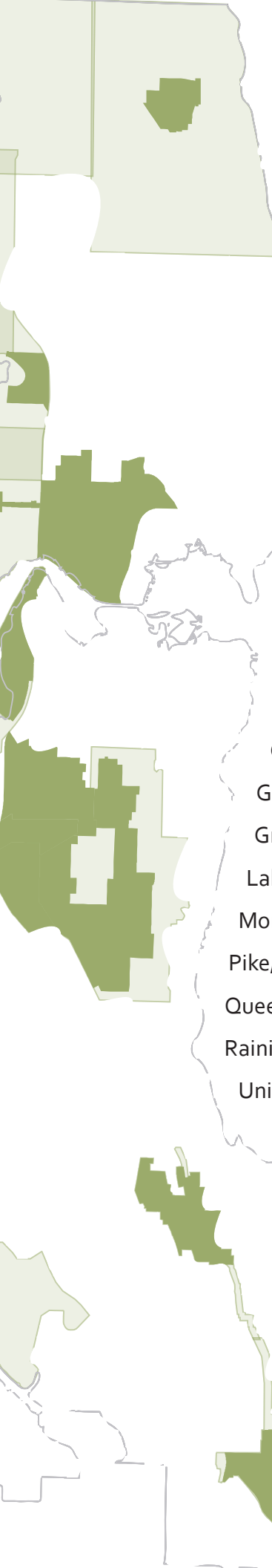


Status Check

Seattle Citizens
Assess Their Communities
& Neighborhood Plans

prepared by
Seattle Planning Commission
October 2009



A map of Seattle, Washington, with various neighborhoods highlighted in green. The highlighted areas include Admiral, Aurora/Licton Springs, Belltown, Broadview/Bitter Lake/Haller Lake, Capitol Hill, Central Area, Columbia City/Hillman City/Genesee, Crown Hill & Ballard, Delridge, Eastlake, First Hill, Fremont, Georgetown, Green Lake, Greenwood/Phinney Ridge, Lake City, Morgan Junction, Pike/Pine, Queen Anne, Rainier Beach, University Community, Wallingford, West Seattle Junction, and Westwood/Highland Park. The map shows the city's coastline and major roads.

Which Neighborhoods are Included in this Report?

Admiral

Aurora/Licton Springs

Belltown

Broadview/Bitter Lake/Haller Lake

Capitol Hill

Central Area

Columbia City/Hillman City/
Genesee

Crown Hill & Ballard

Delridge

Eastlake

First Hill

Fremont

Georgetown

Green Lake

Greenwood/Phinney Ridge

Lake City

Morgan Junction

Pike/Pine

Queen Anne

Rainier Beach

University Community

Wallingford

West Seattle Junction

Westwood/Highland Park

For more information about the Neighborhood Status Check, please see the Planning Commission's [detailed report](#) that includes summaries from each of the neighborhood discussions and transcripts from the online questionnaire.

The Seattle Planning Commission's executive summary from the summer 2009 neighborhood discussions and online meeting.

What is included in this report?

This document summarizes feedback from 24 of Seattle's neighborhoods that was gathered from June through August 2009 as part of the City's process to 'check in' on the perceived usefulness and status of the individual Neighborhood Plans. Feedback was gathered in two ways: (1) at a series of open house meetings that included group discussions for each neighborhood and (2) a virtual meeting that included a questionnaire.

The neighborhood discussion groups and the online questionnaire asked the same four questions:

1. Most of the neighborhood plans were adopted about 10 years ago and are in their mid-life. How has your neighborhood changed in the last decade since the plan was adopted, (or since you've been there)?
2. What changes or aspects of your neighborhood are you most pleased about? What are you most dissatisfied about?
3. How well are your Neighborhood Plan vision and key strategies being achieved? Are they still the priority?
4. The City is completing neighborhood plan status reports focusing on demographics, development patterns, housing affordability, public amenities and transportation networks. What should there be more focus on (or less focus on) as the neighborhood status reports are completed in the coming months? Are there any important gaps in the draft status reports?

Why these 24 neighborhoods?

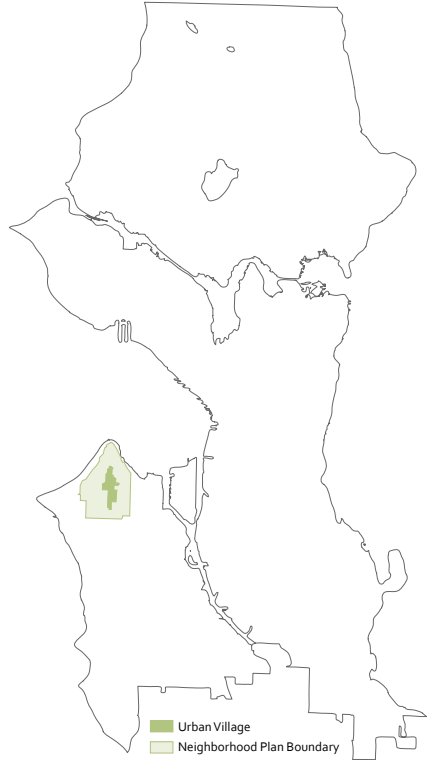
There are a total of 38 Neighborhood Plans that were created as part of the City's Comprehensive Plan to manage growth. Plans were created for neighborhoods where more growth was expected to occur and identified key goals and policies that would help guide development as new residents and businesses move into the area.

In 2008, City Council passed an ordinance ([#122799](#)) that established a process through which the City would 'check in' on these 24 plans that have not been part of other recent planning processes. The ordinance identifies three neighborhoods that are currently receiving neighborhood plan updates related to recently opened light rail stations at the North Beacon Hill, North Rainier and Othello neighborhoods.

ADMIRAL

Who did we hear from?

While there were common themes, there were also substantial differences between the online and in-person responses. There were 194 online responses compared to approximately 12 meeting attendees. The online responses were far more detailed and critical of a wider array of issues yet many echoed the love for the positive aspects of the neighborhood voiced at the open houses. Neighborhood changes are seen as both good and bad. The take away is that residents are overall very satisfied, but would like to see improvements in several key areas.



What did we hear?

- Love the parks, shopping, restaurants and residential character.
- The architectural character of new buildings does not fit with the old ones.
- There is not enough parking provided for new developments.
- Need better transit, traffic calming and pedestrian safety features.
- Don't like the increase in crime, traffic and noise.
- The library renovation is fantastic.
- New schools are great.
- There is a greater sense of community and more families with children.
- Design Review process needs better enforcement through construction and consistency with Neighborhood Guidelines.

For more information about the Neighborhood Status Check, including the complete summary of the neighborhood discussion and the transcript of the online responses, please see the Planning Commission's [report](#).

What are the similarities between the in-person and online responses?

Residents enjoyed how their neighborhood had attracted more businesses, shopping and restaurants. They appreciated the improvements to the parks, particularly Hiawatha Park and Schmitz Park. They also liked how more families with children were living in the neighborhood and wanted more services for them. They loved the architectural character of the old homes and thought the renovation of the library was one of the best changes.



There were also changes they didn't like: both the in-person and online respondents were in total agreement about parking. They thought that the increase in multifamily housing brought more people with cars but inadequate places to store them. Lack of frequent transit service to downtown and within West Seattle was also a disappointment. There was near universal dislike for the new townhouse developments and concern over new buildings not blending in scale and character with the old.

What are the differences between the responses?

Concerns over traffic volume, the speed of traffic and pedestrian and cyclist safety was far more pronounced online. Residents were very explicit about the locations for improved pedestrian crosswalks and traffic calming measures. There was also more concern raised over crime in the neighborhood, specifically break-ins, car prowls and loitering. Noise from traffic was an issue with many. There was far more discussion about not liking the increase in density. All these issues were hardly discussed at the open house.

In their own words...

How has your neighborhood changed?

The neighborhood hasn't changed much since I moved here in 2004. It appears the 'low-hanging fruit' was achieved already, but transportation (RapidRide) is sorely needed, but the monorail doesn't apply. In addition, open space and historic preservation should be bolstered w/more support!

More new and bigger buildings and residences--some good, but some bad that don't fit with the surroundings. Parking is worse and traffic isn't very pedestrian friendly on Admiral except where there are signal lights. Some new open space, but I have yet to see anyone at the new park on Admiral where old substation was.

AURORA • LICTON SPRINGS



Who did we hear from?

Attendance varied from eight to about a dozen participants at the neighborhood discussion. Participants ranged from single people in their twenties and thirties to middle-aged adults and seniors, and included both people who had lived in the neighborhood for decades and those who moved to the area a few years ago. Two of the participants helped draft the original neighborhood plan and are involved with the Licton Springs Community Council; another participant is very active with the Aurora Merchants Association. There were 56 respondents to the online questionnaire, most of whom have lived in the neighborhood for less than five years.

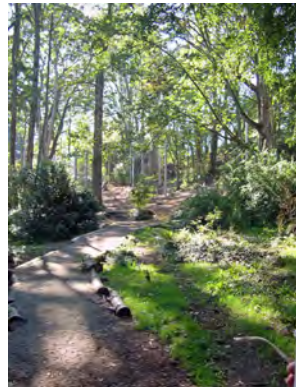
What did we hear?

- Public safety remains a problem, particularly with regard to drug sales, speeding traffic and an unfriendly pedestrian environment.
- The business district needs to be fixed.
- Parks are greatly improved.
- Curbside parking is in high demand and less easy to find.
- New townhouses have helped the neighborhood!
- New townhouses have destroyed the neighborhood!
- There are good transportation options here.

For more information about the Neighborhood Status Check, including the complete summary of the neighborhood discussion and the transcript of the online responses, please see the Planning Commission's [report](#).

What are the similarities between the in-person and online responses?

This is a neighborhood that is in transition and, overall, most people do not think there has been enough positive change. There is shared disappointment over the lack of progress on plan strategies for a mixed-use commercial center and the Wilson-Pacific site. There is also broad concern over the state of the business district (Aurora), public safety, parking and pedestrian connectivity.



What are the differences between the responses?

Online respondents seem more positive about the impact of new townhouses than those who participated in the neighborhood discussion. Appreciation for the community's efforts to improve Licton Springs Park, the addition of public facilities in Northgate and a greater sense of community were also voiced online, but hardly addressed at the neighborhood discussion.

In their own words...

How has your neighborhood changed?

Has not changed at all except a few new developments of townhouses have shown up.

Wilson School Field renovated; new stoplight at 92nd; Mineral Springs Park renovated; new Northgate Library/Community Center; Aurora Corridor still in planning; Aurora has been improved slightly

Since I moved here the neighborhood seems a bit cleaner, houses look tidier. On my street there seem to be more owner-occupied homes, and more families with small children. A ton of town homes and condos have been built. Independent restaurants still don't seem to be able to thrive, unfortunately.

More condos (too many), more traffic (too much—mostly late at night), more cars parked on the street. Also, neighborhood is becoming younger and more affluent.

Huge density increase.

