
TOMORROW'S ROOSEVELT NEIGHBORHOOD PLAN



March 1999

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Acknowledgements

Thanks to all who participated in Phase I and/or Phase II of Tomorrow's Roosevelt neighborhood planning process.

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Executive Summary

Tomorrow's Roosevelt has been working to develop their neighborhood plan since mid-1996. This document presents the results of this effort to produce a community-based plan.

Profile: Situated just east of Interstate 5, the core of the Roosevelt Neighborhood Planning Area is the historical neighborhood business district centered on Roosevelt Way NE and NE 65th Street. Surrounding the retail core and extending along Roosevelt and 65th is a mix of commercial and multifamily residential uses, including recent developments of a much larger scale than the older buildings. The remainder of the area consists of early twentieth century craftsman bungalow and Tudor houses, the Green Lake Reservoir and adjoining Froula Park, Cowen Park, Roosevelt High School and the Calvary Temple church.

The neighborhood is dominated by the impacts of automobile traffic on I-5 and its off-ramps, Roosevelt Way NE, 12th Avenue NE, 15th Avenue NE, NE 65th Street and NE 75th Street. The speed and volume of the traffic pose a major challenge to maintaining and enhancing the small town character of the neighborhood.

Process: The challenge of gracefully accommodating growth led to the development of a neighborhood plan in 1992. While this plan was not adopted by the City, it formed a foundation for this planning effort, and a core of community volunteers that has carried over into Tomorrow's Roosevelt.

Tomorrow's Roosevelt formally began Phase 1 of the Neighborhood Planning Process in January 1997. A survey and series of community meetings helped identify the issues that were most important to area residents and business people. Phase II began in January 1998 with the formation of a Steering Committee and subcommittees to develop the major elements of the plan: Land Use and Economic Development, Urban Design, and Transportation. A neighborhood design workshop in March began shaping those issues into specific proposals for the neighborhood. Many of the ideas generated there and by the planning subcommittees were presented at an Alternatives Workshop in May to get further public feedback. Another survey was done in the summer of 1998 to both inform the Roosevelt community about the planning effort and to get their input on some of the key alternative solutions for the neighborhood plan. Their responses helped further define priorities and strategies for the plan.

The key proposals being presented in the plan reflect the work of the three planning subcommittees and a fourth committee formed to look at housing issues, which are included in the Land Use and Development section. A section on Community Safety and Livability has been added to cover issues that arose through the planning process. These elements are described below along with three Key Strategies that integrate recommendations from the individual elements.

Land Use and Economic Development

The Roosevelt community seeks to direct growth over the next twenty years in ways that gracefully accommodate the expected 25% increase in housing units and improve the appearance and vitality of its small-town business district, while maintaining its family-oriented character.

Land Use Transitions and Building Heights: To protect the neighborhood from potential negative impacts of new development and promote growth that fits into its existing urban fabric, it is necessary to develop strategies to sensitively deal with transitions between divergent land uses and contrasting heights. To this end, limited up- and down-zones are proposed for further study to produce better transitional zones. In addition, Design Guidelines described below would encourage better architectural treatment of transitions between uses and heights.

Housing: Tomorrow's Roosevelt promotes development of a wide range of housing types and affordability, along with strategies to promote home ownership and maintenance. Strategies include zoning strategies to promote redevelopment and affordable housing, better enforcement of building and housing codes, and working with non-profit and for profit developers to promote housing and/or mixed used development in key areas.

Commercial Core: To maintain and enhance a vital, pedestrian-oriented retail core, commercial and mixed-use development should continue to be concentrated in the existing commercial core. This will be accomplished in part by allowing single-purpose residential development in the commercial zone north of the core, and by extending a modified pedestrian overlay zone within the core. A number of economic/business development strategies are proposed, including a self-guided walking tour, "welcome packages" for new businesses, and initiation of a "signature" event or festival. In addition, physical improvements, including gateway and streetscape treatments and improvements to the commercial pedestrian environment, along with planning for Sound Transit, will be key to strengthening Roosevelt's commercial core.

Urban Design

Tomorrow's Roosevelt proposes a series of physical improvements and guidelines for future development to enhance the appearance and vitality of the neighborhood.

Neighborhood Identity: Improving Roosevelt's identity as both a business district and a residential neighborhood could be accomplished through signature streetscape treatments on its primary arterials and gateway treatments at the major entrances to the neighborhood. Establishment of the Roosevelt Arts Council could help develop these signature treatments. In addition, encouraging local businesses to identify themselves as part of the Roosevelt neighborhood, and naming public facilities in the neighborhood "Roosevelt" would help promote Roosevelt's identity.

Pedestrian Environment: Improvements to Roosevelt's pedestrian environment will strengthen the business' district and make the neighborhood safer and more pleasant for all. Recommendations include curb bulbs to extend the sidewalks into the intersections to shorten crossing distances and create room for landscaping and street furniture improved crosswalk treatments, widening planting strips along 12th Avenue NE and widening sidewalks along Roosevelt Way NE, and creating a pedestrian connection to Green Lake along NE 70th Street.

Community Gathering Spaces: Providing better places for community gatherings - including both open spaces and neighborhood meeting places - is an important part of making Roosevelt a better neighborhood. Implementing the Cowen Park Master Plan, improving Froula Park – including potential improvements around the reservoir – and creating new Roosevelt open spaces in conjunction with large developments – including a central “Town Square” open space – are the key open space objectives. Several strategies for creating year-round meeting places for community groups are also proposed.

Roosevelt High School Design Issues: The planned renovation of Roosevelt High School in 2004-6 provides an opportunity to address several design problems and opportunities with the neighborhood, including the possibility of joint use of school facilities.

Design Guidelines: Tomorrow’s Roosevelt proposes amending and adopting the 1992 Roosevelt Neighborhood Plan’s design guidelines for new developments required to go through the City’s Design Review process, as well as reducing the size of projects required to undergo design review. Guidelines focus on encouraging better transitions between commercial and residential zones, facade design, sign design, pedestrian orientation, and parking lot landscaping.

Transportation

This plan presents alternative recommendations to calming the arterials that have such an impact on Roosevelt, suggestions for dealing with parking, and direction for light rail station planning.

Arterial Traffic: Two main alternatives for calming arterial traffic on Roosevelt Way NE and 12th Avenue NE were analyzed and presented for further study; converting the one-way couplet back to two-way traffic, and eliminating the peak hour parking restrictions if the streets remain one-way. With either configuration, curb bulbs and street trees would help slow traffic. Likewise, signage and signalization improvements are necessary and should be implemented.

Due to the reluctance of SeaTrans to further study the two-way conversion, and the divided opinions of the Roosevelt community on this proposal, Tomorrow’s Roosevelt is focussing on eliminating peak hour lanes and constructing curb bulbs configured to contain street trees to help slow traffic on Roosevelt Way NE and 12th Avenue NE.

Parking: Strategies for dealing with parking problems spilling over into residential areas from the business district, the high school, and the university, as well as parking management within the commercial area are proposed, including extending the Residential Parking Zone into Roosevelt and establishing a voluntary parking management plan.

Light Rail Station: Construction of the light rail line and station in Roosevelt will have a major impact on the neighborhood. This plan examines those impacts, strongly recommends a station in the commercial core, and provides direction for future station area planning.

The decision to delay construction of the Roosevelt station and extension to Northgate until Phase II creates new challenges for the neighborhood. It is important that Station Area Planning examines the true transit-oriented development potential of the alternate station sites, and that decisions on how to terminate Phase I do not preclude an underground alignment or have adverse construction impacts on the neighborhood.

Community Safety and Livability

Several community safety and livability issues were raised through the planning process, and several strategies for addressing them are outlined:

Promoting a Healthy Environment: Strategies to deal with deteriorating residential and commercial properties include establishing a Neighborhood Ombudsman to help resolve conflicts and deal with City departments and officials on code violations and other safety and livability issues.

Community Policing: Efforts to strengthen the block-watch program could be reinforced by the establishment of a community policing officer with a stronger police presence in Roosevelt.

Key Strategies

Many of the recommendations for the plan elements listed above are integrated into three “Key Strategies” for implementation. These Key Strategies group related recommendations from the different elements around thematic concepts. These concepts provide the basis for integrated implementation of many of the plan’s recommendations.

Roosevelt Town Center

One of the most effective ways to strengthen Roosevelt’s identity, reinforce its role as a neighborhood business district and set the stage for its future role as a transit center will be to develop a “Town Center” that provides several of the key elements desired for the community in an integrated scheme in the core of the business district, including: a central “Town Square” open space, a Neighborhood Center with public meeting space, entrances to the Roosevelt Light Rail Station, and transit-oriented development that would reinforce the commercial core.

Roosevelt’s Key Pedestrian Streets

An integrated series of traffic, streetscape and land use improvements for Roosevelt’s key arterials - Roosevelt Way NE, 12th Avenue NE, 15th Avenue NE, and NE 65th Street - could improve the vitality of the business district, the appearance of the entire neighborhood, and the safety and comfort of these streets. Making these key streets more pedestrian-friendly is an important strategy for creating a more livable neighborhood.

Roosevelt: Growing Gracefully

Growth strategies are designed to achieve the vision Tomorrow’s Roosevelt has developed for a neighborhood with a compact, mixed-use core, well-designed transitions to adjacent multifamily housing that compliments the neighborhood character, and healthy single-family areas. Ensuring a high standard of development is a key to preserving and enhancing Roosevelt’s character and quality of life.

This plan illustrates and explains recommendations presented to the City in the Final Approval and Adoption Matrix, which lists action items for the Key Strategies and other short and long range implementation activities.

I. Introduction

A. Background and Purpose

Growth Management and Neighborhood Planning

Since early 1995, neighborhoods throughout Seattle have been engaged in planning for their future development. These neighborhood planning efforts represent an innovative, grass-roots approach to growth management that encourages neighborhood residents, business owners, and other community members to plan for their own future.

Seattle's neighborhood planning program stems from the Washington's Growth Management Act (GMA), passed by the state legislature in 1990. GMA requires Washington communities to prepare a twenty-year comprehensive plan for their projected growth. In response to this mandate, the City created *Seattle's Comprehensive Plan: Toward a Sustainable Seattle*, commonly referred to as the Comp Plan. Adopted by the Seattle City Council in 1994, the citywide Comp Plan proposes concentrating growth within the city's existing neighborhoods. The Comp Plan establishes guidelines that allow neighborhoods to develop plans and accommodate growth in ways that protect a neighborhood's existing character, provide for its needs, and enhance its livability.

Urban Villages and Urban Centers

A basic tenet of the Comp Plan is a concept that concentrates future growth in areas designated as either "urban villages" or "urban centers." Urban centers are larger districts that sometimes encompass several urban villages in dense, pedestrian-oriented communities with direct access to regional high-capacity transit. The University Community and Northgate are examples of urban centers.

Urban villages are the commercial and residential cores of historically distinct neighborhoods. Like urban centers, but on a somewhat smaller scale, urban villages are intended to be relatively dense, walkable communities, served by local shops and services and well connected by transit systems.

Roosevelt has been designated as an urban village, with planning area boundaries along I-5, NE 75th Street, 15th Avenue NE, Cowen Place NE, and Ravenna Boulevard.

According to growth targets contained in *Seattle's Comprehensive Plan*, the Roosevelt neighborhood is expected to absorb approximately 340 additional housing units by 2014. This document outlines the neighborhood's objectives and priorities for meeting those growth targets while maintaining its unique character and livability. Beyond meeting growth management and Comp Plan objectives, Tomorrow's Roosevelt Neighborhood Plan presents an opportunity for the community to define its vision for the future and the actions needed to carry this vision into the 21st Century.

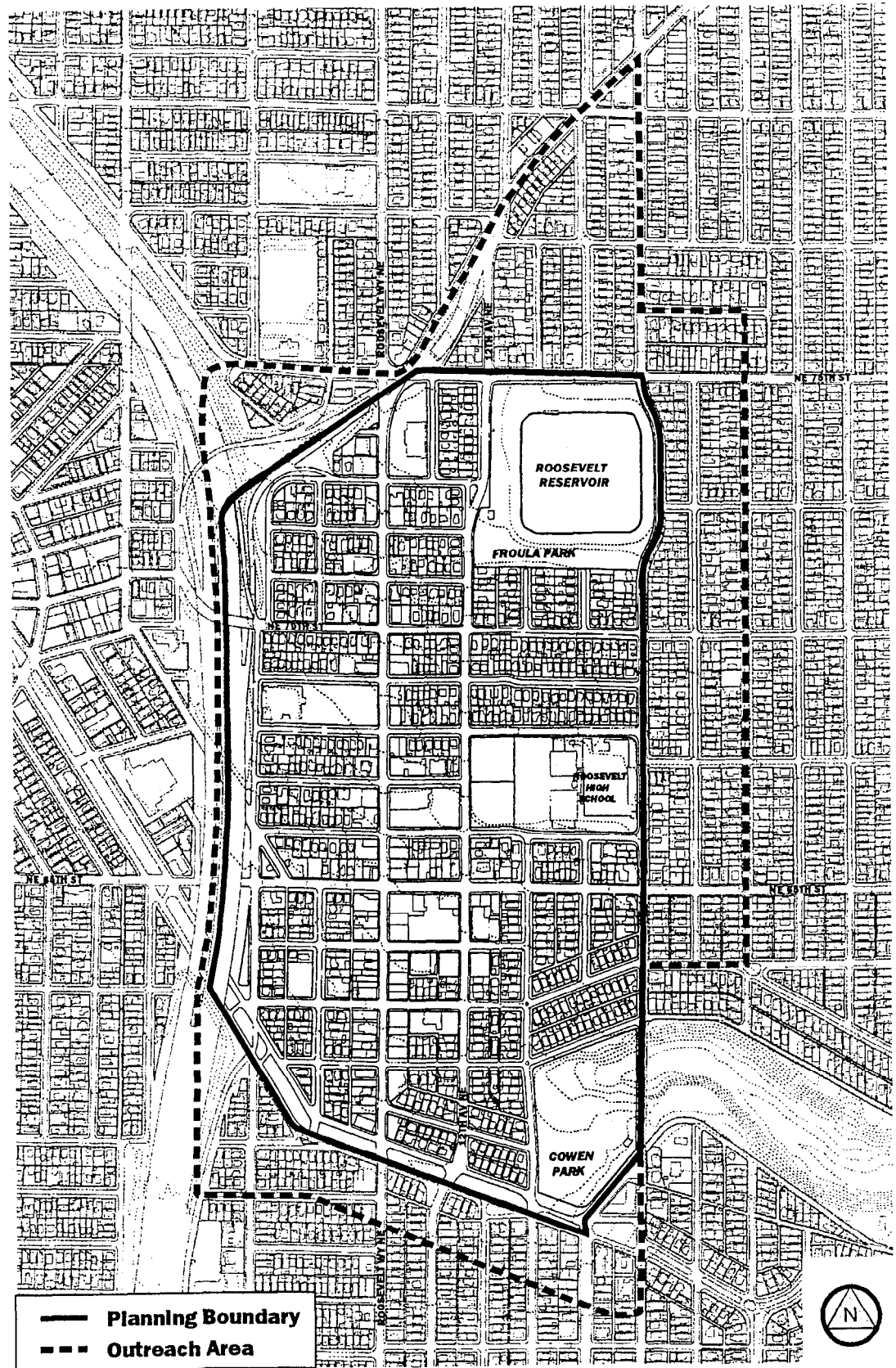


Figure 1: Roosevelt Urban Village Planning Area Boundaries and Outreach Area

Neighborhood Profile and History

Profile: The core of the Roosevelt Neighborhood Planning Area surrounds the neighborhood business district centered on Roosevelt Way NE and NE 65th Street. It lies immediately east of Interstate 5 and is crossed by several major arterial streets: Roosevelt Way NE, 12th Avenue NE, 15th Avenue NE, NE 65th Street, and NE 75th Street.

- *Business:* There are approximately 170 businesses in the Roosevelt neighborhood. Commercial development occurs along most of Roosevelt Way NE and NE 65th Street. The heart of the business district, at NE Roosevelt Way and NE 65th Street, is characterized by mostly small, sole-proprietor retail businesses, a few destination retail establishments, grocery stores, and numerous restaurants.
- *Housing:* The Comprehensive Plan estimates that there are 1,007 housing units in the neighborhood. Current neighborhood newsletter distribution indicates that there may be 1200 or more households within the planning area. Most, approximately 700 to 750, are single-family homes. There are at least 200 to 250 multifamily housing units in the neighborhood, including duplexes and apartments. Some of these are found amidst single-family homes, others in or adjacent to the commercial core. Homes are generally modest in character, many with good views of the Olympics, the Cascades, Seattle's downtown, Mount Rainier, or local parks and boulevards. One thing that stands out is the diversity of the housing types and their architectural styles. Prices in the area are above market average, in large part because of the easy access to the University and downtown, with single-family homes ranging from \$200,000 to \$500,000 (1998).
- *Population:* Estimated total residential population (1990) in the neighborhood is 4900—up 6.5% since 1980. The 1990 Census indicates neighborhood residents are predominately white and between the ages of 18 and 64. Since 1980 there has been a 13% increase in the number of children in the neighborhood and a drop of 8.9% in the number of elderly. Most residents live in owner-occupied housing, although ownership numbers have dropped 7.6% since 1980, and conversions to rental housing have been highly concentrated in some parts of the neighborhood.
- *Recreation:* Recreational resources in Roosevelt include Froula Park, just south of the Green Lake reservoir in the northeast corner of the neighborhood, and Cowen Park in the southeast corner of the neighborhood. Ravenna Boulevard, part of the City's historic Olmsted park system, runs along the south and west borders of the neighborhood and provides vehicular, pedestrian, and bicycle access to Green Lake. The Roosevelt High School playfields and track also serve the community.
- *Relationship to Surrounding Areas.* The Roosevelt neighborhood lies between two of the city's busiest north-end commercial nodes—just north of the University District and about two miles south of Northgate. To the east is the Ravenna-Bryant neighborhood and to the west, separated by Interstate 5, is the Green Lake neighborhood. To the north is the Maple Leaf Neighborhood.

History. The Roosevelt neighborhood was annexed to Seattle in 1891. Though some houses were built in the early 1900s, most of the residential and commercial building took place in the 1920s. Roosevelt High School opened in 1922.

The first commercial club was formed in 1927 and chose to name the district in honor of ‘Teddy Roosevelt. Some of the area’s first commercial businesses included Sears and Roebuck, a gas station, several bakeries, a newspaper, a movie theater, and a shoe store. Until just before WW II, the neighborhood was served by a street railway system which ran from downtown Seattle along 15th Avenue NE to NE 80th Street.

12th Avenue NE and Roosevelt Way NE were converted to one-way arterial streets in 1961 to act as traffic relievers for the construction of Interstate 5. According to at least one local businessman, the business district suffered after this change. The one-way traffic allowed people to drive through the district faster, and fewer people stopped to shop. This prompted the local business community to push for freeway access ramps to and from the neighborhood when I-5 was built.

The Roosevelt district is an attractive city neighborhood with its own shopping district, filled with small wood and brick Tudors and Craftsman-style bungalows that have become models for current housing development. Today’s residents like the neighborhood location and its proximity to the University of Washington, the freeway, downtown Seattle, and Northgate. Easy access to and from the freeway continues to be an important influence on the vitality of the district.



Figure 2: Single Family Homes in Roosevelt

B. Process

Tomorrow's Roosevelt has been committed to conducting a thorough outreach campaign throughout its neighborhood planning effort. From the start, one of the guiding principles of the neighborhood plan was to make it as inclusive as possible. To this end, special efforts have been made to distribute surveys, notices and other information not only to residents and businesses, but also to absentee landlords, often by hand. Particular efforts have been made to reach out to the business community, especially in Phase I.

Previous Planning

The Roosevelt Neighborhood Plan is the neighborhood's second neighborhood planning effort in recent years. A 1991-1992 planning effort resulted in a two-part plan that includes:

- Proposed Commercial Area Zoning recommendations for a significant downzoning of the commercial area.
- Proposed Neighborhood Design Guidelines intended to soften the transition between commercial and residential zones and to guide streetscape and parking area development.

Due to concerns about the viability of downzoning recommendations and opposition from local property owners and businesses, the 1992 plan remains unadopted by the City. The Proposed Neighborhood Design Guidelines, however, were generally accepted by the neighborhood and are incorporated as part of this plan.

The opposition by property owners and businesses to this earlier plan led Tomorrow's Roosevelt to make a concerted effort to include this important group of stakeholders in the current planning process.

Neighborhood Planning Office and Tomorrow's Roosevelt

In 1995, the Seattle Neighborhood Planning Office (NPO) was established as a temporary executive office of the City charged with assisting 37 individual neighborhoods with the neighborhood planning processes.

Tomorrow's Roosevelt was formed to involve neighborhood residents, businesses, employees, institutions and property owners in the planning process. An organizing committee began meeting in June 1996 to do stakeholder analysis, planning committee recruitment, and development of the Phase I scope of work and outreach strategy. In the fall, members of this group made presentations to the Roosevelt Neighborhood Association (RNA) and the Roosevelt Chamber of Commerce (RCC) to engage these entities in the planning process. From the beginning, the outreach strategy has been to use existing community organizations as "conduits" to the greater community.

Phase I

The neighborhood planning group's first organizational meeting was on May 1996, and Tomorrow's Roosevelt formally began Phase I of its neighborhood planning effort in January 1997. Throughout Phase I, the planning committee regularly contributed newsletter articles and inserts to RNA and RCC publications, which are widely distributed (all residents and businesses receive the RNA newsletter by hand delivery, and all businesses are mailed the RCC newsletter). Tomorrow's Roosevelt also produced its own flyers, mailers, web page, and press releases to complete outreach efforts. Highlights of this process included:

- In February 1997, a Good Neighbor Day kick-off event was held. Planning handbooks which explained the purpose of neighborhood planning were produced and distributed. Sixty people attended.
- Tomorrow's Roosevelt interviewed approximately 50 community members. These interviews provided a chance for the committee to speak with stakeholders and gain direction for the development of future workshops and printed materials.
- Tomorrow's Roosevelt collaborated with the RNA and the RCC in the spring of 1997 by holding a workshop at each group's May meeting. Twenty-five people attended the RCC workshop and 65 people attended the RNA workshop. In addition, two business area focus groups were held.
- In the Spring/Summer of 1997 surveys were distributed to all neighborhood residents, businesses, and absentee landlords. The return rate was outstanding: 21% of all residents and absentee residential property owners; 20% of all commercial property owners; and 70% of all businesses returned surveys.
- By the end of the summer, Tomorrow's Roosevelt had created a draft neighborhood vision statement and Phase II scope of work. These products were described in a validation mailing that went to all residents, property owners, and businesses. A Phase I validation event was held on September 20, 1997.

Following is the Vision Statement produced by Tomorrow's Roosevelt at the end of the Phase I planning effort and ratified at the beginning of Phase II.

Tomorrow's Roosevelt Neighborhood Vision: An Identity in Progress

***Roosevelt is a place where neighbors know each other.** We have frequent community celebrations to bring together those who live, work, go to school, and operate businesses in our neighborhood. Groups like the Roosevelt Neighborhood Association, the Roosevelt Chamber of Commerce and the Roosevelt High School collaborate to improve our community. We look out for one another and our strong block-watch system keeps our residential and commercial districts safe.*

***Roosevelt is an ever evolving neighborhood built on strong foundations.** Things change, but thoughtfully. New developments are of the highest quality and are designed to augment our special character and strengthen our vibrant business district. Our great variety of businesses and housing options attract a mix of people to live, work and shop in our neighborhood.*

***Transportation works in Roosevelt.** The RTA, and other public transportation, provide a vital link to neighboring communities and beyond. When we must drive, we travel on well paved roads that allow traffic to move at a comfortable, but not excessive, speed. These same options allow people to “get here” so that we are accessible to visiting friends and family, to patrons of our commercial core, and to those who come to enjoy our parks and fields. We have partnered with the city to ensure that the cars, buses, and light rail trains coming to and through our neighborhood “share” the road with those of us who travel on bike and foot.*

***Roosevelt is an esthetically pleasing community** with attractive streetscapes, interesting storefronts, comfortable residences, and flourishing parks. Street trees, park benches and urban gardens encourage a pedestrian scale. Our environment allows for function as well as form, Public art marks a central gathering place and our many open spaces provide recreational opportunities for people of all ages and interests.*

Phase II

Phase II of Tomorrow's Roosevelt Neighborhood Plan began in November of 1997 with solicitations for appointments to a Board. In January of 1998 a Steering Committee was formed with 3 subcommittees: Land Use and Economic Development, Urban Design, and Transportation. A Housing subcommittee was formed in the spring of 1998 to focus on housing issues.

Both the Steering Committee and these subcommittees were open to any participants and have held regular meetings. These meetings are announced at community meetings and through neighborhood and local newspapers, the Neighborhood Planning Office's newsletter and monthly calendar, and the Department of Construction and Land Use newsletter.

Several public meetings were held to gather input from neighborhood residents, business people, and property owners. These meetings were advertised through local newspapers and hand-distributed fliers. Phone lists compiled by Tomorrow's Roosevelt, the Roosevelt Neighborhood Association, and the Roosevelt Chamber of Commerce were also used to make personal invitations. Phase II outreach activities included:

■ Outreach Activities.

Phase II Mailing for Appointment of Board – November - December 1997

Notification of Phase I participants and stakeholder groups of meeting to elect Phase II Board and subsequent notice of the election results.

Kick-off Retreat-January 31, 1998

Planning committee members and consultants convened to kick-off Phase II of the neighborhood planning effort. A contest to create a theme for Roosevelt was held, and "Seattle's Small Town" won the straw poll. The overall structure of the Phase II planning effort and relationships between the Planning Committee, the consultants, and the City were discussed. Gaps in the planning committee were identified, including absentee landlords, commercial property owners, and representatives from surrounding neighborhoods. Strategies for filling these gap were discussed, including more outreach to commercial and apartment landlords and expanding the outreach area to the triangle between 1 5th Avenue NE, NE 75th Street, and Lake City Way and a two-block buffer around the planning area boundaries. Sub-committee work plans were scoped, and plans for a public design workshop were discussed.

Public Design Workshop -March 14, 1998

Planning committee members and neighbors began shaping the Phase I issues and vision statements into specific proposals through a group brainstorming session in which ideas and issues were graphically recorded, then rated in terms of importance, followed by small group mapping exercises in which ideas and concerns were recorded on large-scale maps. These plans formed the basis for the development of alternative recommendations to be further developed by the subcommittees.

Outreach Workshop-April 27, 1998

An *ad hoc* outreach committee met with consultant Nellie Fujii Anderson of NFA Marketing Services to learn about and organize outreach strategies.

Alternatives Presented to the Roosevelt Neighborhood Association – April 28, 1998

Representatives of Tomorrow's Roosevelt and their consultants presented the summary of the Design Workshop and the trends and alternatives emerging from the planning process to the local neighborhood group. Questions about the plan and the planning process were answered, and comments and suggestions were taken.

Alternatives Presented to the Roosevelt Chamber of Commerce-April 29, 1998

Representatives of Tomorrow's Roosevelt presented the summary of the Design Workshop and the trends and alternatives emerging from the planning process to the local business organization. Questions about the plan and the planning process were answered, and comments and suggestions were taken.

Alternatives Workshop at Roosevelt Square – May 20, 1998

Alternative recommendations emerging from the public design workshop, sub-committee meetings and presentations to neighborhood groups were presented at a public workshop. Planning committee members and consultants described options and answered questions. Surveys were distributed at the workshop to help evaluate the alternatives and gauge neighborhood support for the recommendations.

Distribution of Survey -June -July, 1998

Another survey describing issues and alternatives was developed based on the feedback from the Alternatives Workshop delivered throughout the neighborhood in the summer of 1998. 1970 surveys were mailed or delivered to all residents and business in the neighborhood and within two blocks of the planning area boundaries, and to all commercial and absentee property owners. Approximately 10% were returned.

Fun Event – September 27, 1998

A neighborhood gathering with refreshments and live music was held to celebrate the planning process, recognize the hard work of those involved and let others in the neighborhood learn more about the planning process and recommendations.

Distribution of Zoning Mailer – October, 1998

An informational flyer on the Land Use and Economic Developmentcommittee's zoning recommendations, and the November 17 public meeting to present and review them, was mailed to all addresses within 300 feet of the proposed changes.

Zoning Meeting – November 17, 1998

The Land Use and Economic Development committee's recommendations for zoning changes were presented to the public along with preliminary re-zone analysis. Public comments were taken, questions were answered, and participants were given evaluation forms to determine the level of support for the recommendations. The Land Use and Recreation Committee, along with some of the participants of the Zoning Meeting, met to evaluate the comments and feedback received. As a result, several of the re-zone recommendations were either revised or deferred for further consideration in the Station Area Planning process.

Distribution of Validation Mailer-November - December 1998

A flyer summarizing the Draft Plan, announcing where to get and/or review a copy of the plan, and publicizing the December Validation Events was mailed to all addresses in the neighborhood and within two blocks of the planning area boundaries. A survey to determine neighborhood support for the plan recommendations was included in the mailer.

Distribution of Draft Plan – November - December 1998

The Validation Mailer listed seven locations in and around the neighborhood where the Draft Plan could be reviewed and told how to get a copy. Approximately 70 full copies were distributed.

Validation Events – December 6, 8, 17, 1998

Validation Events were held on a weekend afternoon, a weekday afternoon, and a weekday evening to provide ample opportunities for all stakeholders to attend. A summary of the plan and the planning process was presented, displays of individual elements were available for closer review, and participants were polled to determine neighborhood support for the plan recommendations. As a result of this feedback, changes were made in the final matrix and plan.

■ Committee Meetings

Planning Committee and subcommittee meeting were held roughly monthly, although some of the subcommittee meetings were combined with Planning Committee meetings after August 1998. All meetings were open to the public.

Light Rail Station Planning

Implementation planning began in May 1998 for a regional transit system, including a planned light rail line with a station to be built in Roosevelt. Tomorrow's Roosevelt Neighborhood Plan identifies important planning concerns that will need to be considered as the detailed station area planning process takes place in 1999. Unlike this neighborhood planning effort, which was community-driven, the Station Area Plan is led by Seattle's Strategic Planning Office and a citizens' advisory board consisting of community stakeholders. Some of the studies that should be done through Station Area Planning and subsequent Sound Transit plans for the Roosevelt Station are:

- Contract rezones for residential capacity
- Complete parking analysis and recommendations
- Business displacement and gentrification
- Construction impacts
- Bus circulation/traffic
- General zoning and urban design around station
- Public open space around station
- Neighborhood meeting place

Given the decision to delay construction of the Roosevelt Station and the Northgate Extension until Phase II, detailed Station Area Planning will not be available or appropriate for Roosevelt in 1999. It would be appropriate and extremely useful to conduct the kind of analysis of transit-oriented development potential of the alternative station sites that would help make informed and timely decisions on alignment and station location.

C. Plan Organization

The key elements of the plan are presented in four categories:

- . Land Use and Economic Development
 - Urban Design
 - Transportation
 - Community Safety and Livability.

Many of the elements from these four categories are related and can be most effectively implemented through strategies designed to coordinate individual recommendations into broader action plans. These “Key Strategies” are described in Section 111.

This plan reflects changes and revisions due to input from the Roosevelt community during the Validation process and from the City in their review process.

II. Plan Elements

A. Land Use and Economic Development

This plan is about the Roosevelt neighborhood and how it will shape its growth during the next twenty years. This section describes land use strategies for directing future growth and the economic development strategies.

Vision:

Roosevelt is an attractive and diverse community. New developments are to be designed to augment the neighborhood's special small building character and to augment and strengthen a vibrant business district.

Existing Conditions:

Existing land uses in Roosevelt are characterized by the following:

- The majority of commercial and retail uses are concentrated along Roosevelt Way NE and NE 65th Street. Those uses include a variety of services, destination retail, and restaurants. The neighborhood's commercial node is centered at Roosevelt Way NE and NE 65th Street. This area is also the core of the neighborhood's highest intensity zoning (NC3-65) and the P2 Pedestrian Overlay zone (which promotes pedestrian-oriented storefront commercial uses and limits parking). A smaller, more auto-oriented commercial node is centered at NE 65th Street and 15th Avenue NE.



Figure 3: Roosevelt's Commercial Core

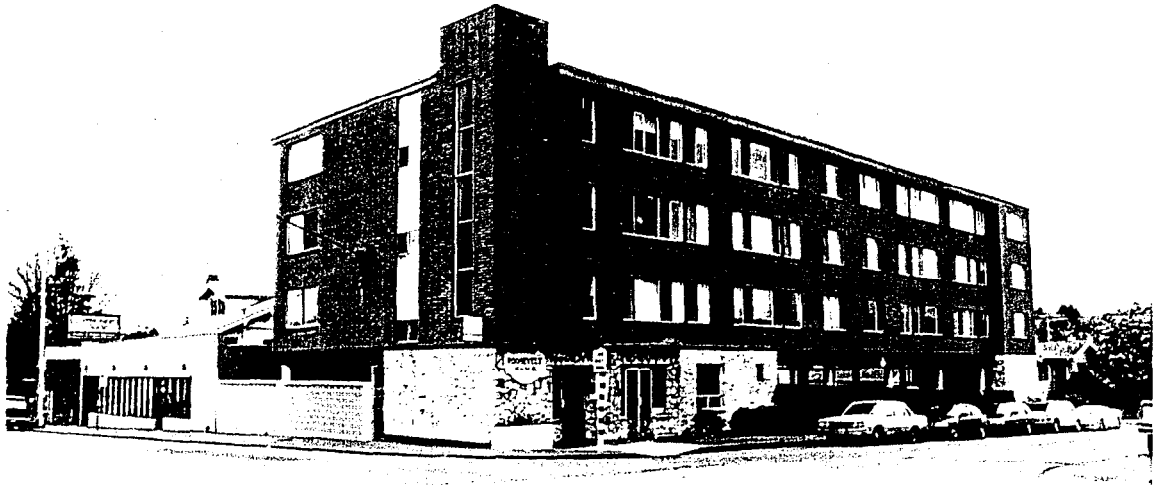


Figure 4: Mix of Multifamily, Commercial, and Single-Family on Rodsevelt Way NE

- Surrounding the commercial core and extending north and south along Roosevelt Way NE and west along NE 65th Street is a mix of commercial and multifamily residential uses. This area includes some older single-family homes on sites zoned for multifamily or commercial uses. Many of these single family homes have been converted to boarding homes, with up to eight unrelated people legally renting rooms. Many of these boarding homes have been allowed to deteriorate, creating a significant negative impact on the neighborhood.
- Surrounding these areas are the neighborhood's single-family residential uses.

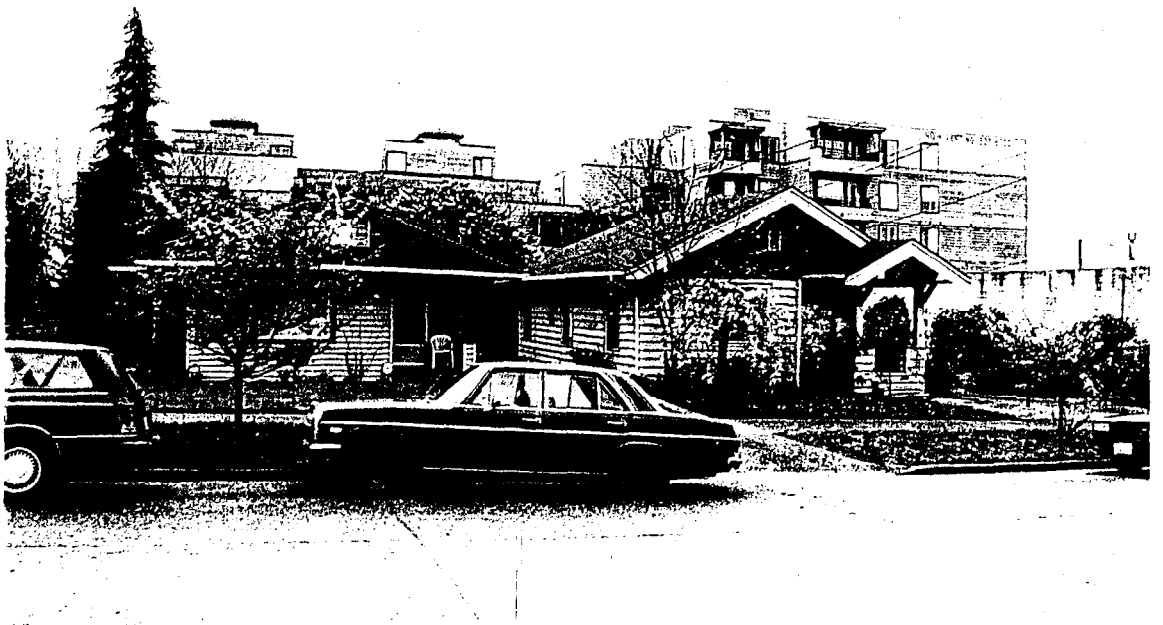


Figure 5: Transition Between Single-Family and Multifamily Housing

Land Use Transitions and Building Heights

Goal:

The goal of the Roosevelt neighborhood is to maintain its single-family architectural character and scale. New construction should respect and reflect these qualities.

Issues:

There are several areas in the district where Neighborhood Commercial (NC) zoning, with 65-foot height limits, directly abuts single-family or low-density multifamily zoning with 25- to 35-foot height limits. (See Figure 5.)

Recommendations

- **Design Guidelines.** Develop neighborhood-based design guidelines that encourage new developments to step down in height at transitions between commercial and residential zones. (See Urban Design, page 32, and Appendix 1.)
- **Overlay Zoning.** To provide stronger protection for residential uses adjacent to commercial zones, overlay zoning to require the transitions encouraged by design guidelines should be studied during Station Area Planning, or earlier if it is delayed.
- **Upzoning.** Upzoning some low-density multifamily areas to provide a transitional height zone between the NC zones and low-scale residential uses was studied. L3 zoning was considered for two areas along the west edge of the commercial core to create a transitional height between the NC3-65 zone and adjacent L2, L1, and LDT zones. Similarly, a L2/RC zone at the northwest corner of NE 12th Street and 63rd Avenue NE, which is surrounded by LC3-65 zoning, was considered for a rezone to NC2-40 to provide a transition buffer abutting the commercial core. (See Figure 6.) Due to community feedback and the uncertainty of light rail station construction schedule and location, Tomorrow's Roosevelt chose to defer the first two up-zones for further study under Station Area Planning, or earlier if Station Area Planning for Roosevelt is delayed. The last up-zone was included, along with the neighboring parcel described below, as a potential contract or project rezone (see Figure 9).
- **Downzoning.** Rezoning the NC3-65 area in the center portion of the north side of NE 63rd Street between 12th and Roosevelt, directly across the street from an NC2-40 and directly adjacent to a L2/RC zone, to NC2-40 was studied. The site is currently in residential use, with single-family structures consistent with those in the adjacent L2/RC zone. Rezoning this area would create a consistent, continuous transitional buffer around the commercial core. (See Figure 6) In spite of strong community support for this downzone (and downzoning in general), all of the property owners in this area were opposed, so the recommendation was changed to include this parcel with the adjoining parcel described above in a potential contract or project rezone (see Figure 9).

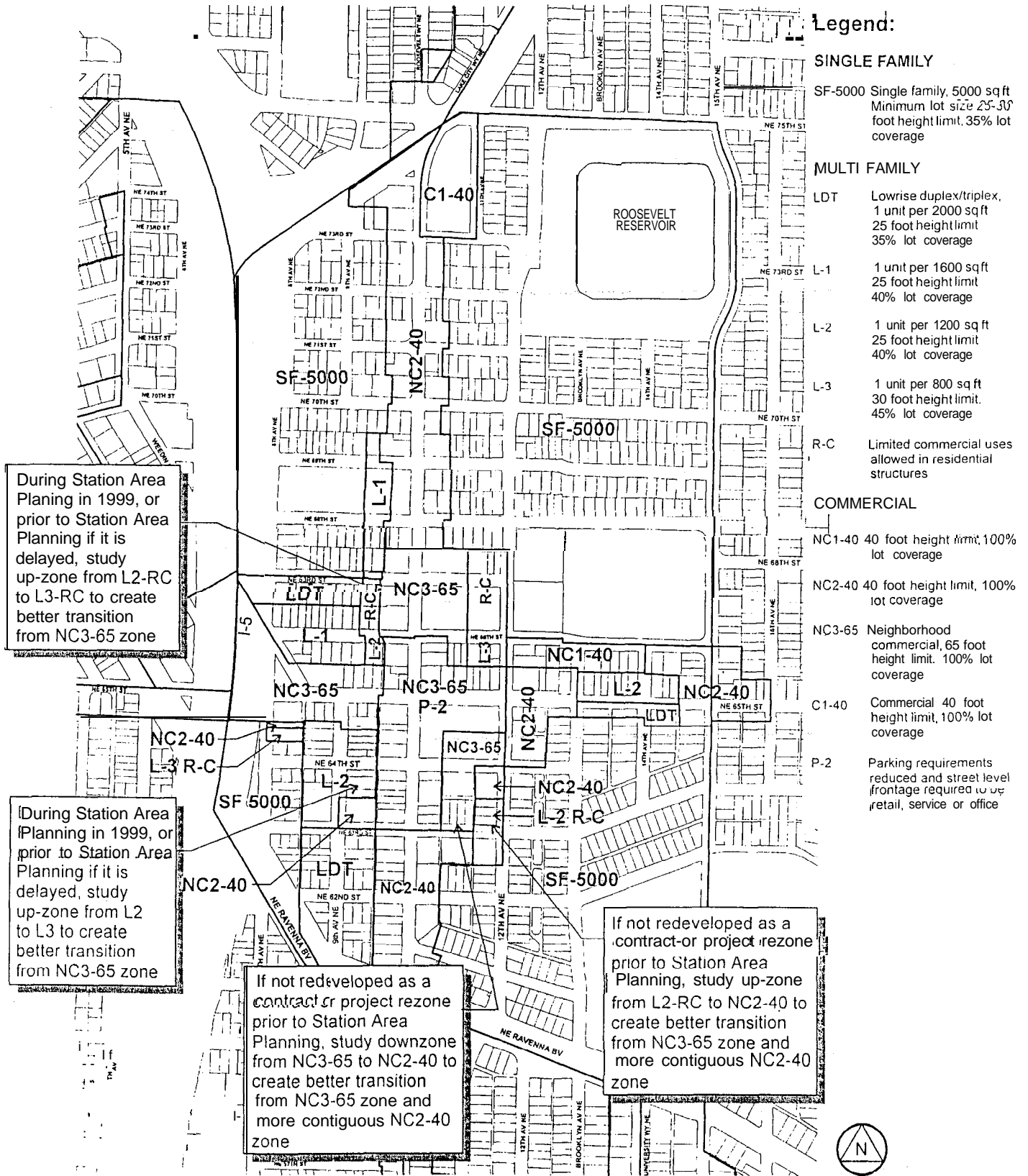


Figure 6: Rezones at Transition Areas

Housing

Goals:

1. Protect and preserve the neighborhood's single-family character while accommodating the 25% increase in housing units expected in the next twenty years.
2. Develop a range of strategies to help encourage housing opportunities for a wide range of residents.
3. Support the adoption of Roosevelt Design Guidelines for commercial and multifamily projects. Provide guidelines where local design review can be used to encourage housing that is consistent with the neighborhood's existing architectural character.
4. Increase awareness of the need for housing maintenance (for both owner and non-owner-occupied units) to improve neighborhood appearance and image.

