

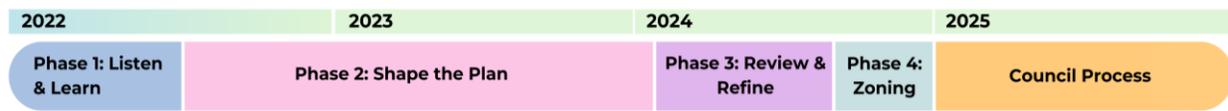
One Seattle Plan – Comprehensive Plan Update

Draft Plan Engagement – Spring 2024 – Public Comment Summary

Background

Engagement for the One Seattle Plan Comprehensive Plan Update has spanned three years across four phases.

- In Phase 1, “Listen and Learn,” we introduced the planning and engagement process to the public, gained insights into the major issue areas to be addressed, and established the tools and community relationships that informed the Plan Update.
- In Phase 2, “Shape the Plan,” OPCD deepened community engagement through comment periods and community conversations that informed and shaped growth alternatives, the scope of environmental analysis, and new and revised Comprehensive Plan policies.
- Phase 3, “Refine the Plan,” began with the release of the Draft Plan and Draft EIS. OPCD provided a range of opportunities for the public to learn about the draft analysis and the draft Plan and to provide input as we move toward a preferred growth strategy alternative and transmittal of a final “Mayor’s Plan” to City Council.
- Phase 4, “Zoning Update Engagement,” included the release of the mayor’s recommended Growth Strategy and draft legislation with zoning changes to implement the strategy. It included a comment period for public input on the draft zoning legislation.



This document provides a summary of public comment received by the Office of Planning and Community Development (OPCD) during Phase 3.

Phase 3 of engagement began with the release of a Draft Environmental Impact Statement (DEIS) and Draft One Seattle Plan (Plan). This phase involved multiple opportunities for the public to learn about the DEIS and the Draft Plan and to provide public comment during a 60-day comment period. Phase 3 also included release of initial concepts for zoning changes to comply with HB 1110, with an opportunity for the public to comment on this material as well.

Objectives for Phase 3 included the following:

- Engage with the public broadly with information about the Draft Plan, especially the draft Growth Strategy, and DEIS, with opportunities to provide comment.
- Solicit public comment on the draft Growth Strategy, including the number and location of centers and corridors identified for increased density and housing options.
- Provide additional engagement opportunities related to potential zoning changes to implement HB 1110.

- Sustain capacity and continue targeted engagement with BIPOC and other marginalized communities throughout the review and comment periods.

Phase 3 included a 60-day comment period for the Draft Plan, draft zoning proposal for HB 1110 implementation, and Draft EIS. Outreach to the public included seven in-person open houses in locations across the city and one virtual open house. OPCD supplemented the open houses with more than 30 presentations to citywide and community-based stakeholder groups. An Engagement Hub website included extensive information about the Plan proposals along with tools for the public to provide comment, such as a clickable document to provide comments directly on the Draft Plan. DEIS outreach was hosted on a StoryMap website and also included public information sessions and hearings.

Additional detailed documentation of engagement activities during Phase 3 can be found in the One Seattle Plan Engagement Summary Report [here](#).

Short summary of key public comment metrics and who we heard from

During the spring 2024 comment period, OPCD received a total of nearly 6,000 individual comments. This included approximately 300 written comments submitted at open houses and more than 1,600 emails. In addition, more than 3,700 individual comments were received on the online comment tool from more than 1,200 unique commenters. More than 500 comments were submitted by the public on the Draft EIS.

OPCD received comment letters from dozens of stakeholder organizations representing perspectives that ranged from environmental, business, housing, community groups, public agencies, and others. Three of the letters were from coalitions that altogether represented more than 100 organizations. Letters from individual organizations numbered more than 90.

The following sections summarize major themes and highlights of the content of the comments received. Not every point in every comment is reflected in this summary, but links to comments received can be found on the One Seattle Plan website.

Growth Strategy, Land Use, and Housing

The Growth Strategy element received the most feedback out of all the Draft Plan elements—roughly one-third of all comments received pertained specifically to this element. In addition, comments made on the Land Use and Housing elements primarily related to the Growth Strategy as well and are summarized along with the Growth Strategy comments below.

