



## **ROOSEVELT NEIGHBORHOOD ASSOCIATION: COMMUNITY RESPONSE TO HALA REPORT & DRAFT PLAN**

*by the Roosevelt Neighborhood Association (RNA)*

*March 7, 2017*

### **EXECUTIVE SUMMARY**

This report summarizes feedback from the broader Roosevelt community on the City of Seattle's Housing Affordability and Livability Agenda's (HALA's) Draft Zoning Change plan released in October 2016.

Feedback was collected via a community meeting on December 10, 2016 and an online survey, both organized by the Roosevelt Neighborhood Association.

Overall, Roosevelt community members welcome increased density in the neighborhood, though there were a diversity of views on how and where to incorporate new housing units. Opinions were split on a number of issues such as: the effectiveness of transitions, whether the plan will actually increase the number of units and diversity of housing, and if the plan allowed more people to take advantage of community assets.

Many participants were encouraged by the MHA requirements that will increase affordability, though a great deal of people wanted to ensure: (1) affordable "family-sized" units be created in addition to studio and 1BR apartments, and (2) affordable housing be located **within Roosevelt**, and not simply see developers pay into a fund to create affordable units elsewhere in the city.

There was general support for the increased zoning, particularly near the "urban core," provided that the plan fostered walkable and pedestrian features and preserved or added community assets. This could be done, for example, by ensuring wider sidewalks and greater setbacks, plus incorporating community gathering spaces into new construction. Lastly, some viewed the Urban Village expansion (particularly east of 15<sup>th</sup> Ave NE) as "natural", although there was often strong opposition from many Ravenna community members whose properties would now be located within the urban village and thus impacted by zoning changes.

In conclusion, the RNA supports:

- The proposed rezoning & MHA policy, though refining the transitions noted, especially increased setbacks for enhanced landscaping in all LR & MR zones (10' similar to RSL).
- Expansion of the Urban Village, acknowledging divergent views in the affected community that opposes it.
- Neighborhood planning to include community needs: open space and parks, additional school/s, and pedestrian safety.

### **DATA COLLECTION SUMMARY**

On December 10 2016, the Roosevelt Neighborhood Association's (RNA) Land Use Committee organized a Community Forum (one of a series in "Land Use Academy" [LUA] workshops) following the release of proposed zoning changes in October 2016 by the City of Seattle's HALA Committee. The workshop aimed to educate Roosevelt community members on proposed zoning changes to the Roosevelt Urban Village and collect community feedback to be submitted to the city. In addition to the workshop, community members could submit responses to an online survey through January 7<sup>th</sup>, 2017.



More than 70 participants attended the event on December 10<sup>th</sup>, and were divided into 8 discussion groups that addressed themes like zoning changes, livability and neighborhood character, and the urban village boundary. There 26 respondents to the online survey, the majority of whom did not attend the workshop. The following is a synthesis of comments from the **more than 70 participants** in attendance and the **26 survey respondents**.

## SUMMARY OF FINDINGS

### Zoning Changes

Overall, there is significant support for increased density in the Roosevelt neighborhood and participants agreed the plan would lead to more density. Participants almost unanimously supported increased zoning density closest to the Roosevelt commercial/urban core, where the zoning currently is NC & MR. There were also many requests for additional community gathering and green/open space within these areas.

*[Note: There are different views on what constitutes (and should constitute) the “Roosevelt urban core”. In this report, the urban core is generally understood to be the area between Roosevelt & 12<sup>th</sup> Ave NE, between NE 63<sup>rd</sup> St and NE 67<sup>th</sup> St.]*

About half of the participants agree that the draft plan encourages a wide variety of housing options and locates housing near community assets, though about a third disagree; survey respondents were similarly divided on these issues. There is strong desire for “family-sized” housing units (2+ BR) - a mix of housing in the neighborhood, not just Studio and 1BR housing that are common in new market-rate housing constructions. Roosevelt is a neighborhood that has substantial benefits and assets for families (access to parks, schools, transit), so ensuring more housing-type diversity is greatly needed. Only slightly more than half of survey respondents believed that the plan located enough housing near community assets.

One topic addressed was the potential impact on individual property owners based on various up-zones (from SF to RSL, LR1, etc). Property values in the Roosevelt neighborhood are currently high, significantly surpassing land values at which developers may desire to purchase individual parcels zoned RSL & LR1, coupled with the marginal development difference between SF & RSL, development potential for RSL & LR1 properties is less likely in the Roosevelt area. It is important to note that there were many misconceptions about RSL zoning: many participants feared significant increases in housing stock and size in proposed RSL zones, even though the proposed changes would not inevitably lead to these results (again, especially given the value of existing single family homes in this area).

Specific comments/suggestions made by two or more participants dealing with specific zoning changes:

- Increase density closer to I-5, west of Roosevelt. This has already begun to take place north of 65<sup>th</sup> St (for example, the Eleanor Apartments), so some participants called for further increases both south of NE 65<sup>th</sup> St, as well as up to at least 69<sup>th</sup> St. A survey respondent noted that taller buildings adjacent to I-5 might even dim highway noise in parts of the neighborhood, minimizing noise pollution and preserving a community asset (quiet streets).
- Similarly, increase the zoning on the block between 8<sup>th</sup> Ave NE and Roosevelt Way, between NE 68<sup>th</sup> St and NE 69<sup>th</sup> St (currently where the Christian Cavalry Assembly sits). This was viewed as prime real estate near the urban core that currently offers no housing units. There was support for not only increasing the zoning along Roosevelt Way NE on this block, but also for increasing the zoning from LR2 to at least LR3 on the remainder of the block.



- Transitions: participants overall seemed to approve of the transitions between zoning areas, although survey respondents were split on whether the plan effectively used low-rise zones to transition between commercial and residential zones. Some, however, made the following suggestions to create smoother transitions.
  - There is a section between 15<sup>th</sup> and 16<sup>th</sup> Ave NE, south of 65<sup>th</sup> St NE, where there is a proposal to change a SF zone to NC1-55; this not only seemed a drastic change, but also lacking transitions, as it is adjacent to a proposed RSL zone. Aligning the south extension of this NC zone with those west of 15<sup>th</sup> Ave NE seems more suitable than currently presented.
  - The proposed zoning change to LR2 on the blocks between 12<sup>th</sup> Ave NE and 15<sup>th</sup> Ave NE, from NE 68<sup>th</sup> St to NE 70<sup>th</sup> St. Suggestion: only up-zone the north half (north of 69<sup>th</sup> St) to LR1.
  - Some survey participants remarked on the abrupt change between proposed zoning on Roosevelt Way NE north of 70<sup>th</sup> St (proposed NC2-55) and the adjacent residential areas (proposed LR1).
- Participants were split on support for the zoning in the southeast quadrant of Roosevelt (south of NE 65<sup>th</sup> St and east of 12<sup>th</sup> Ave NE), particularly the area proposed to be up-zoned to LR2. A few supported increased density in this area, while many residents voiced many objections to these changes.