We have sidewalks in more places which encourages more walking. The park has been cleaned up and I see more and more people using the space. However, the commerce side of things hasn't gone as well. We lost Larry's Market and the HT Market does not meet our families needs. I am disappointed that we do not have a more mainstream grocery store in our area that we could walk to.

BELLTOWN

Who did we hear from?

Participation at the neighborhood discussion varied from five to eight people, most of whom were residents who have been actively engaged in the Belltown Community Council. Most participants indicated they have been residents for more than five years. There were 211 respondents to the online questionnaire, most of whom have lived in the neighborhood for less than five years. Many online respondents also have been regular visitors to Belltown and more than one third work in the neighborhood.



What did we hear?

- Significant growth in recent years has increased density that is not accompanied by amenities that foster community building.
- Focus on amenities such as pocket parks, recreational areas, a library and a community center are needed to attract families with kids.
- Public safety is an issue in need of stronger police attention and should be accompanied by greater attention to trash, garbage and graffiti cleanup.
- Transportation around the city is good, but less useful to neighboring cities.
- Olympic Sculpture Park is a valued community green space.
- Due to amount of high-rise condo development Belltown is becoming a community of “haves” and “have nots” with the “have nots” moving out to find community elsewhere.
- Restaurants and bars offer entertainment and dining options that attract consumers from outside the area.
- The vibrant nightlife brings increased noise and crime to the neighborhood.

For more information about the Neighborhood Status Check, including the complete summary of the neighborhood discussion and the transcript of the online responses, please see the Planning Commission’s [report](#).

What are the similarities between the in-person and online responses?

All agree that significant growth has taken place, increasing density, supporting area businesses and creating greater divisions between the haves and have nots. All agree that the restaurant and bar scene brings increased entertainment and dining opportunities accompanied by noise, rowdy late night behavior and crime.

What are the differences between the responses?

There is greater division between those who approve of the changes that have taken place and those who focused on the negative aspects such as trash, garbage and graffiti on the streets and alleys. Those who responded online are less tolerant of the City's tolerance for crime, drug dealing, homelessness and the impact of the concentration of social services.

The following online responses capture the range of opinion very well in response to the question *how has your neighborhood changed?*:

More buildings and night life which is good. there has also been an increase in drug dealing and itinerants which is not good. Some progress was made when the park at 3rd and Bell was converted to a dog park, but most of 3rd is still pretty hostile to walking and even parts of 2nd by Bell and Blanchard have gone downhill.

Belltown P-Patch has improved in quality and appearance significantly. The Cistern steps was constructed, but due to problems in construction or communication or planning has never been operable. Greening Vine was begun, but never completed. Crime has increased, decreased and is on the increase again. Several new condos have been constructed. Several new restaurants have opened. Few have closed. Sculpture Park is open and serves as an amazing asset to the community. There have been improvements in Myrtle Edwards park. Traffic has increased significantly. Dog Park on 3rd has opened. Reports indicate drug trafficking is on the increase. Small corner groceries have opened. Handicap access is being added to the curbs at corners of sidewalks.

Growth has resulted in over-crowding.



BROADVIEW • BITTER LAKE • HALLER LAKE



Who did we hear from?

All in all there are no glaring substantive differences between the online and in-person responses. The biggest difference is the majority of online respondents appear to be younger in age and newer to the neighborhood. At the neighborhood discussion, there were approximately 18 people, most of whom had lived in the community for many years. The majority were very active in the original neighborhood planning effort. There were 63 online responses, with a substantial number of residents that have lived in the area for less than five years.

What did we hear?

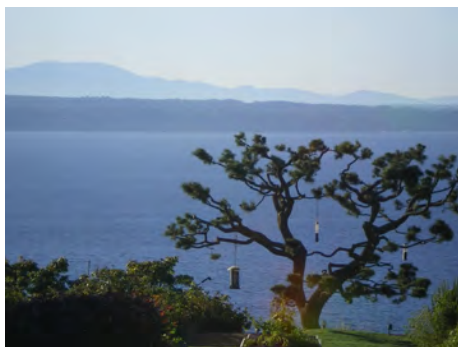
- Lack of sidewalks is still an issue; more focus should be placed on pedestrian access and development.
- Parking is increasingly becoming a problem as development increases.
- Crime is either worse or at a minimum not improving.
- The new library, the Interurban Trail, and new drainage projects are very positive investments; however infrastructure improvements identified in the Neighborhood Plan still have not been implemented.

For more information about the Neighborhood Status Check, including the complete summary of the neighborhood discussion and the transcript of the online responses, please see the Planning Commission's [report](#).

What are the similarities between the in-person and online responses?

Most are in agreement that the infrastructure – primarily lack of sidewalks and traffic operations – have not kept up with the increased development in the community.

The urban village concept has not been implemented – new developments, while attempting to incorporate pedestrian-oriented businesses, have not succeeded. The area is still auto-oriented and not developing as an urban village.



What are the differences between the responses?

The online respondents are very pleased with the new library and other investments in the community; the residents that participated in the open house – while pleased with the investments – stressed that these improvements were NOT part of the Neighborhood Plan and that investments in the community should focus on items identified in the Neighborhood Plan.

In their own words...

How has your neighborhood changed?

Our Plan was written and approved by the Seattle City Council in 1999. None of the recommendations have been met.

I have only lived there two and a half years. Since then, the Broadview Library re-opened, and it's excellent. I live near the Interurban trail (between 110th & 128th) and use it often.

New large m/u + senior housing in HUB urban village but don't see much change elsewhere throughout neighborhood. My immediate neighborhood @ 125th & 10th seems stuck in the 50-60s. Needs to come into the new century.

There has been very little progress in addressing the lack of sidewalks.

Very little change or progress in infrastructure in spite increase in population density. Haller Lake is essentially still in the 1950's infrastructure-wise.

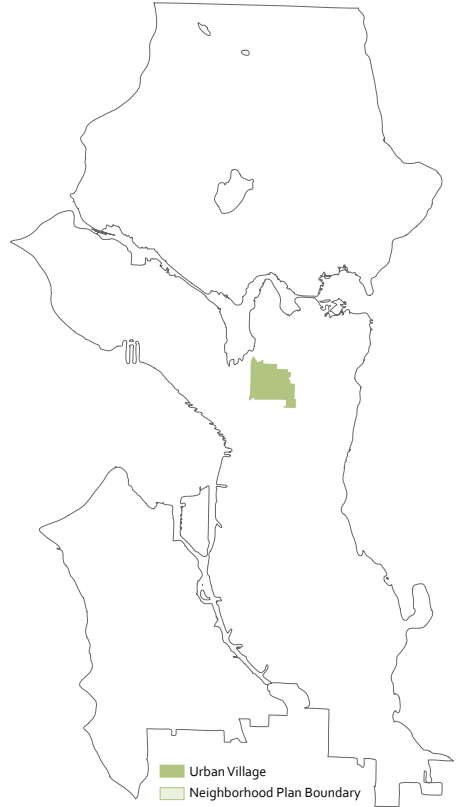
Transportation is very car-centric. We would like to see more local retail, bars and restaurants that are within walking distance.

More traffic. Noticeable development - condos - 4 & 6 plexes. Aurora is worse - amazingly it divides the HUV in half. There is no hub and no village there.

CAPITOL HILL

Who did we hear from?

The responses to the online questionnaire and the neighborhood discussion were similar in substance, however, the number of online respondents was far greater. There were 273 online respondents compared to 15-20 neighborhood discussion participants. In both cases, many respondents were newer residents of the neighborhood, having lived there for less than 5 years.



What did we hear?

- Newer, mixed-use development represents positive progress to many, but it also engenders a deep anxiety about change.
- Respondents are eager for rail transit service to begin, but are apprehensive about unknowns regarding the streetcar route and the prospect of further development.
- Respondents appreciated the lively street life spurred on by new development, however they lamented the loss of notable neighborhood businesses.
- Many feel that the relatively consistent aesthetic qualities of new development detract from the “eclectic” character of the neighborhood.
- Cal Anderson Park and the new library are widely seen as positive additions to the neighborhood.
- Many respondents related growth in the Pike/Pine corridor to change on Capitol Hill.
- Only a few respondents commented on the impact of Seattle Central Community College.

For more information about the Neighborhood Status Check, including the complete summary of the neighborhood discussion and the transcript of the online responses, please see the Planning Commission’s [report](#).

What are the similarities between the in-person and online responses?

General development and physical neighborhood infrastructure, such as buildings, parks, streetscapes, transportation, and parking were recurring themes in the questionnaire and open house responses. Most agreed that Cal Anderson Park and the new library are strong successes. However, many also noted that new development has altered the character of the area, made housing and business lease rates less affordable, and reduced the number of community spaces. Only a few people commented on the impact of Seattle Central Community College.



What are the differences between the responses?

Security, loitering, and other safety concerns are prevalent in the online questionnaire; very few people mentioned these issues at the neighborhood discussion. In general, the in-person participants were concerned primarily with the physical character and the intensity of new development; while the online respondents were concerned with the programmatic issues of gentrification and diversity that new development has been perceived to create.

In their own words...

How has your neighborhood changed?

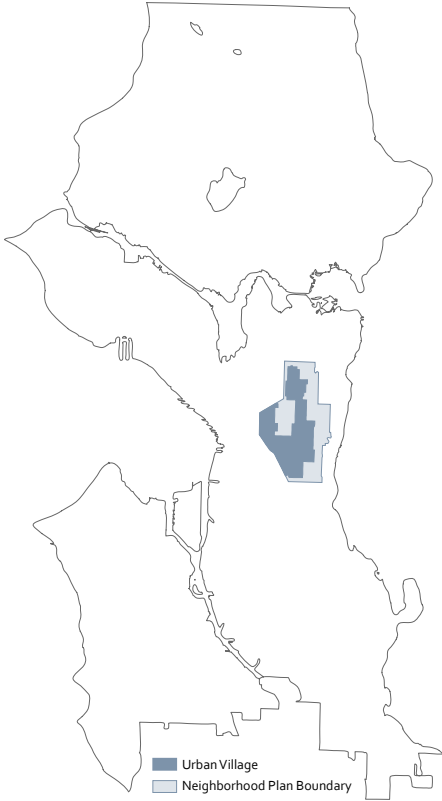
Light rail going in on Broadway

It feels more vibrant... like more and more people are out on the streets participating in the life of this neighborhood.

I have seen low-income community members (residential & small businesses) displaced due to the rising cost of living on Capitol Hill. I have seen houses and storefronts sold and demolished, to become vacant lots and unoccupied homes & storefronts. I have seen condominiums built throughout the neighborhood that current and former residents of Capitol Hill cannot afford. I see these same condominium buildings with vacant units for months and years. These changes are not good for the vitality and sustainability of Capitol Hill.

My neighborhood (North Capitol Hill) has not changed very much. Broadway is going through some changes as large multi family units are being built. The biggest difference in the past couple of years is the change in the Pike/Pine corridor--it has become much more of a destination than Broadway.

CENTRAL AREA



Who did we hear from?

