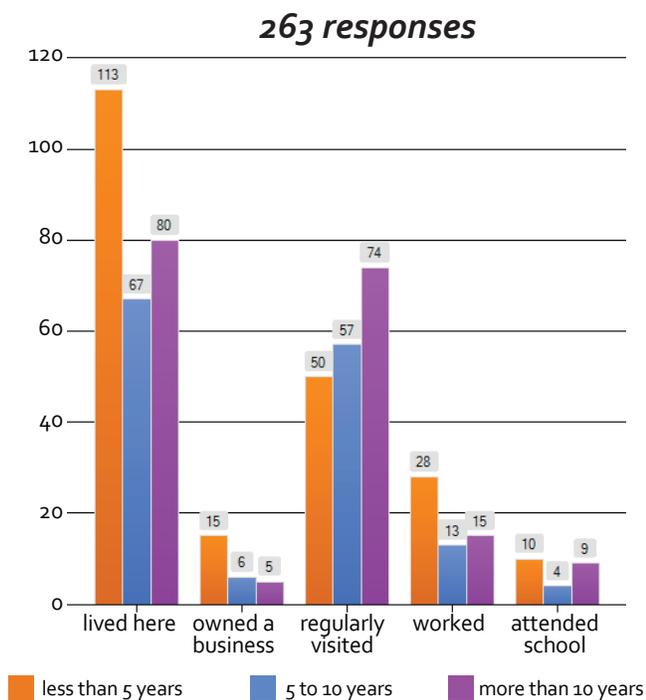
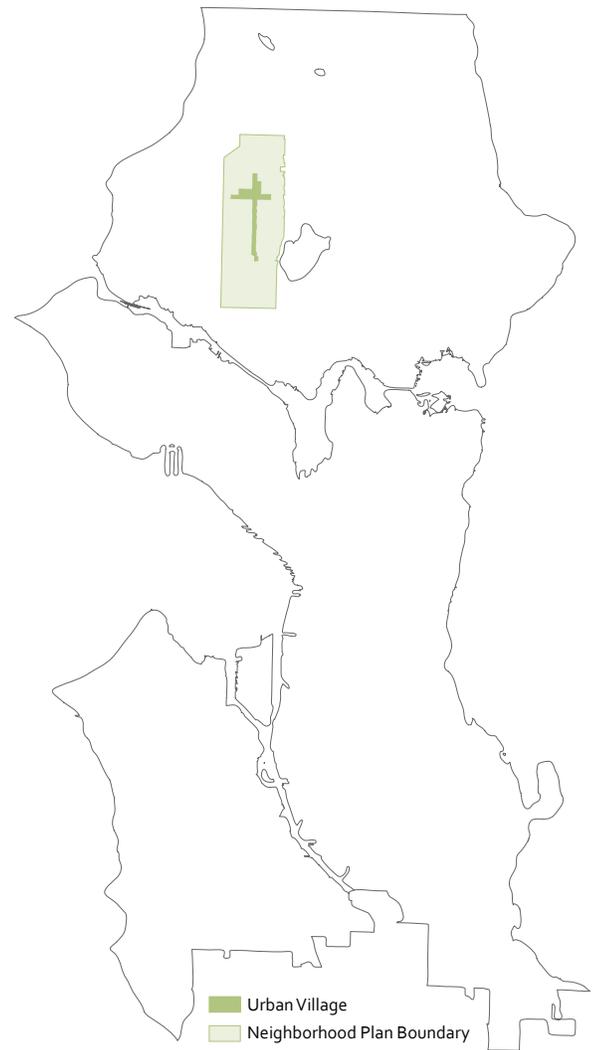


Status Check

Transcript of Greenwood/Phinney Ridge Questionnaire Responses

The Greenwood / Phinney Ridge Neighborhood Plan was adopted in 1999 and includes the Greenwood/Phinney Ridge 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.

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

More single-family homes have been renovated
walkability has improved, but more is needed

First I saw less vandalism and unsavory business. Now it's making a comeback. I guess that's the economy. Glad to see some new businesses moving in, but they aren't very diverse (more coffee and greek food??). Sad to see so many places go under.

it's getting better.

More dense; more vehicle traffic; 2nd Park added;
working more closely with Police re: lawless neighbors

More sidewalks, the parks and playgrounds are nicer. There are more people and the demographics of the area has changed with the contrast between the upper-middle class and working poor becoming more striking as you peruse the neighborhood.

sporadic home improvements (ie gentrification) but overall area is a mix of rentals, single family owned homes and small business.

Reduced number of affordable single family homes
Increased emphasis on visitors from outside the region (to the WPZ) Increased number of family friendly businesses (to my immediate neighborhood) Increased number of young families. Increased number of motor vehicles.

There have been haphazard improvements funded primarily through bond measures and grants. During the '90's when Seattleites felt rich, we threw a lot of money at improvements in a way we will not see again for many decades. In some cases these bond measures chose projects that were in the neighborhood plan, but in many cases they did not. The city's comp plan policy to focus investment within urban villages was ignored entirely, since the political committees developing the bond measures were more focused on amenities for existing residents in single family neighborhoods. Unfortunately, the neighborhood plans have not had an effect on mainstream city funding in any significant way.

Houses have been replaced with condos and townhomes, the library has been rebuilt, a monthly artwalk added and Aurora drug dealers and prostitutes cleaned up.

We have seen quite a few new housing units built since we moved to Greenwood.

There have been some improvements along Aurora and in the Greenwood area, and these areas seem more lively, with more foot traffic, shops, restaurants, etc.

More townhomes being built creating less parking and more street congestion. More playfields have been upgraded. Some parks have received no maintenance.

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

More interesting businesses/restaurants around Greenwood & 85th. Many more youngish couples with kids moving in.

Greenwood continues to grow daily. New apartments, condo's and sidewalks are nice to see. The parks are awesome. The policing of Greenwood leaves a lot to be desired. We have a lot of petty crime and tagging. We have a few problem bars that serve a lot of alcohol to people that drink all day. It is very sad. Other than that greenwood is looking up.

New businesses have moved to 65th Street between 8th and 3rd Avenues.

Significant increase in townhouses being built in the middle of single family home blocks or areas (bad). Some redevelopment of main urban corridor, including condo/business combinations (good).

I've only been here for the past five years this October. I've noticed more trees, more young families and new businesses that the community supports. The addition of the Greenwood park has been fantastic. There is still significant amount of crime and graffiti that occurs within the neighborhood. Drug deals and prostitution that comes from the Aurora area.

Q1: How has your neighborhood changed?

Much more traffic congestion. I avoid 85th and Greenwood at all costs, as do many others. The result is a lot of cars going through the smaller streets. The upgrades to and new parks has been great as are the new businesses along Phinney and Greenwood avenues. I like the idea of multi-family housing along bus lines, but it seems all the new residents use their cars instead.

It has gotten denser along the main road, Greenwood/Phinney. Some smaller homes have been torn down and rebuilt with mansion size homes. Many (four) large trees (50 ft or more) have been taken down on my block alone in six years. There seems to be turnover from older people to many families and some single young professionals moving in.

Definitely more density with resulting increasing traffic and congestion. There has been some improvement in sidewalks, but not enough to keep up with the other increases. There are more traffic circles, which I guess calms car speed some, but they also serve to put cars directly in the paths of pedestrians in the many areas where there are no sidewalks. I think they actually make the streets more dangerous for pedestrians, because drivers try to squeeze around them when pedestrians are crossing intersections. Greenwood Park is a wonderful addition, and there are lots more restaurants and other businesses within walking distance.

Many more businesses and retail ventures have opened their doors. There has been a marked improvement in the involvement and interest of residents in the community.

In the past five years we seen some positive development in the neighborhood. Several more desirable businesses have moved in, especially nicer bars and restaurants which I think is key to a vibrant neighborhood. We've also seen lots of growth in terms of single family residences mowed down for multiples. Im not opposed to the growth but we need to do some PLANNING as to how all of these new residents get to and move through the space. The traffic on 85th is becoming ridiculous to the point that I dont drive on it, which means I do drive alternate routes like 80th that arent well designed for heavy traffic either.

The main street area has improved with new restaurants, bars, walk ways, apartment complexes, etc. More townhomes are being added in place of older homes and businesses.

Greenwood Park (great), some sidewalk installation (more please), Farmer's market (great), high-cost condo development near zoo (ugh), poorly designed condo/neighborhood development (Maison), downtown retail core looks better, more people on the street, seems like more families.

There's definitely been an increase in multi-unit housing such as townhouses and condos, more shops and restaurants, and the destruction of old buildings that had flavor (would be nice if some of these could be retained and incorporated into the development). The addition of the Linden Orchard park/pea patch has been great. The Phinney farmers' market has been an excellent addition as well. Art walk is nice too.

The area in which I reside is rather nice. The major intersections have proper traffic lights, and the #5 bus makes frequent stops along the main road (Greenwood Ave). Since moving here in 2007, my neighborhood's sidewalks have been fitted with accessibility ramps, and some major cracks in the road have been repaired.

We seem to have more crime -- theft, vandalism, assault, arson -- as well as more community awareness and interest. A lot of old homes and apartments have been replaced with townhomes.

None - I live in yhe part of greenwood North of 85th that the City seems in forgetabout

The neighborhood seems a lot more walking friendly since I last lived here in 2001. The parks feel safer. I am surprised there are still no sidewalks north of 85th street, though. That would be a huge improvement to the neighborhood for walkability and safety.

a higher volume of traffic, more community events

I've noticed sidewalks going in near the Boys and Girls club and also along Greenwood Ave N of 105th. There is also a new apartment building with a pedestrian plaza behind the Blockbuster/Bartells

Urban center has expanded

There are more condos and less small businesses.

The new Pipers Creek development is really nice. Other than that there seems to have been little change in the ~4 years we've lived in Greenwood.

Q1: How has your neighborhood changed?

It seems like there are far more condos being built (and repaired and repaired and repaired) in the last 10 years. (Scaffolding and Tyvek are regular scenes in this neighborhood), as are repairs to sidewalks and planting strips. Far more attempts at upscale food establishments like at least 2 brewpubs and a "bistro" as well as an amazing number of espresso places all in the last 10 years.

Seems to be an uptick in property crime, most recently arsons. Many business closing, but in the main business are of Greenwood better businesses opening up. (Better being yoga studios, coffee shops, restaurants -- things other than check cashing business, nail salons and walgreens.)

The businesses are more diverse. Kens' Market caters to neighborhood. Santoror's books is one of the family. The PNA: Farmers Market and Pocket Park are great. New library is awesome. Recently more crime. Do not feel it is safe to walk around the neighborhood by my self after dark. More traffic. Hard to get up Greenwood Ave in during 'rush hour'. Too bad the trees lining Greenwood had to be butchered for safety-sake. I miss having the Christmas sing along at Greenwood Hardware. It seems too commercial now. Before it was more neighbor focused.

more graffiti (noticeable mostly on the murals in the tunnel where 57th goes underneath phinney to the zoo's north parking lot); more traffic (especially fast traffic going up and down our street on nw 56th between 3rd ave nw & greenwood); more businesses (this last point is a positive - love that local independent businesses are opening up, and hope that they all thrive.)

Phinney Avenue and Greenwood Avenue were paved a couple years ago, which was really nice. Unfortunately, with all the new condo buildings going up, many holes have been dug for utilities and patched and now it's all bumpy. More condos and town homes, some are nice additions to the neighborhood, like "The Fini" and some are not so nice. Seems to be fewer retail stores and more service oriented businesses. Definitely more criminal activity...burglary, robbery, arson.

Big increase in condominium/apartment buildings; Small increase in car traffic Many businesses along Greenwood have closed; Many of those have been replaced by new businesses, others not.

The only change I have noticed is the growth in townhomes (which has led to a few more sidewalks) and corollary lack of street parking/increase in sidestreet congestion.

Additional Parks have added to the enjoyment of the neighborhood and several new businesses along the phinney-greenwood commercial corridor have contributed to the vitality of the neighborhood. Additional commercial development of small and local business is needed along this corridor to increase the commercial and retail draw of the area and secure the viability of existing and future businesses.

I've only lived here a little over a year, but I think it's definitely changed for the better. When I first moved here I think generally the graffiti was worse. It's still a problem but not quite so prevalent, especially in Greenwood Park. I notice there have been a few more sidewalks put in lately which is very nice.

More apartments and condos have been built along Phinney and Greenwood, more restaurants and bars have opened, more homeless living in vehicles have started parking on Phinney Ave.

Very little. More young people, a few more condos.

Downtown Greenwood seems to have more businesses geared towards social activities: restaurants, bars and coffee shops. There seems to be more bustle in the downtown area, which is nice. The walkability is about the same. I live north in Greenwood which is very unwalkable. No sidewalks for blocks and blocks around where I live. Aggressive drivers don't help either.

-New construction (like Piper Village and the condos on 85th near 3rd Ave). -Sunken area a few blocks west of Safeway. -Spiffy new library -addition of Greenwood Park, Pocket Park

More advancement is needed in upgrading sidewalks on Greenwood Avenue North. Handicap accessibility is needed for the elderly and disabled.

More apartments more community events some sidewalk ramps and improvements

I've seen a few new businesses and a few new parks, but that's about it. It seems that crime has gotten worse over the last couple of years, and there are numerous vacant buildings and businesses.

Q1: How has your neighborhood changed?

Gentrification - retirees moving out, young couples/families moving in and upgrading old bungalows. Young families - big increase in families with children under 7 (including us) Clean-up- less crime, cleaner neighborhood, fewer 'junk cars' and unkempt lawns

much more developed, expensive, plan seems not relevant, never really used by city or developers

I've noticed new and updated parks. I've noticed new community programs such as the art walk.

Trees have been planted along the roads by the city.

Many new commercial stores opened on Greenwood Ave and Phinney Ave in 2007 but this year there are many for lease signs along that corridor. More condominiums have also been constructed.

More street signs, also more traffic.

I have seen some improvements to the neighborhood south of 87th. North of 85th is still in need of improvements especially sidewalks.

Traffic is heavier. Population density is increased. Probably not in that order.

Many more multiple housing units. More traffic. More potholes in roads. Better library! Great restaurants and shops. More walkable. Less police presence/service.

I haven't really seen any major changes besides more townhomes being constructed among the old homes.

A new walkable apartment complex/shopping area has opened.

The area has become much more dense with many townhouses and condos placed in the region. I feel that the businesses have become more diverse and popular in the last few years. Younger people and younger families with children are more prevalent also. The addition of Greenwood Park was very timely, we needed green space for people to enjoy, with homes built closer together and places with no yards. We are SLOWLY adding sidewalks, which would also be important, with the expectation that people will walk to more of their activities. The sidewalks NEED to be built at a faster pace to accommodate the density.

Phinney Ridge was full of funky shops and affordable houses when I moved there in 1995. Now the businesses are more upscale, property values have gone way up, a lot more young families live there and it is perceived as a very desirable neighborhood.

A lot more new condos and construction! Many new businesses, with old ones closed down.

Become less affordable.

more crime...more BLATANT crime. Developers continue to do as they wish, even though they LISTEN to what neighbors would like to see. (Fred Meyer fiasco in waiting...). Traffic issues not yet addressed (try to cross greenwood from 73rd to 80th during rush hour...so people drive through neighborhood to avoid waiting at lights).

I can only really comment on the portion of the neighborhood that is south of about 90th Street, as that is where I live, shop, and am most aware of what has changed over time. In general, though, it seems like the urban village along Greenwood Ave is becoming more vibrant thanks to new mixed use development that has brought new businesses and residents into the area. I think the neighborhood has become a more attractive and interesting place to live over the past 10 years.

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

Some curbs have been modified to allow wheelchair access. Otherwise, I have not seen change

Quantity of automobile traffic has increased, and police enforcement seems to have diminished. Speeding, illegal parking, and aggressive driving all increased. Some particular intersections and routes, which were adequate 25-30 years ago, are now inadequate and unsafe. Perhaps a symptom of a successful development of neighborhood plan, greater desirability to live, play, and work in this neighborhood, more visitors. Not allowing success to spoil a great neighborhood is challenging.

more safety concerns, more graffiti, gang activity, noise, traffic, congestion

Q1: How has your neighborhood changed?

neighborhood is denser (more town homes) retail core lost antique shops, is now more coffee shops and restaurants more and more graffiti in public spaces and on private property more prostitution spilling into neighborhood from aurora. more drug dealers/users spilling into neighborhood from aurora.

increased density is primary change. Businesses and condo developments have thrived. New park, new library, and more diverse population of people.

Things are progressively getting better.

More parks (good). More condos (density ok), associated with a fair amount of empty storefronts (bad). More, faster, traffic down Greenwood Ave (bad).

There are more condominium and townhouse being build in the area. There seem to be higher crime rate lately. There is a blog being set up for the neighborhood which helps bound the community together. There are more high end retail stores opening in the area. The new Greenwood library is a good asset to the community. The farmer's market at the Phinney Ridge Community Center provides fresh produce to the residents and acts as a magnet to the neighborhood. The buses are getting more passengers since I started riding bus 3 year ago.

Since I have been here (1988), this neighborhood has gone from being a blue collar neighborhood with a porno theater, dive-bars, and garage-sale stores to its current state as an upper-middle class neighborhood with the sort of amenities that can only be found in neighborhoods zoned and created prior to the suburban idiocies which started happening in the fifties.

I've only been here two years, but the business district seems to be evolving into a charming retail area that attracts shoppers and window shoppers alike.

yes

Have yet to see sidewalks, a "Main Street" as discussed in the plan and have seen more drug traffic than ever before (drug deals, exchanges, use outside of my house).

Positives: New library, more sidewalks, some movement on changing the Fred Meyer area to an urban village, more "cute" shops and restaurants moving in. Negatives: Greenwood Ave is busier.

Since moving to Greenwood 4 years ago, we have noticed a huge increase in the number of blatant drug deals on our street, and evidence of prostitution (condoms left on the streets every morning). There have been about 4 car burglaries per year in our alley alone.

It hasn't changed that much. Biggest changes are in corporate development - the Safeway that diverted all the groundwater and dried up our bog, and all the new condos. We have some new, better businesses in some of the old retail sites, but even more unoccupied and dilapidated buildings than ever. Almost all of the neighborhood is still fighting about the Fred Meyer, as well. We didn't really need that new Safeway, but got it anyway, and now we have a bunch of stubborn people trying to stop the remodel of an existing business.

It seems as though many small businesses (specifically established businesses) are being run out of the "main street" area in favor of condos, expansion of other businesses, or simply a landlord choosing not to renew a lease. Though this could be simply a "changing of the tides", it does concern me as I hope that the "main street" does not become a stale condo lined, cookie cutter, neighborhood. A large reason that people love living the Greenwood - Phinney neighborhood is the "small town feel", and this could fall apart if condos are allowed to spring up along Phinney Avenue and Greenwood Avenue. This seems like it would choke off the main street and cause a parking issue in the neighborhood.

I've seen more growth of townhouses, big houses (2500 sq ft+), and additional traffic along the corridors -- greenwood/phinney ave, linden, & 80th. But in a good way, we've seen the revitalization of the Greenwood downtown area (between 85th & 90th) as well as new businesses popping up under the new condos. Both of those are beneficial to the neighborhood.

