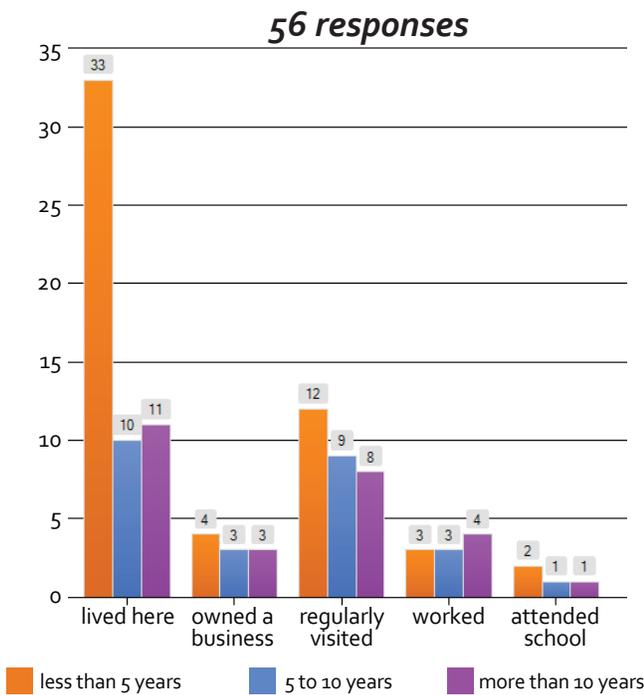


Status Check

Transcript of Aurora/Licton Springs Questionnaire Responses

The Aurora-Licton Neighborhood Plan was adopted in 1999 and includes the Aurora Licton Residential Urban Village. The map shows the neighborhood plan and urban village boundaries.

In 2009, the City began preparing Status Reports for 24 neighborhood plans. This document contains the responses to an on-line questionnaire that asked the questions listed below. The chart shows the number of people who responded.



Question 1: How has your neighborhood changed in the last decade since the plan was adopted (or since you've been there)?

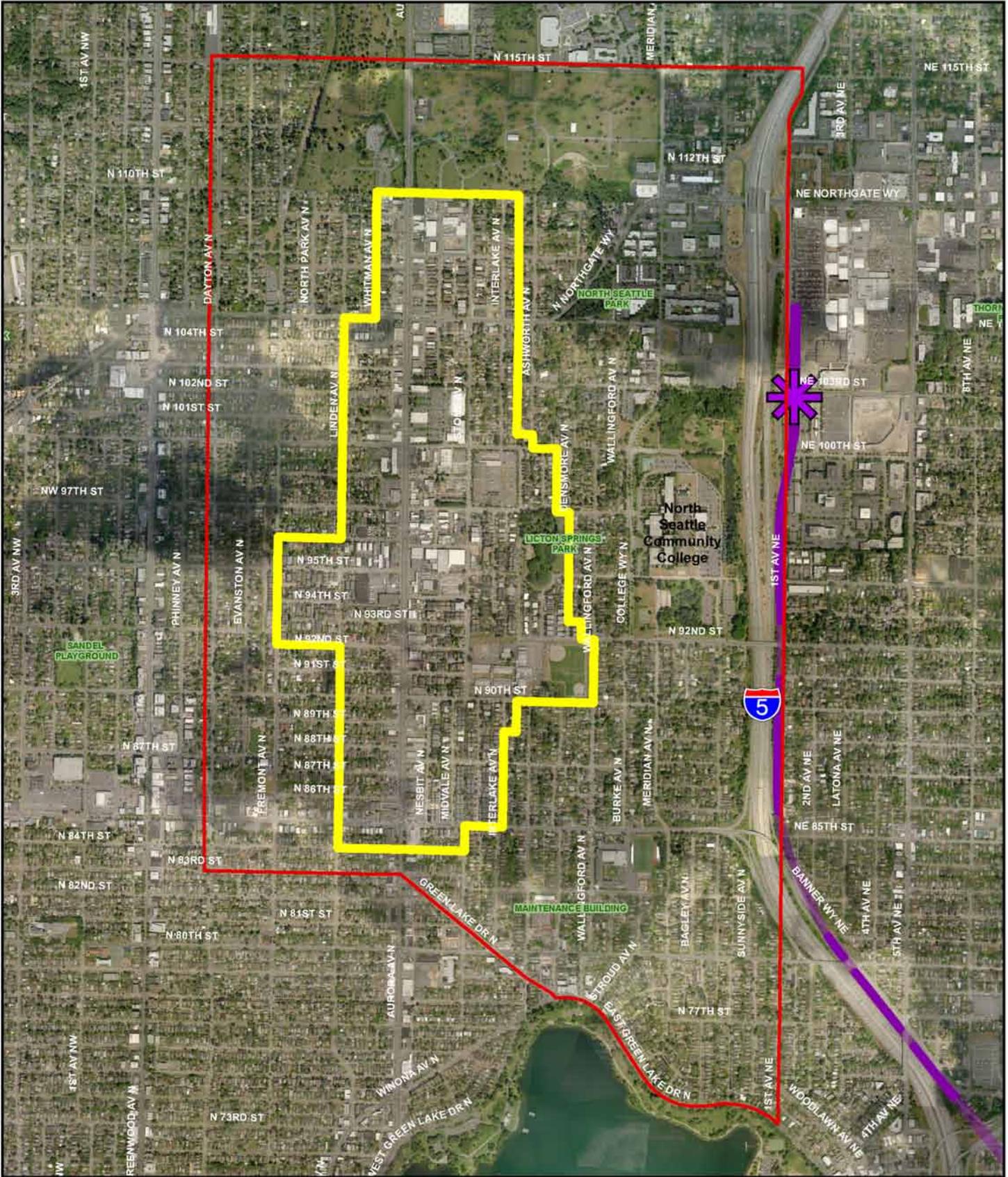
Question 2: What changes or aspects of your neighborhood are you... most pleased about? most dissatisfied about?

Question 3: Please describe how well your Neighborhood Plan vision and key strategies are being achieved. Are they still the priorities?

Question 4: The Status Reports should focus more on... they should focus less on... Are there important gaps in the Status Reports?

PLEASE NOTE: statistical sampling was not used for the on-line questionnaire; responses do not necessarily represent the community as a whole.

AURORA / LICTON SPRINGS AERIAL MAP



Urban Village

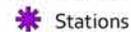


Neighborhood Plan Area



Aerial Photo: 2007

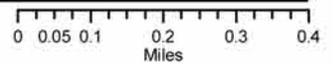
LINK Light Rail



At-Grade / Aerial



Tunnel



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Question 1: How has your neighborhood changed in the last decade since the plan was adopted (or since you've been there)?

The only thing I've noticed is the proliferation of tall, tightly-packed townhomes, and that there seems to be more police activity in the Oak Tree shopping area.

There has been significant construction of multi family dwellings in the neighborhood. This has "improved" some properties that were otherwise vacant or run down. The Licton Springs Park is well cared for through the initiative local neighborhood council. There has been no obvious progress on the renovation and development of a lively community center at Wilson school. I wonder if that part of the project has been dropped, and hope that much more could be done in utilizing that property. I appreciate the new library at Northgate and the remodelled one in Greenwood.

