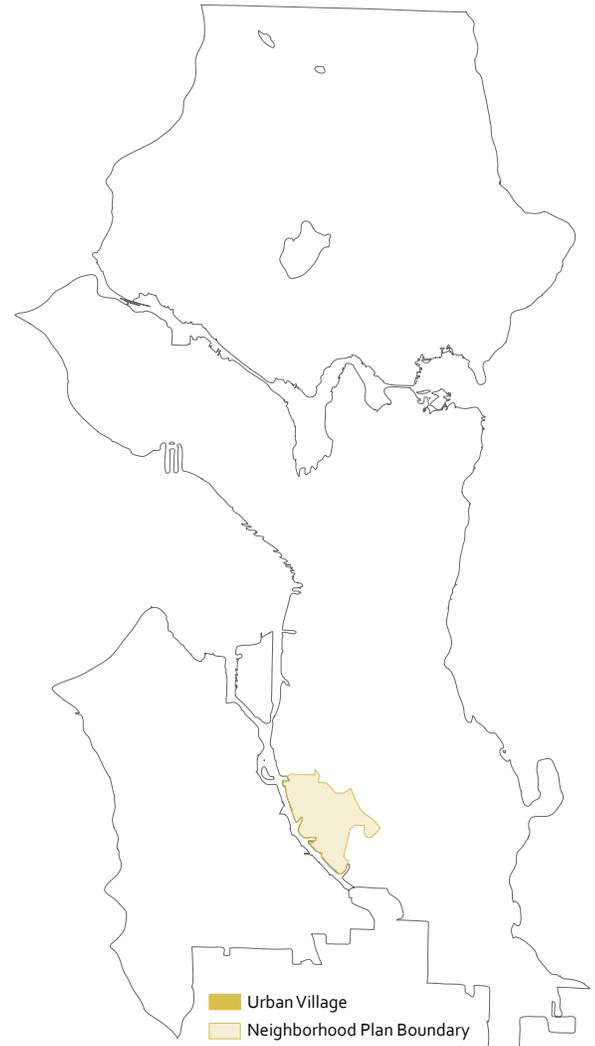
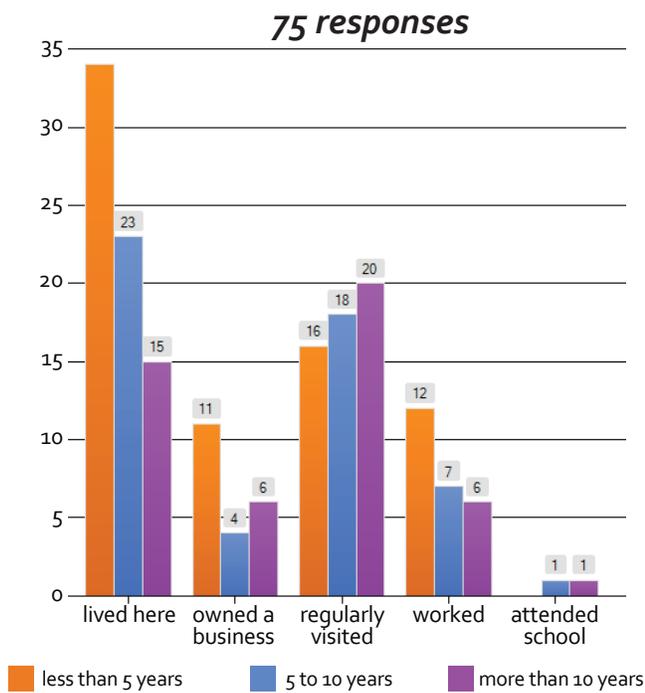


Status Check

Transcript of Georgetown Questionnaire Responses

The [Georgetown Neighborhood Plan](#) was adopted in 1999 and the Georgetown Neighborhood Anchor. The map shows the neighborhood plan 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.

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

For the better! More families, middle class, and pride in the homes.

There has been significant changes in the last four years that we have been there. There are many new business for the neighborhood. There was significant improvements to the playfield, and significant increase in use of the Oxbow Park. There is also many more families and children in the neighborhood from when we first moved in. There is a great sense of community there, not sure if that is a change or not.

the area has cleaned up a LOT in the last 18 years. however the rezoning from 20 years ago no longer fits. people have stayed, small stores stayed, and the streets (connectors) cannot handle the trucks. the city's plan of having Georgetown as a industrial center is now about 15 years old. this idea moved to kent, and the new new life of georgetown as it is, is most likely going to stay, retail, office, artist, small industrial needs. to move forward, these uses can live together. 55 foot semis (trucks) driving down 22foot wide roads is not to any city code, this area moving forward needs to be reengineered, or better yet have SDOT not let large trucks cut through what is now (and has been for 30 years) a mixid use community. and keep them on 4th ave. as has been seat out in city planning. (back that same 15 years ago)

more development, but not necessarily sure that's been in the best possible way.

Beacon Hill has seen a great increase in new families and homeowners moving into the neighborhood. During the last five years many young families and younger people have moved to Beacon Hill. While there has been some change in the neighborhood businesses, most of the businesses that were there when we moved to Beacon Hill remain.

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.

Addition of oxbow park and the hat n boots

Yes, new retail establishments have opened, SDOT took over one parcel, the college expansion was completed, parking changes made to Airport Way and other streets to name a few.

Business are reviving, based on serving the needs of residents, not just industry. Residents are more organized politically, and have a stronger voice. Crime related to drug use and prostitution at East Marginal Way hotels has decreased, but has not been eliminated. More young homeless people are camping behind Seattle All Metal (Lucille and Airport Way S) and have been creating problems in the neighborhood.

Georgetown has changed drastically since I first moved to the neighborhood in 1996. Many of the changes since then have been positive, but there is still much that needs to be done, not least of which is countering the perception that our 'hood has been forgotten by those in power.

less police presence has increased the number transients during the summer months. there has been negative results, ranging from graffiti on our streets roundabouts and homes, bum trash in our yards. we do enjoy hat and boots park, the bars and shops.