General Comments on the Growth Strategy

A majority of comments expressed strong support for:

- Policies and strategies that significantly increase housing supply overall.
- Allowing diverse housing choices in all neighborhoods, especially areas of the city that have historically been restricted to mostly detached homes.
- Planning for more housing density near transit, including both rail and bus transit.
- Support for complete neighborhoods with housing near shops, services, and amenities (often referred to as the “15-minute city” concept).

- Strategies to redress a history of racial and economic segregation and racially disparate outcomes in housing, such as redlining and racial covenants.
- Strengthening the draft Growth Strategy to include additional housing and density in more locations.

Additionally, we heard support for:

- Planning for more housing and density in proximity to large parks and water bodies, and also near schools.
- Adding housing density as a strategy to meet our climate goals, specifically reducing transportation sector emissions by locating more housing near major job centers.

Some comments supported actions to address regulatory barriers to new housing, with themes that included:

- Simplifying the City’s zoning rules and processes to reduce delay and costs of housing production, including streamlining approval processes.
- Reduction or elimination of parking requirements for new residential development.

Many commenters advocated for the inclusion of policies that support equitable development and address displacement, specifically by:

- Adding affordability bonuses for new housing development.
- Strengthening policies around right-of-return for displaced residents.
- Providing support for first-time and legacy homeowners.
- Creating affordable housing in all parts of the city, especially in wealthier, historically restricted areas where displacement risk is lower.
- Need to mitigate the potential impact of new development on existing households and businesses that are vulnerable to displacement.

Growth Strategy– Regional Centers and Urban Centers

Comment themes included:

- Strong support for designating Regional Centers around high-capacity transit, such as light rail, including University District, Northgate, Capitol Hill, Ballard, Uptown, and Downtown.
- Generally increasing the number and size of designated Urban Centers.
- Support for increasing height limits in already established centers to allow more housing.
- Expansion of existing centers to include complete 10-minute (half mile) walksheds around transit stations.
- Support for designating new Regional Centers in neighborhoods including West Seattle and Mount Baker.
- Support for proposed new Urban Center at the NE 130th St. light rail station.

Growth Strategy – Neighborhood Centers

Comment themes included:

- Generally, strong support for the addition of Neighborhood Centers as a new place type in the City’s growth strategy
- Generally, calls to increase the number of Neighborhood Centers from the proposed 24 centers in the Draft Plan, including:
 - Some called for adding all Neighborhood Centers that were studied in the DEIS.
 - Adding NCs in areas at low risk of displacement and in consideration of a history of redlining and housing exclusion.
 - Some commenters recommended specific locations for desired Neighborhood Centers.
- Calls to increase the size of Neighborhood Centers beyond the proposed three-to-four-minute walk distance to accommodate more housing, support and expand local businesses. A radius of a quarter mile was often mentioned.
- A desire to see Neighborhood Centers as complete mixed-use neighborhoods with both housing and a variety of goods and services, including public, private commercial, and community-based activities.

Growth Strategy – Urban Neighborhoods

Comments relating to the Urban Neighborhoods designation in the draft Growth Strategy included comments on proposed missing middle housing to comply with HB 1110 and comments related to proposed upzoning for higher densities along frequent transit arterials.

Regarding zoning for middle housing, comment themes included:

- General support for policies and regulations that meet or exceed the requirements to allow middle housing consistent with HB 1110.
- Comments about specific provisions of the draft zoning proposal, including both calls for new or expanded provisions and concerns about middle housing, are covered in later sections of this summary.

Regarding policies on upzones along transit arterials within Urban Neighborhoods, comment themes included:

- Support for the general approach to add housing density near transit.
- Many comments called for a more geographically extensive approach toward adding density along bus transit corridors that does not restrict upzones to locations that are directly on the arterial and would include wider corridors that extend a block or further from the transit route. Many called for allowing midrise development within a quarter mile of frequent transit.
- We also heard more specific comments raising concerns around concentrating housing along arterials because of noise and environmental health impacts and calling for:
 - A more equitable housing distribution across quieter residential streets with a better environment for residential uses.
 - Measures to improve arterial conditions, especially safety for pedestrians, and thereby the quality of life for residents.