More homeless (especially people living in their cars) and parking is worse.

Crime has increased exponentially where I live, due to exposure to Aurora Avenue N. Crime anecdotally seems to have increased since the economic recession.

Q1: How has your neighborhood changed?

The crime in Phinney/Greenwood is a topic of near-daily conversation with my neighbors. My house was broken into in 2006; last year, my barista was mugged; an intruder tried to enter my neighbor's bedroom window at night; this summer, my favorite restaurant was held up by gunpoint; last fall, my neighbor came home just as two intruders gained entry to their dining room, and the pair punched him out as he called 911; our gardener had his truck stolen as he worked on our yard; my neighbor 5 doors down witnessed 2 "drive-by" drug deals in broad daylight (this month); a few months ago, a man 3 blocks away was calling police claiming to have shot an officer (when he was actually just in severe need of his schizophrenia medication). I don't feel safe walking in my neighborhood at night, and, increasingly, during the day, and I don't know if I'll ever feel comfortable letting my kids play in our front yard.

More growth, higher priced houses.

Since 10 years, it has gentrified quite a bit, with more small retail. There are still some grubby bits along 85th. I miss the two movie theatres I could walk to back in the 80's, and the small mom & pop everyday service businesses, like the radiator shop.

Added new apartments at 85th and Greenwood.

Some new developments in the neighborhood. But sidewalks in the Greenwood neighborhood are dangerous or non-existent. Sidewalks are cracked and uneven, easy to trip over, puddling occurring where you have to walk off the sidewalk to get around the water, etc.

Yes, since the time of my first visit 5 years ago and in the last 1.5 years I have lived there I have noticed road improvements and some commercial development near the 85th and Greenwood nexus.

There has been new housing development - higher density. The business district at Greenwood and 85th is thriving. Vacant commercial space seems to be less.

More traffic. More large building built right to the street--creates a canyon effect on Greenwood.

Housing prices have skyrocketed. The zoo decided, because of neighborhood pressure, not to build the two-story parking garage. The zoo continues to develop, however. New parks have sprung up. The Phinney Neighborhood Center remains vital. The Phinney Farmer's Market started up at the PNA.

I've seen very little change in the three years I've been here. The biggest change was likely all the additional sidewalk cuts, and I greatly appreciated the change.

I have noticed more owner occupied homes and homes seem to be better maintained. I have noticed many more, cheap, multi-family housing units being built, but not very many buildings or housing units of quality and beauty. Everything being built is cheap and most of it lacks any kind of character. I think all the tacky building is ruining the historic beauty of the neighborhood.

More traffic. Every year it's more dangerous trying to walk in the neighborhood--still almost NO sidewalks north of 85th, so the only recourse is to walk in the middle of the street. In spite of my being extremely careful, I come seriously close to being hit at least once a month. Sidewalks on major streets aren't much use if you have to drive to get to them. The removal of half of the bus stops is yet another impediment to staying out of cars, especially for older people with arthritis. Too many people are cutting down large mature trees--sometimes even street trees, with no permit. But even on private property it's a disgrace; those trees are not replaceable in our lifetimes and are essential for wildlife, slowing down storm water (because they keep the soil far more absorbent than a grass lawn), and for esthetics. Ugly ticky tacky condos creep ever closer, further sterilizing the neighborhoods, replacing trees and soil with cement. High density is good, but preserving soil and drainage and allowing for more -large- trees (not just piddly little non-native ornamentals) is essential too. Row houses like in Europe and back east are a far better design than the ticky tacky we're getting. They preserve more soil and allow for mature trees along with the higher density. They're also much more energy efficient because of the shared walls.

Quite a bit. Greenwood Park was created. Townhomes coming across Aurora, new traffic 4-way light installed about a year ago at Fremont & N 85th (finally!), and myriads of apartment/condo building built along N 85th nearby where I live. New/rebuilt library, Fred Meyer site to hopefully be rebuilt in my lifetime....lots of new businesses downtown greenwood (and revolving door vendors for some locations)

Q1: How has your neighborhood changed?

Greenwood traffic is a mess. By making Greenwood from 85th south just two lanes with a left turn lane and creating a bottleneck at 85th street with the left turn only lanes I have seen more near miss accidents than ever. Because of the poor signage for the left turn only lanes on Greenwood to 85th drivers try to get into the thru lanes and create a backup in traffic. The pedestrians fare no better as drivers make right hand turns without noticing the pedestrians. The time for the pedestrians to get across the street is too short. We have a large population of elderly in this neighborhood and I have yet to see one of them get across the street completely on a "Walk" sign. This also applies for parents with children in strollers or toddlers. 85th from Golden Gardens to the freeway is considered pothole central. You can not drive one block without hitting at least two potholes. The street maintenance on 85th seems nonexistent. Greenwood has gone downhill. We used to have lots of little shops, some nice little places to grab a bite and core businesses like Safeway, Bartells and Fred Meyers. Now we have empty storefronts, too many trendy "Coffee Shops" and "Pubs" and not enough other places. There used to be parking so you could park all day and walk throughout Greenwood for your needs, whether it was shopping, visiting the used bookstore or library or just getting together with friends for a sandwich. Now there is no parking like that at all. McDonalds took it all away and when they left then Taproot Theater took over that parking. So now I just go to Bartells or Safeway and come home. Can't find parking so why should I stay in Greenwood? There are more multiple family dwellings with not enough parking for each resident. That makes parking for those of us in our single family dwellings sometimes impossible. When the fourplex was built down the street I filed a comment with the City that there was not enough parking for the unit. I was advised that there were four parking spots and that was more than sufficient. Wrong answer!!!! They really needed at least six parking spots. Each unit has two residents and each resident has a vehicle. So now the residents of the street have to hope we can find a parking spot somewhere near our home because the parking spots in front of our houses are taken up by the residents of the fourplex. The city has this grand idea that Greenwood business area and the residential neighborhoods surrounding it should be all "pedestrian friendly" and "walkable". But by not also allowing for people to drive and park in the areas you are not being realistic. By not being realistic with parking with multifamily structures you are depriving the other residents of that area their parking. Bike lanes abound. But I've yet to see the bike riders obey the rules. They don't stop at the stop signs or stop lights. They

don't look when they come to residential intersections and just go through like they owned the world. Some ride on sidewalks, some ride on the street, none obey the speed limits. I've almost been hit several times when walking my dogs by bike riders who seem to feel that I should move for them. Why is there not a program that each bike rider must take on safety and rules of the road? You want more people to use bikes but you sure don't make it safe for anyone, neither the riders, the pedestrians nor the drivers. There are traffic circles now in my neighborhood that were not there ten years ago. Traffic circles are a good thing in that they do slow down traffic. But they are a bad thing because of the things planted and placed in them. We have one on 6th NW that has a evergreen tree over 12' high and an apple tree in it. The traffic from any direction can not see if someone is crossing the street or if there is another car coming. Another has two large trees and some kind of a bush that has grown very tall. I walk my dog twice a day and am very careful around the traffic circles. At least twice a week I am almost hit because the driver does not see me because of the un-maintained traffic circle. One of these days I, or someone else, will be hit because the driver could not see the pedestrian because of the plants in the traffic circle.

Since moving into the neighborhood in 1999: 1. Greenwood Ave between 85th and 88th has seen a change in small businesses. In this case to the better as there are now more eating and socializing establishments. 2. The new Safeway on 90th caused major problems for neighboring buildings with the water they were pumping out below their foundation. 3. Sadly we lost one of the best second hand resale locations in the city, Thriftco, to another development that has progressed very slowly. At least this project has recognized that this area is a huge bog and built everything on stilts. 4. Then there has been the development of the LIHI facility. While I enjoy ethnic blending I have not been pleased with the increase in crime that has occurred since this facility has opened. I have seen more graffiti, more car break ins, and more back alley loitering in general.

I have not been here a long time, but I love the park and the library, and the walkable parts of the neighborhood. I like the increased development of higher density units.

I just moved here in June but I have noticed the newer sidewalks, Greenwood Park, and the Library

Q1: How has your neighborhood changed?

I moved to the neighborhood 2 years ago. I lived in a nearby neighborhood for the previous 3 years, so have only a five year familiarity with the neighborhood. I have not seen a great deal of change. If anything it seems things have been a bit stagnant for the past couple of years.

On our block, many more families with children in the last 3-4 years. New parks within blocks of our house and shops\cafes on Greenwood Ave. Our neighborhood is changing very favorably in my view.

An increase in traffic with the increase in housing. Would like to see better coordination between transportation and housing development so they develop together to accomodate the impact population growth has on a community.

Great increase in density with condos and low income housing. With that has come increased traffic and significant wear on the existing parks/greenspace/ sidewalks. Many young families have moved in and there are significantly more children. I really like the increase in families and the overall revitalization of businesses in the Urban Village section of Greenwood but it seems to be taking longer for the changes to reach the North end of Greenwood than the Phinney end.

I haven't seen evidence of this Neighborhood Plan causing money to be invested in this neighborhood (neither government nor private companies). Levies have resulted in some public improvements. Many businesses have vacated buildings and they are slow to be replaced. New apartments have pushed out some single family homes and there are more cars parked on the roads because of it. Generally crime seems unchanged, but there's a steady influx of gang-related activity, most noticeably tagging/graffiti, but also loud car stereos all day and mean-looking groups of younger people being loud and disorderly after dark. The overall pleasantness of the neighborhood is unchanged in the last 10 years.

The density of the area has greatly increased due to the town house boom. This has increased the population without a corresponding increase in the capacity of our roads, buses, or sidewalks. The diversity of the population in our area has also greatly increased with more low income subsidized property being used.

Greenwood Park was created More sidewalks Art walks Block parties Many businesses and homes have changes/ turned over ownership

Yes. More sidewalks have been added. Homes have been fixed up.

Lots more roundabouts

The area around my house as not changed. There are NO safe sidewalks along greenwood between 105th and goth. The City of Seattle is not doing their job providing services to this part of the neighborhood. Cars speed around the side streets and there is no safe place to walk to downtown Greenwood or Phinney from our home. There is also NO safe sidewalks from 105th and Holman to Northgate. A 2ft cracked asphalt and gravel path is not appropriate for a main arterial. Especially with no buffer between the path and the traffic. Please recognize this safety hazard and build improvements.

Greenwood Park was built and opened, which has been a significant (mostly positive) addition to the Greenwood neighborhood. More noteworthy is what has NOT changed--that is, the dearth of sidewalks north of 85th Street, and the locus of drug activity, crime, and prostitution on Aurora Ave. N., north of 80th St.

We live on a portion of the green grid project. Visually, it is terrific; however, there has been a loss of street parking and it is not possible for cars going in opposite direction to pass on our street. We love our neighborhood, we are closer to Carkeek park but wanted to complete questionnaire. Currently, the only problem is illegal development by homeowners of rental units in a single family residence zoned neighborhood. Otherwise, our neighborhood is well maintained, we have a responsive police presence, great neighbors, good bus service, business services close by and Viewlands Elementary School was just down the street. What will become of that property? I dread thinking that it will be developed into 10 story condos. The only issue I would like to bring up is that with the continual development of Greenwood into very dense housing units without adequate parking provided there are more and more cars parked on the neighboring streets. All future development MUST provide parking on site.

Nice library. Greenwood park is nice.

More density, new park, more boutique type stores. Note- NO more real stores like green grocers, etc.

More businesses, less run down neighborhood. Many new condos

Q1: How has your neighborhood changed?

Seems as though there has been a modest level of investment from private sector development. Not that it is all that good, but has made an impact in the quality of the built environment. When we first moved to Greenwood, it seemed like there were more families with young children. Perhaps it is just my perception, but I have noticed and increase in conversion of owner occupied homes to rental properties. The rental rates are attractive for this city, and it is great that these opportunities exist. At the risk of sounding like a NIMBY, and from my perspective, Greenwood has transformed into a stepping stone community with respect to home ownership and my once long term investment vision for staying in this neighborhood is beginning to change. Too much of anyone use or living condition effectively creates a ghetto (this isn't an editorial comment on economic status e.g. IMHO laurelhurst is as much a ghetto as yesler terrace). This gets to my interim conclusion that promoting/incentivizing more density at the urban, transit served intersections will help provide more rental opportunities and begin to stimulate the repair of the urban fabric of our neighborhood. This is heavily market dependent as observed by the Mastro/Leilani Lanes rental project (R.I.P). I am pro responsible-development and hope the city will increase the partnerships with private sector development and homeowners to improve the public realm. Lot's of issues tangled up in this ramble. I apologize.

more sidewalks, more development, new townhomes

First off Phinney and Greenwood are 2 VERY different neighborhoods with drastically different infrastructure needs and economic classes. South of 85th on Greenwood Ave has been cleaned up. The amount of drug use and drug dealing has increased near Sandel Park on 3rd Ave.

Not much that I can see. There is a new PR farmers market that I hope grows. There have been some businesses that have closed and others that have opened in the GW main business rea. There are some vacant buildings that are so trashy that have not been touched since there demise. The few parks are nice and maintained except at night they are sketchy. If GW Market leaves...that will be a HUGE disadvantage and very sorry for the community.

Good parks and good to see new businesses coming to the neighborhood. Terrible lack of sidewalks north of 85th. Alleys are a nightmare. Lots of graffiti on businesses north of 85th.

To much Housing being built. To much traffic for street. Not enough parking. Traffic to fast in area. Not a lot of side walks in North Greenwood. Streets are narrow with people parking right up to cornors. Makes it difficult to see on coming Cars and Bicyclest.

Noticable demographic changes, some infrastructure changes. Better Community feel.

My neighborhood has become much more dense, the number of people living in the blocks that surround my house has at least doubled, if not tripled, with all the multiple unit housing going in where one house used to be. The neighborhood has gotten visually duller with all the cookie-cutter townhouses. I so wish that contractors were encouraged to be more creative with their developments instead of being allowed to use the same design over and over again. Plus the townhouse designs do not allow for parking in the garages. Yes, nominally there are garages with each townhouse but the design is such that it is very difficult to get a car in the garage, so the cars get parked on the street. The number of cars parked on my block as increased to the point where my guests cannot find a place to park. My neighborhood is less attractive and desireable than when I moved here 5 years ago. I appreciate the new sidewalks from N 87th to N 90th. Now the sidewalk needs to be continued to N.92nd so it is possible to safely walk on Greenwood Ave from N.85th to my house without dodging cars. Especially in the dark of winter it is dangerous to walk on Greenwood Ave. I often feel that Greenwood is the step-child of the rest of Seattle. The area on Aurora from N. 85th to N.95th is allowed to decay. Abandoned cars are allowed to stay at the vacant lot on the corner of Aurora and 90th, right at the bus stop. It is a depressing area.

Have seen some battered old businesses go away and been replaced by newer eating establishments that better match the emerging demographic of the neighborhood (Gainesbourg, Naked City, Neptune, El Chup, etc), and have seen some new development (Sedges, Fini Condos, Roycroft Condos). Generally I think this is all for the better.

Q1: How has your neighborhood changed?

We've seen new development in the town center area (Piper Village) and seen various new retail come in along the main drag (Greenwood Ave/85th). Additionally, Fred Meyer is in the process of making plans for a redevelopment/rebuild. My hope is that they work hard to take into consideration the neighbors' ideas and think density vs. spread out. There has been a lot of townhome development in the northwest quadrant (where I live) which has been bitter-sweet because some of the old feeling of the neighborhood goes when new development comes in like this (and parking becomes more problematic), but it also helps with home values and there is more excitement with new families/neighbors coming into the area.

More people which I like. More speeding traffic on both arterials and residential streets which I don't like. My street has become a cut-through street which really degrades the quality of life. Seattle lets cars rule the streets instead of a balanced modal use. Family habitat depends on it. Still no sidewalks in North Greenwood. Still no community center in Greenwood. Still no sports fields in Greenwood. Still auto oriented community zoning in the urban village town center in Greenwood. Still no street trees in the town center in Greenwood. Lots of cookie-cutter bad design townhouses. I normally think that urban-ish town houses are great, but these days you'd have to look long and hard to find any as ugly and dysfunctional as the "standard plan" you see all over Seattle.

New library, traffic signal change at 85th and Greenwood, Greenwood park The area between N 85th and N 87th along Greenwood Ave does not seem to have changed much yet although a couple of more appealing businesses have started: Naked City, Sip n Ship.

Positive changes: New Library, new parks, Greenwood Elementary renovation, more families, more kids, Greenwood elementary's status as a quality school. Negative aspects or changes: Safeway and Bartell's developments turn their back on neighborhood... huge missed opportunity. Not enough density has gone into the Greenwood town center. Opportunity: Planned Fred Meyer development could be a real town center, but it could also be the biggest and most hurtful missed opportunity. Needs to include multi-use spaces, more density, open spaces, and neighborhood retail / restaurants.

Not much. Businesses struggle and crime seems to increase. The drug dealing and graffiti are a major problem. Until some of these things are addressed, the new spaces will be damaged and create havens to promote the crime. The area around Fred Myer is a significant problem and spills into the surrounding streets and alleyways.

yes. increased density and new construction

Housing density has increased. There has been an influx of younger professionals that have been attracted to the area by the urban center's amenities and relatively affordable housing. Some asphalt sidewalks have been put in place.

I live at NW 97th St & 2nd Ave NW. In the area immediately surrounding our house, I've seen little to no improvement since we moved in (2001). The sole exception I can think of is the recent addition of a traffic circle at NW 100th St & 1st Ave NW.

it's getting there! I'm proud of my neighborhood and am anxious to see it improve. It's rough around the edges, but we're comfortable there. There is a TON of crime which I'm not excited about, hopefully that will be addressed. The street conditions are TERRIBLE for cyclists. We claim to be such a 'green' city, but it is very unsafe for cyclists to be on the road.

I just moved here and I see some progress, but we have a ways to go. Greenwood is in transition, my main concern is the crime rate.

Generally positive change, downtown Greenwood is slowly gentrifying, street improvements (sidewalks, etc.) The current economic downturn has obviously effected some of the housing developments in the area.

We've got a great library now. Phinney was repaved, making it a much smoother bike ride. I've notice a few new sidewalks recently up near Greenwood park. Recently there are more vacant commercial spaces on Greenwood between 82nd and 85th. Redevelopment/ activity seems to be moving up to the Fred Meyer area instead. Some big monster houses (3+ story ugly skinny boxes) have appeared on my street and those surrounding. I fear a monster will go up next to mine soon, blocking out my sun. My neighbor put in a cute cottage in her backyard. I like that much better than the ugly monsters (see above).

Q1: How has your neighborhood changed?

Fewer single family homes. More cheaply made condos and apartments built. Although the plan has been adopted, the City seems to have disregarded it.

The buses are much more crowded. The traffic can go from 85th to 73rd during rush hour. More businesses are on Greenwood avenue. Too many apartments that are too high for the neighborhood.

