



# Seattle 2035

## Draft Plan

### Survey Results

July 8 – November 20, 2015

Cumulative survey results (p. 1)

Open House survey (p. 11)

Consider.It online survey (p. 59)

# Cumulative Survey Results

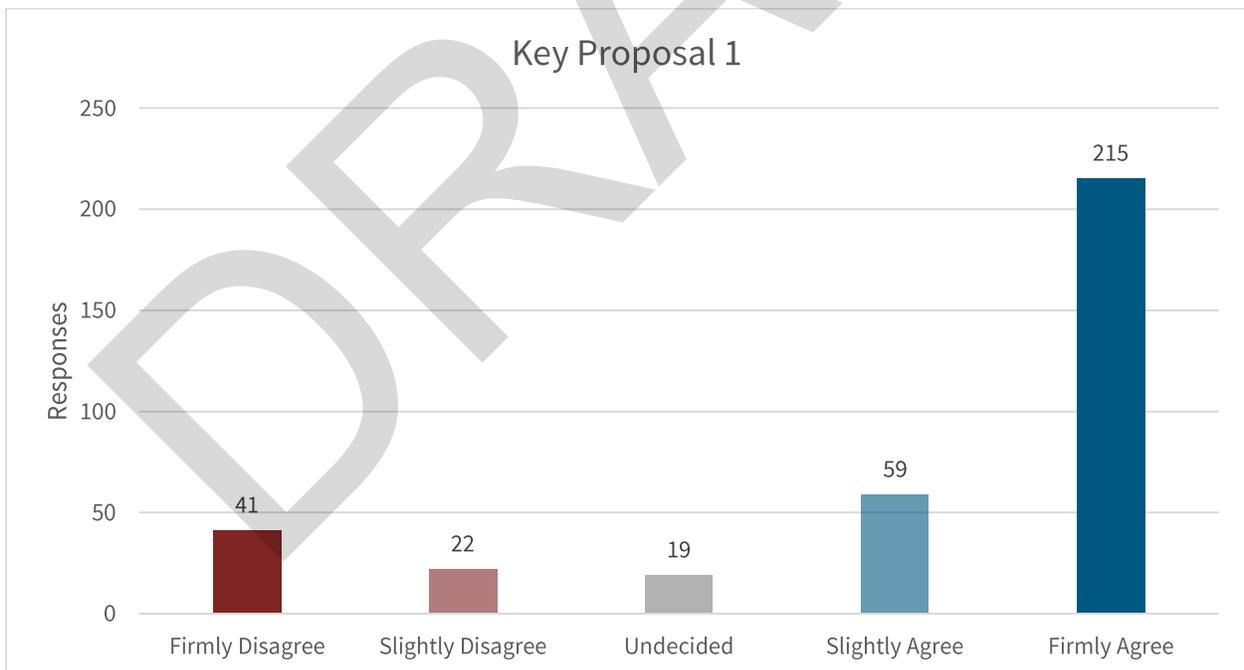
The following charts incorporate feedback collected through the Open House surveys and the Consider.It online survey.

## Key Proposal 1: Growth Strategy

For the past twenty years, the City has guided new jobs and residences to urban centers and villages. While most future growth is planned for our densest urban centers, this Draft Plan also guides more growth to urban villages near frequent transit (a light rail station or a bus station with two or more bus lines serving multiple destinations). This pattern of future growth builds on past and future investments in transit. More people will be able to live in urban villages with easy access to transit.

- Expand boundaries of 11 urban villages to include the 10-minute walkshed around a frequent transit station.
- Establish a new urban village at the proposed light rail station at 130th Street.

Do you agree with this draft policy?

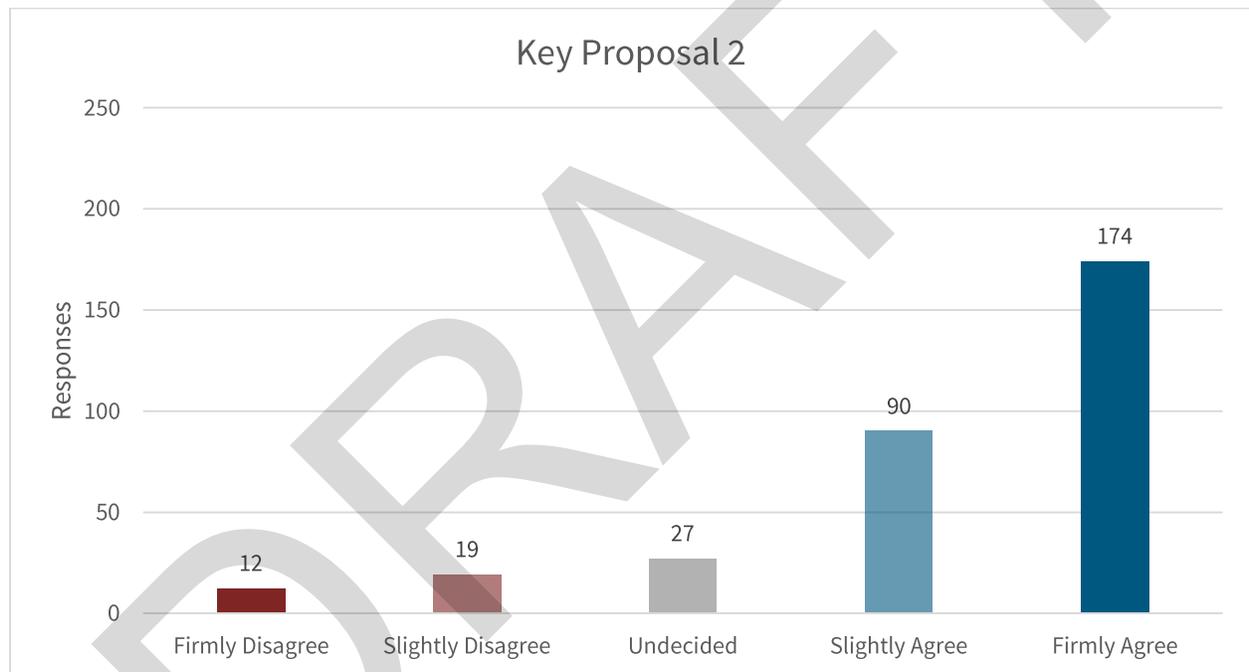


*Note: Survey results are not statistically valid. Participants were self-selected, and in some cases, survey responses were aggregated to support summarization.*

## Key Proposal 2: Transportation

The Growth Management Act requires the Comprehensive Plan to include level of service (LOS) standards for all locally-owned arterials and transit routes to gauge the performance of the transportation system. The City has decided to use a system-wide method to assess the performance of the transportation system. Because buses are the primary form of transit ridership in the city and buses operate on the arterial system, the City has chosen to use LOS standards for the arterial system generally and the transit system. The City is currently considering a new LOS standard that would consider all travel modes. That would be consistent with the policies in Vision 2040 and would help achieve a number of other City policy objectives in this Draft Plan.

**Do you agree with this draft policy?**



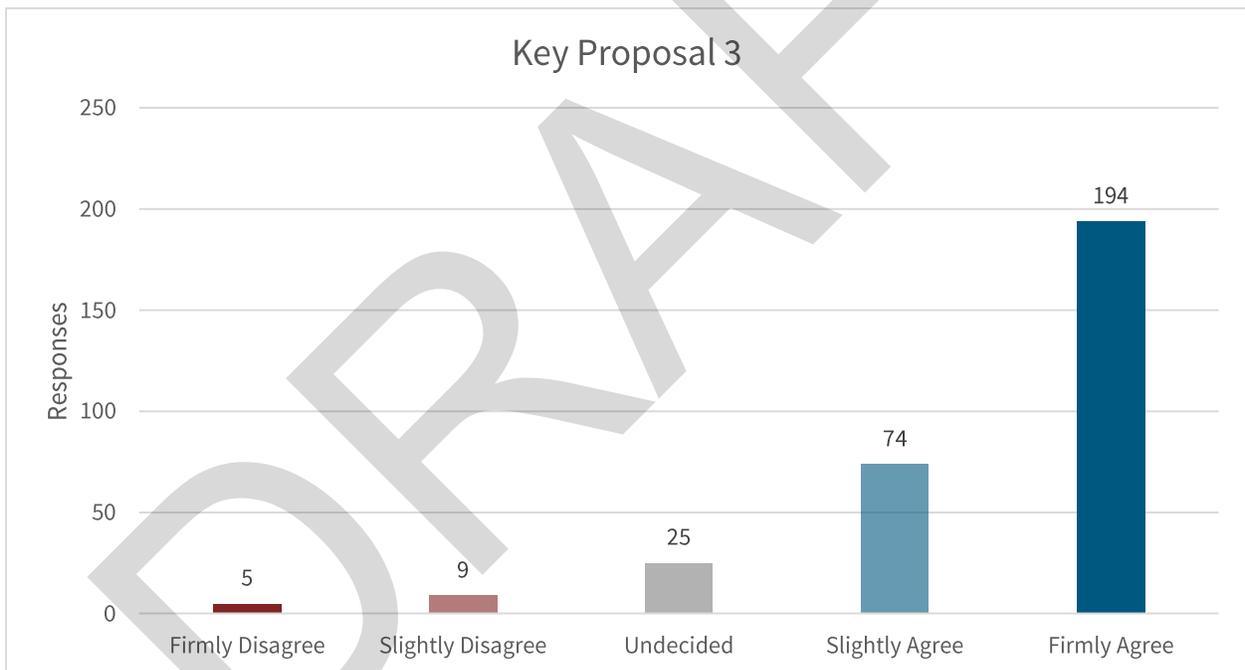
*Note: Survey results are not statistically valid. Participants were self-selected, and in some cases, survey responses were aggregated to support summarization.*

## Key Proposal 3: Growth Strategy

The Draft Plan proposes new ways to estimate, monitor and report on growth and change happening citywide and in urban centers and villages. Urban centers and villages have been successful at attracting growth overall.

- Estimate and monitor growth for regionally-designated centers as required by Puget Sound Regional Council (# of housing units, # of jobs).
- Estimate and monitor growth for locally-designated urban villages (% growth in hub urban villages, % growth in residential urban villages).
- Identify and monitor other indicators to measure the progress of Plan policies.
- Report on residential growth quarterly, employment growth annually, and other indicators annually.

Do you agree with this draft policy?

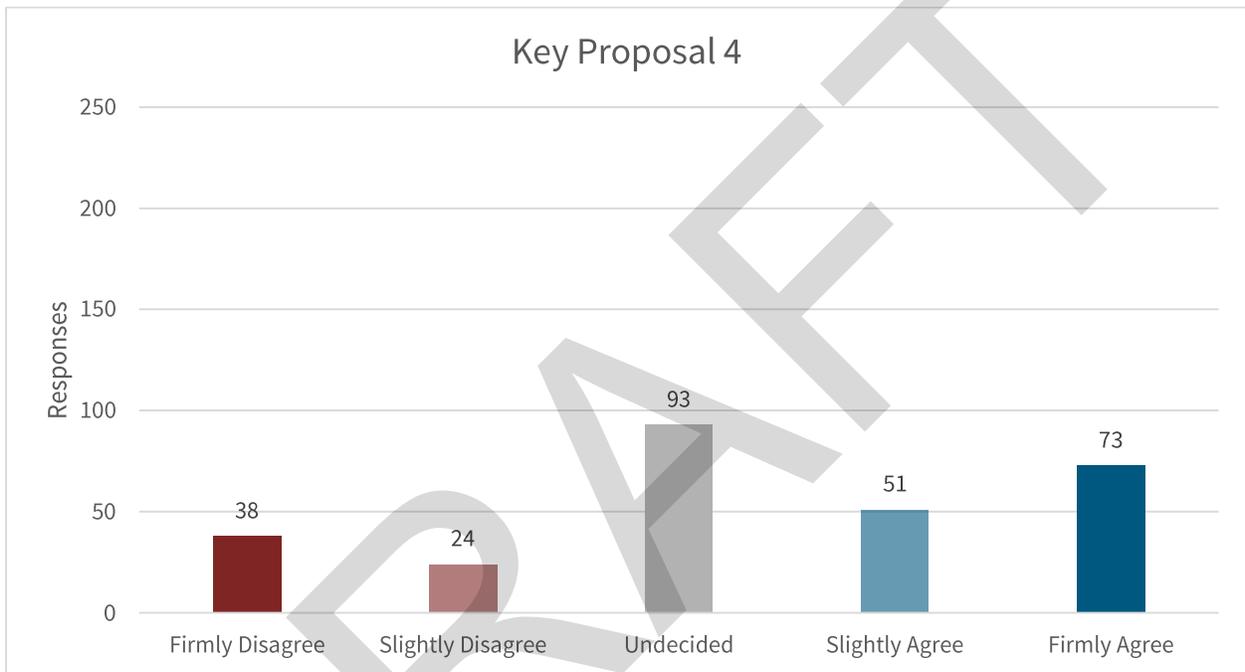


*Note: Survey results are not statistically valid. Participants were self-selected, and in some cases, survey responses were aggregated to support summarization.*

## Key Proposal 4: Land Use

The Stadium District will maintain freight mobility while expanding the types of activities and buildings allowed near major sports facilities. New policies for the District allow hotels and housing in specific locations. This mix of uses encourages activity at different times of the day. Policies also call for improving the pedestrian environment and public spaces, while limiting conflicts with nearby Port and industrial operations.

Do you agree with this draft policy?

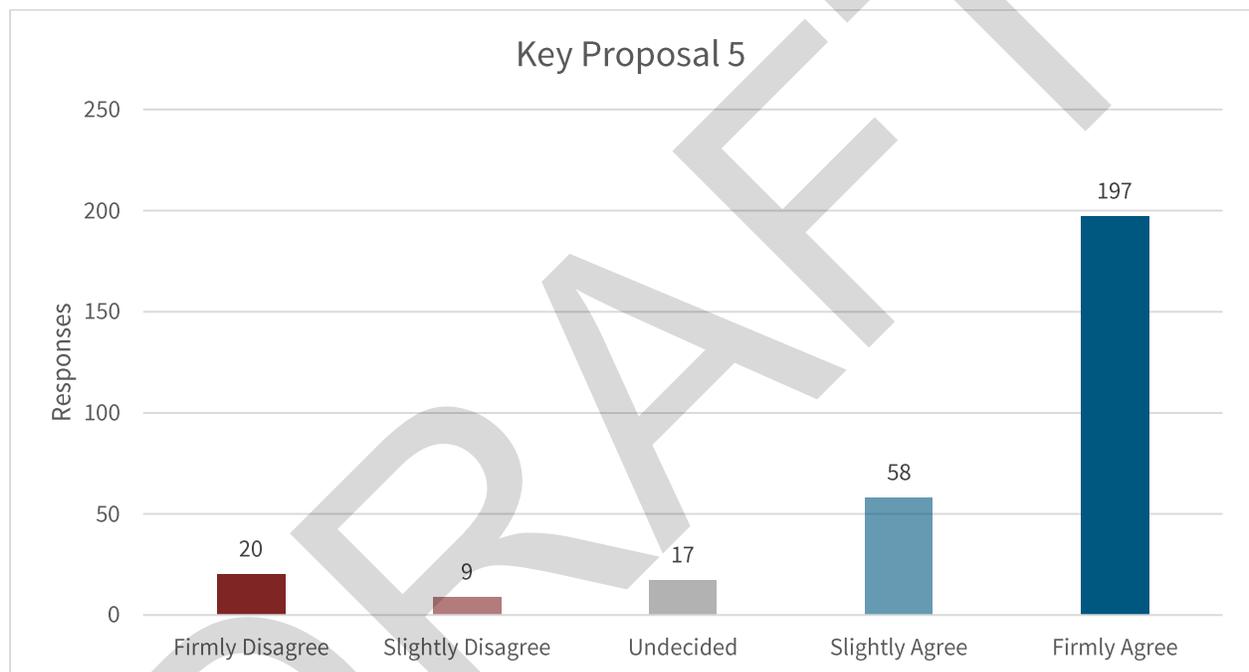


*Note: Survey results are not statistically valid. Participants were self-selected, and in some cases, survey responses were aggregated to support summarization.*

## Key Proposal 5: Land Use

The Future Land Use Map outlines the boundaries of urban centers and villages. The City wants to encourage a mix of activities within urban centers and villages. The existing map is unnecessarily complicated. It has several land-use categories within centers and villages. The proposed map is simpler. Areas within urban centers and villages have a single land use category: urban center, hub urban village or residential urban village. New policies in the Draft Plan describe the types and densities of uses appropriate in each center or village category.

**Do you agree with this draft policy?**



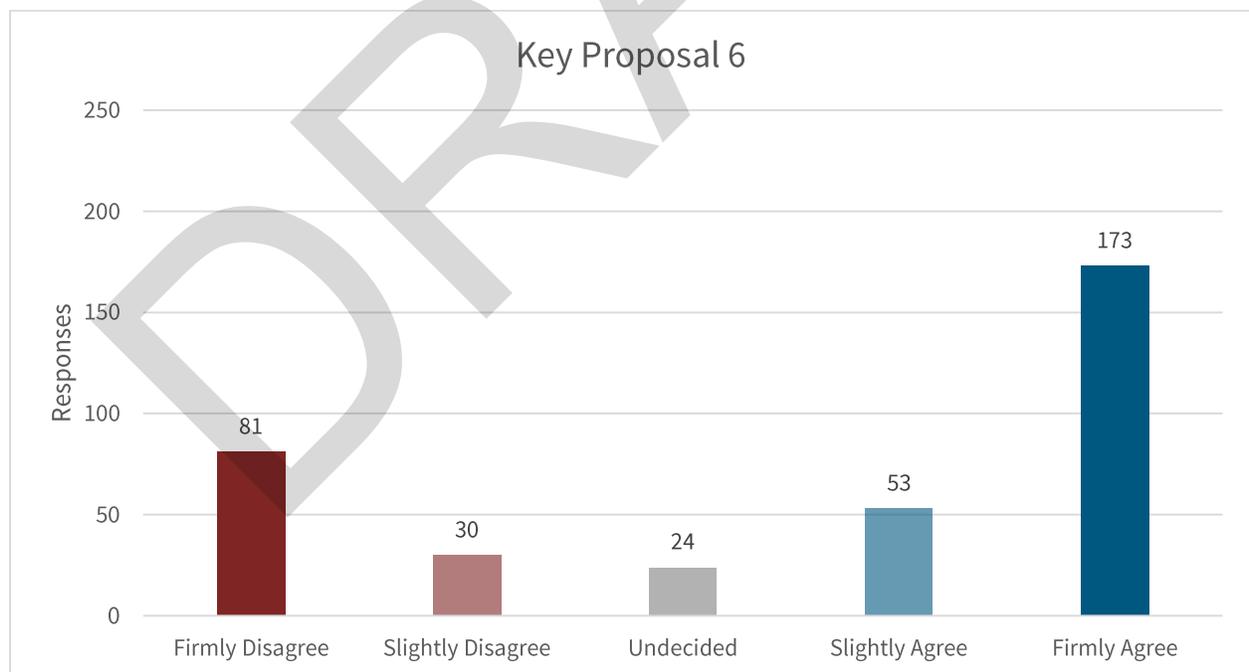
*Note: Survey results are not statistically valid. Participants were self-selected, and in some cases, survey responses were aggregated to support summarization.*

## Key Proposal 6: Housing

The Draft Plan anticipates that the majority of new housing will be multi-family residences in urban centers and villages. This is consistent with the housing demand we have seen over the past two decades. Many households, particularly families with children, may choose to live in lower density neighborhoods close to parks, schools and family-friendly amenities. However, existing regulations restrict the variety of housing types in these areas. This Draft Plan proposes several policies that will make it easier to diversity housing choices in lower density neighborhoods.