When we moved to the neighborhood there was virtually no retail presence at all. Now there are coffee shops, bike shops, home decorating shops, bakeries, etc. Also, I feel the average age has changed. When we moved here there were many more older people and now we have a younger population with more children, which seems to be increasing all the time. 9 years ago people left when they had children but now almost all are staying. The biggest problem we face has persisted for 9 years and is the motels (especially the Airlane Motel) at the E. Marginal Way end of Flora/Carleton. These motels (we have seen some improvement at the Munson Motel) rent to drug dealers, drug users, prostitutes, etc. and bring a lot of very bad and dangerous traffic to the area around our home.

Gtown has become a destination rather than an afterthought. The population has exploded leading to more traffic. There is a lack of amenities for these new residents (grocery, library, laundry facilities). The resident base has changed as well. We are attracting a younger population with different wants and needs. Bicycles have become a major focus of the hood as many here can't afford cars and the buses don't come through often enough in the non-banking hours. The neighborhood has shifted from being family friendly to being more singles oriented. A large part of the reason for this is the conversion of a high percentage of single family homes to smaller units that only accomodate one or two people.

Q1: How has your neighborhood changed?

Georgetown has become a cleaner, more attractive neighborhood with an active community council, a thriving arts community and a vibrant retail and restaurant core. The population appears to be younger and more invested in the long-term health of the community, upgrading and renovating older homes and properties.

SSCC Georgetown Campus has grown and improved the land dramatically that it is on. The business community and residents have joined together to advocate for the Georgetown area. The previous Rainier Brewery land has been improved. Previous contaminated areas have been renovated but there are still more to do. There has been an increased awareness of the Georgetown community.

Oxbow Park is a reality and the Hat n' Boots is almost restored. Airport Way has flourished with many restaurants and a strong nightlife. The neighborhood is some what gentrified but still is dominated by renters.

Plusses: more traffic circles. Clear delineation of south Georgetown neighborhood by shifting traffic off Carleton. Eagles moved out. We did not become the red-light district. The garbage transfer station was not built. Boeing field did not become a secondary hub to Sea-Tac. Minuses: motels and bars on E. Marginal bring noise and undesirable activities. Trucks park on residential streets. Trucks use residential streets as short-cuts. Bus still runs on Carleton. Housing has been rezoned for some single-family residences, and owners are now taxed as though they had four or eight units on their property, while they still have only one single-family residence. While the clean-up of the Dwamish continues, it is very slow going. Airplane noise has increased since Sea-Tac opened the third runway. More townhouses, of questionable building quality and esthetic value, have replaced single-family residences. (Some nicer townhouses have also been built, to be fair.) We no longer have the representation since our police precinct joined with South Park...we often feel ignored and abandoned.

It is continuing to improve as homes are refurbished/ remodeled and more and more efforts are being made to improve the community.

Neighborhood has cleaned up- more parks, cleaner streets, new playfield

Some small business's have closed

Some development. Some additional businesses.

I have seen the neighborhood grow from a seedy, crime ridden area that did not feel safe to a vibrant active neighborhood. I have seen cohesion grow between residents and businesses. There has been a huge revival in the commercial core of old Georgetown. There has been a growth of community activism and concern that has contributed to the livability of Georgetown. It has been an exciting time of positive change in our neighborhood.

The old downtown section of Georgetown on Airport Way S. has become more vital with surrounding residential areas. Retail, restaurants and bars has given life to an otherwise dead zone that existed here 10 years ago. In turn Georgetown has changed its image with the rest of Seattle, its a fun place to hang out, instead of a dumping ground for toxic waste.

yes

Yes - much more attention paid to environmental justice issues facing the neighborhood -- air, water, and groundwater contamination of the community that is literally at the 'bottom' of Seattle's industrial area. In 2001 the Duwamish river was listed as a Superfund site, and there are also several other State-managed cleanup areas in and around the industrial and residential properties. The neighborhood has attracted new residents and new commercial businesses, and the neighborhood leadership has done a great job of mobilizing neighbors to fight off additional 'blights' such as airport tenant expansion, huge transfer station, and a 'red light district'.

Less hookers. Less drug dealers. Less crime. More neighborhood coalitions and partnerships. Generous, caring, and involved neighbors. Dogs, dogs, dogs and more dogs love Georgetown!

I dont know what the neighborhood plan was

The amount of children has increased exponentially. The art, restaurants, and nightlife attract many visitors from other neighborhoods.

More pedestrian freindly more Kids and family more business aimed at residents of GT many historic buildings destroyed and some renovated mmust maintain historic features

Seems like the biggest changes are coming from commercial development on Airport Way and the change from renter-occupied to owner-occupied housing

Q1: How has your neighborhood changed?

The work on the historic Hat and Boots in Oxbow park is a wonderful addition to the neighborhood. The Eagles Club leaving is also a very positive event for the neighborhood. Crime has been increasing over the last few months, however. The motels along East Marginal Way are a haven for drug dealers and prostitution. The city needs to crack down and, if necessary, shut them down like occurred on N. Aurora several years ago. The businesses center along Airport Way is one of the things that really gives Georgetown its neighborhood feel. I look forward to Sabey Corp's plans for the old Brewing and Malting complex. Hopefully we can retain the local artists and encourage more craft brewing and entertainment.

Increase in special events bringing people to Georgetown from other parts of the city. Shuffling of business on Airport way, demolition of the ice house by Sabey.

A few improvements to the neighborhood's functionality/ use of space: Traffic circles, Oxbow Park, Industrial Excellence Center. Continued and increased community member involvement in meetings/planning. Continued and increased involvement from business owners and developers in meetings/planning.

Most of the changes that have occurred have taken place in the last 6-8 years. Oxbow Park, the preservation of the Hat n Boots, has been an on-going project. Airport Way S. has returned to a vibrant commercial district.

The neighborhood has gained a number of new small businesses and restaurants. I feel more safe then when I moved here 4 years ago. I am concerned that the wading pool was closed this year, as it is an important summertime activity for my family that we can walk to.