Vision:

The Roosevelt neighborhood wishes to maintain the wide range of housing and family types needed to support an eclectic and diverse neighborhood. The community's wish is to have existing housing, particularly single-family homes, retained as well-maintained, owner-occupant housing. Newer housing would be predominantly multifamily structures designed to accommodate a range of incomes. In all cases, the housing would be designed to fit the scale and architectural character of the neighborhood. The-neighborhood also wishes to encourage extended families and families with children to live here by providing larger housing units with ample open space for play.



Figure 7: Multifamily Housing on Roosevelt Way NE

Issues:

Roosevelt currently has a range of housing opportunities, from inexpensive rooming houses catering to UW students to high-quality single family homes. There is a strong neighborhood desire to retain and enhance its existing single-family areas and integrate new housing into the neighborhood. The housing issues facing Roosevelt include:

■ Type and Integration of New Housing

While there is ample zoned capacity to meet anticipated housing growth, there is considerable interest in architecturally integrating new housing construction into the neighborhood.

■ Housing Affordability Concerns

Concerns about the affordability of neighborhood housing include:

- The loss of affordable low- and middle-income housing to rising real estate values.
- The lack of new housing starts targeting low- and moderate-income residents.
- The City's Comprehensive Plan suggests a goal of 25% low- and low/moderate-income housing. The City has no regulatory authority to achieve this goal and is instead working with neighborhoods on incentives. There is a concern that the lack of affordable housing programs could leave renovating existing single-family homes to multiple-occupant status or allowing the existing housing to deteriorate as the main options available for supplying low-cost housing.

■ Maintenance

Housing condition and maintenance of the existing housing stock in Roosevelt are major concerns. These concerns include:

- The speculative purchase of existing single-family housing for rental purposes, with the ensuing lack of neighborhood commitment characteristic of non-owner, transient residents.
- The appearance of unmaintained housing and its impact on the neighborhood's image.



Figure 8: Single-Family Housing on Edge of Commercial Zone

Recommendations:

- **Code Enforcement.** Support enforcement of building and housing code requirements to identify violations and bring them into compliance. Encourage and organize renters and local residents to identify and monitor the upgrading of poorly maintained properties.
- **Working with Landlords and Owners.** Develop strategies to work with landlords and absentee owners to promote the voluntary upkeep of local properties. Work with landowners and local community groups to institute a neighborhood-wide voluntary maintenance plan.
- **Home Ownership and Maintenance Program.** Develop a program to support home ownership and maintenance. This program could help seniors remain in their homes longer, and encourage better maintenance by others.
- **Redevelopment.** Promote strategies to encourage redevelopment. Several under-utilized areas in Roosevelt could accommodate new housing (see Figure 9). Some large surface parking lots and property zoned for low-rise multifamily and occupied by run-down houses could be considered for redevelopment. The neighborhood is interested in working with nonprofit and for-profit developers to initiate housing and mixed-use pilot projects that provide affordable and market-rate housing. Contract zoning (described below) is another strategy that could be used to promote redevelopment.
- **Contract Zones.** Investigate contract zoning and development incentives that will encourage redevelopment of key parcels in conformance with community design principles (see Figure 9). Developers could apply for contract rezones meeting these design principles, or the community could develop contract rezone proposals to provide property owners an incentive to redevelop. These housing improvement incentives would be guaranteed upon receipt of a valid building permit. The property would revert to the original zoning if the permitted project were not constructed within a three-year period.

The contract zoning incentives could include:

- a. Allowing duplex units to be constructed on two small existing single-family lots, where current zoning does not allow this configuration.
- b. Allowing zoning areas between 12th Avenue and the freeway with RSL zoning to undertake small lot development and tandem housing projects when the developer agrees to the community's design review process.

These objectives might also be achievable through a demonstration design review project that would allow design departures for height and density in exchange for community design principles.

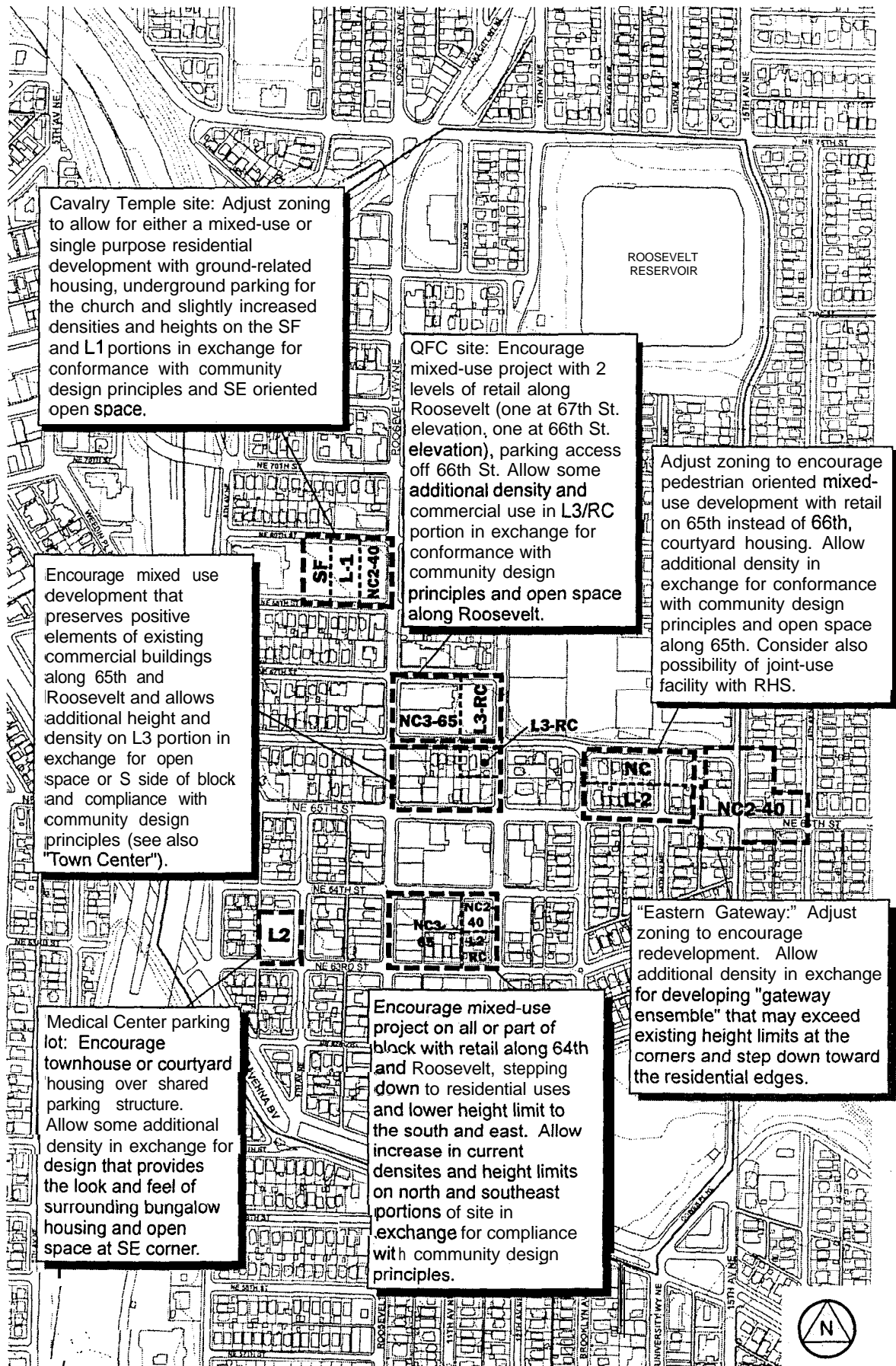


Figure 9: Potential Areas for Housing and Mixed-Use Development, with Existing Zoning

■ Other zoning changes

- a. Upzones in selected residential zones bordering commercial areas to create transition zones that soften building scale changes between these zones were studied. (See Figure 6, page 19.) Due to community feedback and the uncertainty of light rail station construction schedule and location, these upzones have been deferred for further study prior to light rail station construction.
- b. Support zoning between 70th and 75th that allows single-purpose residential construction in the NC2-40 zone along Roosevelt Way NE. (See Figure 11.)

■ Land Purchase and Development

- a. Develop a partnership between the Roosevelt Chamber of Commerce, the Roosevelt Neighborhood Association, and an existing community development corporation (like CHHIP or SHRUG) to purchase and redevelop properties in a way that accommodates the neighborhood's housing and commercial visions. This would have the benefit of increasing the supply of quality low- and low/moderate-income housing in the community.
- b. Work with banks, real estate agents, existing local residents and nonprofit groups to develop a housing purchase trust with a \$1 million line of credit. Use this line of credit to purchase housing that would normally go to speculative investors, with the intent of reselling the properties to qualified *owner-occupant* buyers.

- Ombudsman. Establish a Neighborhood Ombudsman to help resolve conflicts, work with City departments and officials, and help monitor and oversee implementation of the plan's housing element (see also Community Safety and Livability).

Corn mercial Core

Goal:

Improve the image, vitality, and economic performance of the business district.

Vision:

Create a viable, vibrant commercial core that retains its small-town scale and character, and is the focus of neighborhood retail and commercial development. Also work to develop a marketable Roosevelt identity for the business core.

Issues:

While there is a strong desire to maintain the small-town character of the commercial core, there is capacity for growth. The neighborhood also recognizes that local businesses can assist and benefit from efforts to strengthen Roosevelt's identity. Projects that promote the local neighborhood and increase awareness of Roosevelt as a pedestrian-friendly business district will benefit both individual businesses and the neighborhood.

The existing retail center has a solid core of commercial uses fronting on the sidewalk, with relatively few intervening uses or parking lots. (See Figure 10.) This provides a good foundation for a vital pedestrian-oriented retail core.

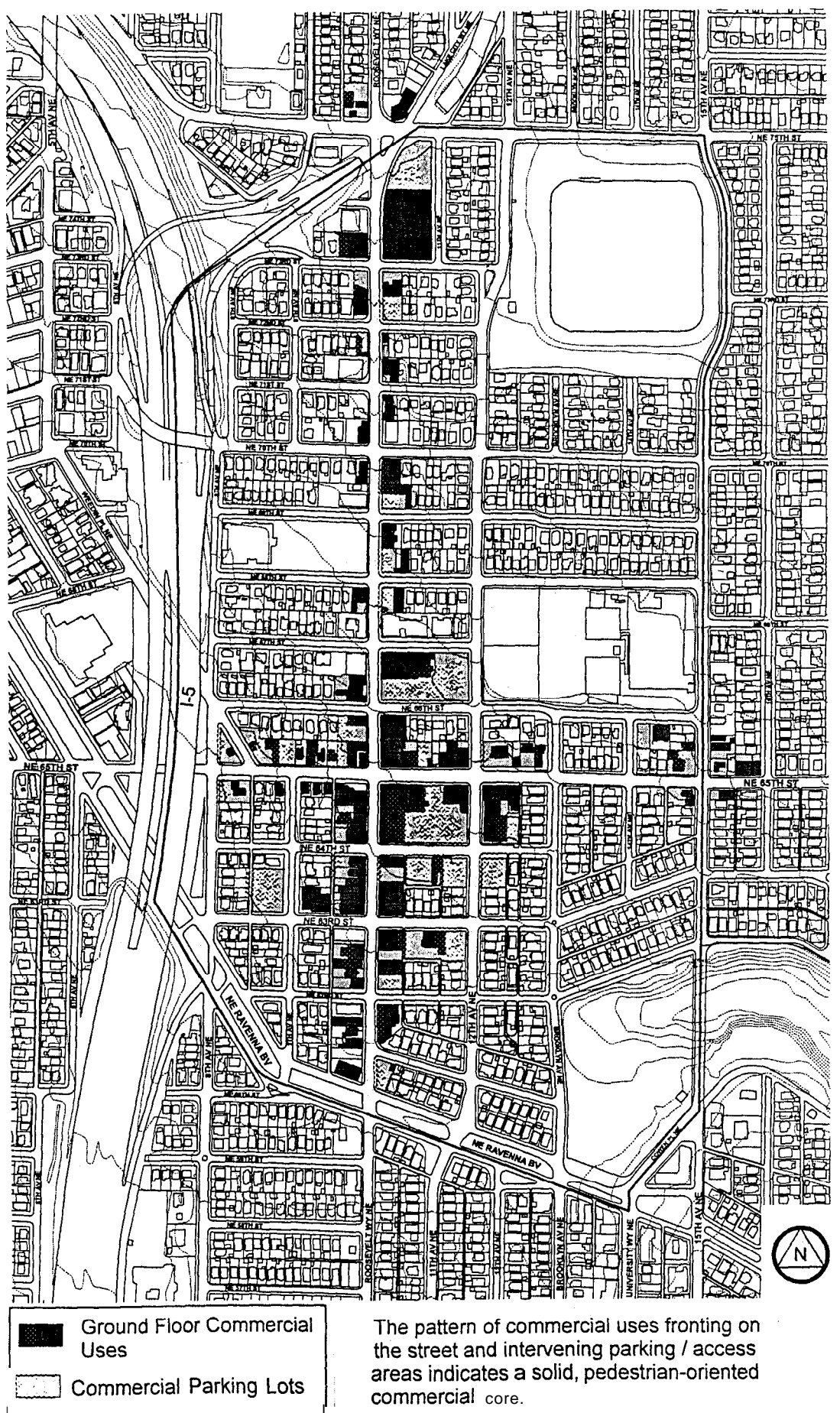


Figure 10: Street-Level Commercial Uses and Parking

Zoning Recommendations:

The community is generally in favor of mixed-use development in the business core, including both housing or offices above retail, with new lowrise housing on the fringes of the commercial core. Two adjustments in the current zoning will help promote a vital, pedestrian-oriented business district

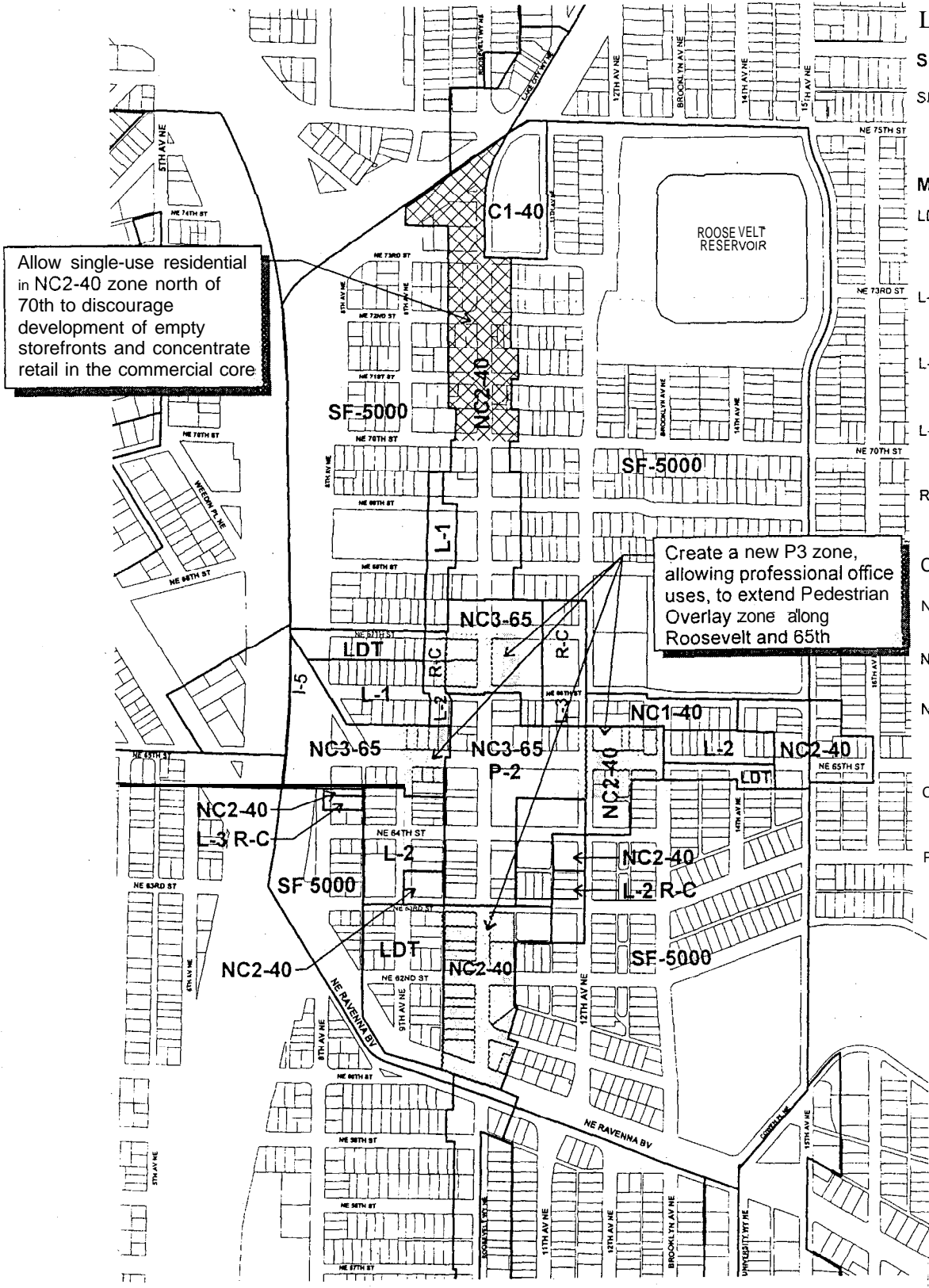
- **Focus Pedestrian-Oriented Retail in the Commercial Core.** In an effort to concentrate retail development in the commercial core and discourage the construction of marginally-viable commercial spaces along Roosevelt Way north of the core, we propose to allow single-use residential development outright in the NC zone north of 70th. (See Figure 11.)
- **Expand Pedestrian Overlay Zone.** Further reinforcement of the pedestrian oriented retail core could be provided by extending the pedestrian overlay along 65th and Roosevelt. Several existing professional office uses, however, are not allowed in the P2 Pedestrian Overlay zone and would be made nonconforming. Tomorrow's Roosevelt proposes creating a new P3 Pedestrian overlay zone that would allow professional office uses. (See Figure 11.)

Promotion and Marketing Recommendations:

Several projects have been identified that could enhance the local business climate and market its image. These include:

- **Signature Event or Festival.** Events such as the University District Street Fair and the Fremont Fair/Solstice Parade are successful models for promoting business areas. While an event of smaller scope may be more realistic for the Roosevelt area, a planned community event should be devised that promotes the local area.
- **Self-Guided Walking Tour.** Consistent with the goals of the community to promote and improve the pedestrian character of the business area, a walking tour and promotional map represent an opportunity to inform visitors to the business area. The map and tour would provide information about local businesses and other points of interest.
- **"Welcome" Packages for New Businesses.** In an effort to help integrate new businesses into the area, a welcome package describing the local community and its promotional activities should be distributed to all new businesses.
- **Place Identity.** The Roosevelt Chamber of Commerce should begin a program to encourage local businesses to identify themselves as part of the Roosevelt neighborhood. In particular, large and high visibility businesses should be encouraged to include "Roosevelt" in their signs.

Likewise, public facilities in the Roosevelt neighborhood, like the Green Lake Reservoir and Green Lake Park-and-Ride should be renamed Roosevelt Reservoir and Roosevelt Park-and-Ride (or at least Roosevelt/Green Lake Park-and-Ride). The proposed light rail station should be located in the commercial core and called Roosevelt Station. Metro, the City, Sound Transit and the State should be encouraged to identify neighborhood facilities as "Roosevelt," on maps, schedules and other materials.



- Legend:**
- SINGLE FAMILY**
- SF-5000 Single family, 5000 sq ft
Minimum lot size. 25-30 foot height limit, 35% to coverage
- MULTI FAMILY**
- LDT Lowrise duplex/triplex
1 unit per 2000 sq.ft
25 foot height limit.
35% lot coverage
 - L-1 1 unit per 1600 sq.ft.
25 foot height limit.
40% lot coverage.
 - L-2 1 unit per 1200 sq.ft.
25 foot height limit.
40% lot coverage.
 - L-3 1 unit per 800 sq.ft.
30 foot height limit.
45% lot coverage.
- R-C** Limited commercial uses allowed in residential structures
- COMMERCIAL**
- NC1-40 40 foot height limit, 100% lot coverage.
 - NC2-40 40 foot height limit, 100% lot coverage.
 - NC3-65 Neighborhood commercial, 65 foot height limit, 100% lot coverage.
 - C1-40 Commercial 40 foot height limit, 100% lot coverage.
 - P-2 Parking requirements reduced and street level frontage required to be retail, service or office

Figure 11: Zoning Changes to Reinforce the Commercial Core

Physical Improvement and Planning Recommendations:

- **Gateway/Streetscape Treatments.** Roosevelt's identity could be strengthened by signature gateway treatments at the major entrances to the neighborhood. These gateways could include surface treatments—such as curb bulbs, street trees, special paving, artwork, and signage—or structures spanning the streets: like an archway. The entrances on Roosevelt at 75th and on 12th at Ravenna could make use of existing traffic islands. The entrance on 65th at 8th could possibly use the freeway underpass as a gateway, hanging banners, artwork or signage off the bottom of the freeway superstructure. Likewise, streetscape treatments on the key commercial streets will promote Roosevelt's identity and improve the business district's appearance.
- **Commercial Pedestrian Environment.** NE 65th Street and Roosevelt Way NE are primarily retail commercial streets with generally narrow sidewalks, limiting the opportunities for window shopping, sidewalk cafes, and street amenities. The narrow sidewalks combined with the high volumes of traffic create a less-than-ideal pedestrian shopping environment. On these streets, narrowing lanes widths to create wider sidewalks would substantially improve the street environment. Wider sidewalks would also create more room for street trees, benches, kiosks, bus stops, and other elements of a unified streetscape treatment.

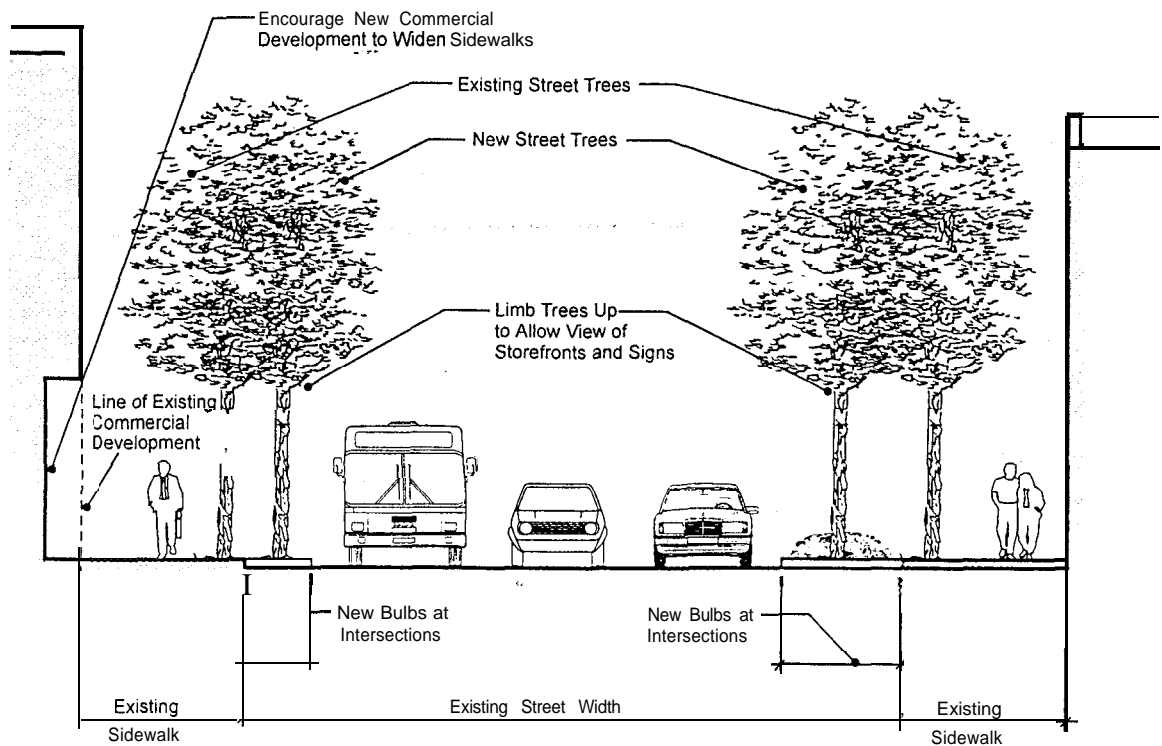


Figure 12: Typical Section, Commercial Area Street/Intersection

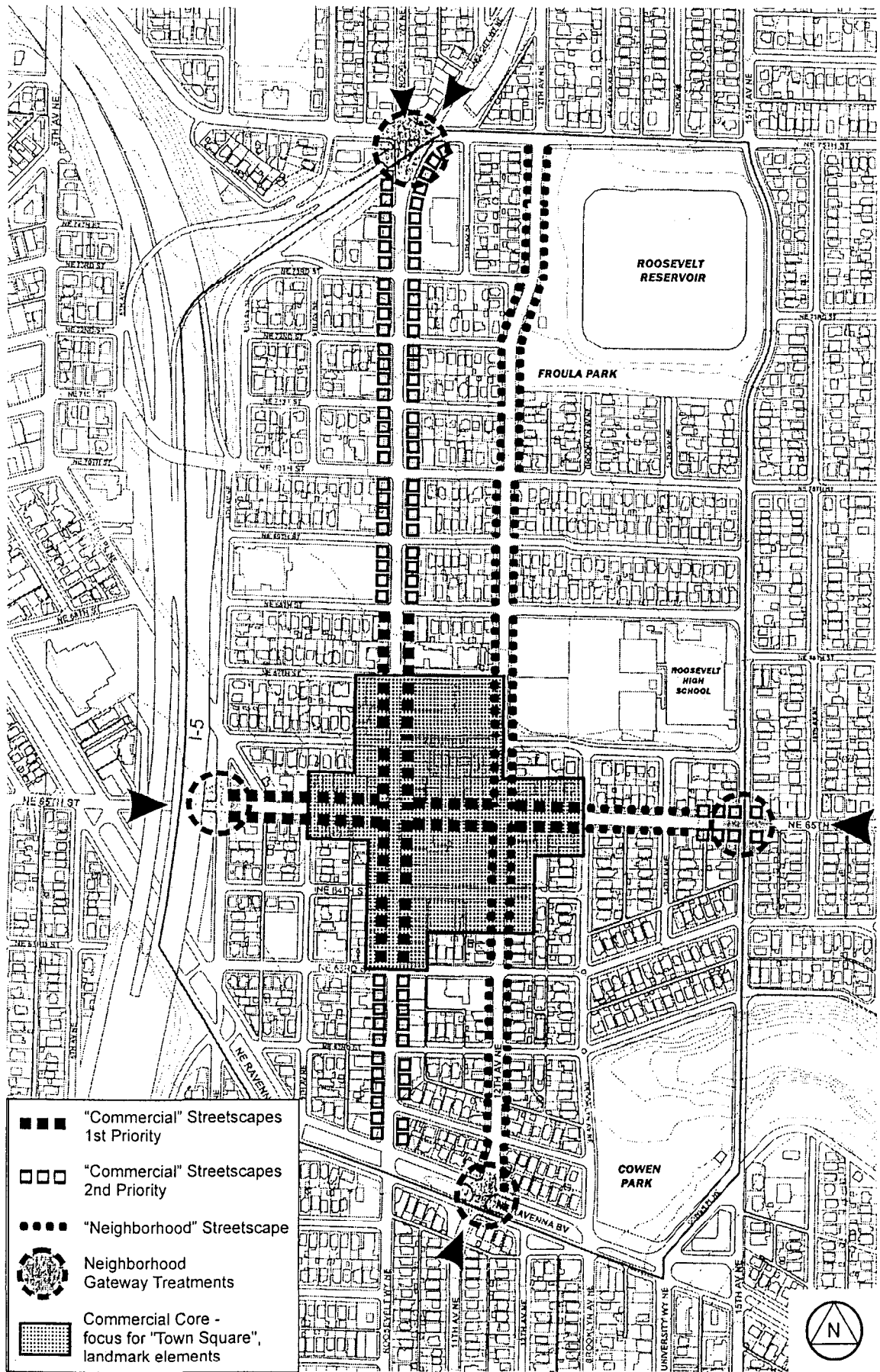


Figure 13: Commercial Core Identity Elements

- **Façade Improvement Program.** Efforts to improve the business area's identity could benefit by improving the physical appearance of existing storefronts. Contacts have been made with local banks and representatives from their community investment programs. At present, both U.S. Bank and Seafirst have indicated a strong willingness to participate in such a program.

The financial terms noted above are designed to be attractive to both business tenants and building owners. As a result, improvement projects must be supported by both proprietors and landlords.



Figure 14: Blank Facades Along Roosevelt Way NE

- **Planning for Sound Transit.** Construction of Sound Transit's light rail network, whether in Phase I or Phase II, will offer both significant opportunities and challenges for economic development within the Roosevelt community. The two station locations still being considered have very different potentials for transit-oriented development that will reinforce Roosevelt's commercial core. (See Figure 15.) As plans for Sound Transit's system are completed, it will be essential that concerted efforts are made to coordinate potential impacts and benefits to local businesses. During what could be a lengthy period of construction, it will be necessary to maintain pedestrian and vehicle access to Roosevelt's business district. In addition, for businesses such as restaurants and specialty retail stores which depend on customers from outside the immediate community, access to suitable parking is also a key issue. (See also Light Rail Station, page 5 1.)

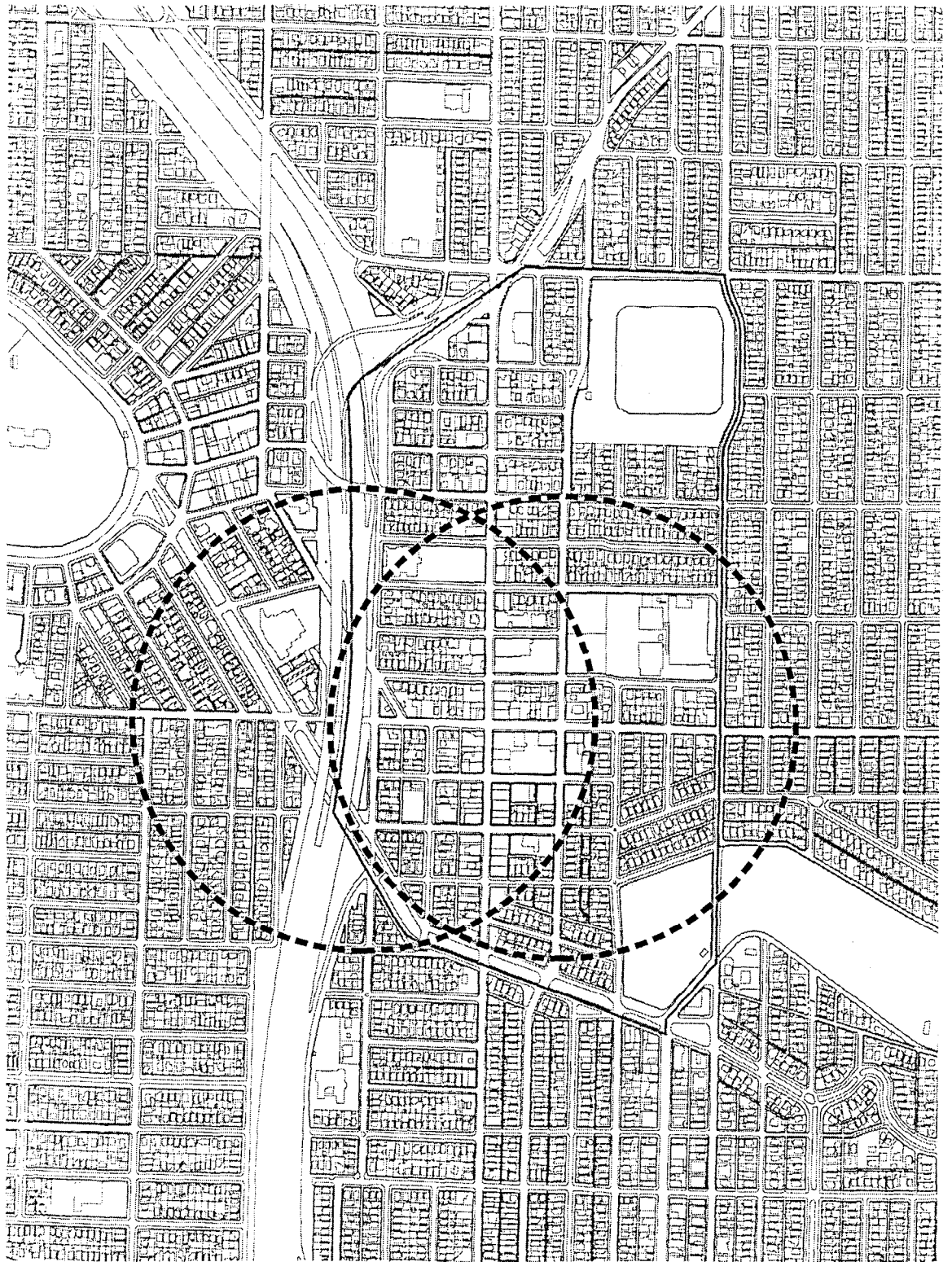


Figure 15: Quarter-Mile Radii Around Potential Light Rail Station Sites At 8th & 65th And 12th & 65th

B. Urban Design

Improving the character of the Roosevelt neighborhood through a coordinated urban design program of physical improvements and guidelines for future development is an important component of this plan. This section includes a description of the neighborhood's urban design issues, problems, and improvement recommendations.

Vision:

Roosevelt is an aesthetically pleasing community with attractive streetscapes, interesting storefronts, comfortable residences, and flourishing parks.

Existing Conditions

The urban context of Roosevelt is heavily impacted by traffic, including the major barrier formed by I-5 and the busy arterials through and around the neighborhood. The solid retail core is surrounded by mixed commercial and multifamily development.

Outside of the commercial core the neighborhood is characterized by older single-family homes, typically in a craftsman bungalow style. Two institutions, the Calvary Temple and Roosevelt High School, provide landmarks and complete the built fabric of the neighborhood.

Major open spaces occupy the northeast (Green Lake - now Roosevelt - Reservoir and Froula Park) and southeast (Cowen Park) corners of the neighborhood, although most of the open space around the reservoir is not publicly accessible. The Roosevelt High School playfields provide another open space. NE Ravenna Boulevard, part of Seattle's Olmsted parks legacy, lines the southern border of the neighborhood and provides a connection to Green Lake, about one half mile to the northwest. (See Figure 16.)

The neighborhood plan seeks to identify opportunities for physical improvements that will improve the area's image and livability. In this process, five areas stand out. These are: neighborhood identity, the pedestrian environment, community gathering spaces, design guidelines, and Roosevelt High School design issues.



Figure 16: Urban Design Context

Neighborhood Identity

Goal:

Improve Roosevelt's identity as both a business district and a residential neighborhood.

Issue:

While Roosevelt is a long-established neighborhood, there is a perceived lack of neighborhood identity.

Recommendations:

- Streetscape Treatments. The sense of identity for the Roosevelt neighborhood could be accentuated by "signature" street treatments and signage that would intensify toward the commercial core. These could include sidewalks extending to the curbs, street trees with grates, and improved pedestrian lighting.
- Gateway Features. Gateway features described in the Commercial Core section (page 24) would also help reinforce the identity of the neighborhood as a whole.
- Public Art. Public art installations in neighborhood parks, as part of streetscape and gateway features, and as a key element in major capital improvements, like the light rail station, will play an important role in strengthening the neighborhood identity. Funding for public art should include, but not be limited to, 1% for Arts set-asides for all public improvements. Establishment of a Roosevelt Arts Council will be a key to promoting and coordinating public arts initiatives in the neighborhood.

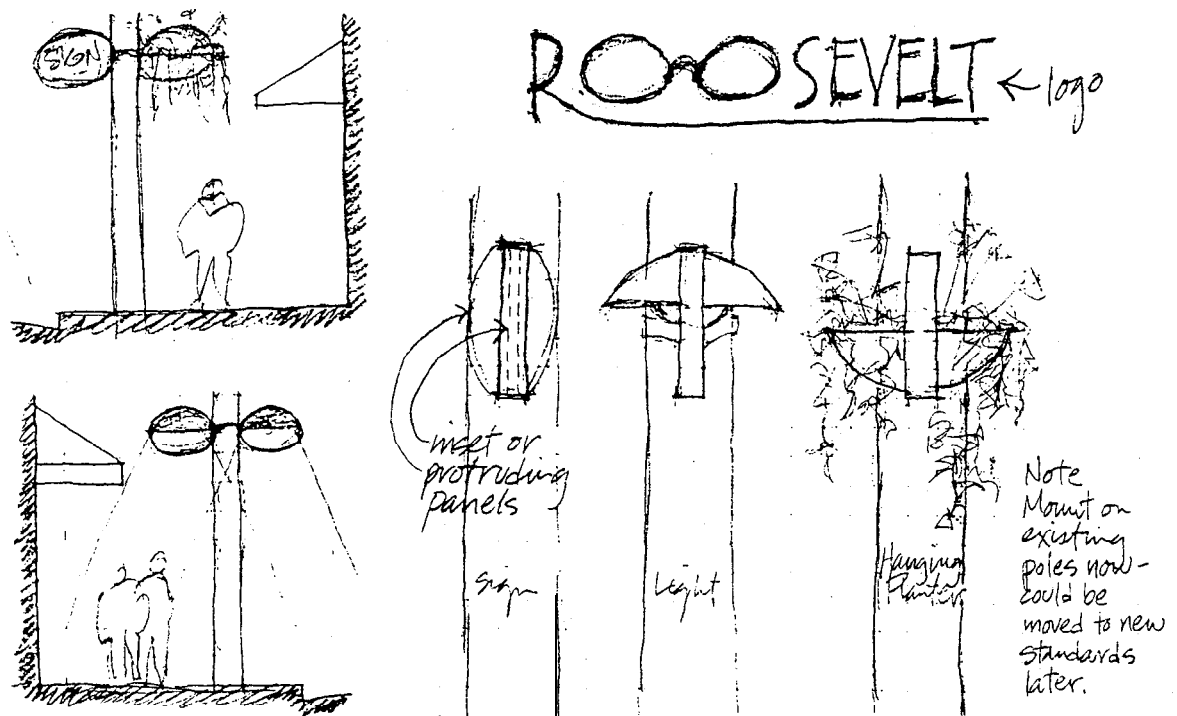


Figure 17: Conceptual Ideas for one Potential Package of Signature Streetscape Elements for Roosevelt

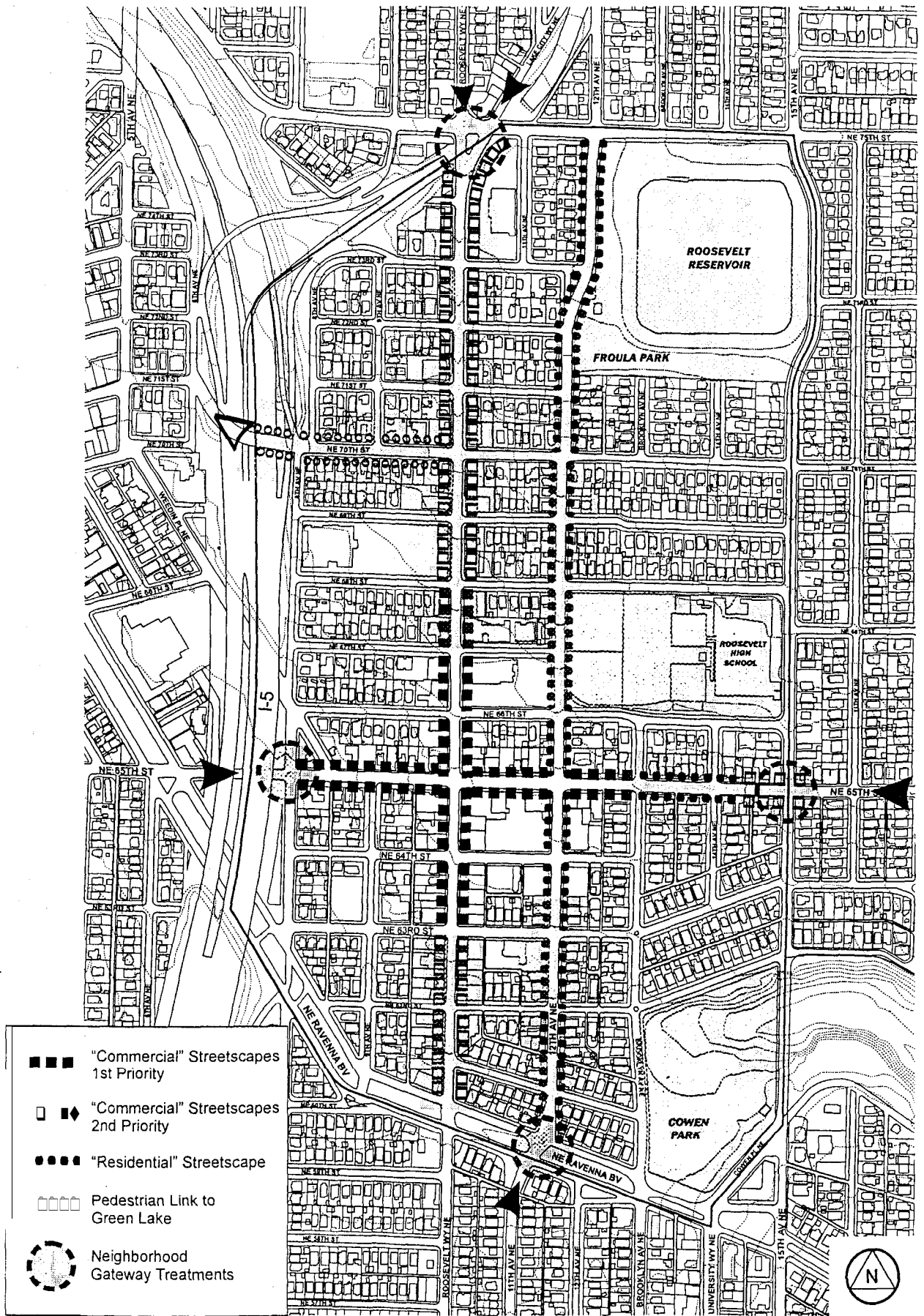


Figure 18: Neighborhood Identity Elements and Pedestrian Improvements

Pedestrian Environment

Goal:

Improve the pedestrian environment along Roosevelt's Key Pedestrian Streets.

