

Roosevelt Approval and Adoption Matrix

Table of Contents

| | |
|---|----|
| Introduction | 2 |
| Purpose and Structure of the Approval and Adoption Matrix..... | 2 |
| Activities Already Underway in the Roosevelt Neighborhood | 2 |
| Acronyms and Definitions | 3 |
| I. Key Strategies | 4 |
| A. Roosevelt’s Town Center..... | 4 |
| B. Roosevelt’s Key Pedestrian Streets..... | 9 |
| C. Roosevelt: Growing Gracefully | 17 |
| II. Additional Activities for Implementation..... | 22 |
| A. Urban Design | 22 |
| B. Land Use and Economic Development..... | 25 |
| C. Transportation..... | 26 |
| D. Community Safety and Livability..... | 27 |
| E. Activities for Longer Term Consideration..... | 28 |

Prepared by Tomorrow’s Roosevelt and the City’s interdepartmental Review and Response Team. Compiled by the City of Seattle Strategic Planning Office. March 23, 1999. Revised by City Council and Council Central Staff. May 22, 1999.

Introduction

A. Purpose and Structure of the Approval and Adoption Matrix

Through the City of Seattle's Neighborhood Planning Program, 37 neighborhoods all over Seattle are preparing neighborhood plans. These plans enable people in neighborhoods to articulate a collective vision for growth and change over the next 20 years and identify activities to help them achieve that vision. The plans are also intended to flesh out the City's Comprehensive Plan. Because each plan is unique, this Approval and Adoption Matrix has been designed as a standard format for the City to establish its work program in response to the recommended activities proposed in the specific neighborhood plan and to identify implementation actions to be factored into future work plans and tracked over time. The development of the Sector Implementation Plans and a central database will be the primary tools to track implementation of the activities in all of the neighborhood plan matrices over time.

The matrix is divided into two sections:

- I. *Key Strategies*: usually complex projects or related activities that the neighborhood considers critical to the successful implementation of the neighborhood plan.
- II. *Additional Activities for Implementation*: activities that are not directly associated with

a Key Strategy, ranging from high to low in priority and from immediate to very long range in anticipated timing.

The neighborhood planning group or its consultant generally fill in the Activity, Priority, Time Frame, Cost Estimates and Implementor columns. The Executive Comment column reflects City department comments as compiled by the Strategic Planning Office. The City Action column in Section II and the narrative response to each Key Strategy are initially filled in by City departments and then reviewed, changed if appropriate, and finalized by City Council. Staff from almost every City department have participated in these planning efforts and in the preparation of this Matrix. Ultimately, the City Council will approve the Matrix and recognize the neighborhood plan by resolution.

Some neighborhood recommendations may need to be examined on a city-wide basis before the City can provide an appropriate response. This is usually because similar recommendations are being pursued in many neighborhoods and the City will need clear policy direction to ensure a consistent city-wide response. Such recommendations are being referred to the "Policy Docket", a list of policy issues that will be presented to City Council for further discussion and action.

B. Activities Already Underway in the Roosevelt Neighborhood

- ◆ Developed a Master Plan for Cowen Park, and implemented the first phase, including the restoration of the play area.
- ◆ Worked with the developers of Roosevelt Square to create a raised plaza for public use as a major redevelopment of this central commercial complex, establishing a precedent for future cooperative efforts to create public amenities through private development.
- ◆ Revived the Roosevelt Chamber of Commerce.
- ◆ Restructuring the Roosevelt Neighborhood Association to provide structure for neighborhood plan implementation.
- ◆ Improving the relationship between the community and Roosevelt High School.
- ◆ Promoting neighborhood identity through a series of annual community events in the business core including holiday decorations and tree lighting and a new signature event.
- ◆ Worked with condominium developers on 63rd Street to influence design and scale of buildings to conform to neighborhood priorities and character.
- ◆ Influenced the Sound Transit Board to defer the light rail route decision until Phase II of the project.
- ◆ Formed a new neighborhood arts council.

C. Acronyms and Definitions

| | |
|--|---|
| CPTED Crime Prevention Through Environmental Design | RCC Roosevelt Chamber of Commerce |
| DCLU Department of Design, Construction and Land Use (City of Seattle) | RHS Roosevelt High School |
| DON Department of Neighborhoods (City of Seattle) | RNA Roosevelt Neighborhood Association |
| DPR Department of Parks and Recreation (City of Seattle) | RPZ Restricted Parking Zone |
| ESD Executive Services Department (City of Seattle) | SAC Seattle Arts Commission (City of Seattle) |
| HSD Human Services Division (Formerly part of the Department of Housing and Human Services [DHHS]) (City of Seattle) | SCL Seattle City Light (City of Seattle) |
| KCAC King County Arts Commission | SEATRAN Seattle Transportation Department (Formerly part of Seattle Engineering Department [SED]) (City of Seattle) |
| Metro King County Metro Transit Division | SFD Seattle Fire Department (City of Seattle) |
| NATS Neighborhood Action Team Seattle (City of Seattle), program by which SPD works with other departments to address public safety issues that involve multiple agencies | SJI Seattle Jobs Initiative (City of Seattle) |
| NBC Neighborhood Business Council | ST Sound Transit (Formerly Regional Transit Authority [RTA]) |
| NMF Neighborhood Matching Fund | SPD Seattle Police Department (City of Seattle) |
| Northeast Sector Implementation Plan A program for tracking and prioritizing community recommendations for neighborhoods in the Northeast Sector administered by DON. | SPL Seattle Public Library (City of Seattle) |
| NPO Neighborhood Planning Office (City of Seattle) | SPO Strategic Planning Office (Formerly part of City of Seattle Office of Management and Planning [OMP]) (City of Seattle) |
| OED Office of Economic Development (City of Seattle) | SPU Seattle Public Utilities (City of Seattle) |
| OFE Office for Education, SPO (City of Seattle) | SSD Seattle School District |
| OH Office of Housing (Formerly part of the Department of Housing and Human Services [DHHS]) (City of Seattle) | TR Tomorrow's Roosevelt, the neighborhood planning group |
| OIR Office of Intergovernmental Relations (City of Seattle) | WSDOT Washington State Department of Transportation |
| Priv Private developers | |

I. Key Strategies

Each Key Strategy consists of activities for a single complex project or theme that the neighborhood considers critical to achieving its vision for the future. While the Key Strategies are high priorities for the neighborhood, they are also part of a twenty-year plan, so the specific activities within each Key Strategy may be implemented over the span of many years.

The Executive recognizes the importance of the Key Strategies to the neighborhood that developed them. Given the number of Key Strategies that will be proposed from the 37 planning areas, priorities will have to be set and projects phased over time. The Executive will coordinate efforts to sort through the Key Strategies. During this sorting process, the departments will work together to create a Sector Implementation Plan which includes evaluation of Key Strategy elements. This may include developing rough cost estimates for the activities within each Key Strategy; identifying potential funding

sources and mechanisms; establishing priorities for the Key Strategies within each plan, as well as priorities among plans; and developing phased implementation and funding strategies. The City will involve neighborhoods in a public process so that neighborhoods can help to establish citywide priorities. Activities identified in this section will be included in the City's tracking database for monitoring neighborhood plan implementation.

The department most involved with the activities for a Key Strategy is designated as the lead. Otherwise, DON is designated as the lead. Other participating departments are also identified. Agencies identified as the lead are listed in bold type.

The City Response lists activities already underway, and other tasks that the City has committed to commence during 1999-2000.

A. ROOSEVELT'S TOWN CENTER

Description

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" in the core of the business district that provides several of the key elements desired for the community in an integrated scheme. Such a "Town Center" concept would ideally integrate the following community needs and desires:

- A central "Town Square" open space for informal gathering and community events.
- A "Neighborhood Center" providing space for community meetings.
- Entrances to the Roosevelt Light Rail Station.
- Transit oriented development that would complement, fit in with and enhance existing neighborhood landmarks and character, including retail and residential uses that would enhance the "Town Square."

Integrated City Response

The City encourages efforts to strengthen Roosevelt's identity and business district, and strongly supports the concept of establishing transit-oriented development in the neighborhood. Integrating the future light rail station into the business district and developing a vibrant "center" to the community are key components of the City's Urban Village strategy and will be a focus for the City's Station Area Planning effort for Roosevelt in the future.

Partly in response to the community's concerns regarding the light rail alignment, the Sound Transit Board's Locally Preferred Alternative on alignment and station locations (announced in February 1999) specifically deferred decisions regarding the future Roosevelt station location and the Phase II extension alignment. Until Phase II station location and alignment are determined, the City will conduct an abbreviated Station Area Planning effort in Roosevelt which will concentrate on monitoring Sound Transit's environmental review process and providing a forum for Sound Transit and the community to continue discussions.

Although Sound Transit has stated that a light rail extension to Roosevelt and Northgate is its highest priority, no funding has yet been identified for the Phase II extension. In the absence of funding and decision-making opportunities for the future Roosevelt station, most of the recommendations listed in this Key Strategy will need to be considered in the future through a more detailed Station Area Planning process once Phase II station location and alignment decisions are made. The Station Area Planning process will focus on the area surrounding the station location (up to 2000 feet from the station). It is uncertain when Sound Transit will make Phase II alignment decisions; therefore the opportunity for dealing with many of these recommendations through Station Area Planning may not meet the time frame expressed by the community in this matrix.

