

Appendix B - Comment Log

Comments

Comment Date	Source	Comment
12/13/2013	Twitter	#FF @Seattle2035 because the Seattle Comprehensive Master Plan update is going to be a big deal in 2014.
12/19/2013	Twitter	seems like a potential win-win for some corridors as SEA starts looking at prioritization of the transport element of @Seattle2035
12/19/2013	Twitter	@Seattle2035 It could be. Freight advocates might not want it - buses stop in lane with such improvements.
12/23/2013	Twitter	@Seattle2035 @seattledot Thanks!!
1/8/2014	Notes	A lot of people not at meeting would not agree with a lot of what was said - see what's happening in Ballard as very positive, open to more people and development. Reach out to more people.
1/8/2014	Notes	Can district council members help facilitate discussions?
1/8/2014	Notes	Concerns that new development is destroying the Ballard neighborhoods
1/8/2014	Written comment	Crown Hill Neighbors grapple with long range planning along 15th/Holman which is a freight corridor. It is not technically a high capacity transit corridor which limits opportunities for TOD, especially at the base of Holman Rd. There are low rise multi-family housing clusters that could be upzoned and provide more affordable housing, with transit access and basic services (QFC). Also the corridor is the "last 2" of Port freight delivering to QFC, Safeway, Walgreens and employing non-residents.
1/8/2014	Notes	How will Ballard current planning be reflected in Comp Plan
1/8/2014	Notes	How will cultural impacts be addressed- gentrification of Ballard?
1/8/2014	Notes	The oral histories (from Nordic Museum) can inform the plan- show what we are losing
1/8/2014	Notes	What is the legal status of the plan
1/8/2014	Notes	Will there be an annual amendment process in 2014?
1/9/2014	Notes	What impact will the Comp Plan have on neighborhoods in North District
1/16/2014	Twitter	Sports & Competitions: sch.mp/ab7yu - RT @Seattle2035 Check out the @DiPSeattle #RedesignSchoolLunch competition ideas! http://...
1/19/2014	Blog	I wish I could ride the bus more often to work, but the connection is just not good and I don't want to spend 30 minutes waiting in downtown, particularly at night.

Comment Date	Source	Comment
1/23/2014	Blog	Transportation planning comes to the fore. Seattle is not a European city and cannot be made one. If you insist on disrupting traffic with more and more bicycle lanes and boxes, make sure that the cyclists understand that they have to use them. There is a bike box at N. 34th and Fremont Ave. It's for cyclists turning left. Do they use it? No. They turn from the lane that is meant to go straight. If you're lucky, they'll tell you half way through the turn. I drive that street at least twice a day and have for years. I have seen a driver intentionally block that box once. I have seen drivers get stuck in it because of the traffic on the bridge, but not often. And you might want to tell the cyclists that they are not better than those of us in cars. Most of the ones I see apparently think they are--what with obscene gestures for no reason, and I mean no reason. You also might get it through the cyclists heads that riding on bridge gratings will likely get them killed. Not our fault if they're that stupid. And finally, I'm tired of having my automobile tolls pay for their improvements. Face it and force them to face it--they want to be considered commuters, so they can start paying their way. That means license endorsements and license tabs. Yep, it's their turn. Oh, and you might also tell them that it wouldn't hurt for them to check blind corners--I can think of a whole lot of them. I'd like to stop, but I can't always see them. And they don't get to run red lights either and yes they do with frequency.
1/24/2014	Blog	I am retired. I take a bus when I can, but need to drive for my errands (can't carry enough groceries on the bus.) I need to drive to church, library, bank, friends' homes,, etc. I don't drive downtown, since I can take a bus there, but can't get to other parts of town easily. Seattle's transportation is geared to working folks - very important, but then there are the rest of us, who need to get to a variety of places in the city. There really should be smaller buses that permit me to get to places like South Lake Union, Capitol Hill, Fremont, etc., and find parking when I get there. At 78 years of age, I can't walk as far or stand as long at a bus stop without using up all my energy. I used to visit other neighborhoods often to shop and eat out, but don't do that much now, because traffic and parking are so difficult. Parking is awful at Seattle Center, but it takes a long bus ride with a transfer to get me there. Seattle is becoming more and more "compartmentalized." It's a shame
1/24/2014	Blog	I live in a a single-family neighborhood . it is a single story home, no basement, and on a 10,00 square foot lot. I have trees and garden space in a quiet area - my backyard is next to an elementary school playground. I know my neighbors. There is a bus stop around the corner (for a bus that gives me the ability to access the U district to downtown without a transfer. I am close to church, library, groceries, community centers, parks, bank, etc. At this point it is a perfect place for me to spend the rest of my life. Technically, I live in View Ridge, but my true neighborhood area is Wedgwood and Ravenna. Currently there are plans to make drastic changes in my way of life. The city's bicycle plans for NE 65th st. and 35th Ave NE, plus a plan to make huge changes on 35th in addition to parking losses that will be experienced if these plans go through. I am almost 79. I still drive, and need to have parking available for my errands and events. I am not alone. I will be 100 in 2035, and I dread the thought of spending my last years surrounded by chaos.
1/24/2014	Blog	If Seattle likes trees so much, why is new housing construction permitted to build out to lot lines and not leave any green space? Who wants to live in a neighborhood like parts of Ballard, the U District, and others where buildings are so close together and so tall and big they look like prison blocs? It makes a person long for the "Big One." We need open spaces and living green between and among businesses. These awful apartment developments are the slums of the future. It's almost too late, unless building codes are changed right now, to keep us from becoming "Cement" city instead of the "Emerald" city.

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1/24/2014	Blog	You don't strengthen neighborhoods and support businesses on streets like NE 65th St. and 35th Ave NE by eliminating the street parking required. On 35th, churches, synagogue, community center, etc. need to be able to park on the street. Side streets are already over congested. We are a busy area, and not all of us can walk the distances required or bike. Parks are a favorite, since Seattleites love the outdoors, but libraries and community centers are just as important, and serve the same population. Are we getting ahead of ourselves? Please don't rush into making drastic changes in our neighborhoods. Take time to consider how each change affects the whole. Quiet is one of my most valued qualities of my life. I have it now, where I live, but I can't move to one of the high price areas that will not be subject to your planned changes I'm almost 79 - let me live my life in peace.
1/27/2014	Twitter	This is going to be fun to follow: 2035.seattle.gov @Seattle2035 #seattle2035
1/28/2014	Blog	I used to take the bus more often, but it is so expensive and so crowded with the new techie boom, and routes are being cut to make matters worse. I have gone back to driving and carpooling. The chart above shows 49% of drivers commute alone in a car, which is not ideal, but many people come from outside of the city and must drive. The notion that everyone wants to live in Seattle is a myth. People want space and a yard and a garage, so they would rather live outside the city and suffer the drive in. We need transportation to all areas of the community.
1/29/2014	Twitter	PechaKucha + Comprehensive Planning = @Seattle2035 @iheartSAM @pechakucha_sea team up to explore Seattle's future pechakucha.org/cities/seattle
1/30/2014	Comment Card	*Transit will be aligned with growth
1/30/2014	Comment Card	A bad-ass light rail system funded by a carbon tax
1/30/2014	Comment Card	Affordable housing
1/30/2014	Comment Card	Affordable housing in all neighborhoods, more preservation of old historic buildings
1/30/2014	Comment Card	Against child obesity – provide xxx + areas for required physical exercising
1/30/2014	Comment Card	All of them and more! Woven into a whole systems design as a beginning to look and dream, plan and implement for 21 years from now. What dreams were here 21 years ago? Weave them all and add more for a rich tapestry. Let's see what ideas make it to 2035. Smile. :)
1/30/2014	Comment Card	And the future . . . developing a plan that incorporates the ideas that make this city great: Ped/bike/commuter friendly; Community; Music; Green ways/parks
1/30/2014	Comment Card	Art + Music on transit
1/30/2014	Comment Card	Bank→School!!

Comment Date	Source	Comment
1/30/2014	Comment Card	Big (outdoor) swimming pools everywhere
1/30/2014	Comment Card	point about streams as bones reflects my thinking
1/30/2014	Comment Card	Bury I-5 through downtown, and put a linear park and affordable housing on top of it
1/30/2014	Comment Card	Design to use rainwater and re-use greywater
1/30/2014	Comment Card	Driverless shared electric vehicles for making neighborhood trips and connecting residents from/to rail stations between 1/3 and 2 miles.
1/30/2014	Comment Card	EDUCATE THE CITIZENS! Why? We need to implement the plan and not be timid! Do this without massive backlash (Hey, it's Seattle (Process)). We need to get a majority up to speed, buy in, and on board. Begin with the youth and work up, aggressively, but with a song in your soul!
1/30/2014	Comment Card	Free, clean, and aesthetically appealing.
1/30/2014	Comment Card	Gondolas between the hills + subway minus street cars (unless they have dedicated right of way).
1/30/2014	Comment Card	Green roofs and public access
1/30/2014	Comment Card	Healthy artist housing – i.e. not living in your studio. Live upstairs, work downstairs – communal work space. For actual working artists, not just friends of friends.
1/30/2014	Comment Card	High-speed, removed, reliable transit connecting regional and city centers
1/30/2014	Comment Card	I like ideas, especially turning the bank into a school, Pike/Pine corridor. Also, bikes idea and very fun presentation
1/30/2014	Comment Card	Increase housing and walkable retail density faster
1/30/2014	Comment Card	Investment in urban cores
1/30/2014	Comment Card	School reconstructed from bank building with a playground on the roof just to make sure it is safe
1/30/2014	Comment Card	Keep Local Music alive: Invest in keeping small venues from going out of business or from being afraid to continue having live music for fear of closure or because of the idea that live music isn't financially sound. More Art = Healthier Lives
1/30/2014	Comment Card	Long-term vision and strategy for growth especially with regard to housing and transit

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1/30/2014	Comment Card	Lots more arts and music funding
1/30/2014	Comment Card	Loved schools in urban center
1/30/2014	Comment Card	Loved the musical bus, and beautifying the Pike-Pine corridor
1/30/2014	Comment Card	Make Seattle a design mecca
1/30/2014	Comment Card	Make transportation as fast as possible: more Rapid Ride and bus-only lanes, cycle tracks on every arterial, expand street cars in-between every urban hub/village
1/30/2014	Comment Card	Making a fun, hip downtown makes it more expensive and leaves out the minorities and the poor. Generosity
1/30/2014	Comment Card	Making music an even bigger scene! It's still growing, and that's really exciting. Celebrating that at all the festivals where people get to them via an infrastructure that included walking/biking/Metro would be fantastic!
1/30/2014	Comment Card	More green public spaces
1/30/2014	Comment Card	More transit and non-car options
1/30/2014	Comment Card	More urban farms/ag – rooftop and green rooftops throughout the city
1/30/2014	Comment Card	Motion activated higher intensity streetlights for pedestrians.
1/30/2014	Comment Card	Music on buses on the Pike Place corridor
1/30/2014	Comment Card	Net zero carbon emission in Seattle in 2035
1/30/2014	Comment Card	New open space/Parks plan
1/30/2014	Comment Card	Not sure that there were many “big” ideas
1/30/2014	Comment Card	Olmsted/Parks presentation – green space.
1/30/2014	Comment Card	Overcoming a fear of height
1/30/2014	Comment Card	Parks in the city

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1/30/2014	Comment Card	Post Viaduct . . .The waterfront is transformed from a bland tourist walk to a vibrant Seattle scene: trees, gardens, stairs emptying young thinkers into an urban oasis of drinking, smoking, thinking, hanging. Building restrictions keep the buildings low, and narrow streets keep it European. Seattle finally has a fun downtown option
1/30/2014	Comment Card	Preserve view corridors by creating neighborhood (district?) design review boards
1/30/2014	Comment Card	Prevention of development of open space, farm land
1/30/2014	Comment Card	Puget Sound Regional Equity Network: Strengthens our bones/streams.; Turn Federal Reserve Bank into a school – fab idea
1/30/2014	Comment Card	Purchasing Federal Treasury downtown for school
1/30/2014	Comment Card	Re-design the sidewalks on Pike-Pine corridor. Make places where people want to be
1/30/2014	Comment Card	Repair and put sidewalks everywhere
1/30/2014	Comment Card	Return to the population the Olmsteads designed for: 500,000
1/30/2014	Comment Card	Roof parks available for everyone
1/30/2014	Comment Card	Safe transportation and wider bike lines
1/30/2014	Comment Card	Seattle as the Design Capital of the World
1/30/2014	Comment Card	Seattle will be known for its vibrant art community. The galleries will be a focus for tourists, and SAM will be well established with more of an international draw
1/30/2014	Comment Card	Shelter stations for the homeless.
1/30/2014	Comment Card	Sidewalks in all neighborhoods so people walk more!
1/30/2014	Comment Card	The UW is the intellectual focus of the region between Chicago and San Francisco (and, our most important economic engine). Let's figure out how to allow it to grow efficiently and interconnect with other institutions and community interests.For example, rather than allocating growth to the University District in a top down % of city growth, determine what is needed to support the UW (probably under several scenarios as they don't know what they need), and then figure out how to integrate a community. Or, maybe the UW continues to disperse. Anyway, we need to leverage that institution
1/30/2014	Comment Card	True, off-road bike lanes where possible. Connect Magnolia to downtown Seattle via waterfront by building trail from 32nd Ave to Magnolia Marina.

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1/30/2014	Comment Card	Turn the Federal Reserve Bank into a school
1/30/2014	Comment Card	Using the concept of Eco Districts as organizing principle – our form of governance – sustainability from neighborhood level to Puget Sound Basin scale – being picked by Capitol Hill Housing right now, but I see it as a web filter for all of our future decision making
1/30/2014	Comment Card	Walk to the grocery store no matter where you live
2/3/2014	Blog	I live in a mixed neighborhood, with apartments next to townhouses next to single-family homes. I have trees and garden space around me also. I am close to church, library, groceries, community centers, parks, bank, etc. I'm excited about the bike lanes coming soon, and the light-rail station. I don't need to drive because all the things I need are a close walk away. When I'm 79, I hope to still be walking. I am glad Seattle prioritizes people over cars.
2/6/2014	Blog	above ^^ echoes concerns that I see in my neighborhood of Delridge. Although I am not yet in my 70's as she is, I have entered my 50's and living in a neighborhood where most streets do not even have sidewalks I find the idea of being able to stay here in my home for the long haul and being unable to just go for a safe walk out of traffic horribly depressing. If Seattle wants to be anything but a city for young people who live in SLU, Bell Town, Capitol Hill or Ballard, then we need to bring the rest of the city's taxpaying and neglected neighborhoods up to something beyond 1910 era road design. And no, I am not referring to bike facilities that are catering to a minority of season riders, I am talking about curbing, drainage, SIDEWALKS and street tree's. These are the basics of what make a neighborhood work on so many levels, and when lacking create all kinds of problems.
2/7/2014	Blog	I've lived in a cold basement for a year now. Its almost time to move and let somebody else live here.
2/7/2014	Blog	The UW has the Program on Climate Change http://www.uwpsc.washington.edu/ - they have plenty of information about the future. Just ask. From the courses I audited there, I learned that global warming will be so intense by the 2030s that many food crops that require pollination will fail. There are a few crops that are heat tolerant. Seattle might want to scrutinize climate scenarios for that time. And work with water planners. The long term drought will affect us. This should really be a straightforward planning process. Isn't there an office of risk assessment?
2/11/2014	Blog	Anticipate the end of landlines; make plans to remove and recycle telephone poles and wires, and provide underground power lines throughout the city by 2035!. Of course we must leave trolley lines... perhaps increase trolley routes!
2/11/2014	Email	I want to be a constructive voice, but I admit that I was really disappointed by the speakers at the event. I felt they were mostly conservative ideas from entrenched thought leaders and institutions. Did not see much vision for the future. More Seattle 2015 than Seattle 2035. The best speakers in my opinion were from the Downtown Association, Gates Foundation, and the comedian. I encourage you to engage a wider audience, in particular younger citizens, the tech community (as it will have a great impact on the future), and especially the business community.

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2/11/2014	Blog	Indeed we are interconnected Judith. Each additional bike commuter is one less car causing congestion, same for transit. Both occupy less road space than cars: http://www.seattlebikeblog.com/wp-content/uploads/2013/12/2nd-Ave-Gif-2.gif The Bike Master Plan is precisely about seperating bikes and cars and "putt[ing] bike lanes on less busy... streets,"
2/11/2014	Blog	The bicycle master plan may be good for bikers, but is catastrophic for the rest of us who don't and never will bike for transportation. I am almost 79 years old. I bus and drive. the bicycle plan will make traffic even worse than it is now. It will probably happen, because folks like me who find some big problems with the plan will lose the battle to put bike lanes on less busy and wider streets. Already it takes me twice as long to get anywhere in Seattle as it did a few years ago., and our transit service is in danger of becoming useless. Why do we keep treating various problems as though they are not interconnected? Each change affects other issues - we keep making one thing better by making others worse!
2/12/2014	Blog	You are right traffic now is worse than it was a few years ago, and thank god that it is so. It's a sign that the economic engine is healty and businesses are expanding and more people are moving here. As for bicycle lanes being the problem, you are confused as to causes of congestion. The loss of two lane on Nickerson which was replaced by center turn lane and two bicycle lanes has not changed the number of cars/hr that pass through there. It's just now rather than block a flowing lane of traffic cars turn from the center lane. Bike lanes are one of the lowest cost changes to a road and do not come from the transit funding. The transit service is mostly impacted by the huge expendatures of Sound Transit building a Light Rail system. In the short run, it deprives the rest of Metro of cash. In the long run it will give us another high capacity lane of people transporation. But the long run is really long, 30 years. Bike lanes are easy to build now. And given that we are currently at 4% of commuters using bicycles we could easly grow to the levels of Portland at 7%. With over 100K people commuting daily into Seattle that's 3K more people off the road. Adding more buses to crowded streets isn't going to make driving any less difficult, adding bike lanes and converting neighborhood streets into greenways moves bicycles out of higher volume traffic and make bicycling even more conveint.
2/13/2014	Twitter	@Seattle2035 Open House & Designing for Democracy Lecture @we_are_CUP, THURS 2/20 at 5:30pm! bit.ly/1btsxae
2/16/2014	Comment Card	Better management of public space along with adequate facilities and services for homeless and mentally challenged persons.
2/16/2014	Comment Card	five big ideas "Must Do" for Seattle's urban future and the biggest of those was to get school investment focused into urban centers...some thing with park investment. Look hard at Jon's ideas...Seattle Center, Fed Reserve Building etc. Great Presentation.
2/19/2014	Twitter	@Seattle2035 Open House & Designing for Democracy Lecture by @we_are_CUP, TOMORROW NIGHT 2/20 at 5:30pm @SPLBuzz! bit.ly/1btsxae
2/20/2014	Comment Card	Avoid using acronyms and re-define them more than once

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2/20/2014	Blog	Cleverly design and build efficient, aesthetically-pleasing renewable energy (wind, wave, solar, waste decomposition gas, channeled rainwater) -capturing facilities into City structures wherever possible to tap currently available but unexploited electric power-generating resources for municipal heating, lighting and transportation. To the greatest degree possible, encourage public and private entities to power themselves in innovative, continually-evolving ways.
2/20/2014	Comment Card	Engage people in the community and how the document has affected them. For example, why do certain neighborhoods look a certain way?
2/20/2014	Comment Card	For different age groups, I recommend to do separate. For example, for young generation, using easier language, less formal + including pictures and humor (bike comics design). The used language should be easily understandable even for immigrants, elders, youth. Maybe include short movies, relics
2/20/2014	Comment Card	Graphs, Comparisons
2/20/2014	Comment Card	Graphs, Examples
2/20/2014	Comment Card	Have more diverse (culturally diverse) folks explain and facilitate these events. It sure would be nice to see more black people representing the city. Thanks.
2/20/2014	Comment Card	Hire CUP to make toolkits. J Have interactive activities that DPD staff can lead public through in charette-style meetings as they roll out the Comp Plan. Help people understand the new policies (see CUP zoning/blocks activity). Have these types of charettes in creating the new policies. Seek input from and help create an informed public.
2/20/2014	Comment Card	Interactive workshop/exhibit in a public city space. Website – visual-based and interactive. Posters on major sites that will be affected by the Comp Plan to explain what’s in store; Posters on major sites that will be affected by the Comp Plan to explain what’s in store
2/20/2014	Comment Card	Maps, Examples
2/20/2014	Comment Card	Maps, Stories (graphically illustrated), Comparisons
2/20/2014	Comment Card	Maps, Stories, Data
2/20/2014	Comment Card	Massively decrease the length! ↑the imagery
2/20/2014	Twitter	Oooh, look! Policy in the wild! #notuseful #publicaccessdesign @we_are_CUP @SeattleDPD @Seattle2035 pic.twitter.com/18LipRgu6q
2/20/2014	Comment Card	Pictures, Graphs, Maps – keep it simple, short, easy to navigate

Comment Date	Source	Comment
2/20/2014	Comment Card	Pictures, Graphs, Maps, Examples
2/20/2014	Comment Card	Pictures, Graphs, Maps, Stories
2/20/2014	Comment Card	Pictures, Graphs, Stories
2/20/2014	Comment Card	Pictures, Graphs, Stories, Comparisons, Data
2/20/2014	Comment Card	Pictures, Maps, Examples, Comparisons
2/20/2014	Comment Card	Pictures, Maps, Stories, Examples, Comparisons
2/20/2014	Comment Card	Pictures, Stories, Examples
2/20/2014	Twitter	Policy & planning + art & design + civic engagement. I just found my latest #dreamjob. @we_are_CUP @Seattle2035 pic.twitter.com/MppFUqoU3T
2/20/2014	Comment Card	Remove jargon; more consistent formats
2/20/2014	Comment Card	Short video upload to the internet on explaining the plans.
2/20/2014	Twitter	The places we live are products of human decisions. @we_are_CUP @SeattleDPD @Seattle2035
2/20/2014	Comment Card	To ensure (black) people get the same equality of housing, income and fair justice instead of how many international students go to our colleges in America. Focus on United States citizens that have been here for centuries vs. immigrants being in our country for five or six years.
2/20/2014	Comment Card	Video or some other visual tool that illustrates just how much growth is projected for Seattle, and how that growth can be accommodated in an equitable way.
2/20/2014	Comment Card	What options are available for consideration, and how would the choices change what our community becomes?
2/23/2014	Blog	You can find updates to the Islands of Seattle map, as well as other works involving urbanism, Safe Routes to School, geography and history, here: http://spatialities.com/
2/26/2014	Notes	Jobs projections are too high

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2/27/2014	Blog	I have not had the time to read the language used in detail for each of the nine Guiding Principles. If not already done, I hope there is opportunity to embed language that frames each goal in relation to desired equitable impacts and outcomes. If you need help, please let me know. (Disclosure: I am a Service Equity Strategic Advisor in Seattle Public Utilities Corporate Asset Management Division).
2/27/2014	Blog	I'm concerned that these guiding principles have already presupposed that the best solution is to add density to density rather than planning to allow the right scale of services, facilities, and business development into each and every neighborhood. My neighbors and I would walk to local restaurants and neighborhood shops if there were more of them, but we live in a 5000 to 7000 square foot lot single family area in West Seattle. Are we doomed to never have the nearby services that we would support with our feet because there is a drive to only increase development in urban centers and urban villages? Can we learn from the growth of great historic cities and the natural world and allow land use to change organically? Can we allow small businesses to fill niches within neighborhoods? Not if we are starting with the principle that we should have pockets of extreme density like downtown Ballard, Fremont, and increasingly the Junction -- so much so that their soul is in danger -- while other areas will remain the victims of 1950s planning and will not be allowed to become the rich diverse walkable neighborhoods they could be without the extreme density.
2/27/2014	Blog	Please add a guiding principle about planning for and restoring our ecosystem services, including regulating and provisioning functions. Nature does not stop at the urban growth boundary. As an example, If we had planned for the carbon cycle, we would not have to be planning for sea-level rise now. Its imperative that we acknowledge and utilize ecological principals in our planning.
2/27/2014	Email	Subject: Keep and Support the Central Area's Rich Heritage and Cultural; aswell as other City's Neighborhoods. Message Body: Keep and Support the City's Neighborhood's Rich Heritage Garfield TeenLife Center, M. Evers Pool, Garfield Community Center, the Historal Garfield Playfield. and Cultural,e.g. Garfield Super Block Campus, that includes Garfield High School, Quency Jones Performing Arts Center, and its surrounding residents, that consisted of Seven Different Ethnic Group(starting with the Duwasha People of Our City's name sack Cheif, to known as the Center of Seattle's African American/Black Community.
3/3/2014	Notes	How important are "principles"?
3/3/2014	Notes	Take care of existing infrastructure.
3/3/2014	Notes	(over-arching guiding principles).
3/3/2014	Notes	"Balance transportation investment" is too neutral – may need to make choices.
3/3/2014	Notes	→(Min. wage to living wage).
3/3/2014	Notes	Allow Duplex/Triplex in single family neighborhoods.

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3/3/2014	Blog	anyone else surprised by the urban village/center "gaps" that make up uptown/queen anne and montlake? seems that we should be selectively urbanizing parts of those neighborhoods as well by adding urban village designations to better join the north with the center of the city
3/3/2014	Notes	Are guiding principles open for discussion?
3/3/2014	Notes	Backyard cottages (ADUs) good, and we need more (Airbnb). Make it easier and more flexible (both attached and detached).
3/3/2014	Notes	Bus, ferry, LRT need to be better coordinated.
3/3/2014	Notes	Childcare?
3/3/2014	Notes	City does good job with waste mgmt.. – garbage separation.
3/3/2014	Notes	City should look at solar energy.
3/3/2014	Notes	Collaboration and shared vision across agencies, especially in transit.
3/3/2014	Notes	Community power program is good (weatherization).
3/3/2014	Notes	Community Power Works to reduce energy use.
3/3/2014	Notes	Comp Plan needs to take into account the # of rental houses vs. available to buy.
3/3/2014	Notes	Comp Plan should be clear enough to translate into implementation.
3/3/2014	Notes	Continue to develop urban canopy, and stop cutting trees down. Change the types of trees that are planted, and change new building requirements.
3/3/2014	FB	Could you please identify the necessary steps to get Seattle Public Schools to be a participating partner in the comp plan?
3/3/2014	Notes	Create complete community around transit.
3/3/2014	Notes	Develop smaller retail “nodes” that provide select services to a neighborhood, especially where you have workforce housing.
3/3/2014	Notes	Develop weatherization goals.
3/3/2014	Notes	Electric buses for climate-friendly city.

Comment Date	Source	Comment
3/3/2014	Notes	Emphasize and integrate non-auto modes.
3/3/2014	Notes	Essential services within walking distance (How are essential services defined? Who decides?)
3/3/2014	Notes	Family- size MF housing especially in growing areas.
3/3/2014	Notes	Focus on serving people who live in Seattle.
3/3/2014	Notes	Funding for maintenance, personnel, and operations.
3/3/2014	Notes	Green ways/other facilities should link to light rail.
3/3/2014	Notes	Hard metrics
3/3/2014	Notes	Hospitals need to have stronger efficiency standards.
3/3/2014	Notes	How are growth estimates calculated? Do they include an estimate for climate refugees?
3/3/2014	Notes	How do we know we're balanced?
3/3/2014	Notes	How do we know when we have a "balanced" transportation system.
3/3/2014	Notes	How do you provide incentives to bring cafes and gathering places into a neighborhood?
3/3/2014	Notes	How much of Comp Plan is required by G.M.A.?
3/3/2014	Notes	How to inform City Council of decisions and acknowledge City part of regional planning.
3/3/2014	Notes	Invest in alternative transportation modes.
3/3/2014	Notes	Is it just the squeaky wheel?
3/3/2014	Notes	Light rail will be a bigger benefit than people know – will change where people live.
3/3/2014	Notes	Look for opportunities in unused R.O.W. - Seattle streets
3/3/2014	Notes	Low-interest loans for small businesses in growing areas.
3/3/2014	Notes	Low-interest loans to homeowners to add ADU, other improvements

Comment Date	Source	Comment
3/3/2014	Notes	Maintain trees – equity in tree canopy.
3/3/2014	Notes	Make it possible to work and care for kids in same place.
3/3/2014	Notes	Monitor the plan better than done in the past, and make course corrections
3/3/2014	Notes	More bio-swales, plant native species
3/3/2014	Notes	More family friendly housing – affordable that accommodates larger families.
3/3/2014	Notes	More investment for child-friendly facilities
3/3/2014	Notes	More seamless connection between modes – info @ stations, etc.
3/3/2014	Notes	Need Planning vector landscape.
3/3/2014	Notes	Need to collaborate with King County Metro.
3/3/2014	Notes	Need to incentivize housing around HCT (High-Capacity Transit).
3/3/2014	Notes	Neighborhood prioritizing becomes very political among neighborhoods.
3/3/2014	Notes	Our city/county should agree to pay for transit (and other things) that improve the city.
3/3/2014	Notes	Overall theme
3/3/2014	Notes	Park acquisition program is good.
3/3/2014	Notes	Pay more attention to sustainability.
3/3/2014	Notes	Pre-school, safer routes to school, community centers, downtown school,
3/3/2014	Notes	Prioritize planned and real growth areas and nodes that are transit-dependent.
3/3/2014	Notes	Protect existing housing stock.
3/3/2014	Notes	Provide transit connections to growing places in Seattle – Ballard – West Seattle.
3/3/2014	Notes	Rain gardens and permeable surfaces that have been done (High Point, etc.) are great.

