

DPD	Director's Rule 8-2013
SDOT	Director's Rule 04-2013

Applicant: City of Seattle Department of Planning and Development (DPD) Department of Transportation (SDOT)	Page 1 of 2	Supersedes: N/A
	Publication: 10/7/13	Effective: 11/6/13
Subject: Roosevelt Neighborhood Streetscape Concept Plan Appendix J to Right-of-Way Improvements Manual* * The Right-of-Way Improvements Manual is SDOT's Director's Rule 07-2012.	Code and Section Reference: SMC Chapter 23.53	
	Type of Rule: Code Interpretation	
	Ordinance Authority: SMC 3.06.040 & 3.12.020	
	Approved	Date
	On File Peter Hahn, Director, SDOT	
Index: Land Use Code/Technical and Procedural Requirements	Approved	Date
	On File Diane M. Sugimura, Director, DPD	

BACKGROUND

Community groups in the Roosevelt neighborhood have engaged in extensive neighborhood planning and activism including a 2006 neighborhood plan update. Sound Transit is scheduled to open a new light rail station in the heart of the Roosevelt neighborhood in 2020, spurring transit-oriented development and investment. In January 2012, the Seattle City Council enacted new zoning for areas

in the immediate vicinity of the future light rail station in anticipation of the changes the station will bring.

At the time of the neighborhood rezone, City Council also passed Resolution 31347 declaring the City of Seattle's intent to promote and enhance the livability of the Roosevelt Residential Urban Village by implementing initiatives that complement changes to land use regulations. Specific initiatives included the preparation of streetscape concept plans for key neighborhood streets. The Resolution also identified NE 66th Street, Brooklyn Avenue NE, and a portion of 14th Avenue NE as neighborhood green streets. This streetscape concept plan is in response to the Council Resolution and focuses on the identified neighborhood green streets.

The streetscape concept plan provides greater predictability for stakeholders when making investments in City rights-of-way in the study area. The concept plan identifies preferred urban design treatments to support and enhance the character of the streets. To create this concept plan, multiple City departments were engaged along with area stakeholders, property owners, residents, and businesses.

RULE

The Roosevelt Neighborhood Streetscape Concept Plan is incorporated into the Seattle Department of Transportation (SDOT) Right-of-Way Improvements Manual as Appendix J. The provisions of the concept plan are voluntary. However, property owners are encouraged to follow them in order to enhance the neighborhood.

The concept plan has been reviewed by SDOT and the Department of Planning and Development (DPD). Therefore, applicants for Street Improvement Permits that follow these concept plans can be assured that the major design elements contained in their plans meet or exceed the requirements described in the Right-of-Way Improvements Manual. The Right-of-Way Improvements Manual is the standards manual used by SDOT's Street Use Division in the permit review process for private contracts. Additionally, applicants for permits to DPD that follow these concept plans for major public realm design items can be assured that these elements are approvable through the Master Use Permit and Design Review processes.

Note: Certain projects may be subject to review under City development regulations or the State Environmental Policy Act. That review could result in additional conditions relevant to the streetscape but not anticipated in the Roosevelt Neighborhood Streetscape Concept Plan.

REASON

While the Roosevelt Neighborhood Streetscape Concept Plan does not establish requirements, the conceptual design has been approved through review by SDOT and DPD. Approval of the concept plan as an Appendix to the Right-of-Way Improvements Manual provides recognition of the design and gives clear guidance to property owners who wish to follow these plans.