I've noticed some higher-end housing added, minor pedestrian improvements

People have moved in, businesses have changed and grown, housing prices have increased. Crime has decreased. Overall I'd say that many things have improved in Georgetown but I really enjoyed the old neighborhood without all the new businesses...there was a frontier sensibility that has been lost. On the upside speculative developers have not been able to exploit us as much as they would like to. Sabey Corp was able to destroy a landmark with strong arm tactics and underhanded relationships with City Hall, but has not been able to fund the replacement structure which promises to be a dismal box with no redeeming qualities.

safer (drug house gone) park has grown/boots repainted/hat under construction new traffic circle Carleton/Warsaw neighbors know each other better/enhanced community spirit Carleton Market reopened under new owners—greatly improved! more businesses/stores/restaurants

Sabey has bought the Rainer Brewery. Good businesses such as Dog's Dream, Full Throttle, and Carlton Avenue Grocery have opened. The pedestrian walkway on Bailey and curb expansion at Vale has just been completed. Artopia attendance is growing every year. We are beginning to form an arts alliance called United Artists of Georgetown.

The Airport Way "retail core" (if you can call it that) is doing better in general, though some businesses have recently started to fail due to increased economic stress. It's cleaner than it used to be and there seems to be an influx of younger people moving in because of the lower rents than many part of the city. Services like accessible transit are still lacking, and there is a definite lack of community feeling on the weekends unless there's a festival or something. No one walking around, unless they're ducking into a bar.

Georgetown has experienced a tremendous rebirth, more than I ever would have thought possible. The old downtown has been revitalized, houses are being restored, older housing is being replaced (for better or for worse) by multi family housing, and more families are choosing to raise their kids here, rather than moving to quieter, less polluted neighborhoods. On the other hand, city policies continue to either work against the neighborhood, or at the very least neglect Georgetown and deny it as a cohesive community.

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.

Since I've short period of time, the neighborhood hasn't changed much if at all.

Traffic re-visions; Fremont Bridge refurbish; new restaurant(s); new buildings; pay street parking; park next to library; upper park (can't remember name); better evening policing re: bars.

Q1: How has your neighborhood changed?

Change in type of people living in area. More younger individuals, not many children. People with children over 4-5 tend to move out.

It seems to be safer than when I first moved to the neighborhood 4 years ago. There is less drug and prostitution activity and the traffic calming measures have helped. There is a lot of interest in development in Georgetown, and the neighborhood has really made an effort to engage with the developers.

There seems to be more emphasis on creating another "Fremont" where housing and work space is more upscale and expensive, using the "gritty" characteristic of the area as a marketing point. I believe this has adversely affected housing availability (though due to the current economic impacts has lessened somewhat), has forced out longtime and established businesses in favor of higher rents or upscaled land use (e.g. MSI, Benz Friendz, Uncle Mo's, Flynn's, Ranier Cold Storage, etc.), and has contributed to a culture of leaving people out of the process if they are not amenable to these impacts. I understand that careers in Seattle politics are built on neighborhood improvement, but these negative impacts must be addressed. Note the "upscale" and overpriced post-modern condos that have been on the market for more than two years, that no one can afford. There is little to no outreach on issues of concern of the neighborhood. Doors do not get knocked on about getting involved, and much of the decision making is relegated to a small group of people who implicitly insist that every neighborhood initiative must pass their approval, and this includes any kind of dissent on city policy, and they do not respond constructively to criticism. This in my opinion has discouraged broad participation in many of the important issues affecting us. An e-mail to come to a neighborhood meeting where all the decisions have already been made is not adequate outreach. I have found the local neighborhood council to be reluctant to even allow members of the community to view their minutes even when asked, so that we can get a sense of what is being decided on our behalf. I don't have the sense that the neighborhood is enfranchised in the process and the people representing us. The fact that there is so little input on this survey underscores the point. There needs to be neighborhood leadership succession and development that reflects all races, incomes, and occupations, and not just managerial professionals.

There has been a revitalization of sorts. More businesses have opened along Airport Way South, and the business district has expanded beyond that pocket. Home prices have escalated (and then crashed). Lots of speculation. We have been discovered by developers so the battle is to now retain the character of our neighborhood without losing the characters of our neighborhood. We still are trying to advocate for the residential needs. Georgetown is more than industrial, which is a label slapped on too quickly. The balance between the two interests can be conflicting, and there's room for a more constructive relationship. Environmental justice is always a top priority. Much has been accomplished in the Neighborhood Plan, but more is left. There is also a need to revise it, and update it so it more accurately reflects the neighborhood.

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.

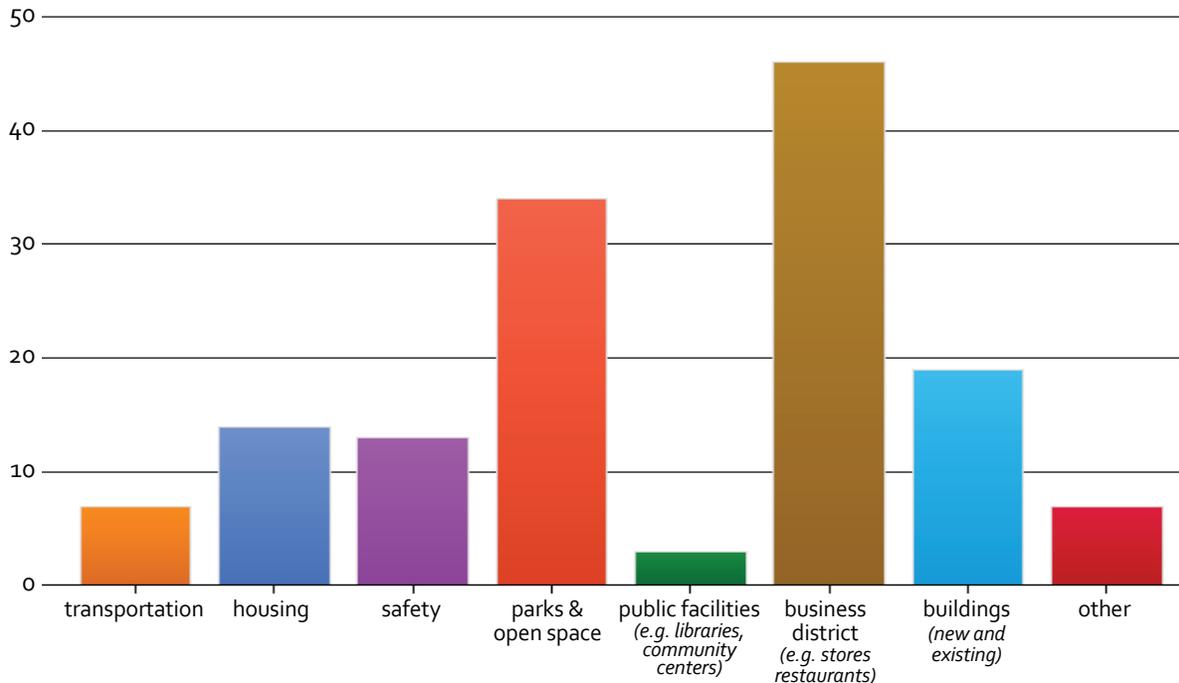
There has been a great improvement in the community in general, not only in the quality of life but also in amount of people who care and are doing things to help improve the community even more. Crimes such as prostitution and the sale of drugs are no longer prominent while property crimes seem to have increased (burglaries, but most notably graffiti). Overall everything has improved.

