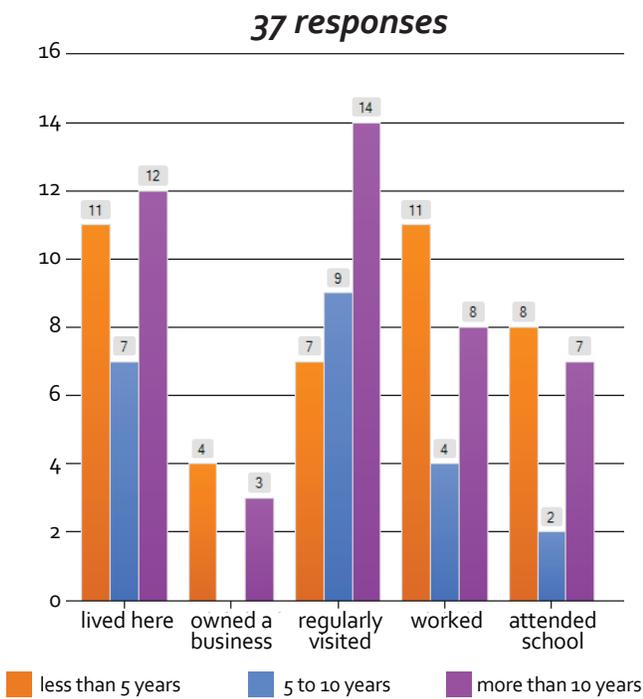
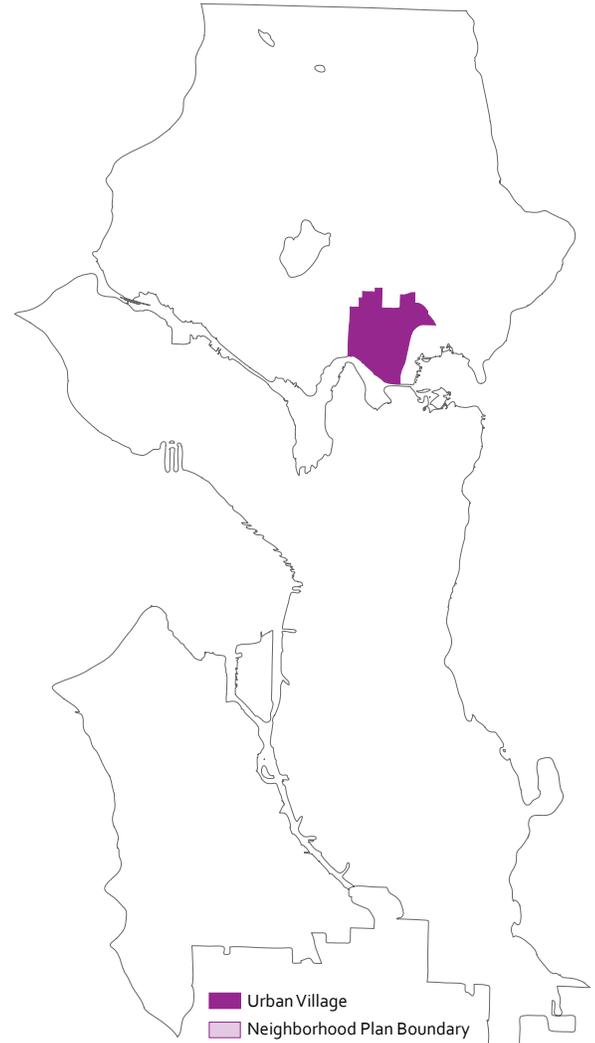


Status Check

Transcript of University Community Questionnaire Responses

The University Community Urban Center Plan was adopted in 1998 and includes Ravenna and University District Northwest Urban Centers and the University of Washington Campus. 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)?

not sure

There have been some excellent capitol projects that have improved the sidewalks and street scape along University Way. University Heights is now owned by the community which will help stabilize the future of the Farmers Market and its community programming. The business core along University Way is inconsistent block by block. Some blocks are defintiely more seedy and drug infested than others. The quality of new development for housing and retail is inconsistent. I am pleased with the quality of some of the projects, but not all. It's been really good to see "ave" businesses improve their facades.