### **Affordability**

There was no consensus on whether the plan actually supports affordability within Roosevelt, and only about a third of survey respondents agreed that the plan supported affordability. Many expressed concern that while the proposed MHA requirements offer a positive step towards affordability, the current requirements may not lead to the creation of affordable housing within Roosevelt. Almost all participants at both the workshop, and some survey respondents, wanted measures to ensure that affordable housing would be built *in Roosevelt* proper. Some comments strongly discouraged simply letting developers pay into the fund in lieu of incorporating these units directly into their projects or nearby new builds.

“Where are the middle-income family units?” one survey respondent asked. Again, many called for affordable family-sized units (2+ BR) in addition to affordable studio and 1BR units. In conclusion, there is strong support for affordable housing generally in the Roosevelt neighborhood and people generally supported or called for expanded MHA requirements.

### **Livability**

As previously mentioned, there are many requests for additional community amenities within the Roosevelt neighborhood. This may include infrastructure such as parks, green or open space, schools, a library, a community center with gathering space, etc. Survey respondents were split on if the plan supported livability. In the workshop, there was general support for the increased zoning if setbacks ensure wider sidewalks and space between developments. Participants were split around the most appropriate zoning near parks: some wanted to preserve lower-density zoning near parks like Cowen Park, though others were not opposed to locating additional housing near these assets.

Probably Roosevelt’s most prized asset is its walkability and pedestrian character, plus the accessibility and connectivity of the neighborhood with commercial areas. As a result, there was a hope that new



developments would enhance the pedestrian character and walkability in the neighborhood. Specifically, some suggested increasing front-yard setbacks for landscape, planting, and open space. Others wanted to ensure wide sidewalks and creating safe crossings throughout the neighborhood. Survey respondents generally agreed that the plan supported access to diverse transportation (there's no escaping the Light Rail!).

Another of Roosevelt's strongest assets is the neighborhood character—historic craftsmen homes along quiet tree-lined streets—so some were concerned that increased density may affect the area's character due to the removal of existing homes for new development. Additionally, some participants hoped that future developments along Ravenna Blvd, next to Cowen and Ravenna Park, and adjacent to Roosevelt High School would complement these historical, cultural, and community entities. Many survey respondents did not believe the plan would preserve residences and institutions of historic significance.

### **Urban Village Boundary:**

Overall, most participants from Roosevelt were generally supportive of the proposed expansion of the Urban Village Boundary east of 15<sup>th</sup> Ave NE. It was called a "natural" extension of the Roosevelt area by a few participants; 15<sup>th</sup> Ave NE is only three blocks from the future light rail station, so it seemed appropriate for this area to absorb increased density given the proximity to Roosevelt's resources. Additionally, including the area east of 15<sup>th</sup> Ave NE would make it easier for property owners in those areas to add ADUs and DADUs (due to the lack of additional parking requirements), therefore allowing for potential future density near Roosevelt High School. Many Ravenna participants also supported zoning that encouraged more ADUs and DADUs. Some participants even called for the expansion of the Urban Village and increased zoning south of Ravenna Blvd to NE 63<sup>rd</sup> St between I-5 and Latona. There was no consensus among survey respondents on whether the expanded urban boundary increased access to community assets.

However, opinions on the Urban Village expansion were more split among Ravenna participants, notably those who would be incorporated into the expanded Urban Village. Over half of Ravenna residents residing in the 'expansion' area, vehemently opposed any expansion, pronouncing a very strong "NO" to any changes in their area. This is consistent with a previous petition signed by 118 residents in the area south of NE 65<sup>th</sup>, east of 15<sup>th</sup> Ave NE. Many indicated that 15<sup>th</sup> Ave NE already presented itself as a clear "boundary", and expressed concern that proposed up-zones were a "stepping stone" to future, more drastic, changes that risked "degrading the character" of the area. Some discouraged increased zoning between 15<sup>th</sup> & 20<sup>th</sup> Ave NE, and instead advocated for further increasing the density in the urban core. *Again, the authors note that most of these concerns and suggestions came from Ravenna residents.*

Venturing outside the proposed Urban Village expansion, many participants supported increasing the zoning only along the major arterial of NE 65<sup>th</sup> St east of 15<sup>th</sup> Ave NE. This was viewed as a way to connect the Roosevelt core with the Ravenna business district on NE 65<sup>th</sup> St between 20<sup>th</sup> & 25<sup>th</sup> Ave NE. Also of note is that some Ravenna residents wanted increased zoning solely along NE 65<sup>th</sup>, in place of an urban village expansion east of 15<sup>th</sup> Ave NE, in order to preserve low-density housing stock on smaller side streets north & south of 65<sup>th</sup>.

## **DISCUSSION**



The Roosevelt neighborhood, through community forum and online survey, has provided a great deal of feedback on HALA's proposed zoning changes that the RNA hopes will guide the City's ultimate recommended zoning changes. Overall, community members welcome increased density, particularly near the "urban core," provided that the plan fostered a walkable and pedestrian feel and preserves and added community assets. Affordability, particularly of family-sized units located within Roosevelt proper, was identified as a priority and some expressed concern that the MHA requirements did not go far enough or guarantee local affordable units would be created.

Community members also identified several areas of consideration moving forward. First, to ensure the safety of pedestrians, cyclists, families, and all community members using diverse transportation modes, street safety improvements in line with the City's Vision Zero campaign, are vital to safely accommodate increased growth around the Light Rail. Furthermore, with more density comes greater need for green/open spaces and community resources, and further community feedback will be needed to help identify specific needs and work with stakeholders to create new community assets, and develop a vibrant future Roosevelt.

