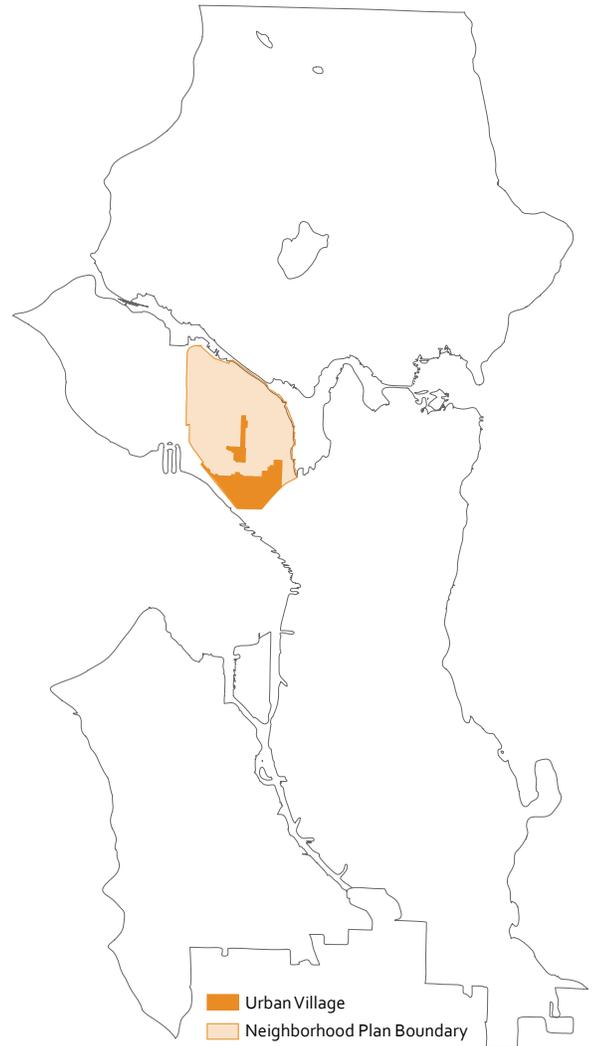
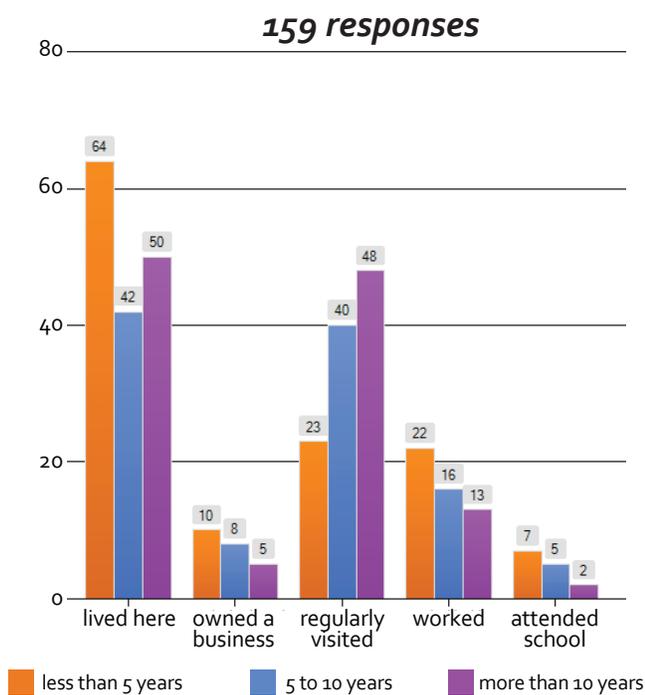


Status Check

Transcript of Queen Anne Questionnaire Responses

The [Queen Anne Plan](#) was adopted in 1998 and includes the Uptown Urban Center and Upper Queen Anne 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)?

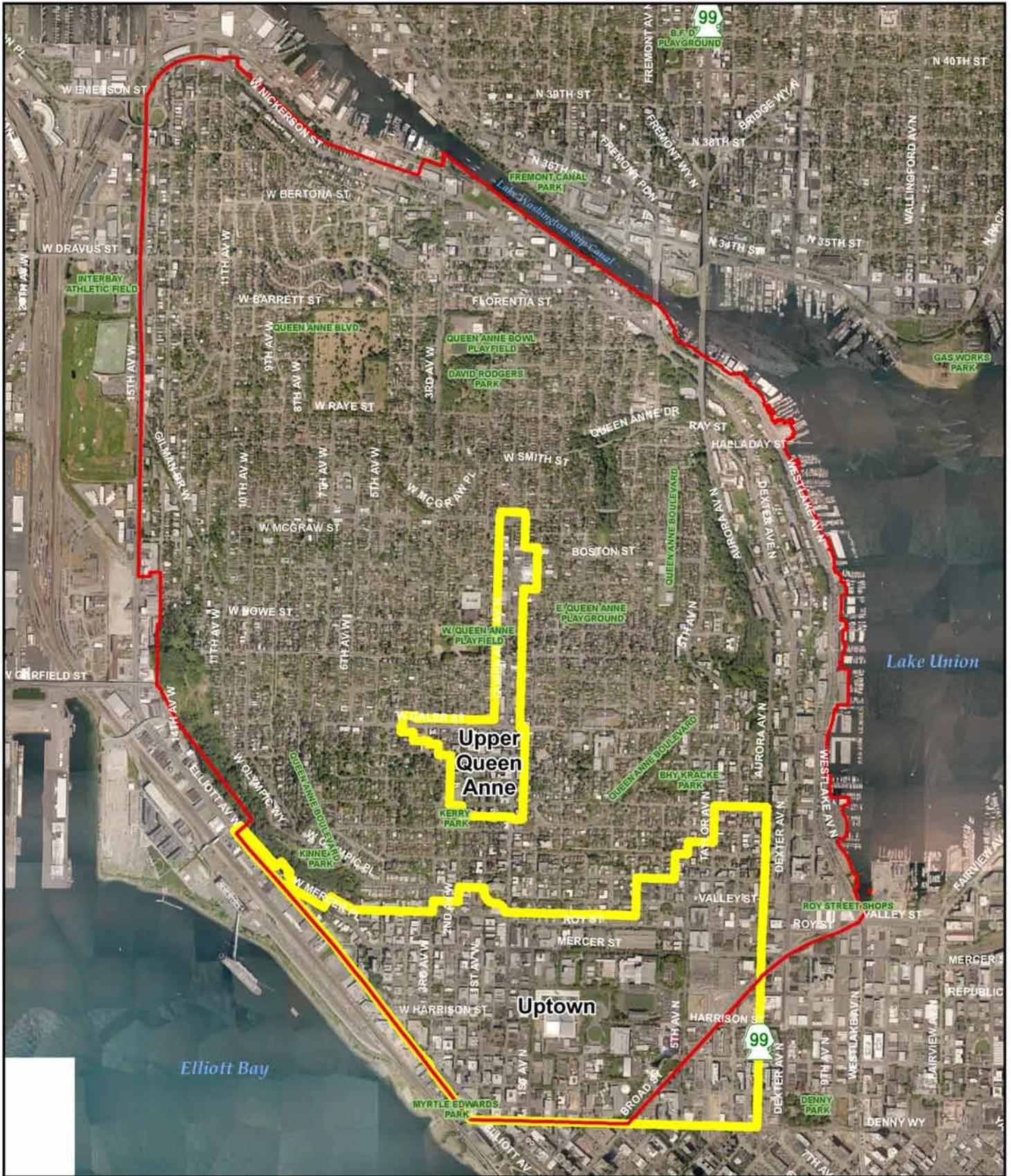
*Question 2: What changes or aspects of your neighborhood are you...
most pleased about?
most dissatisfied about?*

*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.

QUEEN ANNE AERIAL MAP



- ▭ Urban Village
- ▭ Neighborhood Plan Area
- ▭ Aerial Photo: 2007



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

Not much. Park improvements and some more merchants.

Historic houses have been destroyed in favor of a never ending supply of condos. Mercer street construction has been ongoing and impeded traffic. No more Sonics.

Better traffic control.

Specifically - The addition of \$million houses near mine was a big change. As far as the top of the hill which is our shopping area, one finds it hard to comprehend the coffee choices at the Crockett corner. As an elderly bicycling shopper I am really overjoyed with the bicycle lanes added to Queen Anne Avenue. I would welcome more lanes. Also the neighborhood has turned into a place where you can't but rain boots. (OK there is Bartells and 4Corners Hardware store) Just try and buy rain boots. Queen Anne's FooFoo rating (my measure of retail stores not selling rain boots) is probably better than Fremont's (except for Freddie's) and not as good as Ballard and probably not as good for Magnolia.

The continuation of access along the Ship Canal is in process - we need to get bike paths along both sides of the canal completed. The park in Uptown has been a great addition to lower queen anne - just needs some more shade and activities. Traffic on Queen Anne Ave. is improved with the four way stop but we need better traffic controls.

More pedestrians and bicyclists - more cars going too fast. Lots of overgrown shrubbery that blocks sidewalks and street visibility.

more traffic, more congestion, housing prices have gone up.

The teardown of upper Queen Anne Ave N, then the rebuilding has meant the demise of many long-term neighbourhood businesses such as Ace Hardware and the Queen Anne Family Medicine clinic. Parking is getting problematic. New power line poles are overpowering.

The area of uptown where I live has become more mixed use. In the 7 years I have lived in this location there has been new Housing, Restaurants, Shops, Bars and a QFC. Even though the noise level on the street at night has increased, I like the new energy of this area. I also greatly enjoy the closeness of the new businesses to my home.

Increased density in business district, improved water service, improved sidewalks, additional retail, new retail space on QA Ave, more young families.

