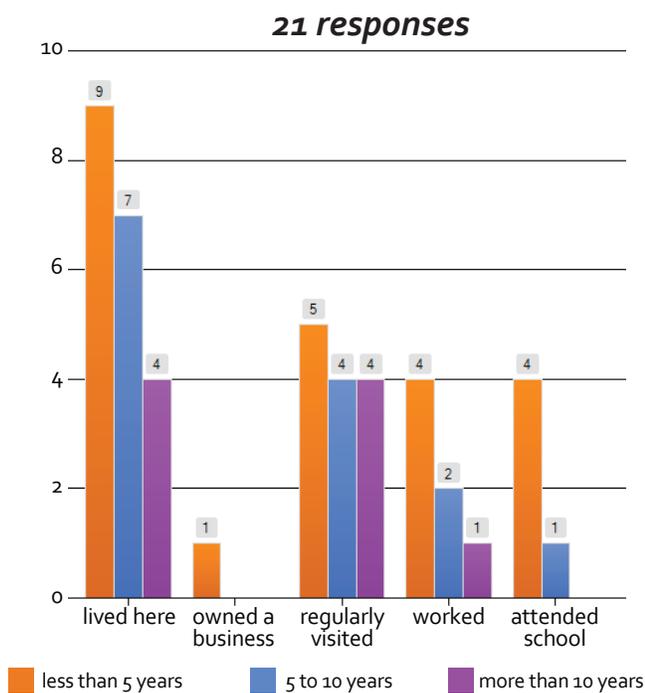


Status Check

Transcript of First Hill Questionnaire Responses

The First Hill Neighborhood Plan was adopted in 1999 and includes the First Hill Urban Center 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)?

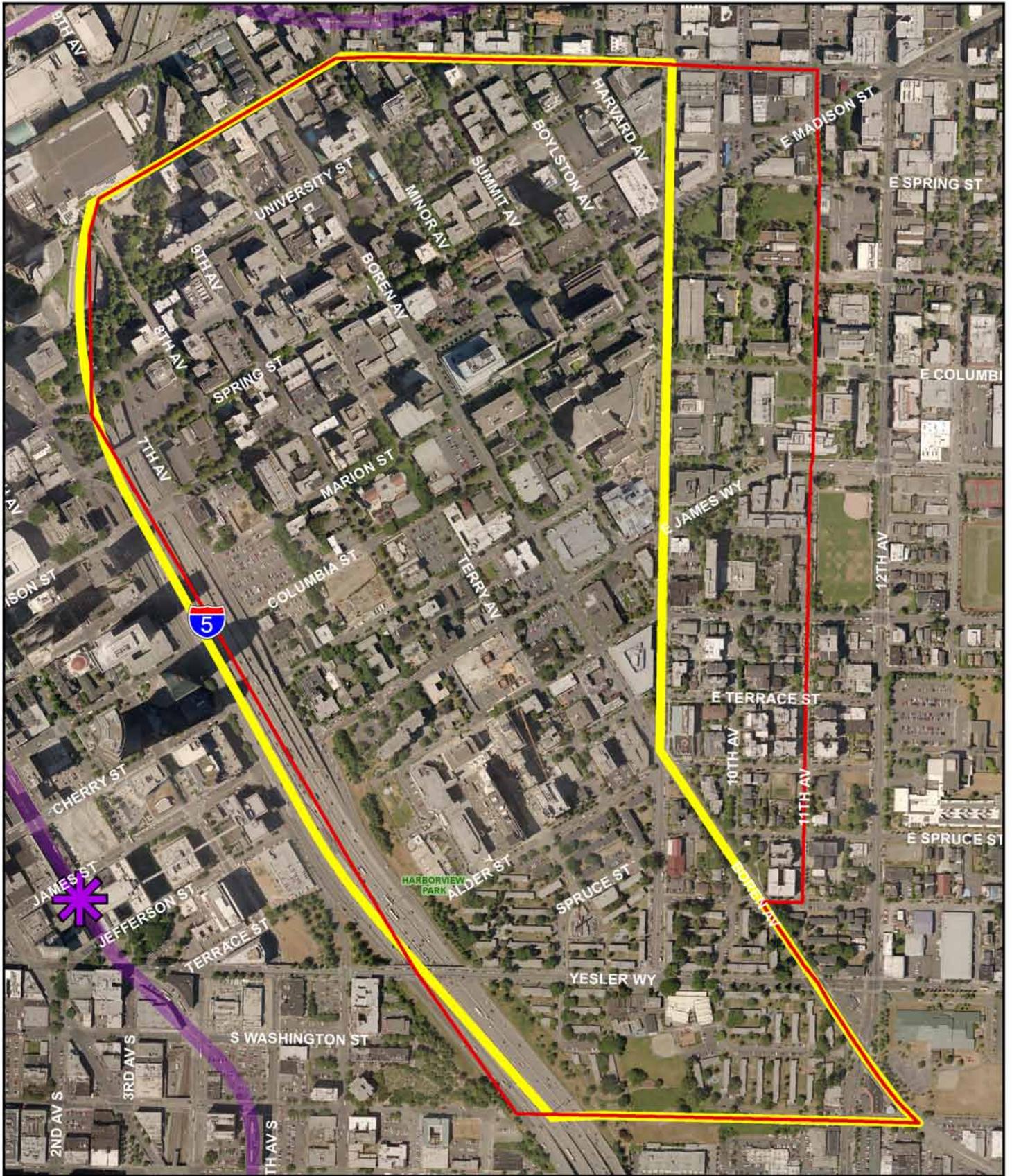
*Question 2: What changes or aspects of your neighborhood are you...
most pleased about?
most dissatisfied about?*