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Chris Mitchell  
Amanda Winters  
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Scott Cooper, RNA president





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## **RNA: HALA Land Use Academy Dec. 10, 2016 – WORKSHOP INPUT & COMMENTS**

### **1. What do you like about the Roosevelt Neighborhood?**

- pedestrian character
- walkability, not having to own a car
- accessibility & amenities, access to schools & shopping, access to parks
- green space & transit access
- proximity to many amenities, within walking & bicycling distance from a variety of amenities, proximity to community resources (stores, restaurants)
- semi-urban feel, urban lifestyle & needing only 1 car for a family of 4
- proximity to transit, transportation options, good transit & future light rail station
- connected to bicycle trails
- residential quality with setbacks
- nice architecture, craftsman houses/craftsman character, historic feel
- mix of housing,
- diverse land uses, diverse demographics
- gardens & parks, trees,
- beauty
- sense of community, knowing neighbors, have strong sense of community now,
- quiet feel of the residential streets

### **2. Issues and Concerns of Neighbors:**

- Concern that HALA plan will negatively affect the character of the neighborhood
- Concerns about parking that affects livability
- Pressure for several owners to sell together
- Concern about off leash dog areas
- Lot of rentals in area
- Concern about up-zoning Cowan Park
- Need transportation infrastructure
- Concern that transportation links not integrated enough to support car-free living
- Zoning changes will lead to less investment in existing homes
- HALA affects affordability
- Car and pedestrian safety
- Tree retention
- Pedestrian crossings are a problem
- Don't want Street Canyons
- Maintain pedestrian experience
- Need for affordable housing in Roosevelt
- Keep older craftsman style homes
- Micro-housing will create a more transitory character in neighborhood
- People living in areas that will be re-zoned are not aware of the changes
- Infrastructure and parking not currently in place to support increased density
- Does not support historic preservation



- Does not support commercial affordability
- Plan does not benefit small business owners

### **3. What do Roosevelt Neighbors want to see?**

- More transparency in the process
- Zoning changes should happen along backside of properties
- Need to consider future educational demands, library, community center
- More density in central area and less change to whole neighborhood
- Preserve craftsman feel
- Building along Olmstead streets must complement historical nature
- Case by case design review
- Need for more diverse public open space
- Need for more community gathering space
- Desire for another grocery store in area
- Setbacks should provide wider sidewalks and space between developments
- Diversity of housing types
- Increase the zoning on the west side of Roosevelt between NE 68<sup>th</sup> and 69<sup>th</sup> to encourage more density in central area
- Need for diversity of commercial opportunities
- Need for family housing-more family sized housing options
- Need to address the pedestrian character of Roosevelt Neighborhood





## NOTES BY DISCUSSION GROUP

### AREA 1:

Like: walkability, proximity to transit; residential quality with setbacks, trees, beauty, nice architecture; proximity to other amenities; transportation options; not having to own a car.

Concern: about parking that affects livability; tremendous pressure for several owners to sell together; off-leash dog areas

Zoning changes should happen along backsides or properties.  
Setbacks & building design

Concern that there are a lot of rentals in this area, and what will happen over time, as the area starts to get redeveloped. Need rental variety

Need to accommodate future educational demands as population grows; also open space, sustainability

### AREA 2:

Need for more neighborhood businesses, as growth continues

Do not support up-zoning near Cowen park

Parking issues- need for transportation infrastructure

Multiple views on areas east of 15<sup>th</sup> ave ne

### AREA 3 (group1):

Concern that transportation links not integrated enough to support car-free living

Consider more density in central area & less change to the whole neighborhood

Backyard cottages may be more realistic than LR2 to achieve density

Will zoning changes lead to less investment in existing homes?

If fully built-out, this would be a major change in the population and character of the neighborhood.

- Redevelopment may be slow or never happen
- How does this help affordability?

### AREA 3 (group2):

Likes: pedestrian character & transit (future light rail); diverse land uses; diverse demographics; architecture; gardens & parks; mix of housing

How does HALA affect individual design review by local neighbors? HALA should require this

How will car & pedestrian safety be preserved under HALA?



*(Area 3, Group 2 Continued)*

HALA concerns:

- How will MHA ensure there will be enough affordable units in Roosevelt?
- How will MHA ensure there will be family-sized units, not just studios?
- Tree retention
- New parks
- Pedestrian crossings (15<sup>th</sup> & NE 65<sup>th</sup> St.)
- Street canyons
- Setbacks to sidewalks
- Traffic

Preserve craftsman feel

Case by case design review

Building types along Olmstead streets must complement historical nature

AREA 4 (group 1):

What are the “targets”?

Maintain pedestrian experience

- Pedestrian paths in addition to sidewalks
- Large setbacks, staircase development
- Investment in pedestrian safety (crossing at arterials)

Up-zones east of 15<sup>th</sup> Ave NE – are disruptive changes

- SF5000 to LR2, to NC55
- Concerns about displacement & character changes

Need for more & diverse public open space, as density grows (*where is the 14<sup>th</sup> ave park?*)

- Within new developments

AREA 4 (group 2):

Likes: sense of community, knowing neighbors, have strong sense of community now, historic feel

Need for more transparency in process

Are these urban village boundary changes going to happen no matter what community says? Sara: there will be some changes as required by the HALA principles.

Need for more affordable housing IN Roosevelt, through MHA. Developer paid affordable housing money should stay in neighborhood.

Start w/ LR2 (instead of LR3) east of 15<sup>th</sup> Ave NE so it would go from LR 2 on 15<sup>th</sup> down to RSL on west side of 16<sup>th</sup>.

Reduce up-zone creep/boundary creep

Some angry at expansion of urban village boundary (after thinking it was not going to expand)



*(Area 4, Group 2 Continued)*

Need for more green space & community gathering space, to be included in zoning plans  
Require developers to include green space.

Need for more school capacity, library, community center  
More density within the current urban village boundaries rather than expanding boundaries.

ADU & DADU preferred rather than increased development, more in character with neighborhood.

No east expansion of the urban village boundaries.  
No increased zoning heights (additional story) along NE65th between NE 20<sup>th</sup> & 25<sup>th</sup> Streets

AREA 4 (group 3):

LIKES: Within walking & bicycling distance from a variety of amenities. Urban lifestyle & only needing one car for a family of 4. Proximity to community resources (stores, restaurants) and also quiet feel of the residential streets. Connected to bicycle trails.

Access to parks  
Semi-urban feel  
Accessibility & amenities  
Green space & transit access  
Access to schools & shopping  
Walkability

CONCERNS:

for bike options, pedestrian & bus rider safety.  
Keeping older craftsman style of houses.  
Raising rents and house prices.  
Pedestrian safety – proposed plan supports walking & biking, but the zoning does not specifically address this concern.  
That micro-housing will create a more transitory character; less investment  
That new affordable housing will be small apartment units, versus expensive single-family housing.  
That people who live in areas that will be re-zoned are not aware of the changes.  
Split-zoning on the same block (some in favor, though not all)  
Parking and that infrastructure is not currently in place to support increased density.  
That it will take 10-15 years for people to adjust to not using vehicles as they currently do. We are in an “adjustment” period.