- Remove duplicative single-family rezone criteria. Including rezone criteria in both the Land Use Code and in the Comprehensive Plan is unnecessary. It creates a longer, more expensive, two-step process to consider rezoning single-family parcels.
- Encourage more accessory dwelling units and backyard cottages. Existing regulations are relatively restrictive. As a result, accessory units and backyard cottages comprised less than 2% of new units since 2005.
- At the edges of urban villages, encourage a transition in scale, height and bulk of buildings between higher-intensity and single-family areas. The transition area would allow low-rise housing types (duplexes, triplexes, cottage housing).

Do you agree with this draft policy?

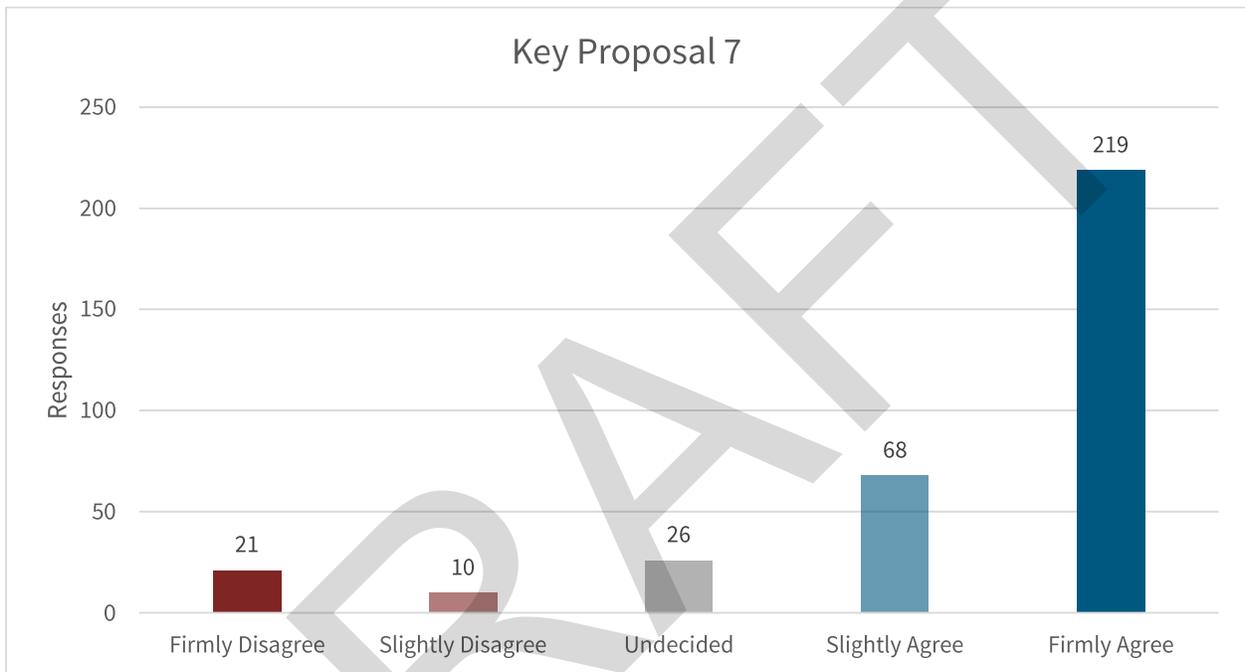


*Note: Survey results are not statistically valid. Participants were self-selected, and in some cases, survey responses were aggregated to support summarization.*

## Key Proposal 7: Displacement

Displacement is the involuntary relocation of residents or businesses from their current location. Public investments in affordable housing in all neighborhoods can prevent displacement of low-income households, people of color and English language learners. New policies call for the City to monitor the potential for displacement and to implement strategies to address the impacts of physical or economic displacement.

Do you agree with this draft policy?



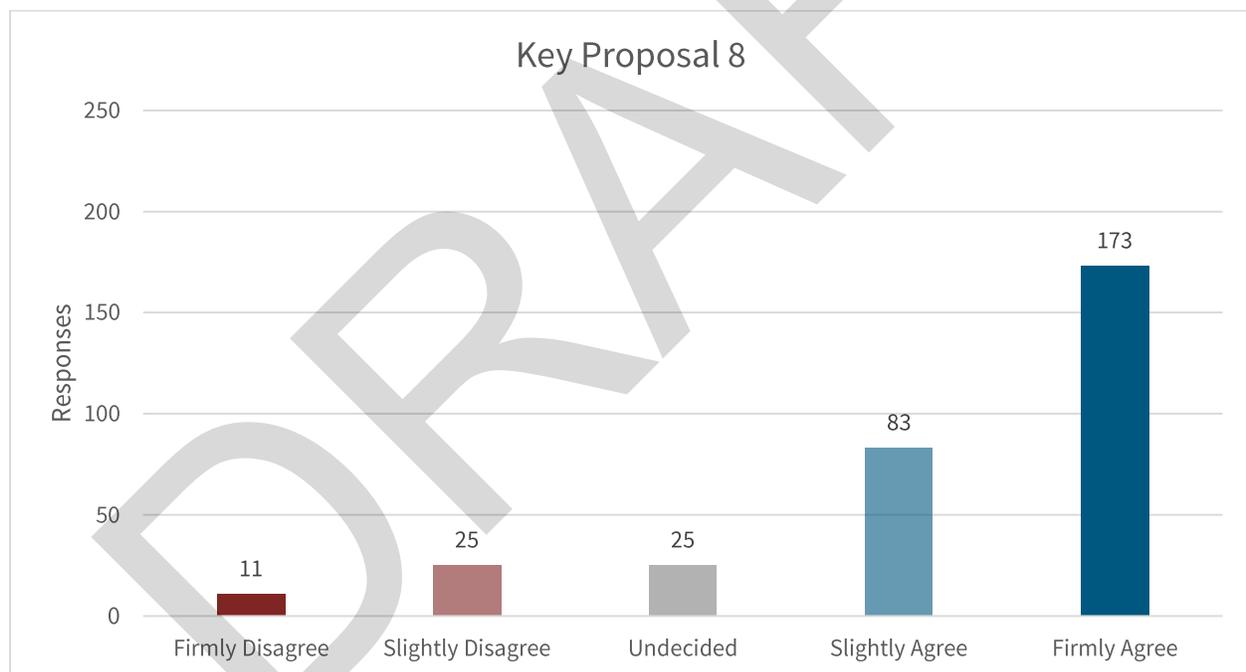
*Note: Survey results are not statistically valid. Participants were self-selected, and in some cases, survey responses were aggregated to support summarization.*

## Key Proposal 8: Parks and Open Space

The existing Comprehensive Plan includes a goal of one acre of parkland per 100 residents. Over the coming twenty years, meeting this goal would require an additional 1,400 acres of parks in a city with very little vacant or underused land. Since 2000, the City has added 261 acres to the park system. Public feedback for the Parks Legacy Plan prioritizes improving existing parks with less emphasis on acquiring new parkland. This Plan encourages the development of new goals that reflect today's priorities and challenges.

- Deemphasize quantitative goals, such as acres-per-person or per-household.
- Emphasize higher-quality public spaces: better community access, high quality park designs, more efficient use of space, and programs to meet park users' needs.
- Encourage the creation of other types of public spaces: park-like streets, public open spaces near new development, plazas, and various place-making strategies.

Do you agree with this draft policy?

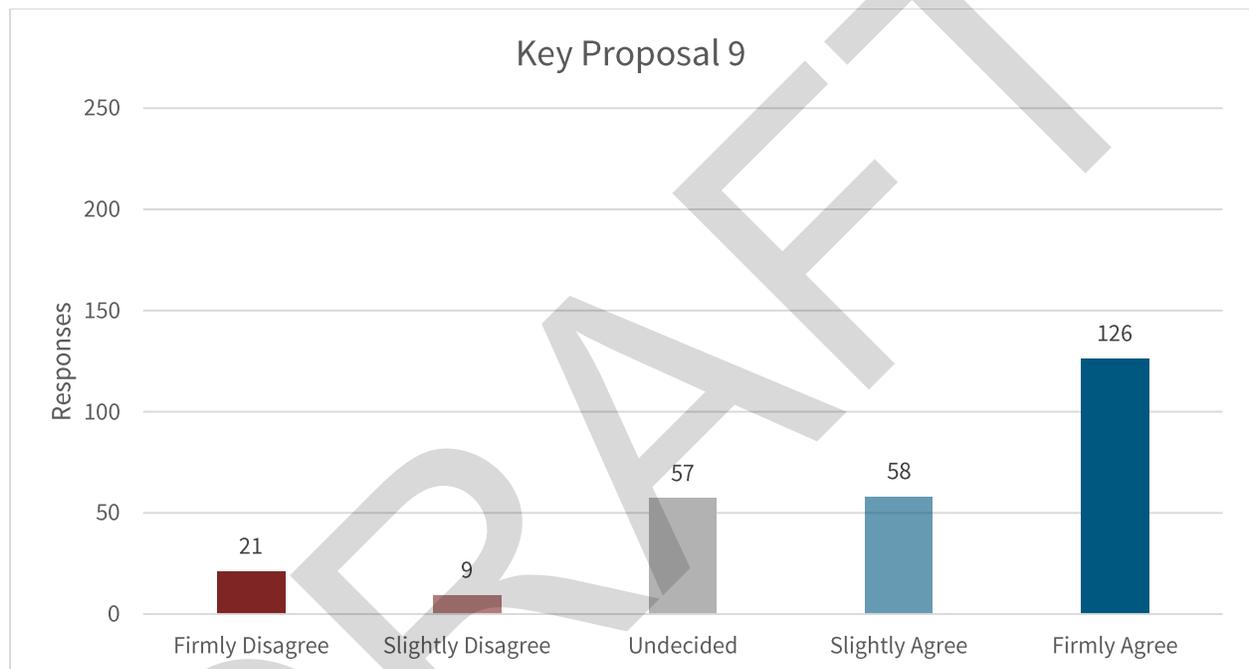


*Note: Survey results are not statistically valid. Participants were self-selected, and in some cases, survey responses were aggregated to support summarization.*

## Key Proposal 9: Neighborhood Planning

The creation and inclusion of 33 neighborhood plans in the Comprehensive Plan nearly twenty years ago was unprecedented. Neighborhood plans helped the City make smarter decisions and better investments. Today, planning for neighborhoods has become strategic, with an emphasis on inclusive community engagement. The Draft Plan contains new citywide policies about the process of creating and updating neighborhood plans. However, the Draft Plan does not change Comprehensive Plan policies for individual neighborhoods.

**Do you agree with this draft policy?**

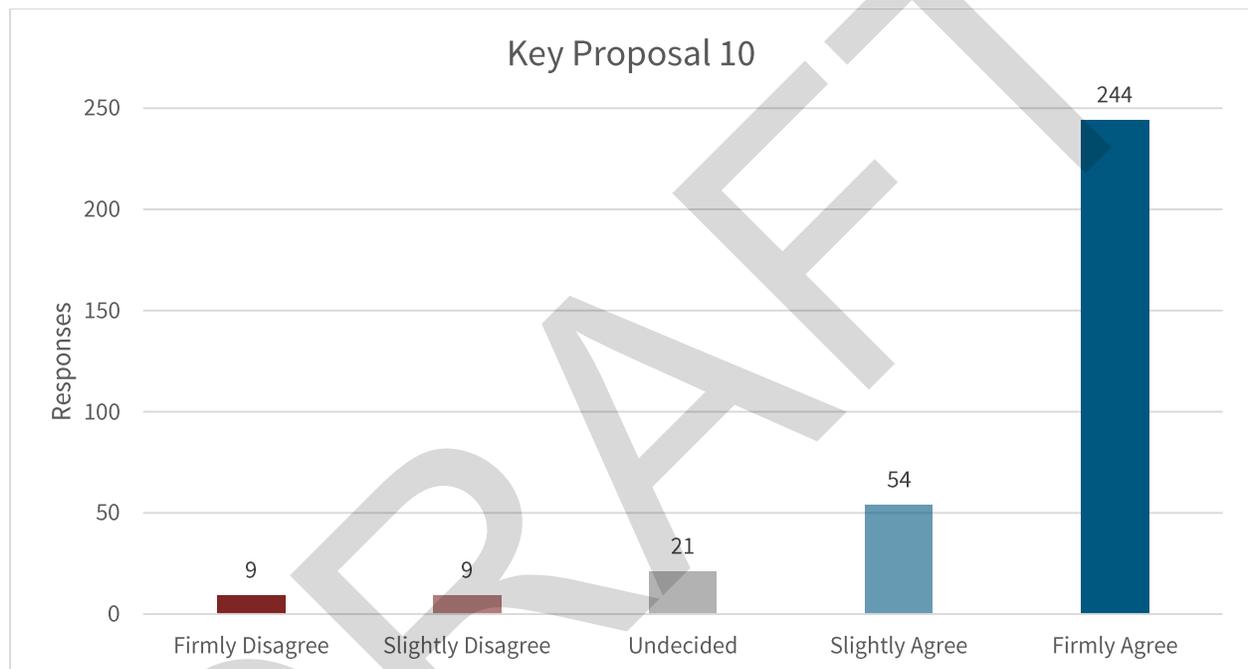


*Note: Survey results are not statistically valid. Participants were self-selected, and in some cases, survey responses were aggregated to support summarization.*

## Key Proposal 10: Schools

After years of declining enrollment, the number of students in Seattle’s public schools is increasing. Since 2010, it has grown by 1,000 students each year. New schools are being constructed, closed schools are reopening and portable classrooms are helping to fill the gap. As more families with school age children choose to make Seattle their home, a higher level of coordination and planning between the City and Seattle Public School District is needed to ensure that school facilities meet the needs of Seattle’s growing population.

**Do you agree with this draft policy?**



*Note: Survey results are not statistically valid. Participants were self-selected, and in some cases, survey responses were aggregated to support summarization.*

# Open House Survey Results

Seattle 2035 held five Draft Plan Open Houses:

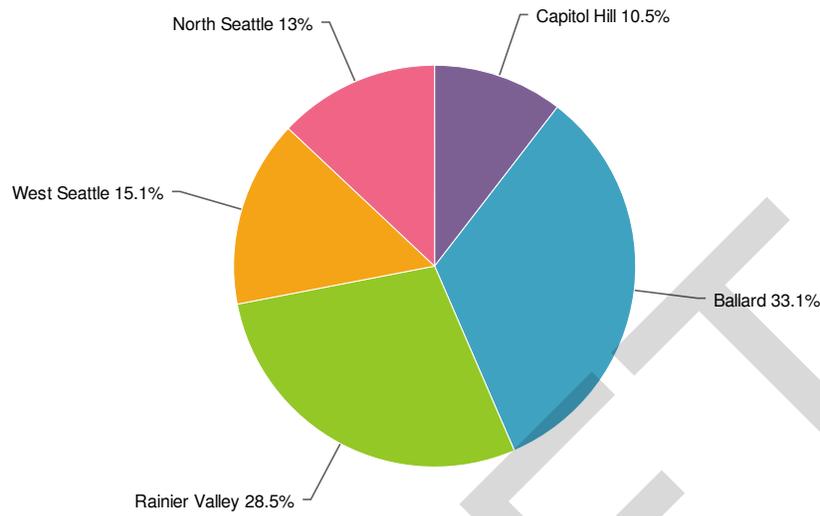
1. **Monday, October 19, 6:00 – 8:00 p.m.**  
Miller Community Center, Capitol Hill
2. **Thursday, November 5, 6:00 – 8:00 p.m.**  
Leif Ericson Hall, Ballard
3. **Saturday, November 7, 9:00 a.m. – 12:00 p.m.**  
Filipino Community Center, Rainier Valley\*
4. **Thursday, November 12, 6:00 – 8:00 p.m.**  
Senior Center of West Seattle
5. **Saturday, November 14, 9:00 a.m. – 12:00 p.m.**  
North Seattle Community College

## Methodology:

Seattle 2035 provided Open House attendees with hard-copy surveys seeking feedback on the Key Proposals.

\*The Rainier Valley Open House also included a group survey exercise, the results of which are provided beginning on page 47.