There are a few differences between the online and 1st open house responses. The biggest difference is simply the scale of response. At the first public meeting discussion table, there were only four or five people, and there were 157 online responses. The second public meeting the second neighborhood discussion included approximately 20 community members, who enthusiastically contributed to the discussion about change in the Central Area.

What did we hear?

- Changing demographics: economic class and race makeup shifting.
- Safety is improving in some areas but other areas are either worse or no better.
- All business districts could be better, but Jackson and Madison areas have both improved.
- Parks are improved, but the plan made little provision for future needs in this area.
- There are more families with children in the area.
- Loss of schools is a concern.
- Transit service is generally good, but mid-day service is still wanting on some routes.

For more information about the Neighborhood Status Check, including the complete summary of the neighborhood discussion and the transcript of the online responses, please see the Planning Commission's [report](#).

What are the similarities between the in-person and online responses?

The overall issues are generally the same, with gentrification, safety and crime, and quality of development issues being prominent. Many negative comments about townhouses were heard in both sets of comments. Comments about density go both ways - some feel there is not enough, some feel there is too much.



What are the differences between the responses?

The online comments seem to focus on gentrification more, typically pointing out that many older and African-American households have been unable to afford increased taxes with higher property values (although one respondent said that many African American families moved out during the “crack” epidemic of the 1980s). Online, many mentioned that at the south and north ends of the 23rd Street corridor there has been some good progress on past problems, while there was little positive mentioned for the Union Street area in the center. While this distinction was not obvious from the first meeting, the second meeting and the online comments repeatedly emphasized the lack of progress at areas identified as ‘hubs’ by the current neighborhood plan. Online, there was often mention of the east African immigrant community that has come to the area in recent years, something that was not mentioned at the meeting. Transit service was discussed at length at the meeting, but is not mentioned in as great a proportion in the online comments.

In their own words...

How has your neighborhood changed?

Not very much. The new library is a huge improvement, but other than that, there is not a lot that has improved our livability. Not much happening in retail and bus service is quite deplorable. The CD still has the feeling of the city's forgotten neighborhood.

Yes. The opening of the light rail system and changed parking zone has changed the neighborhood for the better. I am seeing less cars during morning rush on the side streets and more people using public transportation.

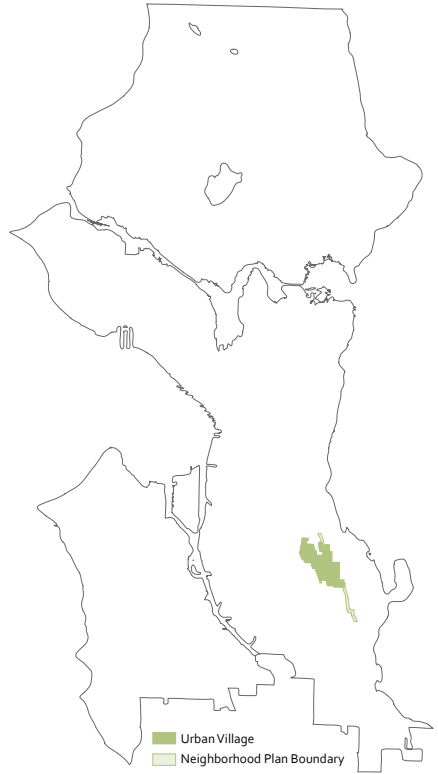
It's become gentrified, home prices have gone up, many condos/townhomes have been built, but there are still few amenities, and the crime rate is still too high (the neighborhood doesn't feel safe for a female walking alone).

Seems to be getting more upscale. Still has difficulties.

COLUMBIA CITY • HILLMAN CITY • GENESEE

Who did we hear from?

There was a greater variety of opinions expressed online (347 respondents) than in at the neighborhood discussion table (~30 attendees), as would be expected from a greater sample size. Overall, the majority of respondents both in-person and online concurred on the biggest issues related to the plan including the growth and revitalization of Columbia City's downtown core, the concurrent lack of such in Hillman City and Genesee, and a positive response to the light rail. Participants in the neighborhood discussion hewed more closely to answering the actual questions asked, especially related to achievement of the plan goals and the format of the status update.



What did we hear?

- Columbia City has seen dramatic economic growth and development; Hillman City and Genesee have not.
- Crime is either worse or at a minimum not improving. There is great overall concern regarding public safety.
- The light rail is a wonderful asset but many people find it inaccessible; cuts in bus service, a lack of feeder routes to the stations, and a lack of development around the stations or station placement were all seen as barriers (no station in Hillman City).
- Influx of families and children was seen as positive; demographic effects of gentrification and loss of people of color and lower-income residents were seen as negative for the community by both long-term residents and new residents who cited diversity as a reason for moving to the area. Residents want to maintain affordability in the community.
- The Columbia City Farmers' Market was singled out as a major community asset worth preserving. Poor schools were singled out as a large community issue.
- Transportation patterns outside of light rail are not seen as working on many levels. Rainier is dangerous, too busy for peds, retards growth opportunities in business districts, and lacks safe cycling pathways. MLK is fairly barren and not pedestrian-friendly. East-west routes are poor and getting worse because of Metro changes.

For more information about the Neighborhood Status Check, including the complete summary of the neighborhood discussion and the transcript of the online responses, please see the Planning Commission's [report](#).

What are the similarities between the in-person and online responses?



People thought there was positive change regarding economic development Columbia City. Respondents are pleased with the small-town feel and character of Columbia City, its walkability, and the success of small businesses there. Overall, people are happy that light rail has gone in, though the lack of development around the stations is of concern. There is shared disappointment in the state of the business districts in Hillman City and Genesee and a feeling that Rainier is neither a safe transit corridor nor conducive to the growth of distinct, walkable, diverse neighborhoods. Genesee did not receive much attention by either group, in fact, the neighborhood plan seems very fractured—Columbia City getting and receiving a lot of attention; Hillman City wanting attention and having engaged supporters but not seeing growth; Genesee not receiving much advocacy in this process and not seeing growth that people like.

What are the differences between the responses?

Many more online responses commented on concerns over public safety—drugs, prostitution, property crimes, gang violence, youth violence—and their effect on development, consumer patterns, transportation use, and feeling of community. Scores of online respondents commented on demographic changes related to race and income, specifically the loss of lower-income and non-white residents being an overall loss for the community. The word “gentrification” appears frequently. Influx of families and children was mentioned in a positive light. Not mentioned in the neighborhood discussion, public schools were also mentioned as needing to be a priority for the community; more people wanted parking or feeder routes to light rail and opposed changes to bus service; townhouses were singled out for being shoddy and ugly. The Farmers’ Market was hailed as a wonderful asset and residents are concerned it find a permanent home.

In their own words...

How has your neighborhood changed?

It’s population is denser & more diverse, more shops and more types of businesses. It is safer with less drug and prostitution activity. Less litter. More expensive to live here. Light rail now accessible to me.

Significantly in some ways; not enough in others. We have a great “butcher, baker, and candlestick maker” kind of community, with the butcher, bakery, movie theater, library, cafes, restaurants, etc. Safety is still an issue; it’s still too car-oriented; there are still too many blocks w/o sidewalks and curbs. Also, I’m looking forward to more mixed-use development around the COlumbia City light rail station.

CROWN HILL BALLARD

Who did we hear from?

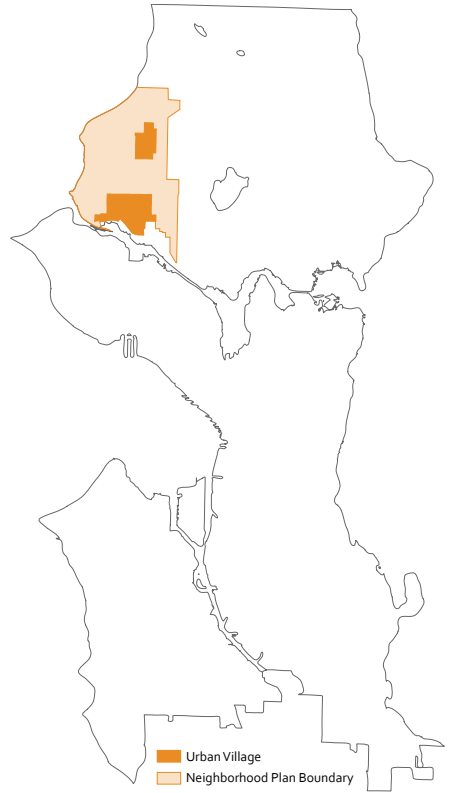
901 people from Crown Hill/Ballard participated in the online questionnaire compared to attendance at the neighborhood discussion that ranged from 19-22. Many of the in-person participants had worked on the original neighborhood planning effort and a majority of these people meet regularly as the Ballard Plan Update Committee. In general, both the in-person and online respondents seemed very well informed and well organized.

What did we hear?

- People are generally pleased with the amenities that come from new development (i.e., libraries, parks, open spaces, new businesses, etc.) but are equally concerned that about increased traffic and public safety issues.
- People in Ballard are poised and energetic to engage in a community-wide discussion of their neighborhood plan, with an emphasis on transportation, affordability and public safety-related land use issues.

What are the similarities between the in-person and online responses?

Within the both the in-person and online responses there is relatively high consistency of responses: Most people believe that Ballard's downtown core redevelopment successfully achieved many of the goals and policies in the neighborhood plan while Crown Hill has been largely left behind. While many people laude the private development and public amenities recently created in Ballard, they remain concerned about public-safety, affordability and access issues. Ballard residents are likewise concerned about affordability, the scope, scale and number of new



For more information about the Neighborhood Status Check, including the complete summary of the neighborhood discussion and the transcript of the online responses, please see the Planning Commission's [report](#).

residential developments, many of which are condominiums, and lack of appropriate transportation alternatives. In Crown Hill, people want basic public amenities, including sidewalks and better transportation opportunities, as the starting point. Both areas expressed desire for bus rapid transit as a means to better connect and move people to and from their neighborhoods.



The changes or aspects of the neighborhood people are most pleased about are, in descending order: public facilities; the business district; parks and open spaces; housing; transportation; safety; and buildings (new and existing). Residents overwhelmingly expressed appreciation for the new library, new public open spaces, Ballard's walkability and the vibrancy of its business district, including the Sunday Market. Many residents remained concerned about public safety and affordability, with many families with young children and others moving out of Ballard to Crown Hill to "stay in the neighborhood."

The changes or aspects of the neighborhood people are most dissatisfied about are, in descending order: transportation; safety; buildings (new and existing); housing; "other"; business district; parks; and public facilities. Within the online responses, many people expressed concern about perceived increases in homeless population, people living in cars, increased competition for on-street parking and public safety issues.

What are the differences between the responses?

There is a relatively high degree of consistency between the in-person and online responses, with most people stating they are pleased with how much has been accomplished under Ballard's neighborhood plan, that a revision to the plan's goals and policies should be undertaken to update the focus on remaining and emergent issues (i.e., transportation, etc.) and that Crown Hill requires more attention (both from a planning and development perspective) and amenities.

In their own words...

How has your neighborhood changed?