Lead Department: SPO (Station Area Planning)

Participating Departments: SEATRAN, DCLU, DPR, DON, SAC, OFE

Tasks to be Undertaken in 1999-2000

1. The City will continue to work with the community, Metro, and Sound Transit on recommendations related to the proposed light rail station through an abbreviated Station Area Planning process during Phase I of the Sound Transit project, and a more detailed Station Area Planning process in Phase II.
2. The OFE will forward recommendations related to Roosevelt High School to the SSD on the community's behalf.
3. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, funding sources, and departmental staffing concerns through the Northeast Sector Implementation Plan.
4. Identify next steps for continued implementation.

| A. Roosevelt's Town Center | | | | | | |
|-----------------------------------|---|-----------------|-------------------|-----------------------|-----------------------------------|---|
| # | Activity | Priority | Time Frame | Cost Est. | Implementor | City Comment |
| Urban Design | | | | | | |
| IA-U-1 | Develop a central "Town Square" plaza surrounded by pedestrian oriented retail and community facilities, ideally in conjunction with a light rail station near NE 65th St and Roosevelt Way NE. If construction of the Roosevelt station is delayed, other options for developing the Town Square should be explored, including public-private partnerships and contract rezones (see IC-L-10). | High | 1-8 yrs. | | ST, SPO, SEATRAN, DCLU, TR, Priv. | This recommendation will require the development of a project concept for further review and to identify appropriate City and department roles. Ultimately, this project may require the identification of a private developer to help pursue this project. This recommendation will also be explored in the future as part of Station Area Planning once Sound Transit makes its decision on the Phase II extension alignment. |
| IA-U-2 | Develop a "neighborhood center" with a meeting room or rooms that could accommodate groups of 5-150 people. Office, display and storage space for community organizations, space suitable for community arts exhibitions, workshops, and performances, and perhaps basic food preparation facilities, are also desirable (see also II-U-27). This should be a public facility available at little or no charge to community groups. | High | 2-3 yrs. | \$500K + oper. & land | DON, OFE, DPR, TR, SSD, Priv. | The Executive will review the City's policies related to community centers and neighborhood gathering spaces space and provide Council with a summary of options and opportunities in July of 1999. This recommendation will be considered as part of that review. In the interim, the community could pursue use of school facilities at Roosevelt High School to meet some of the needs articulated in this recommendation. The Executive will forward |

A. Roosevelt's Town Center

| # | Activity | Priority | Time Frame | Cost Est. | Implementor | City Comment |
|--------|--|----------|---------------|-----------|-------------------|--|
| | | | | | | this and related recommendations to SSD on the community's behalf. Interested parties should confer with the school principal to discuss when and what kinds of activities are proposed and how they will be administered. |
| IA-U-3 | Incorporate public restrooms in the Town Center, probably as part of the Town Square, Neighborhood Center or Light Rail Station (if located in the Town Center). | High | 1-8 yrs. | \$150K | TR, ST, SPO, DON | Sound Transit's policies currently preclude a public restroom as part of the light rail station design itself. However, opportunities may exist to include public restrooms in other developments around the station, including the neighborhood's proposals for a "Town Square" and "Neighborhood Center." This recommendation will need to be discussed as these projects move forward and conceptual designs are developed. If the community has immediate concerns about the availability of public restrooms, the community should contact DON. DON may be able to provide an interim solution with a portable toilet. |
| IA-U-4 | Establish an Arts Council and public arts program, incorporating (but not limited to) 1% For Arts funding for all public projects in the Town Center. | High | 1 yr.-ongoing | | SAC, KCAC, TR, ST | The community is in the process of developing a new neighborhood arts council. The Seattle Arts Commission may be a contact and source of information for the neighborhood in developing a neighborhood arts council. SAC can provide some technical assistance to neighborhood arts councils developing artworks. For projects associated with capital construction projects developed by the City, it is possible that % for Art funds can be applied to them. Sound Transit's Public Art program will provide opportunities to explore arts in the light rail station area and as part of the station design itself, once Sound Transit makes its decision on the Phase II extension alignment. |

Transportation

| | | | | | | |
|--------|---|------|-------|--|-----------------------------|--|
| IA-T-1 | Promote an underground station in the commercial core near NE 65th St and Roosevelt Way NE. If an aerial alignment with a station at 8 th Ave NE is chosen, the Roosevelt community would strongly support delaying construction of this segment until funding can be secured to build a tunnel and underground station in the | High | 1 yr. | | ST, SPO, SEATRAN, DCLU, RCC | The City and community will need to pursue this recommendation with the Sound Transit Board as it considers the future Phase II light rail extension. The Executive will forward this request to Sound Transit on the Community's behalf. Ultimately, decisions of rail alignment, station location, |
|--------|---|------|-------|--|-----------------------------|--|

A. Roosevelt's Town Center

| # | Activity | Priority | Time Frame | Cost Est. | Implementor | City Comment |
|---|---|----------|------------|-----------|-------------|--|
| | <p>Town Center. If the aerial alignment and station is built, contrary to the Roosevelt community's strong wishes, the community feels strongly that full mitigation must be provided, including but not limited to:</p> <ul style="list-style-type: none"> • 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 their being taken for construction. • Minimize impacts 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 Weed in Place NE (see also IB-U-13). • 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. <p>If the construction of the Roosevelt Station is delayed, use Station Area Planning resources available in 1999 to analyze the transit-</p> | | | | | <p>and mitigation measures are the responsibility of Sound Transit. Partially in response to the community's concerns, the City adopted Resolution 29904 (on February 22, 1999) which, while recognizing that it is very unlikely that sufficient federal funding will be available in Phase I to extend the light rail system through Roosevelt, supports the 12th Ave NE tunnel alignment and underground station alternative at 12th Ave NE and NE 65th St.</p> <p>The Sound Transit Board's Locally Preferred Alternative on light rail alignment and station locations (adopted on February 25, 1999) specifically deferred decisions regarding the future Roosevelt station location and the Phase II Sound Transit extension alignment. The deferral does not necessarily mean that future light rail service will be underground. However, the Boards' Motion did reiterate that a light rail extension to Roosevelt and Northgate is the highest priority for Phase II. Sound Transit will continue to evaluate each of the alternatives for the Roosevelt station location in their environmental review process. The Final Environmental Impact Statement is expected by early Fall 1999.</p> <p>In the absence of funding, and until Phase II station location and alignment are determined, the City will conduct an abbreviated Station Area Planning effort in Roosevelt which will concentrate on monitoring Sound Transit's environmental review process and providing a forum for Sound Transit and the community to continue discussions. Once Phase II alignment decisions are made, Station Area Planning will provide a forum for addressing some of the specific recommendations for improvements and planning for areas around the future light rail station described here.</p> <p>The City and community will need to pursue specific mitigation measures related to the construction and operation of the light rail with Sound Transit as the Phase II light rail extension</p> |

A. Roosevelt's Town Center

| # | Activity | Priority | Time Frame | Cost Est. | Implementor | City Comment |
|--------|--|----------|------------|-----------|------------------------------|--|
| | oriented development potential of the alternate sites. | | | | | project is developed. Other improvements related to integrating the light rail station into the neighborhood will be explored with Sound Transit (during their preliminary engineering and community design events) and through Station Area Planning once Sound Transit makes its decision on the Phase II extension alignment. The City cannot commit Sound Transit to specific mitigation measures regarding the Phase II alignment at this time. |
| IA-T-2 | Develop station entrances that minimize and mitigate negative impacts on surrounding residents and businesses both during and after construction, and maximize enhancements to the pedestrian environment within and leading to the retail core. Provide safe, convenient access to Roosevelt High School and the commercial/transit node at NE 65 th St and 15 th Ave NE. | High | 1-8 yrs. | | ST, SPO | This recommendation will be explored with Sound Transit (during preliminary engineering and community design events) and through Station Area Planning (with consideration of CPTED principles to maximize public safety) once Sound Transit makes its decision on the Phase II extension alignment. |
| IA-T-3 | Provide small circulator buses linking the retail core/light rail station to adjacent neighborhoods, using resources reallocated from express bus service to downtown when light rail comes on-line. (See local shuttle route circling Green Lake proposed in the Preliminary Recommendations of the Green Lake 2020 Neighborhood Plan.) | High | 4-6 yrs. | | Metro, ST, SEATRAN, SPO, DON | <p>The Executive will forward this and other transit-related requests to King County Metro on behalf of the community. While the City is not a public transit provider, the City has and will continue to work with Metro and others regarding the need and effectiveness of these transit concepts for neighborhoods. For example, the City and Metro undertook a 6 month demonstration project in 1995 in Ballard to generate technical and operational information on how local, community-level service could be provided. Funding was provided primarily by state grants. An evaluation report of the project was released in March 1996; in comparing the Ballard project and other neighborhood circulator services, the report showed that providing such services would be expected to cost between \$30-40 per service hour.</p> <p>If the community wishes to pursue this activity more directly, the community (possibly in conjunction with the Green Lake community) could develop a proposal for Metro's consideration, such as a demand based van or circulator van system as a demonstration activity. Metro may ask the community to</p> |

A. Roosevelt's Town Center

| # | Activity | Priority | Time Frame | Cost Est. | Implementor | City Comment |
|--------|---|----------|------------|-----------|------------------------------|--|
| | | | | | | <p>provide partial funding for a neighborhood circulator service, particularly for an interim demonstration project. Monitoring and evaluating such a program should be included in any such proposal. Pursuing neighborhood circulator service may be more appropriate in the future once Sound Transit light rail service is extended to Roosevelt in Phase II.</p> <p>The Neighborhood Matching Fund may be an appropriate source of funding for the community to develop a project proposal for Metro's consideration, but is unlikely to be a source of funding for operating a circulator service.</p> <p>Metro bus hours that are freed up when light rail begins operating may be re-deployed elsewhere within the Seattle/King County area. Many neighborhoods that are not receiving Sound Transit Phase I light rail service are interested in receiving additional or extended bus service.</p> |
| IA-T-4 | Provide better east-west cross-town bus service to Ballard/Golden Gardens and Sand Point, using resources reallocated from express bus service to downtown when light rail comes on line. | Med. | 4-6 yrs. | | Metro, ST, SPO, SEATRAN, DON | <p>The Executive will forward this and related transit requests to King County Metro on the community's behalf. SPO, SEATRAN and DON will review the transit service requests and transit stop improvements identified in the neighborhood plans and integrate those requested improvements into the work being done under Strategy T4 "Establish and Implement Transit Service Priorities" in the City's Transportation Strategic Plan (TSP). The Executive will report to the City Council Transportation Committee on its progress on Strategy T4 as part of its ongoing reporting requirements on the TSP and to the Neighborhoods, Growth Planning and Civic Engagement Committee.</p> <p>Metro bus hours that are freed up when light rail begins operating may be re-deployed elsewhere within the Seattle/King County area. Many neighborhoods that are not receiving Sound Transit Phase I light rail service are interested in receiving additional or extended bus service.</p> |

A. Roosevelt's Town Center

| # | Activity | Priority | Time Frame | Cost Est. | Implementor | City Comment |
|--|--|----------|------------|-----------|---------------------------------|--|
| Land Use and Economic Development | | | | | | |
| IA-L-1 | Develop principles for station area planning that will preserve and enhance the neighborhood character, minimize and mitigate the negative and maximize the positive impacts of transit oriented development, and incorporate public amenities, including open space, landscaping, pedestrian improvements, lighting and artwork in station area developments. | High | 1-2 yrs. | | SPO, ST, SEATLAN, DCLU, OED, TR | <p>These issues will continue to be addressed through an abbreviated Station Area Planning process during Phase I of the Sound Transit project, and a more detailed Station Area Planning process in Phase II. During Phase I, Station Area Planning will concentrate on monitoring Sound Transit's environmental review process and providing a forum for Sound Transit and the community to explore potential mitigation measures. Once Phase II alignment decisions are made, Station Area Planning will provide a forum for addressing some of the specific recommendations for improvements and planning for areas around the future light rail station.</p> <p>The City Council has adopted Citywide goals and strategies for Station Area Planning which will form the basis of further policy development with regard to specific station area issues.</p> |

B. ROOSEVELT'S KEY PEDESTRIAN STREETS

Description

Roosevelt is a small neighborhood dominated by the high volume of vehicular traffic that passes through it. One important part of creating a more vital, healthy and livable community is to transform these traffic corridors into "Key Pedestrian Streets" that link the neighborhood together instead of splitting it apart.