Level of participation by open house:



Value	Percent	Count
Capitol Hill	10.5%	25
Ballard	33.1%	79
Rainier Valley	28.5%	68
West Seattle	15.1%	36
North Seattle	13.0%	31
Total		239

## 2. Participant Neighborhoods

Count	Response
4	Admiral
1	Admiral Area
1	Alki
1	Arbor Heights
1	Aurora - Licton Springs
19	Ballard
4	Beacon Hill
1	Belltown
1	Broadview
1	Broadview & Rainier Valley
2	CD
1	Capital Hill
9	Capitol Hill
1	Capitol Hill/White Center
2	Central
1	Central Area
3	Central Ballard
1	Central District
10	Columbia City
1	Columbia City, Mt. Baker
15	Crown Hill
1	Crown Hill/N. Ballard
1	Downtown
2	Eritrean Community
1	Gatewood
1	Green Lake
2	Greenlake
5	Greenwood
2	Haller Lake
1	Seattle 2035 Draft Plan Survey Results
	High Point

Count	Response
2	Hillman City
1	Junction, WS
2	Lake City
1	Lakewood Seward Park
1	Madison Valley
3	Magnolia
2	Miller
1	Morgan JCT
1	Morgan Junction
1	Mount Baker
1	Mt Baker/Columbia City
1	N. Beacon
1	NE Seattle
5	North Beacon Hill
1	Northgate, Greenlake
1	Olympic Hills
11	Othello
2	Phinney Ridge
1	Phinney-Greenwood
1	Phinney/Greenwood
1	Puget Ridge
2	Queen Anne
1	Rainier Beach
1	Ravenna
3	Roosevelt
1	SE
1	SE Seattle
1	Seattle
1	Squire Park (CD)
1	Sunset Hill/Ballard
1	Seattle 2035 Draft Plan Survey Results
	The CD

Count	Response
3	U-District
2	University District
2	Uptown
1	View Ridge
5	Wallingford
1	Wedgewood
2	Wedgewood
12	West Seattle
1	White Center

DRAFT

### 3. What do you think about the Draft Plan Key Proposals?

	Firmly Disagree	Slightly Disagree	Undecided	Slightly Agree	Firmly Agree	Responses
Guide more growth to areas within a 10-minute walk of frequent transit.	22 10.0%	17 7.8%	14 6.4%	47 21.5%	119 54.3%	219
Accommodate six key functions in the public right-of-way: mobility; access for people; access for businesses, activities/place-making; landscaping; and storage of cars, trucks and buses.	4 1.9%	13 6.2%	22 10.4%	75 35.5%	97 46.0%	211
Estimate, monitor and report on growth and change citywide and in urban villages.	5 2.3%	5 2.3%	19 8.6%	62 28.1%	130 58.8%	221
Designate a Stadium District on the Future Land Use Map around the professional sports stadiums.	26 11.9%	18 8.2%	88 40.2%	41 18.7%	46 21.0%	219
Create a Future Land Use Map that communicates future development in urban villages.	12 5.4%	8 3.6%	14 6.3%	46 20.7%	142 64.0%	222
Increase the diversity of housing types in lower density residential zones.	43 19.2%	26 11.6%	18 8.0%	44 19.6%	93 41.5%	224
Minimize displacement of marginalized populations and small businesses as Seattle grows.	7 3.1%	8 3.5%	19 8.3%	47 20.6%	147 64.5%	228
Goals for parks and open space focus on quality, equity, and proximity to jobs and residences.	5 2.2%	8 3.6%	20 9.0%	69 30.9%	121 54.3%	223
Update citywide neighborhood planning policies to reflect current practices.	14 6.9%	6 3.0%	51 25.2%	42 20.8%	89 44.1%	202
Plan for and locate schools to serve Seattle's growing population.	9 4.0%	7 3.1%	18 8.0%	47 20.9%	144 64.0%	225

#### 4. Additional comments:

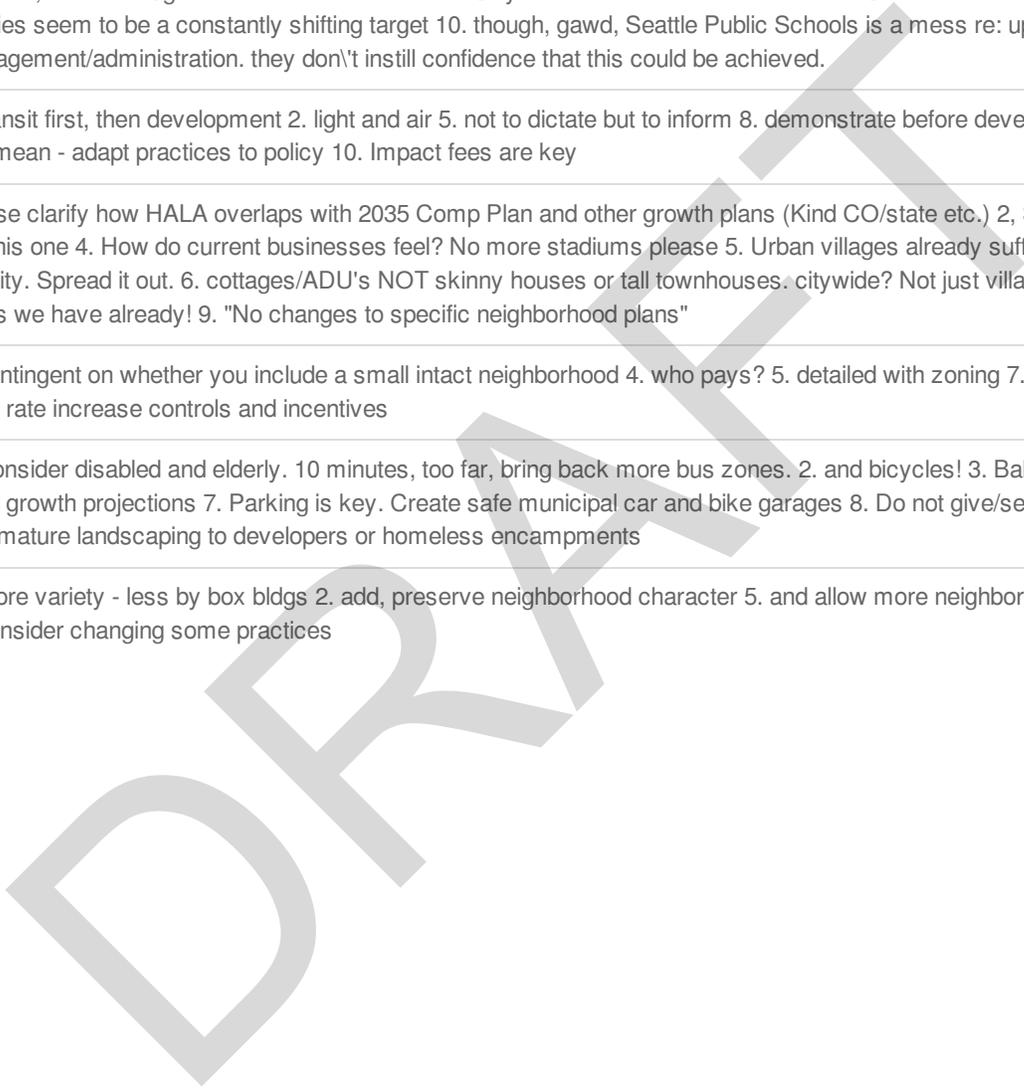
Count	Response
1	1. At what cost to established locals? At what cost to watersheds and puget sound?
1	1. How you define "frequent transit" is important - should be 3 lines at
1	1. Keep it reasonable 4. ?
1	1. Whole walk 5 min better 5. Work w. Port 9. What do you mean
1	1. relative to mobility! 4. Don't feel that this is a priority seems \$\$\$.
1	1. very concerned about the plan
1	10. Programs and housing, employment for veterans and their family
1	10. good luck with that
1	2. (note edit made) [crossed out \"parking\"] 10. (down town elementary)
1	2. Do we need to store cars on all streets?
1	2. PARKING 8. do not equate parks with paved open space 9. don't understand!
1	2. PARKING 9. What does this mean?
1	2. driver safety! 6. and higher!
1	2. movement of traffic 6. with increased parking off street
1	2. parking lots?
1	2. parking needed
1	2. unclear
1	2. what? 9. what planning?
1	3. How?
1	3. annual report
1	3. feedback on '94 plan outcomes 7. balance 10. I'm told SPSchools has no money?
1	3. projected target numbers are low 6. Do this incrementally, set multi-stage growth
1	4. I agree with this provided the CID is cared for, not negatively impacted.
1	4. keep stadiums out of industrial land
1	5. (red zone) :) 6. expand Morgan/Admiral UV with more "L" zones
1	5. and communicate to residents
1	5. too technical 9. ? vague
1	6. Depends on how it's done: spread it out, not just in UVs (17% shoulders all growth?!)
1	6. what specific types? 9. Are these good practices?
1	Seattle 2035 Draft Plan Survey Results

**Count Response**

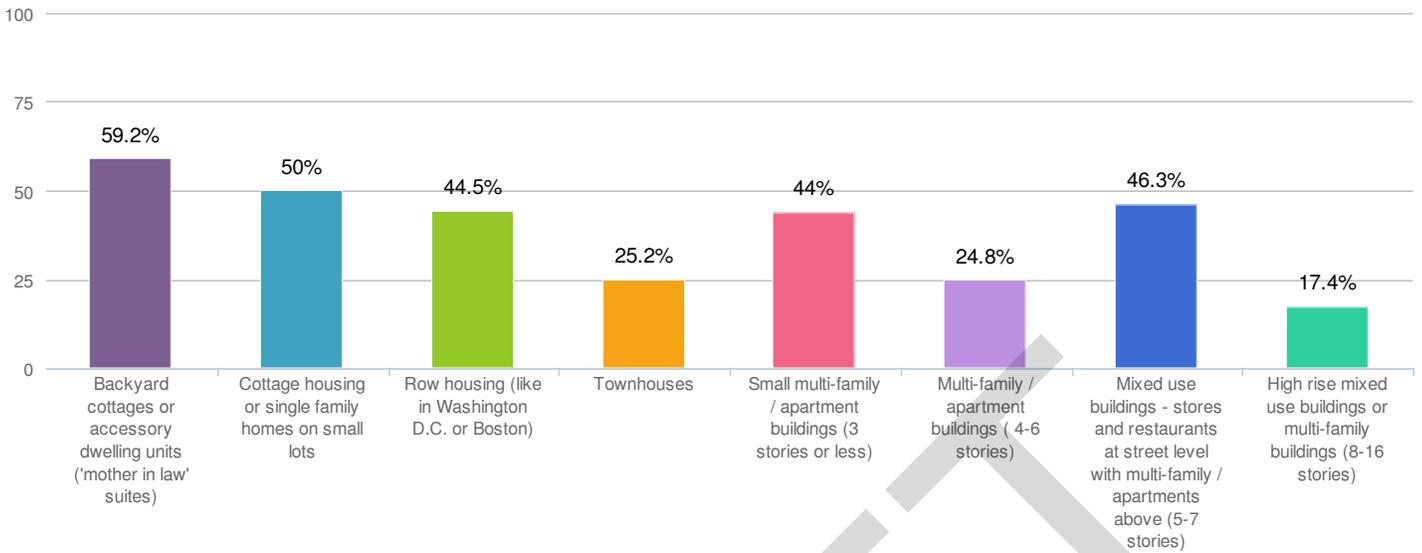
1	8. Limit the riff-raff from dominating some these spaces.
1	8. Quality living for people. People need a place to go in personal times. think beyond cars
1	8. more discussion of equity? 10. consider current inequities
1	8. still need more parks
1	9. ?
1	9. Don't understand this statement
1	9. State law - GMA
1	9. What does that mean?
1	9. What does this mean?
1	9. What does this mean? Dictate to neighborhoods? No input?
1	9. and council districts
1	9. too vague
1	How did item 4 get here? It looks out of place
1	1. How hard to move transit, really? 2. and cycling, parking 4. Who cares? 9. Huh? Makes no sense.
1	2. ? disagree 5. Should be flexible to change 6. Carefully - Some areas should be preserved 7. All types let's not program [illegible] 8. Do we get our \$ [illegible] when they are [hear?] jobs
1	1. I do not like the "bubble" approach to the 10-min walk. 3. If will slow if too much and help businesses 5. not if it rezones "randomly" 6. Neighborhoods are already doing this organically as appropriate. 7. including elderly and families 8. parks for the sake of parks. Not "mixed use"
1	1. should not be done illogically 2. not all streets need bicycle paths 6. with input from neighborhood and [limited?] to avoid speculation 9. ?
1	1. if tied to zoning changes to SF areas a bad idea 2. streets maybe to small to do this 3. what do you do with this information? 6. If you are talking about SF zones outside of the hub villages - NO 7. How do do this with new growth development 8. Need to tie funding of parks to [illegible]
1	2. priority: mobility, access for people, storage of cars, access for businesses, activities 3. then do what? 6. too unlimited in scope 7. City has supported displacement in Hope 6 [illegible] 8. misses quantity 9. not without [illegible. nihord?] involvement 10. job of school district not the City
1	1. However, I think your designation of "frequent transit" needs to be better considered in relation to the center of urban villages. why is Ballard's transit hub not near downtown Ballard? 8. safety
1	All of the questions on this survey pale in comparison to the big question above. [transcribed in Q11]
1	1. Most Seattle neighborhoods are w/in 10 minute walking distance from transit stop. How do you distinguish regular bus stop from frequent transit? Define frequent transit.
1	2. must have parking - not everyone can "walk" 3. how else can it be "user friendly?"
1	Needed a simply "agree option" 6. Too vague a question 8. Ballard/Crown Hill already dense

**Count Response**

1	3. how are the villages doing? have they hit their goals? 4. to what end -> no more stadiums!! 9. are practices not in keeping to policies?
1	1. The Roosevelt expansion is an abomination. 2. It's not simply access; it's also convenience. 3. The current projects have been badly off 9. The city takes the elements that promote density; ignores amenities 10. That's for the school district
1	2. this works in theory - in practice I'm not sure 6. single family 9. ? 10. THESE ALL SOUND GOOD BUT ARE MEANINGLESS W/O CONCRETE ACTION
1	1. What is \"walkable\"? What does that mean in steep slope zones like Capitol Hill? especially for families with small children, disabled, etc. 5. though I need to review it more closely 6. FOR FAMILIES!!! 9. What does that mean? \"Current practices\" and policies seem to be a constantly shifting target 10. though, gawd, Seattle Public Schools is a mess re: upper management/administration. they don't instill confidence that this could be achieved.
1	1. transit first, then development 2. light and air 5. not to dictate but to inform 8. demonstrate before development 9. What does this mean - adapt practices to policy 10. Impact fees are key
1	Please clarify how HALA overlaps with 2035 Comp Plan and other growth plans (Kind CO/state etc.) 2, Strange wording I don't get this one 4. How do current businesses feel? No more stadiums please 5. Urban villages already suffering from too much density. Spread it out. 6. cottages/ADU's NOT skinny houses or tall townhouses. citywide? Not just villages 8. Maintain the parks we have already! 9. \"No changes to specific neighborhood plans\"
1	1. contingent on whether you include a small intact neighborhood 4. who pays? 5. detailed with zoning 7. define [marginalized]. need rate increase controls and incentives
1	1. Consider disabled and elderly. 10 minutes, too far, bring back more bus zones. 2. and bicycles! 3. Ballard has far surpassed 2020 growth projections 7. Parking is key. Create safe municipal car and bike garages 8. Do not give/sell City Light substations with mature landscaping to developers or homeless encampments
1	1. more variety - less by box bldgs 2. add, preserve neighborhood character 5. and allow more neighborhood input 6. depends 9. consider changing some practices



5. What types of housing would you like to see more of in an urban village to increase diversity of housing options? (pick 3)



Value	Percent	Count
Backyard cottages or accessory dwelling units ('mother in law' suites)	59.2%	129
Cottage housing or single family homes on small lots	50.0%	109
Row housing (like in Washington D.C. or Boston)	44.5%	97
Townhouses	25.2%	55
Small multi-family / apartment buildings (3 stories or less)	44.0%	96
Multi-family / apartment buildings ( 4-6 stories)	24.8%	54
Mixed use buildings - stores and restaurants at street level with multi-family / apartments above (5-7 stories)	46.3%	101
High rise mixed use buildings or multi-family buildings (8-16 stories)	17.4%	38
<b>Total</b>		<b>218</b>

## 6. Additional comments:

Count	Response
1	1. make restrictions/zoning easier to navigate
1	1. only with owner occupancy 2. depends on size of lots
1	1. residential urban villages 5. hub and urban centers 8. urban centers
1	2. to medium lots with yards
1	3. I would put all 3 of my picks here if I could.
1	3. with design guidelines 7. on arterials
1	4. Where are small condo or coop projects 5. condo [crossed out apartment]
1	4. depends on where - arterials first - no if broadcast
1	4. it depends on context around it!
1	4. need parking! 8. NO
1	5. building with no parking requirements is questionable
1	6. only in specified business areas 7. not in SF neighborhoods 8. NO!
1	7. This is already happening in Ballard. 8. not appropriate
1	7. along major arterials
1	7. we have enough of those
1	8. with lots of open space
1	Liberalize zoning and let the market decide to supply whatever the demand is for
1	More SFR on 10k sqft lots, you [commies?]
1	NONE
1	Plan for open space as density increases - to reduce a stressful environment
1	Which [urban villages]? This depends on which UV - not all are or should be the same
1	[Row housing] w/ the little yards in back!
1	mother-in-law
1	none of the above
1	2. already on small lots 3. seems like not gaining much for all the negative of tearing down 4. along major roads 5-7. along major roads 7. 4 stories 8. NO.
1	1. with good design match the home style 2. if in context of other homes in neighborhood 3. perhaps on blocks adjacent to main arterial 5. closer to main arterials
1	All of these but subject to location within the urban village. All of these are good, but we don't want high rises encroaching near parks, boulevards, etc.

**Count Response**

---

1	These choices are incomplete Mixed use is appropriate on arterials [cut off bottom of page] small streets in single-family neighborhoods
1	1. must be small and only on 50' lots so land not all covered 3. these are very attractive if done correctly - only in apartment lots specifically zoned for them
1	2. isn't this how all SF homes currently are? 3. & 4. these are similar depending upon where they are built, no? 7. Only when it makes sense & so it doesn't oversaturate the area, resulting in empty storefronts or only chains because the rents are too high - Capitol Hill is overflowing with this problem right now
1	1. in single family neighborhoods 2. in single family neighborhoods! 7. this relates to my comment above...