*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.

FIRST HILL AERIAL MAP



Urban Village



Neighborhood Plan Area



Aerial Photo: 2007

LINK Light Rail



At-Grade / Aerial



Tunnel

0 0.05 0.1 0.2
Miles



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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)?

I've lived in the neighborhood for only 1 year and I'm still getting to know it. I've noticed turnover of a couple of businesses along Madison and Boren, but I haven't noticed many other changes than that.

Many new residences and restaurants since we remodeled our building in 1992-3.

I don't know.

Yes. Infill near I-5.

I've been in the neighborhood for three years. In that time, I've seen an increase in development -- both commercial and residential. Generally for the better, although I do wish there were better design standards for residential in particular.

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).

The biggest changes have been construction-related: new Harborview construction and the demolition/construction of multi-family housing units. Subsequently, vehicle traffic has increased and as a pedestrian I feel less safe (despite the few ped changes along Boren). It's the smaller streets where the problems need to be addressed.

It has become more dominated by the hospitals. There has been constant construction. This has cleaned up some areas and harmed others. There has been little attention paid to resident needs, pedestrian safety, and general neighborhood feel. Many small businesses have closed, at least one other has opened. The Frye has gotten a lot better. Parking has become impossible and traffic has gotten much worse.

the traffic flow/signaling/signage for a few street intersections has changed

No significant change

I live on the North end of the First Hill Zone, so my general perceptions mostly pertain to the area North of Madison Street. I have been a resident at University and Minor for 8 years, and in that time I have noticed only modest changes in the neighborhood. We seem to have a mostly stable, older population of residents, giving this part of First Hill a surprisingly friendly neighborhood feel. The improvements and repairs to the landscaping and fountains in Freeway Park are great. Other than that, with the exception of a few modest street and pedestrian improvements, most of the change has come from building expansion programs at local hospitals. The recent demolition of a large, historic tudor style brick apartment building on Boren has been the most brutal change. The building under construction that is replacing it takes up the entire block and presents an almost completely blank, three story concrete wall along Boren. It is offensive to everyone I've spoken to in the neighborhood, and it's a crime that the city allowed this to be built. I think it shows a complete disregard for the people who live, work or just pass through First Hill.

There are more high end rental properties. However the homeless and the alcoholism and panhandling on the street have increased significantly. 8th Ave. has been beautified but the area north of Madison on 8th is poorly lighted and maintained. The traffic on Madison has increased tremendously to the point it is gridlocked many afternoons at 8th and Madison.

