

Q2 What Current Infrastructure and Transit Priorities would you add? (We will compile and share your ideas.)			
Q3 What future priorities would YOU add to make Crown Hill Urban Village more livable as we grow?			
Q6 Do you have any other comments, questions, or concerns? (We will select representative comments to share with City leaders and our community)			
	Number	Response Date	Response Text
Q2	1	Aug 5, 2016 8:30 PM	Fast connection to a link light rail station.
Q2	2	Aug 5, 2016 7:51 PM	I oppose sidewalks on 19th Ave NW north of 87th as it is a dead end road and sidewalks would eliminate access for Fire and Police.
Q2	3	Aug 5, 2016 7:06 PM	SIDEWALKS!!! People drive so fast and there are no sidewalks for people to walk on. I live off of 8th Ave and have almost been hit several times due to speeding cars taking corners too quickly. More prompt response of patrol cars would be HUGE. It would also be beneficial if cops ticketed / arrested those breaking the laws.
Q2	4	Aug 5, 2016 6:32 PM	With so many new units planned for construction along 15th, how do we address the eventual increase in traffic?
Q2	5	Aug 5, 2016 6:23 PM	light rail to 15th ave and NW 85th street
Q2	6	Aug 5, 2016 5:08 PM	More speed limits because the arterials are getting to dangerous.
Q2	7	Aug 5, 2016 3:34 PM	Rather than adding huge bendy buses, why not use van-type carriers during non-peak hours and to fill in time gaps during peak hours?  Heavy congestion at 85th St and 15th Ave intersection should be improved by moving bus stops 1 block away from intersection and by re-routing 17th Ave Greenway a few blocks to the west where a traffic light could be installed to slow down and control the flow.
Q2	8	Aug 5, 2016 3:04 PM	Increase police support staff to expedite the processing of fingerprints and other crime scene evidence. Current three month turn around is unacceptable.
Q2	9	Aug 5, 2016 3:35 AM	Add trees to center median of 15th between 85th and 65th, like on 8th
Q2	10	Aug 5, 2016 3:04 AM	Invite quality, plan for quality not just quantity. Involve artists in the planning process.
Q2	11	Aug 5, 2016 1:54 AM	There was major flooding on 17th SOUTH of 85th on the Tuesday after Labor Day on 2014. Many residents on 17th Ave between 80th and 85th sustained major basement flooding damage during that event. Drainage on 15th needs to be improved to capture rainwater before it runs down to 17th (the low point between 15th and 19th Ave NW. We also need vastly improved bus capacity. The buses on 15th during morning and eve rush hours are standing room only into and back from downtown and have gotten more crowded as Downtown Ballard has densified. Transit capacity needs to improve prior to any increase in density.
Q2	12	Aug 5, 2016 12:54 AM	More traffic patrols, lots of cars speed on side streets and ignore stopsigns, speed bumps don't seem to help much.  My block of the so called "17th st greenway" has seen more accidents and speeding than ever now, 3 cars hit soon after the speed bumps were installed from speedsters flying off the bumps! Not many cars stop at the new stopsigns on the cross street, just blast on through.
Q2	13	Aug 5, 2016 12:30 AM	More road lanes (fewer bike lanes) more bus service to the east side, more parking (fewer Zip car designated spots - they should be able to park wherever everyone else parks)
Q2	14	Aug 5, 2016 12:21 AM	Light Rail from Ballard/NE Seattle NOW!!!
Q2	15	Aug 4, 2016 10:54 PM	Being retired and living on a budget I see my property taxes have tripled and a lot of that increase is due to funding bus service for numerous employees for giant tech companies. I propose a fee for the major tech companies who are paying huge sums of money to their employees who use the bus service. That fee would be used to help pay for low income housing options for the homeless.
Q2	16	Aug 4, 2016 4:38 PM	Extend golden gardens north with a rockery and, parking and picnic areas behind it.
Q2	17	Aug 4, 2016 2:49 PM	Light rail up 15th to 85th. We voted it in 15 years ago and it disappeared.
Q2	18	Aug 4, 2016 2:03 PM	on the top of addressing increased traffic on side streets, how do we keep businesses like Dick's burger on Holman from being a truck stop? Every day city diesel trucks, private trucks, and cars line the side streets around Dicks and leave their engines running while the drivers get out and go down to Dicks.  air pollution, noise pollution, trash left on the streets.

Q2	19	Aug 4, 2016 1:57 PM	I think you meant to say 'decrease police response times', not increase them. We need light rail or subway way service to crown hill.  none of this addresses the <b>displaced businesses</b> . There needs to be a plan not to just build apartments but to address open air businesses not just all the added retail below the new apartment buildings. We need to restructure the zoning in areas near the main arterials that allow for expanded home based businesses or rezoning from residential to residential commercial as the commercial land is no longer affordable or even available as its been replaced by apartments and these live to work units. The live to work units are for a very small percentage of businesses.
Q2	20	Aug 4, 2016 12:18 PM	PLEASE PLEASE PLEASE add in sidewalks North of 85th. We have lots of kids, lots of bikes and lots of walkers. We'd love to have our streets safer!
Q2	21	Aug 4, 2016 4:53 AM	More greenways. They should be as prevalent as car arterials. Why should a person or a bike have to go ten blocks to get to a safe street and car only five? 85th and 15 St should be scaled down. Right now they are inner city highways where people routinely drive over 40 mph.
Q2	22	Aug 4, 2016 3:43 AM	Take into account the small lots north of 85th when zoning for height and density. 4 units on 4000 square feet with only four parking spots, not sidewalks or gutters = more flooding problems in yards and lack of parking in the neighborhood.
Q2	23	Aug 4, 2016 3:05 AM	Multi-family buildings must have underground parking. Adding hundreds to thousands of residents to this small neighborhood will cause major street parking issues.
Q2	24	Aug 4, 2016 2:32 AM	A location away from house for bus stopovers. They currently park right outside the back of QFC and create dangers for cars and pedestrians. They are also VERY loud.
Q2	25	Aug 4, 2016 1:28 AM	Crime is increasing in the area as are homeless people in cars due to lack of any local alternatives.
Q2	26	Aug 4, 2016 1:22 AM	STREET CARS!!
Q2	27	Aug 3, 2016 9:51 PM	Dedicated bike lanes and improved bike infrastructure and planning to encourage more (and safer) bicycle commuting.
Q2	28	Aug 3, 2016 9:43 PM	We need to prioritize money for public schools. Our northwest schools are overcrowded, and many schools have multiple portables. More people equals more children in schools. We. we'd to invest in enlarging current schools and/or building new schools.
Q2	29	Aug 3, 2016 8:13 PM	Consider parking
Q2	30	Aug 3, 2016 6:30 PM	Many people in our community bicycle with their children (myself included) many of the roads are horribly maintained (especially 90th ave nw, which is difficult to bicycle children home from North Beach because of the state of the road). I suggest putting more importance on maintaining the roads and building safer infrastructure for bicyclist of all ages. With the way the city is growing it would be smart for the city to start putting in safe bike lanes on major street starting from Shoreline to down town (3rd ave being one of those streets that needs bicycle infrastructure to shoreline and down to the Burke Gilman).
Q2	31	Aug 3, 2016 5:09 PM	Complete what has already been approved before moving on (e.g. The 83rd Avenue greenway)
Q2	32	Aug 3, 2016 4:22 PM	Our residential parking. We use to have plenty of space to get in and out of our driveway. now cars dropping off children at schools and working in nearby places park for the day and we can not get out of our driveways to get to work.
Q2	33	Aug 3, 2016 4:02 PM	No more multi housing "boxes" in our residential neighborhood.
Q2	34	Aug 3, 2016 3:55 PM	Enough is enough.
Q2	35	Aug 3, 2016 2:51 PM	Before any growth can happen our streets need to be fixed. They are crumbling in some areas and have become a hazard to anyone walking, riding, or even driving. It is ridiculous how awful they are. The streets are a lawsuit waiting to happen.
Q2	36	Aug 3, 2016 1:10 PM	Sidewalks in the neighborhood.
Q2	37	Aug 3, 2016 6:12 AM	LIGHT RAIL TO CROWN HILL!!!
Q2	38	Aug 3, 2016 5:43 AM	The Ballard light rail line in ST3 needs to go farther north, up to at least NW 85th St. This way, it can include Ballard High School and also the Crown Hill area which is expanding rapidly. Adding density to Crown Hill without better transportation is just irresponsible. It must be added to the light rail too because this issue will only be much worse by the time it is complete. My preference (a dream) would be to have it continue north and connect all they way to Northgate. The minimum is to extend to 85th , with stops at 65th and 85th.

Q2	39	Aug 3, 2016 5:17 AM	With more development in Crown Hill the traffic on 3rd Ave will likely get worse and needs to be addressed. There needs to be some serious traffic calming measures put in place. This road needs stop signs, sidewalks, crosswalks, and/or speed bumps. It is a Neighborhood Arterial only and thru traffic needs to be directed to Greenwood Avenue.
Q2	40	Aug 3, 2016 3:51 AM	PARKING! There must be parking spaces available with ALL new building. Ex: the tenants in the Apt on the SE corner of 16th NW & NW 85th choose to park on the street instead of pay for parking. My disabled son and husband had to get a wheelchair parking space installed just to be able to park in front of our own house. It's disgusting and was not like this 10-12 years ago. We have lived here 40 years. Drive down 16th and take a look. There is a lady who parks her VW on the corner just to save the space for her husbands gigantic professional work truck. He comes home, pulls into the space while she drives away and back to the garage.
Q2	41	Aug 3, 2016 3:19 AM	light rail!
Q2	42	Aug 3, 2016 1:06 AM	We need a light rail stop! Currently the Greenwood area has no direct bus route to the mall, you have to take 2 buses. We should be putting the massive majority of our transit funding into extending the light rail to all areas of the city.
Q2	43	Aug 2, 2016 11:59 PM	Trains and better biking safety. Anything we can do to reduce reliance on cars would help with the recurring argument about how many apartments are being built without parking. More cars means more traffic, reducing everyone's quality of life.
Q2	44	Aug 2, 2016 10:20 PM	More stop signs along major arterials.
Q2	45	Aug 2, 2016 10:13 PM	More impervious surfaces means more flooding of neighbors and streets. Require all new development to handle storm water on-site. Requirements for SF homes is pretty high now. Requirements for larger structures is inadequate (SPU engineers have stated this in meetings). Increase requirements on larger structures and eliminate exceptions and exemptions to storm water requirements. Also require developers to pay for at least a portion of all infrastructures their developments will increase demands on.
Q2	46	Aug 2, 2016 9:08 PM	Make the N Seattle greenway a priority connecting the 17th Ave greenway to other parts of the city.
Q2	47	Aug 2, 2016 9:06 PM	sidewalks are my most important concern on my street, 13th ave nw north of 85th. We have come to the city 3x in the 22 years I have lived here to ask for sidewalks and finally in 2010 ,the Ballard council felt this was the #1 priority for this area and Seattle said no ,too expensive..I pay a lot in taxes probably as much as those who have sidewalks..Also we have had speeders and people who use this street as a shortcut..Can't get speed bumps or circanes to slow them down..It's ridiculous..So safety is #1 to me.We have children here..
Q2	48	Aug 1, 2016 4:36 PM	Re-think what has been done on 85th and 17th where the pedestrian crossing has been installed. With the narrowing of the street, traffic backs up eastbound on 85th oftentimes 5 or more blocks! Cars have to wait up to 3 lights before they can get through the intersection. So while the cars/buses idle, exhaust fills the air. Also, cars are cutting through neighbor streets to bypass 85th. Often the driver is frustrated and races through our neighborhood streets. Our street (23rd Ave, between 85th & 83rd streets) is a bypass for Olympic Manor drivers and those who don't want to wait at the light on 24th Ave. Because our street is wider than most, cars race through without concern for those of us who live here. I know this is not directly related but, yet it is.
Q2	49	Jul 31, 2016 7:31 PM	I feel the increase in traffic coupled with the imposed lane restriction, has created an unsafe neighborhood situation.
Q2	50	Jul 30, 2016 5:30 AM	A 6:20am Route 40 bus to Northgate Transit Center so I can easily catch the 7:05am 555 to Bellevue.
Q2	51	Jul 29, 2016 4:30 PM	Better police response times. I've called 911 twice in the past couple of years when there was a threat to someone's safety, and both times the police took close to an hour to respond.
Q2	52	Jul 29, 2016 8:16 AM	There is no such thing as a "livable community" if it is swarming with junkies and "homeless" petty criminals.
Q2	53	Jul 29, 2016 4:00 AM	Police bus hubs. Since the addition of the bus lines ending at QFC on Holman Road, there has been a major increase in crime that has directly affected my rent increase (as manager implements more security). Many homeless and drunks end up sleeping on sidewalks, and defacating/urinating on sidewalks in front of businesses. Urban Village sounds like more of that type of issue will increase.
Q2	54	Jul 29, 2016 2:58 AM	Public transit and affordable housing
Q2	55	Jul 29, 2016 2:50 AM	Ensure that as denser housing is built, zoning changes also allow for more business to support car free lifestyles.
Q2			At-grade arterial crossings on Holman Road, esp by Crown Hill Skate /Dick's, and @ 9th. Network of ADA infrastructure, like curb ramps.

Q2	56	Jul 28, 2016 9:09 PM	Creating park and rides at the beginning and along the Rapid Ride D line so that more people can ride the bus downtown. Park and Rides will be essential for all light rail stops.
Q2	57	Jul 28, 2016 8:58 PM	Sidewalks, access to light rail, and increased bus service would be great.
Q2	58	Jul 28, 2016 8:47 PM	Sidewalks on the streets north of 85th are super important, imho. My concern with adding more buildings to 85th street arterial is that it's already an awful street to try to get east to west on, unless it's middle of night. Neighborhood streets need to be less miffed when folks in cars use other streets to try to get somewhere. More signs for 20 MPH though would be helpful but there are people who think it's utterly not ok for a car to go down sixth ave or 9th ave. This is utterly unrealistic based on what traffic is like. I am VERY concerned about new buildings with multi family housing creating a lot more traffic on already over pressured roads. How will the city of Seattle accomodate the people currently living here, so that adde3d traffic doesn't create additional messes?
Q2	59	Jul 28, 2016 8:27 PM	As for the issue of an increased traffic on side streets, I believe it is time to make them one-way streets so that traffic can move without pulling over for cars heading in the opposite direction.
Q2	60	Jul 28, 2016 7:25 PM	Better cross-town bus service (not simply to the U. District) but to Northgate and Lake City.
Q2	61	Jul 28, 2016 6:27 PM	Safety. Sidewalks North of 85th. Affordability- the rent is out of control.
Q2	62	Jul 28, 2016 6:23 PM	light rail from ballard to SLU
Q2	63	Jul 28, 2016 6:21 PM	Keep the density on arterials and keep the side streets residential and roomy. I have already had a rent increase and would like to not be priced out of crown hill.
Q2	64	Jul 28, 2016 5:44 PM	Over my pay grade for specifics, but changes to mitigate traffic in "downtown" Ballard. It's getting dangerous if you are a pedestrian because the drivers are aggravated by the traffic and become aggressive and rash- if this isn't addressed pedestrians and bicyclists are going to get hurt
Q2	65	Jul 28, 2016 4:45 PM	Add more pedestrian crossings across Holman Road.  Add bioswales to compliment sewage/drainage systems.  More sidewalks, more parks, more pedestrian-friendly walkways, add car-free zones to parking lots, more greenways for walkers and bicyclists.  Improve lighting at Holman Road underpass.  Improve timeliness of the 45 bus route.
Q2	66	Jul 28, 2016 5:04 AM	Revert the 28 Express back to its original express route.
Q2	67	Jul 28, 2016 4:57 AM	Require new construction (apartments, multi family dwellings, condos, etc.) to provide PARKING. All these people are now parking in our residential neighborhoods. Stop replacing street lanes with bike paths. Stop designating parking spots as only for Zip cars or electric cars- these are hardly used. Enforce the parking laws we HAVE for everyone, ncluding the illegally parked RVs and cars.  Provide better traffic routes for cars for those traveling from the Ballard/Greenwood neighborhoods around the south end of Lake Union. What used to take 10 minutes now takes 45 minutes a day increasing pollution in the neighborhood significantly. Worse, the city intends to allow 500,000 sf of office for Google and 300,000 sf of office for Facebook with little plan for traffic mitigation.
Q2	68	Jul 28, 2016 4:40 AM	Replace the median block on 85th and Mary with a "Do Not Block the Box" paint on the road way. If you live south of 85th and shop anywhere north of 85th, it is a ridiculous hassle to get around this block (as in, not being able to take a left from Mary on to 85th). Crossing 85th from 14th or 13th, the circuitous alterantives, is difficult and tedious in the fast widely spaced traffic on 85th.  Move the westbound bus stop on 85th west of 15th so that the bus does not block the lane of traffic. Cars going West cross 15th in the right hand lane due to heavy left turning traffic heading south on 15th, then have to merge left to get around the bus. This creates a traffic choke point as cars slow into the now overly narrow lane, or try to merge with a car that went straight instead of turning left on 15th. This issue is both dangerous in terms of traffic and accidents, but also reduces the number of cars that can cross 15th and increases back-ups on 85th westbound stretching to 13th and even 12th NW on a regular basis.
Q2	69	Jul 28, 2016 4:22 AM	Keep existing parking on 14th Ave, Market to 65th Street.
Q2	70	Jul 28, 2016 2:49 AM	RapidRide to Northgate/Lake City