I really like the influx of new businesses to Ballard. I think that Ballard has one of the best business districts in Seattle! There's a great selection of stores, restaurants, and bars.

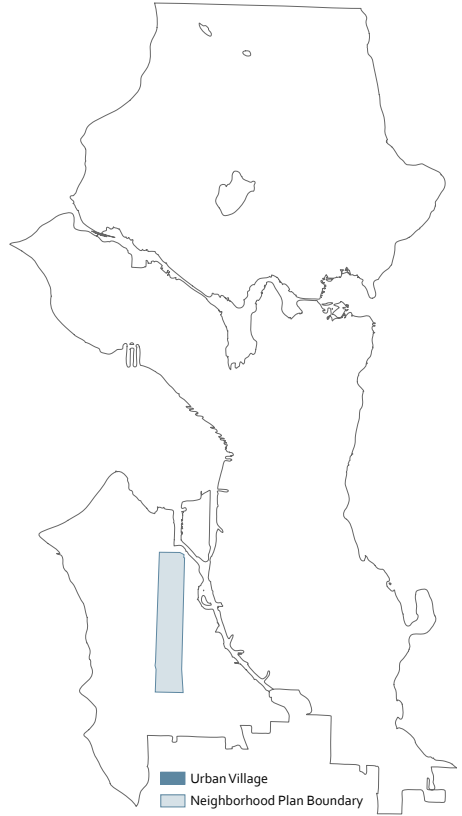
Nothing has changed in Crown Hill. Still no sidewalks. Unacceptable.

Public transit has not kept up with the growth plan and the new condos being built will greatly overwhelm what is here. RapidRide will help, but is not here yet and seems to have its funding in doubt.

DELRIDGE

Who did we hear from?

There were 10-15 people at the Delridge discussion table, including several from the Delridge Neighborhood Development Association (DNDA), most appeared to be long-time residents of the area. Several were very concerned with the loss of the elementary school. Everyone seemed pleased by the conversation but perplexed that there wasn't—or at least there seemed not to be—a regular outlet for these kinds of conversations. 121 people responded to the online questionnaire. Online respondents were equally as likely to have lived in Delridge for less than five years as they were to have lived there for more than five years. A large proportion of online respondents regularly visit the neighborhood; fewer have worked or attended school in Delridge.



What did we hear?

Although some think the neighborhood has declined (townhouse development and more homelessness and crime) most respondents have noticed a marked improvement in the community as mentioned above but would like to see more.

- We need a grocery store.
- Business development has been spotty (at best).
- Transportation is lacking especially east-west.
- Parks and green space are a great improvement.
- Youngstown and Library are great.
- New townhouses have helped the neighborhood!
- New townhouses have destroyed the neighborhood!

For more information about the Neighborhood Status Check, including the complete summary of the neighborhood discussion and the transcript of the online responses, please see the Planning Commission's [report](#).

What are the similarities between the in-person and online responses?

Although there is a general sense of overall improvement especially in park and green space development (Greg Davis and Longfellow Creek), library and the Youngstown Arts Center there is also broad complaint of a lack of amenities and services in the neighborhood, for example lack of a grocery store and access to fresh foods.



What are the differences between the responses?

There was more mention of townhouse development in the online questionnaires and less mention of the loss of the local elementary school which was a sore point for a number of people at the neighborhood discussion.

In their own words...

How has your neighborhoods changed?

Trails are great! Longfellow and West Duwamish Greenbelt trails are no longer garbage dumps, but useable and beautiful. There are more bicyclists in neighborhood now (sharrows, etc.) and I notice much less obvious daytime crime at Riverview playfield (we are almost in Delridge, almost in Highland Park, officially in neither). The presence of SW precinct (and the nice building itself) and, surprisingly, even Home Depot have greatly improved the Delridge/Morgan corner over Kmart and the Dollar store. The Delridge Library is quite nice and some of the townhomes in the corridor look good, but I am dumbfounded by the intended amount of density plus lack of ANY grocery store in the neighborhood; the first one after the West Seattle Bridge down the corridor is QFC 3 1/2 miles South. All the pedestrian focus is great, but not if we can only walk to gas stations. Two successful businesses at the Holden/16th corner have improved that area (Zippy's and Java Hut) and increased community presence.

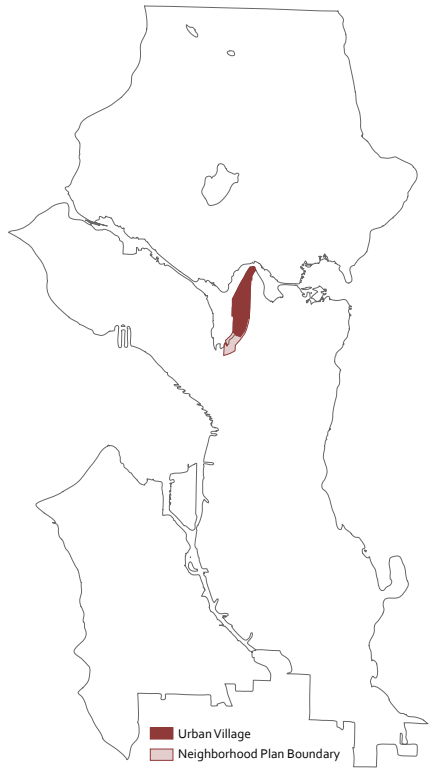
We have overbuilt on condos that are not filled. We have way too much traffic and not enough parking. We have drug dealers galore and a new homeless population, that are sometimes overly aggressive and inappropriate in public. (i.e. screaming at people with children, urinating in public, etc.)

There seems to be more community involvement for the bettering of the neighborhood. Vacant buildings/land are being identified and re-purposed. Delridge has not always been known as being a great neighborhood to live in, I think we're starting to prove that stigma wrong.

EASTLAKE

Who did we hear from?

Approximately 10 people participated in the neighborhood discussion for Eastlake at the public meeting. Many attendees indicated that they were members of the Eastlake neighborhood and one participant stated that they were from the Cascade neighborhood. Most identified themselves as residents who lived in Eastlake for many years including a few for several decades. 42 people responded to the online questionnaire, approximately half of whom have lived in Eastlake less than five years.



What did we hear?

- Many townhome projects have been built, removing some character buildings, changing the composition of the neighborhood, and contributing to greater density but more traffic congestion and noise.
- More mixed use developments have been built with higher structures, more density, and create a corridor effect along Eastlake Ave, the spine of the neighborhood. Many of these projects have displaced favorite restaurants and shops.
- New development has created greater competition for parking. Many remain critical that lack of sustainable infrastructure investments like sidewalks and bike lanes require residents to use automobiles to frequent local business, but parking is congested and in many cases not available due to crowding and/or restrictions.
- All bus routes thru the neighborhood are often crowded, limiting the availability for neighborhood residents. Many express busses do not stop in the neighborhood.
- Sidewalks are incomplete, especially along Fairview Ave which is a main arterial for walking and biking and in need of infrastructure investment.
- While some see an influx of families, others point out the challenges as single-family homes are being replaced with condominiums, affecting affordability and neighborhood character.
- The installation of the I-5 sound barrier has reduced noise and has been a very welcome infrastructure investment.
- Parking restrictions affect the ability for residents and visitors alike to frequent and support local businesses along Eastlake Ave.
- The addition of parks, like Colonnade Park under the freeway, has been a very welcome investment.

For more information about the Neighborhood Status Check, including the complete summary of the neighborhood discussion and the transcript of the online responses, please see the Planning Commission's [report](#).

What are the similarities between the in-person and online responses?

The similarities between responses are significant.

Both in-person and online

respondents focused upon similar key issues and concerns including the changing character brought about by new development of townhomes and taller mixed use buildings that have replaced character-supporting houses and displaced older businesses favored by long time residents. In addition, the neighborhood has seen reduced transit options, increased parking challenges, dangerous bike commuting and increased traffic. There have been advancements in creating more density, open space and parks.



What are the differences between the responses?

There was little difference between the online and in-person responses. A few neighborhood stewards who worked on the original plan were in attendance at the neighborhood discussion and gave historical perspective to the discussion, but the key issues were very similar.

In their own words...

How has your neighborhood changed?

I've noticed many positive improvements in Eastlake, especially with regard to parks and improved walkability. I've also noticed a fair amount of growth, some good, some bad. I appreciate the efforts that achieve quality results. But I hate to see the low quality buildings (condos, townhomes, etc.) going in where developers/builders only care about making a buck rather than the short and long term effects of their projects. I've also noticed a significant increase in graffiti.

I love the South Lake Union street car, but it needs to be extended down Eastlake Ave. Rogers Playground is a jewel in our neighborhood and the pocket parks (including the p-patch) are great.

More mixed use development, increased in options, although locals have been pushed out.

I-5 defines this neighborhood almost as much as the shoreline and Eastlake Avenue, and efforts to allow people to more easily coexist with it [like Colonnade Park and the newly installed sound barrier] are very important to creating a livable community.

The under freeway park is great. However with the increased residential, parking and mass transit seem to be a lacking issue. Either more parking needs to be zoned, or busses need to be more frequent.

FIRST HILL

Who did we hear from?

There was a far greater diversity of comment in the online responses, as 21 people participated online versus one at the neighborhood discussion. However one common issue arose, and that was related to public transportation, and the difficulty people on First Hill experience in getting elsewhere in the city using transit. The online respondents repeatedly cited poor lighting and narrow sidewalks that contribute to a sense that First Hill is all about catering to the institutions and to the 9-to-5 workers at the hospitals, and not enough about the residents.



What did we hear?

- Better public transit needed to serve the neighborhood.
- Pedestrian amenities (wider Madison sidewalks) and lighting are needed to make the neighborhood safe to walk in especially after dark.
- More affordable housing – and protect the affordable housing already in the neighborhood.
- Freeway Park is nice again.
- New development along Boren Avenue , and elsewhere doesn't have the character of the old development that was demolished.
- Residents had hoped for a light rail station, but are optimistic that a streetcar will improve their transit service and access to the rest of the city.
- The hospitals dominate and they're not the best of neighbors sometimes.
- Traffic problems related to too much development (and not enough transit).
- More local businesses serving residents.

For more information about the Neighborhood Status Check, including the complete summary of the neighborhood discussion and the transcript of the online responses, please see the Planning Commission's [report](#).



What are the similarities between the in-person and online responses?

Aside from the issue about the current lack of adequate transit service for the neighborhood, there was little in common between the online and the in-person responses.

What are the differences between the responses?

Public safety was mentioned frequently online, in a range of different concerns such as transportation-related (narrow sidewalks on Madison, poor lighting, and heavy traffic), to panhandling, to crime. Affordable housing was a key concern of the person at the neighborhood discussion. Online respondents desired for First Hill to have more of a neighborhood feel, with small businesses that cater to needs of the residents, not just the hospital employees and visitors.

In their own words...

How has your neighborhood changed?

