularly since they could be a front entry with more of their mass behind smaller more sustainable retail spots. Many other things - but in general - this is an undesirable designation.	3/1/2014 7:57 PM
101	Congregation areas, resting areas, places for people to be able to spend time together at outside of the shops, similar to what Centro de la Raza is planning.	3/1/2014 4:01 PM
102	Please stop determining winners or losers.	2/28/2014 11:21 PM
103	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
104	More transit oriented uses, bike share, orca vending machines, etc. Make it possible to have farmers markets and food trucks.	2/28/2014 3:58 PM
105	light Industrial	2/28/2014 3:15 PM
106	More locally owned shops.	2/28/2014 2:24 PM
107	Replacement of on street parking with mini parks, benches, seating, etc.	2/28/2014 9:44 AM
108	Arts organizations, non-profit administration and services	2/28/2014 4:54 AM
109	Bicycle facilities	2/27/2014 4:36 PM
110	Product sales such as marijuana should not be restricted in pedestrian zones	2/27/2014 12:31 PM
111	Support non motorized transportation on an equal footing with motorized.	2/27/2014 9:03 AM
112	Daycare, parks and grocery stores	2/27/2014 8:03 AM
113	history will show that each proposed "pedestrian zone" may need and have different requirements, there must be some recognition of that fact - one rule does not "fit" all! so appeal variations MUST be considered and available.	2/26/2014 10:56 AM
114	more green space, such as grass and tree areas that are pet friendly, and more liberal use of flowering plants	2/25/2014 4:19 PM
115	Incentivize sitting plazas that would be attractive to businesses like restaurants and coffee shops. Redesign landscaping going forward to create better visual atmosphere.	2/25/2014 7:43 AM
116	Street & neighborhood festivals.	2/24/2014 6:27 PM
117	no sure	2/23/2014 10:19 AM
118	More aggressive traffic calming	2/22/2014 7:44 PM
119	Sidewalk seating for restaurants	2/21/2014 9:08 PM
120	Good transportation	2/21/2014 3:03 PM
121	Anything that draws people to an active street.	2/21/2014 2:56 PM
122	Commercial businesses that generate foot traffic (favored over professional services offices which generate little). Businesses that attract visitors into the area for social purposes (restaurants, bistros, etc) to allow people to linger and stay for more than a "hit and run" visit.	2/21/2014 9:46 AM
123	Bike lanes	2/20/2014 9:31 PM

Pedestrian Retail Areas

124	No Bikes, pedestrians only.	2/20/2014 2:54 PM
125	Make sure bicycles have facilities—if not on the main street, on adjacent greenways. These make areas safer and improve the support for local businesses, according to recent research (I don't have handy right now).	2/20/2014 10:13 AM
126	Businesses that welcome the public, i.e. restaurants, small gift shops/bookstores, bakeries and other specialty food stores, and many more of this type of offering to encourage foot traffic and neighbor mingling.	2/19/2014 1:29 PM
127	Make sure that there are ample cross walks on busy streets, lower speeds on busy arterials in pedestrian prominent areas and make sure to PRIORITIZE pedestrian crossing at stoplights; people cross against lights due to long waits for walk signals, very dangerous	2/19/2014 10:01 AM
128	Outlets for water and electricity at street level are necessary to support beautification (holiday lighting, i.e.) and festivals (food carts, bands, etc.)	2/18/2014 6:05 PM
129	Outdoor seating. Use of the parking strip for benches or widening the sidewalk. Sidewalk repair.	2/18/2014 10:16 AM
130	open public space options at corners.	2/17/2014 12:04 PM
131	pubic art installations mobile food trucks farmers/craft markets	2/16/2014 3:03 PM
132	1, museum uses already been included. Hope it includes gallery as well.	2/16/2014 10:19 AM
133	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
134	15th avenue between Ballard High School and 85th should be made more pedestrian and residential/family friendly. I would like to see new zoning such that businesses like the Love Zone, strip clubs, and tobacco shops be moved out of the neighborhood.	2/15/2014 10:38 AM
135	enough local free parking so people can get out of their cars to walk!	2/15/2014 7:29 AM
136	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
137	live work spaces would be great. But make the live/work spaces suitable for families and long-term neighborhood residents – not just for single hipsters there for the short term.	2/14/2014 11:45 AM
138	Sidewalk dining.	2/14/2014 8:48 AM
139	Outdoor seating Promenade style sidewalks	2/13/2014 8:57 PM
140	Sidewalk cafe room would be excellent.	2/13/2014 6:21 PM
141	childcare	2/13/2014 1:21 PM
142	Sidewalk seating.	2/12/2014 9:55 PM
143	Parks and open spaces	2/12/2014 7:32 PM
144	restaurants, cafes (with outdoor seating to improve street vibrancy)	2/12/2014 6:45 PM
145	outdoor restaurants, benches	2/12/2014 6:18 PM
146	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
147	The pedestrian flags on 3rd NW, 80th & 3rd NW and 75th and 8th NW work well.	2/12/2014 4:34 PM
148	70th should (as planned) become a green street, facilitating more pedestrian and bicycle movement. To facilitate this, 8th and 3rd ave will eventually need traffic lights to allow for safe crossing of pedestrians (at minimum) and bicyclists (also nice). Please see the intersection of 24th and 70th to see what I mean.	2/12/2014 2:02 PM
149	Add pedestrian level lighting, trees (more green/living vegetation), shade producing for teh sunny afternoon sides of street. Move power underground to remove utility poles from sidewalks or require they be located in the planting zones, NEVER THE SIDEWALK. Provide plazas with seating. Add active art, windmills, weather stations....	2/12/2014 12:30 PM

Pedestrian Retail Areas

150	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
151	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
152	I don't know, this question shouldn't be mandatory.	2/11/2014 9:34 PM
153	We do not need real estate offices, art would be a good addition, restaurants and small retail stores with a variety of goods and services would be welcome, but they must have parking and we do not want the retail to encroach on existing residential (single family) side streets.	2/11/2014 9:13 PM
154	Park, p-patch, spot for food truck,	2/11/2014 7:52 PM
155	professional services (health, educational, etc.) should be allowed	2/11/2014 7:36 PM
156	Outdoor seating for restaurants, bike parking (including using on-street parking spots for a bike corrals)	2/11/2014 3:02 PM
157	Pedestrian zones should be on smaller blocks or should encourage car free walk throughs on larger blocks. Development should be edge to edge and avoid quasi suburban development of all kinds.	2/11/2014 3:00 PM
158	Live-work spaces with narrow entrances	2/11/2014 2:35 PM
159	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
160	Integration of biking facilities. Outdoor seating for businesses.	2/11/2014 1:55 PM
161	accommodate people arriving on bikes and buses	2/11/2014 12:46 PM
162	Not sure of other options. Some examples would have been more helpful.	2/11/2014 11:49 AM
163	Increase height limits to encourage more residential development.	2/11/2014 10:58 AM
164	Benches, bike corrals, trees	2/11/2014 8:04 AM
165	Crafts people who sell on the premises should also be able to produce goods on the premises - for example clothing, food items, artworks.	2/11/2014 7:31 AM
166	Good lighting for safe walking at night. Businesses that attract walk in customers that help the neighborhood infrastructure.	2/9/2014 11:21 AM
167	Food trucks	2/8/2014 5:28 PM
168	Sidewalk cafes	2/8/2014 1:46 PM
169	Sidewalk cafes	2/8/2014 1:41 PM
170	Sidewalk cafes.	2/8/2014 1:37 PM
171	Better and more street crossings for pedestrians; flashing lights at interseccions for pedestrian crossings; nicer shops - get ride of Love Zone.	2/8/2014 7:01 AM
172	Parks and outdoor seating	2/7/2014 12:32 PM
173	Family friendly	2/6/2014 9:17 PM
174	Resting places, benches, trees, pet facilities,	2/6/2014 8:06 PM
175	Sidewalk seating for restaurants and cafes.	2/6/2014 7:05 PM
176	Getting across the street to visit the other businesses and parks in the area - as it is now, it is very difficult and often scary for younger folks.	2/6/2014 9:52 AM
177	A pedestrian bridge that extends over 15th from 75th ave nw would be much safer for children going to school, rapid ride, and pedestrians in general	2/5/2014 8:57 PM
178	If you are going to require minimum FAR, make sure that real estate analysis has been done on those parcels and that development is feasible. Otherwise parcels with minimum FAR that exceeds profitable development will not be built.	2/5/2014 1:13 PM
179	More crosswalks and pedestrian safety measures.	2/5/2014 9:19 AM
180	I think theaters, like the Majestic Bay, would also be a welcome addition.	2/4/2014 9:45 PM

Pedestrian Retail Areas

181	Cafe sidewalk seating for outdoor dining.	2/4/2014 9:20 PM
182	Entertainment venues such as theaters, cabarets, arcades. Government facilities with lots of public interface, such as mini-libraries, licensing and Social Security offices.	2/4/2014 12:11 PM
183	Bike racks.	2/3/2014 7:34 PM
184	gathering spaces, recreation and information gathering	1/29/2014 12:17 PM
185	Make sure sidewalks are really walkable, ie, repair cracks and overgrown tree roots which split up sidewalks	1/29/2014 12:47 AM
186	fitness/gym spaces (crossfit, studio gyms), yoga studios etc restaurants doggy day care outdoor seating areas that are dog friendly too food trucks sidewalk cafe carts outdoor patios	1/28/2014 7:35 PM
187	Benches for restin' a spell and garbage/recycle bins	1/27/2014 6:59 PM
188	parkettes, spot zoning, higher density, bonus height for providing ground level public amenities.	1/26/2014 3:54 PM
189	art just as in pike/pine. why not have it here?	1/25/2014 5:52 PM
190	Consider where you are putting bike parking. There needs to be adequate bike parking of course to meet the high demand, but it shouldn't impede pedestrians	1/25/2014 5:37 PM
191	businesses that provide health care services	1/25/2014 5:09 PM
192	I am not sure we should limit uses a suggested.	1/25/2014 1:05 PM
193	oddly, parking lots that permit people to park at one spot and then walk to multiple destinations would be preferable.	1/24/2014 5:44 PM
194	Restaurants with sidewalk seating, à la Paris.	1/24/2014 5:15 PM
195	bicycle access and parking	1/24/2014 4:58 PM
196	Just make sure there are plenty of opportunities for pedestrians to cross 35th safely.	1/24/2014 3:03 PM
197	Parking lots. Increased required parking in all new apts., condos, a PODments etc. Having owned a small business for 30 years, first in Wallingford and now is West Seattle, I know, if parking is too far away, businesses lose customers. Look at the Junction QFC--if they had no parking, they'd have no customers.	1/24/2014 9:26 AM
198	REDUCE COMMERCIAL AREAS IN WEDGWOOD AND RETURN IT TO THE SINGLE FAMILY NEIGHBORHOOD IT IS	1/23/2014 8:20 PM
199	Zoning in the Morgan Junction area should encourage and facilitate small, street focused retail and commercial spaces as seen on California at Alaska and Admiral Junctions.	1/23/2014 2:11 PM
200	fairs, festivals, music events, demonstrations of useful skills- ie solar cooking workshop etc. Look at European cities, lively and diverse uses. Gardening events or sales. Non profit events.	1/23/2014 1:20 PM
201	Retail, food service, etc. that drive income production - NOT government offices and NGO offices that bring many people who do not spend money. These activities should be concentrated at Northgate or down town - not in pedestrian areas near schools and residential areas. Find ways to discourage businesses that will attract the drug culture being displaced from other areas	1/23/2014 10:36 AM
202	Retail, food service, etc. that drive income production - NOT government offices and NGO offices that bring many people who do not spend money. These activities should be concentrated at Northgate or down town - not in pedestrian areas near schools and residential areas. Find ways to discourage businesses that will attract the drug culture being displaced from 23rd & Union, and 23rd & Chery	1/23/2014 10:33 AM
203	hardware stores	1/23/2014 10:28 AM
204	Retail, food service, etc. that drive income production - NOT government offices and NGO offices that bring many people who do not spend money. These activities should be concentrated at Northgate or down town - not in pedestrian areas near schools and residential areas	1/23/2014 10:26 AM
205	Any new commercial that comes into 35th Ave NE MUST contain parking for its employees within its commercial area, they must NOT be allowed to park on residential streets - zone residential streets for homeowner parking only	1/23/2014 8:42 AM
206	Require commercial spaces to provide parking in proportion to the size of the commercial space. Require that the parking is onsite and easily accessible for pedestrians.	1/23/2014 8:38 AM