			<p>There needs to be parity between service implementation and introduction of additional housing demands.</p> <p>Who is going to monitor the problems with lack of parking?</p> <p>How will that impact growth demand curve?</p>
Q2	71	Jul 27, 2016 9:39 PM	How will business areas grow if parking limited ?
Q2	72	Jul 27, 2016 8:06 PM	Can we get properly timed lights that change length depending on the flow of traffic during rush hour? Seems possible. People use side streets to shave off seconds.
Q2	73	Jul 27, 2016 2:45 PM	<p>I drive my car into work in South Lake Union. Currently there is no way to get to my workplace without eventually getting trimmed down to a single lane due to the "improvements" to the SLU roads and mandated bus lanes. Westlake has become more difficult to traverse due to this. In addition, lights seem to be timed against traffic coming from the Ballard/Fremont area.</p> <p>Simply put, these changes affect my commute and have certainly not made traffic better in the area. I realize this helps buses but the amount of traffic they take vs. the amount of car traffic doesn't justify removing two lanes of traffic there, nor whittling down traffic to a single lane going into the city.</p>
Q2	74	Jul 27, 2016 3:32 AM	The traffic light at 85th and 15th fails to detect a motorcycle or bicycle trying to turn left. I've been stuck at that light for 10 minutes before waiting to turn left and being stuck because my motorcycle is not heavy enough.
Q2	75	Jul 26, 2016 11:18 PM	Sidewalks should continue northward beyond 95th Street, all the way to Blue Ridge neighborhood (i.e., 103rd or 105th)
Q2	76	Jul 26, 2016 8:38 PM	Police need to be posted on 85th, between 8th Ave and 15th, late in the evenings to reduce speeding and increased potential for accidents. This stretch of 85th is very often used for drag racing, etc. Speed traps are highly needed.
Q2	77	Jul 26, 2016 6:56 PM	I'd like more communication and shared decisions with the neighborhood families when traffic changes are made. We had good eastbound traffic flow on 85th NW until the city added cement sidewalk additions that now narrow the flow of eastbound traffic near the NW 15th intersection. That is likely the reason more vehicles are now opting to use sidestreets.
Q2	78	Jul 26, 2016 4:29 PM	<p>Faster transit times to uw link and downtown, absolute priority.</p> <p>fix sidewalks and make them ADA friendly.</p> <p>More greenspace. Shelter and mental health help for those who need it in North Seattle, not just push out the needy into bushes. Public health and Public safety issue that needs to be addressed. Alleys near 15th get hit hard with crime so assisting the poor, addicted and mentally ill will reduce crime. They seem to hangout near alleys near grocery stores and services.</p>
Q2	79	Jul 26, 2016 4:10 PM	- Allowance of backyard cottages
Q2	80	Jul 26, 2016 2:33 AM	- Requirements of multiple family housing to offer off-street parking for all residents
Q2	81	Jul 25, 2016 11:52 PM	I do NOT feel the up zoning should go ANY further!
Q2	82	Jul 25, 2016 7:48 PM	<p>Rethink signalling at 85th x Greenwood. It is not efficient. consider a turn light at 3rd and Holman Road, and better painted lanes to keep northbound right-turn lane only traffic from being a hasard when they go straight at the light. It gets very backed up and dangerous during peak times</p> <p>Making all streets accessible to the disabled. Most curbs on my street (16th and 80th) do not have curb cuts making the streets inherently inaccessible to those with wheeled devices.</p>
Q2	83	Jul 24, 2016 7:44 PM	Interested in alternative modes of transit to downtown via 15th, with parking!
Q2	84	Jul 24, 2016 6:00 AM	Light rail?
Q2	85	Jul 23, 2016 9:05 PM	Plant trees
Q2	86	Jul 23, 2016 7:17 PM	Green spaces and drainage.
Q2	87	Jul 23, 2016 1:53 PM	Transit that doesn't use roads. I know, expensive and distant future but busses on the same roads as private cars doesn't work.
Q2	87	Jul 23, 2016 1:53 PM	Provide adequate parking in the neighborhood.

Q2	88	Jul 22, 2016 10:26 PM	<p>Better pedestrian access to golden gardens from 85th and 32nd Abe NW</p> <p>Make golden gardens drive one way with one half for bikes/pedestrians</p> <p>Train stop or water taxi to downtown from Shilshole or Locks</p> <p>Ditch the parking spaces that were added at the intersection of market and Shilshole in the south side of market in eastbound direction in front of market arms - that combined w pedestrian traffic at 85th approaching 15th have virtually halted exiting from Ballard at north and south ends of the neighborhood</p> <p>Make both lanes left turn lanes at eastbound 85th at 15 ave NW</p> <p>Safer crossing of Leary way in front of Olympic athletic clubs and the retirement homes.</p> <p>Reroute 45 to 28th Ave NW rather than 31st Abe NW - why? In snow buses get stuck; everyday the buses are VERY loud as they come around corner from 31st ave going south and turn west onto loyal way because there is a hill and they have to make a very wide turn out into road; the buses also block north bound traffic on 31st and often turn into 31st when a car is already proceeding north. . 28th is much better suited for bus route turn around.</p>
Q2	89	Jul 21, 2016 4:00 AM	<p>1) What is the 17th Greenway?</p> <p>2) I am concerned that measures to "address" traffic flow mean slowing down traffic flow. If the arterials ran smoothly, traffic would not divert onto side streets.</p>
Q2	90	Jul 20, 2016 4:12 PM	<p>We need effect mass transit in Ballard - Crown Hill area. ST3's plan to provide rail in 2034 is an insult to the voters in this area. The city is allowing hundreds and hundreds of units (mostly condos and high rises) to be built without providing transportation infrastructure. We need major mass transit NOW! A sensible plan would be to replace the D line with rail (trolley or light rail) and use the bus assets from the D line to provide east-west feeds to that transit line.</p>
Q2	91	Jul 20, 2016 4:06 AM	<p>I would add street cars to the arterials similar to the origins of Seattle's growth. Permanent transit systems like rail revitalize areas and incentivize development.</p>
Q2	92	Jul 19, 2016 10:32 PM	<p>I don't agree that we need more density. Good grief, there is way too much traffic now, and very little parking. I know the mayor and city are in love with bikes, but get real. What is driving the push for more density? The city wants more tax revenue, I think.</p>
Q2	93	Jul 18, 2016 6:58 PM	<p>As originally proposed, a light rail extended to NW 85th and 15th Ave. NW is going to be extremely important as we grow our neighborhood.</p>
Q2	94	Jul 18, 2016 3:49 PM	<p>Speed control on 13th Ave, north of Holman is needed. Wide street with wide right-of-way make drivers comfortable to exceed the speed limit by 15-25 MPH regularly.</p>
Q2	95	Jul 18, 2016 4:24 AM	<p>Leave single family zones as single family zones!!</p>
Q2	96	Jul 17, 2016 10:27 PM	<p>In addition to connections to UW, better links to Northgate are needed.</p>
Q2	97	Jul 17, 2016 10:04 PM	<p>Light rail!</p>
Q2	98	Jul 17, 2016 7:30 PM	<p>With added growth we need better east/west arterials</p> <p>Replace off-peak parking with 24-hour bus-only lanes along 15th Ave NW (extending</p>
Q2	99	Jul 17, 2016 6:41 PM	<p>Adding sidewalks north of 85th need to be a priority. Especially near schools and parks.</p>
Q2	100	Jul 17, 2016 6:12 PM	<p>More D line buses and more frequent buses on 24th Ave.</p>
Q2	101	Jul 16, 2016 11:39 PM	<p>Trash removal, encampment cleanup, faster graffiti removal; fines for businesses that allow their properties to build up trash and graffiti.</p>
Q2	102	Jul 15, 2016 6:57 AM	<p>Light rail should go all the way to crown hill. Bus lanes should extend all the way down 15th NW, and transit times to SLU via route 40 should be reduced, or an express route to SLU and onto downtown should be considered.</p>

Q2	103	Jul 15, 2016 5:39 AM	What about making sure utilities are able to handle bigger loads with thousands more housing units? Replacing a lot with a single home that had 1 toilet with multiple dwellings, each with multiple toilets, all over Ballard and Crown Hill overloads our sewer system now and waste flows into the ship canal. What is the city doing proactively for sewers to handle bigger loads (so to speak) as higher density creates more sewage? (Or maybe along with not having cars the newcomers also won't be using toilets?) What about more garbage trucks needed to accommodate more homes? How will they impact the neighborhood streets and traffic? Can our current electric utility handle an increased load?
Q2	104	Jul 14, 2016 7:08 PM	A Crown Hill link light rail station, and significantly expedited construction of light rail connections between Ballard and Downtown.
Q2	105	Jul 14, 2016 4:46 PM	Extend the hours of the 15E to 10am, when many service workers and IT workers start work. Currently, the last 15E leaves crown hill at 8:22 am. Also, increase frequency of the 40 when the Northgate light rail station is complete.
Q2	106	Jul 14, 2016 4:23 PM	Parking - my main concern (other than length of time it takes to get downtown) is where all of the additional cars will go and park with this new development. New buildings must make accommodations for the cars that will executable come with it! It is one thing to zone and plan for people to not have cars...but the reality is they do.
Q2	107	Jul 14, 2016 3:53 PM	Light rail or even better a subway system is definitely needed
Q2	108	Jul 13, 2016 10:38 PM	Well written surveys help clarify community goals. If you truly want a priority list of the community. This should be a ranking 1, 2,3,4 so that you can't just mark them all very important.
Q2	109	Jul 13, 2016 10:25 PM	Metro should put back the bus stops they took out a few years ago. It's a longer walk between stops and this is difficult for elderly and handicapped.
Q2	110	Jul 13, 2016 8:38 PM	We need a thriving business district at the heart of CHUV. The district needs to be pedestrian friendly and encourage walking and biking to businesses. Currently, all retail is centered along 15th and Holman Rd, which is 7 lanes wide in some places and has quite narrow sidewalks in comparison to the width of the arterial. CHUV will never be a desirable, walkable business district if it is centered around such a wide and fast moving road. Two potential solutions: 1) reduce the number of lanes of traffic on 15th (at least within the CHUV boundaries) and use this space to create large sidewalks; OR 2) create a new business district that is on a quieter street, such as Mary or focus on creating a more connected set of retail running along 85th.
Q2	111	Jul 13, 2016 5:11 PM	I think some serious rethinking needs to be done around transit. We need the light rail underground and much sooner. Planning should include this vs two separate plans.  We also need a wide variety of low income and transitional housing of some kind to reduce the number of people forced to sleep out of doors in our community.  We need new parking plans for communities as buildings come online that have parking spots for likely 1/3 of adults living there - we need a plan that is respectful to current residents and new residents in the buildings.
Q2	112	Jul 13, 2016 4:55 PM	Restore Metro 15, 18 routes. They went backwards when starting route D buses. Have to walk 8 times further to bus route. Lower Blue Ridge, North Beach area really got screwed over. Neighborhood shuttles to transit cross roads would work better.
Q2	113	Jul 13, 2016 4:14 PM	Yes, please add sidewalks!!
Q2	114	Jul 13, 2016 4:31 AM	Everything mentioned is important!
Q2	115	Jul 12, 2016 8:59 PM	New speed bumps installed on 17th Ave NW are way too low. Vehicles are now accelerating and attempting to jump over them which has made the street much more hazardous than before the speed bumps were installed.
Q2	116	Jul 12, 2016 8:45 PM	Built alternative mass transit!!! The roads can't handle more cars so we need an alternative!
Q2	117	Jul 12, 2016 6:53 PM	THRU BUSES: The 45/48 and the C/D Line should be served by one bus at least part of the time. When I do ride Metro, it is to put my bike on the bus so that I can get to places -beyond- downtown Seattle and the U District. With the new "improvements" to Metro, I now need to add at least 15 minutes to my travel time in order to make the connections.  PARKS are a good thing but they need to be maintained, and patrolled. The beer-drinking teenagers, the homeless in their sleeping bags, and others could all be harmless. But there are the exceptions.
Q2	118	Jul 12, 2016 3:56 PM	Better maintain sidewalks, neighborhood roundabouts, and more visible bike crossings. (The bike lanes/crossings on 2nd Ave downtown are NOT a good example... motorists frequently make illegal turns almost hitting riders.)

Q2	119	Jul 12, 2016 1:49 PM	More bus routes! There is only one bus near my house that goes downtown. When King Co. Changed it, the bus got even more crowded!!
Q2	120	Jul 12, 2016 5:39 AM	Start planning for light rail up here now.
Q2	121	Jul 12, 2016 5:25 AM	For the future will the Ballard branch of Sound Transit 3 extend to Crown Hill? On the map it appears to end at Market which doesn't make sense considering the planned growth for Crown Hill.
Q2	122	Jul 12, 2016 5:09 AM	Additional capacity and resources at the local schools. 1) Reconnect the #45 (48) bus line through to the Central district. 2) Create car exit opportunities for cars leaving the blocks just north of NW 85th and west of 15th NW. Right now due to add'l volume on 85th from recent Ballard growth, it can take a long time to get out of our block! And NW 87th getting out onto 15th NW has been dangerous for many years.
Q2	123	Jul 12, 2016 3:07 AM	Improvements to Holman Road - safety improvements for vehicle traffic, enhanced walkability and improve the aesthetics
Q2	124	Jul 12, 2016 1:09 AM	Halt all rezones until Developer Impact Fees can be written into legislation so improvements can be paid for by developers.
Q2	125	Jul 12, 2016 12:08 AM	Double the number of 15 express buses. Too many people have to stand on the bus.
Q2	126	Jul 11, 2016 11:18 PM	Rail transportation (i.e., public transport that doesn't rely on streets/street signals) in <10yrs.
Q2	127	Jul 11, 2016 11:04 PM	Signal timing on 15th Ave NW Corridor during peak traffic hours
Q2	128	Jul 11, 2016 9:49 PM	1. I want the residential speed limit reduced to 20 mph throughout the city, or just CHUV. Or otherwise measures to dissuade the cars from cutting north from Holman to NW 100th.  Sidewalks would be nice, but they are expensive. And I would not like to reduce street parking by having them.  Slow the SW-bound Holman traffic to 30 mph at the overpass (where the 35mph radar gun is now) instead of a block later. And reprogram the radar indicator to 30. We shouldn't be having a freeway through our village!!!
Q2	129	Jul 11, 2016 8:22 PM	We don't need more buses, we need light rail faster than the 20 year plan.
Q2	130	Jul 11, 2016 7:18 PM	Increase police response times!
Q2	131	Jul 11, 2016 6:43 PM	reducing RV and homeless living on neighborhood streets
Q2	132	Jul 11, 2016 4:19 PM	The issue with cars as well as buses ramping the curb on 85th, east bound is critical. I have almost been hit while walking home on the sidewalk. Yes, the sidewalk.  It is critical that we maximize our growth opportunities in the above mentioned arterial areas. This would be a win-win as having our neighborhoods compromised would be detrimental to our home values as well as the over all aesthetic of our area. It would be amazing to see the under used spaces at and around 15th and 85th better utilized and improved.
Q2	133	Jul 11, 2016 8:23 AM	why do we not up zone places like broadmoor, laurelhurst magnolia etc could it be economics and or influence?
Q2	134	Jul 11, 2016 6:26 AM	Change the setbacks on 15th Ave NW to allow for wider sidewalks. The traffic is heavy and fast (we used to call it the Nordic Express when we moved here 25 yrs ago).
Q2	135	Jul 11, 2016 6:06 AM	I live at 87th and 13th and there are three things that I would like addressed: sidewalks - I get a huge lake in front of my house every time it rains.  It is the worst spot between 85th & 90th. Two - because of traffic calming on both 12th and 14th Ave north of 85th, 13th is used as a speedway many times a day. This is a very serious issue. We need traffic calming as well. And three - police presence/response times. We heard we have only three police assigned to our areas at most times, that is not enough. Property crimes have skyrocketed in Crown Hill and surrounding areas and it must be addressed.
Q2	136	Jul 11, 2016 5:24 AM	Save Existing Food Establishments Add more as space allows in new commercial buildings on 15th and 85th
Q2	137	Jul 11, 2016 4:43 AM	More public open space to make up for losses on private open space. No more building in ECA
Q2	138	Jul 11, 2016 3:32 AM	Requiring any new construction to provide parking for all units not just some in order to get more cars off the streets. As it is cars are parking on both sides of the street so cars can only go one way on many streets. They park too close to the corners so it is hard to see if you are trying to turn... in addition it is hard to see pedestrians. Need more safe crosswalks and bulbs out for pedestrians to stand... more flashing crosswalk signs.
Q2	139	Jul 11, 2016 2:52 AM	Parks and schools are part of the infrastructure that should be supported with funding by development.
Q2	140	Jul 11, 2016 2:51 AM	ASSESS IMPACT FEE ON ALL NEW DEVELOPMENT EVERYWHERE IN SEATTLE