It seems like there are way more residences in the area, lots of growth with residential construction as well as new businesses reviving the old downtown area of Georgetown. Lots more people are moving down here.

Q1: How has your neighborhood changed?

When I first moved in we had a lot of juvenile problems - some of it gang related. It cleared up - but now it is back - there are tags all over - and we have an owner of several buildings - I believe her name is Pam Miller, who inherited her businesses - and most of them are empty. She lives in Ballard, yet owns all of these empty buildings down in Georgetown - which just adds to our shabbiness. These buildings are a detriment to our community and it's a shame that we can't put some type of penalty on those who own empty buildings in our neighborhood. It just increases the options of criminals and squatters, taggers, etc. It is nice to see the development of other buildings in our area - and I do feel safer around those. There are so many dogs in Georgetown, and we all know each other from walking our dogs - it would be nice to have an off-leash area - perhaps Ruby Chow? This might discourage the RV's from using it as a home base, trashing it and using it as a toilet? None of us feel safe walking by there if there are not at least two or more of us - most are not a problem, but some are a little off - and no one wants to set them off. They have lived out of their RV's around that park for over 3-5 years. I have noticed more and more people buying not just renting - this is good.

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



Homes are looking better and better

I've listed housing in both "pleased" and "dissatisfied" columns. I am pleased to see the renovation and preservation of older homes and buildings and the addition of a few new properties that are well-designed and attractive new additions to the neighborhood, but...

The improvements to the playfields made a huge difference in the illegal activity in the park.

I have lived in many Seattle neighborhoods and this is the only one with a true community. It is very much a small town with all the attributes of a small town even though it is located in the city.

What a great group of people- neighbors who actually TALK TO ONE ANOTHER. Awesome.

The fierce entrepreneurial spirit and creative innovation present in Georgetown has been the engine of the amazing revival of the neighborhood over the last 10 years.

The residential sections are improving.

I would like to continue to see improvements, especially public facilities - there's no community center no library, etc.

Happy to see the new bars and restaurants.

It is a better neighborhood than when I moved here.

Other things respondents are pleased about:

- the community
- Community
- low income living arrangements
- community/neighbors
- police . new business activity
- affordable housing
- Still has that "old Seattle" feel a native like myself loves.

Q2: What are you pleased about?

The business district is shaping up nicely.

The people who live here are community-minded and fun, which enhances the safety and enjoyment of the neighborhood.

The people in the Georgetown community can congratulate themselves on the active part they have taken to make the improvements that now exist.

While not every concern or desire has been addressed, Georgetown's parks have received great attention and upgrades to sporting fields, art, and play equipment safety.

road quality. and large trucks just parking, or using small streets as a short cut

It's been great seeing the community grow & I look forward to seeing future changes.

The Airport Way business district is very close to the residential areas, so I can walk or bike while running errands or shopping. Parking on both sides of Airport Way slows down traffic and encourages pedestrians on the sidewalks.

Oxbow Park was one of the better improvements.

This is the only category where we improved.

We use the parks all the time and are pleased that the city makes this investment in the neighborhood.

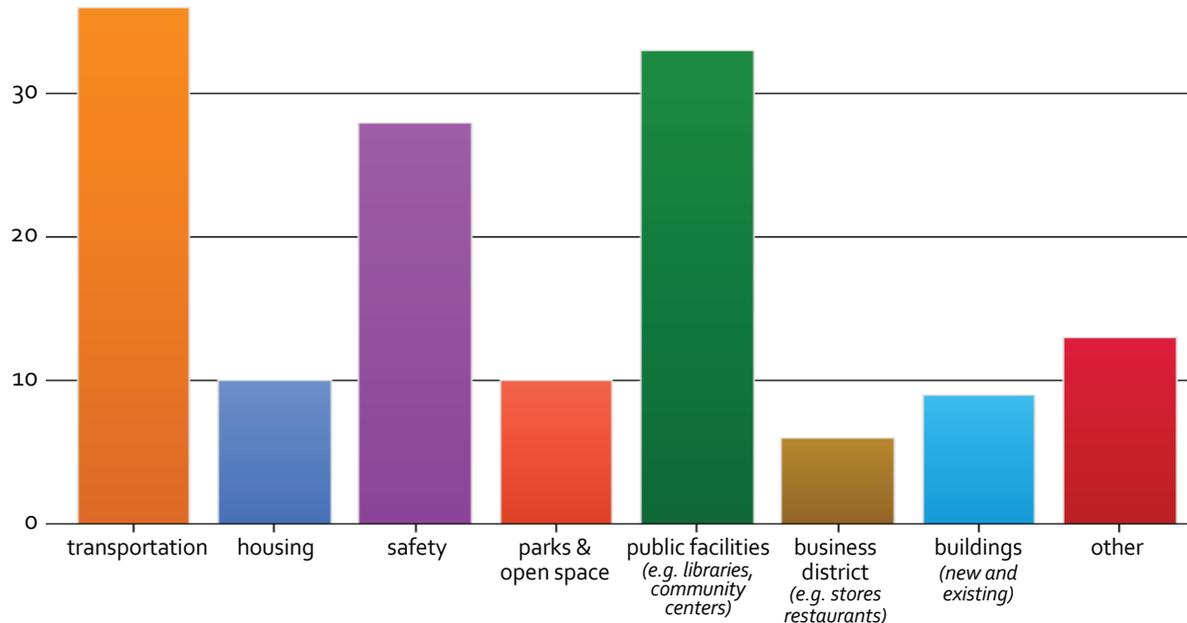
It's been nice to not have to worry about scrap metal thieves and people breaking into my place. Integrating Boeing into the new light rail by either underground shuttle or a monorail would greatly reduce traffic near the residential portion of the neighborhood, increase the usefulness of light rail, and encourage job stability in the area. I'm glad to see light rail near here, and we should take advantage of it.