---

DRAFT

7. How important are the following guidelines when drawing a new urban village boundary?

	Not important	Undecided	Somewhat important	Very Important	Responses
Use streets or alleys as boundaries*	4 21.1%	5 26.3%	7 36.8%	3 15.8%	19
Avoid using parcel lines boundaries*	5 29.4%	7 41.2%	3 17.6%	2 11.8%	17
Avoid physical constraints (i.e. cliffs/hills) or barriers (i.e. highways) that make it harder to travel by walking	18 9.0%	5 2.5%	63 31.5%	114 57.0%	200
Adequate sidewalks, ability to walk safely**	8 3.8%	6 2.8%	29 13.7%	168 79.6%	211
Avoid boundaries that divide parks or natural areas	29 14.3%	37 18.2%	61 30.0%	76 37.4%	203
Avoid overlap with adjacent identifiable neighborhoods	65 33.3%	50 25.6%	39 20.0%	41 21.0%	195
Avoid industrial zoned areas	49 24.3%	58 28.7%	48 23.8%	47 23.3%	202

\*Option included only at Open House 1 (Capitol Hill)

\*\*Guideline phrased differently at Open House 1 (Capitol Hill): "Avoid areas with insufficient roads and sidewalks"

DRAFT

8. Are there other guidelines we should consider to identify urban villages expansion areas or drawing expanded boundaries?

Count	Response
1	1. Keep bicycles separate from pedestrians!
1	1. other considerations than walking letting Seattle retain its distinct personality
1	1. wark with these constraints 3. unless done smartly
1	10 minute walk radius seems like a good metric
1	2. lighting Protect historic landmark districts -> 3-story limit!
1	5. Stop allowing retail and office in industrial areas
1	5. get rid of all fremont industrial (ASCO sucks)
1	Allow overlaps + sharing
1	Ask the residents of an area what they want.
1	Attempt not to radically distort existing established neighborhoods
1	Availability of crosswalks
1	Avoid gaps between neighborhoods
1	Create strict signage codes for businesses
1	Displacement of low-income communities through upzoning/redevelopment
1	Do no turn Crown Hill into anothe Ballard
1	Do not draw boundaries in a way that cuts down trees or compromises existing greeneries.
1	Do urban villages speed up the process of gentrification?
1	Don\'t make neighborhoods beg to be recognized as new urban villages, do it proactively.
1	Efforts to maintain the historic character of urban villages when new construction occurs.
1	Existing capacity!
1	Expand them where people want to live
1	Give some emphasis to protection of historic homes and buildings.
1	Growth Alternative - go with 3 (near light rail)
1	Improved transit, also greenways
1	Include a full 10-minute walk circle around frequent transit nodes - all multifamily.
1	Infrastructure capacity ie sewer, water, elec
1	Is "respond to organic growth" a strategy?
1	Jobs! Especially those with a livable wage so they don't have to spend more than 35% on housing.
1	Looking at just how much green (lawns, trees, shrubs) can be maintained

**Count Response**

1	Maintain stability of existing communities and focus on the unique characteristics of each area.
1	Make necessary improvements to pedestrian streets
1	Make sure the walk routes are well-lit and safe, marked well
1	More of these
1	Neighborhood plan design guidelines
1	No not expand Crown Hill Village - plenty of multifamily properties exist along traffic corridors
1	Only create or alter existing UV boundaries with concurrent active, neighborhood-based planning
1	Plan for schools
1	Prioritize sidewalks north of 85th to connect to and radiate from transit stops
1	Stop destroying trees! Stop taking down landmarks important to the community.
1	Stop the Stalinist centrally planned [nightmare?]
1	The will end the wishes of the people who live in the affected area.
1	Transit access is most important
1	Use parcel boundaries so both sides of a street are the same part of/not part of Urban Village.
1	Yes, involve the current residents and actually LISTEN Notify them by MAIL not osmosis
1	community neighborhoods single family, are what make it a community
1	height transition from current zoning/heights.
1	lightrail connection nodes
1	more light rail
1	neighborhood input and planning initiatives
1	quicker transport in/out of stadium areas more street lights in SODO and industrial areas
1	safety for residents (speed monitoring)
1	sufficient infrastructure - geat - that\'s called concurrency!
1	who/what is already there
1	People purchased homes based on the \"neighborhood\" climate\" - now your proposal(s) would allow higher density by allowing larger/expanded apartment homes.
1	Streamline permitting process at DPD and especially at SDOT within urban villages whatever size they end up being
1	Don't forget to include Magnolia, Queen Anne, Laurelhurst, Sandpoint - they need to absorb density Parking needs to be provided. Most people will continue to drive their cars!
1	I didn't see anything about addressing the food desert in Delridge. 3. When your choices are limited by that, you end up choosing childcare that you must drive to. Transit does not become an option when trying to pick up from childcare when it's a distance away

**Count Response**

- 
- 1 Do not expand crown hill urban village - sufficient multi-family unit growth already is allotted for along main arterials.
- 
- 1 Do not draw expanded boundaries in order to justify building higher, denser, closer to sidewalks, and bending over backwards to developers, (as the mayor and city council have already done with the "grand (giveaway) bargain."
- 
- 1 1. where it makes sense 2. define [parcel lines] please 4. Sidewalks may need to be built to make it more liveable - these shouldn't be an exclusionary criteria 6. Over time the UV will encompass both 7. Isn't an UV an economic area too? (Free-lard is an example so is parts of CD & Capitol Hill & First Hill) I agree with the urban village concept in terms of encouraging transit and economic development, but I think the focus on UVs will disproportionately impact these areas. SF-zoned areas need to decrease/change and allow more multi-family options
- 
- 1 Urban villages should be expanded and drastically upzoned - like in Vancouver. Zoning in the rest of the city should be dramatically liberalized as well so that we're not forcing everyone into designated enclaves while intentionally maintaining legally mandated exclusionary zones in the majority of the city.
- 
- 1 Existing SF homes and areas need to be preserved we house parents, kids, and seniors in them "Now" means more expensive and more taxes which people cannot afford
- 
- 1 I understand and agree with the logic of expanding the current boundaries where the current transit is located (the junction) is there an opportunity to expand the boundary in the Admiral and Morgan junctions as well. Possibly a "lower weight" than the junction but more density (less SF zone) in "L" zones. I believe this can give urban dwellers options. They can live in a taller, denser village or a shorter denser village
- 
- 1 I would like to see more current single homes that have plenty of room to house/rent to folks - make it semi-low income affordable option, maybe home owners get a tax break for being creative in keeping homes.
- 
- 1 Identify other new urban village locations that can grow into great neighborhood centers with high transit demand. It's especially important to create these new UV in low displacement risk areas that don't yet have good transit - Madison Park, Magnolia, Wedgwood, Sand Point.
- 
- 1 Trees are important. Minimize displacement, displacement, displacement. Maintain current protections for affordable housing and neighborhood character. Keep the Comp Plan's neighborhood focus.
- 
- 1 1. 10-min walk time include impediment avoidance Do not reclassify residential urban villages to urban villages in this planning cycle.
- 
- 1 "10 minute walk" needs to include waiting times at traffic lights. "Frequent transit" needs to include 15 min or better at nights and on weekends.
- 
- 1 Upzone 15th Ave and better utilize the existing space there. There are many open lots and converted homes that could be developed to increase housing for the community
- 
- 1 What is the history of the neighborhood? What are its strengths and assets? Will you destroy these places by allowing huge zoning changes?
- 
- 1 We need more transit. We tend to build the housing first assuming the traffic will come and it doesn't. Traffic/transit impact fees!
- 
- 1 There must be more careful thought about preservation of architecturally significant single family homes within urban villages. If "neighborhood conservation districts" are too prescriptive, then let's explore other ways to maintain the integrity of some blocks which, precisely because they consist of homogeneous bungalows from the early twentieth century, help to create what I believe most people feel is a pleasing residential environment.
- 
- 1 Yes! I think the major unintended consequence of driving growth to urban villages has been the loss of our neighborhood landmarks - many of our familiar commercial districts have been changed beyond recognition. landmarks lost = a sense of dislocation, loss of identity, loss of the distinguishing features of the UV neighborhood. To continue! I think requiring mixed-use everything is a mistake. Require smaller storefronts to support small businesses. Give serious incentives for historic preservation in UVs.

**Count Response**

1	Communicate to people living in the proposed urban village so they understand what the potential impacts will be.
1	Consider what might be lacking in the neighborhood, so even if you can't include a park/facility in the boundary, increase the accessibility to that park/facility by expanding the boundary in that direction.
1	I thing it's off that only half my block is included in the Crown Hill expansion. My suggestion would be to "round up" and include whole blocks.
1	Urban design guidelines and upzoning that would prevent the "four-pack" or "six pack" townhouses and "metal block" apartments. We want more beautiful, higher density condos that support home ownership, transit investment, and sense of place
1	1. Safe routes to school. All public schools. Student walk/transportation map Look at clusters of higher density WW2 housing near Holman Road as extens. of Crown Hill Crown Hill should extend NE along Holman Road which is a transit corridor and also has huge QFC and essential services. There exists clusters of low rise, world war, MF housing.
1	Guidelines 1 - hold property taxes at a fixed, current, for single family property owners so they/and me, don't get displaced would be a fair trade for the new boundary lines. Some east coast cities assess this way until there is a transfer of sale.
1	A 10-minute walk along a major road is very different than a 10 minute walk through neighborhoods. 10-min walk should also be both TO and FROM station. Should depend on terrain and existing neighborhood boundaries.
1	The plan should focus more on jobs. We know that the urban village strategy failed heavily during the past comp. plan period. Jobs (and living wage jobs) is a key part of what will keep this city affordable. Unless we start talking about low income housing, affordability is always going to be tied to income.
1	Artists of all stripes are driven out of Seattle by redevelopment and high rents. Arts on Capitol Hill are expiring under corporate redevelopment. Set aside arts districts!
1	Splitting neighbors who face each other on a common street is not always best. Easiest for cartographers, but that should not rule the process.
1	No expansion of west seattle urban villages No zoning changes West seattle has excellent bus service - please - no light rail Don't do it. There is already sufficient capacity. No basketball/hockey stadium with baseball/football stadiums Preserve parking
1	2. can be built Yes - think of future! More than a 10 min walk shouldn't be a deal breaker and we need more density - make boundaries that make sense
1	Need more urban villages. Thus the increases are not defined to [AFRV?] areas. Let's look at magnolia, queen anne hill, madison park. These areas would have to have affordable housing thus creating school diversity.
1	Arterials should receive the bulk of the larger or more dense development. Some neighborhood single family is integrated to a community. Density must allow for natural light and air and green space along the street and on developed lots.
1	Safety of walking involves lighting and eyes on the street." This implies that walking through an industrial area in the dark when no one is working is not "walkable"
1	Be aware / emphasize planning for entire life cycle - aging in [place?], young children, mobility-impaired Integrate planning with schools and business / service districts
1	Avoid boundary creep. Area that are single family shouldn't have encroaching commercial multifamily
1	Require more parking in new multi-family building and houses. The experts at live wise said 30% of cars are looking for parking. Seattleites are going to always drive in dark, wet weather! proportion funds for roads and bike paved an % of total users.

**Count Response**

1	Avoid destroying character of existing neighborhoods - example - Aurora/Lichten Springs 84th St. Existing single-family homes would eventually be zoned multi-family? Parking is already nightmare. Commuters park cars on this street to catch transit into town.
1	Adequate parking. Building zero parking facilities/apartments should charge developer for stress it puts on city parking - street parking.
1	Community members should be part of the decision maker Maintain and respect the different culture within the areas
1	Asthetically, I would like to see pyramid height with tallest structures nearest LR1 and scale down from there and into single family homes as the 10 min walk progresses outward. I'd like to see the Space Needle aesthetics protected regarding the heights of new developments in Belltown/Denny/SLU.
1	If single family zones blocks are changed to include a lot of rented apartments with a transient occupants you will be negatively impacting neighborhoods particularly if you do not require adequate on site parking with all new businesses and new apts, condos, town homes.
1	Severely affects existing crucial thornton creek watershed and balanced neighborhood! The pinehurst neighborhood is already balanced between owners and renters, ethnic groups, and income levels (see Sound Transit Document describing area). Also has more mature trees and wildlife, crucial to thornton creek watershed and therefore crucial to the health of salmon in Lake WA and puget sound. If you build on this area, you will destroy the watershed - and current residents. Doing this is truly evil. Paving = runoff = toxic water => puget sound.
1	Consider accessible green space - expanding access (don't just consider any park - ie: gold course is not accessible..now.
1	Consider school zones! And impact of traffic on neighborhood streets. Near schools if there is higher density.
1	Measure more neighborhoods by single family homes. Stop measuring by just one measure of open space. Need to make more of measurement by how the \$ surculates. In some neighborhoods and communities the \$ would surculate 20-30 times before leaving the perspective areas. In the creation of the villages respect the cluture, and history of the neighborhoods and communities. STOP!! Gentrificiation!! of the Central Area Primarily and pushing people of collor out of Seattle generally.
1	I am opposed to the dotted line expanding Roosevelt east [illegible] Ravenna that meanders to 20th around Ravenna Park. This is NOT a clear guideline for future redevelopment - [illegible] as an identifiable neighborhood of Ravenna. I think the urban village [illegible] should be [incred?] to 16th north of 65th and have [illegible] zoning. 4 stories [all illegible]. NOT to 17th
1	3. Do not include at all Use neighborhood boundaries as established by the department of neighborhoods and listen to community councils. All the community councils in the expansion zone of the Roosevelt Urban Village oppose the expansion.
1	Synchronize and vastly speed up all forms of transportation: cars, rail, busses, etc. Equity is bunk without job creation and everyone needs maximum mobility to get to work. All forms of Seattle commutes are disastrous.
1	A "village" definitionally means it is discrete and self-contained - schools, playgrounds, supermarkets, childcare and people-friendly area (with low rise and green space in between, and rapid transportation
1	5. But Georgetown & Ballard work.... Equity of current homeowners. How will these changes affect their current investment in their primary residence?
1	[Avoid boundaries that divide parks or natural areas]: I think boundaries that require shared stewardship are good Yes...(this seems odd I know)...the wealthier parts of my neighborhood shave of from the rest of the neighborhood, and that hurts the whole.
1	A commitment to infrastructure that supports walkability in the current urban villages is hugely important!
1	Reuse cottage (accessory dwelling units) code Get rid of parking requirements Get rid of owner occupancy rule

**Count Response**

- 
- 1 Not all urban villages are the same. Crown Hill needs smart density development along 15th and arterials. That's where you can get the most housing. If you allow re-zoning of single family to anything other than ADU's, then developers will come into the SF area and build there and sell those units for an unaffordable amount of \$. 15th and arterials that need improvement will not be developed because it's harder with out incentives.
- 
- 1 The amount of change any one neighborhood absorbs over time. For instance, the Othello area recently absorbed a lot of growth with the development of New Holly and anticipates more with new apartments being developed around Othello Station. Now upzoning is being proposed too. It seem like Othello is being given more than its share.
- 
- 1 1. no one wants to walk over a HWY. [marked "Not Important" for cliffs/hills and "Very Important" for highways] 5. look at georgetown industrial can be livable Yes. Have thoughtful, forward-thinking design elements where NC2 meets SF5000. [drew a picture of this]
- 
- 1 Please focus of race and social justice/equity and NOT kill the south end. Focus on displacement and keep people in their homes. Balance parking requirements - parking is necessary. Respect current residents and not disregard their needs over the maybe new residents. We should not just be if we build it they will come. We should respect the values and quality of life that makes us desirable for the maybe they'll come.
- 
- 1 What does [frequent transit] mean? Get buy in from the community. Site with neighbors who want/need more growth. Stay away from establish single family homes. Do design for everything (that crap that's going up is often ugly and out of [style?])
- 
- 1 Historic housing stock should be considered affordable and be protected. The department of neighborhoods historic preservation program is a resource to educate planners about the value of community and historic preservation.
- 
- 1 3. Include in UV, don't develop. Increases resident access to green/open space Don't just think about I-5 and light rail. What about other high transit areas?
- 
- 1 3. or encroach near them with new visual blight. Step back high rises to avoid encroaching near parks, landmarks, schools and special places, to prevent visual blight and unsightly "street canyons." Allow flexible use of low-rise density (DADU, clusters, 2-story triplex)
- 
- 1 There should be a transparent process with [illegible] impact on growth in urban villages. Effort needs to be made to get metrics to see infrastructure [illegible] up with growth. The [illegible] growth management?
- 
- 1 Existing urban village boundaries should not be changed! Alot of people worked hard on these plans to help the city do the comp plan.
- 
- 1 Transitive from NC-40 to SF areas with low rise-noncommercial Either provide parking or require new residents not to own vehicles!
- 
- 1 Consider cultural community neighborhood boundaries set by residents rather than City and be sensitive to dividing those
- 
- 1 Bad idea if it includes single family zoned areas 130th streer proposed could compete with the city's ability to provide [illegible] services to [illegible] the level of growth [illegible] for Lake City and Bitter Lake Hub Village
- 
- 1 I think there is too much expansion along the lightrail urban villages in the south end. This will push out more of the lower middle class and destroy the racial mix. I don't want Seattle to become totally white tech workers. Expansion should increase in the north Seattle villages vs more in the south. Roosevelt/Greenlake, Northgate need expansion and why isn't there one in Magnolia. The rich escape this plan?
- 
- 1 Proximity to bus rapid transit or rapid ride type lines. The [illegible] doesn't not need to focus only on areas where two routes intersect. I would expand the designation along corridor within a walkshed of these stops - such as on 15th Ave NW where only 1/2 block is currently in higher density zoning.
- 
- 1 Would love to see consideration of UV "shape" too: Walking to a part of the Aurora/Licton Springs village is good, but not if the interesting part I want to go to is at the other end of a long skinny village. Also, is future transit plans taken into consideration, or just existing transit? For example, east/west transit out of Ballard (e.g. to UW) is poor.

