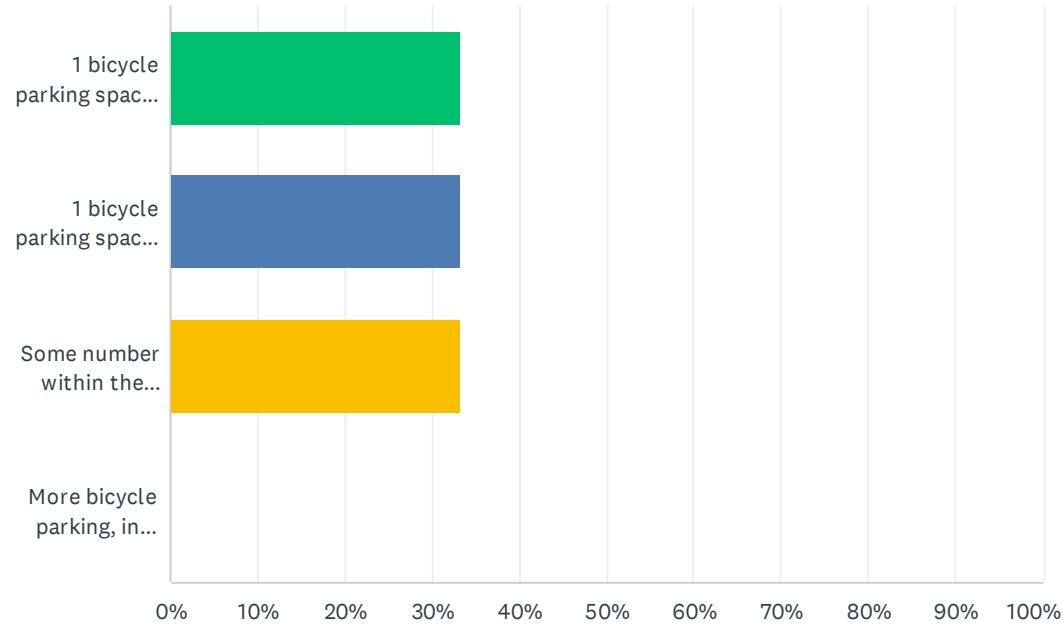


Q1 When designing projects, have you typically provided:

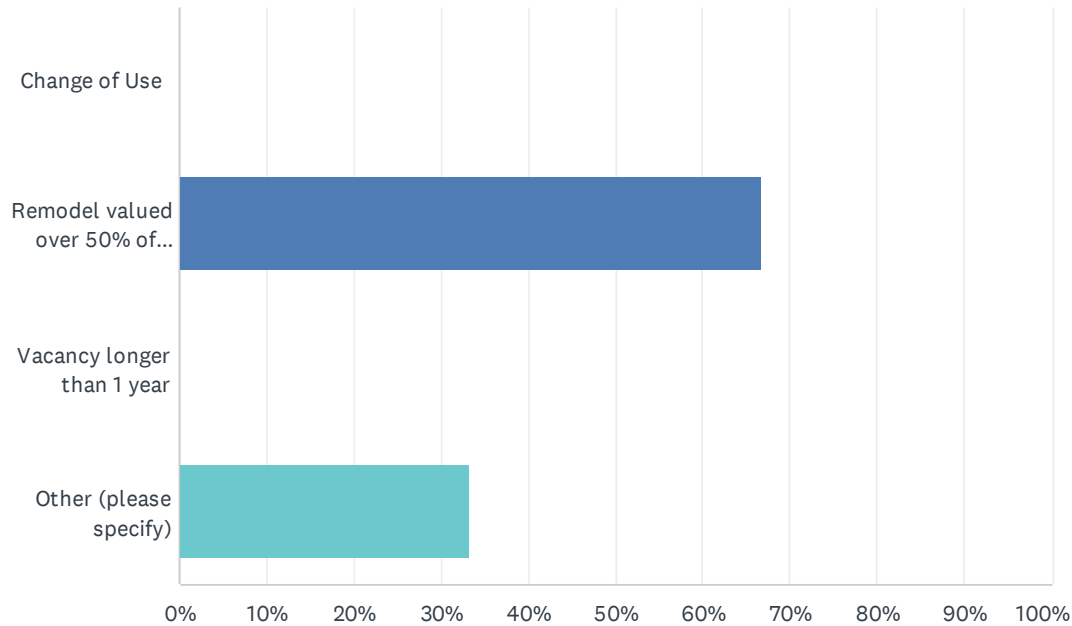
Answered: 3 Skipped: 0



ANSWER CHOICES	RESPONSES	
1 bicycle parking space per 10 vehicle spaces	33.33%	1
1 bicycle parking space per 20 vehicle spaces	33.33%	1
Some number within the above ranges	33.33%	1
More bicycle parking, in accordance with owners' preferences	0.00%	0
TOTAL		3

Q2 What do you think a reasonable standard would be for “applicable redevelopment” to trigger the installation of new/more bicycle parking?

Answered: 3 Skipped: 0

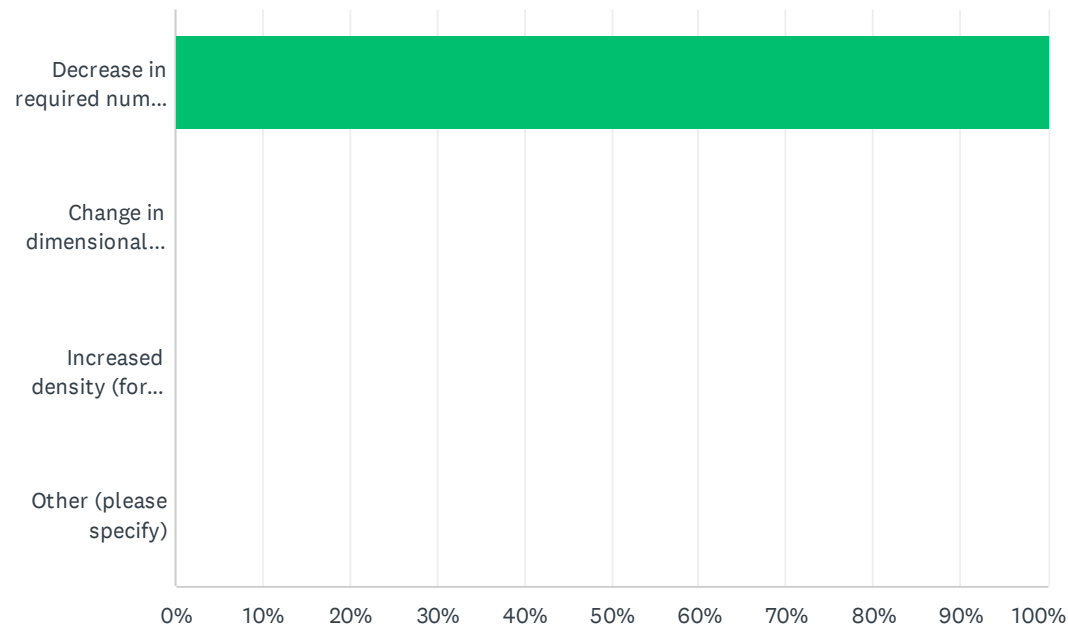


ANSWER CHOICES	RESPONSES
Change of Use	0.00% 0
Remodel valued over 50% of building assessed value	66.67% 2
Vacancy longer than 1 year	0.00% 0
Other (please specify)	33.33% 1
TOTAL	3

#	OTHER (PLEASE SPECIFY)	DATE
---	------------------------	------

Q3 What incentive(s) would you be most likely to take advantage of to increase the amount of bicycle parking on a new or redeveloped project?

Answered: 3 Skipped: 0



ANSWER CHOICES	RESPONSES	
Decrease in required number of vehicle parking stalls	100.00%	3
Change in dimensional standards	0.00%	0
Increased density (for multifamily projects)	0.00%	0
Other (please specify)	0.00%	0
TOTAL		3

#	OTHER (PLEASE SPECIFY)	DATE
---	------------------------	------

There are no responses.