Comment Date	Source	Comment
3/3/2014	Notes	Redirect resources to more non-auto modes.
3/3/2014	Notes	Role of Parks – should be included in principles.
3/3/2014	Notes	Safe access to and in parks on foot and by bike (within and to).
3/3/2014	Notes	Safe routes to local schools.
3/3/2014	Notes	Seattle greenways
3/3/2014	Notes	Sense that city investments go to the “squeaky wheel” and not evenly distributed.
3/3/2014	Notes	Sewers affected by new development.
3/3/2014	Notes	Sidewalks are an asset in some neighborhoods. But, not everywhere.
3/3/2014	Notes	Six-pack townhouse not successful, but we need more density and keep scale.
3/3/2014	Notes	Some urban villages are working, but we need to have ways to do course corrections.
3/3/2014	Notes	Stop gentrification.
3/3/2014	Notes	Stormwater – flooding.
3/3/2014	Notes	Strong neighborhood business districts
3/3/2014	Notes	Transportation to public schools - buses and cars
3/3/2014	Notes	Use equity to help determine where to invest.
3/3/2014	Notes	Vibrant park system and a variety of open space forms (pocket, destination uses).
3/3/2014	Notes	We have to balance to → mobility
3/3/2014	Notes	What is outreach plan? Please document info from various groups, share and compare.
3/3/2014	Notes	What is the balance?
3/3/2014	Notes	What is the walkability score?

Comment Date	Source	Comment
3/3/2014	Notes	When mixed use is built for people who work in the building, should be able to live there.
3/3/2014	Notes	Where is employment growth?
3/3/2014	Notes	Why? Rationale?
3/3/2014	Notes	Workforce housing is integrated into all neighborhoods – into all kinds of buildings
3/11/2014	Email	Thank you for organizing the Guiding Principles workshop on March 3. I am following up with a few comments. It would be useful to frame the guiding principles under City Council's decision (per Resolution 31370) that "the fundamental principle underlying the Comprehensive Plan is the desire for the Seattle to grow in ways that are sustainable for Seattle and the region." Positioning the Guiding Principles in this way would allow a more focused discussion about how well the City is meeting each principle. Second, our table struggled with responding to the question "Is the City meeting the principles?" because the objectives behind the principles were not clear. If principle #6, for example, was noted to align with the City Council's goal to realize zero net greenhouse gas emissions by 2050, it would be easier to comment on how effectively the City is balancing transportation investments. If principle #6 was framed in this way, the City needs to more aggressively prioritize transit and non-motorized transportation investments. Alternatively, if the underlying objective of principle #6 was to achieve the greatest mobility (for specific audiences – eg., residents, workers, business/commercial), then transportation investments should emphasize multi-modal network connections. Thank you for the opportunity to engage and comment on the guiding principles.
3/15/2014	Email	Would someone be able to attend the May (14) Green Lake Community Council meeting to discuss Seattle 2035? Many people may not be able to attend meetings and this will provide visibility on this activity and how they can participate.
3/20/2014	email	EIS should have linkage to resilience. Each alternative has different implications for the ability of the city to increase its adaptive capacity to change - either climate change, change in technology, change in economics, change in energy costs, etc. We can frame the plan to be responsive to climate change and the other forces of change when we take a resilience approach both in designing alternatives and in evaluating them for the EIS. [see email for full comment]
3/25/2014	Twitter	You left before a great comment @futurewise: "bolder vision, allow for innovation." +1 on that! @seattle2035
3/25/2014	Twitter	@seattle2035 and zero lot line rowhouses! Oy. really sad that middle America has towns denser than seattle's SF zones
3/25/2014	Twitter	@seattle2035 why not legit duplexes or triplexes (like Somerville) while we are at it!
3/25/2014	Twitter	@seattle2035 In the next 20 years to keep n'hood character: let's have more options for SF5000 zones, e.g. ADU *plus* DADU, corner stores.
3/25/2014	Notes	Acknowledge that there is a lot of zoned capacity where people don't want to build; where people don't want to live.

Comment Date	Source	Comment
3/25/2014	Notes	Didn't know new UVs could be considered; if so why not some in closer in places.
3/25/2014	Notes	FYI - High rise is not 12 stories; stop calling it that.
3/25/2014	email	I support Alternative 3: the transit focus the most of the three alternatives. Without a greater reliance on transit, people will not be able to get around as well in Seattle as we grow and it makes the most sense to put as much housing and jobs nearby light rail stations to make the best use of our most efficient transit system. Particularly, I would like to see more high rise zoning nearby more station areas.
3/25/2014	Notes	Include data on % of people in 2035 who don't live here yet.
3/25/2014	Notes	More history of UV strategy; portray compromise between growth and no growth advocates
3/25/2014	Notes	More outreach for renters; work with other groups who can reach young people (e.g. The Urbanist)
3/25/2014	Twitter	Of course! RT @bruteforceblog: @Seattle2035 why not legit duplexes or triplexes (like Somerville) while we are at it!
3/25/2014	Facebook	Option 3, definitely. I don't believe the coming Link extensions are adequately planned for with any of these options, however. Sound Transit just preliminarily approved a corridor for a downtown to Ballard subway, which will probably be on the ballot soon. It would likely be finished well ahead of 2035. There are several neighborhoods which are not being built to potential, Ballard, Fremont, and Wallingford to name some. In either case, the goals should be to both concentrate housing/job growth near transit, as well as expanding the reach of rail transit. That means expanding our definitions for some zones, such as the urban centers and urban villages. Seattle will likely grow by more than the 2035 estimates as well, and likely faster. How will these plans adapt if we're already past 700,000 by 2020? We will need to accommodate more, and allow the building to make that possible.
3/25/2014	Notes	Outreach for Comp Plan should be similar to a legislative district campaign
3/25/2014	Notes	Provide figures on in-bound migration, where are people coming from
3/25/2014	Notes	Show error bars with all numbers.
3/25/2014	Notes	Show projection as a range, not a single number
3/25/2014	Notes	Track who is coming to meetings and providing input; it's not representative
3/25/2014	Notes	Use I-pads to collect input quickly
3/26/2014	Notes	Can the MF housing tax exemption be used differently to revitalize areas in southeast?

Comment Date	Source	Comment
3/26/2014	Notes	Does it make any difference to comment on alts? How will comments affect the plan?
3/26/2014	Notes	How can DPD present Comp Plan as something people can relate to, get them interested?
3/26/2014	Notes	Outreach to underserved communities
3/26/2014	Notes	Why are the job numbers so high?
3/26/2014	Notes	Will the update consider policies to encourage "innovative tools" as allowed by GMA?
3/27/2014	Notes	Board members have a range of expertise to offer.
3/27/2014	Notes	Can they attend SPC briefings to hear about other parts of the plan/ other issues?
3/27/2014	Notes	Concerned about the places outside UVs. They need planning and investment too.
3/27/2014	Notes	How do people use the plan?
3/27/2014	Notes	How do the neighborhood plans interface with Comp Plan.
3/27/2014	Notes	How is the Transit Communities report reflected in the alts.?
3/27/2014	Notes	How will the impact on affordable housing be measured in the EIS?
3/27/2014	Notes	In the Rainier Valley the plan needs to address the places inbetween Uvs-- they need investment too. UV strategy makes it hard to get grants/resources for sites outside UVs.
3/27/2014	Notes	Is it time to revisit the UV strategy, encourage more duplexes and other kinds of housing?
3/27/2014	Notes	Is there an analysis that shows how much investment has gone into UVs?
3/27/2014	Notes	Missed opportunity. By not looking at TOD near bus, City is not showing leadership. Identify a way to transit investment in bus service in our land use policy? Maybe elevate some places to be equal to UV status.
3/27/2014	Notes	Plan doesn't do a good job of recognizing the need for an open space system-- how do we connect people/UVs to the larger parks without driving?
3/27/2014	Notes	What about 145th Street? Should that be part of the alternatives?
3/27/2014	Notes	What happened to Planscape? Will that be part of the plan?

Comment Date	Source	Comment
3/27/2014	Notes	Will the golf course at 130th St be available for TOD? If not, does this alternative make sense?
4/1/2014	email	Your three scenarios for growth are a good choice. Keep up the good work.
4/2/2014	Twitter	A fly invades the SW District Council meeting, pestering @seattledpd rep talking about @seattle2035. Advocate for greenspace, someone quips
4/2/2014	Staff notes	Have an Exec Summary of the Draft Plan that is no longer than 5 pages.
4/2/2014	Staff notes	Impact on areas prone to landslides
4/2/2014	Staff notes	Impact on the urban village transit network
4/2/2014	Staff notes	Include impact on schools
4/2/2014	Staff notes	Measure emissions
4/2/2014	Email	My suggestion is to invite developers to help advise on the kinds of incentives that could make projects more attractive in the areas the City would like to see grow. Providing incentives that strengthen the bottom line will attract developers and investors. The City can then partner with developers by using these incentives as leverage to encourage growth in Seattle where it deems most important for its residents.
4/2/2014	Twitter	One attendee tells @seattledpd @seattle2035 rep they need to publicize this process more. She claimed news media didn't care. We counter:
4/2/2014	Staff notes	Pulbicize event more in neighbohroods blogs- West Seattle blog. Don't bother with Publicola.
4/2/2014	Staff notes	Review of Plans and policies - Identify which policies are not bei9ng followed now
4/2/2014	Staff notes	Think about adding an Urban Design policy for building/street orientation-- tall buildings on north/south streets block more sun/ crate more shadow that tall buildings on east/ west streets. Can make a huge difference given Seattle's climate.
4/2/2014	Staff notes	Want specifics for impacts on each neighbohrood
4/2/2014	Staff notes	What areas have or will need fire systems
4/2/2014	Staff notes	Would like EIS to meausre how much new utiltieis will cost.
4/5/2014	Twitter	@Seattle2035 city allows duplexes/triplexes In SF zones, encourages LR development like this in more of city: http://www.ifuh.org/template1.php?pid=14&sid=&uid=30

Comment Date	Source	Comment
4/5/2014	Twitter	@Seattle2035 city becomes social housing developer like neue heimat tirol: 1500 high quality, low energy units per year
4/5/2014	Twitter	@Seattle2035 Diversity and opportunities for all of our communities!
4/5/2014	Twitter	@Seattle2035 how about equitably. #sns2014
4/5/2014	Twitter	@Seattle2035 incentivize/prioritize communal build groups (baugruppen) : http://bruteforcecollaborative.com/wordpress/2013/07/19/bfc-on-baugruppen-proactive-jurisdictions/F368
4/5/2014	Mtg notes	· City should adopt impact fees for new residential development to pay for improved transit service, and this fee should be an ongoing annual payment
4/5/2014	Mtg notes	· City should encourage growth
4/5/2014	Mtg notes	· City should plan for baby boomers to age in place
4/5/2014	Mtg notes	· Good idea to put more growth near light rail
4/5/2014	Mtg notes	· How does the City estimate its development capacity?
4/5/2014	Mtg notes	· Need to make sure we provide spaces for gardens – in yards, planting strips, roofs, public property
4/5/2014	Mtg notes	· Not satisfied with DPD complaint system – people in my neighborhood say they have called DPD to complain about properties, and then they don't see a change with the property and don't hear back from DPD about the resolution
4/5/2014	Mtg notes	· There should be a true 40' multifamily zone that occupies some of the land where LR3 is now, and LR3 should be a 3-story zone.
4/5/2014	Mtg notes	· Where did City get growth projections for next 20 years?
4/5/2014	Mtg notes	· Would rather have duplexes in my neighborhood than McMansions
4/5/2014	Mtg notes	· Congestion an issue in West Seattle as new developments go in there
4/5/2014	Mtg notes	· Growth is out of control in certain neighborhoods and way above targets from comp plan. Why is it allowed to continue?
4/5/2014	Mtg notes	· Need stronger tree policies because developers come in and remove everything on site.

Comment Date	Source	Comment
4/5/2014	Mtg notes	• What happened to neighborhood planning? Why doesn't the comp plan comport with the neighborhood plans?
4/5/2014	Staff notes	Concern about the lack of, and quality of recreation space (outdoor or indoors). She lives in Rainier Valley – in a 6 story building for families that has some rooftop gardens and an indoor play space (“1 hoop in a cement room”). FYI it is next door to a similarly size building for elders.
4/5/2014	Mtg notes	Good idea to put more growth near light rail
4/6/2014	Twitter	@Seattle2035 Get buy-in from underrepresented communities and share it in the many languages spoken in SEA. Can't say layman's terms enough!
4/7/2014	Twitter	@bruteforceblog @SeattleCouncil @Seattle2035 Also, find ways to encourage backyard cottages and allow ground-bound 'tiny homes' to be legal.
4/7/2014	Twitter	@bruteforceblog @SeattleCouncil @Seattle2035 Well-managed, these would make a lot of sense for our city.
4/7/2014	Twitter	@SeattleCouncil @Seattle2035 only way to do that is remove onerous owner-occ req'ts, allow DADU + ADU. Tres dumb as it is now
4/7/2014	Twitter	@SeattleCouncil @Seattle2035 yup
4/7/2014	Mtg. Notes	• Pedestrian safety
4/7/2014	email	All in all, a compromise plan that directs growth fairly evenly to the urban villages (Alternative B) while promoting greater density around transit centers (Alternative C) would make the most sense to me because it would benefit the most people. Already dense and urban areas will experience natural growth, and the current zoning in most such areas is good for that as is. Growth in neighborhood urban villages and around transit centers needs more planning and will require more community input, so those are the most important areas for the city to focus is planning resources. [see email for full comment]
4/7/2014	Mtg. Notes	Changes to the LR3 zone have allowed “out of scale” buildings that lack parking, encroach on adjacent SF homes, and overstress infrastructure.
4/7/2014	Mtg. Notes	Comp plan update and EIS process - How does the plan agree with the Climate Action Plan, environmental requirements, etc.?
4/7/2014	Mtg. Notes	Comp plan update and EIS process - What about cottages? Why haven't we seen those built as promised?
4/7/2014	Mtg. Notes	Comp plan update and EIS process - What is the level of specificity in the EIS?

Comment Date	Source	Comment
4/7/2014	Mtg. Notes	Comp plan update and EIS process- Include “water quality” as a category in the EIS scope
4/7/2014	Mtg. Notes	Comp plan update and EIS process- Need for Neighborhood Planning
4/7/2014	Mtg. Notes	Comp plan update and EIS process- The Urban Village Focus shouldn’t treat all UVs equally. Areas that can have more growth should have more of the focus (e.g., SE Seattle).
4/7/2014	Mtg. Notes	Comp plan update and EIS process- What is the relationship between the comprehensive plan update and changes to the land use code and zoning?
4/7/2014	Twitter	Great idea via AT: city/county as large scale affordable/low-income housing developer http://www.theurbanist.org/2014/04/07/city-as-affordable-housing-developer/ @SeattleCouncil @Seattle2035
4/7/2014	Mtg. Notes	Growth - Ballard growth should stop. Put it in Southeast Seattle, where it belongs given light rail investment there.
4/7/2014	Mtg. Notes	Growth - Neighborhoods should get involved what growth looks like.
4/7/2014	Mtg. Notes	Growth - Smart growth: growth should come with commensurate investment in amenities.
4/7/2014	Mtg. Notes	Growth- Developers should pay impact fees. They are making huge profits.
4/7/2014	Mtg. Notes	Growth- Sequencing—density has come before transit and amenities.
4/7/2014	Mtg. Notes	Growth- We are way over growth targets here—now what?
4/7/2014	Mtg. Notes	Growth- What is the relationship between permitting and the comprehensive plan? Permitting should stop when the growth targets are met, or at least when the neighborhood is at 317% of them. Feedback loop.
4/7/2014	Mtg. Notes	Growth- Zoning needs to match goals (growth targets)
4/7/2014	Twitter	Innsbruck 's NHT as a model for @Seattle2035--affordable #Passivhaus! from@bruteforceblog ow.ly/vwRhC
4/7/2014	Twitter	Innsbruck 's NHT as a model for @Seattle2035--affordable #Passivhaus! from@bruteforceblog ow.ly/vwRhC
4/7/2014	Mtg. Notes	Neighborhood character
4/7/2014	Mtg. Notes	Neighborhood character - Developers manipulating terminology (“rowhouse” and “townhouse”) when it serves them.

Comment Date	Source	Comment
4/7/2014	Mtg. Notes	Neighborhood character - More trees. New development takes up the whole lot and removes all trees.
4/7/2014	Mtg. Notes	Neighborhood character - Magnolia and West Seattle should take some of the microhousing we are seeing in Ballard.
4/7/2014	Mtg. Notes	Neighborhood character - Microhousing doesn't meet code—why not? It's lowering our property values and destroying neighborhood.
4/7/2014	Mtg. Notes	Neighborhood character - Modern LR3 houses are ugly. Lack of side setback a big problem.
4/7/2014	Mtg. Notes	Neighborhood character- Permitting goes building by building without an overarching vision for the neighborhood
4/7/2014	Mtg. Notes	Neighborhood character - Why are DRBs all developers and not citizens?
4/7/2014	Mtg. Notes	o 2012 zoning change (cleanup legislation for 2010 change?). Commenter mentioned.
4/7/2014	Mtg. Notes	o City departments don't talk to each other.
4/7/2014	Mtg. Notes	o Condo ordinance: after 6 years builder gets out with no liability, materials are low quality and wear out.
4/7/2014	Mtg. Notes	o Definition of "frequent transit" too loose with regard to microhousing and parking
4/7/2014	Mtg. Notes	o RapidRide should not have gone to Queen Anne.
4/7/2014	Mtg. Notes	o We need residents on the Design Review Boards and Planning Commission
4/7/2014	Mtg. Notes	o What about coal trains? Ballard residents will be affected before others.
4/7/2014	Mtg. Notes	o What is the City doing about the water supply? Conservation isn't enough.
4/7/2014	Mtg. Notes	Pedestrian safety- Consistency with walkshed definition (in Ballard report sometimes ½ mile, ¼ mile, 10 min)
4/7/2014	Mtg. Notes	Pedestrian safety- Proposed greenway at 65th & 17th will be unsafe. I've seen cars flipped over there.
4/7/2014	Mtg. Notes	Pedestrian safety- Safety of pedestrians surrounding new multifamily developments.

Comment Date	Source	Comment
4/7/2014	Mtg. Notes	The ped safety 65th/Linden comment. Her point was actually that SDOT devoted lots of effort and resource to street improvements around 65th/Linden (just west of Green Lake) but has ignored the numerous other areas where pedestrians heavily cross the streets. This includes several places around Green Lake, and anywhere new development will add substantial numbers of pedestrians. SDOT should figure out how to better target improvements to growth areas and to do more to accomplish crosswalks in many more places, for sake of everyone's safety.
4/7/2014	Mtg. Notes	There were about 25 people in attendance last night at the Loyal Heights open house. Most commented on two main topics: There should be a mechanism to stop or pause new development when growth targets are reached and/or if commensurate investments in amenities, open space, and transit are not made. If there isn't the density shouldn't happen.
4/8/2014	Mtg. Notes	Make developers contribute to the neighborhoods in which they develop – impact fees!
4/8/2014	Mtg. Notes	Growth in villages does not increase vibrancy because of displacing existing businesses.
4/8/2014	Blog post	'Free market' capitalism and risk assessment are contradictions in terms, but that does not stop people from presenting good cases for thinking historically as opposed to ideologically. "...the degree to which the basins under Seattle and other cities will amplify the shaking is not factored into the building codes, nor is the fact that subduction zone quakes will rock the ground for minutes, not seconds. 'Almost none of the buildings in Seattle were designed to withstand three to five minutes of shaking'... The maxim that new buildings are better took a beating in Chile's magnitude 8.8 megaquake in 2010." Full Rip 9.0, (2013) Sandi Doughton, Seattle Times investigative reporter. "We alone are responsible for splitting nature from culture, and for injuring it and ourselves as a result...Thinking historically can help us live with the consequences of being imperfect creatures in an uncertain world." —Emerald City, An Environmental History of Seattle (2007) Matthew Klinge, U. W. doctorate.
4/8/2014	Mtg. Notes	Distill and clarify info on changes that impact neighborhoods.
4/8/2014	Blog post	Do these alternatives continue the assumption that new structures don't needed to include parking because new residents won't own cars? If so than I'm opposed to all of them. Even if transit is greatly improved, people will still own cars and will need a place to park them - and on-street parking is already inadequate. Additionally, micro-housing needs to be greatly curtailed unless guarantees are put in place to mitigate the impacts of their ultra-density on neighborhood. Require developer impact fees that will be used to improve transit, prohibit new residents from qualifying for RPZ permits (if they're moving into a neighborhood where parking is a problem, they shouldn't be adding to the problem), and ensure that micro-housing has common areas where residents who smoke can gather without disturbing neighbors.
4/8/2014	Mtg. Notes	Get neighborhoods involved in local development projects on the front end (design review meetings are too late!).
4/8/2014	Mtg. Notes	Mitigate development projects to respect the sunlight and privacy of neighboring properties.

Comment Date	Source	Comment
4/8/2014	Mtg. Notes	Plan globally, but flex to make implementation “fit” locally.
4/8/2014	Mtg. Notes	To what extent will the 2035 plan include mechanisms to enforce design intent?
4/9/2014	Mtg. Notes	Accessibility for seniors + mobility challenged/disabled.
4/9/2014	Mtg. Notes	Are hospitals a core service per GMA planning?
4/9/2014	Mtg. Notes	Better communication of actions and openness to citizen ideas. A government style that will build trust and transparency.
4/9/2014	Mtg. Notes	Biggest issue: combo of growth and transportation issues, and fiscal.
4/9/2014	Mtg. Notes	Can we get growth to pay for transit and transportation?
4/9/2014	Mtg. Notes	Consider flexibility of development site design: more setbacks for amenities and better character, visibility around corners.
4/9/2014	Mtg. Notes	Consider options for preserving existing private market affordable housing, or subsidizing it like MFTE for existing buildings.
4/9/2014	Mtg. Notes	Density in Ballard is great, but worried about “canyon” on Market St.
4/9/2014	Mtg. Notes	Developer fees to fund infrastructure.
4/9/2014	Mtg. Notes	Emergency Planning – If bridges fail, etc.
4/9/2014	Mtg. Notes	Ex. – Vancouver does good job with street level and setbacks.
4/9/2014	Twitter	#Seattle Planning Commissioner encourages community groups to get involved in @Seattle2035 & make sure the city grows equitably.
4/9/2014	Mtg. Notes	Infrastructure needs to keep up (drainage in Delridge, old wooden sewer lines).
4/9/2014	Mtg. Notes	Local circulation opps.
4/9/2014	Mtg. Notes	Look at white spaces (SF) on map for more growth.
4/9/2014	Twitter	Make sure your city grows equitably! Learn more about comp. planning (like @Seattle2035) throughout #kingcounty visit http://www.housingconsortium.org/advocacy/comprehensiveplans/

Comment Date	Source	Comment
4/9/2014	Mtg. Notes	Need to increase police services with growth.
4/9/2014	Mtg. Notes	Need to look at traffic/pedestrian safety.
4/9/2014	Mtg. Notes	Need to make “whole” city vibrant.
4/9/2014	Mtg. Notes	Not necessary to concentrate all growth in villages.
4/9/2014	Mtg. Notes	Redirect Vashon ferry to Seattle?
4/9/2014	Mtg. Notes	Saved trips and avoid pass-thrus.
4/9/2014	Mtg. Notes	SCL/SPU’s policy for surplus property. May not be consistent with Plan.
4/9/2014	Mtg. Notes	Should improve the quality of design.
4/9/2014	Mtg. Notes	Should improve the quality of design.Ex. – Vancouver does good job with street level and setbacks.
4/9/2014	Mtg. Notes	Should this lead to growth limits unless we have one?
4/9/2014	Mtg. Notes	To get to carbon neutral will have to provide more services in SF areas.
4/9/2014	Mtg. Notes	Transit service: \$ and service.
4/9/2014	Mtg. Notes	Transportation accessibility to all of West Seattle – options expanded.
4/9/2014	Mtg. Notes	Uptown and Georgetown→residential growth.
4/9/2014	Mtg. Notes	What about moratorium until more accesses out of West Seattle?
4/9/2014	Mtg. Notes	Why do people who live get squeezed out – I’m having to move to Burien. Is rent control possible?
4/19/2014	Mtg. notes	Past has been about children and youth, but in 10 years there will be a huge increase in age 60+. Are we planning for that shift?
4/19/2014	Mtg. notes	Need for more senior services in Ballard.
4/19/2014	Mtg. notes	Housing is begin displaced by new development

Comment Date	Source	Comment
4/19/2014	Mtg. notes	Homelessness is growing. The private market isn't providing the housing we need.
4/19/2014	Mtg. notes	The Plan should talk about the disabled, not ignore them.
4/10/2014	email	Alternate Three/Transit Focus is the smartest option presented. We need to maximize our investment in high capacity transit -- upzones where new stations are a must. We should aim for the area around the station to be very dense, walkable, have services like groceries available and have little or no parking. The goal is to co-locate people with mass transit, not to help people who are not co-located with transit find a parking space.
4/10/2014	email	I support Alternative 2. This represents a balanced approach to growth over the other two alternatives. I think the Comprehensive Plan represents a real opportunity for public investment to be leveraged to reduce inequality. Alternative #2 supports this goal.
4/10/2014	email	I would like to suggest that alternative 3 for updating the general plan is a good start but should be strengthened to include areas around ALL high frequency transit service, not just light rail. [see email for full comment]
4/13/2014	email	I would like to comment on the up-zoning that occurred on Phinney and Greenwood apparently in 2010 that I was not aware of. We currently have a large number of new restaurants and retail establishments with inadequate parking and the prospect of three large new multifamily buildings within one block of my home. Not enough parking. We know that change is inevitable. What we are asking is for greater opportunity to give input related to the actual problems that are being caused by the poorly regulated development currently taking place. [see email for full comment]
4/13/2014	email	I would like to comment on the up-zoning that occurred on Phinney and Greenwood apparently in 2010 that I was not aware of. We currently have a large number of new restaurants and retail establishments with inadequate parking and the prospect of three large new multifamily buildings within one block of my home. Not enough parking. We know that change is inevitable. What we are asking is for greater opportunity to give input related to the actual problems that are being caused by the poorly regulated development currently taking place. [see email for full comment]
4/14/2014	Mtg. Notes	Add ground level full block size parks throughout city especially where density is greatest.
4/14/2014	Mtg. Notes	All of the interesting people are leaving. Rent is too high.
4/14/2014	Mtg. Notes	Consider a more distributed growth scenario. Like NYC boroughs (other than Manhattan). 2 – 3 stories. Expect ½ mile walk to subway.
4/14/2014	Mtg. Notes	Environmental Justice impacts of land use policy should be considered.
4/14/2014	Mtg. Notes	I like Alt. 2 & 3 because they are more family-friendly. Use existing school structure. School downtown is challenging (state standards, etc.).