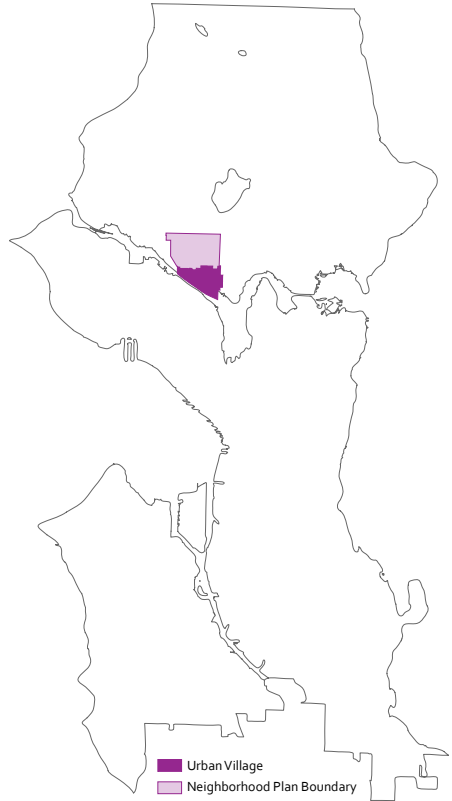
It seems like there has been somewhat sporadic development (e.g. M Street market was a hole in the ground for years after the Red Apple was torn down). New hospitals have been constructed that don't really contribute to a lively business district. Freeway park seems to be slightly more well cared for and less sketchy. The east edge of the n'hood/12th Ave n'hood has seen a lot of new multi-family construction, but not too much new business (except on 12th Ave, but that's actually part of the Central Area plan).

Poor Public Transit Service, lack of Pedestrian Oriented Lighting on our streets and within the boundaries of the Hospitals, lack of park space, too many Special Needs Facilities (Methadone Treatment Center) located in the middle of a residential neighborhood.

FREMONT

Who did we hear from?

There were 187 online responses and they stressed many of the same themes as the responses garnered in the neighborhood discussion (approximately 10 participants) including a displeasure with the quality of new development in the area and satisfaction with work that has been completed on new parks and transportation improvements. Most of the participants in the discussion participated in previous planning efforts in Fremont while more than half of the online respondents have lived in Fremont for less than five years.



What did we hear?

- Lots of comments about increased density—townhouses and condos that replaced single family houses, but not everyone feels that bad but most do. While many people said the area has gentrified and lost its character, others felt a strong sense of community has developed.
- Many people complained about prostitution and drug abuse along Aurora, particularly at the motels.
- Lots of people are frustrated by parking. Some also complained about increased traffic problems while other noted improvements, particularly for cyclists and pedestrians.
- People are generally happy about parks and the library although the lack of a community center was also mentioned.
- There were a lot of comments about the business district - some people see a lot of improvement, while others have seen decline. The bar scene was generally viewed as having a negative impact on the community.

For more information about the Neighborhood Status Check, including the complete summary of the neighborhood discussion and the transcript of the online responses, please see the Planning Commission's [report](#).

What are the similarities between the in-person and online responses?

Both groups acknowledge that the business district has changed, and both the online responses and in-person responses indicated that the changes have had mixed impacts on the neighborhood, with increased vitality and economic strength somewhat offset by additional noise, traffic and parking issues. The creation of additional parks was lauded universally, while parking was noted as a major concern by a large number of both groups as well. Finally, lack of a real community center was a very common refrain among both groups.



What are the differences between the responses?

A major difference between the two groups' responses was the focus on safety concerns expressed via the online response, most particularly the safety issues relating to the motels located along Aurora Avenue and the spillover of illegal activities into the surrounding residential areas.

In their own words...

How has the neighborhood changed?

The city has adopted parking hours that are unrealistic and crazy. The trees on Fremont which could make for a lovely green avenue are butchered because of the power line.

Increase in number of bars and restaurants, creation of many new jobs by the building of software businesses, loss of some "funky" flavor due to gentrification (townhouses, soaring property values, expensive boutiques, etc.), improved library, two new parks, more bus service, loss of Empty Space Theatre, PCC Market - all in all, a mixed bag. Would still not want to live anywhere else in town.

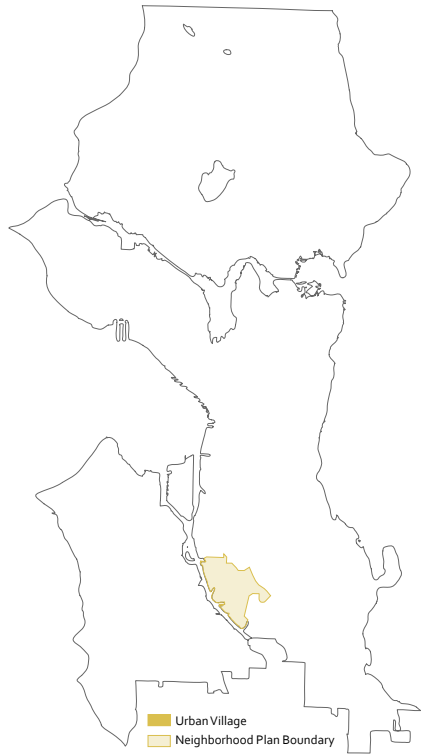
Only been in the neighborhood (living/working) for 1 1/2 years, but lived in QA for last 11 years. Fremont has become much more developed, the focus of the industry has changed from manufacturing/marine to a bigger mix of those and office type industry. The re-circulation has lead to a more walkable neighborhood, but there are still areas that need improvements to finish that work. Other issues: "Road Diet" hurting truck circulation; no Design Guidelines; split DRB; loss of single family homes to poorly designed 6-packs; safety due to bldg on Aurora.

Many unruly bars and nightlife crowds. Parking is difficult to find. Sidewalks are often littered with trash & broken bottles.

GEORGETOWN

Who did we hear from?

There were 75 online participants and six participants in the neighborhood discussion. The comments gathered online and in-person were generally consistent with each other. Most of the participants have lived in the Georgetown neighborhood for ten years or less. Many of the participants commented on the growing variety of businesses, parks and transportation efforts in Georgetown. Many participants feel safer in their neighborhood with a decrease in crime, but felt that there was still room for improvement. Participants acknowledged the industrial presence in the neighborhood.



What did we hear?

- New businesses have brought people to the restaurants and stores on Airport Way.
- Strong sense of community and pride in neighborhood. There are many activities that promote Georgetown.
- Park and transportation improvements include Oxbow Park, upgraded playfield, street tree and right-of-way plantings, cleaner streets, work towards balancing users of street.
- Residents are taking pride in their neighborhood. Residential areas are feeling safer and well kept.
- Transportation (bus, pedestrian, and bicycle) connections beyond Downtown can be challenging, especially on major truck streets.
- Lack of public facilities including library, school, and community center.
- Residential and industrial communities need to continue to coordinate. Both are important components of Georgetown neighborhood. The existing Neighborhood Plan has conflicting direction on strategies and project implementation.
- Lack of grocery store in or nearby Georgetown.
- Variety of housing stock accommodates range of residents. Affordable housing stock attracts people to live in Georgetown. Low income housing is available.
- Air, water, and soil quality a concern for some residents.
- Some residents feel disconnected from other Seattle neighborhoods due to lack of transportation infrastructure, lack of transit connections, and physical location of Georgetown.
- Many of the strategies and priorities in the existing Neighborhood Plan could be updated to reflect the current changes in the community.

For more information about the Neighborhood Status Check, including the complete summary of the neighborhood discussion and the transcript of the online responses, please see the Planning Commission's [report](#).

What are the similarities between the in-person and online responses?

Both groups were pleased with the increased commercial activity in Georgetown, especially the new establishments along Airport Way. Many people responded that the improvements at Georgetown playfield and Oxbow Park have been well received in the community. Many people expressed that there was a renewed sense of community and pride in the neighborhood. In addition, responses identified that the existing Neighborhood Plan does not support industrial and residential areas in Georgetown working together. Less than half the responses identified that the Neighborhood Plan vision and strategies are being achieved “somewhat well”.



What are the differences between the responses?

Most of the responses online and in-person were very similar. One difference was the perception of the current demographics in the neighborhood. For example, some people thought there were more children and other people felt the neighborhood was losing families to other neighborhoods with more services.

In their own words...

How has your neighborhood changed?

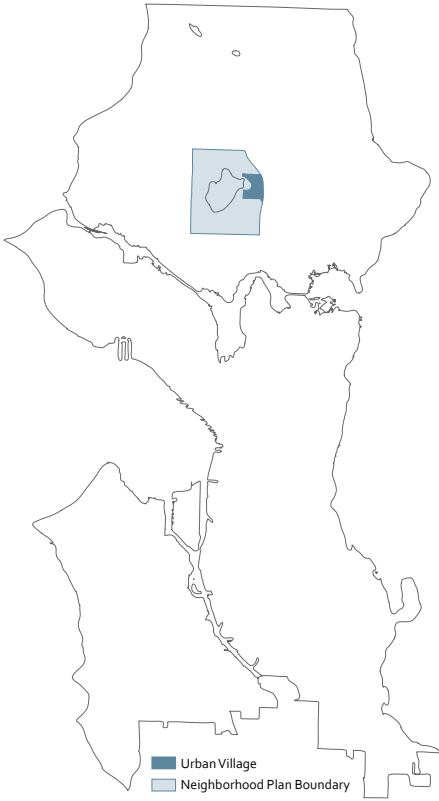
Increase in density — which is good. Cleaner & less crime. Eclectic and strong residential voice that is not reflected in the plan. Instead of listing the residents as secondary to industry as the plan does now, residents are a strong partner with industry that can coexist and support one another.

Georgetown is much cleaner, safer and yet busier. In other words, with more businesses opening up and more people moving into the neighborhood the quality of life has improved since 1998.

We didn't really have a plan. The plan was more for Industrial use. The plan was written by the MIC. I'm surprised that the city of Seattle even considers us a neighborhood. I hope that maybe the city will take into consideration that humans do live down here. We need transportation and police patrols. Something that we lack down in Georgetown. If not for the residents then for at least your workers at all the industrial sites.

In the last 3.5 years since I bought a home in Georgetown: Our retail business district along Airport Way S has increased/improved. The Carleton Grocery store has opened, filling a long-time void. More traffic calming and pedestrian safety features have been added to some of the streets.

GREEN LAKE



Who did we hear from?

Approximately a dozen people participated in the public meeting discussion and 143 responded to the online questionnaire. Both groups included a diversity of people from residents who had lived in Green Lake for only a short time to a few people who had lived here more than a decade. Many of the online respondents have been regular visitors to the neighborhood and at least three of the participants in the neighborhood discussion worked on the original neighborhood plan.

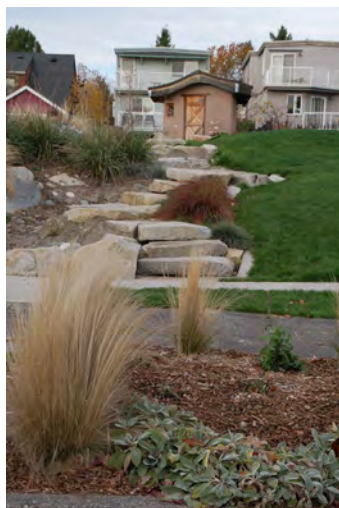
What did we hear?

