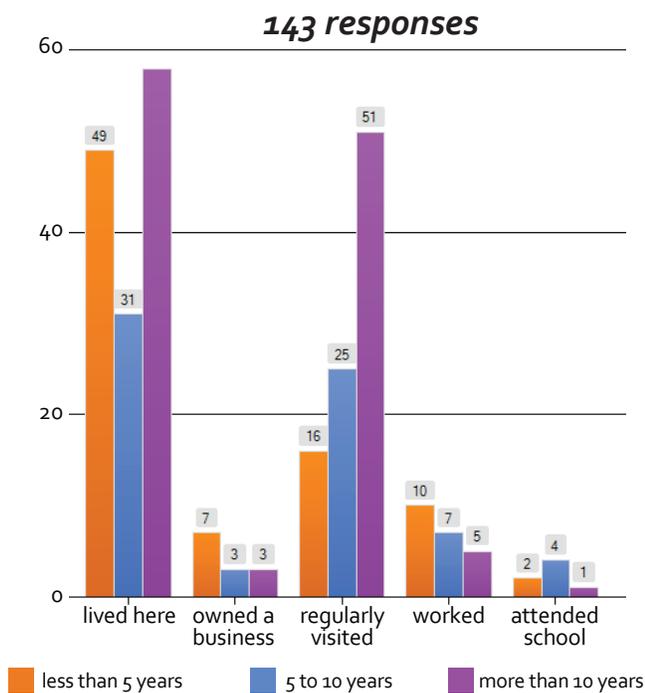
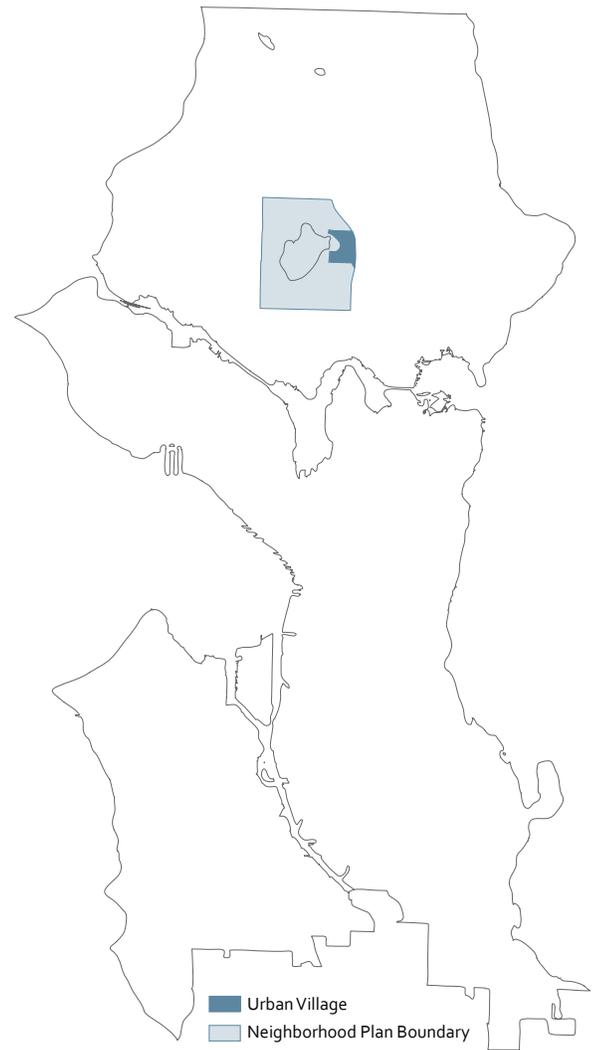


Status Check

Transcript of Green Lake Questionnaire Responses

The [Green Lake 2020 Neighborhood Plan](#) was adopted in 1999 and includes the Green Lake 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)?

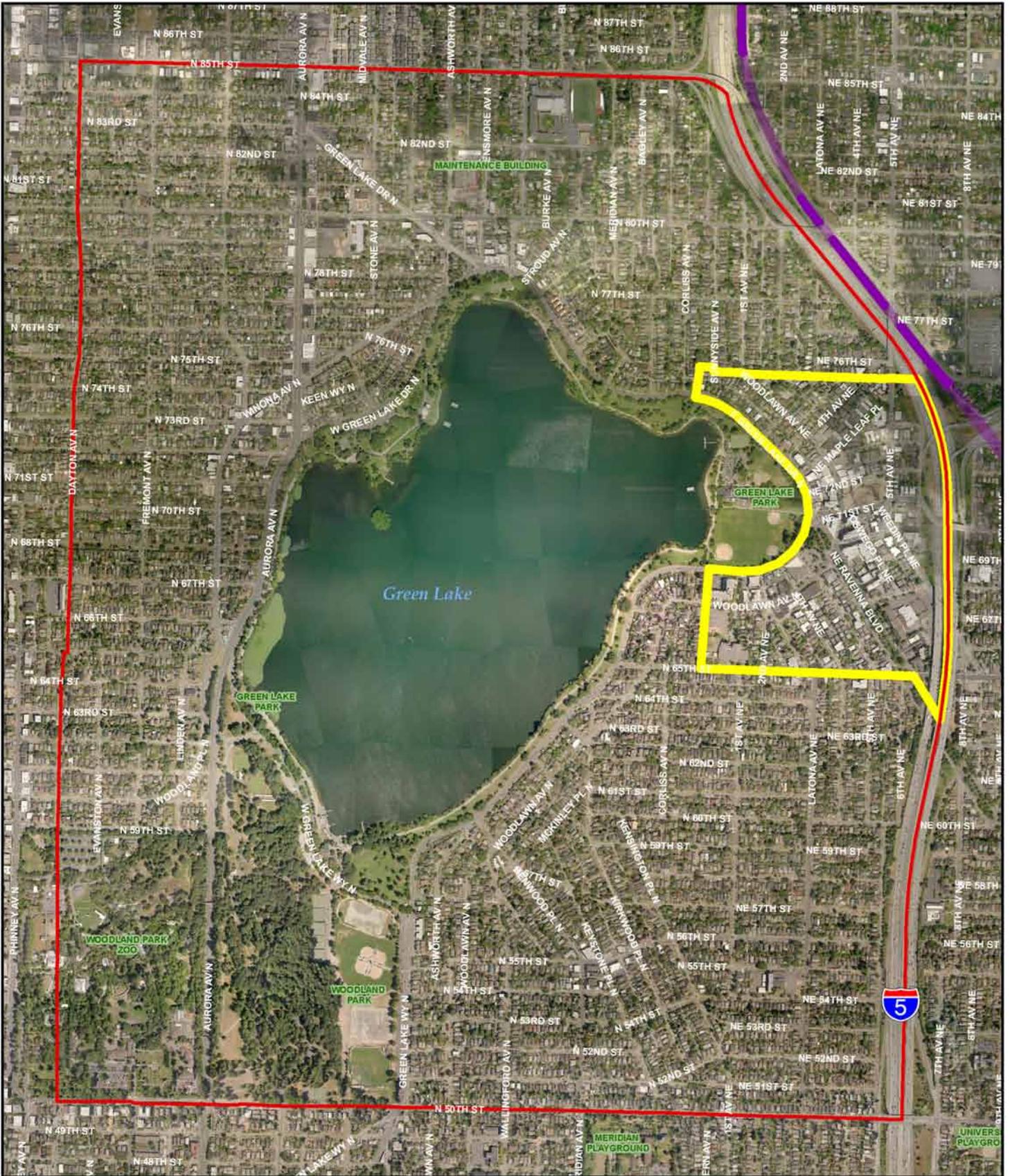
*Question 2: What changes or aspects of your neighborhood are you...
most pleased about?
most dissatisfied about?*

*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.

GREEN LAKE AERIAL MAP



Urban Village



Neighborhood Plan Area

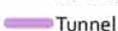


Aerial Photo: 2007

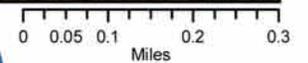
LINK Light Rail



At-Grade / Aerial



Tunnel



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 Printed on: 5/6/2009

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

It has become more crowded, more developed with oversized out-of-character buildings, lost key parcels of green space, seen Lower Woodland Park become grossly overdeveloped, and become less pedestrian-friendly.

Some unnecessary geese have been removed that pollute the park. Many of the drug and whore houses on my street have disappeared. More police patrol my street on a regular basis. Parking is limited, people with three cars and one townhouse use the garage for storage and park their cars on the street, I often have to walk 4 blocks with groceries.

In fill housing has replaced a number of older home, a few large projects in residential urban village area, a new spotlight at 64th. A number of new families have moved in, more babies and young children.

Yes. For example, traffic has improved through Tangletown (55th and 56th Street) and the implementation of Crosswalks along Green Lake Way has worked well.

A lot more large buildings have gone up, condos and rental homes. The amount of townhomes has also increased. Traffic seems to be more congested with parking more difficult if you are visiting the lake

We have had improvements with traffic in residential areas (traffic circles/bumps, signage, some wheelchair-friendly curbs) as well as improvement to our local playground (through a neighborhood grant).

Tremendous increase in townhouses and multi-unit condo/apartment buildings. Increased congestion on major arterials (especially 80th and 85th). Little increase in useful retail space (lots of very small retail boutiques in the bottom of condo buildings). Decrease in major retail (loss of the major lower cost supermarket in the area - Albertsons at the south end of Greenlake)

More density, changeover in shop ownership, different traffic patterns

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

Traffic is a lot busier. Seems to be more kids in the area as well

Lots more walkers on Greenlake but not that many more bikers, making the people on wheels a much bigger hazard to the walkers, so I think the line should be removed from Greenlake so they don't go there. They can use Burke Gillman instead.

For the better. It has gotten denser, and it feels like there are more shops. The Park and the Zoo have continuously improved and seem to keep getting more and more popular.

The neighborhood has increased its density with a corresponding decrease in livability. The Lower Woodland Park has been destroyed as a park, and turned into a game arcade available only to paying groups of ball players. The transportation is slightly worse in the 30 years I've taken the bus to work, and the "dense apartment/condo" development has not enhanced the neighborhood.

Our neighborhood has become much more crowded with the addition of 100's of apartments/condos in and around Green Lake. Where Lower Woodland Park once was open green space before "improvements" it is now almost exclusively used by organized sports teams/organizations. Night time lighting and noise from the sports fields/tennis courts is more disruptive in the neighborhood than in the past. Green Lake is in constant use and with the large skate park in Lower Woodland there is no real green space left for people who are not part of a sports team or who skateboard. Overall, our neighborhood is noisier, congested and less liveable.

Woodland Park playfields have upgraded and are currently being upgraded even more. New bars and restaurants have opened. Greenlake park parking lots have been improved and the outer running trail has improved as well. On the down side, crime has increased. I often hear of gang problems at the park now and often see graffiti. There have also been house break-ins and even a rape in the area in the last year. I frequently walk the neighborhood (the streets, not the lake trail) in dark and the new crime issues scare me.

There has been a turnover from older people to younger people with families and young children. A trend toward tearing down old bungalows and putting in very large houses, town homes or condos, which is not necessarily a good thing.

N/A

Q1: How has your neighborhood changed?

Greater densities, pay parking, more transit on Aurora

there has been a significant amount of construction along the east side of the lake, the path has been improved, the number of geese has gone down, the lake itself is cleaner...

In the last two years (I have lived in GL since May, 2007), it appears auto traffic has greatly increased on N. 50th and N. 55th Streets. Due to traffic back-ups on N. 50th (particularly for west-bound traffic at the intersection of Stone Way and Green Lake Way), more traffic is diverting to N. 55th St. Many cars are making illegal left hand turns off of E. Green Lake Way onto N. 55th St. to avoid the east-bound traffic on N. 50th St.