Comment Date	Source	Comment
4/14/2014	Blog post	<p>I like pieces of each proposal. I am opposed to option 3 - transit focused, as I do not believe we have adequate coverage with our current transit network. a lacking transit system should not drive our development. Our transit network needs a combination of streetcar, gondola, bus rapid transit with dedicated lanes (more than just a "rapid ride" route) and light rail extensions that connect Seattle neighborhoods to each other using efficient ring routes as is standard in any major city's transit network. our local buses are fine getting in and out of downtown, but are much too slow moving people between urban villages and urban centers. people will always have cars as long as getting from urban village/center to urban village/center takes twice as long on a bus as it does in a car. that said, i like focusing a good chunk of the growth at light rail transit hubs. these areas should become urban centers/villages if they are not already.</p> <p>option 2, urban village focus, is attractive because it is likely to encourage growth in less expensive areas of the city and create more affordable housing for seattle's workforce. additionally, this option would encourage growth in neighborhood hubs that are currently underserved by quick, efficient transit likely resulting in much needed expansion of efficient mass transit to and between seattle's urban villages. another likely benefit would be the disbursement of jobs and a more diverse range of businesses in urban villages, which are currently dominated by bars, restaurants, expensive clothing stores.</p> <p>option 1, urban center focus, appears to be the direction the city is already going. it is logical to grow these areas. high rise construction should be allowed in these urban centers and no parking should be required. the growth needs to be dispersed, however. zoning heights should be increased in these areas, but incentives for growth in urban villages and transit hubs should also be utilized to prevent these areas from continuing to absorb most of seattle's growth.</p> <p>seattle needs to urbanize, density and better connect it's urban centers, urban villages and transit hubs. growth must be dispersed through each of these areas and we must better connect our urban villages and centers to each other via expanded mass transit with dedicated lanes separated from single occupancy vehicle traffic jams.</p>
4/14/2014	Blog post	<p>I live in a one bedroom apartment right in downtown, next to Convention Place station and Paramount Theater. I also work in downtown, 15 minutes away on foot. It's great of course because of proximity of transit and work, and having friends to visit right within walking distance or an easy bus ride away. However, I would not stay here for longer than a year or so. The number one reason for that is what seems to be an almost hostile environment in downtown: there no public place that feels welcoming and invites people to stay and linger. The closest is the park in Capitol Hill perhaps. Downtown, as it is currently, is made for people to pass through - somewhat inviting for pedestrians and bikers, but is in great need for outdoor public places. Also, a curious thing I've observed on my routes to/from work: downtown Seattle is the face that the city presents to its visitors/tourists (Westlake Plaza, for example) and yet it can be extremely unwelcoming and dirty.</p> <p>I also believe it should be a priority for helping the homeless in the downtown area, affordable housing options should be prioritized, and stricter rent rules or zoning could be considered. This is largely because of what I observed through apartment search in the area - new housing options are geared towards high-paid employees (maybe Amazon in particular), and it's almost impossible to find something affordable.</p>

Comment Date	Source	Comment
4/14/2014	Blog post	<p>I will admit that it's been just over two decades since I was trained in environmental impact statement design and writing. Things may have changed since then, making this complaint no longer the case in a legal sense, though in a practical sense it is still one of my complaints. An EIS is supposed to explore a diversity of alternatives, from changing nothing, to changing everything, with at least three distinct alternatives in the middle. I don't see that here, and my understanding is, that in this proposed setup, this EIS will be vulnerable to successful litigation.</p> <p>The litigation issue aside, because that's not my specialty, I am disappointed that there are not three real alternatives. In planning purposes, these are slight variants on the same approach. It's lazy. It's vanilla. It homogenizes the diverse Seattle neighborhoods this administration keeps claiming make Seattle unique. Well... not for much longer if things don't change.</p>
4/14/2014	Blog post	<p>I would prefer Alternative 3, the transit focus. But if the city pursues that route, it needs to make some significant changes to its zoning code. New development around light rail stations need to have maximum or zero parking requirements, to maximize the use of transit. Height limits need to be increased. Ground floor retail, which some spaces big enough for grocery stores, would need to be concentrated very tightly around the stations as well.</p> <p>Sound Transit seems to be doing well with ridership and operations of Link, but the real concern is Metro. This growth alternative needs to also focus on cross-neighborhood bus transit. Bus service needs to drastically increase, not just be maintained like with Prop. 1. Impact fees on developers could go towards transit, along with other infrastructure to maintain concurrency.</p>
4/14/2014	Mtg. Notes	MOAR Housing (higher densities)
4/14/2014	email	<p>My concerns are about the way the urban village and its variations are currently working, specifically in Morgan Junction, but also in other areas. Goal of traffic reduction by allowing development without parking is problematic; don't have good enough transit. Cars park on already crowded streets. Micros should require parking. [see email for full comment]</p>
4/14/2014	Mtg. Notes	Rapid Ride?
4/14/2014	Mtg. Notes	Surprised not to see Race and Social Justice listed in EIS scope. All of the topics should be examined within that lense.
4/14/2014	Mtg. Notes	The key is looking at the future (2035), and pretend that time is now – how to have a city (in this instance) which is as livable (as it is now) for 2035.
4/14/2014	email	<p>The last 20 year plan was a success in projecting new residences but a real failure in projecting jobs or dealing with transportation crises which result from the increase in population. I see no alternative that would create decent jobs, just more tall buildings to block out light on the streets, low end businesses such as restaurants, and a refusal to take into account what most citizens want. [see email for full comment]</p>
4/14/2014	email	<p>Three ideas for Seattle infrastucture: 1. Traffic Roundabouts (Jackson at Rainier is good start.) 2. Finish Curb cut Ramps in all neighborhoods. 3. Anticipate death of landlines; remove overhead wires; sell copper that is gleaned; underground power.</p>

Comment Date	Source	Comment
4/14/2014	Blog post	Transit focus should be the primary alternative. As an example, the new light rail station at I-90 and 23rd Ave. S. and Rainier Ave. S. has all the components required. A large green open space that is both active and passive recreation. The hub of both light rail, buss service to and from the east side, a major bikeway, a retail site at 23rd and Jackson that is going to be redeveloped and undeveloped land west of Rainier Ave. S. that could take high density residential and retail development from S. Dearborn St. south to McClellan. There is already some density north and west of the new station. The neighborhood north of the station has added density and could take more. The proximity to downtown and SODO will bring the needed pressure to finally redevelop the Goodwill site into the retail center that Goodwill always wanted. I have great examples from Stockholm Sweden, Germany and various US cities that show the vibrant live work play opportunities that density brings. To lower our carbon footprint developing around transportation hubs needs to be the primary course for our city to take. Unless you want more coal trains, oil trains, and continue to believe in 1950's suburbia city neighborhoods it is time to accept climate change realities, grow and move forward. Pictures and more later.
4/14/2014	Mtg. Notes	Transportation is key – easy to get around.
4/14/2014	Mtg. Notes	What about capacity? You need to look at where most existing capacity is.
4/14/2014	Mtg. Notes	What about improved communication between neighborhood and community organizations?
4/14/2014	Mtg. Notes	What about improvement of communication loop to and from the community and city government?
4/14/2014	Mtg. Notes	What about increased opportunities for citizen involvement that is easy and frequency of effective, meaningful involvement for more citizens and education of more citizens about projects and issues?
4/14/2014	Mtg. Notes	What happens if the transit decreases? If you're not on L.R.T., it's hard to get around.
4/14/2014	Mtg. Notes	Why wasn't non-rail transit considered in Alt. 3? Bus transit serves most urban villages and corridors. Rapid Ride?
4/15/2014	Blog post	Get on a bike, and you'll see why Seattle is having to make these changes. Many people die and are incredibly injured each year in Seattle because of our lack of bike lanes. As it is now, many cyclists have to weave in and out of traffic to make turns, or even when going through a light. This can easily be seen when going from the ID to downtown. It's a nightmare, and extremely unsafe. Keeping cyclists separated from traffic will increase the flow of traffic and decrease cyclist on motorist accidents per year. Plus, it will stimulate the growth for cyclists and encourage more people to get on a bike. Cycling provides many benefits for one's health and the environment. Don't waste money on a hybrid car that has a dreadfully non-biodegradable battery. Buy a bike and ride for your health and the Earth!

Comment Date	Source	Comment
4/15/2014	Blog post	<p>I wholeheartedly agree with you on the matter of green outdoor spaces. There's highway park by the convention center but it's hardly worthy of the "park" title. It's very small and often used for people taking smoke breaks, walking their dogs through it, or a quick lunch. The closest thing to a park downtown is Myrtle Edwards park which can be a far walk for some people.</p> <p>I also agree on the topic of affordable housing, especially towards those of low income and homeless. Rent control and zoning definitely need to be considered as well as a cap on the maximum amount of money potential tenants can be making to ensure it won't be taken advantage of. Gentrification of Seattle is definitely a large concern because of bigger businesses and those employed are creating an unlivable space for those who aren't employed by higher paying companies, and I'm willing to bet that you're correct on your idea that most housing options are geared towards Amazon employees.</p>
4/15/2014	Mtg. Notes	Affordable housing: high rises.
4/15/2014	Mtg. Notes	City internships for East African: high school and college students.
4/15/2014	Mtg. Notes	Comp Plan should promote tools to achieve open space before infill limits logical options = impact fees/FAR formulas/acquisition.
4/15/2014	Mtg. Notes	Create a "Seattle Planning Commission" similar to Portland Planning Commission. Coordinate all Seattle departments around Planning/Neighborhoods.
4/15/2014	Mtg. Notes	EIS alternative #1 is my preference. 125 foot buildings belong downtown and other urban centers.
4/15/2014	Mtg. Notes	EIS Alternative 1 keeps tall buildings where they belong – NOT in neighborhoods (Mt. Baker, Columbia City, Rainier Beach).
4/15/2014	Mtg. Notes	Encourage population control!!!
4/15/2014	Mtg. Notes	Fair school funding More \$\$ for underfunded schools.
4/15/2014	Mtg. Notes	Find a stable source for funding park maintenance that doesn't just rely on property taxes. Investigate developer impact fees and taxes on to-go containers. The people who live in large buildings that the developers make money on also use parks and should help pay for them.

Comment Date	Source	Comment
4/15/2014	Blog post	<p>Firstly, I am strongly against giving developers carte blanche to do whatever they want. How that impacts neighborhoods can be easily seen in Ballard.</p> <p>Right now, Seattle has already reached 108% of the 2024 20-year residential target and we have not seen transportation or infrastructure improvements that are a supposed part of the growth plan. The idea that new residents in new developments will avail themselves of public transportation cannot be supported. What public transportation? Are not regressive legislative elements attempting to severely cut funding to King County Metro, as well speak?</p> <p>Simply putting up more and higher apartment buildings and condos without strict regulations as to provided parking, sight zones, etc. is unconscionable. The idea that one can 'develop-in' more jobs is silly. Sure, it will create a few or local businesses, but for the most part, the exorbitantly high leases offered in the commercial part of new dwellings forestall a thriving community of unique and individual businesses. Hence, we face a further erosion of the unique commercial make-up of our communities and, in architecture and services, a mono culture of banks and retail chains.</p> <p>I therefore cannot support any of the proposed plans. On the contrary, I ask for a moratorium on development for the next three years. This time should be utilized to</p> <ol style="list-style-type: none"> catch up on the insane current backlog of infrastructure improvements and repairs necessary to support current residents, and to create and strengthen neighborhood councils with full final authority over the shaping of their environs and de-centralize the entire planning process except for safety code regulations restructure the various planning boards to include neighborhood representatives and non-developer interests.
4/15/2014	Mtg. Notes	Fix the broadband access issue in Seattle. All neighborhoods should have the same quality and speed of access. You can't have economic development without it.
4/15/2014	Mtg. Notes	Gap analysis before or during growth.
4/15/2014	Staff notes	Guiding principles ignore the manufacturing and industrial sector
4/15/2014	Blog post	<p>Hey,</p> <p>We'd love to have someone from your team involved in our big hackathon weekend. It seems like a natural tie-in -- balancing the growth of our tech sector with the growth of housing that's affordable at various levels and a consciousness about homelessness. Please have someone contact us at contact@hacktoendhomelessness.com. Thank you!</p>
4/15/2014	Mtg. Notes	Higher education/Education Specialist in high schools.
4/15/2014	Mtg. Notes	Housing affordability differences among the alternatives?
4/15/2014	Mtg. Notes	How addressing equity interests in this?
4/15/2014	Mtg. Notes	How addressing equity support for transit centers, re: regional planning commitments.

Comment Date	Source	Comment
4/15/2014	email	I am a 38 year resident of Seattle, living in NE Seattle. For the past 12 years I have had my business in Columbia City and have been a major (and patient) investor in the revival of that neighborhood business district. I favor Alt 2. Don't need high rises in Capitol Hill. Transit structure is weak. Overall need to revamp our out of date zoning and an focus on creating much larger, better neighborhood business districts. Please focus on option 2 and aggressively amend it to create more large, viable, neighborhood business districts in Seattle. [see email for full comment]
4/15/2014	Blog post	I support alternative number 2 as the best of the three options although I like the idea of opening up new urban village locations (I think Aurora and 105th is a real missed opportunity). I would very much like to see all areterials being zoned to 6 stories as a matter of right. One of the most important things we should be pursuing is limiting the amount of prescriptive regulations of development. One other option that could be pursued is to increase commercial property taxes which would discourage sprawling businesses.
4/15/2014	Staff notes	Include information not just about the number of jobs, but the kind of jobs and how much they pay; an analysis of living wage jobs. How addressing equity interests in this?
4/15/2014	Mtg. Notes	Inclusive city that listens to its emerging community – i.e. East African.
4/15/2014	Mtg. Notes	Invest in the infrastructure described in the neighborhood plan for Beacon Hill. Build the town center!
4/15/2014	email	Issues are: Gentrification. Rent control and low income housing. Public transit. Bike lanes. City parks. [see email for full comment]
4/15/2014	Mtg. Notes	Keep Lowes! No upzone.
4/15/2014	Mtg. Notes	More \$\$ for underfunded schools.
4/15/2014	Mtg. Notes	More density/transit.
4/15/2014	Mtg. Notes	More job training for youth.
4/15/2014	Mtg. Notes	More job training for youth.
4/15/2014	Mtg. Notes	More jobs in Rainier Valley.
4/15/2014	Mtg. Notes	More jobs in SE Seattle

Comment Date	Source	Comment
4/15/2014	Blog post	<p>My daughter (age 10) and I sat down and talked through the Seattle of the future. I gave her information about the 3 alternatives and asked her which one she would prefer to live in when she is 30-something. She chose Alternative 2, the Urban Village Focus, I had also chosen that alternative, but I waited with my own opinions, and asked her why? She said, "Because I want to live in a neighborhood, not surrounded by high rises." I agree with her urban village vision. We are DT Ballard residents who live in fairly massive 6-story condo. We are in the midst of rapid changes in this neighborhood, many of which are the inevitable result of drawing a line at the edge of our metropolis and saying, "from here on out is the farmland." I agree with the principle of keeping our farmlands intact, and building up the core as we grow. How we do this is the difference between delightful, merely livable, and ugly.</p> <p>Building height should be no higher than 6 stories in the urban villages. The most beautiful neighborhoods in Paris and London and many other cities have an *inviolable* height restriction. Why? Building shadow and wind blowing between the buildings makes a taller building height more imposing and unpleasant. The City of Seattle is issue height exceptions to developers now, and I do not agree. Our 2035 plan must have limits based on a vision of what makes a livable community.</p> <p>Transportation to and from work should presuppose more jobs in the Urban Villages. I do not think the vision goes far enough in this regard. A village in its classical sense contains its residents with all their basic needs, including jobs. Think about a Seattle where 10-15% of the residents commute by walking, bicycling, or a shorter than 2 mile bus ride. What would happen to traffic? It would evaporate. It would not be generated in the first place. Think how the city's infrastructure would be less impacted if, within each urban village, tens of thousand of workers lived within 2-3 miles of their jobs. In a place like West Seattle, in Ballard, in Northgate, etc., people lived within a 15-20 minute total commute of their home. Housing affordability is part of this equation, as are building codes and areas for light industrial, office and other types of business.</p> <p>I am a fan of working close to where you live. If your door-to-door commute is currently 1 hour, and you reduce that time to 15 minutes, you save 1.5 hours of your life each working day. Multiply that by tens of thousands and you get less stress, better home cooked food, more time with kids and friends, and a better life. You get people who actually know their neighbors, because they see them. They are part of the 'hood.</p> <p>I'm a proponent of urban villages with the added dimension of thoughtful growth of business within the framework of this plan.</p> <p>I need to add one more thought: transportation planning for workers getting to and from manufacturing and industrial centers. The bus system is not focused on getting people to these job centers, and I would like to see thoughtful planning in that direction, to reduce car traffic and increase quality of life for these workers.</p> <p>My vision of working close to where you live takes in the reality that current job centers will continue to exist. We have focused almost exclusively on commutes to DT Seattle. I think we need to assess and refocus. There is a certain savings in clustering workers in an area, but in terms of carbon savings and wear and tear on citizens and our infrastructure, we could do much better.</p>
4/15/2014	Mtg. Notes	Need to expand the transportation systems, for mobility, including for freight delivery.
4/15/2014	Staff notes	Need to see something in the EIS about living wage jobs.
4/15/2014	Mtg. Notes	No bow tie.
4/15/2014	Mtg. Notes	Parks and recreation.
4/15/2014	Mtg. Notes	Parks spends a lot of money picking up garbage from downtown parks. A tax on \$ containers should be used to pay for these cleanup services.

Comment Date	Source	Comment
4/15/2014	Mtg. Notes	Preserve and protect, treasure and honor our remaining wild natural areas and their wildlife! Do not infringe or impose on them. Maintain.
4/15/2014	Mtg. Notes	Preserve the natural areas that are left in the city – only 14% of Seattle’s park land remains as natural. The rest has been developed for active sports and/or landscaped.
4/15/2014	Mtg. Notes	Satisfy the city’s parks. Gap analysis before or during growth.
4/15/2014	Mtg. Notes	Small business training for owners in Rainier Valley.
4/15/2014	Blog post	<p>So much development is predicated on public transportation being available now, when in fact it is not, or increased in the future, when in fact it won't be. The CITY OF SEATTLE DOES NOT HAVE JURISDICTION OR INFLUENCE on public transportation decisions, so why do officials continue to sell development as though they do?</p> <p>When will exceptions to height limits stop? An exception to the rule changes the rule. We are already seeing 7 stories where there are 5 in surrounding buildings. Why is this necessary? So the development will be economically viable?</p> <p>The description of Urban Villages and their true locations is deceptive at best. These zones are being exploited by developers before the neighborhoods know what is happening. Queen Anne was savvy early and doesn't have them. In other areas, unique neighbors are being sacrificed to this concept.</p> <p>Catherine hit the nail on the head:</p> <p>I am disappointed that there are not three real alternatives. In planning purposes, these are slight variants on the same approach. It's lazy. It's vanilla. It homogenizes the diverse Seattle neighborhoods this administration keeps claiming make Seattle unique. Well... not for much longer if things don't change.</p> <p>I agree with this statement by Michael Brandstetter:</p> <p>Simply putting up more and higher apartment buildings and condos without strict regulations as to provided parking, sight zones, etc. is unconscionable.</p> <p>Where is the political will for these STRICT REGULATIONS. Such political will does not exist as these three alternatives clearly illustrate.</p>
4/15/2014	Mtg. Notes	Support transit service aiding mobility for lower-income people.
4/15/2014	Mtg. Notes	The city needs space for wildlife and passive use. 78% of park users visit to walk. Serve the majority of park users, not the minority.
4/15/2014	Mtg. Notes	Transportation
4/15/2014	Mtg. Notes	Upzones in neighborhoods that can already accommodate growth with existing zoning are not necessary and illegal.
4/15/2014	Mtg. Notes	Urban villages that have already exceeded 2024 growth rates don’t need to absorb more units of housing. Economic growth would be welcomed.

Comment Date	Source	Comment
4/15/2014	Mtg. Notes	Use a balanced approach to transportation development – build infrastructure that helps people get around efficiently whether they bus, walk, bike or drive. Other cities do this, and it works well. Parking helps to slow traffic on streets – don't remove it. Look to cities like Chicago, for examples. Even neighborhoods like the Pearl District and Nob Hill in Portland have a lot of parking.
4/16/2014	email	All 3 alts are fine. Nothing about ped scale. Need to keep growth at ped scale. [see email for full comment]
4/16/2014	Staff notes	Alt 3 should show a transit Hub in West Seattle. Over 20% of the population is in West Seattle. Don't ignore West Seattle.
4/16/2014	Staff notes	City should use impact fees
4/16/2014	Staff notes	How well has the plan performed.
4/16/2014	email	I favor Alternative 2. More jobs would go to 'villages', that option would be the most likely to get people out of their cars, people who would likely drive elsewhere for employment or shopping. My big concern for Alternative 2 is seeing more historic buildings being razed to make way for yet more glass and metal boxes. Charming > boring/unaffordable for many current residents. [see email for full comment]
4/16/2014	email	I like Alt 1 and 3 because they accommodate growth without as much traffic congestion. Plan needs to be flexible to respond to new projections. If we begin to see growth above and beyond what's allocated, (as indicated by rising housing costs) I'd like to see the plan be flexible enough to increase zoned heights in response. I don't want to end up in a trap similar to San Francisco's, where market-rate rents are so high that only the very wealthy can afford to move in, and affordable housing is assigned by a lottery that very few can win. [see email for full comment]
4/16/2014	Twitter	This is kind of document seattle should be preparing for @Seattle2035bebauungsplan, baby. #LandUse #Urbanism http://www.freiburg.de/pb/site/Freiburg/get/documents/freiburg/daten/bauen/vauban/Vauban_Bebauungsplan_6-130d.pdf
4/16/2014	Twitter	This is kind of document seattle should be preparing for @Seattle2035bebauungsplan, baby. #LandUse #Urbanism http://www.freiburg.de/pb/site/Freiburg/get/documents/freiburg/daten/bauen/vauban/Vauban_Bebauungsplan_6-130d.pdf
4/16/2014	Staff notes	What community groups is the city reaching out to? You need to reach out to more, e.g. West Seattle Transit Coalition.
4/16/2014	Staff notes	What happened to the growth targets? There has been too much growth in West Seattle.
4/16/2014	Staff notes	You should have an alternative that plans for lower growth in areas that are over their targets, seen too much growth.

Comment Date	Source	Comment
4/17/2014	email	Just heard a KUOW story from Ballard about the urban development. Ballard is losing character and culture. Need infrastructure before density. Magnolia needs transit. City needs all neighborhoods using transit. [see email for full comment]
4/17/2014	email	These three options are our only choices? I don't really like any of them. How about using the full potential of our city and its environs to distribute the growth throughout it? Right now the choices seem the same. We need growth management, not over development. I am planning on moving far out of the city to avoid the coming plans and I won't be in a hurry to support more transit centers as apparently that means everything around that center has to be destroyed in its wake. [see email for full comment]
4/17/2014	Blog post	Why bother doing a comprehensive plan when the Planning Department's zoning and land development regulations totally ignore the previous plan's goals, objectives, and growth targets. Why ask for public comment when Seattle Planners tell residents that they will not modify their recommendations to City Council. Why continue to try to have a dialog with anyone in the Seattle Department of Planning and development when a Seattle Planner tells the audience at a recent Central Ballard Resident's Association meeting that since almost all of the 300 comments that the public submitted about the proposed micro-housing regulations were negative that the Department will not make any changes in their recommendations to City Council. Why bother giving comments, when the same planner admits that all of the data that the Planning Department used to base its development regulation only came from developers. Why bother trying to participate in a public dialogue when the final recommendations to "regulate" micro-housing doesn't even contain the items that were in the original version submitted for public comment. Why participate in a process where developers are given complete control over how Seattle neighborhoods will develop and existing residents are told to stop asking questions. The Planning Department can banter about "theories of dispersion", but it is completely obvious that citizen views carry little weight in City Hall.
4/18/2014	email	Attached letter from University Park Community Club Board. Need housing that supports all income levels. Focus on educated and committed workforce. Current transportation planning is uncoordinated. For quality of life, address transportation and schools. Continue progress with waste management and building code. Oppose any increases in density without matching expansion of infrastructure. [see email for full comment]
4/18/2014	Blog post	seattle citizens should bother commenting so that our city government knows that seattle is full of people that completely disagree with these obstructionist points of view. microhousing is a necessary part of development moving forward. density is necessary part of development moving forward. urban places build densely. people are by no means forced to live in a dense, urban area., but if you do live in an urban area, do not stand in the way of the area bettering itself by densifying and becoming more urban. density breeds better transit, more jobs, more housing, walkable neighborhoods, less dependence on cars, less energy/carbon use, more collaboration, idea generation, preserves natural areas, etc. dense, urban living is the only way for our planet to support 9/10 billion people. the single family house is a suburban living typology, not an urban one. and most cannot afford the 600k pricetag associated with a single family house in seattle, but many can afford the 300k pricetag of a condo. single family neighborhoods are going to turn into townhouses, rowhouses, small apartments and cottage housing as seattle grows and further urbanizes. we as urban citizens must accept that and work to ensure this growth happens in a way that fits into the existing urban fabric.

Comment Date	Source	Comment
4/18/2014	email	I don't understand why Seattle is so mediocre on density and transit-oriented development. It should be everywhere Downtown, in South Lake Union, in Capitol Hill, in the University District, in Northgate, and in Rainier Valley. The market isn't a full solution for housing but it can serve most people if we let it. Requirements for micros add cost. We charge onerous fees for height (South Lake Union re-zone), reducing new supply and making any participating buildings more expensive. And we protect single-family neighborhoods like museum objects. Not everybody can or wants to live in a single-family housing unit. Need relaxed density regulations and more height. [see email for full comment]
4/18/2014	Blog post	I would like to see more TOD along the bus rapid transit lines. I would encourage higher density and affordability in housing, but also designated areas that are job and business focused within the urban villages.
4/18/2014	comment card	Let's work with all sorts of organizations in soon-to-be affected areas to get them on board with decisions.
4/18/2014	Blog post	My big idea for Seattle in 2035 is that we should expand businesses all over the city, not just in downtown. People shouldn't have to struggle to get to places, it should be easier to walk from your house to the store. Some neighborhoods already have that so others should also.
4/18/2014	Blog post	There are no plans to invest the needed infrastructure. Seattle can increase density to the highest level in the world and that would have no impact on transit funding, sewage treatment, parks, libraries, etc. There are no impact fees for any new development in Seattle. Regressive sales taxes are the only answer that Seattle and King County public officials have for funding city services.
4/18/2014	email	Transit Focused is the appropriate way to balance growth and the need to maintain neighbor character by requiring micro-housing structures around existing and planned light rail stations. [see email for full comment]
4/18/2014	Blog post	We must keep equality in our vision for Seattle in 2035. My vision for 2035 for there to be balanced educational options with the same amount of resources despite the population, job, and housing influx. I hope Seattle Public Schools and the city of Seattle work with each other to oversee that education is not neglected in their decisions or goals.
4/18/2014	email	We support Alternative 2: Urban Village Focus. Seattle is losing its soul; neighborhoods are being overwhelmed by rampant development that obliterates their unique characteristics. Tall buildings outside of downtown are mainly for developers. The University District is being shredded. [see email for full comment]
4/19/2014	comment card	Make sure that the diversity is represented! Seattle is increasingly diverse. Make sure you reach out to them as well.