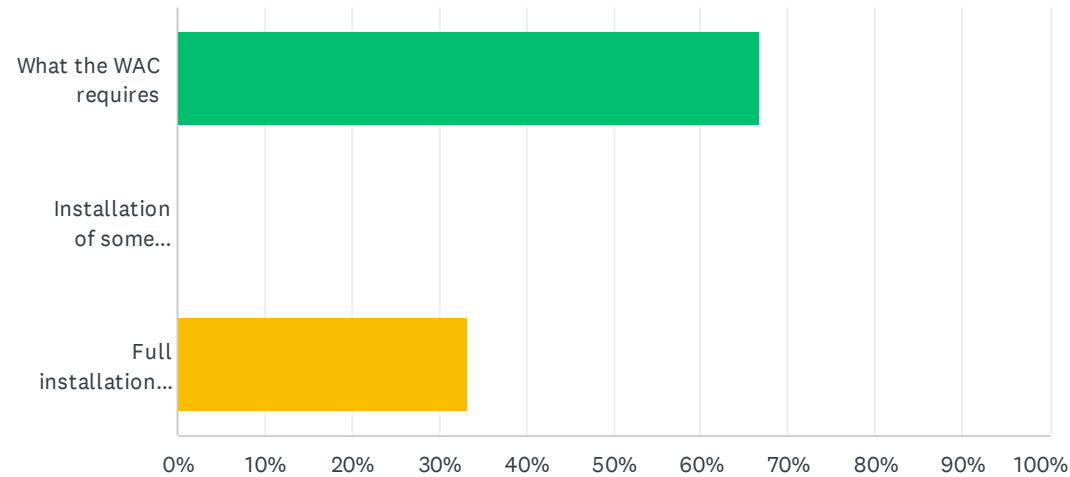
Q4 Please leave any additional thoughts about bicycle parking requirements and incentives below.

Answered: 3 Skipped: 0

#	RESPONSES	DATE
1	I do not believe that all uses need to provide bicycle parking, i.e., automotive repair.	5/16/2022 8:57 AM
2	consider some security provisions	5/16/2022 8:48 AM
3	if there is a large parking lot the 1 per 20 doesn't make sense. The scale should slide as the lots get larger.	5/5/2022 10:12 AM

Q5 When designing projects, have you typically provided:

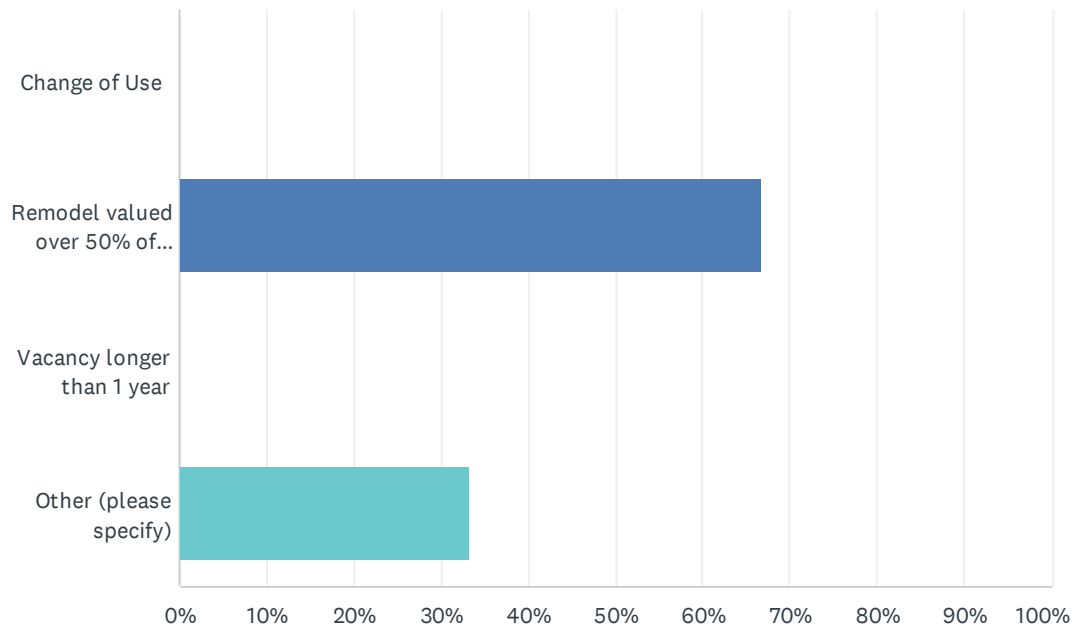
Answered: 3 Skipped: 0



ANSWER CHOICES	RESPONSES	
What the WAC requires	66.67%	2
Installation of some charging facilities	0.00%	0
Full installation of charging facilities	33.33%	1
TOTAL		3

Q6 What do you think a reasonable standard would be for “applicable redevelopment” to trigger the installation of charging facilities/infrastructure?