More townhomes, a large apartment complex, and more traffic.

Yes. There have been renovations to the intersection of Green Lake Drive, down near the Pitch 'n Put/Lower Woodland. They are also currently working on resurfacing the soccer fields adjacent to the baseball/softball fields.

Much, much development in the Lower Woodland Park across the street

Older less vital areas were being rebuilt but that has stopped with the economy. We still have a fundamental lack of parking enforcement which makes driving dangerous

more congested less parking and worse bus service.
more restaurants,

GL seems more "dense" and urban (lots of homes replaced by townhouses, multi-family; vacant lots developed; small homes replaced with larger houses.) As a result, there's more traffic, and fewer TREES. Inflated housing costs have made the neighborhood more "upscale"; new residents are of a higher income bracket than long-time residents. However, retail hasn't improved; in fact, loss of the neighborhood grocery (Albertsons -- not a very nice store, but at least it was within walking distance of my home) has been a real inconvenience.

It has remained about the same with some improvements to the Green Lake park and Lower Woodland. Much remains to be done for transportation. More Metro Transit (restoring some routes like # 6) is needed.

Businesses have changed. More houses have become rentals. Many multi-family structures (apartments - condos) have been built. Many mixed-use buildings have been built.

More traffic, less bicycle friendly

The park is considerably busier since I moved to the neighborhood in 1991. It is now much more of a regional, destination park. It's not a bad thing, it's just a very different environment now. No longer do you see your neighbors at the park and use it as a place to gather, it's too busy. The pool/community center is falling apart and needs attention and \$\$, although the parks department maintenance of the park is much better now than in the early '90s, Thanks for that! P-patch and/or community garden space would be nice. The work stoppage due to the economy (understandable) of the project on the Vitamilk Dairy site has left a huge hole (literally) in the progress of business in the neighborhood. I fear that we will not get the number or diversity of small business back for many, many years because rents for small business in new buildings will be too high to create a vibrant small business community. There is now no pleasure or reason for me to shop in Green Lake, which is a shame. Service businesses are finding it very difficult and I think many will be lost in the near future as well. Business synergy is needed. Ballard Ave. is a great example of a revitalized retail area. This is what Green Lake needs, but we no longer have all the cheap rents necessary. Progress?

Way too many condos/townhouses supplanting the older houses that add charm and character to the community.

Huge increase in traffic and congestion in my neighborhood.

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

There has been a general upgrade in housing through individual owners remodeling or upgrading homes and property. With the addition of new apartments and condominiums the density has increased. Public transportation has been greatly reduced through Route 6's deletion.

Q1: How has your neighborhood changed?

We have lost our neighborhood grocery and have a large hole in the ground where Vitamilk used to be so we are not improving. Transportation to downtown and Northgate is easy. The economic downturn has a negative effect on the livability of this neighborhood.

Green Lake Park has many improvements. Albertson's has disappeared. No major grocery store or drugstore in walking distance. Vitamilk is gone. Increased number of condo units.

way too much traffic - we rarely drive on Greenlake way since there are so many cars. It is very dangerous to cross the street - even when pushing a baby stroller the cars don't stop as they are required to by law. I hate the pay parking spots. Our street ends up with overflow visitors and we can't park our own car at times. We still have too many car prowls on the block.

More density, condos, traffic, noise, construction

almost has gotten hit several times in a 1 year period on Lindin & 73rd

Seen an increase in single family homes being knocked down and replaced with multiple townhomes. In most cases the garages are unusable and this has increased demand for street parking and lead to more congestion.

More multi level condos. Small businesses seem to struggle. Less unique then it use to be. More crime seems to be around.

Loss of neighborhood grocery store in residential urban village (Albertson's), new mixed use development at Albertson site, Connor Homes project on Woodlawn Av NE, at 80th and GL Way N; new townhouses within and without village designated area. Hole in the ground past couple of years at former Vita Milk site (propose renaming Green Lake to "Twin Lakes"). Billing's Middle School added in heart of what was designated commercial main street; school good, location questionable in terms of planning; new modular units in pedestrian zone, along what was to be commercial frontage with transparency, etc. Not a particularly good move. Plan seems to be ineffectual in term of City approvals.

Denser population, more people visiting, heavier park usage = even more parking issues, higher home ownership, less home rentals, per capita income higher, my kids will never be able to afford to live here.

Well, the Parks Dept has pretty much ruined my residential neighborhood with its own idea of improvements-all of which blight the neighborhood and make it highly unlivable. Their "plans and projects" have also been totally incompatible with the original neighborhood plans we worked on in the late gos. All this with the "help" of our present Mayor and a know nothing City Council. Improvements include the loss of Vita-Milk, but we now have a long time gaping hole that should be turned into a swimming pool or maybe an underground covered skatepark. Green Lake smell and swimming have been improved, but that was mostly the work of a small group called Friends of Green Lake (kudos to them). The new shade garden is nice, but I won't ever use it. Failures and disimprovements: 1.You removed the #6 bus run which was heavily used by many in the neighborhood. The #16 is not convenient to many. 2. There are greatly increased numbers of cars and traffic in and through the neighborhood which makes it not such a nice place to live for pedestrians. We listen to car crashes all the time. 3.We seem to have increasing crime lately, some of it serious (armed invasion/break-in at an apt house nearby, an invasion rape in a home, break-ins to burglarize). The skatepark has drinking, drug use, and unbelievable graffiti, broken glass and tied up dogs digging holes in park grass. Nice! 4. The neighborhood has become increasingly noisy (sirens, athletic field noises screaming until 10:45pm etc., SP&R sponsored events at Lower Woodland and in Woodland Park, drummers run out of Fremont now in Woodland Park). The skatepark again adds to the pleasant aspect here with noises like gun fights and building construction. Jan Drago, and her dim witted buddies on the Council and in the Parks Dept, should be forced to sit and listen to the din for 6 hours a day for a minimum of a week. Some amenity that is. They should be forced to stare at those charming Athletic field lights too. 5. We've lost two nice grocery stores with 1 mile of my home; they haven't been replaced. I now have to drive to go to a store other than QFC. Great planning for a once walkable area. 6. Overall, we have much more noise, traffic, crime, glaring lights, mega-houses, ugly multi family housing (6 packs), less decent shopping, less bus service, and less livability in general. We hope to move as far from Seattle as possible.

Q1: How has your neighborhood changed?

The street scape for our 1100 block of N76th St has seen little change except for many remodeling upgrades. We've seen a large increase in young children in recent years--at least 12 elementary school or younger at last count. The children often gather in the front yards to play, and the traffic increase described below is dangerous for them. We've seen a large increase in non-resident traffic due to several reasons: (1) The City installed a left turn arrow allowing SB Aurora traffic to turn left onto N77th St. In a public meeting held to discuss the proposal, a large and nearly unanimous group from N76th & N77th opposed the signal because it would funnel additional traffic onto N77th St and through the alley connecting N77th to N76th and through the alley continuing to the PCC parking lot. We preferred that left turns just be prohibited and that the signal be moved to Winona Ave. We also turned in a petition during the PCC permitting process asking that the alley connecting 76th to the PCC not be allowed. Business interests won out. The signal was installed, and the alley remained open. (2) The PCC store and the Import Service Center attract substantial customer traffic through the alley from 77th to 76th. PCC bound traffic often is diverted down 76th because of the hours long blockage of the alley by PCC delivery trucks. (3) PCC delivery trucks heavily use N76th and the alley to access the store, even though there are two access driveways from Winona and one from Aurora. For a while there was a "No Left Turn" sign prohibiting right turns exiting the alley onto N76th. That sign was knocked down and has not been replaced. The delivery trucks ignored it anyway. (4) Mechanics from the Import Service Center use 76th to test drive vehicles for repair. Speeds are high, and the drivers likely don't know whether the brakes are in good repair. (5) Cut through traffic for drivers avoiding the signals at Winona and at 77th are a constant problem. Speeds can be excessive, especially for eastbound vehicles. They can make the non-right angle turn from Winona without even slowing down.

Albertsons and the former Jock and Jill site are now condos or apts. VitaMilk is a hole in the ground and has been too long. The park continues to be upgraded, i.e. new playground equipment. The library has been renovated (was that in the last 10 years?!)

more people are using the greenlake path more are using Evan Pool/park department classes

Hasn't changed too much.

Yes, a number of mixed-use projects have been built with varying aesthetic and economic success. First-floor retail, in particular, seems visually unattractive because of low ceiling heights. Design has been mediocre on many projects, like much of Seattle, too little effort or imagination is required of developers.

Many townhouses that don't fit the character of the 1900 bungalows. Reduced parking so cars circle the block on sunny days. The grocery store, Albertson's, within walking distance no longer exists. In its place is a very non-pedestrian friendly building of apts and retail shops that are mostly empty. I understand this architectural firm was not receptive to input from the Green Lake Community Council. More restaurants. Too many sports clothing stores. The condo's and retail shops on Woodlawn behind Gregg's Cycle are very pedestrian friendly. Same goes for the shops at E Green Lake Dr and Stroud Ave. It is a great place for people to meet.

Less neighborly. Less elderly and families with kids, and more people whose friends, interests and support are elsewhere. So less social awareness of neighbors

Many more skinny townhouses have been built and very few were designed to fit the character of the existing houses (early 1900's bungalows). In turn there is far less green space. There is no longer an easily accessible supermarket since the Albertson's was replaced by apartments and retail shops (most still empty). The building is very unappealing. The one block long street in front of our house, just 1/2 block north of Green Lake Dr, is so busy as a shortcut that cars regularly wait at either end to get through. Parking on a sunny day is nearly impossible so guests must park several blocks away. The condo & retail building on Woodlawn across from Gregg's Cycle is very street friendly and offers density. The redo of the building at Green Lake Dr and Stroud Ave is also very street friendly and a good place for people to meet outside.

Urban village and 80th Ave. N have both experienced considerable growth, mostly development of multifamily and mixed use buildings. Several of our favorite restaurants and businesses have left...to make way for new development or due to rising rents. Traffic has increased considerably. GL Park and fields have improved. Traffic calming and signage are improved in some areas.

alot of condos have been built.

Q1: How has your neighborhood changed?

The changes in lower Woodland have been positive for the community in general. Markedly increased commercial and high-density residential development. Substitution of one eyesore (rundown Vitamilk Dairy) to another (massive undeveloped hole in the ground). Significant number of small single-family dwellings torn down and replaced by very large single-family dwellings that encompass as much of the lot as legally possible - this is not a positive change for the neighborhood. The area has become progressively much more challenging for pedestrians than in the past, and I fear it will become worse as the population density continues to increase in the area. There is a much greater volume of traffic in general around Green Lake, particularly apparent along Green Lake Way, where it is noticeably more difficult for pedestrians attempting to cross, in spite of the improvements; installing lights, such as at N.E. 64th have helped, but only for those who live near that intersection; at other intersections, even those with marked crosswalks, it's not unusual to wait 20-30 cars before someone chooses to stop for the pedestrian in the crosswalk. Also related to pedestrian safety, cars are routinely parked in unmarked crosswalks, specifically at T intersections, for example along N. 65th west from Latona Ave. N.E. and along Latona south from N.E. 65th. These illegally parked cars create very unsafe conditions for pedestrians - not only is it difficult to safely cross because of the speed and volume of cars traveling these routes and the relative invisibility of pedestrians coming out from between cars, but the pedestrian must then also deal with the parked car blocking the crosswalk. Cars are routinely parked too close to intersections, which limits visibility at intersections for both drivers and pedestrians, and thus leads to unsafe situations. Parking in the area east of Green Lake and south of N. 65th is generally not a problem, unless one lives within a block or two of the lake on a day when the weather is nice or there is an event taking place at the lake. Parking in and around the commercial area east of the lake at Ravenna Blvd is very challenging. Finally, on a positive note, many of the neighborhood areas still feel like neighborhood, even compared to 30-40 years ago.