Much attention, analysis and debate has focused on a range of improvements for Roosevelt's major streets, which are now seen not as "Main Streets" that bring life into the commercial core and act as the community's focal point, but as motorized traffic corridors that serve primarily as a conduit for adjacent neighborhoods. One of the primary goals has been to find ways to slow the traffic that bisects the neighborhood and improve the streetscapes in a way that will enhance the pedestrian experience, strengthen businesses, and provide a more identifiable image of the neighborhood.

Roosevelt's "Key Pedestrian Streets" consist of the arterials that pass through the neighborhood, two of which, Roosevelt Avenue NE and NE 65th St, are primarily commercial in nature, and two of which, 12th Ave NE and 15th Ave NE, are primarily residential in nature. This strategy also encompasses recommendations for developing NE 70th St as a strong link between Roosevelt and Green Lake.

This strategy integrates transportation recommendations for traffic revisions, urban design recommendations for streetscape treatments and design guidelines, and land use and development recommendations for development along Roosevelt's arterial streets.

Integrated City Response

The City faces significant challenges in responding to this Key Strategy and addressing the community's desires for traffic calming measures on Roosevelt streets. Roosevelt Way NE and 12th Ave NE are designated as principal arterials in the City's Comprehensive Plan and function to facilitate through-traffic and provide connections to regional facilities as part of the City's overall transportation network. Several of the recommendations in this Key Strategy have the potential to significantly impact traffic flow. Since future growth in the neighborhood is already expected to increase congestion in Roosevelt, SEATRAN does not support recommendations which would reduce the level of service on these arterials, such as converting Roosevelt Way NE and 12th Ave NE into two-way streets or reducing the lane width on these streets.

However, the City supports promoting pedestrian-friendly environments as a key part of

the Urban Village strategy and encourages the neighborhood to pursue pedestrian improvements as a means to integrate the community, promote transit-oriented development, and mitigate some of the arterial traffic impacts. This Key Strategy proposes streets for Key Pedestrian Street designation and describes the community's vision of these amenities which include public art, street furniture, signage, street trees, landscaping, curb bulbs, textured crosswalks. Some of these improvements may be appropriate at some locations. Key Pedestrian Streets have raised policy and implementation issues in a number of neighborhood plans. A City team is looking at what the Key Pedestrian Street designation means, where it would be appropriate, and how it would best be implemented. Citywide policy discussions are underway regarding Key Pedestrian Streets, and formal designation will be considered subsequent to this work.

For many of the broader recommendations for general streetscape and roadway improvements, the neighborhood will need to identify the highest community priorities, in terms of specific problem locations and types of recommended improvements, in order to focus future opportunities for studying project feasibility and developing conceptual designs. Some of the improvements proposed here have associated tradeoffs which may preclude other kinds of improvements also sought by the community, and should be evaluated at the same time. The Station Area Planning process may also provide a forum for addressing some of these recommendations.

Lead Department: SEATRAN

Participating Departments: SCL, SPO, SPU, SPD, DCLU, OED, DON, SAC

Tasks to be Undertaken in 1999-2000

1. SEATRAN will work with the community to identify desirable locations for curb bulbs and will develop conceptual designs for these locations to determine feasibility and help move these efforts forward. SEATRAN is pursuing curb bulbs across Roosevelt Way NE and 12th Ave NE at NE 65th St and NE 64th St.
2. SEATRAN will conduct a speed study to evaluate the locations for additional speed signs requested in the community's plan along 12th Ave NE and 15th Ave NE, and provide additional signs as appropriate.
3. SEATRAN will examine the community's recommendation for removing peak-hour

parking restrictions along Roosevelt Way NE and 12th Ave NE and will remove parking where feasible.

4. DCLU is working on the pedestrian overlay as part of its 1999 work program and will work with the community on developing and applying a new pedestrian overlay to the area identified by the community to more adequately address the neighborhood's goals.

5. The City will continue to work with the community, Metro, and Sound Transit on recommendations related to the proposed light rail station through an abbreviated Station Area Planning process during Phase I of the Sound Transit project, and a more detailed Station Area Planning process in Phase II.
6. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, funding sources, and departmental staffing concerns through the Northeast Sector Implementation Plan.
7. Identify next steps for continued implementation.

| B. Roosevelt's Key Pedestrian Streets | | | | | | |
|---|--|-----------------|-------------------|------------------|--------------------|---|
| # | Activity | Priority | Time Frame | Cost Est. | Implementor | City Comment |
| Urban Design (and transportation improvements related to the pedestrian environment) | | | | | | |
| IB-U-5 | Designate Roosevelt Way NE, 12th Ave NE and 15th Ave NE from NE Ravenna Blvd to NE 75th St, NE 65th St from 8th Ave NE to 15th Ave NE, and NE 70 th St from I-5 to 12 th Ave NE (see IB-U-15) as Key Pedestrian Streets under Seattle's Transportation Strategic Plan. These streets function as arterials for vehicular traffic, but need pedestrian improvements to support the anticipated growth and desired quality of life for the Roosevelt neighborhood. | High | with adoption | | SEATRAN SPO, DCLU | <p>The neighborhood's plan describes the kinds of improvements the community envisions for these streets including public art, street furniture, signage, street trees, landscaping, curb bulbs, and textured crosswalks. The plan also establishes priority locations for these improvements with the highest priorities being the "Commercial Streetscapes" portions of Roosevelt Way NE (from NE 63rd St to NE 68th St) and NE 65th St (from I-5 to Brooklyn Ave NE). SEATRAN will look for funding/construction opportunities to implement pedestrian improvements on these streets as funding and resources become available.</p> <p>A City team is looking at what the Key Pedestrian Street designation means, where it would be appropriate, and how it would best be implemented. Citywide policy discussions are underway regarding Key Pedestrian Streets. Formal designation of Key Pedestrian Streets will be considered subsequent to this work.</p> <p>Roosevelt Way NE and 12th Ave NE are designated as principal arterials, while 15th Ave NE, NE 65th St and a portion of NE 70th St are designated as minor arterials. These streets are an important part of the city's overall transportation network. Balancing the needs of the community for a pedestrian</p> |

B. Roosevelt's Key Pedestrian Streets

| # | Activity | Priority | Time Frame | Cost Est. | Implementor | City Comment |
|--------|---|----------|------------|-----------|------------------------------|---|
| | | | | | | environment with the overall function of the arterial system will be an important part of responding to Roosevelt's recommendations. |
| IB-U-6 | Further develop designs and plans for signature streetscape treatments and pedestrian improvements (see IB-U-7, 8, 9 and 10 below), prioritizing the commercial core (Roosevelt Way NE from NE 63 rd St to NE 67 th St, 12th Ave NE from NE 64 th St to 66 th St, and NE 65th St from 9 th Ave NE to Brooklyn Ave NE). Seek funding from SEATRAN and other sources to support this activity. | High | 1-2 yrs. | \$60K | SEATRAN TR, SAC, Metro | SEATRAN will continue to look for opportunities to work with the community on this activity. Also, see IB-U-9. The Neighborhood Street Fund or Neighborhood Matching Fund may be appropriate funding sources for this recommendation. |
| IB-U-7 | Install signature streetscape treatments for the Key Pedestrian Streets, prioritizing the commercial core (see IB-U-5 and 6 above), including: <ul style="list-style-type: none"> • public art, including art incorporated in pavement, signage and street furniture • kiosks, including business and community information, space for community notices and transit information • bus shelters and related street furniture, incorporating community artwork • signature signage to promote neighborhood identity • landscaping, including street trees | High | 1-8 yrs. | \$750K | SEATRAN TR, ST, Metro | No major funding sources are currently available for implementing this recommendation. The Neighborhood Matching Fund may be an appropriate funding source to begin work on this recommendation. Separate aspects of this recommendation may be addressed by other City efforts and programs. Sound Transit's Public Art program will provide opportunities to explore arts in the light rail station area and as a part of the station design itself once Sound Transit makes its decision on the Phase II extension alignment. Seattle Arts Commission recommends the inclusion of an artist on planning teams developing unified design guidelines. It is often useful and beneficial to include artist involvement in creating street identity and unification. The artist may address such things as gateways and signage, landscaping, and other street amenities which would complement the economic revitalization of a major street or boulevard. Community kiosks have been an issue in many neighborhoods. The City Council has established a Community Kiosk Task Force that will investigate several issues including funding, design, and placement standards. Recommendations are expected in June, 1999. SCL offers a community tree planting program (also known as the Urban Tree Replacement Program) by providing |

B. Roosevelt's Key Pedestrian Streets

| # | Activity | Priority | Time Frame | Cost Est. | Implementor | City Comment |
|--------|---|----------|------------|---------------|----------------------|--|
| | | | | | | <p>communities with a minimum of 100 trees. City Light works with communities to assess project sites, provide trees, prepare planting sites, and provide limited care for open space or street side plantings. Community volunteers and residents plant the trees and the adjacent property owners assume ownership and maintenance. All projects are reviewed by the City Arborist for permit approval.</p> <p>Projects planned in the street right-of-way would require a street-use permit from SEATRAN. Metro would have to be involved for projects planned at bus shelters.</p> |
| IB-U-8 | Install pedestrian lighting along the Key Pedestrian Streets prioritizing the commercial core (see IB-U-6). Develop a lighting plan in cooperation with Seattle City Light, in conjunction with an overall streetscape plan (see IB-U-6). | High | 1-8 yrs. | \$300K | SCL, ST, TR, SEATRAN | <p>The community should contact Seattle City Light's North Service Center to begin work on developing a lighting plan. The plan should include the specific location and type of lighting fixtures which will be the basis of project feasibility and cost estimates.</p> <p>Lighting and safety issues around the future light rail station will also be addressed through Station Area Planning once Sound Transit makes its decision on the Phase II extension alignment. The Executive will review lighting policies and report to City Council in June 1999.</p> |
| IB-U-9 | Construct curb bulbs to create room for street trees and shorten pedestrian crossings along Roosevelt Way NE and 12th Ave NE at NE Ravenna Blvd, NE 62 nd St, NE 64 th St, NE 65 th St, NE 66 th St, NE 68 th St, and NE 70 th St; at Roosevelt Way NE and NE 73 rd St; along 12 th Ave NE at NE 72 nd St and NE 75 th St; along NE 15th Ave NE at Cowen Pl, NE 65 th St, NE 66 th St, NE 73 rd St, and NE 75 th St; and along NE 65th St at Brooklyn Ave NE. Analyze feasibility of proposed curb bulb location and plans immediately, so that they can be constructed as part of ongoing or upcoming development projects. Other curb bulbs should be constructed along Roosevelt's Key Pedestrian Streets as part of opportunities arising from adjacent developments or street construction, or as part of a longer-term street improvement program (see III-U-29 | High | 1-5 yrs. | \$500K-\$600K | SEATRAN | <p>SEATRAN will work with the community to identify desirable locations for curb bulbs and will develop conceptual designs for these locations to determine feasibility and help move these efforts forward.</p> <p>SEATRAN believes that curb bulbs across Roosevelt Way and 12th Ave NE at NE 64th St and NE 65th St are appropriate, and is pursuing these improvements as part of the Roosevelt Square redevelopment.</p> <p>Other locations may need additional study to see if these improvements are feasible and appropriate. Street trees at intersections may reduce driver visibility and could pose a safety hazard for pedestrians and motor traffic. SEATRAN will work with the community to identify locations where a curb bulb</p> |