The Bill & Melinda Gates Foundation is my neighbor and I'm excited to see the gap between Uptown and Belltown start to close - when I first moved to the neighborhood it felt like there was a rift from Mercer to Denny separating me from downtown and not making the city feel very cohesive. I'm also hopeful for how changes to Mercer and 99 will be completed to help create easy pedestrian / bicycle transit between Uptown and South Lake Union. I walk to SLU frequently today, but find it an incredibly unappealing walk since my only options are to walk all the way to Denny or to walk the Mercer 'trough' underneath 99, which has frighteningly narrow sidewalks, putting me too close to cars and their pollution. Besides that, I like the growing neighborhood around the Seattle Center - new hotels, apartments and condos - I'm hopeful that these will further improve the resident vibe of the area (being so close to the Seattle Center, it has sometimes felt like many of the people in the neighborhood were 'just visiting' and transitory - not a nice feeling).

Pressed concrete crosswalks installed at Queen Anne and McGraw.

My neighborhood (w. roy) has seen quite a few houses torn down in favor of condos. Parking has since become a pretty big issue, as has "tagging". However, it's good to see all the added infrastructure that came along with development (grocery stores, restaurants).

I moved to QA in 2005, and the neighborhood seems to be moving in a similar direction today that it was when I arrived.

increased density, traffic. Better amenities stores: restaurants, bakeries, more upscale shops, farmers market, Bartells, more condos, removal of old apartments for condos. Queen Anne ave crosswalks and entrance an improvement.

Density is increasing on the top of the Hill with new apartment/condo building being built on Queen Anne Ave, Pedestrian improvements have been made to several streets, including areas around the South end of the Fremont Bridge.

Improved Queen Anne Ave intersections.

Q1: How has your neighborhood changed?

There are more businesses and apartment buildings.

Improvements to the streetscape, investment in the retail core area, and ownership of the plan/neighborhood by the community....pride of community

Implementation of Residential Urban Village plans at Upper and Lower (Uptown) QA areas have resulted in more residential density, pedestrian orientation and neighborhood retailing and services. Much of the QA Avenue Streetscape master plan has been implemented and Counterbalance Park has been built. Neighborhood-specific Design Review Guidelines have been adopted for Top of the Hill and Uptown areas. QA Farmers Market has been implemented and Picture Perfect QA maintenance programs. QA Neighbors for Responsible Growth have encouraged the preservation of local businesses and character. The QA Historical Society has preserved several historically significant buildings through the Seattle Landmarks program. Village Center character has been preserved on the Top of the Hill and the area is more walkable and bikeable. Strong support in the neighborhood for public and private schools, including The Center School (public high school located at the Seattle Center). Several local-owned retail startups have occurred and several existing local-owned businesses have expanded. Architecture of recent development in and near the Urban Village area has been of high quality and in character with the neighborhood.

More traffic and nothing has been done about it. It takes so long to get off of 99N on my way home from work in the evenings now that there's so much more density in QA.

I have only lived in the area about 5 years, but have not noticed significant changes.

Increase in renters and decrease in affordable housing. Development is being moderately controlled.

More urban amenities (i.e., Counterbalance Park and streetscaping along 2nd West) and increased transit service.

more traffic, more money

Higher density on top of the hill and great strides to make Uptown a livable, walkable community.

The building of many multi-family housing units, population increase, more traffic, More transient population, more emphasis on parks & streetscape, Sonics left, car prowls up, local civic groups having interest in the area, Gates Foundation moving in, Becoming more of a destination, pay parking, no monorail, Change from mostly senior to younger population, population as a whole more transient.

new cruise ship pier 3 blocks away and a small shopping mall going in across 15th W from my apt.

Queen Anne is mainly families with kids. We are severely lacking in a community high school.

Queen Anne remains a great place to live. As a pedestrian, I am concerned about dangerous crosswalks in my neighborhood where I feel it is unsafe to cross due to the aggressiveness of the drivers. I have a sense that crime is more of an issue than it was when I arrived twenty years ago. I hate to see pay parking come to places that have been historically free.

I live on the top of QA so my remarks regard the top of the hill. It has grown tremendously. The Ave traffic is constant and congested in evening commutes. The recent beautification of the Ave looks great. Little concern that the entire Ave is going to be one large 3-4 story brick building with the recent growth. We need to protect the 'open' feel we get with various heights and sizes of buildings as we tear down existing ones and rebuild new. What we don't need is the feel of a 'mall' and chain stores.

There are more young people. It was disheartening to see Kinnear Park's lower hills stripped of their green, more homeless people or addicts in the park, more cops in the neighborhood. But the efforts seem to be working. The two single-family homes I liked seeing across the street are now condos. We lost Moxie. Businesses have opened with ugly signs (Signature, Salon Image). Counterbalance Park opened -- nice.

More density on top of the hill but overall this has provided improved amenities within walking distance.

more traffic, less parking, more crime, terrible roads and other infrastructure, parks neglected,

Parks are great Library is great Problem: look and feel of residential upper Queen Anne is disrupted by ugly modernist houses in the middle of historic neighborhoods!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

Q1: How has your neighborhood changed?

Queen Anne avenue has been improved for pedestrians. There is quite a bit more condos and apartments.

More businesses have moved onto Queen Anne Avenue, and we've gained many new apartment/retail buildings along the street. The population appears to be younger. Many of the older homes are being fixed up. Unfortunately, many are also being torn down. Also, while some of the new buildings are attractive, many are less attractive or cheap looking, and do not keep in line with the character of the neighborhood. Most of the unattractive buildings are appearing in multi-family zones off of the main business districts.

I feel safer as a pedestrian in terms of accessibility and non-car paths, but feel there has been an increase in transients to the neighborhood as well and crime has slightly increased.

I do not enjoy or appreciate the over crowding and massive urbanization with large multi-use buildings and their corporate giant tenants. What happened to the nice, neighborhood feel? After living on Queen Anne for 95% of the 12 years we have been in Seattle we might be looking to head to Madison Park or out of Seattle all together - what an unfortunate waste of money and neighborhood appeal. NOT AN IMPROVEMENT and we would certainly not be able to recommend QA to anyone.

The neighborhood has improved through building the Galer Aurora overpass and the ongoing upgrades to the top of Queen Anne business district. Crime around the Seattle Center seems generally down since several problematic gang-attracting businesses closed after the Sonics left, but homelessness seems dramatically up...particularly over the last three years. Unwanted encounters with aggressive homeless people and with drug dealers, particularly when walking on the SW portion of QA over by the park, have really become problematic.

Density has increased.

more construction. new buildings.

slightly improving upgrading

Counterbalance park added. More retail. Uptown has more of its own identity, that has really changed since I originally moved here in 1999.

growth in business and multifamily on top of hill... but no changes in roads, sidewalks, trolley to access top of hill

Density increased; parks improved; traffic worse;

Stabbings in Kinneer Park, rowdy bars with stabbings and shootings at night, drug addicts passed out on sidewalks or endlessly panhandling the residents.

Overall better. Park has been and continues to be a major problem. Even after getting Zone 13 status in the neighborhood I live in the free parking on bigger streets on either side of my street became pay parking. This caused us to compete with non neighbors for free parking on our zone 13 street during the day and early evening. To resolve this or make it more fair I would make the zone 13 street a pay street for those without zone 13 permits. I would also extend zone 13 parking to the bigger side streets.

The biggest change to our neighborhood (upper Queen Anne) is that the number of families with small children has grown considerably. We moved here 15 years ago and it was populated largely by students, the elderly and young professionals without kids. I'm happy to see that the upper Queen Anne business district has grown to suit the family-friendly neighborhood. We do have long-term issues with the schools (access to a high school and increasingly crowded elementary schools) due to the demographic shifts that need to be solved!

The neighborhood is far busier than it was in the past 10 years. People are speeding through the QA boulevard and more traffic is cutting through side streets in attempts to avoid the main thoroughfare, which can often be backed up.

- lots of building teardowns / rebuilds on QA Ave - lots of home remodeling - farmers market - lots of restaurant turnover / entry - Galer is developing nicely

Unfortunately, my neighborhood has suffered the building of ugly townhomes. As a result, there's less interaction with neighbors, more traffic and less parking.

Kinneer park continues to get worse. People do not feel safe there because of the many homeless living there and all of the drug activity. Uptown continues to decline as a neighborhood, there are so many street people there and businesses continue to move out of the area.

Q1: How has your neighborhood changed?

Lived on upper Queen Anne from 2000-2005 and saw the start of the redevelopment of upper Queen Anne Avenue into higher-density which I support. At the time our positive view of that redevelopment was largely contrary to the NIMBY attitude. Ultimately my partner and I decided we wanted to live in a more urban-feeling area and moved in 2005-6 to a would-be tear-down on lower southeast Queen Anne near the new Gates Foundation campus. This pocket of QA has changed rapidly with the addition of in-fill residential (mostly townhomes, mostly mediocre in design, build quality and how they relate to the neighborhood.) On the whole, however, we believe that the increase in homeownership rates are good for this pocket of QA. We are very happy with the recent increase in services (the new QFC in the Lumen condo, restaurants, etc.) and look forward to greater connectivity to South Lake Union following the Mercer Corridor improvements. Likewise we are hopeful for an Uptown business district that is more focused on neighborhood residents and the employment base of the Gates Foundation than on Sonics fans.

it's become more congested.

The upper QA shopping area is more vibrant, with restaurants attracting people from other neighborhoods. There seem to be more young people starting out in their first apartments and fewer children around. Metro service has improved.

Parks have been improving - new swings, better landscaping, etc. More condominium and townhomes have been built.

There have been improvements to the walking path on the "crown" of Queen Anne. The intersections at the north and south of Queen Anne Avenue have had significant improvements to aid pedestrians and to calm traffic.

There is a new park in Lower Queen Anne, but the Sonics left Key Arena. The area around Mercer and Queen Anne Ave feels more dangerous later at night, especially on weekends. Also sad to see so many empty storefronts.

Lower Queen Anne has become noticeably more gentrified. It is far less scary to walk around late at night.

Yes. I've seen improvements in the Uptown area, as well as general better upkeep of public places.

Surprisingly, crime has become more of an issue, especially in the NW sectors of the neighborhood between Dravus Street and Ballard Bridge.

I believe it is safer

Improvement in streets/side walks. Destruction on cute, old world building and development of ugly, large scale buildings by owners w/ no investment in the community.