Pedestrian Retail Areas

207	Play areas/gathering spaces, small open green spaces, or plazas for different uses such as farmers markets.	1/23/2014 8:31 AM
208	Any business that has a large and frequent customer base and encourages walk-in customers, and that sells goods and/or services that can be reasonably carted away by hand (i.e. walking) should be encouraged.	1/23/2014 8:26 AM
209	Mini parks	1/23/2014 8:25 AM
210	sidewalk cafe	1/23/2014 7:20 AM
211	Yoga studios, dance studios, frozen yogurt shops (they don't need all the restaurant requirements, only some of them)	1/23/2014 6:35 AM
212	I would like to see some allowance for a future community center or park area included in the acceptable use of pedestrian space. I do not see the need to include real estate offices. There is one already. We do not need more.	1/22/2014 4:26 PM
213	creation of more "common areas" at pedestrian area centers (like piazza's, kiosks, sitting areas, gazebos)	1/22/2014 10:27 AM
214	Health Care Facilities	1/20/2014 11:59 PM
215	No more business or development. we have enough already. Use the space for gardens/parks.	1/20/2014 7:38 PM
216	Dogs on leash ok. Skateboarding not.	1/20/2014 7:12 PM
217	gathering spaces, small parks	1/20/2014 5:58 PM
218	Sidewalk cafes	1/20/2014 3:45 PM
219	Outdoor seating	1/20/2014 1:05 PM
220	Outdoor uses such as restaurant seating, vendor carts, and temporary uses.	1/20/2014 12:55 PM
221	Outdoor uses such as restaurant seating on sidewalks (sidewalks must be of sufficient width), carts (food carts, flower carts, etc), and temporary uses on sites waiting to develop/redevelop.	1/20/2014 12:54 PM
222	Allowance for bicycle parking.	1/20/2014 12:34 PM
223	We should encourage micro retail in the Wedgwood zone i.e. approx. 200 sq. ft. retail space that would encourage diversity of businesses.	1/20/2014 12:29 PM
224	Restructure parking in median as temporary parking, but designate areas for only mobile vendors (food trucks, produce stand, etc. Remove street parking along stretch with parking in median and push out curb to create one lane of traffic to add sidewalk space, slow traffic, and prevent passing of stopped buses. Work with existing businesses that don't fit proposed changes to assist changing layout or relocation to more compatible location (i.e., Fou Lee)	1/20/2014 11:27 AM
225	Micro-retail (or restaurant/café), minority-owned businesses, bars	1/19/2014 5:24 PM
226	Outdoor cafe space. Also, there should be off sidewalk space for bicycle parking so that the sidewalks are kept free for foot and bicycle traffic.	1/19/2014 3:48 PM
227	1. Restaurants 2. Small neighborhood grocery 3. Small scale retail	1/19/2014 1:34 PM
228	I would like to be assured that cyclists have protected lanes as well.	1/19/2014 1:05 PM
229	Open Space for food trucks, farmer's markets and art fairs.	1/19/2014 12:37 PM
230	I operate a medical office that requires handicap access. I would like to ensure that patients will have a handicapped zone accessible to the Jasper apartments at all times. I am GREATLY ALARMED at the proposed implementation of the Bicycle Master Plan that proposes to ELIMINATE PARKING IN FAVOR OF A DEDICATED BICYCLE LANE ALONG 35th AVE. THIS WILL DESTROY MY NEW BUSINESS!	1/19/2014 12:34 PM
231	Drive through. Adequate parking. Extra traffic lanes.	1/19/2014 12:31 PM
232	Bike paths should also be encouraged. We bike to most west seattle locations although it's hard with kids due to no bike paths.	1/19/2014 11:57 AM

Pedestrian Retail Areas

233	My answer is not what you are looking for- however in case there is no other spot to note this- I don't see how you address street trees and the desire for canopy space in this proposal. Overhead weather protection can end up impacting trees especially if you allow outdoor seating. Bike racks also important but placing them can conflict with tree planting space.	1/19/2014 10:30 AM
234	Adjacent buildings allowed to provide "cafe space" on wider sidewalks.	1/19/2014 10:20 AM
235	Plaza of significance.	1/19/2014 3:17 AM
236	bike racks	1/18/2014 5:49 PM
237	Any use should be allowed as long as it accommodates safe pedestrian use	1/18/2014 3:03 PM
238	open community spaces such as place on important gateway corners like 34th ave no and wallingford as well as burke and 34th.	1/18/2014 9:27 AM
239	Require planting of suitable size street trees	1/18/2014 8:54 AM
240	There should be sheltered areas at bus stops. Pedestrian Public Areas should be more than just a traffic bulb.	1/17/2014 8:06 PM
241	uses.. how about speed limit or making it easier to get to these areas walking from houses.. residential areas to the commercial area. SIDE WALKS	1/17/2014 4:42 PM
242	With all of the transit issues, don't forget to encourage bikes and zipcar type services along with walking. I walk 2-4 miles every day and would do more if it were safer and more small businesses, libraries, etc were in the neighborhood.	1/17/2014 11:58 AM
243	Public amenities like community centers, meeting areas, fire stations, etc. Major institution and educational uses. A variety of sizes of shops, from very small to very large to encourage diversity/start-ups mixed within larger anchors.	1/16/2014 8:00 PM
244	Bicycle lanes	1/16/2014 11:31 AM
245	Effective integration of bike lanes.	1/16/2014 9:03 AM
246	allowance for private seating areas (for cafe/restaurant operations) and public seating (benches)	1/16/2014 8:27 AM
247	Outdoor seating areas, both for restaurant/cafe and public benches	1/16/2014 8:23 AM
248	We don't need another real-estate office, there's one on corner of 34th and Pacific. How about a gym or a doctor's office or massage business?	1/16/2014 7:47 AM
249	Access to containers for keeping the area clean. Beautification and upkeep of vegetation that the city planted. Mended walkways for safety.	1/15/2014 8:12 PM
250	food truck and other small cart vendors	1/15/2014 1:07 PM
251	More places to sit - this is a friendly neighborhood but a lot of the sitting areas have been disappearing during recent changes	1/15/2014 12:40 PM
252	doctor/medical services offices	1/15/2014 11:46 AM
253	Community support services (childcare, advocacy programs, public meeting spaces, healthcare etc)	1/15/2014 10:44 AM
254	I am not a cyclist - but there are many in the neighborhood. It looks rough for cyclists - no bike lanes, etc.	1/15/2014 8:34 AM
255	This neighborhood does need a viable supermarket for groceries, so concessions need to be made. Foo Lee does a decent job but it is more expensive than a normal grocer.	1/15/2014 7:42 AM
256	Protection of existing off-street parking for the pedestrians that need to drive to our neighborhood.	1/14/2014 10:36 PM
257	Business owners should put out trash containers and be responsible for them in addition to maintaining a clean sidewalk in front of their business.	1/14/2014 9:03 PM
258	Dedicated retail not live-work,	1/14/2014 8:33 PM
259	Community gathering spaces.	1/14/2014 8:29 PM
260	Current zoning height restrictions on commercial properties should be raised to encourage redevelopment of under-utilized properties with excess parking and to encourage development of additional residential units within the pedestrian zone above street level.	1/14/2014 7:49 PM

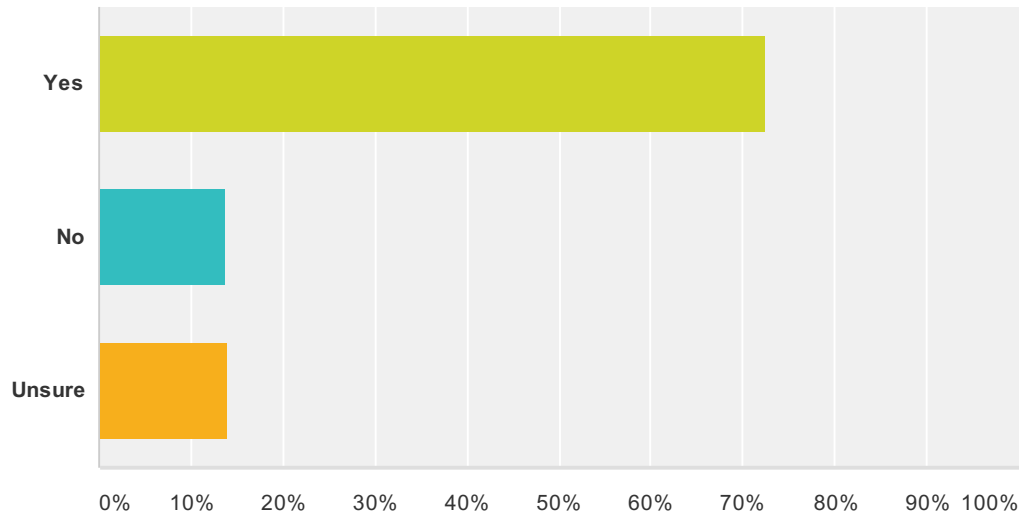
Pedestrian Retail Areas

261	Bike parking. We are working with Seattle Parks on developing the first ever urban mountain bike park in Cheasty Greenspace. This will draw riders from all over the city and be a boon to this area. The main community area for this park will be on Cheasty Blvd, the block north of the current Gull gas station.	1/14/2014 7:02 PM
262	Lighted crosswalks	1/14/2014 4:51 PM
263	Side walk cafe seating, dedicated bike lanes, trees/vegetation, ample bicycle parking, marked crosswalks at intersections, 4 way stops for vehicles, increased lighting for safety,	1/14/2014 4:42 PM
264	At present, there is very little pedestrian-friendly access to this existing pedestrian zone from the northeast Beacon Hill neighborhood. A person can walk down 25th Ave S, which is does not have pedestrian-friendly lighting nor adequate sidewalk width. Or, a person can walk down the stairs at the end of S. Hanford Street. However, the later also has inadequate pedestrian-friendly lighting, is encroached by blackberries and leads to a uneven, gravel path, where a sidewalk should be, instead.	1/14/2014 3:35 PM
265	I don't see why Real Estate offices are 'active' and yet a lawyer or an insurance office is not. All of these activities are what makes a neighborhood work. There is more to living than just trying to be pretty.	1/14/2014 2:22 PM
266	Marijuana stores.	1/14/2014 1:43 PM
267	street fairs or festivals	1/14/2014 1:16 PM
268	Anything that encourages use of the public space by people.	1/14/2014 1:05 PM
269	Anything that encourages use of the public space by people.	1/14/2014 1:04 PM
270	Anything that helps encourage use of the public space by people.	1/14/2014 1:03 PM
271	Family friendly uses should be encouraged and family unfriendly uses should be discouraged.	1/14/2014 12:50 PM
272	continued allowance of non-profit service providing agencies, and encouragement of public private partnerships for centers of interaction: ex. studio and cultural arts visitor center. inclusion of 502 store in Belltown as well.	1/14/2014 12:24 PM
273	Don't know what #12 means. But, other uses I would like to see include pedi cabs, food trucks, street performers and ... These can't all be "in" the zone, but the zone should be set up with all sorts of other services in mind.	1/14/2014 11:35 AM
274	Mid block pedestrian passage, east/west. Encourage sidewalk oriented seating. Encourage variety of design and setbacks to storefronts. Require storefronts to project from building structure (not recessed between building columns). Limit storefront length to 30'- 50' average. Discourage box and brightly lighted signs. Bosque, or group street trees, alternating with low planting to allow sun penetration between.	1/14/2014 11:20 AM
275	Full commercial without housing above.	1/14/2014 11:14 AM
276	bicycle parking, bicycle lanes, sidewalk cafes, pedestrian only zones, farmer's market streets, diverters	1/14/2014 10:58 AM
277	Priority for bikes, transit and rideshare services. More activation of public spaces such as (legal) vendors in parks.	1/14/2014 10:44 AM

Pedestrian Retail Areas

Q16 Should this area be designated as a pedestrian zone?