Mostly to the negative: 1. Blight of poorly constructed, ugly townhomes bordering Aurora 2. De facto changes in zoning to increase density through variance approvals despite the city's promise to retain the step-down zoning from Aurora east (comments from neighbors not even acknowledged). 3. It's impossible to live in this neighborhood without a car, as almost all everyday needs are not accessible: loss of Larry's market removed the only full-service grocery store in the north end of the neighborhood; there are no drugstores at all. Aurora businesses supposedly produce a high "walkability index" for the neighborhood, but who wants to go to any of these places? 4. No improvement in Aurora; sex shops and strip joints have joined the auto-focused businesses. As one recent visitor commented: "who would think that there are such interesting little neighborhoods so close to this ugly, ugly street!" 5. No improvement in pedestrian access. Crossing Aurora is still a life-threatening endeavor. NO safe pedestrian access to the Northgate transit center - we desperately need a pedestrian overpass at 100th! 4. Lots of older single-family housing turning over to new owners who are fixing up homes. Too bad this and the influx of townhomes aren't producing the expected increase in services.

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.

Not much in the last 3 years.

Neighborhood petty crime (vandalism, theft) has increased in the last year. The park and Wilson Pacific playfield have been upgraded.

Licton Springs park is much nicer, and well taken care of. We've got bike lanes by the college, and some sidewalks. We finally FINALLY got a proper crosswalk from the neighborhood and Southbound bus stops over to North Seattle Community College. Less crime (relativley speaking) and more development of multi-family units. Overall it's gotten much better than when I purchased my house (9 years ago). I don't like the fact we still have Aurora used as a freeway system. The business owners along Aurora should be a little less concerned about cars and traffic and develop the avenue in a way that benefits the thousands of people living on either side of Aurora. Sure people drive up to Aurora, but if it was more pedestrian friendly, we'd all sure spend more time on foot locally rather than just driving into Fremont to do our basic shopping. I'm a 1 mile radius from all servcies necessary, but Aurora works like a huge barrier for us. It's easier to go over I-5 on g2nd street than it is to walk over to Aurora and try and deal with that whole vehicle mess.

the biggest change in this neighborhood has been the removal of single family homes with townhouses. this is an active, vital neighborhood with a great deal of walking and biking traffic (most likely due to the proximity to both green lake and north seattle). Licton Springs park has greatly improved due to the dedication of community members.

I used to visit this neighborhood years ago and it was less than pleasant. After the new construction has taken hold (and I bought in the area) it has improved some- especially visually. There is still a lot of improvement to be done though, as it is still a magnet for questionable activity due to the number of low-end motels and businesses in disrepair. I think the increased supervision of these motels and their activity, with the addition of a few newer buildings and incentives, will do a lot to convince more business to come in to this area and create a "neighborhood feel" where those of us can have safe places to gather and create more of a community feel.

Licton Springs Park is much nicer than it used to be.

Q1: How has your neighborhood changed?

I've lived here for 4 years and have not seen any change when it comes to the "revitalization" of Aurora between N 72nd and N 90th Streets. The prostitutes and drug addicts are still as prevalent in my neighborhood as they were when I first moved here. I have noticed the renovation of the Greenwood and Northgate libraries, but they don't affect me since I use the Green Lake library. Since I've moved here, I have noticed and appreciated the improvements to the Greenwood Av/Phinney Av corridor. I'd really like to see the same happen on Aurora Ave N

Northgate mall area has changed. Mall has been upgraded and Thorton Creek has been exposed

I didn't know there was a neighborhood plan. BUt 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.

lots of townhouses have been built; larry's market closed; apartment buildings and duplexes have been torn down; street parking has gotten more crowded

Since I moved to the neighborhood in 2007 from the U-district I have seen a significant increase in the homeless population living in Mineral Springs Park located directly across from my apartment. At night I can hear them yelling and fighting with each other about alcohol and drug related activities. They also frequently race shopping carts and wheelchairs down the incline of N. 107th ST from Northgate Way to Meridian Ave. I have also seen an increased amount of traffic cutting through from Northgate Way to I-5 using non-arterial streets. This makes it rather difficult in the winter months to be walking in the dark to the bus stops on Meridian Ave. More than once per week the cut through traffic is firetrucks that barely fit between the parallel parked cars. When I moved to this neighborhood, it was appealing as a quiet almost sub-urban tree lined street type neighborhood. Reminded me of the new-home subdivision I grew up in, in unincorporated east Pierce County. As time wears on, this neighborhood reminds me less and less of home. It's no longer quiet and it's becoming plagued with all the reasons I left the U-district.

The Oak Tree plaza was put in place but that is slowly dying. The impacts are coming from the Aurora Ave. Task Force with the push for BRT and park end plazas. I dont see any of the plan coming about.

More homeowners

The neighborhood is getting better as some of the older buildings near Aurora, Nesbit, 85th are torn down and replaced with newer buildings.

In the 2 years since we have lived here, I have seen more and more owner occupied residences becoming rentals and parking has become more of a problem. There have been small improvements on the Aurora corridor between 85th and 105th, including some new stores opening and the light at 90th and Aurora. But overall the area remains downtrodden and the businesses in need of a facelift.

Better community involvement, gradual cleaning-up of Aurora corridor. There has been less crime since the development has slowed as well.

Have not seen much change in the 2 years I have lived there.

In the last 5 years I feel that the neighborhood has been changing for the better, but that there is still a long way to go. The area is safer, cleaner, and more pedestrian friendly - especially on Aurora Ave.

I think it's gotten a lot better since the yucky homes have been knocked down and townhomes have been built. I love that the drug infested motel was sold and turned into affordable housing for young people who want to live in the city. I still think there are some scary people on Aurora and hope it continues to improve.

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.

Q1: How has your neighborhood changed?

I have seen some of the few remaining homes turned into townhomes (some never quite finished the process). I think the area has been cleaned up, and I've even attended meetings and "area cleanup" activities. However, there are still areas that remain unimproved - empty or torndown business areas - these spots invite less desirable activities. Also, I've seen some of the rented areas been "closed" and the inhabitants then move permanently to vans, trucks and rv's that remain on Nesbitt street between 88th and 90th. As I walk my dog daily, I see the townhouses for sale or rent and can only imagine that it is difficult for them to get sold or rented. The next thought my husband and I had - can we park diagonally on the dead, unmanaged grass strips that line the street in order to increase the amount of parking, widen the driving space, and decrease the unkempt look of the street?

I have noticed significant steps taken to gentrify and improve our neighborhood, which makes me very happy. Residences are being renovated, higher end homes are moving in to the area. High density housing has really taken off here as well, creating a very densely populated living environment. Vandalism (graffiti mostly) seems to have picked up in the past year, I am hopeful that this passes or is more closely monitored or handled with more speed. I also have noticed that some structures in our neighborhood have been abandoned or have sat vacant/unfinished for a very long time now, I would like to see that changed, have them either renovated or completed so families can occupy them.

I have lived here for the last 3 years and I have seen the emergence of more affordable homes in the form of zero lot townhomes. In the year before the economic downturn, there was a proliferation of townhomes being built. This was both positive and negative. This made homeownership in Seattle more affordable, however those with homes in the neighborhood of the townhomes did see the availability of parking shrink. I do, however, appreciate the diversity and influx of these young, urban professional young families moving into the neighborhoods. I see lots of families with strollers out on the sidewalks, along side me and my family and that is very nice to see.

business community has not been able to develop due to continuing suspect criminal activities which cause investment funds in the commercial sector to go elsewhere. Adjoining residential investment has occurred however due to lack of parking requirements pressure on street parking and commercial parking areas has become a problem.

Increased housing density (replacement of traditional single family homes with townhomes); younger population moving into neighborhood; some cleanup of problem areas/crime (prostitution, drugs) on Aurora, but there is still work left to be done.