I have lived there for 2 years now. Since then, Uptown park has been created (Roy St. & Queen Anne Ave)

Increased building along Queen Anne Ave, esp at the top of the hill. More traffic. Higher real estate costs. More upscale businesses moving in replacing mom & pop stores. More homeless.

Increasing rates of crime in form of vandalism, car break ins, and drug dealing.

I see continued improvements in crosswalks at major intersections and renewed maintenance of parks spaces.

Too many mixed use high rises on Queen Anne Ave being developed over the last 5 years.

We have lost many if not most of the old brick buildings and small, locally-owned businesses on Queen Anne. Many older homes have been torn down and replaced with townhomes or "mega-mansions" that take up most of their small city lots. The neighborhood has become far more congested and the Ave itself less safe for kids and families. On the other hand, neighbors have bonded together to help manage growth and the right product mix on Queen Anne, and they have worked diligently to bring their own Farmer's Market and Food Gardening initiatives. This kind of cooperation did not exist here 15 years ago

I live in Magnolia. This was not offered as an option, why is it missing? Re your question, I feel the neighborhood has not changed dramatically in the last ten years, except there has been an increase in petty crime and even drug dealing in the last few years.

I do know that in the last 3 years I have been here, I have seen new opportunities for community business open up in a big way. We have been breaking ground with neighborhood improvements and I do like especially, the relative safety we have here in our neighborhood as far as crime is concerend.

Q1: How has your neighborhood changed?

Less pedestrian friendly, taller buildings, more franchise businesses.

A lot of banal development has been added. The retail strip has lost some character -- it looks and feels too much like so many other retail areas in the city (and the country), and it's pedestrian-unfriendly. One might have hoped for some version of a pedestrian mall along QA Ave, maybe just one day a week?

Many more families with children.

More development at street level - new bike lanes on the street and connector service to microsoft. More families - a baby boom. More restaurants and lots of turnover in retail spaces. Lots of homes for sale and updeveloping on parcels that were formerly single family.

The number of dreadfully ugly condos, and "4-story mixed-used with retail on the first floor" buildings, has dramatically increased. The character of Queen Anne Avenue has gone down as a result.

Counterbalance park; street parking has gotten much harder to find; more restaurant variety; increased public drunkenness, noise, fighting around Mercer Street businesses (bars)

New park in lower QA. Street parking in lower QA went from free to paid parking.

Improved crosswalk at McGraw and Queen Anne Ave as well as a widened sidewalk at the top of the Counterbalance. The park at the bottom of the Counterbalance was created. There is now a QA farmer's market.

The city and Queen Anne have done a nice job with city park clean-up, road improvements. General decline of Uptown due to Seattle Center event losses are a concern.

Queen Anne has become more of a destination for social life - restaurants, stores but still feels very residential. Definitely more traffic up here than 10 years ago

More stores and better quality of new development, condos

Way too much development of useless, empty condos.

Queen Anne: pedestrian improvements on QA Ave and boulevard have begun; bike signs, lanes, and sharrows around the hill have been added; taller business & condo buildings are now on QA Ave; additional small businesses especially boutiques have opened; improved sense of community arose from resistance to potential development that was viewed as out of scale w/ neighborhood; QA farmers market and associated improved sense of community; improvements to Big Howe Park;
Uptown: park added at base of counterbalance (good for block party but otherwise not a welcoming or useful park)

The neighborhood has not changed much. I don't think major changes will happen to the community until the electric trolley is established to better connect upper and lower QA.

Many older businesses have closed, some buildings have been torn down, and many new condos have been built.

More noise, less space, parking lot turned into an ugly concrete park

I live in Magnolia- We apparently are not included as part of the Seattle neighborhoods?!?! I chose Queen Anne in lieu of this oversight. The Magnolia community has seen much condo and townhome growth in just the past few years. Some of this fits in well while others are out of place. Magnolia seems to have experienced an increase in petty crimes such as vandalism and theft. There are some buildings in the interbay area that seem to need direction and purpose

Counterbalance park is the only thing that's opened during our time here

There has been greatly increased building and development of condominiums and apartments on Queen Anne Ave N in the Upper business district.

Increased density on Queen Anne Avenue, especially in upper Queen Anne. Better selection of local businesses at the top of the hill. Increased multi-family development in several areas including townhomes - some very poorly designed that do not fit in with the character of the neighborhood.

Q1: How has your neighborhood changed?

Yes. There have been several high-end housing developments in the Upper and Lower Queen Anne areas. The 1920s apartment building I was in on the top of the Hill was torn down and replaced by a high-end apartment and retail complex. This construction forced me down the hill to Lower Queen Anne where I have been renting for over 5 years. In the 5 years I have been in LQA, several high-end condo developments have been built or are being built within four blocks from me.

The park in uptown.

more density, more traffic, yuppie stores, changing demographics from blue-white collar mix to all white collar

Work has been done on sidewalks and crosswalks along Queen Anne Ave

n/a - Only here for 1 year.

more congested, less friendly

Density and amenities have increased. New town home developments along Taylor Ave have replaced some older slightly run down homes. Two new condo/apt. developments have gone in along 5th Ave (Lumen and Sevi) and those have helped spur more amenities in the small neighborhood center on 5th between Valley and Aloha.

Magnolia has changed in that many seniors who were initial founders of this neighborhood have moved out or died, and young families have moved in. It has brought a fresh energy to our neighborhood.

Density has increased significantly, but without apparent increases in parking, or improvements in transportation. I haven't seen any real improvements in parks on the north side of the hill.

Major improvements in transit, BRT in 2012, Central Line Streetcar planned but not funded, urban village and urban center redevelopment brings more residential density more jobs, massive redevelopment outside urban center on east QA Hill slope, Gates Foundation HQ under construction for 2000 more jobs (most won't live nearby), Dravus/Interbay redevelopment area fails to obtain significant rezoning and decays currently, Denny/Broad/Aurora Triangle annexed to QA Planning Area as it begins redevelopment along Denny Way, Seattle Center redevelopment improves some boundary area blight in urban center but worsens other blocks (i.e. McCaw Hall frontage on Mercer), 2-way Mercer planning in progress but no construction funding yet, Waterfront Access Bridge @ W. Thomas over BNSF tracks planned but not constructed, two small parks built (4th/Ward, Queen Anne N./Roy St.

More cars and increased traffic with increased congestion at the access points including 99 at Candles, Via 5th and Mercer or via Queen Anne Ave at Roy. New bike paths and revised parking patterns along Queen Anne Ave. Increase in the number of families with children and departure of senior citizens.

Much more density along QA Ave, with taller buildings mixing commercial and residential. More pedestrian improvements for walking to and along the Ave. Further gentrification of the neighborhood with smaller homes being remodeled or demolished in favor of larger homes.

Not in the year that I've been here.

The plan doesn't even apply to my neighborhood. Nobody pays any attention to Interbay.

Loss of mom-and-pop shops. Increase in townhomes and houses built to lot line. More density.

Q1: How has your neighborhood changed?

Many trees removed for construction and views, lost to pollution, and to lack of care. Parks less used because of their attraction to homeless, childhoods more structured. Demographics changing from modest to higher income due to shift in fashion in desirable life styles, the ownership mania just concluding, and the zoned ability of demo & development to generally outbid adaptive reuse and other more affordable approaches. Amount of children waned, but now waxing and increasing interest in local public schools. Less service stations and hardware stores, more fresh produce, a surplus of restaurants, and less interest in community affairs. With exception of farmers market, the highpoint seems to have been 40 years ago when we first got our feet wet. Utilities and right of ways aging, care a struggle, especially the purging of graffiti. Still waiting for promised transit links to other villages and direct urban center access to high capacity transit.

more building

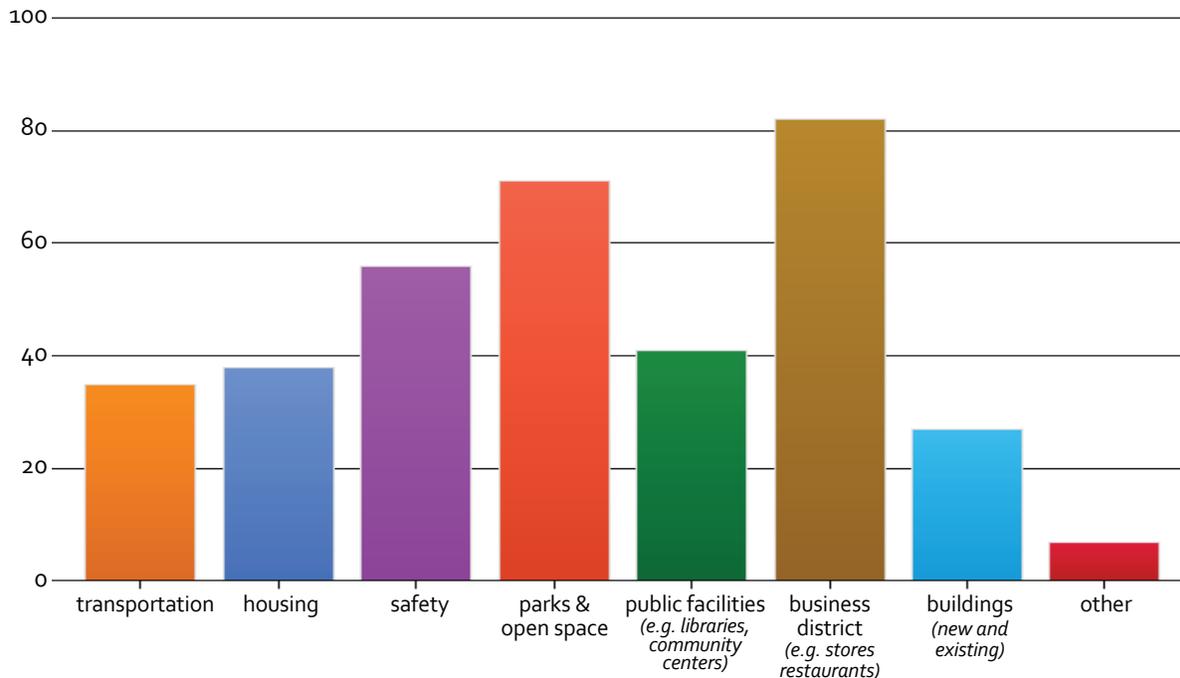
Hasn't changed too much - there is minimal condo development in Lower Queen Anne, and outside of the creation of the Counterbalance Park (which is a great thing!) the area has remained fairly stable and consistent in character.