			-- Real transit priority treatments for buses -- including dedicating right-of-way to ensure that buses have fast and reliable travel times. RapidRide is NOT bus rapid transit....but it should be.
Q2	141	Jul 11, 2016 2:29 AM	--Improve social services and mental health treatment for substance abuse and other issues
Q2	142	Jul 11, 2016 1:43 AM	Police coverage, 17th NW fix, esp flooding at 17th and 87th. More sidewalks, traffic control, esp increased side street traffic caused by 85th & 15th NW congestion.
Q2	143	Jul 11, 2016 1:12 AM	1. Ensure that those who already own homes are not displaced by growth. 2. Plan transportation to keep pace with development
Q2	144	Jul 11, 2016 12:22 AM	D Line caters to everyone between north Ballard and downtown. It is super slow. There should be another bus line connecting Ballard and Inter Bay directly with downtown (skip Mercer and Lower Queen Anne).
Q2	145	Jul 10, 2016 11:28 PM	Don't forget that some people actually need to drive for work. You can not totally ignore traffic flow, parking and the need for all to share the road responsibly and with respect for all users.
Q2	146	Jul 10, 2016 9:51 PM	Either create passing/turn lanes or 4 lanes for 80th and 85th to include pull out areas for buses. This would help address the backups occurring on the westbound traffic on 85th at the bus stop just past 15th -- traffic often backs up to 14th Ave and blocks portions of 15th.
Q2	147	Jul 10, 2016 9:35 PM	Require all new residential developments to include underground parking for at least one car per unit so that new developments do not add to the street parking crisis in Seattle. Require all new mixed-use and retail developments to supply a reasonable amount of underground parking for patrons and/or residents.
Q2	148	Jul 10, 2016 8:15 PM	More transit capacity during peak hours.
Q2	149	Jul 10, 2016 7:57 PM	More dedicated bus lanes to speed rapid ride
Q2	150	Jul 10, 2016 7:35 PM	Seattle needs it's own funding for lines that compliment the sound transit lines. We cannot have more growth without off road transit that is focused on moving Seattle city residents.
Q2	151	Jul 10, 2016 6:28 PM	Rethink the 28 route. I miss being able to take just ONE bus to visit Goodwill and other businesses on 8th Ave going downtown and going North. You've cut off a whole neighborhood by limiting the route the way it is now.
Q2	152	Jul 10, 2016 5:22 PM	Sidewalks North if 85th, especially within defined boundaries of urban villages.
Q2	153	Jul 10, 2016 3:38 PM	1. More traffic lights, it is impossible to turn on to 85th from any street near 15th. 2. some way to make people not speed so much on Holman road. Most people are doing 50 mph.
Q2	154	Jul 10, 2016 3:33 PM	Police response and protection is dismal in this area.
Q2	155	Jul 10, 2016 3:09 PM	Bike lanes on 85th and hollman rd/15th ave
Q2	156	Jul 10, 2016 2:53 PM	Finish the northwest corner of Holman Rd and 13th Ave at Crown Hill Park so cars cannot park on the mud, dirt and grass next to the skatebowl. The road is not wide enough for parking and there is no enforcement of the no parking signs.
Q2	157	Jul 10, 2016 2:39 PM	Light rail to downtown and across town moved up on schedule.
Q2	158	Jul 10, 2016 1:52 PM	Do this now. Crime comes here because criminals know cops won't respond in time.
Q2	159	Jul 10, 2016 1:42 PM	Underground utilities. It does not make sense to replace a single family home with four or six units and not upgrade the system. O'Brien is a self serving idiot. You really think he gives a hoot about us? Also. If all the improvement mean more levies on home owners. I want no part of it. Property taxes can not continue to support pipe dreams.
Q2	160	Jul 10, 2016 1:13 PM	15 express needs to be expanded again, or D line needs fewer stops and no Queen Anne delay during commute times
Q2	161	Jul 10, 2016 5:22 AM	get rid of the bus altogether, is there something else that would work better? more light rail? monorail? uber!?
Q2	162	Jul 10, 2016 5:19 AM	RETURN GREENWOOD TO 4 lanes!!!, RETURN 8th ave N.W. TO 4 lanes, PUT THE LANES IN ON SOUTHBOUND 15th FOR THE BUSES TO PULL INTO INSTEAD OF STOPPING TRAFFIC AS THEY DO NOW
Q2	163	Jul 10, 2016 5:09 AM	Support for light rail station
Q2	164	Jul 10, 2016 4:49 AM	Address traffic/pedestrian safety on Holman in front of Dick's hamburgers. Street signage is ambiguous in this area setting drivers up for collisions with left turn going east from Holman (onto 12th) and left turn going west on Holman (into Dicks). This compounded by a high number of pedestrians crossing the street in the same location.

Q2	165	Jul 10, 2016 4:34 AM	School classrooms (not portables) to allow ample space for all children that come with population density.
Q2	166	Jul 10, 2016 4:15 AM	Prioritizing grade separated light rail to Ballard is the most important infrastructure improvement for CHUV.
Q2	167	Jul 10, 2016 2:35 AM	Currently, the 17th ave Greenway has a roundabout at 87th st. It has been there for ever, and long time residents are used to yielding to traffic on the right as one does at a roundabout. This roundabout now has stop signs on two sides, to get 87th st traffic to yield to the Greenway. This is confusing and an inefficient way to be managing traffic. Why was the roundabout not removed when the stop signs were put in?
Q2	168	Jul 10, 2016 12:04 AM	A city wide automated traffic light system to streamline traffic flow with coordinated lights, which also ties into 911 call centers so all emergency vehicles get a corridor of green lights to reduce response times.
Q2	169	Jul 9, 2016 11:02 PM	Constrictions and parking along arterials (e.g., 85th) causes increased traffic on residential streets. Keep arterial two lanes each direction.
Q2	170	Jul 9, 2016 9:19 PM	Too many bus routes have been split, making travel time much longer, since the new routes aren't coordinated with each other.
Q2	171	Jul 9, 2016 7:59 PM	Parking HAS to be added to ALL new dwellings. Parking spaces need to be included in all townhome, apartment, and multiuser buildings.
Q2	172	Jul 9, 2016 7:59 PM	More traffic circles. Fund permanent buildings / school rooms for North Beaxh Elementary. Students would not have to be displaced during building, as there is a large adjacent field.  Sidewalks, sidewalks, sidewalks! Curbs, gutters and please... Sidewalks.  Keep and maintain our beautiful existing parks. No more parklets.
Q2	173	Jul 9, 2016 7:19 PM	Ask City Light about electric car charging stations. Anything in the works? Also, what about Flex Car, or some such service. I am ignorant about what's available currently...I drive a truck. But, if there was a place nearby to check out a vehicle...I could be persuaded to get rid of my personal car and use a service like Flex car for planned trips. It would be so much nicer than the bus for an old lady.
Q2	174	Jul 9, 2016 5:59 PM	You can get to northgate/u district lower queenanne and 1st ave downtown fairly easily but any other neighborhood is a challenge to get to.
Q2	175	Jul 9, 2016 5:31 PM	Add requirements that new development bring up the infrastructure (power, drainage, sidewalks, police presence, traffic handling) to account for added load created by additional demands created by more people living here.  new Development tied to Transit. That until transit times match other outlying neighborhoods for time as well as availability that no increase in population is allowed. 'On time' and frequency as additional metrics to be measured as well.
Q2	176	Jul 9, 2016 5:25 PM	Improved East-West crossings for pedestrians and bicycles, an East-West Greenway. With sidewalks!!! Proposals for our area are 92nd/90th and 83rd.
Q2	177	Jul 9, 2016 5:13 PM	Sidewalks  Covered drainage ditches (if you are in a neighborhood with no sidewalks and there is a car coming, there is often a big open ditch on the side of the road making it difficult to move off the road.)
Q2	178	Jul 9, 2016 5:12 PM	Return the #17 bus route to its previous times and routes.  Barring that, enable the #44 bus to better coincide with the #40 at 85th and 24th streets.
Q2	179	Jul 9, 2016 5:02 PM	SIDEWALKS!  87th st, 16th, 17th, 18th and 19th AVE it is very dangerous as it is today. People are forced to walk on the street and compete with cars speeding through the neighborhood. The problems with flooding and ditches on either side of the road just exuberant the situation.
Q2	180	Jul 9, 2016 5:01 PM	What is the plan for schools? Class sizes are already too high and Ballard high will soon be over capacity with talk of not accomodating CHUV students.

Q2	181	Jul 9, 2016 4:57 PM	<p>Transit priority 1: in light of the 2035 estimate for Sound Transit's Ballard-Downtown line, and even further out for Ballard-UDistrict, prioritize the 40 and 45 lines traveling east from Crown Hill.</p> <p>Transit priority 2: to become less automobile dependent, we need to address how folks get downtown and other places. And not just at rush hour. Other places include recreational destinations (like Golden Gardens Park), shopping, education, cultural activities, etc. So far, the transportation strategy only includes 2 legs of the live-work-play triangle. A great city includes great transportation for ALL uses, and residents and visitors alike.</p> <p>Transit priority 3: since we bought the failed Pronto system, how about we make it actually useful? Expand it ten-fold. Put bikes everywhere in the city. Decrease the cost to use it.</p>
Q2	182	Jul 9, 2016 4:10 PM	I suggest that the city make it easier for a home owner to add a mother - in - law unit or an accessory dwelling unit to their property. This will encourage density without changing the character of our neighborhood. Please keep our neighborhood a neighborhood. Thank you.
Q2	183	Jul 9, 2016 3:39 PM	Many people that live here do not work in the local area or downtown. There need to be viable transit to Boeing and Microsoft sites.
Q2	184	Jul 9, 2016 2:36 PM	please repair the conditions of our major roads
Q2	185	Jul 8, 2016 9:12 PM	Enforce noise ordinances more vigilantly with so much increased population density being mixed with commercial night clubs, construction projects and other sources of disruptive, after hours noise.
Q3	1	Aug 5, 2016 8:45 PM	I disagree with this plan as a whole, therefore I am unable to give constructive opinions as to its potential improvements.
Q3	2	Aug 5, 2016 8:30 PM	Make sure enough parking is added to accommodate increase of residents moving into high-density residential areas.
Q3	3	Aug 5, 2016 7:51 PM	Mandatory Check by Utilities of City Gas Lines. Lines on my street have not been checked in the 27 years I have lived here.
Q3	4	Aug 5, 2016 7:07 PM	Provide proper lighting in public green space areas, alleyways.
Q3	5	Aug 5, 2016 7:06 PM	Stop giving developers free reign to throw up multifamily apartments/condos w/o any regard to whether it fits with the neighborhood (i.e. infrastructure support, parking), aesthetics, economically (new unit rental rates and condo prices are pricing working class single family dwellers out of their neighborhoods due to out of control property tax increases.
Q3	6	Aug 5, 2016 6:23 PM	More dog parks would be awesome, as well as more patrols around those green spaces currently available. More often than not there are drug deals being conducted at Carkeek and I have heard from several people that the trails and park, which are beautiful, are too dangerous so they stay away. That's not good.
Q3	7	Aug 5, 2016 5:08 PM	link us to light rail at 85th and 15th ave nw
Q3	8	Aug 5, 2016 3:34 PM	Maintain and preserve current community centers and library programs
Q3	9	Aug 5, 2016 3:04 PM	More parking spaces must be included with population density and more businesses.
Q3	10	Aug 5, 2016 4:57 AM	Without adequate police coverage and timely arrests everything else is pointless. If you want to build community, reduce the fear and danger. protect parking for residents with permit zones (like capitol hill has)
Q3	11	Aug 5, 2016 3:35 AM	Consider building regs that don't allow new structures to be built higher than X feet of adjacent structures (We are a city bereft of light and need all protections possible to allow people to keep the light they thought they had secured. See: SLU development where whole blocks and blocks of streets are now mostly cast in shadow)
Q3	12	Aug 5, 2016 3:04 AM	As stated, locally owned businesses that encourage walkability, as in keep commercial property affordable for independent restaurant and store owners
Q3	13	Aug 5, 2016 2:04 AM	Involve artists. Urban Villages that have high level artists involved are lively, healthy, vibrant places. Create affordable shop and studio spaces.
Q3	14	Aug 5, 2016 12:30 AM	Good Lighting for any Park/Green space
Q3	15	Aug 5, 2016 12:21 AM	Soundview park is very Dark at night and I can hear drinking/drug use in the dugout areas
Q3	16	Aug 4, 2016 4:38 PM	We all like green spaces and parks - but they are not viable and usable for most people and families when they are occupied by "homeless" and/or drug/alcohol addicted people constantly. Please don't allow this camping out on sidewalks and in parks. There are shelters that have open beds (Salvation Army near 'the jungle'. Encourage folks to go there.)
Q3			Light Rail from Ballard/NE Seattle NOW!!!
Q3			Extend golden gardens north with water front rockery with picnic & parking behind it.