- Increasing density was a concern for many people who feel that the design of townhouses and condos do not fit into the neighborhood character and create parking problems. Others felt that the neighborhood has grown and livability has increased.
- The loss of the Albertson's grocery store and stalled development at the Vitamilk site were frustrating for many respondents. Others like the new restaurants and businesses.
- Most people felt that there have been positive improvements to parks while others do not like the playfields.
- Most people were frustrated by traffic and parking.
- Generally people feel that there should be more improvements for pedestrian safety.
- Crime, particularly auto break-ins and theft, was mentioned.
- Many people feel that transit service is lacking. The loss of route 6 was lamented.

For more information about the Neighborhood Status Check, including the complete summary of the neighborhood discussion and the transcript of the online responses, please see the Planning Commission's [report](#).

What are the similarities between the in-person and online responses?

Comments from online participants were quite similar to those expressed in-person. A couple of issues emerged from the online responses that underscore issues from the neighborhood discussion including the needs for a larger grocery store in the neighborhood, more attention paid to public safety issues especially crime, an effort to try to improve the character of Aurora Avenue through the neighborhood and better data on poverty in the neighborhood. Both in-person and online respondents supported the idea of developing a new community center which is probably the highest priority for Green Lake.



In their own words...

How has your neighborhood changed?

We have developed our urban village; we have exceeded our housing density and low income housing; our safety has improved; Green Lake park has been improved; our library has been upgraded; transportation has not changed.

The main change I have seen is the attempt to develop the neighborhood. However, in the last year there have been several failed or delayed projects (leaving large holes in the ground). Many homeowners have completely renovated older homes, raising the quality of housing and prices of homes in the neighborhood. I have noticed the increase of rents in the Greenlake neighborhood as well.

(1) moving around/transportation has become more difficult. Parking has become far too difficult and public transportation has NOT improved. (2) more dense. (3) Recycling & environmental awareness has been heightened.

A lot of condo and town home development. Lost the only major grocery in the area (Albertsons). More bars and restaurants opened, which is a good thing. Green Lake Park still well maintained. Not a lot changed to the feel of the neighbourhood

We've been here four years, and I feel like I'm seeing my neighbors take a greater interest in taking care of their homes at the same time I'm noticing more graffiti and car break-ins.

A very large apartment/mixed use structure has been completed at 4th Ave NE and Green Lake Way while a major hole in the ground was created when the only grocery market was removed.

GREENWOOD • PHINNEY RIDGE



Who did we hear from?

All in all there are no glaring substantive differences between the online and in-person responses. The biggest difference is that the majority of online respondents appear to be younger in age and newer to the neighborhood. At the neighborhood discussion there were up to 15 people, most of whom had lived in the community for many years. The majority were very active in the original neighborhood planning effort. There were 263 online responses, with a substantial number of residents that have lived in the area for less than five years.

What did we hear?

- Tremendous amount of increased development but infrastructure has not kept up (traffic and sidewalks).
- Transit service needs to be increased to accommodate the growing population.
- Crime is on the rise as more people live and shop in the neighborhood.
- Positive changes have been made, residents are optimistic about the changes.
- The Neighborhood Plan is being implemented, now more focus should be on community character.

For more information about the Neighborhood Status Check, including the complete summary of the neighborhood discussion and the transcript of the online responses, please see the Planning Commission's [report](#).

What are the similarities between the in-person and online responses?

Most are in agreement that the infrastructure have not kept up with the increased development in the community. All are in agreement that more focus needs to be on traffic calming, crime prevention, and construction of sidewalks (north of 85th Street). Overall, the majority of residents – in-person and online – believe that the neighborhood is heading in the right direction and positive changes have occurred including the new library and park, new small businesses along Greenwood, and community activities (Art Walk, farmers market, etc.).



What are the differences between the responses?

Very little difference, even though the online respondents appear to be younger in age and overall newer to the neighborhood. There are more comments focused on increases in crime in the online comments – at the neighborhood discussion this issue was only mentioned in passing. Views were also a topic at the open house; however, online this does not seem to be an issue.

In their own words...

How has your neighborhood changed?

Socioeconomics: becoming more professional, higher income;

Demographics: increasing number of young families; Traffic: increasing congestion on Greenwood Ave, 85th Street, 80th Street

More residential buildings as well as a few new businesses (mainly replacement of existing stores with new and bigger stores - like Safeway). The neighborhood has gotten more diverse, which is a good thing. A few pocket parks have been added. When I moved to Greenwood, it was the 'forgotten' neighborhood. We knew how great it was and all the good restaurants and a few unique shops. Now, the rest of the city (or at least folks nearby) have learned about it and even more upscale restaurants have moved in.

More development has occurred along the main street of Phinney/Greenwood. However, I have seen nothing to address increased traffic and improve the safety of pedestrians crossing the main street.

More dense; more crime & specific residences that are criminal headquarters; seems to be less diverse; homeless people living around park has increased; Greenwood Sr. Center is no an active, vital, energetic place!

LAKE CITY

Who did we hear from?

In comparing the workshop participants (less than 20) to the online participants (100) the comments to the four questions are very similar. The participants are also similar: residents, business owners, people who visit on a regular basis and people who work in Lake City.



What did we hear?

- The City needs to focus on providing sidewalk and bicycle facility infrastructure throughout the neighborhood including ADA accessibility.
- Crime and graffiti has increased, compromising the safety of the neighborhood.
- New development needs to be assessed for design and character compatibility with the neighborhood.
- The Urban Village needs to incubate neighborhood scale businesses and services.
- Additional 'Green Infrastructure' is needed in the form of parks, trails and trees.
- Bus service and light rail needs to expand within and to Lake City.
- Community spirit is alive and needs to grow with additional civic sponsored community events.

For more information about the Neighborhood Status Check, including the complete summary of the neighborhood discussion and the transcript of the online responses, please see the Planning Commission's [report](#).

What are the similarities between the in-person and online responses?

Respondents collectively like the addition of the service center, library and the farmers market. They agree the automobile still dominates the neighborhood and infrastructure associated with this has not kept up including the lack of sidewalks and bike lanes. Increased crime seems to be the number one issue for this neighborhood. There are mixed feeling with regards to the Urban Village improvements. Both in-person and online respondents agree they are losing valuable neighborhood small businesses to large chain retailers. Both groups would like to see more 'Green Infrastructure' in Lake City with the addition of parks, trails and street trees. Both agree big box apartments are overtaking their single family neighborhood. They also agree there needs to be more attention paid to the design and character of new development. There is agreement to extend the light rail system to connect with Lake City.



What are the differences between the responses?

More online participants were supportive of the Urban Village improvements and the recent improvements to Lake City Way. The online participants mention the increase in multifamily housing units provides an affordable housing option for Lake City. The in-person respondents stated a decrease in bus service in contrast to the online respondents stated an increase.

In their own words...

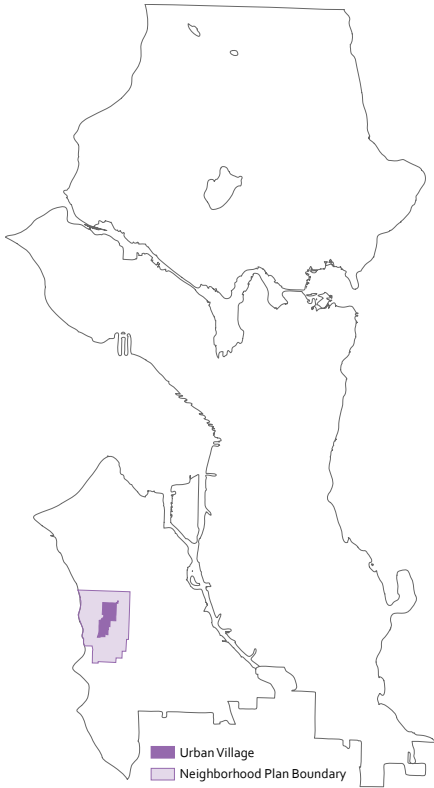
How has your neighborhood changed?

The "urban village" in Lake City has grown tremendously, but the surrounding neighborhood has not changed. We're still lacking good local and intra-city public transportation to connect us to the urban hub in Lake City and other parts of the city.

When I was growing up in Maple Leaf we had some small stores, now we have none. No grocery store in all of Maple Leaf, no bank, no post office, no library - nothing. No east-west bus service. People in Maple Leaf are car-dependent. This is not good! Maple Leaf is in between U. Dist., Wedgewood, Lake City, Northgate & Roosevelt, but these are all beyond walking distance for shopping and most biz.

More apparent gang activity, graffiti, etc. More density on existing lots. More traffic. Still no sidewalks in most neighborhoods.

MORGAN JUNCTION



Who did we hear from?

210 people responded to the online questionnaire compared to 20 who participated in the neighborhood discussion. Online respondents were as likely to have lived in Morgan Junction for more than 10 years as they were to have recently moved to the area. Of those who participated in the public discussion, most have lived there for more than 10 years and many worked on the initial neighborhood plan.

What did we hear?

- Respondents seem somewhat divided about new development—many feel that the quality of life in Morgan Junction increased with improvements to the business district, parks and improvements for cyclists and pedestrians. Others feel that new townhouses and condos have increased traffic and parking problems and that the design of new buildings does not fit into the neighborhood character.
- A number of respondents remarked on a strong sense of community.
- Some people feel that crime and noise has increased.
- Changes to Fauntleroy are viewed as positive by some but negatively by others who are concerned about increased automobile traffic.
- Most people are very pleased with changes to the business district and the parks while others feel that much more should still be done.
- Many respondents mentioned the failure of the monorail and would like to see improved transit service.

For more information about the Neighborhood Status Check, including the complete summary of the neighborhood discussion and the transcript of the online responses, please see the Planning Commission's [report](#).



photo by Laurel Mercury

What are the similarities between the in-person and online responses?

Online questionnaire comments pretty much followed the issues identified at the neighborhood-planning meeting. A key factor for many respondents, both online and in-person, was the lack of transportation development for Morgan Junction after termination of the monorail project. Participants seems to have little information about planning for the bus rapid transit commitment the City made to West Seattle. In addition there were many online comments on the need for more parking at the water taxi terminal. Overall the neighborhood seems pleased with developments in the neighborhood with the exception of transit planning.

In their own words...

How has your neighborhood changed?

Strange looking apartment buildings have been built.

since the plan adoption- there are several new apartments and condominiums; there are a significant amount of multifamily townhomes, there is a new pocket park on California and the Orchard Street Ravine is underway. Traffic is worse especially at California and Fauntleroy

Have only lived here for one year. Love it! I know that there has been great park development and good roads & repaving projects.

Green Space—some improvements have been made to "Green Crescent" but connections are missing. Demographics—Density is increasing. Households are younger. Townhouses—Increased density is OK but design quality has to be better regulated & enforced. Commercial—# of businesses is increasing & quality is higher.