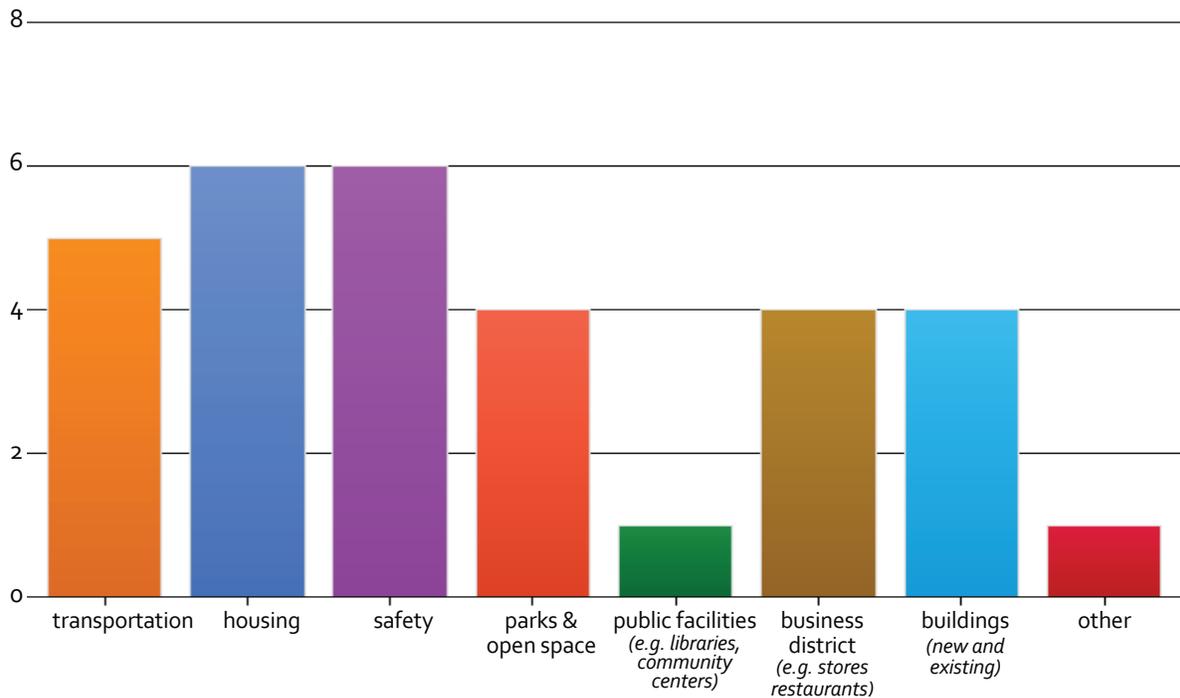
Poor Public Transit Service, lack of Pedestrian Oriented Lighting on our streets and within the boundaries of the Hospitals, lack of park space, too many Special Needs Facilities (Methadone Treatment Center) located in the middle of a residential neighborhood.

Yes, the neighborhood has seen a tremendous amount of Institutional Land Use Development by Swedish Hospital, Harborview Medical Center, Virginia Mason Medical Center and Seattle University. There has also been additional residential development (primarily retirement facilities) and some office development as well. The resulting influx in additional employees and residents has greatly contributed to an already dire mobility situation on First Hill. This problem is particularly acute during the weekday rush hour periods.

?

No. New to area

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



There are fewer drug dealers hanging out on the street.

I've always like First Hill because it's close to downtown with dense residential streets but not as much hustle & bustle of Capitol Hill, but then I'm also sad that the business district is so one-dimensional.

most of the improvements are of good quality

I like the fact that my building (now 100 years old) has not been turned into condos or demolished to make way for a modern building. Seattle is losing its charm. I also have high hopes for whatever retail goes into the first floor of the new Harborview building -- I hope that it will increase pedestrian activity which helps to keep the drug dealers elsewhere. Their presence has definitely been diminished.