Comments on Draft Neighborhood Residential Zoning Proposal

Comment themes included:

- Generally, strong support for a robust approach to implementing HB 1110 that meets or exceeds state requirements and model code provisions.
- Generally, negative feedback about the proposal to apply a lower density of middle housing in areas with higher risk of displacement. Generally, comments on this topic called for application of HB 1110 in all areas zoned Neighborhood Residential, regardless of displacement risk. Reasons for opposing the proposal included a desire to see more housing in all areas to meet community needs and a desire to retain wealth building opportunities for legacy homeowners of color in formerly redlined areas of the city.
- Many commenters urged OPCD to increase the allowed floor area ratio (FAR) from the proposed 0.9 to an FAR of 1.2, which would be consistent with the state model code for HB 1110. Commenters expressed concern that restricting floor area would reduce overall middle housing production and also result in smaller units that are not family sized.
- Calls for the proposal to be revised to allow reduced setbacks for middle housing.
- Recommendations to allow more density on each lot than required by state law.
- Many commenters asked the City to do more to allow or incentivize stacked flats as a form of middle housing that is more affordable and accessible. This was frequently coupled with a concern that middle housing development would be dominated by vertically oriented townhome development that was not a preferred housing type of many commenters.
- General support for the proposed affordable housing incentive along with calls for the City to do more to encourage affordable homes in NR zones.
- Many commenters urged OPCD to reduce or eliminate parking requirements, both in NR zones and citywide, to encourage more housing development, reduce costs, meet climate goals, and reduce impervious surfaces.
- Broad support for the proposal to allow corner stores in residential development in all neighborhoods. Some called for OPCD to consider expanding allowed non-residential uses to more locations than just corners.

Concerns about Increasing Housing Density

While most comments received in response to the Draft Plan and Draft Neighborhood Residential Zoning Proposal were favorable and in many cases calling for the City to add density in more places, there were also commenters that expressed concerns or opposition to increasing density.

The concerns can be grouped under the following themes:

- Loss of tree canopy, with concerns that included:
 - New development would result in cutting down trees, especially mature trees.
 - New middle housing development would not have sufficient open space for tree planting.
 - Trees would not be maintained by owners.
 - Impacts on climate resilience, with exacerbation of urban heat islands. Trees can help to mitigate these impacts.
 - Biodiversity benefits of tree canopy would be degraded, reducing habitat.

- Calls for stronger tree preservation policies and regulations and/or requirements or flexibility for new development and trees to coexist on same lot.
- Neighborhood character, with concerns that included:
 - New development would not be at same scale and architectural style as existing development.
 - Calls for using some form of design standard or design review process with new middle housing development in NR zones.
- Historic preservation concerns, including:
 - Potential loss of structures through redevelopment that are seen as having historic value.
 - Infill development within historic districts, including nationally designated areas, that is seen as incompatible with the existing scale and architectural style of the area.
 - Desire for changes in growth strategy and/or stronger historic preservation policies in the Plan.
- Concerns about sufficiency of infrastructure to support growth, including:
 - Transportation (roads, sidewalks, bike lanes, transit service)
 - Sewage and other utilities
 - Parks and open space
- Other concerns included:
 - Loss of views from existing homes
 - Diminished light and solar access for adjacent or nearby properties

Transportation Element

Comments on the Transportation element of the Draft Plan emphasized reducing reliance on private automobiles by enhancing public transit, cycling, and pedestrian infrastructure. Specific themes fell under the broad categories of:

- Bicycle and pedestrian infrastructure
- Transit
- Freight
- Safety

General themes in the comments included:

- The Plan should do a better job of aligning transportation investments and priorities with the new Growth Strategy.
- Many commenters urged the City to repurpose street space away from cars towards public transit, walking, and cycling.
- Strategies such as imposing impact fees on developments that prioritize car use, removing parking, building car-free zones, and enforcing strict violations against illegal parking and driving in bike/bus lanes were proposed.
- There were also community members who voiced concerns about parking supply and wanted to see more space for parking preserved and created in their neighborhoods.