There are organized groups of people accomplishing things that are described in summary for our neighborhood. The Morgan Community Association (MoCA) is an organization to go to for resolving community issues.

The neighborhood has seen some single-family homes torn down for townhouses; this increases density (which might be good) but also detracts from some of the character of the neighborhood.

PIKE/PINE

Who did we hear from?

Thirty-nine people from Pike/Pine participated in the online questionnaire compared to zero who attended the Sector Open House meeting.

What did we hear?

People are generally pleased with the amenities that come from new development (i.e., parks, open spaces, new businesses, etc.) but are equally concerned that this is destroying the existing character, gentrifying the neighborhood and driving out affordable housing and art spaces.

Of equal concern is public safety—people are concerned about illegal and dangerous activities in and around public parks—and transportation opportunities to other Seattle neighborhoods.



Within the online responses there is fascinating consistency

Most people lauded the new development and amenities while at the same time complaining about poor design and an over abundance of condominiums replacing prized neighborhood iconic businesses and buildings. A take away is that it is a neighborhood in transition, with many residents lauding new development, shops and amenities while being equally concerned about the scope, scale and character of the new development pushing out old, cherished businesses and properties.

For more information about the Neighborhood Status Check, including the complete summary of the neighborhood discussion and the transcript of the online responses, please see the Planning Commission's [report](#).



What are the similarities between the in-person and online responses?

There are no “similarities” because no one attended the neighborhood discussion. Within the online responses, the changes or aspects of the neighborhood people are most pleased about are, in descending order: the business district; parks and open spaces; transportation; buildings (new and existing); housing; public facilities and safety. Residents are generally very pleased with Cal Anderson Park but remained concerned about public safety, with many families with young children moving out of Pike/Pine to other “more kid-friendly” neighborhoods. Likewise, residents are generally pleased about new businesses and are pleased about the diversity of the neighborhood.

What are the differences between the responses?

None, since no one attended the neighborhood discussion. Within the online responses, the changes or aspects of the neighborhood people are most dissatisfied about are, in descending order: safety; buildings (new and existing); transportation; “other”; housing; public facilities; and parks and business districts.

Safety is people’s biggest concern from the online questionnaire followed by complaints about the scope, scale and character of new development “sucking out art” and gentrifying the area.

In their own words...

How has your neighborhood changed?

I am very pleased that the neighborhood continues to be sought-after, cutting edge district.

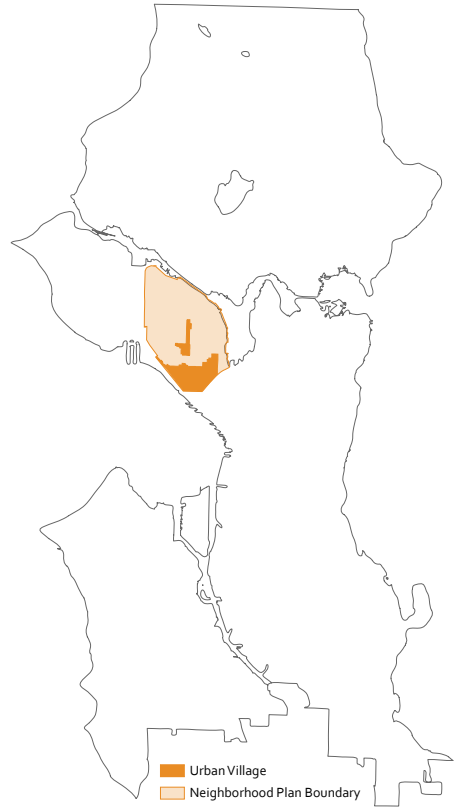
I dislike the new buildings. I think they have ruined our neighborhood.

Ped improvements to Pine. Cal Anderson is superb. Agnes Lofts are great. Can't wait for Liz's upcoming building on 11th.

QUEEN ANNE

Who did we hear from?

The online questionnaire included comments from 159 respondents while approximately 13-14 people attended the neighborhood discussion. Online respondents included a range of people who were relative new comers to the neighborhood to those who had lived there for more than a decade. More than half of the people at the neighborhood discussion were representatives from the Queen Anne Community Council and Uptown Alliance. Several attendees also worked on the Queen Anne Plan adopted in 1999. A small proportion of online respondents worked, attended school or owned businesses in the neighborhood.



What did we hear?

- Overall, many issues were both liked and disliked, depending on the location and personal preferences. This speaks to both the diversity and the size of the neighborhood with its many issues, districts and income levels. This is evident on transportation service, density/growth and parks issues.
- So much change has occurred in the last year that the neighborhood plan should be revisited as soon as possible. Queen Anne/Uptown should be on the highest city priority list. Also the entire neighborhood, not just the urban center and urban village areas should be comprehensively studied as a whole.
- A growing perception about loss of personal safety is occurring in Uptown with more crime and homelessness.
- Vibrancy, livability and walkability has improved as a result of private business investment and new development.
- Public sector investment has been lacking (library, community center, parks and other infrastructure).
- Traffic inconveniences and parking availability has suffered with growth and major projects. Taming traffic for safer pedestrian and biking conditions while maintaining needed mobility is a key goal moving forward.

For more information about the Neighborhood Status Check, including the complete summary of the neighborhood discussion and the transcript of the online responses, please see the Planning Commission's [report](#).

What are the similarities between the in-person and online responses?

- Increased density via multifamily, multi-story condos, townhouses, and commercial building development has had both a positive and a negative impact on the neighborhood. More residents, new retail and amenities have resulted in more vibrancy. Adversely we are seeing increased traffic, loss of smaller businesses, and a sense of a loss of established neighborhood character.
- While the addition of Counterbalance Park is a welcome addition, public amenities, such as parks for both recreation, dogs, kids and general green/civic open space, as well as, the lack of a services such as a library and community center in Uptown is not keeping up with the new growth.
- More neighborhood groups are forming and more civic participation and energy is evident in existing organizations.
- More local and more frequent transportation service is desired. Streetcar service is welcomed as is the long awaited Thomas Street pedestrian overpass to Myrtle Edwards Park.
- An overwhelming amount of change is happening in the area with more on the way (Gates Foundation, losing the Sonics, SR 99/Two-Way Mercer and other private development) that an updated plan is urgently needed.



What are the differences between the responses?

- More young people and families with children are moving to the neighborhood.
- Crime and homelessness has increased, especially in Uptown, resulting in a loss of personal safety, unkempt streets, graffiti and vandalism. Losing the Sonics has resulted in deterioration of commercial properties.
- The area lacks affordable housing for both low income and the average workforce households.

In their own words...

How has your neighborhood changed?

The predicted land use changes have taken place. The increased/improved mass transit has NOT occurred! The Uptown Alliance was formed by the QANP members from Uptown.

Improvements to the streetscape, investment in the retail core area, and ownership of the plan/neighborhood by the community....pride of community

more traffic, more congestion, housing prices have gone up.

RAINIER BEACH



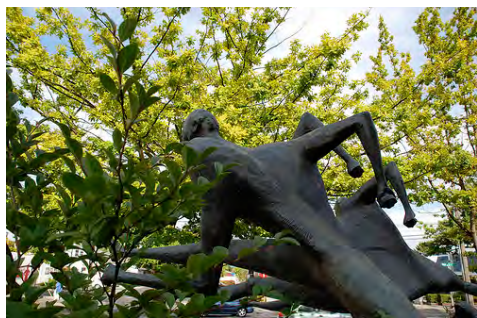
Who did we hear from?

All in all there are no glaring substantive differences between the online and in-person responses. The biggest difference is simply the scale of response. At the neighborhood discussion there were only a handful of people, six to eight, and there were 240 responses online. Within the online responses there is a fascinating dichotomy of opinion with one group thinking the neighborhood is really bad and the other group seeing a lot of positive change. The take away is that Rainier Beach is a neighborhood in transition.

What did we hear?

- Although many people have said there hasn't been much change, many respondents say there has been change and good change, except for the near universal opinion that crime is very high.
- Crime is either worse or at a minimum not improving.
- The business district needs to be fixed.
- The light rail is great but too far to walk to.
- Parks are greatly improved.
- New schools are great.
- There is a greater sense of community and more families with children.

For more information about the Neighborhood Status Check, including the complete summary of the neighborhood discussion and the transcript of the online responses, please see the Planning Commission's [report](#).



What are the similarities between the in-person and online responses?

People thought there was positive change. There was a mix of long-time residents and new (even though the group at the open house was very small). There is shared disappointment in the state of the business districts.

What are the differences between the responses?

Safety seems like people's biggest concern from the online questionnaire but was hardly discussed among the in-person participants. Online respondents seem less hopeful.

In their own words...

How has your neighborhood changed?

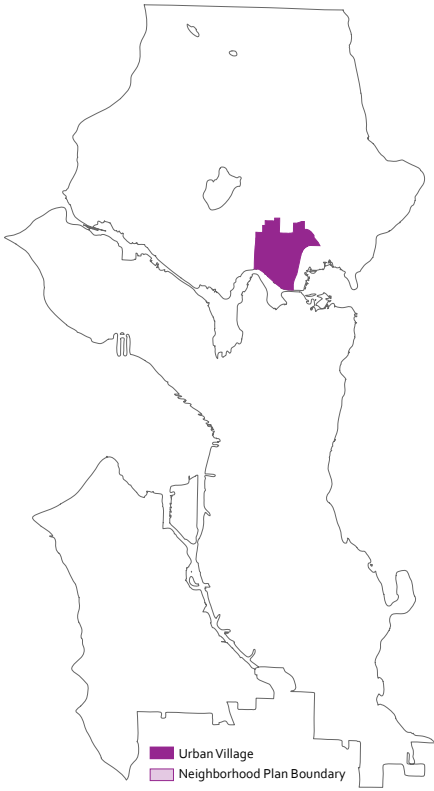
Yes, limited. Hope light rail will accelerate change. Not much new business/retail, need some. Lot of building at community center/ new school. New Safeway. No QFC. Where's my coffee store?

It hasn't.

Yes, and we would like to encourage that the changes continue along their present course. Most important: public safety (too much theft and gang violence in our neighborhood), continue to improve and expand Kubota Garden (what drew us to buy a house in this neighborhood - it is a SUPERB garden and asset), and continue to work on traffic calming (especially a rotary on Renton and 51st). The neighborhood is clearly changing for the better and we are very loyal to it.

the good: people buying homes and taking care of them. Strong community activism and leaders. Good neighbors looking out for each other. Development along the light rail corridor is great. the bad: crime. It seems that "property crimes" have not declined and we still are advised to "harden" our homes. This makes for a fearful and distrustful community and not a strong one.

UNIVERSITY COMMUNITY



Who did we hear from?

There were 10 -12 participants at the neighborhood discussion and 37 online responses. The online respondents were diverse in both their connections to the area and the number of years that they had been connected to it.

What did we hear?