Comment Date	Source	Comment
4/19/2014	email	Support Alternative 1: Urban Center Focus. Pros: Creates walkable communities, Promotes diversity, Largest return on infrastructure investments, Lower cost of transportation for households. Cons: Higher housing costs (more demand in tight land supply). My criticism of the options is they show no change to the current states of neighborhoods. Ballard will become an Urban Center, Columbia City should be considered the biggest potential for growth in all of Southeast Seattle, N Beacon Hill and 130th are not good candidates for UV because of I-90 and I-5.
4/20/2014	comment card	Expand businesses around smaller neighborhoods.
4/20/2014	Blog post	<p>I wanted to voice my support for Alternative 2 in the Seattle 2035 Comprehensive plan. I think that the urban centers like downtown will continue to grow in density in an organic way but I believe that encouraging density around the light rail stations and encouraging the development of urban villages in our neighborhoods would have a greater positive impact on the city in many areas especially in the environment and in quality of life. I know that the areas with the biggest carbon footprint are the suburbs where people need to drive to do absolutely everything. Right now, downtown and the U district and other urban center already have a high walkability. To have the greatest impact on the city overall, it makes sense to focus on the urban village areas and make them more walkable and allow people to stop using their cars.</p> <p>If we add more services like grocery stores, restaurants, libraries, etc.; have good transit options, and make the streets pedestrian and bicycle friendly, these areas would become much more environmentally sustainable, more pleasant (higher quality of life), safer (more eyes on the street) and more economically successful.</p> <p>This takes some serious urban planning and focus from the city to make this work. I think the urban centers already have plenty of private developer interests and finances but it's the urban village areas where the city could make the biggest impact.</p> <p>I'm in the Mt. Baker neighborhood so I can see the HUGE potential positive impact of an urban village around the Mt. Baker light rail station. That area of Rainier is currently pretty miserable and not at all friendly to pedestrians. The grocery store is actually within walking distance but none of us walk there because the streets or so intimidating and car oriented and unpleasant. With the light rail station right there, I could easily see, greater housing density, more jobs, more services and I could see my family and my neighbors walking to do their errands. This is an area that is crying out for some thoughtful development and urban planning.</p>
4/20/2014	email	Just because transit is a key component required to support density, does not mean ipso facto the opposite is true. Growth focus should be mainly focused on Urban Centers and Hub Urban Villages because we are prepared for this growth due to actions over the last few decades. A renewed focus on the Neighborhood Main Streets and Ped Zones is desirable for all areas. Need concurrency requirements. Measures need to look carefully at real environmental and infrastructure. Comp Plan website would be much enhanced by 'how are we doing' measures of all components. [see email for full comment]
4/20/2014	email	Support Alt 2. To have the greatest impact on the city overall, it makes sense to focus on the urban village areas and make them more walkable and allow people to stop using their cars. I'm in the Mt. Baker neighborhood so I can see the HUGE potential positive impact of an urban village around the Mt. Baker light rail station. That area of Rainier is currently pretty miserable and not at all friendly to pedestrians. This is an area that is crying out for some thoughtful development and urban planning. [see email for full comment]

Comment Date	Source	Comment
4/21/2014	email	11-page letter identifies issues with the process of the Comp Plan update. Many references to state, county, and local law. Concerns address affordability, height, sustainability, ecology. [see email for entire comment]
4/21/2014	email	Add new UV at NE 145th Street and I-5 to Alternative 3 (Transit Focus) to study for the Seattle 2035 Plan Update EIS. [see email for full comment]
4/21/2014	Blog post	As others have pointed out, the three alternatives presented are only slight variations on the same theme. Alternative 3 seems the least objectionable. Maybe planners aren't asking the right questions. As anyone familiar with the current real estate market is aware, it's nearly impossible to buy a single-family home in Seattle right now because demand outstrips supply by at least 10 to 1. Clearly a lot of people don't want to live in high-density, and planners can't really force it on them. If we continue to see density implemented in the same unappealing ways it has been in recent years, people will simply choose to live in the suburbs instead. Thus density will indirectly lead to even worse transportation problems. The growth targets for Seattle seem to be stated as a given, without any discussion as to whether or not those numbers are reasonable. Rather than debating where to stuff all the additional people, perhaps planners should consider whether that level of growth is sensible.
4/21/2014	email	Encourage housing development in areas that have not already exceeded their growth targets for 2024. Encourage transit-oriented development. Impose impact fees on developers. Limit growth in areas that have exceeded their growth targets. [see email for full comment]
4/21/2014	email	HDC urges analyzing alternatives based on the type of construction that will result, the impact of different scenarios on land costs and access to transit, and their ability to provide a diverse array of housing choices near other opportunity indicators. [see email for full comment]

Comment Date	Source	Comment
4/21/2014	Blog post	<p>I favor Seattle Planning Alternative 3 (of the 3 offered) – transportation corridor growth, but it is FLAWED.</p> <p>* Without strategic investments in transportation (buses, rail, traffic-jam-free corridors, eg HOV for transit), Alternatives 1 and 2 are impossible.</p> <p>Transportation and growth corridors need to be implemented E and W as well as the N and S emphasis shown on your transit corridor map.</p> <p>Communities and neighborhood councils need to be listened to and their [long-labored over] development plans respected. Some, especially Roosevelt Neighborhood, agreed to have increased density owing to the rail station they were getting, but the building height and density limits were beyond what the neighborhood had wanted, and had put into their long-range plans.</p> <p>Developers need to PAY for growth with improvements in: transit-friendly wait-stations, added capacity for sewage, landscaping to retain/enlarge green and sunny spaces, and pedestrian-friendly (and wide) sidewalks, bike paths, and building frontyards leading to transit centers. Too many zero-setbacks for large buildings are now occurring. Our transit corridors will become shady, wind-blown, boring concrete facades instead of interesting, and activated streetscapes.</p> <p>* Design review in all aspects of Seattle’s growth need to be implemented with transit growth areas DESIGNED attractively and energy-efficiently to include jobs, office space, retail as well as housing. Ballard received 3 times the growth it was slated to get by 2014, and yet it did NOT get the jobs and transportation possibilities to accompany this growth. Along with any allowed greater building heights, developers should be made to replace and/or pay:</p> <ul style="list-style-type: none"> a) for low income housing displaced at least 1 to 1; b) for shading of current solar electric installations that will now be shaded; c) for community solar installations on their roofs to increase our green electricity; d) for bike storage at residences and transit centers. <p>There should be a moratorium on large developments, especially microhousing, until</p> <ul style="list-style-type: none"> a) a strategic and comprehensive design review is implemented b) current urban centers and villages receive adequate infrastructure such as transportation and jobs/retail (eg Ballard)
4/21/2014	Blog post	<p>I hate what has become of the City of Seattle. With all it's rampant "growth" it has lost most of it's character and is looking very much like towers of metal and glass. There is NO affordable housing anymore so where are all these people going to live unless they make >\$70,000 annually.</p> <p>It seems that building permits have been flying out the door of what ever city office is responsible without much thought to what all these new, ugly buildings are doing to the landscape and the environment.</p>
4/21/2014	Staff notes	<p>I live in Seatac, where there's no sense of community. City neighborhoods have closer interaction, more sense of community. In Seatac you have to drive everywhere, which is expensive and limits options for youth.</p>
4/21/2014	Blog post	<p>I support a combination of Alternatives 2 and 3, planning for the growth of urban villages clustered around transit hubs. As others have mentioned, growth will happen relatively organically in downtown, Capital and First Hill, South Lake Union, and other areas that are already rather dense or have high demand for further density. They require planning, of course, but no longer require concerted oversight to incentivize and guide that growth in a highly determined way. Other areas near transit hubs, particularly in Rainier Valley, offer terrific potential for urban villages. They currently feature huge parking lots along Rainier Avenue that could be redeveloped to move parking underground, citing retail, housing, and green space above ground. I can't think of another part of the city that offers such potential for ambitious development as areas around the transit hubs in Mount Baker, Columbia City, and Beacon Hill.</p>

Comment Date	Source	Comment
4/21/2014	Blog post	I support Alternative 3 because it combines urban villages with a preservation of manufacturing. We need to be a blue collar and a white collar town, and we need to build around rail transit centers so that large numbers of people can walk to work or to high-speed transit. I live near North Rainier Valley and support denser development in the only neighborhood that will have two light rail stations.
4/21/2014	Blog post	I'm not sure which plan I favor, but I have several concerns. I don't see that the proposed plans for the new high-rises in the area include adequate parking, or park and green spaces. With bus routes being cut, like the # 8, how will people get around? There are plans for less public transit here, not more. What about the capacity of the local schools? Living in Mount Baker here are a few of the things I've noticed about the newer high rises that have already gone in. They are not yet fully occupied, either in terms of residences or retail locations--why will the new ones be any different? Many of the retail shops are low quality. We don't need more fast food "restaurants" or pawn shops or pot shops. These new high rises have done nothing to make the neighborhoods feel more walkable or safe. I see nothing that adds to the quality of life, but only taxes the neighborhood. Instead we seem to have a neighborhood that is less walkable than ever, with more burglary and theft than ever.
4/21/2014	email	Important to make sure that the alternatives to be studied in the EIS on the 2015 Major Update on the Comprehensive Plan be as all-encompassing as possible and include an upfront racial justice and social equity analysis. In general, we agree with the City of Seattle's Planning Commissions comments. In particular, Alternative 3 must be expanded to include all transit communities. [see email for entire comment]
4/21/2014	Blog post	In the end, my question is this: will housing, public assistance, community structure, school district reform and employment be redesigned to favor multiple family structures rather than just one? Public assistance programs shouldn't favor single mother-headed households; it discourages mothers who are trying to co-parent when she's told the father's activities affect the services she receives.
4/21/2014	email	Port of Seattle attached letter. Agree that concentrating housing in UC and UV makes sense. But discussion of employment ignores MICs. Other topics to study: economic impacts, land use and policy conflicts, transportation, air quality, population, employment, housing, noise. [see email for full comment]
4/21/2014	email	Prefer Alt 3. Changes should happen in neighborhoods. More housing, jobs, and transit in UVs will make them more sustainable and livable. Want to see revisions to the zoning code to allow slightly more density in single family zones (duplexes, triplexes, MILs, cottage). [see email for full comment]
4/21/2014	email	U District resident. Strongly support Alt 3. Transit supports growth, encourages sustainability. Continue to require no parking in transit-oriented areas. Expand UVs along frequent bus corridors. DRB needs another update to have more teeth. Consider form-based codes. Make sure Plan is a minimum plan for growth, not a cap. [see email for full comment]

Comment Date	Source	Comment
4/21/2014	Blog post	<p>You and I, the citizens of Seattle, need to embrace all three alternatives presented within this plan. Embracing growth while continuing to seek better urban form will allow us to maximize vibrancy, social values, equality, our economy, and the environmental protection of our region.</p> <p>Every time we restrict multifamily housing from a specific area, we miss out on more potential customers for our beloved neighborhood retail stores that are now under more pressure than ever. This pressure continues to grow when we only allow multifamily housing to replace current commercial sites rather than welcoming additional housing into our neighborhoods. Restricting multifamily housing to arterial streets also gives this housing less appeal to those who rent by choice, reinforcing the idea that only those who cannot afford a single family dwelling would live in apartments. All of these factors reduce the vibrancy of our neighborhoods, making them feel more and more like our neighboring suburbs than our wonderful City. To all the homeowners out there: if you want to maximize “livability” (and, by association, house appreciation) consider taking steps to maximize the vibrancy that the next generation desires.</p> <p>The citizens of Seattle have strong social values and desire to take meaningful steps to improve the lives of others while strengthening our community. Increasing vibrancy by welcoming more development into our existing neighborhoods will benefit both newcomers and longtime residents. This shows good social values and maximizes equality through a lack of artificial restrictions on the amount of rental housing stock. Welcoming more intensive commercial development into our neighborhoods that are well connected to transit will continue to solidify our position as the primary economic center of the Puget Sound Region. Although we can continue to position new jobs within the downtown area over the near term, we only have so much capacity for an attractive range of development in the City center. With continued zoning restrictions on the new supply of high quality commercial space, our next Amazon.com or other new startup is ever more likely to be founded and / or nurtured outside of the City limits. Placing more intensive commercial development near transit is our best option to maximize employment growth without maximizing traffic growth.</p> <p>What is true for employment growth is even more compelling for more intensive residential growth. We should absolutely plan for far more intensive development to be located near our current and future light rail stops. In addition to greatly increasing vibrancy, this also allows middle class families the choice of a more residential setting without purchasing a single family house or adding traffic to our already clogged arterial streets and highways. Given that we cannot provide very many more single family houses in the City, this type of high intensity development is some of the most environmentally beneficial to our region because it helps slow “sprawl” elsewhere.</p>
4/22/2014	email	Attached letter from Planning Commission. The Commission Recommends Expanding Alternative 3 to Encompass all Transit Communities, not just Light Rail. Transit Communities Comprehensive Plan amendment needs further study. DPD should consider adjusting the Boundaries of Urban Villages using walkshed methodology. Alternative 1 and 2 continue in a strong tradition.
4/22/2014	Staff notes	Go to schools and get feedback from students.
4/22/2014	email	I like Alt 3, but strong K-12 system is essential. What is role of Comp Plan in addressing access to quality schools? Seattle 2035 scoping materials include a broad discussion of quality of life issues and strategies to invest in our communities. The issue of quality education is currently missing. [see email for entire comment]
4/23/2014	Staff notes	Check the South Park Visioning for interesting public engagement ideas
4/23/2014	Staff notes	Dwamish is not recognized in the alternatives.

Comment Date	Source	Comment
4/23/2014	Staff notes	Dwamish Valley Healthy Community project showed South Park does not have enough sf of park.
4/23/2014	Staff notes	How does the Comp Plan relate to the Neighborhood Plans? The neighborhood plans are more important
4/23/2014	Staff notes	South Park is not shown correctly on the map in the Alts brochure.
4/23/2014	Staff notes	Use interactive materials, shareable content (e.g. YouTube), and friendlier language.
4/23/2014	Staff notes	We need less top down and more bottom up planning. Beacon Hill is an example of how top down planning did not work.
4/23/2014	Staff notes	Will RSJI be part of the update and EIS
4/24/2014	email	At 4/7 Ballard Open House DPD didn't have specific answers about implementation of planning alternatives. Ballard has out-of-control growth. 1994 Plan was not implemented well. We've lost faith. DPD has too much power. [see email for full comment]
4/24/2014	Staff notes	In 2035 I want to be an old man sitting on my porch in a real "neighborhood." I live in an apartment now and there is no sense of community, no interaction, no park nearby. I hated New York when I visited, too much business going on everywhere.
4/25/2014	Staff notes	Make more neighborhoods that are walkable. Walkability is really important. Places that are icons, have some history or community like the Troll.
4/26/2014	Staff notes	Wealthier neighborhoods seem to get more resources. That should be more equitable. City should pave the way for businesses to get going in lots of neighborhoods, not just downtown. The "rich" neighborhoods are where the businesses are. I want more jobs throughout the city.
4/27/2014	Staff notes	City should put growth throughout the city, not just a few neighborhoods. Make the growth attractive.
4/28/2014	Staff notes	Education is important. Some schools get more resources than others. Seattle Public Schools districts are an issue. City should work more closely with SPS.
4/29/2014	Staff notes	Gentrification is going on in Seattle. It's unaffordable to live in a lot of places. We need to provide more affordable housing. Trendy neighborhoods like SLU and Capitol Hill have changed in last 5 years and are really expensive now. People want to come here and will continue to want to come here, and that's good. But we need to make it affordable.
4/30/2014	Staff notes	Condos destroy the sense of community especially in lower-income neighborhoods.
5/7/2014	Mtg notes	Can we be bold? Let's just put new bold ideas out there for discussion. "Balancing" really doesn't work - you end up with no priority and no progress.

Comment Date	Source	Comment
5/7/2014	Mtg notes	How can the plan elevate climate issues?
5/7/2014	Mtg notes	The plan hasn't been used to set funding priorities. Will it this time?
5/7/2014	Mtg notes	transportation + availability of housing is driving where growth goes?
5/7/2014	Mtg notes	Will the plan include a modal heirarchy?
5/12/2014	email	I suggest that the SF zones are renamed/ rebranded as residential zones. By calling them single family zones, people are continually attached to and expecting these zones to only have single family houses, which is not urban, it is suburban. Seattle is not a suburb. It is a city, an urban environment. Once renamed, over time as people become detached from the idea of having 2/3 of Seattle's land area covered in single family houses, these areas could start to include more housing diversity, such as duplexes, triplexes, larger backyard cottages and rowhouses. This would increase density and would still be in scale with our neighborhoods, but allow a broader variety of housing types and sizes.
5/15/2014	Mtg notes	Can the Comp Plan help encourage small urban manufacturing, the way SF does?
5/15/2014	Mtg notes	Can the Comp Plan help with affordable housing?
5/15/2014	Mtg notes	Why are the alternatives all the same amount of growth? Should we considier a lower level, or a higher level?
5/15/2014	Mtg notes	Will the EIS analysis analyze what kind of jobs are associated with different alternatives? E.g. Will the Urban Centers alternative be all high tech jobs?
5/15/2014	Mtg notes	Would a broader transit alt (#4) be more like what the SPC proposed for Transit Communities?
5/15/2014	Mtg notes	Would that 4th alternative be the same as Alt 2?
		Can the projections be changed? (EW responded they can change because they are political)
		City has not invested in the UV strategy. We got the growth but not the investment. Want an audit of the City investments to show what was invested in UVs.

Comment Date	Source	Comment
5/25/2014	email	I attended the Key Directions presentation last night but was not able to articulate my response until I was able to process the material. I would appreciate if you could forward this email to an appropriate person in the department. Thanks It seems to me maintaining Seattle's excellent but threatened bus system is a crucial underpinning for all of the functional areas in the Plan. I realize that DPD cannot solve the funding problems facing Metro, but it could help to insure that its survival, or better yet, even its continuous improvement and public support, through the Plan. How ironic that the huge Yesler Terrace development may lose #27 service along Yesler. In the same way much of the Plan is centered around light rail, trolley and other transit points, the Plan could do the same on a finer, less expensive and admittedly less permanent scale along existing and proposed bus routes. The Plan should explore all of the options for encouraging bus use and discouraging auto dependency. Examples which come to mind immediately include improved design features and pedestrian and bike access, dedicated fees from developers who will benefit from good bus service (and suffer from reduced service), special improvement districts, more sophisticated publicity, taking advantage of the younger generations turning away from auto use, etc. Thank you
6/16/2014	Notes	Too much focus on housing; there should be more focus on jobs More moderate (horizontal) density Building studios is more profitable than family-size housing Preserve the existing affordable housing stock Example - custodial worker will still be cost burdened in a low income unit, hard to make it work. New development doesn't fit with community
6/24/2014	Event	Have a big bold vision.
6/24/2014	Event	Break down silos, work cooperatively!
6/24/2014	Event	↑Nice! I like this part.
6/24/2014	Event	Hubs said to strive to be like downtown Vancouver B.C., but we do not have their setbacks and trees. We need green spaces and greenery. And where is design in advance for schools, library buildings, affordable housing for service workers – not included that I can find.
6/24/2014	Event	New mixed use buildings could include low-income or “small business” rent to allow small businesses to flourish.
6/24/2014	Event	Keep urban village concept – works well.
6/24/2014	Event	How does the Comp Plan propose to “direct growth?” What’s the mechanism beyond using existing zoning capacity? What city investments need to accompany the growth?
6/24/2014	Event	What do you do when you achieve/exceed targets? Nothing. Is this a way of covering up inequities/lack of investment in other areas?

Comment Date	Source	Comment
6/24/2014	Event	How can an urban village lose its designation? Bitter Lake with 700 units of senior housing lost its closest bus stop (140th & Aurora) to Rapid Ride. Now, it's too far for my friend with bad feet to walk, and there's not enough parking. Who decided half of seniors give up their cars at 65??
6/24/2014	Event	Have smaller spaces to decrease costs for both! And, sharing services like parking, utilities, etc.
6/24/2014	Event	Greener, pedestrian-friendly streets.
6/24/2014	DisplayBoards	Transit is wasted if density doesn't support it. If drivers are subsidized with spaces, they will rarely choose transit. Density around light rail supports people making transit oriented lifestyle choices.
6/24/2014	DisplayBoards	Protecting farm lands should not mean we have to keep cutting down Seattle's urban forest. Build up.
6/24/2014	DisplayBoards	Please daylight creeks and restore bogs so we have a little bit of nature in our lives.
6/24/2014	DisplayBoards	Protect village from being overrun by hubs on either side – plan ahead, do not approve development without better idea of consequences.
6/24/2014	DisplayBoards	As we develop urban villages, please require premier transit access and a network of neighborhood greenways. Walkable with open space over car oriented, please.
6/24/2014	DisplayBoards	More recreational opportunities in the city. Yes! To Cheasty Park.
6/24/2014	DisplayBoards	Do not open natural areas for use that sacrifices wildlife and plant habitat. No bike park in Cheasty Greenspace, for example.
6/24/2014	DisplayBoards	In light of growth, preserve all natural areas as a matter of policy.
6/24/2014	DisplayBoards	Tell DPD they have not met requirement for parks in Ballard by extending the boundary to include 7 acres at Hiram Chittenden Locks. Reverse and revisit this decision which does not serve residents. No play area, dog walk, etc.
6/24/2014	DisplayBoards	I live between Dexter and Westlake, on Crockett St., and love the access to transit and proximity to the lake. I'm concerned about the safe green space along that neighborhood, and see a density of condos/apts. going in that are usually high end . . . I'm concerned that will make diversity and accessibility of that housing difficult. Alternatively, I love density in urban centers, which should reduce our carbon footprint.
6/24/2014	DisplayBoards	Urban villages should not all rise to 65'. There has to be a buffer transition to SF and lowrise.

Comment Date	Source	Comment
6/24/2014	DisplayBoards	How do we ensure the City (council and exec. depts.) respect the plans (or work with neighborhoods to change them)?
6/24/2014	DisplayBoards	City appears to have abandoned this concept “make sure all neighbors have a voice in neighborhood plan goals and policies as they are revised over time.”
6/24/2014	DisplayBoards	In the Cheasty Greenspace with a “pilot project” they are shoving mountain bikes, without neighborhood input, down our throats with no input.
6/24/2014	DisplayBoards	Is Neighborhood Planning a real thing? <ul style="list-style-type: none"> • Where is it happening? • What status do the investment priority matrices have? • How can they be updated? • What is the process? Who owns it? • If it’s not being used, why keep pretending and talking about it?
6/24/2014	DisplayBoards	There needs to be testing of ideas before implementing.
6/24/2014	DisplayBoards	Tall skinny buildings to allow for better sidewalks and open space. Remodel and maintain rather than tear down and replace. Coordinate better programs to make energy efficient upgrades in multifamily buildings.
6/24/2014	DisplayBoards	Larger urban villages. More housing units and jobs within walking distance of frequent transit stations. Like Chicago’s north side and Vancouver’s New Westminster, Metrotown, Surrey Central, Yaletown, Broadway.
6/24/2014	DisplayBoards	More important, how can we assure that increased density is accompanied by improved urban infrastructure and services? That’s the purpose of GMA and was the original intent of the urban village strategy. I’ve heard nothing about this in the current Seattle 2035 conversation.
6/24/2014	DisplayBoards	Maybe there should be a minimum height in urban villages to avoid underbuilding.
6/24/2014	DisplayBoards	Make transit fares payable across systems instead of using multiple payments between buses/light rail, etc.
6/24/2014	DisplayBoards	More urban density – urban villages make mass transit easier to implement and encourage small shops – groceries, etc.
6/24/2014	DisplayBoards	Promote affordability through entrepreneurial opportunities – smartly-scaled – food/ farm to table, etc.
6/24/2014	DisplayBoards	Do not eliminate growth targets. Emphasize residential/job growth in urban centers.
6/24/2014	DisplayBoards	You should not move urban design to the UV element. Character is important everywhere, even in the little business nodes outside UV’s and along arterials.

Comment Date	Source	Comment
6/24/2014	DisplayBoards	Disingenuous to say people will use transit when it keeps getting cut. Need parking ramps by light rail for commuters to park and ride. Not everyone can nor wants to ride a bike. Need to provide for cars, transit, and bikes – not so much just bikes.
6/24/2014	DisplayBoards	FAR density in LR zones is not an effective density for a transition zone. Microhousing/mini-units should be incorporated as part of unit mix in higher density MF zones.
6/24/2014	DisplayBoards	Allow for flexibility of housing options! Infill, height, apodments, etc. in urban centers. Quit protecting single family housing to our detriment.
6/24/2014	DisplayBoards	Please allow ADU's in single family neighborhoods.
6/24/2014	DisplayBoards	Upzoning should not be allowed when there are inadequate schools for the children who will move into the upzoned areas.
6/24/2014	DisplayBoards	If directing growth means “upzoning”, please say that. Don’t surprise people; be straightforward and put the real issues in front of them respectfully. There is no strategy otherwise to “direct growth”.
6/24/2014	DisplayBoards	Need more space for people to walk. Utility poles (\$ other thing) get in the way. Encroachment on sidewalks is a big problem for mobility. Connect the grids.
6/24/2014	DisplayBoards	Instead of code driving retail on too much street frontage (and then it sits empty), allow/encourage brownstone/stoop type units at curb: very pleasant and pedestrian friendly.
6/24/2014	DisplayBoards	Protect SODO for manufacturing and maritime industries – we need and want them in the city where they are.
6/24/2014	DisplayBoards	Protect industrial and freight mobility areas near port from stadium and other gentrification.
6/24/2014	DisplayBoards	We need a tree removal permitting system. Other cities across the country do this, and we need to support this important infrastructure item.
6/24/2014	DisplayBoards	Current land use and zoning laws should be enforced rather than ignored, particularly re: micropermitting.
6/24/2014	DisplayBoards	When a developer does something wrong or illegal, put a ban on them building again in Seattle.
6/24/2014	DisplayBoards	Row housing!
6/24/2014	DisplayBoards	Telecommunications facilities - Municipal broadband

Comment Date	Source	Comment
6/24/2014	DisplayBoards	Future Land Use Map Need to build tactile, raised line maps, talk to UW for braille printing (see DC examples). Universal design, Braille signage and wayfinding Interior signage too! Inclusionary zoning - Yes!
6/24/2014	DisplayBoards	Pets with multifamily – provide space on site for dogs to relieve themselves (poop and pee).
6/24/2014	DisplayBoards	Yes! Just visited and toured S.F.'s POPOS (privately owned public spaces).
6/24/2014	DisplayBoards	More east coast style row houses with more flexible parking requirements. Relax rules on accessory dwelling units to encourage them. Don't block microhousing. It fills a market niche.
6/24/2014	DisplayBoards	FLUM needs granularity to respond to local context.
6/24/2014	DisplayBoards	Growth should not just be accommodated in urban villages. Current single family neighborhoods need not be zoned for highrises, but loosened mother-in-law, small lot development can help with giving people a place to live.
6/24/2014	DisplayBoards	Upzone single-family blocks within walking distance of transit stations so that more people can live near them without being in the 1%.
6/24/2014	DisplayBoards	More non-chain businesses as part of new multifamily.
6/24/2014	DisplayBoards	Per the spring 2014 family housing report, change L2 – L3 to family housing, both townhouses and stacked 3+ BR apartments.
6/24/2014	DisplayBoards	Refer developers early on to community group or Council to understand the community they are moving in.
6/24/2014	DisplayBoards	Much more development of no-frills multifamily housing and 2+ bedroom apts. in neighborhood villages.
6/24/2014	DisplayBoards	Change minimum setback requirements.
6/24/2014	DisplayBoards	Should implement a mandatory, city-wide incentive zoning policy. This is how to ensure effectiveness.
6/24/2014	DisplayBoards	Housing that is in close proximity to parks and schools so children can walk and parents can ditch the backyard.
6/24/2014	DisplayBoards	Don't we have incentive zoning which is underutilized (thinking of affordable housing)? How do you know/Can you ensure its effectiveness?
6/24/2014	DisplayBoards	Give tax credits for green infrastructure, LED building, trees, urban wildlife habitat.

Comment Date	Source	Comment
6/24/2014	DisplayBoards	Note: New manufacturing (e.g. digital) opportunities)/needs with greater democratic access may overtake current zoning.
6/24/2014	DisplayBoards	Make sure all low income housing facilities are provided safe, accessible places to walk within 1 mile of facility.
6/24/2014	DisplayBoards	Rezone some SF zones to LR-MF zones, and reduce parking minimums to encourage rowhomes and other housing types that fall between detached SF and apartment.
6/24/2014	DisplayBoards	Respect neighborhood culture. Developers seem to have 10x the say in planning – want their money and don’t care they are destroying what makes the neighborhood a neighborhood. Leave space with setbacks, put in trees, provide parking areas.
6/24/2014	DisplayBoards	Need affordable housing close to urban hubs, not just in surrounding villages. Microhousing not the answer. Need coordination with neighborhood. Keep in mind infrastructure needed prior to approval of development.
6/24/2014	DisplayBoards	Corresponding investment in schools.
6/24/2014	DisplayBoards	CVS project in Uptown – minimum densities.
6/24/2014	DisplayBoards	Urban school (downtown).
6/24/2014	DisplayBoards	Streets that have livability. <ul style="list-style-type: none"> • Ground-story retail. • Good sidewalks. • Construction impacts w/sidewalks. • More mass transit. • More transit frequency.
6/24/2014	DisplayBoards	How to densify transit service like we are densifying our neighborhoods?
6/24/2014	DisplayBoards	Anticipate new technologies for transportation services. Focus on adaptation.
6/24/2014	DisplayBoards	Coordinate land use and transportation! Space for cars could be occupied by other uses
6/24/2014	DisplayBoards	– e.g. housing, retail, sidewalks, parks, how many people are being moved by the
6/24/2014	DisplayBoards	vehicle, the types of services being moved. (*KNS)
6/24/2014	DisplayBoards	Provide parking ramps next to light rail hub stations like in Washington, D.C. – provides easier commutes for everyone and is very successful there, so no reason it can’t work here.