Mostly the same - I believe it was a vital neighborhood 11 years ago when we moved in, and I still feel that way. I appreciate the work that Irene Wall and the Phinney Neighborhood Council have done, and I appreciate the efforts that have been generated out of the neighborhood plan.

I live near Aurora and have seen improvements in the crime. As a result I see more families moving to the area, as well as young singles. I see more people walking and using local businesses.

More car traffic, more dense housing, especially in concentrated areas that do not make sense (i.e. extensive townhouse developments 92nd to 95th, between Fremont & Linden. With the exception of Greenwood Park and the new sidewalks on Fremont, I do not believe that pedestrian amenities (ie sidewalks) have kept pace with the growth of housing (not just in the area listed above, but also the apts/condos built closer to 85th & Greenwood). If the City of Seattle is truly interested in being a Green leader, they should provide sidewalks, a basic infrastructure, to all areas of the city. Greenwood needs also more bus service, especially east/west. Cut-through traffic on streets between Greenwood and Aurora needs to be addressed--many drivers use Fremont as a north/south route, often at unsafe speeds. The bike light (while a great idea, and very needed by cyclists) at 85th & Fremont has encouraged this, as the police do not seem to ticket drivers who fail to turn at this intersection, as required by the signage.

Obviously home prices and rents have increased. I imagine this may have changed the demographics some.

There are more people, more empty store fronts and buildings, more graffiti, more people with dogs, more restaurants, more pedestrians, more signs of crime (prostitutes, syringes, drug dealing, street racing), more sidewalks blocked by people not trimming their plants back.

I think the neighborhood has improved in walkability. More services are available within an mile walk. Love the pocket parks and trees and plantings, also the benches along Greenwood to assist elderly in walking. Parking is more of an issue. There needs to be more off street parking for businesses, or a public parking area with two hour free parking so that people can drive to Greenwood, then leave their car and walk. Bend, OR has a public parking garage that allows three hours free parking to encourage people to come downtown for dinner, etc.

business being remodeled along greenwood ave. some closings, fewer openings.

o

Urban village development, explosion of townhouses and overcrowded parking, neighborhood park development

Relatively little other than a few new restaurants and bars.

Yes, more vibrant business district, more foot traffic.

More multifamily housing, more local businesses, more homes being renovated or torn down and replaced

More sidewalks

WE have new sidewalks coming in on Fremont. Which is really nice. I have only been there 6 months though.

Better sidewalks. Greater attempt for family-oriented lifestyle. Very much a walkable community; self-contained vibrant neighborhood.

I am seeing a lot more foot traffic in the Phinney Greenwood area especially above 80th. With the new library, businesses and updates to retail space on Greenwood Ave people seem to be walking more and driving less. The City still has a long way to go when it comes to improving pedestrian safety: A bulk of the neighborhoods north of 85 are still missing sidewalks and this is an issue that the city needs to work harder to remedy. The blacktop low cost sidewalks are only a stop-gap measure and should be replaced with better engineered concrete sidewalks with curbs. Neighborhoods that boarder parks should also have concrete sidewalks. 90th street is a huge pedestrian safety issue with cars cutting through from Aurora to Greenwood with much of the blocks missing sidewalks and curbs.

Q1: How has your neighborhood changed?

Increase in multifamily housing in the NC zones along Greenwood Ave has added significant people to the business district and the quality of shops and restaurants has improved noticeably. Increased home values have spurred many remodels including a lot of investor flipping. In some cases smaller character rich homes have been replaced with large boxes that lack any character and seem inappropriate in the neighborhood.

More condos, new "hip" coffee shops and restaurants, small businesses have closed, bowling alley closed, gentrification beginning

More apartments, more traffic, more for the "haves" in the neighborhood and not much for the "have nots". South end of the area gets a new library, farmers market, traffic improvements (turn lanes, traffic circles, etc.). North end of neighborhood still needs sidewalks, improved drainage, better access to facilities.

Haven't lived here long enough for a really good perspective but in the 9 years I've lived in Seattle I think Greenwood has become a more desirable place to visit or live.

My street (73rd between Dayton and Greenwood) has become much busier with people using it as a primary route. This is because a) arterials of 65th, 80th, and 85th are fuller and people have looked for alternatives, and b) DOT changes in the area of Linden and Aurora have pushed more people on to my street. The parking in my neighborhood has also become much tighter.

Development of new retail on Greenwood and 85th along with a new apartment complex with retail on the bottom on 85th is exciting and making Greenwood a nice place to walk and visit. The increased density is welcomed but I'm concerned about traffic and pedestrian safety. We need a lot more sidewalks and bike/walk friendly roads.

The neighborhood has seem to become more pedestrian friendly, with a greater selection of businesses and services available within walking distance. Most of this change has occurred in the last few years.

It is becoming more of an affordable (relatively-speaking) place for young couples and families to settle down. The 85th & Greenwood corridor has improved dramatically in the last couple of years. Lots of great new restaurants and retailers. As Ballard becomes what I call 'Belltown North', - overrun by new expensive condos and the people who can afford them - the Greenwood corridor becomes even more desirable. Phinney Ridge has always been nice. The newer condos and businesses have integrated pretty nicely, but I wouldn't want to see much more development up there.

I appreciate the support for small and local businesses-- there are very few chain restaurants and those we have tend to be local (Diva Espresso, Gorditos, etc.). It seems like there has been an uptick in these businesses in the last several years.

Traffic has increased significantly

Greenwood Park is a nice addition and the sidewalks in that part of the neighborhood make it more pedestrian friendly (although other parts of the neighborhood have been left out). New businesses near 85th and Greenwood make nice neighborhood center & encourage walking and patronizing local businesses. New library is great.

There have been a considerable amount of cookie cutter town houses built that are visually unattractive. These have led to a marked increase in cars parked in the streets along with cars parked in the middle of sidewalks because driveways have not been made long enough. There is more subsidized housing that has been built and as a result of that, a lot more vandalism and graffiti.

Feels like a great small walkable neighborhood. I enjoy the farmer's market on Friday evenings. I like the updated Greenwood Library. There is a great pilates studio that opened in the past year that I go to. I enjoy the diversity of all the restaurants.

It has become more congested. There are more restaurants/evening spots to bring visitors in for long periods of time. With the congestion though this also brings more energy and vitality.

Traffic is much worse, many sidewalks are even more irregular than they were. Positive business growth in general.

Q1: How has your neighborhood changed?

The "main street" area has made some great improvements. The new businesses, the library, the farmers market, and art walk are fantastic!

LOTS more kids, a neighborhood Farmer's Market, more condos, more people, more businesses

Opening of Greenwood Park, improvements to areas in the immediate Greenwood and 85th area, new library

There are more housing units. We have several areas where houses have been torn down and town houses have been built. This is adding to more parked cars on the street and traffic.

Street scape along Greenwood has improved; better visibility/integration with Aurora (thanks to GAIN); seems like both minor crime [graffiti, car theft, drug deals] and major crime [recent bank robberies, recent robberies of neighborhood businesses, assaults] are increasing; traffic along Greenwood at rush hour is a problem; neighborhood businesses, art walk, community events and farmer's market are great

More retail has opened up - especially coffee shops, pubs and restaurants. All good as this has been generally of higher quality than shops that have closed down. More higher density housing - single houses knocked down for townhomes and condos/apartments. Not against this as increasing density makes the neighborhood more interesting and vibrant. The only problem is parking is becoming more difficult. Generally the area has improved since 2003 when I moved in. I like living here.

Commuter traffic traveling thru my neighborhood has increased. Younger families have moved in and are having kids.

I think Greenwood, which supposedly has the highest density of housing in Seattle, doesn't need any more condos. It does need to have its downtown core revitalized, but I'm not certain that having a Fred Meyer megastore smack dab in the middle will do much more than bring more cars into the area.

It has generally improved

I have not lived in the neighborhood long enough to notice any appreciable change. However, I'm encouraged by the growth of new businesses along Phinney/Greenwood, such as the expansion of Ken's Market and the proposed developments at Fred Meyers/Greenwood Market on 85th.

The Good: Nuisance houses have been torn down and replaced with modern construction and neighbors who don't deal drugs. Parks have been built. Both the Elementary school and the library got much needed face-lifts. More families living in and walking around the neighborhood makes for pleasant encounters, and we have taken advantage of several opportunities to get to know our neighbors. The Bad: Pedestrian Safety. Drivers seem to have a blatant disregard for the speed limit and laws requiring them to stop for pedestrians. Getting across 3rd Ave NW as a pedestrian is next to impossible during rush hour. Greenwood Ave is only slightly better. Drivers have also developed the habit of using the bike lanes on 8th Ave NW to pass cars who've stopped for pedestrians in the crosswalks. Aside from not stopping drivers routinely go 40+ MPH on 8th and 3rd and 30+ on many residential streets. NW 73rd street is particularly bad. More police on the street writing tickets for speeding and failure to yield to pedestrians is the best way to curtail this. I would also like to see more traffic calming measures especially speed bump on residential streets. The city should also consider blocking off more residential streets to through traffic to stop drivers from using residential streets as if they were arterials. Graffiti This is another case where we just need more cops on the street. It seems every morning there is a new tag somewhere. I realize that the North Precinct is over stretched and I am in no way implying that the officers aren't trying their best. The simple fact is that this town needs more cops. Destruction of single family homes in favor of townhouses. I realize that we need more density, but a big part of what makes living in Seattle so great is that (at least for now) you can live on a street with houses and yards and still walk to a business district for most of your shopping. When there are vacant lots on Greenwood Ave there is no reason to allow a single family home on < 6,000 sq feet to be torn down and replaced with 5 townhouses. Ditto for allowing every single family lot to be split into two lots via the DADO. Stop trying to dismantle what makes Seattle such a great place to live especially when there is so much multi-family zoned property with nothing but single story retail sitting on it.

Q1: How has your neighborhood changed?

I live at 85th and Evanston in a condo building. I've been there since early 2001. A few years later I joined GAIN, a citizens' group for neighborhood safety. GAIN is less active now, but while we were taking regular walks around the neighborhood I think we made things safer. Traffic keeps getting worse, though. And while this is intangible, I'd say there has been a decline in overall civility.

More traffic. Better shopping. Marginally safer for pedestrians. More diversity. A few more parks.

Vibrant local businesses continue to thrive; more people are apparent on the streets; parks are getting better.

On the positive side, we have a new library, a couple of new parks, more street trees and the sidewalks have been improved. On the negative, traffic congestion is much worse (it's difficult getting across Greenwood-Phinney just about any time of day now) and we have too many new four story condos with empty or not particularly street-friendly retail spaces below!

The renovation of the park at 87th and Fremont has been great, and I've been pleased to see sidewalks being added to Fremont at the park. I've been pleased to see new bars and restaurants opening up as well. I am very disappointed that the Greenwood Market will be closing in a year due to their lease running out and a newer, bigger Fred Meyer coming. I think the Fred Meyer we have right now is just great, and we don't need it any bigger. I will not buy food there if and when they add the supermarket. Greenwood market is at least a small, local chain, and I want to support that. Plus, their food is much better than what I've seen at Fred Meyer's.

Density has increased and traffic has worsened (most noticeably along NW 65th between Phinney and 8th Avenues). There are some new amenities (library, parks, purchase of Phinney Neighborhood Center, addition of Phinney Farmers Market). Efforts at improving green plantings along main corridor have not been very successful, except for Heart of Phinney Park adjacent to the PNC. There are vacant storefronts in "new" mixed-use buildings that indicate rents are too high to be viable. High turnover among small businesses, but some of this is good - due to expansion of Ken's Market, for example. Looking forward to a new fire station and redevelopment of Fred Meyer and McDonald's sites.

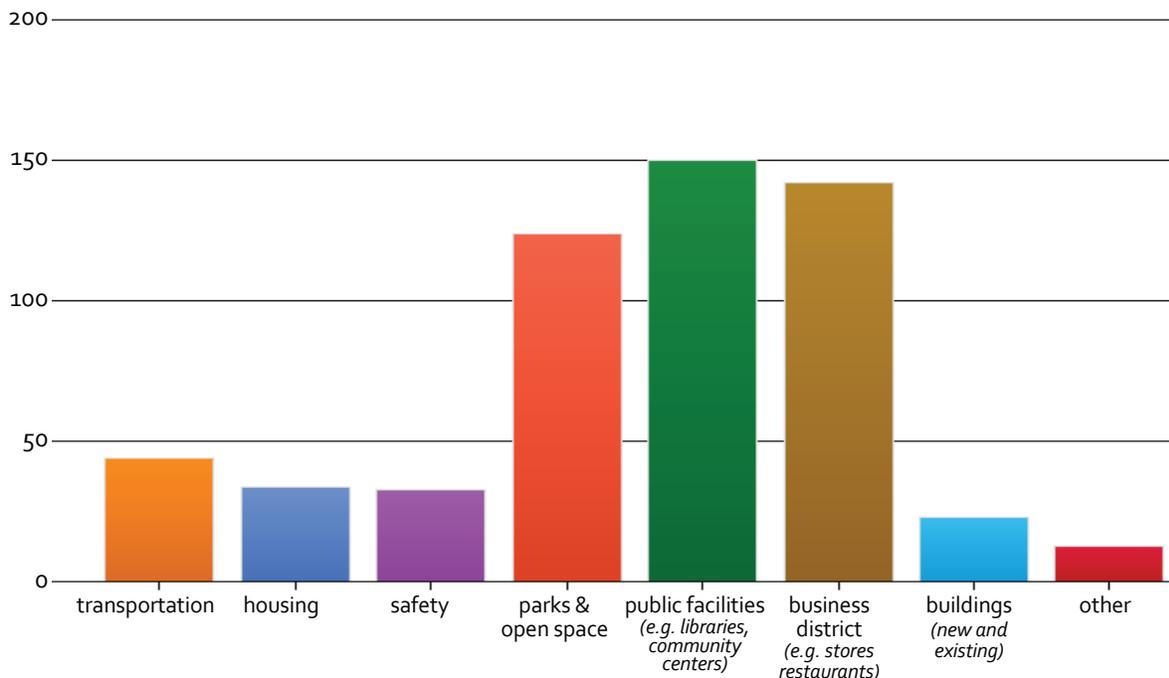
Many more new construction homes and condos have been built than were previously. The retail scene along Phinney Ave/Greenwood Ave has changed face more than it has swelled or contracted. There has been some development in terms of parks and open spaces...but these seem to be mostly resident-initiated projects.

The bus to downtown has become impossible. I work near the stadiums and it now takes over an hour to get there and I have to stand the whole way. I can drive in 10 minutes. Storm water is an increasing issue as people pave over lots without mitigating for storm water. I think we should require smarter landscaping when people do this. Fewer neat stores to walk to and more architects and other businesses that don't add to the neighborhood.

The density and car traffic volumes have increased dramatically, without any additional safety accommodations for pedestrians or bicyclists living north of 85th. The city's lack of attention to residents that want and need to use their feet or bikes for transportation north of 85th is inexcusable, especially while permitting and focusing a huge increase in density. Residential areas in Phinney Ridge have the highest level of sidewalk safety (full sidewalks on both sides of every street, traffic circles and handicap ramps), while those of us living North of 85th have next to nothing, forcing us to walk down the middle of the street to get to the store, walk to work, or go anywhere in our neighborhood.

no

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



I'm pleased with safety and the great businesses/restaurants.

Like the new Greenwood Library, Greenwood Park and all the restaurants in the neighborhood

The addition of the new Library building has improved the neighborhood as well as the addition of several new small businesses in the main business district.

I like the lack of multi-use buildings in the Greenwood neighborhood. The few that exist blend well with the existing commercial district.

The community center is excellent, and the

I live near the 6th Ave pocket park.

i like the new restaurants and retail stores in greenwood. i no longer need to drive to ballard or northgate because everything i need is within walking distance!

The expansion of Ken's is mostly an improvement since the demise of the Greenwood Market is so sad. Fred Kroger Meyer wins I guess.

Glad we have a library and post office here. I wish the post office were open on Saturdays. Glad we have so many shops and restaurants, but most of them need to serve the locals better. We have too much coffee but nowhere to actually get breakfast.

Other things respondents are pleased about:

- Walkability
- SIDEWALKS and CURB RAMPS
- family presence
- More sidewalks going in!
- The Farmer's Market
- More high density living - very good
- Greenwood Ave
- Sidewalks
- my neighbors
- Greenwood Aurora Involved Neighbors
- Our neighbors are fantastic.
- recent tree planting efforts
- art walk, farmers' market

Q2: What are you pleased about?

Greenwood Park has turned-out nicely. Piper's Creek project is big improvement visually, just need to move forward with the Fred Meyer project and replace the old McDonald's location. Oh, and please tear down that old Pizza Hut on 85th (can you say "eyesore" !?!)

Shopping area on Greenwood Ave is great; N of 85th is much improved. Bike lanes on the Ridge are sweet. Love the Greenwood library and PNA. Greenwood Park and Linden P-Patch - love them.

neighborhood activities such as Art Walk.

Greenwood park, new development on 1st, new library, lots of new shops and restaurants

New library is great! Greenwood Park is great, some safety issues at night. Business district is more lush. New sidewalks are good, more more more please!

Love the 6th Avenue Pocket Park. We need more of these little pocket parks.

I love living in a neighborhood that has everything I could need within walking distance, including 4 parks/schools with play areas for my kid.

The new apartments behind 85th behind Bartells look great.

I wish there were a dog park, but the parks are pretty good.

I'm happy to see sidewalks being added (although there is a long way to go), more restaurants popping up along Greenwood Ave., I believe safety in most cases is getting better.

Work done to develop and link Greenwood Park to the community has been positive. Currently, Greenwood has the potential to support it's residents and encourage sustainable housing and business growth. There are many amenities within walking distance, including the library, the post office, parks, locally owned retail shops, food markets, mercantile shops, restaurants & pubs.

Greenwood Library is fantastic and a great resource. Greenwood Park is also a great little oasis--it will be even better if it is expanded as planned.

I like the walkability of the neighborhood and the mix between single family homes and smaller, denser units.

I like that the neighborhood is safe, with a mix of residential and business

I love Greenwood park. It is within walking distance and is beautiful. We had the opportunity to participate in helping plant in the park before it opened. It was fun to improve our community.

I'm lucky to have the zoo/greenlake right down the street so I am pleased with the parks as well but they have not undergone any changes.

maintaining, improving existing parks is very good. there are actually new parks being created.

The library is wonderful.

I love all the sidewalks being put in. We try to walk as much as possible here because everything is so close. I also am pleased with the new Library.

Greenwood seems to be a pretty healthy neighborhood for both large and small business.

I love Greenwood Park and the new Greenwood Library. I want to see Bus Rapid Transit start soon on Aurora.

I like that we have Sandel and Greewood parks in the neighborhood.

Love the new library and pocket parks. Hoping for an upgrate at woodland playarea (I think that's the name, north of the zoo) Business district is much improved along Greenwood with many good local restaurants and shops and no chain invasion so far.

Love the new park, but still no sidewalks to get to it. Senior Center and boys and girls club within a block and no safe way to get to the park or these community facilities. BOys and Girls Club seems to function WAY below its potential.