B. Roosevelt's Key Pedestrian Streets

| # | Activity | Priority | Time Frame | Cost Est. | Implementor | City Comment |
|---------|---|----------|------------|------------|-------------|--|
| | below). | | | | | design including street trees may be appropriate. |
| IB-U-10 | Improve pedestrian crossing designs, including textured concrete or unit paver crosswalks, at intersections where curb bulbs are constructed or other street construction provides an opportunity (see IB-U-7 above and III-U-29 below for long term development of crossing treatments). | Med. | 1-5 yrs. | see IB-U-9 | SEATRAN | <p>SEATRAN funding for restriping crosswalks was roughly doubled in 1998. With this funding, SEATRAN is focusing on upgrading existing marked crosswalks to the more visible, more durable ladder style marking.</p> <p>It would be possible to explore using different materials to mark crosswalks. SEATRAN's experience is that installation of decorative crosswalks – using materials like pavers – is expensive to install and maintain. In other locations where this has been tried at community request, SEATRAN has heard community members say, in retrospect, that they might have chosen to invest in other kinds of street improvements in their neighborhood over this.</p> <p>If there is strong interest in maintaining this idea as a priority over other planning-related projects, SEATRAN would need to work with the neighborhood to estimate the cost of this work and identify some basic design parameters for this kind of work.</p> <p>For specific crossing locations – marked or unmarked – that community members would like reviewed for pedestrian safety, these concerns can be addressed through existing SEATRAN programs. The following information should be forwarded to SEATRAN:</p> <ul style="list-style-type: none"> • a specific description of the problem location(s). • a specific description of the problem(s) being seen. • a neighborhood contact, with phone number. |
| IB-U-11 | Explore ways to create wider, safer sidewalks and more room for amenities including street trees, bus shelters and benches along Roosevelt Way NE from NE Ravenna Blvd to NE 75th St, prioritizing the stretch from NE 63rd St to NE 68 th St. See also IC-U-21. | High | 1-5 yrs. | \$200K | SEATRAN | While SEATRAN does not intend to widen the sidewalks by reducing the roadway width, there may be opportunities to address these issues through redesign of the existing sidewalk space. Specific locations need to be identified and examined to see if these kinds of improvements are feasible and appropriate for the pedestrian volumes. |

B. Roosevelt's Key Pedestrian Streets

| # | Activity | Priority | Time Frame | Cost Est. | Implementor | City Comment |
|---------|--|----------|------------|-----------|--------------------------------|---|
| | | | | | | <p>City funding for sidewalk improvement is very limited. While SEATRAN does have some funding for sidewalk improvement, the amount of this funding is very small relative to the need for sidewalk maintenance and repair citywide.</p> <p>Recommendations for funding sidewalk improvements have raised implementation and policy issues in a number of neighborhood plans and will be included on the Policy Docket for City Council discussion. The Executive will report to Council in June 1999 on these issues.</p> |
| IB-U-12 | Explore ways to improve the pedestrian environment along 12th Ave NE from NE Ravenna Blvd to NE 75th St, including widening the planting strip, creating room for street trees and landscaping, and in some places creating wider, safer sidewalks. See also IC-U-21. | High | 1-5 yrs. | \$200K | SEATRAN | See IB-U-11 above. |
| IB-U-13 | Develop and install gateway treatments incorporating public art at the major entries to Roosevelt: 12 th Ave. NE & NE Ravenna Blvd, NE 65 th St & 8 th Ave NE, NE 65 th St & 15 th Ave NE, and Roosevelt Way NE & NE 75 th St. Seek funding and/or support from SEATRAN, Sound Transit, and the Seattle Arts Commission for design and implementation. | Med. | 1-8 yrs. | \$280K | SAC, ST, SEATRAN, TR, RCC, SPO | <p>The community will need to take the lead on this activity. The Neighborhood Matching Fund may be an appropriate source of funding for this work.</p> <p>Sound Transit's Public Art program will provide opportunities to explore arts in the light rail station and as a part of the station design itself and would be a good place to focus efforts to create a gateway to Roosevelt through the Station Area Planning process once Sound Transit makes its decision on the Phase II extension alignment.</p> <p>The Seattle Arts Commission can provide some technical assistance to neighborhood arts councils. Gateways are among those projects which benefit from artist involvement.</p> |
| IB-U-14 | Develop a pedestrian connection to Green Lake along NE 70th St from Roosevelt Way NE to I-5 with improved landscaping, including street trees, and pedestrian amenities, including benches and better signage. Coordinate with Green Lake 2020 Neighborhood Plan. Seek funding from SEATRAN and other sources to develop a conceptual design and implement this | High | 1-2 yrs. | \$150K | SEATRAN WSDOT | The next step in pursuing this recommendation is to develop a conceptual design that can be evaluated for project feasibility and cost. The Neighborhood Matching Fund may be an appropriate source of funding for this work. The bridge over I-5 is WSDOT property and any recommendations pertaining to the structure will require WSDOT's participation. This |

B. Roosevelt's Key Pedestrian Streets

| # | Activity | Priority | Time Frame | Cost Est. | Implementor | City Comment |
|--|---|----------|------------|-----------|-----------------------|--|
| | activity. | | | | | recommendation will be forwarded to WSDOT. The community has recommended NE 70 th St for Key Pedestrian Street designation (see I-B-U5). |
| IB-U-15 | Develop and implement a landscape maintenance plan for Roosevelt's Key Pedestrian Streets. | Med. | 1-8 yrs. | | SEATRAN, SPU, DPR, TR | Planting strip landscaping and maintenance is generally held to be the responsibility of adjacent property owners. In Roosevelt, portions of Ravenna Boulevard are maintained by DPR. The community is encouraged to contact DPR if they have concerns regarding the maintenance of this boulevard. The community may wish to pursue the Adopt-A-Street program (through SPU) which provides equipment and garbage hauling services for community groups to do clean-up activities. Citizens can also report problem locations on the Litter, Illegal Dumping and Graffiti Hotline (684-7587). Inspectors will investigate reports of litter and dumping. Additional funding for cleanup and litter removal may be pursued through the Litter and Graffiti Matching Fund and the Business Improvement Association Supplemental Cleaning Fund with SPU. |
| Transportation - Arterial Calming | | | | | | |
| IB-T-5 | Designate Roosevelt Way NE, 12th Ave NE, and 15th Ave NE from NE Ravenna Blvd to NE 75th St and NE 65th St from 8th Ave NE to 15th Ave NE as Key Pedestrian Streets under the Transportation Strategic Plan. Pedestrian improvements such as curb bulbs, streetscape treatments and street trees (see IB-U-6 through 10) would also serve to calm traffic on these busy arterials. | High | with plan | | SEATRAN | See IB-U-5. |
| IB-T-6 | Improve signage, signal timing, and enforcement, particularly to reduce excessive vehicle speeds on 12th Ave NE, 15th Ave NE, Roosevelt Way NE and NE 65th St. <ul style="list-style-type: none"> Install 30 MPH Speed Limit signs along Roosevelt Way NE, 12th Ave NE and 15th Ave NE, north of NE 62nd St and NE 73rd St, and on Roosevelt Way NE near NE 66th St. | High | 1-2 yrs. | \$2,000 | SPD, SEATRAN TR | SEATRAN will work with the community to explore recommendations for improving the pedestrian environment along Roosevelt Way NE, 12 th Ave NE, 15 th Ave NE, and NE 65 th St. Roosevelt Way NE and 12 th Ave NE are designated as principal arterials, while 15 th Ave NE and NE 65 th St are designated as minor arterials. These streets are an important part of the city's overall transportation network. Balancing the |

B. Roosevelt's Key Pedestrian Streets

| # | Activity | Priority | Time Frame | Cost Est. | Implementor | City Comment |
|--------|--|----------|------------|-----------|-------------|---|
| | <p>Analyze each of the proposed locations separately.</p> <ul style="list-style-type: none"> Adjust signal timing as necessary (depending on other changes in traffic configuration - see below) to maintain traffic flow within the speed limits and provide adequate crossing time for pedestrians. Implement a Neighborhood Speed Watch Program to further identify and confirm problem areas for traffic speeds, and increase enforcement of speed limits. | | | | | <p>needs of the community for a pedestrian environment with the overall function of the arterial system will be an important part of responding to Roosevelt's recommendations.</p> <p>SEATRAN will conduct a speed study to evaluate the locations for additional speed signs requested in the community's plan along 12th Ave NE and 15th Ave NE, and provide additional signs as appropriate.</p> <p>For Roosevelt Way NE, SEATRAN conducted a speed study in 1998 which did not demonstrate the need for additional speed limit signs. SEATRAN believes that traffic volume, parked cars, intersections and the commercial district character work to reduce excessive speeds along Roosevelt Way NE. There are also a number of commercial signs and business activity along Roosevelt Way NE which may distract drivers from noticing additional speed limit signs. For these reasons, SEATRAN does not support additional signs on Roosevelt Way NE.</p> <p>Signal timing may not be an effective traffic calming strategy in Roosevelt. The signals along Roosevelt Way NE and 12th Ave NE are too far apart for timing to significantly impact driving behavior.</p> <p>The community should contact SEATRAN's Neighborhood Speed Watch Program to work on speed limit enforcement issues.</p> <p>Traffic enforcement along NE 12th Ave, NE 15th Ave, and Roosevelt Way NE will be continued by SPD Traffic Squads. SPD resources are such, however, that the neighborhood may not receive traffic coverage as often as desired. If staffing levels and demand remain the same, it will be difficult to increase traffic enforcement in the area.</p> |
| IB-T-7 | Seek funding from SEATRAN and other sources to conduct additional study of the two primary alternatives for slowing traffic through the neighborhood and improving pedestrian comfort and | High | 1 yr. | \$50K | SEATRAN SPO | Roosevelt Way NE and 12 th Ave NE are designated as principal arterials and are an important part of the City's overall transportation network. SEATRAN does not support changing these streets to a two-way operation as such a change would |