Q3	17	Aug 4, 2016 1:57 PM	Parks make neighborhoods great places to live. Groundswell NW identifies and preserves green space in and around Ballard.
Q3	18	Aug 4, 2016 12:19 PM	None of these questions go to the heart of the matter: rezoning single family homes enmasse in an area kills neighborhoods and drives out long time residents and families. The absence of such questions here seems to indicate agreement with the rezoning proposed, with arguments for how it will be implemented versus why it should be stopped entirely.
Q3	19	Aug 4, 2016 12:18 PM	We don't need more coffee shops, retail stores and nail salons. Again this does not address all the businesses that need to be combined with residential. Where the home based business actually might make food in a converted kitchen (commercial caterer) or a wood worker, welder, plumber, etc.
Q3	20	Aug 4, 2016 3:44 AM	Build sidewalks to increase walkability and safety
Q3	21	Aug 4, 2016 1:22 AM	Stop the blanket rezoning of all single family homes. You are destroying neighborhoods for families and for homeowners and renters on fixed or lower incomes. You are pushing them out. You will meet resistance and the Council will hear from lawyers as well as residents.
Q3	22	Aug 3, 2016 10:53 PM	Bikes must be separated from cars and trucks. Painting "sharrows" on 85th is nonsense. Seattle needs a bike friendly network that does not use main roads. Mothers and children should be able to get around the neighborhoods by bike without fear of drivers distracted by texting.
Q3	23	Aug 3, 2016 9:51 PM	STREETCARS!!
Q3	24	Aug 3, 2016 5:09 PM	Local family owned shops, more low income housing, bicycle infrastructure and sidewalks, more space for pea patch and urban gardening.
Q3	25	Aug 3, 2016 4:02 PM	parking accessibility for all the multi family dwellings you 8ntend to house.
Q3	26	Aug 3, 2016 3:55 PM	Keeping our schools smaller and more local.
Q3	27	Aug 3, 2016 2:51 PM	NO MEGA SCHOOLS!
Q3	28	Aug 3, 2016 5:17 AM	Once again nothing should happen until the streets are fixed.
Q3	29	Aug 3, 2016 3:51 AM	Make space for small, locally-owned start-up businesses. These businesses make a neighborhood vibrant and attractive to residents. Crown Hill does not have an old business district that can foster these small businesses so extra care must be taken to create space for these small companies. Create space for public art and plenty of community space-whether it be in the form or sidewalks or parks.
Q3	30	Aug 3, 2016 12:34 AM	Parking spaces must be available with ALL new building.
Q3	31	Aug 2, 2016 11:59 PM	Better/faster public transportation and allow more mixed use commercial/residential building, to increase our property values.
Q3	32	Aug 2, 2016 11:42 PM	Increased density means we need better buses, but it also means more potential safety--more people in the neighborhood means we're looking out for one another. Let's ensure that people feel welcome--as a homeowner, I feel that it's important to treat everyone equally, renters are stakeholders in our neighborhoods and should be treated as such.
Q3	33	Aug 2, 2016 10:13 PM	Keep affordable housing and designate a percentage of new build to be affordable. Keep diversity in our neighborhood!
Q3	34	Aug 2, 2016 9:59 PM	Keep taller structures on the wider arterials. Tie building height to street width to avoid creating canyons.
Q3	35	Aug 2, 2016 9:08 PM	Preserve single family zones with adequate sized yards to provide more of an open "village" look and feel and help maintain a higher quality of life.
Q3	36	Aug 2, 2016 9:06 PM	Pedestrian overpass on 85th and 15th
Q3	37	Jul 30, 2016 8:55 PM	Bike And pedestrian transit access, safe crossings for Holman road/15th ave and 8th. Better bike infrastructure on 8th, or a greenway on 6tg
Q3	38	Jul 30, 2016 5:30 AM	Safe walking on our residential streets which includes slowing down traffic. People have cars, lots of them and to believe they will give them up any time soon is folly. Also allow detached accessory dwelling units and assist some homeowners with creative financing to create them. Not everyone wants to live in an apt building..
Q3	39	Jul 30, 2016 3:36 AM	Stop tearing down one house and putting in multiples. Our daughter described so eloquently that because of the changes taking place in our area, Ballard has lost its soul. It is sad sad sad for those who live here.
Q3	40	Jul 29, 2016 8:16 AM	I would like to see an effort to lessen the amount of litter/garbage in the area. I often find not only trash, but also used needles and other drug paraphernalia along the street/sidewalks.
Q3	41	Jul 29, 2016 2:50 AM	Also - there is a great deal of street noise steaming from the riding of motor cycles down 15th and 85th. The noise can become so loud as to wake me up in the middle of the night
Q3			We need a community center - a place to convene and create together.
Q3			Off leash dog areas
Q3			More public art

Q3	42	Jul 28, 2016 8:58 PM	I think it is important to have retail space at the ground level. This can help create a vibrant community and maybe improve the economy in the local area.
Q3	43	Jul 28, 2016 8:47 PM	An off leash dog area, or agreed upon hours where folks could have their dogs off leash. There are more dogs than children and we do need to make some space for them too. So that dog owners don't feel they have to sneak time in existing parks to run their dogs around a bit. There is no off leash dog park in this neighborhood and the closest are 15-20 minutes away either West, or North.
Q3	44	Jul 28, 2016 8:27 PM	Work with the retailers (e.g. Safeway) to make their parking lots available to short-term public parking not just during shopping but visiting the village
Q3	45	Jul 28, 2016 7:37 PM	Increase policing along 85th to reduce crime related to heroin & opioid use
Q3	46	Jul 28, 2016 6:27 PM	More green space. Fewer giant apartment complexes with high rent.
Q3	47	Jul 28, 2016 6:21 PM	Keep it affordable and uncongested.
Q3	48	Jul 28, 2016 5:44 PM	Small businesses are the most important, and not just bars and restaurants. The reason to go to downtown Ballard is that it's full of unique stores, more cultural activities like art spaces and music venues are also important to keeping it vibrant.
Q3	49	Jul 28, 2016 4:45 PM	Well planned, measured growth that maintains and improves our quality of life. Density should not overwhelm us but be gently incorporated into a strategic neighborhood plan.
Q3	50	Jul 28, 2016 5:04 AM	We do need green spaces but how will we keep them open and friendly to families? The ones we have now are taken over by "homeless" people and addicts. This is true even when used by some families, E.g. at Ballard Commons. More police presence in these areas would help- bicycle and mounted police. Actual public restroom buildings (not just porta-potties) would be good.
Q3	51	Jul 28, 2016 4:57 AM	Insert art and a little bit of humor into the neighborhood where possible. Think about how much art defines our perception of the Fremont Neighborhood.
Q3	52	Jul 28, 2016 4:40 AM	Its a dream, but moving 15th between 85th and Dick's into an underground tunnel (cut and cover), then using the newly created road space to create a pedestrian only promenade lined with shops which would attract higher quality businesses, a farmers market, street musicians, food trucks, etc, and give the neighborhood a real economic center.
Q3	53	Jul 28, 2016 4:22 AM	Keep single family neighborhoods where people can get to know each other.
Q3	54	Jul 27, 2016 9:39 PM	PARKING!
Q3	55	Jul 27, 2016 8:06 PM	Can we add some character back to the buildings? Maybe a 50-70% ratio of boxy cube buildings instead of the current 100%? Those things are so damn ugly. Look at Dexter Ave just north of Mercer. We MUST avoid what that thoroughfare looks like when these urban villages are designed and built!
Q3	56	Jul 27, 2016 2:45 PM	First, do NOT turn the area around my home into zoned areas for multifamily housing. This means the proposed new lines are not what I want. Keep the current lined structure as is and change the current low structures to larger structures which feature housing above. Eliminate those tiny single story shops and put additional housing there. Don't move apartments and condos into the neighborhoods.
Q3	57	Jul 26, 2016 11:18 PM	Condos not apartments. Limit height to 3 stories.
Q3	58	Jul 26, 2016 9:47 PM	Pay for more garbage cans with appropriate garbage pickup. Don't leave it all to Metro, which can't keep up anyway.
Q3	59	Jul 26, 2016 4:29 PM	Green space and link the Burke gillman or other greenway not shared with cars.
Q3	60	Jul 26, 2016 4:10 PM	- Allowance of backyard cottages
Q3	61	Jul 26, 2016 2:33 AM	- Requirements of multiple family housing to offer off-street parking for all residents
Q3	62	Jul 25, 2016 10:55 PM	Do Not have the upcoming go ANY further
Q3	63	Jul 25, 2016 7:48 PM	It isn't actually true that our neighborhood schools will continue to be overcrowded. When Robert Eaglestaff Middle School opens in Fall of 2017, Whitman Middle School will have a significant reduction in students - and a tremendous reduction in diversity, by the way. When Loyal Heights Elementary reopens in Fall of 2018, it will have capacity for over 600. North Beach Elementary is not overcrowded, and has more capacity available.
Q3	64	Jul 25, 2016 3:45 AM	Community food sources such as gardens and p-patches should be available in some of the green spaces.
Q3	65	Jul 24, 2016 7:44 PM	Leave the single family zones alone. No more ugly cement condos destroying the neighborhood.
Q3	66	Jul 23, 2016 7:17 PM	Concentrate multi-family housing along arterials, leaving walkable, affordable housing WITH YARDS (helps our drain systems) in the interior.
Q3			Pedestrian overpasses to cross 15th.
Q3			An efficient route to access 99 and I-5 would address the needs of many drivers passing through the neighborhood but I don't know what that would be.

			<p>We have an extraordinary opportunity to help make CHUV a truly remarkable community - one with appropriate infrastructure, green and innovatively designed buildings all with a strong focus on creating a stronger sense of community. I want us to aim for this vision, NOT a hodgepodge of ugly buildings. I want the City to support development of buildings no taller than 3-4 story buildings on arterials, NOT on side streets where such development destroys single family communities. New buildings near to be set back from the street, not built right up to the sidewalk - please, there is no need to do this other than satisfy developers who want to maximize square footage of apartment and condos with no regard for creating a sense of open, friendly space.</p> <p>I want the City to truly lead an effort to create livable spaces with ample affordable housing, designed to foster a sense of community, not a series of tall boxy buildings, I want to see adequate parking, no micro-housing. I want the City to protect and preserve residential housing and not up zone entire neighborhoods.</p> <p>I have lived in Crown Hill for more than 30 years. I want the Mayor, City Council and Crown Hill residents and merchants to work together to design a true community that we can be proud of. Failure would be the absence of leadership and commitment from the City - allowing developers to build above 3-4 stories, destroy residential streets, have ugly designs with no green space, and choosing high density as the primary goal, as we've seen in many sections of Seattle. Let's get this one right.</p>
Q3	67	Jul 22, 2016 11:50 PM	
Q3	68	Jul 22, 2016 10:26 PM	Get quieter buses- minimize flight paths of small planes, helicopter tours and jets.
Q3	69	Jul 22, 2016 12:15 AM	Tear down dilapidated buildings. They attract drug dealers and addicts and thieves.
Q3	70	Jul 20, 2016 4:06 AM	Rezoning the commercial zoning that is unsuitable for urban villages. C2 does not allow for any residential development, and C1 typically doesn't provide any at all. These are auto oriented zones that are defined by Seattle city code to reside outside of urban villages under location criteria.
Q3	71	Jul 19, 2016 10:32 PM	Leave Crown Hill the way it is.
Q3	72	Jul 18, 2016 6:58 PM	Planning capacity for our sports fields (parking, seating, etc.) should be included in the overall plan. We have multiple fields at Soundview and around Whitman Middle School as well as a field at Crown Hill Elementary.
Q3	73	Jul 18, 2016 3:49 PM	Improve sidewalk and street drainage in front of Whitman Middle School. Crown Hill is fairly disconnected from other key neighborhoods. It's a 45 minute but ride to downtown... with no transfers... for 7 miles? That's as bad as living in Pierce County and commuting into the city. Let's connect so we can grow properly, and invite others to visit our small businesses easily!
Q3	74	Jul 18, 2016 4:24 AM	Take an incremental approach to adding density to single family zones within urban villages, including using them as a pilot for the some of the proposed changes to encourage more ADUs.
Q3	75	Jul 17, 2016 10:04 PM	We do not have sidewalks in our neighborhood and I find it very walkable. Please no sidewalks.
Q3	76	Jul 17, 2016 7:30 PM	Concentrate density in the urban village in a compact, contiguous area rather than along a long arterial street. Having amenities in a compact "circle" area rather than along a long "ribbon" creates a more walk/bike/transit-friendly community. Also, reduce or remove parking minimums for new and existing housing, and allow duplex/triplex/row-house style development in current single-family areas in the proposed urban village.
Q3	77	Jul 17, 2016 6:41 PM	Transit Center and Park/Green spaces.
Q3	78	Jul 15, 2016 2:42 AM	Move utility wires underground along 15th NW so large stature trees can be planted along and near the arterial without their beauty and health being compromised by SPU pruning. Large trees are important for traffic calming, noise reduction, reduction of heating/cooling costs in adjacent buildings, pedestrian attraction, carbon sequestration and storage, among other benefits.
Q3	79	Jul 14, 2016 7:08 PM	Encourage the development of more multi-family housing.
Q3	80	Jul 14, 2016 4:46 PM	Affordable 3 br apartments on the arterials. Families need at least 3 bedrooms.
Q3	81	Jul 14, 2016 4:23 PM	I believe we already have adequate green space in our neighborhoods.  For small businesses it is not enough to build new mixed use buildings with retail space in them. To maintain a strong and sound business core we must maintain affordable leases so small businesses can afford to stay in our neighborhood. The increase of chain/national corporations moving into our area is sad...when it means local business are getting prices out.

Q3	82	Jul 14, 2016 3:53 PM	<p>What is happening with these new Apartments complexes on the arterials is that they are replacing the vehicle repair shops, gas stations and other kinds of businesses that require open land...with nail salons, accounting offices, coffee shops and retail shops and so what is happening is the open area businesses are getting chased out of the city to the suburbs.</p> <p>What I think is that residences within the Urban Zone should be able to rezone not just for apartments and density but for RESIDENTIAL COMMERCIAL!!!! Home based businesses need more leeway with in these urban villages...which I do not hear being addressed at all.</p> <p>And these residential commercial areas need to be existing homes not apartments that are live to work ....as there is no open area for working.</p>
Q3	83	Jul 13, 2016 8:38 PM	<p>As mentioned above, we need to make the heart of CHUV more desirable for walking and shopping. This will require reducing the number of lanes of cars near 15th and 85th and instead using this space for pedestrians and/or bikes. Even if we have small locally owned businesses below condo developments (which sounds great), if they front along 15th, they will never seem very desirable to walk to since walking along 15th is like being on a highway.</p>
Q3	84	Jul 13, 2016 5:40 PM	<p>Keep the zoning as is so our block doesn't turn into an instant slum of cement landscapes and box condos</p>
Q3	85	Jul 13, 2016 5:11 PM	<p>Have a plan for low-cost spaces and an ability for low cost right of return for small businesses. As we build new spaces, the small, local places often can't afford the new spaces. We need a plan to create a space where new, creative businesses can start up and begin to thrive - reasonable prices are essential to allow a space for these small businesses.</p>
Q3	86	Jul 13, 2016 4:14 PM	<p>Yes, please add sidewalks!!</p>
Q3	87	Jul 13, 2016 4:31 AM	<p>Everything mentioned is important!</p>
Q3	88	Jul 12, 2016 8:45 PM	<p>Addressing transportation is critical. And I don't mean by adding more bike lanes. We need smart changes made.</p>
Q3	89	Jul 12, 2016 6:53 PM	<p>TRAFFIC 1: Curb Bulbs on NW 85th: While I celebrate the installation of the 17th Ave NW Greenway, I am acutely aware of an unintended consequence. Now there is a bottleneck on NW 85th St eastbound due to the placement of the curb bulbs. Perhaps the bulb on the SE corner of NW 85th and 17th NW could be removed in hopes that more eastbound cars would have the right lane option.</p> <p>TRAFFIC 2: Density: There is only room for so many cars. More often, getting out of our neighborhood requires either patience or willingness to take risks, or both. If -everything- in the CHUV is converted to multi-family units, this will only get worse. . unless there is a huge, and I mean -Huge- increase in dependable public transit.</p>
Q3	90	Jul 12, 2016 4:32 PM	<p>Require new buildings, and add to current locations where possible, to plant trees. Have a set back requirement for buildings. Trees=shade, beauty, livability. Thanks</p>
Q3	91	Jul 12, 2016 3:56 PM	<p>Look elsewhere for Urban Villages. Crown Hill/Ballard neighborhoods are already taking the brunt of the expansion in Seattle, thereby increasing congestion in all parts of the neighborhood. Reliable and accessible parking is already a joke in the Ballard/Crown Hill neighborhoods. (i.e. spots that are large enough to fit vehicles larger than a compact sedan, but are not taken up by abandoned and/or homeless vans, cars, trucks, etc.)</p> <p>I strongly urge all involved to look at a more comprehensive plan that will coherently and systematically address all livability concerns for ALL residents; particularly those who have lived in Ballard/Crown Hill. Examples: adding busses makes arterials/bridges/side streets even more congested with no room to expand streets. Adding more or dedicated lanes to streets removes needed parking. Allowing developers to shirk all codes, rules and regulations by not requiring ample parking, setbacks, height restrictions, etc. is an incredibly poor tactic for growth, even in a city that needed housing years ago.</p>
Q3	92	Jul 12, 2016 3:26 PM	<p>We have a lot of open space already. It is difficult to maintain and relies tremendously on volunteers. I do not think MORE is needed.</p>
Q3	93	Jul 12, 2016 3:20 PM	<p>I would keep it single family dwelling and challenge the city to keep urban growth in the areas it has already focused on, and taken away from middle income families.</p>