Actually there have been few changes that have materially affected the quality of life and the business climate in the last 10 years.

Safer. Better quality housing. Denser housing. Less parking. Parks have improved dramatically. More children.

Thornton Creek commercial/residential development completed; freeway wall completed between 85th & 92nd; new parking lots completed at NSCC; new library and community center at Northgate.

Much noisier on our street after North Seattle Community College took out the forest/trees at the south end of the campus and put in a parking lot. The new sound wall has not changed the noise level significantly at our house. New library and community center are nice additions but the neighborhood is not yet pedestrian friendly. The sidewalks are missing or in poor shape from the west side of 1-5 to the mall so we seldom walk. We never walk to anything on Aurora - it doesn't feel safe and the shops are not the type we would frequent. The newest development to the east of the transit center looks nice. The cinemas however, have very little street visibility - they seem designed only for the people that live in the buildings. We have not been to either the theater or the restaurants as we kind of forget they are there. The improvements to Northgate mall are nice - I like the addition of more shops and restaurants. The parking lot is difficult to maneuver through.

More density, especially in the L-3/L-2 zones, due to townhomes. Pluses and minuses. More cars parked in the area, but more "eyes" on the street which makes things feel safer. Neighborhood plans are out of touch with current situations

Q1: How has your neighborhood changed?

I've lived there just over 5 years, and the only significant change I've seen is an increase in condominium development.

Many older multi-family homes were replaced by new townhome style dwellings. Little to no improvement to Aurora and surrounding area (still a very unpleasant area which reflects poorly on the neighborhood).

There haven't been a lot of changes in the last year, other than some infrastructure improvement a few blocks away.

More townhouses have been constructed. The Northgate community center and library opened. Neighbors have become very active in helping to keep the neighborhood cleaner and reducing crime in the area.

Housing density in the neighborhood has greatly increased. The new townhouses have replaced an aging housing stock, much of which was falling apart (including several actual crack houses). Crime in the neighborhood has also decreased, although some still exists. For example, car thefts were more common 4 years ago than they are today. Instead, the biggest problem is high-speed cut-through traffic hitting cars parked on the street--these cars turn into the neighborhood from 85th and cut through it to get to Aurora Ave. There also are a lot of new babies in the neighborhood. Many of the young couples who bought townhouses are having their first and second children. This is helping to bring the neighborhood together, but also raises concerns about traffic speeds on the residential streets and the lack of playground facilities in the immediate area (Licton Springs park is not well connected to the southern side of the neighborhood and there's a perception that crime is an issue in the park).

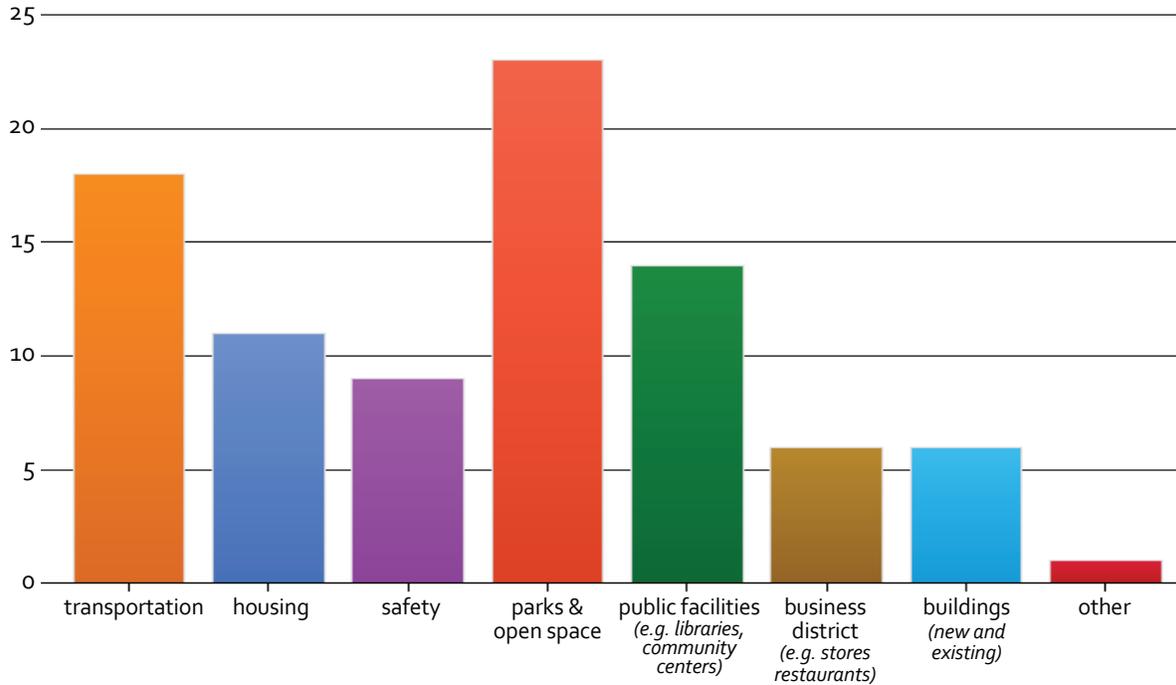
The only changes that I have seen have been in the last couple of years, brought about by residents and business owners that got fed up with the crime and disgusting look of Aurora, and took steps to do something about it. This has helped to create a neighborhood.

There has been some new apartment development on the south side. There has been considerable and noteworthy development of community amenities, like parks and libraries. Some trees have been planted. Home prices have increased tremendously, making the community unaffordable to young or median income home buyers. There are more bike lanes. There STILL remains a heavy emphasis on driving. There STILL remains a lot of paving, concrete and land dedicated to street. There still is not enough tree canopy. Energy use (commercial and residential) remains higher than desirable.

The biggest change are all the *ugly* townhomes that have gone in. These are an eyesore and do nothing for the neighborhood. Many, many of the folks living there are "transient" in the sense that they only are buying to move "up". They don't like the area and do not participate in any community. We see or hear from very few of these folks on the Licton Springs Council or with the GAIN community clean ups. If these townhomes continue to "creep" over the neighborhood, I will sadly have to consider leaving. Seattle wants density, density, density, but provides no infrastructure or building standards to create community. Seattle government cares nothing about community or people living here, just about the building trade. At least that's my viewpoint from a long-term resident. I have very little love for the government of Seattle. And, as an extension, since they do nothing for community, it's hard to love this City at all except for the natural places that exist here.

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

Question 2: What changes or aspects of your neighborhood are you most pleased about?



We could use bicycle officers on Aurora to minimize crime.

pleased that telephone poles remain free from advertising and that businesses try to maintain a clean environment

This neighborhood has excellent access to I-5 and Aurora, as well as several high-quality bus routes. The #358 is a great route and, as such, has high ridership--sometimes a little too high and the bus is packed, but I don't find that to be a deterrent. The housing in the neighborhood is a good mix of single-family, townhouses and duplexes, with a few apartments intermixed. The single-family homes are pretty expensive, but the townhouses provide a good alternative. The variety of housing types means that as couples with young kids outgrow the townhouses, they could (theoretically) move into one of the larger single-family homes--if they could afford one.

The Northgate community center is very nice and I like the summer concert series. I would like more encouragement of restaurants and other businesses,

We live close to two major bus routes that are very convenient to downtown and our neighboring neighborhoods.

Happy that there are several parks within walking distance, in addition to libraries and community centers that are also walkable from home (although a bit farther). Having things be a walkable distance from home is an important aspect to neighborhood satisfaction for me. Convenient to be able to catch a bus to downtown or the University.