Issues:

Improvement to the neighborhood's pedestrian environment is a high priority. Strategies for pedestrian improvements have been divided among arterials that are predominantly residential (12th Avenue NE and 15th Avenue NE) or commercial (NE 65th Street and Roosevelt Way NE), and the connection to Green Lake on NE 70th Street.

Improving the pedestrian environment in Roosevelt is closely tied to transportation solutions designed to reduce speed along the neighborhood's major arterials.

Recommendations:

- **Curb Bulbs.** Constructing curb bulbs, which extend the sidewalk into the street at intersections will enhance the pedestrian environment in several ways:
 - They improve pedestrian convenience in the retail area by making it easier for business area shoppers-especially children, seniors, and the handicapped-to cross busy streets.
 - They create potential space for landscaping and street furniture, which can be an important element in improving the area's visual image.
 - They reduce the visual width of the street and help slow traffic. (See also page 48.)

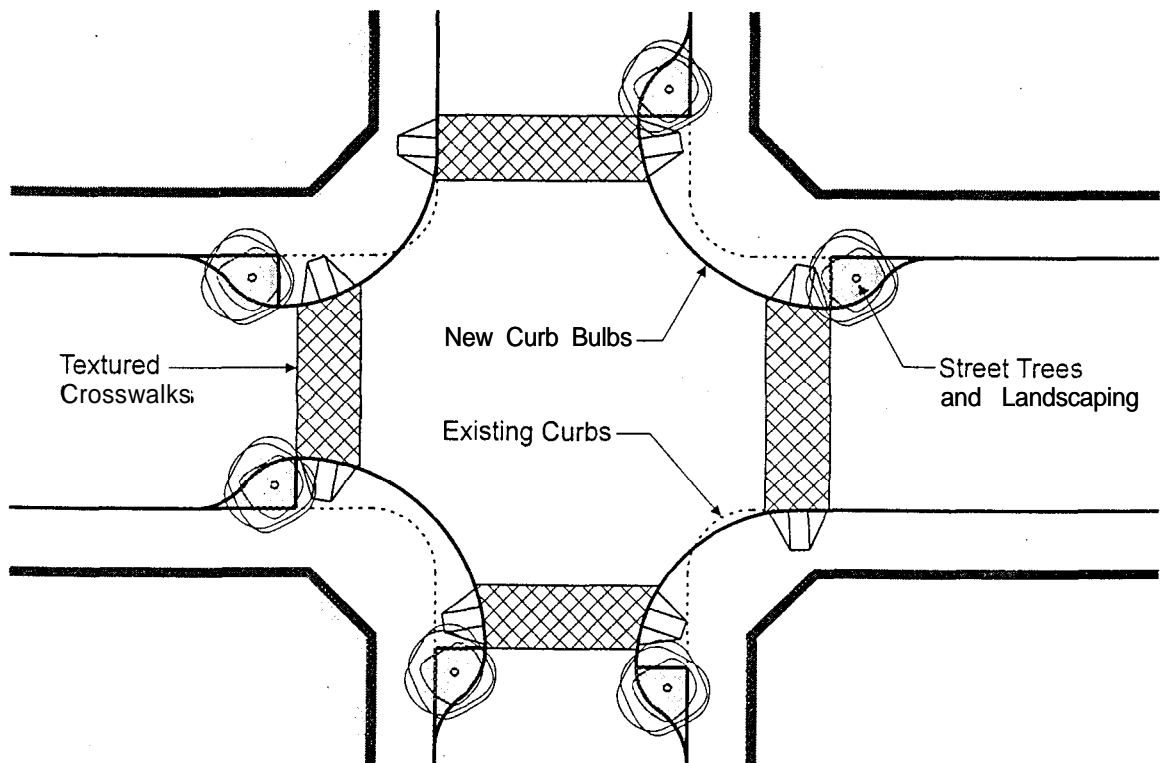


Figure 19: Typical Curb Bulb/Crosswalk Plan

- Improved Crosswalks. Providing special crosswalk treatments, like textured concrete or unit-paver crosswalks, will help define the business area’s pedestrian domain. The purpose of this recommendation is to help slow traffic on arterial connections by giving drivers visual signals that the commercial core is a pedestrian priority area.
- Residential Pedestrian Environment. 12th Avenue NE and 15th Avenue NE are primarily residential in nature, except for some commercial uses at the intersection with NE 65th Street. A street cross-section with sidewalks separated from the street by a continuous planting strip and street trees would reinforce the street’s residential nature. 12th Avenue NE currently has insufficient room between the curb and the property line for a continuous planting strip and sidewalk. Preliminary traffic analysis has shown that lane widths on 12th could be reduced to create room for a continuous planting strip and street trees, preferably on both sides of the street. (See Figure 20.)

Maintaining lane widths on 15th Avenue NE would allow bicycles and cars to continue to share the roadway more comfortably. Additional planting of street trees in the existing planting strips (where available) and on private property behind the sidewalk (with cooperation of the property owners) would enhance the street as a residential pedestrian street.

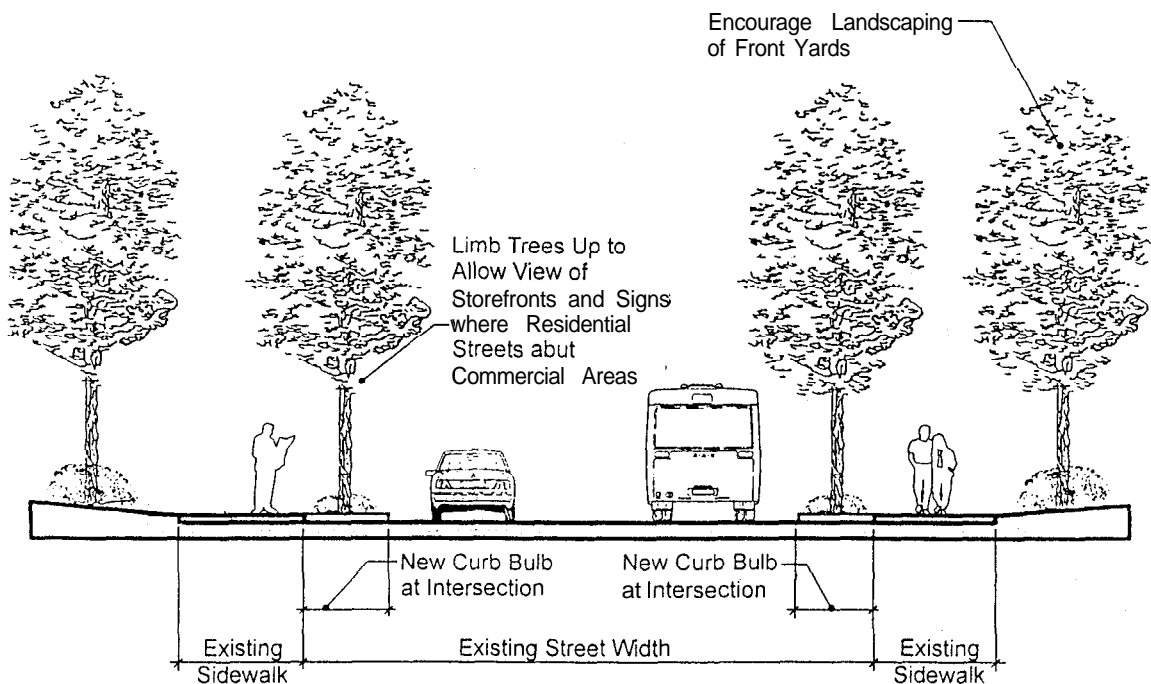


Figure 20: Typical Section, Residential Area Street/Intersection

- Pedestrian Connection to Green Lake. While the southern half of Roosevelt is well connected to Green Lake via NE Ravenna Boulevard, the northern part of the neighborhood has only an automobile-oriented overpass on NE 70th Street. East of 12th Avenue NE, NE 70th Street has been treated with flowering cherry trees planted in chicanes to slow traffic. (See Figure 21). West of 12th Avenue NE chicanes would not be appropriate, but other improvements could enhance the pedestrian connection to the Green Lake neighborhood.

The pavement width on NE 70th Street varies along its length. Between I-5 and Roosevelt Way NE it is 40 feet wide (curb-to-curb). East of Roosevelt Way it narrows to 36 feet, narrowing again east of 12th Avenue NE to 24 feet. The widths from curb to back of sidewalk are typically 10 feet, with a 5-foot sidewalk and a 5-foot planting strip. The street corridor could become a major pedestrian and bicycle connection between the Roosevelt and Green Lake neighborhoods with the following improvements:

- Install street trees in the existing planting strip on NE 70th Street. Use flowering cherry trees to continue the treatment east of 12th Ave. NE
- Narrow the traffic lane width of NE 70th Street between I-5 and Roosevelt Way to 36 feet; two travel lanes with parallel parking on both sides of the road.
- Provide clear signage to direct pedestrians.
- Provide benches and other pedestrian amenities east of 8th Avenue NE.

The Green Lake 2020 Neighborhood Plan also calls for developing this pedestrian link.



Figure 21: NE 70th Street West of Roosevelt Way NE

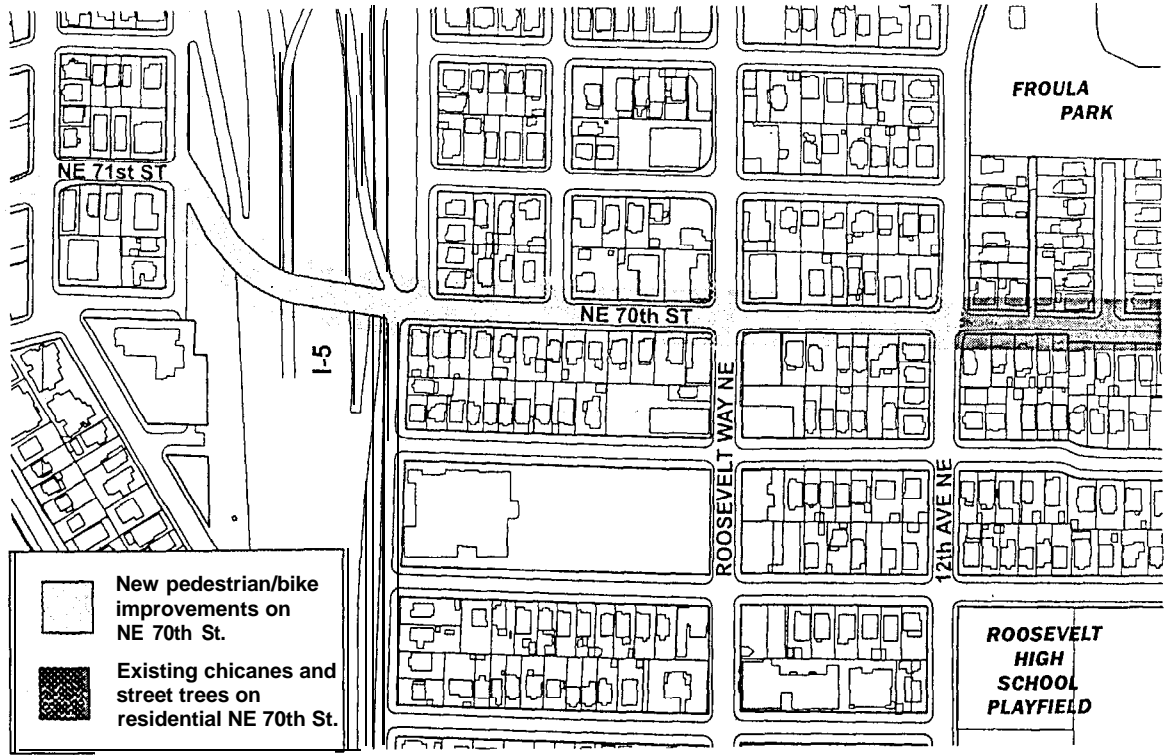


Figure 22: Map of NE 70th Street Corridor

Community Gathering Spaces

Goals:

Provide better places for community gatherings, including both open spaces and neighborhood meeting places.

Issues:

The neighborhood has no consistently available or dedicated indoor locations or open spaces in which to hold community meetings and events. There is also a need to make the community's existing parks more accessible and usable for local residents.

Recommendations:

- **Cowen Park.** The Cowen Park Master Plan completed through a Neighborhood Matching Fund grant sponsored by the Roosevelt Neighborhood Association, should be implemented. (See Figure 23.) The first phase of the Master Plan, a new play area, has been completed. Items still to be implemented include:
 - Completion of the “Adventure Play” Area.
 - Entry treatments at NE 62nd Street & Brooklyn Avenue NE, Brooklyn Avenue NE & NE 61st Street, NE Ravenna Boulevard & Brooklyn Avenue NE, Cowen Place NE & NE Ravenna Boulevard, and 15th Avenue NE & Cowen Place NE.
 - Enhanced edge treatments along NE 62nd Street, Brooklyn Avenue NE, NE Ravenna Boulevard, and Cowen Place NE, including landscaping and paths.
 - Group Picnic Area including picnic tables and possibly a framework for installing a temporary shelter.
 - Stream development including landscaping, stones, ravine forest enhancement, and overlook decks with interpretive signage.
 - Under-bridge improvements including paved areas, art, and stairs.
 - Community use of the park structure at 15th Avenue NE and Cowen Place NE.
 - Better pedestrian crossings at Cowen Place and 15th Avenue.
- **Froula Park.** A number of improvements are recommended for Froula Park. Pedestrian crossings leading to the park across 12th and 15th Avenues NE need to be improved, including the possible installation of a flashing beacon at 12th Avenue NE and NE 72nd Street. The park's landscaping should also be enhanced, in both the park proper and the adjacent Water Department property. The park's play structures should be upgraded or replaced. In addition, the possibility of providing community garden space in some of the underutilized areas of Froula Park should be explored.

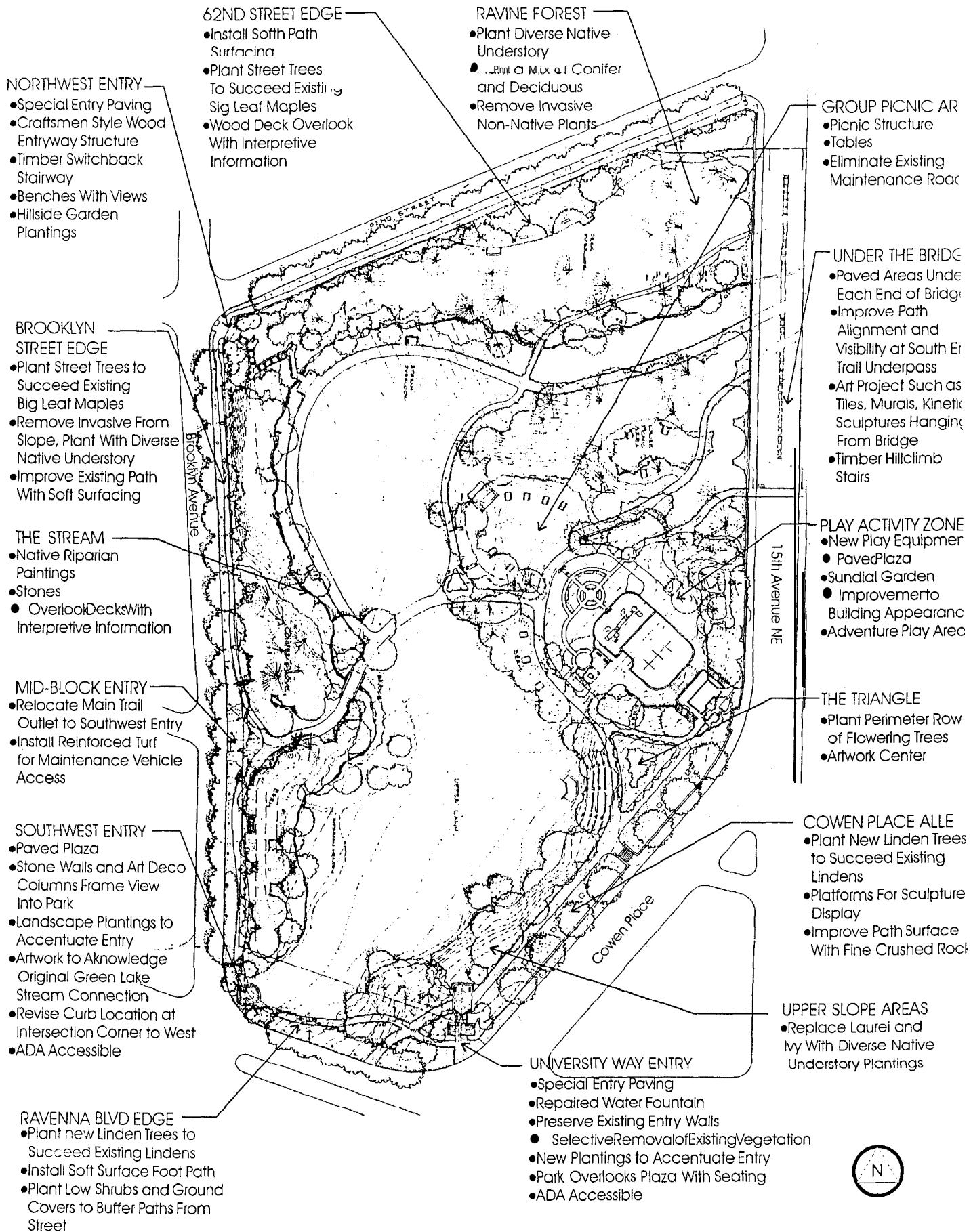


Figure 23: Cowen Park Master Plan

- Roosevelt Reservoir (previously called Green Lake Reservoir). More community use of Froula Park could occur with the covering of the reservoir planned to take place between 2010 and 2020. Complete lidding of the reservoir could provide additional neighborhood open space, but the cost of a structural lid is about double that of the floating membrane lid now being recommended by the Water Department. The neighborhood should actively pursue early involvement in this planning process and encourage the Water Department to consider the visual impact and required mitigation measures needed to make the floating membrane approach acceptable to the community. These mitigation measures could add substantially to the cost of the floating membrane solution and make reservoir lidding a potentially practical solution.
- Open Spaces in Conjunction with Large Developments. Additional public gathering places could be developed in conjunction with large commercial or residential projects, as is being done at Roosevelt Square. One proposal is to allow additional square footage or more housing units for large developments that provide open space for public use. Another is to encourage developments to meet open space requirements with ground-level gardens and plazas instead of balconies and roof decks, or to allow developers to pay a fee in lieu of providing on-site open space, with proceeds going toward purchase or development of public open space.
- “Town Square.” There is strong support for a central, public “Town Square” plaza surrounded by pedestrian-oriented retail and community facilities. Such a space could be developed in conjunction with a light rail station entrance near 65th and Roosevelt (see the Roosevelt Town Center Key Strategy, page 57, for further development).
- Neighborhood Center/Meeting Place(s). There is a need for year-round meeting places for community groups. The immediate need is for a simple accessible meeting space that will accommodate groups of 5 to 150 people. In the long run, office, display and storage space for community organizations, basic food preparation facilities, and facilities suitable for community arts exhibitions, workshops and performances would be desirable. Several potential strategies for meeting this need include:
 - A community meeting room incorporated into a commercial development, as at the U-Village QFC, could be developed.
 - The neighborhood and the School District could work to include a community meeting space, possibly as part of an arts/performance center, in the plans for renovating Roosevelt High School, currently scheduled for 2004 to 2006.
 - A public neighborhood center could be developed in coordination with plans for a Roosevelt light rail station, if located in the commercial core. (See Roosevelt Town Center Key Strategy, page 57.)
 - The neighborhood could work with the Parks and Water Departments to explore remodeling the existing buildings in Cowen Park or at the Green Lake reservoir adjacent to Froula Park.

Roosevelt High School Design Issues

Vision:

Roosevelt High School is a major community landmark and institution. The school should be a positive element of the community and its physical fabric. The community and school district should work together to make this vision a reality.

Issue:

There are several issues related to Roosevelt High School, some of which can be addressed in the planned renovations, currently scheduled for 2004 to 2006, and some which could be addressed in the interim. It is critically important that the community be involved in the school's renovation plans from the earliest stage.

Recommendations:

- **Planning for School Renovations:** Several issues should be addressed jointly by the neighborhood and the school as renovation plans are developed, including parking, neighborhood use of school facilities, and ways of accommodating area youth.
- **Joint-Use Performing Arts Center:** The neighborhood's desire for a meeting place that could accommodate public performances (see Neighborhood Meeting Places) could mesh well with the Roosevelt High School's Arts emphasis.
- **School Kitchen:** One concern that could be addressed prior to the school renovations is the use of the school's kitchen as a central cooking facility for other district schools and the impact of this use (traffic volumes, noise, etc.) on the single-family residences across NE 68th Street. The School District should be encouraged to relocate this function to a more appropriate commercial or industrial location.
- **Playfield Wall:** Another problem that could be tackled immediately is improving the appearance of the playfield retaining wall along 12th Avenue NE. A joint project between the school and the neighborhood could do much to improve the impact of this blank wall on the community.

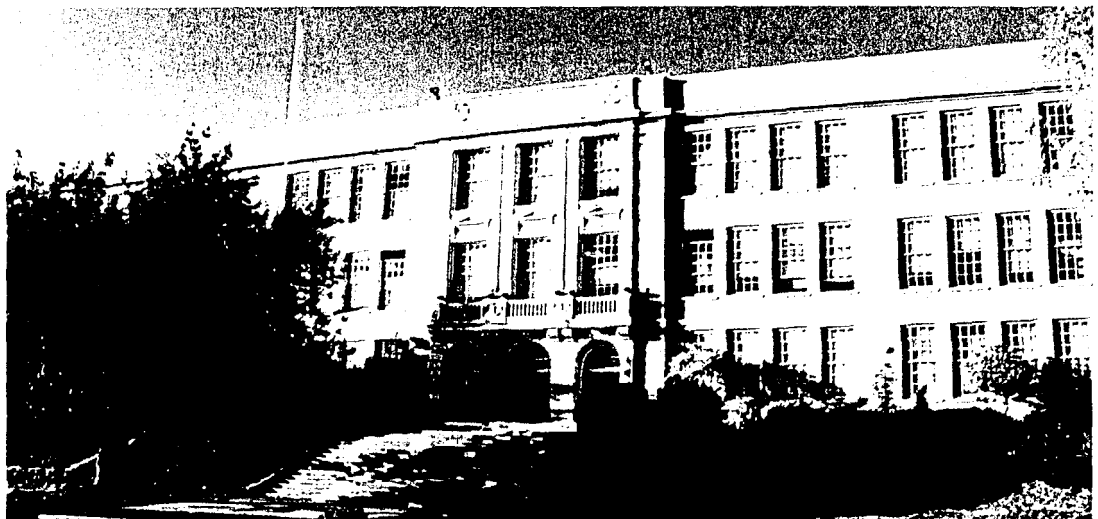


Figure 24: Roosevelt High School

Design Guidelines

Goal:

Encourage new development that complements Roosevelt's character.

Issues:

The neighborhood planning process creates an opportunity to develop design guidelines to better protect Roosevelt's character and moderate the impact of new development. These will supplement the existing city-wide design guidelines and be tailored to specific conditions and concerns in Roosevelt.

Recommendations:

Tomorrow's Roosevelt recommends adoption of the design guidelines from the 1992 Roosevelt Neighborhood Plan. (See Appendix 1.) The following guidelines are added to supplement the 1992 design guidelines, which contain additional guidelines on transition zones and façade upgrades, plus guidelines for signs, pedestrian environment and parking lot landscaping.

- Lower Thresholds. We propose to reduce the size of projects required to go through the design review process to include all lowrise developments of more than three units and all commercial developments of more than 2500 square feet. This would address projects such as the recent building on the southeast corner of 16th and 65th and provide a more consistent level of design and construction quality. Some of the key issues to address through design guidelines:
- Transition Zones. Encourage NC3-65 developments to step down where they abut residential zones with lower building heights (see fig. 19).

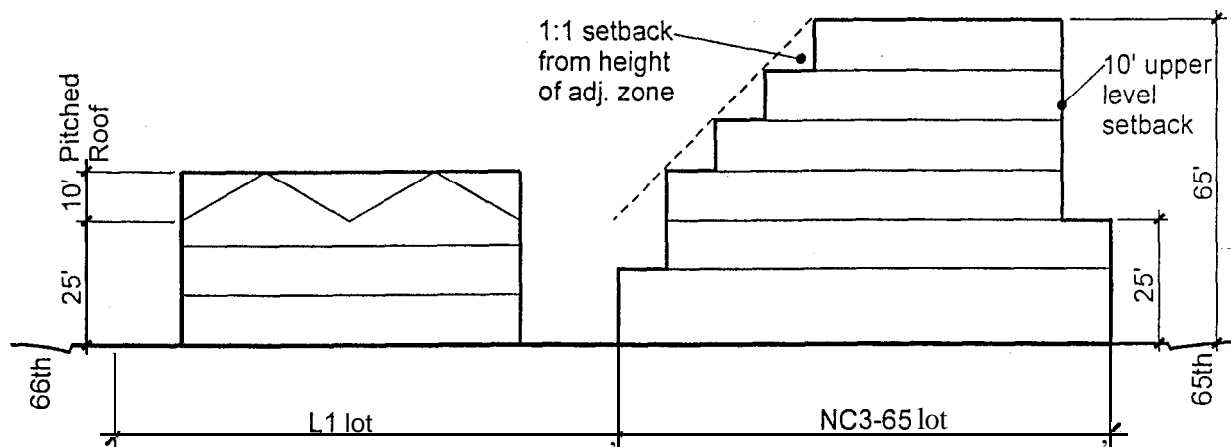


Figure 25: Transitions at Abutting Residential Zones and Upper-Level Setbacks on Streetfront Facades

■ **Facade Upgrades.** Establish additional standards for developing varied, pedestrian-friendly street facades to avoid blank facades (see below), and encourage upper level setbacks on streetfront facades to make new developments fit better with existing buildings and allow more light and sun to reach the street (see below).

-Guidelines for Existing Buildings:

- Do not cover over original facade materials such as brick or tile.
- Retain or replicate original window frames and facade features.
- Provide pedestrian weather protection.
- Fit signs to architectural features and styles.

-Guidelines for New Buildings:

- Provide pedestrian-oriented activities and facades at ground level.
- Set back building entry at ground level to provide for activity and pedestrian movement.
- Provide pedestrian weather protection.
- Include windows with articulated frames or molding.
- Organize the building form into too (roof or cornice line), middle, and bottom (ground floor).
- Include special features, such as tower, plaza, corner entry, sculpture, etc., at street corners.
- Incorporate special details, materials, or features to add refinement and human scale.
- Integrate signage into architecture.
- Maintain a continuous facade. Do not allow fences or impermeable walls.

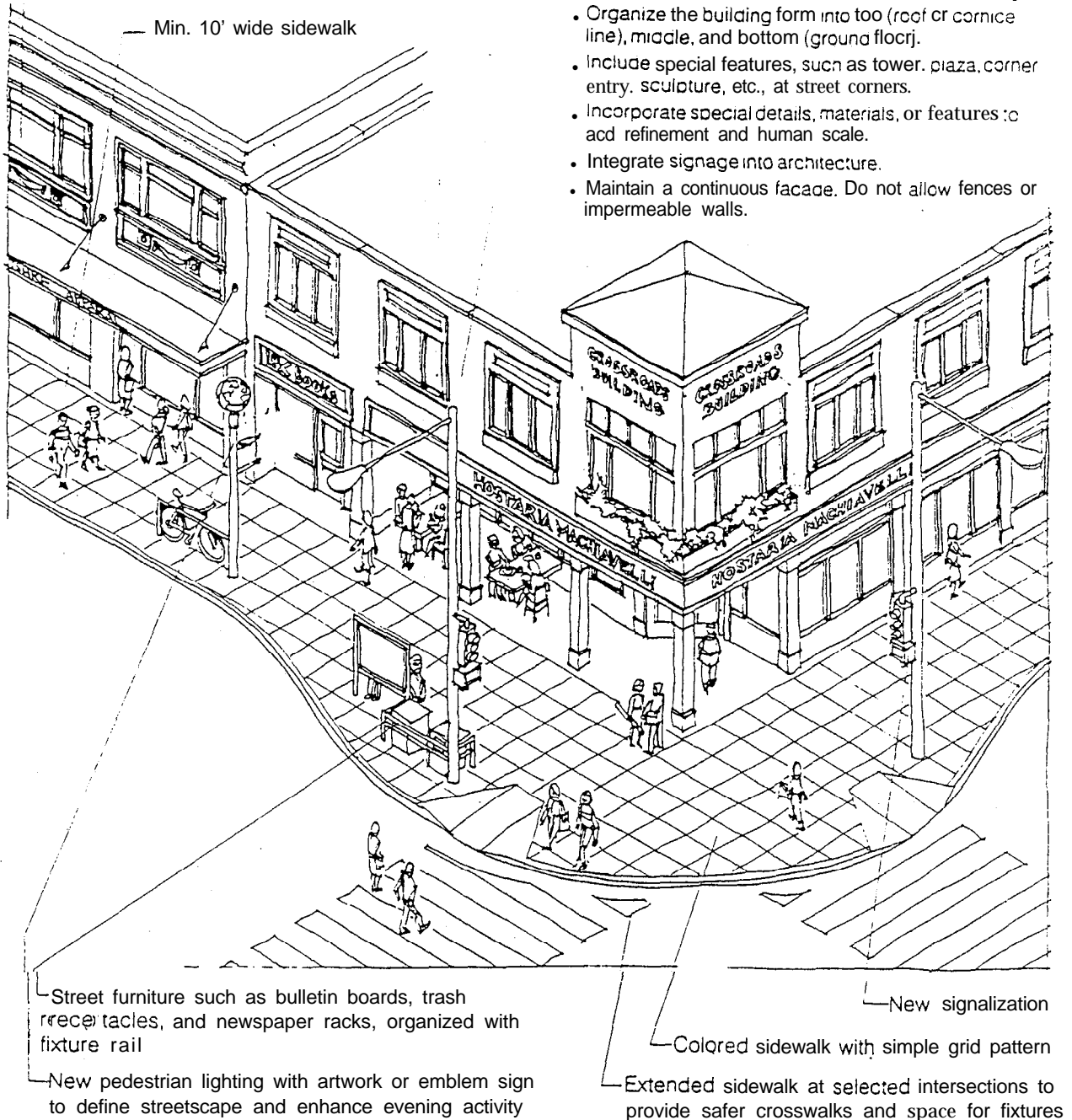


Figure 26: Guidelines for Façade and Streetscape improvements on New and Existing Buildings

C. Transportation

Arterial Traffic

Goal:

To partner with the City to ensure that cars, busses, and light rail trains coming to and through the neighborhood share the road with those traveling on bike and foot.

Issues:

Roosevelt neighborhood is significantly impacted by traffic on its arterial streets. This traffic divides the neighborhood, reduces its safety and attractiveness for pedestrians, and makes it difficult for customers to reach local businesses. (See Appendix 2 for the full existing conditions analysis.)

Recommendations:

There are a number of ways to mitigate traffic impacts. Signage, signal timing, and enforcement are first steps. Curb bulbs can be used both to reduce the visual width of the street and to slow traffic. Likewise, reducing lane widths can create room for wider planting strips and street trees to further slow traffic. There are also peak hour restricted parking lanes on Roosevelt, 12th, and 15th Avenues NE that may not be needed. Converting these to permanent parking lanes with curb bulbs would further slow traffic and ease crossing. Returning the Roosevelt/1 2th Avenue NE couplet to a two-way street was studied, but SeaTrans does not support further study.

- **Speed Limit Signs.** Vehicular travel speeds through the Roosevelt neighborhood are quite excessive and unsafe. In addition, the “wide” feel of these streets and their one-way operation also contribute to higher travel speeds.

As part of this plan’s development, spot speed surveys were conducted in April of 1998. These surveys showed that average travel speeds were 35 mph on 12th Avenue NE just north of NE 68th Street and nearly 40 mph on 15th Avenue NE north of NE 70th Street. Both of these surveys were conducted during a typical afternoon peak period (4:00 p.m. to 5:00 p.m.) when congestion was highest. It is assumed vehicle speeds during off-peak periods are higher.

Given these statistics, enforcement and signage are two high-priority recommendations. Posted speed limits signs should be located on Roosevelt Way NE, 12th Avenue NE and 15th Avenue at locations both north and south of 65th Avenue NE. On 15th Avenue NE and 12th Avenue NE, speed limit signs with “red flag indicators” should be posted as close as possible to Ravenna Boulevard and near Roosevelt High School.

In addition to coordination with the Seattle Police Department on enforcement of vehicle speeds in the vicinity of the high school and on critical arterial segments within Roosevelt, Tomorrow’s Roosevelt should also participate and become a member of the Neighborhood Speed Watch Program through SeaTrans. This program allows residents to borrow speed monitoring equipment and help direct SeaTrans and the Seattle Police Department to areas of concern.

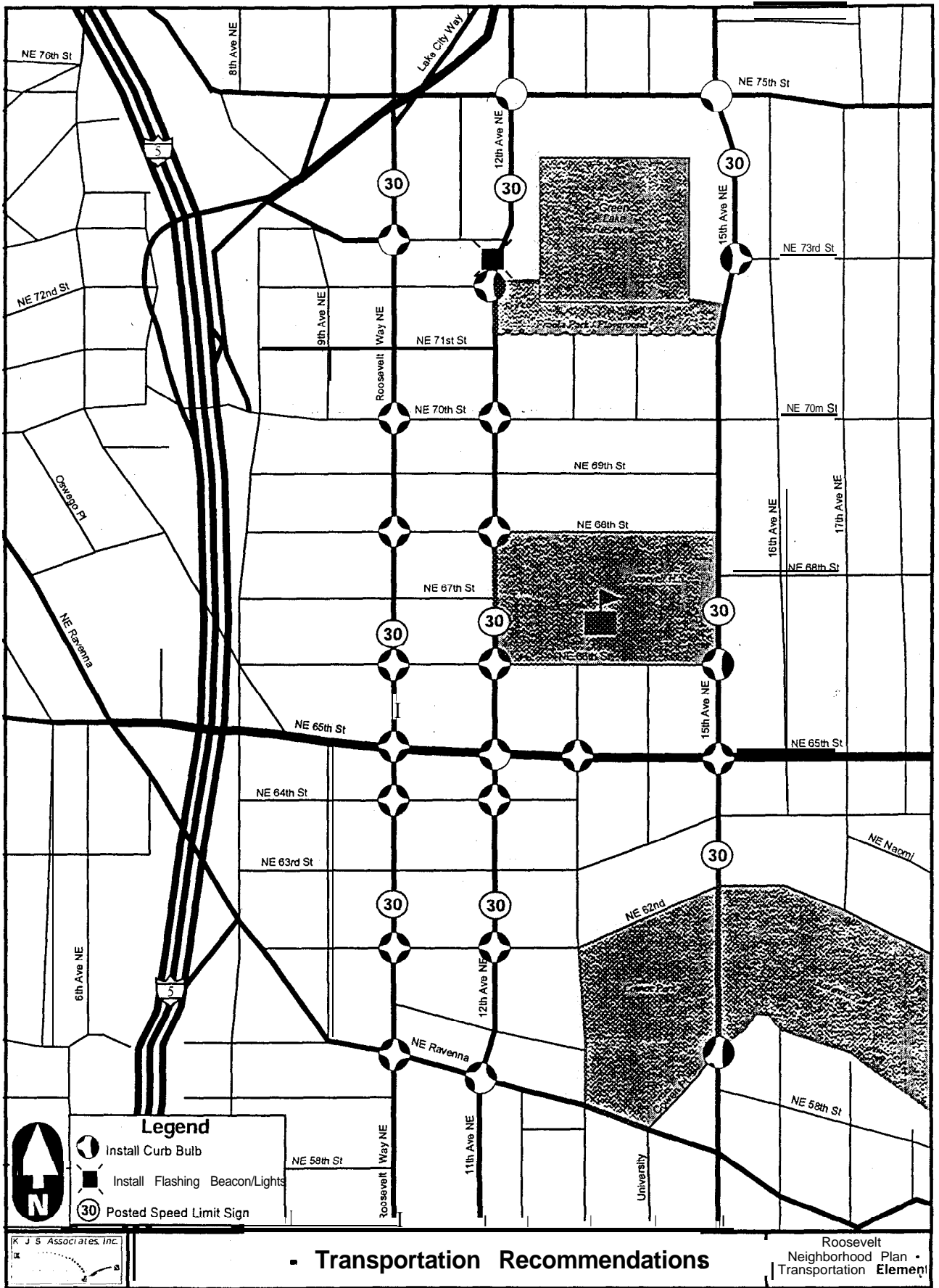


Figure 27: Transportation Recommendations

- **Crosswalks and Curb Bulbs.** Pedestrian crossings should be improved along the arterials throughout the planning area. Curb bulbs reduce crossing distances for pedestrians and make pedestrians more visible to motorists at intersections. (See Figure 19, page 36.) They also help to reduce traffic speeds (not capacity) by visually narrowing the street. Curb bulbs are being proposed throughout the neighborhood's arterial streets where they can be built without reducing required capacity. The following intersections are proposed for first priority crosswalk and curb bulb improvements (see Figure 27 for a diagrammatic representation of potential curb bulb locations – further study of each intersection would be required to determine exact configurations):

- Along both Roosevelt Way NE and 12th Avenue NE at the intersections of NE Ravenna Boulevard, NE 62nd Street, NE 64th Street, NE 65th Street, NE 66th Street, NE 68th Street, and NE 70th Street.
- At Roosevelt Way NE and NE 73rd Street.
- Along 12th Avenue NE at NE 72nd Street (with a flashing beacon) and NE 75th Street.
- Along 15th Avenue NE at Cowen Place, NE 65th Street, NE 66th Street, NE 73rd Street and NE 75th Street.
- At NE 65th Street and Brooklyn Avenue NE.

In addition, when new developments or street maintenance projects along Roosevelt Way, 12th Avenue NE, 15th Avenue NE, or NE 65th Street involve rebuilding curbs, curb bulbs should be installed where appropriate.

- **Pedestrian Crossing Times at Signalized Intersections.** Residents have complained of short crossing times at signalized intersections. The average walking time for older adults across a four-lane cross-section is approximately 19 seconds. It is recommended that this be the minimum crossing time at signalized intersections on Roosevelt Way NE, 12th Avenue NE and 15th Avenue NE.
- **Street Trees and Wider Sidewalks.** Roosevelt Way NE and 12th Avenue NE should have a minimum sidewalk width of 10 feet on both sides of the street - 12 feet would be preferable. The sidewalks would use this entire dimension (with cut outs for street trees) in commercial areas. In residential areas there should be 5-6 feet of walking width and 5-6 feet of planting strip width.