Improvements have been supported and initiated by community members, Fremont Chamber has taken a leadership role in advocating for businesses in Fremont; (note walking guide, clean-ups etc)

Housing was to vage. Affordable housing is why people end up in Georgetown. The restaurants and store are nice. But not provide by the city.

the new Cold Storage, the improved Horton Hotel, all up and down Airport Way

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



NEED A GROCERY STORE!!!!

I am not pleased at the growing number of apartment buildings and town homes that have little architectural merit and do not appear to be built to very high standards such as those in the 6700 block of Carleton Ave. S.

The slow increase in trucks using our neighborhood as a staging area. Illegal dumping continues to be a problem. I am pleased that new housing is often well designed, but displeased at the continuing trend of packing poorly-designed, cheaply built townhouses onto small building lots.

I am extremely concerned about the cumulative effect of pollution in the hood. Studies of individual elements have been done, but none have taken into account all elements. I am also concerned about zoning (please refer to the comments presented to the city by our land use/design guidelines committee).

More buses to Georgetown!

Lack of signed bicycle routes in South Seattle, no safe route across the Argo train yard.

It would be nice to see more improvement in the professional areas. Also if safety could be improved that there could be less night lighting. An improvement in busing would be helpful as would the ability to bring in some shopping as in grocery stores.

Other things respondents are dissatisfied about:

- no major grocery
- The well documented problems of prostitution and drugs have not changed; ie hotels on Marginal Way are still open for that type of business. Something needs to be done so that our law enforcement resources can be put to better use.
- pollution - air, noise, and ground
- I feel that the city still does not fully realize the value of Georgetown as an neighborhood.
- manufacturing
- bums, prostitutes, drug dealers, and street kids
- Zoning
- Oxbow Park hat restoration & lights
- air quality and other health concerns
- see below
- no community Center
- one or two owners of multiple empty buildings.
- lack of grocery stores

Q2: What are you dissatisfied about?

It is an industrial area but why should my quality of life have to suffer? There are new or existing manufacturing companies stinking up our air, polluting the area, parking giant tractor trailers around, KCIA flying more and more larger louder airplanes.

Georgetown needs a community space outside of the bars and pubs.

We need more frequent bus service! I understand this will improve somewhat in Sept when the 106 is re-routed, but it could still be better. Also would be nice to have east-west service to West Seattle and the Rainier Valley. Need more visible police presence, especially near the troublesome south end motels along East Marginal

We need a GROCERY STORE!!!

Need to get an accurate picture of use v. zoning. Also need to preserve SF 5000. Georgetown does not have the amenities to support more density.

The transportation is very undesirable. The bus system is not reliable, sometimes coming 30 minutes late (#131,170, 22, 174)

Poorly service by mass transit. I work in Sodo and I can't comfortably get to there from Carleton Ave. We continue to fight the airport over noise and truck drivers over the parking of their rigs and the use of Corson Ave, which is NOT the truck route. We have very little coverage by the police and the motels draw all sorts of crime as does the Shell station because it sells rot gut.

I wish there were more live/work studio spaces for artists and fabricators.

We have a lovely park: Oxbow, but the Parks Dept. does not take good care to keep it maintained: weeds choke the flower beds and are taking over the gravel paths. The trees have been left to die in the heat of the summer. Please refer to earlier comments about police, housing

we could use a library or book mobile, especially for the children (summer programs, interaction with people who can encourage reading, a place where you can get homework help)

The park is very nice, but the lights seem to be out more often than on and the restoration of the hat was halted for a while which caused problems.

Bus service is not consistent when going from Georgetown to Seattle but very consistent when coming from Seattle. Would like to see Light rail here. Need more public restrooms available and unlocked

It is difficult to bring accountability to some of the small businesses that foster unhealthy practices of transient population. The public not feeling safe at night impacts growth of the diverse eating establishments. The health hazards affect the residents and community

Libraries and community centers? WE DON'T HAVE ANY

Open intersections without train barriers require trains to honk their horns at all hours of the day and evening. Being woken up to a blaring train horn at 3am is maddening, especially when a simple train crossing barrier, common at every other train crossing in this town, would alleviate the need.

the low end crime is starting back up

We really need our wading pool in the neighborhood & a community center would be a fantastic addition to the neighborhood. We just need more here to support young families!

It would be nice to have a community center or library.

It is really a shame that the light rail did not go with the original plan of running along E. Marginal Way. Hopefully they will run a spur from SODO station to Boeing Field in the future.

Metro schedules for residents are deficient on evenings and weekends. Would be nice if there were less bars and a larger grocery store.

Q2: What are you dissatisfied about?

We are in limbo with major transportation improvements. The Viaduct situation has left us frozen. The city won't commit to improvements until that situation is resolved, yet there are no neighborhood representatives on the stakeholder group. We aren't allowed bike or ped improvements because freight opposes them, so practically all of our streets are a truck priority. Seems lopsided. The only multi-modal approach given is car or trucks. Since most of our neighborhood is zoned industrial, trees are taboo. The existing trees seem to be obstacles for trucks and are often hit and broken. Public facilities? With the exception of our City Hall, where we have access to a conference room, we lack public facilities. The health of our neighborhood and our residents seems to be overlooked. Years ago, much of our history, our single family houses, were rezoned L1 and L2. As a result, they are quickly being demolished for townhouses and condos. Our affordable housing is disappearing as is our diverse housing stock. January we were transferred to the South Precinct and it feels like we have fallen on the police radar.