Better lighting, wider sidewalks, more trees -- all positive. The neighborhood still has some issues with panhandling and crime/violence, but overall the situation has improved.

For me... not alot. Parking has gotten worse.

it never has good parking

A flux of businesses coming and going on the Ave, renewed interest in the area because of Roosevelt and the light rail, an increase in crime north of us, U-Village expanding.

Over the last 10 years, I have seen an increase in construction of new retail and housing units.

Yes. Uncontrolled growth in residential areas.

Some new businesses. Crime around campus seems to have increased.

AVE improvement project has improved streetscape and attracted new businesses. Acquisition of University Heights provides potential for permanent home for U-District Farmers Market.

There appears to be less gang activity, yet more random violence.

More multi-family housing, particularly of a private, for-profit, condo-model variety, has replaced much single-family housing. The RPZ # 10 has been successful, which was established around 1995. And bus service has improved, along the lines of more rapid throughfare.

a lot more housing on the West side of campus. Addition of #30 bus makes possible some great crosstown travel both E to U village, sand point and W to fremont / seattle Center All the new housing means there are a lot more places where pedestrians cross bad traffice eg along roosevelt and traffic signals do not keep up. 9th NE sidewalks are a mess and new construction is not helping yet.

I used to live at 50th and 7th, now I live in Roosevelt just to the north. It's the most convenient place to our house to do a lot of shopping, eating, etc. There is a lot of turnover in stores on the Ave. unfortunately, so that's a change, though I've been excited to see more small clothing boutiques move in over time. Overall, I think there has been definitely been an increase in the variety of retail over time, but not as much with the restaurants. There has been restaurant turnover, but not necessarily any increase in the variety of food available. The farmer's market has definitely gotten more popular, with it being much more crowded than when I first moved into the area six years ago. The neighborhood has gotten more sketchy in the past few years. While I didn't used to feel uncomfortable walking around at night, now I prefer to ride the bus home if it's dark even though it's an easy walk. More dense housing / apartment buildings have been built throughout the area, which I think is an improvement, especially as a majority of the places replaced were empty lots / run-down houses. The apartment buildings are in a variety of styles, and overall add to the aesthetic of the ave, like the new lothlorien (?) apartments and the really modern looking ones north of 55th near the community school. The ones along 11th and 12 south of 50th are kind of boring architecturally, even though they are an improved use of the land.

More large corporate stores (tanning salons, chain restaurants, etc)

Some cosmetic facelift attempts have been made to University Way, but the variety of businesses there has dropped substantially, while the homeless/vagrant population has stayed the same. This makes the Ave less desirable as a place to spend time or money.

More crime, higher rents, more hassles while walking to and from places, some favorite businesses are long gone since the 2003 construction.

Q1: How has your neighborhood changed?

More/better neighborhood shopping. Housing is still very uneven with slum like places next to well cared for homes.

Density has increased. Criminals hanging out on University Way, intimidating residents and shoppers has increased.

It is denser. I have been concerned about speculators buying single family homes, tearing them down, and throwing up apartments/condos. So there are less of the classic homes that lend the neighborhood character, and backyards/green areas/trees are gone, replaced by proprty line-to-line construction and asphalt for parking.

A little more dense; a fair amount of gentrification.

The Ave looks nicer. Still too many homeless.

Street and park improvements. Business has declined somewhat.

Maple Leaf has added a P-Patch in the last several years.

The Ave reconstruction is very nice--I especially like the artwork. Safeco jobs are gone. There are more nearby grocery stores (Trader Joe's, and Whole Foods in Roosevelt) and the Farmer's Market has grown and is now year-round. There are several new apartment buildings, almost exclusively targeted to students. Most of the townhome construction north of 50th is sad--many are showing age in just a few years.

In the last decade we have seen many new townhouses built on our street, 11th Ave. Some houses were vacant or in disrepair, however, lots of trees were lost. Several old homes were upgraded, and an infamous landlord lost his houses which were always out of control. There are fewer transients hanging out in our alley, and it does feel safer. There has been an increase of pedestrians and bicyclists. Roosevelt Avenue is difficult for pedestrians to cross though with all the traffic.