- Many comments also mention the importance of maintaining current infrastructure, including repairs to bridges, sidewalks, and potholes.
- Multiple comments express worries about the state of existing infrastructure, including roadways, bridges, and drainage systems, along with doubts about the ability of the City to pay for them.
- The Plan should do a better job of addressing accessibility and public health, especially in transportation.

Bike & Pedestrian Improvements

Many comments emphasize the need for more robust, safe, and connected infrastructure for cyclists and pedestrians, with a particular emphasis on protected bike lanes and safe crossings.

Major comment themes included:

- Concerns about safety on the streets for non-car users, citing specific issues like fast-moving traffic, lack of enforcement for motor vehicle violations, and the need for physical barriers to protect cyclists and pedestrians.
- Support for the twin strategy of more enforcement of traffic laws and redesigning streets to reduce speeding and prioritize vulnerable road users.
- Commenters strongly call for the policies that make streets safer by providing more infrastructure for cyclists and pedestrians. Specific suggestions include:
 - protected bike lanes
 - one-way streets in residential areas
 - physical barriers separating traffic from pedestrians
 - narrowing roadways
 - reducing lanes
 - adding curbs and street trees
- Desire to see the completion of existing trails, such as Chief Sealth Trail, Burke-Gilman trail, and missing links that impede the safe and continuous use of the trails. Commenters also indicated the need for bike connections to extend and connect different parts of the trail network, such as connecting Seward Park to Eastrail, linking the Interurban Trail through the city, and addressing the gap between the I-90 trail and the new waterfront trail network.
- Calls for reducing the number of private vehicle trips, investing in automatic enforcement of traffic violations, making streets more pedestrian and cyclist-friendly, and implementing traffic calming measures to promote safety.
- Enhanced crosswalks, cycle lanes, and barriers between roads and sidewalks were among the solutions proposed to create a safer and more intuitive network for non-motorized users that connects to transit hubs and reduces traffic congestion.
- Support for creating pedestrian-only zones, decreasing car lanes in favor of biking and transit lanes, and promoting pedestrian-friendly urban design.
- Enforcement of existing traffic laws and the implementation of new safety measures
- Automated speed and red-light enforcement, along with the strict enforcement of traffic rules, to protect pedestrians, cyclists, and other vulnerable road users

- Major investments needed to complete the sidewalk network, especially in areas of the city that have been underinvested in sidewalk infrastructure.

Transit

Comments reflect a widespread desire for more frequent and reliable bus service between and across neighborhoods. Specific comments addressed:

- Importance of reducing wait times and reliability.
- Need for improved connectivity between routes and transit modes, especially bus connections to light rail.
- Desire for more east-west bus routes and more direct routes to Downtown.
- “Last mile” mobility options to reach transit from home.
- Other suggestions for improvements included:
 - express routes
 - better signal timing
 - bike share & scooter docks at stations
 - loop services to connect neighborhoods and key destinations
 - New transit-only lanes and better enforcement of existing lanes
 - Transit connections to parks (e.g., Discovery Park, Green Lake Park, Golden Gardens) and waterfront amenities

One specific area for improvements mentioned in multiple comments was along Aurora Ave N, with suggestions for a reduction in car lanes, addition of center-running bus lanes, protected bike lanes, wider sidewalks, more trees, green space, and signalized crosswalks to increase safety and livability.

Trucking, Large Vehicles, and Freight

Comments relating to freight movement included:

- Interest in continuing, protecting, and enhancing industrial and port areas and facilities and key freight movement corridors.
- Support for public sector actions to facilitate electrification of the freight system.
- Concern about the impact of large vehicles on public safety, suggesting various measures to reduce or regulate large vehicle traffic while prioritizing pedestrian safety and livable urban environments. Ideas include taxing large personal vehicles, rethinking street use to accommodate alternatives like cargo bikes, implementing safety improvements, and shifting to alternate transport modes to alleviate truck traffic on city streets.
- Suggestions to integrate urban freight logistics with public transit systems. They propose innovations like Freight-and-Bus Only Lanes (FAB Lanes), utilizing rail hubs, and creating neighborhood micro-distribution centers for cargo bikes to enable smoother logistics that coexist with public transit and potentially reduce truck reliance.
- Support for a more balanced approach to street use, accommodating both freight needs and community livability. Commenters propose adjustments to industrial zoning, creating satellite distribution facilities, regulating housing development in relation to truck routes

and transit lines, and evaluating street priorities to achieve a better balance between freight transport and neighborhood qualities.