SUPPORTIVE:

ADUs & DADUs, though not favorable of new townhouses  
Affinity for former QFC & desire for another grocery store in the area.  
Upzone in the Ravenna area east of 20<sup>th</sup> Ave NE, but not between 15<sup>th</sup> & 20<sup>th</sup> Ave NE  
Generally supportive of the increased zoning IF setbacks provide for wider sidewalks & space between developments.  
Increased commercial activity, though concerned because of the lack of new businesses.  
Some support for expanding the Urban Village boundary further, as many could walk the distance outlined in <10min.  
Increased zoning along the east side of 15<sup>th</sup> ave ne, but not beyond, and not at all between 17<sup>th</sup> & 20<sup>th</sup> Ave NE.  
Expanding the Urban Village east of 15<sup>th</sup> Ave NE seems ‘natural’, although 17<sup>th</sup> Ave NE seems arbitrary.



*(Area 4, Group 3 Continued)*

Defer the zoning changes east of 15<sup>th</sup> for 10 years?

DESIRE

Wanting to ensure diversity of housing types and also diversity of residents (socioeconomic, racial, ethnic, age, family size, other demographics)

More open space (green streets, parklets, gathering spaces)

Family-sized housing

That the zoning increases will lead to increased amenities

Some desire for a buffer adjacent to Cowen, Roosevelt P-patch, & other parks, though no consensus.

For MORE Affordable housing, increasing the percentage

The Urban Village should include parks (Cowen, Reservoir)

Mixed feelings about changing single-family areas to RSL from SF

Zoning transitions at 15<sup>th</sup> & 16<sup>th</sup> Ave NE – seem abrupt in places

Support for increasing the zoning on the west side of Roosevelt between NE 68<sup>th</sup> & NE 69<sup>th</sup> Streets to encourage more density in the central area.

Need for diversity of housing types for families, low-income, medium density

Need for diversity of commercial opportunities throughout Urban Village

AREA 4 (group 4):

Boundary expansion is just a leader for future expansion of commercial

Plan is inconsistent of needs & services

Livability would allow Seattle to move commercial space

Does not support historic preservation

Does not support commercial affordability

U-District upzone & U-Village expansion squeezes the area, affecting livability

Need for family housing

Make the reservoir a park

We have a neighborhood plan, why are we starting over again?

Fear that rezoning will keep expanding

Concern that plan will negatively affect the character of the neighborhood.

Range of housing options does not exist with HALA proposal

Does not support historic preservation

No on commercial affordability. Plan does not benefit small business owners

Development standards – including community & neighborhood recommendations (*unclear*)

Does not address walkability & pedestrian character



*(Area 4, Group 4 Continued)*

Why isn't the growth closer to I-5?

Livability – we want a park at the Reservoir.

Taper zoning

Want more family-sized housing options

Adopt "original" plan –*unsure what plan this is reference to*

We are not in support of plan.

Limit Urban Village to 15<sup>th</sup> Ave NE

Support limited zoning along arterials (15<sup>th</sup> & 65<sup>th</sup>)

Plan does not meet City's stated goal of diversity

The plan does not do anything for the homeless.

Will not meet the city's race & social justice goals because developers can pay into MHA & housing will be built elsewhere.

Transition problem – too out of scale, abrupt

Support 65<sup>th</sup> St. upzone

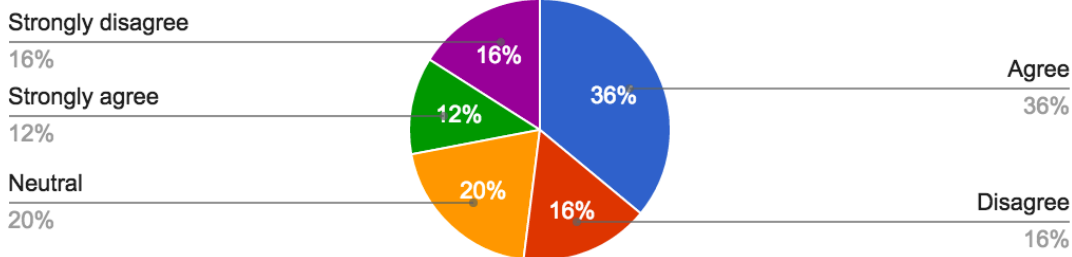


## RNA: HALA Land Use Academy Survey

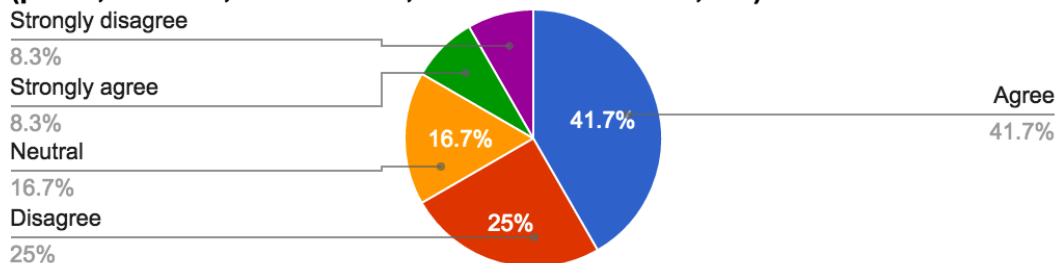
RNA generated a survey based on HALA feedback priorities to provide another opportunity for community residents to participate in the input process. The Survey was open from December 10, 2016 to January 7, 2017. A total of 26 people responded (16 Roosevelt residents; 8 nearby residents; and 2 with other neighborhood affiliations).

### HOUSING

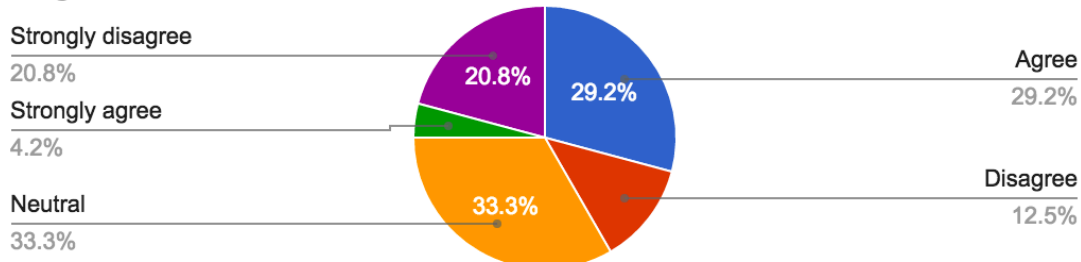
#### The Roosevelt Draft Plan encourages a wide variety of housing options, including family-sized units.