Comment Date	Source	Comment
6/24/2014	DisplayBoards	All urban villages/centers should be served by rail transit. <ul style="list-style-type: none"> • Local buses to u-villages, centers. • Regular buses to outside of city. • Streetcar for high volume local buses.
6/24/2014	DisplayBoards	More light rail. More routes (esp. East-West). I would really like to bike around the city (I don't own a car), but as it is now, I wouldn't feel safe using bike lanes downtown.
6/24/2014	DisplayBoards	Best way to deal with congestion is to enhance transportation options.
6/24/2014	DisplayBoards	Transit service (xx stops) needs to be focused at the hub, or center, of urban villages.
6/24/2014	DisplayBoards	Make it easier to refill ORCA cards.
6/24/2014	DisplayBoards	More light rail and/or subways.
6/24/2014	DisplayBoards	Connect neighborhoods that are hard to travel between in cars, like Lower Queen Anne and University.
6/24/2014	DisplayBoards	Light rail in NW Seattle – BALLARD.
6/24/2014	DisplayBoards	Better way – marking for transit stops and tunnels.
6/24/2014	DisplayBoards	Increase funding for transit to incentivize public transportation. It takes too long and driving is highly subsidized.
6/24/2014	DisplayBoards	More transit, separated and protected bike facilities.
6/24/2014	DisplayBoards	Connection counts!
6/24/2014	DisplayBoards	Maintaining sidewalks is important (West Seattle Junction, for example).
6/24/2014	DisplayBoards	Do traffic assessments for development to assess full impacts.
6/24/2014	DisplayBoards	Free street parking is not a “right -- Public ROW is public.
6/24/2014	DisplayBoards	Improve East-West connection.
6/24/2014	DisplayBoards	In NE Seattle, we need sidewalks so people will be safe when walking to transit stops. (1)
6/24/2014	DisplayBoards	More \$\$ incentives for carpoolers.

Comment Date	Source	Comment
6/24/2014	DisplayBoards	Don't be afraid to reduce/eliminate parking requirements – it's working!
6/24/2014	DisplayBoards	Create a more multimodal city. Expedite creation of protected bike lanes throughout city, especially downtown.
6/24/2014	DisplayBoards	Expedite build-out of light rail system. Whole city's light rail could be built in ≤ 25 years. Needs dedicated ROW
6/24/2014	DisplayBoards	Safety and separation of users (1) : Green space, Curbs, ↑They have to connect.
6/24/2014	DisplayBoards	Fully fund Northgate bridge and coordinate resources around major investments.
6/24/2014	DisplayBoards	Encourage better coordination between ST and Metro (avoid Mt. Baker issues).
6/24/2014	DisplayBoards	Bike Boulevards!
6/24/2014	DisplayBoards	Exclusive ROW for transit.
6/24/2014	DisplayBoards	Arterials shouldn't have parking (at least during rush hour).
6/24/2014	DisplayBoards	Transit is too slow.
6/24/2014	DisplayBoards	ROW should reflect land use more, particularly in sidewalk width.
6/24/2014	DisplayBoards	More shelters.
6/24/2014	DisplayBoards	Put transit centers on both W & E side of Seattle Center.
6/24/2014	DisplayBoards	How can 700 units of senior housing retain an urban village designation when Metro Rapid Ride E removes its bus stop at 140th making it too far for seniors with mobility problems to use?
6/24/2014	DisplayBoards	Please develop the network of neighborhood greenways rapidly so that people have options to leave their cars. Invest in transit at the same time.
6/24/2014	DisplayBoards	Disingenuous to keep saying transit available to ease commutes when it keeps being cut. Not ok to approve large population increases without infrastructure in place first!
6/24/2014	DisplayBoards	I want the City of Seattle more clean with more electric transport used. If we try to improve the transportation, people will start using it.
6/24/2014	DisplayBoards	More bike parking (bike carrels) at major transit stops.

Comment Date	Source	Comment
6/24/2014	DisplayBoards	Address funding for transit in the Comp Plan→people need a reason to give up their cars. Put \$ in units, not parking.
6/24/2014	DisplayBoards	Questions about neighborhood greenways and BMP implementation.
6/24/2014	DisplayBoards	Plan should deal with innovations in transportation – ride share, car share, etc.
6/24/2014	DisplayBoards	Focus on non-fossil fuel transportation – electric cars, etc.
6/24/2014	DisplayBoards	Nice work on BMP! Suggested improvements: <ul style="list-style-type: none"> • Bike lanes/cycle tracks on right side of parked cars for protection from traffic. • Continuous bike lane up University Way. • Complete street on 15th Ave NE, Pacific St. to Lake City Way. • Prioritize construction of facilities and bike share around LRT stations and TLs.
6/24/2014	DisplayBoards	Rail ideas: <ul style="list-style-type: none"> • Extend SLU or First Hill Streetcar (or both) to University District (50th St.). • East-west light rail U-District to Ballard. • Eastern streetcar (Central District, Lake Washington) – 23rd Avenue? • Jump on rail, Seattle is growing fast and desperately needs HCT.
6/24/2014	DisplayBoards	Comp Plan must support all adopted transportation master plans. No back sliding now. Freight mobility must be planned, but that is not the positive factor in Seattle urban centers. Consider improving service alleys for freight availability.
6/24/2014	DisplayBoards	Homeless families or low income families attempting to access jobs in order to provide for their children often receive bus “tickets” from social service providers. These bus “tickets” cannot be used on the light rail (which stops in their neighborhood). This means jobs at Seatac or elsewhere are out of their reach.
6/24/2014	DisplayBoards	Put new stadiums in SE Seattle with the transit infrastructure.
6/24/2014	DisplayBoards	Freight mobility is an absolute must. We must retain/grow those family wage jobs. Build S. Lander? overpass!
6/24/2014	DisplayBoards	Do not put any stadiums in SE Seattle.
6/24/2014	DisplayBoards	BRT not a great match for Madison. Madison lacks connection at 1st, 2nd, or 3rd. Madison Park not in urban center or village.
6/24/2014	DisplayBoards	Bus passes for low income individuals. They can’t contribute if they can’t move from one place to another. Or bring back the ride free zone!
6/24/2014	DisplayBoards	We should have more bus and light rail to save gas and keep the environment clean.
6/24/2014	DisplayBoards	It will be awesome if we can have more buses.

Comment Date	Source	Comment
6/24/2014	DisplayBoards	Approach transportation in a balanced way. Design to benefit peds, transit, bikes and cars.
6/24/2014	DisplayBoards	They all have a place in the city.
6/24/2014	DisplayBoards	Walking and biking should be treated as separate modes. Ensure safety separated places for
6/24/2014	DisplayBoards	people to walk and ride.
6/24/2014	DisplayBoards	Accelerate the Transit Master Plan, especially frequent corridors and high-capacity transit.
6/24/2014	DisplayBoards	Much faster development of light rail and bike infrastructure. I'm 26 and want to use it before I'm dead.
6/24/2014	DisplayBoards	More fixed rail please! Light rail streetcars.
6/24/2014	DisplayBoards	We need to realize that people who walk/use transit/ride will also need to park their cars because they drive too.
6/24/2014	DisplayBoards	When bus service is cut, it is problematic for new developments trying to reduce the amount of parking (esp. underground parking) built per unit. Streetcars inspire more confidence in people to give up their parking spaces when buying in multifamily buildings. More streetcars!
6/24/2014	DisplayBoards	Definition of workforce housing (deserving subsidies, incentives) is critical. We need workforce housing for those making 30 – 60% AMI. To subsidize those making ≥ \$60K is unconscionable!
6/24/2014	DisplayBoards	Why subsidize those making more than a living wage??
6/24/2014	DisplayBoards	What is the City doing about keeping housing affordable? Options: Rent control, Public subsidies, Developer incentives, More supply
6/24/2014	DisplayBoards	Accommodate families in “multi-family” development.
6/24/2014	DisplayBoards	Housing - affordable housing – needs to be accessible to transit.
6/24/2014	DisplayBoards	Look to Vancouver. Look at what they've done wrong with it taking 108% of pre-tax income to afford the average home.
6/24/2014	DisplayBoards	Open up the 65% of Seattle land area devoted to SF to more housing types like row homes, cottages, etc.

Comment Date	Source	Comment
6/24/2014	DisplayBoards	Change zoning (SF) to allow for cottage style/"tiny house" cluster development. Need more multi-generational and affordable options.
6/24/2014	DisplayBoards	We need to control investment. Buying and flipping somehow pushing up home costs for families. Too many young families moving to suburbs after having kids. We need to support affordable low and middle-class housing with great schools, parks, and safe streets.
6/24/2014	DisplayBoards	Consider the effect of "induced demand" in new development, where improvements in neighborhoods and housing supply create demand faster than supply – similar to highways. This helps explain counter-intuitive increases in price in neighborhoods that are becoming denser, and relocation of poor households to SE King County.
6/24/2014	DisplayBoards	Give tax credit for green yards (trees without grass, lawn), rainwater catchment.
6/24/2014	DisplayBoards	Upzones and density will make housing more affordable; token levies and set asides CANNOT solve this problem.
6/24/2014	DisplayBoards	1. Less regulation over ADU's to encourage use. Look to success in Vancouver.
6/24/2014	DisplayBoards	2. More housing options between SF home and apartments.
6/24/2014	DisplayBoards	Need to incent private developers to provide middle-income housing. Otherwise, we will be rich and poor.
6/24/2014	DisplayBoards	Homeless families, now youth, and soon single adults in King County must register through a "coordinated entry system" to have access to shelter and housing resources. This coordinated entry system has been run by Catholic Community Services Family Housing Connections for going on 2 years. The numbers of homeless families needing shelter and housing cannot be served well by this very small staff. When will the contract for coordinated entry be opened up for other agencies to provide service?
6/24/2014	DisplayBoards	Social service housing providers are being asked to transition away from providing transitional housing and supportive housing services. Many low-income families and individuals need supportive housing and will not do well in Rapid Re-housing programs (with no support), especially those with disabilities like mental illness. The options should be available, but it should be a choice.
6/24/2014	DisplayBoards	Include HUD requirement in Comp Plan.
6/24/2014	DisplayBoards	The Rapid Re-Housing Pilot Program is being advertised to landlords, social service agencies, and the low-income housing community with misleading statistics and success rates. The Rapid Re-Rehousing Pilot Program does not serve its intended population in a sustainable way. It is very concerning and homeless families are being forced into the program despite their (and their case managers') concerns. Ask any case manager in RRH Pilot!

Comment Date	Source	Comment
6/24/2014	DisplayBoards	I wanted Seattle to give more help to people who necessarily need help with it. Shouldn't give to people who have no need.
6/24/2014	DisplayBoards	We are called an urban village yet we are being built out like an urban hub. DPD appears to use little common sense judgment in approvals – just because old rules can be interpreted as “allowing” if read “just so” does not mean it makes sense to approve.
6/24/2014	DisplayBoards	Have respect for neighborhood and its culture.
6/24/2014	DisplayBoards	Tax developers more for not including “affordable” housing to encourage rent rates that don't exceed current rent averages.
6/24/2014	DisplayBoards	Density increases are needed, but including single family neighborhoods takes pressure off urban villages, and makes changes citywide more incremental and equitable.
6/24/2014	DisplayBoards	Hold absentee landlords responsible for blight - Central District
6/24/2014	DisplayBoards	Do not allow developers to buy out low income housing allotments. We need mixed income and affordable housing downtown and in neighborhoods.
6/24/2014	DisplayBoards	Allow duplexes and triplexes in single-family neighborhoods.
6/24/2014	DisplayBoards	Tax the rich!
6/24/2014	DisplayBoards	Yes, we need affordable housing, but it needs to be done respectfully, not by bullying developers buying up wonderful old buildings, tearing them down and putting in microhousing – with no fire exits or provision for garbage/recycling pick up, or parking for tenants – who do use cars).
6/24/2014	DisplayBoards	Have City Council vote that developers must include units for the lowest of incomes.
6/24/2014	DisplayBoards	AFFORDABLE HOUSING!
6/24/2014	DisplayBoards	Need housing for people with disabilities closest to the station (e.g., Northgate), so they have easy 1-bus/train access to downtown. Eliminate parking for these units (very low income, no cars.
6/24/2014	DisplayBoards	Relax regulations to allow for accessory dwelling units to be more easily built.
6/24/2014	DisplayBoards	We are not building any family housing outside of SF. Per consulting study (2014), change L2 – L3 to family housing (townhouses or stacked) as a transition zone.
6/24/2014	DisplayBoards	Pay for transit service rather than parking garages.

Comment Date	Source	Comment
6/24/2014	DisplayBoards	Love urban village concept – we need to stick with this concept and encourage supporting the infrastructure they need. Working wage housing should be close to the jobs.
6/24/2014	DisplayBoards	Ask people for their personal stories – where will I be in 20 years . . .
6/24/2014	DisplayBoards	Access to public health care - let residents buy in to public employee benefits.
6/24/2014	DisplayBoards	Workforce education, development and training is Super Important, esp. for young people of color, immigrants, folks coming from low income backgrounds. Also, encourage small, local businesses . . micro-shops, pop-ups, shared industrial kitchens . . .
6/24/2014	DisplayBoards	More accepting/open/non-judgmental jurying process – really – equal opportunity.
6/24/2014	DisplayBoards	More company and market for people to work.
6/24/2014	DisplayBoards	Training can be overrated. Doesn't necessarily lead to jobs. Instead, we need more access to capital and more business training, like Washington CASH.
6/24/2014	DisplayBoards	Services for neighborhoods, small businesses too.
6/24/2014	DisplayBoards	Incubators that provide scaled rents similar to Pike Place Market. Apply this concept to struggling business districts.
6/24/2014	DisplayBoards	The City needs to have development by research, a new form of energy, or how to get people to work.
6/24/2014	DisplayBoards	More jobs start in garages or basements than anywhere else. Be more flexible.
6/24/2014	DisplayBoards	Scale down access! (+1 dot)
6/24/2014	DisplayBoards	Better development of internet access for ↓cost.
6/24/2014	DisplayBoards	Local jobs and businesses should have higher priority.
6/24/2014	DisplayBoards	Yes! Encourage street retail in new buildings to have smaller spaces, narrower storefronts!
6/24/2014	DisplayBoards	Current development is often only good for large retail or established chains.
6/24/2014	DisplayBoards	Interspersing commercial services in primarily SFR neighborhoods.
6/24/2014	DisplayBoards	Let businesses give away paper bags to their customers again.

Comment Date	Source	Comment
6/24/2014	DisplayBoards	Stop removing parking from business districts.
6/24/2014	DisplayBoards	More support/encouragement to developers to incorporate “green building” into projects.
6/24/2014	DisplayBoards	Protect our precious green spaces – we need to preserve the flora and fauna that live “in” there.
6/24/2014	DisplayBoards	Replace all the sidewalk trees on 35th Ave NE with the same species to maintain the boulevard effect. (Hint: the City doesn’t!).
6/24/2014	DisplayBoards	Seattle says they want to be like Vancouver, B.C., but Seattle does not have building setbacks for trees and plantings. We do not have urban forest. Seems we destroy what makes us special instead of emphasizing how “green” we are and can be.
6/24/2014	DisplayBoards	Pass tree ordinance requiring permits, xxx, and tree replacement to protect urban forest.
6/24/2014	DisplayBoards	More trees and plants.
6/24/2014	DisplayBoards	The Parks Department should be split into two: one to focus on natural spaces, and a separate department to focus on renovation. We should fund a Department of Natural Resources.
6/24/2014	DisplayBoards	We need a tree canopy ordinance to prevent developers from cutting trees with no consideration. Replacing 50-year old trees with shrubs and saplings doesn’t count.
6/24/2014	DisplayBoards	Conifers!! Consider only if of significant ecological or Parks capacity? Otherwise, interrupts the urban fabric. Perhaps a way to protect these features that doesn’t impede mobility or development of a vibrant place (i.e. not just dead zones).
6/24/2014	DisplayBoards	Clean air necessary in a city like Seattle that’s growing every day. Trees are the key to help a clean environment.
6/24/2014	DisplayBoards	ECA’s should include areas that are prone to landslides – steep slopes should not be developed.
6/24/2014	DisplayBoards	We need stronger tree policies because developers come in and remove everything on site
6/24/2014	DisplayBoards	(4) in agreement with above call-out on presentation board.
6/24/2014	DisplayBoards	Keep natural areas as it. Don’t give to mountain bikes using “pilot project” to change use with no public process.

Comment Date	Source	Comment
6/24/2014	DisplayBoards	Need to have more visible plan for natural disasters, climate change adaption. Encourage sharing economy, beyond car-sharing. If I didn't have to buy, say, a food processor, and could borrow/rent one instead, that's one less thing to eventually end up in a landfill.
6/24/2014	DisplayBoards	Regulate protection of trees – but not by DPD as they have conflict of interest to remove so can build. (+1 dot)
6/24/2014	DisplayBoards	Urban forestry goal of x number of trees per street (linear feet of street?). <ul style="list-style-type: none"> • Require developers to plant new trees in ROW if none exist. • Integrate with stormwater strategies on minor streets (bioswales). • Incentive or require vegetated roofs on new non-residential buildings (lots of benefits).
6/24/2014	DisplayBoards	40% canopy by 2035 <ul style="list-style-type: none"> • Green canopy to include all green growing things. • Single city forester.
6/24/2014	DisplayBoards	Leash laws for pet cats! Like Edmonds, WA now – outdoor cats kill birds.
6/24/2014	DisplayBoards	Yes, climate change must be more addressed. Seattle should be role model for environmentally-conscious policies.
6/24/2014	DisplayBoards	Stop installing lawns! Plant trees, green roofs, plant native plants. Stop mowing existing lawns so much – if it's there, let it grow.
6/24/2014	DisplayBoards	When multiple occupancy units are built, they should have a place to accommodate the dogs that live there – don't count on relieving pet dogs on other peoples' or public property.
6/24/2014	DisplayBoards	More trees, more ground (use areas of no parking?).
6/24/2014	DisplayBoards	More trees and plants to keep clean air and green environment.
6/24/2014	DisplayBoards	40% tree canopy goal aspirational – 30% by 2037.
6/24/2014	DisplayBoards	Net zero communities at district scale collect yard food waste, locally bio digest and use resources in the community w/out transmission losses. Phinney Ridge would be ideal.
6/24/2014	DisplayBoards	To reach 2037 goal of 30% tree canopy, every 3 years 1% of city area must add trees to grow canopy.
6/24/2014	DisplayBoards	Put emphasis on mature vegetation and trees for wildlife – birds, insects, bees, etc.
6/24/2014	DisplayBoards	This whole process makes it difficult to incorporate the needed changes to the City's structure that would be necessary to truly address Seattle's environmental goals.

Comment Date	Source	Comment
6/24/2014	DisplayBoards	Process = Grade D Results to Date = D-.
6/24/2014	DisplayBoards	Trees are an important part of our infrastructure and they multitask in helping our environment, dealing with water quality issues, wildlife, rain retention that puts less stress on our drainage system . . . why don't we protect and support them more?
6/24/2014	DisplayBoards	Goals: Urban forestry, Retain - do not make a park out of our green spaces, natural areas.
6/24/2014	DisplayBoards	Transfer all green space natural areas to office sustainability. Save them!
6/24/2014	DisplayBoards	Lawns→pollinator pathways!
6/24/2014	DisplayBoards	More large trees, less paved cover.
6/24/2014	DisplayBoards	Mulching lawnmowers
6/24/2014	DisplayBoards	We don't have enough schools!!! They need to be part of the Plan update!!! (2 dots).
6/24/2014	DisplayBoards	Developers must be required to finance concurrent infrastructure with impact fees – esp. schools, as they do in other cities. We need 3 new elementary schools per year (1,500 students) to handle SPS growth.
6/24/2014	DisplayBoards	Dogs are important members of our families – less than .4% of our park space is dedicated to dogs. OLAs help dogs be healthy and happy, which means less vet bills for families. Where is our dog compassion?
6/24/2014	DisplayBoards	Bury I-5 through downtown and put a linear park and affordable housing on top of it.
6/24/2014	DisplayBoards	I-5 is currently a significant barrier between Capitol Hill and Eastlake. Perhaps a phased approach that prioritizes pedestrian connection?
6/24/2014	DisplayBoards	Parks legacy Plan should be reviewed once (if ever) an external audit is done of the Parks Dept.
6/24/2014	DisplayBoards	Where are schools? They need to be part of the City's planning.
6/24/2014	DisplayBoards	Need more interdepartmental coordination (e.g. San Francisco) to ↓costs. (1 dot).
6/24/2014	DisplayBoards	Help create artist live/work spaces.
6/24/2014	DisplayBoards	Utilities should include municipal broadband (1 dot).
6/24/2014	DisplayBoards	Uptown is cultural/entertainment center – don't lose that to SODO.

Comment Date	Source	Comment
6/24/2014	DisplayBoards	Have a cap on the number of historic buildings to choose only the best. Over-preservation
6/24/2014	DisplayBoards	blocks needed housing and walkable neighborhoods. (1 dot)
6/24/2014	DisplayBoards	Where's Urban Forest Stewardship Plan!
6/24/2014	DisplayBoards	↑Worth experimenting.
6/24/2014	DisplayBoards	Schools and access to schools should be one of the factors to development and upzoning. (2 dots).
6/24/2014	Comment Form	It's a good idea to integrate the more specialized plans.
6/24/2014	Comment Form	Accelerate the Transit Master Plan. We need more frequent and faster transit now, actually we needed it twenty years ago.
6/24/2014	Comment Form	It's frustrating to see such a surface treatment of every issue, and virtually no information about either the content or process.
6/24/2014	Comment Form	Lots of great work represented here. Look forward to seeing the results.
6/24/2014	Comment Form	Are the boards/comments going to be available online?
6/24/2014	Comment Form	Feedback: When the comments are made available online, email everyone who came to this meeting or another Comp Plan meeting. Include the link.
6/24/2014	Comment Form	City Departments need to learn to play together better rather than working against each other.
6/24/2014	Comment Form	Where are parks and open space? Where are schools?
6/24/2014	Comment Form	Boards are very nice. A few more definitions would be nice, but not as wonky as I feared. FYI: I wouldn't mind prioritizing things.
6/24/2014	Comment Form	Wondered why only one of the three growth strategies were represented in a poster?
6/24/2014	Comment Form	Working to lessen effects of climate change, planning comprehensive transit, green spaces, and access to Real Food for all people are critical pieces of a city that I care to live in. AND: I learned of this from Facebook – please continue to advertise in a way that can reach all residents!
6/24/2014	Comment Form	Maybe more interactive exhibits.

Comment Date	Source	Comment
6/24/2014	Comment Form	Seattle's natural areas must be preserved as is. Stop using "the pilot project" in the Cheasty Greenspace to change existing policy, a very major change without allowing public process. All of the people in Southeast Seattle want to work on vision. They have been excluded by lots of behind the scenes work with a small sector of the population: mountain bike users. Stop the pilot project!
6/24/2014	Comment Form	Thanks! Great job! Support the Think Local concept – build on this framework. Engage more youth→stewards of this plan→link with SPS curriculum/community service credits.
6/24/2014	Comment Form	More online – the problem is there is another meeting tonight for Central Area.
6/24/2014	Comment Form	This was a mix of information – I wasn't sure if this was geared for a Planning work audience or for your everyday Seattlelite (I am not a Planning work). More info about the Comp Plan process and how events like this and input from Seattlelite Joe will affect it/ impact it would be helpful.
6/24/2014	Comment Form	Being new to this, it would be nice to hear someone speak at the event to tell more about what's going on and the direction that we're headed.
6/24/2014	Comment Form	The existing feedback mechanisms are a bit clunky, booths would jam up, but overall worthwhile.
6/24/2014	Comment Form	Upzoning around transit seems the obvious choice for traffic and the environment (and build more transit).
6/24/2014	Comment Form	Venue a little hard to find. Great interaction and staff presence.
6/24/2014	Comment Form	Please include security and safety in downtown core and public parks, etc. for crime, violence, drug activity. Downtown (3rd – Pike/Pine rapidly declining). It's an embarrassment to Seattle when tourists visit – fix it. Getting dangerous to catch a bus downtown.
6/24/2014	Comment Form	Respect history, communities/cultures, and neighborhoods. Urban density means density in services, infrastructure, and transportation as much as housing. Adaption – be ready for innovation in technology, transportation, in work and business, in climate, etc.
6/24/2014	Comment Form	Venue was hard to locate on Center and no one knew where, or what, it was. Found it almost by accident.
6/24/2014	Comment Form	City broadband, fiber, is an important infrastructure (aka utility). I would like to see the Seattle City Light "smart meter" initiative help to partially fund a municipal fiber network. To "light up" the City's dark fiber. Once built, the City could allow any ISP (e.g. Comcast, Century Link, Condo Internet, etc.) to use the infrastructure to service customers (only if the City doesn't want to be an ISP itself).
6/24/2014	Comment Form	Please include school buildings in the Comp Plan process.

Comment Date	Source	Comment
6/24/2014	Comment Form	Exhibits: Good questions, but need more interactive exhibits.
6/24/2014	Comment Form	Thought there would be a program – info about what’s going on. Disappointing.
6/24/2014	Comment Form	I’m so happy to see you including climate change adaptation and affordable housing for all – great priorities.
6/24/2014	Comment Form	I would like to see the City take on more pilot projects to keep thinking and testing about how the City can be sustainable into the future.
6/24/2014	Comment Form	More overall plane changes happening.
6/24/2014	Comment Form	Need someone to step up on environmental aspect – sadly lacking. See Urban Forestry recs from Steve Zemke.
6/24/2014	Comment Form	More in depth meetings on each section might be nice.
6/24/2014	Comment Form	More emphasis on the qualitative built environment. We can densify, but if the quality of the buildings are less than what we replace, then we have devalued the city.
6/24/2014	Comment Form	Perhaps mix a few presentations along with interactive exhibits to outline some key issues.
6/24/2014	Comment Form	More advertising on the event! You should get more agencies of all kinds and community partners here who have opinions and care. People would come if they heard about this!
6/24/2014	Comment Form	More interactive with examples from present neighborhoods.
6/24/2014	Comment Form	How can you gather more input and ideas outside of the demographic in attendance (white, mid/upper class, tech-savvy, etc.).
6/24/2014	Comment Form	It feels a little bit awkward that the diversity piece in the evening’s event is the entertainment.
6/24/2014	Comment Form	Yes to denser zoning. Yes to allowing alternative living units (in garages, dividing existing structures, etc).
6/24/2014	Comment Form	More translation! More room for answers on boards.
6/24/2014	Comment Form	Continue with the urban village strategy. Aim for increased rail transit.
6/24/2014	Comment Form	Less specific ideas to mark preferences, i.e. – “do you like mixed use retail overlooking a public green”. Those are two ideas that can be separated.