The bus service could be a bit better, and it would be nice if it could somehow link to the light rail.

The design elements of newer residential construction is atrocious. There are a couple of split lot developments that were done well, but many others done on the cheap, or the architecture is out of synch with the neighborhood. The problem motels on EMW could be low income, much like Martin Court. The police deal with the riff raff, but the root problem is a policy issue the city needs to deal with. The business district has become more focused on bringing visitors here on the weekends, and essential amenities are not very accessible if you don't have a vehicle. If it isn't profitable then there needs to be a way to make these services more accessible, particularly for the elderly. There needs to be some solid communication between the industrial community and the residential community about buffer zones. I don't get the sense that the current players are willing to talk to one another.

I believe there should be a community center where people can gather with space for classes, meetings and shows...

I pay taxes. It would be nice to have officers that actually come down to the area when you call 911 because hookers service johns in my alley. The AirLane Apts. has regular drug activity on the second floor. A library would be nice but would be afraid that the hookers would use it as a meeting place and not for reading. The Hat at Oxbow park could be nice if it ever gets finished. Transportation would be nice but I guess we don't get LightRail down here. So a very crowded bus with unregular service is all we got.

There are a couple of people who own a multitude of properties in Georgetown and will not sell - and the buildings lay empty - - and the actual owners do not live in Georgetown - it's most discouraging that they can bring down our neighborhood so badly.

There really are not any public facilities such as libraries. Safety continues to be a persistent issue.

The neighborhood needs additional transportation options since the Link Light Rail doesn't stop there -- shuttles to the SODO or Tukwila stations? Increased bus service, and better bike lanes through the neighborhood. More affordable housing stock, and an examination of the Property Taxes for the area so that people can afford to stay in their homes or move into the neighborhood. More parks and open space, especially in conjunction with the impending Duwamish river cleanup process.

Would suggest that Corson Ave not be treated as an Arterial or Truck Route.

I wish the outlook on the Duwamish @ 8th was in better condition. (A small dock-like element on the waterfront, like the one on the canal in Fremont would be GREAT!) And that access to it was more pedestrian-friendly & attractive. (A good sidewalk -- ideally lined by trees -- would, again, be GREAT!)

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

A design district? Does Seattle really need that? What about supporting the arts, new parks, new outdoor sculpture parks, tearing down some of these crappy tilt up warehouses everywhere, what about changing that back to greenspace or green living places.

Haven't lived here long enough.

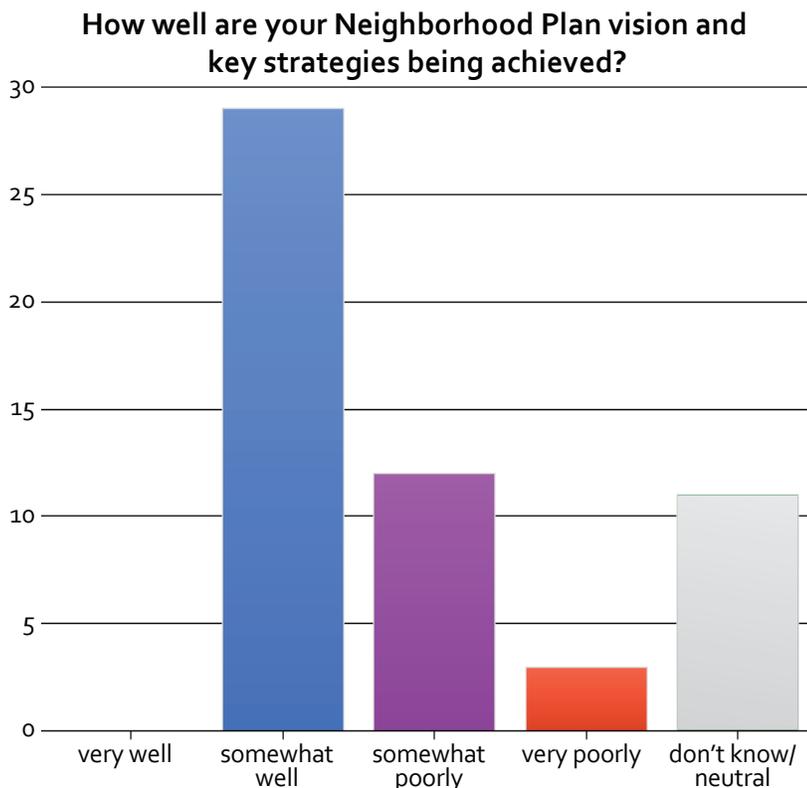
With the polluted air, "clean" industry is a joke. We do not have "clean" industry in Georgetown. The 18 wheeler that use this area for parking and a quick way to cut throw to I-5 hasn't stopped. I see truck jump our traffic circles all the time. Even the new pedestrian cross walk has been run over near Bailey and Vale St. I saw a Rosella truck use it as a U-turn a few days ago.

People don't seem to unerstand that yes, the city approved the Neighborhood Plan, but it is our responsible to implement it. We need to avicater for it and hold the city accountable.

We are also limited with manpower. Like most coommunities, a few people in the neighborhood carry the bulk of the work.

Still a long way to go to improve cycling facilities and attract the kind of businesses we need on a daily business (i.e. a full service grocery store). Haven't seen any improvement in code enforcement, especially with truck parking

I fear the low income living arrangements will disappear with Sabey buying the brewery. We could probably use some services for the homeless folks who like to sleep in the park (if there are enough permanent shelters like Nickelsville, low income housing, other services, they won't sleep in the park.) I'm very please with Oxbow Park and the P-Patch. I'm also please with the pedestrian improvements on Bailey since people are actually stopping to let pedestrians pass. I hope the Hat will be done soon.



The parks look great, aside from the wading pool issue & the city does a great job maintaining them! The neighborhood is certainly safer, but there is a lot of work that needs to be done on Marginal to address the prostitution and drug activity over there. I love that some sidewalks are now stroller accessible!