Roosevelt Way NE typically has about 10-foot sidewalks on both sides, with street trees along the outside edge of the sidewalk. This width is barely sufficient to install street trees while maintaining minimum space for pedestrian movement. Unless City roadway standards are changed to permit narrower lane widths, additional sidewalk width will have to be gained through encouraging businesses to set their storefronts back from the property line. (see Figure 12 and Design Guidelines, Appendix 1.) In addition, the installation of curb bulbs would provide more room for landscaping or urban design features, and installing tree grates would expand useable walking space around trees. Landscaping should be designed to maintain visibility and sight distance at intersections, driveways, and other critical areas along the street system.

Sidewalk widths on 12th Avenue NE currently range between 7 and 8 feet on both sides of the street, generally insufficient to install street trees. As on Roosevelt Way, lane widths cannot be narrowed unless the City revises its standards. Since 12th and 15th are predominantly residential, with front yards abutting the sidewalk, a program to encourage planting street trees behind the sidewalk could be successful. Curb bulbs with street trees are especially needed on 12th, since other opportunities are limited.

- **Peak Hour Travel Lanes.** It is recommended that the southbound peak hour lane on Roosevelt Way NE and the northbound peak hour lane on 12th Avenue NE be eliminated. This would make full-time parking available on both sides of the street. Preliminary traffic volume forecasts and levels of service analysis indicate that while turning lanes at critical intersection approaches would need to be maintained, the additional travel lane through the corridor is not required.
- **Conversion of One-Way Couplet to Two-Way Street System.** Preliminary studies were done of converting Roosevelt Way NE and 12th Avenue NE from a one-way couplet system to a two-way street system between NE 75th Street and NE Ravenna Boulevard. In general, 12th Avenue NE would consist of two travel lanes and parking on both sides of the street with parking restrictions on the east side of the street during the p.m. peak period. Roosevelt Way NE would consist of two travel lanes and parking on both sides of the street with restrictions on the west side of the street during the a.m. peak period. The two-street system is discussed in more detail in the *Roosevelt Way NE/12th Avenue NE: Alternative Roadway Configurations Memorandum* dated June 17, 1998. (See Appendix 3.)

This two-way system could also include the installation of curb bulbs, widening sidewalks and installing street trees.

Due to the reluctance of SeaTrans to further study the two-way conversion, and the divided opinions of the Roosevelt community on this proposal, Tomorrow's Roosevelt is focussing on eliminating peak hour lanes and constructing curb bulbs with street trees to slow arterial traffic on Roosevelt Way NE and 12th Avenue NE.

Parking:

Goal:

A neighborhood that is accessible to visiting friends and family, to commercial area patrons, and to those who enjoy the area's parks and fields.

Issues:

Existing parking in the Roosevelt neighborhood is provided both on public on-street space as well as public and private off-street lots. On-street parking is prohibited on the west side of Roosevelt Way NE between 7:00 a.m. and 9:00 a.m., on the east side of 12th Avenue NE between 4:00 p.m. and 6:00 p.m., and on the east side of 15th Avenue NE between 4:00 p.m. and 6:00 p.m.. Parking on NE 65th Street is prohibited between 7:00 p.m. and 9:00 p.m. on the north side of the street and between 4:00 and 6:00 p.m. on both sides of the street.

The parking meter district in the Roosevelt neighborhood is bounded by NE 66th Street to the north, NE 62nd Street to the south, 9th Avenue NE to the west and Brooklyn Avenue NE to the east. A residential parking zone (RPZ) is also located in the area bounded by Cowen Place, NE 15th Street and NE Ravenna Boulevard.

There are competing parking needs within the Roosevelt neighborhood given its residential mix, Roosevelt High School, and commercial/retail properties all within immediate vicinity of each other. In addition to the parking needs of land uses within the neighborhood, a number of commuters drive and park in the neighborhood to access transit services to the University District or downtown Seattle. When the proposed light rail station comes to the neighborhood, additional pressure will be placed on access to public transportation by parking in the neighborhood.

While there are a number of improvements that could be made to counteract this demand. The most effective tool would be the creation of a Residential Parking Zone or RPZ. There will be a growing need for an RPZ when the light rail station is built. There currently is support for extending the University District RPZ north from NE Ravenna Boulevard to NE 68th Street between 8th Avenue NE and 15th Avenue NE. The neighborhood also recommends developing a parking management system coordinating business, resident, and High School parking needs.

Recommendations:

Additional improvements for the City and community to consider include:

- **High School Parking Overflow.** Explore options for limiting the amount of on-street parking used by Roosevelt High School students and teachers.
- **On-Street Parking Capacity and Management.** Under either the proposed one-way system (with the elimination of peak hour travel lanes) or under the alternative two-way street system in Roosevelt, the additional capacity created for parking during peak demand periods would help accommodate shortfalls in both residential and business on-street parking. The use of parking enforcement to maintain a healthy parking turnover is recommended as well.

Light Rail Station

Vision:

Sound Transit and other public transportation provide a vital link to neighboring communities and beyond. The community supports these systems and feels they can be a positive influence on the neighborhood.

Issues:

Sound Transit originally planned for a light rail line from SeaTac to Northgate. The segment connecting the University District north to Roosevelt and Northgate was to be constructed as part of Phase I improvements if sufficient funding was available. Current plans call for this segment to be built in Phase II. Tomorrow's Roosevelt has planned on the assumption that the line will be extended to Northgate and a station will be constructed in Roosevelt. The delay in building this segment creates some challenges to the Roosevelt community, but the basic goals and recommendations regarding the future construction of the station remain the same.

The community supports a underground light rail station in the business core. There is a strong desire to work with the City, Sound Transit, and adjacent neighborhoods to promote a station plan and design that protect and enhance the commercial core and the neighborhood's character and vitality.

The community wishes to develop station entrances that minimize negative impacts on surrounding residents and businesses. It is also assumed the station-to-neighborhood connections would enhance to the pedestrian environment of the retail core.

As the station planning process proceeds, Seattle's Strategic Planning Office will be conducting station area planning studies for all Sound Transit station locations. It is critical to develop principles for station area planning that preserve and support the Roosevelt neighborhood character. These plans must also coordinate with the vision and goals of Roosevelt Tomorrow and the neighborhood plan. While the detailed station area planning may be delayed, basic analysis of the transit-oriented development potential should proceed to help evaluate alternative station locations.

Following is a qualitative analysis of the implications associated with the future development of the Roosevelt neighborhood's Light Rail Station. This analysis is based largely on the findings of Sound Transit's Roosevelt Alternatives Workshop conducted March 28, 1998, at Roosevelt High School. The summaries distributed by Sound Transit following the workshop clearly portray the community's priorities and concerns associated with alignment alternatives and station locations.

Recommendations

■ Vehicular and Pedestrian Access

Successful access to the light rail station will differ depending upon the location of the station but must include:

- *Pedestrian Access Points.* Where people will access the station platform and how vehicular/pedestrian conflicts will be addressed are critical.
- *Personal Safety and Security At and Near the Station.* General perceptions at the March 28th Workshop suggest that public safety is a major consideration for the community-at-large. Lighting, sight lines, and security must all be integrated into station design.
- *Vehicular Access.* The City of Seattle has stated that it will not expand existing park-and-ride facilities. However, because a possible facility already exists, there will be increased demand for access between the park-and-ride and rail transit. This demand, along with “drop-off trips,” must be factored into station planning.
- *Transit Connections/Access.* The neighborhood is concerned about transit connections between the rail and bus systems. The impact and operation of bus service and/or local circulator system facilities (shuttles, bus bays, bus stops, etc.) must be considered as part of station area planning.
- *Pedestrian Environment.* Enhance the pedestrian environment along the three major arterials: NE 65th Street, Roosevelt Way, and 12th Avenue NE. The plan’s urban design component will surely address streetscape and other amenities that will be necessary. It is recommended that improvements along these streets adjacent to the light rail station stretch out 1/4 mile in each direction from key access points.

■ Parking Impacts

Local residents and business owners both shared concerns about the impact the light rail station could have on area parking. To address potential impacts, Roosevelt’s station area planning should consider:

- Establishing or expanding a Residential Parking Zone (RPZ) on residential streets surrounding the station. Extension of the University District RPZ may occur prior to station area planning (see page 50).
- Joint development of mixed-use parking structures to serve the needs of the business district.
- Land use code changes or a “Station Area Development Zoning Overlay District” that limits parking in the urban village.
- Coordination with Sound Transit and the City of Seattle to ensure that the Roosevelt station, regardless of location, is “marketed” as a local community access station rather than a commuter gateway station.

■ Community Character/Streetscape

A key consideration for the Roosevelt segment of the light rail system focuses on ensuring that light rail construction contributes to, rather than detracts from, the character of the neighborhood. In support of the Roosevelt plan's urban design goals and strategies, the following should be part of the station's planning and design:

- Street tree plantings, wider sidewalks, bike lanes, public art, and street furnishings such as kiosks and benches in the station's 1/4-mile approach zone.
- The incorporation of public art as an expression of the community's character.
- Enhanced signage that leads people between stations and local destinations.
- Improved transit and pedestrian connections to Green Lake and Ravenna should be sought via the 65th Street corridor.
- Development of a central neighborhood gathering space.

(See also "Neighborhood Identity," "Pedestrian Environment," and "Community Gathering Spaces," pages 34 through 39.)

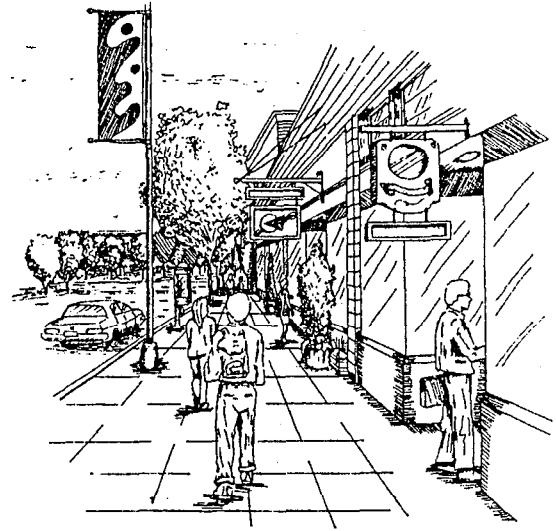


Figure 28: Streetscape Elements such as Buildings and Tree Plantings Define the Visual Character of the Street

■ Land Use

The community prefers a business core station location. The community feels a business district location will promote the development of an urban village image, support close-by transit-oriented development, enhance local business activity, and establish the development of "destination" services in the community.

Some of the considerations facing Tomorrow's Roosevelt's land use planning component include the following:

- Zoning. Under existing zoning, high-density, mixed-use buildings can be built in the business district. The existing NC3-65 zone encompasses properties generally facing NE 65th Street from 9th to 12th Avenues NE and Roosevelt Way from NE 64th to NE 67th Streets. This zone would support the type of transit-oriented development desired by the community.



Figure 29: Higher-Density, Mixed-Use Environments with Pedestrian-Friendly Uses and Amenities Are Preferred for Transit-Oriented Development

- *Joint Development- Public/Private Partnerships.* Transit-oriented development may include partnerships between public and private interests. The neighborhood has expressed interest in possibly integrating community facilities such as a neighborhood center, multi-purpose center, or other public facility as part of a joint development. (See page 42.)
- *Design Guidelines/Development Standards.* Roosevelt was one of the first neighborhoods to develop design guidelines for its commercial district. Adopting these guidelines and others created during the neighborhood planning process could help shape the physical form of new development. (See page 44.)

■ **Sound Transit session for Tomorrow's Roosevelt and Green Lake 2020**

On September 29th, 1998 representatives of Roosevelt and Green Lake planning groups met to discuss the potential Sound Transit light rail station. The group reviewed the proposed alternatives which include either an aerial system at NE 65th and 8th Ave NE or a tunnel station at NE 65th and either 12th Ave NE or Roosevelt Ave NE. Although the groups have different perspectives, they discovered several areas of common interest. Those include:

- Public safety.
- Parking impacts.
- Design issues - positive impacts this could bring.
- Adequate access to station.
- Development of station should spur positive development.
- Circulator system that serves neighborhoods and surrounding community.
- Pedestrian route across NE 70th Street supported by both plan recommendations.
- Smaller busses on routes during appropriate times.
- Improve area under freeway (joint art project?).
- Desire for more specific information on Sound Transit alternatives.
- Minimize impacts of drop-off ("kiss and drop").
- Reduce noise impacts.
- Attractive and well-working station.
- Look at RPZ as potential mechanism to reduce overflow parking.
- Need parking management plan as part of station planning.
- The majority of impacts will be in Roosevelt,

■ Sound Transit Board decision implications

While the decision is to delay construction of the Northgate extension and Roosevelt station, the Roosevelt community must continue to promote its preferred alignment to ensure that decisions regarding financing, the Environmental Impact Statement and tunnel termination do not preclude it. If an aerial alignment with a station at 8th Ave NE is chosen, contrary to the Roosevelt community's strong wishes, full mitigation must be provided, including but not limited to:

- Replace trees and open space lost to the construction of the aerial railway and station with their equal or better within the Town Center, prior to its being taken for construction.
- Minimize and compensate adjacent property owners, businesses and residents for construction impacts, including noise and vibration caused by pile driving. (This would also apply to any impacts from hauling dirt from a potential tunnel terminus in or near the neighborhood.)
- Provide pedestrian improvements to reinforce the connection from the station to the Town Center, Roosevelt High School, and multifamily and commercial areas along NE 65th St., Roosevelt Way NE, 12th Ave. NE and 15th Ave. NE.
- Preserve vital neighborhood services in the area around the station, including service stations near I-5 entrances and exits.
- Provide for transit oriented development that will reinforce the community's business district and protect the neighborhood's character and livability.
- Provide safety improvements to and patrolling of the area around the station and under I-5.
- Provide a gateway, incorporating public art, for those entering the neighborhood along NE 65th St., 8th Ave NE, and Weedon Pl. NE.
- Minimize impacts and compensate property owners, businesses and residents for negative impacts of the aerial alignment, including noise, vibration, electromagnetic radiation, view blockage, and the decline in property values.

Before a final decision on station location is made a thorough analysis of transit-oriented development potential of the alternate sites should be completed. The 12th Ave NE site has considerably more land zoned and suitable for commercial and mixed use within close proximity. Much of the land in close proximity to the 8th Ave. NE site is within the I-5 or NE Ravenna Blvd. right-of-way, or so close to the freeway to compromise its development potential. (See Figure 15, page 3 1.)

D. Community Safety and Livability

Vision:

Community commitment, looking out for one another, and a strong block-watch system will help keep residential and commercial districts safe.

Issues:

During the course of the planning process, a number of public safety problems have been discussed. They include:

- Landlords who fail to adequately maintain and monitor their properties, and the need for better code enforcement at these properties.
- Conflicts between Roosevelt High School students and adjacent neighbors.
- Litter from the high school and commercial dumpsters on the sidewalks.
- People sleeping in vehicles, in public rights-of-way, and under the freeway overpass and camping in Cowen Park.
- Drug traffic and other related problems with transient and homeless use of Cowen Park and other public spaces.
- Concern that gang activity may be attracted by the above activities,

Recommendations

- **Promoting a Healthy Environment.** Create a neighborhood Ombudsman. This person would serve as the neighborhood memory and put together the code violation and public safety complaints from individuals. Work with the City to make input from the Ombudsman something the City works on effectively by orchestrating the appropriate agencies.

Develop and implement a “clean streets” program, including installing and maintaining trash receptacles around Roosevelt High School and surrounding streets. Business dumpsters on public sidewalks need to be relocated. An aggressive anti-graffiti program needs to be launched. This can include a simple paint-it-out plan.

- **Community Policing.** Roosevelt supports the block-watch system and wants to work with Seattle Police Department in efforts to reduce crime. The neighborhood would like to have a community police officer assigned to the area. There is strong support for a police storefront facility or work station in the center of neighborhood, ideally in the Town Center development described in the Key Strategies section.

There has also been some discussion of a branch division office to the east of I-5 in north Seattle. Tomorrow’s Roosevelt would welcome consideration of locating such a facility in the neighborhood center. Even if this is not possible, a location somewhat closer than the current North Precinct headquarters would be welcome.

III. KEY STRATEGIES

The following three key strategies combine many of the recommendations from the various plan elements into integrated concepts for plan implementation. These strategies provide a framework for coordinated action, and a way of packaging individual recommendations in a way that is easier to grasp and visualize.

A. Roosevelt Town Center

One of the most effective ways to strengthen Roosevelt’s identity, reinforce its role as a neighborhood business district, and set the stage for its future development will be to develop a “Town Center” in the commercial core that provides the elements needed to form a vital, creative, and interesting business district. This “Town Center” concept would ideally contain the following:

1. A central “Town Square” open space incorporating:

- An active, safe space for informal gatherings or community events that is open to and visible from at least one of the major arterials passing through the neighborhood, but sufficiently enclosed to create an outdoor “living room” for the neighborhood.
- Substantial greenery in the form of trees and other “urban” plantings
- Retail and other “active” uses surrounding the space and spilling out into its edges, invigorating it with life.
- Residential uses overlooking the space providing eyes on the park and a sense of community ownership of the space.
- Public art that provides a focal point and identifiable image, developed in cooperation with the new Roosevelt Arts Council, with funding from (but not limited to) Percent for the Arts moneys for all public projects in the Town Center.
- Some sort of water feature with running water to mask the adjacent traffic noise and provide a pleasant background sound (perhaps a conceptual “headwaters” for Ravenna Creek?)
- An area suitable as a stage for small community concerts or as an informal area for people to sit or young children to climb.
- A community kiosk for posting neighborhood news, events and announcements.
- Public restrooms, possibly as part of the neighborhood center or light rail station (see below).

2. A “Neighborhood Center,” ideally including:

- Public meeting spaces to accommodate groups from 5 to 150, preferably including at least one small and one large meeting room.
- A large meeting room that would also be suitable for small performances, lectures, classes, seminars, etc.
- Office space for community groups, including but not limited to the Roosevelt Neighborhood Association and the Roosevelt Chamber of Commerce.
- Space for community displays and exhibits.
- A community resource center, where information on neighborhood plans events and issues would be available to the public.
- Possibly a day care center serving neighborhood businesses and residents as well as commuters.
- Possibly a small kitchen area for catering community events.
- Possibly incorporating a small business that would provide surveillance and access to the facilities.
- This should be a public facility available at little or no charge to community groups.

3. Entrances to the Roosevelt Light Rail Station including:

- At least one entrance with a sculptural or landmark entry structure, preferably as part of the Town Square.
- Artwork, possibly incorporating historical and interpretive information about the Roosevelt neighborhood.
- Provide safe, convenient access to Roosevelt High School and the commercial/transit node at NE 65th St. and 1 5th Ave. NE Neighborhood circulator busses connecting both the station and the Roosevelt district with surrounding neighborhoods.
- Better east-west cross town bus service.

4. Transit-oriented development that would complement, fit in with and enhance existing neighborhood landmarks and character, including:

- Additional retail and commercial development, particularly pedestrian-oriented uses that would enliven an adjacent Town Square or streetscape.
- Additional residential development above ground level commercial space that would provide a built-in clientele for neighborhood businesses and ridership for the transit station, and eyes on public streets and open spaces for security and a sense of community ownership. Reduced parking requirements should be considered to encourage transit-related and affordable housing.
- Parking sufficient to replace any lost in development of open space and provide for new businesses and residents (preferably at reduced levels as described above). NOT to provide additional park-and-ride opportunities for commuters.

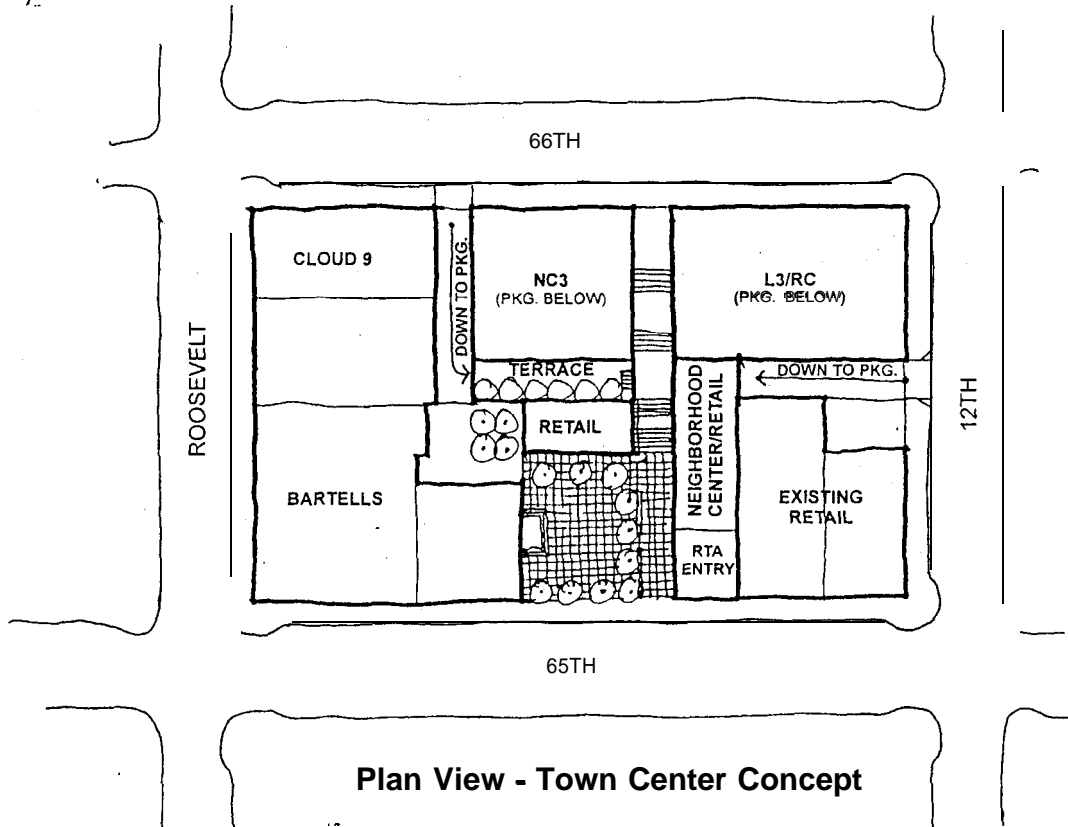
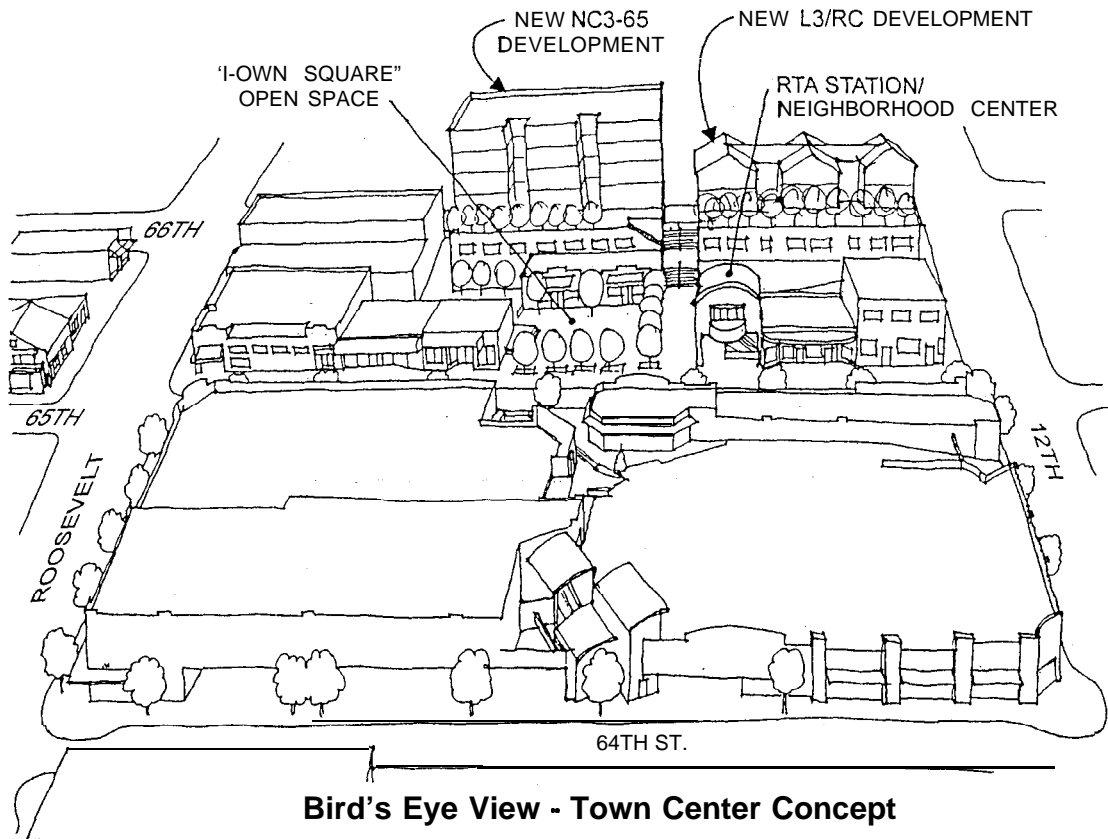


Figure 30: Roosevelt Town Square Concept: These illustrations represent a hypothetical vision of how a "Town Center" concept might be developed on one of several potential sites as part of a long range plan.

B. Roosevelt's Key Pedestrian Streets

Much attention, analysis, and debate has focused on a range of improvements for Roosevelt's major streets, which now act as traffic corridors that divide and disrupt the neighborhood, not as "Main Streets" that bring life into the commercial core and act as the community's focal point. One of the primary goals is to find ways to slow the traffic that bisects the neighborhood and to redesign streetscapes in ways that enhance the pedestrian experience, strengthen businesses, and provide an identifiable neighborhood image.

Roosevelt's "Key Pedestrian Streets" consist of Roosevelt Avenue NE, NE 65th Street, 12th Avenue NE, 15th Avenue NE, and NE 70th Street.

This plan integrates traffic, urban design, land use, and development recommendations for redeveloping Roosevelt's arterial streets. Considerable analysis has focused on ways to slow traffic that passes through the neighborhood while maintaining adequate capacity. Two major options were studied: (1) converting Roosevelt and 12th back to two-way streets and (2) eliminating peak hour lanes. Under either of these options, traffic will be slowed and the pedestrian environment enhanced.

Due to the reluctance of SeaTrans to further study the two-way conversion, and the divided opinions of the Roosevelt community on this proposal, Tomorrow's Roosevelt is focussing on the second of these options for slowing arterial traffic: eliminating peak hour lanes. This will allow constructing curb bulbs, ideally configured to contain street trees, on both sides of Roosevelt Way NE and 12th Avenue NE. (see below)

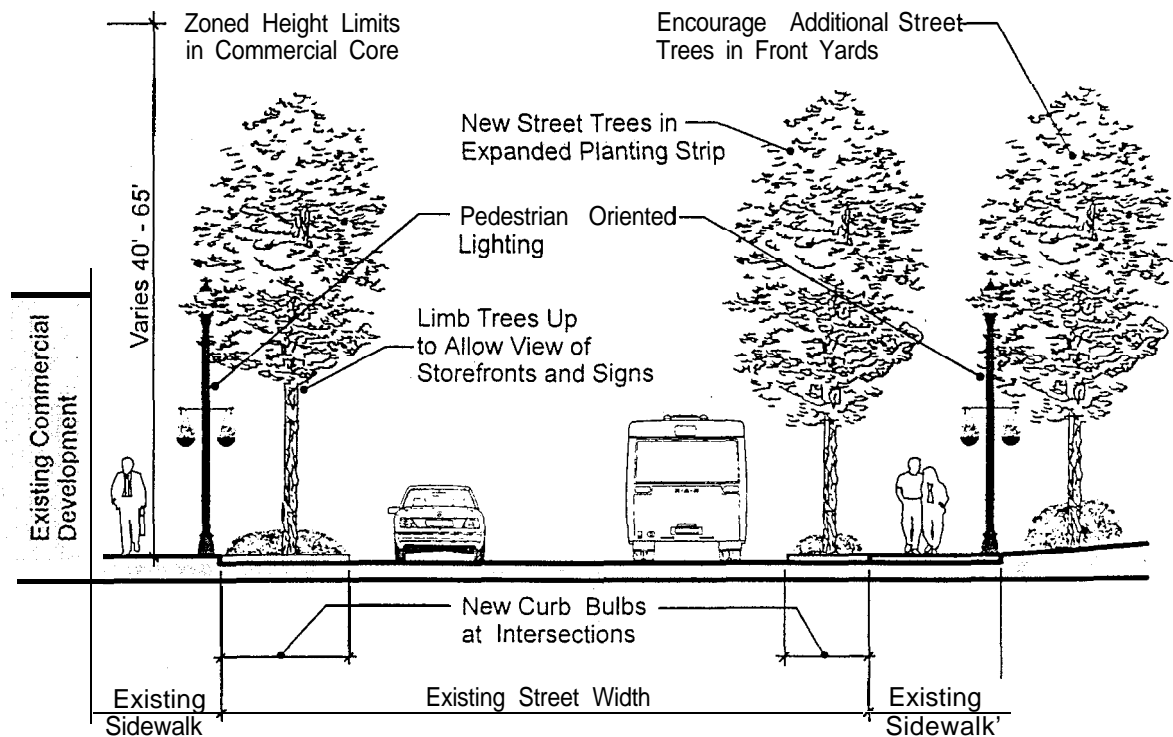


Figure 31: Typical Commercial/Residential Area Street Section, with a Possible Option for Street lights

As improvements are made to these key streets, an integrated program of streetscape treatments should be implemented to give a distinct character to the residential and commercial arterials, consisting of the following components:

1. Streetscape treatments:

- Eliminate peak hour travel lanes and add curb bulbs with a consistent palette of paving patterns and landscaping (see Figure 12, Figure 19, and Figure 20). While it appears that earlier proposals to widen sidewalks and planting strips into the street will not be possible under current City standards, curb bulbs other ways to expand the pedestrian space and provide room for street trees should be aggressively pursued. Possible techniques include design guidelines to encourage setting back storefronts on narrow sidewalks.
- Pedestrian-oriented lighting, particularly in the commercial areas and around transit stops.
- A walking tour of the commercial core, including brochures, signage, and kiosks, possibly as part of a Chamber-sponsored Neighborhood Matching Fund Project.
- Signature signage and public art in the commercial core, possibly as part of a business improvement plan and as part of light rail station development.
- Creation of a P3 Pedestrian Overlay Zone that would allow professional offices to extend the current Pedestrian Overlay Zone. This would encourage pedestrian-friendly development along Roosevelt Way and NE 65th Street without restricting existing professional office uses. (see Figure 11).
- Possible future facade improvement program to enhance the appearance of the commercial core (see page 30).

2. Gateway treatments:

- In addition to these streetscape improvements, special gateway treatments should be considered and developed for the entrances to the neighborhood. These gateway treatments should incorporate landscaping, signage, and public art to clearly identify Roosevelt as a unique neighborhood (see Figure 13 and Figure 18).

3. Link to Green Lake:

- A link to Green Lake should be developed along NE 70th Street. At a minimum this should consist of landscaping, including street trees, in the existing planting strip, preferably designed to extend the existing landscaping and street trees along 70th between 15th and Roosevelt. Ideally, it would also include pedestrian amenities including signage and benches, and a bike lane or bike route designation (see pages 38 and 39).

C. Roosevelt: Growing Gracefully

Tomorrow's Roosevelt has worked to develop a vision for future development that gracefully accommodates the growth projected by the Seattle Comprehensive Plan. The plan identifies areas that can accommodate a significant amount of the projected growth while supporting the existing neighborhood fabric.

Principles to achieve this vision for growth in Roosevelt and resulting strategies are as follows:

1. **Concentrate retail growth in the commercial core to create a compact, vital, pedestrian-oriented business district (see Figure 11).**
 - Create a new P3 zone to extend the Pedestrian Overlay zone along Roosevelt and 65th north to 67th, south to Ravenna, west to 9th and east to Brooklyn.
 - Allow Single-Purpose Residential development in the NC2-40 zone north of 68th to discourage development of empty storefronts and concentrate retail development in the commercial core.
2. **Encourage mixed-use development with housing over retail in the commercial core.**
 - Consider reducing the parking requirement for residential development within 800 feet of a transit station (*study further through station area planning*).
3. **Encourage redevelopment of areas with large surface parking lots and deteriorated housing to focus growth where it will fill gaps in the existing neighborhood fabric (see Figure 9).**
 - Establish principles for future up-zones and contract rezones in key areas to facilitate their redevelopment.
 - Work with non-profit developers and the City to identify sites and strategies for pilot projects.
4. **Reduce the impact of NC3-65 development on adjacent residential areas.**
 - Under station area planning, or earlier if station area planning is delayed, study rezones of select areas to provide better transitions (see Figure 6).
 - Add recommendations to the Design Guidelines to encourage developments to step down at transitions to adjacent residential zones (see Figure 25 and Appendix 1).
 - Through station area planning, consider overlay zoning that would require better transitions to adjacent zones as mitigation for the increased development pressure anticipated as a result of station construction.

5. Reduce the impact of NC3-65 zoning on the existing character of the commercial streetscape and provide for a future streetscape with adequate light, air and scale.

- Add recommendations to the Design Guidelines to encourage upper level setbacks on streetfront facades to help new development better fit in with the existing fabric and allow more light and air to reach the rather narrow streets (see Figure 25).
- Through station area planning in 1999, or earlier if it is delayed, consider overlay zoning that would *require* upper level setbacks on streetfront facades as mitigation for the increased development pressure anticipated as a result of station construction.

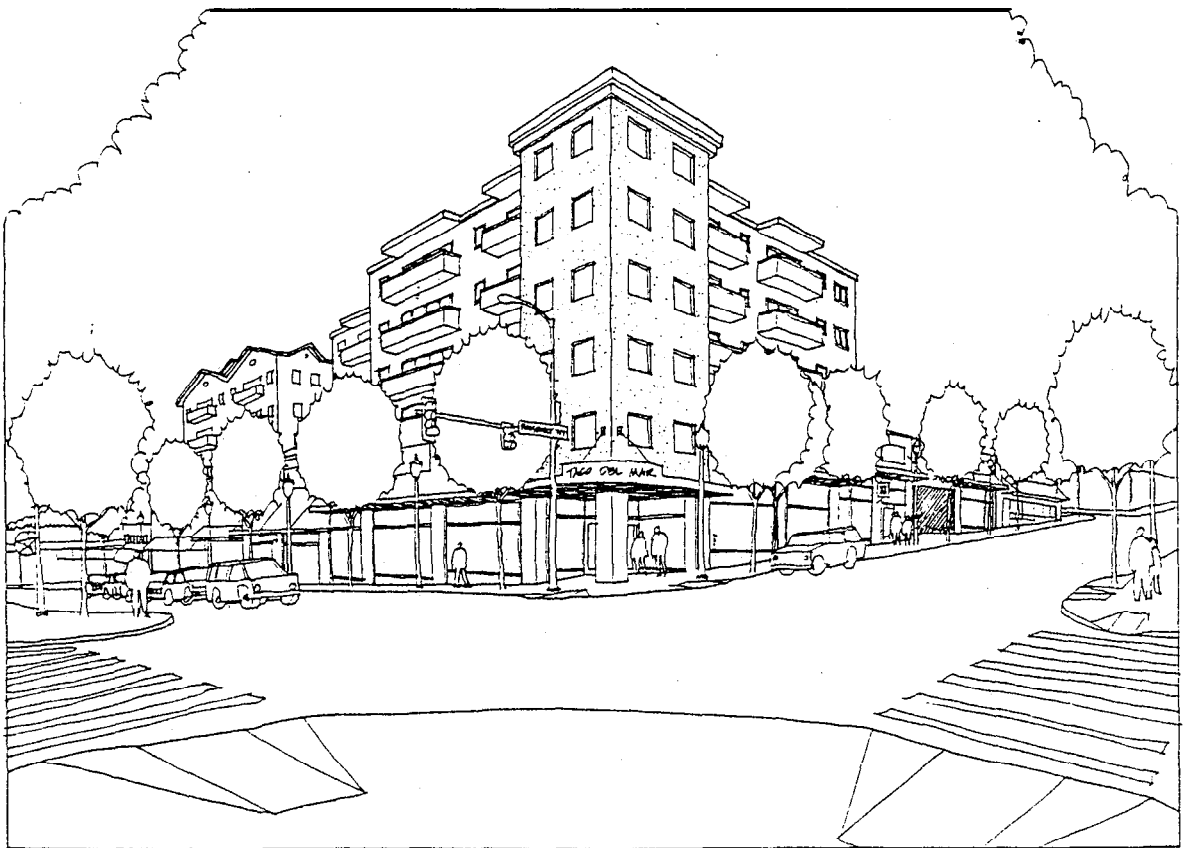


Figure 32: Sketch Showing Potential Redevelopment of the NW Corner Of 65th and Roosevelt Under Proposed Design Guidelines

IV. Appendices

Appendix 1	1992 Proposed Neighborhood Design Guidelines
Appendix 2	Transportation Existing Conditions Report
Appendix 3	Roosevelt Way NE/ 2th Ave NE: Alternative Roadway Configurations

Recommended Roosevelt Neighborhood Plan

Part Two: Proposed Neighborhood Design Guidelines

(exerpted)

October, 1992

Roosevelt Neighborhood Association
Roosevelt Neighborhood Planning Committee
Ruth Ann Dight, Planning Consultant

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I. Introduction

This document is part two of the Roosevelt Neighborhood Plan. It includes a set of recommended design guidelines for future commercial and multifamily development in the Roosevelt Neighborhood. These guidelines are intended to augment citywide design guidelines currently proposed for adoption by the City Council. (See "Proposed Design Review Process and Guidelines for the City of Seattle" published January 2, 1992, by the Seattle Planning Department and Department of Construction and Land Use.)

Neighborhood Boundaries

The Roosevelt Neighborhood, outlined on the map opposite this page, extends from NE 75th to NE Ravenna Boulevard and from 8th Avenue NE to 15th Ave NE.

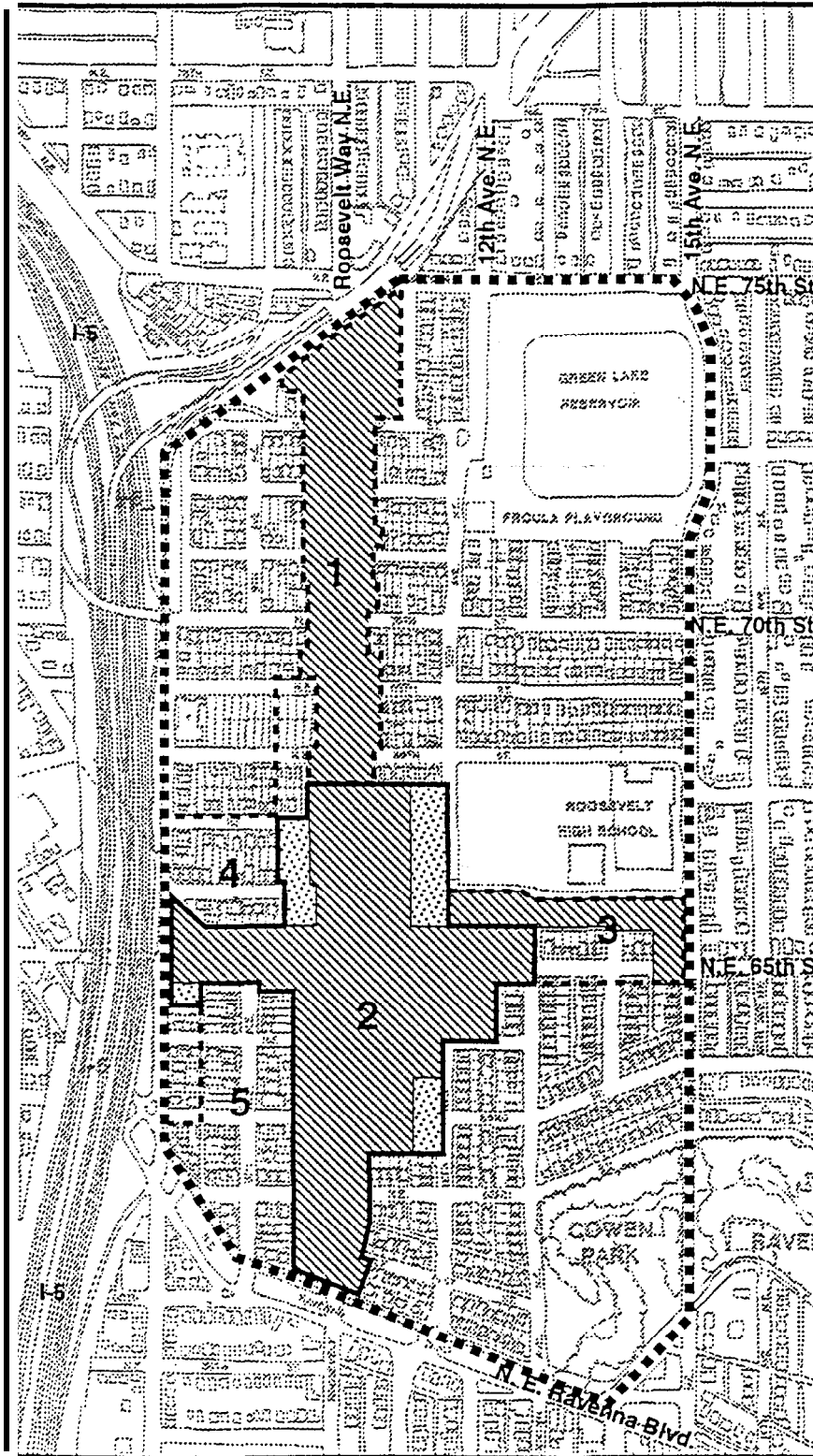
The guidelines included in this report are to apply to all areas zoned for commercial or multifamily residential use as indicated on the map. These areas have been grouped into five subareas and are referred to throughout this document as the following:

- o Subarea One: North Commercial Corridor
- o Subarea Two: Core Commercial Area
- o Subarea Three: East Corridor
- o Subarea Four
- o Subarea Five

Purposes of Design Review

The purposes of design review are spelled out in the following goals adopted in Council Resolution 28228:

- o To encourage better design and site planning to help ensure that new development enhances the character of the City and sensitively fits into neighborhoods, while allowing for diversity and creativity,
- o To provide flexibility in the application of development standards to better meet the intent of the Land Use Code as established by City Policy, to meet neighborhood objectives, and to provide for effective mitigation of a proposed project's impact and influence on a neighborhood
- o To improve communication and mutual understanding among developers, neighborhoods and the City early and throughout the development review process.