Comment Date	Source	Comment
6/24/2014	Comment Form	A first draft to work off!
6/24/2014	Comment Form	Continuing to have highly interactive meetings in other city neighborhoods would increase awareness and buy-in from more Seattle communities! This event was awesome!
6/24/2014	Comment Form	Energy and environment appear to be given too little attention. Urban Villages are in place and will grow. That's a win. Declare victory and move on to the next part of the puzzle, which is: How can we make the white areas on the map – single family areas outside the “urban” zones – more sustainable and vibrant? How do we allow SF neighborhoods to retain essential elements while also increasing population, amenities, and access to transit?
6/24/2014	Comment Form	Set concrete goals and achievement metrics to gauge City's performance over time. Great event, thanks for taking our input!
6/24/2014	Comment Form	More translation and support for primary languages other than English. Great broad time range to support different work/school schedules.
6/24/2014	Comment Form	Not sure if Planning Commission and City Planners (DPD) are fully representative of the community and neighborhoods.
6/24/2014	Comment Form	Mark ups to Plan are being done which may or may not reflect community and neighborhood consensus. There is already great difficulty in gaining current information from DPD!
6/24/2014	Comment Form	Prioritize decisions to support carbon neutral Seattle.
6/24/2014	Comment Form	Prioritize family friendly downtown initiatives.
6/24/2014	Comment Form	Support more transit oriented development and small/local businesses.
6/24/2014	Comment Form	Comprehensive planning to 2035 is not realistic as people keep changing their minds on what they want (e.g. urban villages) and changing technology, global warming and earthquakes affect what is possible, in both positive and negative ways.
6/24/2014	Comment Form	Slides of different urban villages.
6/24/2014	Comment Form	-More statistics on low income profiles by urban village.
6/24/2014	Comment Form	-More stats on builders who waive low income housing requirements.
6/24/2014	Comment Form	-Food was advertised, but not available J
6/24/2014	Comment Form	-If using this location, should offer water.

Comment Date	Source	Comment
6/24/2014	Comment Form	-Put timeline (history) on web.
6/24/2014	Comment Form	I always wonder just how much our input matters as seems decisions often already made and these are just “feel good” events to make us think somebody in the City cares about what we have to say. I will believe the citizens really matter when I see developers having to meet our standards and not the ones they bully into acceptance.
6/24/2014	Comment Form	Fantastic, FUN event! I saw lots of other comments about affordable housing (and left some myself), but it’s worth repeating: We need to make sure families and individuals of all incomes can afford to live in all of Seattle’s neighborhoods. Mixed-income, inclusive neighborhoods are where I want to live, work, and visit.
6/24/2014	Comment Form	A better job could be done with outreach for the event. If I wouldn’t have physically walked into the DPD office I never would have known about it. It seems like many groups that are typically left out of the planning process were absent. I understand that it’s often difficult to have strong attendance from these groups, but a community like Seattle should really try to buck this trend.
6/24/2014	Comment Form	Proposal does not significantly protect urban forest – only talks about trees “on sidewalk area”. Need to protect trees in all land use areas – build up not spread out.
6/24/2014	Comment Form	Please include more clarity on it. Stickers mean positive or negative?
6/24/2014	Comment Form	Utilize social media and the internet more!
6/24/2014	Comment Form	Landline telecomm, include utilities – metering.
6/24/2014	Comment Form	Stop fluoridating the water supplies – i.e. give people a choice whether they do or don’t want be – microwaved, fluoridated. (Both toxicants greenwashed for tasks that can instead be accomplished nontoxically).
6/24/2014	Comment Form	Encourage people to tell their own stories and where we will be and fit into Seattle’s plans and growth.
6/24/2014	Comment Form	The Comprehensive Plan housing section refers to “market-rate affordable housing”. There is no such thing! Market rate = 80% of AMI. The market is building 80% units sufficient to meet needs. We need housing affordable to workers (i.e., “workforce housing”) making 30% - 60% AMI. This is where the need is, and where we should put our subsidies/incentives.
6/24/2014	Comment Form	Exhibits: Fun, but a bit discombobulated. The exhibits strained for coherence on theme. Where were the other options – transit focus and downtown focus. I only saw urban village focus.
6/24/2014	Comment Form	More of this kind of outreach – activities, “voting by dots”, responding to questions – at existing neighborhood events and festivals!

Comment Date	Source	Comment
6/24/2014	Comment Form	More use of non-English language!
6/24/2014	Comment Form	Would like to know what came out of last event.
6/24/2014	Comment Form	Focus on low income communities and the effects of comprehensive planning efforts.
6/27/2014	Meeting Notes	Focus growth in urban centers - some places want more growth
6/27/2014	Meeting Notes	There is a need to talk about race and social justice at a neighborhood level
6/27/2014	Meeting Notes	A lot of work on transit, but we don't have much control
6/27/2014	Meeting Notes	Th results of the Uptown charette should be reflected in the Comp Plan
6/27/2014	Meeting Notes	What about ecodistricts - focus on neighborhoods and economic development.
7/11/2014	Meeting Notes	Questions about population and job forecasts, 4th alternative (walksheds around LRT and very good bus)
11/20/2014	Meeting Notes	Tim – Do you have a sense for numbers spent in urban villages versus outside? This could be helpful with your communication with the public.
11/20/2014	Meeting Notes	Wondering if there are examples out there from other cities. How do they align their comp plan with the CIP or getting other departments to use the plan.
11/20/2014	Meeting Notes	Smaller jurisdictions have better luck than larger cities. Portland great example!!!
11/20/2014	Meeting Notes	Brad – Are they expecting the City to address where utility infrastructure is and how it will grow. Are they suggesting that the City would take over this responsibility? Not monetarily necessary but through regulations and requirements.
11/20/2014	Meeting Notes	There isn't really any conversation about industrial areas and how we would make investments there. It is all about growth and not supporting economic development.
11/20/2014	Meeting Notes	Invest in data system so that they can better understand what is happening within the different departments. This information exists but it is not centralized and or user friendly. Really lacking investment in maintenance.
11/20/2014	Meeting Notes	Schools needs to be a real part of the conversation. Add that to the list of things – Funding for new buildings and infrastructure.

Comment Date	Source	Comment
11/20/2014	Meeting Notes	Development capacity may not be enough to cover the cost of investments that are required. Smaller sites and infill sites are too expensive to develop because of this site by site need instead of looking at it from the wider scale.
	Ltr to Mayor	I believe that it is of the greatest importance that we retain the 40% tree canopy goal in the updated comprehensive plan. I hope you agree and will work to that end. In the future there will be vastly fewer planting spaces for trees. Without the numerical goal we can and, most likely, will lose the urban forest as we have always known it. In light of that, I also urge you to support efforts to save the 35 surplus City Light substations as open space, not allowing them to become yet more buildings and hardscapes. The infill in Seattle now threatens most of the green that we have. Once the open public space is gone, it is difficult and perhaps impossible to get back. The urban forest is superior green infrastructure. Unlike many 'innovative' green technologies such as green roofs, walls and rain gardens, the urban forest already exists, has been scientifically proven to be effective, is naturally long lasting, easy to install and maintain and cost effective. Trees mitigate the negative results of density: urban flooding, smog, air and water pollution, mudslides, increasing energy consumption, unbikable/unwalkable streets, and climate change causes and effects. Besides which, as you know, trees look good! Thank you
12/1/2014	Blog	I would like to know why parking maximums haven't been considered for new construction in the central neighborhoods of Seattle. Each year on Capitol Hill the congestion is worse and the drivers are more aggressive. The growth in Seattle isn't a matter of locals who already understand the city multiplying, it's people moving in from the auto dependent not Seattle parts of the country, to Seattle, cars in tow. Considering the nature of our growth and lack of affordability, why do we allow developers to roll out the welcome mat for gentrifiers by providing space for their cars in a city that's plenty walkable? The rule is simple- if you want people to not drive, don't give them a place to put their cars. Packed buses are no excuse to let the number of auto trips rise annually as they have.

Survey comments from Key Directions event

<p>Question 1: Where you would you like to see new housing and jobs? Tell us what type of neighborhood or which specific areas you think they should go.</p> <p>109 answered the question 29 skipped the question</p>
Downtown, Belltown, SLU
West Seattle because of your unusable infrastructure, the best bet is to put new developments on the outskirts. So university community for example since eastside can get to this area without having to pass through the most broken parts of the city.
North Beacon Hill
N/A
More housing for homeless and young people, esp. downtown and U. Dist.
Capitol Hill/First Hill = AFFORDABLE housing, and living wage jobs.
I would like to see new housing and jobs built primarily along arterial streets. I would like to see a general permission for businesses to operate in areas zoned single-family. I think the area around 105th and Aurora is a particularly promising area for growth.
Centralize in downtown and South Lake Union---there is not the infrastructure present now to support all these urban villages---
South Rainier in the area in between Rainier & MLK. There needs to be something in this area in order to enhance the south end. There is one small area of Columbia City & North Beacon that is nice and NOTHING else in the south end feels safe.
Downtown, from Pioneer Square to South Lake Union.
The map is unreadable. There is already too much crowding and traffic. There maybe areas for growth south of downtown.
Madison Valley and University District
Westwood/Highland Park
South Park, Othello and North Rainier. In each area, it would be great to see growth of attractive job opportunities as these neighborhoods have been typically underserved. A healthy local, micro economy could contribute to overall quality of life in each of these areas.
South King County
We should focus on areas with low walkability scores. There are neighborhoods (like riverview, highland park and puget ridges) that have little acces to local commerce (without a car). It would be great to create jobs in an area where people could and might want to walk to work.
Rainier Beach
in urban centers! and urban villages.
stay consistent with investing in Urban villages. tackle that means some SF zoning has to change
North Rainier
Single family zones should be more open to allow more dense development across the city.

Question 1: Where you would you like to see new housing and jobs? Tell us what type of neighborhood or which specific areas you think they should go.

I would like to see new jobs in southeast seattle, north seattle, and southwest seattle, partnered with pathways that increase access to these jobs by existing communities in these areas.

I would like to continue to see new housing in urban villages and centers, with a focus on moderate dense family-oriented housing that includes ground-related units play areas and commone spaces.

Downtown should get more affordable housing. Density in general should be concentrated in clumps along the transportation axis of Seattle's hourglass shape. Increasing job and housing density in Northgate would take advantage of the transportation network while allowing there to be a little relief from the density between it and Downtown. The Roosevelt and Greenlake areas, which tend to have a more thoughtful hisotric fabric than Northgate, could be maintained as lower-density areas to help preserve the smaller-city feel of Seattle beloved by many. A solid continuous track of high density would loose the distinction and rhythm of Urban Village potential. South Seattle should get more greening and focus on river restoration than strictly jobs or housing stock in my personal opinion. "Restoration" could potentially go hand-in-hand with economic and infrastructure development, but only as long as low-income options reign.

The International District, more cooperative housing, there are already some very successful examples located in that area already which have shared outdoor space, childcare, etc.

urban centers and urban villages for most growth. areas not taking growth should help fund necessities like affordable and housing.

Outside of the city

Rainier beach

I think it's time to also add opportunities for low and mid rise housing and neighborhood based commercial into other neighborhoods as a balance, and to make sure that all residents can walk to services, especially in primarily SF neighborhoods N of 85th.

Morgan Junction and Highland Park - New Jobs. We're continually shorted on transit, so having jobs in our neighborhoods would be good.

I would like to see AFFORDABLE HOUSING and jobs for women over 45 years of age!!! How about that???

I am now homeless and jobless. Would be nice to be able to live in SEATTLE and not the on the outskirts. I have lived here for 40 years and it is too damn crowded!!

Bitter Lake, North Rainier, Lake City, Duwamish (if cleaned up), South Park, Aurora-Licton Springs along Aurora. Areas are underdeveloped, have transit, need jobs and mix of housing.

Fremont already 'way over capacity. Ballard getting there.

I would like to see more businesses/offices along Aurora (specifically from 85th St. to 125th). Also I would prefer to have mixed income housing on Aurora compared to the sad motels and junk car lots. It is a main road and with bus routes all along it, we seem to wasted this viable area. Not only would it impact mass transit but also make sure people have options for housing in the city.

I would love to see more jobs become available in the north end of the city (possibly the south end too, I am not knowledgeable about the job availability there). As for housing, a lot of the suburban areas in the north end (Ballard, Wallingford, and anything north of them) have plenty of space for additional housing. While many do not approve of building duplexes, triplexes, townhomes, or apartment complexes in suburban areas, it is the most logical and reasonable solution. However, I would like to see the city make a priority of making new housing affordable, through low-income housing options or some form of rent-control (or another strategy). City investment in housing allows our city to grow, and our economy to thrive, so it is important that making housing affordable and attractive is prioritized.

Northgate, Belltown, West Seattle, Ballard

Greenwood. Jobs, mostly. And if there can be real affordable housing there and in Ballard, that would be great.

Question 1: Where you would you like to see new housing and jobs? Tell us what type of neighborhood or which specific areas you think they should go.

Georgetown and South Park

Ballard, Greenwood, Wallingford. The fun, walkable neighborhoods.

Bitter Lake. The north end could use some increased attention, expanding opportunities away from the city center, possibly alleviating some of the pressures of traffic downtown.

Northgate, Downtown, West Seattle Junction.

Only in areas where there is grade separated transit

Downtown, from the Stadiums to SLU and up 15th West and Eastlake. Also Cap Hill and U District and down Rainier.

Lake City, Roosevelt, and North Beacon Hill

Every neighborhood

Ballard needs more living wage jobs - not the limited minimum wage jobs pedestrian zones allow. When any area (other than manufacturing areas) gets a large influx of either jobs or housing, and its not matched with the other of those two, a full pause on permits should be made and an analysis done as to why the imbalance, and what needs to be done to change it. But allowing huge housing growth in an area, with no jobs to support the housing costs in that area, you increase congestion and commute times and decrease quality of life.

South Park and the Greater Duwamish.

It would be great to have more housing density & businesses (not just restaurants & coffee shops) in Wallingford

Employment should be centered around regional transportation nodes, with emphasis on Downtown, which is our largest node. Other nodes with substantial growth potential due to good regional connections include the University District / Roosevelt area, along with all areas between SR-520 and Interstate 90 plus North Rainier.

South Seattle needs an urban village. Othello, with its light rail, seems to be the best candidate.

I think they should be dispersed throughout the city, not focused on any one area. There's already tons of new housing going up downtown/Belltown so might prefer in other areas of the city. More in the actual city to lower income people don't have to have long commutes.

Bitter lake, northgate

South Park, Othello, Rainier Beach need jobs. Northgate can increas housing. We could also limit the number of people moving into the area, right? It's getting too crowded here.

The urban villages have now grown to the point where they have the density needed to provide great amenities and transit. Great! Now what about the rest of the city? When do the other neighborhoods start getting the transit and amenities? Many areas are almost dense enough to support more services -- allow them to get over the hump by spreading the next decade's growth more widely.

I would like Ravenna wants to be designated an Urban Village. Or at least extend University Community to cover the 55th NE corridor

Wallingford

Jobs should be centrally-located in urban villages, especially downtown, SLU, and other places with existing access to high-capacity transit. High-density housing should be situated in transit-accessible areas as well, in urban villages.

Question 1: Where you would you like to see new housing and jobs? Tell us what type of neighborhood or which specific areas you think they should go.

I would like to see new housing and jobs everywhere across the city, with a City Center and transit focus. Our single-family neighborhoods should be upzoned to accommodate a minimum of townhouse style development, as the SF5000/7200 designations are unfitting of an urban metropolis with scarce land resources. MR, HR, and NC zones should be added near Link light rail stations or anywhere in a linear corridor that connects urban centers and/or urban villages with frequent transit.

The southeast section could use jobs.

Focus housing and jobs around transit expansions and incorporate mixed use development and mixed income housing. Urban villages are a good focus as well because most already have LRT or BRT serving them.

I think all neighborhoods (not just urban villages) should have increased housing by allowing duplexes and triplexes outright. More dense commercial development (housing and jobs) should be concentrated along the transit corridors. The southern end of light rail seems to have the most potential for growth.

Westwood-Highland Park (at the South tip of West Seattle). Its population is diverse based on race, culture and income. It has been under-served by government for decades. It borders White Center, which suffers from a high crime rate, which in turn negatively impacts Westwood-Highland Park. We need help.

South Park, Othello, Rainier Beach, Greater Duwamish -- food system jobs, education (K-12 AND college level), environment, transportation and construction (new housing, new bike lanes, pedestrian improvements, sidewalks, improvements to schools, parks)

We need more professional jobs in West Seattle. We have more than enough housing density(!) but we don't have enough jobs that aren't min. wage or low-wage.

Interbay, Licton Springs

Our neighborhood has all the growth we need or can stand!!!! The set backs are too small, 6 feet is not enough! My 1903 house has 2 40 foot tall Box type "homes" next to me and one more that looms over me. This makes my house less saleable and less liveable! The City must increase the set back between old and the new monsters that spring up every where. So no more in the Seattle U Urban Village, enough is more than enough. On my 17th Ave over 17 new units have been built between Union and Cherry! It is just too much. So, any place but near an area that has already been over built!!!!

I think new growth should go along existing and planned transit corridors, especially light rail and streetcar routes. Increasing density in defined zones would also be useful (e.g. downtown, interbay, U district, Northgate)

Capitol Hill, Ballard, Downtown, Belltown, Central District, International District, Georgetown, Columbia City

Everywhere.

In urban centers and villages...concentrated in the places where there are more transportation options. Makes our city more efficient, carbon friendly, and catalyzes economic dynamism in a way only cities can.

South Seattle neighborhoods

new housing in residential areas; new jobs only in commercial centers/areas/corridors. In your next section, I chose "don't like" for several questions because the questions were not sufficiently narrowed and there was no opportunity to specify my answers

South Park, Westwood Village, Delridge. South Park is still so low income. Having the bridge open helps, but that part of the city needs revitalization.

I would like to see affordable housing in all neighborhoods and especially downtown.

Seattle's growth should follow the lead of successful transit-oriented development cities like Vancouver, BC. Additional housing and employment opportunities should be focused on areas with the best access to transit (especially grade-separated modes like the Link Light Rail system). This will allow for increased growth *while still maintaining a variety of housing options within the city*. Variety is key. I want to live in a midrise, mixed use neighborhood but not everyone does.

Question 1: Where you would you like to see new housing and jobs? Tell us what type of neighborhood or which specific areas you think they should go.
First Hill/Capitol Hill/South Lake Union/SoDo: Affordable Housing. Capitol Hill/Northgate/Uptown/SoDo: Offices
Let's build higher density away from pollution sources such as industrial cement facilities and I-5. Balance the Rental/ownership numbers throughout the city by providing a better balance of housing choices in each center.
I would like to see more rentals and more affordable single family units put in areas to balance the discrepancies between the High owner, or high rental populations. For example a 3% down assistance for small condos or homes in Lake City and a few new apartment buildings in Crown Hill or Wallingford. Jobs should be dispersed throughout the city along transportation routes.
South Lake Union
Anywhere along the light rail corridor.
Beacon Hill could use more housing and jobs, and putting it right around the Link station would be beneficial to the neighborhood and the entire city.
Urban Centers, Hub Urban Villages and Manufacturing/Industrial Centers. High Density Housing with jobs and transportation support.
I'd like to see more jobs - steady professional/trade careers, not service work - in the Northgate<->Lake City corridor. In general, Seattle is built up - significant interest should be in building density in extant single-family housing districts. I suspect West Seattle should be a good target here.
There is too much new housing in West Seattle and most of it is truly ugly and does nothing to enhance the neighborhood. There are almost no new job here. Further, there is still no hospital, no real office buidlings, just more and more apartments and condos. Buses are so overcrowded already, traffic and parking so horrible, why are you trying to bring more people here?
Capitol Hill, Fremont, Ballard, South Lake Union, Madison Park, Montlake
Lake city
SODO to Rainer Valley
(in alphabetical order): Aurora-Licton Springs, Bitter Lake, Greater Duwamish, Lake City, North Rainier, South Park
Focus on urban centers. Limit intra-urban highrise sprawl to those areas.
I like the idea of seeing more housing and jobs along underutilized stretches such as 15th Ave. W., without displacing the existing industrial use. I would like to see jobs spread more evenly around the city. I would prefer to grow the current urban villages rather than create new ones, though I do think neighborhood centers could be upzoned across the board.
Areas with current or upcoming mass transit infrastructure are where development should be concentrated, both housing and jobs.
West Seattle
End "Suburban Sprawl" by targetting suburbs for this. It is a REGIONAL issue.
distributed throughout the cities urban centers and villages and along existing and proposed light rail lines (and rapid ride)
Rainier Valley
downtown, south lake union, and south end
downtown, south lake union, and south end
New housing and jobs should go in places where there is already some degree of density - established urban centers.

Question 1: Where you would you like to see new housing and jobs? Tell us what type of neighborhood or which specific areas you think they should go.

Highest concentrations in the Urban Villages and existing centers. Need more intense employment in the Duwamish and BINMIC MIC's. These must be retained.

Downtown, in particular Pioneer Square. The area is starting to come back to life with new restaurants, etc. But for the last five or so years the area has become progressively more dangerous as businesses close up shop.

Concentrating growth in the urban centers and villages makes sense. The map does a good job capturing the possibilities.

near transit and bus hubs

Please tie the concept of "Human Scale" to some of this terminology (Village or Center) in some way. Accounting for sprawl is not "Place Making". The size of all of these villages maybe reaching the metrics of GMA success stated above, but they are not reaching the spirit of GMA in providing a sustainable/walkable are for a large number of people. I know this is hard work, but we need to do better. Start by scaling this kind of map into a "Human Scale", so the uninformed public can start to wrap their minds around it. A paradigm shift takes a long time to happen, please start sooner rather than later.

Mt. Baker/North Rainier may be the most under-developed part of the city. It is close to downtown, served by light rail and buses, and substantial investment there could spill over into the revitalizing Columbia City/Hillman City are further south on Rainier as well as the Judkins Park/Central District to the north. This is a major opportunity for new housing and jobs in the city that we should take advantage of.

I would love to see housing in the South of Downtown Area. On this map it would be on the southern end of Downtown and the Greater Duwamish area. This area is predominantly industry but there are sections especially near the areas south of the stadiums where housing could connect to the regions of beacon hill/north rainier, and also to jobs near pioneer square and the stadiums.

where we have actual high capacity transit to accommodate the growth. RapidRide does not count for high capacity transit, unless Metro and SDOT really dternime how to make it high capacity and reliable.

I think that manufacturing jobs should be in the areas they already are in. Light industry, shops can be pretty much anywhere. I do think you're too wedded to apartments/condos in the urban village environment. What happened to single-family housing that we all want? Rethink your priorities

continue to focus jobs/housing in centers and villages. need more high rise balanced with open space in both areas. think vancouver, bc.

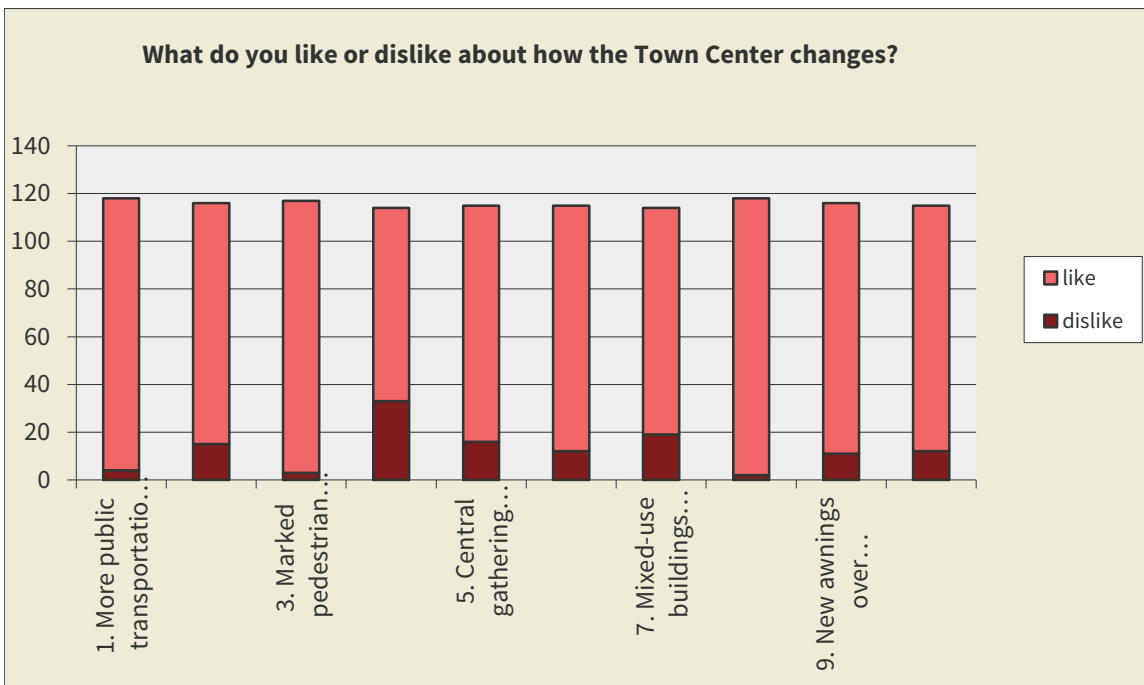
North Rainier

Housing and jobs should go to all of the urban centers, hub urban villages, residential urban villages, and manufacturing/ industrial centers.

Question 2: What do you like or dislike about how the Town Center changes?

118 answered the question 14 skipped the question

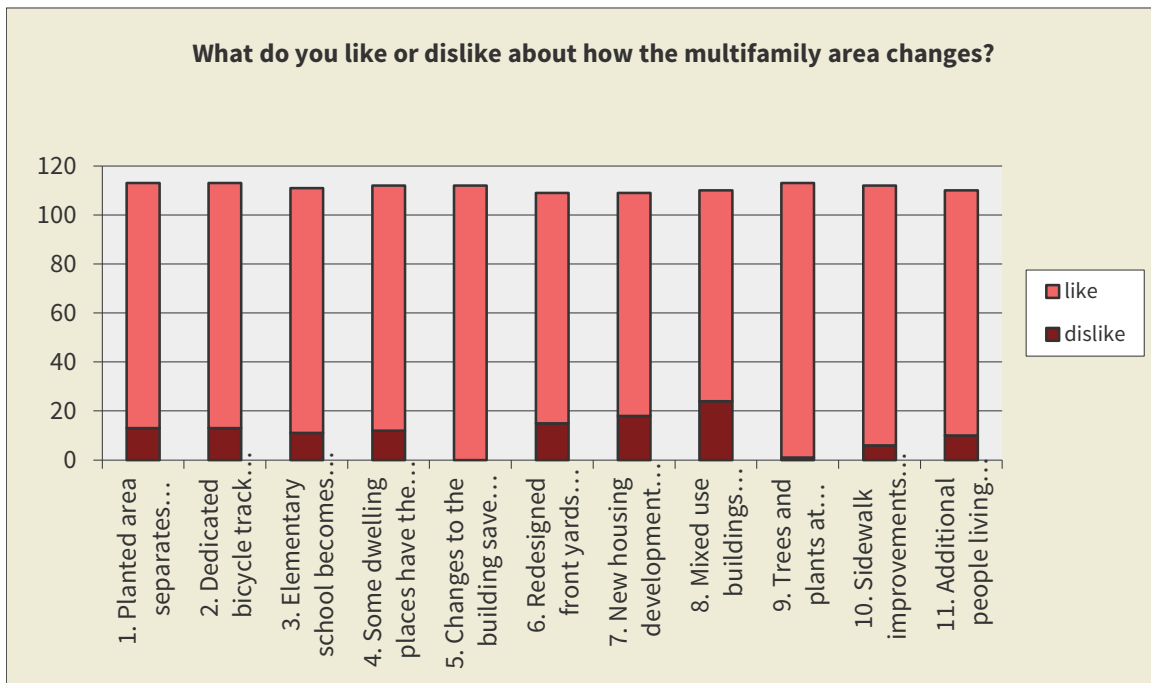
Answer options	Like	dislike	Response Count
1. More public transportation choices makes it easier and faster to get around.	114	4	118
2. Dedicated bicycle lanes improve safety.	101	15	116
3. Marked pedestrian crossing makes it safer to cross the street.	114	3	117
4. Wider curbs narrow the street and makes it shorter to cross.	81	33	114
5. Central gathering place that incorporates art and a farmers' market replaces surface parking and gas station.	99	16	115
6. New offices buildings and shops bring more local jobs to the neighborhood.	103	12	115
7. Mixed-use buildings (housing and retail) overlooking	95	19	114
8. Trees and plants at sidewalks absorb rainwater so it doesn't flood streets or pollute water bodies while making a more attractive place.	116	2	118
9. New awnings over sidewalks protect people from rain and wider sidewalks improve the pedestrian experience.	105	11	116
10. Additional people living and working here help a local cafe renovate and expand.	103	12	115



Question 3: What do you like or dislike about how the multifamily area changes?