Density has increased with many large apartments/condos replacing smaller structures. This has caused traffic patterns to change, parking on the street is always packed and SDOT has installed a confusing pattern of stop signs at intersections rather than allow drivers to yield. The "Blob" has been replaced by an urban park that is largely ignored by area residents; while colorful, it is not an inviting place and people are not seen there.

Counterbalance Park, a few new sidewalks on the QA crown.

--- Neighborhood has changed just in the 3 years I have lived in Uptown, let alone the last 10 years;
 --- Housing has gotten increasingly less affordable; there is almost no subsidized housing--condo conversions have removed hundreds of rental units;
 --- New construction of mixed use buildings has been positive;
 --- More street people wander the neighborhood; social services not in evidence
 --- Sonics leaving has hurt businesses
 ---significant storefront turnover in the last 3 years; new businesses appear to be barely surviving;
 --- Changes over the last several years have been very positive on upper Queen Anne; less so in Uptown
 ---ironic since Uptown is supposed to be an Urban Center--Uptown is in stall mode, in need of a boost

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



--- open space attention has been great---although Seattle Center is a great place and little else is really needed --- bus service is great and Rapid Ride will further improve public transportation;

Happy that they changed the lot into Counterbalance park. Wish it wasn't gravel, though. Also like the gradual updates to Seattle Center, and the discussions about improving it.

Continued improvements of the park spaces are always a plus

We've seen the start of dense housing on upper Queen Anne without losing too many of the old single family homes. I'd like to see Uptown build upward, which will bring much more interesting amenities to the area.

The parks and open space are wonderful, although increased patrols to curtail drug activity are needed

Just the growth in amenities in the neighborhood center on 5th between Valley and Aloha. I would love to see it expand into more of a promenade by shrinking 5th by a lane and expanding the sidewalk to allow for either outdoor dining or better streetscaping.

Parks and Police have responded to concerns about safety in Kinnear Park.

The business district is very active with many neighborhood businesses (i.e. drugstores, grocery, butcher, etc.) Bars and nightlife are there but don't dominate.

Other things respondents are pleased about:

- *walkability - can walk to just about anything you need!*
- *A close knit neighborhood community in upper Queen Anne with historic charm and well kept streets*
- *Sense of community*
- *Magnolia is a lovely neighborhood filled with people who care about the community and each other.*
- *Century 21 Master Plan for Seattle Center would return Mercer St. Garage blocks in urban center to tax roles and redevelopment to enliven the urban center.*
- *modest, dense mix of garden-related, heritage housing*
- *Farmers Market and Urban Farming on Queen Anne*

Q2: What are you pleased about?

A close knit neighborhood community in upper Queen Anne with historic charm and well kept streets.

There are a lot of small parks throughout Queen Anne that I regularly enjoy. I am looking forward to the planned improved access to Myrtle Edwards.

I always feel very safe at Seattle Center, any time of day.

Regardless of what seems to be a rise in petty crimes, i always feel safe day or night in the neighborhood. There are many new businesses within the magnolia village that are in keeping with the community style.

Neighborhood activism and involvement in partnership with the City and developers are making the neighborhood a better place to live, work and play for all, especially families.

Appreciate the new park space - Counterbalance & Trolley Hill park

Great job by Craig Hanway and the QACC Land Use Review Committee.

Easy to walk to stores, restaurants, no need for car

Businesses tend to do well on Upper QA.

We use the 3/4 bus line often, are pleased with the new services coming into our corner of lower southeast QA and look forward to a repurposed Seattle Center that focuses on green space and cultural events and less on sporting events. The future Gates Foundation campus is a major reason we have chosen to invest in this part of Queen Anne.

I appreciate the fact that this is a very safe place to live, with nice amenities like the parks, community center, etc.

Need to return seismically affected Mercer St. Garage to tax roles in order to make Uptown Urban Center thrive and to relieve blight on the garage perimeter, reduce crime there, and bring Nob Hill Ave. through to Mercer.

Queen Anne biz district is very good, nice progress on improvements to parks and open space.

much of which is very adaptable to naturally low impact drainage--all it would take in most cases is more public discourse less hype.

I love that QA Ave is becoming more dense, providing more support for the businesses there and in the neighborhood. I hope we can soon get rid of parking lots above ground.

The improvements along Queen Anne Avenue on top of the hill have been well done to date. I think overall the design of the new buildings on top of the hill have also added to the neighborhood in a positive manner

Lovely safe neighborhood with lots of potential

Neighborhood attracts decent shops and innovative restaurants. Need to do more to contribute to this vibrant aspect of QA, sidewalk seating for cafes, neighborhood beautification along QA Ave

The frequency of buses has improved, but more needs to be done! I'm glad to now have a good restaurant for breakfast in Uptown (Peso's).

The Farmer's Market is a great addition to the neighborhood

Its nice to see Queen Anne become a night-spot destination!

it will be nice to have a large grocery store nearby

Like all the retail coming in beneath new housing complexes on Queen Anne Ave (upper QA).

New Multi-use/family housing along Queen Anne Avenue is much nicer looking than in other neighborhoods thanks to the brick siding.

I like that it is such a walkable neighborhood and that many people do walk. Convenient Metro buses to downtown and beyond.

Unlike many others I approve of high density - mixed use buildings.

I appreciate the work done by the community to improve the sidewalks and other pedestrian-related aspects (benches, landscaping) of the business district. I'm glad for the boom of locally-owned small businesses.

Q2: What are you pleased about?

My one beef - how can you classify it is about the Children's playground - W QA Playfield. We take our grandchildren there (They like it) but since there is no bathroom facilities on weekends or after 5 we generally have to leave earlier then went as we have to go search for a bathroom for one of the kids. I realize this a "major" cost for probably a minor usage.

People care about lower queen anne

I'm very pleased that the Queen Anne Community Center has been adding programs for families with young children (ie. Family Fun nights), and the recent equipment updates to Big Howe Park.

Like that there are more static live/work buildings moving into Uptown - Bill & Melinda Gates Foundation, apartments & condos along Denny, and new business along Roy (Teatro & new hotel)

Its a great neighborhood for running, children playing and library going.

Kudos to the currently ongoing cleanup and brush cutting along the Aurora Avenue green belt. The Galer stairway to the west of Aurora was getting very scary to walk recently, due to the homeless population camping north of the stairway. Unfortunately, the campers have moved farther north on the west side of Aurora, into the Dexter greenbelts under the Aurora Bridge, and along Westlake on the west side north of KCPO.

More retail that is available.

Bus routes are decent. I've felt unsafe here.

New apartments

The #8, #30 and #45 buses provide a much-needed service. The QA library is a gem.

Like that so many buses are close. Love Kinnear Park, hope the wild part returns to the lower section. Like Counterbalance Park.

The farmers market, library renovation and newly renovated playgrounds were very welcome and lovely.

I regularly use the walking paths so improvements are terrific. We chose to live on Queen Anne because of the retail community and being able to shop and dine close to home.

I'm not pleased by much these days.

Nice renovation of the library and beautiful playgrounds.

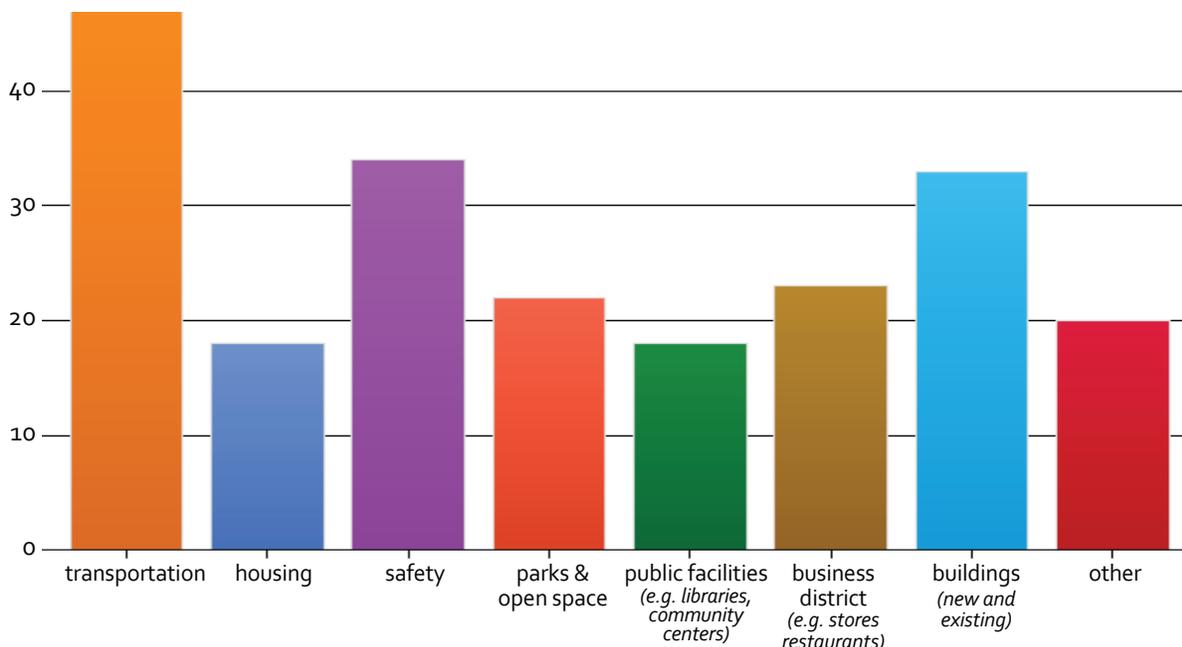
I have easy access to several bus routes within 1/2 mile. I have garaged my car for 3 out of 5 years because of the ease of public transportation. As a single woman, I feel very comfortable walking in my neighborhood any time of day or evening.

I used to live in Magnolia, and the public transportation on Queen Anne is vastly better compared to this. However, it could be improved, and I would like to see, one day, additions to the light rail and bike trails being integrated into the Hill area.