There has been more construction of apartments yet many of the traditional houses remain. University Way has been worked on and in some ways is much better. Ravenna park has been changed, with the daylighting of the creek and work inside the ravine and at the playground. Cowen park and the ravine have become safer parks. Too many expensive housing options seem to be coming to be the norm.

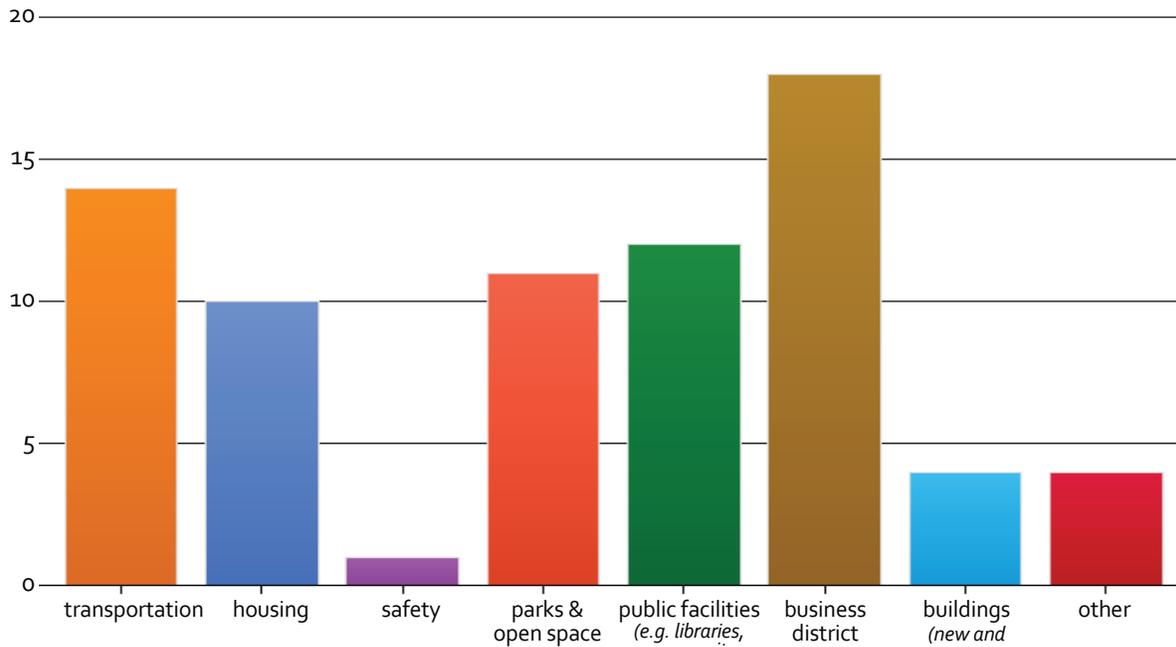
Past decade: Ave has "come back"; University Heights property will soon be in the hands of the community; transit service has improved and will continue to improve with light rail; demographic characteristics are changing (larger "households"); Infill has picked up (until the current economic recession)

Plans are afoot to build a massive SR 520 interchange on the campus, a very bad idea. The University has grown like Topsy. University Village keeps on getting bigger and bigger and impinging on the surrounding area. Design guidelines are ignored while DPD uses Hongkong density as its ideal. Hamilton House closed.

I haven't noticed much since I'm young and don't remember earlier developments, but I've heard that the Ave has improved greatly in terms of safety, sidewalks and traffic.

Mostly I've noticed new development on the ave and on campus. I haven't noticed many other changes.

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



Ravenna Park is always nicely maintained and we never feel unsafe there. Cowen Park is great during the day, sketchy at night. And I'm glad there are businesses coming to the area that seem to be doing well, who are staying in business.

See note above about rt 30. REALLY like it. really nice upgrade for the park just N of the University bridge where the Sadako statue is. Nice for some tourists but also nice in area. Love all the different restaurants on the ave but would not mind if there were more choices w of roosevelt.

Higher quality mixed use development is bringing in more permanent residents. That supports a more thriving business community and helps with safety issues. More people out and about at all times.

Bus service is good here.