Q3	94	Jul 12, 2016 1:49 PM	<p><b>* Rent control</b></p> <ul style="list-style-type: none"> <li>* More regulations on landlords and laws about raising rent too fast.</li> <li>* Better regulations on pot shops, and where they can go.</li> <li>* Ensured and realistic parking WITH new development.</li> <li>* Family-friendly development, not just bars and restaurants. The only nearby bowling alleys were sold and developed into condos.</li> </ul>
Q3	95	Jul 12, 2016 5:09 AM	<p>1) Single family zoning inside of arterial outlines should be insulated from ugly fast development. This allows for multiple textures in the landscape and not just lot after lot of big tall blocks with a few "Up houses" tucked in between. Existing yards with gardens provide ambience in the absence of community green space. 2) It is a problem that lower income housing funds (that get paid into by developers) locate that lower income housing elsewhere, instead of integrating lower income residents into the neighborhood (where some were already, before they were forced out.) Diversity is better than ghettoization. 3) Parking must be addressed more realistically - increase requirements for developers.</p>
Q3	96	Jul 12, 2016 1:09 AM	<p>Please enact policies to promote slow steady growth instead of the runaway growth we are experiencing. There is no need to rezone huge swaths of single family homes in areas that do not have true rapid transit or have the infrastructure for a huge population increase. We don't have to upzone all "urban villages" now.</p> <p>Insist that the city hire and pay planners to plan each urban village before any upzoning occurs. The reason Seattle is such a beautiful city is because we had the Olmsted brothers planning and saving our beautiful parks. We need to renew planning efforts to ensure the city stays beautiful and livable as density increases.</p>
Q3	97	Jul 11, 2016 9:49 PM	<p>Each UV must have its own Community Center. The old CH school is not an official CC so it should not count. The city had better buy up some land soon before it all gets developed!</p>
Q3	98	Jul 11, 2016 7:18 PM	<p>Better police presence, fewer topless bars, more stores like PCC</p>
Q3	99	Jul 11, 2016 4:36 PM	<p>Make sure existing small local businesses are not priced out of the new multiuse buildings that replace their old buildings.</p>
Q3	100	Jul 11, 2016 8:23 AM	<p>a fleet of rickshaws servicing 15th NW.</p>
Q3	101	Jul 11, 2016 4:43 AM	<p>Add back required parking at new building sites. Ppurposefully increasing gridlock as a transportation strategy is just plane crazy.</p>
Q3	102	Jul 11, 2016 3:32 AM	<p>I disagree with requiring all new buildings to have retail on the main level. Too many of these spaces stay vacant and businesses cannot survive either because rents are too high or there is no parking for easy access. The vacant spaces are a burden for the building to carry so rents go up or Home Owner's Dues go up to compensate.</p>
Q3	103	Jul 11, 2016 2:52 AM	<p>Make sure that existing affordable housing is protected and not replaced by unaffordable million-dollar plus homes.</p>
Q3	104	Jul 11, 2016 2:29 AM	<p>Light rail to Crown Hill connecting from Ballard station to Northgate station.</p>
Q3	105	Jul 11, 2016 1:43 AM	<p>Recognize the need for multi income living units, address parking so that builders are required to include adequate parking spaces on new construction. Develop transit and traffic so that bottlenecks are reduced. Provide adequate green space for all ages.q1</p>
Q3	106	Jul 11, 2016 1:12 AM	<p>Honestly, I would love for it to be the inclusive, green, multi-use place described above, but I'm most concerned about my street being overtaken by developers. It's already happened down the block and it scares me, because we can't afford to buy another house in the city. Nothing makes me more afraid of being displaced than the concept of an "Urban Village", because I am one block away from 15th and I know I am in a desirable location.</p>
Q3	107	Jul 10, 2016 9:51 PM	<p>Not all people can bike, so making sure that as we increase density we allow for streets that accommodate increased traffic. Currently it is getting increasingly difficult to move in Ballard due to traffic, so making sure that all major streets -15th, 8th, 80th, and 85th can move traffic effectively --- the current greenways that constrict both 80th and 85th cause traffic backup and agitated drivers that utilize the side streets currently. On 85th and 15th traffic will back up now all the way to 22nd at times due to these constrictions and no matter how many speed bumps and roundabouts you put in -- people will speed through our neighborhoods</p>
Q3	108	Jul 10, 2016 9:35 PM	<p>For a healthy neighborhood that accommodates the needs of everyone, we do need to keep some of it zoned single family home. In that zone, the height restriction on new development should be limited to two stories.</p>
Q3	109	Jul 10, 2016 8:06 PM	<p>Maintain existing median plantings and parking strips.</p>



			off grid Seattle metro system with links to all urban villages.
			Tree protections and more open space protection
Q3	110	Jul 10, 2016 7:35 PM	Sidewalks inside all urban villages or restrictions on driving 10 miles per hour on all urban village streets
Q3	111	Jul 10, 2016 5:22 PM	Sidewalks.
Q3	112	Jul 10, 2016 3:38 PM	expand crownhill center to include more accessible art and classes. similar to Phinney ridge Association.
Q3	113	Jul 10, 2016 3:33 PM	Trash, graffiti, criminals, homeless, mentally challenged people are our biggest problems and cause Crown a Hill to be a second rate place to live.
Q3	114	Jul 10, 2016 3:09 PM	Clean up the 15th/85th intersection -- the is constantly trash and vagrants in the area that make it feel unsafe and unpleasant
Q3	115	Jul 10, 2016 1:52 PM	<p>Priorities</p> <ul style="list-style-type: none"> <li>- policing!</li> <li>- new library branch</li> <li>- improve transit. Otherwise our streets will be packed with cars. Especially as little parking will be required to be built</li> <li>- open space and schools. With more people we need both urgently. people need spaces to mix and get together as it will no longer be over the fence while working in your yard. - We need all the improvements otherwise CH will just become a commute "village" within a city. No more neighborhood.</li> </ul>
Q3	116	Jul 10, 2016 1:42 PM	Less growth, more planning rather than hodge podge of whatever the developers want to do. Make Murray and O'Brien live here in Crown Hill and take public transportation to get a taste of what it's like to be invaded with boxes and have crappy transportation options.
Q3	117	Jul 10, 2016 5:19 AM	STOP REDUCING DRIVING LANES IN BALLARD, OPEN THEM UP LIKE THEY USED TO BE. STOP ALLOWING THE HUGE CONDOS AND APARTMENTS, YOU ARE DESTROYING THE AREA BY ALL OF THESE MONSTER BUILDINGS.
Q3	118	Jul 10, 2016 5:09 AM	Question 3 is extremely important to our family, especially before single family is up zoned.
Q3	119	Jul 10, 2016 4:49 AM	Create a local, "short distance" bus fare for people who work in nearby areas (ballard/greenwood) as incentive (instead of penalty) to bus to work instead of driving. This would bring additional ridership and funds into the transit system while at the same time create an affordable option for residents to use the bus instead of their cars (at current transit rates a crown hill commuter would pay \$100 a month to bus to Ballad 5 days a week which is far more expensive than if they drove).
Q3	120	Jul 10, 2016 4:15 AM	Prioritizing grade separated light rail to Ballard is the most important improvement for livability in the CHUV.
Q3	121	Jul 9, 2016 11:04 PM	Add density on more than just the arterials. Long stretches of linear density are less walkable than density in a more compact zone. It's simple geometry.
Q3	122	Jul 9, 2016 11:02 PM	Also attract medical clinics, beauty parlors, and legal firms to the village.
Q3	123	Jul 9, 2016 7:59 PM	Parking. People will still need to be able to find parking.
Q3	124	Jul 9, 2016 7:59 PM	Keep and maintain Soundview, Crown Hill Park and turn other parks to NGOs for good--like the Baker park spot could be a pea patch. The park south of 85th between 13-14th could be a peapatch. Partner with the PNA to manage.
Q3	125	Jul 9, 2016 7:19 PM	Groundswell NW has done a great job of encouraging green space in Ballard..including in the Crown Hill area. They are a perfect partner, along with the Parks Department and the Department of Neighborhoods to preserve what green space we have left. They even actively seek out areas that can be developed into green space. Because every resident needs a place to walk his dog, or his baby. We should also encourage street trees. I know the City has a program for that.
Q3	126	Jul 9, 2016 5:59 PM	I think small businesses that you can walk to- like bodegas and coffee shops are important as well as safe welcoming parks . Light rail connecting to the northgate station would also be very important.
Q3	127	Jul 9, 2016 5:13 PM	<p>Height restrictions on buildings to maintain the neighborhood feel</p> <p>Planning ahead for services for homeless people because we have an increasing presence of homeless people in this neighborhood. They deserve good services and safe housing.</p> <p>We have an increasing issues with home and car break-ins; would like to see better response from law enforcement around these issues. It will only get worse as the neighborhood gets more dense.</p>

Q3	128	Jul 9, 2016 5:12 PM	Once green and open space is gone, it is usually gone forever. It is imperative that we create and preserve as much of this type of space as possible both for ourselves and for future populations.
Q3	129	Jul 9, 2016 4:10 PM	A library, parks, sidewalks, a business district that doesn't allow cars, so that it is truly pedestrian friendly. Green roofs on new development. A bike trail that links to the Burke Gilman trail. The Crown Hill Urban Village could be a wonderful, vibrant, walk-able community or it could become congested and crowded and unpleasant. Let's plan for the former. Please?
Q3	130	Jul 9, 2016 3:39 PM	STOP INCREASING THE DENSITY. STOP MULTIFAMILY ZONES BEFORE OUR NEIGHBORHOODS ARE DESTROYED. DO NOT ALLOW THE ZONING CHANGE. ORGANIZE PROTESTS AGAINST THE COUNCIL THAT IS NOT LISTENING TO US
Q3	131	Jul 9, 2016 2:36 PM	please don't take away the limited street parking we now have....Require that developers build parking lots for their new apts, townhouses, condos...etc.
Q3	132	Jul 9, 2016 1:34 PM	I'd like to see a library within our boundaries, as well as a post office.
Q6	1	Aug 5, 2016 11:32 PM	Greater density in, and of, itself is not bad nor am I personally against. However, too many unanswered questions remain related to improved infrastructure, transit plans, parking and pedestrian friendly improvements to simply expand the CHUV boundaries at this time.
Q6	2	Aug 5, 2016 8:45 PM	I disagree with this utterly irresponsible plan to zone out families and communities who have established themselves over generations, and are now at risk of exodus due to an increase in younger, less community focused individuals seeking an apartment near a bus line. How such an ambiguous outline can pass as an official zone mapping is beyond reason. Said "urban village" should, if need be, be constructed responsibly and within a reasonable spatial area, not an entire neighborhood.
Q6	3	Aug 5, 2016 8:30 PM	Goodbye Ballard, once and for all.
Q6	4	Aug 5, 2016 7:51 PM	I'm very concerned about the vagrant RV campers that are allowed to permanently park in Ballard. I have to pay for an expensive permit to park a moving Pod for a couple of days, yet broken down RVs are allowed to park unfettered? And I have noticed an increase in crime in the areas surrounding Ballard in the past several years.
Q6	5	Aug 5, 2016 7:06 PM	I strongly oppose a zoning change on 19th Ave NW north of 85 because it is a dead end narrow road that would not properly facilitate this change.
Q6	6	Aug 5, 2016 6:23 PM	Sidewalks and more police patrol would be amazing. Space that we do have is not being used efficiently, as those breaking the law are given preferential treatment.  we need to preserve trees and to moderate growth rate; density should only be increased proportional to density on immediately adjacent lots; in other words, do not put two duplexes on  4000 square feet of land when the adjacent lot is only zoned for 1 sf home and 1 adu
Q6	7	Aug 5, 2016 6:18 PM	We have been in this neighborhood for 18 years and it feels like the city is trying to force us out of our homes so they can be torn down and turned into apartments to bring more density to Seattle.  How many of the city council members live in our UpZone? This appears to be another case of "not in my neighborhood" for the city council members. We are two working parents with school age children trying to balance more than full time work, aging parents, and children's activities and school obligations within the confines of a day. Walking, biking, and transit are not viable options for us when trying to juggle all of that. We cannot get rid of our car and that will be the same case for many of the people opting for the new units being built with little or no parking. Just as bad, the new buildings are charging for parking and telling people there's "plenty of street parking" when in fact that's not true either.  I see what city leaders WANT to do, but NOT BUILDING necessary infrastructure isn't going to ensure the utopia they envision. There needs to be reasonableness for those of us who have called this neighborhood home for so long. We can't just move out and find another place to live. The rest of the city and surrounding communities have become too expensive as well. There needs to be serious thought about infrastructure beyond just adding bike lanes and taking away lanes and parking spaces.
Q6	8	Aug 5, 2016 6:17 PM	Sidewalks and drainage is key, city should be held responsible if damage to property occurs due to infrastructure not able to support growth (i.e. Sewer and storm drains)
Q6	9	Aug 5, 2016 5:08 PM	I am concerned about increased traffic on side streets because of the housing density, it makes it difficult for the young families here with children and those walking their dogs.

Q6	10	Aug 5, 2016 3:34 PM	Preservation of distinctive single family housing areas such as Olympic Manor and the streets with brick Tudor houses should be a priority. Townhouses don't belong everywhere and can destroy the beauty of Crown Hill neighborhoods if zoning is changed.
Q6	11	Aug 5, 2016 3:04 PM	Most of my neighbors have expressed the desire to move out of Seattle if zoned for multi-family housing. I agree. We have no parking as it is. When I buy a car, my first qualifier is that it must be short enough to park in my driveway without blocking the sidewalk. I live next to Ballard High School. There is no parking provided for the students. At the end of the block resides a church that hosts AA, NA and other important meetings (I'm told the greatest number in Seattle) but doesn't have adequate parking. Since we're the first street next to NW 65th and 15th Ave NW, people use our street to avoid the traffic light (usually at high speeds.). There have been condos built all the way around the high school now, with more scheduled to go in on the south side, all with no parking. Adding more people will make an miserable situation unbearable.
Q6	12	Aug 5, 2016 5:56 AM	At the recent transit open house at Ballard High, we learned how far in the future the transit improvements will be. They mentioned that it's hard to add things like light rail and other infrastructure improvements after an area is already built up. Why would we risk building even more before the transit improvements are ready?
Q6	13	Aug 5, 2016 4:46 AM	Public safety and education come first! Finish projects that we've started before beginning new ones.
Q6	14	Aug 5, 2016 3:35 AM	Razing single family homes to throw up out of character poorly designed and cheaply built apartments, when there is ample space already zoned for multifamily ruins any character the affected neighborhood has, not to mention parking becomes a nightmare because devs know all the loopholes to avoid adding it
Q6	15	Aug 5, 2016 3:04 AM	How do you plan to attract diverse high quality stable businesses?
Q6	16	Aug 5, 2016 1:54 AM	Transit improvements are crucial before any densification occurs.
Q6	17	Aug 5, 2016 1:46 AM	I currently rent a duplex on NW 90th street - The landlord is selling the property to a developer who is going to build townhomes - which I could not afford to rent.
Q6	18	Aug 5, 2016 12:54 AM	Stop the destruction of the old neighborhood, too many nice old homes destroyed and replaced by a big ugly box that takes up the whole lot and ruins the neighborhood. Set some guide lines so the new houses fit the surroundings. You wouldn't need more green space in the "village" if your new big box house had some yard space.
Q6	19	Aug 5, 2016 12:30 AM	Single family homes are extremely vital for creating community cohesiveness and involvement. The people who own homes (and pay LOTS of taxes) are being discriminated against (e.g. Mayor Murray dissolving the 30 year old neighborhood councils - the "rich, old white men" of which HE is one - perhaps HE should RESIGN???) The private home owners are providing the money, interest and volunteer work to keep our communities and schools working.
Q6	20	Aug 5, 2016 12:21 AM	Stop working against us! Light Rail from Ballard/NE Seattle NOW!!!
Q6	21	Aug 5, 2016 12:10 AM	There is plenty of developable space along and close to arterials that can be developed before expanding into other areas.
Q6	22	Aug 4, 2016 6:28 PM	While density is an unavoidable reality, some attention should be paid to the investments that home owners have put into their homes and property. Many current home owners are already saying that they will simply move to another community, further away from the urban village areas in order to maintain a single family neighborhood, which will undermine the whole idea behind urban villages and density.
Q6	23	Aug 4, 2016 5:40 PM	Very concerned the neighborhood feel of Ballard is being lost due to such high density. "Affordable" housing should be distributed throughout the city. Ballard has become the dumping ground for a good portion of the city's growth, ruining the character of the area.
Q6	24	Aug 4, 2016 5:15 PM	I'd really like to understand what the proposal is for rezoning single family. Are they talking about rezoning it to a LR1, LR2, LR3? What? If we are talking about seriously rezoning my property I would think it is important for this group to advocate no more than an LR1 Rezoning. I'm in the actual urban village, so this is VERY important to me.
Q6	25	Aug 4, 2016 4:38 PM	There are too many new structures with limited living room. Doesn't encourage families or a balanced neighborhood.
Q6	26	Aug 4, 2016 2:57 PM	I am concerned that the rezoning will extend outside of the expansion zone. I live on a quiet neighborhood street and don't want any of those properties to be rezoned multi family. I want to see reassurance that no rezoning will take place outside of the expansion zone and in single family housing areas.
Q6	27	Aug 4, 2016 2:03 PM	As the area grows, so does business and street trash. Parts of this area are part of the salmon watershed. Signage to encourage trash being picked up, public trash cans along Holman, signage to encourage drivers at places like Dicks burger to shut their engines off.