I like the development & new construction that's been going on.

I really like the stuff on the west side of Uptown (near 99) are starting to take off. Veil (the restaurant) closed, and was quickly replaced with a new restaurant, and another one is going in a block away. I like seeing some businesses going up in this area.

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



Other things respondents are dissatisfied about:

- Traffic noise and congestion.
- Demolition of historic buildings and houses to be replaced by new condos and extremely modern architecture that does not fit the character of the neighborhood.
- Traffic
- Thomas St. Overpass
- Education
- Pot holes on street and uprooted sidewalks
- The public school options beyond elementary are horrible for such an affluent area!
- homeless presence and crime has increased
- We need more frequent bus service during the non-peak hours. We also need more housing for seniors who can't stay in their long-time homes.
- failure to adequately distinguish between areas with conservable character and areas where a new character is to be defined and then furthered
- Parking
- ugly modernist houses in historic residential areas
- the building of ultra-modern (from the outside) homes and offices which do not fit with Queen Anne's historic neighborhood style
- Schools
- need a high school
- paid parking
- highschool access for our community
- traffic, speeding, absence of speed calming measures

Safety - Hear lots of reports of car and home break-ins, and have had "solicitors" casing the neighborhood - extremely unsettling. Buildings - in general, the new buildings on top of QA are relatively nice, though we're seeing more condos / apartments go up on the hill, unfortunately.

---Housing is increasingly unaffordable and diversity in pricing needs to be improved---needs attention. --- Pedestrian amenities need attention---balance between cars and peds still seems tipped toward cars; that has to change! --- need a library in lower QA; should continue to link planning efforts between SLU and Uptown to locate needed public facilities where both neighborhoods can use facilities --- each area doesn't need to duplicate facilities

Library difficult to get to from lower queen anne (for those that are carless). Would be nice to have the library in lower queen anne, more central. Or at least on QA Ave. Don't even know about the community centers, if they exist, they don't seem welcoming.

Looking forward to a dedicated link between uptown and upper Queen Anne

Q2: What are you dissatisfied about?

The Seattle Streetcar plan brought the concept of a streetcar right up to Seattle Center from downtown, but ended there. Our neighborhood plan has included a streetcar up the Counterbalance for years, but this wasn't included in the Streetcar plan. We are starting to build a nicely dense area, but we don't have any more room for cars. It currently takes 30+ minutes to take a bus downtown from upper Queen Anne - more time than it takes from many outer suburbs. I want to see a traffic-separated streetcar or light rail coming to Queen Anne, allowing us to build up density without lowering quality of life.

Most public facilities are located on upper Queen Anne. Lower QA (Uptown) desperately needs some of its own.

No a big complaint, but I would like to see Queen Anne better connected to the new rail infrastructure being built in Seattle. So a connection to the streetcar or link line would be nice and go a long way towards making it easier to do everything I need without a car.

Uptown retail has disappeared, supplanted by restaurants, too many of which fall into a fast food category, not enough quality.

Density along Queen Anne Avenue is a concern, due to parking chiefly, but also traffic constraints coming on / off the hill.

The Bike path connecting the Ship Canal trail to Interbay and the fisherman's terminal needs to be completed. Better connections across Aurora in Uptown are desperately needed to ease congestion and provide pedestrian connectivity. The Suicide fence proposed for the GW bridge is highly unfortunate and lacks a creative vision.

Seems like too many people drive alone through this neighborhood - despite good access to buses and the Seattle Center Monorail, as well as decent bike lane markings on many roads, this is (unfortunately) still a very car-oriented neighborhood, with all of the attendant downsides (noise, pollution, threats to pedestrian safety, etc).

There needs to be better zoning and protection of historic buildings and houses on Queen Anne. The character, charm and appeal of the neighborhood is damaged when historic architecture is torn down and replaced with condos, buildings, and houses that do not fit with the neighborhood. The consistency and charm of the historic architecture is what gives Queen Anne a good deal of its appeal.

Two simple changes recommended to improve access to upper QA via car: 1) create a turn lane off Hwy 99 N to make it easier to turn just before Canlis (we somehow missed the opportunity for improvement here when all those condos were built... we should've claimed part of that corner now occupied by a humble fire plug and a never-used sidewalk); the turn south off 99 to QA is also tricky and worth improving; how is it that huge overpasses get built to improve access to suburbs in Redmond and Issaquah but population-dense QA still has a nasty ill-signed little 90 degree turn that you need to take at 50 MPH with a bus on your tail? 2) clarify if there is one lane or two lanes on QA Ave north coming up the Counterbalance... it is a free-for-all now with some drivers passing on right, others on left, others compromising in the middle. And as long as I'm at it, one more big change suggestion for intersection near Nickerson Saloon: How about a roundabout? City should purchase storage facility and cabinet shop to expand footprint... move Saloon ... maybe underground sidewalks allowing no-wait crossings for bikes and peds One more: to improve bikeability, how about finding a way to improve all bike bridge crossings: can't we remodel the pedestrian portions of all 3 bridges to widen for bikes and peds? Do we really need concrete on these? Would a lighter floor allow a wider design with designated lanes for peds and bikes? On the Aurora, has anyone looked at an enclosed bike lane underneath the roadway? Perhaps we can then close the roadway to peds altogether, so we can widen the roadway lanes (much needed) for cars only.

Improving Five Corners- Intersection of 51st, Renton, and Roxbury--this is a horrible intersection that has multiple accidents. Noise and litter, continue to make neighborhood feel unsafe.

Of course a general complaint about housing costs and the ever expanding "gone Condo" issues.

Just a shame - the identity of QA has been lost.

The entire neighborhood is completely paralyzed by snow. I would appreciate a frequent bus route to South Lake Union and the Streetcar.

The Thomas St. Overpass should be a TOP priority for the Uptown neighborhood! It will be such a wonderful connection to the waterfront, but seems to be moving along very slowly. Please build it!

Condo's and town homes are ruining the unique look and structure of many of our streets.

Q2: What are you dissatisfied about?

Our community center is a pit in comparison to others around the city. Having traveled around the city for youth basketball games, the seating for our gym is a joke and not appropriate for most over the age of 35. I am concerned about future buildings begin the identical architecture of the current new buildings making for one big building along the Ave. removing the character of the Ave. The ones that are here now are fine, just concerned the same design and height will consume the entire Ave.

QA seems to have an increasing number of school-aged kids, but the post-elementary public school options are undesirable to many parents in the neighborhood.

While bus service to/from the neighborhood is sufficient for me, escalating fares for a relatively short ride to downtown seem ludicrous, and I worry about future route cuts. A public bike share would be a great thing for our area to consider along with downtown as well. Furthermore, I am concerned that improvements to Mercer St (two-way) and a new 99 tunnel will decrease my vehicular access to my neighborhood and beyond. And... the status report is the first I'd heard of a new trolley for the Counterbalance. While interesting in theory, I don't see it having enough ridership to justify slowing bus and car traffic on QA's major thoroughfare.

The pot holes along bus routes are in desperate need of repair. The sidewalks in the neighborhood are being uprooted by CITY TREES!! Uprooted and cracked sidewalks are not safe for my kids!

Graffiti and vandalism are up along with more homeless people that are attracted to the 7-11

Concerned over the loss of affordable housing and the loss of small businesses.

Crime - esp in Kinnear Park Need an off dog park in Queen Anne or Magnolia. Traffic congestion - esp on Mercer. Don't believe the redesign will work to fix that.

Middle school and high school options and quality are terrible for QA residents. The short sighted actions of the Seattle School District and their lack of long term planning, liquidation of real estate assets, intentional relocation of school principals, and mismanagement of money are inexcusable. QA and Magnolia need a closer and high quality high school option and need the middle school education quality/standards radically improved. It is no wonder that so many families choose private education after elementary school.

We need a historic zone in Queen Anne, particularly in the Highland Drive area around Kerry Park. Some new development has been very well done but a large amount of it is poorly designed and unattractive. Mass transportation options remain limited to the bus - would love to see a streetcar to Uptown in the next decade.

Diesel buses still travel up and down 2nd ave on weekends, the emissions are carcinogenic, noisy unneeded.

Increasing anecdotal evidence of break ins and vandalism on our street, and throughout the hill.

Would like to see better bus service, and/or a counterbalance streetcar

Design quality of townhomes. Partly in how they relate to neighboring properties and the street, but I'll admit that part of it is personal aesthetics.... I believe new construction should be modern and not try to mimic (poorly) Craftsman detailing.

I feel like this area desperately needs to be connected much more strongly to downtown by bus routes and light rail.

It's hard to see older homes torn down, and replaced by mega-homes that are lacking in character and don't fit the style of this neighborhood. In order to build a mega-condo in the Magnolia Village, the only drive-through postal drop was taken out. This constitutes a big inconvenience for older people who can't find parking near the post office, and young parents with kids in the car who have the same problem. Parking in the Village is not easy to find.

Uptown Urban Center street civility is deteriorating along with many vacant commercial sites and collapse of the QA Chamber of Commerce under recession pressures. OED hasn't been helpful to Uptown yet. No public library is available to the thousands of seniors who live in Uptown who can't climb the Counterbalance blocks 1/2 mile to the QA hilltop library location. Millions of square feet of work space is being constructed outside of the urban center on the view slope of east Queen Anne Hill. Did the City miss the Urban Center boundary target?

Traffic and safety are always a concern, as well as zoning (urban sprawl) of new buildings.

Q2: What are you dissatisfied about?

The City's contribution to the ownership mania, i.e., contrived inflation of "demand" needs curtailing (the county's vacancy rate is approaching the country's jobless rate--over 9% counting new construction now leasing). We need to get back to the urban village strategy which in non-buzz words, I have stated above. Sad to see places like Denver recognizing it, as opposed to us, for what it is -- the only naturally affordable and environmental approach.

We live in such a green city, but QA has so few parks. We could certainly use a "town square" park of some kind, but I'm not sure where. I wish we had more review of new buildings that are going up. I'm happy with most of the buildings on the Avenue, but some ugly multi-family buildings are being built in the neighborhood areas. That's unacceptable.