Legend:

- Neighborhood Boundaries
- [Hatched Box] Commercial Zoning
- [Dotted Box] Residential - Commercial Zoning
- [Box with 1] Subarea One: North Commercial Corridor
- [Box with E |] Subarea Two: Core Commercial Area
- [Box with 3] Subarea Three: East Corridor
- [Box with 4] Subarea Four: Multifamily Area
- [Box with 5] Subarea Five: Multifamily Area

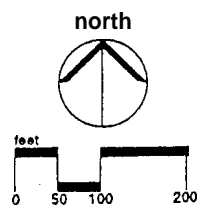


Figure 1
STUDY AREA

Role of Neighborhood Guidelines

The overriding objective of citywide design guidelines is to encourage new development to fit in with its surroundings. Neighborhood guidelines share this objective. Whereas citywide guidelines are meant to apply throughout the city, neighborhood guidelines provide an opportunity to recognize local concerns and design issues. They give more specific direction as to the design character, site conditions or community objectives new development should respond to.

Design Review Process

Neighborhood design guidelines are to be used in conjunction with City design guidelines to review and possibly modify future development proposals. This will occur through a design review process. As currently proposed, design review will function as part of the permit review process. It will involve developers, the City and neighborhoods. It is hoped that through the process all three groups will reach mutually acceptable agreement regarding the design of future development proposals.

Design guidelines are not regulations and hence the design review process will rely on discretionary decision making. All final decisions will be made by the Director of the Department of Construction and Land Use.

The City of Seattle Planning Department and the Department of Construction and Land Use have been working with an advisory committee to prepare a recommendation to the City Council on a citywide process for conducting design review. That recommendation will go to City Council in October.

Public Involvement

The Roosevelt Neighborhood Guidelines were developed during the second phase of a two-part neighborhood planning process. Phase one was initiated during the winter of 1990-91 and phase two in March of 1992.

A planning committee of neighborhood residents, business persons and property owners which was formed during phase one, continued to work to develop neighborhood guidelines during phase two. They were assisted by a planning consultant. During phase one a neighborhood survey was conducted in addition to four public meetings. The Roosevelt Neighborhood Goals, the Neighborhood Vision statement and commercial area zoning recommendations were also developed during phase one.

During phase two, three more public meetings were held. One was held on April 28, 1992 during which a visual survey was conducted. The second was held on June 25th to present draft recommended neighborhood design guidelines. A third meeting was held on October 13, 1992 to receive public comments on recommended changes to the draft design guidelines prior to submitting final proposed guidelines. More than 100 people attended the first two public meetings. In addition, a published summary of the guidelines was delivered to residents and businesses in the neighborhood. Public meetings were advertised in local newspapers.. (For more information see discussion under "Public Involvement" in Roosevelt Neighborhood Plan, Part One.)

II. Urban Design Survey

Neighborhood Inventory

Volunteers from the Roosevelt Neighborhood Planning Committee took part in a visual inventory of the neighborhood as one of the first steps in developing neighborhood design guidelines. The purpose of this exercise was to identify problems, assets and opportunities unique to the neighborhood. From this inventory a list of issues was developed to be addressed through neighborhood design guidelines.

Visual Survey

A visual survey was conducted at a public meeting held on April 28th, 1992. The purpose of the meeting was to identify neighborhood visual preferences which could be used to develop or support neighborhood design guidelines.

Approximately thirty-five people participated in the survey. Participants viewed a number of slides representing examples of commercial and multi-family development, as well as photo-montages of blockfaces in the Roosevelt commercial district. The analysis of survey results was derived by quantitative, and subjective visual assessments made by a team of design professionals.¹ The results are included under Appendix 1.

¹ Visual examples used in the survey are not necessarily perceptually neutral in their quality of lighting; human activity; compositional design; time of day and or season; and viewer positioning. Bias may have also be introduced by participants familiarity with particular buildings or businesses.

III. Urban Design Issues

Six types of design issues were identified based on the Neighborhood Inventory and Neighborhood Goals. These have been grouped under the following headings:

- 1) public sidewalks,
- 2) parking areas,
- 3) commercial area open space,
- 4) commercial height, bulk and scale,
- 5) commercial architecture, and
- 6) multifamily housing.

The following summarizes the problems and opportunities addressed in the Roosevelt Neighborhood design guidelines and refers to specific Neighborhood Goals and the Neighborhood Vision statement developed during phase one of this planning study (see complete text of both in Roosevelt Neighborhood Plan, Part One: Proposed Commercial Area Zoning).

Public Sidewalks

Neighborhood Goal:

- 2E. *Improve the safety, comfort and visual quality of the pedestrian environment in neighborhood commercial areas, especially in the Core Commercial Area.*

Many factors detract from the safety of the pedestrian environment in the Roosevelt Neighborhood. High speed arterial traffic and the associated noise, dirt and exhaust are unpleasant facts of life along Roosevelt Way NE and NE 65th. Both corridors are primary neighborhood pedestrian routes running the length and width of the neighborhood and through the center of its commercial areas. However, sidewalks along these streets are often narrow and are crossed by numerous driveways: These conditions create safety hazards for pedestrians and contribute to a sense of discomfort which probably discourages pedestrian activity.

Narrow sidewalks bring traffic closer to pedestrians. They also create crowding and restrict sidewalk activity--as is now true in parts of the Gore Commercial Area. Access driveways across sidewalks expose pedestrians to traffic leaving or *entering* the arterials--a condition which is most severe along blocks without alleys. The majority of such blocks occur at the north end of Roosevelt Way NE, in the North Commercial Corridor, and along NE 65th.

The Neighborhood Vision Statement and Neighborhood Goals describe a community and Gore Commercial Area that is more active and more pedestrian-oriented. This goal cannot be achieved without improving pedestrian safety and comfort along these principal pedestrian corridors.

Neighborhood Guidelines A-1, A-2, A-3 and A-4 address these issues and opportunities.

Parking Areas

Neighborhood Goals:

- 2E. *Improve the safety, comfort and visual quality of the pedestrian environment in neighborhood commercial areas, especially in the Core Commercial Area.*
- 2F. *Encourage creation of public open spaces that function as informal gathering places and are focal points for the neighborhood.*

Neighborhood commercial areas are visually blighted by inadequately screened or landscaped parking areas located next to public sidewalks. In addition to being unattractive, they break up the “street wall” which contributes to the sense of containment necessary in successful pedestrian environments. This negative condition is perhaps most evident in the North Commercial Corridor.

Many neighborhood surface parking lots were installed before current city regulations were enacted. In most cases these would now require parking lots to be screened and located to the side or rear of structures. City design guidelines also address these issues, but current regulations and guidelines may not go far enough. And, they don’t recognize the opportunities parking lots offer.

While parking lots are a fact of life*, they also represent an undeveloped resource in today’s ever more crowded neighborhoods. Parking lots are an abundant and important source of urban open space. By incorporating attractive paving or amenities such as seating, water fountains, or public art, parking lots could serve as urban plazas or play areas for children when not needed for parking.. Or, they could simply serve as green (rather than black) visual open space if more densely planted with trees. Most parking lots vastly underuse the potential for accommodating trees and other plants--which can be done without significantly sacrificing parking spaces.

Neighborhood Guidelines B-1, B-2 and B-3 address these issues and opportunities.

Commercial Area Open Space

Neighborhood Goal:

- 2F. *Encourage creation of publicly accessible open spaces that function as informal gathering places and are focal points for the neighborhood.*

The Roosevelt Neighborhood, in its Vision Statement and Neighborhood Goals, has expressed a desire to see more pedestrian-oriented open spaces and outdoor places for activities such as eating, sitting, or resting in its commercial areas. This goal has expanded to one of creating a system of publicly accessible open spaces interconnected by a network of pedestrian pathways.

² surface parking covers 30 to 40 percent of many cities and towns in the USA. (Miller, Catherine G., Carscape, 1988.)

Part of this system would include development of courtyards off public sidewalks and alleys, development of parking areas into more park-like places or spaces that also function as public plazas, and curb extensions at corners to facilitate outdoor eating and vending areas. It would also involve creating a more intricate network of pedestrian pathways that link pedestrian-oriented spaces. In addition to public sidewalks this pathway system would consist of midblock pedestrian passageways and more attractive alleys that function as secondary pedestrian routes of travel.

Neighborhood Guidelines C-1, C-2 and C-3 address these opportunities.

Commercial Height, Bulk and Scale

Neighborhood Goals:

2B. *Retain a pedestrian scale of development, as experienced from public streets and sidewalks, in commercial areas.*

2C. *Minimize the impact of commercial development on adjacent residential areas.*

The Roosevelt Neighborhood is concerned that current zoning and development regulations as well as the citywide design guidelines do not fully address the issue of reducing the impacts of height and bulk in commercial areas on adjacent residential areas. Of principle concern are reducing contrasts in building scale and reducing shadow impacts.

There are related concerns about the impacts of height and bulk on the scale and character of the commercial district, as experienced from public streets, and the shadow impacts of taller buildings on public sidewalks.

Neighborhood Guidelines D-1 and D-2 address these issues.

Commercial Architecture

Neighborhood Goals:

2A. *Encourage new development that is compatible with the scale and architectural character of existing commercial development.*

2G. *Encourage streetscape improvements that aesthetically enhance and provide a sense of unity to the neighborhood's commercial areas without stifling the interest and character derived from variety.*

There is a lack of consistent scale and character of architecture throughout most of the neighborhood's commercial areas, especially in the North Commercial Corridor. The Core Commercial Area also suffers from this problem, especially along NE 65th. However, in parts of the Core Commercial Area there is a relatively consistent development scale and character.

The Core Commercial Area includes the district's oldest buildings, many of them dating back to the 1920's. These are located in the most pedestrian-oriented parts of the District. Here building setbacks are uniform creating a strong street wall. Building facades tend to be

narrow with traditional retail storefront features such as large display windows, recessed entries, and awnings that provide a level of architectural unity.

Elsewhere development is more recent and more auto-oriented. Building setbacks and architectural styles vary significantly. There are many blank and unadorned walls providing little of interest or appeal to the pedestrian.

Neighborhood Guidelines E-1, E-2 and E-3 address these issues.

Multifamily Housing

Neighborhood Goals:

3A. Encourage the development of affordable, family-oriented housing in the neighborhood's multifamily residential areas.

3B. Encourage multifamily development that is compatible with a single family residential character, where existing development is predominantly single family.

Most areas zoned for multifamily development in the Roosevelt neighborhood are located in Subareas Four and Five.³ Subareas Four and Five are predominantly developed with single family homes. There are only a few multifamily developments in each area. These have not substantially altered their single family character.

Most homes have pitched roofs, extended eaves, divided windows, prominent front porches, and similar yard setbacks. Residential streets are pleasant with relatively wide sidewalk/parking strips and attractive, well-maintained front yards. Unless designed to fit in with these characteristic features, new multifamily development could dramatically change both subareas.

There is also a perceived need for more affordable housing in the neighborhood and more suitable housing, in terms of multifamily development, for families.

Neighborhood Guidelines F-1 and F-2 address these issues.

³ Mixed use development is allowed in commercial zones; single purpose multifamily residential is allowed only as a conditional use.

IV. Design Guidelines

The Roosevelt Neighborhood Design Guidelines are intended to augment City design guidelines. With one exception, the following guidelines address issues not directly covered by citywide design guidelines and should be considered in addition to adopted citywide design guidelines. However, Roosevelt Neighborhood Guideline D-1 “Commercial-Residential Zone Edges” is intended to supersede City Design Guideline E “Transitions on Zone Edges”. For further guidance in using these guidelines see Appendix 3: “Neighborhood Guidelines: Priorities”.

A. Public Sidewalks

A-1 Reducing Driveways Across Sidewalks

Minimize the number and width of driveways crossing sidewalks along Roosevelt Way NE and NE 65th by locating vehicle access to residential and commercial uses off alleys or side streets. Encourage shared vehicular access through dedication of access easements.

Explanation and Examples:

City Guideline A-8 says “siting should minimize the impact of...driveways on the pedestrian environment...and pedestrian safety.” This neighborhood guideline augments City Guideline A-8 by recommending a specific way of siting driveways to minimize their impact on the pedestrian environment along Roosevelt Way NE and NE 65th.

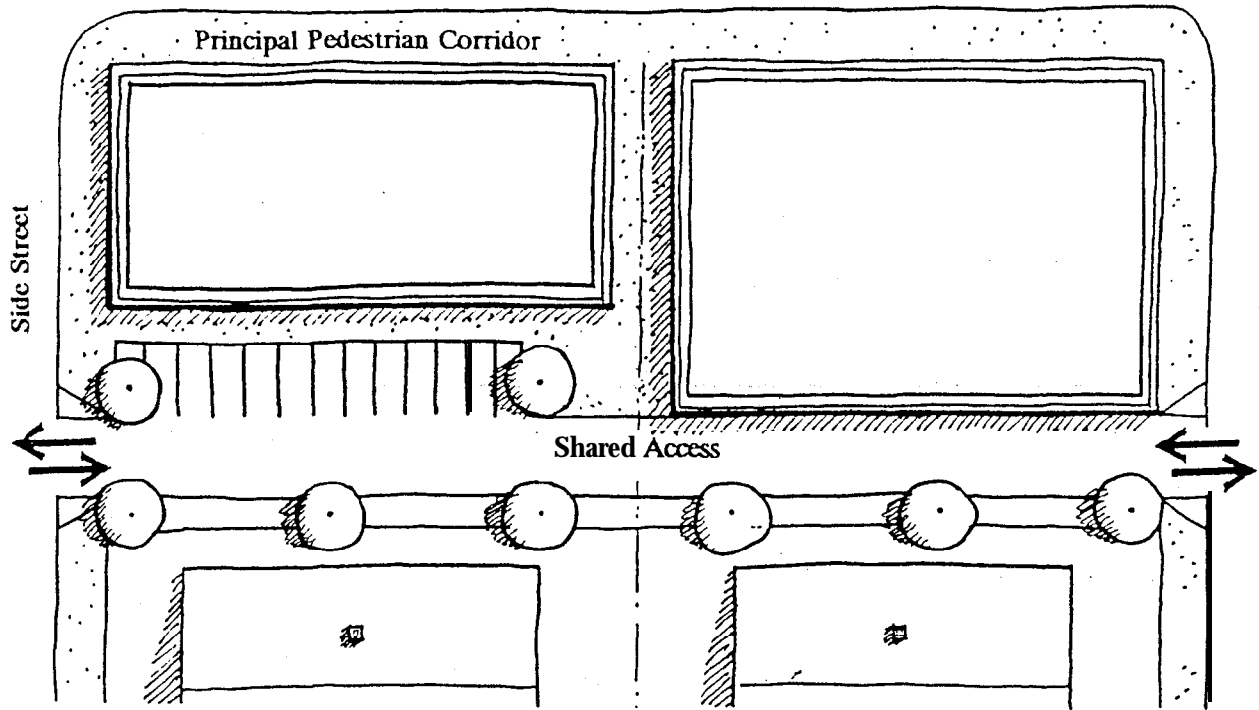
Limiting driveways along the two arterials and encouraging access off side streets may also help improve traffic flow and safety (due to fewer access points and greater predictability of where access points are located). And, it will free up parking spaces on NE 65th and Roosevelt Way that are otherwise lost to driveways.

Where implementation of this guideline could increase traffic on residential side streets, access driveways could be designed to discourage through-traffic.

This guideline will primarily apply to development outside areas designated with a P-2 (Pedestrian 2) overlay zone and areas without access from an alley.⁴ Also, see related Neighborhood Guidelines B-1 and D-1.

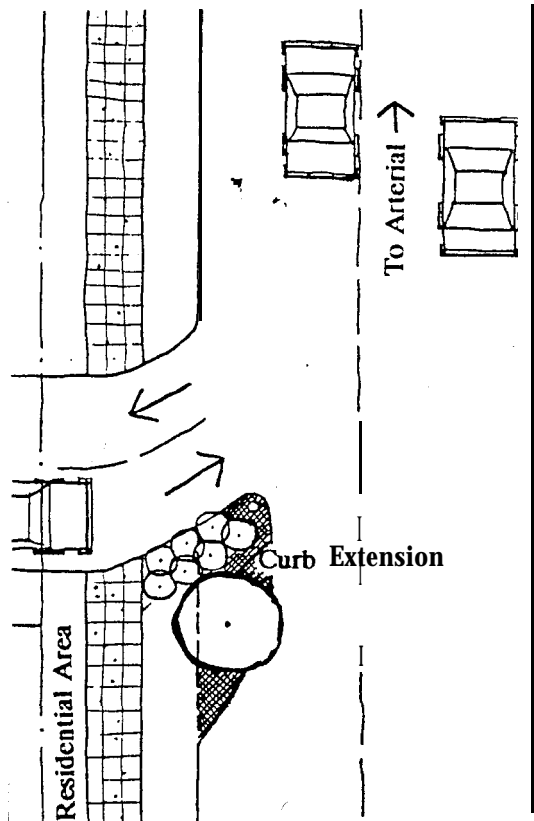
⁴ The P-2 zone already limits driveways crossing sidewalks in the Core Commercial Area along NE 65th and Roosevelt Way NE. In the P-2 zone access to and from parking may not cross sidewalks along principal pedestrian streets unless there are no alleys or side streets available. Then access is limited to one 2-way driveway or curbcut.

Roosevelt Way NE



Locating access to development that fronts on Roosevelt Way NE (or NE 65th) off of side streets can reduce the number of driveways crossing the sidewalk

Developing shared access to properties can help further reduce driveway crossings.



A-2 Building Setbacks Along Narrow Sidewalks

Buildings should be set back to create a sidewalk width of approximately 12 feet along Roosevelt Way NE and NE 65th.

Explanation and Examples:

Twelve feet is a minimum recommended width for sidewalks in business districts. Twelve foot sidewalks are wide enough to comfortably accommodate window shopping or more than two people walking abreast--in addition to street trees and street furniture.⁵

Seattle's Land Use Code requires a minimum sidewalk width of 10.5 feet along NE 65th and Roosevelt Way NE. Most sidewalks along Roosevelt Way NE are 10.5 feet or slightly less. However, in several locations in Core Commercial Area sidewalks are as narrow as 6, 8 or 9 feet wide.⁶

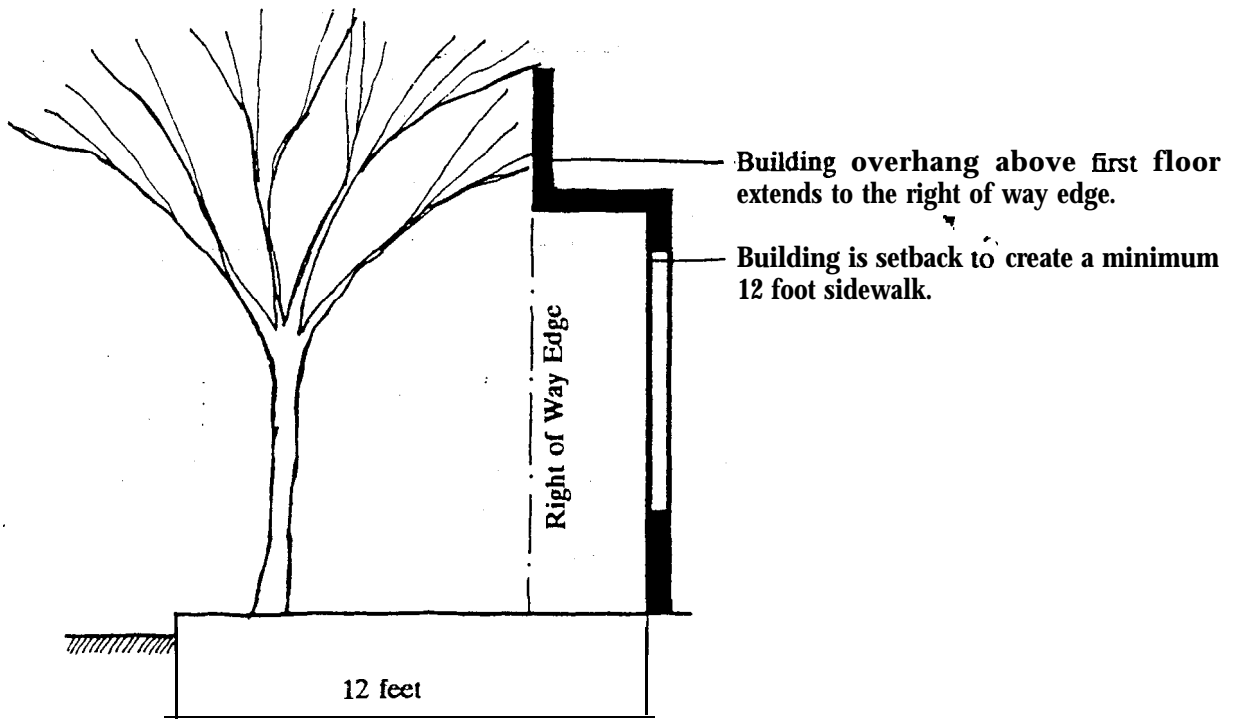
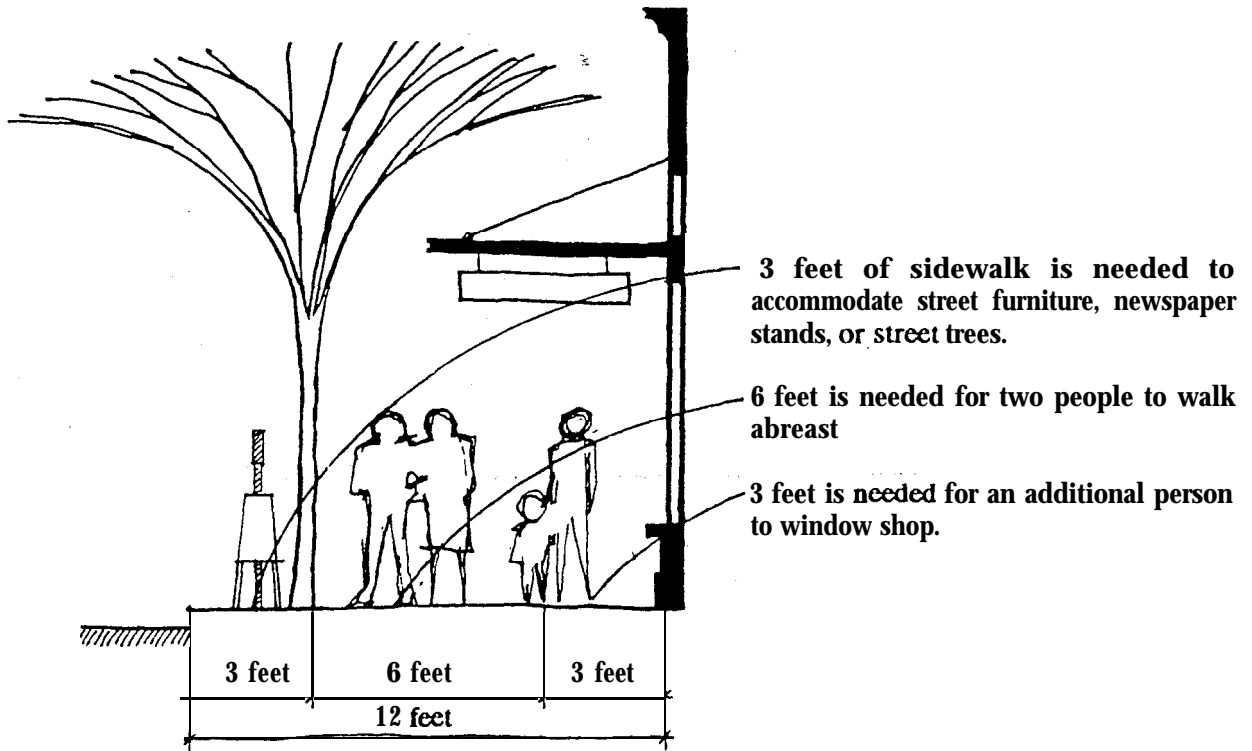
Recently adopted regulations under Chapter 23.53 of Seattle's Land Use Code will require at least a 3 foot setback from the right of way edge for new buildings constructed along most of the entire length of Roosevelt Way NE and possibly portions of NE 65th.⁷ Where existing right of way widths are inadequate, sidewalks that are now narrow will be widened to at least 12 or 13 feet. As a result, most of the narrow sidewalks along Roosevelt Way NE and NE 65th will be widened through this right of way requirement.

However, there are some locations along NE 65th and possibly portions of Roosevelt Way NE where existing sidewalks are less than 12 feet and would not have to be widened to meet City right of way standards. In these circumstances it is encouraged that 12 foot wide **sidewalks** be created by setting back the street-level portions of future building facades. As shown in the illustration opposite this page, building floors above the street level could be allowed to extend to the right of way edge.

⁵ Untermann, R.K., Accommodating the Pedestrian, 1984

⁶ Sidewalks on the west side of Roosevelt Way NE between NE 63rd and NE 65th are 6, 8 and 9 feet wide. Sidewalks on the north side of NE 65th, between Roosevelt Way NE and NE 8th are 8 to 9 feet wide in places.

⁷ The setback (distance from building to right of way edge) is required to meet minimum right of way standards for width. Roosevelt Way NE is 6 feet short of the required minimum, which is 66 feet. Portions of NE 65th are also substandard. For an existing street with curbs the setback must equal half the difference between the current right of way width and the minimum right of way width. Structures that would prevent the future widening and improvement of the right of way are not permitted in the required setback. A no protest agreement to future street improvements is also required. For more details see City of Seattle Land Use Code 23.53.015 D.1.b.(1).



A-3 Continuity of the Street Wall Along Sidewalks

Preserve the continuity of the street wall where new buildings are set back from the right of way edge.

Explanation and Examples:

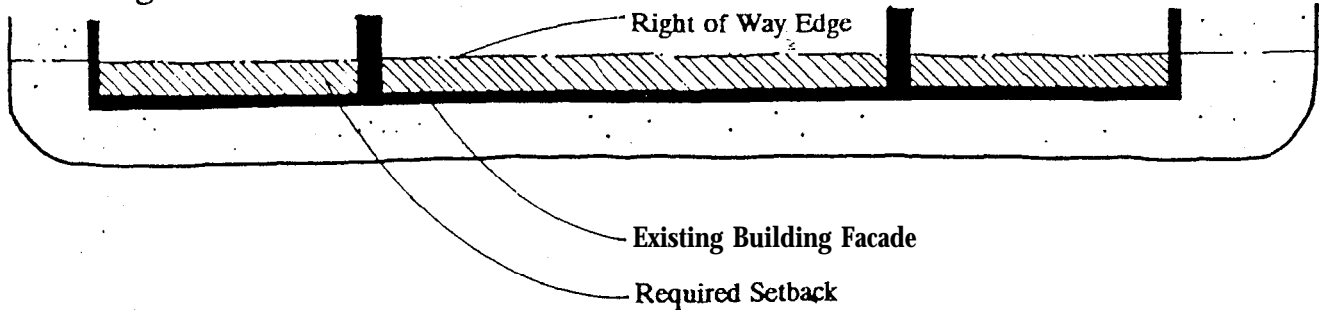
The setbacks required to meet right of way standards described in Neighborhood Guideline A-2 have the potential of visually disrupting the continuity of some streetscapes. This is especially true in the Core Commercial Area where existing setbacks form a well defined street wall. Right of way standards along Roosevelt Way NE will in most cases result in future building setbacks of about three feet. However, in a few instances required setbacks may be five feet or larger. The purpose of this guideline is to identify possible design solutions to preserve the continuity of existing well-defined street walls.

The following could provide design continuity where buildings are set back:

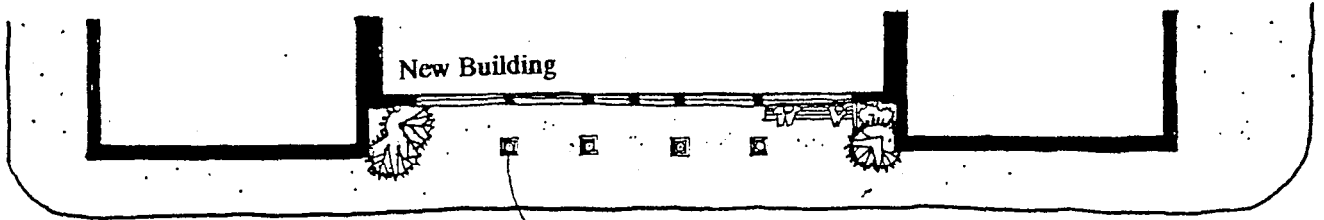
1. Visually reinforce the existing street wall by placing horizontal or vertical elements in a line corresponding with the setbacks of adjacent building fronts. These could include: trees, columns, planters, benches, or overhead structures.*
2. Visually reinforce the existing, street wall by using paving materials that differentiate the setback area from the sidewalk.
3. For buildings that are both set back and taller than adjacent buildings, differentiate the building base (or the street level floor) from upper floors through architectural design or building materials.
4. Incorporate design elements, architectural details or materials in the building facade at the street level that are similar to those of adjacent buildings. See Neighborhood Guideline E-1.
5. Make use of the setback to create a larger courtyard.

⁸ Some of the design solutions suggested here may only be appropriate for larger setbacks. To meet right of way requirements any structures in or above the setback area must be removable. Also, they should not impede pedestrian traffic flow.

Existing Block Face

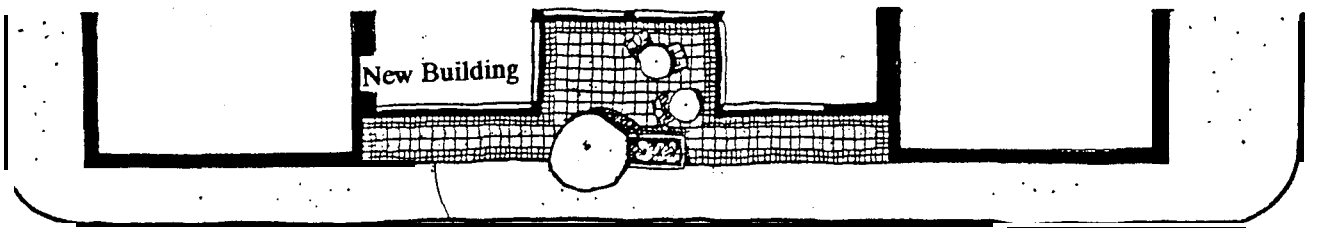


Small Setback



The existing street wall can be visually reinforced by placing features such as trees, columns, or planters in line with adjacent building fronts.

Setback/Courtyard



Paving material that differentiates the setback area from the sidewalk can also reinforce the street

A-4 Pedestrian Amenities Along Public Sidewalks

Pedestrian amenities are encouraged along public sidewalks in the Core Commercial Area.

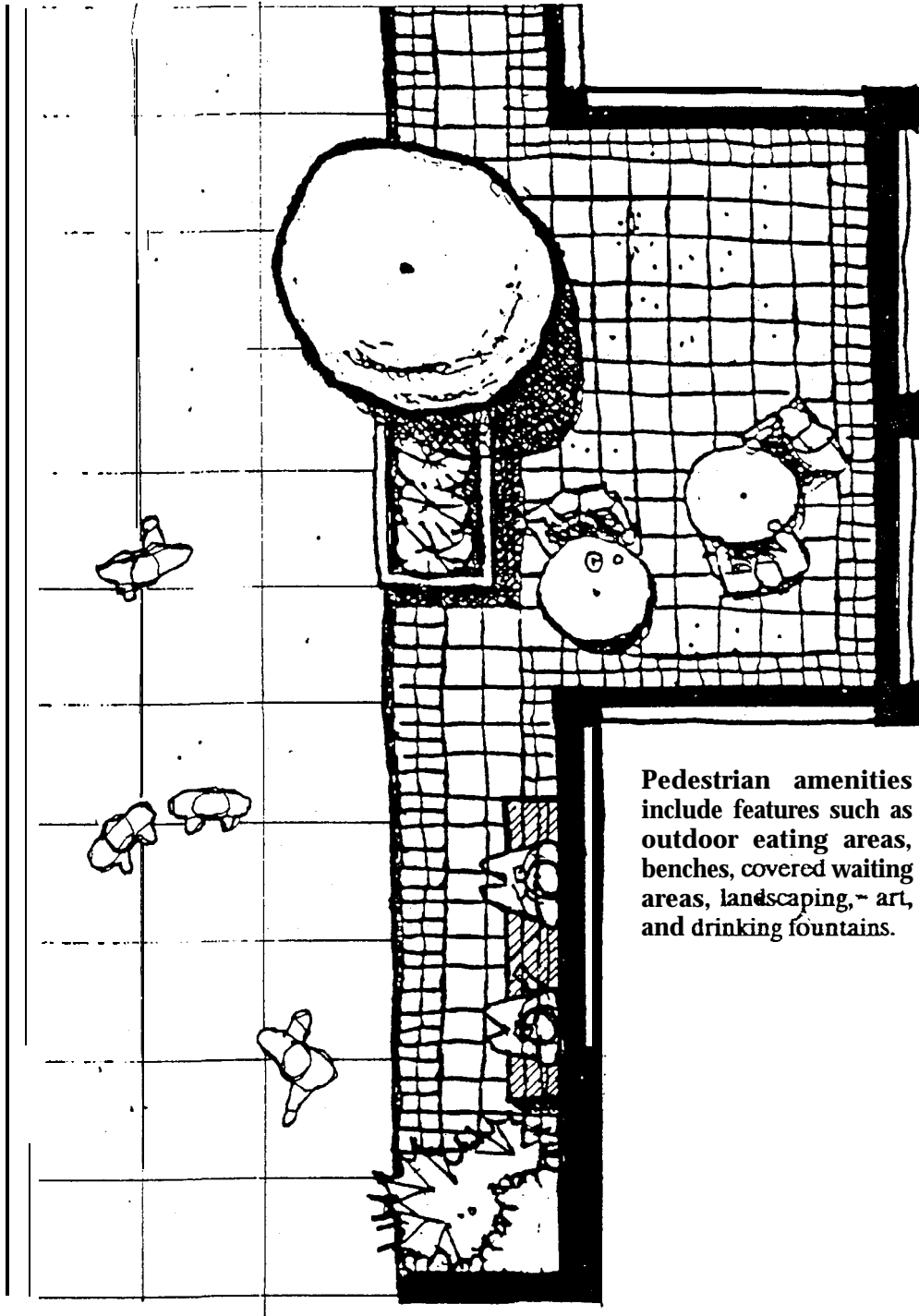
Explanation and Examples:

Providing for the comfort and interest of the pedestrian is important in creating a more vital pedestrian environment in the Core Commercial Area. While existing sidewalks are generally too narrow to provide such amenities, the required setbacks described under Neighborhood Guideline A-2 present new opportunities for incorporating such amenities in the Roosevelt Neighborhood.

Pedestrian amenities are those elements that provide for the comfort and interest of the pedestrian such as seating, drinking water fountains, artwork, or pedestrian-scaled lighting. The following are some examples of how and where these can be provided:

1. Small setbacks of three feet are sufficient to accommodate places for sitting. Seating should be located where it won't conflict with pedestrian traffic flow.
2. Larger setbacks could be used as outdoor vending or eating areas adjacent to sidewalk. If large enough, setbacks can be treated as courtyards. Such areas could include places for sitting, could be paved with special materials, could include plants, and pedestrian-scale lighting.

Also see the discussion under "Pedestrian-Oriented Open Space" in City Guideline A-7.



Pedestrian amenities include features such as outdoor eating areas, benches, covered waiting areas, landscaping, ~ art, and drinking fountains.

B. Parking Areas

B-1 Location of Parking Areas

Surface parking should be located to the rear of buildings fronting on Roosevelt Way NE and NE 65th.

Explanation and Examples:

City Guideline A-8 recommends that parking areas should be located to minimize impacts on the pedestrian environment. City Guideline A-9 recommends “where pedestrian traffic is desirable, parking lots in street fronts are strongly discouraged and should be minimized”.

Locating surface parking to the rear of buildings along Roosevelt Way NE and NE 65th will help to reverse the current auto-oriented pattern of development along portions of these important pedestrian corridors. Participants in the visual preference survey identified the auto-oriented areas, where broad expanses of paving are exposed to the street, as its worst streetscapes.

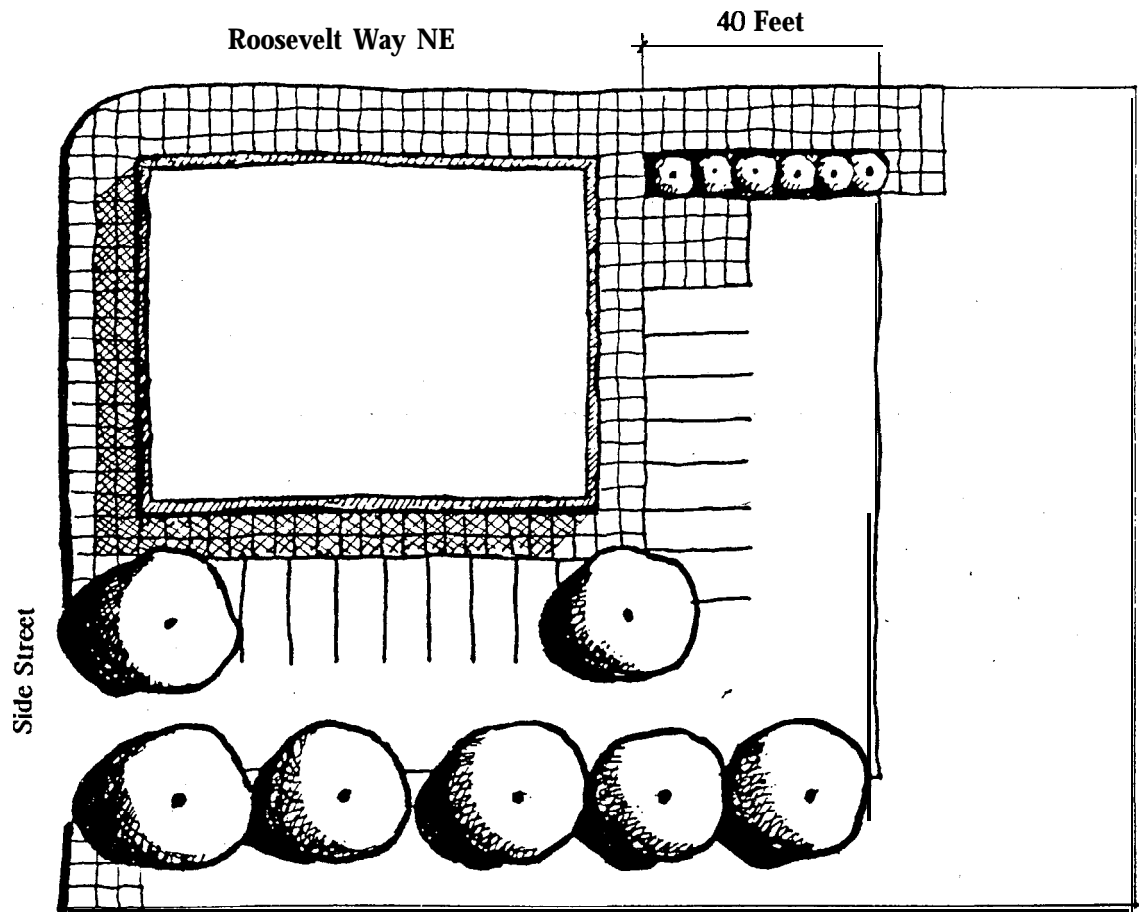
This guideline principally applies to development outside of areas designated with a P-Z (Pedestrian 2) overlay zone. The P-2 zone already limits surface parking adjacent to public sidewalks along Roosevelt Way NE and NE 65th.

Where surface parking must be located to the side of structures it is recommended the following be considered to reduce their visual impact on the streetscape:

1. Avoid locating surface parking areas at the corners of blocks fronting on Roosevelt Way NE or NE 65th. The corners of blocks are visually prominent locations. Surface parking is more disruptive to the continuity of the streetscape when placed at block corners rather than behind or between buildings.
2. Limit surface parking frontage along Roosevelt Way NE or NE 65th. A maximum frontage of 60 feet is recommended.⁹
3. Screen and design surface parking areas as per City Design Guidelines C-3 and C-4.
4. Set surface parking back from the right of way edge to create a landscape buffer between the sidewalk and parking area.

Also see related Neighborhood Guidelines A-1, and D-2.

⁹ This is an existing requirement in areas designated P-2.