- Most respondents seem relatively ambivalent about changes in the neighborhood—some changes to the business district along the Ave are welcome while others are not. Similarly some people like the new apartment buildings while others lament the loss of single family homes.
- Capitol improvements to sidewalks have been positive.
- Respondents were generally positive about transit improvements and light rail.
- The farmers market was also appreciated.
- Some people noted that crime has increased while others feel it has decreased.

For more information about the Neighborhood Status Check, including the complete summary of the neighborhood discussion and the transcript of the online responses, please see the Planning Commission's [report](#).

What are the similarities between the in-person and online responses?



Issues raised were similar among both groups of respondents in both the changes noticed and in the success and concerns raised. As with the in-person respondents, there were differing opinions online as to whether the Ave had improved or gone downhill, about whether crime was worse or better, and about whether population growth that has occurred was positive or not. There were also similar complaints about the quality of development, especially townhouses, which was true of the meeting group as well. On the positive side, all applauded the farmers' market growth and the acquisition of the community center.

What are the differences between the responses?

The in-person participants seemed to be more aware of activities of City University Community Advisory Committee (CUCAC) and the change of Safeco tower to UW offices (only one mention of the later online). The online group seemed to be more focused on safety issues as a negative aspect of the community—this was a standout in the question about which changes or aspects people were most displeased with.

In their own words...

How has your neighborhood changed?

On balance, denser.

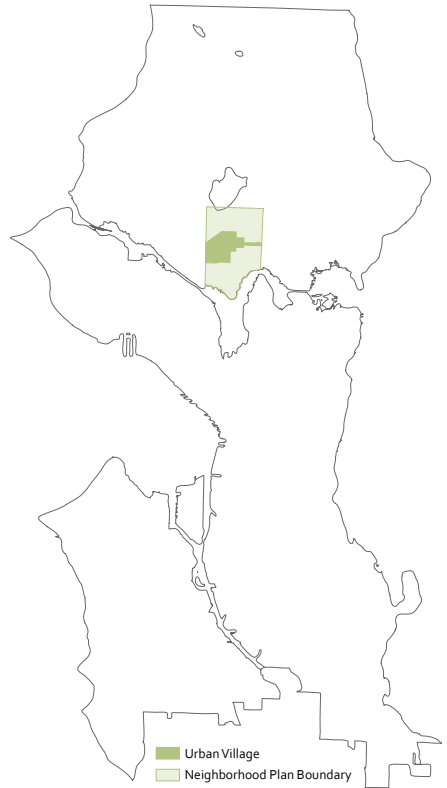
Past decade: Ave has "come back"; University Heights property will soon be in the hands of the community; transit service has improved and will continue to improve with light rail; demographic characteristics are changing (larger "households"); Infill has picked up (until the current economic recession)

The Ave reconstruction is very nice--I especially like the artwork. Safeco jobs are gone. There are more nearby grocery stores (Trader Joe's, and Whole Foods in Roosevelt) and the Farmer's Market has grown and is now year-round. There are several new apartment buildings, almost exclusively targeted to students. Most of the townhome construction north of 50th is sad--many are showing age in just a few years.

WALLINGFORD

Who did we hear from?

There were 186 online participants and five participants neighborhood discussion. Over a third of the respondents identified that they had lived in Wallingford for over ten years. Most of the comments came from residents. Very few respondents identified themselves as Wallingford business owners. Many responses identified increased density and project implementation of the existing neighborhood plan.



What did we hear?

- Density in Wallingford has increased with new condos and townhouses.
- Transportation projects have been completed on arterial corridors— 50th, 45th, Stone Way.
- Park and open space improvements have been well received at Gas Works, Wallingford Playground, and Meridian Playground.
- A lot families live in Wallingford, good schools in the neighborhood.
- Vibrant business district, especially the small businesses and restaurants.
- High housing prices, but rents are more affordable.
- Increased traffic especially on 45th and 50th leads to more vehicles using residential streets as cut-through.
- Proud of social services offered in the neighborhood especially the library, Boys and Girls Club, and 45th Street Clinic.
- Good transit, pedestrian, and bicycle connections to and from the neighborhood.
- Concern about safety in the neighborhood, especially near Aurora and I-5.
- Wallingford does not have a community center. This is still a priority for many residents.
- Many people find the townhouses unattractive.
- Parking in the neighborhood business district is a concern, especially for access to small businesses. There was concern about bringing not only residents of Wallingford to the businesses but also people that live in other Seattle neighborhoods and outside of Seattle.
- Speed of vehicles through the neighborhood seems to be high, especially on Stone Way.

For more information about the Neighborhood Status Check, including the complete summary of the neighborhood discussion and the transcript of the online responses, please see the Planning Commission's [report](#).

What are the similarities between the in-person and online responses?

A lot of the participants commented on transportation issues in Wallingford including traffic levels, transit access, and bicycle and pedestrian issues. Comments about the business district were positive responses to variety of businesses and services available in the neighborhood. Many respondents identified that Wallingford does not have a community center and that is an action item in the existing Neighborhood Plan. Nearly half the participants from both groups identified that the existing Neighborhood Plan vision and strategies were being achieved “somewhat well.”



What are the differences between the responses?

The in-person participants had a lot of comments about Wallingford business district, the environmental sustainability of the neighborhood, there was a concern about the loss of historical buildings and homes just to gain mixed use. The online participants talked more about increased residential density (positive and negative) and the in-person participants talked more about residential and commercial development as an agent for positive change and growth in neighborhood. Responses about safety and crime came from the online participants.

In their own words...

How has your neighborhood changed?

More traffic, more traffic circles, Wallingford Center has declined, more condos and town homes, more megahomes on little lots, some upscaling

Have not really been here long enough. I see lack of change—> the pit on Stone Way.

1. Improvements in pedestrian orientation on 45th and on Stone Way. 2. Increased mixed use buildings, increasing population on main corridors. 3. More interesting businesses, including good restaurants. 4. Improved park facilities. 5. Better bicycle corridors, especially along Stone Way 6. More children.

increase in number of people living here, increase in commercial activity on 45th street, increase in number of condos built, decrease in availability of street parking and public transportation

WEST SEATTLE JUNCTION



Who did we hear from?

Approximately 30 people participated in the neighborhood discussion whereas 383 participated in the online questionnaire. Participants in both venues identified themselves as residents, business and property owners.

What did we hear?

- Rapid change is difficult to adjust to. Recent development and increased density in the Junction generates a wide range of opinions and attitudes suggesting there is not a cohesive vision of how the Junction can meet the expectations of the community.
- Amenities such as the Farmers Market, pocket parks, playgrounds, and an attractive streetscape in the business district are valued.
- The Huling properties and neighboring sites offer a unique opportunity to create a welcoming entrance to West Seattle should the City, community groups, West Seattle Junction Association and West Seattle Chamber engage in a planning effort.
- Transportation and parking issues have worsened with increased development.
- Restaurants and bars have increased, but more retail stores are desired to provide a more complete shopping mix.
- Public safety is a growing issue.

For more information about the Neighborhood Status Check, including the complete summary of the neighborhood discussion and the transcript of the online responses, please see the Planning Commission's [report](#).

What are the similarities between the in-person and online responses?

There is general acknowledgment that recent significant development has brought increased residential density in mixed use buildings that support a variety of retail uses that create a vibrant shopping environment. The rapid change triggered by this development is not always welcome, creates traffic and parking problems and changes the visual character of the neighborhood.

What are the differences between the responses?

The online responses supported those made in-person; differences were difficult to detect.



In their own words...

How has your neighborhood changed?

has so much more to offer in terms of entertainment, shopping, & dining. Junction now bustling and lively and a citywide destination.

There are many new businesses, particularly restaurants, that are frequented by much younger crowds than in the past. A lot of new apartments/condominiums have been recently built, under construction, or in the planning stages. The business district is so much more lively, exciting, and diverse than 10 years ago. It is great to see so many more people living, working, shopping, and going out in the neighborhood.

Parking requirements for apts lessened—BIG MISTAKE. Unfortunately, many of the apt buildings newly built lack style. Just big and ugly, e.g. Avalon Way.

There has been an enormous amount of constructing of apartment buildings and condominiums, but no parking facilities. very concerned about future congestion once these buildings fill up with tenants. Instead of more condos and apartments, how about a hotel option for out-of-town guests?

There has been a huge increase in traffic congestion entering and exiting the Junction neighborhoods. There has been a rise in crime. I currently do not feel safe walking to and from my home alone after dark.

WESTWOOD HIGHLAND PARK



Who did we hear from?

There were 168 people who responded online versus 15 who participated in the neighborhood discussion. There was a general optimism about the direction the neighborhoods were headed, with notable appreciation for new parks, trails, and businesses. Additional improvements to the pedestrian and bicycle system would support an already increasing number of people who want to get around the neighborhood without a car. Respondents recognized that some growth and change in the neighborhoods is good, but the downside is that some of the infill development – especially townhouses – is of poor design, creates on-street parking shortages, and removes a lot of nice trees.

What did we hear?

- “Yuppification” is setting in, but the area is still relatively affordable and new households are moving in and fixing up older houses.
- More pedestrian and bicycle facilities are going in and many people are walking and biking, but traffic safety is a concern.
- Longfellow Creek improvements and trail access – plus other park enhancements - are appreciated.
- Zippy’s!
- New development has its plusses and minuses – loss of trees and open space is a concern, but the vitality of new businesses adds value to the neighborhood.
- The Sealth/Denny Recreation Complex Master plan is not functioning well.
- Public transportation could be improved.

For more information about the Neighborhood Status Check, including the complete summary of the neighborhood discussion and the transcript of the online responses, please see the Planning Commission’s [report](#).

What are the similarities between the in-person and online responses?

- Demographic shift - more families with children are moving in, as are domestic partner households.
- New businesses of higher quality and variety are welcome in the neighborhood.
- Westwood Village upgrades are appreciated.
- Longfellow Creek restoration and access – together with other pedestrian improvements – have been great for the neighborhood.
- Traffic is increasing, and related concerns about pedestrian safety.
- While there is a lot more walking and bicycling going on, there is an ongoing and increasing need for better pedestrian and bicycle facilities and connections.



What are the differences between the responses?

- Comments about townhouses – the design, quality and parking impacts were common online comments, not so much at the open house.
- There was much concern voiced at the open house about the relationship between the School District and the City and the issues related to the redevelopment of the Sealth/Denny site for community uses.
- Several online respondents mentioned that crime was an ongoing concern, but both online and at round-table discussions, people commented on an overall perception of decreased crime in the neighborhood.
- The updated library scored high online but wasn't mentioned significantly in the round-table discussions.

In their own words...

How has your neighborhood changed?

Seems to be improving -- more young families with children moving here. Seems safer. I don't mind telling people where I live quite as much. I'm proud.

HP & Westwood are both becoming more unique, so connection the 2 (in NP) is becoming more difficult. HP more young families & couples — need for more walkable destinations.

...my concerns are: 1. Crime. 2. Traffic, especially on Holden.

Acknowledgements

The 24 summaries were prepared by the individual members of the Seattle Planning Commission who co-facilitated the neighborhood discussions.

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