**Count Response**

1	See what other cities throughout UW have tried and what [illegible] went RIGHT and which went wrong - ask planning staff to find such examples and put them on your website. NIMBYism is blocking known solutions.
1	Do not increase size of \"Crown Hill urban village\" to include 10 min zone as it exists today. Growth is already plentiful along NW 85th St., NW 80th St., 15th Ave NE, and Holman Rd.
1	Incorporate a LGBTQ Equity lens as a factor in planning. Increase multi-unit housing and expand the definition of what is a family. Ensure the MFTE is 60 Ami total income is taken from the collective household
1	Be concerned about the transition of villages to the areas outside the village - define a \"transition area\" of 1 block back from the boundary where a much lower density is allowed.
1	This type of planning feels somewhat imposed. When a person spends \$650,000+ to buy a house, they should be aware of what could happen in their neighborhood. It feels threatening to long-term residents. Developers seem to be waiting to build whatever they want on whatever lot they can buy.
1	Each urban village should have an official city community center, sidewalks, storm sewers, and traffic control
1	Areas: (employment and housing) for veterans and their family... Note: the Fire House 23rd and Yesler should be for veterans to use as a veterans center...info about vets. benefits
1	5. (DON'T) Ballard needs to plan WITH BINMIC! UVs identified for expansion should truly have excellent transit service. Not sure that's true for Crown Hill!
1	Yes, urban villages should be increased along transit routes with frequent and predictable bus lines, more \"linear\" urban village configurations should be considered - e.g. 35th Ave NE (or Aurora Blvd) should be considered a \"linear\" urban village
1	Urban villages should be designated in all areas within a 10-min walkshed of transit (light rail and bus). Sidewalks, parks, topography, are all less important than the 10-min walkshed. We can improve sidewalks and add parks.



9. What other comments and ideas about the Draft Plan do you want to share with us?

Count	Response
1	Concerned appropriate affordable housing not addressed
1	Coordinate with schools!!
1	Create a master urban plan for schools
1	Create zoning to allow 2 small houses on one lot
1	Density should be decentralized and some new urban centers created.
1	Displacement needs to be a higher concern. Growth in areas where displacement is lower
1	Fixed intersection at 5th Ave N, Queen Anne Dr, Raye St, 6th Ave N, and 4th Ave N
1	How to reduce one's carbon footprint?? Lightrail stations are no way near a 10 min walk!!
1	I DID NOT KNOW THAT these meetings were happening. Your publicity is dreadful.
1	I favor greater density, but cars will not go away, units still need associated parking.
1	I would like to see most of the new units going into the urban centers, not the urban villages
1	I'll add my strong endorsement to the proposal to increase the diversity of housing types
1	Incentivize smart development along 15th and 85th first - a win/win for neighborhood
1	Include more social justice and equity supports to reduce the impact on our low income neighbors.
1	Increase density in villages to encourage and support transit
1	Map frequent transit on the comprehensive plan in lieu of counting actual bus headways
1	Mass transit into and within the various urban villages is critical.
1	More housing options. Access, availability and affordability
1	More neighborhood planning
1	More transparency. How about listening to the neighborhoods' concerns.
1	Need to have more beautiful buildings built
1	Negotiate with neighborhood councils where rezoning
1	No zoning changes in Crown Hill
1	Please start to plan for Graham Steet station / urban village
1	Point out more explicitly how the points tie together. Why those ten are important together
1	Preserve existing housing like Tacoma
1	Regarding Proposal #5: Who gets to propose zoning changes? Only the property owner?
1	See above
1	So much focus on rental
1	Seattle 2035 Draft Plan Survey Results
1	Improving zero parking developments. We don't all commute downtown!

**Count Response**

1	Thanks Seattle 2035!!!
1	Upgrade Ballard to UC if served by HCT.
1	We need to include ALL city depts. in this expansion
1	Why are South East Seattle neighborhood plans in the DPD "vault"/archives?
1	Zoning must be updated in tandem to have real impact and create opportunities for density
1	expansion shouldn't disproportionately communities with high displacement risk
1	increase parking by allowing owner to park in 'cut out', driveway
1	more neighborhood traffic circles More driver education -> too many changes, too fast! Use humor!
1	Instead of revising current urban villages - city should consider establishing new and additional urban village in other city areas such as magnolia. (Could be social justice issue!) Georgetown area (race and social equity issues, as well!)
1	Do not eliminate or reduce parking requirements. Off street parking required to reduce traffic (drivers looking for parking) and increase safety in single family zones
1	Still too convoluted, redundant and not making a clear, decisive start about managing impacts of anticipated growth
1	I define an urban village as a space you live, work and play in. There is no need to leave the village. If you have to leave, travel by bus, train, bike, walk or use a scooter.
1	Have a section in the Comp Plan that truly speaks to community participation, like the GMA. Really work with the neighborhood plans and the people who work with them, and live in the communities of the plans. Instead of measuring rentals, work and invest in people owning remaining in their homes as well as buying back into their neighborhoods and communities. MORE SINGLE FAMILY DEWILLING!! Stop!! Displacement and gentrification. Developers are Destroying neighborhoods and communities!!
1	Diversity of housing types needed in urban vilalges need to include multifamily housing designed for families There needs to be more transit priority treatments on our streets. Take a lane for transit so people who ride the bus don't get punished by sitting in traffic. Planning for schools is important. But facility, siting, and development should create flexible spaces that accomodate growth and decline in enrollment without buying large parcels of land, surplusng and selling off I would look at zoning boundaries and urban village boundaries that do not make sense as provide no transition opportunity and change them (rationalize them).
1	Easy parking, biking route, or alternative way to get around after off bus or away station. Urban villages only benefit people live close by that area. For 20 minutes walking distance people become a painful experience. If parking and biking can be easy, it will increase more usage and benefit more tax payer. (City public bike is strongly recommended). See example of Taiwan doing in Taipei. Good example to see!
1	The uptown viewshed around the space needle needs to be preserved. This is a valuable asset, like Paris' Eiffel Tower. Don't ruin it for all of Seattle to come.
1	The goals of the plan should not dictate what is going to happen to healthy neighborhoods. Density should be concentrated along arterials and in existing areas zoned for that. No changing of zones without review under current requirements.
1	Agree that regulations need to protect existing stock of affordable housing Allow measures to increase density in SF zones (ADU's and multifamily units on corners. Measures to discourage wanton destruction of existing housing stock for out of scale SF development
1	This plan is equal to urban removal, which falls disporportionally on people of color and low and fixed income residents.
1	Parking policy to promote alternative transportation? (LU6) Bad idea, smells like "war on cars."

**Count Response**

1	Don't concentrate all development in UV's - allow things like adu's in all SF zoned areas of city Keep property taxes affordable for current low income residents of UV's that get up zoned Create real, permanent new low income housing in UV's
1	So much sounds like a done deal does not seem there is still time to influence various aspects of the plan
1	We need to keep Seattle family friendly, addressing accessibility to parks, adequate family housing, and dealing with fear of crime and homeless populations.
1	Consider eliminating critical areas designations and restrictions/prohibitions in urban villages so density can fill in the area over time. Get someone in charge of all new and existing regulations that affect supply and affordability of housing. Run new regulations through affordability filter including permit fees/policies at SDOT, utilities fees/policies and DPD
1	With the implementation of Seattle 2035, I am concerned with the increase of property taxes. Also, we need to look at possible economic decline if Amazon or other companies take jobs outside of Seattle.
1	encourage ways to maintain the beautiful old homes in our city. encourage communication with the neighborhoods. I've gone door-to-door in my area and not many have known ANYTHING about your plan.
1	You haven't defined what will be built in the proposed urban village boundaries. Nothing prevents large apartment buildings from going up next to SF homes. Also, you have no incentive for existing SF homes to put in ADUs. That is to say, the process should be streamlined - reduce the permit fees and process, facilitate financing with 3rd parties, etc. Are you going to streamline the ADU process in urban village areas only? I suspect that if you streamlined/incentivized ADUs across the city you would easily add a solid number of affordable housing units.
1	SODO and south SODO along the light rail route should be a urban vilage to promote living and working there. The industrial/manufacturing is disappearing from sodo to Spokane St. So a urban village would be prefect there.
1	Growth needs to be managed in a way that monitors growth and makes adjustments according to specific metrics re: impact[illegible] needs [life transportation?] [illegible]
1	It is unfair to single family dwelling many who are long term and elderly. Yall seem to be moving citizens of this country out to make room you seem to be planning for the unimportant population rules.
1	"Ten minutes" is not realistic for folks who can't walk well. They are 'marginalized' because the government doesn't include them among the marginalized.
1	Do urban villages speed up the process of gentrification? Should this plan be put to a rote as opposed to a city project that a select few provide input on? Are your outreach efforts comprehensive and inclusive? Who are you inviting to provide input and how? Provide growth where opportunities are! North Seattle.
1	Some concepts are so general - hard to comment. Plans here are a bit confusing on urban village vs rez. hub etc.
1	Why aren't we formalizing de facto UVs in affluent areas so that they can get the same resources and planning that other neighborhoods receive? Eg: Queen Anne, Magnolia, Sand Point/Magnuson. HUGE social justice issue right there!!
1	I really like the bones of this plan...would like to see a fleshing out of some specifics as well as finishing neighborhood planning with sensitivity to prevalent wages and cost of housing balanced. May we please have comp. plan presentation in Belltown for some of the N. Downtown urban centers/villages (Belltown, Uptown, Denny Triangle)
1	outside of urban village -> Ensure new single family houses have limited foot print and height on lot. NO McMANSIONS!
1	Make growth more gradual and consider "older" and senior residents who have difficulty moving, both physically and financially
1	Not all urban villages should have the same mix of different housing types. Factors such as income levels and job opportunities should influence the mix.

**Count Response**

1	Things I don't like: The draft plan eliminates adopted neighborhood plans Removes provisions SF criteria as a consideration for elimination of SF zones Eliminates neighborhood focus - see [LU6Z?] Eliminates parking requirement resulting in [decreased] livability in established neighborhoods
1	Plan needs to include school planning, i.e. new schools to accomodate more kids. Strengthen design review code to protect neighborhood feel.
1	Growth and investment centered around one or two urban villages to be effective and equitable. One or two urban villages cannot bear the load as the sole islands of affordability. In addition to the growth and investment that is likely coming to Othello (and we do need that investment) re-introducing affordability to Ballard, Fremont and Capital Hill is also necessary for the overall health of the city.
1	Rainier Valley needs more East-West connector options to mass transit. Basically fill in the gaps from Lake WA east over to West Seattle. Tax incentives for offices in Rainier Valley.
1	As currently executed ignores what is already there. For example, exempting parking requirements when neighborhood already has inadequate parking
1	There should be more time allotted for public Q&A. It allows for more of a community discussion, answer questions in a way that every one can learn and makes it look less like the city is trying to pull one over on us.
1	implement a new tax assessment structure where existing single family property owners see no new increase in tax until there is a transfer of sale - model after some of the east coast cities.
1	If 5-7 story mixed use [fouliho?] [are?] developed in commercial space should also be affordable for small business to thrive. I don't like seeing empty commercial spaces in this type of development...Not good for community
1	Ballard, inclusion of the industrial waterfront in the urban growth plan. Public access to waterfronts. Smaller parklet options where land availability is limited. Development of local identity within designated urban villages
1	Consider more innovative outreach measures with community leaders, especially underrepresented communities. They are losing the most in our current growth phase, and real equitable progress cannot occur without their very [creative?] input.
1	More transparency - more communication - not all people have the time/energy to constantly be checking the DPD website - need other forms of comm./updates and notification of meetings/progress/citizen concerns
1	Please include long-time residents in the discussion not just young newcomers. This city is composed of people from many different age groups and different income levels. Please consider how the increased density has already affected urban villages adversely, in terms of traffic, parking problems, higher rents, an increase in homeless campers, litter, graffiti. Wallingford is losing #16 Meridian next year, making it difficult to get a fast ride downtown. The walk to E line or freeway is a longer walk.
1	There are areas where ven when housing are affordable - there aren't services available - such as high point "no" grocery store close by. Maybe have [illegible] as building would find it affordable to put a store (by grocery store)!!!!
1	I like [form-ansed?] codes = better rqmts Developer\'s can understand what they need or not need to do
1	Crown Hill should only accept density IF impact fees have been authorized by City Council. These fees can be used to build new sidewalks - near clusters of WW2 housing
1	West Seattle was treated unfairly with the urban village plan when it was implemented originally. Magnolia (closer to town than we are) got none. We have greatly surpassed our original goals - don't ask more of us! Do inforce parking requirements originally set for apartment buildings, we got more than our share of urban villages. The city council didn't listen to us then either!
1	The underlying premise of 10 minutes from a transportation hub as a reason to eliminate single-family housing is fallacious if housing density is already met.

**Count Response**

- 
- 1 Incorporate a LGBTQ lens. Ensure job growth favors employers and businesses that upholds anti-discrimination practices - esp. for transgender people. Future development should include cultural preservation. The creation of a cultural space like a LGBTQ center that centers the most marginalized in our community
- 
- 1 The city should provide safe areas around all schools, not just Seattle Public Schools. Create a list of guidelines for motorists to identify the interpretation of all new lanes and markings for bicyclists and pedestrians,
- 
- 1 Complan should provide policy direction for a more fine-grained open space gap analysis that takes into account arterials, topo and open space <5000 sf. Why expand Crown Hill UV, which already includes significant SF, but not Greenwood/Phinney, which doesn't?
- 
- 1 Invest in facade improvements in lower income communities. Invest in small business technical assistance. Invest in cultural community anchors. Invest in infrastructure that promotes jobs for people living in the community. Change zoning to allow for office space in retail zones.
- 
- 1 Give consideration to existing undesignated - but historic residential neighborhoods (Capitol Hill - Miller Neighborhood). No off street parking to many homes - if allowing adjacent multi-family. Always always require parking for every unit - for example! How is a 74 unit housing on 21st E (North of Madison) allowed to have no car parking - they used the bike trade off - so have 52 bike spaces instead - this is not helping livability in an way - reconsider this loop hole
- 
- 1 Make sure that uncontrolled townhouse and apartment and condominium building does NOT happen, as it has in Ballard
- 
- 1 Outside of urban villages single-family zones areas should be preserved and the character respected and enhanced, Affordable housing in existing brick apartment building should be preserved.
- 
- 1 [Illegible] residential urban villages - those should not be [all illegible] - but should be buffers of [illegible]. Plans for more family housing, ground related [housing?] need to be strengthened if Seattle wants families [illegible].
- 
- 1 Please look at making zoning tight enough so that developers have to provide mixed income / affordable housing available
- 
- 1 The character of "place" should always be preserved. This happens when policies allow for "organic development" with input from the inhabitants. The current model of development is a destructive one in that it doesn't honor "place". It is done by developers who don't care about a place. They only want to make money.
- 
- 1 I'm really glad you have specifically addressed the needs of older adults so many times in the Draft Plan. Please ensure that you are always taking their needs into account. I believe that the urban village model will be good for all ages. Let's not lose that focus as the older population increases.
- 
- 1 I'd like to see stronger commitment around reconciliation with Native American peoples who never received any reserve land within the Seattle City limits. We want more native art, cultural spaces, housing, jobs, culturally-appropriate education, access to food etc.
- 
- 1 Emphasis needs to include middle-income households/home owners at risk of displacement who will then be unable to afford to buy another SF home in Seattle. They will flee to the suburbs and Seattle will become the city of short-timers.
- 
- 1 I think that density has gotten ahead of transit access. I don't think that all the people buying 3 bedroom townhouses will go down to 1 car.
- 
- 1 Equity and preventing displacement - whether we truly choose to prioritize this with investments of \$ and legislation (rent control?!) will be very telling of who are as a city.
- 
- 1 Preserve historical height restrictions along California Ave. This will save small, service oriented businesses and avoid creation of a dark, lifeless canyon on California. See how well preservation worked on Ballard Avenue. High rise development should 1/2 block away from California Ave. This would allow creation of an urban village without losing the character of our junctions.
- 
- 1 Crown Hill's urban boundary should not be changed, rezoning or upzoning Crown Hill will be detrimental to the existing

**Count Response**

- 
- 1 Ballard and Lake City are de facto urban centers. So make them so officially. Kirkland and Issaquah have proposed absurd urban centers in wastelands where their residents don't want to go so it's unclear whether they'll really accommodate that many people. The reason they designated them seems to be to get light rail priority. If those dubious urban centers are on the books, then Seattle's two other real and successful urban centers should be on the books too. There's a gap between those who qualify for...[cut off of scanned page]
- 
- 1 Shuttle buses that move people from outside urban villages into the hub would bridge access gaps and help keep parking open in business districts for those coming from other neighborhoods.
- 
- 1 Elevate climate change in this discussion. Response to this challenge must be central going forward.
- 
- 1 This exercise will probably result in the same outcome as my previous participation in public meetings. My opinion and those of the other attendees will be ignored. The city will do what they want, and they will get a checkmark for holding the meeting.
- 
- 1 I feel like taxes going up for folks that are already struggling to keep their family home and are doing all they can with jobs etc...that would be a bummer - what can we do with or to our homes to get a tax break. and how can the city help
- 
- 1 Make better laws (and enforce them) to control the construction crews that mess up and block our streets and sidewalks during the building of these urban villages
- 
- 1 Many in Othello support the expansion of the urban village boundary. My house and neighborhood would become a part of the urban village. Woo hoo!
- 
- 1 Avoid affordable SF areas. Do not displace current residents who have affordable housing. Inform and involve current neighborhood residents in planning development Require a "neighborhood impact study" for larger development projects
- 
- 1 Contract with com. members to do the outreach and com. mtgs Do that it is within their own languages and be able to explain the plan better, and not rushing
- 
- 1 Urban villages shouldn't have to take on all the city's growth. As unpopular as it was, the proposal to spread multi-family housing across the entire city seems more equitable. You can't please everybody, and the single-family NIMBYs need to come to Jesus on this.
- 
- 1 Looks good! Need flexible "displacement" strategies - lots of help for homeowners of modest means - to rehab or remodel houses to rent out rooms or flats or for extended families, also to reduce property taxes.
- 
- 1 I like seeing arts, culture and small business represented within plan elements. Not only do we need to manage growth but also keep the soul of our city - all the things that make it interesting and unique. That is created through those things above.
- 
- 1 Stadium area development should be paid by corporate sports teams and their \$ billionaire owners. END tax subsidy for private, for-profit teams!!
- 
- 1 Please preserve our skylines. I am disheartened at the thought that my zone could get re-zoned and new housing allowed to exceed existing land use guidance.
- 
- 1 Please include neighborhood update maps. They are moving together. Incentivize family housing, affordable rent and home ownership. How to ensure enough single family homes! How to make design better - no more HARDY PANELS. NO MORE Boxes.
- 
- 1 Concurrency of providing services and transportation in exchange for accepting density is essential
- 
- 1 The urban village strategy throws a one solution fits all over the city. No specific attention is brought to opportunities for substantial employment centers outside of downtown/SLU. 115,000 in 36 neighborhoods is the equivalent of 3,000 jobs per neighborhood. That's unrealistic. Ignoring the fact that some neighborhoods have already far exceed their previous targets and planning for more growth is heading for the wall. Acknowledging and encouraging opportunities for large employment hubs in south Seattle ([illegible] Rainier Beach) where easy access to transportation already exists would deliver much greater results to achieve equity in Seattle.