114 answered the question 18 skipped the question

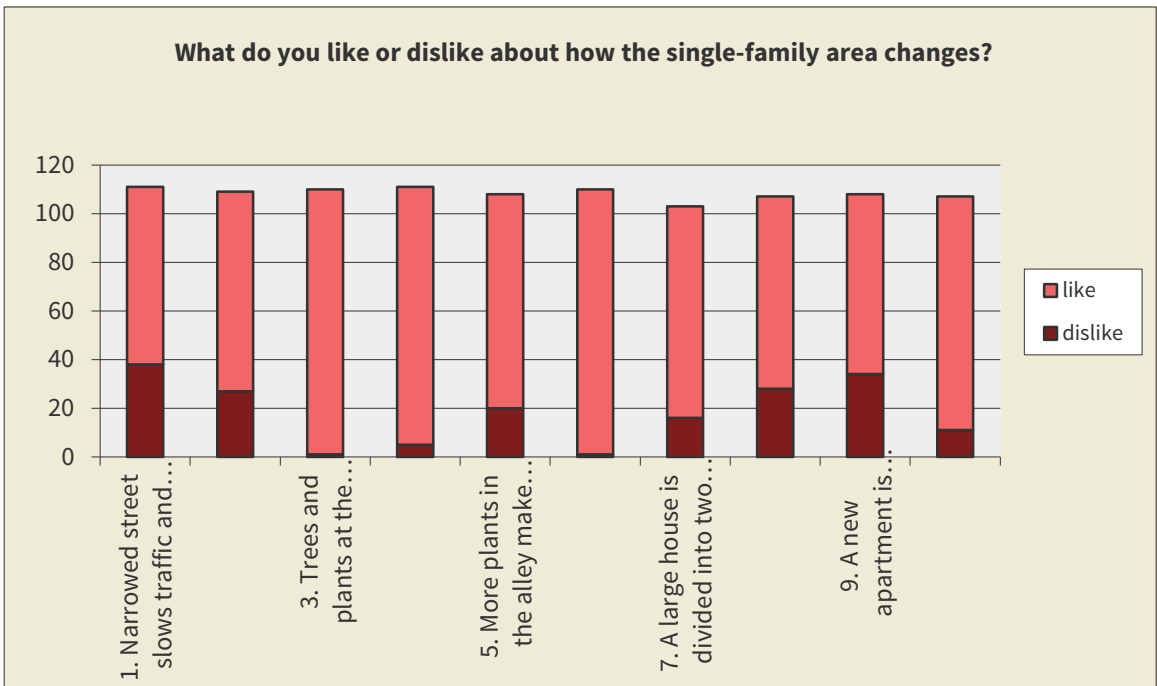
Answer Options	like	dislike	Response Count
1. Planted area separates bicycle lanes from cars lanes and make it very safe.	100	13	113
2. Dedicated bicycle track connects riders to public transportation station at town center fast.	100	13	113
3. Elementary school becomes a resource for the whole community – programs for different age groups and interests.	100	11	111
4. Some dwelling places have the option to become businesses from home.	100	12	112
5. Changes to the building save energy.	112	0	112
6. Redesigned front yards make the street more attractive and safer.	94	15	109
7. New housing development preserves an older house as a community gathering place.	91	18	109
8. Mixed use buildings (housing and retail) replace single story retail buildings and surface parking lots.	86	24	110
9. Trees and plants at sidewalks absorb rainwater so it doesn't flood streets or pollute water while making a more attractive place.	112	1	113
10. Sidewalk improvements increase safe routes to school.	106	6	112
11. Additional people living and working create enough demand to support a local grocery store.	100	10	110



Question 4: What do you like or dislike about how the single-family area changes?

112 answered the question 20 skipped the question

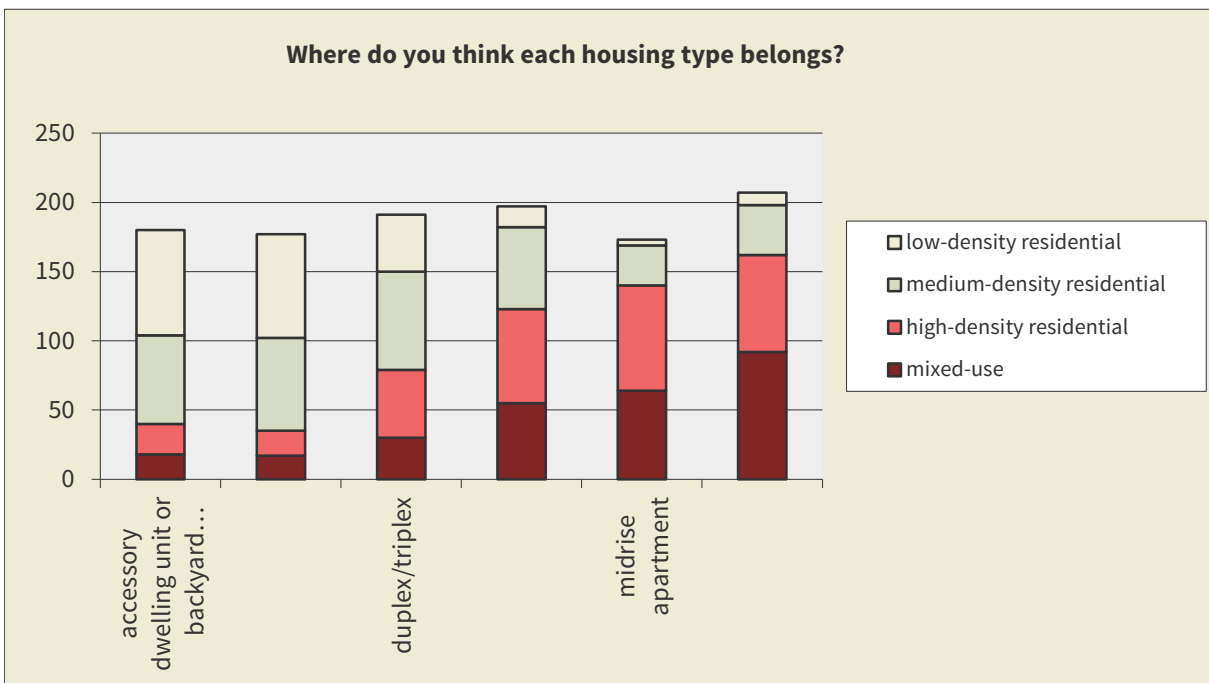
Answer Options	like	dislike	Response Count
1. Narrowed street slows traffic and is safer for pedestrians and bicyclists.	73	38	111
2. Fewer cars parked on the street; people can walk or bike to the town center and catch the fast public transportation.	82	27	109
3. Trees and plants at the sidewalks absorb rainwater so it doesn't flood streets or pollute water way while making a more attractive place.	109	1	110
4. A vacant lot becomes a community food garden.	106	5	111
5. More plants in the alley make cars drive slowly; it can now be used as a nice path for kids and others in the neighborhood.	88	20	108
6. Solar panels provide clean electricity from the sun's energy.	109	1	110
7. A large house is divided into two homes for two different families. These homes will be more affordable than the single large house.	87	16	103
8. A backyard garage becomes a home.	79	28	107
9. A new apartment is built in back of a large house with independent access off the alley.	74	34	108
10. Accessibility improvements allow an elderly couple to remain in their home by dividing it into a single level home with a new rentable apartment above.	96	11	107



Question 5: Where do you think each housing type belongs?

102 answered the question 30 skipped the question

Answer Options	low-density residential	medium-density residential	high-density residential	mixed-use	Response Count
accessory dwelling unit or backyard cottage	76	64	22	18	102
cottage housing	75	67	18	17	100
duplex/triplex	41	71	49	30	102
3-4 story apartment	15	59	68	55	102
midrise apartment	4	29	76	64	98
mixed-use building	9	36	70	92	101



Question 7: What organizing principles are important to include?

105 answered the question 27 skipped the question

Answer Options	Response Percent	Response Count
Needs of adjoining land uses (urban centers or urban villages could be treated differently than other parts of the city)	63.8%	67
Sustainability (non-polluting transportation modes could have priority)	70.5%	74
Safety	80.0%	84
Total people-moving capacity	62.9%	66
Curb space needs for access to properties and activation	42.9%	45
Other?	19	19
Streamlining transit routes needs to have top priority. Transit should never be slowed by city gridlock.		
MORE Transportation that serves Single Family Neighborhoods without changing their zoning or growth. They can be SF, low rise detached AND have better transit serving them. This will reduce traffic & cars if there's more options than just during commute times.		
Overall construction and maintenance costs		
green stormwater infrastructure		
Socio economic status of neighborhood- don't screw over poor people and give rich people all the nice resources		
Why don't you start with getting some sidewalks put in here up North, eh?		
Need to preserve current "ecology" of small businesses, which are displaced by developments that do not accommodate their space needs.		
we are not promoting walking in Seattle. There is much data to show we should start there, and many of the other issues like safety, and transit will fold in to the solutions. We have walkable islands with huge nodes--not to mention topography--and this is a problem		
Streets are for TRANSPORTATION. Not every street should focus on all modes of transportation because it will by definition then do none of them well.		
Ease of transit for elderly, children, disabled		
maintaining green space and play areas for kids, too.		
Dedicated motorcycle parking. Increasing motorcycle commuting would also greater reduce combined size of the vehicles on the streets.		
Define "activation"? Parklets and planters and such?		
A federal law - Americans with Disabilities Act.		
Minimize number of vehicles on the streets.		
Needs for aging in place		
Human Scale, Walkability, Sustainability, Economic modeling to lead retail/office zoning gap analysis.		
Make the darn bicyclists use all their lanes and bike boxes. License them and make them insure. I'm tired of them acting as though they're better than I		
Prioritization: 1. Pedestrians; 2. Bicyclists; 3. Transit Users; 4. Freight; 5. Private Automobiles		

Question 8: How should the City prepare for and respond to global climate change?

76 answered the question 56 skipped the question

Response Text

Increase tax rebates for families and businesses that invest in solar paneling. Look into innovative bio-tech fields which aim to use and reuse trash and recycled materials in new ways. Decrease dependence on paper documentation. Expand public libraries as community centers and safe public areas. Work with city utilities to increase and expand solar and wind energies. Expand bus routes and other public transit options. Bikes are great, but not practical for inclement weather.

Require solar atop as many rooftops and building tops as is feasible. Encourage wind turbines by making it required to allow them and solar panels in neighborhood homeowners association rules. Severely restrict automobiles in downtown. Only vehicles for transit, delivery, etc. That would coerce transit use. Park and rides would need to be expanded to compensate.

Improve public transit

Water use reduction and better response to localized pollution. We have extremely valuable resources in Puget Sound like oysters, clams, and other food that people enjoy in our restaurants. We need to think ahead to mitigate climate stressors & pollution so we don't see these sources of food diminish. Climate change to the water temperatures is already creating some stress on the populations and creating times of the year when shellfish aren't safe to eat. We can do more to encourage less people on septic systems, promote infrastructure that cleans water and to discourage use of dangerous chemicals for pollinators and other important animals and plants to WA State & Seattle businesses. These ecosystems will already have to adapt to temperature & season changes we can't control, but we CAN control localized human impacts that make it harder for species to thrive. Cleaning up industry, giving incentives for all businesses including manufacturing & heavy industry to use better and greener chemicals or products. Air pollution in the SODO & Duwamish areas is already getting uncomfortable during hot summer months. Simple things like air choked with diesel fuel on a 85 degree day also impact people's decisions to walk to lunch, ride the bus or bike. They won't want to use greener forms of transportation if it's harmful to their lungs or irritates their eyes. We can help business by improving their switch over to better cleaner technologies. Industry can happen and thrive without toxins for the most part in most lines of work. They just don't believe they can or need to implement changes. If they can be shown it won't cost extra and it's beneficial that helps the City mitigate our environmental issues. Getting businesses to reduce their lead, mercury, carbon emissions that aren't necessary in favor of cleaner versions of trucks, small equipment, etc will help everyone. We should be introducing & testing products to help business make transitions. It shouldn't be business alone without the City's help or incentives to change, because alone industry will maintain status quo. It's important to get scientific, product design & useful incentives to change even the simplest things i.e. more recycling centers, pick up of unwanted electronics or items offices don't want, or work with existing companies like Goodwill to pick up from business. Waste & Resources should be monitored and carefully improved. Seattle has a good history with recycling, composting & clean energy through public utilities, but in addition, we may have to think about pollution as a climate change accelerator. As the climate warms, it's even more important to improve air quality and reduce wasting of water, etc. There are practical simple changes the City can encourage that can be done now, for not much money. Campaigns aimed at managers, office managers and other facilities employees informing them of better non-toxic choices and the cost or lack of cost (a lot of the products are the same price) or how to be less wasteful and to improve preparedness in bad weather or drought might be an easy way to get awareness up.

Tax corporations. Have a City income tax.

I think the most pressing climate change issues will be climate in-migration and dealing with the combined effects of lower hydroelectric power combined with demand destruction from the rise of solar power.

Mass transit, mass transit, mass transit!!! Retrofitting houses. Urban gardens

Put more jobs close to where people live.

The City does a very good job but even basic concepts such as "don't litter" are omitted from its web site. And in my MUP, people STILL toss too much that's not, into the garbage. The idea of a complete neighborhood needs more focus.

One city is not going to effect climate change. Work on what can be done for cleaner air.

Hydro-power.

Question 8: How should the City prepare for and respond to global climate change?

Additional non-vehicular transportation options are needed, such as a microbus or connector serving neighborhoods, bringing them to the light rail or other transit hubs. Water quality is a key concern for Seattle and we must do all we can to preserve our water bodies.

Solar panels available to homeowners at reduced rates or with free installation.

The City should take the lead in responding to climate change and not wait for policies to trickle down from the Federal and State level. Be inspiration for other cities across the globe.

Improve our transit choices so that getting around at any time, to any destination, is easier by transit than by taking a car.

more complete communities, better mass transit and more options for nonmotorized connectivity

Make it easy for individuals to engage in sustainable activities. For example, free food composting lessons and disposal, subsidizing cost of community gardens, etc.

We should link centralized and de-centralized utility infrastructure such as power, water collection, wastewater treatment, and healthy food production. We should reduce exclusive reliability on transportation. We should provide opportunity for small communities to meet their own basic needs with minimal economic inputs.

Improved sustainable infrastructure

help homeowners capture and store rainwater for use in summer time. reuse gray water

what climate change?

Tax rebates and incentives for home owners to upgrade, prioritize and incentivize public transit. Make driving difficult and transit easy. Water conservation. Free tree program

Thoughtful transportation changes - the Tunnel is going to encourage more automobile use and longer trips. Next time a major transportation project comes up don't listen solely to the developers!

Once again, it is too late!
But how about asking people to adopt children instead of them getting pregnant - better yet - NO MORE CHILDES.

Don't displace residents and businesses to suburbs; make sure development encourages a mix and sustainability of current diversity.

revamp worn down parts of aurora, and replace with more energy efficient structures. Avoid road of pure pavement (aka 99) and plant trees in the middle like shoreline did

Solar panels on all downtown buildings (high-rises as well as smaller buildings). More trees to regulate carbon dioxide. More transit-friendly and walkable city. More jobs in residential and suburban areas to reduce driving times. More sustainable power options for the city's power generation.

Keep expanding lite rail and bus connections for seamless mass transit grid.

Incentivize installation of solar pannels on private buildings. Build more light rail.

Stop using oil and gas, sponsor solar panels for homes

Establish and support a regional transit authority with the power to integrate various transportation systems and to implement a unified payment system!

Walkability needs to be prioritized.

Question 8: How should the City prepare for and respond to global climate change?

Increase subsidies for public transit. Unify local transit agencies so routes can be coordinated more effectively between regions. Restore route cuts. Improve transit to outlying areas, so fewer people have to drive long distances to work. Restore the free ride zone in downtown Seattle.

"Steward of natural environment" yes... same city converting the Cheasty Green Space in to a slope eroding bike terrain park. Hard to take this seriously.

More trees, better urban forest maintenance. Work with homeowners adjacent to ravines (whether public parks or not) to improve native plantings and diversity.

Always put non-polluting transportation methods (walking & biking) first in transportation policy.

Encourage walkable neighborhoods by allowing more housing in single family zones. This could be in the form of attractive townhouses, additional dwellings in existing structures, and less restrictions on backyard cottages. Small scale retail should also be allowed to ensure that all neighborhoods have amenities within walking distance. At a minimum, we should allow farmers markets at all neighborhood schools and appropriately sized parks. In order to connect these walkable neighborhoods, we will also need a higher capacity transportation system that has its own right of way.

Reducing water use I imagine would be massive. How can we use gray water for things like watering lawns? Inexpensive solar panel options would help too. More public transit to reduce people's reliance on driving cars.

Increase cycling accessibility, expand rapid transit so elder population can retain independence, foster individual neighborhood sustainability

Increase solar power used by SCL; support solar by companies and individual residents; look at what Denmark is going (http://www.nytimes.com/2010/04/13/science/earth/13trash.html?pagewanted=all&_r=0)

EDUCATE. Seattle Public Schools, community colleges, centers, public television, radio, to educate public about need to reduce energy use; PLANT more trees, conserve older trees rather than allowing them to cutting them down for development; partner with UW for research regarding carbon capturing technologies; look at permaculture; increase light rail links and design metro routes to feed into/work with light rail; requiring cruise ships to meet 0 waste standards/no dumping in Puget Sound; roof top gardens, support people working in the same neighborhood as they live - some kind of rent or mortgage incentive to live and work within a certain radius of each other. Use existing and ongoing research to inform continuous improvement. "Grass creete" instead of pavement in parking lots, make the city a non-idle zone and ticket people who sit in their cars idling.

Stop subsidizing automobiles (through free street parking, etc.). Allow for enough density in all neighborhoods for them to be able to support the businesses and transit that will allow them to become truly walkable. Aim for a minimum walk score of 65 for every block in town.

we don't put off much if any GHG's in WA state - this is blown out of proportion

Prioritize neighborhood-level resiliency and sustainability - how will a city block respond to a weather-related or seismic disaster? Promote distributed water/wastewater/power infrastructure. Promote combined heat/power at neighborhood scale. Promote opportunities for people to creatively build their local community as they get to know their neighbors. Prioritize meaningful building retrofit like insulation over eye-candy like solar. Shrink our footprint - help people move away from single occupancy car transportation. How engage renters, developers, and homeowners?

This plan is a good star, as long as its actually implemented and not watered down by the political process and economic, rather than environmental interests.

Question 8: How should the City prepare for and respond to global climate change?

Our temperate climate and adequate precipitation will draw tens of thousands of new residents to the area. We should welcome them with open arms with aggressive upzoning and strong investments in new transit capacity. We should bite the bullet and build new hydroelectric capacity rather than importing fossil fuels.

Make sure each neighborhood is served by Metro

Be careful to not locate public safety structure, police/fire etc... in areas that could be affected by sea level rise.

By encouraging sustainable building design and urban planning. Higher density in the urban areas will help on many levels.

As long as coal plants continue to be built around the world and as long as we ship our goods via boat and truck, it is silly to think Seattle's Climate Action Plan will have any impact whatsoever.

Subsidize solar power, work with County to improve bus service, incentivize urban farming and sale of products, incentivize sharing economy and sharing community initiatives (tool libraries, co-housing, community gardens), incentivize small local companies that MAKE & PACKAGE products locally (e.g. fish from the NW packaged in the NW)

How about incentives to use electric cars or hybrids instead of pushing bicycles and walking. Too many people can't use bicycles or walk. And it rains a lot in Seattle. A family with children cannot bicycle or walk around even though you really want them to at DPD. If the carbon footprint is so important, why not incentivize people to buy/use electric cars by changing the taxes on car ownership or something?

Go solar!

Continue to aggressively pursue 2050 climate goals, or accelerate them.

improve education and outreach to all communities - especially in South Seattle and provide more financial incentives to all.

More bicycling and electric trains

Very aggressive solar incentives, along with other green things households can do. How about a few gallons of free garbage for any household that recycles 90%? Or a big incentive to get rid of garbage service all together? And weekly recycling pickup, not every other week. Incentives for multifamily builders to build green.

By reducing our Carbon emissions. Having more than one way to reduce any sort of consumption. For instance, doing a complete cisterns is a little overwhelming to me but doing a partial one is not.

Increase investment in public transit (especially the light rail system). Invest heavily in bike infrastructure (it needs to *feel* safe). Mandate progressive energy efficient design for new construction. Relax building code to allow for more adaptive reuse of existing buildings. More bioswales and green infrastructure to control stormwater runoff

Increase heights in core of city, bonuses for building on parking lots, bonus for preservation of green/tree-lined areas in SFZs

Educate the public. Protect/enhance all green spaces and waterways. Reduce average family home size to 800-1200 sq/ft. Consider the need for a large scale drinking water storage facility to accommodate new growth/ longer dry season. Limit tree removal on hill tops to reduce flooding. Tax consumption, especially of carbon fuels. Set a policy for solar investment and stick to it. Do not put a "smart meter" on my house. Consider alternative materials for paving.

Move away from public transit using fossil fuels. Build living space and working space closer together to eliminate the need to travel further distances.

Dump all possible resources into PUBLIC TRANSPORTATION.

Draft and Graft a Resiliency and Adaptability Program onto the Comprehensive Plan. Participate in the 100 Resilient Cities Challenge. see link: <http://www.100resilientcities.org/>

Question 8: How should the City prepare for and respond to global climate change?

The city should focus on identifying high-emission activities and reduce those while mitigating job loss.

Shoreline areas such as Alki need to have permits reassessed. EVERY permit should be examined for potential earthquake and tsunami threats, and landslides.

Encourage electric vehicle and plug-in electric vehicles purchase and usage. Extend the solar energy purchase program past 2020 for SCL customers who have solar panels.

Lobby for statewide carbon tax, increase mass transit options.

Invest in electrified transit infrastructure that actually changes the way people get around. Bicycle infrastructure as well. Institute policy that benefits people and businesses that make environmentally conscientious decisions.

Human Scale / Walkability = Sustainability. Zoning gap analysis based on sustainable economic model should be leading this process, not public opinion.

Densification, training, avoidance of development in high flood zones, education, training, more transit

This is a crisis and should be treated that way. We need to spend a lot of money on infrastructure and on incentives to change behavior and we need to do this immediately.

Affordable Rent for everyone. if people live closer to where they work, they will drive less.

You might wish to remember that we live in cities for a reason. I'm not going back to septic systems, chopping wood and generally making live miserable. You might try to strike a balance. Get rid of the damn chickens in the city.,

we need to focus on climate adaptation - where is the focus on sea-level rise? or emergency management?

reduce single occupant vehicle use through investments in transit and biking to connect urban centers and villages

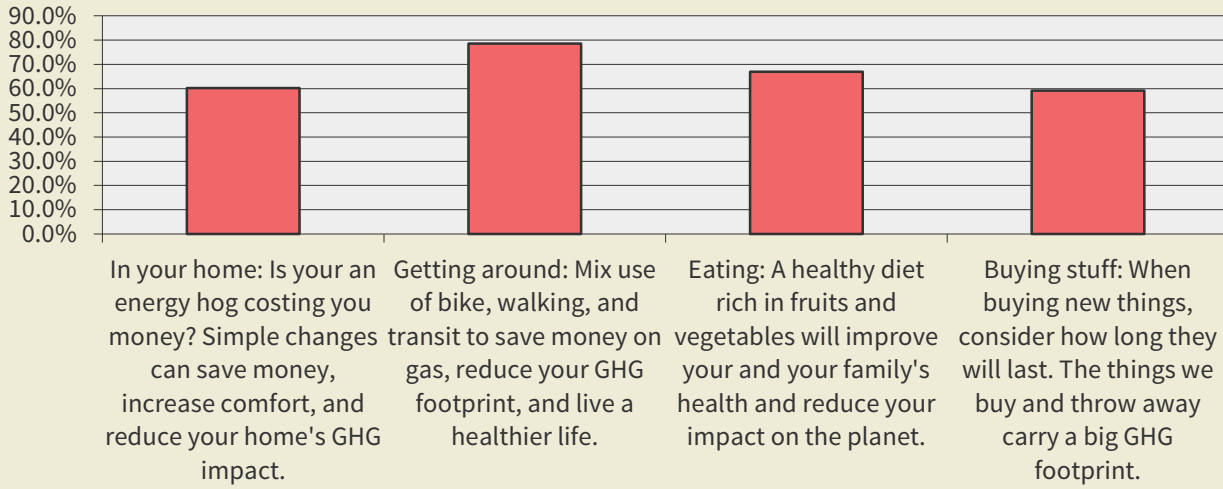
Reduce vehicle use by expanding transit, protected bike lanes, and sidewalks and enabling mixed land uses.

Question 9: Which of the four Climate Action Plan recommendations described below are you most likely to do?

103 answered the question 29 skipped the question

Answer Options	Response Percent	Response Count
In your home: Is your an energy hog costing you money? Simple changes can save money, increase comfort, and reduce your home's GHG impact.	60.2%	62
Getting around: Mix use of bike, walking, and transit to save money on gas, reduce your GHG footprint, and live a healthier life.	78.6%	81
Eating: A healthy diet rich in fruits and vegetables will improve your and your family's health and reduce your impact on the planet.	67.0%	69
Buying stuff: When buying new things, consider how long they will last. The things we buy and throw away carry a big GHG footprint.	59.2%	61
Other (please specify)		17
<p>In our home we really don't buy a lot of new things because there are usually great alternatives at local Antique Stores, Thrift Shops & Craigslist. When we need something or want something new, we try to find something used first and we don't throw away the old item. We give it away as we upgrade and recycle it back to Goodwill, or we reuse the parts that are still useable ie plastic container, fabric, etc. I think a lot of people are starting to realize you don't need to waste items or buy a lot of commercial products to live a good life. The best change we have in our household is my giving up of using my car and walking. I think many people are willing but they need some options & abundance of choices to make it easier for them. There are a lot of simple things that can be done. On another note though, the City really should come up with incentives for Landlords of older buildings to get Energy Efficient appliances and Windows. Renters need the same care & options for their homes that Owners have. I'd like to see more creativity ie appliance auctions, using surplus from UW or other surplus stores, City partnering with Landlords etc to get them to really invest in and care for their buildings a bit better. (without raising rents to cover it. It should be the City helping them not them passing costs on to renters)</p>		
Developing hobbies that do not require leaving the city to participate in		
We are vegetarians		
Also, I am not having children.		
I will be engaged in funding what we want and taxing what we don't want		
Getting around used to be easy....but now it is a HUGE hassle in this city.		
Already did energy upgrades and eat well.		
Getting around - reduce idle times - congestion is the single biggest polluter regardless of mode.		
We need to go beyond the simple changes in many homes.		
Work for/support companies & vote for candidates/initiatives that follow these recommendations		
Already do this.		
please provide more buses. it would make not having a car so much easier. I live in Highland Park		
Learn food growing techniques that reduce watering needs.		
I do all of these NOW		
Reduction in Fossil Fuel/Petro Chemicals in the City		
Why do you keep assuming everyone can ride a bike? Seattle is hilly and I am not a spring chicken.		
Live near where I work. If I change jobs, then move.		

Which of the four Climate Action Plan recommendations described below are you most likely to do?

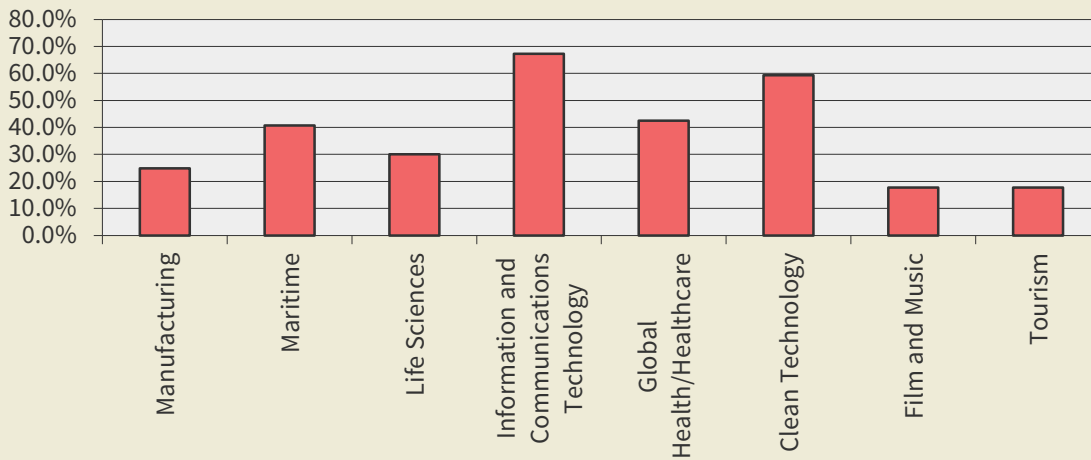


Question 10: The sectors above have been identified as Key Industry Clusters for Seattle. Which THREE do you think are the most important to our city's future?