Queen Anne feels like an island because coming and going from home via car make the process take longer than necessary with serious traffic jams....its almost easier to commute by boat!

To date the increased infrastructure has been done fairly well on top of Queen Anne. I would like to see the future changes try to bring more open space or public courtyards into the design in order to allow the top of Queen Anne to feel like a public space and not just an avenue/business district.

would like to see more frequent bus service. The investment in light rail will be of little benefit to Queen Anne.

Quality of the retail stores and the architecture is disappointing, particularly newer developments.

No significant park and open space work beyond normal maintenance that was way overdue.

Kinnear park is too heavily wooded, unpoliced up top and unsafe. It is a great space that we are all too afraid to use. Pedestrian safety is a problem - and the shrubbery is growing unchecked on sidewalk strips- making it even worse.

it's difficult to park on Queen Anne Avenue, sidewalks are in disrepair

Drug and related activity in Kinnear Park has been a problem, but recently seems to have been solved. During the height of the Kinnear Park problems, one of the neighbors in my condominium had their door kicked down. It would be nice to have a hardware store and a shoe repair nearby. I'm sorry that Queen Anne Office Supply left Uptown last year. Although I like restaurants and do frequent them, the Uptown business district would be improved by some additional types of businesses. The design of some of the new buildings that have gone up could be better.

I'd love to have some sort of East-West shuttle on Queen Anne. most transportation lines run North-South. It would be nice to have more bike-specific lanes or streets designated for bike travel.

our "green zones" have been where most of the homeless and vagrants have been pushed into, which is sad. W. Roy is "the homeless highway", as they work their way to the park at the north end.

Rent is very expensive, to live in a nice place.

don't feel safe waiting for a bus ... too many weird people hanging about. living in the woods or coming off the freight trains at Interbay. the traffic lights are not long enough to safely cross 15th on foot.

Would love to see faster progress on light rail/trolley to downtown and access to airport, renton, everett, etc.

Could have more frequent bus service!

Parking has been and continues to be a major problem. Even after getting Zone 13 status in the neighborhood I live in the free parking on bigger streets on either side of my street became pay parking. This caused us to compete with non neighbors for free parking on our zone 13 street during the day and early evening. To resolve this or make it more fair I would make the zone 13 street a pay street for those without zone 13 permits. I would also extend zone 13 parking to the bigger side streets.

One ugly modernist cube destroys the charm of an entire block in residential Queen Anne. No More Spec houses!

Q2: What are you dissatisfied about?

I think there should be restrictions put into place for destroying a historic home when the intent is to built something which has an architectural appearance of being ultra-modern in it's place. Instead, there should be motivation for homebuyers to UPDATE a historic home with green and modern standards on the interior without destroying the historic face of our neighborhood. The city should provide resources for making "green updates" and possibly even incentives for making updates to the interior of historic homes in order to avoid the destruction of these homes and buildings which make our QA neighborhood so unique and special.

Access to and from I-5 is tricky--Mercer--ugh!
Buildings that do not keep/retain the character of the neighborhood.

The Queen Anne and Magnolia schools are overcrowded.

Housing is too expensive.

need an off leash dog park and NO JAIL at Interbay

I would be more pleased with the bike lanes if they were better placed: away from the doors of parked cars.

the new park at the base of QA avenue is the most severe, cold and unwelcoming I have ever seen

I haven't seen a cop in lower queen anne in six years unless its for Bumbershoot or Folk Life. Don't we pay taxes too?

The area of Uptown in which I live is NOT pedestrian- or bicycle-friendly. 5th & Mercer has a lot of foot traffic and drivers are very aggressive / inattentive when turning onto Mercer. Also, the sidewalks along Mercer going underneath gg are horrific (feel dangerous).

I'd like to see the electric 7 min trolley system deployed. I think back yard cottages are appropriate for Queen Anne.

Too many higher rise/uniformly designed condo/ apartments going in along QA Ave.

Streets around QA, such as Dexter Avenue North, are not being repaved on a timely schedule. Trimming of walkways and greenbelts has dramatically decreased in the last three years. Some of the stairways around QA have not had brush cleared back, and lighting checked/ replaced until late summer this year...well after they have become scarily overgrown, and bad places to walk at certain times of day. The city needs to re-do its outreach to the apartments and condos located above the westside of Westlake Avenue north of KCPO up to the Fremont Bridge, as the ground-cover and sheeting program of approx 8 years ago has fallen apart, and the hillsides are dangerously exposed again. Not looking forward to a return to the hillsides sliding down onto Westlake in this fall and winters' upcoming rains, due to the lack of up-hill property owners failing to maintain plastic or plants to mitigate drainage issues on the steep hillsides.

I think the QA neighborhood association needs to be a little friendlier to commercial development. The whole point of living in the city is to be close to commercial areas. When is the electric trolley scheduled to start?

alleys and side streets are being used as thoroughfares. Drivers are speeding throughout the neighborhood. Safety is a major concern.

The condos suck. The new buildings suck and are ugly. Counterbalance Park sucks like a Hoover.

Good bye Metromarket :(

The mixed use condo buildings tend to be quite ugly.

Public parks have homeless living in them and infested with rodents.

The signs / colors of some new businesses lack charm.

I do not enjoy the increased traffic, noise from bars and clubs and overall congestion to the top of Queen Anne. In addition, I am not happy that as a result, parking restrictions were needed.

The monorail was going to provide fast links to other parts of the city. The bus system works for getting downtown, but does not easily link to other neighborhoods.

Q2: What are you dissatisfied about?

Too many condos. Not enough buses. The cars on my street are broken into all the time (3rd ave west, w raye st). I don't feel safe walking at night around here. I'm afraid to park my car. It takes three buses to get to Microsoft. Stop unchecked development, we don't need any more real estate.

Dangerous crosswalk has been installed at Queen Anne Ave & Crockett. People are almost hit daily as parked cars block the view of drivers. New sidewalks have been installed along Queen Anne Ave but the design has large dirt boxes around the trees which makes it difficult to pass by people in these areas and many of the people walking along this street push baby carriages. Also too many tall buildings being allowed to be built.

I am disappointed that Counterbalance Park did not bring desperately needed green space to Lower Queen Anne.

I'd like to see a wider variety of businesses & services being offered. How many bars & restaurants does one neighborhood need?

My real gripe about transportation is that we only have "local" buses on the west side of Queen Anne. The 3 and the 4 take 30 minutes to get to Pioneer Square, and 40 minutes to get the hill in the afternoon.

I live near the Aurora pedestrian overpass. In the past in has been an urban jungle filled with shady people. There appears to be some movement in clearing out the area, but I think more work needs to be done. Especially around the stairs leading down to Aurora.

I was not pleased with the destruction of that beautiful historic building across the street from Kerry Park. And now we have that horrible looking building which has sold maybe 2 units in 6 months.

Kinnear park has gotten better but is still not an inviting place .. counterbalance park only looks good at night .. lack of plants grass etc...

Lower Queen Anne lacks a center.

Very walkable areas, but bicycle riding is still unsafe - especially at the top of the hill

Wish there was an easier way to get down the North side of the hill toward Fremont/Wallingford easier. Sometimes buses run more frequent, but take more time, to go to downtown Seattle and then ride back out to Fremont/Wallingford. Wish there was more affordable housing for 2 bedroom dwellings.

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

--- Many elements, particularly re open space and transportation have been addressed
 --- Housing had great vision statements, and no strategies that now make any sense, particularly; that is one part of the Plan that is really out-of-date

A short piece of sidewalk and a converted parking lot micro-park doesn't constitute significant improvement.

There is no neighborhood plan for Interbay!

Many tasks have been completed. The QA Residential Urban Village redevelopment appears to have exceeded its goals. But much redevelopment outside the Urban Village and Uptown Urban Center is occurring on the east slope of Queen Anne Hill. Queen Anne's waterfront access at the street-end of W. Thomas over Elliott and the BNSF row has never been constructed. See previous answers.

I don't know, since there is no Neighborhood Plan for Magnolia.

Still waiting to hear more about the Good Neighbor Center.

Loss of Sonics has diminished the vision for Uptown.

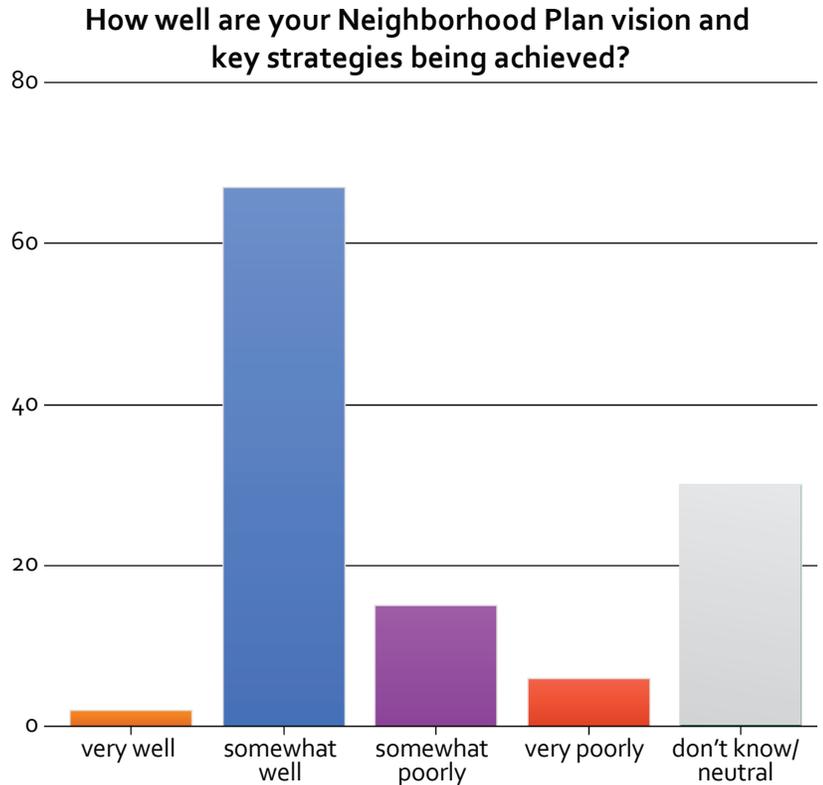
Magnolia should be called out specifically

This is a loaded question. The Neighborhood Plan's wording is so vague that the "devil is in the implementation." E.g., are there varied housing opportunities? Yes. Are they visually sucky? Yes.