Answered: 877 Skipped: 25



Answer Choices	Responses
Yes	72.41% 635
No	13.68% 120
Unsure	13.91% 122
Total	877

Pedestrian Retail Areas

Q17 Additional Comments/Questions:

Answered: 346 Skipped: 556

#	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	There is an existing gas station there. It's on the corner so I don't know that it would impact pedestrians that much. I very much like the idea of encouraging more businesses in the area around Graham though.	4/30/2014 6:19 PM
3	Public transportation options are not sustainable.	4/30/2014 4:54 PM
4	Extra effort should also be taken to maximize pedestrian safety when it comes to crossing streets, especially when an Arterial is involved, such as plenty of signalized crossings, and VERY visible markings and signage at unsignalized crossings. Perhaps lower speed limits, and/or traffic calming. And strict enforcement of issues related to pedestrian safety, such as speed limits, failing to yield to pedestrians, and such, as SPD has the available resources to do so. One side note on traffic calming; although I'm greatly in favor of it, I do have issues with traffic circles, in that they can sometimes force vehicle traffic INTO the pedestrian crossing area. A perfect example, is the traffic circle at 17th SW & SW Barton St, West Seattle. A pedestrian literally cannot cross, without a conflict between them and a vehicle traveling in the same direction, parallel to them, even with the safest vehicle operator using caution, and "hugging" the traffic circle. Theoretically, a pedestrian and vehicle, SHOULD be able to cross in that same direction/parallel scenario without conflict at a non-traffic circled intersection, or at most other traffic circled intersections I've observed, as long as they are both using due caution.	4/30/2014 1:06 PM
5	The primary problem at 80th and Lake City is in the traffic turning onto LCW. The current signage isn't sufficient to protect pedestrians from vehicles. This is a scary crossing. Instead of gently reminding drivers not to threaten the health of pedestrians, the City needs to ensure that drivers cannot turn into LCW while pedestrians have a walk signal. This is particularly important now that Metro's 73 line is being moved across LCW to Roosevelt.	4/30/2014 12:42 PM
6	More to limit vehicle speeds and improve pedestrian street crossings, too.	4/30/2014 12:39 PM
7	My family is very human-powered. We bicycle commute to work, (children used to bicycle commute to school), we bicycle to visit an elderly parent, we walk to stores multiple times a week and we walk the dog twice a day. These activities have us encounter 35th Ave NE everyday. As the Wedgwood Public Workshop does its work I'd like to see several things happen. -Add more 35th Ave button-activated crosswalks -Widen the sidewalk -Clip foliage that encroaches the sidewalk -Eliminate sidewalk obstacles (trees, signs poles) -Repair uneven sidewalks -Repair potholes in the sharrow lanes	4/30/2014 10:05 AM
8	This neighborhood is a strong area for small businesses, companies, and residents. It has been for a long time. Please preserve it by not turning it into something else.	4/30/2014 9:41 AM
9	Traffic calming is probably more important than retail requirements - bulb-outs and narrow travel lanes encourage pedestrians more than requiring a setback from a wide road	4/29/2014 12:13 PM
10	I'm less concerned about the sidewalks than the unjustifiable increase in density. The proposed sidewalk changes appear to be a feeble attempt to mitigate the overdevelopment that is promoted by the City. " You can put lipstick on a pig but it is still a pig."	4/26/2014 6:44 AM
11	Why should the city have such power. It seems that requiring commercial spaces, results in empty store fronts, raises the rents for existing businesses and raises the rent or cost of the housing units in the buildings. This is just another draconian power play by the city.	4/24/2014 7:45 AM
12	in order to become pedestrian friendly, drug selling and prostitution will need to be addressed.	4/23/2014 12:59 PM
13	It seems that many of the retail uses between 100th and 105th along Aurora are barely hanging on by a thread. I'm more worried about vacant businesses than improving the ped environment in this area. However, if a ped zone can contribute to increased economic vitality of the area, that that would be great.	4/23/2014 11:59 AM

Pedestrian Retail Areas

14	Hopefully creating a pedestrian zone at Aurora and Licton Springs area would bring a feeling of safety to the neighborhood. This would keep families here versus them going elsewhere to spend their money. Economic implications would show positive growth if there's a way to welcome businesses that are attractive to the demographic. I think you'll find it's an area waiting for a revamp with positive results. "Clean it up and they will come." Get rid of the needle sharing at Aurora Commons, it's way too close to the new elementary and middle school that will be built. It's also crazy that this is going on and it's not being stopped.	4/23/2014 10:17 AM
15	A key to make the area more pedestrian friendly would be to slow down car traffic.	4/22/2014 10:02 PM
16	All of 35th Avenue under consideration for pedestrian zoning should be developed in a thoughtful, strategic fashion. Too many of Seattle's established residential communities have been terribly compromised by poorly planned, uncoordinated, ad hoc development that demonstrates little care for the concerns of livability, aesthetic cohesiveness, growth management, parking or safety.	4/22/2014 6:41 PM
17	there needs to be user impact fees on developers	4/17/2014 2:42 PM
18	NEED a designated - SAFE bike lane	4/16/2014 6:12 PM
19	The right to be free of curb bulbs if we don't want them; permission of adjacent businesses and community members to install them	4/15/2014 8:18 PM
20	Somebody has too much time on their hands.	4/14/2014 5:22 PM
21	There is much too much traffic here. It is one of only three ways in/out of Magnolia. It can become a pedestrian zone the day after the Magnolia bridge is replaced!	4/14/2014 5:20 PM
22	Somebody has way too much time on their hands. Extremely poor use of my tax dollars!	4/14/2014 4:43 PM
23	No parking meters. Customers will not shop the area if they have to pay for parking.	4/14/2014 2:37 PM
24	I think there needs to be adjustments made to this intersection to make it more pedestrian friendly. Right now, traffic traveling westbound on 40th has a left turn lane but not a left turn arrow and I've almost been hit by left turning traffic that doesn't stop, even while I'm crossing with a walk sign (crossing east/west on 40th.). It's not safe for adults and especially not for kids. What would really help is a left turn arrow on 40th westbound. Thanks!	4/12/2014 5:50 PM
25	Just fix the Goddam potholes and stop dreaming up pedestrian zones, bike lanes, tunnels, etc.	4/12/2014 2:21 PM
26	The plan to increase pedestrian zones will decrease parking & hurt local business.	4/12/2014 7:26 AM
27	you questions are very confising	4/11/2014 6:05 PM
28	You should leave Magnolia alone. We have parking issues. An aging population. Lousy bus service. The businesses in the Magnolia area was working diligently to keep small family businesses alive and healthy. Especially in "Magnolia Village." Magnolia, with a 20,000 residential base with business being (mainly) small family-own establishments would not be able to sustain your urban village concept without destroying existing businesses. Magnolia is not an area that is not conducive to the "big box" stores. Also, the city should be reminded that they should not make plans to make urban changes when it has not bothered to consult and communicate with Magnolia businesses and residents.	4/11/2014 4:19 PM
29	Encourage local business	4/10/2014 9:32 PM
30	Take away bike lanes, bike parking before taking away for parking for vehicles. People get around just fine as it is.	4/10/2014 4:10 PM
31	How about crosswalks just outside the Village core? How about a drinking fountain in the core?	4/8/2014 8:11 PM
32	If retail spaces are too large than only chains can afford them and who wants to go to an area to shop at yet another Subway Shop. Areas without enough parking also restrict the number of people who will come and shop or patronize restaurants.	4/8/2014 4:29 PM
33	You know what would really draw pedestrians to Columbian Way and Beacon Avenue South? Businesses that are clean and inviting, which provide goods and services residents want. Smearly and smoked windows, bad lighting at night, sidewalks covered with garbage, rats running on the sidewalk in front of Seattle Super Market -- these all prohibit pedestrians more than drive-throughs or narrow sidewalks.	4/8/2014 4:21 PM
34	Please invest in Highland Park. It is a great neighborhood but could be made better with some improvements to the infrastructure and commercial rezoning. This would help us increase our walkability index.	4/6/2014 8:17 PM

Pedestrian Retail Areas

35	As a resident and property owner in the magnolia village, I am concerned about the impact to parking in the area if it becomes pedestrian only.	4/6/2014 10:35 AM
36	This area is oriented to cars right now - a medium sized grocery store and what's now a butcher shop but has been a wide variety of retail outlets, both have parking lots that abut the street. The commercial area is surrounded by low density single family, only a few apartments. Eliminating ease of driving a car to the grocery is an absurd idea - no matter how physically fit a person is, no one can take a week's worth of groceries home by foot or bicycle - especially in the driving rain. Redevelopment will eventually come, and the current codes already call for placement of buildings on the street and better hiding of parking, don't make it even harder to redevelop by imposing a pedestrian zone in an area that needs to be served by cars.	4/4/2014 1:32 PM
37	I answered "unsure" as to whether to designate the Magnolia Village as a pedestrian zone, for three reasons: (1) it already functions well as an effective pedestrian zone even though not so designated, (2) if the designation was applied with a prohibition on street level residential or admin office and mandate for retail I would vote "no", and (3) if you take my suggestion to require an interesting streetscape allowing far more uses and letting the market drive the result, I would vote "yes."	4/4/2014 1:25 PM
38	the questions are poorly written and confusing	4/4/2014 12:54 PM
39	I am troubled by a proposal just two blocks down the street for a large, multi-unit residential project that will not have any off street parking. While it will bring lots of customers to the nearby businesses, it seems very irresponsible. Frequent bus service has been mentioned as the reason parking isn't required—the residents won't need a car. That is at odds with the always overcrowded C-Line buses, and proposed reductions in transit service. I am also discouraged to see 7-story developments at nearby Alaska Junction. I lived on Capitol Hill while Broadway underwent a similar transformation, and the pedestrian zone is a deep canyon of shade. Not nice. Would also like to see more respect paid to neighborhood plans, of which Morgan Junction has a very nice one.	4/3/2014 5:15 PM
40	Some restaurants Have outdoor seating. They are not maintaining or cleaning the area used for same one bit The areas are filthy and unsanitary.	4/3/2014 2:00 PM
41	South has a very small retail core more restrictive zoning will not be helpful, plus your South Park Documentation has several details wrong.	4/3/2014 8:30 AM
42	With wider sidewalks some landscaping should be encouraged such as at a minimum, street trees.	4/3/2014 3:08 AM
43	The area has become a great shopping district and is already pedestrian friendly. No changes needed	4/2/2014 5:33 PM
44	Crosswalks in the middle of the street are a bad idea unless there is a traffic signal	4/2/2014 11:38 AM
45	This is a very busy road. Cars frequently pull up to Stone Way from cross streets and block pedestrians from walking from one corner to another. Pedestrians attempting to cross Stone Way at crosswalks are frequently ignored by motorists. Safe pedestrian travel up, down, and across Stone Way is more important to me than specifically what kind of business are located in the area.	4/2/2014 11:31 AM
46	Certain areas are rightfully pedestrian zones but other areas are not.	4/2/2014 7:09 AM
47	If the rules for pedestrian zones be amended to encourage and promote single-family residences, parks, gardens, natural areas and large old trees, then yes to question 14, otherwise no.	4/2/2014 4:12 AM
48	Regarding side walk width. I do not think that extra wide side walk is as important as well landscaped setback from the sidewalk. Regarding minimum size requirements—since I have no idea of the minimum size requirement, I cannot comment. I will say, however, that while I encourage density in urban areas, I do not want to see so much density as to make the city one of sky scrapers with narrow canyons between that block out the sun, act as heat sinks and wind tunnels. We need open spaces, adequate set backs, green buildings attractive and enlightened architecture and ecologically sound landscaping. I do not want to see size minimums which are arbitrary and only serve to maximize the profits of the developers.	4/1/2014 4:18 PM
49	It should be designated as a pedestrian zone. In a couple years it will be known as the ghetto, formally known as West Seattle.	4/1/2014 4:12 PM
50	these areas need maintained sidewalks, speed bumps for speed regulation, crosswalks, parks.	4/1/2014 3:08 PM
51	Parking garages and their driveways are very bad for the walking environment. There should be more buildings with little or no car parking to maximize the retail and housing use and minimize the negative impact of parking cars.	4/1/2014 11:47 AM

Pedestrian Retail Areas

52	Seattle has too few pedestrian friendly areas. There is a school near by and families could be encouraged to walk or bike with their children to and from school and to the business district if it were more pedestrian friendly and interesting.	4/1/2014 11:44 AM
53	Encourage all businesses (existing and new) to participate in same awning program, maybe offset cost w/NMF. But being dry is critical to fostering pedestrianism. And bike parking.	4/1/2014 10:25 AM
54	CRITICAL for all of West Seattle, STOP allowing builders to build living spaces with no parking. We currently have a severe traffic and parking problem, and Metro is cutting routes, not adding them. It makes no sense to add more cars parked on surface streets for the hundreds of condos and mini-apartments going in. The reality is that people in Seattle need cars because Metro SUCKS and takes over an hour to go a 5-mile commute to SODO. Stop with the no-parking waivers already. It's making it dramatically worse for pedestrians as drivers get gridlocked, frustrated, and start driving erratically.	4/1/2014 9:01 AM
55	traffic on 35th is too fast. also, get parking off of arterials like 35th and turn the extra space into wider sidewalks, rain gardens and bike lanes	4/1/2014 8:04 AM
56	interesting that there are no traffic type questions on the survey. Would like to see attention to pedestrian-friendly traffic patterns-at this intersection would like to see an all-way stop traffic light like that at California and Alaska	4/1/2014 6:27 AM
57	This is a village center that serves a constituency that often must use a vehicle to access the shops in the village. Removing the gas station or the drive in cleaners or the drive in teller windows would create a hardship for many of the folks who live on the backside of Magnolia and generally must drive to the village to use the banking, cleaners, drug store and restaurants. Designation as a Pedestrian Zone will not help Magnolia Village draw new businesses.	3/31/2014 9:51 PM
58	A pedestrian-friendly area brings increased business to the area, as well as an improved sense of "livability."	3/31/2014 9:39 PM
59	Driveways and parking lots provide spaces for food trucks.	3/31/2014 7:33 PM
60	Not even business in this area to be a ped zone	3/31/2014 7:22 PM
61	This isn't a good idea. It will impact current businesses in the area and put too heavy of concentration of retail business while restricting other required services sub as car wash, auto repair, small home improvement, nurseries and landscape supply businesses.	3/31/2014 6:19 PM
62	we will have a huge influx of residents in the next few years...better get this right and put in plenty of pedestrian friendly amenities.	3/31/2014 6:12 PM
63	I would not want to increase the height of new construction beyond what is existing.	3/31/2014 5:12 PM
64	Off street parking should be required for all residential units. At least one space for each unit that is included in the cost of the unit rental.	3/31/2014 5:09 PM
65	A pedestrian business zone determination in this area would be a great additon to the increased building height now allowed due to recent zoning changes.	3/31/2014 4:39 PM
66	Please consult the adopted Uptown Neighborhood Design Guidelines for the map which gives a good idea of where ped zone expansion might take place.	3/31/2014 3:54 PM
67	Depending on results of an overall mobility plan, buses and streetcars could also be integrated into pedestrian areas	3/31/2014 3:41 PM
68	To add on to the above comment. I feel that the transparency requirements should be very high in these zones. Transparency is one of the things that makes a lively and interesting streetscape. It also makes pedestrians feel safer and more comfortable...esp. at night.	3/31/2014 3:05 PM
69	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
70	The Aurora Licton corridor has multiple areas that are below basic sidewalk standards. As a main thoroughfare and new Rapid ride bus route all of the sidewalks along Aurora should be improved to allow and encourage pedestrian access.	3/31/2014 10:55 AM