Surface parking that is screened from sidewalks and is located to the side or rear of a building will help create a more pedestrian-oriented environment.

B-2 Landscaping of Parking Areas

Encourage more extensive interior landscaping of surface parking areas, especially large parking areas.

Explanation and Examples:

City Design Guideline C-3 recommends “All parking lots and storage, loading or maintenance areas within visual proximity of a public sidewalk should be visually screened from that sidewalk.” The City’s Land use Code requires landscaping of parking areas but emphasizes perimeter landscaping. A visual screen at the perimeter of surface parking lots is important, but not always sufficient to mask unattractive expanses of pavement. This is especially true where parking lots are large. This guideline encourages providing more interior landscaping of parking areas than is now required under the Land Use Code.

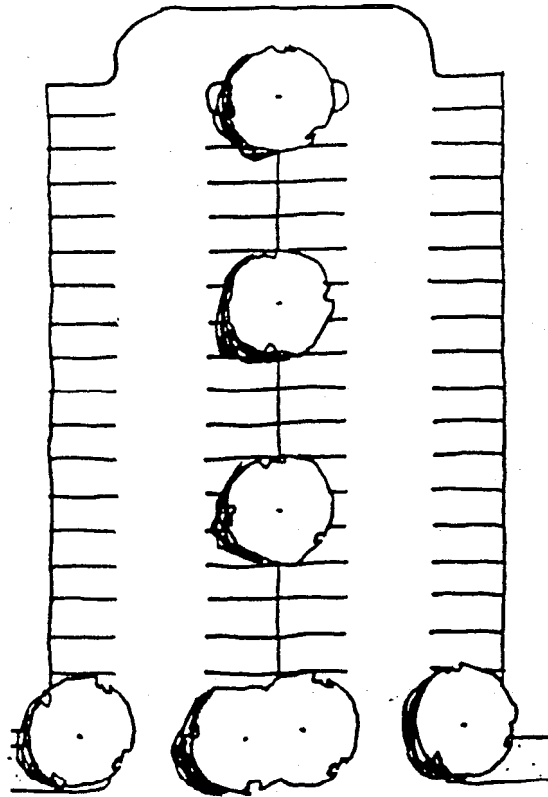
The following suggests possible methods to enhance parking lots through interior landscaping:

1. Use landscaping to break large lots into a series of smaller lots.
2. Maximize use of leftover spaces in parking areas for trees and shrubs.
 - o Leftover spaces created by turning radii and angles of parking spaces could be landscaped.
 - o Spaces between double rows of parked cars can accommodate four foot square tree cut-outs, or with adjustments to aisle width or stall length, a four foot wide planting strip.
3. Plant enough trees to form a canopy over large portions of the parking lot. At least 1 tree for every 6 parking spaces is recommended in the Roosevelt Neighborhood.”
 - o Trees can be planted as close as 10 to 30 feet apart, depending on their height and width at maturity. When planted close together tree branches form a canopy.
4. Avoid obscuring signs or other features which may need to remain visible from the sidewalk or street by careful pruning and placement of trees.

¹⁰ The Land Use Code requires at least 1 tree for every 10 parking spaces for commercial uses.

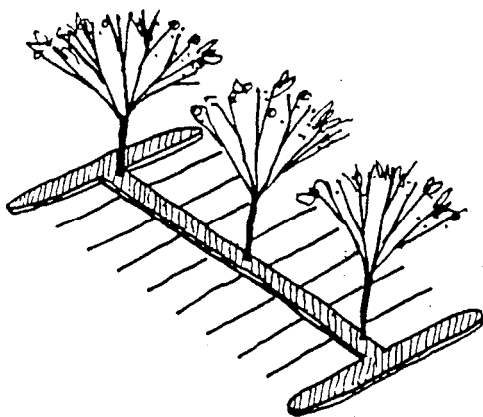
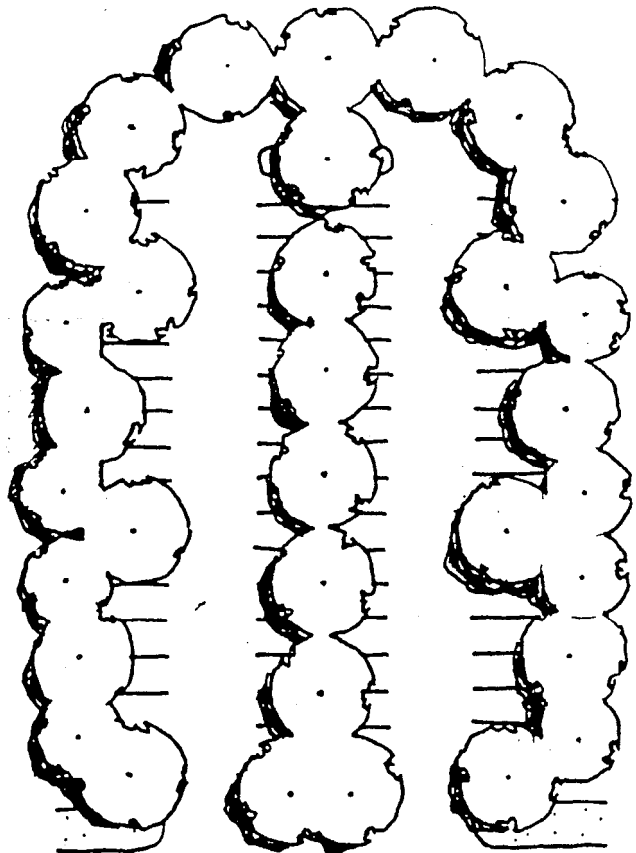
Existing Parking Lot

Current City regulations and guidelines emphasize perimeter landscaping.

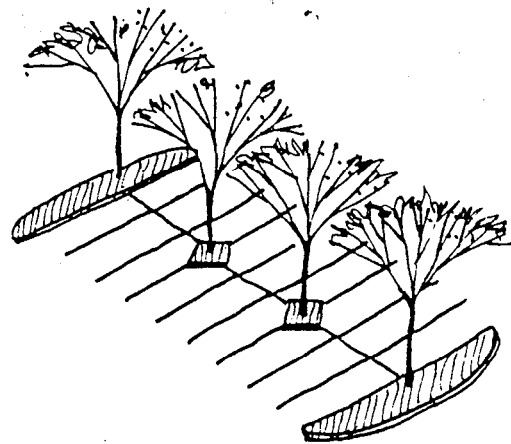


Parking Lot with More Interior Landscaping

The neighborhood encourages parking lots that are more park-like.



By narrowing drive lanes a 3 to 4 foot wide planting strip can be added without losing parking spaces.



4 foot tree cutouts can be accommodated without losing parking spaces.

B-3 Multi-Purpose Parking Areas

Encourage development of multi-purpose parking areas that provide for parking as well as community open space or recreation needs.

Explanation and Examples:

Many parking areas are not used during certain days or parts of the day. When not used for parking they can become urban plazas or pocket parks, outdoor eating or vending areas, places for neighborhood functions (carnivals, markets, rummage sales), cultural events (outdoor theater, music) and even recreational activities (basketball, tennis, children's play areas). This guideline encourages creating parking areas, or spaces within parking areas, that can be used for other activities.

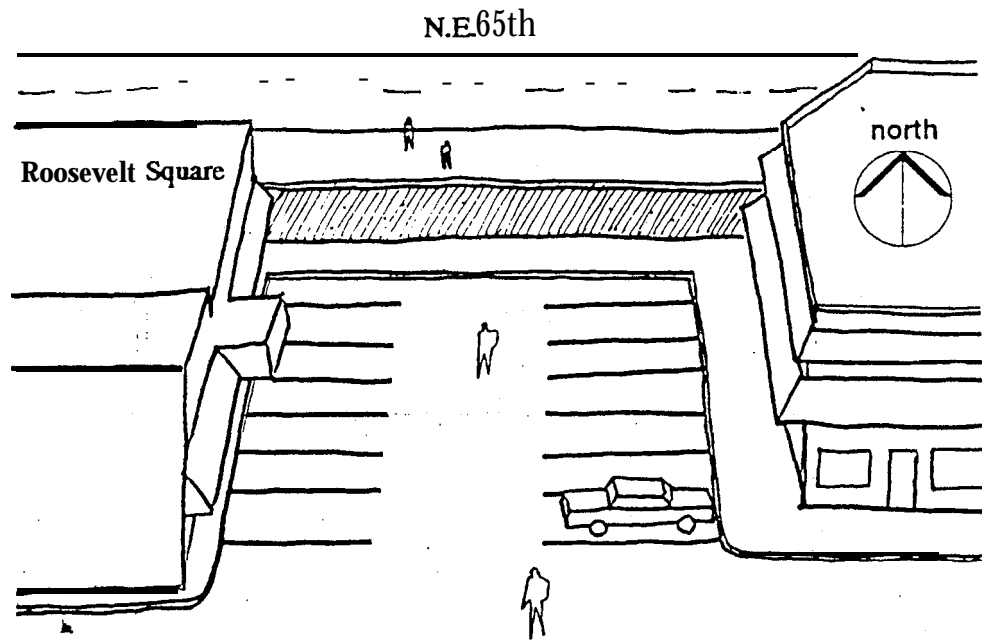
To be successful, multipurpose parking areas need to be made safe, attractive and inviting places for people. To achieve these ends it may be important to:

1. Make the parking lot or portion of a parking lot to be used as a multipurpose area a well-defined space.-
2. Restrict auto access to the space, **while** it is not being used for parking, through use of bollards or other devices.
3. Ensure the space is well-lit, if to be used at night, and is visible from adjacent public areas, such as streets and sidewalks.

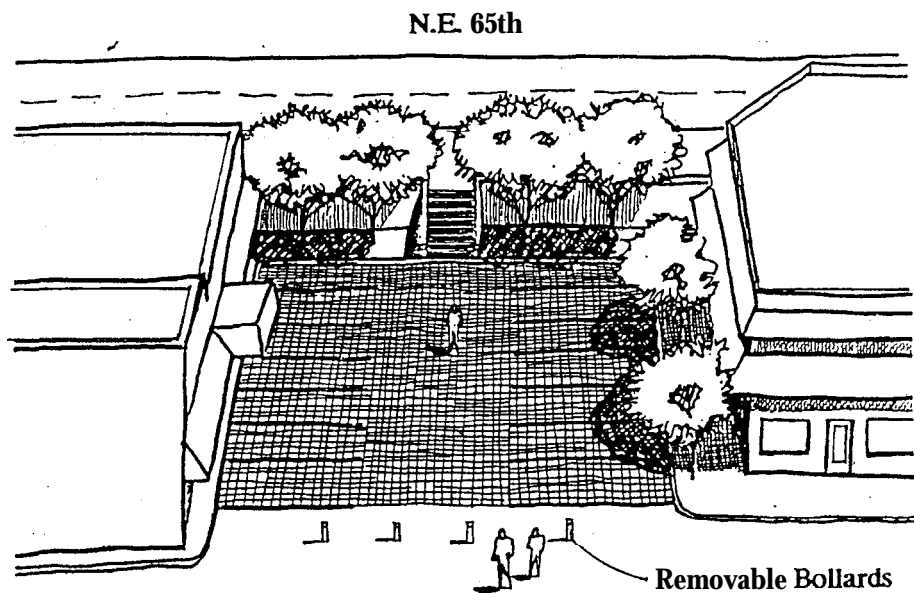
To function as a plaza or pocket park, it may also be important for the multipurpose portion of a parking area to be located near a public sidewalk or be connected by a walkway to a public sidewalk, receive ample sunlight, be attractively landscaped, have special paving (other than asphalt), seating (removable or **fixed**), and pedestrian-scaled lighting.

The space may be further enhanced by special features such as a **pool**, fountain, monument, sculpture or other art. Also see "Pedestrian-oriented Open Space" under City Guideline A-7 and "Pedestrian Safety" under City Guideline C-7.

Existing Parking Lot



Parking Lot / Plaza



C. Commercial Area Open Space

C-1 Alleys

Alleys in the Core Commercial Area could be recognized and developed as secondary pedestrian routes.

Explanation and Examples:

The Gore Commercial Area includes several blocks with alleys. Because traffic along alleys is usually minimal and speeds are low, alleys offer the potential of being pleasant pedestrian-oriented streets. Alleys in the Gore Commercial Area could become better pedestrian environments with improvements such as the following:

1. Making building facades facing the alley as attractive as street front facades.
2. Screening unattractive features, such as trash bins, from view from the alley.
3. Landscaping parking areas along alleys. (See Roosevelt Neighborhood Guideline B-2.)
4. Developing parking areas or portions of parking areas along the alley as plazas or small courtyards. (See Roosevelt Neighborhood Guideline B-3.)
5. Where commercial uses abut two sides of an alley, locating shop entrances, restaurants or other commercial uses along the commercial street front.
6. Ensuring alleys are well-lit at night.

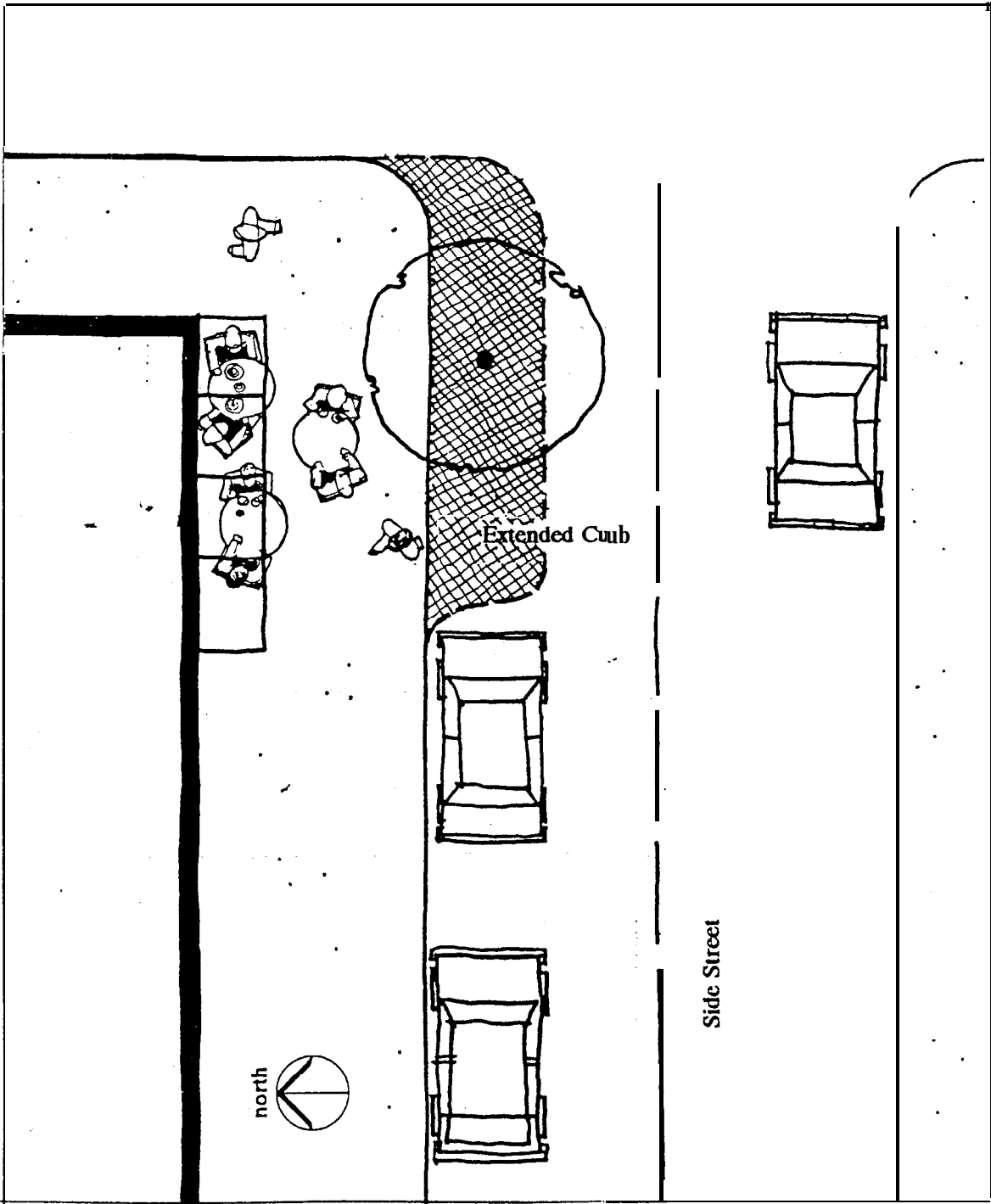
C-2 Extended Curbs

Extension of curbs along south facing corners of blocks fronting Roosevelt Way NE in the Core Commercial Area should be allowed in order to facilitate sidewalk cafes or outdoor vending areas.

Explanation and Examples:

The south corners of blocks facing Roosevelt Way NE (excluding those along NE 65th) are good locations for sidewalk cafes or outdoor vending areas. These corners receive lots of sunlight and are somewhat removed from traffic noise and exhaust. Corner curb extensions could be made to provide ample room for pleasant outdoor eating or vending areas with minimal loss of parking. Such extensions would replace no more than one parallel parking place along the south corners of blocks.

While this guideline is outside the realm of what can normally be addressed through design review, it is included here to indicate community support for such a proposal should a developer or business propose an extension in the future.



D. Commercial Height, Bulk and Scale

D-1 Transition Along Commercial-Residential Zone Edges

Zone edges where commercial lots abut the side or rear property line of a lot zoned for residential use or where commercial and residential lots are separated by an alley are especially sensitive transition areas in the Roosevelt Neighborhood. To achieve more compatible scale relationships between development in commercial and residential zones and to reduce significant shading of homes and yards encourage the following measures: 1) increased physical separation between structures in commercial and residential zones, 2) structural modifications that reduce building height and bulk, and 3) landscaped buffers along the zone edge.

Explanation and Examples:

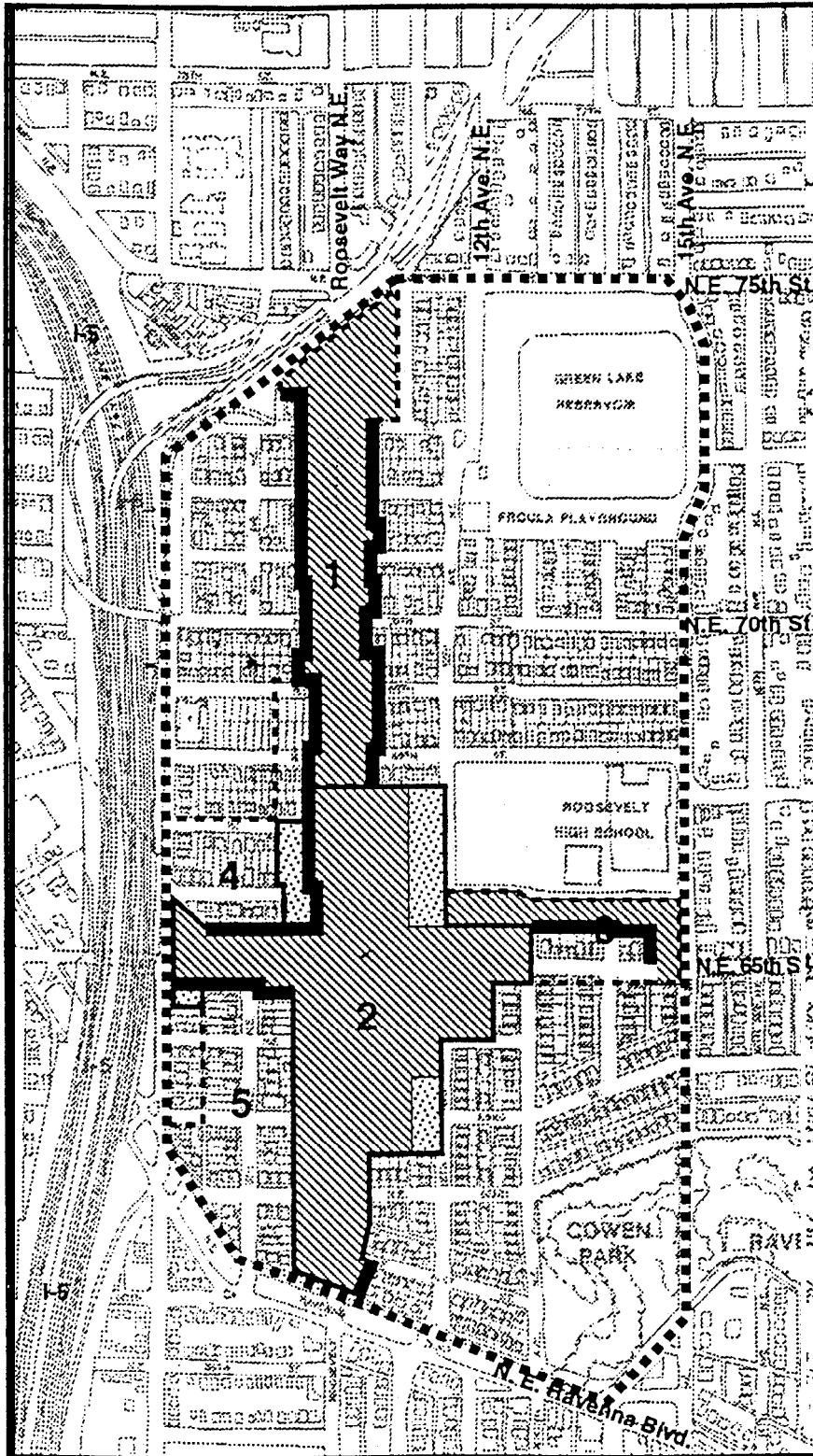
The City has drafted general design guidelines that apply to zone edges. These include City Design Guideline A-4 "Respect for Adjacent Buildings" and Guideline E "Transitions on Zone Edges". Guideline A-4 addresses issues of privacy while Guideline E identifies design solutions to achieve a better transition in building scale. This neighborhood guideline augments City guidelines by identifying neighborhood preferences regarding the site planning and design of commercial development along sensitive residential zone edges.

The most sensitive and common zone edge relationship in the Roosevelt Neighborhood is one in which commercial development directly abuts residential zoning--without an intervening alley or street. The map opposite this page shows where this type of zone edge occurs. It also shows that in most cases commercial rear lot lines abut residential side lot lines. This is an especially sensitive zoning relationship because, due to setback requirements, it places the two types of development within closest proximity of one another. Less critical but also sensitive are the zone edges where an alley separates commercial and residential uses.

The zone edges described above are made even more sensitive where the height limits between residential and commercial zoning vary significantly. Under current zoning, residential and adjacent commercial height limits differ by as much as 40 feet at the zone edge.

Participants in the visual survey favored transitions between residential and commercial zoning where buildings displayed similar massing or bulk and were physically separated. Abrupt changes in scale and close proximity of commercial and residential structures were viewed negatively. A generously landscaped buffer also appeared to be an important factor in making zoning transitions more acceptable.

The following outlines alternative approaches to achieving the objectives of this guideline under four of the most sensitive zone edge conditions in the neighborhood. Approaches for each zone edge condition are listed in order of preference.



Legend:

- ■ ■ Neighborhood Boundaries
- ▨ Commercial Zoning
- ▤ Residential - Commercial Zoning
- Zone edges without alley separation

Figure 2
COMMERCIAL-RESIDENTIAL ZONE EDGES

Zone Edge Condition One: **Commercial** building height limit of **30** feet or **40** feet, where a rear commercial lot line abuts a side or rear residential lot line.

First Preference:

- a. Locate access driveway and/or parking behind commercial structure consistent with Neighborhood Guidelines A-1 and B-1; and,
- b. provide a 5 foot wide landscaped buffer along the full length of abutting property lines.

Second Preference:

- a. Set structure in commercial zone back from abutting property line a distance equal to the required rear yard setback of the adjacent residential zone; and,
- b. incorporate a 5 foot wide landscaped buffer along abutting property lines within the setback area; and,
- c. reduce physical height and bulk of structures by setting back upper floors, modifying roofline, and other methods. Reductions should be made within the impact envelope defined by the view angle test described here (see Appendix 2) or defined by a comparable method.

Third Preference:

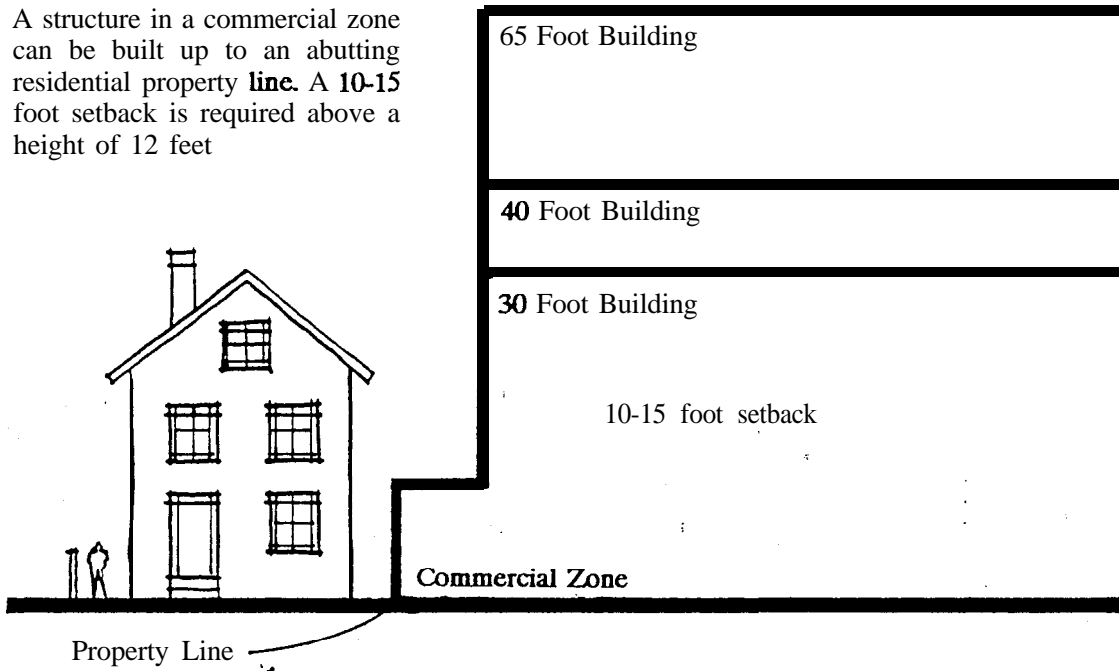
- a. Provide a 5 foot wide landscaped buffer along the full length of the abutting property line; and,
- b. **reduce the** physical height and bulk of structures by setting back upper floors, modifying roofline, and other methods. Reductions should be made within the impact envelope defined by the view angle test (see Appendix 2) or defined by a comparable method.

Fourth Preference:

- a. Reduce physical height and bulk of structures **by** setting back upper floors, modifying roofline, and other methods. Reductions should be made within the impact envelope defined by the view angle test (see Appendix 2) defined by a comparable method.

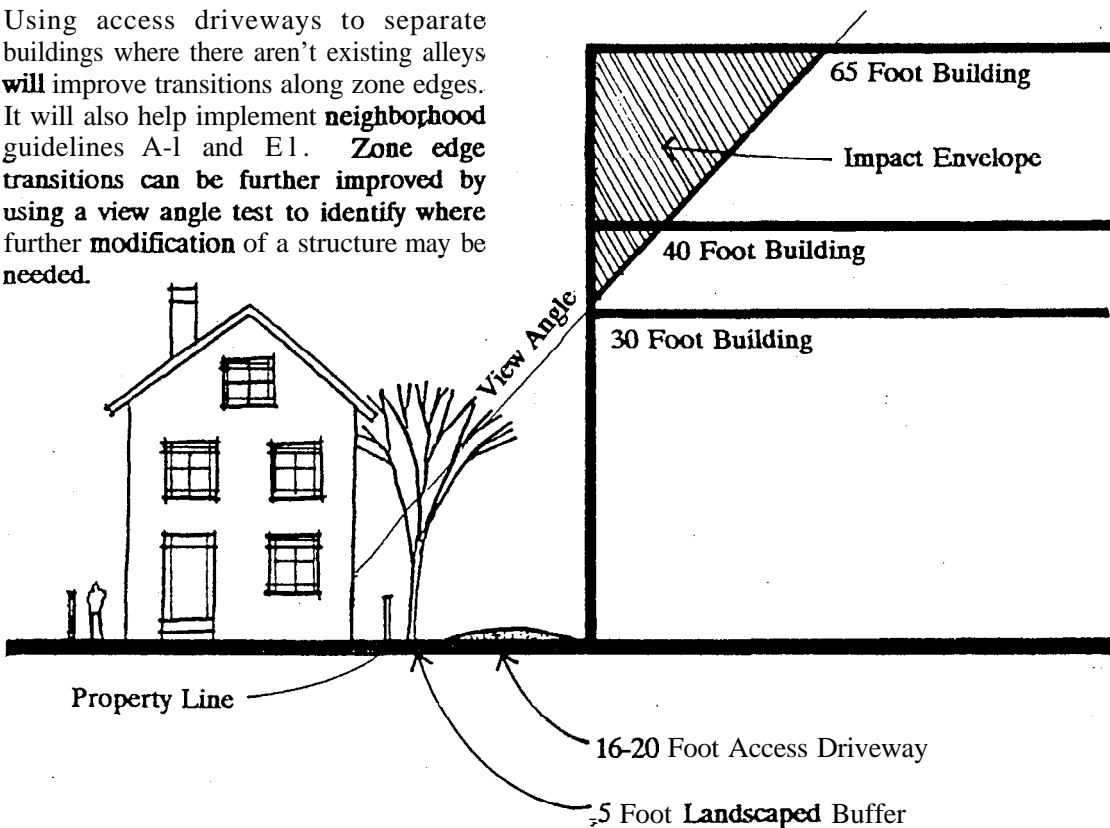
Existing Code Requirements

A structure in a commercial zone can be built up to an abutting residential property **line**. A **10-15** foot setback is required above a height of 12 feet



Preferred Zone Edge Treatment

Using access driveways to separate buildings where there aren't existing alleys **will** improve transitions along zone edges. It will also help implement **neighborhood** guidelines A-1 and E1. **Zone edge** transitions can be further improved by using a **view angle** test to identify where further **modification** of a structure may be needed.



Zone Edge Condition **Two:** Commercial building height **limit** of 65 feet where a rear commercial lot line abuts a side or rear residential lot line.

First Preference:

- a. Locate access driveway and/or parking behind commercial structure consistent with Neighborhood Guidelines A-1 and B-1; and,
- b. provide a 5 foot wide landscaped buffer along abutting property lines; and,
- c. reduce physical height and bulk of structures by setting back upper floors, modifying roofline, and other methods. Reductions should be made **within** the **impact** envelope defined by **the** view angle test (see Appendix 2) or defined by a comparable method.

Second Preference:

- a. Set structure in commercial zone back from abutting property line a distance equal to the required rear yard setback of the adjacent residential zone; and,
- b. incorporate a 5 foot wide landscaped buffer along abutting property lines within the setback area; and,
- c. , reduce physical height and bulk of structures by setting back upper floors, modifying roofline, and other methods. Reductions should be made within the impact envelope defined by the view angle test (see Appendix 2) or defined by a comparable method.

Third Preference:

- a. Provide a 5 foot wide landscaped buffer along the zone edge; and,
- b. reduce physical height and bulk of structures by setting back upper floors, modifying roofline, and other methods. Reductions should be made **within** the impact envelope defined by the view angle test (see Appendix 2) or defined by a comparable method.

Fourth Preference:

- a. Reduce physical height and bulk of structures by setting back upper floors, modifying roofline, and other methods. Reductions should be made within the impact envelope defined by the view angle test (see Appendix 2) or defined by a comparable method.

Zone Edge Condition **Three**: Commercial building height limit of **40** feet where an alley separates a commercial lot line from a side or rear residential lot line.

First Preference:

- a. Reduce physical height and bulk of structures by setting back upper floors, modifying roofline, and other methods. Reductions should be made within the impact envelope defined by the view angle test described here or defined by a comparable method.

Zone Edge Condition Four: Commercial building height limit of **65** feet where an alley separates a commercial lot line from a side or rear residential lot line.

First Preference:

- a. Reduce physical height and bulk of structures by setting back upper floors, modifying roofline, and other methods. Reductions should be made within the impact envelope defined by the view angle test described here or defined by a comparable method.

D-2 Reducing Scale and Shadow Impacts on Public Sidewalks

The height of building facades along the right-of-way edge of Roosevelt Way and NE 65th should generally be limited to three **stories or 35** feet, whichever is greatest. Where zoning permits heights above **40** feet, the upper levels of **buildings** should be set back sufficiently to **minimize** shadow impacts on the opposite sidewalk and **create** a building scale conducive to pedestrian activity.

Explanation and Examples:

The purposes of this guideline are to keep buildings at a height that will be perceived as being-pedestrian-oriented from public sidewalks and prevent significant shading of public sidewalks in the business district.

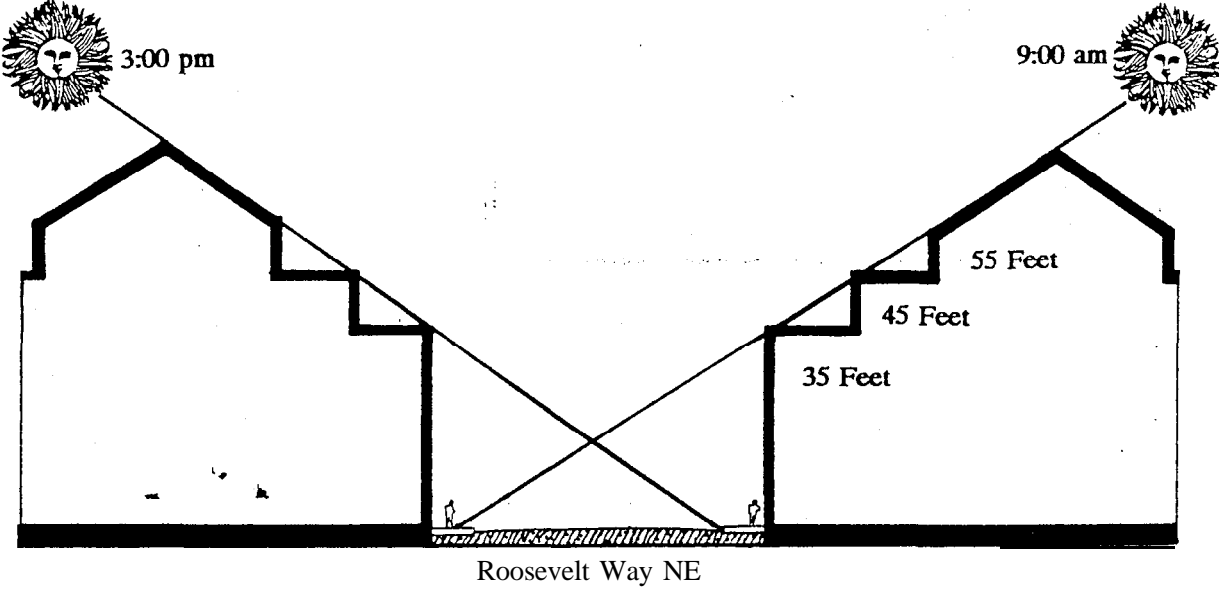
A key factor influencing visual perceptions of scale is the ratio of building height to street width. When buildings are too tall, relative to street width, a discomforting canyon-like effect is produced. In the Roosevelt Neighborhood this would occur with buildings in the 50-65 foot height range. Conversely, when buildings are too low relative to street width there can be a vacuousness or lack of enclosure pedestrians **are** found to dislike.” Based on an **analysis** of **existing** street widths in the Roosevelt Neighborhood, a facade height limit of 30 to 40 feet would produce optimal building height to street width relationships.

Sunlight is also an important element in maintaining the vitality of commercial areas and in encouraging pedestrian activity. In the Roosevelt Neighborhood, sidewalks along Roosevelt Way NE (which runs north-south), are most vulnerable to increased shading from new buildings. Sidewalks along the north side of NE 65th are also vulnerable. ***The Roosevelt Neighborhood would like to maintain at least 6 hours of sunlight a day on sidewalks along Roosevelt Way (meaning 3 hours on each side of the street) and 6 hours on sidewalks along the north side of NE 65th.*** To test whether or not a proposed structure would achieve this desired minimum it is **recommended** shadow impact studies be conducted using the solar altitude and azimuth for March 21st and September 21st.

The illustration opposite this page shows in profile an example of a structure that would achieve the objectives of this guideline. Most parts of the structure do not extend above a line drawn at a 33 degree angle at a point 35 feet above the right of way edge--equivalent to 3 feet of setback for every 2 feet of height. It would leave at least 6 hours of sunlight on one or both sides of Roosevelt Way NE between March and September 21st. Upper level setbacks may not need to be as large as shown in this illustration when other methods are used to diminish the appearance of bulk and to provide solar access to sidewalks.

¹¹ See “Fundamentals of Urban Design”, by Richard Hedman and Andrew Jaszewski, 1984.

Building Setback



A building setback at 35 feet **will** maintain at least 6 hours of sun on north-south sidewalks for the 6 months between March 21st and September 21st

E. Commercial Architecture

E-1 Traditional Building Facades

Incorporate traditional commercial facade components in new designs, especially in the Core Commercial Area

Explanation and Examples:

Participants in the neighborhood visual survey rated highest those neighborhood commercial buildings with traditional commercial facades: Neighborhood streetscapes where blockfaces were composed of traditional facades were also rated highest. While the highest rated neighborhood buildings were older structures, newer buildings outside the neighborhood with traditional facades also received high ratings. These included examples of contemporary architecture.

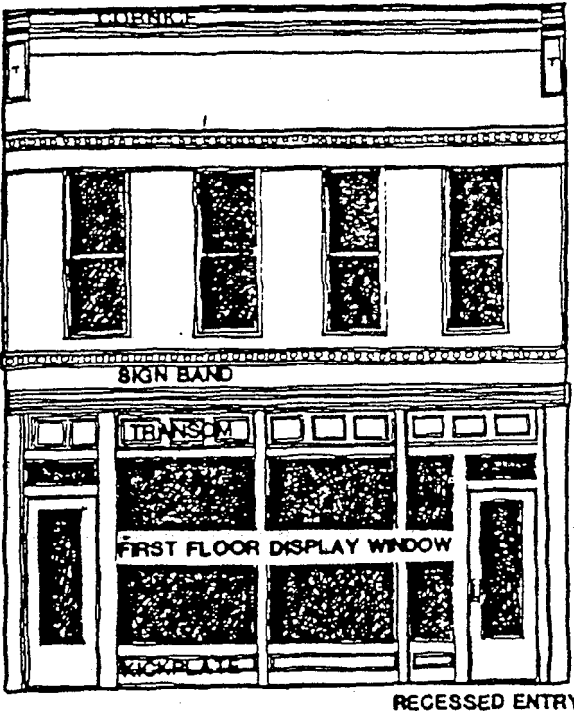
Traditional facades are typically oriented to the pedestrian. Common features include:

1. Base course/kickplate.
2. Ground floor display windows.
 - 0 The Pedestrian 2 (P2) overlay zone, designated over much the Core Commercial Area, requires first floor display windows.* Where appropriate, the same standard could apply outside areas zoned P2.
3. Recessed entry.
4. **Marqu e** or awning.
 - 0 Marquees or retractable awnings are generally preferred, and are more consistent with the neighborhood's older commercial buildings.
5. Transom.
6. Upper facade with vertically proportioned windows.
7. Parapet cap or cornice.

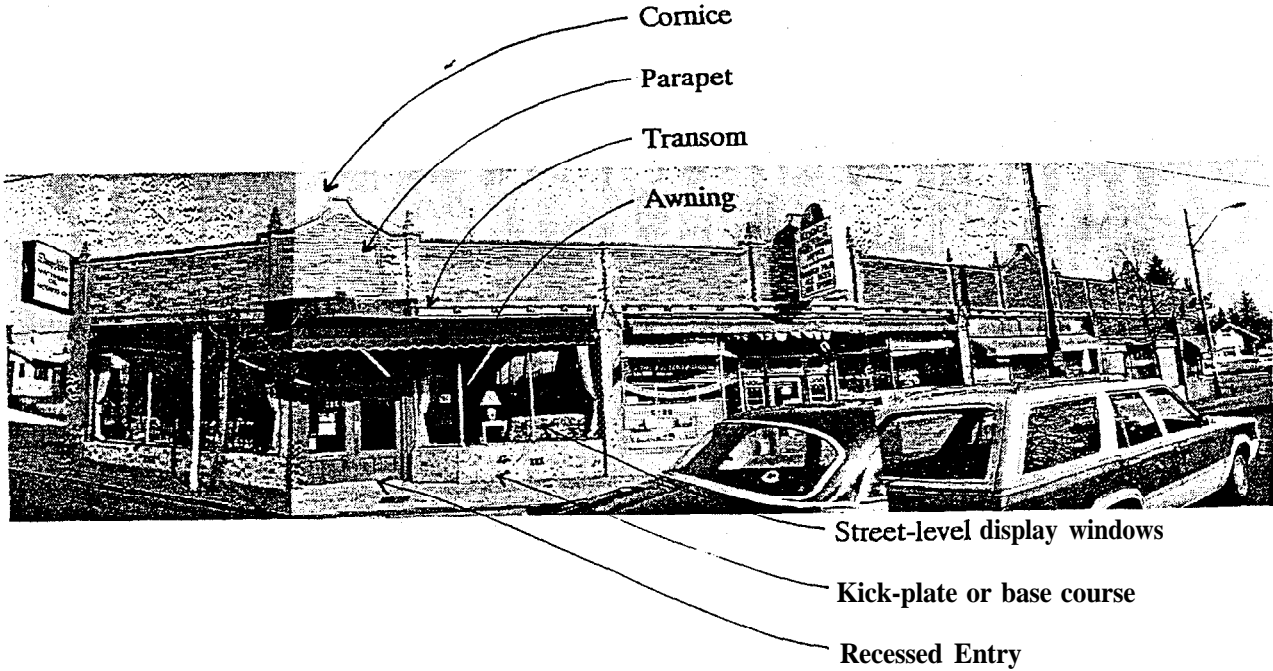
Horizontal facade elements (such as the base course or kick plate, display windows, transom, awnings or marquees, and cornices) should correspond or align with those of adjacent buildings to provide uniformity between adjacent buildings. Also see City Design Guideline B-2 "Architectural Context".