Would like to see a plan for the counterbalance trolley, worried that the queen anne business center is changing too quickly.

Stating previously the changes I have seen in the 3 years of residence here.

Apparently there is no Neighborhood Plan for Magnolia (?)



Taken only as "guidelines" and with no real enforcement ability, few developers coming to Queen Anne have abided by "the plan"

I see pieces of the puzzle coming together, but it seems like everything takes far too long to implement.

Light rail, Safeway all positive additions. Still bad traffic (more calming needed), litter, noise and understaffing of police.

It seems like in the last ten years small steps have been taken, but some of the bigger goals I would like to see come to fruition. For example, the completion of the Ship Canal Trail and bike bath, and the re-establishment of the Counterbalance electric street car, etc.

I like the description of some of the strategies, but have no idea how far along they are to being implemented as this was the first I'd heard of many of them.

The planning process - as always for neighborhood plans - is controlled by those who scream loudest. A few individuals are driving the process for a plan that they find ideal. That pocket park Roy/QA Ave is exhibit A in STOOPID PLANNING driven by a few.

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

I was encouraged/dismayed to actually go back and read all the plans generated some years ago... I don't see the improved bike access over railroad tracks or the counterbalance 7-minute shuttle that were thought up ten years ago... these are still good ideas.

Bicycle improvements still greatly needed.

Crown of Queen Anne and Bicycle Beltway appear to be struggling. Thrilled with Elliott Bay access from Queen Anne.

The last Neighborhood Plan seemed very limited in its scope and objectives, which set the achievement bar rather low.

The Counterbalance Park was finally completed and it is certainly an improvement over the empty lot that was there, but it's a very odd park. It would be more of an "oasis" with more greenery and maybe a fountain or something.

I love the improvements to the streets, but why is it still so difficult to take public transportation off the hill. The ride to downtown by bus is ridiculously long (way too many stops). Also, what about bringing the waterfront streetcar up the hill on the counterbalance to bring people from downtown?

Queen Anne ave has improved.

Would love to see that bike path.

I think over that last few years, the community has gotten more involved in the plan/strategies. However, QA is still far behind in creating/implementing key strategies.

Notice the changes each year...feels like investment in the community

Moved to QA one year ago.

I don't feel that the quality of work produced to support bike transit has been strong enough - sharrows (particularly on Mercer near the east edge of Uptown) are pathetic. Many cyclist move onto the dangerously narrow sidewalk (particularly when trying to go westbound under 99), putting them and pedestrians at risk.

no specific reason. I have almost no complaints about the neighborhood.

Question 3: Please describe the priorities for your neighborhood.

--- I have been involved in Neighborhood Planning efforts for 30 years; I led Planning efforts in 2 neighborhoods in the 1970's; I participated on Capitol Hill efforts in the 1970's and again in 1995-1997; Neighborhood Plans do not last 20 years; their real value is in identifying strategic action steps that have about a 5-7 year time span; after that the efforts need to be updated. Uptown especially needs to have an update process
 ---how can any neigh plan be considered current after 10 years? We need an updating process that is less cumbersome than we now have
 ---more nimble and quick
 --- Housing, Public Facilities, Transportation in particular need review
 --- Zoning in particular needs to be revised
 ---Uptown needs Urban Center zoning!
 --- Could say that every Urban Center in the City has various processes underway to address key issues, except Uptown. Opportunities are being missed.

I really like the key strategies, and would love to see them implemented.

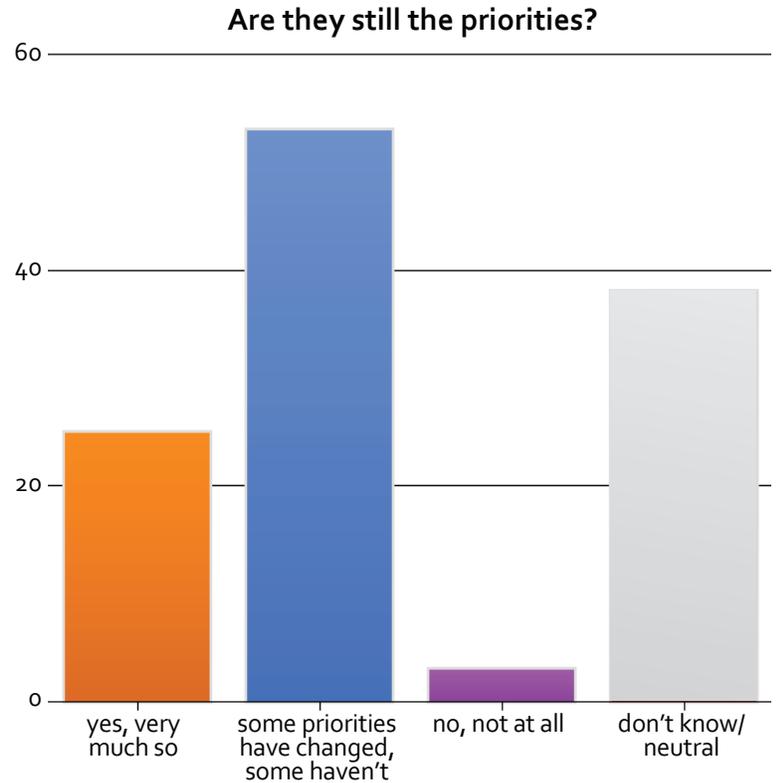
The most critical was slighted-- strategies (see answers to #2) that enable existing and future residents of modest means to be able to enjoy the improved pedestrian focus and other enhancements as opposed to being priced out to join the growing numbers in the working class outskirts where a car is an expensive necessity, or-- somewhat better, although newly contrary to the latest regional vision-- to small towns.

Again, I don't know since there is no Neighborhood Plan for Magnolia.

I believe there needs to be a stronger priority to make this a livable neighborhood that attracts all income levels and cultural, ethnic and racial groups.

I support increasing the walkability and bicycling for Queen Anne. I do not support increased automobile traffic.

Right along with Motherhood and Apple Pie.



Area still looks shabby, not conducive to foot traffic, poor lighting, lots of traffic and noise. Not enough police staffing.

I would love to see some mention of creating a kid / family-friendly neighborhood as a guiding principle.

Yes, they need to create more access to parks and safer crosswalks with speed calming measures. The QA Boulevard is now the QA Autobahn.

Please undo the tyranny of the neighborhood councils.

We need to do more than create wheelchair-friendly curbs and cobble-stone like crosswalks.

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

---See previous comments

---Need to focus on:

--Affordable Housing

-- Key Arena future---the silence on this has been deafening

-- Pedestrian/car balance needs attention badly

Finding ways of getting mass transit to QA. Phase 3 of Link light rail may include a light rail line next to or into Queen Anne. Let's make sure a station connects QA to the rest of the city. The planned Streetcar network brings a trolley to uptown, but stops there. Connecting the hill would be easy if we just brought that line up the Counterbalance (they figured this out over 100 years ago, we can do it again).

I'd like to see the status report list how our Key Strategies will be achieved.

Encouraging alternate modes of transportation besides cars - this is a very walkable and bikeable neighborhood, and it is reasonable to cut back on roadwork and other services oriented towards cars in order to increase overall livability of the neighborhood.

Please see responses to previous questions.

Plus a minimum level of public amenities, including urban transit needs developing in response to the state requirement to match growth goals to fiscal plans.

neighborhoods that need help (such as Interbay).

Transportation Networks

housing affordability, transportation

How the transportation plans to improve access point will be addressed. Mercer and 5th and the north exit off 99 at the south end of the Aurora Bridge.

Economic development factors, public facilities such as libraries, schools, recreation, open space. It's all hard to come by in urban centers that lack these vital amenities.

Seniors' needs, moderately priced housing for all ages.

Transportation connections and development of alternatives to car travel.

safety

Transportation

public transportation.

Mixed income affordability; green space in Lower Queen Anne

Update on new developments and housing units added to the neighborhood.

Maintaining a walking neighborhood, quiet streets and a charming business district.

Transport along the counterbalance to link businesses up and downhill

Fostering the walkable out and about nature of our neighborhood

Including Magnolia

transportation

What neighbors (not just the city and public agencies) have accomplished, e.g. Picture Perfect Queen Anne, Queen Anne Farmers Market Association.

Accessible mass transit, mixed use housing,

Correct me if I'm wrong, but I haven't seen a status report published since 2004. "2004 Priority Report" is all I see on the web.

transportation - more buses, more frequently. More flexcar parking spots. I'd like to be carless, but can't quite pull it off.

transportation, bike paths, uptown center cleanup

Traffic and noise reduction. We have access to cheap and easy public transportation, so cars are less necessary.

Light rail. More frequent buses. Saving existing buildings. Ensuring that new buildings aren't ugly as sin.

Growth (urban sprawl), safety, business development, transit

transportation and land use

Public transportation, diversity of housing

pedestrian access, walkability, encouraging small businesses

Q4: Status reports should focus more on...

Housing Affordability, More businesses geared towards struggling families as opposed to strictly upscale shops.

Creating a neighborhood plan for Magnolia.

walkability. clear skies overhead (managing height and percentage of lots used for structures.) Density is great but not 4500 s.f. in single family monstrosities.

Cohesive traffic systems, linking the neighborhood with downtown, support for strong diverse neighborhood businesses, the future of Seattle Center as a safe and vibrant community space

Safety.

Getting the Thomas St. Overpass constructed, and pushing for the 1st Ave Streetcar that the mayor supports. Also, the dedicated electric trolleybus on the counterbalance would be a great amenity. Getting from lower Queen Anne to upper Queen Anne is long and difficult, but both areas have great restaurants and businesses.

Parking, maintaining charming character of neighborhood, more focus on developing a local retail/restaurant district...

Traffic and safety

Greening, planting wisely, thinking long-term with parks in this regard. Also light rail should be a focus.