Green Lake was cleaned up largely due to a proactive grassroots citizen committee. Nothing to do with any plan of the city, which ignored the issue.

Cheaper grocery store was closed with plans for a more expensive one to replace it. Too many condos/apartments are taking over the neighborhood.

more building, more traffic - uncontrolled; big hole in ground where construction halted; proposed condos became rentals.

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

A lot more density. In my area we have lost single family homes that have been replaced by townhouses and right next door to us, a cottage/carriage house development.

More condos and apartments. Lost Albertson's in the core "urban village"

Multifamily building without sufficient parking has accelerated to the detriment to the of the quality of life here.

more rentals; more traffic; more traffic cutting through residential streets at high speed; more "active" sports facilities at Woodland Park and degradation of natural areas; loss of #6 bus; installation of pedestrian activated light at Greenlake Way and Clogston; loss of marked crosswalks at both 51st and 53rd at Greenlake Way. much more litter and graffiti at Woodland Park - and in the neighborhood.

Traffic is worse (more cars, they go faster). Gregg's Cycle Shop built a 2nd story addition which is really 3 stories high - it presents a blank face on East & North sides, which I find ugly. I greatly miss a full-service grocery store within easy walking distance. Time schedules for METRO buses are not reliable; buses are frequently late. Pathways around the lake are much more crowded, especially on holidays and weekends.

Street cleanliness, traffic congestion, and icy sidewalks during winter months need to be addressed. The I-5 underpass - Weedin Place - needs to be cleaned. Please put trash containers in the area so homeless folks can dispose of their trash and keep the sidewalks cleaner for neighbors on foot or on bikes. The bike paths should be routinely cleaned for debris from cars. It would nice for neighbors on foot or on bikes if folks in cars were encouraged to use parking facilities instead of clogging up the neighborhood intersections. Ultimately I wish for a car free urban village area.

Q1: How has your neighborhood changed?

We lost our grocery store (Albertsons), which was a significant loss to the neighborhood. The Vitamilk property that was rezoned to address higher density has tried to sign a grocery tenant but has been unable to. The Albertsons location was replaced by a large apartment building that is over 80% vacant. The lake itself has been treated with alum and monitored, and drainage improvements associated with new ballfields have rendered the water clearer & cleaner.

The concept of the Urban Village was developed and is being implemented. The Green Lake Park has seen upgrades and the quality of the water has been greatly improved but too much trash vegetation has been allowed to grow up and the view of the lake has been degraded. Some of the properties that have been sold have development plans on hold and are eyesores. Our one major grocery store has been closed forcing the neighbors to go distances to shop. Many eating establishments have come and are an asset to the area. Too many small lots have had their period houses razed and houses too big for the lot size have been allowed to be built. Families and people working lower paid jobs were priced out of the neighborhood as the housing prices went up faster than a lot of places in the city. The area now has many more single residents living alone. Too many and larger cars on the streets.

Greenlake Park has undergone several changes for the better. Some new shops/businesses have gone up in the "urban village" area...despite the lacking tenants. The lake has undergone several treatments which has helped the quality of water.

Many older, single family homes have been replaced with new condo or apartment buildings and, as a result, there are many more people and much more traffic and difficulty parking on the street. The rush hour buses are packed. We no longer have a neighborhood grocery store. Visitors to the park can be noisy, inconsiderate and distracted while driving around looking for parking spaces etc.

Density has increased with a marked increase of vehicles competing for parking. Metro service has not increased to handle the load especially in the E/W direction.

Seems to be increased usage of the park and much increased automobile traffic. Loss of grocery. More small businesses within short walking distance. Appears to be more mixed use.

only lived here a few months so I haven't noticed any changes

Green Lake has seen lots of new development in the Urban Village, but in the process, it has lost a major grocery store (Albertson's). Additional retail space is coming on-line, but the size of individual retail units is small and that forces neighborhood residents to leave the neighborhood for essential goods and services. Density is on the increase. Many new condos and apartments have been built in the Urban Village, not to mention additional higher-density residential construction in the form of townhomes throughout. Tangletown has seen an increase of desirable and popular coffee houses, restaurants, and even a small neighborhood grocery store. This development has led to an increase in visitors from within and outside of the area. It has also led to an increase in traffic, particularly along Meridian Ave. and the N 55th/56th corridor. The increase in car traffic is of particular concern on N 55th, west of Meridian Ave. because the street is now used as a major corridor for pedestrian and skateboard traffic to Woodland Park's track, fields, and skateboard park. Crime, mostly property, has been on the increase. In the past 5 years, several of my neighbors' homes have been burglarized, and many neighborhood vehicles have been burglarized, vandalized, or stolen. At my home, our vehicles have been the subject of theft on 3 occasions in less than 5 years: 1) items stolen from inside the car on the same evening as the car next door; 2) all wheels removed and stolen (along with some damage to the car's body); and 3) an entire vehicle stolen (and recovered 2 months later on the other side of the Lake, abandoned in an alley). However, some violent crime has recently occurred in the neighborhood that is of exceptional concern, including at least 2 home invasions (one involving a well-publicized sexual assault, the other involving assault with a weapon and theft).

Density has increased with mother-in-law apts and townhomes. Parking has become more difficult. Traffic is worse and is a limiting factor in getting places. Useful businesses such as a drugstore, hardware store (Chubby & Tubby), grocery stores, copy store, beauty shop and jewelry store are gone. Restaurants have increased in number. The zoo charges admission, and is now quite high. The public bathroom near Baskin Robbins is gone. The handicapped bathroom at the Community Center is closed on Sundays. On the plus side, the Green Lake Library is now open on Sunday afternoons.

Q1: How has your neighborhood changed?

It has become more dense and parking has become far too difficult.

Green Lake is more congested and busier than 10 years ago, but also more vibrant and more diverse. The streets around the Park are much more congested and parking is more difficult. There are fewer birds in the Park and many more dogs, as well as people.

N/A - purchased a home in the Green Lake neighborhood 13 months ago

There are many more families with young children. When I moved to this block there were 2 children under ten years of age on the street- now there are over 15. Typically, when older residents move away, their houses are bought by young couples with children or with plans for children. Population increase in the area (not just Green Lake) has resulted in more traffic and this has increased parents concerns over the safety of their children. There is a definite tension between keeping traffic running smoothly and maintaining (or increasing) public safety. Many on our block feel that pedestrian safety is an important issue deserving attention.

Not noticeably

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

A lot more condos and townhomes have popped up all over the place (along with a fair amount of empty commercial space). The Albertsons is gone and the big hole on the old Vitamilk property is still there. Greggs has expanded and the park has been updated by the community center.

More high density housing

Additional condos and apartments

Seen more condominiums come up, not sure if that was part of the plan or not, but that has been the biggest change here.

Continuous improvements to Green Lake park and the lake itself. A few years back the lake was not pleasant to swim in but today it's filled with water activity. Increased building of apartments and condominiums, although this building has slowed significantly in the last 12-18 months. New restaurants and bars. Removal of the grocery store (Albertsons) on the Northeast end of the lake without a substitute grocery location.

A lot of new townhomes have been built, which creates street parking issues.

Gradually, there seems to be more businesses in Tangletown and in the urban village. A lot of older homes were torn down and new, very large homes, were built-- which has changed the look of the neighborhood pretty significantly.

The project at the former Albertson's site has been completed adding a large number of bedrooms to the community.

The area has been improving for the better and the park and the public streets have been maintained well.

More bigger houses have been built, and of course the improvements made as part of this plan.

Sadly, it's kind of gone downhill: It's dirtier and dramatically louder, largely due to window-rattling boom-car stereos that now frequent Green Lake Way as a shortcut loop to and from Aurora, loud enough to wake one from a dead sleep and audible from several blocks away. Traffic also moves WAY too fast for a street supposedly shared with bikes. Many of the crosswalks to the park have been removed, and Lower Woodland has become an eyesore of motley fencing, dirty plastic, cement, graffiti and light poles -- anything but nature. Huge construction pits have sat abandoned for years, and the condos that do get built are largely empty, with "mixed use" space that no local small business could ever afford. The greedies cram monster megahouses onto lots meant for bungalows, leaving more modest neighbors huddled in permanent shadow. Neither trend seems like a promising direction. On the upside, most of the residents are very friendly, the addition of the Meridian Market rocks, and an owl has moved into the neighborhood.

Q1: How has your neighborhood changed?

traffic and parking congestion are hugely increased, Green Lake path traffic discourages us from using the park, increased numbers of transients in and around the park have resulted in several unpleasant encounters, many more children living in the neighborhood

Hugely increased traffic and parking issues

Our urban village has improved and continues to improve. However, we would greatly benefit from more services, such as a grocery store. Perhaps I did not notice when I first moved here (4 years ago) but car theft seems to be worse in the last few years.

Less safe, more traffic through the neighborhood. More sirens throughout the night!

Increased apartment and condo development without enough parking has caused a parking crisis in the area, especially on weekends. But people have no choice but to have cars, as the 16 and the 316 are worse than standing room only anywhere south of 1st ave and 75th during morning rush hours from 6:45am - 8:45am. If you can't plan on a space on the bus to go to work, you can't get rid of your car... We lost our grocery store and the Vitamilk project with grocery was a victim of the recession and put on hold, but that is hopefully not permanent. On the northeast side of the lake, we really are in a fix with no grocery - once again, we can't get rid of our cars. Car prowling is up - many of us count on being prowled at least once a year.

Vast population increase, increase in tagging/vandalism, increase in fast traffic cutting through the neighborhood, increase in crime

Much more density. Change in businesses to more upscale - catering to higher income people. No grocery store.

We have developed our Urban Village. We have exceeded our housing density and low-income housing. Our safety has improved. Green Lake park has improved. Our library has been updated.

The ballfield is currently having its dirt replaced with astroturf which will cut down on runoff into the lake and I've been to Sustainable Green Lake meetings and heard of all their plans (rain garden, street mural, etc)

There has been an improvement in housing stock, with renovation of older homes and tear down and building of newer-lots of townhouses as well. Business district has lost it's grocery store (Albertson's) which makes shopping for basics more traffic intensive.

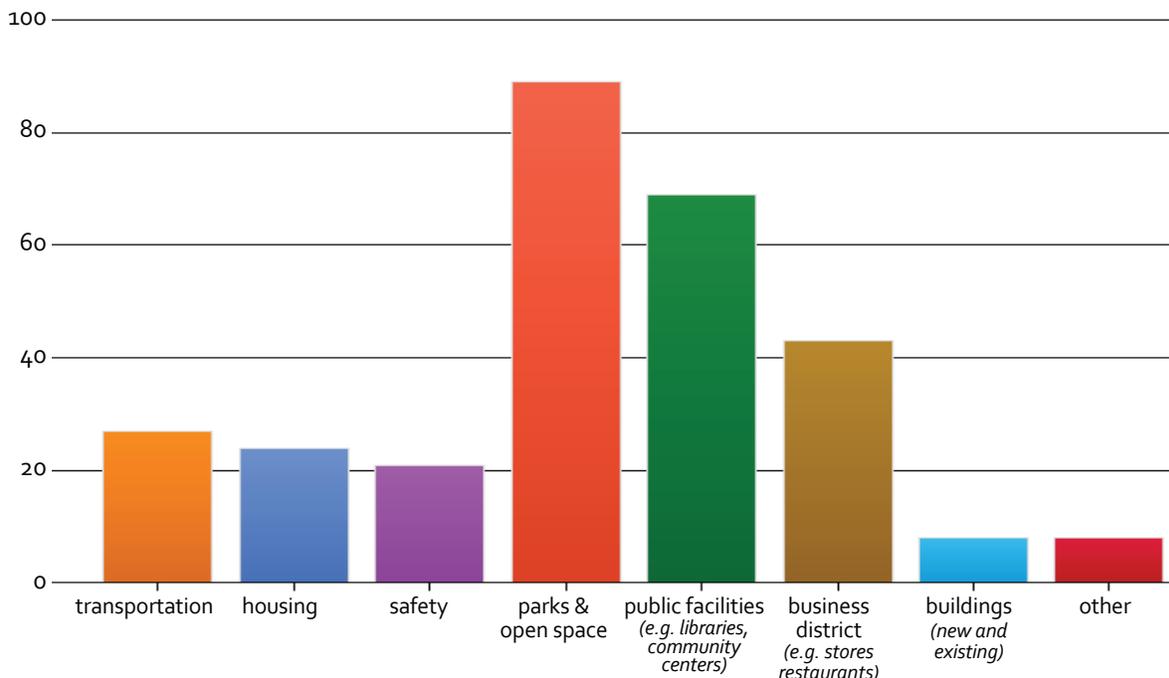
Yes, more high end homes being built. Older homes torn down or remodeled

There have definitely been noticeable improvements (parks, playfields, traffic signs, etc.), but the development has also been high. That is fine when the residential sites or increased business sites are occupied, but feels empty and overdone when they remain empty and when huge holes are left unfinished (Vitamilk area).