I think the new buildings have been built in a thoughtful way with consideration to there impact on the neighborhood.

Bus service has improved. More bike lanes have been added

I like having more to walk to as far as restaurants and shops. The new library is really nice in Greenwood. The 5 and the 44 has always been a great bus line.

Q2: What are you pleased about?

I use a wheelchair. There are many blocks without curbscuts, and some blocks are chewed up and badly paved and need MAJOR repair. When new stuff comes in, at least they have to put in new sidewalks (even if those sidewalks are often VERY difficult to ride over in a chair. You should try it.)

Love the new library and plans for fire station. Great local businesses have added to the charm.

I love how bus accessible this area is. It is so fast to get downtown via bus from this neighborhood!

I'm happy to see more parks being developed, but the parks need to be more developed and residents encouraged to use them. There are too many transients living in cars near the parks which makes me uncomfortable as a single woman to use most of our neighborhood parks. The new library was a great addition.

There is a world of difference between Phinney and Greenwood. I love the library and pocket park on 6th and 76th, but we live in a place that has no close large park. I'm very excited for the new park on 9th and 70th to be completed, but it looks like the completion date is far off.

It is nice to see so many buildings occupied and active, and the city should do more to encourage business development.

Remodeled libraries are great

small business community is a strength, but also needs improvement/support for growth and sustainability. Favorite improvement is the library!

I like the fact that I can shop for just about all my necessities in the neighborhood. I also like some of the new condo buildings but am concerned that their retail spaces are still empty.

I can walk to a neighborhood center, library, stores, restaurants.

Parks Dept. does a terrific job of taking care of Sandel Park. New library is great! Sr. Center is thriving under Phinney Neighborhood Assoc.

i LOVE woodland park, especially the park that's on phinney just northwest of the north entrance to the zoo. it's great to have a park so close to home, especially one with a variety of options (field to play on, toys for the kids, basketball hoops, etc.) i use the ballard facilities more (library mostly) than the greenwood one, as i find it's a better bldg. for me to be in light-wise. i love all the local independent stores that are along phinney/greenwood, and relish that there are few to no national/international chains (though 7-11 fits into that category, they can come in handy for late-night/early-morning needs and/or gas.)

We love the library and the easy access to Metro (48 and 358 for us). We love Greenwood Market and are worried that it might go away (though Fred Meyer is handy to have as well)

Love the library! Love PNA! Happy to have more parks. Business success has been mixed. Would like to see a more vibrant commercial district.

<http://www.surveymonkey.com/img/t.gif>

The increased density in Greenwood is great. Increased pedestrian traffic is a good thing.

Definitely like the businesses that have opened up on Greenwood (esp north of 85th) and on 65th near 8th NW. Also like the new parks!

good libraries, stores and bus service

I love the walkable community on Greenwood and the neighborhood activities. The pocket parks are great and I love walking around the neighborhood.

great job with converting fields to synthetic turf for durability and upgrading community centers and high schools.

Good feel to the neighborhood.

new library is great, new park is great

Great to have new sidewalks on Greenwood Ave but it needs to continue 2 more blocks north to connect with the existing sidewalk at N. 92nd. Love the park and am looking forward to continued development. The pea patch will be great.

New library is great, walking to restaurants/cafes is great!

Q2: What are you pleased about?

I honestly haven't seen much of anything improve in the 15 years I've lived here. Not everything has gotten worse. Piper Village is certainly much better than it could have been (especially the swales and retention ponds), and if it fills with local business instead of chain stores that will be good. But I miss the fabric and thrift stores. I guess Greenwood Park is an improvement, but it's too far for me to walk, and if I'm going to do a bus expedition, I'm more likely to go to the Arboretum or the Zoo. If the new library had been put where McDonald's was, I'd use it a lot, but as it is, it's much easier to get to Green Lake (one bus, not two.)

I really appreciate the great bus routes in the area (particularly the Metro 28 and 5 routes) and the bike route connections to the Burke-Gilman Trail.

Library is quite nice, as is Greenwood Park. My wonderful neighbors are one of the main reasons I would not want to leave this neighborhood.

I like Greenwood Park, it's a great place for kids, but Sandel park has been neglected. The library is great.

The library is wonderful and I love love love walking to restaurants and stores. It is one of my top priorities when buying a house (next to price). I am just nervous that the few stores, bars, restaurants we do have will move to another area. The GW area seems to be stagnant in it's growth and upkeep

Piperscreek is a great new addition due to the planting and natural surrounding areas that have created a park setting. The Greenwood library is a great addition, but too small for the size of the new building. Wish the space had been utilized better.

I like living in a neighborhood that has stuff (restaurants, bars, shops, etc.) that I want to walk to. Greenwood seems to be moving (slowly) in that direction.

New library, new Park nearby. New vendors.

While I don't visit the Greenwood library (see note re: transportation), because of lack of parking (I do visit the Ballard library), I appreciate that we have the resources of centers like the Phinney Neighborhood center community.

I appreciate the diversity of the businesses.

I think KCMetro service to our neighborhood is great. I think the 5 takes way too long to get downtown (milkrun) with excessive stops in Phinney (\$\$\$) and Fremont (\$\$\$\$) but other than that-Thanks Metro.

Especially pleased with the street trees on Greenwood, and the change from four-lane to two-lanes with a central turn lane. That change right there changed the tone of the whole neighborhood to a pedestrian friendly place.

Our Sandle Park community has been a nice quite neighborhood.

Top notch library is located nearby. Several new multifamily/mixed use projects have developed. I think this area can handle more density and would be greatly improved by it.

I'm nervous about the Fred Meyer issue. Their 'urban village' plan looks better than just a big box with a parking lot, but still doesn't quite seem to fit. Nobody seems to have good information about what is going to happen with the water and drainage - we don't want more Safeway issues.

I enjoy the sidewalks that have been placed in the community. We need more!! Greenwood Aurora Involved Neighbors has been a way for the community to connect and for the neighbors to build a network for crime prevention

Housing is somewhat affordable, the bus is on time (very easy to gain access to downtown) and the library is rather nice. The community center (at Green Lake) is a tad expensive and out of the way. If there are any other community centers nearby, I don't know of them, and they aren't heavily advertised or spoken about.

The neighborhood is lively, but not too noisy - which is great.

The businesses are more diverse. Kens' Market caters to neighborhood. Santoror's books is one of the family. The PNA: Farmers Market and Pocket Park are great. New library is awesome.

When the drug dealers aren't out, Greenwood park is a fun place to take the kids. We also love Woodland Park, Greenlake Park, and Linden Orchard.

Q2: What are you pleased about?

I like having more new businesses in the area, making it feasible to walk to store/restaurants in lieu of having to drive outside of the neighborhood

see previous comments

The new library is awesome. The housing is affordable and convenient.

Affordable housing, good bus routes, Greenwood library, "Downtown Greenwood" and Phinney Ridge Community are all great.

I think our parks are nice and well maintained, and I can only say I'd like to see even more.

I really enjoy the design of the park that is adjacent to the p-patch at the corner of N 67th st and Linden Ave. The frequency of route 358 bus has increased significantly lately.

The library is excellent and there are many busses in the area.

We have amazing parks & public facilities with lots of local resources.

The Greenwood Library is an outstanding resource.

The business district is getting better. More businesses have moved in to vacant spaces. We could use a bakery. I will hate to lose the Greenwood Market.

The improvements are a result of bond measures, but the city budget has been ineffective in directing resources towards neighborhood priorities.

I LOVE that the city recently planted trees along Linden Ave and surrounding streets. I also love the Greenwood Library.

The following are great: Linden Orchard park & pea patch, library, Phinney farmers' market, art walk, Phinney center (has been around for a long time, but is getting better all the time)

people on my Block get a long well and all have same complaint. Traffic and Parking.

New parks, a few new sidewalks - would sure love more. As a kid, I remember it was promised to Greenwood citizens, and yet, here we are 50 years later and not many new sidewalks. Shops that I can walk to in my neighborhood - local businesses not huge corporations. I like that.

I like the new library and the business district's mix of shops, dive bars and restaurants.

The Greenwood/Phinney strip is walkable and pleasant, retail is thriving and residential areas are improving. Sidewalks would help in many residential areas, and transit could use a few improvements but is overall fairly good.

I love all of the green spaces and I know all of my neighbors. The Businesses on Greenwood are wonderful not to mention I love how there are festivals every weekend (or at least it seems).

Broadview Library remodel: lovely! Carkeek park: great! Crown Hill Elementary School: terrific! Green Grid projects: fabulous!

It's good to see the old, worn, neglected buildings replaced with more attractive units. That said, I'd prefer single family homes with gardens over townhomes with no yards at all.

Love the walkability of the neighborhood for recreational and household amenities (i.e. video stores, dry cleaners, restaurants, grocery, etc...)

Greenwood Park. Also, some new sidewalks

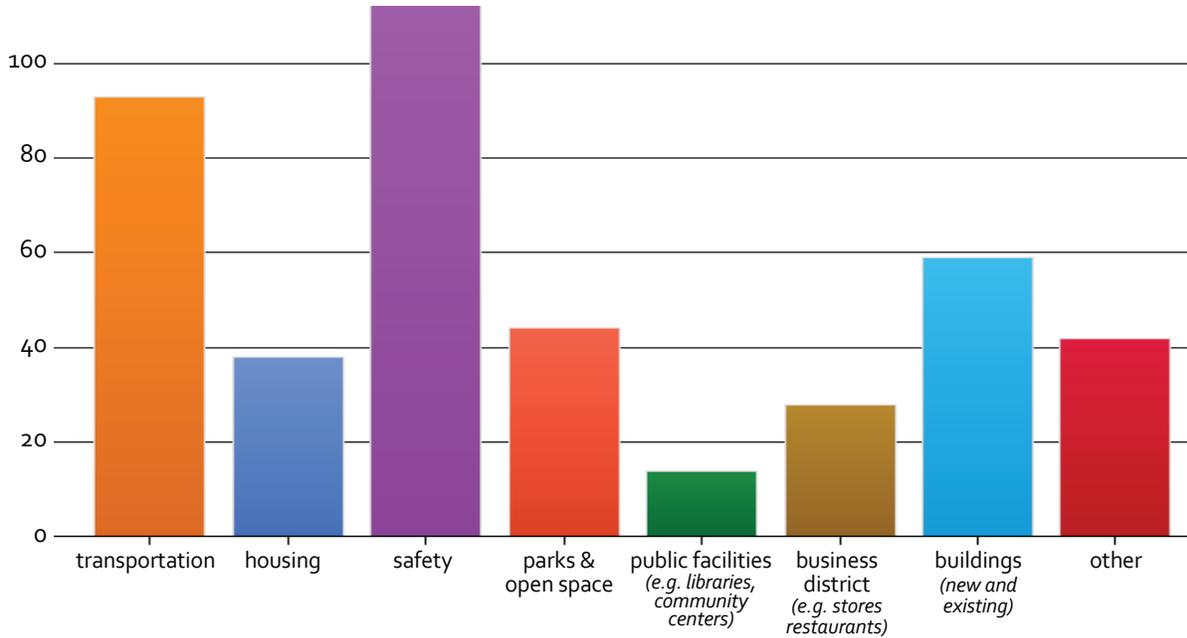
Glad to see a number of new businesses coming into the neighborhood.

I love the variety found in the commercial areas up Phinney/Greenwood, along 65th and along 85th. I can walk to several different types of areas and find a variety of shops, restaurants, bars and services in all ranges of price and quality.

New library is great, as is the Phinney Center. The Business district is improving, though could still benefit from vitalization.

the greenwood library is wonderful!!!

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



Other things respondents are dissatisfied about:

- Rush hour traffic on 85th
- Lack of sidewalks
- SIDEWALKS; alleys
- lack of community center
- Lack of sidewalk improvements, particularly west of Greenwood ave, North of 85th.
- SIDEWALKS!!!!
- lack of sidewalks north of 85th
- aurora avenue needs some cleaning, police presence needs to be felt.
- traffic and speeding
- Increased vehicle traffic on residential streets, lack of sidewalks
- Aurora
- schools
- general infrastructure: sidewalks, lights (you need more with no sidewalks), drainage all need improvement.
- parking
- Aurora Ave
- traffic jams at 85th and Greenwood specifically
- lack of development for existing parks
- CRIME - drugs, prostitution and graffiti
- Four story buildings with empty retail space on first floor
- Sidewalks
- traffic enforcement
- Continuity of infrastructure improvements
- No sidewalks in the residential areas of Greenwood!
- Can't think of anything
- ugly empty lots that get trashed
- Pedestrian amenities, especially sidewalks
- snow and ice removal
- pedestrian safety
- The looming Fred Meyer development
- Enforce zoning and code laws.
- lack of sidewalks and parking strips
- Crime
- Graffiti
- I hope this doesn't turn into condoville. The houses around here are lovely; the condos aren't.
- the need for sidewalks

I'm dissatisfied with the progress of the sidewalks north of 87th...this needs to happen faster. We have a great neighborhood, but it does not feel safe to walk north! Also, please we need to keep Greenwood Market open!!!! This is by far the best grocery store ever.

i would like Greenwood to be more walkable

Don't like the lack of sidewalks NW of 85th and Greenwood, graffiti at Greenwood Park, drunk homeless people wandering through.

Use of public transportation (to downtown) has increased more rapidly than capacity has been added resulting in overcrowding. The overcrowding is pushing people back to single occupant cars. There is a great opportunity in the neighborhood to add public transit capacity and new local business to reduce the need for car trips.

Q2: What are you dissatisfied about?

The addition of apartment/condo/townhouse structures in the neighborhood on the existing street grid overwhelm the streets.

By "Safety" I am referring to automobile traffic levels.

new condos are replacing affordable rental apartments along geenwood ave/phinney ave.

Bus service is good if you want to go downtown, but abysmal if you want to go to Fremont, which is where I work. It is rarely on schedule, and on the commute home can be up to 30 min late. (For a bus that runs every 30 min, waiting for an hour to catch a bus is unacceptable.)

It is NOT safe to walk in my neighborhood (2nd ave and nw 95th st). There are NO sidewalks. Cars drive too fast on 2nd ave. I'm concerned increased housing development will lead to more fast cars. We need sidewalks in my neighborhood NOW.

It's too easy to split up single house lots into multiple boxes. This happens all over greenwood and diminishes the quality of the neighborhood.

It would be great to have a light rail stop here, 85th and Greenwood

The pocket park on 76th is a waste of space. Poor design. Satisfies only neighbors within adjacent block.

Vandalism is up. So many houses in bad shape.

Need sidewalks on 3rd Ave north of 85th. Too many pedestrians and too many speeders equal an accident waiting to happen. Not enough police presence near Sandel Park. Too much blatant drug use and dealing.

Big disappointment that the Monorail project was not built; would have been great to hop over to 85th & 15th NW and get on a train to Downtown.

Aurora is still brutal. Lots of potholes - terrifying for cyclists (not so much on the Ridge, but elsewhere). Navigating intersection at Greenwood and 85th is still terrible and it isn't a great place for pedestrians.

Lack of attention to Sandel Park's playground, lack of sidewalks between area N of 85th and W of Greenwood Ave

Need more police patrols.

Lack of sidewalks north of 85th is a serious issue for me. It's a safety issue for people walking in the neighborhood and has caused some serious parking problems on the street. Also, alleys are not maintained north of 85th. there is no pavement in the alleys and some are in terrible shape. it's becoming a place where people throw waste and are hiding out to do drugs.

Condo development requires oversight. #5 bus is (and has been since I moved here in 2001) the most unreliable form of transport in the city, often late, often crowded and too many stops between here and downtown. Route should be broken up. Lack of sidewalks presents a constant safety hazard (people walking down the center of the street) chaotic parking patterns, unclear property boundaries. More sidewalks please, help Greenwood be the walking neighborhood it can be!

There are still many reesidential streets with no sidewalks - My kids and I are forced to walk in the street whenever we choose to walk to our destination. This does not encourage a neighborhood feel or create a safe environment for kids/families.

All the new condos north of 85th, between Aurora and Greenwood Ave., are mostly unattractive.

Next time you change any traffic in our area try asking the people who use the area what they think. Do not just rely on the people on your staff or public committies. Go out on the street with a clipboard and ask pedestrians, bikers and drivers who use the streets what they think!!!!

Neighborhood is still emerging and much of it is still crusty. Would love to see one of these stores turnover into a decent sandwich shop. I also think the Greenwood benches program was a horrible failure b/c of where they put the benches - either facing the businesses or looking out at the traffic, where they need to be is against the buildings so you can sample the pedestrian traffic. Please also continue to install wheelchair ramps at all the intersections - especially along Greenwood

Too much focus on not wanting things to change and to keep things "old Seattle" makes for eyesores along the neighborhood. Dissatisfied with safety with the previously mentioned drug traffic.

I feel like the alleys and proximity to Aurora lend the neighborhood to susceptibility to crime.

Q2: What are you dissatisfied about?

It was disappointing to see that the City doesn't implement Street Edge Alternatives (SEA) or another similar methods when installing sidewalks to minimize impervious surfaces and introduce more vegetation. The Phinney Ridge Neighborhood Association provides a great service but is unfortunately located at the south end of the long Residential Urban Village and outside the Town Center. The Town Center needs a community center or a place for people to gather. Greenspaces along Greenwood Ave. and 85th St. would encourage pedestrian activity and provide relief from the massive concrete & asphalt impervious surfaces. Greenwood's business district is linear, which in itself is not necessarily a negative. However, Greenwood Ave. is a narrow street and 85th St. is a narrow busy arterial street that do not allow or encourage activating the sidewalks around businesses. Thus walking along either of these streets is preferable only when there is a reason to go there. Greenwood should have parks and greenspaces along these streets to reduce impervious surfaces (improving drainage to Pipers Creek), soften the edges of the vehicular circulation adjacent pedestrian circulation. The number of crosswalks along Greenwood Ave. and 85th St. should be increased so they are not perceived as barriers. There is a lack of garbage cans along the length of Greenwood Ave. and 85th St. Without these garbage on the streets encourages more littering. Neighborhood streets should have traffic calming measures put in place where they are adjacent higher traffic flow streets.

Price of housing.

In order for Greenwood-Phinney to become a true Urban Village pedestrian safety needs to be paramount better sidewalks and curbs need to be installed.

I am very concerned about homogeneous development. As with many neighborhoods in Seattle, there seem to be a lot of apartment and condo complexes without much personality or aesthetic connection to the area. High-density living arrangements are more sustainable than single-family units, that's true--but unless they fit in with the neighborhood (design, not-too-big, conducive to supporting local businesses), it isn't worth it.

In my ideal world, there would be more/better bus service south of 85th Street. Unless you are going downtown or to Northgate, you have to plan for at least one bus transfer.

I would love to see more dense development around some of the key streets, with more multiple unit condo or apartment buildings with commercial units on the ground floor. I would welcome a redevelopment of the current Fred Meyer property. I would love for there to be more bike lanes or bike only streets. More parks or easier access to Green Lake would be great.