Safety

Fostering a safer transportation system was a broad theme among many commenters. Major themes included:

- Calls for more action towards improving safety to achieve Vision Zero, the goal of eliminating traffic fatalities and serious injuries on Seattle’s streets.
- Commenters suggest various measures such as building protected bike lanes, enforcing speed limits, implementing traffic calming designs, and prioritizing pedestrians and cyclists over vehicle traffic.
- Desired improvements to infrastructure for pedestrians and cyclists in order to reduce collisions and fatalities. Suggestions include advocating for better crosswalks, protected bike lanes, reduced car lanes, and pedestrianized areas to encourage non-vehicle transportation and enhance safety.
- Desire for stricter enforcement of traffic laws, including the use of speed and red-light cameras, to deter dangerous driving behaviors and improve street safety.
- Focus on redesigning roads to encourage slower vehicle speeds, such as implementing physical traffic-calming measures, narrowing lanes, and redesigning intersections. Some comments also advocated for reducing vehicular traffic lanes to make way for other modes of transport.

Housing Element

Housing Supply

Many commenters stressed the need to provide for increased and more diverse housing supply. Many of those comments that related directly to the Growth Strategy are summarized in that earlier section. Other comment themes in response to the Housing element related to supply included:

- The Plan should allow the development of a wider variety of housing types, including flats, condos, and multifamily buildings, as current options are perceived as inadequate.
- Need for larger units to accommodate the needs of families and multi-generational households, including suggestions that the City should adopt incentives for such units.
- Several comments advocated for the construction of more condominiums and co-operatives as opposed to townhouses or apartments, citing benefits such as home ownership opportunities and suitability for young families.
- The importance of situating housing, particularly affordable and family-sized units, near public transit to facilitate car-light living, enhance mobility, and ensure accessible living for all income levels. Comments emphasize the need for building homes off arterials but still close to transit for a quieter, less polluted living environment.

Affordable Housing

Comment themes included:

- General recognition and support for funding for affordable (rent and income restricted) housing.
- Concerns around over-concentration of affordable housing in low-income areas, and call for locating new rent and income restricted housing across all city neighborhoods.
- More equitable housing distribution across the city and lower displacement risk factors for low-income and minority communities.
- Include policies that support social housing and leverage non-market solutions as a means to address housing affordability issues.
- Support for using public land for affordable housing.
- Support for broader use of density bonuses for affordable housing.

Housing Quality and Design

Comment themes included:

- Strong support for housing projects to adhere to environmental sustainability best practices and designs, citing examples like passive houses, geothermal networks, and sustainable materials like mass timber.
- Concern about the potential reduction in street-facing social spaces like porches, which could decrease neighborly interactions and eyes on the street, potentially affecting social involvement and crime rates.
- Concerns around the impact of development on trees and green spaces. Other comments advocate for the integration of greenery into new housing projects to maintain neighborhood aesthetics, mitigate environmental impacts, and support climate change goals.
- The importance of designing communal spaces that promote interaction and a sense of community. These include calls for open spaces that are people-focused rather than traffic-heavy, and designs that avoid the narrow footprints associated with townhomes.

Displacement

Many commenters focused on the ongoing threat of residential displacement. Key themes included:

- Concerns about displacement and displacement pressures and their impact on Seattle's communities, particularly on vulnerable populations and in historically redlined neighborhoods.
- Calls for the Plan to include more and stronger anti-displacement strategies.
- Many wanted the Plan to provide for more housing to relieve market pressures, especially housing in areas at low risk of displacement.
- Concerns about the effectiveness of the City's Tenant Relocation Assistance program due to the challenges of finding comparable housing within the same community.
- Concerns that current MHA policies do not do enough to prevent displacement or create housing affordability and suggest developers strategically avoid building affordable housing onsite due to associated costs.

- The Plan should do a better job of documenting the history of and actions to address racially disparate outcomes in housing.
- Commercial and cultural displacement need tools and resources as well.
- Concern about property tax impacts on households with low or fixed incomes.