Pedestrian Retail Areas

71	This area needs more pedestrian safety measures. Also, it would be great to get some of the office uses up off the ground floor.	3/28/2014 4:16 PM
72	Thank you. This area needs the ped zone designation.	3/27/2014 9:54 PM
73	There is a very urgent need for regulatory signs /lights designating crosswalks and alerting drivers to pedestrians trying to cross the streets.	3/20/2014 1:09 PM
74	Not impressed with your outreach. We find out everything from other neighborhoods, never from DPD.	3/18/2014 8:59 PM
75	Would be nice if this area was cleaned up. The business owners don't clean up graffiti or pick up their garbage. There is litter all over the street/intersection especially next to "Seattle Supermarket" Plantings could be better maintained.	3/18/2014 10:59 AM
76	First and foremost, this specific intersection needs more frequent public safety patrols to ensure a modicum of safety for pedestrians in this area, as SPD is currently failing miserably in this capacity.	3/17/2014 6:41 PM
77	The area is very dirty with litter strewn about the sidewalks, bus stops, parking strips and business parking lots. Metro needs to bring back the large trash cans at the stops, even though people sometimes illegally dump there. Don't know if SDOT has trash cans and has the capacity to empty them, but they are sorely needed. Lots of rodents/pigeons/crows in the area and it looks unsightly, unkempt and undercuts the appeal of the area to pedestrians and people going to the businesses that exist. Also need to remove the donation station—the org that owns that station box rarely picks up and stuff gets dumped around there. There is also a street light out on the east side of Beacon Ave between Columbian Way and Ferdinand. Overall the lighting could be better to make this area more pedestrian friendly and safe. There have been a number of strong arm muggings in the area as people get off public transportation.	3/17/2014 1:24 PM
78	Live-work spaces are a joke. Give us REAL retail space. Most pressing need in South Wallingford is safer crossings to Gasworks (bikes, pedestrians, strollers; dog walkers. 34th & Meridian is a very dangerous intersection - heavy traffic and setting sun restricts vision on East to West traffic. please keep me posted at . Thank you for requesting neighborhood input - refreshing change from the previous city administration!	3/15/2014 8:13 AM
79	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
80	Stop wasting money and fix the roads.	3/13/2014 8:02 PM
81	That all businesses make sure it is clean inside and out at all times. The garbage around the businesses on Beacon Hill is disgusting.	3/13/2014 4:22 PM
82	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
83	This area has a lot of pedestrians and buses. We have a lot of new multi-family dwellings (and many more on the way) that will contribute to traffic congestion unless people are encouraged not to have cars. The buses with lots of resident-friendly commerce will help enormously. Thank you.	3/13/2014 10:26 AM
84	Extra sidewalk width could come from the ROW rather than private property. Ground Floor uses could include residential Requiring overhead weather protection is a) enforcing uniformity, b) an excessive response to Seattle's modest precipitation.	3/13/2014 7:50 AM
85	We need more businesses that attract neighbors. Current businesses have huge amounts of trash that they generate and it coats the area. Thanks for the survey!!!	3/12/2014 2:59 PM
86	There are a LOT of pedestrians already in this area, as one can deduce from the amount of trash that gathers around the bus stops, etc. There is not NEARLY enough service/attention for the people that use this area: more (or in the case of the bus stop, larger) garbage receptacles are needed: people try to use them but they quickly fill. Also the sidewalks are extremely uneven. I think the litter and bad sidewalks unfortunately contribute to a lack of initiative on the part of the business owners; it certainly is depressing for the neighborhood residents! Thank you!	3/12/2014 8:26 AM
87	We need some enforcement on the businesses in our area to clean up their graffiti. Also - the hookah bar posing as a coffee shop is a danger to our neighborhood - we need enforcement of zoning and licensing.	3/12/2014 8:17 AM

Pedestrian Retail Areas

88	It's fine to improve sidewalks and pedestrian areas but not if you are going to push out the businesses that have been there for a very long time. This is a historically red lined neighborhood where the Asian American community could buy homes. It's been a strong community of color for very long time. In recent years a lot white people have moved in because it was affordable. Since that started they have begun to complain about business owned by people of color for people of color. To put it bluntly they don't like them because it makes them uncomfortable and they are uncomfortable because they are racist. They will make up a different reason and call it something else, but they are just hiding the fact that they are racist. They all want to brag about living in an ethnically diverse area, but make no effort to understand what that means. So please be understanding about the areas you are surveying and what their history and demographics are.	3/12/2014 12:22 AM
89	Please fix the stop light timing. There are lots of cracks in the sidewalks. Pan handlers really do cause traffic congestion on this corner.	3/11/2014 9:21 PM
90	This area is so dirty, trashy, stinky, the planted beds and trees are unkept. There's nothing really enticing and friendly about this intersection. I would love to see a nice friendly breakfast place. this is close to my home but just does not feel good to hang out. Art! Kinetic art, colorful, glass (I'm a glass artist). Thank you, Juli Sipe Cummings, julisipe@gmail.com	3/11/2014 9:00 PM
91	Making this area safe and clear for pedestrians will encourage more retail activity at this crucial intersection.	3/11/2014 8:49 PM
92	The hookah bar that poses as a coffee shop has parking on the sides and in back and makes a mess in the late evenings. There is a clothing collection box that is always overflowing; an empty telephone booth with graffiti; the bbq shop could use some help with making a more welcoming entry and lessen the front parking spaces; the dry cleaners turned seafood shop is covered with graffiti. A designation of pedestrian zone and some upgrading of this area would be wonderful and support the businesses that should be there - such as the barber shop and the golf equipment shop. I have a home counseling business four blocks from Beacon & Ferdinand. Some clients are afraid to go through the neighborhood.	3/11/2014 4:40 PM
93	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
94	Our neighborhood is to the South of this area. We would like to see this area cleaned up.	3/11/2014 3:38 PM
95	This intersection has great potential, and I would love to see it get some attention! Thanks.	3/11/2014 3:21 PM
96	The sidewalks are in very bad shape. Thanks!	3/11/2014 3:09 PM
97	The business around the main intersection (Columbian Way and Beacon Ave S) are a disgrace. This is not a walkable, inviting pedestrian area at all at this point.	3/11/2014 3:04 PM
98	This area is slowing coming a more inviting area for pedestrians. This area has a ways to go before things really start to happen. I have off street parking for a few cars in front of my retail building that my customer really like. I would not be interested in losing that feature. This year we are going to be converting more of our paved over area to planting areas. We are working with the property owner just north of use to make our little part of Seattle be much more wonderful.	3/11/2014 12:41 PM
99	this is a crappy survey monkey. the questions are worded ambiguously and confusingly. what's the point??	3/11/2014 11:05 AM
100	Fremont already has a vital pedestrian area - and not by regulation and force. Please, do not do more to restrict uses - most particularly, do not restrict PARKING! We need MORE parking!!	3/10/2014 8:20 PM
101	This is a major arterial, not a pedestrian area. The fact that this area is being considered, is a sign that the current zoning is already inappropriately identifying this area for commercial use. This area is and should be auto-oriented commercial use with gas stations and drive-throughs.	3/10/2014 4:14 PM

Pedestrian Retail Areas

102	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
103	We have some ped zones in Fremont - making more would be detrimental and all new buildings should provide parking. We are an old streetcar district that needs some new parking.	3/5/2014 2:16 PM
104	Street parking in this area is nonexistent (water taxi takes it all) and there is no bus service; how could it possibly be a pedestrian zone?	3/4/2014 7:45 PM
105	The Ravenna Bryant Community Association did a survey about the ne 65th business district and found that the vast majority of people that visit this biz district live within 5 blocks but drive there. We need that area to be more inviting for people to stroll.	3/4/2014 5:45 AM
106	We have too many churches. The neighborhood is stuck in an auto dependent mode because all of the commercial space is being used by churches.	3/3/2014 9:24 PM
107	Pls look closely at Beacon and Hanford area. It's not included in your study area but should be. The lack of ped overlay there is leading to some very poor proposals (look at project #3014661...). Beacon and Columbian wy also very much needs this designation...there will be future development here and we need to see it take the right form.	3/3/2014 12:43 PM
108	Please send updates to Mikelle Page 206. 679.7018 Pagemi@msn.com Thank you for the opportunity.	3/3/2014 11:00 AM
109	Fremont has seen high growth in residential housing in the last ten years and now exceeds the growth targets, yet commercial needs have not been addressed that will make this a live able and walkable neighborhood and that gets people out of their cars--for example no grocery store on Stone Way. The new restaurants on Stone Way are a good addition. Despite the growth in residential and the pedestrian/bike/transit orientation of many residents and new residents in Fremont, pedestrian safety is still a critical issue and motorists do not observe marked or unmarked crosswalks. There have been two serious pedestrian car collisions on Stone Way in the past year.	3/3/2014 9:14 AM
110	I love the idea of creating pedestrian zones. Please apply this comment to all pedestrian zones being considered: minimum parking requirements should be completely eliminated in all pedestrian zones. Let developments decide for themselves how much parking they need or don't need.	3/2/2014 10:51 AM
111	I love the idea of limiting or prohibiting driveway curb cuts in pedestrian zones. In the cases where an exception must be made (e.g. No alley or side street access to the site), the city should charge a TBD curb cut fee commiserate with the harm the curb cut causes. Or require the developer to offset the harm with some public benefit, similar to what is required for alley vacations. This would allow the market to weigh and decide how important the curb cuts are. E.g. Buildings might choose to locate parking off-site, or more sincerely consider how badly they want curb cut access.	3/2/2014 10:46 AM
112	The Columbian Way/Beacon Ave selection on the first question seems to have a West Seattle street attached to it - is this messing up your survey results?	3/2/2014 8:47 AM
113	Thank you for asking ...	3/2/2014 12:02 AM
114	The list of allowed business is filled with minimum wage jobs and excludes MANY local services that our community would love to walk to, but would be excluded in this plan. The "wider sidewalks" DEPENDS on so many factors. Loyal Heights area? No. 15th and Market... yes. Another flaw with this is it further homogenizes our business areas. This is a McDonalds, cookie cutter approach and should be stopped immediately.	3/1/2014 7:57 PM
115	THANK YOU for considering this area! Lockmore and Maple neighborhoods have long been ignored, and are not necessarily represented in the current "Neighborhood" map.	3/1/2014 4:01 PM

Pedestrian Retail Areas

116	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
117	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
118	15th NW needs wider sidewalks	2/28/2014 3:15 PM
119	The area specified is unsafe. Rainier should be on a road diet in pedestrian areas. 4 fast lanes through Columbia City is frightening. The number of cars running red lights... the quick change of the lights which means people are crossing when cars are running lights. The extremely short amount of time for for pedestrians to cross is another hazard and unfair to those with disabilities. If Airport Way can go on a road diet through Georgetown why can't Rainier go to 3 lanes in Hillman City and Columbia City. Let's not wait for more injuries. It hurts commerce as well because customers do not want to wait or gamble to cross the street.	2/28/2014 2:24 PM
120	I live in West Seattle and drive to the Admiral district, and to Seattle. I sign my children up for classes like Gymnastics. We would have to walk to get to everything. In Admiral the shopping there is nice but people already get frustrated when waiting for spots in parking lots. More parking would be better. Less parking would cut down the business coming in and out, and reduce it to the people who live in the immediate area. Gymnastics is not offered near where I live. I would have to find a different alternative.	2/28/2014 11:25 AM
121	Every residential block or two needs a corner store, coffee shop or gathering place.	2/28/2014 9:44 AM
122	Improve coordination with land use and transit lines especially frequent bus routes & rail	2/27/2014 12:31 PM
123	Magnuson Park is turning into a car oriented destination with little to no support for the adjacent residents or the Seattle Housing Authority residents within the park. City of Seattle policies need to change, based on a "Complete Community" where economically constrained residents around the park (single parent families, students, and elderly) have walkable retail opportunities that allow them to avoid the expenses and liabilities of car ownership. This will also provide real alternatives to the "cafés" the Arena Sports and the new Tennis Center have opened for their users.	2/27/2014 9:03 AM
124	This area has potential, but there is kind of a dead zone between the busy part of Market St. (east of 24th Ave NW) and the Ballard Locks. Safe access for people biking through this area would help greatly. Need more safe ways to cross Market St. when walking and biking.	2/26/2014 10:22 PM
125	Currently, much of this area is very unfriendly to pedestrians, with a number of rundown properties and unsavory businesses in the area. In addition, many of the sidewalks are narrow and have to cross wide driveways. People walking and biking need more safe ways to cross 15th Ave NW and NW 85th St.	2/26/2014 10:19 PM
126	Please fix the timing of the signal at NW 58th St. It takes far too long to turn green after pushing the button. Please consider safe access for people walking and biking. More safe ways to cross 15th Ave NW would be great. Some traffic calming on 15th Ave NW would be great - traffic can be very fast and aggressive.	2/26/2014 10:13 PM
127	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
128	SR99 is a dangerous street for pedestrians - multifamily must and should be one block off this State hiway\ - encouraging pedestrian traffic will result in pedestrian injuries - facts of life show that vehicles including buses drive above or at the approved speed limits- current project to allow and improve pedestrian crossings along a state hiway are dangerous to pedestrian traffic- I have owned property and operated businesses along this Hiway for over 35 years and know the street well - proposed canoes in zoning are not beneficial to the people who will be residing along a State Highway however 1 block off the Highway is a great idea.! and it will work to benefit all..	2/26/2014 10:56 AM