The biggest change is the addition of very large, monolithic multi-family housing structures in "the village", and the loss of the only full-service grocery store. The new, very large buildings did not provide the improvements in pedestrian experience that was the top priority in the 2020 plan. Large, straight walls meet the sidewalk with little or no setback. The first building (by Connor) provides some additional public space and greenery, but the Tramell-Crowe property (Circa) does not. Circa is 200+ apartments, all studios and 1-bedroom units. They are not "affordable" b/c of their proximity to the amenity of the Park. A similar construction is underway on Aurora and 73rd, at the north end of Green Lake Park (built to the narrow sidewalk, upper story balconies overhang the sidewalk). Green Lake is a "destination" neighborhood b/c of the Park. The Park is more crowded and the crowds more ethnically diverse, especially on weekends. I don't think anyone objects to this. Parking is more difficult, but since I walk to places in the neighborhood, it's not an issue, but there is little evidence the City has worked in Green Lake to improve pedestrian safety or to make the area more enjoyable for walking, eg. wider sidewalks, more street trees, pedestrian "bulbs". There are more bicyclists using the streets because of the newly painted bike lanes. There are more drunks passed out in the Park b/c of the liquor restriction zone in the U. District. So far, it's only 2-3 at a time.

Yes. Parking is terrible.

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



I like that there is an effort to increase the business district area, but a lot of the commercial space remains empty. The big hole by Gregg’s is a terrible eyesore. Public transportation is great during the hours the express busses run, but terrible otherwise.

It is nice to see small businesses encouraged and able to rent space and do business around the lake

Aurora Ave is great for public and private transport. More buses with varied routes would be good as buses are always full during the commute.

I think it’s the best park in the city.

i feel safe in the neighborhood

Both Seattle Public Libraries in the neighborhood were remodeled.

I love the park improvements and library renovations.

the park seems to be well taken care off

Highway 99 and the Viaduct are a critical transportation route for us with family in West Seattle and on Bainbridge Island, and for trips to the airport. It is ridiculous to narrow it into a four lane tunnel and limit access downtown.

The park is a treasure, and is well tended. Thank you! The neighborhood still feels safe, though the car prowls threaten that sense of security... seems like there’s broken glass on a sidewalk daily, from a break-in the night before. Graffiti ebbs and flows. Our neighborhood is very well served by Metro.

Other things respondents are pleased about:

- a close and watchful group of neighbors
- some work has been done on the natural areas of Woodland Park
- nice family neighborhood
- These groupings are not helpful.
- Buildings, new and existing?
People usually purchase a home in an area they like, it is the unanticipated changes after their purchase that they find upsetting.
- skatepark, area for bike riding, and ballfield improvements
- Crosswalks added
- not pleased
- none

Q2: What are you pleased about?

New buildings and retail close to Gregg's Greenlake and the new buildings in the old Albertson's lot are nice and an improvement to the area. I also very much appreciate the Green Lake Council in constantly improving and maintaining the park.

would like to see more and more active youth and teen programs at the community center and library

Tangletown has developed into an excellent, appropriately-sized and perfectly-in-character neighborhood nexus.

The park and the lake continue to get better.

The parks look great...!

A certain vitality in the business core. Vita Milk, a mistake in the first place locationally, not missed. Ther park and library endure.

I enjoy my neighbors and being able to walk to the park, stores and restaurants.

Improvements at Green Lake park have been very positive and have helped accommodate the increased number of visitors.

Greenlake is the best park in Seattle! And our library is great, too. The 242 gets me to Microsoft, making Greenlake one of the only neighborhoods with a direct city bus to the main Microsoft campus.

More services around lake helps existing services not to be so busy

significant work was done this past year to remove non-native invasive plants and stabilize the steep slope above the bmx mounds. there also seem to be many fewer bunnies - but I hear that there were coyote sightings so, perhaps, the parks dept doesn't get credit for that....

the bus service is great.

Our library is amazing!

The existing neighborhood still facilitates interaction and retains a lot of original charm, and it would be great to work with that as much as possible. Also, the narrow side streets are a bonus in keeping traffic reasonable.

Maintenance of the park is excellent. Renovation of the library was well done. It is good to see the park being used by such a variety of people.

Green Lake is a genuinely nice neighborhood, if you can afford to live here. I would love to see more transit service, but we are already well served and other neighborhoods need more.

The library is a great resource, close to home.

The park has been maintained well.

Where is the pedestrian experience in your list. This was the first priority in Green Lake's (visionary) 2020 plan. The Bagley school has greatly improved through the efforts of several parents and that has attracted families with professional salaries to the northwest quadrant of the Lake where there are small single-family homes with small yards. We see more children than we did 10 years ago, walking to public school.

Large houses nearly filling lots is not a positive aspect of the neighborhood. Improvements to lower Woodland are a positive. The urban center concept with higher population density is a positive, BUT only if transportation improvements happen concurrently.

I love the walking/running paths around Greenlake and Woodland Park.

Safety has slid somewhat although not as much as would be expected. The park development from my point of view has been a disaster.

There's a lot to love about GL Park. Friends of Green Lake have been instrumental in keeping the park a wonderful place for wildlife and people.

I am very impressed with the express bus service provided by Metro for the neighborhood. The park is extremely well maintained for the amount of use it receives.

I enjoy having the many walkable businesses in the area, although the impacts from others driving to them are a problem.

Green Lake Park is a great asset to the community.

Love the walkability of Greenlake area, parks and park improvements.

Q2: What are you pleased about?

would like to see more and more active programs for youth/teens at community center, would like to see more emphasis on transportation, parking, and pedestrian safety for West side of lake, looking forward to improved bus shelters in area of Aurora and 77th

Motorcycles are very noisy for those of us who live here. I wish they had to use mufflers as cars do. I like the proximity of the library, restaurants, small shops.

The major draw - greenlake - continues to be a great place

Library and park improvements are great.

I am glad the library is so near but it is also way too loud. I make only very brief visits because the noise is overpowering.

Stay the course of the original plan. I think they hit it out of the park, mid income single family housing, centered around the lake. With small business districts and preserving buildings that are part of Green Lake's history.

Appreciate all the efforts to improve the quality of the water in Green Lake. Am optimistic about new businesses going in as a result of mixed-used developments.

We moved here to have options within walking distance, so being near Green Lake, PCC, and the Greenwood Library has been nice.

Love Greenlake park though the bathrooms leave something to be desired (but they are better than Golden Gardens). The business areas have always been nice and are even more so now.

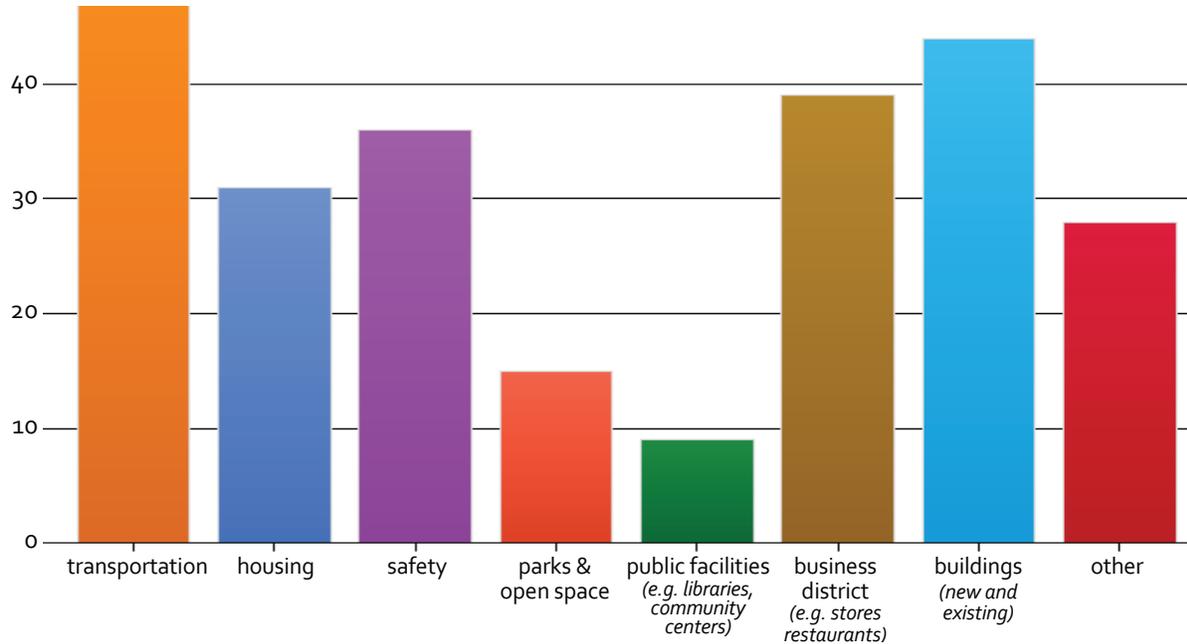
Happy to see more Crosswalks along Green Lake Way. Happy to see the traffic slowing down through 55th and 56th Street from Latona to Meridian.

New buildings both commercial and multi-family do not provide enough parking, and parking overflows to small neighborhood streets.

I love how close I live to the lake. I am so blessed to be able to walk out my door and enjoy the expansive green space. It would be nice if there were lights around the path because it does tend to be a safety issue later at night. Multiple times I have seen men chasing down young men who had broken into their cars. This just isn't right.

P&R is a great and necessary feature. Most of the nearby parks are well maintained and great to visit.

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



Other things respondents are dissatisfied about:

- Empty holes and commercial space
- overhead power lines
- Street parking
- The VitaMilk "big dig"
- lack of affordable grocery store
- Parking and traffic on residential streets
- Disregard for green space; absence of/loss of street trees and large trees in residential areas.
- crime and traffic
- traffic through residential streets
- pedestrian safety, parking
- Parking problems
- Light rail
- The giant pit near Gregg's Cycles that has been there forever. The city needs to buy the land and make it an open public space.
- parking
- new skateboard park
- sidewalks, trees (lack of) along 99
- Parking enforcement
- Please, no more absentee-developer condos!
- parking can be difficult
- too car centric
- Limited Parking
- Allowing developers to leave big open dangerous areas.
- Gaping hole at former VitaMilk site
- traffic on arterials, poor design review of new buildings
- too large an increase in density, especially low-income
- inadequate parking for Green Lake visitors, spills into the neighborhoods with almost no parking enforcement unless residents call to complain.
- Street Parking, too many cars on the streets
- Neighborhood "charm" changing to urban "coldness"

I like that there is an effort to increase the business district area, but a lot of the commercial space remains empty. The big hole by Gregg's is a terrible eyesore. Public transportation is great during the hours the express busses run, but terrible otherwise.