Homelessness

Comment themes included:

- Concerns and suggestions about the homelessness crisis including suggested approaches of transitional and permanent housing, vehicle living lots, prevention and diversion strategies, rapid rehousing, and increased public housing.
- Importance of state support and the need for equitable distribution of human services facilities across the city.
- The need for the City to work with other groups like veterans' associations, jails, and foster care systems to develop effective homelessness solutions, as well calling the City to ask the state for more financial support.

Capital Facilities Element

Public Amenities and Infrastructure

Comments express a desire for improvements in public amenities, and call for stronger policy language that will support:

- Increased access to public bathrooms
- Strong ventilation and air filtration in buildings
- Better accessibility for public buildings and infrastructure
- Wanting more specifics around funding sources, including maintenance, and community agreements that facilitate equitable access to capital facilities.

Environmental Sustainability and Health

Comment themes included:

- Infrastructure investments that further the preservation of green spaces and wildlife
- Importance of policies that ensure capital facilities are designed with considerations for environmental sustainability and public health
- Wanting the Plan to include policies that support clean air, tree planting and preservation, wildlife safety, and sustainable design to protect both the environment and public health
- Capital facilities should be designed and maintained to be adaptable and resilient to future public health challenges, like future pandemics.

Public Safety

Comment themes included:

- Concerns with public safety generally and interest in more resources to fund improvements

Utilities Element

Comment themes include:

- **Infrastructure Development and Management**
 - The need for modernizing infrastructure. Suggestions include burying utilities, equitably distributing development fees, supporting high-density developments with lower utility costs, and upgrading water, sewer, and stormwater systems.
- **Utility Costs and Equity**
 - Suggesting the Plan establish a more equitable way to administer utility charges. Specific suggestions include lowering rates for high-density areas, revising connection fees to reflect the true density of development, and addressing the regressive nature of some existing tax systems.
- **Guiding the Transition to Clean Energy**
 - Suggesting ways the Plan can help bring the City closer to its goals of electrification, such as incentivizing the reduction in natural gas usage and considering nuclear power. Commenters repeatedly assert the Plan's need for clear policies that will ensure a transition to renewable energy sources without compromising on resiliency.
- Several comments suggest creating a municipal-owned internet service to improve competition, ensure broadband affordability, and guarantee service standards.

Economic Development Element

Comment themes included:

- **Housing and Employment Projections**
 - Concern over the adequacy of the Draft Plan's housing goals to match job growth numbers, potentially exacerbating housing costs.
 - Many comments highlight the fact that much of Seattle's workforce cannot afford to live inside the city because of the unaffordability of housing. In addition to support for more housing supply within the city, commenters also called for investments in regional transportation, since the majority of lower-income workers commute from elsewhere.
- **Support for Small Businesses and Commercial Space**
 - Need for the Plan to support more accessible commercial spaces to facilitate the growth of small businesses, as opposed to space that is seen as typically dominated by large businesses and corporations.
 - Suggestions included using zoning changes to expand land uses supporting new commercial spaces, funding maintenance of public arts that enhance business districts, and addressing empty storefronts through creative activation and engagement with potential business owners and community groups.
- **Improving Public Spaces and Placemaking**
 - Fund the arts and public space designs that can strengthen community identity.
- **Support for Historically Underrepresented Communities**
 - Strengthen policy language that provides support—beyond specific neighborhoods or districts—for BIPOC businesses. Commenters point out that the historical

economic burdens shouldered by the LGBTQ community, specifically, are overlooked.

Climate & Environment

Comment themes included:

- **Preservation of Urban Canopy and Green Spaces**
 - The Plan should enhance urban canopy, preserve mature trees, and increase green spaces. Suggestions include reallocating parking and road space for planting areas, creating safeguards around reducing tree canopy, and requiring developers to retain and work around existing trees during construction.
 - Calls to increase the City's tree canopy goal.
 - The Plan should consider and enhance urban biodiversity, as well as consider the role of trees in achieving climate resilience and public health goals.
- **Transportation and Climate Goals**
 - Many comments focused on the need to improve transportation infrastructure to prioritize walking, biking, and public transit over cars.
 - Suggestions included creating safe bike lanes and pedestrian infrastructure, incentivizing remote work, and reducing reliance on cars to reducing vehicle miles traveled (VMT). Some called for more aggressive policies, with measurable goals.
 - Prioritize mode shift as well as electrification to mitigate GHG emissions.
- **Housing and Growth**
 - The Plan should allow and promote more housing and denser development while maintaining neighborhood livability.
 - Contributors suggest that new housing should be located near transit and in areas that are convenient for residents.
 - Some comments also highlight the tension between encouraging new and more dense development and also preserving our green spaces and tree canopy.
 - Calls for housing regulations and designs that accommodate more trees on site.
- **Environmental & Climate Change Goals**
 - Strengthen policies related to environmental protection and climate change mitigation. These include stronger policies guiding clean energy usage, setting concrete targets for emissions reductions, and encouraging renewable energy adoption.
 - Hold developers accountable for preserving trees and consider biodiversity conservation when siting new projects.
- **Community Engagement and Inclusivity**
 - Calls for more active community engagement and inclusive decision-making when planning for new urban development with environmental impact.
 - The Final Plan should better reflect the needs and voices of marginalized communities, and ensure equitable distribution of green spaces, public services, and resources.
- **Waste Reduction and Recycling**

- Concerns around solid waste management, highlighting the need for greater waste reduction, improving recycling and composting services, and modernizing waste contracts to phase out carbon pollution. Suggestions included incentivizing reduced waste generation by businesses and updating policies to reflect current waste management challenges.

Parks & Open Space Element

Comment themes included:

- Expanding and Improving Open Space
 - Support for policies about creating and enhancing open spaces as the city grows. Suggestions ranged from widening freeways and creative reuse of underutilized spaces to the embrace of small but impactful designs like pocket parks.
 - Policies should emphasize the City’s capacity to maintain cleanliness and safety of current open spaces.
 - Some comments point to the need to adequately address existing residents’ open space needs before considering further densification of a neighborhood.
- Repurposing Roadways
 - Many commenters advocated for repurposing streets and rights of way to accommodate alternative modes of travel and also including making some streets car-free, removing roadways entirely, and promoting pedestrian zones.
- Environmental Goals
 - Comments urging more support for environmental stewardship. Priority issues include the protection of sensitive shoreline areas, the protection and expansion of Seattle’s tree canopy, the prioritization of biodiversity and conservation in environmentally sensitive areas and wildlife populations. Comments also urge the proactive integration of green building and sustainable landscaping practices into new development as we grow.
- Improved Community Services and Amenities
 - Calls for increased amenities in parks, with the goal of making these spaces more welcoming and accessible to a greater variety of residents. The most frequently identified desired amenity within parks is public restrooms, followed by off-leash dog areas.
 - Stronger policies that support engaging indigenous land stewardship and the creation and maintenance of communal gathering spaces.
- Connections to Public Transit
 - Importance of ensuring that parks and open spaces are accessible through public transit and walking paths.

Arts & Culture Element

Comment themes included:

- Support for Local Artists

- The Plan should support affordable living spaces for artists, better outreach and support for emerging local artists, and a system that allows local artists to thrive in Seattle without being displaced by economic pressures.
- Art and Cultural Identity in Seattle
 - Seattle is struggling to maintain its cultural identity amid economic growth. Comments reflect a concern that the City is prioritizing corporate interests and tourism over the needs of local residents and artists.
- Public Art and Cultural Facilities
 - Concern about a perceived lack of public art and cultural facilities in Seattle’s parks and open spaces. Suggestions that the Plan should articulate support for new public artworks, ongoing maintenance of existing public art, and cultural events.
- Inclusivity and Representation
 - A few comments emphasize the importance of not anglicizing Indigenous words used to refer to Seattle placenames, and suggest using the Lushootseed font as a standard to signal respect local cultures.

Community Involvement Element

Comment themes included:

- Inclusivity in Engagement
 - Concern that the City’s outreach and engagement processes are insufficient, especially regarding the involvement of underrepresented communities.
 - Comments reflect a call for better communication, more targeted outreach to non-English speakers and historically marginalized groups, and the creation of meaningful and lasting relationships with community groups.
 - Need for engagement that is tailored to the specific needs of diverse communities, such as the Asian community in the Chinatown-International District.