Pedestrian Retail Areas

129	I'd prefer to widen sidewalks at the expense of on street parking spaces rather than property owners.	2/25/2014 11:44 PM
130	Pedestrian Zones encourage segregation. Growing up in Seattle we explored our city and patronized business throughout. From South Seattle's rich mix of black, African, Asian and Samoan cultures to Ballard's Scandinavian history we would go across town and spend the day. But pedestrian zones have no parking and street parking is expensive and limits the amount of time that you can spend places. There is no balance in Seattle. Forcing builders or individuals to build at a minimum density is just the type of arrogant self serving government over reach that we don't need.	2/25/2014 8:44 AM
131	There is incredible potential for this area that has not been addressed yet. But as it is laid out now, the area feels dangerous to walk in due to the speed of vehicles on 35th and the number of multiple driveway entrances with each business, i.e U-haul, mini-market, and Walgreens. There is a library further north that I walk to with my kids, and we are always hyper-alert around 35th and Morgan due to the poor existing streetscape.	2/25/2014 7:43 AM
132	I assume #12 concerns FAR, not minimum total area, because the total area depends on lot area. I'd rather keep the lots small, it adds character rather than the classic Seattle behemoth wood-on-concrete buildings that are being built everywhere.	2/24/2014 1:40 PM
133	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
134	As drawn the zone is not contiguous. I'd recommend extending the proposed zone north of Howe.	2/24/2014 9:02 AM
135	My one concern is that I am a resident in this neighborhood with offstreet parking. Because I live directly on E. Madison and 26th, I am concerned I will have difficulty finding parking for my vehicle in front on my residence if more people are parking to then walk in the pedestrian zone. There would need to be additional parking allocated to ensure this works. Also, I am for this being a pedestrian zone as long as it does not disrupt the current bus lines that travel through E. Madison. Having accessible bus lines also encourages people to take public transportation and reduces the number of cars on the road (and parking)	2/23/2014 12:11 PM
136	your questions are way too complicated for me to answer with certainty. Please use common language and makes those questions more understandable. Thanks	2/23/2014 10:19 AM
137	Pedestrian zones should be established at 15th Ave NW & NW 77th and 15th Ave NW & NW 75th	2/22/2014 4:30 PM
138	Curious as to selection of Harbor Ave. Is this anticipatory of growth that has yet to occur? Also, find 'North' confusing. Is this towards Alki Beach?	2/21/2014 3:03 PM
139	Madison valley	2/20/2014 9:31 PM
140	I don;t think you should eliminate parking in this area. It would be bad for business and bad for elderly people who can't walk long distances. I think it is fine as it is..	2/20/2014 3:17 PM
141	No bike lanes replacing streets	2/20/2014 2:54 PM
142	This is very exciting for our neighborhood!!	2/20/2014 10:13 AM
143	Admiral is used by all of west Seattle and Beacon Hill for shopping, they do not walk or bike they come by car.	2/19/2014 1:21 PM
144	35th Ave Ne in Wedgwood is a busy arterial and the core of the Wedgwood neighborhood retail environment. Yet, since the tolling of 520 started, more people use 35th Ave NE as a thoroughfare to get to Lake City Way / 522 to go around the lake and avoid tolls. Speed reductions, more pedestrian lights and speed patrolling would also help improve this district for walking.	2/19/2014 10:01 AM
145	In addition to the DPD recommendations for 15th Ave. NW, pedestrian zones should be established at NW 77th and NW 75th. Without these additional ped. zones no pedestrian businesses would be encouraged between NW 83rd and NW 70th leaving a long stretch open to non-pedestrian uses. Since the DPD recommendation is to only create pedestrian "nodes", rather than an cohesive pedestrian retail zone, leaving this area open to non-pedestrian development undermines the idea of nodes. In addition NW 77th is a proposed bike route and will attract more bike and pedestrian traffic making pedestrian retail more viable. Secondly NW 75th is on the safe walking route for Whittier Elementary School. Eliminating drive through businesses and wide curb cuts will make this corner safer. 75th is also a Rapid Ride stop which has a lot of pedestrian traffic. Mel Kang melkang@msn.com	2/19/2014 7:59 AM
146	Utility poles and other sidewalk obstructions should be limited. If possible underground the utilities.	2/18/2014 6:05 PM

Pedestrian Retail Areas

147	I would ask that 15th and 75th Street be included as a Pedestrian Zone because of the following: * A pedestrian zone here will enhance other nearby pedestrian zones being recommended by the City by increasing pedestrian traffic in this area. * This intersection is on the safe walking route for Whittier School. * It is a Rapid Ride stop.	2/18/2014 1:29 PM
148	Please eliminate sandwich board signs, which clutter the walking space and are ugly. Please provide more trash and recycling containers. Our neighborhood has 2 which were constantly overflowing. Adding one additional crosswalk, and looking at the bike crossing at 29th Ave E and East Madison. All important for our neighborhood. lindy@madisonvalley.org	2/18/2014 10:16 AM
149	My utmost concern is parking around here. Currently this area is an RPZ. No business owners whatsoever should be given special consideration for using the residential streets as their personal parking space.	2/17/2014 6:32 PM
150	current designation fails to correctly describe current MUP for industrial C-2 zone to large residential on adjacent current commercial/industrial property at avtech project 3014232/33 failure to consider that the current mixed use project directly adjacent both to the south and north and soon to be East of proposed parcel is 90 % residential. both 34th and East to Burke and Meridian should be included in this proposed piece of corridor for community vibrancy. wallingford ave north should be considered a principal pedestrian route This whole area is a higher residential and housing unit density that is compromising surrounding Sfamily residential uses. This area should be considered as high value addition and it's area should be extended East and west along 34th.	2/17/2014 12:04 PM
151	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
152	I found some questions a little hard to understand, so didnt answer all	2/16/2014 11:30 AM
153	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
154	there are a lot of elderly people who live in this area and Broadview library and Broadview Thomson school. Encouraging pedestrian activity will serve the community.	2/15/2014 10:54 PM
155	Thank you!	2/15/2014 4:09 PM
156	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
157	Ravenna on 65th has great potential as a pedestrian-focused neighborhood commercial area. However it's too ped-unfriendly right now. Too much emphasis on cars and parking. Slow things down, encourage walking, and business (as in business-prosperity) will follow. Yes, there may be a period of "reset" where some of the older car-centric businesses -- such as the currently struggling awful interior design place, the soon to be closed pot store, and the completely out place in a neighborhood barricade place go away. But these will be replaced by businesses that cater to a high-density, walkable neighborhood.	2/14/2014 11:45 AM

Pedestrian Retail Areas

158	We need a crosswalk across 55th st between 27th Ave and 35th Ave. Ideally at 30th Ave or 28th Ave. It is way too dangerous to try to cross the street with all of the cross traffic coming down or up the hill quickly from 25th. I've almost seen people hit multiple times, and its a barrier to walking down to the U village for shopping.	2/13/2014 9:51 PM
159	I wish you would spend \$\$ fixing the streets & other infrastructure (example: water lines) in Seattle rather than trying to tum Wedwood into another Ballard or Fremont--both neighborhoods have been ruined by over development. First things first.	2/13/2014 4:43 PM
160	Ensure cycling access. It's better for pedestrians and cyclists.	2/13/2014 4:34 PM
161	I would like to request that no more dry cleaners open in Phinney, unless they are green certified.	2/13/2014 2:59 PM
162	Keep density at locks low. I've lived in Ballard over 25 years and it is being destroyed by the high density developments. I grew up in a very large city which preserved its heritage, something Seattle does not do well. Parking at the locks can go away, but not to build more huge developments. It's a park, area uses should reflect that.	2/13/2014 1:26 PM
163	Minimum floor area would push for large developments at the cost of existing buildings. Keep the flavor of the neighborhood intact by preserving smaller footprint businesses and buildings.	2/13/2014 1:21 PM
164	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
165	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
166	Admiral is shopping area for all in West Seattle and being able to park is important.	2/13/2014 9:52 AM
167	I wonder how this could affect the parking lot entrance on 65th... Such an awkward and ugly area.	2/12/2014 9:55 PM
168	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
169	Parking requirements are antiquated! Especially in urban villages and near light rail hubs. Design commercial areas in these ped zones for pedestrians (and bikes)	2/12/2014 6:45 PM
170	We live in a heavy traffic area, with handicapped and elderly, and low income people. There are no sidewalks. Without sidewalks there is not only a safety issue but also a feeling of isolation.	2/12/2014 6:18 PM
171	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
172	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
173	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
174	Pedestrian safety should be #1. We should also encourage property owners to have try to have a retailer ready to move in when they open their new apartment buildings rather than having empty store fronts for untold months.	2/12/2014 2:02 PM

Pedestrian Retail Areas

175	Greenwood in general is a desert, with multifamily residences, but few business'. Get people out of their cars and encourage more neighborhood friendly transportation, ...bike lanes, bike parking. Provide wider sidewalks to encourage apartment dwellers an opportunity to sit (in seating) on the wider sidewalks. Encourage people to explore. Sidewalk art (embedded in the sidewalk) use pavers.... make the sidewalks and extension of your living room...	2/12/2014 12:30 PM
176	Terminus Bus stop at this location. Large mult-family st SE corner. Few goods and services. Like to see more eateries, coffee shop, mom and pop store. Destinations for walkers and families with kids. Small existing retail has limited goods.	2/12/2014 12:30 PM
177	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
178	This looks like a solution looking for a problem. Do not see a need for it. Other solutions such as regulating sidewalk furniture, allowing for vehicles in a balanced way, regulating building heights, would make for a more vibrant community	2/12/2014 11:22 AM
179	This district wants clientele. Now let's see, where are lots of nearby people? The VA! But there's virtually no pedestrian connection. There's also a stark cultural divide, apart from the homeless vets begging at the corner. Bridge those gaps, and this district might change a lot.	2/12/2014 10:57 AM
180	This survey is poorly worded and difficult to complete. I support the pedestrian area proposed at 15th Ave NW near 75th and 77th.	2/11/2014 9:34 PM
181	It is important to protect the existing single family neighborhoods surrounding Admiral. Already our streets are overwhelmed by cars parked by bus riders and visitors to existing retail. Parking must be included in the pedestrian plan – even if it is underground public parking.	2/11/2014 9:13 PM
182	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
183	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
184	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
185	As a pedestrian, crossing 15th is difficult. Currently there are not a lot of businesses along 15th that draw me to the area so I typically walk along less busy streets and find myself without a pedestrian crossing when I hit 15th.	2/11/2014 7:56 PM
186	Improved crosswalks needed, zone should be extended to include businesses at 3rd and 65th	2/11/2014 7:52 PM
187	This area is accessible to neighborhood residents, but difficult to get to with public transit so taking away parking would likely increase parking in surrounding residential areas. The auto body shop in the area should be allowed to stay, it feels very neighborhood related and I may take my own car there should I need body work, it is nice to have those kind of amenities in walking distance from your home, incase you need to leave a vehicle for repair.	2/11/2014 7:48 PM
188	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
189	We need more signaled crosswalks and painted but unsignaled crosswalks at every intersection. This needs to remind drivers to stop for pedestrians!	2/11/2014 4:03 PM
190	This area will be difficult to convert, there needs to be an additional upzone and retail conversion on a side street (80th?) that makes this less linear and car dependent. 15th is currently too wide curb to curb to support this function as is.	2/11/2014 3:00 PM