Q6	28	Aug 4, 2016 2:03 PM	Arrest the criminals. Petty crime is rampant in our area.
Q6	29	Aug 4, 2016 1:57 PM	I think you are doing a good job with this outreach. I hope you are reaching enough residents.
Q6	30	Aug 4, 2016 12:19 PM	This City effort to continue killing neighborhoods to put more revenue into city and developers' coffers at the expense of current residents must be STOPPED!
Q6	31	Aug 4, 2016 12:18 PM	These questions on this survey are very biased and not really looking at all the issues at hand and narrowly looking at one aspect. For instance I do not really support the bus lines and instead I really support a subway system...or in our unfortunate situation light rail. Why put more money into a bus system which causes pollution and noise?
Q6	32	Aug 4, 2016 9:49 AM	Increased bike lane additions for safety is important.
Q6	33	Aug 4, 2016 4:55 AM	Improving the walkability and increasing the number of active businesses along existing arterials (15th, Holman, 85th) improves community for all. Adding multi-family units in these areas would be great along with planning for transit, parks and school growth.
Q6	34	Aug 4, 2016 4:33 AM	Let's grow our population responsibly and fix the infrastructure and safety problems before they get out of hand.
Q6	35	Aug 4, 2016 3:55 AM	Address housing prices, it is criminal.
Q6	36	Aug 4, 2016 3:43 AM	Crown Hill is not an urban village. Its place where two inner city highways cross. Traffic is fast and loud. There is no barrier or trees between the sidewalk and the road. Its a blight that slows development in the very place it is zoned for and is most appropriate.
Q6	37	Aug 4, 2016 3:05 AM	Slow down traffic on 85th so that houses between 16th and 19th to shudder every time trucks and busses drive by.
Q6	38	Aug 4, 2016 1:22 AM	Let's be honest. The City's plans are about money. Increased density of homes per parcel means increased tax revenue, and increased yield for developers per parcel. You are initiating a not-so-subtle discrimination of long-term residents. We will not go gently into that good night, and watch you destroy another neighborhood and the capacity to nurture families, neighbor relationships and quality of life while taking away residents' freedom to continue to live where they choose. As you did in Ballard, people were forced to sell, move away while the streets filled with cars, transient renters, with no children playing in their own yards anymore. I know as my family grew up in Ballard. Question: How many of the Council actually live in an Urban Village?
Q6	39	Aug 4, 2016 12:47 AM	Our city officials, including Mike O'Brien and Ed Murray have an infinite appetite for allowing developers to steamroll longtime residents of this city. We need impact fees for developers to help fund the infrastructure that they are continuing to stress.
Q6	40	Aug 3, 2016 5:15 PM	DO NOT REVISE ZONING TO ALLOW FOR MULTIPLE UNITS ON SINGLE LOTS; REQUIRE PARKING SPACES TO REDUCE ON-STREET PARKING; RESPECT RIGHTS OF EXISTING SINGLE-FAMILY HOMEOWNERS!
Q6	41	Aug 3, 2016 5:09 PM	More bicycle infrastructure not only in my neighborhood, but around the city.
Q6	42	Aug 3, 2016 4:02 PM	Crime and Parking. ?already awful with no solutions.
Q6	43	Aug 3, 2016 3:05 PM	Sidewalks please
Q6	44	Aug 3, 2016 2:09 PM	Stop this growth!
Q6	45	Aug 3, 2016 5:43 AM	Developers benefit greatly from the urban expansion. They need to share costs in adding to the infrastructure, so we can support the growth. This is currently missing in the plans
Q6	46	Aug 3, 2016 3:49 AM	The proposed boundary is very fuzzy- is there an actual boundary line being proposed?
Q6	47	Aug 3, 2016 3:17 AM	Why are we changing so many single family lots into multi person town homes? In my opinion, this is eliminating the dream we have of owning a single family home in the city. We moved to Crownhill so we could own a home next to other homes (not town houses and apartments). I'd rather not expand the current urban village, but would rather like to see the current urban village area utilized. There are many vacant lots or underutilized space on 15th that should be looked at improving before expanding the urban village.
Q6	48	Aug 2, 2016 11:59 PM	On NW 85th in the westbound lane at Mary, a number of cars make an illegal left into oncoming traffic to avoid the low bollards. Apart from reminding everyone that crossing double yellows is dangerous, is there anything that can be done to create a better barrier? It seems that many Seattle drivers have no qualms about driving on the wrong side of the road to save a couple minutes.  This also happens with traffic circles in the neighborhoods--can we have arrows on the yellow diamond signs that remind drivers that they shouldn't cut left, thereby driving on the wrong side of the road?
Q6	49	Aug 2, 2016 10:28 PM	Will the boundaries of the expansion area get better-defined at some point? Currently the dashed black line passes right through my house
Q6	50	Aug 2, 2016 10:20 PM	Build as much new housing as possible. Add in new schools, sidewalks, and faster transit at the same time.

Q6	51	Aug 2, 2016 10:13 PM	The city needs to do a better job of considering quality of life in Seattle. The city needs to make developers, not tax payers pay for improvements needed to increase density. It is a slap in the face to residents to make them pay for that which ultimately is resulting in a reduction in the quality of life in their neighborhood. Behavioral science has shown that increasing density of population, whether with mice and rats or with humans, increases stress and all of the disease that comes with it (health, crime, etc.). Smaller, wider spread urban villages will be less stressful than putting the density all in a dozen locations. How about Lauralhurst, Windemere or Madison Park. Put some density there, where the developers live.
Q6	52	Aug 2, 2016 9:41 PM	Preserving Single Family Houses that are affordably rented by owners should not be a priority (earlier question mentions prioritizing these over building more affordable housing). If a landowner who doesn't even live in the neighborhood wants to sell for bigger development that is their prerogative.
Q6	53	Aug 2, 2016 9:08 PM	I strongly support the rezoning of single family homes. Opposing rezoning is anti growth. We're sorely lacking in affordable housing in this area, rapid growth is needed.
Q6	54	Aug 2, 2016 9:06 PM	Please no multi rise buildings next to our cozy and loved single family homes. There was no indication of zoning changes when my neighbors and I bought our homes..This places undue stress and burden on many of us..
Q6	55	Aug 2, 2016 8:25 PM	rents are going up. Will any of these proposed ideas address this problem?
Q6	56	Jul 30, 2016 11:26 PM	I want to ensure that the Covenants of the Olympic Manor neighborhood remain strong and in place
Q6	57	Jul 30, 2016 9:31 PM	Ballard area is overbuilt with high rise apartments and condominiums. It is congested, has traffic safety issues and is losing its community identity. There appears to be an equity issue in comparison to other communities in Seattle.
Q6	58	Jul 30, 2016 8:55 PM	Our daughter describes Ballard as having lost its soul. The density increases have rub up against the existing infrastructure. This reminds me of how many people you can stuff in a phone booth. Just because you can do it doesn't mean it is workable long term. When I moved to Seattle four decades ago, I felt valued and an important part of my community. The density that the city is shoving down our throats is killing the Seattle I loved.
Q6	59	Jul 30, 2016 3:16 AM	I agree that we need to add more housing in the city to meet the demand, but I also know there is already capacity along arterials and surface parking lots in the Crown Hill Urban Village to support growth before up zoning SFR neighborhoods. I still find it difficult to understand how we can be called an urban village when a large section of the neighborhood doesn't even have sidewalks. When I hear "walkable" neighborhoods I expect to find sidewalk lined streets that have speed limits of 25 MPH. What we have is a truck route (Holman RD/15th) that routinely has vehicle speeds of in excess of 40 MPH and side streets with no sidewalks. The existing infrastructure is not consistent with the density the HALA commission has proposed.
Q6	60	Jul 29, 2016 7:19 PM	It is essential that city leaders listen to and take into account input from the local Crown Hill community in planning for development of the Crown Hill urban village.  A comprehensive approach to planning, including improvement of infrastructure prior to increased development, is essential to an outcome that is beneficial to all.
Q6	61	Jul 29, 2016 3:53 PM	I fully support upzoning in this neighborhood, in all areas within the dotted line. I own my single family home but I support upzoning my neighborhood, including my non arterial street.
Q6	62	Jul 29, 2016 6:02 AM	I am a native of Seattle and want to be able to live in the city I grew up in and where my family and friends live. I am also a single mom with just SS disability for income. I am fortunate to have landlords who rent my current home to me for way under market value (like \$700 a month less than what they might be able to get). Are there tax breaks or other incentives that could be offered to landlords who will rent at reduced rates?I think the only way this would work is if the landlords could still choose who they want to rent to with no restrictions on who they rent to as long as the tenant can show low income then the landlord gets the tax break. If too many rules get put on it or landlords have to rent to anyone I don't think it would work. My landlords rent to me because I treat this house just like it is my own house by taking great care of it and keeping the yard looking nice. I am really lucky to have this place. If they ever sell it will be very difficult for me to still live in Ballard with my 12-year old son.
Q6	63	Jul 29, 2016 4:00 AM	Seattle needs to do a better job at ramping up public traffic given the influx of people moving here every day. There needs to be short term fixes until long term solution (i.e. Light rail) is available.
Q6	64	Jul 29, 2016 1:18 AM	One of the reasons that single family homes have become so highly priced is because the number of single family homes keeps getting smaller and smaller so prices go up for something most people want - a neighborhood of single family houses.

Q6	65	Jul 29, 2016 12:38 AM	I appreciate being asked, but I'm also looking to see if citizen input is actually acted upon. We will remember at each election if our officials really paid any attention to the will of the people.
Q6	66	Jul 28, 2016 10:20 PM	I've lived in Crown Hill for 15 years and consider this neighborhood my home. I've raised my son in this neighborhood (Greenwood Elementary & PNA Kids, Whitman Middle and now an 11th grader at Ballard). Needless to say, our roots are deep in the community. For the last 3 years though, I'm terrified that I will no longer be able to afford to live in this neighborhood. I work at UWMC, have a good job that pays decent (\$15 per hour is a joke that is not funny, btw) yet I still pay just over half my monthly income on rent alone. I am constantly struggling just to keep my head above water and I fear that I will remove myself from the city on the basis alone of "I just can't afford it anymore". It breaks my heart to think about the people that work in our neighborhood (cooks, baristas, bartenders, clerks, cashiers and yes, I've done all the above) and how they are managing to survive. The heart if this neighborhood will disappear if this continues to go unchecked. Something has to give.
Q6	67	Jul 28, 2016 9:04 PM	First and foremost, the rent prices must be reduced! Some by a few hundred dollars. I'm a single mom with 3 kids and we are crowding into a 2 bedroom apartment. If rent goes higher we'll have to move to Tacoma.
Q6	68	Jul 28, 2016 8:47 PM	DOG PARK!!! OR, off leash hours in current parks (when kids are in school would be a good time to consider perhaps?). SIDEWALKS. Street improvement-many streets around here are cracked and diveted with grass growing out of cracks.
Q6	69	Jul 28, 2016 8:27 PM	Just to recap some of my priorities mentioned above:  <ul style="list-style-type: none"> <li>- Update zoning to require larger open spaces between buildings for new town homes and multi-family housing</li> <li>- Provide better transit North-South but also West-East and to Northgate.</li> <li>- Better connections to the train stations</li> <li>- Build sidewalks North of 85th Street</li> <li>- Make side streets one-way streets for better traffic flow</li> <li>- Convert large private parking lots (e.g. Safeway) to short-term public parking</li> <li>- Establish pre-paid residential parking on the streets</li> <li>- Work with Seattle Utilities to bury the utility wires and remove the ancient poles; have the developers help pay for it.</li> </ul>
Q6	70	Jul 28, 2016 7:25 PM	I just hate to see our modest homes surrounded by multiplexes, bringing additional traffic to our quiet neighborhood. I moved to Crown Hill to be away from apartments.
Q6	71	Jul 28, 2016 6:45 PM	Efficient response to reduce overnight camping and oversized rec vehicles parking overnight.
Q6	72	Jul 28, 2016 6:27 PM	Rental prices are outrageous. And home buying is not a reality for people who have lived in this neighborhood. Safety- crime is out of control
Q6	73	Jul 28, 2016 6:21 PM	High rents and no green space
Q6	74	Jul 28, 2016 5:44 PM	Restore Ballard to a mixed and moderate income, vibrant, livable community! It's become the Amazon bedroom community with an expensive bar scene, full of a uni-demographic. More public transportation, more affordable housing, more density in specie places, and less destruction of unique neighborhood character please.
Q6	75	Jul 28, 2016 4:45 PM	The urbanization of cities is unavoidable but we must not forsake strategic planning principles to accommodate urban growth. This city, like all city's has a limited capacity and canNOT plan to absorb everyone in our growth projections. There must be reasonable limits to growth to preserve open space, reduce hardscape, sustain the environment, and to guarantee quality management by the city.
Q6	76	Jul 28, 2016 3:43 PM	Renting shouldn't matter. I live here. I'm real.
Q6	77	Jul 28, 2016 5:04 AM	Put a moratorium on "Ballard Boxes" and apartments-Single family homes are still important for community strength and involvement. Concentrate growth towards downtown Seattle, closer to the jobs. Give us more parking and road usage, not less. Now traffic is so bad even emergency vehicles have trouble getting through. Increase bus service, but also realize not everyone can use the bus ( some jobs do require cars. Buses don't go everywhere we need to go.) And, not everyone can ride a bike.