I'd like to see better public transportation service in the area--currently two routes (5 and 28) serve the neighborhood, but buses seem few and far between. It would be great to encourage either bus rapid transit or street car service up 8th or Phinney/Greenwood--something that would have priority through intersections and streetlights and would not be subject to traffic delays.

I am very distressed that all the buildings being built (homes and businesses) are so cheap and ugly. I understand some buildings need to be economical, but there should also be a mix and some middle of the road and luxury buildings should be going up, too. I don't see those and much of what makes the neighborhood so interesting is the quality buildings from the past (mostly homes and apartments) that have so much character and have stood the test of time - providing beautiful housing for nearly a century.

I know it is a common them in North Seattle, but the lack of sidewalks is unacceptable. I have a really hard time walking with my two children down Dayton in the street. People drive sometimes as fast as 40-50 miles down this and other streets (including mine- 101st). There are a lot of families in our neighborhood who have to walk in the street and that is unacceptable.

I'm not super satisfied with the number of new condos going up in the old neighborhoods

if the police are taking anti-gang actions, they need to somehow publicize this. my neighbors are afraid of gangs and gangs seem to be around, increasingly.

I would like to see Greenwood Park patrolled more often from dusk 'til dawn.

The area around Fred Meyer on 85th could use some sprucing up but I know there are some plans in the works, at least for the store.

Q2: What are you dissatisfied about?

I personally don't feel comfortable in any of the parks in Greenwood. In terms of safety, I am always in favor of more police presence. And while we have several community facilities, they don't feel especially welcoming to me.

I would like to see the development of more businesses on Greenwood Ave. North of 87th. I would like to see sidewalks in our neighborhoods. I would like to see further development of Sandel Park.

Bus 358 needs lots of improvements in our corridor. I am anticipating the beginning of Bus Rapid Transit.

Like the rest of the city, Greenwood has grown too fast and without much careful planning. Safety is becoming more of a concern as neighborhoods in Seattle chase criminals from their neighborhoods into adjacent ones. It's fairly easy to go north or south by bus but very difficult to go east-west.

Getting people moving to and around the neighborhood is a real problem. See previous comment.

Transportation has not improved, the major bus route (5) is ok but often crowded and unreliable. Also too slow to downtown unless riding the express. Crime seems to be on the rise, particularly around 85th.

Still piecemealing away, with no clear organized methodology for citizens to make change and work on bettering their neighborhood. Still unsure why we have to "fight" to get basic infrastructure. I worked for 2 years on trying to organize my block/neighborhood which is very motivated resourceful and connected group and still, to this day, I couldn't tell you how to get sidewalks unless you have a law degree and a strong connection to city council members...seems that SDOT is pretty overburdened bureaucratically and is one of the least efficient and most costly and poorly managed departments I have seen. SDOT needs to get up to speed and stop quoting outrageous sums of money (\$500,000) for a block of sidewalks....pedestrian pathways and planting strips could be done for a FRACTION of the cost. Why can't we at least get THAT????

Need more "pedestrian friendly" development along 85th west of Greenwood Ave. Right now it is a rather unpleasant area in which walk due to the lack of any kind of buffer between the sidewalk and the street.

walking can be a challenge around some areas specifically around the zoo on 50th, Greenlake Way and Stone Way and 46th streets, crossing Market on the hill. Cars drive really fast cutting through neighborhood to get to Market from 46th or 50th streets. It would nice to have more safe places to play on the western edge or the mapped area. Perhaps the West Woodland playground could include play equipment for younger kids? Ross playground also is more for older kids than younger ones. West Woodland is nice but gets vandalized so that it seems there isn't as much to play on there compared to other play areas. The new buildings being built don't have very pleasing architecture. They are just big blocks, in my opinion. I don't understand why newer buildings often seem so void of any style.

As stated on previous page, we have new development we don't need, and people blocking the upgrades of buildings we already have. We have an increase of real crime (armed robbery), yet when I call police about a man who accosted me on the street in front of my own house, no one ever shows up. What's the point of improving parks if we can't send our kids to them because they are getting mugged in the middle of the day for their cell phones?

I live close to Aurora Ave., and there's still a lot of room for improvement there. In some stretches, it's like one big used car lot. I still find used condoms from prostitutes when I walk my dogs through the alleys.

There are far too many tacky buildings going up and needing repair. There is little attention paid to the sinking of the sidewalks, and drainage. I've watched one planting strip get dug up at least 4 times. The condos cannot possibly be selling in a bad economy. They are all exactly the same - gray and taupe and dull and boring and cheaply made.

seems like more and more homeless are roaming the streets, and more random violence (or just more publicity with the growth of blogs!)

I live on N. 84th and the amount of traffic and high speeds that people drive is unsafe. I'm currently working with SDOT but I wish there was more we could do. I'm also concerned about the proposed larger bus stop at the corner of N.84th and Aurora. This larger bus shelter is going to be a spot even more prostitution and drug deals that already occur there.

Lots of car thefts and car-breakins in our neighborhood

Q2: What are you dissatisfied about?

There are way too many questionable characters living in our parking lots and on the streets. Crime has gotten worse and the number of transient cars/camper-vans has sky-rocketed! The police do nothing about this which is frustrating. It devalues our neighborhood and our homes and is a huge safety concern. There are too many new apartments (as opposed to condos) being built with the new developments around 85th & Greenwood. I would love to see more owner-occupied housing which would give a boost to the community. I love love love Greenwood market and do not want to see it disappear and become a big-box Fred Meyer. This absolutely does not fit with our ultimate neighborhood plan of promoting small businesses and walk-ability.

The plans to re-do the Fred Myer area of Greenwood are horrible. They would add tons of traffic and completely change the feel of the neighborhood.

Those town homes are AWFUL. I came from San Francisco and Portland which has great townhomes, but Seattle's are all horrible looking and useless. I'd like to see a more walkable business district in Greenwood. Both Phinney and Greenwood's business districts are pretty dirty and filled with graffiti. We need more parks and a pool. The crossings along Third Avenue are terrible! Give us some marked crosswalks along Third. Stop the speeding and crime!

Cars come absolutely whipping around my block (Greenwood between 65th and 64th) to cut the light at 65th and Phinney. I am always afraid that my kids or someone else's kids will get hit by a person so intent on busting the light.

SIDEWALKS!! Greenwood has been a part of Seattle for over 100 years, and still does not have a regular grid of sidewalks. It is a major public safety issue. Too many functional sites are still vacant and underutilized. Buildings stand empty for years- there should be greater incentives for making use of property (and greater disincentives for leaving them vacant/abandoned).

I'd like to see an effort for more parks and more shops/restaurants.

Greenwood has not community center. We need one to have better venues and more variety of participations for events

Greenwood Park is nice, but Sandel park is floundering and is actually closer to the Greenwood high density and use areas. I'm looking forward to the park levy improvements to Sandel and better use of the park - safe waling corridors to parks from center and also events the draw to better use of parks. The business district need significant revitalization - ther are brown fields and vacant buildings. We need to foster improvements and desperately need to work with Fred Meyer and others in redevelopment that includes civic facilities - play areas, meeting areas, all-age-friendly services (eg, YMCA).

My house has experienced burglary, theft and graffiti in the past 4 years for 1st time ever. More transients are hanging out in the neighborhood than ever before.

North end of the neighborhood (more renters and fewer home owners) gets very little in improvements or services

We need sidewalks and better bus service (esp. route 48).

Buses should run every 10 min. 5am to midnight

It appears that the neighborhood does not support any real alternatives to buying food in a supermarket.

As a daily bus rider, I have seen bus service cut along Greenwood/Phinney. Particulary, the #5 has seen cuts in service. Passengers have had to petition KC metro to get service back. There seems to be no process to address bus service. With strong developement along Phinney and Greenwood Avenue, I have not seen improvements for pedestrians crossing the street. More traffic has made it more difficult to cross this major street.

too many new condo buildings that look ugly/don't fit in with the look of the neighbourhood, don't seem to fill up very fast, and are way out of any price range i could ever dream of affording. i am VERY lucky to be a renter in a very affordable house in the neighbourhood - i would LOVE to purchase/live in the area, but fear that i won't ever be able to afford to own, unless there's a multi-unit house that has been converted into separate units which i could buy with friend(s) at some point. being unemployed certainly doesn't help. also when reading the local ("micro") blogs i am getting more and more concerned about property theft - seems that there's a lot of crime going on in the area, and it's hard to balance keeping the house at a cool level (especially during the recent heat wave) with keeping the windows shut and locked to prevent loss of items from theft.

Q2: What are you dissatisfied about?

More homeless living in cars along Phinney near the Zoo

The drive by drug deals are frustrating. Parks/open space seem far from where we are (82&Linden), but I don't know where you would put one near us. It's nice to be near Green Lake. Aurora is convenient but just icky--it would be great to have more PCC and less empty car lot and to have some plantings in the median.

Making goth into effectively an arterial (by installing left turn signal @ goth & Aurora and installing signal at goth & Greenwood) and not putting in sidewalks was a poor decision and not consulting with neighbors was a bad approach.

Seems to be more crime, but maybe this is more related to the economy than anything else. Bus service to downtown is pretty good. Sure do wish light rail would swing near Greenwood.

No infrastructure improvements to area surrounding business district or business nodes have occurred. If no sidewalks are going to be built, then lighting and street cleaning need to increase. Drainage can be a problem in some areas. New developments were not required to 'finish the block' as far as sidewalks are concerned. 85th & Greenwood are both major arterials and should stay that way, the more effort made to slow them down, moves more cars to side streets which creates hazards for pedestrians (since there are no sidewalks). Recognize where cars should be and where pedestrians should be and develop accordingly.

Although I generally agree with higher density it is frustrating that so few parking spots/apartment are required. I would like to see MORE high density around the Urban village (townhomes/condos/apartments) but there need to be a higher ratio of parking/apartment so that visitors to the area can park somewhere near the Urban Village. This is not a huge problem now but will become one and so I'd like to get it on the radar screen.

many of the parks are used for campers and transients who are homeless, gang activities and other illegal uses

no sidewalks north of 85th on Greenwood ave, too high of speed on residential sidewalks, no sports facilities, no pool, SIDEWALKS is a huge issue. I am about to have a baby and am scared to think about how we will walk to the park.

In the neighborhood it is evident that there are several slum landlords still in the neighborhood (between greenwood and 99). Also some of the Aurora auto business's are using 92nd as their own private parking lot. Leaving automobiles parked on the street for days. Aurora business storefronts lack an overall vision and seem to foster a sense of independent store owners with no clear vision for the community. The sidewalks on 99 need buffer zones between the sidewalks and the street even if it is just a little patch of grass. Not to mention the road dividers should have trees planted in them not just cement.

With the influx of town homes and limited off-street parking, there is much more street congestion and road wear.

I covered most of this in the earlier question. That Kroger/Fred Meyer is probably going to get away with booting out Greenwood Market and build a revolting big box speaks volumes. G.M. is a local grocery store that treats their employees very well, buys many local products and keeps the profits in the regions, and they need to stay here rather than forcing people to -drive- to Central Market or Ballard Market to get the same good products and service. We don't need yet more national cookie-cutter chain stores. All Kroger/Fred Meyer profits go back east, they don't stay here. The new development is totally out of scale with the neighborhood. It's going to increase traffic drastically and make being a pedestrian even more dangerous than it already is. It will increase noise levels from customers and service trucks to intolerable. Open space: I'd love to be able to go to Carkeek Park occasionally, but the entrance road is impossibly dangerous for pedestrians, and the path down from near Holman Road is impossible for my knees. (No I can't 'just drive'--I don't own a car.)

Every new development is reviewed alone without any consideration as to the cumulative impact on traffic, etc. Of course, each condo doesn't create unmanageable traffic, but five of them do.

Disappointed that bus transportation is our only mass transit option. Would also like to resolve issue with Burke-Gilman trail (as a bike commuter).

Not sure how to solve it except to open a n/s lane to the east of greenwood, in the same way 3rd ave nw serves as a relief valve for congestion

Q2: What are you dissatisfied about?

Transportation: Disgusting bus stops with litter and few shelters. Unsafe crosswalks with no signals on 4 lane arterials. Inconsistent bus service. No sidewalks. Bike lanes on busy streets are for commuter mostly male adults, not the rest of us. We're missing out on transit solutions. Lost our monorail and now we are off the grid of service for light rail. Develop preferred quiet routes for walking and biking like 6th NW and 1st NW. Get our Green Street developed to be green through the town center and further. Stop the "freeway ramps" like 85th st. Put parking off-peak on 85th to channel it down during non-peak. They took a 60' ROW and crammed a 4 lane freeway ramp into it. 85th acts like one long freeway ramp from Crown Hill to I-5. That doesn't work. At least slow the speed limit through the business district and urban village. It ruins the edge of our town center to have that gash and there's much to do to fix it.

Housing: Too much single family housing. The urban village should not stretch out in a line. Cluster a commercial area at the south end of the urban village and sever Greenwood and Phinney into 2 different planning areas so that Greenwood can get some goodies and be the urban place it really wants to be. If Phinney wants to just be a little bedroom community they can have it, I live in the city to be in a city not a suburb. Certainly it's not sustainable environmentally, economically, or socio-culturally to hold all this land stock in SF housing much of it so spread out that everyone drive to get everywhere. That's a disaster environmentally---1 person / 5,000 sf? 1 person / 3,500 sf? Horrible. In general, Phinney is not Greenwood. Greenwood is not Phinney so if they could become separate planning areas then Phinney would have to get a lot denser to get goodies. I think it's a huge shame that PNA is in such a SF neighborhood when we have nothing in Greenwood. PNA is great and all, but if you can only have one hub, it should be to serve the most people and the people who need the most. The combined planning area of Greenwood-Phinney really screws the numbers. Phinney is an affluent white neighborhood that gets to count less white and poorer Greenwood in its stats and that brings goodies to them. I don't agree with that. Get more (not cookie cutter 4 pack townhouses with driveways up the middle) multi-family housing that is creative, and sustainable, and humane. Can't Seattle do better? I'm embarrassed.

Safety: The streets have cars that move too fast. The youth are falling through the cracks. No one is serving them. Teenagers are tossed in the trash basically. Not nearly enough early childhood education opportunities for anyone but the rich. Not nearly enough summer enrichment / education / experiential learning opportunities for anyone but the rich. We can't have safety without fully educating

people. The cycle of under-education, unemployment, substance abuse, crime, and violence is perpetuated by Seattle's horrible school district and underprovision for education, recreation and employment training for youth. The city of Seattle must become more pro-active with public schools and break the silos between SPS and City of Seattle.

Public Facilities. We need a recreation and community center in Greenwood. Greenwood, not Phinney. The Boys & Girls Club is a mismanaged (county level on down) facility and it does not provide well for a lot of kids. It is also hardly ever open. 4 hours a day on school days nothing on weekends. We need a pool. We need some sports fields. We need a skatepark, a cluster of basketball courts, a BMX track, a place to play volleyball, an all ages indoor aquatic center, a homework center, an on-line high school education hub, and much more.

Business District: DPD allowed C1 zoning to persist in our urban village town center which is bringing us a 180,000 super center that is very car oriented. I'm disgusted. Why do I have to spend my volunteer time advocating for policies (and follow up zoning) that already exist in the comp plan? Truly disappointing. I'd like a walkable, bikeable, compact, mixed use town center with retail (please not just restaurants and bars), services, education hubs, recreation, a hierarchy of open space, and a sustainable big picture and small picture.

Buildings: Nothing notable. We could use some incentives for beautiful, human scale, charm that isn't expensive. We need a space for little things to happen between store doors and the sidewalk. Putting the buildings right to the sidewalk robs us of that eddy that can exist if there's a transition space for display, plants, and other welcoming gestures that get people walking and visiting stores / places in their neighborhood. In general, a linear urban village is a bad idea. A central core with high density surrounded by rings of lesser density is very walkable and minimizes the interface of single family with higher densities. It also makes for very short walking / biking distances.

bad development town home plans, lack of sidewalks, business district has poor looking buildings at places, bowling leilani lanes closed, need community center/ swimming pool/better senior center/retain greenwood market

Stop the dense housing developments. There isn't enough parking. And generally folks aren't taking care of their property. I own a house and am surrounded now by townhouses. Not a good feeling.

Q2: What are you dissatisfied about?

drug dealers, prostitutes and suspicious behavior in the area, neighbors houses getting broken into, car prowls, aggressive solicitors and panhandlers

More attention needs to be paid to the 65th Street commercial district between 8th and 3rd Avenues to: 1) improve the aesthetics of the area (e.g., street tree planting, landscaping); 2) support existing businesses; 3) improve the ground-level pedestrian environment; and 4) improve pedestrian and bike access in and around the area. Also, proposed townhouses in infill settings in the area need a higher degree of design review.

Sandel Park could use a new climbing structure. I am not aware that we even have a community center. Would be nice to have one, like Northgate Community Center. I wish the bathrooms in the parks were open in the winter.

cars too fast even at designated cross walks

Pedestrian safety is dismal. There is an increase in indigent/homeless recently, as well as graffiti. Sandel park has been neglected, and is a wonderful spot that deserves more attention - wouldn't it have been nice to have the wading pool operational there during the heat spell. I am extremely upset with the redevelopment of Fred Meyer on 85th Street. Also 85th Street in general is dangerous for pedestrians, the sidewalks are buckling, in places missing or overgrown. Where are our sidewalks, anyway? 1 or 2 half-blocks a year doesn't cut it.

The few parks we do have are sketchy after dark. The nighttime cop patrol is nil. I avoid Sandel park after dusk even though during the day it is nice. I wish there were a few more pocket parks or green spaces or more pea patches. I run and it is hazardous with no sidewalks!! The lack of sidewalks past 85th is absurd. We pay the same taxes as south of 85th but no sidewalks. The way people speed through the side streets to avoid 85th arterial is so dangerous without sidewalks.

We've been quite unhappy with the management of the uncontrolled intersections in our neighborhood. Especially the intersection at 90th & Fremont where I see near accidents, honking horns, and yelling matches between drivers, regularly. The sidewalk improvements have been nice, but much more could be done.

80th to 87th is a parking lot at rush hour; small neighborhood businesses can't afford to rent the first floor retail space in the new condo buildings

DO NOT MAKE THIS AREA A GREENWOOD AVE (like North of Holman road)! The new buildings and complexes are being smacked up everywhere and despoiling the landscape. DO NOT INCREASE THE HEIGHTS OF THESE BUILDINGS! They are impacting the small family neighborhoods forcing the families out and creating "rental communities". Rental communities are bringing more crime and loss family. Retain the character of this older neighborhood! Allowing builders to come in and buy up 3 historical bungalows to create huge homes in the neighborhoods have permanently altered the character of this community.

I used to feel safe in this neighborhood any time of day or night, not so anymore. In my little corner of the neighborhood, we have had a theft, burglary and an armed robbery. I think property values (and taxes) have gone up so much that many of the little retail stores have closed and seem to be replaced with service type businesses or restaurants.

need more density. Greenwood should be a consideration for future light rail expansion.