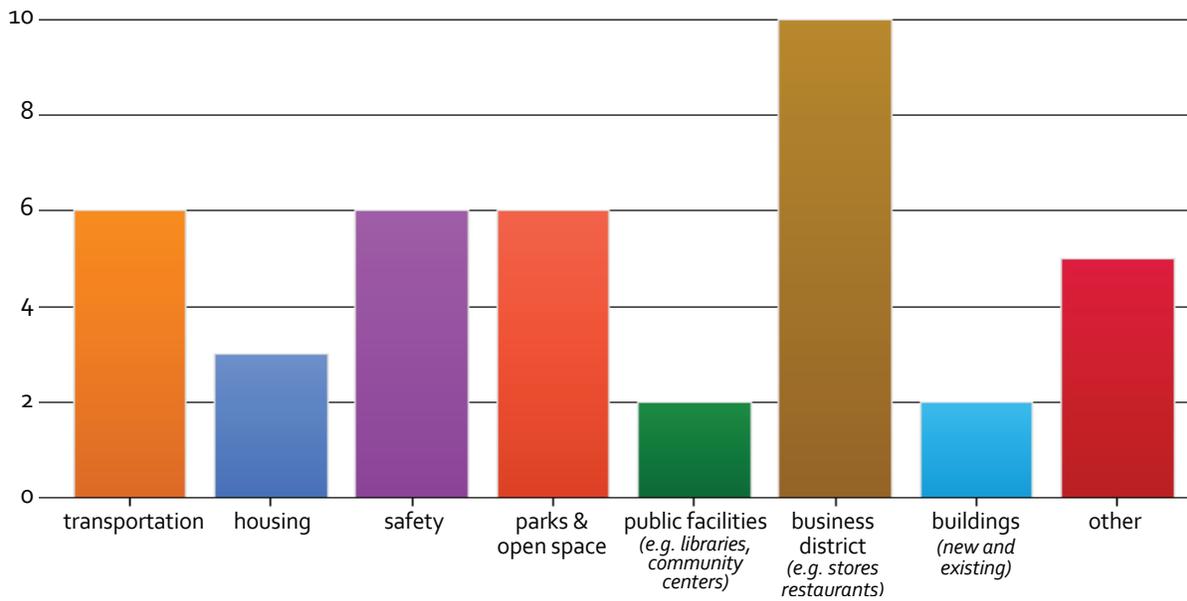
Improvements to 8th avenue. Newly constructed condos and apartments and the M Street Market

The First Hill Community needs more residential housing in all price categories (condos, apartments, etc.)

Other things respondents are pleased about:

- the street trees in the north part of the n'hood are fabulous

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



I have never felt safe walking around my neighborhood at night and many times during the day. I live on 10th ave just south of Seattle University.

Many more street and homeless people. I don't like walking around.

Madison is the closest we have to a business district, but because it seems mostly to serve the hospitals, most businesses close early and offer little to area residents except for fast food and drug stores

Please, throw residents a bone. We need restaurants and public meeting spaces that are open at night. There's not even a local coffee bar - and this is Seattle! Also, traffic around Harborview and on James needs to be routed to move faster. The pollution and noise generated is torture. Pedestrians are taking our lives into our own hands with each walk. Few walkways are unobstructed and drivers who disregard law and endanger pedestrians are not ticketed. Let's have a camera for that!

the sidewalks along Madison are much too narrow for the number of people who use them every day. Most of the new hospital buildings don't contribute to a business district with retail and restaurants for residents, employees and hospital visitors.

I think the business districts can be better developed although frankly, its a function of poorly designed 20-30 yr old buildings.

I am happy with my neighborhood, but I feel that it lacks some of the community cohesion I see in other Seattle neighborhoods. Being largely dominated by large institutions inhibits this community feel.

it was expected and inevitable

Other things respondents are dissatisfied about:

- Hospital Construction along Boren
- community cohesion
- losing city view to the west
- too much ambulance noise
- Continued operation of the Methadone Treatment Center in the middle of a residential neighborhood (Seneca & Summit) and across the street from the school cafeteria facility for the Northwest School as well as across the street from Cascade Court (subsidiz)

Q2: What are you dissatisfied about?