We love the Farmer's Market and the library. New houses have brought new sidewalks. Great bus service. Our community police officer has kept us informed.

We like the new Northgate library and community center. We use them all the time. We also like our small business district (Cloud City Coffee, Reckless Video, Snappy Dragon) and are hoping it will grow some.

Other things respondents are pleased about:

- Improvements in lighting, sidewalks, etc.
- University Heights is becoming a community meeting place.
- farmer's market
- Farmers Market

Q2: What are you pleased about?

We do have a lot of nice restaurants with friendly staff.

I am very pleased the light rail will be coming to the university district. The location of the terminal is a little odd - husky stadium is an out of the way location- but still it's progress. I'm also glad to see some mixed use development on the ave.

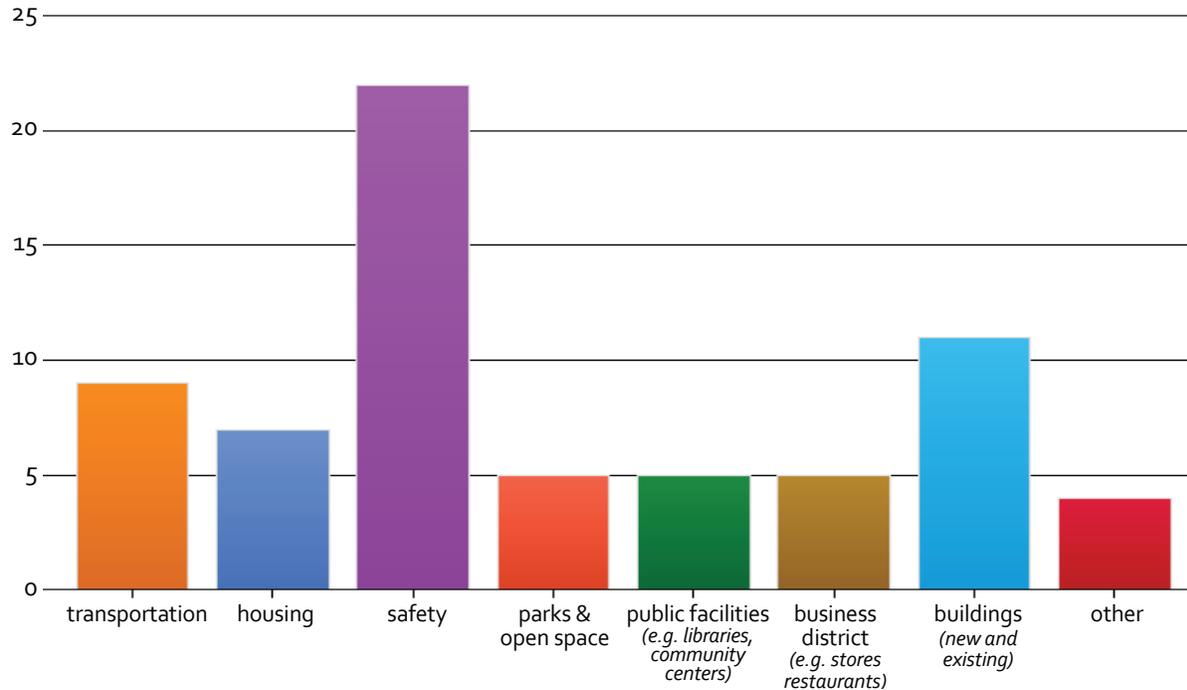
see above

Bus routes to the U-District are great, DURING THE ACADEMIC YEAR. Similarly, the UW campus, and surrounding area, has many great libraries, events, art galleries, things to see and do - as long as you are there when classes are in session. Cheap places to eat can be found on every corner, with quick and efficient service.

I love the local businesses and the housing. The metro is also really easy to use here, and makes not having a car convenient.

Some new housing units are very nice. The Farmers Market is world class and gets bigger and better each year!

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



I'm glad the bus lines come here, but the 70-numbered buses are some of the most dangerously packed, and are acknowledged as such. It's not safe. As for safety, a number of vehicles on our street have been broken into in the last six months, and a bunch of people have been mugged in or around Cowen Park. As for buildings, the Sisley buildings around 65th are a disgrace and an eyesore - I hope something is done about those in the near future.

lots of graffiti, drugs, homelessness issues. leaving it to churches to solve not necessarily terrible but still need more resources.