Regarding the Aurora corridor between N 72nd St and N 90th St - I appreciate the building of the bars, restaurants, and PCC grocery store on the southern end of this corridor. The northern end of this corridor is still dangerous, and I would never walk to any of these areas at night.

Other things respondents are pleased about:
 • townhomes replacing motels/scary apartments

Q2: What are you pleased about?

I like the Northgate transit expansion. We use the Transit station almost every day. Licton Springs Park is a huge reason we're still here. Open, diverse and a great neighborhood asset.

licton springs park is a great little park, but there are often sketchy looking people hanging out there. I have called the police several times. I'm glad there is building going on, lots of townhomes (I live in one) but I wish there were some single family homes going up too.

The neighborhoods seem to be in a gradual state of improvement, not only by new construction but by current owners taking more interest into making the neighborhoods a better place to live.

The condos have replaced poorly maintained houses that were a blight on the neighborhood. They have also brought in a new crop of neighbors that have greater pride in ownership and a more outgoing sensibility.

North Precinct has been doing a great job, albeit they have been short-changed in resources.

Licton Springs park was a positive amenity when we decided to move to this neighborhood.

Excellent access to downtown Seattle by car, and to airport as long as the viaduct remains; reasonable access by bus except for the lack of pedestrian route to Northgate transit center. The North Precinct officers and staff are fabulous.

I love the Northgate library and visit it weekly. The improvements to Wilson-Pacific playfield are welcomed.

I like the changes at northgate

This neighborhood, specifically Meridian Ave between Northgate Way and N. 92nd ST is highly served by Metro Transit and very easily accessible to the Northgate Transit Center for further commuting. My commute to downtown is between 25-45 minutes.

I love the existing parks in LS. I am also pleased with the taxpayers vote to put money into these parks with the Pro Parks levy.

we have lovely neighbors that are dedicated to the community. licton springs park has been greatly improved due to their hard work. we have wonderful activities that happen at the park as well.

I love how convenient the 358 is, even though it's sometimes overcrowded and a bit rowdy.

greenwood park

The 358 comes frequently. Safety has improved. Removal of the prostitution signs.

The Green Lake and Greenwood libraries are nice, though the Green Lake library seems to have very limited hours.

Licton Springs Park and Mineral Springs parks are little gems and when added to open space of the college make the neighborhood very nice to walk (with the dog) in.

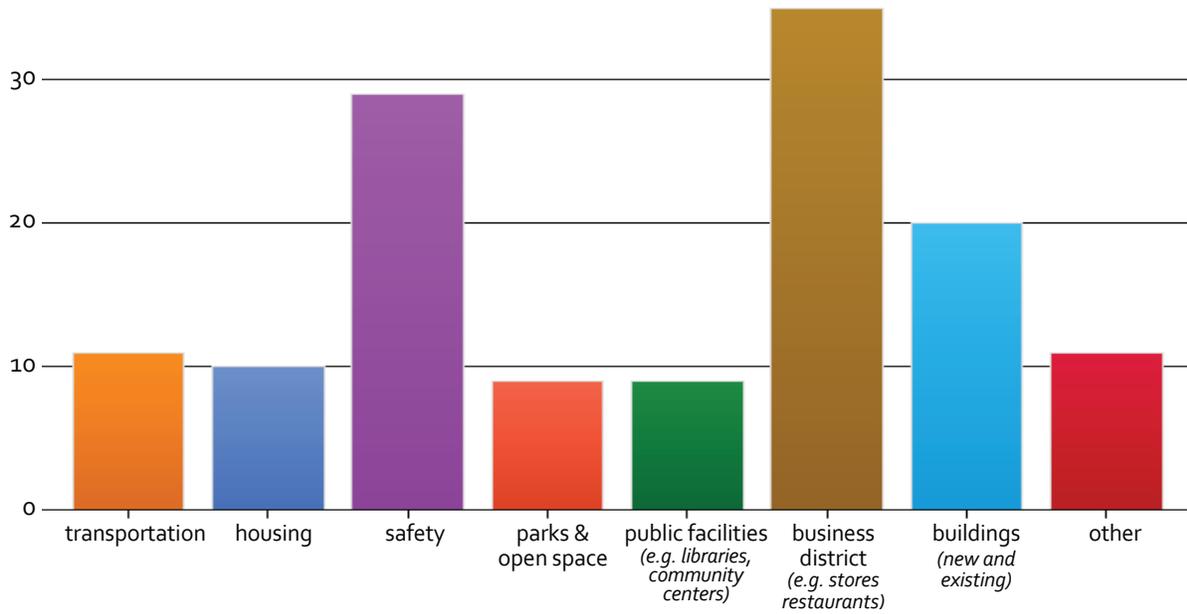
There has been a focus on safety through GAIN and the Aurora Avenue Action Committee and it seems to have helped. But there is a lot more that could be done to put more eyes on the street and make Aurora safer.

99 is a great thoroughfare. It could use longer crosswalk times (the lights don't change for very long).

The changes seem to be encouraging more community interaction.

I feel that with this location, everything I need is within a few miles and is easily reachable by car, bus, or bike.

Question 2: What changes or aspects of your neighborhood are you most dissatisfied about?



The transportation situation continues to be driven in the wrong direction by Seattle Dept of Transportation. They are not listening to the people who live and work here. Parking is getting worse and worse for residents and customers.

Safety on Midvale Avenue N. is really sketchy - speeding traffic at all times of the day poses a real threat to residents and their kids. We could use some speed bumps.

safety affects transportation as bus route on Aurora is one of the most UNSAFE route Metro has. When people see a metro police car following behind the bus they tend not to want to use the bus system. Also there is no support for the small businesses from the neighborhood residents as they feel the Area is unsafe. The bus shelters are extremely unsafe as they are used by drug dealers, prostitutes and homeless people. Concern for the safety of residents is primary-

I wish the the gg looked like it does in shoreline...clean and nice paved sidewalks with medians with planter boxes ect. The police do not seem to keep loitering people away from places and the motels bring most of these people to our neighborhoods but nothing ever seems to be done about it.

Other things respondents are dissatisfied about:

- *The whole area is an eye sore*
- *Still NO SIDEWALKS! I believe when North Seattle was annexed in the late 30's/ early 40's sidewalks were promised. 70 years and still counting.*
- *parking*
- *parking & noise*
- *parking availability*
- *The X rated shops really are an eye sore on Aurora.*
- *Traffic law enforcement*
- *Improvements to Aurora*
- *pedestrian friendly streets don't exist in the neighborhood*
- *maintaining unpaved alleyway*
- *we see a lot of homeless parking in campers in our neighborhood and although northgate has improved, we miss larry's market and need a nice grocery store.*

Q2: What are you dissatisfied about?