The townhouses are not pedestrian friendly. You want past rows of garage doors. Does not contribute to local neighborliness.

It still doesn't seem very easy to catch a bus or any direct line to the lake. There should be an increase and park space everywhere and an increase in the bike/walk paths size and distance. On a sunny day it becomes very crowded on the path around the lake.

Q2: What are you dissatisfied about?

Would really make the neighborhood look better if there weren't power and cable lines everywhere. Aurora Ave remains an eyesore and still an unattractive and dangerous place to be.

New townhomes need garages that will actually fit a car- that way street parking is not crowded.

Needs a grocery store. Some of the apartment owners do not keep up their properties.

there is a 5 way stop on 73rd & Linden and using your car to cross the street is scary b/c of speeding car and parked cars blocking your way.

there is an increasing problem with vagrants. Have not been impressed with the quickness with which the police respond to requests.

Don't pleased with the new skate park in Lower Woodland Park. A park should be green, not concrete. I am not too pleased about the resurfacing of the soccer fields. The bus that stopped on my corner was eliminated. I think it was the #32. I don't feel as safe as I did 13 years ago. There have been more break ins (cars and homes) and a rape a few blocks away.

Theft & vandalism on my street has been a problem. I've had solar lights stolen and a GPS stolen from my vehicle (after they broke a window) and words scratched into the paint of my car...just to name a few instances.

Transportation on Aurora could be improved and streamlined. There never seem to be enough buses during the rush hour commuting times in the morning and evening from work downtown. The mix of businesses could be more diversified and include a grocery store. Although the restaurants are good.

major developments gone bad, petty crime seems more intense

Not enough parks. Green Lake is overused and overcrowded and cannot meet the needs of future growth. The City needs another beautiful 3 mile walking path. As for traffic, Green Lake streets are clogged in the afternoon with commuters as well as park users.

The 26 and 44 buses are too crowded. We could increase the route on that.

I'm supportive of plans to increase urban density, but don't think it's being done well in our neighborhood. Buildings are often unattractive and seem shodily built... and we're losing many of the few trees and green spaces we have! Street parking is increasingly difficult in the residential areas proximate to the lake. Much of the retail at the north end of the lake is specialty retail (athletic gear, etc.) -- sure could use a grocery, drug store, even a theater?

Ravenna Blvd from I-5 underpass east to about Roosevelt is a bumpy, flooded and very bad street to drive on. We used to have a bulky garbage pickup once a year, or a free pass to the dump. I miss that! I don't drive to the places with pay parking for breakfast or lunch. Maybe I'm cheap, but unless it's summer and I walk there, I won't go!

Green Lake is not really a neighborhood because it is overwhelmed by people from other areas coming to use the Park and other facilities, such as the Evans Pool, in part b/c of proximity to I-5 exit. None the less, GL seems to be very low in the pecking order for improvements to the Community Center, the Bath House (at West Green Lake), beach monitoring, etc. We have been overwhelmed with large multi-unit housing developments that are out of scale and style from the previous village.

Ponderous, counterproductive, prohibitive and excessive building development regulations at any level, residential through commercial. Lip service to improvements easing reasonable improvements - the city has a captive audience, tax them to the max to develop their own property.

Under I-5 (Weeden) continues to be an eye sore of trashy vans, buses and motorhomes. I don't feel comfortable walking underneath it. We have had many break-in's on 5th Ave NE, and I believe they are linked to this area in the neighborhood. With some new updates to 5th Ave (adding bike lanes) the traffic lanes are now smaller and closer to the buildings. The parking area along the East and West sides are extremely small, and cars move along this street very fast. I have also heard of many petitions to put in a light at the top part of 5th Ave. This 4-way stop is extremely dangerous, for it is now becoming 2 lanes each way. I am also very disappointed in the large hole that once was Vitamilk. I put up with the loud noise from the dumptrucks in anticipation for a new grocery store and businesses.

Aurora Ave is not a very pedestrian friendly area.

Q2: What are you dissatisfied about?

I live on 63rd street on the west side of greenlake, many cars use my street as a pass through to ballard. My neighbors with small children are very worried about safety as I am when I cross the street or get into or out of my car. We have installed traffic circles which do nothing to slow cars down or decrease traffic. I would like to see the street made one-way or blocked at one end to prevent so much traffic through the neighborhood. It is noisy and unsafe.

We do need to replace or renovate the Community Center

Car traffic has greatly increased in the area, and uncompleted apartment development (the big ugly "hole" in the Green Lake business center and the "orange" apartment building at N. 72nd and Aurora Ave. N) are real eyesores

In the past 10 years, Lower Woodland Park has been transformed into an overstuffed nightmare of concrete, chain-link fencing, more chain-link fencing, plastic sheeting and (soon) plastic grass. What was once a charming neighborhood asset has been abused by its supposed stewards, project-by-project, to the point where it's become a neighborhood blight. It's really no longer a "park" at all. Pedestrian safety has actually regressed with the removal of two key crosswalks across Green Lake Way N. adjacent to Lower Woodland "Park." Development, while to be expected, has taken a literally ugly turn. The Circa building on the old Albertson's site in particular is aesthetically appalling and aggressively contrary to the character of the neighborhood. It's very existence calls the credibility of a neighborhood "plan" into question, because what "plan" would have allowed such a tragic use of such a valuable space? Some McMansions and oversized "Architectural Vanity Homes" have cropped up amongst the early 1900s houses in the neighborhood, though they are not yet epidemic.

Parking is becoming brutal and it seems those in power want to make it worse. We are very tired of government officials and employees treating Ref Lindmark as "Mr. Green Lake" and thinking he speaks for the community. HE DOES NOT!

I do not like logging in the parks. Some old trees were cut arguing safety but important bold headed eagle trees were eliminated near Duck Island. Logging should come to public comment before proceeding with any plans such as that. It would be great if we (the people) were given that chance.

Many building disrupt the look and feel of the neighborhood. Bus transportation to many places is far too inconvenient. Small local fixtures are being replaced with businesses with less roots to the neighborhood.

The L-4 zoning a big mistake, since new development has been to L-1 standards as Council was told would happen - townhouses only. Lack of proposed development at Vita Milk site a disappointment. Incremental development in heart of village core without controls (Billing's school expansion, e.g.) and out of synch with neighborhood plan.

Skinny, ugly townhouses have high turnover of residents so are not neighborhood friendly. More families have disappeared from the neighborhood.

Summer weekend visitors and the heavy traffic.

Very little lower income housing. Skinny, out of character townhouses. Less open space. Lack of a supermarket that I can walk to.

Our street has had two car thefts (GPS units) in the past year. I'm also disappointed that the light rail station isn't going right where the current park and ride is, since it makes the walk from our house (and that whole side of I-5) 5 minutes longer.

traffic lights needed; bikers and motorists fail to yield right-of-way, take turns, etc. Bikers on sidewalks and streets and in park with no concern for others.

tagging by skateboarder

Homes being built are not to scale with the neighborhood, "box-style" homes don't fit with the character of the older homes

Woodland Park has been privatized with fenced and locked fields and degraded by blinding lights, concrete, asphalt, astroturf, graffiti, and litter (including broken bottles, excrement smeared tissues, and cigarette butts). Very little effort has been made in the 30 years I've lived here to address "social" trails made mostly by bikers but contributed to by people like me who can no longer tell what's a legitimate trail and what isn't. Even the parks dept employees drive their trucks over the (once) grassy areas creating deep ruts and compacting tree roots.

Q2: What are you dissatisfied about?

The giant pit near Greg's Cycles that has been there forever. The city needs to buy the land and make it an open public space. Bus service should be a priority, along with light rail.

More cars moving along main arterials and side streets. Skate board park in Lower Woodland very environmentally unfriendly, pouring all that concrete vs. improving green open spaces.

much of the housing being build is ugly. The public facilities are crowded. I would prefer to see even more metered parking to increase turnover, encourage residents to live with fewer cars, and discourage the "hide and ride" commuters.

Has attracted a substantial amount of graffiti and rubbish to a previously quiet, tidy area.

It is continually dissatisfying scene with hookers on Aurora. Although it's further north, the attempt of the school district to override the community's desire to maintain the stand of trees at Ingraham high school affects everyone in the city. There are regulations in place to maintain a sufficient tree cover to maintain the health of the city.

The "vision" description for the city's neighborhood plan is well written. I would very much like to see "new buildings enhance the scale and character of existing structures constructed in the early 1900s." One of the areas I am most concerned about is that the new homes (town homes) do NOT enhance the character of Green Lake. Building codes need to be created that require developers to replicate the style of other homes in the area. The towering, cold, modern look of recently built town homes take away from the charm of this historic neighborhood. My second concern is the safety of pedestrians. There needs to be a stop light at the intersection of Green Lake Dr. N, E Green Lake Way, NE Ravenna Blvd, and NE 71st St. It is an extremely dangerous intersection for drivers, joggers, and parent's with small children.

Buildings along 99 between 72nd and 80th (or even further) are set too close to the road, with sidewalks that are too narrow. It would be nice to have something along this stretch similar to what has been done between 123rd and 127th on Lakecity Way NE.

parking enforcement is atrocious. people park at the very corners of streets making us have to move to the center of a street to see oncoming traffic - this makes it dangerous for drivers and people on bikes. Buses basically only go downtown and the transfers from there make a commute to work about an hour versus 15-20 minutes by car

Too many apartments and condos are being squeezed into the area. Parking is difficult- can't even park in front of my own house many times. Parks are being developed to accomodate sports organizations and quiet green space is not valued.

Our urban village needs to attract more businesses (such as a grocery store, a deli, more restaurants, etc)

Three home invasions within 3 blocks this year! No one seems to recall anything like that ever happening before. Also, the "6 monolith inward-facing homes on a single large lot" is an awful, slum-of-the-future zoning idea. One has been in the neighborhood for a couple of years now, and no one's ever met a single soul who lives there.

This seems to be related to increased usage.

I think the neighborhood could use a jolt of reality. Our streets are kind of a mess and parking is abundant. This should be a permitted parking area with the proceeds going towards improving pedestrian, bicycle and transit access while simultaneously getting the roads repaired.

More people should be encouraged to take public transportation.

Developers should be required to maintain properties under development so the property is not an eye-sore inviting graffiti.

I am hoping to get additional businesses and retail including a grocery store.

There seems to be a lot of crime lately (though less than in other neighborhoods) and I always read about people being scared to be out in the park at night.

Q2: What are you dissatisfied about?

The scale of new construction is very different from what was here 10 years ago, and of a different character. It has changed the ambiance of Green Lake village from established families and small businesses (primarily, we did suffer with Vita-milk) to high spending singles with no commitment to the 'hood. They will go elsewhere when they start families. Our Community Center is an embarrassment, but is highly used b/c of proximity to I-5 and the pool. The Bath House (and theater) on the west side of the Lake desperately needs upgrading. GLCC petitioned for upgrades to the Bath House to be included in the most recent pro-Parks levy, but did not get so much as a reply from the citizen committee that developed the legislation.

Transportation improvements must precede or occur concurrently with increases in population density and use of the area - such improvements have not taken place, so transportation issues are a real and increasing problem. Public transportation has not changed noticeably in the time we've lived in the area; nevertheless, options are pretty good. Safety has decrease with the growth and greater use of the area. The Community Center is in serious need of a major overhaul.

There are not enough transportation options from Greenlake, especially in the evenings. The express buses stop serving downtown at 6pm and then the only option is to take a 45-60 minute bus ride home.

The apartment and condo development is way overdone. The lower woodland park is no longer available to the average neighbor who is not a paying member of a soccer or ball club.