B. Roosevelt's Key Pedestrian Streets

| # | Activity | Priority | Time Frame | Cost Est. | Implementor | City Comment |
|--|---|----------|------------|-----------|---------------|---|
| | <p>safety on Roosevelt's Key Pedestrian Streets:</p> <ul style="list-style-type: none"> Convert Roosevelt Way NE and 12th Ave NE into two-way streets from NE Ravenna Blvd. to NE 75th St. Maintain the one-way couplet, but remove the peak hour parking restrictions on Roosevelt Way NE and 12th Ave NE between NE Ravenna Blvd and NE 75th St. Separate major turning movements at key intersection approaches: eastbound on NE 73rd St at Roosevelt Way NE, northbound on 12th Ave NE at NE 75th St and NE 65th St, northbound on 15th Ave NE at NE 75th St, and northbound on 11th Ave NE at NE Ravenna Blvd. Analyze each of these areas separately. | | | | | <p>increase congestion and reduce level-of-service. In addition, implementing such a change would be costly and would preclude other pedestrian improvements, such as curb bulbs and removing peak-hour parking restrictions, included in the neighborhood's plan.</p> <p>Removing peak-hour parking restrictions may be possible with the continued one-way operation of Roosevelt Way NE and 12th Ave NE. SEATRAN will work with the community to identify and remove parking restrictions where feasible. Some parking restrictions may need to be retained near major intersections to accommodate turning traffic.</p> |
| Land Use and Economic Development | | | | | | |
| IB-L-2 | <p>Explore the possibility of creating a new "P3" zone that would allow uses such as professional offices. Extend the pedestrian overlay zone by applying the new designation beyond the existing P2 overlay along NE 65th St east to Brooklyn Ave NE and west to 9th Ave NE and along Roosevelt Way NE north to NE 67th St and south to NE Ravenna Blvd.</p> | High | with plan | | DCLU | <p>DCLU is working on the pedestrian overlay as part of its 1999 work program and will work with the community on this recommendation to apply such a new pedestrian overlay to the expansion area identified in this proposal.</p> <p>The P2 designation currently precludes some street level uses along the pedestrian street front. Street level uses are restricted to pedestrian-friendly commercial uses that have the potential to animate the sidewalk environment in the P2 zone. Drive-in or drive-thru businesses are not allowed. New professional offices, such as medical and dental offices and architect studio space are also not allowed along the street front in the current P2 overlay.</p> |
| IB-L-3 | <p>Develop a self-guided walking tour of the business district. Seek funding and/or support from the Office of Economic Development and other sources for this activity.</p> | High | 1-2 yrs. | | RCC, OED, DON | <p>This is a community-based activity.</p> <p>The DON Neighborhood Matching Fund could serve as a funding source for this activity. The planning group should contact the Fremont Chamber of Commerce and the Pioneer Square BIA for examples of other self-guided tours and maps of neighborhood business districts. OED can help the community contact these groups.</p> |

C. ROOSEVELT: GROWING GRACEFULLY

Description

Tomorrow's Roosevelt has worked to develop a vision for future development that will gracefully accommodate the growth projected by the Seattle Comprehensive Plan while maintaining and enhancing key aspects of the neighborhood's character, like the small-town feel of the business district, the diversity of housing opportunities, and the integrity of the single family neighborhoods. Tomorrow's Roosevelt has identified areas that could be redeveloped to accommodate a significant amount of the projected growth while building on the existing neighborhood fabric. At the same time, areas where new development will likely create negative impacts on adjacent areas have been identified, along with strategies for mitigating those impacts.

This section includes urban design recommendations in the form of design guidelines intended to help protect and enhance Roosevelt's neighborhood character, and land use and development recommendations intended to help achieve a community vision for growth.

Integrated City Response

Devising strategies to accommodate growth will be important in the Roosevelt District. Roosevelt is a small Residential Urban Village of approximately 1,000 households that could face significant growth pressure. Although the Comprehensive Plan provided a planning estimate of 340 additional households in Roosevelt as the basis for this planning work, Roosevelt currently contains enough zoned capacity for an additional 1,400 households. The City supports the development of a variety of housing options to meet a range of housing needs and enhance the urban village. The completion of the light rail station in Phase II of the Sound Transit project may also provide additional opportunities and pressure for residential, retail and commercial growth.

The recommendations in this Key Strategy provide a framework for addressing future growth and help articulate the vision the community has for its future. Many of the recommendations listed here will be taken up as a part of DCLU's work program for 1999/2000. Others may be explored through abbreviated Phase I Station Area Planning process and the more detailed Phase II process in the future. The neighborhood's plan provides a draft of neighborhood design guidelines which puts the community in a strong position to work with DCLU on incorporating neighborhood-specific design guidelines into the Design Review Program.

Lead Department: DCLU

Participating Departments: SPO, OH, OED, SFD

Tasks to be Undertaken in 1999-2000

1. DCLU will address neighborhood specific design guideline proposals starting 2nd quarter 1999 and ongoing throughout 2000. DCLU will work with neighborhoods using a three phased process, which will package neighborhood proposals in sets of approximately 6 neighborhoods each. First, more fully developed neighborhood design guideline proposals will be reviewed by DCLU and the neighborhoods with the goal of Council adoption of the first package before the end of 1999. In the second and third phases DCLU will work with remaining neighborhoods whose guideline proposals are more formulative for presentation to Council in 2000, likely in the 2nd and 4th quarters.

DCLU will work with Roosevelt to assist them in development of design guidelines. DCLU anticipates Roosevelt to fit into the 1st phase of the process.

2. DCLU will conduct an analysis to examine transition zone and facade upgrade proposals and prepare any recommendations as part of its 2000 work program.
3. DCLU has developed a new team approach to enforcement in the Roosevelt Neighborhood as a pilot to test the effectiveness of a neighborhood-centered enforcement model. In response to explicit concerns raised by the Roosevelt Neighborhood in developing their neighborhood plan, the City Council asked DCLU and other City departments to review and respond with a program to resolve those concerns. As a result, in late April DCLU with the assistance of other departments began a test of a focused neighborhood enforcement team approach.
4. DCLU has been working with Law and the Hearing Examiner to develop the proposed Citation Enforcement Process that is intended to help change behavior of code violators from whom the City has had difficulty gaining compliance in the past. The proposed process is built on the traditional citation framework, and includes features such as pre-set penalties that increase with repeat offenses, and an opportunity for a hearing to contest the violation or request mitigation of the penalty. Legislation for the Land Use Code portion of this work is currently before Council.
5. The City will continue to work with the community, Metro, and Sound Transit on

recommendations related to the proposed light rail station through an abbreviated Station Area Planning process during Phase I of the Sound Transit project, and a more detailed Station Area Planning process in Phase II.

6. Identify those activities in this Key Strategy that are good candidates for next steps

for implementation considering priorities, funding sources, and departmental staffing concerns through the Northeast Sector Implementation Plan.

7. Identify next steps for continued implementation.

| C. Roosevelt: Growing Gracefully | | | | | | |
|---|--|-----------------|-------------------|------------------|--------------------|---|
| # | Activity | Priority | Time Frame | Cost Est. | Implementor | City Comment |
| Urban Design/Design Guidelines | | | | | | |
| IC-U-16 | Develop and adopt neighborhood specific Design Guidelines to better protect Roosevelt's character and moderate the impacts of new development. Establish Roosevelt as a pilot project for neighborhood specific Design guidelines. Expand design review to allow design departures for height and density, consistent with community design principles (see IC-L-10). | High | 1 yr. | \$15K | DCLU, TR | DCLU will address neighborhood specific design guideline proposals starting 2 nd quarter 1999 and ongoing throughout 2000. DCLU will work with neighborhoods using a three phased process, which will package neighborhood proposals in sets of approximately 6 neighborhoods each. First, more fully developed neighborhood design guideline proposals will be reviewed by DCLU and the neighborhoods with the goal of Council adoption of the first package before the end of 1999. In the second and third phases DCLU will work with remaining neighborhoods whose guideline proposals are more formulative for presentation to Council in 2000, likely in the 2 nd and 4 th quarters. DCLU will work with Roosevelt to assist them in development of design guidelines. DCLU anticipates Roosevelt to fit into the 1 st phase of the process. |
| IC-U-17 | Reduce the size of projects that are required to go through the design review process to include multifamily projects with more than 3 units and commercial projects of over 2500 SF. | High | 1 yr. | | DCLU | In 1999, DCLU will evaluate review thresholds as part of a broader review of the Design Review program. This recommendation will be considered as a part of that review. |
| IC-U-18 | <u>Transition Zones</u> : Encourage better transitions between NC3-65 and adjacent lower residential zones, by stepping down building heights. | High | 1 yr. | | DCLU | DCLU will analyze this proposal and prepare any recommendations as part of its 2000 work program. This proposal may have a significant effect on the development potential of property where applied. |
| IC-U-19 | <u>Facade Upgrades</u> : Promote varied street facades of commercial buildings, limit blank facades, 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. | High | 1 yr. | | DCLU | Promoting these features and encouraging their inclusion in the design of projects proposed in the neighborhood can be addressed through the development of neighborhood-specific design guidelines. See IC-U-16 above. |

C. Roosevelt: Growing Gracefully

| # | Activity | Priority | Time Frame | Cost Est. | Implementor | City Comment |
|--|--|----------|------------|-----------|-------------|--|
| IC-U-20 | <u>Signage</u> : Develop sign guidelines that would promote a consistent standard of quality commercial signage while allowing flexibility for individual shops' identities. | High | 1 yr. | | DCLU | Signs can be addressed as part of neighborhood-specific design guidelines. See IC-U-16 above. |
| IC-U-21 | <u>Pedestrian orientation</u> : Promote pedestrian friendly development, including techniques for encouraging widening sidewalks through setbacks and private dedications. See also IB-U-11 and 12. | High | 1 yr. | | DCLU | As written, this recommendation is a policy recommendation and the neighborhood has included a neighborhood policy to promote pedestrian orientation and amenities along Roosevelt's streets in the Comprehensive Plan ordinance. These issues are also addressed in the neighborhood's proposed design guidelines and will be addressed as part of the work on developing neighborhood-specific design guidelines for the Design Review Program. Issues of setbacks and private dedications may pose significant legal issues which will need to be addressed before any code amendments can be proposed. Similar issues have been raised in other neighborhoods and will be a part of DCLU's work program for 2000. |
| IC-U-22 | <u>Parking lot landscaping</u> : Improve the standards for landscaping in and around parking lots and structures. | High | 1 yr. | | DCLU | The Land Use Code currently contains requirements for landscaping which have been carefully balanced with other factors such as safety and security. However, neighborhood specific design guidelines can encourage the kind of landscape treatment the neighborhood envisions. Parking lot landscaping is described in the neighborhood's plan and will be addressed as a part of the work on design guidelines (see IC-U-16). |
| Land Use and Economic Development | | | | | | |
| IC-L-4 | Study overlay zoning (through station area planning, or sooner if station area planning is delayed beyond 1999) that would provide stronger protection of Roosevelt's character and mitigation of the impacts of new development, including: <ul style="list-style-type: none"> Stepping down height limits at transitions between NC3-65 zones and adjacent lowrise and single family zones. Requiring upper level setbacks on streetfront facades in | High | 1 yr. | | DCLU, SPO | These issues are identified in IC-U-18 and IC-U-19 and are accommodated in DCLU's 2000 work program and work on Roosevelt's neighborhood specific design guidelines. Any changes to land use policies and regulations to implement changes to design review guidelines will consider issues such as those raised in this proposal. This proposal will also be evaluated as part of the scope of Station Area Planning once Sound Transit makes its decision on the Phase II extension |