**Count Response**

1	Great work - Hope that Seattle can work more closely with King County Council and also Port of Seattle -> and the expanding industry
1	I would like the city to address directly how changing urban village boundaries will affect people who are already living in the area and what will be done to ensure that they can remain in their existing homes.
1	Zoning doesn't always match intent developers rush to take advantage of that - needs to be fixed too much development is considered in isolation (bldgs from each other, not including emerald Mile, streetcar, etc.)
1	Please add (policies to support) "Veterans and Their Family" into the elements...of the documents (e.g. place a veterans service officer (USO) in each one of the city's neighborhood centers...to help veterans secure information about veterans benefits and services)
1	You need to have fewer exemptions from the policies - right now most are pretty meaningless because you can easily [draw?] for an exception
1	Avoid displacement (!) 1-for-1 replacement requirement (especially for affordable housing) Encourage more growth where it will displace fewer people *look at all high-transit areas, not just near light rail
1	Increasing density does not eliminate homelessness. We need to make social services and support (work opportunities) part of the plan so that people don't even enter into homelessness. Increasing density also increases taxes which can cause displacement to elderly who live in residential urban villages in houses.
1	Maintain public safety by proper policing. Consider the needs of car owners by appropriate zoning and open parking areas.
1	It's too weak, too timid, and too planned. We should allow people access to the whole city, not force new people into limited designated zones. The urban villages strategy was crafted to protect a specific class of people at a specific point in time, based on a system of exclusion from the beginning. It was a bad idea in the 90s and is an even worse idea now.
1	I support increased densities in order to alleviate the housing shortage and affordability problem. Many European cities are perfectly pleasant and livable with extensive areas of row houses, townhomes, and even 4 to 5 story housing
1	I understand the need for development near transit, and I support it in general. However, my fears are: How to manage new buildings' design so they don't destroy the character of the neighborhood? (e.g. ugly townhouses) How to ensure developers will not purchase houses, etc., and then allow them to languish in disrepair or become neighborhood blight (e.g. squatters in old Seattle Times building)?
1	TRANSIT! Where is the transit that we are guiding growth to? Many of the UVs have taken as much growth as they can stand...with the result of getting pushed out of our neighborhoods + suffering the indignity of slow, infrequent transit (plus continued rate hikes). I hate to sound NIMBY but this is not fair...single family...[cut-off on scan]
1	"The relationship to the other plan" does not include the parks master plan; it should. It should include neighborhood plans adopted by the city. Your 10 key proposals have action verbs, except parks. Parks just sets "goals." Nothing about acquiring, developing, improving parks. The guide fo 10-minute walk belies what the draft map does. With the Roosevelt urban centers the limits go beyond 10 minutes walking in the [illegible]; it assumes a jogger. Proposals should recognize existing neighborhoods and their plans , and keep roosevelt to roosevelt.
1	The plan needs to establish shorter term metrics to evaluate and perhaps adjust the plan in 5yr increments
1	can we shut down the main street in front of Pike Place to cars and make it a park So pedestrians and tourists can walk around safely and enjoy our city? Hard to drive around there, anyway.
1	Add the block between 21st and 20th into the Union Street Urban Village. There is more commercial activity on Union between 21st and 20th than between 21st and 23rd. On the north side of Union the building on the corner of 21st and Union was built in 1929. It houses Central Cinema, 2020 Cycle, CommuniTea, Mind and Body Pilates, Hollow Earth, Rudis, and others. The commercial buildings at the corner of 20th and Union include Chuck's Hop Shop, Katy's Coffee, Magpie, and a chiropractic clinic.

**Count Response**

- 
- 1 Require parking for all new developments otherwise nearby residences and businesses will be negatively impacted. Even if there is transit nearby - provide at least some % for those who will own cars and still use transit. Continue to require off-street parking spaces for permitted ADU and DADU's.
- 
- 1 My understanding is that current zoning supports more than enough multi family dwellings and supports HALA. Why rezone our SF neighborhoods? How about HALA in Laurelhurst, Madison Valley, Magnolia Bluff, Seward Park, Sunset Hill? Politics??
- 
- 1 Limit height, bulk, and scale in any development Require design compatibility with existing adjacent residences
- 
- 1 It's good to have parks in all areas, but if we keep some single family residents we have yards and areas for children and families without them needing to "walk elsewhere" to enjoy the outdoors. I think we need to have blended areas of multifamily and single family - don't run single families out to the suburbs - (mayor's adage - place without displacing?)
- 
- 1 I'm very supportive of the plan - but we need to ensure that those currently in single family homes can afford to stay in them. We need strategies to maintain these, to include but not be limited to: Acknowledgement of density from multiple/extended families in one home Some sort of tax relief for lower income, non-senior home owners Strategies to encourage remodels of existing homes, to support adding density (e.g. low interest/interest free loans)
- 
- 1 Do not think you will get everyone on buses, bikes, and walking. Your plans are not working now when permits are issued for increasing density without realistic creation of parking for apodments ect. Get real with a vision for residential neighborhoods and parking.
- 
- 1 Your GHG criteria is not enough - the impervious surface zone, tree removal and systematic destruction of open space has WQ erosion. [Flooding?], [staminate?], fish, Puget Sound and Heat Island [effect?] [verification?]. Impervious Surfaces = GHG! What is [illegible] transportation? You cannot legally define "open space" as private patches with no [illegible] or public areas. Growth in urban villages does not prevent sprawl.
- 
- 1 Too much reliance on light rail - which is obsolete and has been obsolete for 20 years. (Just google the key words "light rail" and "obsolete" to verify this) For affordable housing, consider giving low interest loans or sale of affordable housing bonds - with public [illegible] station and [illegible] encouraged
- 
- 1 Would like to see more discussion of increasing capacity in single family zones. [illegible] in laws sub divided housing...All neighborhoods should play their role in accomodating growth.
- 
- 1 Thank you for doing this - I think you need to get this survey out other than just through these meetings Affordable housing & efficient transport need to be the main focus of this plan as these are the two major deficits we currently face. To maintain diversity within neighborhoods, there should be different types of housing in each: basic, mid-range, and high-end. Giving developers a choice of either building affordable housing or contributing to a fund may cause a lack of diversity in neighborhoods that attract wealthier residents, as developers cater to those higher-paying tenants...[cut-off]...the high demand. The city needs to set limits on how much high-end housing is allowed within our micro neighborhoods...[cut-off on scanned page]
- 
- 1 Is parking as a key function of public right of way a key function on all public right of way? Is each function more or less important depending on where they are in the city (in UC, UV, outside UV)? This survey seems kind of silly. Most of the proposals aren't really disagreeable. Can it be framed more in a way to find what proposals respondents think is more important in relation to the other proposals?
- 
- 1 Be respectful of all the work completed in the neighborhood plans. Most of the proposals contained within the plans (particularly CC/HC/H Plan) have not been implemented [due?] have already exceeded the growth planned for, be respectful of the work ideas and changes already implemented. No upzones in SF neighborhoods no height increases above 40!

10. What else should the City consider in planning for livable, walkable, transit-rich urban villages?

Count	Response
1	Access to natural spaces within the walkshed
1	Adequate parking since everyone will not live within 10 minutes!
1	Allow park and ride for light rail
1	Also, make transit work...Bus takes 45 minutes to get downtown from 85th and 15th.
1	As UVs become more dense, the need for quality open space increases
1	Bike lanes
1	Buildings are sprouting up daily, but sidewalks, crosswalks are inadequate
1	Community/Information centers
1	Consider the young people and provide more opportunities for them to get involved.
1	Don't build [illegible] of tall buildings in HUB's
1	EQUITY DISPLACEMENT AFFORDABILITY
1	Elderly access to public transit
1	Establish now ones where there is capacity, agility and space
1	Flexibility in SF zones adjacent to urban villages
1	If bus routes are changed or service reduced - will down-zoning happen? (Be serious)
1	In multi-family housing count households (shared food stores) to count units
1	Infrastructure, Infrastructure, Infrastructure to encourage walk and bike ability
1	Keep spaces - building/tower separation No concrete jungle
1	Maintain integrity of neighborhood
1	Mass transit options Bus Rail
1	More park space More money for community centers and senior centers
1	More pocket parks - like Ercolini in West Seattle (48th Ave SW and SW Alaska?)
1	More public spaces, pocket parks etc... in urban villages. Buy small lots under 10,000 sq ft
1	More units for families with affordable housing near schools, groceries, parks and transit.
1	Parking! People may ride transit to work but many also have cars that must be parked somewhere.
1	Reduce requirement for parking for accessory dwelling units
1	Remember the importance of schools in the equation.
1	Remember we still have people that want to drive. Consider bicyclists for tax revenue.
1	Retail space to match the neighborhood's needs now and in the future.

**Count Response**

1	Supplement standard bus transportation - uber style vans run by city?
1	Tandem cottages
1	The population is aging - bicycles, buses, 10 minute walks are hard for people over 70
1	These are irrelevant [concerns?] that will serve only to increase housing costs.
1	Urban hubs should be hostile to cars
1	Use tax policies to reduce SUV USE
1	We need parking.
1	Who determines the final outcome? Voter or city council?
1	Why not Greenwood or Sand point?
1	Will bus routes change to connect people outside of villages to villages and transit hubs?
1	safety - crime rate
1	sidewalk parklets are great
1	Walking is awesome, but if I can't get from uptown to any other urban village in ten minutes, you've failed. Please don't take us backwards.
1	If homeowners received a break on their real estate taxes for having mother-in-law apts. or a backyard cottage on their property then there would be more rental capacity in the city without high impact development, such as apt. bldgs. Also, the character of "place" would be preserved instead of being destroyed which is the current development model. [comment at top of first page] The whole plan ignores the big question: Do we want this growth? Is it good for the city? Will Seattle be destroyed? Is there enough water to accommodate this level of growth? Look at what has happened in California with severe water shortages.
1	Consider building a more expansive light rail or train Build more sidewalks Remove telephone lines and [bury?] them underground
1	Mass transit will not solve all our transportation problems. Allow cars to play a role in our future! Keeps the city connected with other employment centers. That...[cut off on scan]...the city affordable - [cut off].
1	Do not eliminate the neighborhood planning process. -LU5 Make developers and business pay a greater share for growth! Also consider [increase] of B&D taxes for realtors, developers, builders, architects, and [leanders?], all of whom are reaping [increased] profits from growth
1	Encourage enough density in single family zones to support better transit and neighborhood corner stores.
1	Business districts and services - Walkable to where? not only parks and public spaces / transit Plan for people to get what they need close to home. Keep commercial districts affordable for local small businesses
1	Design review process should be expanded not simplified or streamlined. MORE review is necessary all new construction should fit within the look/feel/zoning of the neighborhood. not overwhelm..more design review.
1	More senior centers Access to healthcare Pleasant walkability: I walk frequently between the U-District and Wallingford, but I always have to jockey with cars - traffic is so bad they're just concerned with getting where they're going and not looking out for pedestrians. This make walking less fun.
1	See above. As usual, the questionnaire is "loaded" without opportunity for any nuance or explanation. The dotted line in Ravenna to the parks Ravenna and Cowan should be removed.

**Count Response**

- 1 END TO FREE PARKING! A stronger anti-sprawl voice at the county and regional level. Suburban sprawl in the outer municipalities is what keeps Seattle low-density, car-oriented, and bland. I want to be able to buy a high density condo and walk everywhere and so does the rest of my generation. Protect open space to make Seattle flourish.

---

- 1 Extend Union St. Urban Village to 20th Ave to include the vibrant businesses and community gathering spots already active. Rezone the E. Union UV as proposed by DPD (see Quan Lin.) to add housing and jobs in our 'hood: 40' 20th-21st/65' 21st-24th.

---

- 1 HISTORIC PRESERVATION also: TRANSIT!! also: AFFORDABLE HOUSING!! DO SOMETHING ALREADY

---

- 1 accomodation for aging population make sure that permitting and building codes catch up with plan!

---

- 1 More lighting on sidewalks Remedy breaks in residential (concrete) infrastructure by charging contractors/developers impact fees

---

- 1 You have decided to expand the urban village concept - you then plan to allow developers to build larger/multiplex buildings. Ruins the reason folks bought single-family homes

---

- 1 The impact of buildings on infrastructure (sewage in particular.) Not displacing working class housing/usage.

---

- 1 Livable = a place someone would want to live, ie, trees, folige, considerate neighbors, quiet, parks, community feel, distinctive and appealing homes with character. Not urban ghettos a la Chicago projects from 1960s. Walkable - pedestrian-activated crosswalks, level and well-maintained sidewalks. No free right turns! No rolling stops for bicyclists! Transit-rich - U. District has it already - express busses run frequently

---

- 1 I think it's a mistake to not allow multifamily housing development outside these designated UVs. The recommendation made by the HALA committee that Mayor Murray struck down needs to be put back on the table. Otherwise, ...[cut off of scan]...neighborhoods will bear the brunt of the [increasing] population.

---

- 1 GARBAGE COLLECTION Encourage BIDs to make it not feel like you're living in a sea of trash (ah-hem...Pike St.)

---

- 1 Prevent unsightly "street canyons" by stepping back zoning and requiring low-height setbacks adjacent to sidewalks. Mass transit improvements, into and within the urban villages.

---

- 1 Need a lot of underground parking to get those ugly machines off the street; taking up so much space on the side of the street just for the one person who drove them in. Some people need their cars, but most people just have their little private room [illegible] around with them. Get them underneath!

---

- 1 Quality and investment - preservation of green spaces, older housing. So much "crap" is being constructed in ballard - it's ugly - it makes me want to move so little car by investors building housing

---

- 1 Displacement of cultural institutions and small businesses. All neighborhoods need to grow to survive and thrive. Achieving social equity requires different strategies for each urban village,

---

- 1 Can the urban village "core" be considered a "Red zone" where there is a higher scrutiny or design. The current design review board/process does not result in better design. For example, require \_\_\_% of brick on your building when in the red zone.

---

- 1 Affordability for residents and businesses Think about creating community land trusts, mutual housing associations, and limited equity coops Increase affordability requirements for mandatory inclusionary zoning

---

- 1 Keep the community feel of the neighborhood. i.e. in Crown Hill, focus on developing 15th Ave first before considering to upzone the entire Crown Hill Residential urban village and remove SF zoning. Up zoning on 15th from 40-60th.

---

- 1 To make an urban center livable there needs to be open space where people can go to just enjoy themselves - beyond shopping, dining, appointment - open space to play Example - westlake center recent improvements, u village, areas of seattig - kid playground. Open space in street in belltown - "living" is not going somewhere for employment or consuming - it is about just enjoying the neighborhood.

**Count Response**

- 
- 1 On-street parking should be lowest R-o-W priority inside urban village boundaries AND on the arterials connecting the centers of urban villages; make room for protected bike lanes and transit-only lanes.
- 
- 1 Keep the high density, high rise apartments/condos/townhouse along the arterials and insist that low income and commercial businesses be included. Also provide parking.
- 
- 1 Bring back the "city level of the division of" veterans affairs...that was under the Department of Human Services... Note Transportation for Veterans to VA Hospital
- 
- 1 Drive around and find areas that need rehabilitation, like Lake City Way -> near the Roosevelt Station. Develop and bring transit there instead of the waste involved in tearing down perfectly fine homes.
- 
- 1 Support community cultural anchors that help build shared identity, include voices of color in Seattle growth leadership, and serve as economic drivers for equitable growth
- 
- 1 [Illegible] strategies. Fund rail. Affordability. Subsidized [communal?] rent. Low cost adaptive [reuse?]. Need to change zoning to fit 2010 code amendments. [Picture of "Craftsman 1940" next to "\$700K" taller home] This is not livable and creates neighbor hostility.
- 
- 1 Affordable retail space in mixed-use buildings for minority-owned businesses!! Equitable transit-oriented development! More care taken in planning neighborhood level capital projects to make sure existing businesses don't suffer (like the CID during streetcar construction and the waterfront during seawall construction)
- 
- 1 Don't look at the few remaining single-family neighborhoods as "growth opportunity" - stay out of these neighborhoods and focus on existing high density areas
- 
- 1 More ancillary facts should be provided to neighborhood inhabitants so best decisions can be made per individual/family. Most of the draft key plan proposal are already parts of the "job" that should be done already. Need real questions. Specific questions not generic overviews.
- 
- 1 Light rail from West Seattle to Airport and Eastside is needed so West Seattleites can rely on public transit instead of taxis/cars to the airport!
- 
- 1 Very poor [JoG?] addressing peoples [concurrence?] - came in to a [illegible] and failed to connect - left the people feeling marginalized and dismissed - questions asked where fair and clear - answers should have been the same not "Go look at the boards and talk to the people back there"
- 
- 1 My idea of a village be it urban or not is to have the necessary things in that village for me to shop and spend my money within my village. Why would I need to take my dollars out to another village, which in turn makes them grow. But mine stalls because money is not turning over in that area. Urban villages should have grocery, retail, schools, entertainment, etc. residential, enough that would make me feel like staying in my village because it has all I need. We have lost neighborhoods - now we have villages
- 
- 1 If the area actually is transit-rich and if not...parking. Example, I live in Morgan Junction and work less then 16 min away in South Park but can't take a bus. It would take over an hour.
- 
- 1 Consider parking on street for homes without off street options. Keep historic neighborhoods - protect scale in existing historic buildings single family + multi-apartments
- 
- 1 High density kills neighborhood merchants. Broadway is all chain-stores now and no longer worth visitors.
- 
- 1 I work with young city employees that have no chance in renting, let along buying within city limits - making their commute short and life more liveable. This does not need to be corrected with density - lots of small high rise apartments. It takes careful planning.
- 
- 1 What is "transit-rich"? Besides rapid ride in and out of the downtown core, my neighborhood of the Morgan Junction urban village is not convenient to travel outside of with current transit options. Yet, we continue to add density in the form of