#### The Roosevelt Draft Plan locates enough housing near community assets (parks, schools, transit hubs, commercial centers, etc).



#### The Roosevelt Draft Plan adequately supports housing affordability in the neighborhood.



#### How can the plan be improved with regard to housing density and affordability? (please be specific)

- Promote greater density of urban village so there is economic incentive for properties to add housing, more housing.
- Shift lots NW of 62nd & 12th from LR30 to LR40, provide a better transition from 55' to 30'. Consider raising lots along Ravenna W of 11th/12th to LR40. Extend Green Lake urban-village boundary S to 63rd between Latona & I-5, zone it and adjacent lots to 40' (MU along Latona, LR for the rest), paired with a well-





maintained pedestrian cut through between 63rd & Ravenna & crosswalk across Ravenna. ... I said "neutral" for the affordability question simply because I don't think I'm qualified to comment on affordability in that manner; that said, I hope that by catching up with housing demand, that will inherently drive affordability.

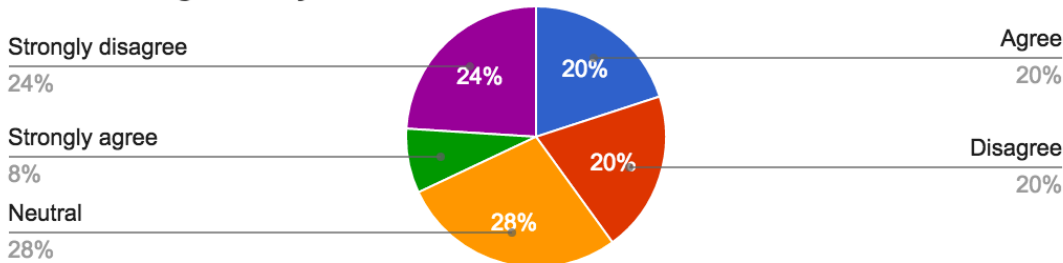
- Increase the density from proposed LR3 to M on the block between Roosevelt Way NE and 12th NE from NE 67th to NE 70th. Eliminate the RSL zoning areas east 15th NE. Increase density near the light rail station and decrease it on the periphery. Force infill first.
- Keep your mitts off Ravenna. It's bad enough you're ruining Roosevelt in response to chasing self-created problems, but don't ruin the rest of us.
- Developers should be required to provide low-income units in the buildings, rather than being able to pay into a fund to put these units "somewhere else." Having the payment option will further ghettoize housing, with rich people near transit and poor people living elsewhere, in units established by the buy-out option offered to developers. Let's keep the low-income units in the desirable neighborhoods and not let developers buy their way out of this responsibility.
- Demand that any developer monies that come through development fees must stay in the Roosevelt area. There is wide concern that the apartments being planned are too small for families, or if 2-3 bedroom, too expensive for families. Where are the middle income family-size units?
- Higher percentage of affordable housing, more parking, and holy shit your graphic designer needs to use colors with more contrast because these are lovely but I can't frickin tell them apart easily enough.
- My answer specifically relates to existing structures, some which are nearby, but may exist within or outside the proposed boundaries. I would like to encourage existing structures, such as duplex, triplex and fourplex structures, and/or apartment buildings, to add additional units (ie: another level) if it is structurally feasible.
- The plan emphasizes housing near transit (light rail) but fails to put enough units near other neighborhood amenities: the business district between 66th and 62nd, the 65th street corridor, the school, and parks. Although those east of 15th do not want to see their zoning changed, that would be a missed opportunity. They are actually closer to the entrance to the light rail and other neighborhood amenities, than those SF areas slated for massive upzones. Urban planners would do well to think about areas of Roosevelt and west Ravenna/east Greenlake that are dilapidated or literally parking lots (there are two parking lots almost the length of a city block about one or two blocks from the entrance to the light rail at Whole Foods and the CCA church), before encouraging the destruction of homes in good condition through zoning.
- I think there should be an increase in density in the Roosevelt neighborhood. I agree that upzoning and multifamily lots should be encouraged in the expansion areas as well. I believe that an increase in development of expansion areas will improve housing affordability in the area.
- The plan seems to place more emphasis on providing opportunities to those not already in the neighborhood rather than preserving the nature and quality of the existing environment. Hence it is a "taking" from the current residents without any compensation. They chose to live in Roosevelt because of its existing nature: bungalows, walk-ability and quiet. This plan significantly alters that environment. The plan can be improved by reducing the density of the proposed housing.
- Include in the plan a commitment to build affordable housing vs. paying a fee for affordable housing to be built elsewhere. 2) Include in the plan specific commitments to additional city services like increased school capacity, increased library capacity, and increased community center capacity. While the City talks about this, it would be helpful to see it in writing.
- The plan should increase density (Mid rise zoning) closer to the light rail station (Brooklyn Ave NE between 65th and 64th) and then have lower the density as you move south on Brooklyn. This would provide more affordable housing units while better transitioning to the RSL zoning at the park. Mid Rise close to the light rail won't disrupt the neighborhood due to 65th and the Century Link commercial building.
- We need more housing close (half mile) from the station. We should put LR2 on 16th.
- Please REQUIRE developers build affordable units on site, rather than pay a fee, or no real affordable housing, except tiny units will result. Increased density is appropriate for Roosevelt, next to light rail. The trade off will likely be reduction of family size units in proximity to Roosevelt High School.



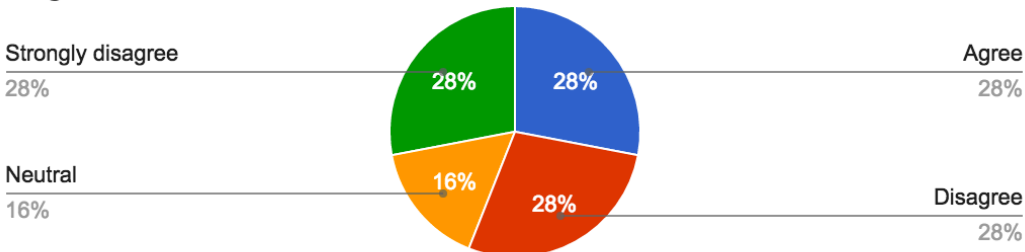
- My understanding is that most new units will be small, inadequate for family use, and that developers can pay to put low income units in other neighborhoods.