Pedestrian Retail Areas

191	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
192	Extend the pedestrian zone all the way up Fremont Ave to 46th.	2/11/2014 2:37 PM
193	The zone should be wider. Make it two-dimensional, not just two straight lines.	2/11/2014 2:35 PM
194	Do not require paid parking in the area. That only pushes the cars into the residential areas.	2/11/2014 12:15 PM
195	Some of these questions were too vague--and I am quite used to reading urban planning info. Not a user friendly survey. Kathy King 206-786-5971	2/11/2014 11:49 AM
196	well, it's not quite clear what area you have in mind when you say "East Madison." Madison Park and Madison Valley should definitely be pedestrian zones. Also eventually the area around 14th and Madison.	2/11/2014 7:31 AM
197	also think that 75th and 15th should be designated pedestrian friendly, due to whittier elementary and walking path to salmon bay park at 70th.	2/10/2014 9:09 PM
198	Please include nw 70th between 16th nw & 10th nw in you study.	2/9/2014 8:35 AM
199	Add 34th to the East of Wallingford. As indicated above, make the entry to Gas Works a jewel not an overcrowded box filed apartment land.	2/8/2014 3:48 PM
200	15th Avenue has sidewalks that are not well maintained by the city or businesses. The Ballard Chamber or similar business organization should establish standards for keeping litter picked up and sidewalks clean. Without that community commitment by the businesses along the area, pedestrians will not find walking along 15th north of 65th pleasant.	2/8/2014 1:46 PM
201	15th Avenue has wide sidewalks and the parking strip too often has been asphalted. The asphalt needs to be ripped out and proper plantings put in. That would greatly enhance the appeal of the street for pedestrians.	2/8/2014 1:41 PM
202	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
203	If possible to create signage requirements that meet council approval, that would be great. Less gawdy neon and more nicely designed signs that give businesses a community feel.	2/7/2014 3:27 PM
204	Limited parking is already an issue in this area. Adding more business with even less parking would be a disaster. Pedestrian zones are nice in theory, but we live in Seattle and it rains occasionally. People walk less and cycle less when it is wet outside. Cars (and parking) are a necessity. If you reduce street level parking, then underground and/or multi-level parking structures need to be built.	2/7/2014 3:12 PM
205	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
206	It would be great to get rid of or clean up the "dead" houses on 15th Nw. I know some are occupied, but I don't know the legality of that--almost all of them look like they should be condemned.	2/7/2014 11:50 AM
207	Reduction in pom shops, strip joints and the like. There are restrictions on alcohol and other vices, the pom needs to go from our neighborhoods...strip joints are within just a few blocks of schools but dispensaries are being disallowed. That's a disconnect. Get rid of the sex shops and strip joints from near schools and in pedestrian zones as well, please.	2/7/2014 9:21 AM
208	15th is a dead zone for business. We need to create a more walkable neighborhood and encourage more businesses	2/6/2014 10:20 PM
209	This move will increase property value.	2/6/2014 9:16 PM
210	75th and 15th has a school bus pickup and the metro buses to downtown - right where the strip club is. 70th, just off 15th has a few blocks of restaurants, bakeries and a yoga studio constantly frequented by the neighborhood. No one walks on 15th to get there because is it so trashed. A pedestrian zone between 70th and 75th, especially, would bring a lot of WANTED (as opposed to the strip club, Love Zone, marijuana) activity to the neighborhood.	2/6/2014 6:56 PM
211	With the elementary school in the area, it is important that this area be made more pedestrian friendly. The neighborhood has been trying to accomplish this goal for decades...I've lived here 29 years and have seen many changes that have reduced the walkability of this area. I would love to see those changes reversed.	2/6/2014 11:16 AM

Pedestrian Retail Areas

212	Please be aware that this area has a high volume of walking students of all ages due to Whittier, Salmon Bay, Whitman and Ballard High. Lots of kids crossing 15th at 85th, 80th, 75th and 65th. It would be wonderful to have a more walkable/shopable path for families from 65th to 85th. Thanks.	2/6/2014 10:45 AM
213	Be firm on categorizing live/work as residential and not commercial. Disallow artist studio space as part of required commercial space on street level, unless it includes open gallery that adds to pedestrian experience (i.e., disallow condition at 3063 Beacon Ave S. with constant doors locked and windows shuttered looking like vacant space). The Pedestrian Retail Zone in the North Beacon Hill Urban Village should be expanded to the current boundaries of the Light Rail Station Overlay, as the intents are similar for the two zoning overlays. The inconsistent boundary is confusing and would benefit from consolidation (i.e., just make the Station Overlay also be the Pedestrian Retail zone). Also, consider expanding the pedestrian retail zone further south along Beacon Ave, possibly even all the way to Spokane Street where Jefferson Park begins. This is a heavily traveled pedestrian route with a few businesses spattered along the route and would benefit from the same restrictions in the urban village.	2/6/2014 10:05 AM
214	This is tremendous. Yes. Yes. Yes.	2/6/2014 9:16 AM
215	Please consider this area! It could really be a great thriving pedestrian district with encouragement of the right kinds of business. People in my neighborhood are very committed to walking, we have a pretty good walk score, but it could go much higher.	2/5/2014 11:20 PM
216	There should be a restriction on having strip clubs within a certain proximity to elementary schools; ie Sands.	2/5/2014 8:57 PM
217	I don't see how this area can be developed as a pedestrian zone that is truly user friendly unless the marijuana and sex type stores are eliminated.	2/5/2014 7:53 PM
218	I know you don't have the ability to mandate improvements like trees or road improvements, but having bicycle parking on-street is a really critical item that can be mandated.	2/5/2014 9:12 AM
219	15th Ave at 70th has a burgeoning walkable neighborhood with small restaurants and shops and it would be wonderful for the city to encourage a more pedestrian friendly 15th avenue to help spread this walkable vibe. Additionally the city should consider median plantings, bus bulbs, widened sidewalks and high visibility crosswalks. Parking is a privilege, not a constitutional right. Finally, the use of Live/Work units in new development along 15th has NOT contributed to a vibrant street scape. These units are rarely used for retail and leave dead holes of shut blinds along the street.	2/4/2014 9:20 PM
220	15th and 75th Street: This intersection is on the safe walking route for Whittier School. Also is a main bike route to 8th ave => Burke Gillman trail. Multiple Rapid Ride stops. 15th and 77th Street a. A proposed bikeway will cross 15th Avenue NW at this point b. A pedestrian zone at this point will enhance the other nearby pedestrian zones.	2/4/2014 9:10 PM
221	1. Overhead Weather Protection: Please require that they be continuous and have downspouts. The current allowed design of 8' long panels with curtains of water between each panel and at the center of the sidewalk where the panel ends is almost worse than no coverage at all. 2. Streetlevel tenant floorplates: To "activate" a block, it needs to have multiple street-facing tenants not one tenant occupying the whole facade. Example of bad: Taproot Theater's new expansion in Greenwood. Example of good: Queen Street in Toronto (many narrow, deep tenants, so that every few steps you encounter a new shop or restaurant) (our University Way is pretty good for this too).	2/4/2014 12:11 PM
222	This area should be cleaned constantly. I pick up the trash at the bus stop (N bound) daily. But the median strips are also filthy. The businesses could keep the planters in front planted. At least one business has people living in it and is not actually open to the public. The "drop off box" for used clothing should be removed as it is usually filled and overflowing with garbage. People have now started spending hours - and drinking - in the bus shelter, which leaves those who have to catch the bus there standing out in the weather. The situation is really depressing and it's becoming embarrassing, to be a home owner here. aloha2600@comcast.net	2/1/2014 5:36 PM
223	Old and ugly stores -like upholstery place on 65th- should have to revamp a bit in order to fit better with rest of commercial area.	1/27/2014 9:04 PM
224	Re #14 - Unsure what is "this" area. In general, I find the survey very open to interpretation, perhaps with a hidden agenda. I suggest a recall to this survey and another attempt made, with clearer definitions, eg commercial space vs residential? Where do those ridiculous live/work spaces fit?	1/27/2014 6:59 PM

Pedestrian Retail Areas

225	Good timing with potential light rail station about .5 mile to the west, future driving range at golf course, existing trail around golf course. This area has excellent bus service though it could use better connectivity to Greenwood Ave area. Lots of people already walking to use the minimal services that exist. Seattle Drum School could use a companion-type business. At the very least, a place for parents to hang out while their kids are at practice. Thank you!	1/27/2014 10:09 AM
226	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
227	you eliminate plazas by having the 10 foot rule. making businesses conform to your overhang requirement sounds dumb especially when people use their umbrella under them and they cost businesses more money. if making this area more ped friendly causes more traffic issues, then don't do it as you already did that on 5th. trying to get home on roosevelt or 5th is a nightmare and let me remind you that bus service on roosevelt is limited while bus service on 5th going to roosevelt is supposedly losing funding. your questions do not make sense to me and i went to planning school. what is this - "Require new development meets a minimum size requirement"? why this - "Prohibit businesses with drive-in lanes on the periphery of pedestrian zones"? what does this mean - "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"? why would you prevent a gas station when people live there and need gas? why do you allow the live-work spaces to go in next to snappy dragon when you know that there is no parking and that the homes tower over the existing residential/snappy dragon? one requirement should be about outdoor speakers because i heard racist comments coming from roosevelt ale house and the owner decided that it was okay after i contacted him. this is *not* okay and outdoor speakers should be prohibited or limited to a decibel level that does not offend someone on the other side of the street especially if you want pedestrians in this area. you need to make ped crossings more visible at each intersection. like i already said, you can't punish drivers because we live there too and there are only two streets (that you've put on road diets/school zones/limited parking) to take going north to northgate or south to home/roosevelt. when it takes me 15 minutes to drive a little over a mile, i am not super happy.	1/25/2014 5:52 PM
228	This survey was very confusing. I of course don't just stay in one location in the city, so I would like the chance to comment on multiple areas. However, it's really confusing and annoying to figure out exactly what you are referring to by the intersections and locations you list on the first page of this survey. This will dissuade a lot of people from responding, so it may invalidate your attempt to solicit input from the public. Wouldn't it be possible to have some kind of map I could click on to indicate the areas I would like to comment on? I would expect the city planning department would have those kind of GIS resources. Thank you.	1/25/2014 5:37 PM
229	Please do not take away on street parking that currently exists. It will force people to park in the neighborhoods and discourage stopping for groceries and services on the way to or from work or other duties. Why is this necessary and at what expense. I would prefer to see the dollars going to fix our crumbling streets for road repair, sidewalk repair and graffiti removal on private and public property. Your plans are hard to understand. A reader digest version would be simpler. I still do not know what you are trying to do with this plan and it scares me that these changes will affect our neighborhood negatively. Bob Throckmorton 8203 41st Ave NE Seattle, WA 98115 206-526-5187 (message) bthrockm918@yahoo.com	1/25/2014 1:05 PM
230	Aurora has plentiful problems and we need to come up with a viable solution as a community to figure out how to curb crime. By making it more appealing for regular people - hopefully that will drive out the crime and prostitution. Right now...who would WANT to go there. It's terrible.	1/25/2014 7:40 AM
231	I find it ridiculous that this area doesn't have adequate sidewalks. In order for this to truly be a pedestrian zone....the city needs to get off its ass.	1/25/2014 7:36 AM
232	I would like to make sure there are bicycle lanes and bicycle parking too.	1/24/2014 5:57 PM
233	make sure there are bike lanes and bike parking	1/24/2014 5:55 PM
234	Please push the pedestrian retail areas. This would add a huge value to this neighborhood. We need to provide more incentive for additional retailers to come to our neighborhood.	1/24/2014 4:55 PM
235	Wedgwood needs more sidewalks. If you expect people to walk to businesses, the residential streets need sidewalks. Right not it is too dangerous to walk along the side streets with kids. Nobody will walk to these business from the side streets because it is unsafe to do so.	1/24/2014 3:04 PM