The U-District (excluding the campus) is very pavement heavy! We need more gardens, a more walkable environment, fewer cars and more public transportation.

too many old run down buildings & absentee landlords not enough police patrols

Speculators buy single family homes, tear them down, and build condos and apartments, eliminating backyards with trees and plants, replaced by asphalt for parking. There doesn't seem to be any end to this.

We don't really have a community center in the University District. University Heights serves the whole city and is not a community center. Our neighborhood organization, RNA, would have to pay to have meetings there. Many streets have so many potholes that it makes it difficult to ride bikes safely. Pedestrians face noise and air pollution and very busy streets.

Other things respondents are dissatisfied about:

- lack of police visibility
- condition of streets
- lack of sidewalks in our part of the neighborhood (105th)
- Sidewalks and public spaces feel dirty and in disrepair

Q2: What are you dissatisfied about?

Our neighborhood is not very walkable or bikeable, particularly for kids. We live less than a mile from their school (Sacajawea), but they can't walk there because there are no sidewalks or safe crossings across 15th.

It's hard sometimes to even wait at a bus stop, because there's a high likelihood of being hassled. Traffic along the #44 bus route is often so terrible it doesn't make it for several scheduled stops - and it's tough to wait 30 minutes or more when the street life gives you a hard time.

The Ave is a known hotspot for drugs / criminal activity. More targeted policing would improve safety and business. Streetlamps are often broken or dim; could use alternate bus routes that do not run through campus (eg, go straight down Montlake/25th instead of cutting over to campus). More bike lanes would be a great improvement, especially for children and their parents.

Some buildings and alleys are garbage filled and not cared for. It's difficult sometimes to enter and leave alleys because cars are parked so close to the alleys.

Overall feeling of safety, especially after business hours, has significantly decreased.

Transportation planning has gone amuck. Putting SR 520 interchanges into the Arboretum and on campus would be a disaster for everyone, except Montlake. Extending the SLUT to the University District would cost millions, congest traffic, lose millions annually, and be very bad for the District. Making North 50th eastbound slowed traffic there, pushed it to 65th St., and led to more cut-through traffic on neighborhood streets. The stress on density has led to box designs of buildings that are just plain ugly.

I don't like the crime on the Ave. It used to only seem dangerous at night, but now feels less safe during the day, especially on Univ Way between 47th and 50th.

Despite infrastructure improvements, drugs and crime seem to be the same (fairly high) or higher.

Too many bums during the day. Too much violence at night.

Housing is too expensive. Many more lower income options need to become available to allow more traditional and diverse residents to stay and come. Light rail needs to come all the way to the U-district and then continue to Northgate. While this may be planned I do not have confidence in the prospects for increasing transportation options.

The UW is such a large part of this community, but I believe that it is too often forgotten that the UW is comprised of more than just students. Nearby residents, researchers, professors, and staff of every level contribute just as much to this community (both monetarily and in presence). Unfortunately, the neighborhood all but shuts down when the UW goes on academic break. Business hours are shortened, and transportation options to some places are cut nearly in half. While busses to downtown continue to be frequent and convenient, the bus schedules for other neighborhoods in Seattle, and especially for outlying areas, often leave UW staff, and other working members/residents of the U-District, waiting for more than 30 minutes in between busses to and from the U-District. Additionally, the routes that continue to run, often arrive shortly after the hour, and depart the U-District shortly before the hour- which is about as inconvenient as possible for anyone that starts and ends work ON the hour. The Ave has received a bit of attention in cosmetic changes, but there is very little diversity in businesses and restaurants, some store fronts have been empty for more than a year, loitering/ panhandling continue to be a problem. I no longer want to have lunch on the Ave, or walk around after work in this neighborhood. The number of violent attacks, thefts and crimes has risen steeply in the last few years, causing major safety concerns.

University Way remains seedy and unsafe. Not enough park or open space given the population density. Not enough community space - although new ownership of University Heights may change all that. Retail mix needs to improve.

SDOT seems to have priorities that do not match those of the community.