No community Center or pool in Greenwood Area. "Downtown" Greenwood - some buildings need some sprucing up by owners. Sidewalk repair issues.

while our address is within the Greenwood/Phinney zone, we do not shop regularly at businesses in that zone, except for those in our immediate area. We are more likely to go west, towards Ballard, or south towards Fremont. If transportation was more accessible- if there was better parking on Phinney &/or public transportation that went over the ridge and north then we would be more likely to shop there.

The area is quite unsafe at night. Drug dealing is all too common and makes me uncomfortable to have family members walking around in the evening.

No.

New development planning in the area seems to be high occupancy living, big box retail development, and little to no open area (play ground) planning.

see previous comments

Q2: What are you dissatisfied about?

Why did Greenwood from 9th to 105th get skipped over for pedestrian improvements. Holy crap there are more elderly and people in wheelchairs in this section of town than any other neighborhood. You can't find a consistent, safe, walking opportunity without having to traverse Greenwood ave (mini-aurora) several times. Definite need for narrower roads, more sidewalks and traffic calming. My kids and I walk to downtown Greenwood (85thish) from 101st all the time and I shudder at the thought that our lives are in danger due to the 50mph+ cars intersecting with necessity of pedestrians in the shoulders and roadway (note areas north of Scanwest, east side of Greenwood). Crime is a big issue: Two muggings, a methlab and whorehouse within a block of my house. hmmm. what's inviting this element? Not necessarily incentivising my long term investment. I don't think this neighborhood has always been this way.

Didn't the city of Seattle promise Greenwood sidewalks when it annexed the neighborhood 100 years ago?! At the rate sidewalks are going in, it's going to be another 33 years until the city makes it the half-block to my house with sidewalks from where existing sidewalks currently are. (I live on 9th and Dayton.) No sidewalks, which is extremely dangerous during cold, wet, and DARK winter months, along with safety issues are my number 1 complaints about how the city approaches my neighborhood.

Lack of sidewalks is major concern because I am affected by this on a daily basis. Safety is also major concern because the cheap rental homes in the neighborhood attract drug dealers who are openly conducting business in the street and nearby parking lots (Greenwood market parking lot off 3rd ave). More bus service would be nice.

We really need sidewalks north of 85th. Taking the kids out in a stroller is kind of dangerous, especially with traffic between 3rd and Greenwood Avenues. Also, lots of drug activity and prostitution cause problems with violence, noise, needles left around, and theft.

I understand that people want bigger houses. But just because they legally don't have to mitigate for storm water until the lot is over an acre doesn't mean they shouldn't. The lower streets consistently flood more than they did when I moved in.

Some of the new buildings are too tall and ugly.

The area around my house as not changed. There are NO safe sidewalks along greenwood between 105th and 9th. The City of Seattle is not doing their job providing services to this part of the neighborhood. Cars speed around the side streets and there is no safe place to walk to downtown Greenwood or Phinney from our home. There is also NO safe sidewalks from 105th and Holman to Northgate. A 2ft cracked asphalt and gravel path is not appropriate for a main arterial. Especially with no buffer between the path and the traffic. Please recognize this safety hazard and build improvements.

We have too much density and not enough green space to accommodate the population. We also need sidewalks for the area in order for people to walk to destinations

Safety: for the most part, I feel very safe. Though, there are too many bars along Greenwood Ave. One night, I was followed home by a drunken man, attempting to engage into a physical altercation. From time to time, there is suspicious behavior. Besides that, we are a little too close to 99 for comfort (a known drug and prostitution zone). Parks and open space: we are a very urban neighborhood, for the most part. We lack a decent park (unless you count Green Lake) and there are very rarely patches of growth or trees. Though, it is nice that there are trees along the sidewalk. In business: there are simply not enough shops to meet my needs. There are no mom-n-pop video game stores or electronic stores. There are a lot of book stores and rug shops. It's nice for people who may not live here, but for those of us who do live here, we have to travel a lot to do most of our shopping. As mentioned previously: too many bars; I'm worried that our neighborhood will turn into a 'hipster hangout' or an area for crime. Also, the Farmer's Market is not year-round, which is unfortunate. Buildings: many business buildings in our neighborhood are unsightly and dilapidated. Some buildings along Greenwood look like they could be mistaken for a crackhouse.

Recently more crime. Do not feel it is safe to walk around the neighborhood by myself after dark. More traffic. Hard to get up Greenwood Ave in during 'rush hour'. Some of the new high-density housing is not neighborhood friendly

Q2: What are you dissatisfied about?

Please see comments for Question #1! I also found it totally lame that after my house was burgled, it took nearly 5 HOURS for the police to arrive to take fingerprints. This isn't a neighborhood-specific complaint, as the city's police are staffed at 1967 levels, but it sure as heck doesn't make me feel safe. The officers who responded to our break-in also added that they had arrested a man who had nearly 75 TVs in his basement in our neighborhood (no idea if he was charged, tried or jailed), and they also mentioned there's a Neo-Nazi living near Dayton & 80th.

Transportation infrastructure is incredibly skewed towards cars with little or no expenditures and accommodation for pedestrian and bicycle transportation alternatives.

Reducing capacity on roads for pedestrians makes no sense. There are places for cars, trucks and buses that should not be for pedestrians. We do have many side streets without traffic that should be encouraged to be used for bikes and pedestrians.

See previous comments. Also More cops and more speed bumps If you want to cram more condos down our throats, at least have the decency to put them where they will improve the neighborhood. i.e Bulldoze Aurora; drive out the dealers, junkies, and hookers and build all the condos you want, but stop chipping away at the single family zoning.

Some old, run down buildings along 85th and other streets. Look vacant, seem unsafe and covered in graffiti. No sidewalks make it unsafe to walk at times.

Busses to downtown are painfully slow. It's faster to bike downtown in almost all cases.

Parks tend to attract transients and/or teens smoking pot (specifically park between 90th & 92nd NW). Crime seems to be somewhat of an issue, most recently we have an arsonist on the loose and there seems to be a lot of break-ins (maybe it's just because I pay attention to the negatives). In general though, worried about my families safety while I'm at work or if I'm away in the evenings.

I think our library is wonderful, but I would like to see more community centers/activities. Any improvements/ more hours for the library would be appreciated. Now more than ever, we need our libraries and public institutions. I'm disturbed by the number crime incidents that I hear about. I'm not sure what to do about it, since I know Seattle on the whole has a shortage of police officers. Is there a community watch in place? I am a big fan of public transportation and a regular user, and I support buses and light rail. Especially at rush hour, Greenwood buses are so overcrowded.

City of Seattle is not able to keep streets safe for driving during winter snow storms; even major roadways are not passable for buses or private cars when there is snow. The route number 5 has not enough express bus during rush hours.

I have seen an increase in drug dealers and other possible criminal activity in the area.

I am more concerned about street parking in residential areas. As more and more people move into town homes there is less and less street parking. Can we work to maybe get area parking stickers so that home owners know who is parking where?

The tearing down of existing houses to build cheap, ugly 4-plexes has been awful. The unimproved storefronts on Greenwood between 86th and 85th look shabby and sad. The empty MacDonalds, the empty building across from Fred Meyer on 85th, and the unused building at the NW corner of 85th and 3rd make the neighborhood look awful. We still need more parks and open space. The increased signs of crime and the lack of police is disturbing. Pedestrian safety on Greenwood between 85th and 75th needs to be addressed with crosswalks. In that area there is a Post Office, library, school, not to mention many businesses. I think it's criminal that Seattle north of 85th still doesn't have sidewalks.

Carkeek Park is great. It would be nice if there were better parks that are walkable with childrens' play structures. I live near the Greenwood Elementary School and that is the only play structure nearby and is only open after school hours. The Greenwood library is great. We don't have our own community center, except for the privately owned Phinney Center.

Q2: What are you dissatisfied about?

Is there only one set of town house plans that builders are allowed to use? Couldn't the city zone for some diversity? Couldn't the city only approve plans that allow for driveways that are long enough to accommodate the large cars that are being parked in them?

There has been very little systematic investment in improving mainstream public infrastructure. Pedestrian infrastructure has been improved only haphazardly. SDOT and SPU have no process to prioritize and program improvements in the right of way. Our streets are neglected and our sidewalks need attention. Our business district has had very little attention from the city at all.

Hopefully this trend has slowed with the housing bust, but the practice of building megahomes that fill their entire lots and rise to 3 stories is detrimental to the neighborhood.

We need a light rail system! Traffic has been getting worse and worse. We especially need something to alleviate east-west congestion.

More young children in area 3 to 10 year olds and traffic is too fast on street for children trying to cross from 1 side to other.

Traffic on 9th has increased with the addition of a light at Greenwood & 9th. 9th has become an arterial but is not designed to accommodate the amount of traffic now experienced. Without sidewalks it can be quite dangerous to walk in the neighborhood.

The lack of sidewalks north of 85th from the residential areas from 8th to Greenwood drastically decrease the walkability for families with pre-teen children.

Large number of drug deals going on in local streets

It would be great if Seattle was a city in which we didn't need to have a car to move from neighborhood to neighborhood, but it isn't. So reduced parking and restrictions on parking are frustrating when the bus system doesn't easily get a rider to one place to another. EG If we want to go to a movie in Wallingford, it's not accessible or realistic to take a bus back home to Greenwood. We drive to a movie and can't find parking. It's a no win situation.

I ride Metro #5 and #28. They have way too many stops that are too close together. It takes forever to get to and from downtown. There are not enough parks in the neighborhood. And I fear the Fred Meyer development that is coming. I will miss the Greenwood Market and think that much development is a waste of money and resources.

Break-ins and increased homeless and roaming teen populations are slightly worrisome. There are few social services in the area, so directing people to assistance is difficult.

Aurora beyond 85th is just a true eye sore. I wish instead of the cement medians they would plant trees (like over on Lake City way) It would slow traffic and seem more pedestrian friendly. I love Greenwood Ave. and identify that as my main drag. Unfortunately though my house is closer to 99 (and the obnoxious Aurora Auto Wrecking Inc and that dealer lot next store which continue to park their junk cars throughout N. 92nd St) maybe the continued investment in Greenwood will increase the development on Aurora. But something really needs to be done.

Provide on site parking for large developments. Enforce codes: don't allow homeowners to develop illegal back yard rental units or divide homes into duplexes or triplexes.

The lack of sidewalks in this neighborhood creates a safety hazard for pedestrians, children, and pets. In addition, people park willy-nilly without the guidance of a curb line, and we have no street-edge trees and plantings to make the neighborhood more attractive and welcoming.

Greenwood north of 85th turns into a highway. Extend the bike lanes and road diet up there. It would make things so much more pleasant.

I would like to see more apartment development for low/mixed-income peoples to match the townhome development in the area. It's difficult to see these families get priced out of the neighborhood because they have been in the neighborhood so long and make up a vital component of the area... they help bring diversity to our community.

WOuld like to see a light rail link/trolley line running down Greenwood/Phinney Ave that connects to downtown.

Q2: What are you dissatisfied about?

the townhouse blight reduces sun and makes parking/driving difficult

Drug deals still happen regularly around the neighborhood.

I feel less safe in my neighborhood than I did when I moved in.

Getting from east to west is pretty terrible, particularly trying to cross or get on or off I-5 or Aurora. Also the 28 is basically useless, given that it only comes twice an hour and is almost never on time. It's almost always faster for me to walk to a different busline than use it. Sidewalks or some sort of off-street trail option north of 85th would be nice, too. Bike lanes are great but I will always prefer to keep away from heavy traffic and lights whenever possible.

Loss of monorail and no plans for light rail are disappointing. Increase bus service will not make the significant mass transit impacts to effect the neighborhood. The neighborhood needs a plan to link the new development, and those planned around Fred Meyer to Greenwood Ave. The empty McDonalds lot should be acquired for greenspace and/or a walkway connecting the two major business areas, keeping them pedestrian friendly. Without this link, neither area will thrive. Sidewalks north of 85th!!!

sandel parks needs a safety officer, I've been approached by people on drugs twice while with my 2 year old. the abandoned buildings around the greenwood market and fred meyer need to be cleaned up or removed.

Bus stops need to be more welcoming and provide shelter. We need sidewalks north of 85th, this is a huge safety concern as cars speed past, way too fast along 3rd ave, greenood and 85th. We need a community center in Greenwood. Phinney and Greenwood should not be lumped together. Phinney is doing much better and makes Greenwood seem better, when in fact there are many problems that need to be fixed. We need a sports field, sidewalks on BOTH sides of busy streets. Planting strips to improve the aesthetics of the often uncared for homes.

I live close to Aurora and the lack of safety at night is a concern.

In the slightly-more-than-a-year that I've lived here, there's been an increase in the presence of apparent alcoholics in the area, particularly around 8th Ave NW and NW 85th St. The neighborhood needs a movie theater.

It would be nice to have the light rail up here :)

Relatively new to neighborhood, but feel that more of an emphasis should be placed on safety

The area has seen a spike in crime, and it's abundantly clear that the city doesn't have the resources to expand the police force at this time. The plan to rezone the area north of goth for mutli-family lots will continue to destroy the single-family neighborhoods.

There is an abandoned house behind our home that has caught on fire twice.

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

Making it walkable should include things to actually walk to.

Transportation is useless. I lived in Boston before this and the Seattle bus system is a joke.

An increase in attention, accommodation, and expenditures for pedestrian and bicycle transportation must parallel, and should precede, permitted increases in density.

Most neighbors want a pedestrian-friendly neighborhood. Increased density, unfortunately, has brought increased automobile traffic to the main Phinney-Greenwood thoroughfare and too much of that traffic has spilled over to our "short cut" side streets, decreasing the pedestrian-friendliness!

The proposed gigantic Fred Meyer places a dense housing and shopping area intended for drivers on the edge of a walkable retail area. This seems to counteract the plan goals. The existing Greenwood Market is thriving and beloved by much of the community, and the new apartments just east of Fred Meyer are by no means full, so it seems absurd to create yet more expensive housing.

...near as I can tell.

Of the five "Key Strategies", only A and D have been addressed.

Way too much deference is still given to drivers.

Large strides have been made by public institutions (parks, library, phinney ridge assoc), but it seems as though the private entities are status quo with building destinations that either have little or no parking or are not walker/mass transit friendly.

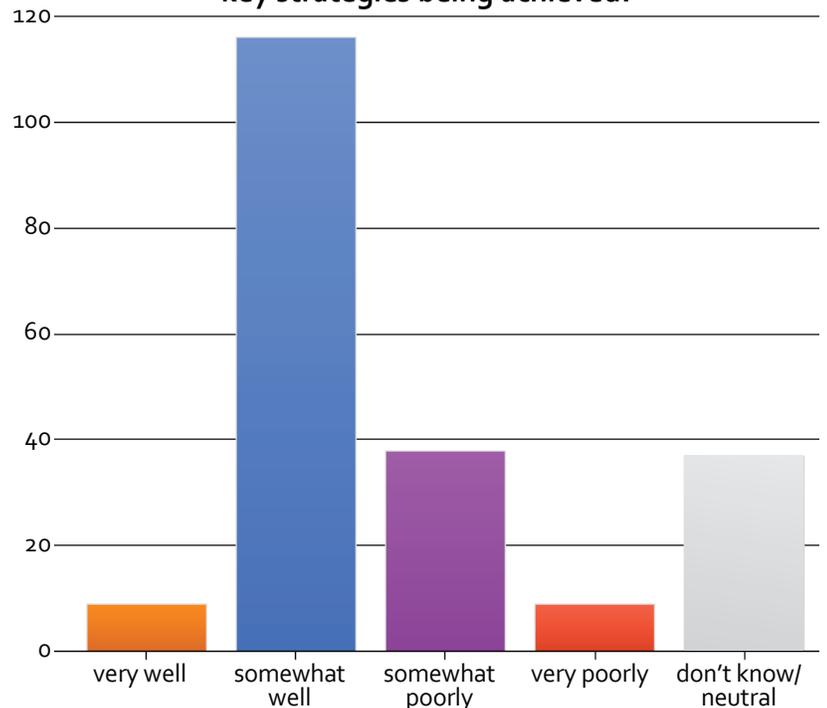
Mostly happy with it.

I think the residents north of 85th should really have sidewalks and curbs.

Please give us some sidewalks! Please!

I think the plan might need to be revised since more people live in the neighborhood and this might bring a different set of needs.

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



While the density of housing has gone up, the sidewalks are not being built, the speed limits are too high, and Aurora Ave is still an impassible pedestrian obstacle.

1) I thought we would have sidewalks by now! 2) I think development in the Greenwood 'core' is great but the development of the Safeway on Greenwood Ave created sinking areas throughout the neighborhood because the bog was not treated properly during construction. I am worried more development in that area (Fred Meyer) will cause more problems leading to problems with my house - who will take responsibility to make sure this will not happen?

Greenwood is becoming a very nice urban village. I feel like I can get most of what I need within a short distance of my home.

Actually neighborhood plan did not represent neighborhood needs. Dominated by people from on part of the area and by business. It was more of a business improvement plan than a neighborhood plan.

I know transportation was a big push in the last plan and it seems not much has been done with that.

Generally good. Need more comprehensive pedestrian improvements on Greenwood Ave. and on 85th st as well

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

We need sidewalks. Putting a whole paragraph in this status update about 8 blocks worth of sidewalk makes it sound like there's been progress, but 8 blocks out of the entire neighborhood is negligible.

I would like to see the sidewalks continue to expand throughout the neighborhood.

I don't know if I would say poor, but it needs to be better.

So much of this geared towards Greenwood and Phinney Ave. That is all fine and good but what about those of that live closer to Aurora? Our issues are somewhat different.

I don't think new development is well integrated into the plan. There is no way that neighbors can get any changes made to excessive townhouse development in a small area.

There are big gaps in commercial activity walking up and down greenwood. Too many empty businesses now. Needs more activity.

I would select between somewhat well and somewhat poorly. I know people are working on this, and Phinney is looking good, but Greenwood has a ways to go.

The sidewalk and street infrastructure improvements with asphalt sidewalks are sub-standard and in small areas. There appears to be a lack of vision. These streets should be SEA streets. I don't see the strategies being met or addressed. The key elements of the neighborhood plan appear to be behind: sidewalks, again sub-standard and in small areas; Greenwood town center, inappropriate zoning and insufficient community space; park development, Greenwood has occasional parks but Greenwood Ave. (the primary business arterial) is largely concrete sidewalks adjacent asphalt streets with few trees and no relief in building facades. Pocket parks and green streets would help.

Low income housing added, and increase in crime is not supported.

execution of library and parks are positive, but town center is disappointing, as are the urban response of the Safeway and Bartells. Main street improvements not done. North Greenwood streets not done.

park improvements are clearly visible.

Slow! The rainier valley, the ID and Northgate have gotten the mayor's office red carpet. Greenwood is one of the last vestiges of affordability in this city. Why can't the public investment into services, infrastructure and general livability be increased? Maybe I am missing something here but Greenwood, aside from benefitting from the parks levy, seems like it's low on the list from getting the attention it needs. Walkability and pedestrian safety is still my biggest concern. In parity, stormwater control and quality should continue to be improved as a critical contributor to the Pipers creek watershed.

we need a walkable Greenwood. that means sidewalks.