The strategies in our plan are so disjointed because of the perceived dischord between the priorities of industry v. residents. Therefore, our plan has very few specifics that can be executed and then measured for results.

The last NP was a compromise between industry and residents. There was no vision or strategy, just neutral language designed to offend no one.

The design district doesn't feel a part of Georgetown. There's no involvement in events like the Art walk, Honk Fest, Artopia. These provide Georgetown character. The residential area of Georgetown is very slowly becoming more self sufficient

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

The old retail core has blossomed without help from Seattle, more green-space would always be welcomed, especially around the Duwamish River.

In the industrial areas the city seems to promote large scale industrial, it would be great if the city promoted live-work spaces for very small business and artist to thrive here.

I think that we are working hard to balance the somewhat incompatible goals of residents, businesses and industry within Georgetown.

Because the neighborhood struggled to make an agreement with the MIC, the plan is intentionally vague. Georgetown should be broken out and exempt from industrial legislation.

the community is working hard and in agreement on goals but it seems the waiting list is long and progress is moving slowly

As a member of the land use committee I went through the old plan and highlighted the ways development has gone against our outlined goals. Little progress has been made in the last 10 years.

it has SO changed and i have been here since 89!

The hat at Oxbow still isn't done, but they are working on it. I do not see a connection of the manufacturing to the residential neighborhood that seemed to be a goal, but I also don't know if that matters.

Question 3: Please describe the priorities for your neighborhood.

Haven't lived here long enough.

The vision stated in our plan is completely off base. Some of the prioritites are still important, some are not a priority any longer. Those I see as not current priorities:

- A. Design District
- B. Neighborhood Anchor - I wonder if we can now qualify as an urban village?
- E. Improve code enforcement - I don't see this as a priority that we need called out in the Plan

Lots of priorities have changed. A better way to express this, is we want to clarify things.

Traffic is still an issue but concerns are being addressed consistently and with results.

The should be more focus on family needs (i.e. wading pool & a Community Center). The sidewalks in the neighborhood aren't completed to make them stroller & wheelchair accessible. There are also crosswalk issues on S. Bailey that need to be addressed.

Zoning and compliance is still a huge issue in Georgetown. As is trying to regain control over Corson Avenue S.

I don't feel like the Design District or code enforcement warrant being key strategies.

Do we need a Design District, nothing that I can see has been done to promote this.

I feel that the emphasis on the arts and cultural spaces and experiences in Georgetown are the economic engine that will drive the neighborhood's development in a sustainable and meaningful way.

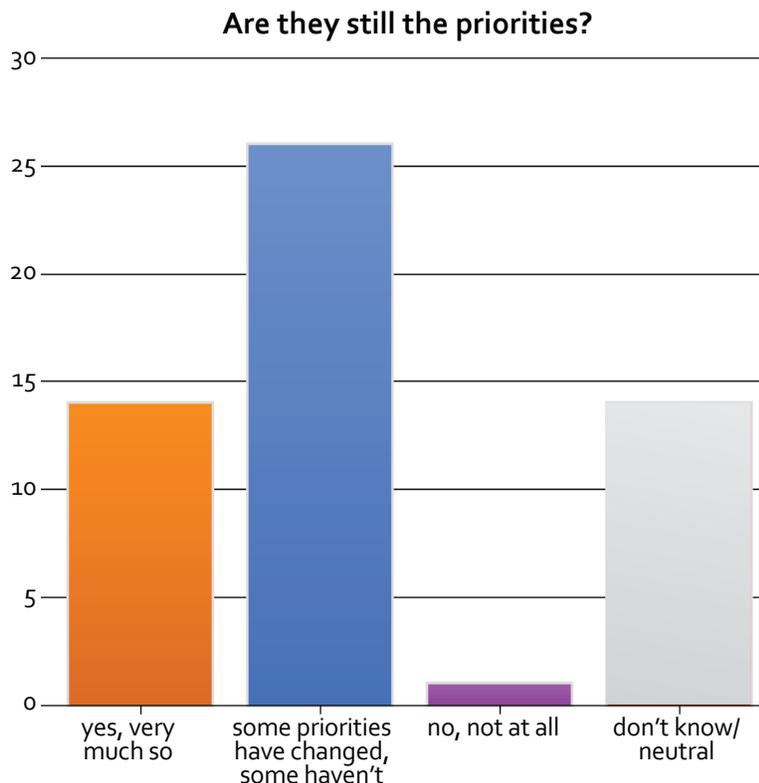
Land use is the biggest issue. We need to be separate and then re-write the plan.

I think providing a parking area at the port for some of the trucks was a positive effort to shift some of the direct residential exposure to unclean air but their are still health impacts that need to be addressed.

Most of our priorities remain the same.

the old plans need to change

I think that the neighborhood has a lot more families than it used to, which will continue to shift some priorities.



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

How many residents actually live here. I think it is more than the report and how many folks work in the area. Public amenities. There are none here.

Safety and improving the area (including schools) for families with children

free parking for people coming to Fremont to shop, go to restaurants etc.

Keeping the neighborhood clean, getting rid of graffiti

Public services... ie. public transportation and bike lanes on Airport Way. In addition to improved road conditions.

Safety and the environment. I know that the truck traffic and the air traffic won't stop because business always wins in Seattle. But, let me tell you that if you don't take care of your weakest link it will come to your neighborhood someday. You need more police patrols in Georgetown. You need to realize that pollution will impact your environment someday, not just the citizens that move to Georgetown for affordable housing.

the residential, retail and business community

ZONING

Participation and input from other people--ethnic minorities (including interpreters), class backgrounds, occupations, family status, low-income (and not 80% of median--that is not "low income"--what people could afford on 14 an hour with a dependent)

Transit, bicycle and pedestrian improvements, public safety

Actions to achieve the goals.

public transportation (a bus that runs more than hourly and direct access to the train)

Family wage paying jobs, small or light manufacturing etc. The food bank should be restored.

Changes that affect residents in the neighborhood.

Residents

Neighborhood safety.

crime

Safety and Residential NH Anchor

Recognizing the residential character of Georgetown. More definite action, less panacea

transportation networks and public amenities

Getting rid of the drugs and prostitution.