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

Ravenna Creek was daylighted for only half its distance in Ravenna Park --- a fraction of the run to University Slough. The artworks outlining its route to be put into the sidewalks have yet to be built; and the sidewalks built by the developer don't have them. The plan was in essence abandoned, altho this website claims completion.

The plan prohibited more traffic at Montlake Boulevard N.E. and N.E. Pacific St. City planning disregards that.

The plan called for a master plan for University Village. That too has gone nowhere.

Mayor Paul Schell was a major influence on the plan, and only those elements he really wanted have been carried out.

The City ignores the input of the citizenry.

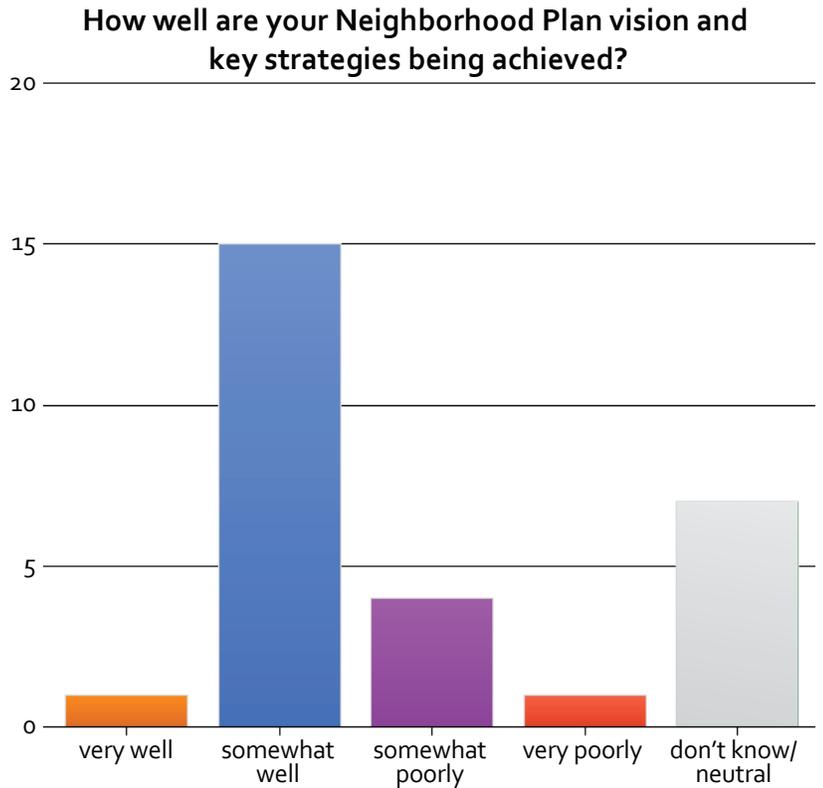
The strategies seem very general. The least progress would probably be on transit improvements along 25th Ave NE, and the protection of Northern Tier residences (which I suppose townhomes meets in theory).

They're really generic, and not really specific, which makes it hard for me to determine if they're being acheived. I think next time around the goals need to be a bit more specific. Part of it is, there's no map that tells me how they are dividing the area up for the key strategies. The provided map has a different division. Also, I'm not sure how the changes in more dense housing have also translated to providing more residential options in terms of affordability...I'm not sure how affordable a lot of those newer places are. This area does continue to be a great transportation hub, especially for bus service.

Since we don't seem to have a vision or plan, I can't comment on this.

The key strategies of attracting families are not achieving because of crime and extensive nuisances (lax landlords that don't control renters that are rude, noisy at night, or disrespectful of property appearance.)

City seems to ignore some plans, such as, why is so much greenery eliminated when goal is to be environmentally sensitive?



Movement is so slow. It's frustrating.

Certainly the Ave Improvement project and changes on Campus Parkway have enhanced the area. The work to acquire U-Heights is a major accomplishment. Developing it into a true community center is the next step and very important to building more of a sense of community in the neighborhood. We have great bus service here and light rail will be a huge plus.

Streets are in bad need of repair where transit has broken them down. No response to repairing them and saving Metro thousands in repair bills.