Pedestrian Retail Areas

236	Dreaming that it would be a pleasant experience to stroll or enjoy an outdoor coffee or meal on 35th is silly--car and bus exhaust--YUM! Having a car crash into my building, (NE corner 35th & Webster), and observing a minimum of 6 accidents at 35th and Webster, knowing the previous owners had a car crash into the building, the building on the NW corner of 35th and Webster has a bike rack to minimize another crash into their building--NO- a pedestrian zone is not a good idea. I do think the speed limit is not being enforced, and more traffic lights and better crosswalks are needed. A "road diet" by eliminating lanes or creating "pedestrian zones" on a much needed commuting road is not the answer. The response to bike lanes on Fauntleroy is having cars cut through previously quiet streets to get to the bridge. The Junction, Triangle--pedestrians maybe--not 35th. noonanderson@comcast.net Anne Noonan	1/24/2014 9:26 AM
237	Do not add separated bike lines on 35th	1/24/2014 9:01 AM
238	More safe crossings, especially by the school just off 35th, but throughout the retail core	1/24/2014 6:37 AM
239	For some reason none of the links on your web page were working, so I could not do my "homework" before taking this survey.	1/23/2014 11:03 PM
240	This seems like an unimportant focus area. Focus instead on reducing traffic and commercial growth on 35th and let the residential neighborhood continue to maintain itself through providing desirable family residences, rather than a thoroughfare to Lake City and University Village and Sand Point.	1/23/2014 8:20 PM
241	This area is already very pedestrian friendly. We have found that the development encouraged by increased density has not benefited the neighborhood. It has caused congested on street parking, poor visibility at intersections because of the parking right up to the corners on an intersection. This concept of forcing people to walk or ride the bus or drive smaller cars is not successful. Having parking lots with all compact spaces does not encourage people to drive smaller cars it just makes the bigger vehicles closer together and sticking out into the driving lanes.	1/23/2014 7:42 PM
242	Why the minimum floor area requirement? Small businesses just getting started seem like they would benefit from an ability to rent a small shop, and I would like to encourage small businesses, not big chain stores.	1/23/2014 6:05 PM
243	A lot of families and students in the area. Would add a safety component.	1/23/2014 5:10 PM
244	Need to maintain the village/small town feel of a neighborhood. Large biz including multifamily should be restricted.	1/23/2014 4:55 PM
245	This comment responds to question 12 above. While density is important, developers should retain flexibility with regards to size and floor area. Taller and infill is great, but wider may not be.	1/23/2014 2:11 PM
246	These areas are deadly- no street energy. People just park near where they are going and leave. There could be info and bulletin kiosks. Book sales from the Library. All that I've said on this survey applies to N. Wedgwood and all other areas in this city! I'd like to be on your list serv- why do you not tell us how to do it in the last line below?? Thanks for all your efforts to make Seattle more livable. I hope you also work with feet first and their great mapping projects.	1/23/2014 1:20 PM
247	TREES!! All pedestrian zones should have LOTS of required, large, canopy producing street trees - but NO Big Leaf Maples	1/23/2014 10:36 AM
248	TREES!! All pedestrian zones should have LOTS of required, large, canopy producing street trees - but NO Big Leaf Maples	1/23/2014 10:33 AM
249	Don't build cycle tracks on 35th Ave NE either.	1/23/2014 10:28 AM
250	TREES!! All pedestrian zones should have LOTS of required, large, canopy producing street trees - but NO Big Leaf Maples	1/23/2014 10:26 AM
251	S	1/23/2014 8:51 AM
252	Current Avtech project is putting in live/work units instead of commercial. Live/work units have not worked in Wallingford in the past. They end up being private residences with no public interaction. The Avtech project should be required to include commercial in order to continue the walkable commercial strip along 34th. It creates community, encourages walking and slows traffic.	1/23/2014 8:43 AM
253	It would be fantastic to see Wedgwood improved with a thoughtful plan. It has a good underlying structure for walkability and could really blossom with help from the city.	1/23/2014 8:31 AM

Pedestrian Retail Areas

254	1. Don't confuse pedestrian zone with a desire for gigantic apartments. Jasper is TOTALLY out of place in our North-Wedgwood single-family neighborhood. 2. Put another way - the allowance of commercial businesses in our neighborhood (especially as encouraged by "pedestrian zone," should not be a loop-hole that allows gigantic apartments, as was done with Jasper. 3. KEEP OUR NEIGHBORHOOD RESIDENTIAL!	1/23/2014 8:26 AM
255	Give stores the option of being dog friendly.	1/23/2014 8:25 AM
256	Require street trees in pedestrian zones	1/23/2014 7:43 AM
257	Create 1st floor height requirements so that the HVAC needed for restaurants is possible. Too many shops in our area don't have the necessary height and then they default to live/work or insurance/accounting offices that are boring to the pedestrian and not community enhancing. And I say this as a business services owner!	1/23/2014 6:35 AM
258	I don't understand questions 7 and 8	1/23/2014 4:55 AM
259	I believe that great consideration needs to be given to the idea of adding bike lanes on 35th NE. This is currently a very busy traffic area during rush hour. It seems that there could be room for wider sidewalks or bike lanes but I doubt there is room for both.	1/22/2014 4:26 PM
260	While I understand and agree with a need for certain areas to be rezoned (especially super-high density urban village type core areas), in areas such as Wedgwood (fairly low compared to an Urban Village), instead of heavily regulating and rezoning, focus more on the community needs such as safer and better pedestrian and bike access. Offer incentives for smaller mom and pop shops of all varieties to set up shop. Create neighborhood community meeting and sitting areas which would naturally draw more businesses to the area. Compared to other high density neighborhoods, Wedgwood is and will be a single family residential area for a long time into the future before transforming into something like the Greenlake Core or Roosevelt. Let Wedgwood grow and develop more organically instead of forcing it to change its residential neighborhood appeal. A great example is just South of Wedgwood along 35th Ave NE and NE 65th in Bryant and Ravenna, where lots of small shops and restaurants exist in a very residential neighborhood setting.	1/22/2014 10:27 AM
261	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
262	More bikes, more pedestrians, more mass transit, and fewer cars: that's what I want.	1/21/2014 4:44 PM
263	Existing commercial development requires nearby parking (e.g. heavy grocery purchases at QFC): this need is currently addressed by surface lots between buildings and sidewalk. However, in any redevelopment, overall number of parking spaces should NOT be reduced - current provision is only marginally adequate.	1/21/2014 3:48 PM
264	I would like to see this zone extended south to Market Street at 15th. The buildings on the west side of 15th now have a relatively pedestrian-oriented design to them, and future development should complement that environment. Extending this zone would also complement pedestrian activity caused by the busy RapidRide bus stops at 15th and Market.	1/21/2014 2:38 PM
265	Don't understand how a pedestrian zone is defined. Please clarify.	1/21/2014 12:01 PM
266	How does this planning relate to the Bicycle Plan for 35th Ave NE.? There seems to be some contradiction here.	1/21/2014 7:54 AM
267	I like specialty stores and give the nod to local when they have items I want and are not excessively higher priced than web-stores.	1/21/2014 6:18 AM
268	This survey is very confusing and difficult to determine what the question is actually asking.	1/20/2014 9:21 PM
269	All new buildings should be required to have parking garages for business patrons.	1/20/2014 7:40 PM
270	There is too much density already. Please preserve the peace of our neighborhood.	1/20/2014 7:38 PM
271	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

Pedestrian Retail Areas

272	There are many single family homes that directly abut the 35th St corridor. I would hate see changes that would negatively affect these property owners (loss of property, parking, etc...) I do encourage capitalizing upon areas in which business already exist and improving those areas.	1/20/2014 4:00 PM
273	The planned cycle track is going to wreck any pedestrian zones and have a major negative impact on residential and commercial properties. No parking and no access. You guys need to get your act together and figure out what you really want. People in the different agencies are not communicating with each other. You will waste a lot of money and probably have to pull both projects or dismantle one or the other after it is built because of lack of usage and the complaints of the people who actually live in the neighborhood. I think that you will find if you waste resources and money people will be less likely to support future financial requests at the polls. Good luck.	1/20/2014 3:55 PM
274	Wedgwood has far too few crosswalks and they are very far apart. This needs to be addressed. There should also be a camera on the lights at 35th and 75th. Many people go through the red light here. These are very serious issues here in Wedgwood. Adding any more traffic without fixing these things would be dangerous. A school is going to be built adding a lot more traffic soon as well.	1/20/2014 3:55 PM
275	I think the best thing to do is get rid of the Great Wall of RiteAide. That big blank wall on 35th NE and 86th. Who let them build that??? Allow apartment builders to build one floor higher for every five feet they build back from the property line.	1/20/2014 3:45 PM
276	All new buildings constructed for business purposes or multi-unit residences should be required to not only provide sidewalks in front of their building, but should also contribute to a Neighborhood Sidewalk Fund to ensure that their sidewalk actually connects to other sidewalks. All along Greenwood Ave N between 85th and 105th there are multi-block stretches with no sidewalks! Forget about the promised sidewalks along residential streets – how can we not have sidewalks along the major road? How can we safely access bus stops when there are no sidewalks on either side of said bus stops???	1/20/2014 3:21 PM
277	All new buildings constructed for business purposes or multi-unit residences should be required to not only provide sidewalks in front of their building, but should also contribute to a Sidewalk Fund to ensure that their sidewalk actually connects to other sidewalks. All along Greenwood Ave N between 85th and 105th there a multi-block stretches with no sidewalks!	1/20/2014 3:18 PM
278	Please do not change our wonderful neighborhood. I am afraid that all of the changed proposed with discourage family owned small business in favor of a larger more conforming business. Additionally all of the changes proposed seem as if the cost will be borne by the small business in the neighborhood. Additionally we do not have enough parking as it is. Please do not remove any parking on our neighborhood.	1/20/2014 2:44 PM
279	If this means decreasing parking, or bike lanes that reduce lane width and parking, then NO.	1/20/2014 2:07 PM
280	Your survey is too confusing to be useful or to respond intelligently. For example, how do you define "North Wedgwood" and "South Wedgwood?" The questions are complicated and use terms that are not clear.	1/20/2014 2:00 PM
281	I would like to encourage more businesses to move to the area. I have no idea if a Pedestrian Zone would encourage or discourage businesses.	1/20/2014 12:44 PM
282	I live directly across the street from the water taxi lot. I would estimate 70-80% of the users come by car and use virtually 100% of on street parking, leaving nothing for residents or their guests to use. In addition to the water taxi users, customers of the restaurant, divers, kayakers, fishermen and general users of the Seacrest Park all compete for the few stalls (25 +/-) in the lot. Often cars back up into the street, causing conflict with pedestrians, bicyclists, and others using the sidewalk. I could go on but my point is most people come from outside the area to use the existing retail and recreational retail and most come by car. There are not enough residents along Harbor Ave. (which has only the West side of the street to develop) to support the kind of commercial uses envisioned in the Pedestrian zone. And most of the existing commercial does very poorly 6 or 8 months out of the year when the tourists are gone and the weather is inclement.	1/20/2014 12:29 PM
283	The Wedgwood main street should install several electronic speed limit signs to slow down traffic as it goes up and down 35th Ave NE.	1/20/2014 12:29 PM
284	Fix the roads first before you go mandating property use. This is a waste of time and money.	1/20/2014 12:28 PM

Pedestrian Retail Areas

285	Change parking in median on Beacon Ave to 2-hour temporary parking for everyone (no commuter or RPZ parking) and enforce it. Remove access through median at parking lots (make them accessible from only one side and alternate them), to prevent use as U-turn route. Remove street parallel parking between Ferdinand and Cheasty/Alaska and push sidewalk out further into street. Allow closure of median lots for events with food vendors/farmers markets. Improve pedestrian access along length of median. Add better/more marked/lighted crosswalks south of Columbian.	1/20/2014 11:27 AM
286	Question #14 asks the question as if the designation is all or nothing so I checked yes, but think that the area along Queen Anne Ave should be designated, but not the area along Galer. It should remain optional (I assume the zoning is NC?). The survey should provide a better way to comment on the size of the designation.....	1/20/2014 10:34 AM
287	Anything designed to attract pedestrians also needs to connect with transit and have parking for bikes & strollers. Please create thoughtful, accurate, easy to update wayfinding tools to help people navigate these areas. Pedestrian design needs to be thoughtful about children/families (increase visibility and lines of site for small, fast-moving kids) and accommodate disabled individuals--hearing, vision and/or mobility impaired pedestrians especially.	1/20/2014 1:15 AM
288	Inadquate parking is already an issue in Morgan Junction, taking away parking spaces would be ludicrous. We live in Seattle, not Los Angeles, many people prefer to drive to their destination to shop rather than walk in the rain. Furthermore, businesses/commercial use should not be limited unless it will draw more crime. There are already too many homeless people wandering around Morgan Junction and too many thefts. We need to clean up our neighborhood and the rest of West Seattle before we add more density.	1/19/2014 8:45 PM
289	Again, see my earlier comment. The neighborhood immediately adjacent to the south and west of this intersection have NO sidewalks. This is NOT a pedestrian friendly neighborhood. I do not feel safe walking to this business district and would need to drive my car there. Parking is needed for these businesses.	1/19/2014 5:58 PM
290	smaller maximum business sizes to encourage finer-grain to streetscape and discourage large chain businesses	1/19/2014 5:24 PM
291	Great work. We need to improve our intersections and commercial districts for pedestrians and cyclists and this will insure better design for future development.	1/19/2014 3:48 PM
292	Short-sighted idiots like you are ruining wonderful aspects of our city. Sorry, MY city - do you even live in Seattle?	1/19/2014 1:53 PM
293	I think this area should strongly be considered a pedestrian area. I think its geographical and topographical location in West Seattle are unique. There is a significant amount of residential use on both sides of 35th in this area. This neighborhood is almost mid-way between Morgan junction and Westwood village, but due to topography does not have exceptional connection to either for the elderly, less mobile, or families with small children. The area continues to feel further isolated by limited bus service and a rapid ride system that is just a little too far to be accessible on a daily basis for most people. I agree with the statement that it is a small commercial area and that the pedestrian overlay has the potential of reducing the risk that it will be taken over completely by automobile centered activity. With the churches, firestations (both old and new), and influx of small local restaraunts- Locol, The Tap House, an upcoming Sports Barn, and the long time neighborhood venue Kenyon Hall- this area is starting to feel like it could become a more viable neighborhood gathering place with a unique identity. I would really like the oppprtunity to park my car at home and frequent the local stores in my neighborhood. Thanks for your thoughtful study of the area and including 35th and Holden as a potential pedestrian zone.	1/19/2014 1:34 PM
294	I'm supportive as long as there remain requirements that developments must include adequate on-site parking; otherwise the problem is just pushed into adjoining areas.	1/19/2014 12:37 PM
295	WHOM DO I DIRSCT MY CONCERNS REGARDING THE BMP CHANGES TO 35th AV? Outside of an alarmed citizen, I have heard NOTHING about the proposed changes and RECEIVED NO INFORMATION ABOUT THE MEETINGS THAT SUPPOSEDLY WERE OFFERED TO THE PUBLIC TO HAVE INPUT ON THIS PLAN. (206) 965-8275 VM - leave contact info for return call.	1/19/2014 12:34 PM
296	this area is home to many 60+ year prperty owners and shoppers. this could be a negative impact on their ability to conduct buisness within their mobility range.	1/19/2014 12:33 PM
297	This neighborhood is on the path between the Fauntleroy Ferry & Downtown. Each ferry dumps over 100 cars that use the Morgan business. They require more parking than is currently available. The C Line has already reduced available parking and traffic flow. No further parking reductions or lane restrictions are acceptable for residents that rely on this business district.	1/19/2014 12:31 PM