Need more density, taller buildings. Freeway park is a slum. Zero nightlife- everything shuts down at 6. No decent restaurants.

need more walking and bike paths

I think it's crazy that it's more convenient for me to walk to Capitol Hill than take a bus (limited schedules for the 60 and the 9). I walk everywhere now, so it's not a problem, but there are plenty of seniors in my neighborhood (and I hope to be one at one point), and why should their mobility be restricted to a small number of buses that have a limited schedule? I'm also concerned about the high-rise apartments that are going up like lightning. Are they safe? Are residents being given incentives NOT to own a car (like Zipcar in the building)? I know buildings are required to provide a certain number of parking spaces, but there's also the issue of additional cars on these very small, narrow roads. Again, not safe for children, seniors, or pedestrians of any age. Why can't we have traffic circles like the higher-SES neighborhoods? And as far as business goes, we need more in our area than just Harborview and corner groceries. Madison attracts a lot because of the private hospitals, but again, increased activity near Harborview would do a lot to alleviate its image as an unsafe neighborhood.

The only useful bus that is less than a quarter a mile away is the #2. Everything else I have to walk to Pike/Pine or down to the bus tunnel. Not that that's much to complain about, but it'd be nicer if there were more options on Seneca/Madison. Also, many of the businesses on Madison close early on weekdays and are closed on weekends. There are way too many hospital buildings in the area, and the ambulances have no qualms about blasting their silences in the dead of night (even though there's no one else on the road)

Homelessness and drug users and sellers on the streets and in the alleys. No bicycle police presence. Prostitution on the street at University at Summit and Boylston.

The continued lack of meaningful transit improvements and green space for a residential and work force population as dense as that found on First Hill. The City, County and State governments have failed to provide the promised infrastructure improvements needed to support this urban neighborhood that provides such important regional services and amenities.

It's nothing but hospitals here, if it weren't for M Street Grocery I couldn't live here.

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

There has been very little advancement on the Pedestrian corridors plan, Public Transportation improvements and green space additions

First Hill still seems under served by mass transit, especially considering the number of people who live and work there. Boren is gradually turning into a walled canyon that is hostile to pedestrians

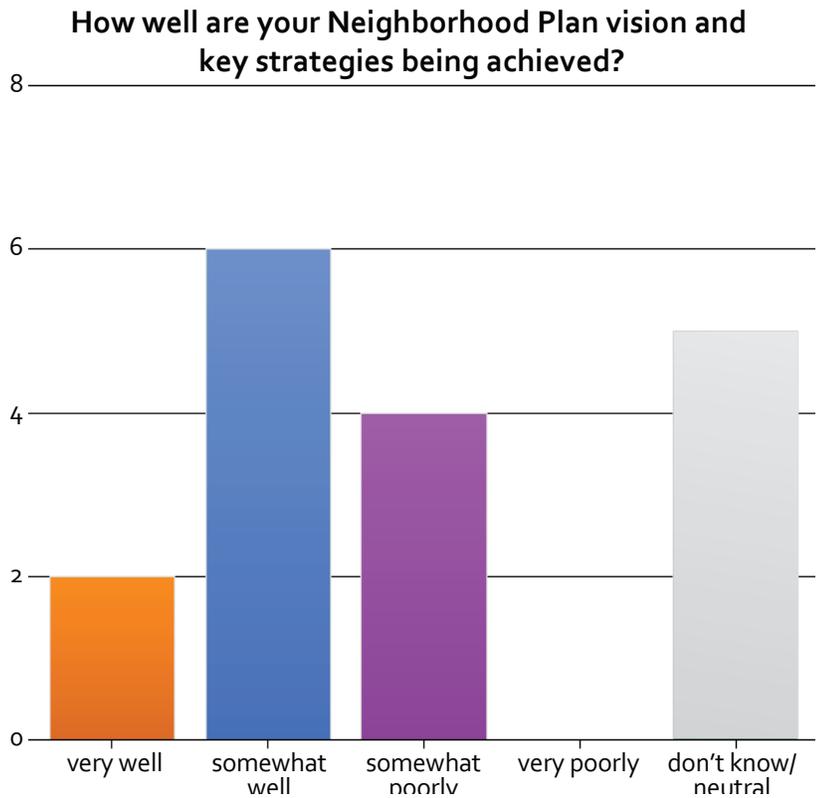
the only vision that I can even imagine trying to measure/analyze is the one about being a health-care center. I can certainly attest to the invasion of hospital buildings in this neighborhood