Parks: the school on goth has a great sports field, but there is a tall chain-link fence around it that is usually locked up so that you can only enter on the north side. Since the field is so large, this serves as a major deterrent to using the park and I have seen several people jump the fence instead of going around. Why does the fence have to be locked all the time? Also, there needs to be better connections between Licton Springs park and the neighborhood to the south of it. Perhaps some wayfinding signs and new pathways could help. We also need more pocket parks, particularly around the townhouses where there is a high density of residents. A pea patch would also be fabulous and is of particular interest in townhouse residents who typically have small yards, often with little direct sunlight. Public facilities: there really aren't any in the immediate neighborhood, although several are close by. I think the existing libraries in Greenwood, Greenlake and Northgate serve the neighborhood's needs, but it would be great to have a community center of some sort. Perhaps the school could be converted (at least partially) to a community center as it seems to be underutilized. Business district: the businesses along Aurora, north of 80th, are pretty limited and pedestrian access is horrible. The fast food drive-throughs seem to attract shady dealings in their parking lots. Not sure what the City can do about that, but it would be great if more neighborhood-serving retail/restaurants could be enticed to join the area. Safety: I have concerns about drug deals in the neighborhood; this has decreased in the last 4 years, but it is still an issue and these people drive super-fast down the narrow residential streets on top of everything. Also, the bus stop at 85th & Aurora, in front of Jack-in-the-box does not seem safe at night (not sure how to fix that). As for high-speed cut-through traffic on the residential side streets, it would be great to have speed tables installed to force drivers to drive more slowly (for example on Midvale and Stone). We already have traffic circles but that doesn't help on the blocks immediately adjacent to 85th. Another solution would be to make those north-south side streets inaccessible from 85th, so that you could only turn out of the street onto 85th, but still allowing two-way traffic--essential through some sort of planting that would block off half the street's entry to 85th. To go along with that, the "do not enter" sign on 88th at Nesbit should be reversed to allow people to enter the neighborhood from Aurora but not exit towards Aurora--that's how the eastbound and northbound traffic avoid the light at 85th and Aurora.

Sidewalks encourage pedestrian activity, small, local and independent business patronage, it is safer for children and more attractive.

parking in and around townhomes appears to be challenging. there also needs to be more work on creating sidewalks and pathways in neighborhoods where there are no walkable sidewalks.

Parking is a huge issue in our neighborhood. When medium density housing was planned for this area, it seems that 2 car families were not the target demographic. On my street (Midvale Ave. N, just north of 85th) the street seems to be mostly families with at least two cars. I don't have a solution in mind, but I DO NOT want to lose the parking strip in order to widen the street, many of us use that as an extension of our yards, and enjoy the "tree lined" feeling of our street. What I would like is the ability to get some of the cars off the street. Perhaps a parking lot could be planned, one that would be accessible by permit?

As I mentioned, I would prefer that the city not put grass areas out that line the street, then not come to care for them. Only a small percentage of those who live here cut the grass or ever water it - and it gives the area such an uncared for look. At the same time, we need more driving space and more parking space. Can we park diagonally on the dead grass??

I hate driving on Aurora. It's so depressing, especially with all the motels and xxx shops. I wish we could do what Shoreline did on their section of Aurora. Also, sidewalks really need improvements.

It is hard to pick one, as the business district and safety are closely related, as to who they attract. The congestion of 85th street (and the disproportionate lack of maintenance) is a daily frustration.

Wilson-Pacific is an untapped resource in our community but is currently an eyesore. The building is rundown and neglected, it is unclear how the building is used if at all, and the ball fields are difficult to get into and not maintained well. Our business district is nonexistent and could use some help. One issue is the lack of parking on Aurora and the problems with crossing Aurora. Aurora still seems unsafe at night, and I worry that it overflows into the residential side streets. There are many rundown vans, RVs, and campers that line Stone and goth every night, it is obvious that they are transients since you see the same vehicles over and over again. Are these being patrolled at all?

The area could use more family friendly businesses (coffee shops, etc).

Q2: What are you dissatisfied about?

Aurora needs improvement in terms of the businesses it offers neighborhood residents. There are some neighborhood gems nestled in amongst the mess, but for the most part, it has little to offer. Additionally, the street itself is an unpleasant, unsafe, and inconvenient place to walk.

Regarding the Aurora corridor between N 72nd St and N 90th St - Prostitutes and drug addicts are still prevalent, especially on the north end of this corridor - Police presence used to be more noticeable when I first moved here 4 years ago, but I see less and less police in the past couple years. - I live near N 88th St and Stone where the streets are one-lane. Though I park in my garage, I have heard SEVERAL complaints of neighbors having their parked vehicles get hit by passing cars. Something needs to be done about this! - I don't feel safe walking along Aurora Ave N on the north end of this corridor at night.

Although we have a strong police presence with the north precinct, the area around Wilson-Pacific seems to attract a lot of interesting late night activity. Business activity seems to also be centered around Northgate, with very little development happening on the Aurora side of I-5.

There's nothing to do in the neighborhood. It's not very walkable. There are abandoned properties (on Stone and on 93rd) that detract from the neighborhood's appeal. There should be higher standards for maintenance of these properties. Stone Ave between 94th and 100th would be a perfect retail district. I could see residents walking to restaurants, coffee shops, pubs, shops, etc. Also, people consistently speed on neighborhood streets, don't yield to pedestrians, and don't properly use roundabouts (cutting through the wrong way, not yielding to traffic in the circle - I was even pulled over by a police officer that didn't understand the rules for traffic circles!).

Not quite as safe as we'd like. Police station in the neighborhood is nice, but response to crime should be last on the list. Preventing crime should be first. Thankful they finally took down those terrible "your entering a drug and prostitution watch area" signs. Commercial and multi family units encroaching on single family lots, and builders getting away with building too close to ECA zones. Business owners on Aurora should quit catering to the car business, and turn toward the neighborhoods for business. More walkable shops and sidewalks, less parking and commercial delivery.

there are often scary/sketchy people wandering the neighborhood. Last summer it was worse so maybe it is getting better. wish there was more of a variety of new building going on instead of just townhouses. it is a drag living near so many apartments buildings with people moving in and out all the time. Wish there was a better grocery store nearby, HT Market does not at all compare to the old Larry's.

The 358 bus route on Aurora is still one of the worst buses in the city. I've seen no improvement to reducing the crime that plagues Aurora (drug dealing, prostitution, other criminal activity taking place at low rent motels). Many new businesses have come and gone to Aurora as the unattractiveness of the street seems to be a hindrance to any type of business trying to survive.

88th street has become a thoroughfare for fast cars with loud music at all hours, but particularly in the middle of the night. There are also more vagrants coming through, which make me feel less safe for myself and my eight-year-old. I think it is critical that there be some form of speed control on 88th.

The business community has been left out of the discussion of how the neighborhood should progress. Any change will require money, time, and "guts" of the business/property owners to make changes in the neighborhood. Wishful thinking will not make things different. City has not listen to our needs and have not tried to engage the business community. This lack of understanding and outreach will cause many businesses with their hundreds of jobs to move outside of Seattle to more business friendly areas. Please take note if anyone is actually reading this: Seattle is starting to have the reputation as being unfriendly to business. There are other cities and counties who would love to support our businesses and the thousands of jobs that they represent.

We have a lack of public facilities in this neighborhood. We would have to use the resources of Northgate and Greenwood which are already crowded.

Aurora looks run down. There are several vacant lots and some building projects that have run out of money and been left unfinished. The businesses along Aurora do not generally meet my needs and I am drawn much more to the surrounding communities.

Q2: What are you dissatisfied about?

See comments about changes in neighborhood. When I moved here 15 years ago, I thought it was going up. Instead it has deteriorated, mostly due to the city's "urban residential village" development frenzy coupled with total lack of action on items in the neighborhood plan that would have at least partly compensated for the proliferation of cheaply built, ugly housing.

I mourn the loss of Larry's, a full service grocer. I have to travel several miles to the nearest QFC. Unfortunately, the HT Market that replaced Larry's does not adequately serve my needs. I am worried about the future or the Oak Tree Cinema following the opening of the new theater at Northgate. I am worried about the rise of gang violence in the Northgate area and the increase in vandalism and theft in my own neighborhood.