See previous comments on changes to neighborhood.

Housing in Green Lake seems less than "affordable" There are few options below the \$300,000.00 range.

The PCC is a convenience for us, but it also creates a large negative presence. See my previous comments regarding traffic impacts.

Safety and transportation are important issues. I would like to see a greater emphasis on pedestrian safety. I expect traffic to move fast on a main thoroughfare like Aurora, but more attention should be put on calming traffic on feeder streets such as Winona. i.e., make it more pedestrian friendly.

merging onto Winona from either Stone or 76th street (doesn't matter which direction you're trying to go) is becoming increasingly dangerous. people who live on this stretch of the lake have few options...

There has been an increase in crime. Recently there was a rape, an armed robbery and drug dealing. Used to never see more than car prowls.

Level of traffic on East Green Lake Dr N. and the conversion of Stroud Ave into an arterial by use of the left turn lane. This backs traffic up on the E Green Lake Dr. N at the Wallingford Light. City should rethink the traffic flow, also streets leading up to 80th have a hard time getting into the traffic flow as the traffic on 80th is so heavy, especially at peak traffic hours. Signals might be added to give more breaks.

transients are an increasing problem in our area, open drinking and drug use at the lake and in nearby alleys and yards are problems, parking is increasingly an issue, the 358 bus is constantly packed to standing room only and does not feel safe to ride, pedestrian and bike safety is a huge issue with more cars and more parked cars (reducing visibility)

Seems to be quite a few buildings that have stopped in the middle of building. Example - on Aurora across from Greenlake. Eye sore.

Housing is too expensive for many citizens. Increased cars & motorcycles on streets jeopardizes my safety in walking. Gregg's building addition is too big and too ugly.

See earlier comments. 1. Useful business space has been eliminated in favor of small boutique spaces that do not create jobs or provide real retail options for daily/weekly needs (grocery, restaurants, etc.) 2. Housing density has increased but the buildings have been terribly designed, poorly made cookie-cutter townhouses all around the lake- especially on the north end. There also appears to be no real plan to deal with all the needed access onto the major east-west arterials.

Businesses have left and there are too many empty storefronts in old and new buildings.

Ugly new condos/townhouses

Q2: What are you dissatisfied about?

We need a grocery store. Albertsons was a dump and I wouldn't shop there, but we heard rumors that the big hole in the ground on Woodlawn was going to be a store. New building by Spud is very, very ugly. I attended the UW and tried to go by bus. Dismal record for on time arrival.

Transportation needs work! Before more housing density changes are made, outside the Urban Village. No tract building or blocks of overcrowded multi-family homes. No more square 4 & 5 story eye-sores.

I would like to see more wheelchair/stroller friendly curbs in the neighborhood.

Parking limitations are troubling, as Seattle has reduced parking requirements in an effort to get people out of their cars. There is no light rail that comes directly to Green Lake. Also, with respect to the business district, I am dissatisfied that we have been without a grocery store for over three years.

see my first entry

I'm pleased that several of the businesses on Aurora have painted their buildings and are cleaning up the area. I'd like to see that continue. I'd love to see the light at 77th and Aurora be more responsive to pedestrians and cyclists (a wait of 1.5-3 minutes is really long when you're on foot). I'd also like to see a reduction in graffiti and car prowlers.

Per my previous comment, crime at both the park and in the neighborhood (break ins, gang fights) has increased significantly. There are not enough buses to the area. I am in Tangletown area and my only downtown option is the 16 local which takes over an hour with all the stops it makes on the way downtown.

Key intersections are at or near Level E or Level F, especially the five-way by Starbucks. What thinking is being done by the city to make that safer when it's designated as part of the Urban Village?

Sad to see an increase of garbage accumulating in Green Lake Park, especially drug needles around the stadium area (aqua barn). I wish the traffic could be prevented from diverting through the neighborhood surrounding 50th Street and 55th Street. Specifically, cars speed up 55th from Green Lake Way to Meridian to avoid the 50th Street and Green Lake Way intersection.

I am tired of the focus being against cars. Buses do not take people where they want to go except for work. In the 1960's there was a circular bus route to Ballard and the U-District that ran all day, and was very convenient for running errands. My older neighbors tell me it was so convenient they didn't need a second car. Buses today, even after all the zillions of dollars do not run routes that work for errands and shopping.

Overbuilt Greenlake town area. Condos block the light. Not an inviting area.

The new Circa apartments seem so out of place. I am grateful for the development of new, small businesses, but the apartments above are just so unsightly. Additionally, I love living in Green Lake, but the prices of condos, townhomes, or houses are too much for me to ever realistically live here as a property owner.

I would love to utilize public transportation more, but the Green Lake Park and Ride does not offer enough options. If the bus is full I end up waiting at least 30 minutes for the next one. This is just not possible for my work schedule. It seems that it might be better to drive north just to take a bus into the city. That just doesn't seem right. I should not have to drive away from my destination to take the bus.

There is a massive transient population living underneath I-5 which I know is not a secret. I have been verbally assaulted and harassed numerous times walking by myself and often don't feel safe running errands alone after dark.

That I am required to walk my dog around the lake with a leash on!

The library doesn't feel very extensive.

ugh, hate Circa, hate The Big Hole.

Very dissatisfied that there is no grocery store in the urban village of Greenlake. The two nearest grocery stores (Whole Foods and PCC) are prohibitively expensive, so I need to walk on terrible sidewalks to the Safeway in Roosevelt.

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

I am discouraged at the liveability of the entire City of Seattle. It is getting lower and lower all the time.

See previous comments. We envisioned a pedestrian friendly village with wide sidewalks, street cafes, and street greenery in a community centered on a beautiful public park that is used by people from all parts of Seattle and even beyond. We've gotten garish paint on the pedestals for I-5 and not much else, other than huge complexes of condominiums and apartments without any ameliorating amenities for the community.

Urban Village growth.
Exceeding housing density.
Green Lake park upgrades, Water quality.
Library upgrades.
Some traffic changes.

ball field and skate park improvements are fantastic, initial efforts and continued emphasis on pedestrian safety is good start, enhanced green spaces outside the park (Linden!) are great

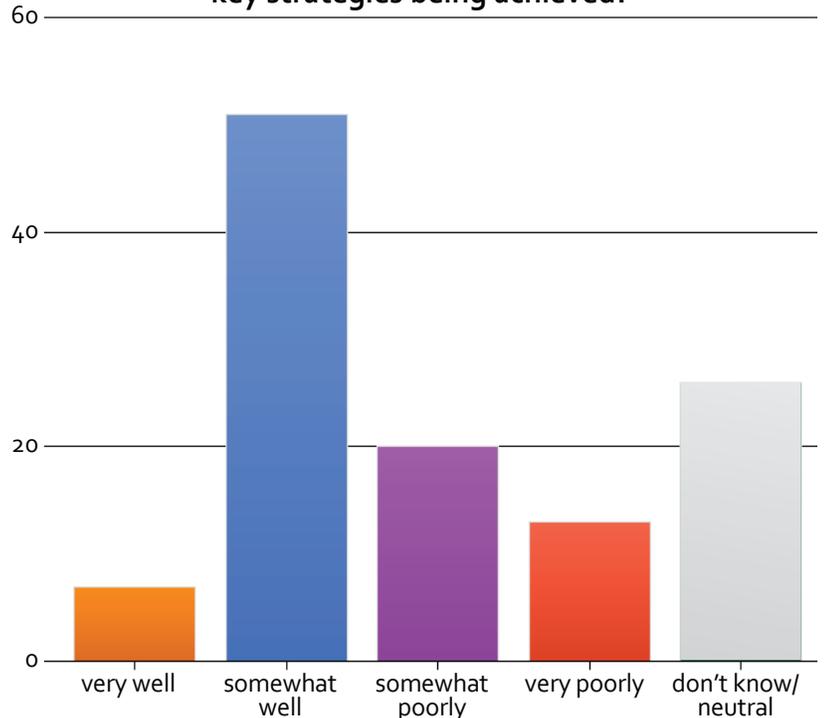
The new light on 64th gives oncoming traffic from 64th a green light at the same time that it gives pedestrians a walk signal, even though they're crossing the same street, which seems like a safety hazard and defeats the purpose of having a walk signal in the first place. There's a sign telling drivers to yield to pedestrians, but that's a poor mitigation. It would be better if they took turns (give walk signal only when button is pushed, and give green light afterward)

I feel that the infrastructure can not support the density that has been approved to be built.

Safety and park improvements are good. Transportation has room for improvement and more mixed retail space. Plus an improvement to the Aurora would be fantastic. I've heard theirs a project underway to improve between 67th & 95th (or so).

In particular, I think the mass transit visions could use additional attention, along with the traffic mitigation measures taken on N 55th and N 56th streets to and from Tangletown.

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



The effort to create the urban village is there, the buildings are there, but the businesses just aren't coming. The only business additions I've noticed are a yoga studio, a gelatto place, and a high end fitness center, none of which are very helpful in creating that ""urban village feel"". I'd love more restaurants and actual shops.

There could be more opportunities for working in the neighborhood. Most neighborhood jobs are service or retail oriented. Transportation mobility is very good but increased use creates some challenging pedestrian crossings for accessing the lake outside of the urban village area. Within the urban village area vehicles move slowly enough due to congestion to provide easy access but beyond the park/lake is somewhat isolated by green lake way. The intersection of green lake way and ravenna boulevard is also troubling and difficult to negotiate. Right of way is difficult to establish and follow. Perhaps a traffic signal or roundabout could alleviate some congestion and confusion.

Progress is being made, but it is still slight compared to the need. And the areas outlined in the plan would benefit from and updating as well as a a rethinking of priorities. I'm concerned that the plan does not anticipate future needs and trends in transportation and housing as well as it could.

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

Development, while out of scale, has been confined to the urban village. There have been a few improvements to pedestrian safety, but more are needed b/c so many people walk to the Park and the roads around the park are busy with cars, and there are many back-ups in the summer and at rush hour. We need gathering places for those who actually live here, small pocket parks are needed. The Community Center needs updating, as does the Bath House at West Lake.

There are too few useful businesses to be an urban village.

Still need to work on traffic/pedestrian safety and public transportation.

As described in the previous question.

I think they have done an excellent job in the Park/ Recreation department. I think they should consider the Safety portion more as well as Traffic.

Neighbors do not shovel the sidewalks making it difficult for other neighbors on foot or bike. Developers have been allowed to demolish an entire block more than two years ago, leaving a huge hole in the ground that is an eye sore, invites graffiti, and does not hold the developer accountable to the neighbors. Bike paths are not raised and garbage from cars, nails, screws, glass, and other debris collects in bike paths. The city does not clean the underpass sidewalks for neighbors on foot or on bikes.

Woodland Park has been trashed by a toxic combination of neglect and the power of special interest groups. Note that special interest groups (adult sports leagues, skateboarders, bmx, etc.) do nothing to support the park or the community and, therefore, do not support the neighborhood plan.

Biking is reasonably safe (compared to other areas of the city) EXCEPT for the extremely dangerous ""sharrow"" from 50th to 57th along four lane Greenlake Way. This same stretch of Greenlake Way is also now MORE dangerous than it was before because the marked crosswalks have been removed and drivers feel even more entitled to ignore pedestrians trying to cross to the MAJOR park in the neighborhood. there's less public transit - the #6 bus was eliminated

ambitions for housing unrealized because of economy; public transportation sufficient; traffic control insufficient; failure of city agencies to consult regarding changes in parking for cars and bikes.

Concentrating on fluffy feel good ideas at sacrifice of enabling infrastructure improvements.

I worked on the original plan and have been pleased to see so much of it implemented.

Street revisions for safety are helpful. Improvements in the play fields is wonderful. Housing density is not more affordable for many income levels.