**Count Response**

- 
- 1 Right now, design requirements on this boundary are 10'-15' set back and 50'-55' (now 40', but surely moving to 50') height. This has catastrophic effect on property values of SF5000 residents, most of whom (like me) are lower middle class. It's also bad for livability. Decrease height on shared property line. Increase height on street.
- 
- 1 Let's move away from road diets (especially on main arterials!) and focus on improving our mass transit systems. 20 mph, too slow!
- 
- 1 Most techies are male. Are these figures accurate for 2015? Chart needs editing! [taped in item "2010 Percentages of Population by Age and Gender] Please remember that concurrency is supposed to occur when the city plans for growth. Some bus lines (44, E) are good, but some are not. Also, it is very difficult to get to some destinations. People are not likely to take a bus when it involves transfers. Also, some buses are way too crowded, and some are filled with people who be scary to some (more security?). E line stop at N 46/99 (aurora) involves stairs or steep slope. Hard [cut off bottom of page] disabled.
- 
- 1 TAX implications for everyone living in urban villages Keep if affordable and don't impose all these changes at the expense of one's taxes!! -social equity!
- 
- 1 The idea of living without in a car us v. difficult for many Seattleites to imagine, but totally normal in other cities. Keep up the good work of helping people imagine what this change could mean for them! Less \$ on transportation, [increased] quality of life, [increased] convenience for taking care of errands /life stuff. OR they can live in a more residential area outside the urban village! The fact is that, whether people like it or not, we're in a real city with a growing population, and we cant continue to act like Seattle is a town and use the same strategies that used to work.
- 
- 1 More facilities for bicycles: racks, storage, lanes and repair stations Neighborhood shuttles to light rail stations from beyond 10' distance City must figure out more effective way to communicate with, listen to and include people of color in the discussion and implementation process
- 
- 1 To many, walking and taking public transit is not an option during the week. We rely on our vehicles for work/transportation. Parking consideration is a must! Especially for businesses that do not have parking and rely on city streets.
- 
- 1 Social Equity Affordability to residents and business (diversity in services to the community) Increase affordability requirements for zoning.
- 
- 1 More detailed plan at the neighborhood level to consider unique features and needs and/or preferences through involving neighborhood residents, businesses, and other stakeholders.
- 
- 1 Incentivize grocery stores near dense residential areas. This will encourage shopping without the need for cars to carry heavy groceries a long distance. Provide density increase with grocery-type retail in mixed-use developments.
- 
- 1 Affordable housing: impact fee exemption one extra story parking requirement waived along Rapid Ride corridors incentives
- 
- 1 The plan document needs an index to help find sections. It has nothing on historic districts in the contents. Another blind spot is appreciation of veterans and their achievements.
- 
- 1 Consider that everybody doesn't work downtown - and many of those that do have cars to use on weekends! This is Seattle and folks like to go out of town for recreation
- 
- 1 be honest when talking about transportation/transit that activities will not likely reduce congestion - it is here to stay
- 
- 1 Think about how families would [illegible] and more within neighborhoods, because places that are built to be family friendly help accommodate the elderly as well, and anyone in between.
- 
- 1 Establish firm level of service standards for "transit" that go beyond [heat?]ways and address the user's experience, re no crash capacity!
- 
- 1 More opportunities for small businesses throughout the urban villages - not solely concentrated in retail zones or districts.
- 
- 1 Automobile access needs to be accomodated for any building. Even if there's no parking for the building, there must be a pull-out for deliveries, moving trucks, etc. Bigger set backs to allow for walking and landscaping.

**Count Response**

- 
- 1 Synergy is very important and the requirements for commercial. Space needs to be well designed i.e. certain areas are dead zones for commercial. Therefore should not be a requirement otherwise you face vacancies.
- 
- 1 Stay away from watersheds!! Please add "new units" where there are already brownfield sites such as around aurora where big box stores are failing daily.
- 
- 1 The Columbia City and W. Seattle developments are HORRENDOUS. Huge, hulking blocks that blot out the sky and utterly change the neighborhood's feel. More density, yes, but not like this. Work with developers to balance affordability, aesthetics, and amount of residents in new construction. I like Japan's height limits that require certain amounts of sun light for existing homes when new buildings go up.
- 
- 1 The fears expressed by Ron Momoda need to be addressed with concrete strategies - and these strategies need to be called out and highlighted
- 
- 1 The plan does not deal with livability and does not cannot city re sooner as part of the budget process to support [anticoastal?] growth areas
- 
- 1 Trees should be mentioned in land use element. As they were in the current comp plan. Tree coverage in neighborhoods is very important.
- 
- 1 Density follows transportation: without adequate public transit maximum density will not be achieved
- 
- 1 Different height buildings!! Broadway is a tunnel of 6 story buildings. In Japan a mix of heights on a block is required so sunlight can come in!
- 
- 1 Don't look at single family / single resident properties to expand housing. focus on already existing apartment/condo properties
- 
- 1 Move the bus lines. Encourage development priorities with carrots - not sticks. And don't mess up the qualities of established, diverse neighborhoods. We bought where we live intentionally (with intention)
- 
- 1 Maintain (and build) homes with larger areas for grass, shrubs and trees. Pay some attention to pedestrian safety. Don't allow bikes to make "rolling stops." License bicycle riders, and require that they obey traffic rules. Maintain sidewalks, wide enough to actually walk side-by-side.
- 
- 1 Single family zones could be removed from the urban villages and protected. Urban village boundaries should be redrawn to remove SF-5000 trapped by the current boundaries.
- 
- 1 Be sensitive to the impact on existing neighborhoods Engage the community. DO NOT do it to us but with us NEVER BARGAIN without our representation. The grand bargain was very bad that way.
- 
- 1 Urban agriculture. Small manufacturing to provide lower skill jobs (less focus on service industry jobs)
- 
- 1 More single family dwelling, less large buildings and complexes. The large building and complexes are destroying neighborhoods. Invest in making communities viable for small business. STOP!! allowing developers from taking over the process of building and growth in our communities and neighborhoods as well as Planning and Development. Work to involve education or the schools -> young people 14-24 need to be included -> to Seattle Public Schools
- 
- 1 More priority should be given to maintaining and preserving history of neighborhood buildings - ie make it easier to designate historic buildings and architecture.
- 
- 1 Walkability is top priority, everything else will fall into place. Minimize the number of steps between destinations.
- 
- 1 Economic development - creating jobs around urban villages Parking - deal with increase in cars and traffic regarding increased growth Neighborhood disruption - take single zone houses, knock them down to create large building complexes
- 
- 1 Do not look at the single family [RZ5000?] lots / residences as a growth opportunity high density already exists along bus routes - leave it there!
-

**Count Response**

1	Protect housing stock that is in good condition. Do not take away the green streetscape that is the heart of single family neighborhood community space where people meet and become a community. This is key for emergency plans etc. and self-sufficiency.
1	Decreased parking and encourage use of public transportation, biking and walking. Really, don't even consider adding parking garages when building multi-family housing!
1	Involve the community from the beginning of planning and not the end of it. Understand the complexity and diversity of each community uniqueness and be able to preserved it within the plan.
1	Should look at more areas where urban villages could be like "Magnolia" area. also There is a lot of property in the [Sarah?] Park area and Beacon Hill - these areas should be developed and not just left to deteriorate.
1	As a "trade-off" for higher density, the city should plan and fund better/larger parks, community centers near or in the urban villages.
1	Provide parking. It is one thing to take transit to work but living without a car is very confining and limiting. Do things to attract families. Families need a car. Too many one bedroom apartments!
1	I think there should be more encouragement (towards developers) (and zoning) to develop land so that people can make better use of transit. I encourage office development/business in urban villages. Having all the big offices downtown help to create congestion for people trying to get downtown. Move the jobs closer to urban villages. Encourage more development of affordable full time childcare. Most of the daycares in WS have 1-2 year waiting lists or are not affordable. Childcare selection is based on those issues.
1	Use small buses to reinstate density of transit to ALL neighborhoods. i.e. bring back 55/56 service. Preserve PARKING!
1	From a LGBTQ equity lens - there are more LGBTQ people living with disabilities than heterosexual people. Access to door front transportation like the Access bus is a livability issue.
1	A fast (at least 100mph) pollution free maglev "mothertrain" to haul passengers and freight down the medians of the I-5 and I-405 freeways. See [illegible] for such a system that can be built for 20% of the cost of light rail. Then [illegible] community can build elevated "spur lines" and transit stations. [illegible]
1	It is not fair to residents in a neighborhood to add hundreds of apts units and allow builders to complete buildings and not pay for parking accommodations. In the end RPZ ask homeowners to pay for this error in good planning.
1	Have an ongoing mechanism for feedback and keep the approach flexible if the approach is not meeting the desired ends
1	Adhere to the guidelines which protect our green spaces. Stop the land grab and focus on creating sustainable jobs within the current boundaries of the urban villages.
1	Future transportation plans other than the [amount?] [illegible] [illegible] should look at other communities of SF zones to create new residential urban villages where [illegible] SF [illegible x2] is not in good [all illegible].
1	Criminal rate control is very important. How do I walk at midnight without scare. Set up more camera or patrol? That may help. I still don't know if I feel comfortable on walking on the street for 10 min by myself. More light set up to decrease hidden area can be another thing may help....
1	No new taxes - Keep single family zoning - this is a great alternative to open space and enjoying nature because single family residences will not be as built up if zoning changes.
1	Love the idea of moving toward more frequent transit to make it easier to use and planning housing around those transit corridors. But am cautious on too much re-zoning around SF housing. I like creating the transition in scale from dense outward. Many friends starting families have moved out of Seattle to have a house with yard and all still commute in to work. I'd like to work to avoid too much of that.

**Count Response**

1	Create historic districts to maintain the character of long established neighborhoods (ie Alki) as is done in California. Create a data base of all historic homes over 100 years old to see what we have and where they are located.
1	Put in the transit first. Currently, areas are overbuilt without increased transportation alternatives.
1	Use the existing urban village space more efficiently before even considering moving boundaries in to single family neighborhoods. Upzone 15th to 60ft to make it more attractive to developers.
1	The #1 thing the city could do - and at very low cost - is to create a cap-and-trade system for parking in urban villages and eventually the whole city. Columbia City is getting 1000+ parking spaces in a short timespan within walking distance to the station. This is extremely counterproductive to the future prospects of CC being a "livable, walkable, transit-rich urban village".
1	Facade improvements and culturally appropriate business technical assistance for current businesses to be able to prosper and benefit from the planned growth and investment.
1	Jobs, recreating, affordable housing and affordable commercial spaces easily accessible by affordable transit to people already living in Seattle. Help diverse and low income business owners and residents stay in Seattle.
1	Don't drive out low income people Plant more trees everywhere. Plant larger trees where possible. Support growth of arts and cultural orgs in UVs
1	Green space must be preserved Put transportation in place 1st before allowing development Need sidewalks first before bike lanes
1	Eliminate max density limits (1 unit/2000SF in L1), institute minimum (i.e. no less than x units/squarefoot lot) density within portions of the urban villages
1	Connect urban villages to one another. We all know that despite the best planning, people are more likely to live in one urban village and work in another than they are to live and work in the same one. Express bus service between UVs is smart.
1	In residential zones, reduce allowable height and lot coverage limits to align them with existing housing stock. Prohibit 35' structures with maximum lot coverage in neighborhoods of 1,200 sq ft, 1 story craftman homes.

## Seattle 2035 - Draft Plan Open House (Fall 2015)

### Rainier Valley - Group Survey Results

11/7/2015

#### Question 1 - Growth Strategy

##### How and where do we grow?

We think we should plan for growth near frequent transit (ex. light rail stations, priority bus corridors).

We propose to:

- Include areas within 10 minute walk of a frequent transit station into urban villages
- More people live in urban village with easy access to transit.

**a. Do you agree that it is important that we guide growth to areas within a 10-minute walk of frequent transit?** YES: 22 NO: 0

**b. Do you have concerns about guiding our growth to so that more people live in areas near frequent transit? If so, what are they?** *Responses noted on easel pads*

**c. Are there other guidelines we should consider to identify urban village expansion areas or drawing expanded boundaries?** *Responses noted on easel pads*

##### Comments:

But - what kind? What is growth?

Defined - Existing businesses should be able to stay.

Consider parking.

Sometimes people will have car.

Affordable. Has to be safe.

Walking distance.

Families with kids need to park drive.

Has to be accessible to [services?]

Well-light

Has to be safe

Support

Bike stations

Mini-buses

- a. Yes but need to consider first: rent control, displacement, access-shuttles, existing businesses, existing people.  
Need afford. hsg.

DRAFT

## Question 2 - City "Rights of Way" (streets)

We propose to accommodate six key functions in the public right-of-way (streets):

- vehicle travel
- safety and comfort for pedestrians
- access for businesses
- activities/place-making ("place-making" means using parts of streets for little parks, festivals and sidewalk cafes)
- landscaping
- parking for cars, trucks and buses.

**a. Do you agree that it is important the City accommodates all of these needs?**

YES: 21

NO: 0

**b. *OPTIONAL* What are the most important needs the city should consider when designing and improving streets?**

*Responses noted  
on easel pads*

**Comments:**

Cars increase congestion  
Bike/walk good for environment

### Question 3 - Growth Strategy

Measure and report growth and change. We currently measure how many units and jobs are created. We propose to add to the list - to include things like:

- Establish indicators - so we can work to close racial disparities to achieve equity. For example
  - Household income by race
  - High School graduation rates by race
  - Housing cost burdens (what percentage of income is spent on housing) by race
  - Etc.
  
- Report on these indicators to the public

**a. Do you agree that it is important that we monitor and report on growth and change citywide and in urban villages?**

YES: 33

NO: 0

**c. OPTIONAL What other thoughts do you have on this topic**

*Responses noted  
on easel pads*

**Comments:**

It's a comp plan. It should include times indicators.  
Should be included because helps to plan  
But for what purpose?

#### Question 4 - Proposed Stadium District

Proposed Stadium District on the City's Land Use Map around professional sports stadiums. A stadium district would allow housing and hotels. The district would also protect the ability of trains and trucks to move freight through this area.

a. Do you agree that it is important the City create a Stadium District on the City's Land Use Map?

YES: 0

NO: 0

c. *OPTIONAL* What other thoughts do you have on this topic

*Responses noted  
on easel pads*

#### Comments:

Did not discuss

DRAFT

## Question 5 - Future Land Use Map

An urban village is a business district and the neighborhood that surrounds it. We want to encourage many different activities in Urban Villages and Urban Centers. We recommend the city make it easier to allow a wide range of activities in these areas. Currently, the rules identified through the "Future Land Use Map" (the City's official map of what type of use is allowed on a piece of property) makes it difficult to change from one type of activity (such as business) to another (such as housing), even when it makes sense to do so.

- We will continue to define different activities and building sizes for different urban villages and urban centers.
- We will also make sure that areas within a 10 minute walk of frequent transit are included in urban villages. This can make it easier for more people to use the bus or train.
- We will encourage housing and job growth in these areas.

- a. Should urban villages include areas within a ten minute walk of very frequent transit?** YES: 10 NO: 0
- b. Should City rules make it easier to change from one type of activity to another in urban villages and centers?** YES: 0 NO: 11

**c. What other thoughts, concerns do you have on this topic?**

*Responses noted  
on easel pads*

**Comments:**

Yes, but make sure you consult with local community  
Affordable housing? Is it just [remers?]?  
As long as consult residents who are there?

w/ concerns see (1)

- a. Yes but need to consider first: rent control, displacement, access-shuttles, existing businesses, existing people.

**Question 6 - More housing choices in urban villages - to accommodate more people**

In order to accommodate the 120,000 new people moving into Seattle, we will need to change how we think about housing, where we locate more units, and to create different types of housing - to make more housing available people and to create more housing that is affordable to families as well as single people. Right now, there are place within our urban villages where only one house is allowed on each lot. We are proposing to allow different types of housing (houses and apartments) on lots in urban villages where only one house is now allowed.

- a. Do you think we should allow more types of housing in urban villages? YES: 20 NO: 1
- b. in areas where only one house is allowed per lot in urban villages, which types of housing would you like to see?
  - YES: 6 NO: 5
  - Backyard cottages YES: 6 NO: 0
  - Small houses on small lots YES: 6 NO: 0
  - Row house YES: 6 NO: 0
  - Small apartment buildings (up to 3 stories tall) YES: 6 NO: 0
  - Large apartment buildings (up to 7 stories tall) YES: 6 NO: 0
  - High rise apartment buildings (up to 16 stories tall) YES: 6 NO: 0

**c. OPTIONAL What other thoughts, concerns do you have on this topic?**

*Responses noted on easel pads*

**Comments:**

- Residents have to make the decisions
- Still need a local plan
- OK to convert
- Have concerns about SF changing
- Has to be a plan
- Concerned about allowing more apartments in SF areas of urban village
- b. not unanimous
- b. If cost affordable

**Question 7 - Minimize Displacement as the city grows**

We propose to work to minimize "displacement" of marginalized people, businesses and communities (low income households, people of color and English language learners, small family-owned businesses). "Displacement" describes when people or communities move out of a neighborhood because they can't afford to stay, or their business and community network move out.

- Monitor risk of displacement
- Preserve existing and increase affordable housing
- Support existing and new small businesses with different government programs

**a. Do you agree that it is important that we should minimize displacement of marginalized households and small businesses as Seattle grows?** YES: 33 NO: 4

**b. Are you worried that you, your community or your community's businesses will be displaced in the near future? If so, what is important to focus on? (check all that apply)** YES: 12 NO: 0

Housing YES: 6 NO: 0

Your community's business YES: 6 NO: 0

Your community's place of gathering (ex. Filipino Community Center, church, specific business, etc) YES: 6 NO: 0

**c. What other thoughts, concerns do you have on this topic?**

*Responses noted on easel pads*

**Comments:**

Must be more than minimize. Make it zero displacement.