Not many good businesses (restaurants, bars, retail) on aurora avenue.

Aurora bus corridor needs improvement. Route 358 is only route serving Aurora and needs to be improved. Would love to see a Wilson-Pacific community center built.

This neighborhood is missing a grocery store. If you are living a car free lifestyle in the area of Meridian AVE between Northgate Way and N 92nd ST the closest grocery store is QFC on Roosevelt and Northgate Way. This is too far to walk with multiple bags of perishable foods, and too long of a bus ride which requires a 10 minute layover at the Transit Center. In the summer on non air conditioned buses, it's virtually impossible to shop for perishable foods especially milk and frozen foods. The grocery store in Oak Tree Plaza is specialized only to Asian foods and has very poor standards for cleanliness and food handling. Most of the foods on the shelves are past their sell-by date and some are even rotting on the shelves permeating the aisles with rotting smells.

I think I said it all on the previous page. I would add that I am not pleased about the lack of attention the City pays to the existing business district on Aurora. I know there has been groups studying the issue (I was on the initial group), but very little actually is done under the guise of money or lack of interest in legislating change.

at times we have many homeless or campers parked around our neighborhood. we live near the college and find a great deal of people choosing to park in our neighborhood instead of on campus. i am really concerned about the loss of beautiful single family homes that are being quickly replaced by townhomes. traffic can be a challenge at times. i think it is ridiculous that there is street parking on wallingford between 80th and 85th considering it is also supposed to be a bike path. i have had many 'near misses' with cars, bikes and busses, not to mention the students at blanchet! please consider widening this portion of wallingford by not allowing parking.

It would be really nice to have a real supermarket in our neighborhood. Crossing Aurora to go to the Safeway up in Greenwood is a long drive, and not a safe walk. The HT market just isn't a very nice supermarket, so I don't go there for normal groceries (great asian food though!) It would also be nice to have a Bartells or Walgreen's nearby. Perhaps replacing one of the many car dealerships along Aurora that just look trashy. There is a vacant lot at 87th and Nesbit that would make a wonderful park. The cars along Midvale and 85th often get hit by cars driving too fast down the street. I have been almost hit by a car multiple times, since it's hard to see them coming between the rows of cars parked on both sides of the street. Are speed bumps or something like that an option? People speed down our street trying to skip Aurora and 85th. Some of the older (vacant?) buildings, especially close to Aurora are trashy.

Public safety is hot/cold. Neighbors are having an effect with public safety (GAIN - greenwood aurora involved neighbors). The Wilson Pacific school has potential but it just sits. There isn't much to say about businesses along Aurora.

Sidewalks are treibble !!! Business district north of 85th is a hodge podge mess with no uniformity in the least bit -- nothing short of awful looking. No greenery at all - WE NEED TREES ON AURORA!

There are too many tightly-packed townhomes being built (even in this market, the building continues). The businesses on Aurora and in the Oak Tree shopping area are all run-down and do not invite foot traffic. Regarding safety, there have been dog attacks in Licton Springs park, and a spate of arsons in the neighborhood recently which are of concern.

Q2: What are you dissatisfied about?

I still would not want to walk or shop on Aurora after dark. I have noticed that some of the drug dealing and prostitution seems to have moved south, toward the hotels near the Aurora bridge (I work in Fremont). In general, with the exception of the little patch by the PCC at Green lake, Aurora is still a very uninviting place to travel either by bus or foot.

Still major car orientation. I would like to see Aurora Avenue more ped-friendly, and more bike lanes and sidewalks throughout. More affordable housing options (like mother in law units). An improved business district with trees and greenery. More community gardens.

There are countless homeless people who park on our street, and sleep in their cars/motor homes. Since there is no parking restriction (permits, etc.) there is nothing that can be done. We DESPERATELY need parking permits, and more of a police presence, specifically a foot presence.

I'm concerned about the ability for 1st & 5th Avenues N.E. to handle traffic being created by the new movie theatre at Thornton Creek. I think that the Thornton Creek plan should have included a major grocery store if the intent really was for an urban village.

I bike to work often and there are several areas where the road is in poor condition or has seems that can be very dangerous to bicyclists. Many areas do not have designated bike lanes. On the corner of Stone and 88th, there is a townhome complex that is partially complete, but looks like is no longer being worked on. The unfinished house looks unattractive and are just sitting there.

With the density growing here and to the west in Ballard, more consideration need to be paid to transportation. N. 85th is congested and blocks the entrance to it's side streets: Midvale, Stone. . . The motels need to go away. They send a bad message.

Question 3: Please describe how well your Neighborhood Plan vision and key strategies are being achieved.

As described in earlier answers.

Prior to 2007 AWFUL, NON EXISTENT. Post 2007 somewhat well, meaning, at least we have people working to improve things and it looks like we are getting results.

The neighborhood still lacks a cohesive center. Of the 5 strategies listed in the plan, only the first has been implemented and it was done so when the plan was adopted. The neighborhood still lacks a community center; the business district still needs some serious revitalization (efforts have mostly focused south of the neighborhood on Aurora thus far); the Aurora Avenue corridor is still unfriendly to pedestrians; and neighborhood connections don't seem to have been improved. This neighborhood has accommodated a lot of population and housing growth, but has yet to see the benefits that are supposed to accompany that density.

I don't consider my area an "urban village." It's essentially run-down businesses and lots of infill condos and apartments.

Need to move forward and faster on developing the Wilson-Pacific space into a community hub

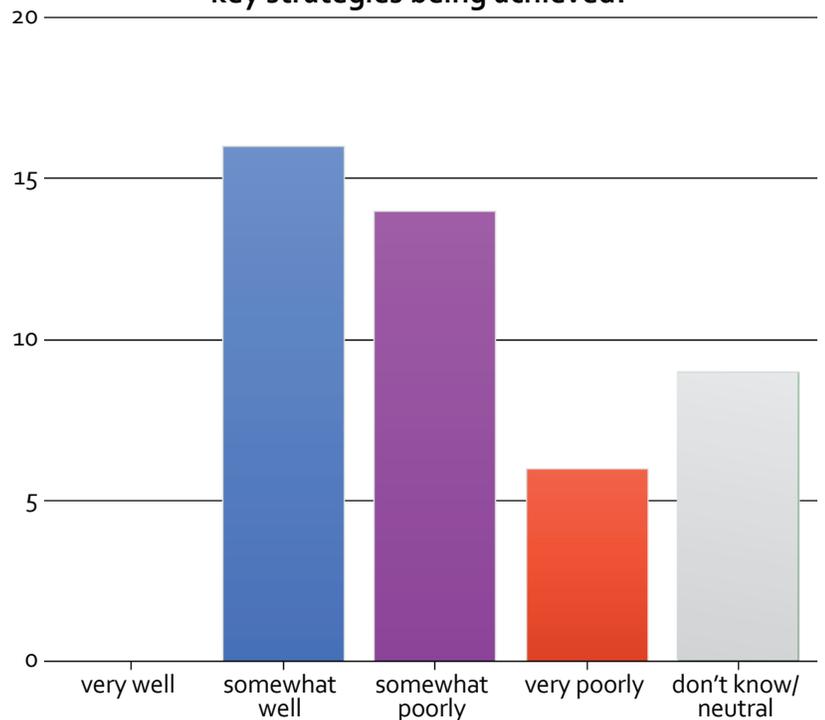
How can you predict the future 10-15 years out? These are static documents, without any ability or process

for change. There needs to be a way to be able to make changes, as needed, when things become unrealistic or does not make "sense" anymore.