Sharing actual planning steps and prospective dates with the community, rather than just giving us generalized and non-specific updates.

development

Transportation. I believe that the plans for transportation in the city overall (i.e., light rail) do not include Queen Anne.

safety, walkability

Cleaning up Kinneer Park

Moving traffic on and off of QA. When Mercer chokes up because the trolley has the right-of-way (!) it can take 1/2 hour to get to the east side of Aurora and not just during rush hour.

Feedback from the community - would love to see some of the aggregated freeform data from this survey.

Safety, speed calming, crosswalks, bike/pedestrian access, park enhancements.

Things that help bring the neighborhood together... making things more accessible and encouraging more recreation, social and service opportunities within the community.

Police patrols. I'm concerned the violence and crime from the Belltown neighborhood may move towards the Uptown neighborhood.

Parking. More parking for zone 13 permits around the Seattle Center. Specifically the KeyArena side.

SAFETY. Swift execution of justice on criminal behaviors and not more coddling.

community center is old and needs a rebuild;

transportation networks (bike lanes, trolley up hill, connections to other bus lines and (soon) let's plan ahead for how to get from lower QA over the new tunnel/gg to South Lake Union... overcoming this current barrier will really open up lower QA to an exciting part of town

Bicycle paths & safety.

improving the quality of the streets, bury utility wires

Reasonable growth planning, concerned that Queen Anne Ave could lose historic quality and charm and begin to look like Ballard.

getting Queen Anne a DOG PARK!!!!

preventing crime and dealing with transients in lower Queen Anne (around Seattle Center and the liquor store) and the green belt on the west side of the hill going toward 15th Ave.

Public transportation, attractive construction that fits the historic look of the neighborhood, safeguards against losing our beautiful old homes, and more parks.

affordable housing,

More details on near term changes, like pictures or plans.

Q4: Status reports should focus more on...

Preservation of architectural harmony. No ugly modernist cubes!

Dealing with the large amount of homeless people on lower Queen Anne. It feels unsafe at times to walk around my own neighborhood due to the large amount of intoxicated homeless people

improving parking situtaion

roads, parking, infrastructure

the community center and community events.

Balancing density with livability.

The types of businesses (car dealer? prominent smoke shop?). Walking and biking. Making room for families in Lower Queen Anne. Connections to Myrtle Edwards / waterfront.

safety for women and children

2-way mercer; increasing density/urban character; light rail

Low income housing & support & transportation & street. More on what will really work with Mercer St.

Making neighborhoods walkable.

Affordable housing and preserving a pedestrian-friendly urban village

bicycle transportation

Getting the bike trails done.

Neighborhood empowerment and initiative

Uprooted sidewalks.

Seems ok

would love to see the electric trolleys on the counterbalance

Public transportation off of the top of the hill, including bike routes.

parking seems to be an ignored issue. More condos = more cars, but I haven't seen any strategies introduced to either accomodate or reduce the # of cars.

Abandoned house on 2nd Ave W, between Raye and Smith

pedestrian / bicycle safety - particularly in the Uptown area

Transportation access from downtown. SDOT must keep the easement through the Gates Campus open and must provide connectivity directly to lower queen anne on 6th Ave. This needs to be part of the Mercer reconfiguration and viaduct replacement project.

Making Mercer and 5th ave intersection at the QFC safer for pedestrians during Rush hour. Cars often block the Crosswalks and intersections.

Affordable rental housing, with commensurate parking availability.

Parking

Keeping density of housing in defined areas, working on allowing the backyard cottages to be built on Queen Anne. Access to the Burke Gilman Trail and better bike commuting paths to downtown

Preserving existing houses, buildings and infrastructure by making Queen Anne a historic district.

Easing congestion in lower Queen Anne - especially on Mercer and around the Seattle Center.

transportation, open spaces, green spaces

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

-- Less Focus?? After 10 years the Uptown Plan needs revisiting!

Provision of parking, roadway improvements, etc.

"Capacity" The Buildable Lands Report is to take care of that. NPs and the regulations that further them should be context and design oriented, less use oriented, and only capacity oriented as necessary to effectively comply with the required reporting of buildable lands.

neighborhoods that are already successful, such as upper Queen Anne and Lower Queen Anne.

demographics

Maintaining the same old urban village/urban center boundaries. Let's get the boundaries right this time!

Building expensive housing, adding glitzy stores and restaurants.

Car transportation and connections.

diversity

High-end mixed developments

Construction, increasing population and development and more traffic.

excluding Magnolia

commercial development. I think there's an overemphasis on being "quaint"

Variety of housing opportunities in Uptown. The area is quite dense and very little land is left to be developed without razing buildings with historic character.

Kowtowing to developers who bellyache about any imposition. Here's the problem: A developer builds an ugly building, then they make their money and LEAVE. *We* have to live with it for the next 50 years.

trolley bus

public amenities like libraries

Cars, New development

Trolley on Counterbalance to connect Upper & Lower QA. Both neighborhoods have a very distinct feel.

Housing

Bicycle paths

Shelters, homeless housing, food banks and thinks that attract the rats - which will show up if you feed them.

density without transportation support

large contrsuction, multi-use projects

Car-focused improvements. We should all be walking more.

The demographics are 9 years old. Can you find more recent data? They are too old to be useful.

counterbalance although its a nice a idea, at a time when the cit has extra money but currently ???

schools, kid programs, social services

bicycles

architectural standards; landscape

Top down city-wide policy

Queen Anne is a very walkable area. Not sure if all the pedestrian improvements are necessary.

Making QA a 'commercial success' rather than a good neighbourhood you'd want to live in and raise your family.

Bicycle paths

business

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

--- Updated housing data slapped on the back of the docs, following outdated decennial census data, makes little sense

Inadequate means to compare how demographics charted as present are changing over the years. Also, the link provided to what I would hope is apples to apples information comes up ""not found."" It is always good for citizen scientists to be able to confirm the findings of the hired scientists.

Addressing income and racial diversity

Not sure if it's the scope, but Kinnear park is still a concern regarding public safety.

The Magnolia Neighborhood

Would like to see some timelines.

Why are there no demographics for Upper Queen Anne (not just the business district, but the whole of Upper Queen Anne)?

I don't see line by line updates on the plan. It appears to be a highlight of what's currently being worked on. For an example, I'd like to know what happened to the 7 min trolley system. Is that still a priority?

Giving people more direct incentives to not drive. Safe bike paths are a great start, but the plan should go further to reduce the number of cars in the area, both parked and in transit.

politics

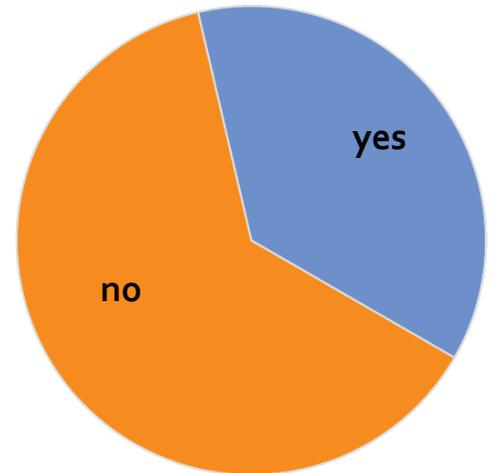
See above.

It really could be more specific in terms of how the draft plans will be carried out, which parts of the plan will be initiated before others, and when we can hope to see these changes, etc.

I do not see serious attention being paid to the development of Interbay and how that will be incorporated into the Queen Anne plan. It is troubling to me that the city/county is considering locating a jail in Interbay, but there does not seem to be an overall plan for Interbay development.

I am also concerned about increasing housing density without mandating minimum offstreet parking requirements. Queen Anne does not suffer from the parking problems plaguing other neighborhoods, e.g., Capitol Hill. With denser development however parking may become more of an issue.

I wish I could compare my neighborhood's statistics to other neighborhoods. Knowing that 79% of my neighborhood's residents are white in isolation isn't too useful. I want to know how that compares to Fremont, Ballard, Belltown, Wallingford, etc.



Crime - think crime stats should be included.

END THE TYRANNY OF THE NEIGHBORHOOD COUNCILS. Please save me from Gladys Kravitz and her despotic ilk.

Metro still can't get from QA to Cap Hill easily.

See recommendations on improved access via Hwy 99 and less confusing access via Counterbalance etc

Maintaining character of the neighborhood through smart development, height restrictions on new construction, and oversight on design of projects.

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

Address homelessness issues.

Correct the administrative problems experienced with last winter's total shutdown of streets due to lack of plowing even the arterials.

Given the number of renters compared to homeowners in both Uptown and the overall QA neighborhood, provide increased renter rights and forums for input to the city and neighborhood to address their specific needs.

Include more Seattle Center planning links between the neighborhood and downtown...along with increased communications telling QA residents what is going on with the longstanding planned upgrades and changes at SeaCenter.

Increase communications to residents concerning the planning and implementation of the Fix-The-Mercer-Mess problem, along with explaining how QA will be impacted by the Viaduct replacement project and crossing Aurora street plans.

Architectural guidelines that preserve the historic look of residential neighborhoods

dealing with homelessness and street crime in uptown, drug dealing in Kinnear park etc..

The Mayor approved amendments to the Commercial Code in March, 2009 to clarify and better carry out the intent of the 2006 Neighborhood Business District Strategy. I cannot find what the amendments are to understand if I agree. I am concerned with the top of the hill QA Ave becoming a sea of tall buildings reducing the quaint character so many of us 'QueenAnners' cherish.

I can see statistics for Upper Queen Anne, and Uptown, but what about the entire area bounded in red?

Queen Anne is so diverse....particularly when you add the uptown area.....this area includes SPU thru the Seattle Center? Seems like that is a LOT of different things going on...is it possible to have sub-categories so we can report on particular areas?

My concern is the businesses in the neighborhoods which brings in much traffic and loss of parking space. I would like to see parking spaces for residents in our neighborhood, we have such limited parking as we can park on only one side of the street some neighbors have clients coming all day all hours leaving residents not parking.

Preserving existing houses, buildings and infrastructure by making Queen Anne a historic district.