Pedestrian Retail Areas

298	I'm a native of Seattle. I feel the city is deteriorating as density increases without adequate parking. I've lived in North Admiral and Alki and have had to carry groceries 2 blocks as there has been no available parking. We also need our bus service increased back into all neighborhoods. Not just rapid ride routes. Older people have been cut off from service stops they relied on. Thanks.	1/19/2014 12:07 PM
299	Crosswalks should also have lights in the roads. Crossing at night is scary.	1/19/2014 11:57 AM
300	see above :)	1/19/2014 10:30 AM
301	Include residents in the initial design with real influence.	1/19/2014 3:17 AM
302	There is nothing wrong with this area as it is. It ain't broke.	1/18/2014 5:49 PM
303	Please extend the pedestrian zone along N 34th street east of Wallingford Avenue at least 2 blocks to Mariners Square.	1/18/2014 3:03 PM
304	A few of the questions I did not understand so left blank or a comment. Please keep me informed. Email is cnkwalton@earthlink.net	1/18/2014 2:51 PM
305	This area is a destination point (at Gasworks Park) especially for bicyclists along the Burke Gilman trail, families (kite hill), and generally a beautiful place to view the city. More small restaurant and small retail spaces would make so much sense. Mariner Square used to house restaurant and art gallery space, and it was a great loss to the neighborhood when they went away. The pedestrian zone should extend both EAST and west of Wallingford Ave. along 34th Street. Thank you for your work and focus on this vital aspect of the many wonderful neighborhoods in Seattle with this Pedestrian Zone Mapping Project!	1/18/2014 10:05 AM
306	please require current projects like the proposed Avtech model to be held back until such important decisions which greatly impact this discussion are resolved and or improved.	1/18/2014 9:27 AM
307	This area needs to have more high volume services along 34th between Burke Ave. N. & Meridian Ave. N. The current condos/apartment houses on both sides of N. 34th St. at Wallingford Ave. have no services or small shops. We need more of a pedestrian zone in that area to create an Urban Village & help sustain existing businesses there.	1/17/2014 8:06 PM
308	This area needs economic revitalization and beautification. Plus there are several schools in close proximity	1/17/2014 2:39 PM
309	Please consider a comprehensive plan for the entire length of E Union, from Madrona to Pike/Pine, as a walkable neighborhood corridor. I would include transit, bike lanes, safer crossings and encouragement of retail in that plan. This is going to become very relevant very quickly with the new school assignment of those west of 23rd going to Madrona Elementary and the explosion of new families moving into the area.	1/17/2014 1:51 PM
310	When considering Beacon Hill, please extend your concern further down Beacon. Small change which could allow a few more services further south would be appropriate I believe, especially addressing abandoned and unused buildings such as the one at Beacon South and South Graham that are a blight and could be put to better use. Thanks.	1/16/2014 8:50 PM
311	If question 14 refers to First Hill, then yes, parts of First Hill need to be designated as pedestrian zones. Please contact Mike.Hatchett@polyclinic.com to get onto the First Hill Improvement Association's agenda and discuss this issue/study with the First Hill community. We would love to talk to you about our hopes for the future.	1/16/2014 8:00 PM
312	All now permitted sidewalk residential units should be removed from any grandfathering. These units should be used commercially and not as residential units!	1/16/2014 3:09 PM
313	Height limits should be raised in this area in addition to scale with the heights in the neighboring TOD. The Beacon Hill light rail TOD has the huge pedestrian disadvantage of being near two diagonally intersecting arterials, Beacon Ave s & 15th Ave, where as to the south the area is much more friendly to pedestrians.	1/16/2014 12:04 PM
314	This area really needs better pedestrian connections to the light rail stations and stadium areas.	1/16/2014 11:59 AM
315	It needs to be made more pedestrian friendly by closing two lanes of traffic; one for bikes and one for outdoor seating and wider sidewalks. The Alaska junction is undergoing a MAJOR change with the addition of thousands of residences. A multi-story parking garage is needed one-block off (in both directions!). Businesses are already losing customers because they can't find a place to park within six blocks on evenings and weekends.	1/16/2014 11:31 AM

Pedestrian Retail Areas

316	How about a public restroom incentive (one per block or two) in new development within these areas.	1/16/2014 8:27 AM
317	It would be great to have a requirement for at least one public restroom on each block or two blocks.	1/16/2014 8:23 AM
318	More comments will be coming in, but the majority of our neighbors wants this and my e-mail will represent probably 80 other people. Thanks so much for being democratic about this and making it easy to comment!	1/16/2014 7:47 AM
319	Walking in this area is like walking through a dump. Businesses do not keep the area in front or on the walkway clean. There are hazards on the walkway, like broken glass, wires, etc.	1/15/2014 8:12 PM
320	P zones should not be used to allow increased lot depth or expansion of commercial zone	1/15/2014 1:41 PM
321	Our pedestrian zone on Beacon Hill should be expanded to include all the commercial areas, including the Beacon and Hanford area. Recent project proposals here have been very poor due to insufficient oversight and regulation from DPD.	1/15/2014 1:07 PM
322	Walk light at N 36th (near Norms) takes so long that people ignore the don't walk signal - cars trip the red light to cross quickly when traveling S to N 36th but pedestrian walk signals take 3x as long and people WILL NOT WAIT. This endangers pedestrians, many of whom have groceries or small kids or are energetic youths convinced they won't get hurt.	1/15/2014 12:40 PM
323	I agree that 35 needs lots of help but to ignore the triangle area on 35th from Alaska to a major bus transfer station at 35th and Avalon is not appropriate. Access across 35th to get to the bus stop, stadium, golf course, Camp Long is essential for this neighborhood. The Fautleroy plan is now funded and it's time to work on the Triangle eastern border as well as Fautleroy to 35th on Alaska Street. Please keep me informed.	1/15/2014 11:34 AM
324	This area must retain metro bus service in order for it to make sense as a pedestrian zone.	1/15/2014 10:44 AM
325	Our children must walk through this intersection on a daily basis to get to school and wait for the bus. It is neglected, riddled with trash, and the traffic through the area makes me worry about the kids safety. There are a number of families with young children in the immediate neighborhood who would support a pedestrian zone at S Columbian Way x Beacon Ave S. Please consider us for your next project!	1/15/2014 8:40 AM
326	several streeets (mountain view drive south to dawson) on 30th and 29th ave south do NOT have sidewalks, so with more families,kids, etc now you really have to watch traffic. Also, no sidewalks make for lots of mud, dirt etc in wet months. I think sidewalks are a safety improvement! I'm sure most people would agree.	1/15/2014 8:34 AM
327	There is a lot of potential in this area and the only business I visit is the dry cleaner. There is no encouragement to walk in this area and the crosswalks are very confusing due to the traffic light pattern confuses the drivers. The parking in the median is not only unsightly, but leads to problems with people pulling out inappropriately. Foo Lee Parking and traffic flow also disrupts the traffic flow. Lanes should have painted lines that tell you if you can go straight or turn. There should be more connection between the VA zone, and the intersection at Colombian Way.	1/15/2014 7:42 AM
328	As a resident, I see more and more need for pedestrian use, but I also do not wish to overly modify vehicular use just to accommodate that. Automobile useage is still imperative and vital to the community and should not fall by the wayside just because young and active folks are able to walk to and fro easily. Elderly need to be accommodated in vehicles equally especially as they are long time residents and those young, active folks do become senior citizens eventually as well. Elderly do not walk as well carrying groceries, etc., and do need to have vehicles to carry them and their goods to and from doctors, stores, etc. Please do not allow young vital folks considerations to carry away considerations for vehicular needs in the zeal for pedestrian use.	1/15/2014 2:38 AM
329	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
330	Crosswalk on Beacon Avenue South immediately south of intersecting with Columbian Way needs to be painted. Trees trimmed also so that CROSSWALK sign is clearly visible. It's a prayer just to cross this street.	1/14/2014 9:03 PM
331	This area is a pedestrian intensive area of people moving towards gas works park and walking to Fremont. There are also safety concerns, people drive quite quickly on 34th.	1/14/2014 8:33 PM

Pedestrian Retail Areas

332	This has been a long-standing problem area of littering, pan-handling, and under-age drinking and smoking in some businesses. It needs a drastic change, and to be held accountable to the neighbors in Central Beacon Hill in the Lockmore and Maplewood Neighborhoods. In particular, a Central Beacon Hill Merchants Association would be helpful, and landscaping that invites people to care for the 4 way area.	1/14/2014 8:29 PM
333	Current levels of crime against pedestrians is a key factor contributing to under utilization of this area. KC Metro fails to adequately service refuse bins at the bus stops, leading to excessive trash in the area. An illegal hookah bar in the area contributes to the mess and the crime. Excess parking in the median leads to homeless people parking cars they are living out of in this area on a regular basis, further contributing to trash and crime.	1/14/2014 7:49 PM
334	This intersection is a criminal hot spot with car-related theft being common.	1/14/2014 7:02 PM
335	Please acknowledge my comments, including how my comments will be addressed. Thank you.	1/14/2014 3:35 PM
336	I'm leaning toward thinking that this area should be designated as such, but I'm still a little unclear about how parking options will be affected. Magnolia isn't particularly accessible by public transit, and also many of the neighborhood's elderly residents depend on their cars to run errands in the Village, so it is important for parking to be available.	1/14/2014 2:51 PM
337	A lot of this 'required' stuff will come at a cost, to be born by whom? Mandated retail/restaurant space sits empty, and how is this beneficial to a 'pedestrian' area?	1/14/2014 2:22 PM
338	I could only choose Magnolia - I was interested in 2 areas in Magnolia - 34th and Emerson and Dravus and 21st. I don't know what you mean by questions 14 - which area are you referring to?	1/14/2014 1:16 PM
339	This route is used by many school aged children and also by transit riders. I feel that this area needs to be more pedestrian friendly and more child friendly. With the increasingly high density in this area, I feel we need to focus on walkable neighborhoods.	1/14/2014 12:50 PM
340	As I am filling out the survey, my thoughts are around the 200-2200 blocks of 2nd and Third Avenues in Belltown. This does not mean that there are not other areas that might be appropriate, but this part of Belltown would, I think, benefit the most from thoughtful pedestrian oriented design.	1/14/2014 12:24 PM
341	laws that restrict development due to certain designations given by the city should not affect local commerce and market forces. There are already basic zoning requirements for commercial and retail space. Lets change zoning laws to improve pedestrian feel but also improve commerce - like sidewalk patio permits. Street parking, and parking lots are key in areas like this, any law saying you can't have parking between business and the street is absurd and negatively impacts businesses. Removing parking and making it harder to get to means I'll go elsewhere if I cant visit on the way to things etc...	1/14/2014 12:08 PM
342	This looks like another step to neighborhood parking nightmare. We already have a huge problem in Morgan Junction. The new bar-The Bridge is a nightmare for people living on Graham street off of California. Morgan is a nice little residential community which is being destroyed by the city's unrealistic expectation that people living in Seattle, with our horrible, inconsistent public transportation can or will go without cars. If a business is going to bring in people with cars, they should be required to provide parking when the cross streets are residential streets, particularly if it is a business that brings cars in in the evenings when residents are coming home from work.	1/14/2014 11:59 AM
343	Please consider eliminating north bound traffic on stone between 47th and 50th. This would reduce the signal light at green lake way and 50th to a 4 way intersection, improving throughput for overloaded east-west traffic. It would also allow for stone between 47th and 50th to be reconfigured to support walkable retail, with easy access from arterials all around it.	1/14/2014 11:54 AM
344	Do not construct generic architectural storefronts for unleased space. Instead encourage interesting construction barriers for interim, and encourage individual tenants to construct unique storefronts which is typical process for regional malls. Mark von Walter 206.728.8807 mvonwalter@comcast.net	1/14/2014 11:20 AM
345	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
346	The biggest barriers to pedestrian traffic are the poor condition of the sidewalks and the plethora of signs, trees, sidewalk cafes that block sidewalks and make it difficult to walk through. These items all have their place, but it gets to the point that all the "amenities" on the sidewalk make it unusable.	1/14/2014 10:43 AM