Industrial cleanup and environmental safety

Pollution - Both long-term and short-term. Decades of careless pollution have caused serious safety issues with regards to ground water, river, and soil. Ongoing pollution issues with local metal businesses, and trucking companies can cause noxious air and petroleum products and antifreeze spills on the roadways.

I have no idea

Continue community policing program. VERY IMPORTANT. Continue / increase level of police patrols. Continue funding/grants for neighborhood improvement projects.

land use and zoning, property taxes/assessment, and maintaining affordable housing stock

safety.

true development patterns and public amenities

Preserving old buildings in the area, promoting more business, increasing transportation

sex offender residents - a head count
environmental justice - air quality and noise control
crime statistics

Improve transit options on the east perimeter, improve overall safety for business patrons and residents.

Q4: Status reports should focus more on...

Correcting zoning problems, mitigating traffic, connecting north gtown to the rest of the residential area, correcting pollution problems, helping set up an atmosphere where we can spend our resources and energy improving our neighborhood rather than fighting issues that impinge on our quality of life such as the proposed intermodal station and the proposed stationing of SW Airlines at KCIA. It is also important to solve truck issues like parking and the fact that they want to be able to navigate the hood without looking out for pedestrians.

changes that effect use of property/zoning etc.

safety

residents/residential area

safety

Cultural development (Arts, music, theater, etc)

Residents

growing retail

Public spaces

Safety. Sex Offender housing. Crime

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

Manufacturing needs.

Community art... except for restoration of items... i.e. hat & boot

Affordable housing. We have that down. Low rent. We got it.

industrial business needs; if we could look at the Urban Village, could we shrink the focus on Industry?

Visioning studies that don't go very far but spend taxpayers money and are focused on narrow groups like outside developers and political leaders.

Reports.

gentrification

The zoning issues listed in the report have been enforced with the result being that some long established businesses have been forced to move though the efforts to close at least one of the businesses was primarily the effort of a single individual who has since moved to Tacoma.

Statistics

Industry

""Balance"".

demographics

N/A

Where to find places to dump trash in Georgetown.

demographics

industry

housing affordability

Industry

unusable for big trucks, as non of them delivering, they are only stopping in the area (to sleep)or they are only lost or parking

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

Quality of life versus big manufacturing. Is the plan written from a resident point of view?

Need to continually focus on not allowing the city to dump all of their problems in this area. It seems to be a yearly battle against something new... (i.e. Southwest operating out of Boeing Field, Dump/Transfer Station, sex offenders, new jail, Nicklesville)

We should encourage more density with more transportation. A safer and cleaner environment would be nice with regular VISITS by industrial Leader to see how the people are living in the nearby communities, instead of just assuming that whatever they dump into the Duwamish or pump into the air won't affect anyone.

in the pie charts about the Built Environment, it lists 0% Industrial existing land use and 0% Industrial zoned land use. This is completely incorrect. Please update.

Also, please ensure that the Existing Land Use pie chart and map are referencing the latest information provided by the Georgetown community.

Industry is the priority. Though industry is important, it is ONE part of this neighborhood, not the only part. The neighborhood should be listed first, not industry, not businesses.

We are no longer considered an 'anchor'. I believe DPD abolished this term. We would like a term that recognized we are indeed a bon a fide neighborhood.

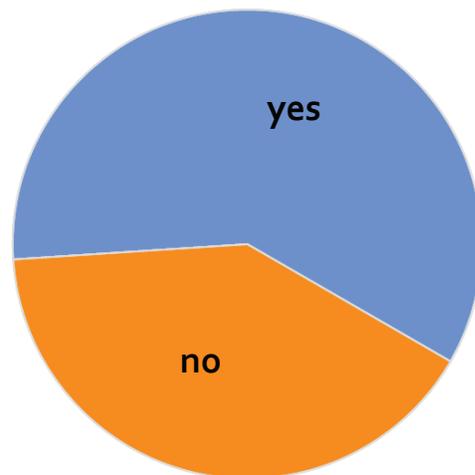
The map of Georgetown is large but because of past decisions, we actually only have a say- our Neighborhood Plan- over a relatively small area. This is frustrating. We should have a voice with neighborhood decisions, all decisions...like truck routes, environmental issues, parks, open space, zoning, etc.

“We will also preserve and enhance the qualities and services of our vibrant, long-standing residential community. We, the businesses, residents, and property owners of Georgetown, will work together and respect each other's concerns in order to maintain this unique balance that defines our area.”

Not happening to any great extent.

I don't really get a sense of what's changed from the status report. It doesn't show any changes over time, and if you're trying to demonstrate whether or not there's been progress, this report does nothing to address it.

I would like to know specifically what languages are being spoken, especially those neighbors who can only speak a language other than English. It would help to include them more in the community if we new how to communicate to them.



Just the ones that I mentioned.

Georgetown was a residential neighborhood well before it became industrial. Residents should be listed first when discussing the area. Also, needs to be a thorough study of vacancy rates in warehouses in Georgetown (it appears high). And there needs to be better understanding of what kinds of industry are in Georgetown.

more focus on crime

I always want more detail when it comes to safety and the RNHA portion is an important part of safety and quality of life in any neighborhood.

For being a key strategy, the design district isn't mentioned.

In the industrial zoned areas there is still active residential areas, to bad the city ignores these people. I again stress that live- work developments would be attractive in these areas to encourage small businesses and artists .

Q4: What are the important gaps in the status reports?

The arts and culture have been omitted. We have a monthly art walk, an annual festival that draws around 15,000 people, we have a high density of arts venues and studios that are demographically unparalleled, we have a dynamic community of artists who call Georgetown home and we are struggling to maintain the sustainability of these things. I think this deserves attention within the neighborhood plan.

for Georgetown it doesn't begin to discuss the challenges of working with the MIC, industrial legislation and the loss of single family housing. It reads like a report card with all A's.

impact of health issues on long term commitment for business owners and residents

why are sex offenders concentrated in our neighborhood? we have a newborn and are curious.

georgetown central is now GOING. we are no longer a seattle wasteland. i do not need to point out all the other close knit areas that are now going up as well . South seattle is both cleaning up and building up!