Answered: 3 Skipped: 0

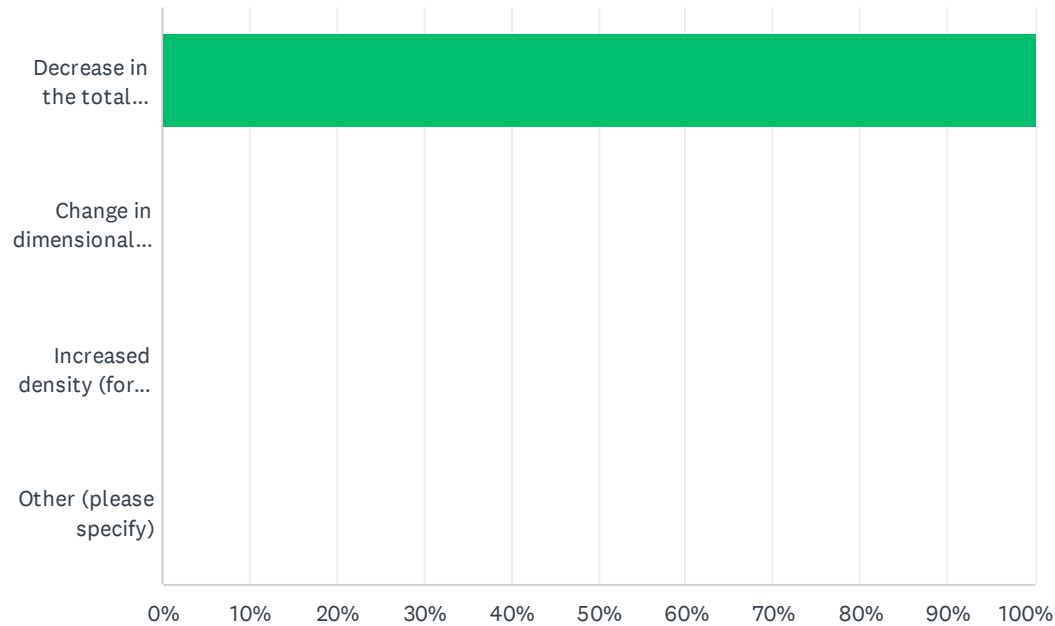


ANSWER CHOICES	RESPONSES
Change of Use	0.00% 0
Remodel valued over 50% of building assessed value	66.67% 2
Vacancy longer than 1 year	0.00% 0
Other (please specify)	33.33% 1
TOTAL	3

#	OTHER (PLEASE SPECIFY)	DATE
---	------------------------	------

Q7 What incentive(s) would you be most likely to take advantage of to increase the amount of vehicle charging facilities on a new or redeveloped project?

Answered: 3 Skipped: 0



ANSWER CHOICES	RESPONSES	
Decrease in the total number of required vehicle parking stalls	100.00%	3
Change in dimensional standards	0.00%	0
Increased density (for multifamily projects)	0.00%	0
Other (please specify)	0.00%	0
TOTAL		3

#	OTHER (PLEASE SPECIFY)	DATE
---	------------------------	------

There are no responses.

Q8 Please leave any additional thoughts about electric vehicle charging requirements and incentives below.

Answered: 3 Skipped: 0

#	RESPONSES	DATE
1	I think EVC charging station should be based on the number of stalls your project requires, i.e., doesn't kick in until your stall count is 25 or higher, then trigger the # of EVC's per say 25 stalls?	5/16/2022 9:00 AM
2	don't put them at the entrance, they seem to take priority over ADA stalls.	5/16/2022 8:49 AM
3	Are we differentiating between level 2 and level 3 charging stations? Cheaper to install level 2 so can their be some incentive to install level 3?	5/5/2022 10:18 AM