I was involved in part of the planning process, and it was disheartening to see it dominated by the selfish needs of particular people working for the city (the amount of attention paid to parking kiosks, for example, was absurd and completely unrelated to the needs of the neighborhood), the hospitals, and large businesses. Thus, the plan vision may or may not be achieved. The plan was never a true reflection of the needs of the neighborhood.

It seems to me as if a lot of attention is focused on Madison and Yesler Terrace alone, but they don't make up all of First Hill. It's almost like the "bad" part is being tarted up and the "good" part gets the rest of the attention.

Yesler Community Center was built (good); Madison Street District and improved connections to downtown don't seem to have been addressed too well.

I think the health and business/related strategies are moving along, but the history and cultural goals need more effort. Things have changed now that there will not be a light rail station on First Hill, so this should be updated. It is a bit hard for me to gauge about the range of housing available, but I think a more comprehensive set of housing options would always be desirable.



Question 3: Please describe the priorities for your neighborhood.

It was understood that the mobility issues on First Hill would become critical given the projected job and residential growth during the planning process. In an area that contains 24 hour employment staffing and patient/family arrivals at all times of the day, there is an acute shortage of pedestrian oriented lighting on both city owned streets and within institutional boundaries. This is a critical safety issue given the location of parking facilities and medical facility employees walking to and from work from their First Hill homes. Both the city and the medical institutions have failed to provide the necessary pedestrian oriented lighting as set forth in the Neighborhood Master Plan.

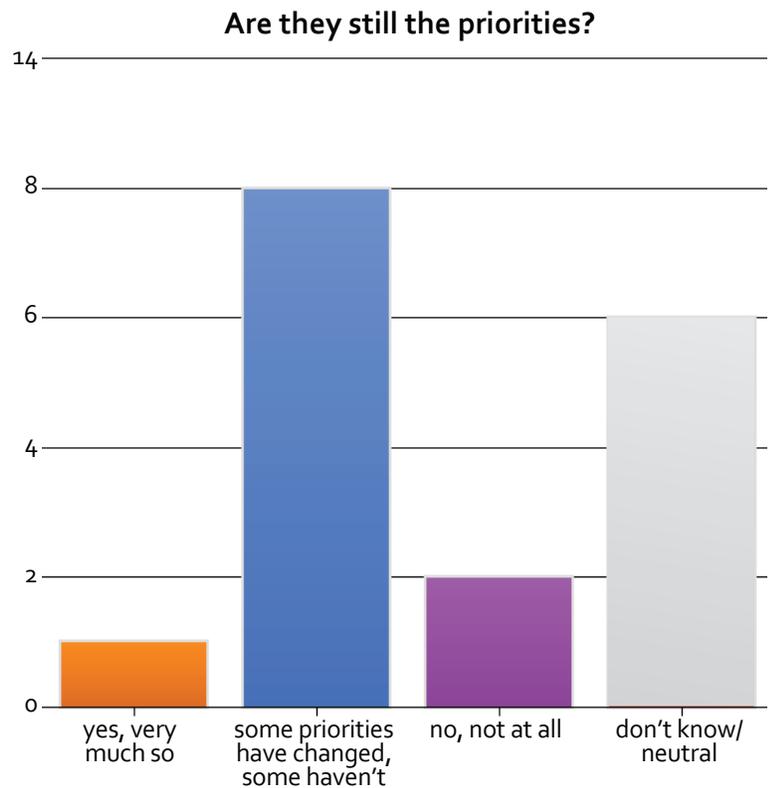
The only one I see there that I care about is having more businesses. It would also be nice if there were more properties available for purchase

I'm not sure. It's unclear to me where residential opinion/needs played into how the priorities were developed. It seems more as if the plan's development were predicated on how First Hill should appear to the rest of the City than how it should help the people who live there (primarily) and work there.

still much room for improvement wrt downtown connections; Yesler Terrace & Madison Street District should be updated to reflect changed circumstances (major changes being planned at YT, streetcar opportunities rather than light rail station = different opportunities).