So far have seen little changes to Aurora that seem to be key to the vision. Wilson school is still an unfortunate eyesore.

planning can be done but accomplishing the plan must and is up to the investment of dollars by residents and investors. So far the only investors are small multi-family projects (lots of them) and major investors do not seem to be interested in this area because city decisions are made by people who have no knowledge of

How well are your Neighborhood Plan vision and key strategies being achieved?



necessity or respect for those who will invest in an area. The city by continuing to announce "planned improvements to the area that do not occur and are detrimental

to the area cause more hesitation on the part of investors. Flooding along the Aurora Avenue corridor is well documented and continued visible criminal activities all contribute to lack of willingness to invest in the area.

I haven't lived here long enough to know.

I'm neutral on this - as I know the Neighborhood Plan is being worked on, local opinions are being collected, meetings are being held - but I haven't really seen any changes (yet). I am assuming that it takes time though...

I think what's helped is the Seattle Night Out block party so we could get to know our neighborhoods and build a sense of community. I'm honestly not sure what the city has done to improve the area.

One of the issues in the mixed use commercial district on Aurora - this has not been achieved and doesn't look like it's going to be achieved in the next few years. Nothing has been done with Wilson-Pacific, the school district could at least clean it up so it doesn't look so neglected. (landscaping, repave parking lot, paint, repair windows)

Q3: How well are your Plan's key vision and strategies being achieved?

I see that the Oak Tree area is destined to be the Urban Village center but the only services it provides is a second-run movie theater, a filthy Asian market that needs to be shut down by the health department, ""adult"" video stores, and prostitution.

Aurora retail area shows no progress. Walking on Aurora Ave is not pleasant

When it comes to the revitalization of Aurora Ave between 72nd and goth, I've seen little-to-no improvement on the north end of the corridor. I've seen no progress in developing the Wilson Pacific site as a community center
On the positive side, Greenwood and Northgate libraries have been renovated. Also, the Greenwood corridor has much improved and has been revitalized.

I just found out about the plan, so I'm not sure. Have there been efforts to evangelize this with residents? It would be great if there was a palpable momentum behind the strategies.

There has been improvements-so thank you! The implementation of the improved transit center, the 358 bus route and bike paths/improved sidewalks outlined in many meetings sound like they are going to be grand, but it is hard to tell exactly how close we are to realistically achieving the goals. I know I still feel a bit embarrassed to tell people where I live and that the feeling of safety when I'm walking (especially at night) is still an issue.

Overall it seems to be working toward the final strategy, but it took constant work just to get basic safety items in place; mainly sidewalks and crosswalks.

i think the licton springs community works very hard and have a vision of what we want for our neighborhood. the sidewalk on 100th is great, but i was disappointed to find it didn't go all the way to stone and college way.

I don't see the urban village idea moving as fast as I'd like. However, the recent recession is probably a lot of the problem.

The priority clearly seems to me to have been on increased density. Many new townhomes fill the neighborhood and the new development at Northgate adds to the perception that this kind of growth is high on the city's list.

I don't see much improvement in the businesses on Aurora. There was also much flooding in Licton Springs during heavy rains last winter, so the drainage issues are apparently not being addressed. I don't see the City taking any lead in cleaning up Licton Springs Park, other than recently some new trees were planted, which is nice.

Question 3: Please describe the priorities for your neighborhood.

WE NEED TO PRIORITIZE SUSTAINABILITY. Energy use, coverage, impervious surface, local food production, local economic growth should all be part of the plan. Not JUST land use stuff.

We need trees on Aurora with better sidewalks, this should be a priory and yet it doesn't seem to get the attention it deserves. Redevelopment of the commercial property on Aurora from 85th to goth is essential to the neighborhood plan. This is one of the ""scariest"" portions of Aurora and is near the proposed community center site/Wilson School.

The four strategies not yet fulfilled still are relevant, however my top priorities would be: (1) traffic calming on residential side streets (an easy win); (2) increasing park space and access to existing parks; and (3) improving Aurora Avenue to make it more pedestrian-friendly and increase retail/shopping/dining options.

We have more immigrants moving into the area, with rental costs being relatively affordable. Should think about bringing community-based services into the area (maybe housed at Wilson?).

These plans are not legislation. These are not city laws. These are mere suggestions that might be implement. Make these plans legislation, not nice to haves. Otherwise, they mean nothing.

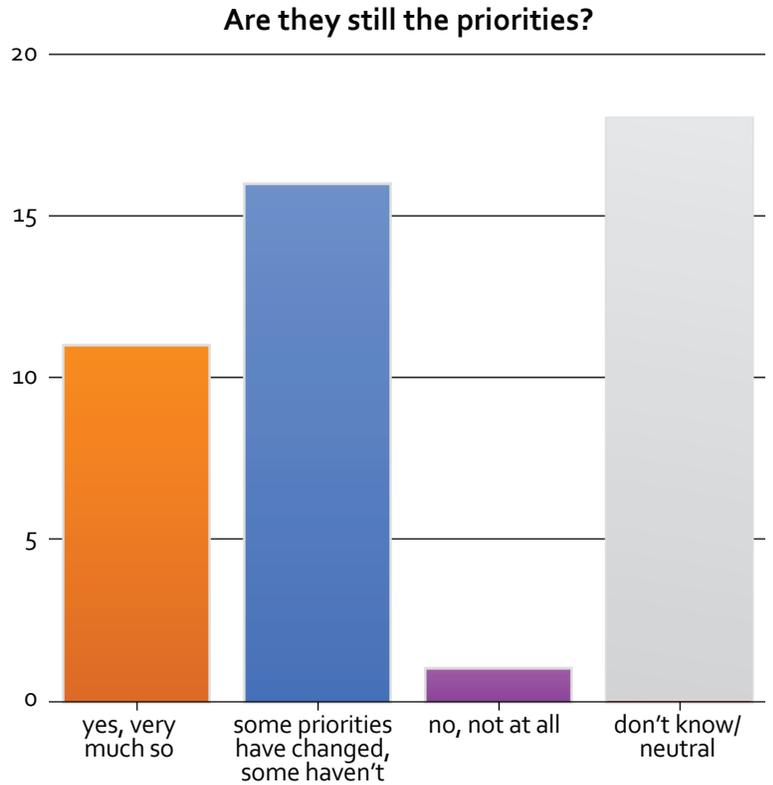
Reading the vision, I heartily agree with it and would love to see it enacted for my neighborhood. If it were fully carried out, the improvements to the area would substantially improve the quality of life for area residents.

Walkways are hugely impotent as are parks. There does not seem to be any commercial district - but perhaps I don;t visit that part of the neighborhood.

it deals with Wilson Pacific, public safety and business development at the Oaktree and in the streets off aurora

The ""urban center"" needs cleaned up!

I'm not sure what this question means. Are ""what"" still the priority? If you are referring to the key strategies, I wouldn't be the one to answer that question since I don't know what the city's priorities are. They don't seem to be since no progress has been made in some of those key strategies.



Just found out about the plan, so not sure.

The sum of it's parts will get us closer to the goal. Any improvement is a good thing.

The Aurora/licton corridor project was a program that SDOT came in with, asked our opinions, and then summarily caved to the business owners along Aurora and didn't really take any of our requests or concerns seriously.

The only parts of the plan that appear to be a priority for the city government are the parts that favor developers with no personal investment in the neighborhood.