I do not feel our neighborhood has improved its ability to attract families with children and believe this needs to be improved (addressing the safety issue will help this) . There is still a lack of open space in the main business corridor. With Sound Transit's impending arrival, this may change. The business community and University have become better partners...especially with the UW's purchase of the Safeco Tower.

Question 3: Please describe the priorities for your neighborhood.

Technically I agree with goal B-3 "Allow for parking at levels necessary to sustain the economic viability and

vitality of the UCUC, while discouraging commuting by single-occupant vehicles and use of UCUC parking facilities by commuters using transit to travel to other destinations." but I think it overemphasizes the need for parking. I believe much of the parking in the U-district could be removed without hurting it's long-term economic viability. Policy C-2.5 doesn't particularly matter to me. Preserving the character of a residential neighborhood shouldn't interfere with creating the most efficient and livable neighborhood. If creating a more livable neighborhood means increasing density of adopting new building styles that aren't consistent with the neighborhoods current character than I would be glad to let the neighborhood change.

I don't see much emphasis west of the Ave in the key strategies. Roosevelt and 11th Ave, two major arterials, aren't mentioned.

I am aware of the Pedestrian Master Plan, but I don't see anything about that in the plan.

see above

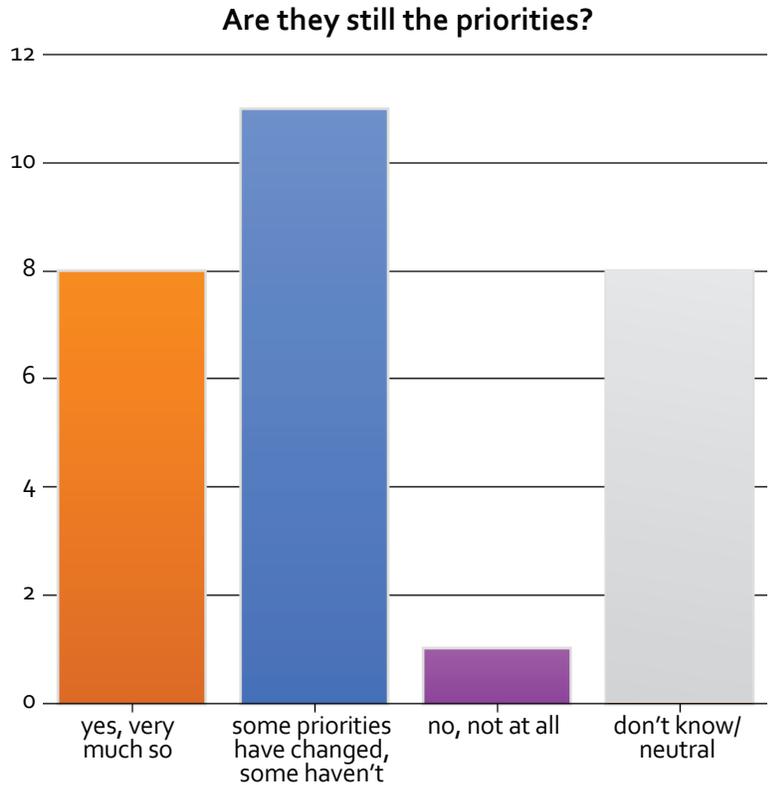
These strategies need more work to be achieved.

Priority for me? Yes. For the city? Do not know.

Safe pedestrian options and green spaces are key. Maintaining mix of housing options also a top priority.

The vision for a truly living, healthy community is not well defined. We have a huge amount of traffic to and through the District, but do people really think of it as a place they want to live? It could be one of the BEST places to live in the City, close in, proximate to the University, walkable, hip and filled with green spaces - a place that engages people in the joy of living.

I do not feel the key strategies mentioned are any less important today than when written.



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

Context. Economic information should have city and state averages for comparison. If there were goals in the plan thos should be included too.

Completing the elements sought by the citizenry.

Making an honest appraisal of the many failures.

Getting genuine public input. Holding a neighborhood planning meeting at Northgate and on the very date of the monthly University District Community Council meeting betrays a practice of going through the motions while pushing the insiders bureaucratic agenda.