¹² The P2 zone requires at least 60% of a building facade be transparent between 2 and 8 feet above the sidewalk. This applies to building facades along principal pedestrian streets.

Traditional Facade Components



Traditional Facade Components: Highest Rated Neighborhood Commercial Building



E-2 Articulation of Long Facades

Long facades should be articulated to reflect the **neighborhood's** historical building patterns, especially in the Core Commercial Area.

Explanation and Examples:

The highest ranked blockfaces in the Roosevelt commercial area include its oldest buildings. These blockfaces are made up of several relatively narrow, traditional storefronts. Buildings with long uniform storefronts occupying all or most of a blockface ranked lower.

The most favored blockfaces in the neighborhood contain both elements of uniformity and variety. For example, buildings share features common to traditional storefronts such as large display windows, recessed entries and awnings. But they vary in color, materials, or architectural style. This historic development pattern achieves "a sense of unity.....without stifling the interest and character derived from variety" called for in one of the neighborhood's goals.

Another important feature of highly rated blockfaces is the high number of entryways along **the streetfront**. Storefronts with courtyards or recesses also rated high. All are examples of features that invite the viewer into the activity of the building and extend the activity of the building into the street. Such features enrich and enliven the pedestrian environment.

Future buildings that occupy all or a major percentage of a block face can achieve an environment similar to that created along traditional blockfaces by the following means:

1. Articulation of the facade into units or intervals through architectural design and detailing.
2. Placing multiple entryways along the blockface or by creating building recesses, courtyards or other features that extend street activity into the structure or building activity out onto the sidewalk.

Building articulation is discussed and explained under City Design Guideline B-2 "Architectural Context". City Guideline B-4 "Human Scale and Activity" and B-7 "Architectural Details or Features" provide additional discussion and examples related to this neighborhood guideline.



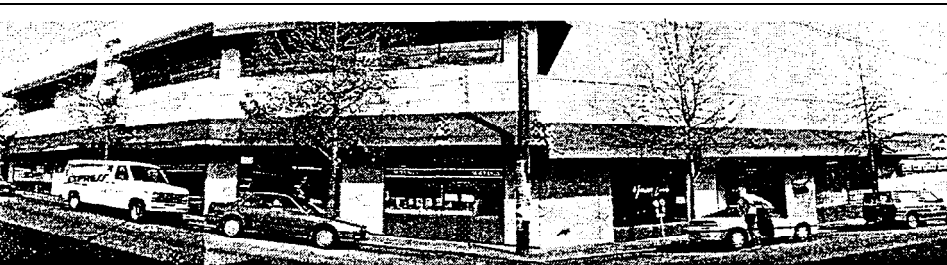
This blockface is **composed** of several buildings that share many features in common but also **vary** in others. In total this block balances elements of uniformity and diversity creating a pleasant and interesting **streetscape**.

Building Intervals - Highest Rated Neighborhood Building



This blockface is composed of one building that uses architectural features, such as pilasters and **recessed** entries, to divide the building into a series of smaller units or intervals. Awnings and other features **vary** along the **streetscape** enhancing its pedestrian **appeal**.

Building Intervals - Highest-Rated Neighborhood Blockface



While not unattractive, this building is **visually** less interesting when compared to previous examples. It 'reads' as one long building that varies too little along the **streetscape**. It is divided into fewer **intervals** and has fewer sidewalk **entryways**.

Building Intervals - Lower-Rated Neighborhood Blockface

E-3 Signs

Encourage small, pedestrian-scaled signs, especially in the **Core** Commercial Area

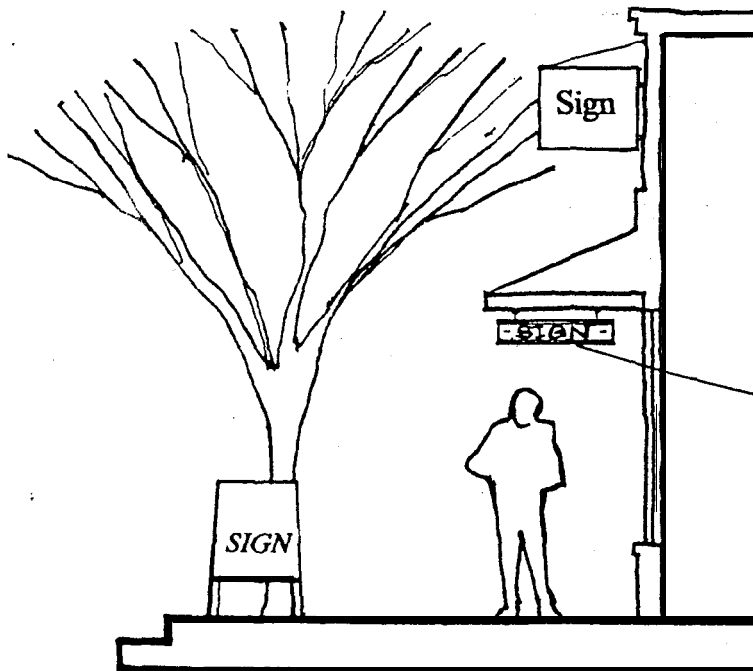
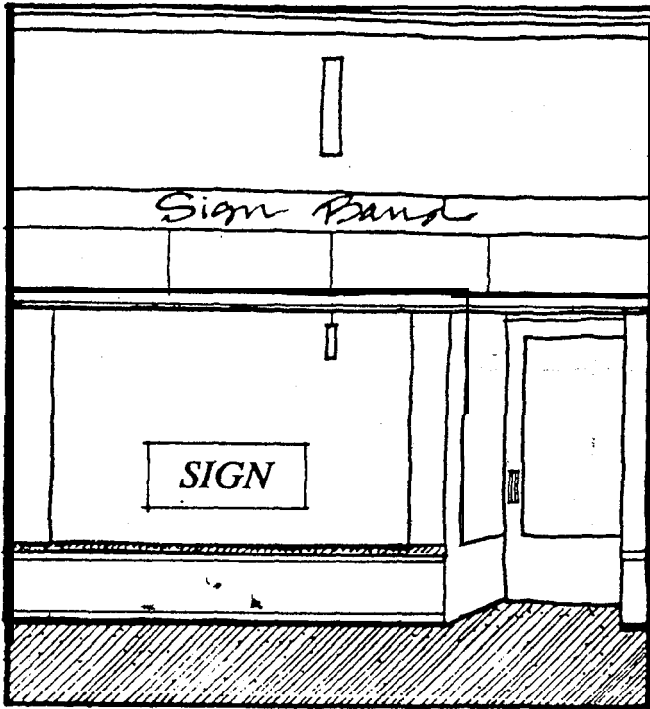
Explanation and Examples:

Participants in the visual survey indicated a preference for small signs. Small signs are generally meant to be read by pedestrians. Large signs appear out of scale in a pedestrian-oriented environment.

Small signs could be incorporated in the **building's** architecture along a sign band, on awnings or marquees, located in windows, or hung perpendicular to the building facade. Blade signs hung from beneath awnings or marquees are especially favored in the Core Commercial Area.

Large signs, large-scale super graphics and back-lit awnings or canopies are less desirable, especially in the Core Commercial Area.

Small Pedestrian-Scaled Signs



- Blade signs are especially appropriate in the Core Commercial Area.

F. Multifamily Housing

F-1 Architecture, Site Planning, Landscaping

New **multifamily** development should reflect single family characteristics, when located in or adjacent **to** areas dominated by single family homes.

Explanation and Examples:

Most areas in which multifamily development can occur in the Roosevelt Neighborhood are dominated by single family homes or adjacent to single family areas. The purpose of this guideline is to encourage new multifamily development to fit in with the residential character of existing development and to reflect neighborhood visual preferences.

Participants in the visual survey generally favored well-landscaped, small-scale multifamily structures with obvious single family residential characteristics. Based on these results and additional analysis, multifamily housing would achieve a better fit in the neighborhood if:

1. **Structures** incorporate clearly residential elements such as pitched roofs, gables, or chimneys.
 - o Flat roofed structures generally received lower ratings in the visually survey.
2. Structures incorporate multipane windows such as windows divided by mullions and muntins; and, windows are recessed from the outside surface of the wall.
3. Structures are broken into smaller building masses, similar to the massing of a single family home.
 - o See **City** Design Guideline B-2 “Architectural Context”.
4. Average side and front yard setbacks that match those of others along the block face are favored.
5. Parking that is screened when viewed from **alleys** as well as from sidewalks is favored.
 - o Screening of parking areas adjacent to public sidewalks is discussed under City Design Guideline C-3. Similar standards could be applied to parking along alleys. Also see City Design Guideline C-7 regarding ways to screen parking while ensuring pedestrian safety.
6. Multifamily housing is be well-landscaped.
 - o Well-landscaped projects, especially those with mature plantings and numerous trees, received the highest ratings in the visual survey. Landscaping may have been the most significant factor in determining visual preference. Landscaping is thoroughly discussed under City Design Guidelines D-1 and D-2.

Examples of High-Rated Multifamily Housing From Visual Survey



Visual Score:
Plus 64



Visual Score:
Plus 40



Visual Score:
Plus 30

F-2 Family-Oriented Housing

Family-oriented multifamily housing featuring separate ground-related entries and private yard space for individual units is **encouraged** in Subareas 4 and 5 and along **the** North Commercial Corridor.

Explanation and Examples:

While multifamily housing is the only affordable housing option for some families, the type of multifamily housing built during the last 20 years often does not lend itself well to family life. Families need outdoor spaces where children can play safely, are contained, can be seen from inside the home and reached within seconds. A multifamily home with a ground-related entry (as opposed to an entry accessed off a common corridor) and private yard space is a good arrangement for families. These features can also prove to be attractive housing alternatives for anyone, including single people, couples or the elderly, who would like housing with direct access to private yard space.”

Housing types such as duplexes, triplexes, townhouses, rowhouses, or bungalow courts typically have or can be designed to feature ground-related entries and private yard space. **Such housing types** would be appropriate in Neighborhood Subareas 4 and 5 and along the North Commercial Corridor (see Figure 1).¹⁴

The illustration on the opposite page shows how a family-oriented **rowhouse** development could be located at the end of a block along the North Commercial Corridor--an area considered suitable for redevelopment with multifamily housing (Neighborhood Goal 2L).¹⁵ This example also implements Neighborhood Guidelines A-1, A-2, B-1 and D-1. It includes the following features:

1. Separate ground-related entries.
2. A **small** landscaped front yard.
3. Private back yards.
4. Units oriented toward quieter side streets.
5. Parking behind structures to reduce driveways across the sidewalk.
6. Separation from adjacent single family homes by a landscaped border and access driveway.

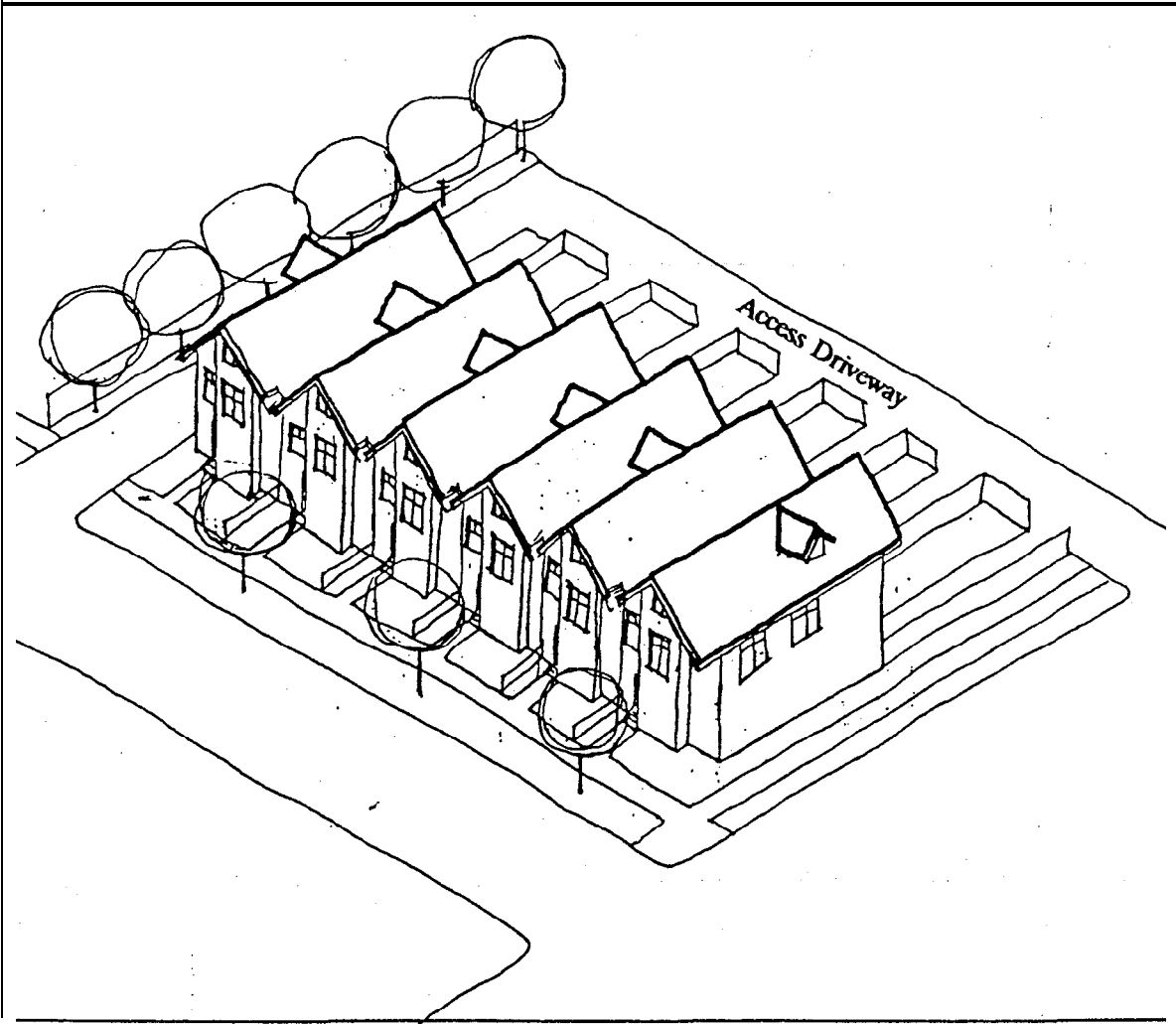
See also Special Recommendation One, in this report.

¹³ This guideline responds to a perceived need for more affordable, family-oriented housing in specific areas within the Roosevelt Neighborhood. It is not intended to imply a preference for families over singles, couples or the elderly in the community. The Neighborhood Vision statement (see “Neighborhood Vision”, Roosevelt Neighborhood Plan, Part One) describes a neighborhood that is demographically diverse, including “families and individuals of all ages, races and incomes”.

¹⁴ This type of housing is already encouraged in parts of subareas 4 and 5. Part of each subarea is zoned LDT (**Lowrise Duplex/Triplex**). The LDT zone allows new construction or conversion of single family houses to duplex and triplexes. Part of Subarea 4 is also zoned L1 (**Lowrise 1 - Townhouses**). The L1 zone allows small multifamily units that have direct access to private yards.

¹⁵ The current zoning allows mixed use development along the North Corridor: single purpose multifamily housing is allowed as a conditional use.

**Family-Oriented Rowhouse Development:
North Commercial Corridor**



G. Miscellaneous

G-1 Neighborhood Gateways and Intersections

Strengthen the image of the commercial area by encouraging special design **treatment at** key neighborhood gateways and intersections.

Explanation and Examples:

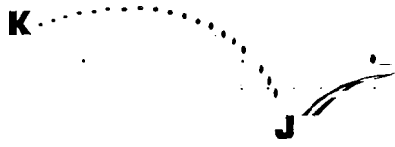
Neighborhood gateways and intersections are prominent places in the fabric of the neighborhood and have an especially important influence on the image of the community. Development at the corners of the blocks located in these gateway areas deserves special attention in terms of design and landscaping.

Four major neighborhood gateways and one intersection **are shown** on the map opposite this page and include the following:

1. Gateway One: the area surrounding the intersection of Roosevelt Way NE and NE Ravenna Boulevard.
2. Gateway Two: the area surrounding the intersection of Roosevelt Way NE and NE 75th.
3. Gateway Three: the area surrounding the intersection NE 65th and 8th Avenue NE.
4. **Gateway Four:** the area surrounding the intersection of NE 65th and 15th Avenue NE.
5. Intersection: the area surrounding the intersection of Roosevelt Way NE and NE 65th.

See City Guideline A-10, which addresses development at corners.

K J S Associates, Inc.



DATE: February 20, 1998

TO: Roosevelt Transportation Subcommittee and Steering Committee

FROM: Michael J. Read, P.E., KJS Associates
Jennifer G. Ting, KJS Associates

RE: Technical Memorandum 1 – Existing Conditions Report (Final Draft Report)

This memorandum documents all current transportation conditions in the Roosevelt neighborhood, including roadway volumes, existing levels of congestion, accident history, public transit services, parking conditions and bicycle/pedestrian facilities. In addition, a discussion of planned transportation improvements and existing transportation issues are included in this memorandum.

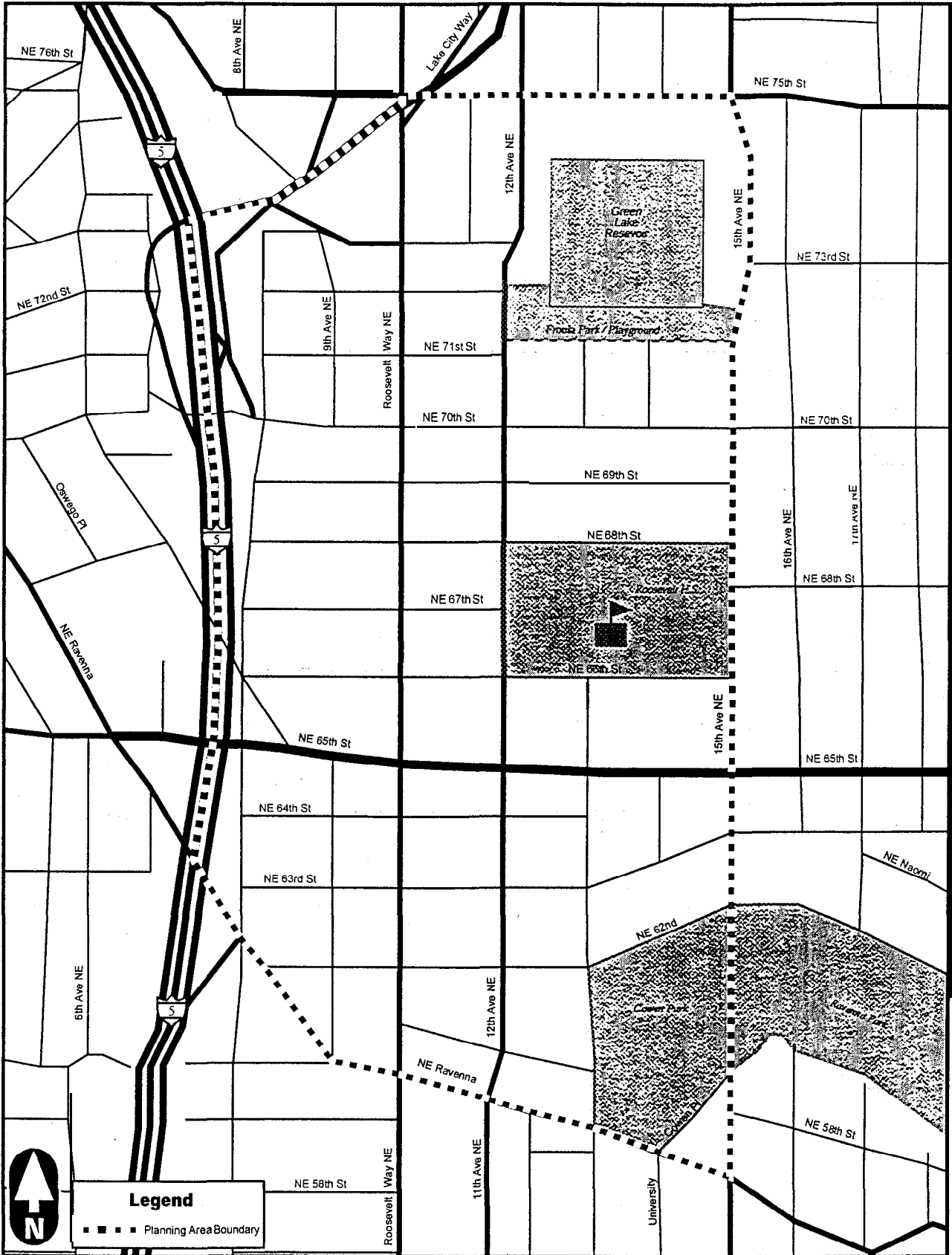
Roadway Conditions

Figure 1 shows the project study area. The Roosevelt neighborhood is the area bounded by I-5 to the west, 15th Avenue NE to the east, NE 75th Street to the north and NE Ravenna Boulevard to the south. Access to and from I-5 is provided to the south via NE Ravenna Boulevard and to the north via NE 70th Street. Major north-south arterials traveling through the neighborhood include I-5, Roosevelt Way NE, 12th Avenue NE and 15th Avenue NE. Roosevelt Way NE and 12th Avenue NE form a one-way couplet system between the Ship Canal, in the University District, to NE 75th Street, the northern boundary of the Roosevelt neighborhood. Major east-west arterials include NE 75th Street, NE 65th Street and NE Ravenna Boulevard.

The following paragraphs describe major arterials serving the neighborhood. Roadway characteristics are described in terms of facility type, number of lanes, posted speed limits, average weekday daily volumes, and shoulder types and widths.

Interstate 5 is classified as limited access freeway. It has an S-lane cross-section in the vicinity of the Roosevelt neighborhood for general purpose traffic as well as a three-lane reversible center roadway to accommodate direction demand during peak commute periods. Travel lanes average 12 feet in width, with 4- to 12-foot paved shoulders and jersey barrier systems. The posted speed limit is 60 mph. Ramp access to I-5 is provided at NE Ravenna Boulevard (Milepost 170.02 – 170.50) and at NE 70th Street (Milepost 170.64). Existing average daily traffic volumes near NE Ravenna Boulevard are about 234,000 daily vehicles. Ramp access to NE Ravenna Boulevard and NE 70th Street average 14,700 daily vehicles, and 11,200 daily vehicles, respectively.

4 A e



Legend
 - - - - - Planning Area Boundary

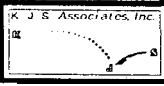


Figure 1 - Roosevelt Neighborhood Planning Area

Roosevelt
 Neighborhood Plan -
 Transportation Element

Roosevelt Way NE is a 40-foot wide, one-way southbound principal arterial and operates as an effective 2-lane arterial during most periods. Roosevelt Way NE becomes a two-way roadway north of NE 75th Street. Parking is provided on both sides of the street except during morning commute periods, when parking is prohibited on the west side of the street between 7:00 and 9:00 a.m. creating three travel lanes during the a.m. peak period. Curb, gutter and sidewalk are also provided on both sides of the street. Existing traffic volumes average 12,500 daily vehicles north of NE 65th Street.

12th Avenue NE is a 40-foot wide, one-way northbound principal arterial. Parking is provided on both sides of the street except on the east side of the street during afternoon commute periods. Curb, gutter and sidewalk are found on both sides of the street. An average of 6,500 vehicles traveled this roadway daily south of NE 70th Street.

15th Avenue NE is a four-lane north-south minor arterial. Parking is provided on both sides of the street. Parking is prohibited on the east side of the street between 4:00 and 6:00 p.m. and on the west side of the street between 7:00 a.m. and 9:00 a.m. The speed limit is posted at 30 mph. The roadway becomes a four-lane arterial between NE 59th Street and NE 62nd Street. The pavement width is 42 feet wide. Daily traffic volumes average 11,600 vehicles south of NE 65th Street.

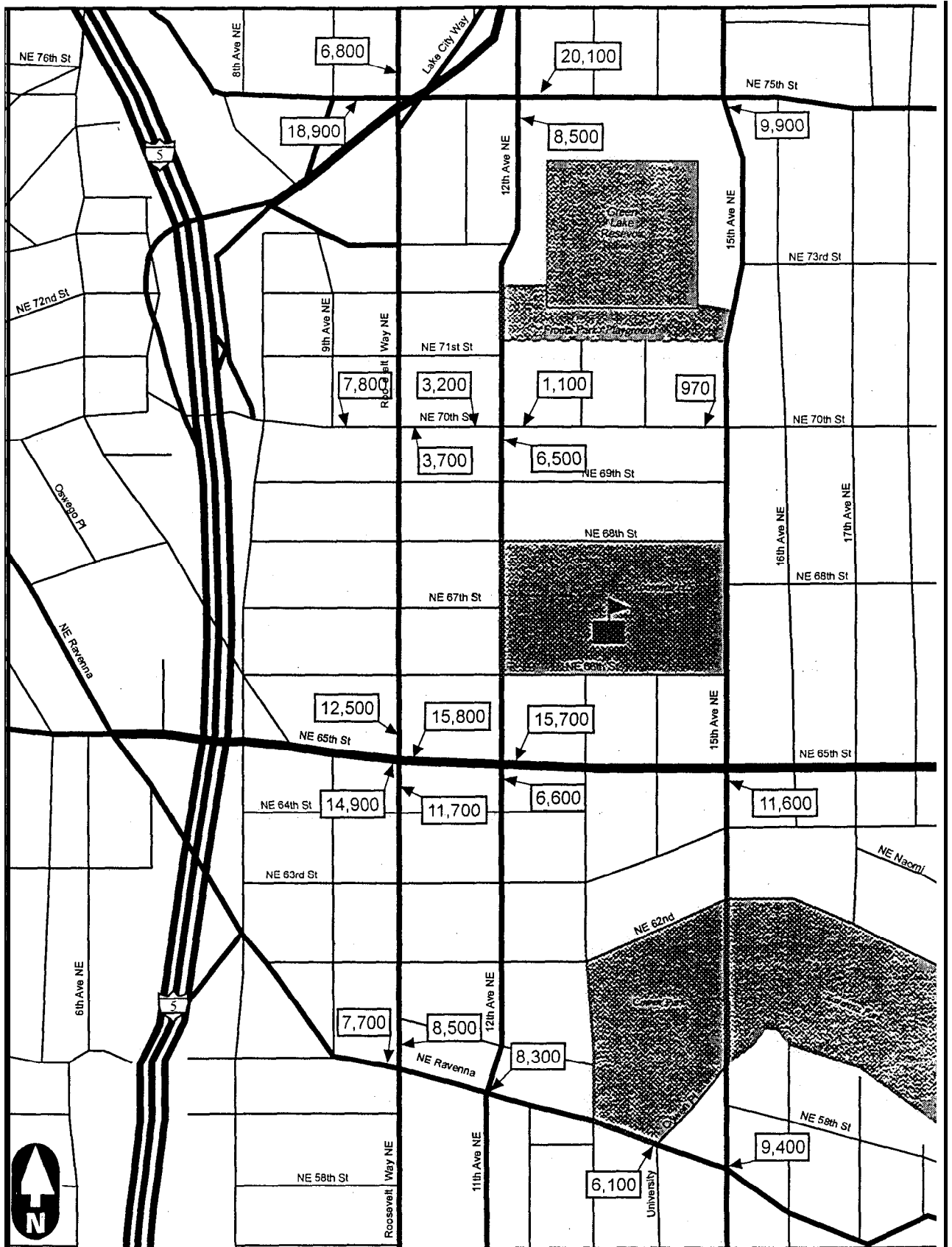
NE 75th Street is a four-lane, east-west arterial which also serves as the northern border for the Roosevelt neighborhood. Curb, gutter and sidewalk are located on both sides of the street. Existing traffic volumes average 20,100 daily vehicles east of 12th Avenue NE.

NE 65th Street is a two-lane, east-west minor arterial in the Roosevelt neighborhood vicinity. Parking is provided on both sides of the street. Curb, gutter and sidewalk are also provided. Parking is prohibited between 7:00 and 9:00 p.m. on the north side of the street and between 4:00 and 6:00 p.m. on both sides of the street. Existing average daily traffic volumes are 15,800 vehicles east of Roosevelt Way NE.

NE Ravenna Boulevard is a two-lane minor arterial with a landscaped median that separates the eastbound and westbound travel lanes. The arterial consists of one travel lane, one parking lane and one bike lane in each direction. The 11-foot wide bike lane narrows at major intersections to provide a turning pocket for left-turning vehicles. The sidewalks located on both sides of the street are separated from the curb by a planting strip. An average of 8,300 vehicles use this roadway daily in 1998 east of 12th Avenue NE.

Traffic Volumes

Figure 2 shows estimated Existing Average Weekday Daily Traffic (AWDT) volumes in the immediate site vicinity. AWDT volumes represent the number of vehicles traveling a roadway segment over a 24-hour period on an average weekday. Afternoon peak hour traffic volumes usually occur during a typical 4:00 p.m. to 6:00 p.m. peak period. Since the p.m. peak period volumes usually represent the highest volumes of the average day, these volumes are typically used to evaluate the worst-case traffic scenario at an intersection.



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Figure 2 - Existing Average Weekday Traffic Volumes

Roosevelt
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Historical traffic volumes, AWDT volumes and p.m. peak turning movement volumes were collected from the City of Seattle Engineering Department – Transportation Division (SeaTran). KJS supplemented this data with other recent p.m. peak turning movement counts conducted as part of the traffic impact study prepared for Roosevelt Square, Transportation Solutions, Inc., January 1998. A review of historical traffic volumes back to 1994, found an average growth rate of 1 percent per year within the Roosevelt neighborhood. Thus, traffic counts were factored by 1 percent per year to arrive at existing conditions. Existing p.m. peak hour turning movement counts are provided in Appendix A.

Roadway Levels of Service

Level of service (LOS) serves as an indicator of the quality of traffic flow at an intersection or road segment. The LOS grading ranges from A to F, such that LOS A is assigned when no delays are present and low volumes are experienced. LOS E, on the other hand, represents “capacity” conditions where no more vehicles could be added to the intersection or road segment without a breakdown in traffic flow. LOS F represents an unacceptable level of service, and indicates long delays and/or forced flow traffic.

A volume to capacity (v/c) ratio was used to measure level of service. There are a variety of methods used to calculate arterial roadway level of service. Most recently, the published standards for the transportation engineering profession in the 1994 Highway Capacity *Manual* (Special Report 209, Transportation Research Board), base arterial level of service on functional classification (e.g., principal, minor, etc.) and average travel speed as a measure of congestion. Level of service ranges stratify average travel speeds from above 35 mph to below 7 mph by three different arterial classifications in urban and suburban areas. Spot speed surveys were conducted by Traffic Count Consultants, Inc. in April 1998 on 12th Avenue NE south of NE 68th Street and on 15th Avenue NE near NE 70th Street. The 85th percentile is used as the measure at which roadway speed limits are designed for. The 85th percentile indicates that 85 percent of the vehicles on the roadway travel at or above the surveyed speed. The 85th percentile on 12th Avenue NE was 35 mph, which means that 85 percent of the vehicles were traveling at or above 35 mph, while 15 percent were traveling below 35 mph. The 85th percentile on 15th Avenue NE was 38 mph.

Table 1 summarizes a different methodology in determining arterial level of service. This methodology is based upon the more traditional method of comparing the ratio of traffic counts with an estimated roadway capacity. Recommended arterial capacities are shown in Table 2 and are used by the City of Seattle in evaluation of arterial roadway capacity.

Table 1: Roadway Levels of Service Measures

LOS	V/C	Description
A	< 0.59	Little or No Delays
B	0.60 to 0.69	Short Delays
C	0.70 to 0.79	Average Delays
D	0.80 to 0.89	Long Delays
E	0.90 to 0.99	Very Long Delays
F	>1.00	Failure - Extreme Congestion

Table 2: Recommended Capacity Values

Average Free Flow Speeds	Peak Hour – Peak Direction Capacity
Two-Lane Principal or Minor Arterial	
30-35 mph	1,000 vph
30 mph	900 vph
25-30 mph	800 vph
20 mph (CBD)	600 vph
Four-Lane Principal or Minor Arterial	
30-35 mph	1,800 vph
30 mph	1,600 vph
25-30 mph	1,400 vph
20 mph (CBD)	1,200 vph
Two Lane Collector Arterial	
35 mph	800 vph
30 mph	600 vph
20-25 mph	500 vph
Local Access Street	
25 mph	500 vph
<20 mph	350 vph

Source: City of Seattle Transportation Model Network, Default Values -- Lane Capacities and Speeds, KJS Associates, 1992.

* - All values for principal and minor arterial, except the CBD, should be reduced if narrow lanes, pedestrian conflicts, parking conflicts, misalignments or heavy transit usage are present.

Table 3 summarizes existing levels of service on key arterial roadways in the neighborhood. The table summarizes existing peak period volumes, its estimated capacity, ratio and level of service rating. The table shows that both Roosevelt Way NE and NE 65th Street operate at LOS F near its intersection with one another. Also, both NE 75th Street and NE Ravenna Boulevard operate at LOS F near 12th Avenue NE. NE 70th Street near 8th Avenue NE and NE Ravenna Boulevard near Roosevelt Way operate at LOS E.

Table 3: Existing Roadway Levels of Service

Roadway	Section	Direction	Peak Hour Volume	Directional Capacity	V/C
15 th Avenue NE	South of NE 75 th Street	NB	600	1,200	0.50
		SB	350	900	0.39
	South of NE 65 th Street	NB	650	1,200	0.54
		SB	400	900	0.44
	North of NE Ravenna Blvd.	NB	500	1,200	0.42
SB		380	900	0.42	
12 th Avenue NE	South of NE 70 th Street	NB	1,150	2,150	0.53
	South of NE 65 th Street	NB	950	1,900	0.50
Roosevelt Way NE	North of NE 65 th Street	SB ¹	1,385	1,900	0.73
	South of NE 65 th Street	SB ¹	1,045	1,900	0.55
	North of NE Ravenna Blvd.	SB ¹	1,015	2,150	0.47
NE 75 th Street	East of 12 th Avenue NE	EB	1,020	1,800	0.57
		WB	835	1,800	0.46
NE 70 th Street	East of 8 th Avenue NE	EB	270	600	0.45
		WB	440	600	0.73
NE 65 th Street	East of 12 th Avenue NE	EB	750	1,100	0.68
		WB	620	1,100	0.56
	West of Roosevelt Way NE	EB	600	1,100	0.55
		WB	670	1,100	0.61
NE Ravenna Blvd.	East of 12 th Avenue NE	EB	450	900	0.50
		WB	370	900	0.41
	West of Roosevelt Way	EB	330	900	0.37
		WB	500	900	0.56

* - Volume to Capacity Ratio.

¹ - Peak period traffic volumes occur during the morning commute period compared against a.m. peak capacity.

Intersection Levels of Service

The methods used to calculate the levels of service are described in the 1994 Highway Capacity Manual (Special Report 209, Transportation Research Board). The measure of effectiveness for signalized intersections is average stopped delay, which is defined as the total time vehicles are stopped in an intersection approach during a specified time period divided by the number of vehicles departing from the approach in the same time period. Table 4 summarizes the delay range for each level of service at signalized intersections and describes the prevalent traffic characteristics of each.

For unsignalized intersections, level of service is based on an estimate of average stopped delay for each movement or approach group. The evaluation procedure is a sequential analysis based on prioritized use of gaps in the major traffic streams for stop controlled and yield controlled movements (i.e., left turns off of the major street); these two movement types at unsignalized intersections would be referred throughout the remainder of this report as “controlled movements”. Relationships of average stopped delay are summarized in Table 5, level of service criteria of controlled movements at unsignalized intersections.

Table 4: Signalized Intersection Level of Service Measures

Level of Service	Vehicle Delay Range (seconds per vehicle)	Description of Traffic Conditions
A	0.0-4.9	Traffic is light; most vehicles arrive when the light is green and don't stop at all.
B	5.0-14.9	Conditions are similar to LOS A, but more vehicles are forced to slow or stop for the light.
C	15.0-24.9	The number of vehicles stopping is significant, and individual cycle failures may begin to appear.
D	25.0-39.9	Longer delay result from longer cycle lengths, poor progression, and/or more traffic. Many vehicles stop, and cycle failures become noticeable.
E	40.0-59.9	This is the limit of acceptable delay. Cycle failures become a frequent occurrence.
F	≥ 60.0	Delays are considered unacceptable to most drivers. This often occurs when arrival rates exceed the capacity of the intersection.

Source: 1994 Highway Capacity Manual, Table 9-1, page 9-6.

Table 5: Level of Service Criteria of Controlled Movements at Unsignalized Intersections

Level of Service	Average Stopped Delay, (seconds per vehicle)
A	≤ 5
B	> 5 and ≤ 10
C	> 10 and ≤ 20
D	> 20 and ≤ 30
E	> 30 and ≤ 45
F	> 45

Source: 1994 Highway Capacity Manual, Table 10-3, page 10-12.

Table 6 summarizes the existing levels of service at key intersections in the Roosevelt neighborhood. The table shows the level of service rating for the intersection as a whole (letter grade) and the average delay per vehicle in seconds for the worst approach at the intersection. All intersections operate at LOS C or better except for the intersection of Roosevelt Way NE and NE 73rd Street which operates at LOS E. This intersection has an average stopped delay of 44 seconds and is less than 2 seconds away from operating at LOS F.

Table 6: 1998 Existing Intersection Levels of Service (PM Peak)

Intersection	PM Peak Level of Service
15 th Avenue NE at NE 75 th Street	LOS B (SIG - 15 secs)
15 th Avenue NE at NE 65 th Street	LOS C (SIG - 17 secs)
15 th Avenue NE at NE Ravenna Boulevard	LOS B (UNSIG - 11 secs)
12 th Avenue NE at NE 75 th Street	LOS B (SIG - 8 secs)
12 th Avenue NE at NE 65 th Street	LOS B (SIG - 9 secs)
12 th Avenue NE at NE 64 th Street	LOS B (UNSIG - 25 secs)
Roosevelt Way NE at NE 75 th Street*	LOS B (SIG - 8 secs)
Roosevelt Way NE at NE 73 rd Street*	LOS E (UNSIG - 44 secs)
Roosevelt Way NE at NE 65 th Street	LOS B (SIG - 8 secs)

LOS A-F average intersection LOS.

(XX) - Average delay per vehicle of the critical intersection movement (in seconds) and level of service for critical movement.

SIG - Signalized.

UNSIG - Unsignalized.

Collision History

The frequency and severity of collisions are commonly weighed against the speed, volume, and functional classification of a roadway segment or intersection. All five variables are considered in determining if a certain location has an unusually high collision rate.

A summary of high accident locations (HAL's) in the past 5 years was collected from SeaTran. Non-signalized intersections with 5 or more accidents per year and signalized intersections with 10 or more accidents per year are identified by SeaTran as HAL's. Table 7 summarizes the high accident locations in 1996, the total number of accidents within the past 5 years and the average number of collisions in the past 5 years for intersections affecting the Roosevelt neighborhood.

Accident history information was also taken at the intersections of 12th Avenue NE at NE 70th Street and 15th Avenue NE at NE 58th Street, which were. 15th Avenue NE at NE 75th Street experienced the most accidents with 42 in the last 5 years.

Table 7: High Accident Locations

Intersection	Total Accidents in 1996	Total Accidents (1992-1996)	Average Annual Collision Rates	Collision Rate per Million Entering Vehicles
15 th Avenue NE at NE Ravenna Boulevard	6	33	6.6	1.22
Roosevelt Way NE at NE 66 th Street	5	11	2.2	0.65
Roosevelt Way NE at NE 73 rd Street	5	22	4.4	1.30
15 th Avenue NE at NE 75 th Street*	10	42	8.4	0.85
12 th Avenue NE at NE 70 th Street	2	21	4.2	0.72

Source: City of Seattle

* - Signalized.

Nonmotorized Facilities

The Roosevelt neighborhood has curb, gutter and sidewalks located on all of its arterial roadways and on most local streets. Crossing treatments of arterial roadways for bicycles and pedestrians are typically accommodated at signalized intersections. Crossing treatments at mid-block locations or unsignalized intersections include:

- Pedestrian crosswalk on 15th Avenue NE at the south side of its intersection with NE 68th Street (southern street).
- Bicycle crossing on the south of 15th Avenue's intersection with Cowen Place.
- Bicycle crossing (signed but not painted) on the north side of 15th Avenue at its intersection with NE Ravenna Boulevard.
- Pedestrian crosswalk on the west side of the NE Ravenna Boulevard and Brooklyn Avenue NE intersection.
- Two pedestrian crosswalks on 12th Avenue NE at the south side of its intersections with NE 67th Street (signed but not painted) and NE 68th Street.