As I said, it seems that a really creative and vital use of the Wilson school including renovation and development has not taken place. This probably can't happen without something akin the Phinney Neighborhood Association, but, that is the sort of thing I'd like to see. I often go to Phinney because I like what that group offers.

Question 4: The Status Reports should focus more on...

people and community

energy use

gardening

tree coverage

conversion of impervious surface to pervious

promotion of alternative modes of transportation

affordable housing and diverse housing options

support to small businesses

improving walkability of Aurora- and more housing there

more park space

higher density near transit areas

Trees on Aurora, Better sidewalks, Redevelopment of 85th to 90th. Attracting more business that will be used by the community.

(1) traffic calming; (2) increasing park space and improving access to existing parks; and (3) improving the Aurora corridor (see response to previous question)

I like the key strategies as laid out in the draft report.

Cleanup and beautification - painting graffiti, STREET SWEEPING, etc. Also, more attention to the 99 corridor.

Aurora

How to attract businesses, job creation, and public safety.

pedestrian uses in the neighborhood - sidewalks; and creating a community focus area which doesn't exist for Licton Springs.

Better infrastructure, ie roads and grocery store to support Thornton Creek project.

Community center, public transportation.

Fostering safety and realistic transportation solutions

Safety; alternative transportation (including safe pedestrian access); open spaces and vegetation

public safety

safety, community involvement, upkeep on the roads (lots of construction and potholes!)

Revitalization of structures, dealing with abandoned structures and general area beautification. Fixing/ widening sidewalks along 85th st. Neighborhood watches for vandalism and safety issues. Bringing in new businesses would be nice.

I'm concerned that my husband and I (both 40), and both FULLY employed with no kids (husband has full time job with the government), cannot afford a home (other than a town house) in the area.

safety, transportation

Small business development, improvement of sidewalks on 85th st.

getting rid of the trashy places/businesses/motels on Aurora.

traffic

Creating a sustainable business district and community center.

the commercial center

Sidewalks extending to Northgate Way. Rezoning.

Wilson Pacific uses. Public Safety

Affordable rents further away from Aurora Ave and cleaning up the Aurora corridor and promoting good business not adult-video stores, prostitution and drive-bys.

encouraging more single family homes to go up. bringing new shops and businesses. safety in the park.

encouraging pedestrian activity, easy local transportation, small business and restaurants

Improving aurora ave for pedestrians and improving the business on aurora ave.

- Crime statistics: Theft, home robberies, property damage (both home and vehicle), assaults, arrests for prostitution, etc

Development of the business district along 99 and attracting new community-involved businesses.

Q4: Status reports should focus more on...

Liveability and walkability. Turning Aurora into a pleasant place for neighbors, not a freeway from Seattle to Edmonds. Better bikeability (already a huge improvement, though.)

safety

Transportation.

pleasant to walk along aurora

Continued redevelopment and revitalization of Aurora, cleaning up and making safety and crime prevention a priority. Zero tolerance for drug dealing, gangs, prostitution. Graffiti has increased enormously over the past ten years but appears to be quickly cleaned which is appreciated.

Attracting foot-traffic friendly, newer, cleaner shops and businesses. Improving safety in and around Licton Springs Park. Not allowing Cyndy's Pancake House to become a strip club.

Question 4: The Status Reports should focus less on...

cleaning up gg.

building more density

creating a community center. It would be nice, but I don't think it is as essential as creating welcoming parks and open space where neighbors can congregate and children can play.

There seems to be a lot of focus on the east side of Lichten Springs, but little on the west side. Another park? There is a nice big lot on the corner of 88th and Nesbit - make it a public space!

Public resources like Library and Community Centers.

Nice to have and wishful thinking.

Making Aurora into a bus freeway.

Cars

parking restrictions

demographics

The goals looked pretty good.

group neighborhoods

Neighborhood connections

Northgate, it seems to be coming along nicely

Cars. Car lots. Car part stores. Car traffic. Car parking.

Question 4: Are there important gaps in the Status Reports?

I have not read the draft status reports that I know of

we need data on: energy use, tree coverage, impervious surface, gardening, local business success/failure, etc. A FOCUS ON SUSTAINABILITY.

The status report does not adequately capture the drastic changes in housing types in the neighborhood, in particular the number of new townhouses constructed in the last 5-10 years. Also, the status report doesn't seem to weigh in on the actual implementation status for the neighborhood plan--that is, what has been achieved, what has been discarded and what is still on the "to do" list.

No real business input or business stakeholders. These drafts are just rehash of the old plans from 1995.

Public transportation not incorporated into plan. Need to coordinate with Metro.

Crime and safety remains an issue in the area, particularly on Aurora Ave. The plan does not seem to address the issue.

Have there been any discussions about parking issues?

safety.

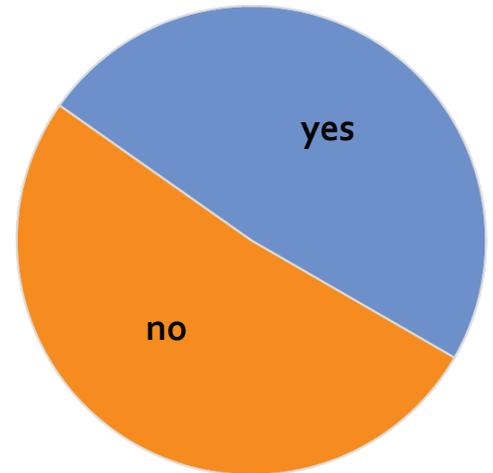
85th is an important corridor, and I do not always feel safe walking to and from the bus on that street. The traffic on 85th is hard to deal with, especially when trying to turn from 85th onto Midvale (the intersection is always blocked by cars waiting at the 85th and Aurora light).

Through traffic in the side streets (stone, midvale, nesbit) trying to bypass 85th to get to Aurora. Those residential streets are not built for that

This is an addendum to my earlier comments. I have looked at the draft "status report" - in fact, I had looked at it before, I just didn't recognize it as a status report as it has no current status information at all. There is NOTHING in it. You will notice that of the "priorities" listed in the lefthand sidebar, only the goals of the urban residential village (increased housing density along Aurora) have been acted on, and that with a blight of ugly housing that is already deteriorating. NO OTHER ASPECTS OF THE PLAN HAVE EVEN BEEN ADDRESSED. This is so patently the case that no actions addressing any of the priorities are even mentioned in the so-called "status report." Why are you wasting our time with this?

The crime statistics that I mentioned above

Estimated timelines would be great



The vision outlines making it easier, safer and more pleasant for neighbors to walk and shop along the 99 corridor. I think a key part of this is having shops, restaurants and encourage this traffic. What steps are being taken to improve the quality of the businesses in the area, so these others items can more easily come to fruition?

I haven't seen a draft status report so can't answer any questions about it. Given the poor follow-up on the original plan, I am not inclined to put any effort or attention into this endless process without action or results that is Seattle government.

Nothing seems to advocate for a clear and defined neighborhood connector route. Like the Burke-Gillman trail. How do you cleanly get from neighborhood to neighborhood on a bike? Does our bike/pedestrian plan match and join Greenwoods? Seems like the neighborhood plan does a good job per neighborhood, but who is making sure all those neighborhoods fit together? I feel like the plan spends too much time making sure each neighborhood has it's independant voice and feel, but the overall plan should be cohesive. I worry that aspect is not a addressed in the draft status reports.

Thank you for this initiative. I read some of the status plans for other neighborhoods and found it interesting to read the statistics for places I often go (Fremont--workplace) and Wallingford (where I lived before).