Q6	78	Jul 28, 2016 4:57 AM	There is not enough room in this paragraph to explain why I think it is a bad idea for the city to think planners can build vibrant retail areas. University Way and Broadway are good examples of the city's failure in attempting to build vibrant retail areas.
Q6	79	Jul 28, 2016 4:40 AM	Community meetings held on weekends are more inclusive of working adults and people with families.
Q6	80	Jul 28, 2016 4:22 AM	Put high density housing close to the downtown jobs. Reopen the street in front of the Ballard Post Office.
Q6	81	Jul 27, 2016 10:52 PM	I resent being called negative names because our city officials have failed to plan for proper vision and infrastructure in our area. Yes, I do own a home, that I bought when I was 25 years old and saved every penny to do so. To disqualify my comments because I am responsible is not a proper response in a democratic process.
Q6	82	Jul 27, 2016 9:39 PM	parking is more important that sidewalks
Q6	83	Jul 27, 2016 8:06 PM	I called the police on squatters in my home the morning I took ownership. They arrived but it was at least 30 minutes. I'm scared to know what it'll take if we're being robber at gun point or assaulted. Do you have to cry wolf to get a faster response?  Out of the 15 or so "must-have" items on our home purchasing list, the access to light rail was the only one NOT checked. Easy access to the airport without paying for a cab or parking is my priority, not going downtown. The link rail with transfer to bus to get home isn't ideal but it could be better. Access to light rail is drastically increasing property value and access to the city. Let's focus more on getting people connected to the light rail. It's the only way I'll go to capital hill now. Screw trying to find parking or paying for cabs.
Q6	84	Jul 27, 2016 2:45 PM	Please don't allow developers to ruin my neighborhood by buying and tearing down older homes. This is the charm of the area and re-zoning these areas means this will happen. Let's keep our neighborhood as-is and expand vertically in areas already zoned.
Q6	85	Jul 27, 2016 3:32 AM	It would be amazing if our neighborhood could offer economic support and community-building events for various races and ethnic groups. We have very little diversity in our neighborhood and schools.
Q6	86	Jul 26, 2016 8:38 PM	Keeping rent low in this area, among others in Seattle, is incredibly important to keep our neighborhoods diverse and keep artists and craftspeople in our city. Rent control measures are highly needed and must be created to ensure Seattle don't become stripped of its remaining personality and culture.
Q6	87	Jul 26, 2016 6:56 PM	I view with dismay the mayor's dismissal of the district councils' input. If those neighbors take time to work on the issues it is a barrier to other voices in the decision-making process? Why? If you separate the neighbors who give you feedback into categories what does that accomplish? (I'm reacting to the Mayor's description of neighborhood councils in Jonathan Martin's editorial 7/22/15 Seattle Times.
Q6	88	Jul 26, 2016 6:27 PM	Crown Hill really needs sidewalks.
Q6	89	Jul 26, 2016 4:54 PM	Please focus energy and incent developers to consume the currently zoned land for high density development. We have way too many derelict low-rise buildings and parking lots in the current CHUV - build those first and then lets talk about making more land available.  Also, please firm up the boundary new CHUV boundary proposal. I am very concerned that it will be fixed in stone with the vague dotted line bisecting homes (mine included).
Q6	90	Jul 26, 2016 2:33 AM	I did not move to Bell Town or any other place in down town 22 years ago for a reason. Building more and pushing urban density will NOT solve the lack of affordable housing. The forecast of the number people expected to move to Seattle proves that. The ONLY thing that can help with affordable housing is rent control!
Q6	91	Jul 26, 2016 12:47 AM	Drainage! Sidewalks! Pleeeeeease.
Q6	92	Jul 25, 2016 10:55 PM	I can't help but notice that Blue Ridge and most of Olympic Manor is not included in the Urban Village or Expansion Area.
Q6	93	Jul 25, 2016 7:48 PM	As the density of our neighborhood continues to increase, it is extremely important to make the neighborhood not just accessible by transit, but by meeting resident's basic needs- food, clean water, and safe housing. The neighborhood's changes should be culturally competent to accommodate those who will be living in multi-family homes. Disability access, cultural centers, and places to grow food should be considered in this process as well. It would be preferable if we could reuse lots and buildings that are already established to create housing. Please keep the Baker Park addition as green space and not as commercial/residential.
Q6	94	Jul 25, 2016 3:45 AM	I strongly do not want my block turned into multi family. I do not want an instant cement slum of row house condos next to my house ruining everything we've worked for. Ruining our life as we know it.

Q6	95	Jul 24, 2016 7:44 PM	I would like to stress the balance between meeting needs for growth with multi-family, but zoning the interior to single family do that we keep our economically diverse neighborhoods, walkable, accessible, and part of a vibrant community. Please be mindful.
Q6	96	Jul 23, 2016 1:43 PM	The 4 condo development on my street is obscene. It is on a 4000 sq. foot lot and both structures are 35 ft high. These condos will not be affordable. The developer lives in Tacoma.  He doesn't care about my street. I was hoping that my representative would.
Q6	97	Jul 22, 2016 11:50 PM	I love the diversity and of Crown Hill and hope we can maintain and create affordable housing that will protect this diversity.  I heard that the Mayor wants to abolish Neighborhood Councils. I hope this is just a rumor and if it isn't, want to strongly object to such a move. We need to foster a sense of neighborhood involvement and representation, particularly since we just moved to electing City Council members by district.  I also am concerned that in our rush to generate more housing, we'll end up with intolerable density and streets choked with traffic. Ability to meet housing demand is an important goal but we have to watch we don't throw Crown Hill "under the bus" in the process.
Q6	98	Jul 21, 2016 7:03 PM	We need to have much better mass transit present BEFORE increasing density. Otherwise the traffic and parking will become much worse. This city has too many hills for many of us to consider commuting by bicycle.
Q6	99	Jul 21, 2016 4:00 AM	A) I think the infrastructure should be added before any more population increase, not after.  B) The area used to require new buildings to be in character with the neighborhood (referring to looks more than size here), those requirements seem to have gone out the window. I think bringing them back or reinstating new codes could enhance the look of the area as well as the feeling of living in an actual "neighborhood" as opposed to a developer free-for-all.  C) I sincerely appreciate being able to share views via survey, rather than having to attend a meeting in person, or submit formal comments, and would like to make a small donation toward community involvement efforts.
Q6	100	Jul 21, 2016 1:01 AM	We need to allow upzones to improve the vitality of Crown Hill. More transit is also needed.
Q6	101	Jul 20, 2016 9:30 PM	I fully support the Crown Hill urban village expansion along with all HALA recommendations. It's about time we supported smart growth in this city and welcome new neighbors.
Q6	102	Jul 20, 2016 7:23 PM	Some of the questions are asked in a way that made it hard for me to answer. It felt a little bit like they were being asked to provoke a specific answer.  For example:  Seattle needs more affordable housing. Policies that add new affordable housing should also protect our existing affordable housing, so neighbors who rent homes are not displaced by expensive townhomes.  I think affordable housing is important, so I would like to say very important, but then the question actually asks if I want to do that by preserving single family zoning, which I think is a false choice.  The single family homes in question are not generally affordable housing. And they don't necessarily have to be replaced with townhouses, which, at any rate, may be more or less expensive than the house they replace. In general, increasing density will increase supply and decrease prices. Having almost exclusively single family homes on 6,000 sq ft lots is a guarantee for expensive housing.
Q6	103	Jul 20, 2016 4:12 PM	ST3 will significantly increase my taxes (my estimate is roughly \$2000 year, based on ST3s example). With mass transit not reaching my area until I'm likely dead.
Q6	104	Jul 20, 2016 3:10 PM	I live in the Phinney Neighborhood and drive to and through Crown Hill regularly. Crown Hill will change and it needs to be done thoughtfully. The developers should not be in charge. The people who live there should be listened to.



Q6	105	Jul 20, 2016 4:06 AM	I do not live in Crown Hill or in the urban village, but I live in the Aurora Licton Springs urban village and we face many of the same issues regarding zoning changes in our area as well.
Q6	106	Jul 19, 2016 10:32 PM	Leave Crown Hill alone. I haven't seen anything that justifies why the city is doing this.
Q6	107	Jul 18, 2016 6:58 PM	Just a note: There will be a new middle school (Eagle Staff Middle School) and elementary school (Cascadia Elementary) opening the 2017-18 school year (at 90th and Wallingford) that will impact our schools. I know that Whitman Middle School is expecting a big drop in enrollment that year due to this addition.
Q6	108	Jul 18, 2016 4:24 AM	I'd like to know who is on the committee.
Q6	109	Jul 17, 2016 10:04 PM	We are just a block outside of new lines. We walk and do most of our business within CHUV. I like the new apartments and buildings replacing the old run down ones along 15th NW and NW 85th. .
Q6	110	Jul 17, 2016 7:30 PM	Denser development makes sense here. And while transit is far from perfect, this area has comparatively a lot of it - access to Ballard/Interbay/Downtown, Northgate, Greenwood/Green Lake/U-District, etc.
Q6	111	Jul 17, 2016 6:41 PM	I live on a block zoned for a single family dwelling. I hope it doesn't change to low rise multi family.
Q6	112	Jul 17, 2016 6:12 PM	This is a democratic government not a socialist one. We don't want or need the mayor deciding what is good for us without community input, including homeowners who pay property taxes. If Murray, et al, won't listen to his constituents, including those of us homeowners who pay property tax, he may be in for a shock if levies fail and he is not re-elected.
Q6	113	Jul 16, 2016 11:39 PM	This survey, and the chuv site, are full of superfluous spaces. Be sure to space only once after a period when typing on a computer. The old double space rule applied only to typewriters. There are even places mid-sentence that have double spacing - <a href="http://crownhillurbanvillage.org/who-are-we/">http://crownhillurbanvillage.org/who-are-we/</a>
Q6	114	Jul 15, 2016 4:02 PM	Do not change the zoning to allow multi-family please. It will negatively affect home prices and the neighborhood overall. Mostly due to parking issues and everything else associated with increase density.
Q6	115	Jul 15, 2016 6:57 AM	There is already plenty of SF zoned property within the existing urban village boundary that should be upzoned prior to expanding the boundary. That includes my home. I support the upzoning in the existing UV. Let's start slower and measure the impact of the upzoning before expanding the scope so greatly.  With the way property values and taxes are increasing, and the high cost of living in Seattle, building a home in our back yard and moving in there, and renting out our existing home may be our own best option for affordable housing. We should not have to pay any impact fees to find other people's affordable housing, that should come from the big developers. There should be an exemption for projects that do not involve teardowns, or for owner occupied developments under \$1.5-2 million or so.
Q6	116	Jul 14, 2016 10:16 PM	I am horrified that the Mayor and city leaders think they will just cram this down our throats. Ballard is already a mess, you want to just spread the chaos northward. My adult child thinks he will be able to stay in Seattle. We keep telling him that will probably not be possibly given the current policies and taxation rates. A tent in the woods outside of Seattle city limits will be all that is affordable.
Q6	117	Jul 14, 2016 7:08 PM	Seattle has an affordable housing crisis, and the only way to address it is to encourage more housing development. I strongly support allowing the development of duplexes and triplexes in areas currently zoned for only single-family homes. It was a mistake for CM O'Brien and Mayor Murray to backtrack on this crucial HALA recommendation.
Q6	118	Jul 14, 2016 4:23 PM	Thanks for looking into this!
Q6	119	Jul 14, 2016 6:52 AM	Sidewalks are the most basic form of mass transit and third world countries have better sidewalks than north Seattle. It is disgraceful.
Q6	120	Jul 14, 2016 1:28 AM	I think it is really important that a plan be made with neighborhood input before a huge swath of land is up zoned. I think that the increase in housing density that the city is wanting in Crown Hill could be met along the arterials without needing to change so much property from single family zoning to multi family zoning. I don't understand why the city feels compelled to dictate how the housing outcomes are met. I would think that the neighborhood should have significant input into how the increase in housing stock is met in Crown Hill.
Q6	121	Jul 13, 2016 10:38 PM	I am not opposed to zoning changes now. Upzoning will allow more old, affordable housing to remain. People oppose going up AND complain that current affordable housing will be removed. Tear down one old building and build the capacity of two! We all win.
Q6	122	Jul 13, 2016 10:25 PM	Do you realize by cramming more people into our neighborhoods you are increasing crime? I'm tired of it.

Q6	123	Jul 13, 2016 8:38 PM	I am very supportive of some of CHUV committee for smart growths agenda-- such as making the CHUV more walkable and bikeable and promoting retail/business growth along arterials. However, I am also very pro-density and support plans to allow more density in the proposed expansion of the CHUV. Increased density will help create a more vibrant and exciting CHUV. While I support the up-zone, I do think it should be approached to maximize desirable outcomes and we need to actively engage in terms of how the neighborhood transitions from lower to higher density. I think engaging on how we want increased density to be built is more important than trying to limit the geographic zones of higher density, or stall density by demanding that transit and other infrastructural upgrades must happen first. I concur that these upgrades are needed, but I don't think they need to occur prior to increases in density. This will create some periods of "growing pains" as our community changes, but I think that's ok and all part of city living.
Q6	124	Jul 13, 2016 5:40 PM	I do not want condos to pop up next door to my home and then be forced to sell because the quality of living will go down
Q6	125	Jul 13, 2016 5:11 PM	I would really like to see a comprehensive vision of the crown hill neighborhood and how we see it connecting with the Seattle community at large. This should include goals for housing, businesses, low income, transportation, diversity, etc.
Q6	126	Jul 13, 2016 4:55 PM	Putting in cement roads and sidewalks would do major damage to neighborhoods. Keep streets narrow and rural and not speedways.
Q6	127	Jul 13, 2016 2:35 PM	Please understand and respect that your views are not the only ones in the neighborhood. Many of us welcome greater density and rezoning to allow additional units to be built. This is a city- not a suburb- and we can't go on thinking we're each entitled to 5000 square feet of land per family. Thank you.
Q6	128	Jul 13, 2016 2:33 PM	I am tired of seeing these damn townhomes go up in areas where neighborhoods are and have been for years. These area's are important to Seattle and the contractors who buy land and tear down a single family home to put up townhouses to make a buck really drive me crazy. Quit zoning neighborhoods for this crap. People live in neighborhoods for a reason. To stay away from this. This is why I hate the city of Seattle leaders. They are in it for themselves and not the communities/neighborhoods.
Q6	129	Jul 13, 2016 4:31 AM	Please consider our wonderful and unique family communities, walk zones for students, green space, crime & safety and transportation needs.
Q6	130	Jul 12, 2016 9:36 PM	The price of housing has gone up too quickly. This up zone is needed ASAP to relieve the housing shortage.
Q6	131	Jul 12, 2016 8:45 PM	Be smart and listen to the people.
Q6	132	Jul 12, 2016 6:53 PM	GROWTH CURVE: It seems that over the decades, the housing market ebbs and flows. Is this time around any exception? What happens if growth goes on, unchecked, and then suddenly the housing market collapses? What happens to all those newly built multi-family units that now sit empty? And to the residents who live next to them who have to live with the consequences?  WHO PROFITS?  How is this about affordable housing? Every time a cheap bungalow is demolished in order to accommodate a new complex, Who lives there? Not the people who were displaced from the bungalows. Tell me I'm wrong, and that this latest growth mania isn't for driven by profit for developers and speculators.
Q6	133	Jul 12, 2016 4:32 PM	Trees, always. Thanks!
Q6	134	Jul 12, 2016 3:56 PM	There has been a serious lack of real and logical planning leading up to the announcement of the Urban Village. Crime (both petty and violent) has been very apparent in the surrounding community and is yet to be addressed in the slightest. Roads, sidewalks, parking and bike access have been neglected and must be addressed before any other growth begins; Urban Village OR any multi-family zoning. A shiny new village with all the latest amenities might be nice to some, but if you are struck by the stark contrast of poorly maintained infrastructure outside of the expansion area, something is wrong with the greater plan...
Q6	135	Jul 12, 2016 3:26 PM	Address parking ratios and requirements for new development. There is too much emphasis on having NO parking for apartments and condos which is magical thinking, not realism.
Q6	136	Jul 12, 2016 3:20 PM	I live in our neighborhood (I refuse to call us an Urban Village) because I could afford a home there; and considering my income ... that makes it a lower to middle income neighborhood. I reject the assumption that we are now the perfect location for the urban sprawl that has ruined Ballard and taken away it's single family density.
Q6	137	Jul 12, 2016 1:49 PM	We are now an unaffordable city. I know people moving out of here in droves because they can't afford it anymore. Seattle is losing its soul.
Q6	138	Jul 12, 2016 8:05 AM	Fix the roads and stop the flooding!!!!!!!!!!!!!!