Crosswalks at most mid-block crossings and intersections are not painted well. Existing striped and designated bicycle lanes within the neighborhood are found along NE Ravenna Boulevard. This particular nonmotorized corridor serves as a green belt, providing a link between Green Lake, Roosevelt, and the University District neighborhoods.

Public Transportation Services and Facilities

King County Department of Metropolitan Services (Metro Transit) offers an extensive public transportation program within King County. The system offers fixed-route, demand-response, vanpool, ride-matching and parking services either directly through contracts with neighboring transit systems and private and nonprofit transportation providers. Metro Transit also provides custom bus services - a direct, premium-fare service, faster, point-to-point bus trips or routing for larger employers.

Table 8 summarizes existing Metro Transit services within the Roosevelt area. A majority of fixed route service is destined for the Seattle CBD. Only three of the 12 fixed routes do not serve the Seattle CBD, but are destined for the University of Washington, a major destination for transit trips. Other neighborhoods or areas served by transit services that operate within the Roosevelt neighborhood are summarized in the table below.

Table 8: Existing Metro Transit Routes in Roosevelt Neighborhood

Route Number	Transit Stop(s) in Roosevelt	Service Areas Outside of Roosevelt Boundaries	Number of Daily Trips	Peak Headways (Minutes)
25	NE 65 th Street at 15 th Avenue NE	Lake City, Wedgwood, Montlake, Downtown Seattle	54	10-30
25E	NE 65 th Street at 15 th Avenue NE	Lake City, Wedgwood, Montlake, Downtown Seattle	12	10-40
40	NE 65 th Street at 15 th Avenue NE, NE 65 th Street at 8 th Avenue NE	Wedgwood, Ravenna, University District, Boeing Industrial	5	30
48	NE 65 th Street between 12 th Avenue NE and Roosevelt Way, NE 65 th Street at 15 th Avenue NE	Loyal Heights, Greenwood, Ravenna Park, University District, Montlake, Capitol Hill, Madrona, Downtown Seattle, Columbia City, Rainier Beach	138	10-30
48E	NE 65 th Street at 15 th Avenue NE	Loyal Heights, Greenwood, Ravenna Park, University District, Montlake	6	30-40
68	NE 75 th Street at 15 th Avenue NE	Northgate, Maple Leaf, Ravenna University District	25	30-60
71	NE 65 th Street at 15 th Avenue NE	View Ridge, Wedgwood, Ravenna, University District, Downtown Seattle	89	30
72	NE 65 th Street at 15 th Avenue NE	Lake City, University District, Downtown Seattle	71	30-60
73	NE 65 th Street at 15 th Avenue NE	Jackson Park, Maple Leaf, University District, Downtown Seattle	70	30-60
76	NE 65 th Street at 15 th Avenue NE	Wedgwood, Ravenna, Downtown Seattle	19	15-20
78	NE 65 th Street at 15 th Avenue NE	Jackson Park, Lake City, UW	10	60
79E	NE 65 th Street at 15 th Avenue NE	Lake City, Maple Leaf, University District, Downtown Seattle	10	30

E – Express Route.

Park and Ride Utilization

There are two existing park-and-rides facilities in the Roosevelt neighborhood planning area. The I-S/NE 65th Street/Green Lake is a State owned park-and-ride with a capacity of 475 parking spaces. Table 9 summarizes this lot’s historical monthly utilization between June 1996 to February 1998. This park-and-ride lot utilizes an average of 386 parking spaces out of a total of 475 parking spaces for a percent utilization of 81 percent. Thus, there are about 89 parking spaces open on an average annual daily basis. Typically, at an 85 percent average utilization rate a park-and-ride facility is considered “at capacity”. This facility is nearing “at capacity” conditions, utilization during certain periods throughout the year indicate 100 percent or more utilization.

The second existing park-and-ride facility within Roosevelt is a leased lot at the Calvary Temple Church. It has a capacity of 50 stalls, with an average 50 percent utilization rate. A third park-and-ride lot that was leased by King County-Metro within Roosevelt was closed last summer at

the Safeway store located in the southeast corner of the NE 75th Street/Roosevelt Way NE intersection. This lot had a total capacity of 16 stalls for commuting purposes.

Table 9: I-5/NE 65th Street/Green Lake Park and Ride Utilization

Date	Utilization	Capacity	Percent Utilization
Jun-96	388	475	82%
Jul-96	371	475	78%
Aug-96	338	475	71%
Sep-96	378	475	80%
Oct-96	395	475	83%
Nov-96	452	475	95%
Dec-96	342	475	72%
Jan-97	351	475	74%
Feb-97	339	475	71%
Mar-97	n/a	n/a	n/a
Apr-97	n/a	n/a	n/a
May-97	354	475	75%
Jun-97	408	475	86%
Jul-97	378	475	80%
Aug-97	300	475	63%
Sep-97	431	475	91%
Oct-97	471	475	99%
Nov-97	465	475	98%
Dec-97	387	475	94%
Jan-98	423	475	89%
Feb-98	425	475	89%
AVERAGE TOTALS	386	475	81%

Existing Parking Conditions

Based on a site reconnaissance conducted by KJS in March 1998, it was determined that parking in the Roosevelt neighborhood is provided on both sides of the street on Roosevelt Way NE, 12th Avenue NE, 15th Avenue NE and NE 65th Street. Parking is prohibited on the west side of Roosevelt Way NE between 7:00 and 9:00 a.m., on the east side of the street on 12th Avenue NE between 4:00 and 6:00 p.m. and on the east side of the street on 15th Avenue NE between 4:00 and 6:00 p.m.. Parking on NE 65th Street is prohibited between 7:00 and 9:00 p.m. on the north side of the street and between 4:00 and 6:00 p.m. on both sides of the street and on the west side of the street between 7:00 a.m. and 9:00 a.m.

According to the City of Seattle's *Data Viewer A Neighborhood Information System 1997*, the parking meter district in the Roosevelt neighborhood is bounded by NE 66th Street to the north, NE 62nd Street to the south, 9th Avenue NE to the west and Brooklyn Avenue NE to the east. A residential parking zone (RPZ) is also located in the area bounded by Cowen Place, NE 15th Street and NE Ravenna Boulevard. Figure 3 summarizes existing designated parking areas in the Roosevelt neighborhood.

Planned Transportation Improvements

The City of Seattle's *Capital Improvement Program* (1998 to 2003) did not identify any transportation-related improvements in the Roosevelt neighborhood.

[add in discussion of RTA, scheduling, timing, etc., describe alternatives]

The following short-range improvements in public transportation service are proposed for implementation by King County-Metro:

- Routes 71 and 73 would be revised to operate only between the northeast Seattle neighborhoods and the University District.
- Routes 68, 72 would be replaced by new Route **63**, which would operate only between the northeast Seattle neighborhoods and the University District.
- Combine Routes 73 and 78 into a single, more frequent revised Route 73. This new route would run seven days a week and connect to downtown service on University Way NE. It would serve the University of Washington's south campus area next to 15th Avenue NE and NE Pacific Street.
- Modify Routes 72 Local and 72 Express to serve NE 65th Street in Ravenna instead of NE 80th Street, which would improve service to the NE 65th Street commercial area.
- Delete Route 40; riders could take one of several routes to downtown Seattle and transfer to Route 174.
- Delete Route 68; replace with more frequent service on Route 73 in Maple Leaf and new Route 63 on 25th Avenue NE; alternate service would also be available on Routes 66 and 67.
- Delete Route 72; replace with more frequent service on revised Route 73.
- Delete Route 79, which duplicates other service; Ravenna Avenue NE riders could take revised Route 63 and transfer at 15th Avenue NE and NE 65th Street to downtown Seattle service on Route 76.

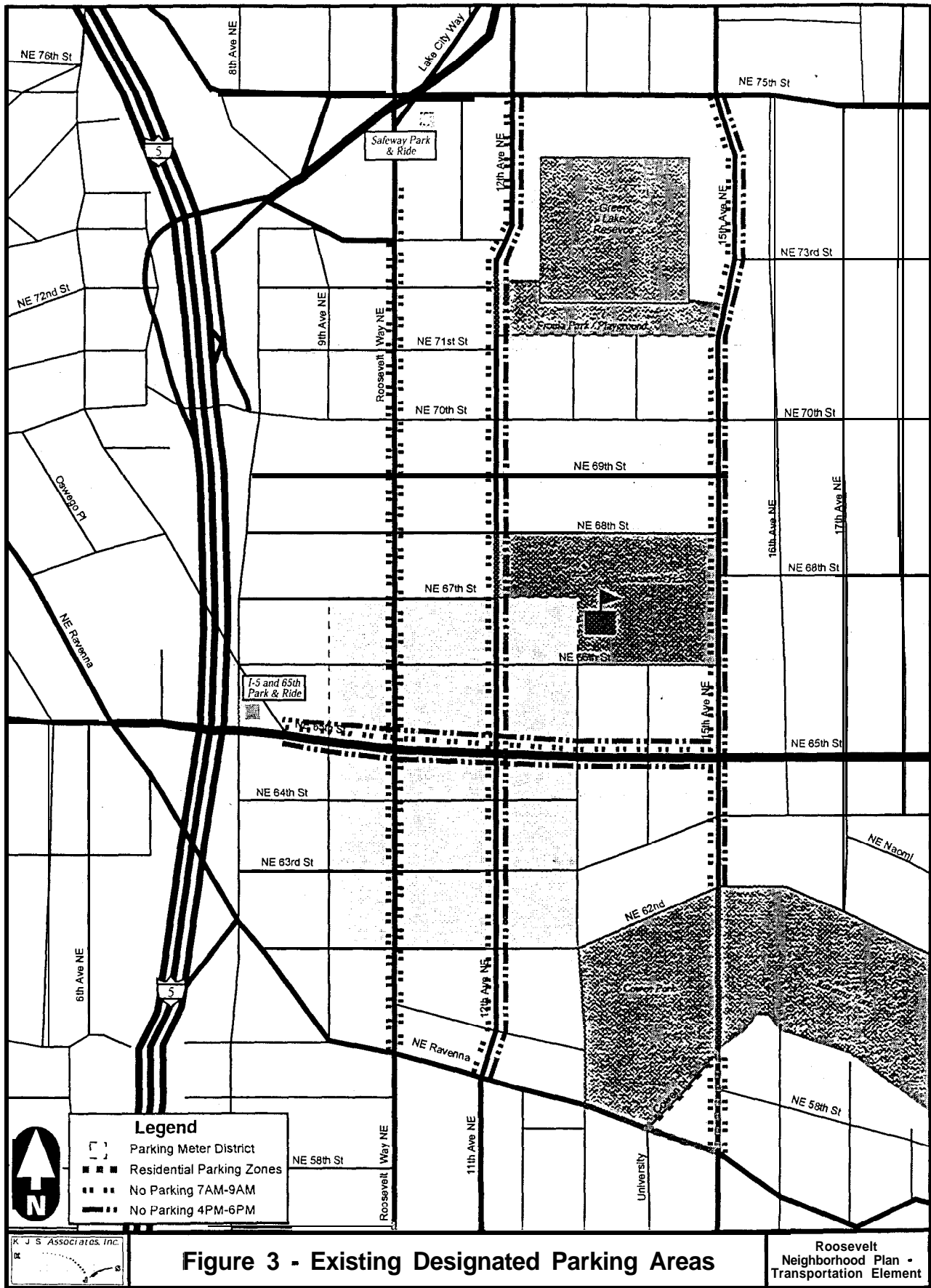


Figure 3 - Existing Designated Parking Areas

Roosevelt
Neighborhood Plan -
Transportation Element

Transportation Issues

A survey conducted in May 1997 of Roosevelt residents showed Roosevelt residents seek to maintain and improve a strong neighborhood identity by living in a safe and pedestrian-friendly environment, maintaining and expanding neighborhood parks, improving traffic corridors and decreasing vehicle speeds. Discussions groups with Roosevelt's businesses and property owners were also conducted in May 1997 and participants expressed an interest in creating a community event for businesses, residents and local community and attracting more businesses to serve the area. The following transportation issues are identified below:

- Pass-through traffic from I-5 onto Roosevelt Way and NE 65th Street.
- Speeding on 15th Avenue NE, 12th Avenue NE and to a lesser degree on Roosevelt Way NE. (Few speed limits signs and little or no police enforcement).
- Unsafe crossing treatments along major transportation corridors, near neighborhood parks and around Roosevelt High School.
- Parking and no police enforcement of parking restrictions.
- Transit layovers below I-5 and on NE Ravenna Boulevard.
- The change in Metro's service plan is also a concern to many residents.

Figure 4 summarizes existing transportation issues in the Roosevelt neighborhood.

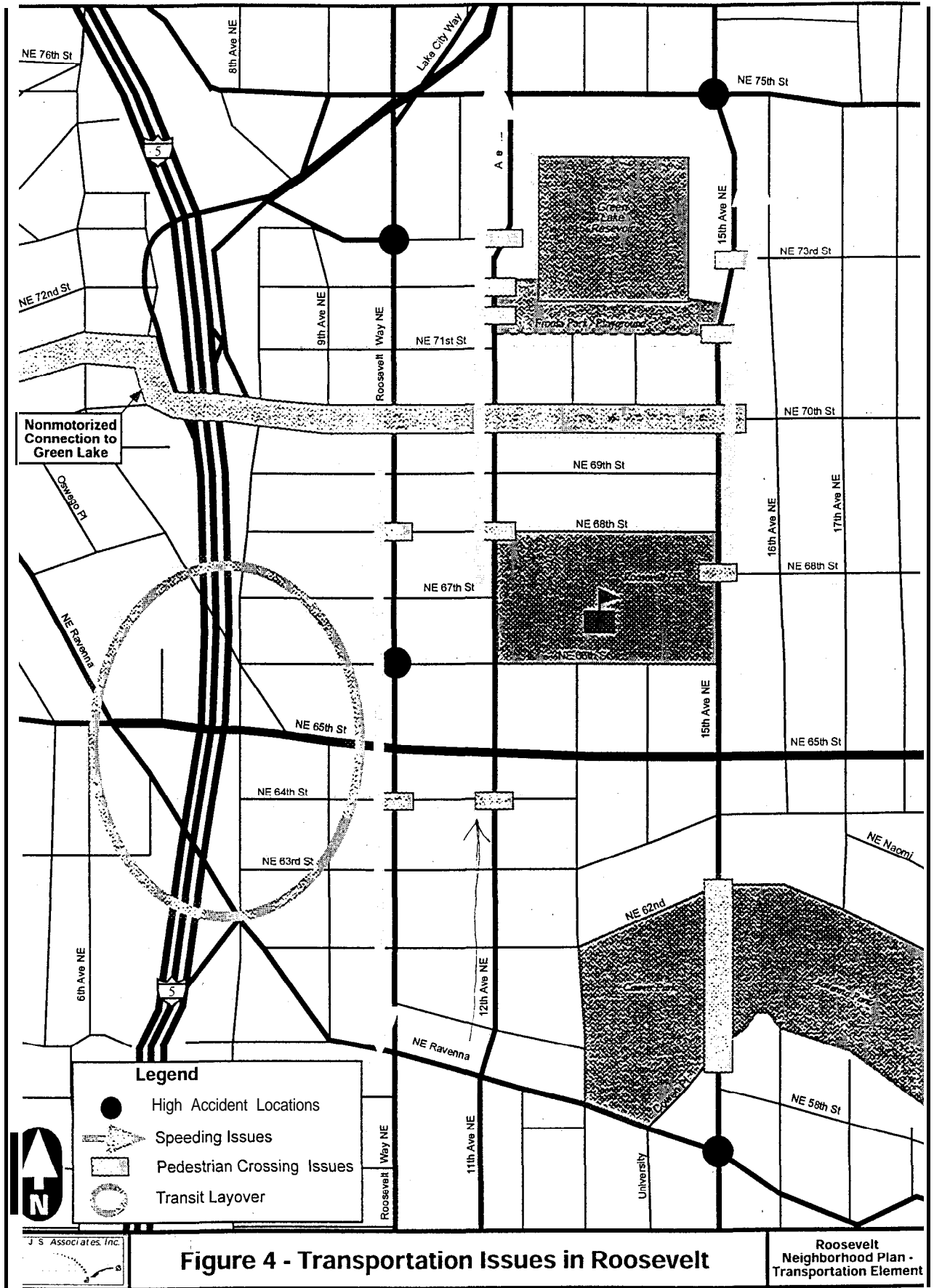


Figure 4 - Transportation Issues in Roosevelt

Roosevelt
Neighborhood Plan -
Transportation Element

K J S Associates, Inc.



DATE: July 23, 1998

TO: Roosevelt Committee

FROM: Michael J. Read, KJS Associates
Jennifer G. Ting, KJS Associates

RE: Roosevelt Way NE/12th Avenue NE: Alternative Roadway Configurations

This memorandum briefly summarizes our analysis of the one-way couplet versus two-way street system on Roosevelt Way NE and 12th Avenue NE between NE 75th Street and NE Ravenna Boulevard in the Roosevelt neighborhood.

Methodology

The City of Seattle's travel demand forecasting model was used to generate base year 1990 peak hour traffic volumes under the one-way couplet and two-way street systems. The forecasting model also generated 2010 peak hour traffic volumes under the one-way couplet and two-way system.

The computerized forecasting tool EMME/2 is used to generate future traffic volumes and is based upon estimates of existing and future population and employment. Future intersection turning movements were estimated from a comparison and evaluation of traffic forecasts in the vicinity of each site by using the travel demand forecasting model mentioned above. Growth factors between the 1990 existing and 2010 future regional EMME/2 forecasts were derived by KJS through a review of individual roadway segments within the study area and applied to existing 1998 traffic counts to estimate 2010 baseline turning movement volumes.

One-Way Couplet/Two-Way Street Configurations

The one-way couplet system would remain the same as its existing configuration today. KJS supplied the City of Seattle with a sketch identifying an example two-way street configuration (shown in Figure 1). In general, 12th Avenue NE would consist of two travel lanes and parking on both sides of the street with parking restrictions on the east side of the street during the p.m. Roosevelt Way NE would consist of two travel lanes and parking on both sides of the street with restrictions on the west side of the street during the a.m.

Results of Traffic Model

The traffic model showed no significant change in traffic volumes between the one-way couplet and two-way street configuration. In other words, total traffic volumes would be relatively similar on many roadways, with vehicles simply changing travel patterns. There would be a slight diversion of traffic from the University District to I-5, but not a significant amount, suggesting no change in I-5 cut-through traffic through the neighborhood.

Future Intersection Levels of Service

Level of service analyses was performed at key intersections in the site vicinity for the year 2010. Table 1 summarizes intersection levels of service for the p.m. peak period at all nearby significant intersections.

All of the intersections under the one-way couplet system except for the intersection of Roosevelt Way NE at NE 73rd Street would operate at LOS B. The intersections under the two-way street system would operate at LOS D or better except for the Roosevelt Way NE at NE 73rd Street intersection. The level of service under a one-way couplet system is better than a two-way street system because there are little or no conflicts with opposing vehicular movements.

The intersection of Roosevelt Way NE at NE 73rd Street would operate at LOS F in the year 2010 under both the one-way couplet and two-way street systems. An evaluation of the potential need for a traffic signal at this intersection (to improve its overall safety and/or operation) was conducted based upon procedures and guidelines found in the 1988 Manual on *Uniform Traffic Control Devices* (MUTCD: Section 4C-2 Warrants for Traffic Signal Installation). Future peak period volumes meet signal warrants (Section 4C-10.3, Warrant 11, Peak Hour Volume) with a major street approach of 785 vehicles and a minor street approach of 539 vehicles. The intersection would operate at LOS C with a fully actuated signal.

Table 1: Future Intersection Levels of Service (PM Peak)

Intersection	1998 Existing Conditions (One-Way Couplet)	2010 Future Conditions (One-Way Couplet)	2010 Future Conditions (Two-Way Street)
12 th Avenue NE at NE 75 th Street	LOS B (SIG - 8 secs)	LOS B (SIG - 9 secs)	LOS B (SIG - 14 secs)
12 th Avenue NE at NE 65 th Street	LOS B (SIG - 9 secs)	LOS B (SIG - 10 secs)	LOS D (SIG - 28 secs)
Roosevelt Way NE at NE 75 th Street	LOS B (SIG - 8 secs)	LOS B (SIG - 8 secs)	LOS D (SIG - 25 secs)
Roosevelt Way NE at NE 73 rd Street	LOS E (UNSIG - 44 secs)	LOS F (UNSIG > 60 secs)	LOS F (UNSIG > 60 secs)
	Install Signal	LOS B (SIG - 9 secs)	LOS c (SIG - 17 secs)
Roosevelt Way NE at NE 65 th Street	LOS B (SIG - 8 secs)	LOS B (SIG - 9 secs)	LOS c (SIG - 18 secs)

LOS A-F average intersection LOS.

(XX) - Average delay per vehicle of the critical intersection movement (in seconds) and level of service for critical movement.

SIG - Signalized.

UNSIG - Unsignalized.

Two-Way Street System Issues

Issues to address under the two-way street system include:

- Parking would not be provided on Roosevelt Way NE next to the Safeway between NE 74th Street and NE 75th Street to provide for adequate travel lanes. The configurations at the intersections of Roosevelt Way NE at NE 75th Street and Lake City Way NE at NE 75th Street would be changed (shown in Figure 2).
- The intersection of NE 65th Street and 12th Avenue NE would consist of northbound and southbound left-turning lanes to improve the overall safety and operation of the intersection. Thus, on-street parking would be restricted on the northbound and southbound intersection approaches near the intersection (see Figure 3).
- The two-way configuration of Roosevelt may require turn pockets at the NE 65th Street intersection or restrictions of left turns. Mid-block and intersection pedestrian crossing treatments could facilitate a walking environment.
- Should curb bulbs still be constructed? If so, should it be located on both sides of the street or on one side of the street? Construction on one side of the street would facilitate pedestrian movement and accommodate turning movements as well.

Advantages of the Two-Way Street System

1. Provide the Roosevelt neighborhood with an improved pedestrian atmosphere.
2. It would reduce traffic speeds since drivers would now have to be concerned with turning vehicles.
3. It would benefit the business district since parking would be provided all day on one side of Roosevelt Way NE.
4. It would improve local circulation (cars don't have to make so many loops to get to their destination).
5. Curb bulbs may only be installed in places where there is no restricted parking.
6. Parking would

Disadvantages of the Two-Way Street System

1. Congestion would increase due to an increase in turning movement conflicts.

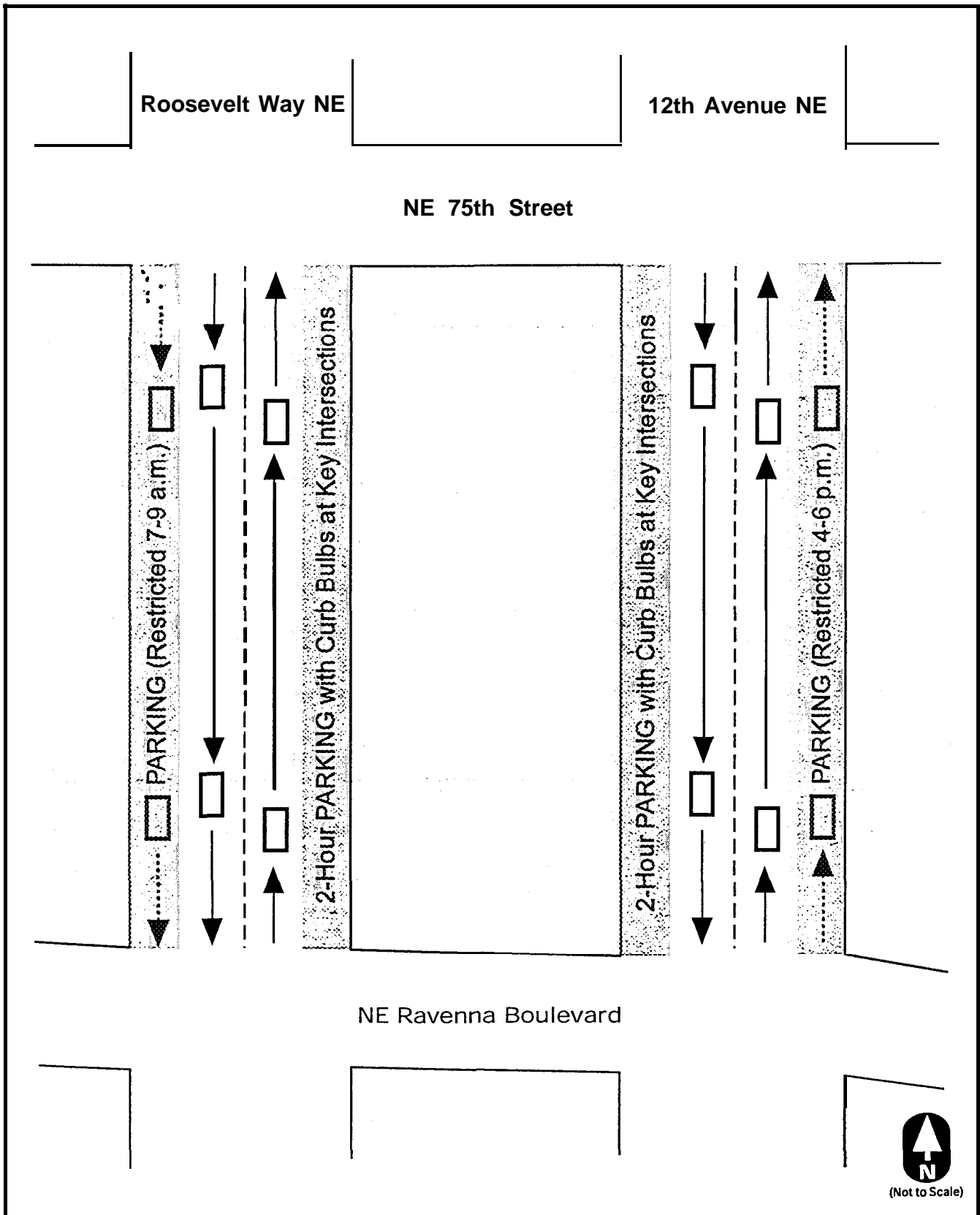


Figure 1. Proposed Two-Way Street System General Configuration

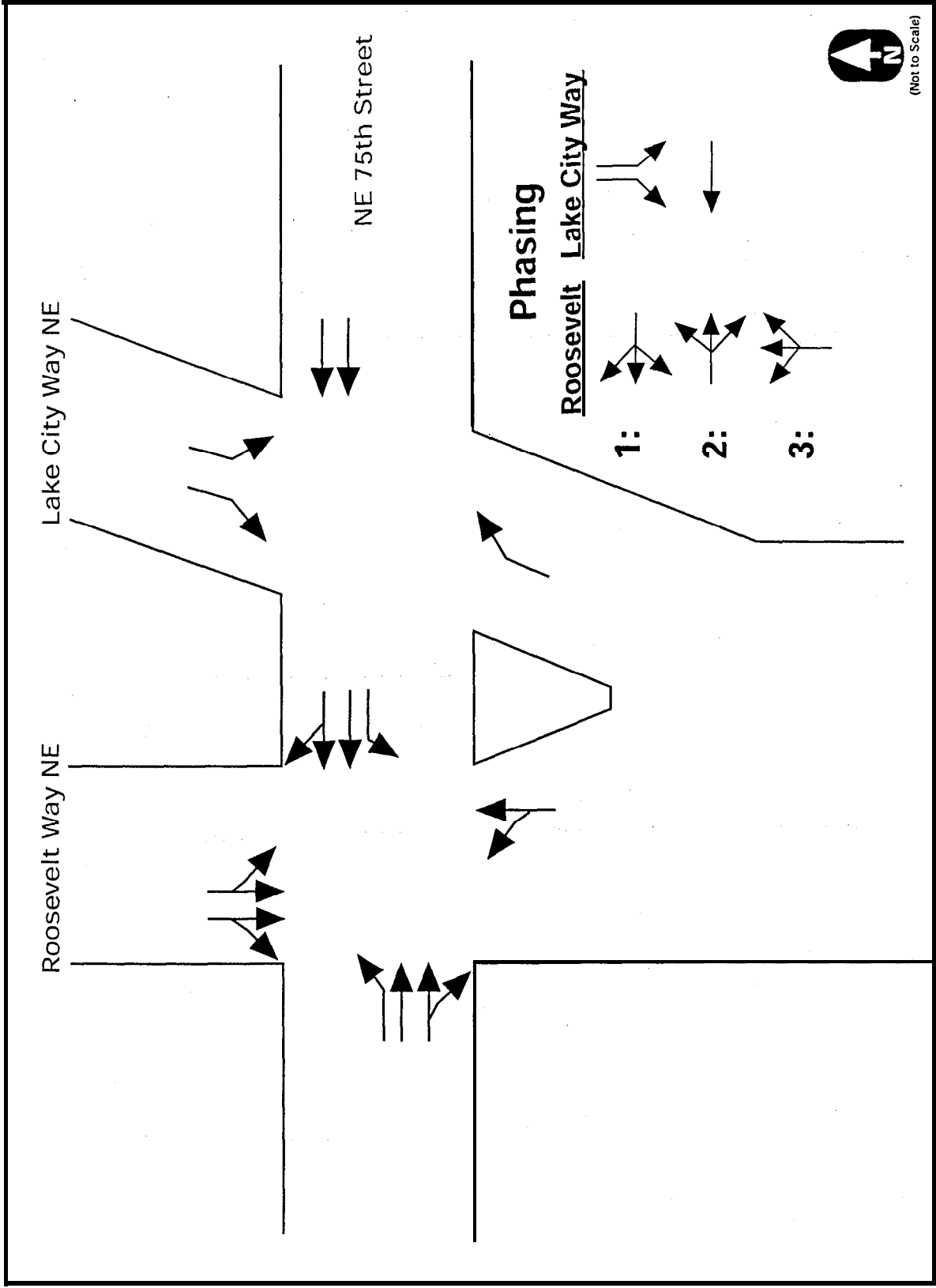
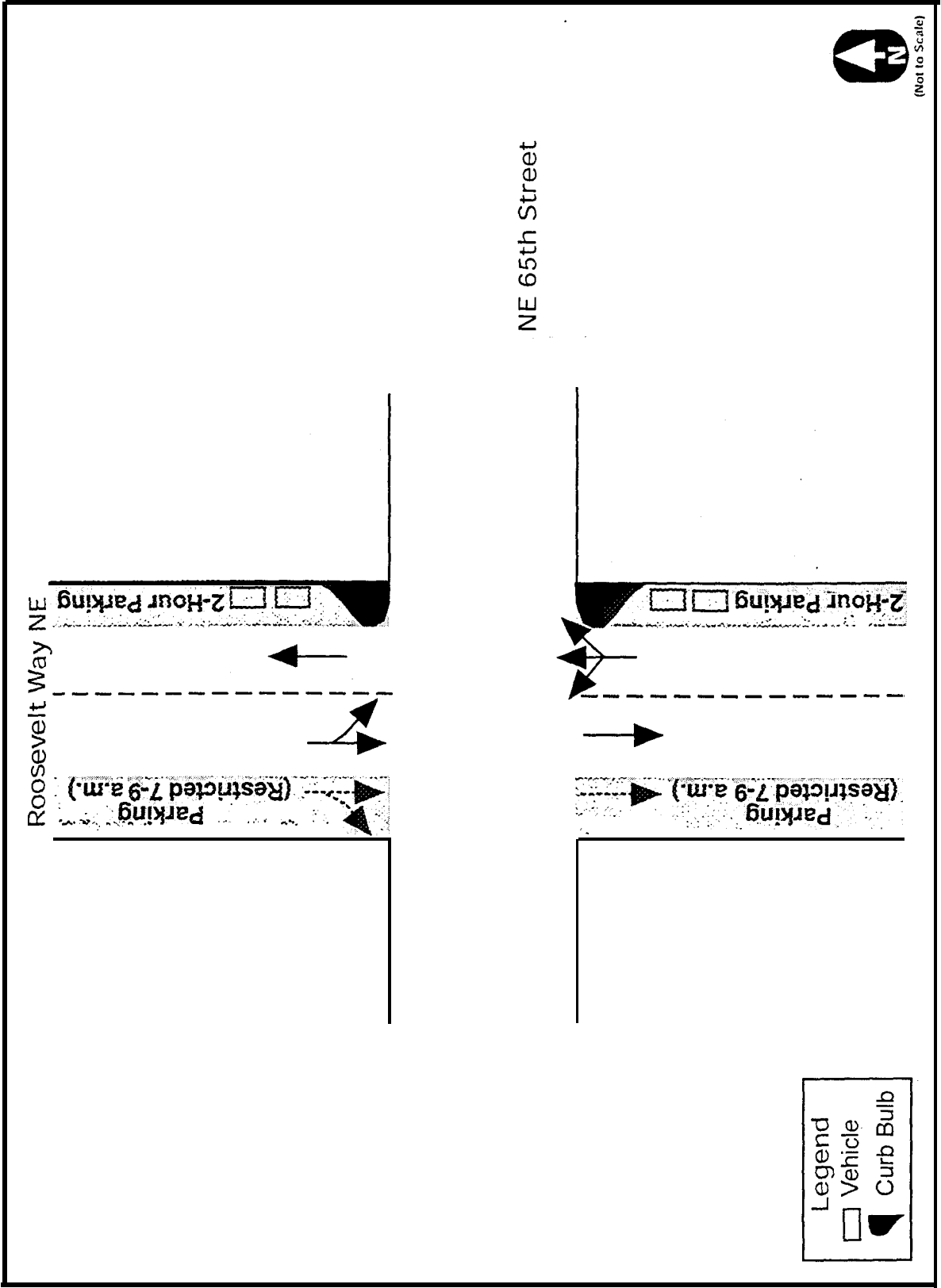


Figure 2. Roosevelt Way NE/NE 75th Street/Lake City Way NE Configuration



Legend
 Vehicle
 Curb Bulb



(Not to Scale)

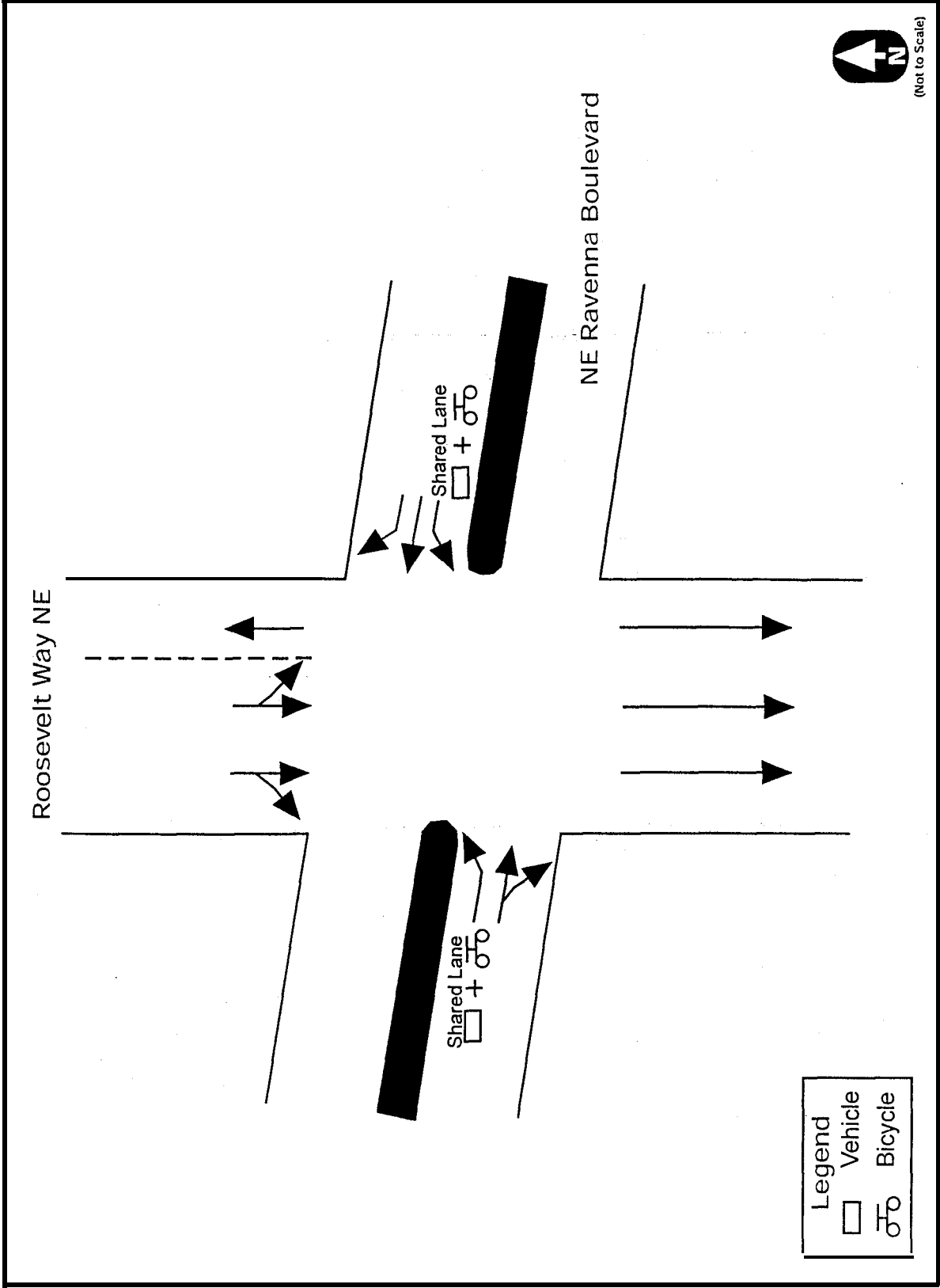


Figure 4. Roosevelt Way NE/NE Ravenna Boulevard Configuration

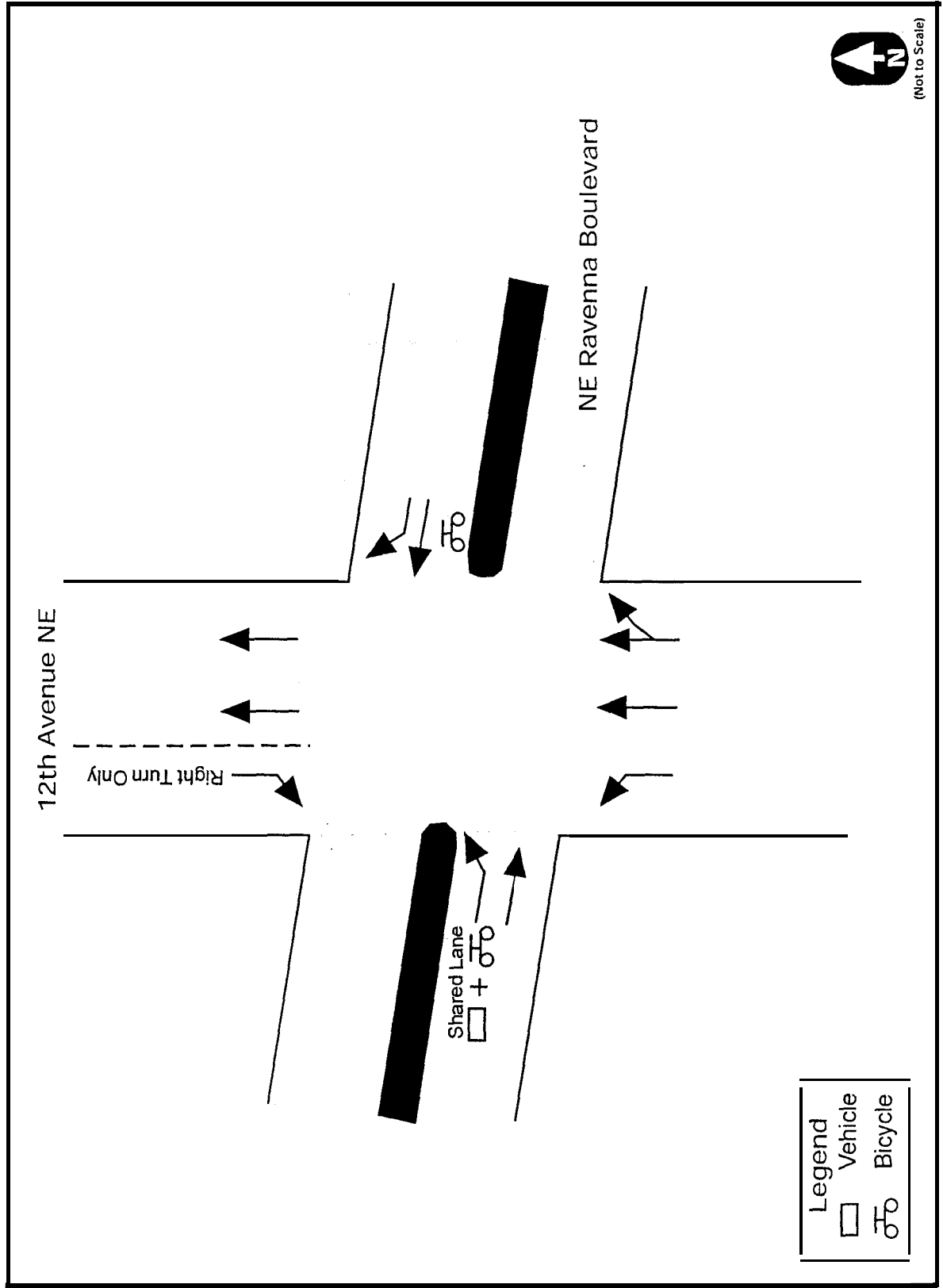


Figure 5: 12th Avenue NE/NE Ravenna Boulevard Configuration