## TRANSITIONS

### The Roosevelt Draft Plan effectively uses low-rise zones to help transition between single-family and commercial / mixed-use zones.



### The Roosevelt Draft Plan creates soft transitions among zones of varying heights.



### How can the plan be improved with regard to transitions between zones? (please be specific)

- Still think that 75 feet is too tall in front of the high school and a block from single family residential. I would have preferred 65.
- Don't worry about transitions. Transitions were necessary when Industry was noxious and needed (for health and safety) to be separate from homes. Transitions are just political tools to soften the blow of change. Be bold
- See prior answer about density.
- Take a hard look at incompatible adjacent zoning. An example is on the west side of Roosevelt Way NE and NE 73 St. The entire block is zoned NC3 EXCEPT for two lots on NE 73rd (which currently have houses while the rest of the block has commercial/apartments) which are zoned L2(?). The street is a FREEWAY offramp! It's obvious that in creating the plan, the city planners utilized the existing zoning map and just upzoned existing zoning rather than taking a blank map and determining what the appropriate zoning should be for the area irrelevant of existing zoning.
- You lost the battle 10 years ago. You can't try and make up for it now by moving "transition" lines and pretending none of that back then matters, the line was 15th, stick to it and leave SFR residential to the east of alone.
- The high-rise zones press into the single-family neighborhoods, without much transition. The planners do not seem to realize that single families ARE part of diversity. We are eyes on the street, we are kids playing in the alley, we are many generations living side by side. We do not want to drive out single families, who can no longer afford housing, in favor of the more transient population who live in the "apodments,"

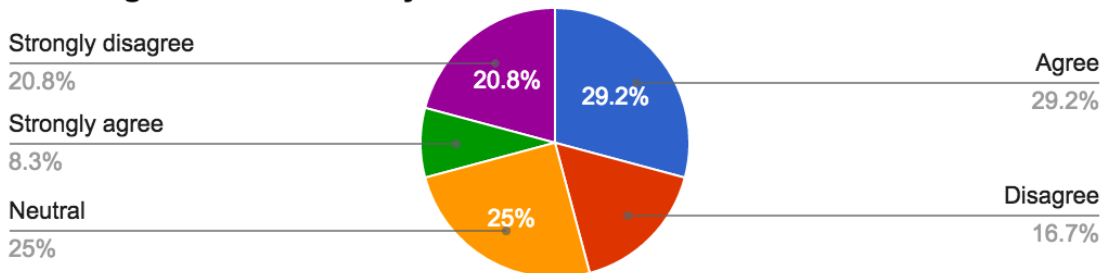


people who have no vested interest in the life of the neighborhood. Sacrificing single-family housing for high-rise dwellings is short-sighted and does not contribute to the long-term health of our neighborhoods.

- Keep the urban village boundary at NE 15th on the east side.
- Additions (more housing units) added to existing multi-family structures in the neighborhoods.
- There are multiple areas, such as 70th where transitions go from LR2 to single family. This is poor planning and will create development friction in the existing single family zoning between 68th and 70th and 12th and 15th. That zoning should remain single family.
- LR3 and LR2 zoning between the high school and 70th street is too intense for the area. I support multifamily units directly adjacent to the light rail, but LR3 and LR2 zoning above 68th street removes so much of the character of the neighborhood and it seems like it would create another Ballard with boxy structures next to historic craftsmans.
- I do not believe transitions between zones are necessary. I think with the expected growth in the area and the current shortage of housing that the plan should focus on maximizing density.
- At 16th and 65th there is a large transition between high rise and single family just south on 16th. Maybe 65th should be lower height on that corner.
- Reduce height of each zone; increase mandatory parking
- The plan should increase density closer to 65th and the commercial areas and then quickly transition to RSL closer to the park. On Brooklyn, between 62nd and 63rd should be RSL and Mid rise between 65th and 64th on the western side of the street and LR3 on the eastern side of the street.
- Wedding cake the zoning. Don't put 7 stories next to SF homes. Create an LR2 buffer zone.
- I would prefer taller buildings with appropriate landscaping along Ravenna Blvd, west of 12th rather than the patchwork that is proposed. Buildings with very good soundproofing are important facing I-5.
- Use existing arterials to create natural boundaries rather than destroying established historic neighborhoods.

#### URBAN VILLAGE BOUNDARY

**The Roosevelt Draft Plan's expanded boundary allows more people to take advantage of the community's assets.**



#### How can the plan be improved with regard to the urban village boundary? (please be specific)

- This question and a few others is confusing and leading. What is a community asset and what is meant by protecting?
- Fill in area bounded by Roosevelt, 15th, 55th, Ravenna, with LR40 or denser.
- Keep the boundaries at 15th (East) and 65th (south). Don't fool us by annexing the park in order to meet the requirement of green space. Put green space in the middle of the urban village where it belongs and where it is easily accessible by all. Pushing the boundaries beyond 15th and 65th compromises one of the most beautiful neighborhoods in the city. Don't you want demographic diversity in the neighborhoods? Pushing the boundaries is going to run out residents who have been in their homes for a long time - none of



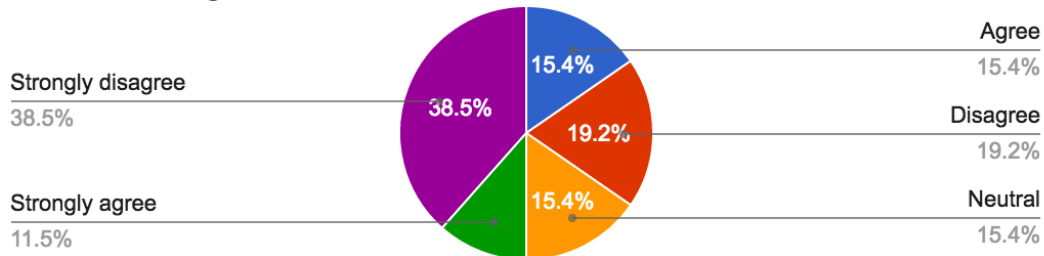
us want to see our neighborhood rezoned. You will end up with a younger demographic and a much smaller tax base.