C. Roosevelt: Growing Gracefully

| # | Activity | Priority | Time Frame | Cost Est. | Implementor | City Comment |
|--------|--|----------|------------|-----------|-------------|---|
| | NC3-65 zones. (IC-U 18 and 19 address these issues through design guidelines. This activity aims to give these proposals the additional "teeth" provided by an overlay zone.) | | | | | alignment. |
| IC-L-5 | Under Station Area Planning, or sooner if station area planning is delayed, study ways to create better transitions to NC3-65 zones, including: <ul style="list-style-type: none"> a. Rezone the L2-RC zone just west of the NC3-65 zone along Roosevelt Way NE between NE 65th St and NE 67th St to L3-RC. b. Rezone the portion of the L2 zone just west of the NC3-65 zone along Roosevelt Way NE between NE 63rd St and NE 65th St to L-3. c. Allow increased height and density on the northwest corner of NE 63rd St and 12th Ave NE to NC2-40 if included in a future contract rezone proposal with the adjacent properties. Maintain primarily residential uses facing 12th Ave NE (see also IC-L-6 and 10). | High | 1 yr. | | DCLU SPO | DCLU will work with the neighborhood to undertake a land use planning exercise and rezone analysis to explore different zoning designations to see if a rezone might achieve the neighborhood's vision and meet the City's criteria for rezones. Several neighborhoods have requested DCLU's services in this capacity. DCLU is likely to begin this work as part of their 2001-2002 work program. Rezone proposals which are tied to the future light rail station may also be considered as part of Station Area Planning once Sound Transit makes its decision on the Phase II extension alignment. |
| IC-L-6 | Allow development flexibility consistent with community design principles on the portion of the NC3-65 zone along the north side of the 1000 block of NE 63 rd St between the NC3-65/P2 zone and the L2-RC zone to NC2-40 if included in a future contract rezone with adjacent parcels (see also IC-L-5c and 10). | High | with plan | | DCLU | DCLU will consider policies or other expressions of community support when analyzing future permit applications that include a rezone. Development proposals that include rezone requests are usually subject to environmental and design review, which will incorporate considerations of city-wide and any neighborhood specific design guidelines. |
| IC-L-7 | Allow single-use residential development in the NC2 zone along Roosevelt Way NE between NE 70th St and NE 75 th St to concentrate retail uses in commercial core, avoid creating vacant storefronts and encourage housing development. | High | with plan | | DCLU | DCLU has prepared a Land Use Code amendment to allow single-purpose residential uses outright in this zone which is included in the ordinance amending the Comprehensive Plan. |
| IC-L-8 | Encourage development of townhouse and other affordable ground related housing in lowrise zones through modifications in development standards to remove existing disincentives, including | High | 1 yr. | | DCLU, OH | DCLU agrees in principle that obstacles should be removed from the Land Use Code. As part of the implementation of the Mayor's Housing Action Agenda, a number of code |

C. Roosevelt: Growing Gracefully

| # | Activity | Priority | Time Frame | Cost Est. | Implementor | City Comment |
|---------|--|----------|------------|-----------|-----------------------|--|
| | increases in maximum allowed width in L1 and L2 zones. | | | | | amendments have been adopted. Further analysis of obstacles to development of ground-related housing will be undertaken. |
| IC-L-9 | Support measures to facilitate creation of accessory dwelling units in single family homes, including streamlining the permitting process, reducing fees and providing better education on how to create and legalize accessory units. | Med. | 1-2 yrs. | | DCLU, OH | DCLU AND OH are examining ways to facilitate creation of accessory dwelling units, as part of the implementation of the Mayor's Housing Action Agenda. In an effort to remove obstacles to ADU development, DCLU has prepared a report and ordinance for further revisions to the accessory dwelling unit requirements. The legislation is expected to be forwarded to the Council for consideration in the 2 nd quarter of 1999. DCLU will continue working with OH on educational and technical assistance strategies. |
| IC-L-10 | Establish and adopt community principles and expand community involvement for future up-zones or contract re-zones in key opportunity areas to facilitate their redevelopment. Explore ways to facilitate contract rezones and other land use tools, such as expanded design review (see IC-U-16), that meet community principles and include community input. Also explore ways to help the community develop contract rezone proposals as a way to encourage redevelopment in key opportunity areas. | High | 1 yr. | | DCLU, SPO | The Land Use Code currently contains rezone criteria to guide future rezones. The community's support for future contract rezones is taken into consideration and is forwarded to City Council when such rezones are proposed. It will be important for the community to clarify the issues and what is to be accomplished with such rezones. This recommendation may also be addressed in the future as a part of Station Area Planning. |
| IC-L-11 | Establish organizational framework for the community to work with for-profit and non-profit developers and the City to initiate housing and mixed-use pilot projects, including affordable housing. | High | 1-2 yrs. | | SPO, OED, OH, DON, TR | Other communities have used the community development corporation (CDC) model as a means to promote specific kinds of development. OED and OH can give contacts and provide some guidance to neighborhoods looking to establish non-profit CDCs, however the City lacks resources to provide funding for such an effort. Historically, City funding for CDCs has focused on areas with the largest concentration of low and moderate income persons. Recommendations for CDCs have been raised in a number of neighborhood plans, and have been placed on the Policy Docket. The Executive will give a summary of options to address neighborhood requests for CDCs to City Council in June 1999. Promoting mixed-use and mixed-income housing projects are a priority for the City, and OH will work with the community on |

C. Roosevelt: Growing Gracefully

| # | Activity | Priority | Time Frame | Cost Est. | Implementor | City Comment |
|---------|--|----------|------------|-----------|---------------------------------------|---|
| | | | | | | <p>these issues. As part of the work implementing the Housing Action Agenda, the City has initiated work on several housing issues including:</p> <ul style="list-style-type: none"> • Financing • Land use and permitting • Siting • Expanding home ownership • Homeless capital projects/shelters |
| IC-L-12 | Establish a program to provide residents with help in maintaining their property, and explore other ways to preserve and promote owner-occupied housing. | High | 1-2 yrs. | | OH, SPO, DCLU | <p>The City has a number of programs geared towards preserving and promoting owner-occupied housing. The REACH program provides low interest rehabilitation and weatherization loans for up to \$40,000, and may include grants for some items to low and moderate income home owners. The Minor Home Repair Program is for smaller items, up to \$4,000. The City also runs a Homeshare program designed to help seniors retain occupancy of their homes.</p> <p>A number of neighborhoods have requested additional city funding for housing rehabilitation. This issue has been placed on the Policy Docket for discussion by City Council. OH is in the process of hiring a consultant to complete a detailed study of the current rehabilitation and weatherization program. Recommendations will be presented to City Council in the third quarter of 1999.</p> <p>For issues related to code-enforcement, see IC-L-13 below.</p> |
| IC-L-13 | Provide better enforcement of codes regulating deteriorated housing. Use Neighborhood Ombudsman to help monitor and direct complaints of code violations (see IC-L-15) | High | ongoing | | DCLU, SFD, SPD, Law Dept, Health, SPU | <p>DCLU has developed a new team approach to enforcement in the Roosevelt Neighborhood as a pilot to test the effectiveness of a neighborhood-centered enforcement model. In response to explicit concerns raised by the Roosevelt Neighborhood in developing their neighborhood plan, the City Council asked</p> |

C. Roosevelt: Growing Gracefully

| # | Activity | Priority | Time Frame | Cost Est. | Implementor | City Comment |
|---|----------|----------|------------|-----------|-------------|--|
| | | | | | | <p>DCLU and other City departments to review and respond with a program to resolve those concerns. As a result, in late April DCLU with the assistance of other departments began a test of a focused neighborhood enforcement team approach. The TACT (To Achieve Compliance Timely) team is responsible for:</p> <ul style="list-style-type: none"> • Conducting a quick fact finding survey within the neighborhood • Performing inspections of identified problem areas from the right-of-way • Issuing Notices of Violation (NOV) to identified property owners or responsible parties • Setting reasonable, short compliance dates and monitoring NOV cases for compliance • Referring non-compliance cases to Law for collection of penalties or other appropriate enforcement action • Participating in project evaluation and management feedback <p>As a separate effort and city-wide response to better code enforcement, DCLU has been working with Law and the Hearing Examiner to develop the proposed Citation Enforcement Process that is intended to help change behavior of code violators from whom the City has had difficulty gaining compliance in the past. The proposed process is built on the traditional citation framework, and includes features such as pre-set penalties that increase with repeat offenses, and an opportunity for a hearing to contest the violation or request mitigation of the penalty. Initially this process will be tested on five types of Land Use Code violations. Council is also considering trying the citation process on a limited number of Housing and Building Maintenance Code violations. After six months, DCLU will prepare an evaluation of the process and make recommendations on whether or not this process should</p> |

C. Roosevelt: Growing Gracefully

| # | Activity | Priority | Time Frame | Cost Est. | Implementor | City Comment |
|---------|--|----------|------------|-----------|----------------|--|
| | | | | | | be expanded to cover more Land Use and Housing violations. Legislation for the Land Use Code portion of this work is currently before Council. |
| IC-L-14 | Provide better enforcement of codes regulating boarding houses (i.e. houses in single family zones inhabited by up to eight unrelated renters). | High | ongoing | | DCLU, Law Dept | The City is currently engaged in a revaluation of its procedures and regulations regarding housing and building code enforcement (see IC-L-13 above). To the extent that these concerns can be lawfully addressed, this recommendation will be dealt with in the context of that work. |
| IC-L-15 | Establish a Neighborhood Ombudsman to help Roosevelt citizens resolve conflicts and deal with City departments and officials. Provide support for this function through the Neighborhood Service Center. | | | | TR, DON | This is a community based activity. Tomorrow's Roosevelt, or other community stewardship organization, may be able to provide such services. DON's Neighborhood Service Center Coordinator for Roosevelt is available to provide City contacts for dealing with community issues. |

II. Additional Activities For Implementation

The activities listed in this section are not directly associated with a Key Strategy. The City has, when possible, identified next steps for implementation of each of these activities. The response will specify: 1) activities already underway; 2) activities for which the City agrees to initiate next steps (will include a schedule for the work); 3) this activity will be considered as part of the Sector Implementation Plans in the future as opportunities arise; 4) activities for which the community must take the lead (may be supported by City departments or existing programs); 5) issues that will be on the policy docket (the docket will assign responsibility for consideration of the issue and provide a schedule for reporting back to Council); and 6) activities which the City will not support. As with the activities listed for each Key Strategy in Section I, these activities are intended to be implemented over the span of many years.