Improvement of streets for safety. Improvement of playing fields.

Please, please, protect the remaining single-family zoning and ensure that there is a graduated height restriction that stairsteps toward I-5 reaching no more than six or seven stories tall. Higher than that, and the quality of the neighborhood will suffer with too much density.

See the comments above. The rezone of the Vita Milk property, an earlier anomaly and concession to expediency rather than planning, from Commercial 1 to Neighborhood Commercial a positive move, but the incremental development in lieu of the Lorig.Van der Pole big plan is not being held to the neighborhood plan vision and not even to LU Code development standards. Expediency and private interest continue to rule, at the cost of a larger vision for the public interest.

We were ignored two different times when we tried to mitigate traffic impacts to our block. I don't expect a different result this time. Hopefully you can surprise me!

The Trammel-Crow development was originally to be condo's which were supported by the community because they would be homeowners but now they are apartments. This is not what was intended in the urban village concept.

Haven't seen the design guidelines. I'm wondering about the brand new monster apartment complex that sits so close to the curb.

I love the dense Green Lake Residential Urban Village concept and what has been built so far. Changes to 50th street traffic flow and Stone Way seem to be an improvement. More needs to be done to take cars off residential streets as no child can ride bicycles around the Green Lake area, except on the very few no-car areas.

We lack reliable and frequent transit.

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

As noted, much of the new construction intended toward higher density has been unattractive and poorly done. The retail hasn't kept up, and traffic/parking are challenging.

1. Conserve places, buildings, character and qualities that make GL a memorable community. In my opinion, the only thing that is working is the park.
2. Improve ecological awareness & health. A+ Cudos to Friends of Green Lake. Green Lake community council gets absolutely no credit for this.
3. Develop residential urban village. not yet realized, I question whether we will have enough mix of high and low rents for a vibrant retail area.
4. Significantly improve transit. I believe it is the same now as in the early 90s when I moved to the neighborhood. I lived on the east side of the lake for 7 years and NW side for 12. In my experience, transit is the same now as it was back then. Metro on Aurora is supposed to run every 10 min. haven't seen that yet... Transit from 65th P&R is good.
5. Make walking/biking safer. This is better, thank goodness, due to significant increase in traffic.
6. Provide moderate income affordable housing and provide social services that build a stronger community. The only 'affordable' housing that I am aware of are in all of the older small apartment buildings around the retail core. Surely when property prices return, most will go away to new market price apartments/condos. Do we have social services?

Increased congestion of the area with very little thought to how all of the new traffic was to be managed. Focused all the energies and resources into one already congested area while leaving other areas completely empty of development, therefore compounding congestion in a very areas.

The park, business area, and community feel are better but the crime and transportation not so much. As to the community feel, this is the first neighborhood in Seattle I have lived in where my neighbors actually say hello to me! My previous residences were Queen Anne and Fremont.

Work appears to be happening on the athletic fields and other major areas in the plan.

lack of funding

In terms of green space, environmentally harmonious development, and pedestrian safety, we actually seem to be going in the wrong direction.

Question 3: Please describe the priorities for your neighborhood.

As Seattle, and Green Lake, become more populous, more of us are walking. Again, the pedestrian friendly environment we envisioned, with structures that are interesting and human-scale has not happened. The best example of what was wanted is the small business complex at the north end of the Lake, west of Wallingford Ave....an medium size building with a common area for outside dining, many street-level windows, wide sidewalks, street trees. This was all constructed about 15 years ago.

No changes in Transportation.
 Library needs air-conditioning.
 Rec-center needs new facilities.
 New design of Multi-Family homes with less lot coverage.

This is still a great location for increased density, excellent transportation, and outstanding neighborhood amenities.

whose priority does the question refer to?

The recession has affected the growth of the community.

All good and still relevant priorities.

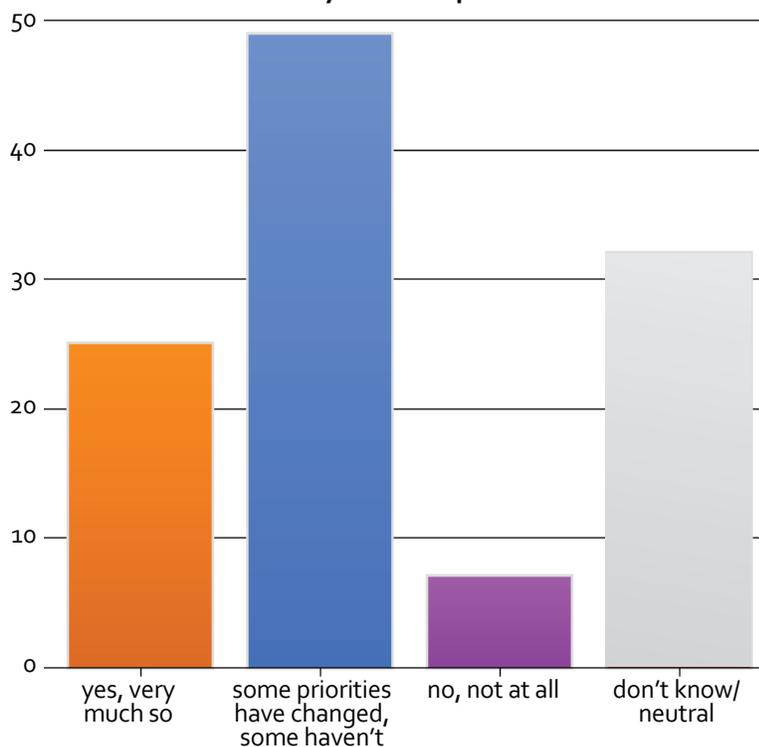
Part of the reason we chose to live at Green Lake is easy access into the city. Please help to make this a reality.

I think transportation needs to be a more important priority as the density increases. I like taking the bus and helping the environment, but they are so packed and the non-express busses take so long, that its not always the most appealing. Also, the urban village could really use a good grocery store. Its great to have a more ""urban"" area but if people can't get basic necessities like groceries, they still need to go elsewhere.

I like the vision, but I'm concerned that the key strategies don't get to that vision either because they do not include much detail on what will happen on the ground to, for example, increase bicycle safety or reduce dependence on cars. In my neighborhood, the greatest single concern seems to be pedestrian (in in particular, children) safety.

The new housing is small units in large buildings, not family friendly. We need amenities that develop connections among people who live here, such as pea patches and pocket parks. There are no new facilities for community gatherings, we still depend upon the library and the Hearthstone. We no longer have a full-service grocery store, which is greatly missed.

Are they still the priorities?



Housing price targets are way off.

I would hope these issues are a priority, especially for the Urban Village area where the focus should be on cleaning up the sidewalks and bike paths, and making the area accessible for what Greenlake is all about - health, fitness, and family fun.

green spaces, transportation, mobility and safety, and community

I expected most development to be focused in the urban village. Now it looks like virtually any lot can be subdivided or redeveloped. Need to clarify what the land use requirements are...especially in SF residential areas outside the urban village.

Well, they are a priority for me, but not for the city.

Will be nice when the big open hole on the old Vita Milk site is built in, but I understand how economic strains can alter plans.

Q3: What are your neighborhood's priorities?

I want our neighborhood to remain primarily single family with real open space- meaning green parks not sports fields with the glaring lights and astro turf. City residents need respite from concrete and lights.

There have been several break-ins and other crimes (rape on 56th Street, home break in on Meridian 5400 block, increase in car thefts, especially around the Tangletown area). What can be done to improve safety in these areas? What can be done to improve the 50th St and Green Lake Way/Stone Way intersection to prevent cars from running through residential streets. For my work, I walk to the Post Office daily from the Tangletown area and the speed of many motorists is unsafe, especially since I see most using cell phones (still).

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

Parking. Parking. Parking.

Trolleys on wheels that run the original trolley and rail line routes.

Maintaining the unique character of each neighborhood instead of trying to make rules that apply to all. Helping neighborhoods achieve what they ask for.

Increasing diversity in the neighborhood.

Improving existing infrastructure

SMOOTHING THE TRAFFIC FLOW ALSO THE CITY SHOULD FIND WAYS TO PROVIDE MORE PARKING FOR THE PARK USERS. TREMENDOUS IMPACT ON THE NEIGHBORHOOD STREETS

Transportation, traffic control.

Go green and carbon negative by upgrading and retrofitting single family homes.

public amenities

reducing all types of crime in the neighborhood

transportation for the residents and parking for the outsiders coming in to the parks, so the neighborhoods aren't impassable.

traffic and safety

bikes and pedestrians

parking and public transportation
expanding resources such as library and community center

safety and crime prevention/response

Natural, green, open (not paved or sports-team-only) space. Easy to lose, almost impossible to get back.

providing safer bike lanes that are totally separate from the road to connect with the burke gillman.

Safety and park maintenance.

Transportation mobility, traffic survey data, parking. It would seem prudent to understand how the neighborhood deals with the massive inflow of vehicles accessing the park during good weather/summer.

Transportation and improvements to Aurora.

Affordable housing, local business in walking/riding/ busing distance, transit access, pedestrian and bicycle improvements.

Business and housing development; transportation options

Public transportation seats per person. Number of busses in the area. Numbers/types of business establishments. Crime data if safety is going to be a focus. Income/ household data.

Decreasing the barrier that is formed by 99. Improving the walking experience along and across 99.

Pedestrian safety, i.e., making the area pedestrian friendly

Encouraging use of bicycles and walking.

Environmental improvements to deal with water pollution and the health of Green Lake

pedestrian and bicyclist safety, efficient transportation to downtown, and other immediate neighborhoods

Developing a sense of community. The map shows Green Lake extending west of Aurora, but these people go to Phinney Ridge. Aurora Ave is not claimed by any neighborhood. How do we make Aurora more pleasant and still maintain traffic flow? How do we accommodate all the rehab facilities on Aurora and maintain community safety?

Improving our dismal public transportation system, and recognizing that the private automobile is still a needed part of the lives of 84% of Seattle citizens.

parks and recreation

Transportation mobility and safety; crime prevention; completion of projects pending in the Urban Village; additional parking around Woodland park

Moving people off on street parking and their cars and into public transit.

An E/W "mosquito fleet"??

Not sure

Reducing congestion; parking problems and safety.

Safety (homeless, abandoned vehicles, break ins)

Q4: Status reports should focus more on...

housing affordability

Design of new buildings, incentives for reducing auto trips in/out of East Green Lake

Moving the Urban Village toward a car free area and focusing on foot and bike traffic.

Individuals and families and their health and safety.

Making Aurora Ave more friendly for the neighbourhood. Removing overhead power lines.

Closing off more side streets to drivers avoiding traffic and making streets safer and more user friendly (e.g. more chicanes like on 77th St)

substance

more attracting affordable grocery/shopping businesses; more focus on steps taken to curb theft and vandalism.

System wide effects of myopic local feel good acts.

mixed housing and more affordable housing.

What is likely to be allowed in the future in terms of redevelopment?

What about infrastructure improvements? What road, sewer, etc. upgrades are planned (an asset mgmt. element).

Efficient bus lines

Encourage family and low cost housing opportunities

bicycle trails and better road markings. Even along Ravenna Blvd. cars enter the bicycle lane because it's poorly marked. The intersections near the lake are typically not marked by crosswalks making it difficult to get cars to stop when people try to access the park. This is a pedestrian heavy neighborhood but not enough has been done to make the connections into and out of the area safe for riders and walkers and joggers of all ages.

Open space for habitat. Transportation so that less people need to park close to the lake

requiring new developments to include enough parking for its occupants. The streets cannot handle any additional cars and there currently are not satisfactory means of public transportation to cause residents to move away from using cars.