- Again, increase density near the station and reduce it around the periphery. Once infill has occurred, in 10-15-20 years, then look at expanding the boundary.
- Move your boundary to the real boundary (15th) and stay on your own side of the fence.
- The natural boundary is 15th Ave NE, and that is where the Urban Village should stop. Encroaching into the neighborhoods will further erode not only the beauty and character of the neighborhoods, but will make them less safe (fewer people on front stoops, fewer families with children home during the day). Sacrificing the architectural beauty of the Ravenna neighborhood is short-sighted and benefits only the developers, not the citizens. Can I send you a copy of Jane Jacobs' "The Death and Life of Great American Cities"? Why would we stand by as a functioning, lovely neighborhood is destroyed?
- I really like the plan. I do think that there are important areas that should be preserved. I think the areas directly on the borders of Cowen park (Brooklyn Ave NE and Ne 62nd St) do not need to be included. This area has a lot of old craftsman homes. Excluding this area would help keep that part of the neighborhood in its historical conditions. I do recognize the importance of increasing access to community areas. However, I don't think rezoning that area will significantly increase access to the park. That feels like a bloated word that is unsupported with much evidence. Access will be increased by the entire rezone and access is already provided to all residents in the neighborhood. The park is already walk-able for the neighborhood residents. (I do respect the idea of increasing access for elderly, however, the rezone won't necessarily do that next to the park. That's more concerned with individual choice).
- Keep the boundary at 15th on the east. It's a natural boundary.
- I think it should include areas along NE 65th between 15th and 25th for more density.
- Definitely expand the urban village boundary beyond 15th avenue. Many individuals east of 15th are NIMBY, yet they utilize and benefit from the resources in Roosevelt. It's an interesting turn of events to hear them advocate for massive upzoning west of 15th but vehemently oppose slight upzoning east of 15th. It's hypocritical and the city should be bold.
- To ensure density and affordability, I think the plan should allow for maximum upzoning, multifamily zoning, and the development of small lots in the urban village boundary.
- City and RNA should consider expanding boundary further east on 65th.
- Take into consideration that any modification to the Roosevelt neighborhood impacts, and essentially "takes away" from the quality of life of the original residents.
- expanding the boundary more so, along NE 65th St, east of 15th Ave NE, and less south of NE 65th St.
- Single family neighborhoods so close to a major piece of infrastructure should be more dense than one house on a SF lot.
- While the logical and historic boundary of Ravenna and Roosevelt has been 15th Ave NE, I support a partial expansion of the boundary north of 65th to 68th, along the east side of 15th, including the west side of 16th Ave NE. Such an expansion would provide a buffer zone for the single family neighborhood to the east, and facilitate redevelopment of the properties on 15th and 16th that have been let deteriorate from landlord speculation and neglect. The topography changes dramatically going to 17th and thus 16th is a better dividing line that hopefully will discourage speculators. The families in this part of Ravenna use Roosevelt high school; ironically if the expansion went to 17th, less family size housing could result in fewer people being able to access the high school.
- One of the community's assets is the ability to walk and enjoy the tree-lined streets in long-established craftsman neighborhoods. The plan to expand boundaries beyond 15th will destroy several streets of that advantage. These streets are already zoned for mother-in-law apartments, and/or studios that can be rented, meeting some of the criteria for low income housing.

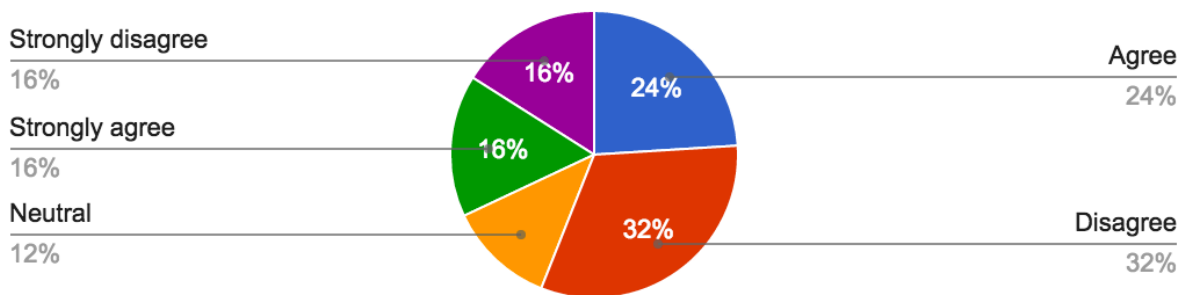


## LIVABILITY AND NEIGHBORHOOD CHARACTER

**The Roosevelt Draft Plan preserves residences and institutions of historic and cultural significance.**



**The Roosevelt Draft Plan supports livability in the neighborhood.**



### How can the plan be improved with regard to livability and character? (please be specific)

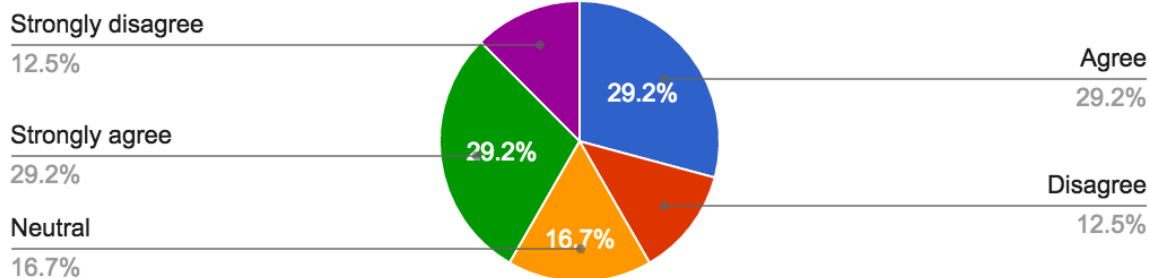
- I would have loved to see a plaza type area right next to the station....
- More usable open space anytime density increases. This is the failure of seattle.
- I am not aware of any historical preservation in the plan. If there was it seems that Ravenna would be off limits to rezoning. It seems to support livability for a younger demographic only.
- Again increase density in the core while reducing community impact on the periphery.
- The new, new, new Roosevelt Draft Plan is a waste of time (like the first two). The City only cares if you are puppets and 'your' plan is whatever they tell you it is. What a waste of time. but in the meantime, you drew Ravenna into this and are now mucking up our neighborhood. You lost all sense of historic and cultural Roosevelt when they raped Roosevelt in 2011-2012.
- The plan has no clause about design or review procedures; hence the number of eyesores being built in Roosevelt. Nor is there a plan for adequate parking for all these new units. It is a free-for-all for developers, with little benefit for those of us living here. Meanwhile, long-time residents are faced with not being able to park in front of their own houses, noise, pollution and chaos along NE 65th St. "Livability" means not packing in more people than the infrastructure can support. The area is already congested, and everything about the HALA document makes it more so.
- Convince HALA to get ride of the ability for developers to give money to the city instead of providing mandatory affordable units. The city has included this to balance the effects of this mandatory clause for stakeholders and developers, but the potential of affordability and livability might not change if developers can just 'buy' out of it. Outside developers don't always have a sense of community. We do and we should guide it.
- Protect the neighborhood character by keeping current SFD intact.