113 answered the question 19 skipped the question

Answer Options	Response Percent	Response Count
Manufacturing	24.8%	28
Maritime	40.7%	46
Life Sciences	30.1%	34
Information and Communications Technology	67.3%	76
Global Health/Healthcare	42.5%	48
Clean Technology	59.3%	67
Film and Music	17.7%	20
Tourism	17.7%	20

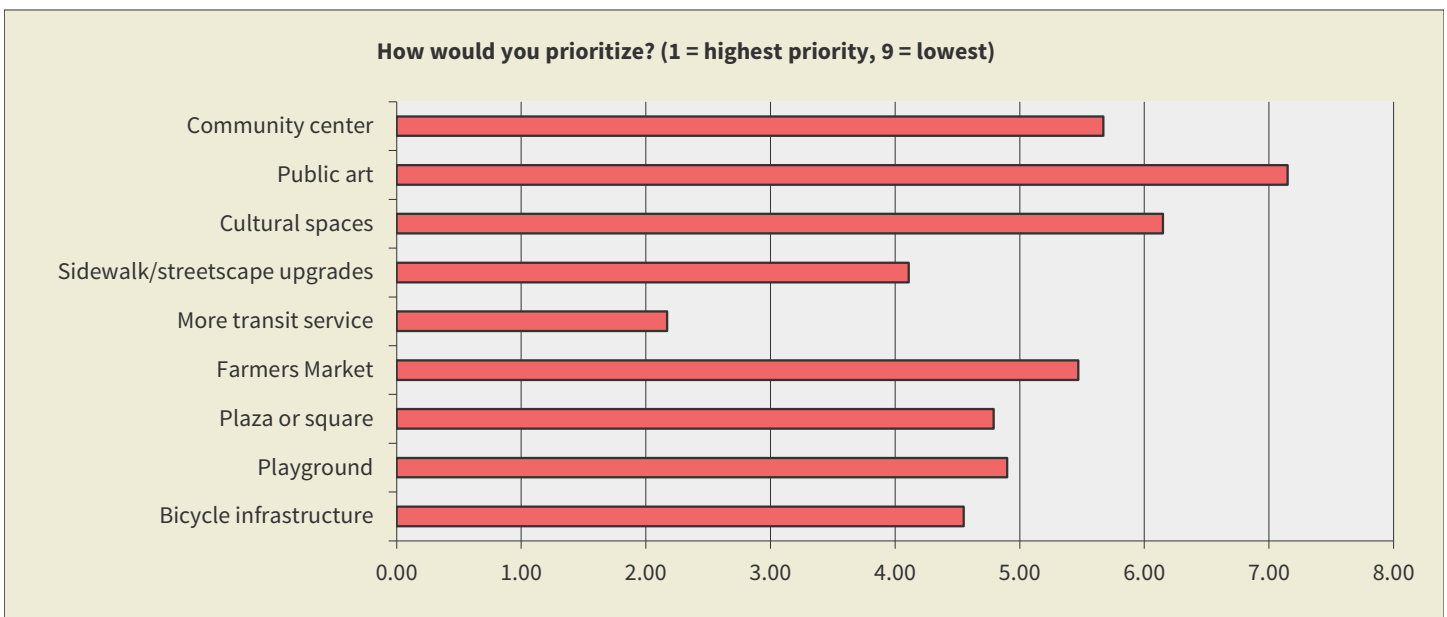
The sectors above have been identified as Key Industry Clusters for Seattle. Which THREE do you think are the most important to our city's future?



Question 11: How would you prioritize? (1 = highest priority, 9 = lowest)

105 answered the question **27** skipped the question

Answer Options	1	2	3	4	5	6	7	8	9	Rating Average	Response Count
Bicycle infrastructure	13	26	9	12	8	4	7	5	20	4.55	104
Playground	4	12	15	14	24	12	9	5	10	4.90	105
Plaza or square	5	10	19	20	10	16	10	10	5	4.79	105
Farmers Market	1	6	10	21	15	17	18	9	8	5.47	105
More transit service	61	22	5	5	3	1	1	3	4	2.17	105
Sidewalk/streetscape upgrades	17	13	22	9	12	15	5	6	6	4.11	105
Cultural spaces	1	6	8	6	14	12	29	21	8	6.15	105
Public art	2	4	2	6	4	8	17	34	28	7.15	105
Community center	1	6	15	12	15	20	9	12	15	5.67	105



Question 12: What neighborhood do you live in?

102 answered the question **30** skipped the question

Response Text

West seattle	Ballard	West Seattle
Eastside overlake	Wallingford	Lower Queen Anne
Mid Beacon Hill	Crown Hill	capitol hill
Cascade	Downtown Ballard	Montlake
Pinehurst	Wallingford	Ballard
First Hill	Downtown	Ballard
Greenwood	north delridge	Ballard
Ballard	Greenwood	Ballard
Brighton	Meridian Park	Othello
First Hill	Licton Springs	meadowbrook
Jackson Park	North Roxhill	Wedgwood
Queen Anne	Ravenna	Capital Hill
U District	North City	Mont Lake
Highland Park	Queen Anne	Columbia City
Seward Park	North Capitol Hill	Magnolia
federal way	Ravenna	Madrona
Queen Anne	Downtown	Fremont
Riverview	South Delridge	Priced out of First Hill in 2005, Priced out of Maple Leaf in April 2014, NOW I AM HOMELESS AND JOBLESS.
Rainier Beach	Greenlake/Wallingford	
PhinneyWood	West Seattle	
Capitol Hill	Central District	Roosevelt/Ravenna/Lake City/Maple Leaf intersection.
Ballard	Capitol Hill	
International District	Capitol Hill	In between freemont and ballard.
phinney ridge	Denny Triangle	
Burien	Queen Anne	West Seattle Alaska Junction
Capitol Hill	Alki Point	
Rainier beach	West Seattle	between Admiral and West Seattle Junction
Broadview	Highland Park	
West Seattle	Chinatown	west queen anne/uptown
Greenwood	First Hill	
Wedgwood	Maple Leaf	Ravenna/edge of U-District
Montlake	Ballard	
capitol hill	Beacon Hill	NE magnolia/Interbay
North Beacon Hill	1st Hill	
South Park	Greenlake	Fremont east of Aurora
Beacon Hill	Bryant	
Edmonds	Madison Park	
Ballard	Haller Lake	

Question 13: What do you like about your neighborhood?

101 answered the question **31** skipped the question

Response Text

Lots of trees, walkable, rapid ride bus service. Feels safe, good community feel.

It has lots of trees and not many insane people asking for money. It doesn't reek of cigarettes and auto exhaust.

Diverse neighbors, not too dense. Safe. Good public transit. Centrally located

The existing residential feeling on the East Side, the cultural spaces like Music Venues, bars & restaurants, our P-Patch which is a treasure, the two parks, being close to Transit Hubs. Historic Buildings. Mix of income levels, some existing Middle Class lifestyle which should be protected against Upscaling & Price Outs due to influx of Affluent renters. Right now it still has more character than Downtown in the 8th & Stewart area, it still feels like a Neighborhood & there are still Nightlife things to do because fortunately we still have live Music. That should be protected.

Safeway--big supermarket

Access to transportation, healthcare, and walking space

Lots of diverse small businesses with a couple big anchor grocery stores. Many community activities which close the main street.

Relatively quiet, very green, lots of nice walks...

Affordable. Uncrowded. Not hectic, no car traffic. Close to Lake Washington. Close to work.

The architecture, trees, proximity to library, my office, and it's out of the fray of Capitol Hill.

The trees and quiet.

Great location. Good restaurants, shops, safe.

Community, Culture, Greenery, the presence and response time of our SPD, it is still affordable and cleaner than downtown/south Seattle.

Westcrest Park, diverse community, highway access, commuter bus (113)

Access to the water and Seward Park

Don't like it

Old historical houses

Large lot that are not on top of my neighbors. No access to commerce, crossing 16th safely is impossible, limited parks, and no pea patch.

The potential to become the best neighborhood in the City

easy access to downtown; access to waterfront trail and ship canal trail; transit service; proximity to uptown urban center and seattle center

I can walk to the grocery store, hardware store, I have an active neighborhood assoc connecting neighbors

The central location, Cal Anderson Park

I can walk to get anything

Walk and bike-ability, easy informal art/culture options, some historic homes and trees.

The diversity and access to downtown

Question 13: What do you like about your neighborhood?

Just about everything

Most of the neighbors are nice except the section 8 neighbors. We are looking to move even further away and out of King County in the next 2-4 years

It's vibrant

New community center, new park, close to light rail and bus

quiet, green, great views

Quiet, near-by grocery & drugstore

I don't like living anywhere in Seattle anymore, it has become too expensive and very crowded. The people are too white, too rude and too nasty.

Quirky and artistic and creative; variety of businesses and services, mix of residential and business, of high tech and maritime. The people.

The shops along greenwood and the new piper village

It's walkable with many services available on foot.

Access to parks and transit, proximity to downtown, walkability and density.

The sense of multi-cultural community, the closeness of the light rail, the fantastic park

Most everything

cheap housing, light transit

Quiet, residential

Walk-ability, few tall buildings blocking the light, good Farmers Market, good restaurants, good transit options, attractive architecture.

Ability to walk to most everything I need; vibrancy

Easy access to transit, groceries, a community center, parks, and a farmer's market. Lots of trees, flowers, and gardens.

Natural spaces/greenbelts

Lack of light blocking buildings

Very walkable.

Walking distance to many restaurants, stores.

Good transit access.

Access to amenities, work, and all forms of transportation.

I can walk to all my household needs - grocery, pharmacy, dry cleaning, etc., lots of restaurants, and there's easy access to multiple bus lines.

Next to interurban trail, easy to access north south east, and west, lots of parks

Close to the cemetery - calm and full of birds. Quick access to both i5 and 99; houses with tight neighbor group

Nice to walk in. Fairly good bus service. Nice parks not too far away. Library.

Question 13: What do you like about your neighborhood?

Proximity to UW, Burke Gilman

plenty of single family homes

I can bike commute to downtown and south lake union, with my 3 year old son. I can walk to get groceries or food on the weekends.

Close to work, close to entertainment and services. Most things are accessible by walking, biking, or transit.

I love that I'm within walking distance of dozens of restaurants and shops, and within a 10-minute bike ride to my job. I love that I'm surrounded by 3-4 story classic brick buildings with little setbacks and no parking. It's dense living that doesn't feel all that dense, and it should be the future for our single-family and lowrise neighborhoods.

Liveability, peaceful, nearby amenities, safety

Walkability and connectivity to transit.

I can walk to many places - grocery stores, restaurants, parks, library, etc

Located close to Westwood Village shopping center.

I have everything I need within walking distance. Schools are great!

Walkable.

Good location but is suffering from TOO much new building and too tall building. The neighborhood will not exist by 2035! It will just be a badly designed, 40 foot tall boxes with no yard, no charm and all crammed too close together, UG! Good thing I will be dead by then!

Ability to walk everywhere and know other residents. Vibrancy. The mix of quiet residential streets and a lot of art, parks, and independent retail

Architecture, Bicycle Infrastructure, Active (cycling/walking/parks, etc)

Proximity to everything I need: transit, retail, great public spaces

proximity to downtown & no need to cross a bridge which often causes delays

Good mix of residential and small retail without intrusion of large commercial buildings. But the CHARACTER of a neighborhood should always be retained; new houses/duplexes/triplexes should be designed/built in the style of the neighborhood; NOT newfangled UGLY new designs that stand out and DO NOT FIT IT!!

Quiet

My neighbors

It is a mixed-use, urban setting. The historic masonry buildings. The influence of a variety of asian cultures. The unparalleled access to a variety of public transit options. My rent is currently very reasonable. Proximity to other interesting neighborhoods (Cap Hill, Beacon Hill, The CD, Belltown). Hing Hay Park (very excited about its expansion!)

Density, walkability, trees

Small houses, trees and Gardens, close to transit. I use the new Reservoir park and community garden almost everyday as daily outdoor/ green space/ mental health. SO many birds here! Mixed ages old folks and new families in affordable housing stock.

That food, hospital, transportation access, and entertainment are within several blocks

I like to walk, and I really love the diversity of the neighborhood. Beacon Hill is also very centrally located and I can easily get to many parts of Seattle without driving.

Question 13: What do you like about your neighborhood?

Access to EVERYTHING!

Served by 3 Bus lines #16,#25,#48. Health/Fitness conscious lifestyle

South of us is safe to walk at night. The houses are well maintained, no urban decay.

It is walkable, has sunlight except where the new high rise buildings are going up, still a neighborhood unlike Ballard which is more an apartmenthood. But we are getting more and more like Ballard.

I can walk to four different synagogues.

High density in central Madison Park encourages services. Attractive neighborhood. Close to beach and parks. Close to good cycling (Lake Washington Blvd)

Park

Small town community feeling, sound and mountain views

Walkability to grocery stores, restaurants, proximity to Seattle Center.

parks, playgrounds, theaters, diversity, ability to walk to groceries and other services, accessibility to transit

Lots of green space, access to transportation, lots of off-street walkable paths and trails, good community center

It's very walkable and it has just about everything I need.

everything is walking distance. Safe. Lots of parks

Almost, human scale/walkable, more than most other neighborhoods.

everything, expect we need better transit service connections to downtown and UW.

Transit, people, diversity

close to work

Trees, gardens, cafes

Quiet but conveniently located.

I like its access to the city by bus. I like how close the university is. I like the large parks. It is safe which is good too.

Access to business/restaurants/culture/farmer's market combined with neighborhood feel and affordability

I almost moved to eastlake, until I realized there was no walkable grocery store nearby. Just a suggestion!

The fact that people come here for a reason and don't just drive through

Close proximity to other parts of the city.

Retail within walking distance.

the views

It's quiet, but convenient

Question 14: What services or amenities are missing?

99 answered the question 33 skipped the question

Response Text

Affordable housing, Increased transit access. More music venues and public art.

Park and ride is severely undersized and direct bus to my job was cancelled making it very difficult to reach my job in seattle. Pollution and crime make me not want to move closer to my job <--- key point... If city was nicer I wouldn't be hiding in the suburbs. Also, something crucial is to encourage workplaces to have more childcare facilities

No shops, grocery stores, restaurants/bars.

More East-West Transit which could be improved by adding bus lines on Mercer after Mercer West is completed. Library, although we are close to both Capitol Hill & Downtown, someday in future maybe 5 years might be nice to have a small Branch just for SLU. Sidewalks & Roads are really in poor state for mobility because of constant and many construction projects. More needs to be done to get pedestrians around without having to go 7 blocks around 3 projects out of their way, or they won't walk or use Transit. It would be nice to bring back a more PUBLIC Farmer's Market which is accessible on Weeknights or Weekends. This neighborhood has more residents every month and yet we still feel like a suburban throw away because all new amenities are either privatized in the new residential buildings for their own residents (which doesn't foster community at large by the way) or there aren't any new amenities for the residents and everything is during Amazon or business hours. This neighborhood shouldn't be ignored after 6pm or on Weekends, but it has been by the City and by business, local interest, etc. We still don't have a lot of small retail choices in the area, and it seems we're not getting small scale retail stores or services in the new building designs. We're getting large, unrented, "for lease" retail which doesn't make sense for the walkable streets, and we're getting too many Live/Work Units on the ground floors which aren't being utilized in very public ways. I'd like to see those units scrapped in future design because they often do not turn into businesses at all. They take up valuable street-scape space, that small retail shops could be renting. Too much of our new development is not creating services or retail for residents. It would be better to have modeled the new development on Capitol Hill or Broadway, 1st Avenue or Pike/Pine. The new restaurants & businesses can't be supported by megablocks of boring rows of closed doors. People want to walk and shop where there's a lot of small things happening in a short space. I recommend facades and spaces less than 25' wide. We can do more to encourage developers to partition up the large unaffordable and unappealing retail spaces into 8 different exciting ones that businesses can afford. Bringing small scale retail back to the neighborhood will help the remaining small businesses thrive because they aren't dwarfed or outcompeted by large businesses. Also the new coffee shops & sandwich places, etc shouldn't be in places that feel off limits to the public, it hurts business & the community to have the "Suburban Business Park" feel in the new office buildings. This is a City and an Urban Center. So it shouldn't feel unwelcoming for a cup of coffee or a doughnut that you're invading a Corporate Campus to do so. It deters business and creates again, a boring street life to have the services tucked away back from the sidewalk, in plazas or stairwells or inside office buildings. Also more police. We are so close to the Police Station and yet, we face a lot of bicycle theft, public drunkenness, drug dealing out in the open at all hours of the day and we need more Services & Support for the Homeless, Run Aways, and more money directed at the Youth Care & Teen Shelters. Fortunately there's not a lot of Violent Crime and most of the time the homeless don't bother residents, but in some areas we need more services to help treat, clothe, house and get these people to a safe place they can recover from addiction. They're our neighbors and we know some of them by name. However it does make a public health nuisance to not have proper restroom facilities or to have drugs and biohazard waste littering some corners. Rather than moving the people along, we could do more to provide the appropriate services including mental health & drug treatment on a small, discreet scale. I also worry a lot about the homeless kids & teens, fortunately there's a place for them some of the week, but I think if there was a Dorm or Public Housing for them in addition to the Youth Care, it might stop the congregations under the freeway that get messy and unsafe. They need to be able to be in the neighborhood they want to be in, without having to be outside when the service hours are over for the day. I think more funding or a campaign to help build a larger Youth Care building with residential dorms for their clients might be something the City & Private Donors who care about youth can come up with. I think more money directed at services that exist already would be helpful & also more police on the beat, walking just to give more of a presence so we don't see them only working as private hired traffic cops. The perception is the SPD is only on the private dime in our area, and I'd like that to change because that's not totally fair. Also we have seen great improvement in police presence walking on the street and stationed for safety in Pike/Pine in the last 2 months, and it is helping keep the public safe & deterring some crime. It would be nice to see that extended to all Downtown adjacent areas.

SIDEWALKS! Bike lanes on Lk City Way are DANGEROUS. Needs more low income housing, services for mentally ill, bus service and stops, parks, showers, laundry facilities, playgrounds, community centers.
AFFORDABLE Housing
Greenwood needs a central plaza with a playground. Is also needs better developed bike infrastructure. I would like a few music venues too.
Mass transit to go other places in the city without a car
Policing. Coffee shops, clothing stores, sporting good stores, museums, art galleries, music venues, tourist destinations, automobile sales, durable good stores, record stores, book stores, furniture stores,
GROCERY STORE (PCC or other, please!). Quiet -- quiet is definitely missing. Also, not enough recycle, trash, compost bins on street.
Sidewalks and repaired streets.
Better and faster transit to other parts of the city. E.g. it is hard to go to try out the new cool restaurant on Capitol Hill or Pioneer square.
We can always use more mental support services, help for our food bank, community gathering events. Less cars, DO NOT NEED MORE PARKING...just more and reliable options for moving people around.
A grocery store!
Transportation
Sense of community, core
Nothing
Cross walks, businesses and small pocket parks.
Adequate transit service, healthy food options, job training
community center, library, playground, neighborhood-scale park, pedestrian and bicycle infrastructure along 15th Ave W corridor
safer bike places for me and my kid slower traffic,
Public transportation to Fremont is difficult. More dedicated bike lanes would be helpful considering that most of Capitol Hill is on hills, which makes biking dangerous in some areas.
musical instruments sores
Places to grow vegetables when you are renting ... a sunny spot along the street with access to water would be wonderful.
lack of transit to other neighborhoods, safer walking conditions
more housing for all incomes.
no sidewalks in our area, difficult to get downtown burien by foot
Where is the heart of capitol hill? Cal Anderson Park doesn't quite fit the bill... it's walled off from Pine with a giant fence and from broadway with buildings... The brick area (where the Sunday farmers' market is located) in front of SCCC is desolate and lifeless particularly in the evenings. How do we liven up this space? Can we re-landscape the SCCC property on Pine between Harvard and Broadway and make it more of a neighborhood center... (i.e. Washington Square Park in North Beach, San Francisco)

Cafés, farmers markets, sidewalks, curbs, bikes lanes
We are missing transit, sidewalks, local shops and services, a local park, local plazas and gathering spaces. We have been denied up-zoning options that would allow us growth and services within walking of many of our residents.
Good public transportation. We didn't get the monorail, we're not on line for light rail, and we've had our bus lines slashed. Very tired of this.
AFFORDABLE HOUSING! JOBS FOR WOMEN OVER 40!
At the new Maple Leaf Park - there should have been another bathroom built on the upper level. But
Development of Aurora Ave itself. Transit to link Upper and Lower Fremont directly. Community Center. Park space. We are losing the small local business ecology along Stone Way N to residential development. Very damaging. I'm very concerned that this survey favors bicycling as a major mode of transportation and ignores the real need to continue to own and park motor vehicles in our neighborhoods--we do not have and will not have adequate alternatives even by 2035 to be doctrinaire about this need.
Bakery, icecream shop, clothing stores, and more businesses beyond 95th street.
more restaurants, and small business retail like a yogurt shop or a consignment shop, and a marijuana store.
Need more bus service to downtown (has good access to Eastside already)
Walkable connections to other neighborhoods, affordable housing, public safety, underground telephone wires, programmed community center.
Small businesses/restaurants
BECU
More night life and cafes / restaurants.
Better sidewalks on secondary roads are missing, and the area could use more jobs.
Please complete the missing link in the Burke-Gilman Trail!!
Open/ green space; high quality and functional transit; too many vehicles on streets; becoming congested and unpleasant to live in
Transit options for when I need to visit family who live outside Seattle.
Sidewalks in much of the area
Fast transit (D line doubled the time to get to downtown, causing me to stop riding transit).
Affordable rent.
Bike infrastructure, particularly on Meridian Ave N and N 45th St, and safe bike routes to Green Lake, the Zoo, the Burke Gilman, and downtown.
Traffic calming on streets, especially around the parks.
We must continue to address street civility issues and bring more families into our parks through programs and the like.
Good transit planning; grocery or other food market
Sidewalks for the Northern part of Greenwood!!! I'd also love to have a real gym here. We have yoga, pilates, and cross-fit, but nothing like a 24 hr fitness.
Complete sharrows marking, protected bike lanes by schools, poorly maintained sidewalks with phone poles in the middle of them, pedestrian crossing signs are often obscured by tree branches.

ease of walking or biking - roads are busy and fast, need dedicated bike lanes and signage. coop. local cafe. I-5 needs retaining wall to keep noise contained. replace traffic lights with roundabouts. more trees lining streets for shade, ground absorption of water rather than runoff
Restaurants, entertainment, medical (we need a hospital in West Seattle), shops (other than auto repair).
Transit connection to UW station in 2016!! Current bus service (especially off-peak) is very poor. Streetscape along 55th looks like a third world country, as does Union Bay place. Need to eliminate commercial only zoning around U Village and make it mixed use.
better public transportation
Workshop space. I really miss a garage I can work on craft projects or use tools in. A low-cost or free community shared workspace or tool library would be super awesome.
Home prices are unaffordable for young families. Bike facilities are better than in some neighborhoods and other cities, but biking still feels very intimidating and dangerous.
Transit service is generally inadequate. The #49 bus takes longer than bicycling to my job, and is barely faster than walking in the afternoon. We need dedicated transit ROW for buses and streetcars, and bus connections to light rail need to be frequent and reliable.
transit choices, traffic management, walkable sidewalks
There isn't a bar on my block, but don't worry about me there is one being built as we speak. Whoosh... dodged that bullet.
Hospital, light rail / transit, larger retail (department store), more jobs in West Seattle
sidewalks, trees, restaurants, movie theater
Bus service: more frequent and more routes
Better transportation services, be it a wider bridge, a wider on ramp to I-5, monorail, more buses and routes, anything to give us a GOOD alternative to driving.
No public trans on 12th Ave. possible cuts to other bus service, not enough pea patches, no dog park, no repair to old sidewalks, no care for old trees and no new ones being planted, not enough parks, huge parking problems due to all the new building, SU and Swedish Hospital's failure to provide parking for employees, no enforceable City Noise Ordinance,
Better transit services (Metro being on time and with greater frequency in more locations), More methodical and considerate development in terms of quality, height, and long-term impact of new buildings. Affordable housing!!!!!! - not just for <80% AMI, but for those who fall in closer at 50-60% AMI
rail
Areas for kids/families like playgrounds.
New building design reviews for private buildings - the majority of new buildings in the past 10 years (all over hill but especially on top of hill) are ugly designs and the charm of the hill is being lost to developers with zero taste.
nothing
better bus service, direct routes. More family friendly places to go. Kids and families overall don't seem to be a priority in Seattle, esp in denser neighborhoods. Bikes and dogs seem to be more important which is disappointing. Look at cities like San Fran, you have families living in very dense areas, and the services to support them. You see kids on the streets. Not in Seattle, you only see kids in the outlying areas. Why not downtown? Because it's not family friendly AT ALL.
Everything it is an underserved neighborhood much like the south end. We need transportation, sidewalks, a retail section, art, an elementary school that isn't the least performing. We are one of those neighborhoods that has to fight for what other neighborhoods take for granted.

More housing (the Publix Hotel should be demolished and a midrise, mixed-use apartment building should take its place. Better pedestrian amenities along Jackson *and* Dearborn (I climb at Seattle Bouldering Project and the walk from Chinatown to SBP is terrible and dangerous)
More trees, affordable housing, grocery store/supermarket
SIDEWALKS! Hillside stairs to Northgate transit station/medical cluster. Sidewalks. Bicycle lanes. Higher density/ mixed use/ apartment options (townhouses were built instead). More pocket parks/green spaces/ community gardens between northgate WY and 88th st (to offset higher density/ zero lot line buildings and 60ft ft + tree removals). Farmer's markets. Development of Thornton creek as a public parks space respite from the concrete jungle of northgate. Would like to see more smaller units back filling lots, than zero lot line monsters, changing the affordability of the neighborhood.
More bicycle infrastructure, and more road diets, to make roads safer for bikers and peds.
Attractive ADA compliant sidewalks...it's criminal!
Grocery Stores
Nightlife/Culture
Well, there's no real high-density housing; bus service is very bad to the NW Seattle area; there is a striking lack of good shops and cafes in Ravenna. I would like to see significant amount of mixed-use high density growth where people can walk to work rather than drive. Also, as much as I like the Ravenna area, I can't afford to own in it even if I had another 10-20 years of career growth under my belt.
First there are so few businesses that everyone has to get downtown or elsewhere to work. On my block, parking!!! It is awful. Buses are almost always very crowded and several lines have already been cut forcing people to drive to the Junction and parking on residential streets. Very little green space. Not much upkeep to the green space we do have. No hospital. Height of new construction makes for less daylight. Building designs mostly are like Soviet era styles.
Trolley on 35th Ave NE. Trolley on NE 65th St.
Large supermarket, cinema, multiple coffee/tea shops,
Closer schools, closer farmer's market.
fast transit to Veterans Hospital where many capitol hill folks work, senior center, full time community center with strong programming
local place to grow food. The community center has vast tracts of lawn which is sprayed and mowed by Parks Dept...total waste of that resource (and polluting too). Let's put in a pea patch!
It could use better bicycle infrastructure.
Too many cars and too much parking. need more dedicated bike lanes, intersections and bike parking. Better maintenance of parks. more hours for community center. More transit service (frequency and to more places)
Office zoning. Transit.
transit, complete the burke gilman, upgraded sidewalk infrastructure on ballard ave. need more parking pricing.
Retail mix, quality groceries
sidewalks
Good transit
Streets are in extremely poor repair, sidewalks are damaged or missing. The revisions to Broadway have made it time-consuming to use pushing more car traffic onto residential streets. The new 23rd St. plan which is similar to the ill-conceived Broadway plan will likely do the same, ruining more residential streets.
I wish there were more shops where I could buy everything without driving, and more diversity of housing, and communities.

Better transit connections (to places other than downtown); professional services/job opportunities (not just service sector).
Nothing except a movie theater. We had a great one years ago. Too bad it left.;
Grocery store, Affordable bars and restaurants, Office space
more restaurants
Better bike lanes