The quality of the neighborhood for everyone. Parking on the resident streets. The quantity of the \$\$ units does not make a better neighborhood. The impact of high density buildings on narrow streets.

real sub-area planning within the broader neighborhood and not just within the boundaries of the urban village. Policies that direct development patterns. PUBLIC transportation planning. Work force housing.

relating what has been accomplished and what still needs to be done to the plan, which presumably is being used as the guideline. In other words, a status report should include accomplishments and failures in view of the plan.

transportation

Neighborhood Input

Protecting neighborhood residents from traffic impacts from non-residents

density and the impact on quality of life

overpass on 99 aurora instead of crosswalk around 69th (around there & aurora)

protecting single family residences, safety, peaceful living environment

transportation and safety

What neighbors want in the local area.

Improving the process for developers to do business more easily and quickly.

development patterns, housing affordability

Parks, open spaces, transportation, limiting population and congestion

Bicycles and walking, green open spaces.

Completing projects which have been started- the Vitamilk site is a big hole in the ground. The new building located at the Albertson's site is empty. Work on Strategy D. The only way I got to know my neighbors was by fighting a development in the neighborhood. I don't see the connections described in that strategy.

Q4: Status reports should focus more on...

Public Transit and traffic

Quality development.

green spaces. less development of parks night lighting regulated,

transportation and parking

Input from neighbors who actually live in the neighborhood and not pander to special interest groups who have a project that will pad someone's resume.

Transportation, building in the area.

Traffic control

Safety and sanitation

How people move around town: while it's great to bike or take a bus, having little parking discourages us from going to dinner in Belltown, forexample. Planting more street trees and trees at residences. Also, can we get rid of used car lots on Aurora?

Crime and how it is being resolved.

Green open space; boulevards and medians on Green Lake Way with turnouts. Longer library hours, beautifying the ugly Aurora strip.

Safety

ensuring vibrant street retail, both in the neighborhoods and along Aurora.

Pedestrian-friendly transportation, fostering sense of community

Aurora corridor

->building design standards
->non moterized transit - especialy easy walking/biking access to the lake
->walkable ""real"" retail

housing affordability, schools

increasing park space and transportation to and from the park.

Safety and traffic. Also, the big gaping holes left by construction projects that have not gone as planned - Whole Foods, QFC, etc.

public transportation

We need to continue to support volunteer organizations efforts to create and support community (GLCC, Friends of Green Lake, Sustainable Green Lake, etc)

remove the drugs and weapons from homes near aurora

Environmental stewardship of Lower Woodland Park.

Developer accountability to the community.

Ensuring that developers aren't allowed to leave huge gaping holes in a community for an indefinite period of time.

Traffic-calming measures for the four-lane speedway that is Green Lake Way N. adjacent to Lower Woodland Park.

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

Cramming as many housing units as possible yet restricting parking.

Affordable housing, everywhere. Green Lake is a desirable location, which makes even small housing units desirable and, therefore expensive. Our house has an 800 sq ft footprint and a lot of less than 4000 sq ft (unless we count half the alley, then we get to 4000). I think the last assessment was about \$800,000. Not everyone who wants to live here can afford to live here, and those of us who do have made sacrifices to afford this location. If the area becomes too densely populated, those of us with the ability to make choices will move to Edmonds or Kirkland. When at Marymoor Park (at 5:30 am for birding), I don't see any drunks or homeless camps. Why is Seattle a magnet for these problems? I think its because we feel guilty and try to provide for everyone who is unable to care for themselves.

Development (new buildings). Let's fill what we have first!

Developing Multi-family units with maximum lot coverage! A better option would be Du-plex & tri-plex outside the Urban Village.

increasing density

housing affordability

Trying to "force" community. If you make being outside more pleasant than staying inside watching TV, it will happen on its own.

Increasing the density.

NIMBY bullshit

Recreational activities

The poverty data was not presented in an easily understandable fashion. The housing price data seems skewed. Information about condos and townhouses should be included but broken out from single family homes.

The focus on transportation should carefully consider a more ideal future: fewer cars, more public transportation, an approach to global warming that is both sensible and bold, etc. I'm concerned that the present efforts do not look far enough into the future.

Affordable housing. We are overbuilt and still the housing is not affordable...just empty. These large buildings will be a blight in future years. The small houses that are being replaced are ideal for couples and small families who want to be close to the city.

Efforts to make the parking problem worse.

growth

Additional open space

Increase of density

Not sure

Increasing the housing stock.

Business

fluff and rhetoric.

the plans are full of nice sounding things like "green space" and "transportation mobility" but we all know that the devil is in the details. I'd really like to see less fluff and more substance.

less focus on new condos/apartments...plenty of houses are being rented out in this neighborhood

Affordable housing - you have to pay to live in a nice place, so as to not drag down the neighborhood.

big apartment and condo complexes.

Less focus on increased density until there is better east-west transportation.

The large amount of people put in a small space. The natural light should be an important consideration when giving permits for tall buildings which will block the light for surrounding residents and people on the street.

Tooting the City's horn.

high end housing and trendy stores

development, creating density in housing

Top down planning from the city and its departments that goes against what most human beings call livable. Quit listening to these little advocacy groups and start listening to the people who live in the local area.

Q4: Status reports should focus less on...

keeping greenlake clean and keeping traffic on the main arterioles and not down residential streets.

Building more darn condos and townhouses!

Changing Green Lake Park. Not all changes are progress. Creating community.

Developing more sports use in the park. Such is the case of the skateboard park now in Lower Woodland.

Density for density's sake.

development of condos and apartments

Pet projects of city officials.

The development of Green spaces

Approving more residential construction in Green Lake area

The current Mercer re-do. The stinking 2 lane tunnel to replace 4 lanes on 99

""affordable housing"" , organized recreation

Density; It destroys what is left of what used to be a nice neighborhood

nothing I can think of

Increasing density

This is tough. I don't know what to drop. Can safety be higher priority than it currently appears?

Worrying about new development.

affordable housing for low income families - why do these families have satellite plasma screen tv's and fancy cars and I don't own a tv and I take the bus and pay A LOT of taxes.

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

Too much money spent against what people actually want.

For Green Lake, the park is the heart of the neighborhood, so the Parks Dept plays a very big role in what happens to our community. They own the Bath House (theater and bath house) and community center, two community amenities in great need of upgrading. Instead we get many additional tennis courts. They also own the iconic street, Ravenna Blvd. Similarly, we now have a large vacant school in our neighborhood. The School and Parks Departments, in addition to DPD, need to consider the neighborhood plans and work to maintain the character of each neighborhood.

It didn't talk much nearly enough about the plans to improve public transportation as density increases.

I think the report is fairly complete, but because it is a general direction, I am concerned that it is a bit tepid in light of the important (and in some cases, drastic) changes that are needed.

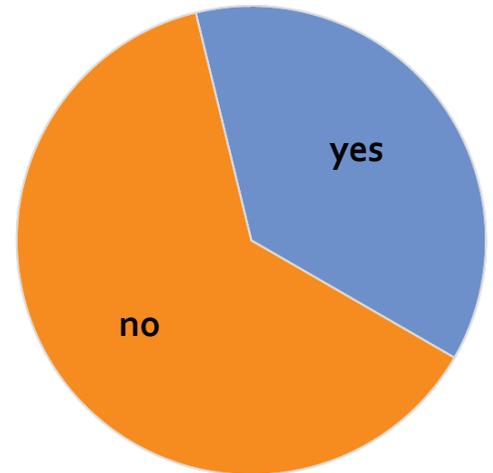
The major gap I see is providing clear guidelines for future builders of homes and businesses to maintain the historical character of the Green Lake neighborhood.

Green Lake's report says nothing of the impact of the Park in the middle of the neighborhood. It has several affects, 1. Geographically, it fractures the neighborhood into small segments that have little or no contact with each other. 2. It overwhelms the neighborhood with outsiders who come to enjoy the park, again diluting the sense of community. 3. It increases property values, so that even small housing units are relatively expensive b/c of good access to downtown and proximity to the Park. (Flooding us with small housing units has not increased affordability.) 4. We are viewed as a neighborhood that doesn't need help, b/c of the lovely Park, so we don't have an environmental learning center (you have to pay to go to the zoo), we have a very old and decrepit Community Center. Instead of improving the Community Center, we get new ballfields and tennis courts, which are primarily used by leagues and not the neighborhood.

Crime prevention

We should eliminate "through traffic", i.e., NE 71st St. as a major conduit from NE Seattle to I-5 and Aurora Ave. N. and return.

I want to see the Seattle Urban Villages incorporate car free zones for bike transportation. There are plenty of streets in the city. Some streets should be designated as bike only, separating the car/bus traffic from bike traffic.



the south end of the "Green Lake" neighborhood seems to have been completely neglected in "community investment" part of the status report except for the Mariners All-Stars field which is a travesty. How can a fenced and locked field used only by out-of-area league players be considered an enhancement to a neighborhood?

Attention should be given to solving problem of homeless living under I-5.

Think regionally - not as though Seattle was a little island of perfection not to be invaded.

Maintenance of existing assets... infrastructure. They impact neighborhoods but aren't integrated.

Include new requirements for tree protection, etc. that contribute to neighborhoods.

Work towards integration with sustainable bldg./green ordinances in terms of planning.

Crime statistics

The demographis based on census reports and other data bases are not refined enough to sub areas for critical analyses and careful planning to address anomolies and potentialities.

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

As noted above, the draft status report provides the plan and the accomplishments. A good status report must also identify current deficiencies in view of the plan. After all, it is a status report, using the plan as the starting point, and thus should include both positives and negatives.

getting the neighborhood accross 99 safely and also 73rd & linden speeding cars and parked cars.

does not discuss safety issues, protecting single family neighborhoods

They don't have much to do with the present reality in some city neighborhoods. Too much focus on infrastructure and goofy projects and not enough focus on what really makes a place livable. Amenities for a few are often disamenities for the many.

Traffic outside of the denser Urban Village has not been addressed. There is talk of better public transportation, but the reality is that car traffic continues to grow and it just isn't safe for anyone under 12 or so years to ride a bike in the neighborhood. There are 21 children under the age of 10 on our one little block here in Green Lake. Our biggest safety issue is the car traffic, which causes us to create more car traffic by always driving our kids around. Even for adults, it simply is not a walking friendly or bike friendly place, unless you drive down to the park around Green Lake.

Unknown. There is no current Green Lake community forum that solicits questions/ideas from the neighborhood community. I don't mean this as disrespect to the GL Community Council, but comes from my experience with the organization. I served 2 years as the secretary of this organization. Whenever I asked about the plan or whether we should bring it up to community members to see if they would like to comment on it's relevance, I was told the city didn't want us to make any changes or comment on it at all, even if it may be irrelevant. I didn't and still don't believe it, and thank you for proving my point. I GREATLY appreciate this opportunity to give an opinion direct to the neighborhood council. In my opinion, GLCC is a great group for disseminating information to those who attend the meetings, but not one whose leadership is interested in a greater vision for our neighborhood. Too small a percentage of residents attend their meetings because of this format, unfortunately.

Green Lake does not have an abundance of parking or green parks. Aurora is scary and ugly near Green Lake.

I was surprised that Aurora wasn't mentioned by itself. There are different problems along Aurora, but we should work on them. I'm thinking of street beautification mainly. It needs to be a ""length of Aurora"" solution, though, so maybe this plan isn't the best tool.

Needs general ""refresh"" of data and info

There needs to be more on Safety. Can we have a better neighborhood watch program? Can we increase police beat walking to include the aqua barn stadium at the SE end of Green Lake?

Overdevelopment of Lower Woodland Park
The actual loss in recent years of two key pedestrian crosswalks on Green Lake Way N. along Lower Woodland Park
What has been done to ensure a ""first class public transportation"" system as outlined in the strategies? There seems to be no mention of progress against this goal.