Q6	139	Jul 12, 2016 5:09 AM	I invested in a home in single-family zoning and do not like that changed out-from-under-me in a way that blatantly benefits developers without considering effects for the neighborhood and community.
Q6	140	Jul 12, 2016 4:32 AM	This rapid growth is out of hand & we need to preserve these beautiful single family homes and surrounding areas. Trying to cram more people in this city with less parking and terrible transportation is not the answer. All these proposed "improvements" come at a cost and people cannot afford it and are being priced out of Seattle. What once was a beautiful quiet Ballard is now a ridiculous expensive and crowded area. Stop this growth!
Q6	141	Jul 12, 2016 3:07 AM	I have not noticed problems with the greenway at 85th and 17th I would request that no single family area in Crown Hill Urban Village is upzoned yet. If you look at the amount of vacancies in Ballard it is over 10% - with "lease-ups" which are the vacancies in the new buildings around. This is a high vacancy rate which means there IS enough housing right now.  Instead of upzoning here, do the upzoning around the fast transit stops that will be coming on-line soon - like Roosevelt, Northgate and the existing station at University of Washington. These areas will have true rapid transit and have more of the infrastructure for the upzones in place already.  Create policies promoting slow steady growth instead of the fast growth that is occurring now which cannot be sustained.  Stop issuing building permits until Developer Impact fees are in place. Then stay within the limits you have set instead of allowing the number of permits to be exceeded as has happened in many areas of the city including Ballard which is already at 440% of it's 2024 growth target.  Don't push single families out of Seattle just to please developers!  Also, try and stop people from foreign countries from buying up our real estate as an investment. Make real estate available to people who want to live here. Enacting policies to incentivize this will make our real estate more affordable and will prevent real estate bubbles in the future when foreign investors decide to move their money to the next profitable location.
Q6	142	Jul 12, 2016 1:09 AM	
Q6	143	Jul 11, 2016 10:49 PM	Concerned about DADU and ADU proposed changes by CM O'Brien which would greatly increase their square footage, decrease lots on which they can be built, and exempt parking for them. I also oppose allowing both an ADU and a DADU on the same lot. One or the other is sufficient density for our family blocks.
Q6	144	Jul 11, 2016 9:49 PM	I have many times suggested that the City should take advantage of the recent state legislation which allows the city to make the residential speed limit be 20 (instead of the old state default of 25). This would be a simple measure.
Q6	145	Jul 11, 2016 7:18 PM	Improve police response time, and presence. Think Safe Neighborhood. Work with the community more and include us in the decision making.
Q6	146	Jul 11, 2016 6:47 PM	PLEASE consider building codes that enforce the construction of units in keeping with the character of the neighborhood. The buildings that are currently being approved are horrific eyesores that look like commercial buildings and blot out the skyline of homes around them. A village should LOOK like a village, not a collection of office buildings.
Q6	147	Jul 11, 2016 4:51 PM	I've been working to improve my home with many expensive (for me) upgrades since I purchased it in 1998. My thought was to never move again. Now, with homes on both sides of me up for sale, I fear I will be the center of a sandwich with large town home complexes towering over me. At that moment, my single family home will no longer be attractive to me or any potential buyer. These zoning changes will force me to sell to developers for more of the same and further the destruction of a lovely single family street.
Q6	148	Jul 11, 2016 4:12 PM	While I appreciate the need to increase density I am not in favor of changing the overall character of our neighborhood to be more and more stack and pack density structures and fewer single family homes.
Q6	149	Jul 11, 2016 3:19 PM	Protect your taxpaying citizens from the criminals wondering our streets.
Q6	150	Jul 11, 2016 2:07 PM	TO GET HALA BACK TO THE DRAWING BOARD AND INCLUDE THE CITIZENS THIS IS GOING TO AFFECT!!!!!! THEY SHOULD NOT BE ABLE TO DO WHAT THEY ARE WANTING TO DO. THIS IS WRONG WITHOUT HOMEOWNERS/CITIZENS INPUT. GO BACK TO DRAWING BOARD HALA!

Q6	151	Jul 11, 2016 1:56 PM	<p>I'm deeply concerned about the HALA proposal for increased density in non-arterial neighborhood streets. Small in-fill through mother in law units that creates additional housing is great, but the city's desire to allow large developments like apartments or apodments with many units to replace what was a single family home is ridiculous. Those developments change the character of a street, block light and sightlines for the adjacent neighbors and, per the city's rules, fail to provide adequate parking. That in turn creates jammed streets with lots of cars, making it harder to find a space and increasing traffic around areas where kids play. Larger developments need to be concentrated on arterial streets.</p> <p>Time and time again, we've seen that the new developments aren't affordable and that adding more housing stock isn't increasing affordability here. It's developers razing affordable housing to build premium \$1+ million homes or building expensive luxury apartments, condos or townhomes that could never be classified as affordable. So, these arguments of HALA proponents make little sense in the face of actual economic incentives for the developers.</p> <p>One of the things about Seattle that makes in special and differentiated from other cities is that it has wonderful neighborhoods anchored by single family homes and those neighborhoods have different feels and character. Some of these urban density activists need to stop trying to create NYC or Chicago in Seattle and destroying what makes it unique and wonderful.</p>
Q6	152	Jul 11, 2016 1:26 PM	<p>What does it mean to have the dotted line go right thru your house? 9008 11th ave. I'm hoping that means 90th gets a sidewalk. But does that mean the houses on the north side of 90th would be rezoned?</p>
Q6	153	Jul 11, 2016 8:23 AM	<p>More rickshaws on 15th</p>
Q6	154	Jul 11, 2016 6:44 AM	<p>I've live in this area for over 25 years. It has become increasingly more congested with traffic, parked vehicles blocking driveways, mailboxes, obstructing visibility. Daily there are reports of vandalism or theft with limited police assistance. Easements and yards have become dumping grounds for trash (I picked 267 cigarette butts in one afternoon). As a single female it no longer feels safe at home</p> <p>or away. I understand the desire to increase housing availability but it's coming at a high price to those of us who have spent time and money to create our own place of sanctuary. I realize that the planners really don't care that the direction taking place has serious consequences for those of us who have lived here for years but I'm quite sure you're glad it isn't happening to yours.</p>
Q6	155	Jul 11, 2016 4:43 AM	<p>Accommodating density without concurrent infrastrucure improvements can easily break Seattle, its budget, its character, and backfire by causing lower income folks, young families, NYMBYs, and old people to move away. Better to slow the growth down, (not stop it), with higher impact fees. That will kill two birds with one stone. Remember--In theory, theory and practice are the same. In practice, they are not. Smart growth remakes of cities are theoretically going to solve everything. But we can't just do part of it and expect the rest - mostly funds-to arrive at a later date. We must take the time to figure out how to do it right.</p>
Q6	156	Jul 11, 2016 4:25 AM	<p>With recent attempted home break-ins, hate crimes, vandalism, and loitering in residential areas, my neighbors all agree that we would like to have more police presence in the neighborhood (I own a home near the intersection of 8th &amp; 100th).</p>
Q6	157	Jul 11, 2016 2:52 AM	<p>It would be great if the CHUV website had a way to "share" its information to individuals' Facebook pages. Spread the word.</p>
Q6	158	Jul 11, 2016 2:51 AM	<p>WHY IS THERE NO IMPACT FEE ON NEW DEVELOPMENT?</p>
Q6	159	Jul 11, 2016 2:04 AM	<p>I have heard that re-zoning single family into multi-family zoning could extend beyond the CHUV proposed expansion area (black dashed line). I would like confirmation that the rezoning will not go beyond the CHUV proposed expansion area. I bought a house close to Dibble &amp; 90th about 2 years ago for the neighborhood feel while being close to the city where I work. Rezoning these streets of SF housing would change the community feel that Crown Hill has. Please keep the multi family rezoning to within the CHUV proposed expansion area.</p>
Q6	160	Jul 11, 2016 1:12 AM	<p>I am strongly in favor of building a solid infrastructure to increase density, but again, terrified of displacement. We worked hard to buy this home and if we were forced to leave it because of growth around it, we couldn't afford to buy in Seattle anymore. I have lived here my whole life, nowhere else is home to me.</p>

Q6	161	Jul 11, 2016 12:22 AM	Multiple housing should be restricted to current area already zoned as such. We need single houses that are moderately priced. The city council needs to realize current upzoning policy only profit the developers.
Q6	162	Jul 10, 2016 11:35 PM	The southern edge of the proposed expansion zone should end at 80th- not severely cut into the established and fairly affordable neighborhood of Whittier heights below 80th. Putting the boundary so that it cuts blocks in half is irresponsible for the few remaining lots that will be zones single family. 80th is a logical and understandable southern boundary.
Q6	163	Jul 10, 2016 9:51 PM	I am concerned that you are building density without considering traffic flow and how to access neighborhoods in a safe, efficient way.
Q6	164	Jul 10, 2016 6:28 PM	Stop with pricing renters out of the Seattle area as a whole and this area in particular. Rent amounts are absolutely IDIOTIC as are housing prices. The REAL people who live and work in the area can not afford to live here. This is getting beyond stupid and greedy.
Q6	165	Jul 10, 2016 5:05 PM	I have plans to remodel my house, so that we can live in Crown Hill for years to come, and this whole Urban Village upzoning is really making me question whether I will want to live here for years to come. I'm so disappointed in those representing us. Please allow us to keep our single family neighborhood. None of us want it to change into condos and apartments everywhere. That will change the overall feel of the neighborhood into something I don't want to be apart of. Parking is a serious issue now. I can only imagine what it will be like once all this additional building transpires. Please represent the people in this neighborhood. We don't want upzoning!
Q6	166	Jul 10, 2016 3:38 PM	traffic and parking.
Q6	167	Jul 10, 2016 3:33 PM	Crown Hill does not feel safe at this time. Also traffic speed on 85th and 15th is pretty bad and unsafe.
Q6	168	Jul 10, 2016 3:09 PM	As residents of this part of Seattle, we appreciate being updated on the progress/proposed changes so we can participate in the development process to make this development process the best it can be.
Q6	169	Jul 10, 2016 1:52 PM	Make the transition between commercial and single family housing gradual so that new huge town homes don't abut sfh. Might need another zone code. The sfh will loose value if next to a bunch of three story mega condos. Promote the "cottages" idea. Clusters of smaller units that are more affordable. Insure mixed affordability. Not just tiny apts or those apodments next to expensive townhouse/ condos. We need housing for all income levels not just development that make the builders the most money. This means AFFORDABLE rents for independent local businesses and residents. Even if within a new building. Don't destroy the true nature of CHUV which is a mixture. And were small independent local business can flourish. We don't need empty store fronts, chain stores, and hi-end stores. We need businesses owned by locals.
Q6	170	Jul 10, 2016 1:42 PM	Read above comments. I have no faith in Murray or O'Brien doing the right thing.
Q6	171	Jul 10, 2016 5:21 AM	We are retired and being taxed out of town. How can elderly maintain any kind of lifestyle and continue to pay such high taxes.
Q6	172	Jul 10, 2016 5:19 AM	BUILD WIDE SIDEWALKS TO WALK SAFELY ON, BUILD WIDE ROADS SO THAT THERE CAN BE PARKING AND EASY TO SEE, INSTALL CURBS AND DRAINAGE ON ALL OF THE STREETS. REPAIR ALL OF THE INTERSECTIONS
Q6	173	Jul 10, 2016 4:49 AM	Additional education and awareness for the public on proper disposal of syringes. Additional disposal boxes in public areas. Additional funding for addiction treatment centers. Increased coordination between police and prosecutors to offer treatment as viable option to jail time. Increase priority for criminalization of hard drug use in vehicles by using the same "probable cause" methods officers use for DUI arrests (a RV surrounded by needles should create the same probable cause as a driver who throws a beer can out the window).
Q6	174	Jul 10, 2016 12:04 AM	Apply full impact fees to developers city wide to PAY for all of these needed infrastructure improvements. Saying it's not allowed by Washington law is simply false, as other cities in Washington do so.
Q6	175	Jul 9, 2016 11:04 PM	I fully support the HALA plan to make Crown Hill a denser urban village.
Q6	176	Jul 9, 2016 11:02 PM	Thank you for helping us stay vibrant and maintaining livability around our home.
Q6	177	Jul 9, 2016 9:19 PM	Really worried that my building will be torn down in order to build denser housing. And that I will not be able to afford to stay in the area.
Q6	178	Jul 9, 2016 7:59 PM	Please for the love of god, including parking in new buildings and dwellings. Cars aren't going away and need to be accommodated.

Q6	179	Jul 9, 2016 7:59 PM	Thanks for all the leaders do to ensure Seattle has a smart growth plan that includes pedestrian safety (sidewalks!), adequate schools (no portables!), keep and maintain our current parks and don't waste money on new ones. Encorporate public art and green space / open space as part of developers requirements when putting up new commercial live/work buildings. Fund adequate public transportation.
Q6	180	Jul 9, 2016 7:19 PM	<p>Thank you for putting this together. I am sure the City leaders will take our suggestions seriously. People who actually live in CHUV know what is needed to improve livability. Let's make the place a better place to live now, while we have the chance!</p> <p>I did not see anything specific about increasing density through mother-in-law apartments. If it could be made easier for a homeowner (like myself) to add on an apartment, or even a mother-in-law cottage....perhaps it would increase affordable housing. I am only guessing about this. What do you think?</p>
Q6	181	Jul 9, 2016 6:10 PM	Do not expand into single family areas; <b>grow up, not out.</b> Provide infrastructure updates BEFORE building. Mandate 10% affordable housing in each project.
Q6	182	Jul 9, 2016 5:59 PM	I am concerned about how the parking if we won't have good access to light rail until 2029
Q6	183	Jul 9, 2016 5:31 PM	<p>Increased density is going to happen, whether we want it to or not so we need to have it done intelligently, to the long term benefit of the people who live here in Seattle, not out of state developers or the politicians.</p> <p>Home owners who have been paying into the system with our property taxes are being shut out of the decision making, and purposefully labeled NIMBY types to force through a position that really only benefits developers and politicians.</p> <p>Designating urban villages instead of sharing the density increase across ALL neighborhoods is unfair, and targeted at those neighborhoods. Development should be along existing North to South corridors.... Aurora, 15th, etc. We're told time and again density needs to happen along transit. Well, transit in Crown Hill is terrible, and infrastructure lacking for what is all ready here. Pulling down affordable single family to put in higher cost housing is serving no one that truly needs affordable housing.</p>
Q6	184	Jul 9, 2016 5:13 PM	<p>Growth initiatives must be measured and thoughtful with infrastructure, drainage, and transit as core considerations. As the neighborhood grows, dedicated resources must be dedicated to managing the spillover effects of growth and density -- increased need for sidewalks, increased strain on drainage systems, increased crime, increased transit ridership.</p> <p>It's disturbing to watch our green space around houses being removed and oversized houses built all the way to the property lines. We must keep some of our green spaces for clean air, water and storm water runoff.</p> <p>Before any new development is even considered in these area the infrastructure i.e. sidewalks must be installed. Perhaps we should be adding a charge to the developers for these improvements. My property value just went up \$80,000 that was on top of last years large increase. Why should I be paying such huge increase in taxes for other gains.</p> <p>I'm also very concerned about he removal of affordable housing that is being replaced by high cost rentals/high cost mortgages.</p>
Q6	185	Jul 9, 2016 5:02 PM	Thank you

Q6	186	Jul 9, 2016 4:58 PM	When upzoning I'd like to see height restrictions increased to 10 stories. Greenwood Avenue from Holman road to where it becomes Phinney would be ideal. I also think replacing on-street parking on this corridor with rapid transit would be an excellent plan.
Q6	187	Jul 9, 2016 4:10 PM	Imagine a vibrant community filled with parks and sidewalks. Everything we need is within walking distance, we can walk to the grocery store, walk to the library, walk to the bus stop. Public transportation is fast and reliable. We have a chance to create something wonderful. This is the Crown Hill Urban Village that I hope we create.
Q6	188	Jul 9, 2016 3:39 PM	QUIT talking about managing rezoning to multifamily and start talking about stopping it!
Q6	189	Jul 9, 2016 3:11 PM	Proper urban planning is the key to creating a livable, workable, and attractive neighborhood that will thrive for decades to come. This is a no-brainer. We have an excellent opportunity NOW to do this right. I am NOT anti-growth. Growth is needed as our city attracts more and more new residents. To remain an attractive city to move to, we MUST approach growth with an intelligent, measured approach. The time to do this is NOW. Please don't waste this opportunity.
Q6	190	Jul 9, 2016 1:34 PM	I think we should be putting greater emphasis on adding ADUs. The process should be streamlined and the city should be more willing to work with homeowners. The current push for new apartment buildings and townhouses changes the character of the neighborhood too much, IMHO. Instead, ADUs would allow us to increase density but maintain the character of our neighborhood. This applies city-wide, not just CHUV. Why do developers have so much sway with local politicians?
Q6	191	Jul 9, 2016 1:08 PM	While it is important to work with Seattle public school on capacity issues, know that the district has a proven record of ignoring public comments and concerns. Specifically, any school modernization and expansion should preserve neighborhood schools, provide safe and adequate outdoor play areas for kids and not deprive the community of or destroy existing green open spaces on SPS property. Consider the debacle at loyal heights elementary for illumination of these issues.
Q6	192	Jul 9, 2016 12:33 PM	I am concerned about rents going up or my landlord selling and being forced to move out of the neighborhood because it is becoming too expensive to stay.