Madison - Some great additions on west end. The rest has changed little. And light rail will not stop on First Hill. Yesler Community Center is complete, but redevelopment of Yesler Terrace will be a big priority. Open Space should be a priority. I-5 connectons have gone nowhere.

Please see comments above about light rail station.



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

How to encourage and support business development. How to mitigate mess from Sound Transit

Safety. More police presence would be nice.

The mobility needs of First Hill (pedestrian mobility and Public Transit enhancements).

public transportation.

lighting, mass transit, safety, cleanliness of streets

ways to encourage pedestrian movement, ways to increase density, revising zoning plans to allow and improving building scale/ sidewalk and street relationships.

businesses

Density, ground-level retail incentives

Residents, quality of life, businesses and services available evenings and weekends, and pedestrian safety.

Residents' needs and how they're being met.

how to get info about what's happened (First Hill Urban Village Park Plan) & explaining what the data presented, particularly in the specific n'hood data, has to do with the plan.

Open space - area, proximity

Cleaning up the neighborhood.

safety

More detailed reports. Update to current conditions.

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

Policing and safety

The continued siting and permitted operation of ""special needs"" facilities on First Hill. These facilities are in direct conflict with the growing residential, medical employee and visiting patient/family population of First Hill.

hospitals

Parking.

Building tall apartments and condos, and facilitating the needs of people who are only here 9 to 5.

Descriptive statistics.

demographic data - there's no context for trends and how things might have changed within the urban village strategy; the Commercial Code re-write as an example of plan implementation...if something like that is going to be included, it should be put in a city-wide context, not called out as one of only a few specific examples of how the plan has been implemented.

Not sure. The demographic data is interesting, but how does it get used in neighborhood plans?

Keeping old, run down buildings.

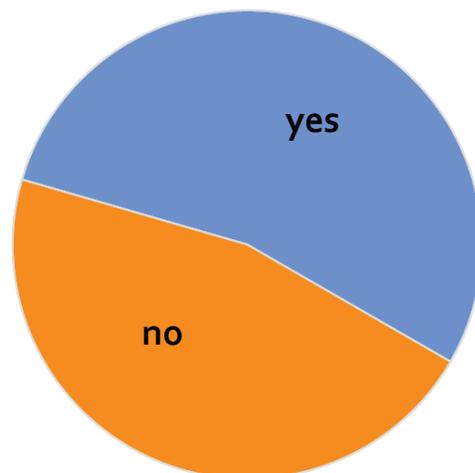
spending public money on corporate millionaire playgrounds

n/a

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

How the city really plans to achieve these goals

The need to make mandatory the construction of the types of pedestrian mobility improvements discussed above within the boundaries of the Major Institutions BY the institutions before issuing city building permits...there should be a MASTER PEDESTRIAN LIGHTING plan demanded and possibly designed by the city to be constructed and paid for by Swedish, Harborview and Virginia Mason Medical Centers within their respective institutional boundaries...and the Pedestrian Corridors suggested in the Neighborhood Plan (Terry Avenue from Yesler Terrace to Madison Street, Minor Avenue from Madison Street to Pike Street, 8th Avenue from James Street to Madison Street and University Street from 9th Avenue to Harvard Avenue) should be implemented by the City. This is a walking neighborhood of downtown professionals, medical professionals, patients, family members, students and elderly. These urban dwellers and those visiting need to feel safe while on the streets of First Hill after dark.



The effect of the Olive Street exit off I5 on the traffic on Marion and Madison.

I think I've covered some of those things in the comments above.

Safety issues related to increased density and the subsequent increase in vehicle traffic.

The data needs to be connected back to the plan. I realize that's a tremendous amount of work and might be practically impossible, but it seems like a gap. Part of the problem is the simultaneous vague & specific nature of the neighborhood plans themselves, but it would be great to make more sense of them.

Unsure