It would not have taken much more effort to hold a meeting at University Heights just for the University Community Urban Center, enlisted the support of the University District, University Park, and Roosevelt Neighbors Alliance in co-sponsoring and inviting residents, and then given their officers a role in making presentations and offering alternatives. Doing so would approach neighborhood planning rather than downtown interests planning neighborhood by neighborhood.

the interrelationships between and among other planning and public investment programs and initiatives such as coordination of transit providers, economic development strategies such as small business assistance, and possible public/private intiatives for social services

Truly affordable housing not for UW students.
Transportation.

traffic and use of alternative forms of transportation: walking, biking, busing.

The strategies in Seattle's ""Center City Family-Friendly Urban Neighborhood"" should also apply to the University Community. I am professional staff at UW and live in the U-District near Ravenna Park with my wife and 2 children (both of whom were born in the U-District). We would love to live closer to my office but there is no family housing on campus and very little in the U-District. We have no interest in the upkeep that a large townhome requires, but apartments with 2+ small bedrooms are very hard to find. I would love to see some incentives for innovative options like small units with more shared community space.

pedestrians and bicyclists

crime and landlord enforcement

Safety, crime, drugs, law enforcement

Transportation - the light rail is coming along so slowly. More families in the neighborhood would be great, but safe streets are first.

Safety and affordable housing. Aside from gangs, prostitution, and other street crime, college students often behave in extremely disruptive ways. As a long term community, it seems more effort should be made for the safety of all. Much of the housing is very overpriced, and seems like at attempt to gouge students.

Safety, diversity of businesses, attracting visitors.
Creating a pedestrian friendly environment.

safety, affordable housing, developing a stable retail community / supporting uniting local retailers. Increasing access / bike lanes outside of the Ave.

pedestrian friendliness and walkable scale

Transportation, public safety, open space (green space), and supporting the University Heights Community Centre.

Creating a neighborhood/community on a living systems model.

Community centers and transportation and safety.

Safety. Continue to support the police dept with funding.

Safety and attracting more families.

Public amenities, transportation, housing affordability

safety and affordable housing

business development

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

Demographics. The ethnic and age distributions of the neighborhood aren't particularly important to me.

Statistics and promotion of density.

land use

land use exemptions that allow for townhome/density. Sufficient density is easily achievable with apartment units and converted homes. Allowing townhomes displaces the U district's key density-increasing demographic- renting students. For example, old homes typically have 3 or more rental units in each, but when they're torn down and replaced with 3 townhomes, renters cannot afford them, so low-impact density is reduced and in many cases the neighborhood is blighted.

assuming we still need more density.

Making things look nice - some of the cosmetic changes are nice to be sure, but hardly noticeable when you can't stop anywhere to enjoy them.

no idea.

making eg U Village friendly for cars. I want to be able to get there and spend money too.

Density at any price.

Maximizing returns to commercial property owners.

New housing.

Am not sure there should be less focus on any one of the issues. In order to increase safety and attract families, we need make sure we have a lively and engaging retail area and reliable transportation.

Demographics

racial composition of the neighborhood.

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

Crime statistics. Information on homelessness and services for the poor.
Changes in the number of trees since adopting the plan.

See above

The report to the City Council should be reviewed and subject to comment by leaders in the City’s Neighborhood Council. It should not be another of those departmental submissions that adbvocater the agenda of the mayor and the department of planning and development, which have editted out dissent.

demographic information describing the market demand characteristics of the population

population growth is not shown and since increasing urban density is a goal, it would seem like that would be included.

It seems like a major omission to leave out the fact that Safeco is gone.

Our neighborhood is not included.

Crime statistics

What is ultimate goal? To be dense like NYC in three decades?

There are no notes on points of traffic congestion, and how to alleviate those - e.g. I-5 at 45th; the Montlake/Pacific/520 interchange.

talks about rezones and height limits, but not much about how that has translated to the changes in the residential community in the narrative. Also, there is absolutely no mention of relations with the University in the Status report. One vision bullet is about having an active partnership with UW, how is this being acheived? What steps have been taken towards this partnership? Is the UW actively involved or what?

Affordable housing

Gaps that result in destroying much of the single-family character of our residential neighborhoods.

No a strong enough vision. As a result, the steps outlined are not very compelling.