The Executive will coordinate efforts to sort through these activities. During this sorting process, the departments will work together to create Sector Implementation Plans that will prioritize these activities. This may include developing rough cost estimates for each activity; identifying potential funding sources and mechanisms; establishing priorities within each plan, as well as priorities among plans; and developing phased implementation and funding strategies. The City will involve neighborhoods in a public process so that neighborhoods can help to establish citywide priorities. Activities identified in this section will be included in the City's tracking database for monitoring neighborhood plan implementation.

| # | Activity | Priority | Time Frame | Cost Est. | Implementor | Executive Comment | City Action |
|------------------------|--|----------|------------|-----------|----------------|--|---|
| A. Urban Design | | | | | | | |
| II-U-23 | Support community efforts to address public safety issues through NATS, and implement the Master Plan for Cowen Park, including: <ol style="list-style-type: none"> 1. Completion of "Adventure Play" Area. 2. Entry treatments at NE 62nd St & Brooklyn Ave NE, Brooklyn Ave NE & NE 61st St, NE Ravenna Blvd & Brooklyn Ave NE, Cowen Place NE & NE Ravenna Blvd, and 15th Ave NE & Cowen Place NE. 3. Enhanced edge treatments along NE 62nd St, Brooklyn Ave NE, NE Ravenna Blvd, & Cowen Place NE, including landscaping and paths. 4. Group Picnic Area including tables and possibly a framework for installing a temporary shelter. 5. Stream development including landscaping, stones, ravine forest enhancement, and overlook decks with interpretive signage. 6. Under-bridge improvements including paved areas, art, and stairs. | High | per plan | | NATS, DPR, RNA | DPR is interested in working with the community to implement the Cowen Park Master Plan. 1 - The Adventure Play area is currently underway and partially funded by a NMF grant. 2,3 - DPR supports the idea of entry treatments and enhanced edge treatments, but has no funding for such projects. DPR would support the community in pursuing funding opportunities for these activities. 4 - DPR does not support building a Group Picnic Area and has provided a memo outlining their position on this recommendation. A NATS team is currently looking at appropriate uses that are sensitive to the security concerns | <ol style="list-style-type: none"> 1. This activity is already underway. 2. The community will need to take the lead on this activity with support from DPR. 3. The community will need to take the lead on this activity with support from DPR. 4. The City does not support this recommendation. 5. The community will need to take the lead on this activity with support from DPR. 6. This activity will be considered in the future as opportunities and resources are identified. 7. Community use of DPR structures has been an |

| # | Activity | Priority | Time Frame | Cost Est. | Implementor | Executive Comment | City Action |
|---------|---|----------|------------|-----------|---------------|--|--|
| | <p>7. Community use of the park structure at 15th Ave NE and Cowen Place NE (see also IA-U-2). See also Activities Already Accomplished (play area)</p> | | | | | <p>surrounding Cowen Park.</p> <p>5 - Currently DPR has no funding for these projects, but would support the community in pursuing funding opportunities. DPR's volunteer program has been active in restoration and invasive species removal.</p> <p>6 - DPR recognizes the need for increased drainage control under bridges in the park and can further discuss other improvements.</p> <p>7 - Use of the park structure at 15th Ave. NE and Cowen Place will depend upon whether or not DPR can find an alternative location for maintenance equipment in 1999.</p> | <p>issue in a number of neighborhood plans. DPR is examining the issue to develop a consistent city-wide response.</p> |
| II-U-24 | Enhance existing landscaping in and around Froula Park. | High | 2-5 yrs. | | DPR, SPU, RNA | No DPR funding is currently available for this activity. The community should look to the Neighborhood Matching Fund and Adopt-A-Park as resources for additional improvements. DPR would assist in any NMF grant related to this park. | The community will need to take the lead on this recommendation with support from DPR. |
| II-U-25 | Upgrade or replace play structures at Froula Park. | Med. | 3-8 yrs. | | DPR, RNA | No DPR funding is currently available for this activity. The Community may want to explore funding this project through the Neighborhood Matching Fund. DPR would assist in any NMF grant related to this park. | The community will need to take the lead on this recommendation with support from DPR. |
| II-U-26 | Develop and adopt bonuses to encourage developers to provide open space or fees in lieu of open space in | High | 1-2 yrs. | | DCLU, DPR | Bonuses for open space and payment in lieu of open space | DCLU is currently working on the proposal and will provide a status |

| # | Activity | Priority | Time Frame | Cost Est. | Implementor | Executive Comment | City Action |
|---------|---|----------|------------|-----------|------------------------|---|--|
| | exchange for additional floor area or housing units. | | | | | <p>have been an issue in a number of neighborhood plans. DCLU is working on this issue to develop a consistent citywide response.</p> <p>DPR is supportive of creative ideas such as this and hopes to further explore options such as these in 1999/2000.</p> | report to Council by end of June 1999 and a more detailed report by the end of 1999. |
| II-U-27 | Identify public facilities in the Roosevelt neighborhood as "Roosevelt." Re-name the Green Lake Reservoir and Green Lake Park-and-Ride the Roosevelt Reservoir and Roosevelt Park-and-Ride (or at least the Roosevelt/Green Lake Park-and-Ride). Name the future light rail station Roosevelt Station. Encourage Metro to include Roosevelt on its maps and schedules. | High | 1 yr. | | SPU, Metro, ST, TR | <p>There is currently no standard procedure for changing the reservoir name. SPU will conduct a public process to ensure there is broader community support for the name change (including the opportunity for comments from the Green Lake community).</p> <p>The community will need to discuss the Park-and-Ride, transit maps, and transit schedules with Metro.</p> <p>Sound Transit's Draft EIS currently refers to the future light rail station as the Roosevelt Station.</p> | <p>SPU will initiate a public process to re-name Green Lake Reservoir the Roosevelt Reservoir.</p> <p>Recommendations for re-naming the Park-and-Ride will be forwarded to Metro.</p> <p>Recommendations for naming the future light rail station will be forwarded to Sound Transit.</p> |
| II-U-28 | <p>Establish community involvement in the ongoing management and plans for renovations to Roosevelt High School to promote:</p> <ul style="list-style-type: none"> • Incorporation of a year-round neighborhood meeting place/arts center (see also IA-U-2). • Relocation of the central cooking facility. • Aesthetic treatment of the retaining wall along NE 66th St and 12th Ave NE. | High | 1-4 yrs. | | OFE, SSD, RHS, TR, DPR | The Building Excellence capital improvement program is expected to be on the ballot in the year 2000. Pending voter approval of this second Building Excellence program, neighborhood recommendations on the renovation of Roosevelt High School will be addressed by the school's Design Review Committee, which will include | The City supports the community's efforts to work with SSD to implement this and other recommendations and will advocate on behalf of the community in discussions with SSD. The community will need to take an active role in discussions with SSD and as participants on the SSD Design Review Committee. OFE is |

| # | Activity | Priority | Time Frame | Cost Est. | Implementor | Executive Comment | City Action |
|---------|---|----------|------------|-----------|--------------------------|---|--|
| | | | | | | <p>opportunities for neighborhood representation.</p> <p>OFE is committed to improving the ongoing dialogue with SSD and has been informing SSD of relevant neighborhood plan recommendations.</p> <p>DPR suggests that the community and SSD also discuss improvements to the grounds at Roosevelt High School, including sports fields, etc., as part of the renovation.</p> | <p>available to support the community in these discussions and has already forwarded this recommendation to SSD on the behalf of the community.</p> <p>Community meeting spaces have been requested in a number of neighborhood plans, and this issue has been placed on the Policy Docket for further discussion by City Council. The Executive will review the City's policies related to community centers and neighborhood gathering spaces and provide Council with a summary of options and opportunities in July of 1999.</p> |
| II-U-29 | Explore the possibility of including an interim neighborhood meeting place in a private development, in anticipation of developing a permanent one as part of the "Town Center" development (see IA-U-2) or as part of the renovated Roosevelt High School (see II-U-25). | High | 1-2 yrs. | | TR, Priv., DPR, SSD, OFE | <p>The community could pursue use of school facilities at Roosevelt High School as a way to meet these needs. Interested parties should confer with the school principal to discuss when and what kinds of activities are proposed and how they will be administered. OFE is committed to improving the ongoing dialogue with SSD and has been informing SSD of relevant neighborhood plan recommendations.</p> | <p>The City supports the community's efforts to work with SSD to implement this and other recommendations and will advocate on behalf of the community in discussions with SSD. The community will need to take an active role in discussions with SSD and the principal. OFE is available to support the community in these discussions and has already forwarded this recommendation to SSD on the behalf of the community.</p> <p>Community meeting spaces have been requested in a number of neighborhood plans, and this</p> |

| # | Activity | Priority | Time Frame | Cost Est. | Implementor | Executive Comment | City Action |
|---|---|----------|------------|-----------|---------------|--|--|
| | | | | | | | issue has been placed on the Policy Docket for further discussion by City Council. The Executive will review the City's policies related to community centers and neighborhood gathering spaces and provide Council with a summary of options and opportunities in July of 1999. |
| B. Land Use and Economic Development | | | | | | | |
| II-L-16 | Encourage businesses to identify themselves as part of the Roosevelt District in advertising and signage, in part, perhaps, through a facade improvement program (see below). | High | 1-2 yrs. | | RCC, OED, NBC | OED can use its contract with the Neighborhood Business Council (NBC) to assist the planning group with the proposed activities. NBC is a private, non-profit organization created to assist Seattle's neighborhood Chambers of Commerce, Merchant and Business Associations to improve the business climate and quality of life in Seattle-area neighborhood business districts. OED contracts with NBC to assist neighborhood business district organizations with their efforts to develop and organize programs which support and improve the economic conditions of the business district and small business environment, and to assist OED with the development and implementation of a series of neighborhood business district workshops. The Neighborhood Matching Fund | The community will need to take the lead on this recommendation. OED will support the community in this effort through its contract with NBC. OED, NBC and the Downtown Seattle Association will be sponsoring four business district development workshops in 1999. Issues discussed could include business retention/recruitment, public safety, and special event planning. The first session was held on March 24, 1999 and focused on public safety in neighborhood business districts. A second session is scheduled for June 10. OED will notify all neighborhood planning groups of the workshops. |

| # | Activity | Priority | Time Frame | Cost Est. | Implementor | Executive Comment | City Action |
|---------|---|----------|------------|-----------|------------------------|---|--|
| | | | | | | may be an appropriate source of funding for this activity. | |
| II-L-17 | Develop business improvement strategies, including welcome packages for new businesses and community business directories. | High | 1-2 yrs. | | RCC, OED, NBC | See II-L-16 above. | See II-L-16 above. |
| II-L-18 | Organize and establish an annual event to promote Roosevelt as both a neighborhood and a business district. | High | 1-2 yrs. | | RCC, RNA, TR, OED, NBC | See II-L-16 above. | See II-L-16 above. |
| II-L-19 | Create a facade improvement program, possibly with low interest loans through a local bank, for improvements meeting design guidelines. | Med. | 2-6 yrs. | | RCC, TR, OED | CDBG funds are currently used for facade improvement programs in Central and Southeast Seattle. While it is unlikely that facade improvement activities in the Roosevelt neighborhood would be eligible for CDBG funds, the Planning Group should contact OED if they decide to proceed with this activity. OED can connect the Planning Group with CADA and SEED, the two groups that implement facade improvement programs in Central and Southeast Seattle, for examples of how such a program may be implemented. | The community will need to take the lead on this recommendation. OED can connect the community to other organizations which run similar programs in other parts of the city. |