The area around my house as not changed. There are NO safe sidewalks along greenwood between 105th and goth. The City of Seattle is not doing their job providing services to this part of the neighborhood. Cars speed around the side streets and there is no safe place to walk to downtown Greenwood or Phinney from our home. There is also NO safe sidewalks from 105th and Holman to Northgate. A 2ft cracked asphalt and gravel path is not appropriate for a main arterial. Especially with no buffer between the path and the traffic. Please recognize this safety hazard and build improvements.

Greenwood being improved, library remodel/ developments, quality of retail business improving, bus service is great to downtown. What will happen to Viewlands Elementary School property? Retain as community center or attach to Carkeek park but DON'T Develop the property into condos!!!!!!!!!!!!!!!

there is no plans for a community center yet all other aspects of the plan seem to work towards making a small contained community. It is a body without a head.

no money spent for visible improvements

no money budgeted for maintenance to even keep things as they ARE

i don't SEE my neighborhood becoming an urban center with any personality or theme.

I believe Greenwood and Phinney are two separate neighborhoods put together by the city for planning purposes. Phinney is looking great but Greenwood, especially the section North of 85th and W of Greenwood Ave is not receiving the same level of attention

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

The city promised decades ago to put in sidewalks in the residential area north of goth between Greenwood and Fremont. Zero sidewalks.

from what I have read and what I have seen it seems things are moving as planned

More open space and walkways.

NO ONE comes around to even ask what our needs are. I saw one poster notifying the community about a planning meeting. That one poster was placed behind the current Fred Meyers on 85th where little to no one could see it. And only offered one meeting date which made it tough to attend for working families.

I do know we have not gotten many improvements in public transit in our neighborhood. It can take a shocking amount of time and money to go the 4 miles from my house to downtown Seattle and back. It can be cheaper and far more convenient and faster to drive - even if you have to pay to park - that's a shame. People who live close to the city center are the best candidates to take public transport, but it is so difficult from here and one almost always has to stand on the bus in peak hours.

We have already achieved the 2020 plan for density. If it wasn't for the recession, the city would have approved making every building a maximum height condo.

I think that the Neighborhood Plan was put together by special interests and you did not get much input from the neighborhood. Next time why don't you send a questionnaire to the people who live in the neighborhood and find out what they really want. Not what the mayor or the special interest want to cram down our throats.

The open spaces and walkways strategy could be improved.

Neighborhood continues to evolve rapidly in directions I appreciate.

glad that our neighborhood is so walkable, wish public safety was being more addressed

Difficult for some private property owners to acheive aspects and keep business viable.

Again, I can't comment too much on the area north of 87th but down where I live I wouldn't describe most of the housing as ""affordable.""

Too many condos have gone up with garish design; too many of their street-level spaces are EMPTY store spaces, and/or the turnover in their spaces is high (Lemon Meringue, etc.). Traffic is terrifying (3 people I know have been hit as pedestrians on Greenwood Avenue) and speeding is common as the density of the neighborhood increases. At the same time, there are too many slumlords in the neighborhood; I live near N. 74th St. and Fremont Aves and the house next to me has been empty for 5 months and is in foreclosure; there's a house down the street that's rented and constantly in a state of disrepair with an overgrown lawn and loud parties after 10 p.m.

I think that the effort to make the area a little more bike friendly is great, though Linden (a key road out of the area) is in horrible shape and can be a tough road to bike on.

I don't see a need for our neighborhood to change a lot. We need a stronger police force, to be able to respond more rapidly and often to REAL crime (assault, burglary). We don't need more people, or density or buildings - what we DO need is for the empty falling down houses and buildings in which people squat and do drugs to be removed. Property owners should be held responsible when their buildings fall into a state of complete disrepair while they are holding out for someone to buy them for a ridiculous price.

I'm seeing a lot of improvements which is great. I think the library and park and potential improvements to Fred Meyer will be a big plus. I would like to see more improvements north of 85th until 105th however. North of 105th they are doing a street improvement on Greenwood so would like to see that happen in our neighborhood as well.

Public areas and facilities are really coming along, as is the Greenwood and 85th area

New buildings do not seem to correlate with the neighborhood plan -- too many apartments (rentals as opposed to owner-occupied), and there are already too many vacant business spaces for lease. The new Fred Meyer proposal will kill all of our small businesses and therefore will really hurt the character and charm of the neighborhood we love.

I'm sure this has been challenged by the economy, so I'm look forward to more rapid (but mindful) changes soon.

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

The "Main St" seems to be slowly taking shape. It's nice to see the new parks. Still hoping for sidewalks on my street someday (88th St and 6th Ave NW).

Parks and Library have been good additions to the neighborhood.

Some of these issues are in the process of being decided (e.g. for the redevelopment around Fred Meyer). Others have been handled too slowly (especially for sidewalks north of 85th). Some other goals have been handled well (such as accessibility improvements south of 85th).

Lack of sidewalks is a HUGE problem. People speed down residential streets to miss the lights (2 of my cats were killed by speeders on residential streets in the last 6-mo). Not comfortable with my kids playing outside of our yard w/ other kids (riding bikes etc...).

All good - except for safety.

The urban village and the parks are exactly what I'd imagine.

Once you pass 85th St., you enter 'No Man's Land'. There are no sidewalks, and the area is extremely unsafe for people who get by, simply by walking. It enforces the use of cars, which adds to our pollution problem. It would also be nice to have some more trees along the major roads. Right now, any street besides Greenwood is rather ghastly.

Without being able to read a more detailed version of the plan, other than the blurb on the sidebar of the status report, I am not sure (the website listed - WWW.SEATTLE.GOV/NEIGHBORHOODS/NPI/PLANS - would not allow me access)

More sidewalks, faster.

I think we are developing and growing according to plan, but we've missed the boat in terms of a comprehensive plan. Pedestrian safety, public transportation as well as traffic planning should be a part of the growth.

I have seen little that qualifies as progress in any of the five key strategy areas.

Greenwood park is really nice and enjoyable. We have to drive there but it really is a nice place to go. I don't like the style of the buildings and that the older shops and restaurants are being displaced but I do like having more places to walk to in the commercial section.

Greenwood Ave still needs significant investment, including street and sidewalk improvements to meet the urban center strategies.

There is good bike/transit/vehicle connectivity in the neighborhood, but more attention should be paid to making the 65th Street commercial district cohesive and connected to 8th Avenue.

More housing brings in more people for businesses. I just wish that the Greenwood junction could be developed more to get people to come here to shop....

All of the condo/apartment development must be adding to the affordable housing stock (we own our house so we want it to be less affordable(!) which I think is happening as well).

"recreation, social connections, and a variety of commercial goods and services nearby" have improved as well.

infrastructure has not been improved.

Same comments - improvements are not the result of the city organizing it's budgets and bureaucracy; they are the result of external factors.

Greenwood Park is a wonderful park--though lacking in tree shade, and library is also a fantastic public space, but the sidewalk issue north of 85th is still in need to attention--there are not enough sidewalks!

No sidewalks to and from Sandel Park, altho other just residential streets have sidewalks.....

Question 3: Please describe the priorities for your neighborhood.

But we need to do something about the auto traffic.

For me, personally, transportation is a big priority.

Priorities are generally the same but need to be more specific. For instance, B, C, and E are too vague.

Honestly they are so vague they could be read to mean almost anything

See above.

The County needs to do whatever it can to keep Metro service running at capacity.

Some of the plan goals have been accomplished so I think some of the priorities are shifting to new concerns like sustainability.

The pedestrian improvements should still be a priority. Many others have been met.

It would be really nice to get a dog park. Maybe right near the new Mud Bay?

We need to focus more on streets north of 85th.

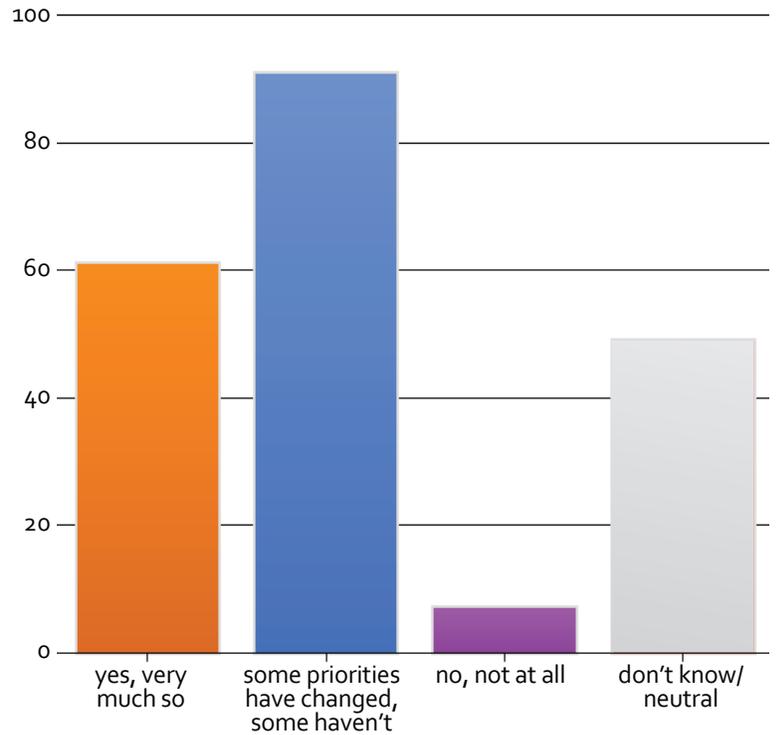
I don't think enough goals have been achieved. I'm frustrated that more hasn't been done. The great skate park/water park/etc. in Ballard is an example of the sort of thing Greenwood needs.

The town center should include the entire business core.

Active town center at Fred Mayer site, activation of 85th and Greenwood, higher densities in the core not done, need to be updated or completed.

Climate Change was not even a concept during the first round of Neighborhood Planning. The whole way of looking at transportation needs to change. Single family housing is consumptive. It's good to have some, but it just can't cover the land like that. We could use some of that for public open space, natural drainage areas, urban agriculture centers, recreation, and education and tighten up in areas. The first round really focused on saving SF. We need to temper that argument. It just isn't sustainable to take that approach.

Are they still the priorities?



I feel the housing issue of townhome development is taking priority and has moved along faster than what's responsible for the neighborhood.

Need to fix the Fred Meyer area and the abandoned building across the street and would LOVE if GW Market stayed

I heard on NPR that sidewalk funds have been rediverted to fund the Mercer street project.

sidewalks have been very slow to come, and a traffic light was put in at the intersection of greenwood ave and 90th in an effort (seemingly) to reduce the traffic on 87th where the older traffic light is located. That merely shifted cut through traffic from one residential street to another, it did not solve cut through traffic issues

priority for/with who?
we are just one of many targeted urban centers vying for limited funds.
this is a poor question

again, from what I have seen and heard with my neighbors so far

Q3: What are your neighborhood's priorities?

Safety needs to be one of the priorities in the neighborhood.

The 'plan' is all well and good, except that it doesn't address livability, it mostly address the business core. I don't live in a business core, I live in a neighborhood. First and foremost, WE NEED SIDEWALKS ON *ALL* STREETS. Sidewalks get people out of their cars, and they get people to meet their neighbors as they walk around. And that's what makes a neighborhood. We also need far more protection for existing soils and trees. They are essential for a healthy environment. Parks are nice, but it's far better for the entire area to be park like. It might even reduce the number and size of those sinkholes...

It's time to think about time to consider the real issues. Sidewalks north of 85th (which have been promised for over 60 years), better traffic flow, getting diverse businesses in the area, a real community center and housing that is not taking away from what is already hear.

We could still use more sidewalks.

I know the Greenwood neighborhood groups are working hard to revitalize the business district, but I think that will be a challenge with the drunks at the Baranoff and that disgusting Chinese restaurant that's obviously a front for drug runners, yet barely gets any police attention. I was at the Naked City Ale House last month and a delusional woman at the bar threw a pint at the picture window and basically had a freak out and ran across the street to the Baronoff, then Gainsbourg, looking for more to drink. There are way too many mentally ill people on the streets of Greenwood, and way too many drug dealers and loiterers, and the cops do nothing when you call to complain about them.

I don't think a natural drainage system is the solution to one of the area's soggiest peat bog. Hasn't the city learned anything from what happened at the Safeway building and the Greenwood Towers?

Increasing housing density has been done very tastefully and successfully without trashing the neighborhood. We have successfully and consciously dodged what happened to Ballard and Bitter Lake through inattention and lack of neighborhood defenses.

I think the Greenwood downtown area has improved a lot over the past 10 years; however, I still think of it as separate from Phinney Ridge. I know the City always lumps Greenwood and Phinney Ridge together but I don't think the people that live those two neighborhoods necessarily do that. I live in the southern part of Phinney Ridge, down by Woodland Park Zoo, and don't really associate Greenwood with where I live. My house is just as close to Fremont and Ballard as it is to Greenwood.

Crime is improving but this should be revisited. Also, would like to see emphasis on walkability, availability of all local amenities, and sustainability.

As the neighborhood has developed, transportation and vehicle use needs to be addressed to reduce the stress on the limited parking available in the neighborhood.

Need sidewalks!

Safety is a priority, particularly if we stay here after retirement.

The plan lacks details for preparation around light rail.

I'm not aware. I would assume so, as it appears there are sidewalk construction efforts around 85th St.

See above

priority for whom? City or neighborhood or me? I think safety/crime should move up a bit, and it's interesting that education isn't there anywhere.

The safety necessity of sidewalks has increased.

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

Accessory dwelling units - make the rules more flexible and allow detached backyard units.
Design review for new buildings - including townhome style developments.

Pedestrian transportation (not just walking to "the bus", but as real transportation to and from work, school, the stores, etc), and Bicycle transportation.

Transportation.

Traffic calming.

--walkability and bus transportation
--increased social services
--neighborhood events

Safety (crime prevention). There is a lot of drug activity and after years of reporting activity at specific locations, no arrests are ever made.

traffic control and public safety

transportation, housing affordability, and development patterns. However, much of the data in the reports seemed to rely on 2000 census data, which is well out of date. This data (eg Home values) should be updated as much as possible using other sources.

Making it easier for people to walk, bicycle, or use public transit to get from A to B

safety

Parks and Open Space
Sidewalks

Mitigating the disadvantages of higher density housing

safety, public transportation options [light rail!], pedestrian options in the village core area

"What's next?"

Sidewalks!

Safety and transportation.

Plan more days with out cars on Greenwood, monthly would be very nice.

Making it safer for pedestrians to move about the neighborhood.

Sidewalks - no one should have to walk down the street - all streets in our neighborhood should have sidewalks!
Transportation - we have been left out of light rail and the monorail was cancelled. There is no easy/fast way for traveling via bus from Greenwood.
Development - make sure we keep the neighborhood feel and more development does not harm what already exists.

Safety. Both in Traffic and as a general focus. Crime has increased in my block over the past 3 years.

Access to transportation--please track the *realities* of the 48 and the 5, rather than the planned routes. How often are they on time? Late? Do two buses of the same route show up at the same time?

They're all important in the overall quality of life. They should be balanced.

Creating a vital Greenwood avenue

North part of greenwood.

Transportation networks/options

Local businesses

Complete Streets / Ped-bike improvements. Green Infrastructure

Infrastructure improvements - sidewalks, lighting, public spaces, transportation. And crime/safety.

Creating a walkable community aka a fully connected community with sidewalks. MAke sure that the northern neighborhoods in Greenwood are able to access greenwood ave easily aka sidewalks throughout

Pedestrian Safety; Land Use; Rezoning; Public Spaces

Sidewalks in greenwood, preventing spillover of criminal activities from Aurora

Keeping the charm of Greenwood Avenue.

Transportation and safety.

Q4: Status reports should focus more on...

support for teens - more neighborhood involvement and ownership

I don't know at the moment.

We need to focus more on streets N. of 85th. In the neighborhood it is evident that there are several slum landlords still in the neighborhood (between greenwood and 99). Also some of the Aurora auto business's are using 92nd as their own private parking lot. Leaving automobiles parked on the street for days. Aurora business storefronts lack an overall vision and seem to foster a since of independent store owners with no clear vision for the community. The sidewalks on 99 need buffer zones between the sidewalks and the street even if it is just a little patch of grass. Not to mention the road dividers should have trees planted in them not just cement.

easing traffic congestion along 80th, 85th, and greenwood ave

building restrictions concerning height, shadows, density and impact on neighborhood, safety, pedestrians, empty storefronts, making the business corridor appealing, making the neighborhood and businesses accessible to physically disabled people

sidewalks and non-vehicle transportation.

Aurora Avenue was not included in Greenwood's plan but some reference to improvements on Aurora should have been included.

traffic and transportation.

Green Space

Transportation modes taken by residents.

Bike accidents.

Efficiency of bus travel (the 5 is always late/slow--can planners do something to help the situation?)

Crime, safety, green spaces.

safety! there are a ton of crime pockets, drugs and prostitution, break-ins, random beatings.

Encouraging and accommodating pedestrians and encouraging the use of public transit, specifically to the downtown area.

sidewalks, pedestrian safety

Development that fits the character of the older neighborhood and retains the charm and community atmosphere.

MORE GREEN SPACE added to the new building

Placemaking, urban open spaces (i.e. plazas as a part of developments), pedestrian friendliness along 85th. Incentives for sustainable development.

Heirarchies of open space

Tighter core areas with successful business districts and density with more walkable bikeable communities.

Small business districts within walking distance to keep people healthy.

Youth and healthy youth habitat.

Seniors and healthy senior habitat.

Easier ways to get to the big parks.

More education centers and homework centers as well as on-line education centers.

1. The town center (Fred Meyer area) - ensuring FM builds a sustainable building, coordinates with affected surrounding areas and that zoning can be changed to address growth in the area in the foreseeable future.
2. Slow townhome development on single family plots... incentivize more mixed-income apartment developments if possible.

Get this Fred Meyer plan approved so it has the greenlight to move forward.

Consider a facade loan improvement program from BID or Chamber funds so businesses can spruce up the appearance of their shop.

Aurora Avenue.

Sidewalks, traffic safety

Traffic, Safety and Parking

pedestrian plan for greenwood.

Safety concerns, not having sidewalks north of 85th Some how help GW Market to stay and clean up the abandoned building across from Fred Meyer.

pedestrian safety on 3rd Ave north of 85th and criminal activity near Sandel Park and 3rd Ave.

safety, walkable neighborhood,

Q4: Status reports should focus more on...

Encouraging small businesses. Traffic calming/pedestrian priority. Density. Car alternatives.

status of the city's commitment to making Greenwood safer. Pedestrian, crime and infrastructure. incentivizing private development so we don't end up with a bunch of empty dirt lots (leilani lanes). Even an interim use plan for these lots would be better than dirt. (open air markets, community events, etc.)

Sidewalks

Community and walkability.

Spending less money on reports and more on improving pedestrian safety.

Try to contain development and leave residential neighborhoods alone: we can't have urban density everywhere.

Crime prevention.

community centers and facilities and better transit to more than just downtown via the "scary bus"

common areas like parks and sidewalks.

crime. a common architecture type for new buildings.