Make sure people can stay

Even stronger than minimize

If people push, we can make it no displacement

Priority order:

1. Housing (for families), density
2. Your community's place of gathering
3. Your community's businesses

**Question 8 - Parks & Open Space**

As we grow, we need to create a new way to set park/open space goals. However, new land for parks is becoming more difficult for the city to buy. We want to focus on

- Making sure parks/open space are designed for people who will use them (places to sit for older people, place to play for children, etc)
- Making sure most people can easily get to open spaces by car and walking, from home or work

**a. Do you agree that goals for parks and open space should focus on quality, equity and how easily people can get to them from homes or jobs?**

YES: 22                      NO: 0

**b. We need to use the land we have. Do you support:**

Using streets that are turned into public spaces, such as plazas YES: 0                      NO: 0  
 Plazas and open space that are created as part of new development YES: 0                      NO: 0

**c. OPTIONAL What is important to you for parks and open space?**

*Responses noted on easel pads*

**Comments:**

- Walking
- Access to transit is very important
- At grade rail access
- Multi language signage
- Safety to rail access cannot be overemphasized
- Code compliance
- Coordinate park spaces with cultural centers

## Question 9 - Neighborhood Planning Policies

When we plan for specific neighborhoods it is important that we include input, concerns, priorities from the diverse backgrounds of the community; that we include businesses, agencies, community based organizations, etc. We focus on neighborhoods that are either 1) growing fast or 2) need help with new services and new housing/jobs. We also use different City tools based on the needs and concerns of each neighborhood. We recommend that the current language be amended to capture our current practices.

**a. Do you agree the Comprehensive Plan neighborhood plan policies should reflect the way we plan for neighborhoods now?**

YES: 6

YES: 0

**b. What are your thoughts on how City staff should work with neighborhoods?**

*Responses noted  
on easel pads*

**Comments:**

Would enhance

DRAFT

## Question 10 - Plan for and Locate Schools to Better Serve Seattle's Growing Population

The City and the Seattle School District should coordinate to better meet the needs of Seattle's children.

a. Do you agree that the City should plan for and locate schools to better meet the needs of our children?

YES: 33

NO: 0

b. What are your thoughts on this topic?

*Responses noted  
on easel pads*

### Comments:

SE schools need resources. SE schools need more resources to be on par with north end schools.

S Seattle needs more after school programs

School times should consider needs of families

More relationship and coordination

Better coordination with existing community center - more after

DRAFT

**OVERALL COMMENTS:**

How to address displacement

School zone

Safety and policing

Sustainability - utilities, design, coordinate infrastructure, more solar

Rent control

High no. affordable housing

Displacement - keep people in n.hood

DRAFT

# Consider.It Online Survey Results

## Methodology:

Consider.It participants expressed their level of agreement with each of the ten Draft Plan Key Proposals using a slider tool. Participants clicked on a point along the slider, from Disagree to Agree, to register their opinions. Throughout the comment period, 868 opinions were registered on the Key Proposals.



## Let's talk about how Seattle is changing

Seattle is one of the fastest growing cities in America, expecting to add 120,000 people and 115,000 jobs by 2035. We must plan for how and where that growth occurs.

### The Seattle 2035 draft plan addresses Seattle's growth

We are pleased to present a [Draft Plan](#) for public discussion. The Draft Plan contains hundreds of policies that guide decisions about our city, including Key Proposals for addressing growth and change. These Key Proposals have emerged from conversations among City agencies and through [public input](#).

### We need your feedback on the Key Proposals in the Draft Plan

We have listed below some Key Proposals in the draft. Do these Key Proposals make sense for Seattle over the coming twenty years? Please tell us by adding your opinion below. Your input will influence the Mayor's Recommended Plan, [coming in 2016!](#)

Thanks for your time,



Seattle 2035 Planning Team  
City of Seattle

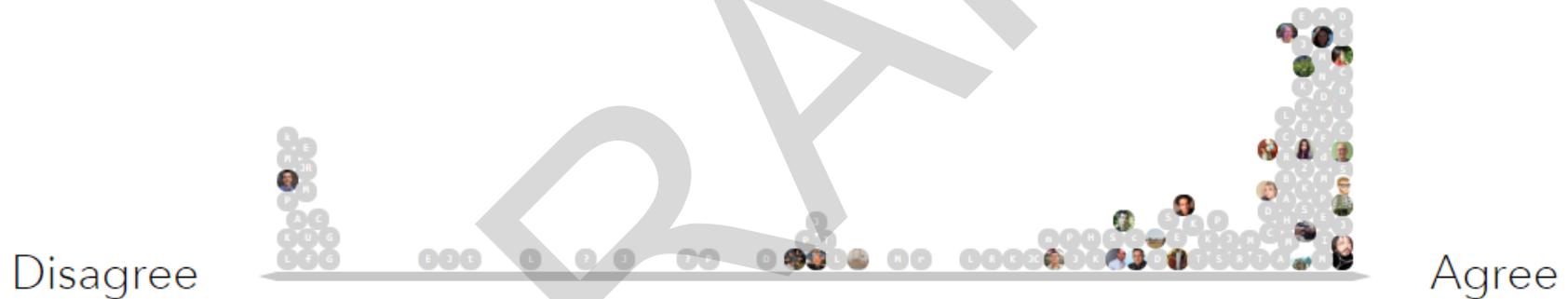
*Front page of Seattle 2035 Draft Plan Consider.It online discussion forum*

## Key Proposal 1: Growth Strategy

For the past twenty years, the City has guided new jobs and residences to urban centers and villages. While most future growth is planned for our densest urban centers, this Draft Plan also guides more growth to urban villages near frequent transit (a light rail station or a bus station with two or more bus lines serving multiple destinations). This pattern of future growth builds on past and future investments in transit. More people will be able to live in urban villages with easy access to transit.

- Expand boundaries of 11 urban villages to include the 10-minute walkshed around a frequent transit station.
- Establish a new urban village at the proposed light rail station at 130th Street.

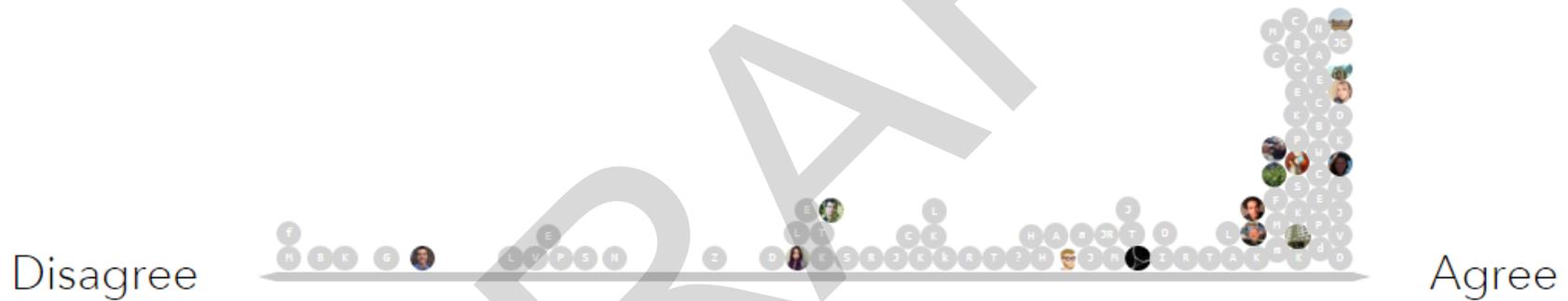
Do you agree with this draft policy?



## Key Proposal 2: Transportation

The Growth Management Act requires the Comprehensive Plan to include level of service (LOS) standards for all locally-owned arterials and transit routes to gauge the performance of the transportation system. The City has decided to use a system-wide method to assess the performance of the transportation system. Because buses are the primary form of transit ridership in the city and buses operate on the arterial system, the City has chosen to use LOS standards for the arterial system generally and the transit system. The City is currently considering a new LOS standard that would consider all travel modes. That would be consistent with the policies in Vision 2040 and would help achieve a number of other City policy objectives in this Draft Plan.

Do you agree with this draft policy?



### Key Proposal 3: Growth Strategy

The Draft Plan proposes new ways to estimate, monitor and report on growth and change happening citywide and in urban centers and villages. Urban centers and villages have been successful at attracting growth overall.

- Estimate and monitor growth for regionally-designated centers as required by Puget Sound Regional Council (# of housing units, # of jobs).
- Estimate and monitor growth for locally-designated urban villages (% growth in hub urban villages, % growth in residential urban villages).
- Identify and monitor other indicators to measure the progress of Plan policies.
- Report on residential growth quarterly, employment growth annually, and other indicators annually.

Do you agree with this draft policy?

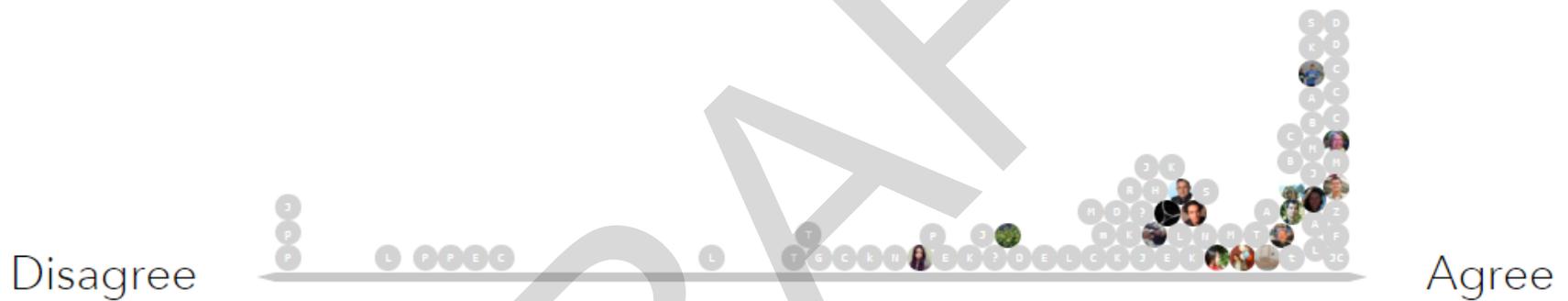




## Key Proposal 5: Land Use

The Future Land Use Map outlines the boundaries of urban centers and villages. The City wants to encourage a mix of activities within urban centers and villages. The existing map is unnecessarily complicated. It has several land-use categories within centers and villages. The proposed map is simpler. Areas within urban centers and villages have a single land use category: urban center, hub urban village or residential urban village. New policies in the Draft Plan describe the types and densities of uses appropriate in each center or village category.

Do you agree with this draft policy?

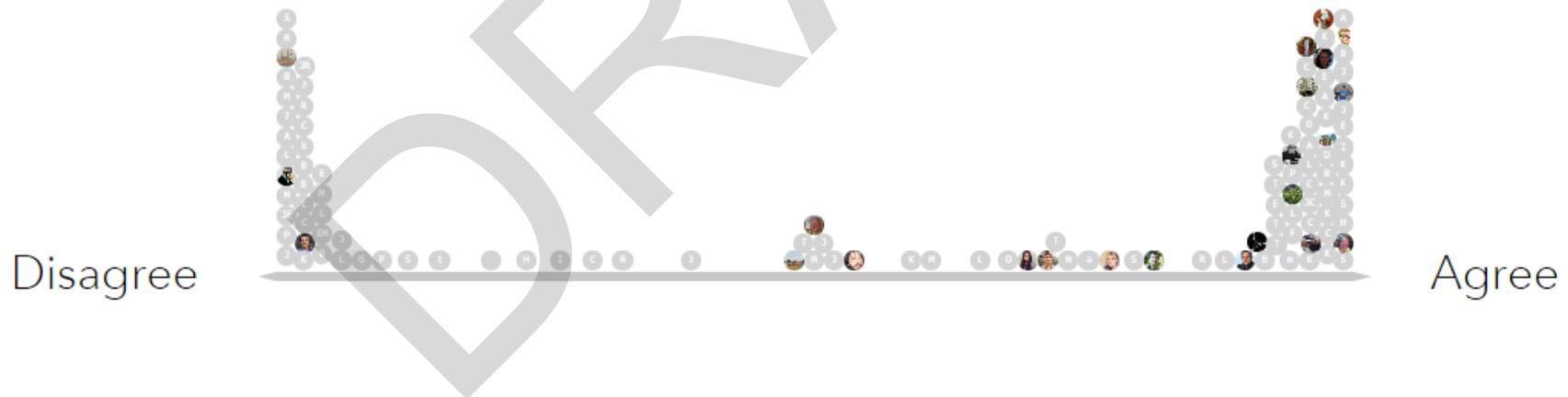


## Key Proposal 6: Housing

The Draft Plan anticipates that the majority of new housing will be multi-family residences in urban centers and villages. This is consistent with the housing demand we have seen over the past two decades. Many households, particularly families with children, may choose to live in lower density neighborhoods close to parks, schools and family-friendly amenities. However, existing regulations restrict the variety of housing types in these areas. This Draft Plan proposes several policies that will make it easier to diversity housing choices in lower density neighborhoods.

- Remove duplicative single-family rezone criteria. Including rezone criteria in both the Land Use Code and in the Comprehensive Plan is unnecessary. It creates a longer, more expensive, two-step process to consider rezoning single-family parcels.
- Encourage more accessory dwelling units and backyard cottages. Existing regulations are relatively restrictive. As a result, accessory units and backyard cottages comprised less than 2% of new units since 2005.
- At the edges of urban villages, encourage a transition in scale, height and bulk of buildings between higher-intensity and single-family areas. The transition area would allow low-rise housing types (duplexes, triplexes, cottage housing).

Do you agree with this draft policy?





## Key Proposal 8: Parks and Open Space

The existing Comprehensive Plan includes a goal of one acre of parkland per 100 residents. Over the coming twenty years, meeting this goal would require an additional 1,400 acres of parks in a city with very little vacant or underused land. Since 2000, the City has added 261 acres to the park system. Public feedback for the Parks Legacy Plan prioritizes improving existing parks with less emphasis on acquiring new parkland. This Plan encourages the development of new goals that reflect today's priorities and challenges.

- Deemphasize quantitative goals, such as acres-per-person or per-household.
- Emphasize higher-quality public spaces: better community access, high quality park designs, more efficient use of space, and programs to meet park users' needs.
- Encourage the creation of other types of public spaces: park-like streets, public open spaces near new development, plazas, and various place-making strategies.

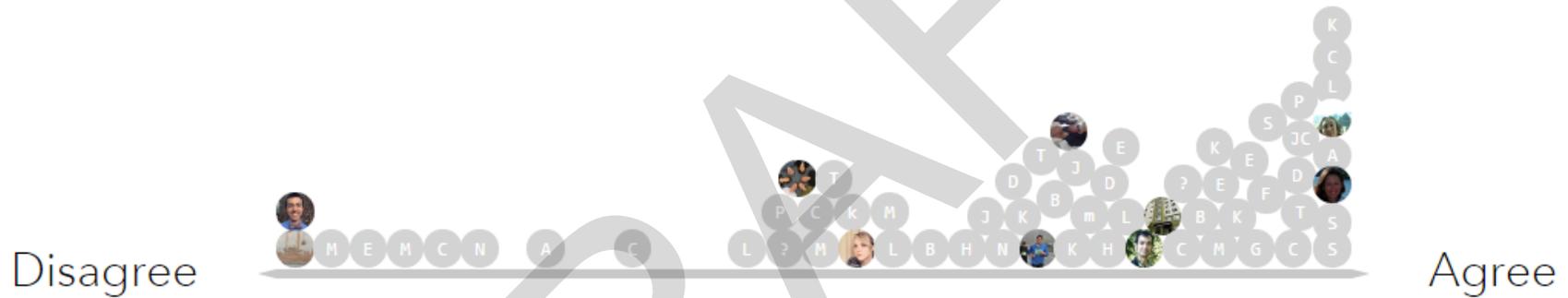
Do you agree with this draft policy?



## Key Proposal 9: Neighborhood Planning

The creation and inclusion of 33 neighborhood plans in the Comprehensive Plan nearly twenty years ago was unprecedented. Neighborhood plans helped the City make smarter decisions and better investments. Today, planning for neighborhoods has become strategic, with an emphasis on inclusive community engagement. The Draft Plan contains new citywide policies about the process of creating and updating neighborhood plans. However, the Draft Plan does not change Comprehensive Plan policies for individual neighborhoods.

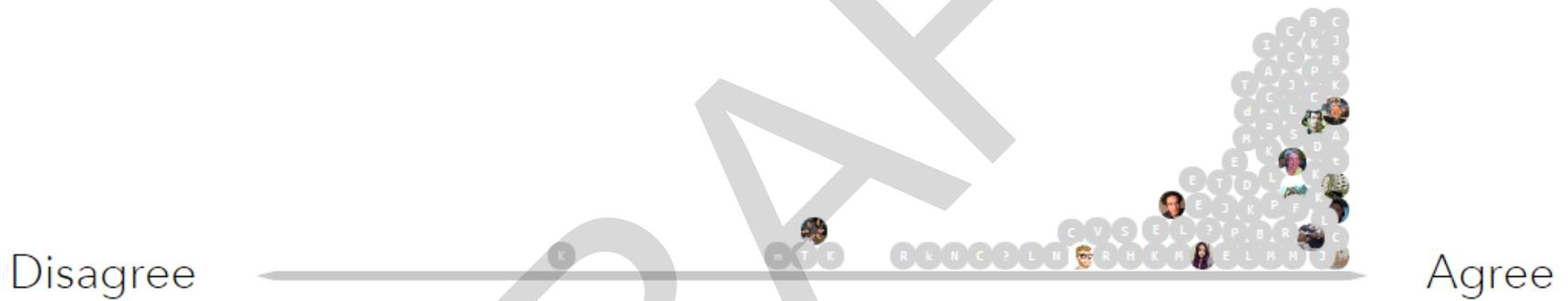
Do you agree with this draft policy?



## Key Proposal 10: Schools

After years of declining enrollment, the number of students in Seattle’s public schools is increasing. Since 2010, it has grown by 1,000 students each year. New schools are being constructed, closed schools are reopening and portable classrooms are helping to fill the gap. As more families with school age children choose to make Seattle their home, a higher level of coordination and planning between the City and Seattle Public School District is needed to ensure that school facilities meet the needs of Seattle’s growing population.

Do you agree with this draft policy?



# Overall

Will the Draft Plan help us manage Seattle's growth successfully?