C. Transportation

| | | | | | | | |
|--------|---|------|----------|--|------------------|--|---|
| II-T-8 | Determine locations and techniques for discouraging cut-through traffic on side streets, including using traffic circles and diverters, and local access restrictions. Through Station Area Planning and other traffic and transportation studies, assess impacts on traffic patterns of major developments in the neighborhood, including the light rail station, to determine need for protecting local streets. | High | 1-8 yrs. | | SEATRAN, ST, SPO | As written, this recommendation does not provide enough detail for specific comment. Problem locations need to be identified before appropriate solutions can be explored. | The community will need to take the lead on identifying problem locations for further review. The City will be addressing circulation issues with Sound Transit through Station Area Planning once Sound Transit makes its decision on the Phase |
|--------|---|------|----------|--|------------------|--|---|

| # | Activity | Priority | Time Frame | Cost Est. | Implementor | Executive Comment | City Action |
|---------|--|----------|------------|-----------|---|--|--|
| | | | | | | | II extension alignment. |
| II-T-9 | Create a voluntary parking management plan for the commercial core, including Roosevelt High School. | High | 1-2 yrs. | | Priv., SSD/RHS, SEATRAN, SPO, RCC | <p>SSD has agreed to participate with SPO and SEATRAN on a trip reduction demonstration program at Roosevelt High School in 1999-2000.</p> <p>SEATRAN would be willing to provide the community with ideas on parking management. Also, the Neighborhood Business Council may have some helpful information and has worked with neighborhood businesses on this issue for SEATRAN.</p> <p>The Executive is supportive of this idea and can offer technical assistance should the community obtain their own funding to conduct a parking management study. One funding source is the Neighborhood Matching Fund.</p> <p>Two parking projects are currently underway and while not directly related to this recommendation, will likely help Roosevelt over time. SPO is conducting a parking study to help develop parking strategies around light rail station areas. DCLU is working to find ways to allow flexibility for off-street parking.</p> | <p>SPO, SEATRAN and SSD will be working on a project scope for the demonstration program in the summer of 1999 to begin work with Roosevelt High School in the 1999-2000 school year. The Executive will also forward this recommendation to SSD on the community's behalf.</p> <p>For other elements of this recommendation, the community will need to take the lead on this activity with support from SEATRAN.</p> |
| II-T-10 | Create a Restricted Parking Zone for the residentially zoned streets from NE Ravenna Blvd north to NE 68th St and from 15 th Ave NE west to 8 th Ave NE. | Med. | 1-8 yrs. | | SEATRAN, SPD | SEATRAN has received the community's RPZ request and is in the process of doing a parking study to analyze the RPZ | <p>This recommendation is already underway through SEATRAN's RPZ program.</p> <p>Issues regarding parking</p> |

| # | Activity | Priority | Time Frame | Cost Est. | Implementor | Executive Comment | City Action |
|---|--|----------|------------|-----------|----------------|---|--|
| | | | | | | proposal. If the area meets the criteria for an RPZ, the community and other stakeholders will be involved in a process to craft an appropriate parking solution. | enforcement (especially enforcement of RPZ's) have been raised in a number of neighborhood plans and have been included on the Policy Docket for further discussion. The Executive will report on the costs and implications of expanding enforcement capacity to City Council. |
| D. Community Safety and Livability | | | | | | | |
| II-CS-1 | <p>Provide a community police officer and a police storefront facility in Roosevelt (possibly as part of the Town Center development - see IA).</p> <p>Explore more modest ways to provide a police presence in Roosevelt than a "storefront facility, such as a desk in a neighborhood center where the officer could make and take calls, receive community messages, post community notices, etc.</p> <p>Explore ways to give the Union sector Community Police Officer and sergeants a larger presence in Roosevelt, and provide more and better coordination with the RHS School Emphasis Team officer.</p> | High | 1 yr. | | SPD, DON | <p>Currently, the North Precinct Community Police Team (CPT) has one officer working in the Union Sector, which includes the Roosevelt neighborhood. In addition, there are three Union sector sergeants, besides the CPT officer, who are responsible for problem solving and community concerns in the neighborhood. This staffing is in addition to the School Emphasis Team officer assigned to Roosevelt High School, the Crime Prevention Coordinator, Community Service Officers, and the NATS program. The community is encouraged to work with the North Precinct and Crime Prevention to address police presence and coordination issues.</p> | <p>This recommendation will be considered in the future as resources and opportunities arise, including planning for the proposed Town Center and possibly station area planning.</p> <p>Community policing is already provided through existing SPD resources and programs.</p> |
| II-CS-2 | Develop and implement effective public safety strategies for Roosevelt's parks. | High | 1 yr. | | SPD, DPR, NATS | DPR and SPD work together on public safety in parks. The NATS | This recommendation is already being pursued through the NATS |

| # | Activity | Priority | Time Frame | Cost Est. | Implementor | Executive Comment | City Action |
|---------|--|----------|------------|-----------|------------------------|---|--|
| | | | | | | group (a City interdepartmental team to address public safety issues) is also currently active in enforcing public safety in Roosevelt's parks. | initiative. |
| II-CS-3 | Promote a closed campus for Roosevelt High School to reduce problems of littering, vandalism and fighting. | High | 1 yr. | | OFE, SSD, RHS, SPD, TR | The location of Roosevelt High School within this neighborhood presents unique challenges. SPD will continue to staff the School Enforcement Team position within the North Community Police Team to address potential problems associated with the high school (including speeding traffic, students trespassing in near-by yards, vandalism, and fights). OFE is committed to improving the ongoing dialogue with SSD and has been informing SSD of relevant neighborhood plan recommendations. | The City supports the community's efforts to work with SSD to implement this and other recommendations and will advocate on behalf of the community in discussions with SSD. The community will need to take an active role in discussions with SSD and the principal. OFE is available to support the community in these discussions and has already forwarded this recommendation to SSD on the behalf of the community. |
| II-CS-4 | Develop and implement "clean streets" program including installing and maintaining trash receptacles around Roosevelt High School and surrounding streets. | High | 1 yr. | | SSD, SPU, RHS, TR | Citizens can report problem locations on the Litter, Illegal Dumping and Graffiti Hotline (684-7587). Inspectors will investigate reports of litter and dumping. Additional funding for cleanup and litter removal may be pursued through the Litter and Graffiti Matching Fund and the Business Improvement Association Supplemental Cleaning Fund with SPU. The community may also wish to pursue the Adopt-A-Street | The City supports the community's efforts to work with SSD to implement this and other recommendations and will advocate on behalf of the community in discussions with SSD. The community will need to take an active role in discussions with SSD and the principal. OFE is available to support the community in these discussions and has already forwarded this recommendation to SSD on the behalf of the |

| # | Activity | Priority | Time Frame | Cost Est. | Implementor | Executive Comment | City Action |
|---------|--|----------|------------|-----------|----------------|---|--------------------------|
| | | | | | | <p>program which provides equipment and garbage hauling services for community groups to do clean-up activities.</p> <p>OFE is committed to improving the ongoing dialogue with SSD and has been informing SSD of relevant neighborhood plan recommendations.</p> | community. |
| II-CS-5 | Provide better enforcement of codes regulating building safety. Use Neighborhood Ombudsman to help monitor and direct complaints of code violations (see IC-L-15). | High | ongoing | | DCLU, SFD, SPD | See IC-L-13 and IC-L-15. | See IC-L-13 and IC-L-15. |

E. Activities for Longer Term Implementation: Urban Design

| | | | | | | | |
|----------|---|--|--|--|-------------------|---|--|
| III-U-30 | <p>Establish a community role early on in the planning for covering the Green Lake (Roosevelt) Reservoir. Explore ways to expand the neighborhood's use of the reservoir perimeter with paths, landscaping, public art, etc., and ways to mitigate the visual impact of a cover.</p> <p><i>The community originally submitted this recommendation as an Activity for Longer Term Implementation, and, as such, the community was not asked to provide priority or time frame information.</i></p> | | | | SPU, DPR, TR, SAC | <p>The Green Lake (Roosevelt) Reservoir will be part of the third phase of SPU's Reservoir Covering Program to be completed in 2020.</p> <p>DPR will work with SPU and the community when this opportunity arises to make any property gained from the reservoir lidding into a natural extension of Froula Park.</p> <p>SAC has been involved in the master planning for the lidding of Lincoln Reservoir, and would be involved in efforts regarding the Green Lake (Roosevelt) reservoir, especially as % for Art funds are generated.</p> | This recommendation will be implemented in the long-term future. |
| III-U-31 | Establish a long-term program to construct curb bulbs at intersections along Key Pedestrian Streets not identified above as having the highest priority (see IB- | | | | SEATRAN | This recommendation needs to be developed further before the City can comment. | This recommendation will be considered in the long-term future. |

| # | Activity | Priority | Time Frame | Cost Est. | Implementor | Executive Comment | City Action |
|----------|--|----------|------------|-----------|-------------|---|--|
| | <p>U-9).</p> <p><i>The community originally submitted this recommendation as an Activity for Longer Term Implementation, and, as such, the community was not asked to provide priority or time frame information.</i></p> | | | | | <p>Pedestrian safety and access issues may be appropriate for discussion through Station Area Planning once Phase II alignment decisions are made.</p> <p>With limited funding to pursue these kinds of improvements, SEATRAN will look for ways to address this issue as resources and opportunities arise.</p> | |
| III-U-32 | <p>Establish a long-term program to widen sidewalks along Roosevelt Way NE south of NE 63rd St and north of NE 68th St (see IB-U-11).</p> <p><i>The community originally submitted this recommendation as an Activity for Longer Term Implementation, and, as such, the community was not asked to provide priority or time frame information.</i></p> | | | | SEATRAN | <p>This recommendation needs to be developed further before the City can comment.</p> <p>Pedestrian safety and access issues may be appropriate for discussion through Station Area Planning.</p> <p>With limited funding to pursue these kinds of improvements, SEATRAN will look for ways to address this issue as resources and opportunities arise.</p> | <p>This recommendation will be considered in the long-term future.</p> <p>Sidewalk recommendations have raised implementation and policy issues in a number of neighborhood plans and will be included on the Policy Docket for City Council discussion. The Executive will report to City Council in June 1999 on these issues.</p> |

ROOSM9_DOC