Sidewalks, traffic flow and safety, refurbishing old playgrounds, creating more of an urban village

Public amenities and transportation (walking) networks are key...these seem to foster thriving, safe, connected communities. Could also include a look at crime.

I would like to see more sidewalk/walkway construction to fill in the gaps between Fremont and Greenwood Avenue, north of goth. There are a lot of pedestrians along these streets and although it is improving, there are still places where walking is a bit treacherous.

Creating more walkable and bikable streets and allowing for more of a "downtown" area of PhinneyWood

Pedestrians, City oriented foot traffic, rather than cars.

Developing a feedback plan based on smaller sections of the community. Phinney Ridge is very different then Greenwood. We share some basic infrastructure needs but land and how housing layout is drastically different.

Safety, transportation

Safety. Walkability. Sustainability. Community.

making sure some medium-quality and high-end housing and businesses are built - not everything should be the cheapest materials and look that it can be.

the importance of community, for example, encouraging more block watch neighborhood groups to develop.

sidewalks and -safe- walkability, preservation of residential scraps of nature, especially trees.

Being realistic.

sidewalks - especially around the business districts and parks.

District Energy and wastewater systems, and a strong focus on sustainability retrofits for the existing single-family housing stock.

repairing existing sidewalks and adding new sidewalks, slowing down through traffic and safe crosswalks on Greenwood Ave N going North after 87th.

Sidewalks

transportation

Crime prevention and response.

encouraging people to ride their bikes--controlling speeders, etc.--and focusing on how to make hugely popular bus routes like the 5 and 358 SAFER. The 358 may be the most dangerous in town because it goes North on Aurora. Phinney is sandwiched between the hookers on 99 south of the zoo and the druggies dealing on 85th and north of there, so we get residual crime from both north and south!!

safety

Responsible growth. The neighborhood will and should continue to grow, but it should be done in a way that's responsible, i.e. fewer 2500 sq. ft. houses, better transportation options.

Cleaning up parks; neighborhood safety and police patrols for drug dealers; cleaning up clunkers abandoned on sides of residential streets

Q4: Status reports should focus more on...

Maintaining the street lights in the neighborhood, maintaining key roads (for cyclists and motorists), keeping the local, small neighborhood setting on the mainstreet (not allowing a big box generic shopping feel to creep in).

Encouraging positive re-development (like Fred Meyer), discouraging new, potentially damaging development (like Safeway). Even more focus on rehabilitating the bog and peat layer.

sidewalks to make the community more approachable

Keep the neighborhood safe and has the bus capacity keep up with the population growth.

How business are built out in mixed use buildings. Is the space constructed adequate for a variety of businesses. Keep the "visual anchors" of Olympics and Cascades - encourage development without completely closing in Greenwood and cutting off these views.

Traffic, traffic circles, Sidewalks and crime prevention

driving out criminal activity

safety, protecting single family neighborhoods, eliminating gang activity and graffiti

A comprehensive traffic strategy, and not just in the official zone. Interconnectedness between neighborhoods and increasing pedestrian safety.

livability...make greenwood ave a BOULEVARD with trees in middle of roadway...encourage MORE walking. Like you say, "Put the green back in Greenwood!"

Sidewalks & sustainable development

Zoning. While urban density can be a good thing, we should be very careful how multi-family housing zoning affects this very family-friendly neighborhood.

Maintaining a unique community

Housing/development patterns,

Kids, traffic and safety.

Assistance for small businesses.

Would like to see emphasis on walkability, availability of all important local amenities, and sustainability. I like the orange flags at some key crosswalks and the single-lane along Greenwood Ave.

crime prevention and affordable owner-occupied housing to bring more people into the neighborhood which will in turn help with our struggling businesses. Fred Meyer should not become a "super store", but a remodel would be great.

Transportation issues with 85th should be studied and remedied as it's getting really bad.

What gaps are still known and working towards resolving.

More affordable housing and street parking and keeping sidewalks repaired or placed where there are none.

Putting in a community center and sidewalks. Improving overall walkability.

Sidewalks.

Green space, open space, park space, bike lanes etc. Improved mass transit options (more express buses, fewer stops etc...), also encouraging small businesses and not mega businesses like Super Fred.

Safety issues. Police presence (budget).

supporting the development of small and local business and public transit capacity to reduce the need for car trips.

Sidewalks, more planting of trees in right-of-way, continue to build on growth of new businesses around 85th/Greenwood. Making visual improvements along Aurora is also important.

Improving pedestrian access north of 85th

Thriving business community

Affordable housing

slowing traffic down on curvy streets (i.e. ours - nw 56th street, where people bomb down the street despite the 3 chicanes located on our block) - i would like to see more efforts made to encourage slower, safer driving. there are too many children/animals who are at risk when people think that our street is a raceway with slaloms rather than things to make them slow down

Q4: Status reports should focus more on...

Sidewalks and re-developing (or tearing down) blighted buildings (i.e. most everything west of 1st & 85th, the ugly checkerboard building on 85th & 3rd for example). More investment in children play areas at the open space as well as policing of those spaces.

Sidewalks!

Safety.

Safety and transportation - more bike friendly lanes. more bike racks

WALKING in the neighborhood. There are still too many businesses where if you don't own a CAR, you are practically in danger getting to the front door. Fred Meyer, Greenwood Market. Where are the WALKWAYS for those of us who do not have cars? And oh BOY do we need that P-Patch in the park? That process seems to have ground to a total halt.

Keeping existing small businesses. It is important that these businesses can afford to stay in the area. Also, there should be more focus on safety measures such as street lights.

community safety, neighborhood events, traffic congestion

Sidewalks north of 85th.

sidewalks

Current planned activities under each key strategy area from the original plan (not just achievements).

Sidewalks and pedestrian-friendly infrastructure. We need more police presence and community-friendly businesses -- restaurants, cafes, and shops rather than porn, tobacco, and auto repair.

Less-confusing graphs.

transportation and public amenities

Sidewalks.

Transportation

Quantifying the extent of infrastructure improvements (e.g. what % of streets north of 85th St. have sidewalks on at least one side vs. how many have been installed in the past year/10 years?)

Reducing traffic congestion

Safety.

Maintaining single family homes in a significant portion of the residential area. Put limitations on where townhouses can be built.

development patterns, public amenities, and transportation networks

Housing density/zoning and public transportation.

Housing and small businesses. Safety.

safety/crime and traffic

connecting 'main street' and the other commercial nodes with the neighborhood behind them.

a thriving business district, with safe pedestrian walkways to and from the residential areas, emphasis on placemaking so that people can/want to know their neighbors and support local businesses.

Children and safety as more people have kids or families move into the area.

Get the numbers right - the numbers on the fact sheet are simply incorrect. It's been a long time since the share of houses costing over \$400K in Phinney-Greenwood was 0%. There should be more focus on aligning neighborhood plan priorities with city budgets and project lists, and better coordination between agencies that affect public and private development along our rights of way

affordable housing, transportation networks

Public safety: sidewalks and safe walking pathways; a survey of homelessness and food related issues (feeding programs, # of people using Food Bank, etc.) with solutions

Q4: Status reports should focus more on...

Southeast section of Ballard seems to be left out of planning for nearby neighborhoods.

I would like to see more emphasis on safety- many abandoned vehicles or vehicles that are used for housing which move around a few blocks.

I also would like to see free days for neighborhood residents at the WPZ. While I live just blocks from the zoo, and while my two children both volunteered for well over 1000 hours apiece at the zoo, I have not been for several years because of the expense and because I don't feel they are supportive of the neighborhood.

transportation & developemnt patterns

open spaces

Safety and community.

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

increasing density before transportation alternatives are in place.

I can't think of anything that needs less focus.

demographics, particularly since the status report seemed to rely on 2000 data, which is very out of date. Perhaps once the new census results come out, then focus on demographics.

making it easier for people to drive from A to B

Strategy B - not clear on what that is...A,C,D and E sound more important to me.

Making it easier for cars to move about the neighborhood.

South of 80th St.

new condos

Demographics

Demographic analysis

Rental Retail Space; Rental Commercial Space; Rental Condos and Townhouses

Big box stores and huge apartment buildings.

I just don't know

density

Making it easy for people to drive cars.

allowing developers to ruin the neighborhood (like they did with Ballard). Its terrible there. Grow where growth is needed (Lake City way, interbay, 85 shopping area, etc.

less kid centric needs

townhouse development - I believe condos with off street parking underneath are better alternatives for increasing density. The townhome garages are difficult to access and the owners tend to use the garage for storage and park in the street. It has become treacherous to navigate these streets - particularly when school buses or waste management vehicles are present. I also fear these townhomes with no HOA will become the slums of the 2030's.

NEW housing

Cars. Bars. Dogs.

1. Greenwood park area.
2. Busing in the area.

new ugly townhomes

Encouraging big business.

Corporate development - We don't need Fred Meyer in our neighborhood.

Spending money on reports and more on improving pedestrian safety.

getting people out of their cars without providing a means to get places in a timely manner

demographics. housing affordability.

single family units

Stores with parking lots.

multi-family housing that discourages street-level retail

the business core. that isn't where we live.

Making Greenwood a pedestrian center.

development

housing affordability. we don't need any more stinking condos, and too many mom-and-pop stores that added to the neighborhood's charm have vanished as a result of development.

Increasing population density. There are better locations for population density (Ballard, Fremont, etc.), but Phinney - Greenwood has been a vibrant alternative to those for many years, it would be a shame to lose that.

Playground fixtures and urban villages. We can't use parks if they aren't safe, and there are a lot more things that need fixing around than "walkability". I walk plenty and always have in this neighborhood (more than any other I've lived in) and I could continue walking without any changes to the "walkability" indefinitely.

development, density, transportation

Q4: Status reports should focus less on...

Housing.

beautifying private property

Other than 3rd Ave NW being pretty bumpy, I am content with transportation issues in my neighborhood. My husband took the bus downtown for 1.5 yrs and loved it. Very convenient.

Not sure.

The focus areas are still relevant to the neighborhood and should continue to be priorities.

condos

High density housing - let's take a breather and work on the social side. Too many liquor licenses.

Housing. I think the density here is ridiculous given the economy.

building new condos

less street painting

Allowing big businesses in the town center, parking lots, and other auto-centric ""improvements"". I'd like to live in a walkable, friendly community, not a big-box ghetto.

Housing data is so dated it is irrelevant.

Graphs that aren't cluttered.

demographics

Speicific initiatives or programs that do not contribute to the stated strategic objectives.

density

More parks. I love parks but many in the area are underutilized as it is plus we have all of Greenlake just a stone's throw away.

Affordable Housing.

demographics, housing affordability

housing affordability (I think the high rise development is well underway). Social connections -- I think PNA, Greenwood senior center and Boys /Girls club, as well as the Phinneywood blog are doing a good job at this.

Open space issues. An urban environment is just that URBAN. If there is opportunity to put in open space, that's great but it should not be the focus.

again a little more focus on south east- not just the north quadrant.

public amenities

beautiful buildings

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

Pedestrian and bicycle transportation emphasis continues to be on small and short patches (e.g. 9 blocks of sidewalk installed on Dayton), rather than creating a pedestrian and bicycle transportation *infrastructure* that facilitates safe walking and bicycle commuting needs. The city needs to talk these forms of transportation seriously, especially north of 85th. My taxes are no lower than people living south of 85th, yet the non-automotive transportation services provided to my neighborhood are embarrassingly low. The city should either adjust and remediate these inequalities or lower my property taxes.

Greenwood Park's swale was not implemented as designed. The runoff from the street and park was to sit in the swale and infiltrate. Instead, it goes into a pipe to the sewer. And the map included in the report does not show Greenwood Park.

The is no mention of the dealing with the increased volume of increasingly aggressive drivers

The strategies are a bit too vague.

If the draft is concerned about walkability and mass transit, why are there no statistics that indication how many people travel via mass transit/bike/walk?

Issue of higher density housing is a bit of a hot topic and is going to keep coming up. To me that is part of the housing affordability but not clear where it fits in the five key strategies listed in the plan.

The race demographic diagram on Greenwood/Phinney is shown twice and the there is no age diagram.

The graph under the "Age" heading is the wrong graph - I think the Ethnicity graph was used twice.

Traffic circulation is not called out, but if the other objectives are to be met then this will be a critical issue to manage. I definitely don't want more cars coming into the neighborhood.

Some of the graphs do not match up to the labels, some are unclear

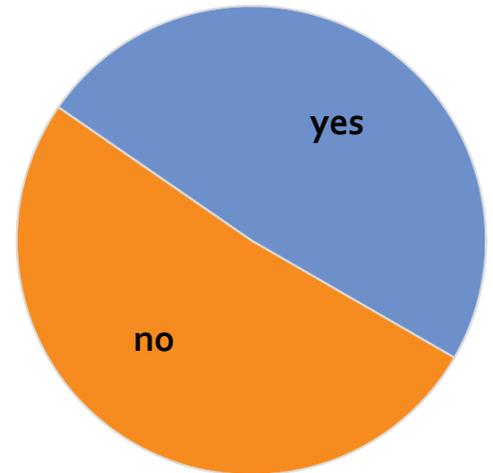
Analysis of, and goals for, Sustainable Infrastructure is lacking

More info about next steps and future projects.

see above

Safety, crime prevention, graffiti, vandalism

I noticed an error in the report, in the demographic section, you have two pie charts for age (one is listed under the racial makeup area) and no racial makeup pie chart.



alternative uses for school spaces not used for many months but restricted like school is in session 12 months each year.

Transportation modes taken by residents.
Bike accidents.
Efficiency of bus travel (the 5 is always late/slow--can planners do something to help the situation?)
Are businesses locally owned? Minority owned?
Housing Density (are we approaching our target or not? you don't say)

Education must be a part of this. SPS and City of Seattle need to work together.
Healthy family habitat should be spelled out and achieved.

Nothing mentioned regarding safety

Please make sidewalks for us. We can't even walk down a side street without dodging cars that speed through side streets!

What about 105th to 90th along Greenwood. Where are the sidewalks, bike lanes, safe crossings, parks, open spaces?

community center

lets see the numbers. the summary needs the backup data about the particulars

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

Seems to be based on 2004 data and it is 2009. Tremendous economic and population changes have happened in the intervening years. Not suggesting to start over, just to consider some additional info when making projections and decisions.

Distinguishing between Greenwood and Phinney. It is unfair to lump these two very different areas together. North of 85th is in a much sadder state than further south...meaning it needs more focus on transportation (SIDEWALKS) public amenities, smart development, safety, etc.

Transit seems to be barely mentioned, I thought that was a key component of making urban centers, to create transit hubs. Nothing has been done to provide better mass transit to the Greenwood Urban Center

sidewalks, trees, sidewalks, trees...

Safety. For pedestrian and bike riders. For drivers who drive on 85th.

The data pages are unclear. Are these the growth targets for 2024 or existing numbers? I would like to see the changes in housing and demographics since the last plan, what the growth targets were and how close we are to reaching the old targets. It is also not clear if the data is from the 2000 Census. If it is, it is too old.

you have the wrong pie chart on the age category.

Improving Linden in both the transportation sense and creating a "main street" feel on Linden. This could be a great asset with the proximity to Greenlake and the housing and parks that butt right up to it.

The status report talks about landscaping and art tiles in parks, and art walks in the neighborhood, rather than how to make this a solid, stable neighborhood, rather than the "red-headed stepchild" that most of the rest of the area looks at it as.

The last report listed the race demographic where the age demographic should have been.

does not address gang activity, graffiti, protection of single family neighborhoods

There's little mention of increasing public services as a neighborhood plan successfully develops and attracts more people to live, play, and work in that neighborhood.

Sustainability; sustainable development; sustainable neighborhood initiatives (such as local farmers market, fruit tree harvest, chamber of commerce work)

See above.

If it is possible to study the "underground" the area a bit better, it would behoove us to do so. After the streets west of Safeway sunk after the Safeway construction, I am worried about what the proposed Fred Meyer development will do to nearby streets. And the water main bursting at Greenwood and 85th yesterday makes me think there are additional underground issues that need attention.

The most recent Housing and Employment data is from 2004. More recent data is needed to help measure the impact of the economic viability and redevelopment goals. The demographic data has left out the age breakdown charts to assess the current population range. Displaying the full demographic data for 2000 and 2007 would facilitate an assessment of the changes taking place in the neighborhood and help identify future priorities early that may be needed to adapt to these demographic changes.

The status report does not mention the role of community organizations such as the Phinney community center or online community forums. These play a large role in promoting communication and neighborhood activities, and should be considered for support as a part of area improvement.

No mention of sidewalks.

Graph for age is missing - graph for race was printed twice.

More attention to streets and potholes and paving in is needed. If you don't drive, and this is a walking neighborhood, you suffer (someone PLEASE go look at the intersection of Greenwood and between 80th and 79th. No imagine crossing that in a wheelchair when you have chronic pain. I don't feel there was input or enough though or feedback from disabled people or they'd know that those sidewalk blocks are HELL to ride on. I assume it's cheap, but I'm better off on street asphalt. REpairs aren't sexy like a new park, but they are critical.

Growth targets: Explain (growth target=400: what does that mean?)

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

Demographic summary: Pie chart for age is missing. Make it more clear that each chart/data set is for 2000 (I think that is the case, but it's not quite clear).

Business. These areas are all based around major business cores, however all the data is on residents. Data points about how successful the merchants are doing would be important. With successful merchants come successful neighborhoods. How many businesses are locally owned? Of what size? How many new ones entered the market? How many left/closed?

Without being able to see what the plan was (in detail - the sidebar is too vague) I don't feel like I can get a very good sense of plan-to-actual. Need more info on the plan in the status report, or access to the plan report.

Age demographic pie chart is a duplicate of the race one.

Lets talk about traffic. The reports on the sidewalks is a little misleading. You proudly mention a new patch of sidewalk on 3rd, which is only currently being worked on now, and it goes nowhere!

More specifics. For example (from the report): "SDOT is also making substantial improvements to Greenwood Ave N between N 105th and N 112th St. The improvements will enhance vehicular, transit, and pedestrian safety." What qualifies as substantial? What ARE these improvements? Put some numbers on these improvements and how MUCH they are expected to enhance safety, so we have a benchmark against which to weigh expected gains versus actual gains.

Incentives for using public transportation

Report crime stats. Crime directly impacts a neighborhood's current livability and future. If you can't keep crime low than people will begin to move out of the neighborhood. Thus the neighborhood will get a bad reputation and others will not move here.

The redevelopment of the Fred Meyer property is a hugely important project in this community.

No mention is made of the 65th Street commercial district (between 8th and 3rd Avenues), including whether improvements have been planned or made in the area, or whether there are any existing planning constraints.

Not serious, but you printed the pie chart for race twice and skipped age. Are you looking to hire a proof reader with public policy experience? If so, email me!

viable, functioning school options

What's actually in the plans? What's been done and what hasn't been done?

we've already "achieved" the density projections; Need the infrastructure in entire neighborhood PRIOR to accepting more density. There is also the issue of vacant properties, both business and residential; that, too, should be addressed prior to additional building