- We need an off-leash dog park very badly. The nearest one is over by the zoo, that's too far for quick/casual trips. We also need a LOT more parking--make new apartments actually have parking for their residents!!
- Keep construction design elements within the standards that reflect the character of the community--ie: the use of brick. Vary the heights of the buildings so that it does not become a solid wall of square buildings (not like new construction in Ballard!). Add public art to the business corners and parks. Encourage use of 'green' roofs--either with 'living roofs' or usable rooftops with plantings.
- Designate and encourage more open space, public art, and pedestrian character. Buildings not zoned for ground level commercial use will lack the pedestrian appeal that makes buildings like the Rooster and Kavela livable for the community. LR3s are particularly egregious. I'd rather see more mixed/commercial zoning along the major avenues than LR3 and LR2 in current SF zones. With increased density, brings not just humans but their companion canines. As you get rid of backyards, Roosevelt will need an off-leash dog area to provide space for canines to exercise.
- I think the plan should increase zoning for small/large businesses as well as increase housing density in the urban village and expanded urban village boundaries. The plan could improve livability and character by increasing the density of housing and businesses allowing neighbors to shop within walking distance of their housing.
- Smaller lots in the long run could result in destruction of the uniform blocks of craftsman housing south of NE 65th. I suggest keeping lots the same size, but allowing more housing units on the same lot as long as craftsman housing is retained.
- Make absolutely sure that the land currently occupied by the Roosevelt Reservoir remains open; either as park land or in its current configuration.
- As the density increases, appropriate increases in green/open space also need to be planned for at the Reservoir site, transit station and proposed pocket park across from the high school. There will be many improvements with growth in Roosevelt, but one potential loss is one of the best collections of historic craftsmen houses in Seattle in Ravenna. I feel that Ravenna is a vibrant family friendly neighborhood that should be preserved, especially as the family housing is being lost in Roosevelt. Rather than just moving the development east, street by street, Ravenna should do its own neighborhood plan that increases housing opportunities in the neighborhood that support the business district while preserving the best of the housing stock.
- As above, there is ample opportunity to build along the 65th Street corridor and the west side of 15th Ave. without destroying the character of historic houses on 16th and 17th avenues.

## TRANSPORTATION

### The Roosevelt Draft Plan supports access to diverse transportation options.



### How can the plan be improved with regard to access to transportation? (please be specific)

- Bike facilities. Think Copenhagen.
- Nothing here...just noting that I like the increased density in nearly all directions from the light rail stop.
- Coordinate bus service to the area.

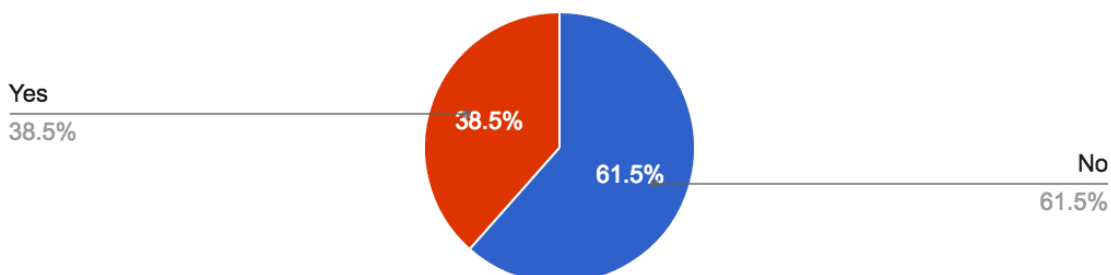




- Stop bike lanes on Arterials. That was part of the original Roosevelt reaction. Stick to it.... unless you don't give a crap about business. The City could care less about traffic nightmares and whether a business can survive, but the neighborhood is supposed to. Prove it by standing up against a ridiculously small amount of people riding bikes. Go count the number of bikes in late February versus cars.
- Restore bus service (#71) along NE 65th St., especially on Sunday.
- Roosevelt is a transportation hub. I have faith that the city will continue to improve it. I want to use this to speak about a different concern. Specifically, the use of the TOD area by the light rail. I love the idea of using that space for affordable housing units, however, I think concern should be given to protect the high schools historic view of the Olympic Mountain range. In addition, I have heard very little talk about making it a community centered area. The area around the light rail has the potential to become the neighborhood center. Small community shops, community centers, and green space would really provide something special for the community. With the light rail opening soon, I think a lot more homes are going to be purchased in the surrounding area and converted into large apartment buildings. These alongside the MHA requirements, will really help increase access to units for new residents. I don't think the city should convert the space by the light rail into more apartments. It has the potential to become a true neighborhood center for everyone, not just renters. In 20 years, Roosevelt will be mostly apartments in the urban village boundary. Why not protect the center?
- There's not enough parking. They're putting in like 83 micro-studios (UGHHH) on 9th and 64th and ZERO PARKING SPACES
- Require more bike racks in condo and apartment complexes, commercial businesses and parks.
- Try not to focus entirely on the light rail...it's important, but people need to go places other than downtown and northgate. the buses along 65th are important for people trying to get east and west and more housing should be located along those lines. Also, consider increasing density along the Green Lake Park & Ride.
- The plan can be improved by allowing maximum density in the urban village and expanded urban village boundaries. The more housing that is made available within walking distance of the light rail station and major arterials will give more people access to transportation.
- The loss of METRO bus routes to down town via Eastlake has dramatically changed the transportation options. Having to travel to the Light Rail station significantly increases travel time and discourages using mass transit.
- creating better east-west bike lanes, and coordinating the future light rail-to-bus stop connection
- no suggestions
- If 5 years from now, when the Roosevelt light rail is operating, is the plan you refer to, then it may be adequate at that time. Meanwhile, by supporting the elimination of most bus routes to the city, the time has more than doubled to get in and out of downtown Seattle. For many people, it is no longer possible to walk the longer distances. Most people in the neighborhood now drive where they used to take busses. Other families, if they are able, have had to buy a second car. Something is very wrong with the transportation plan and/or execution.

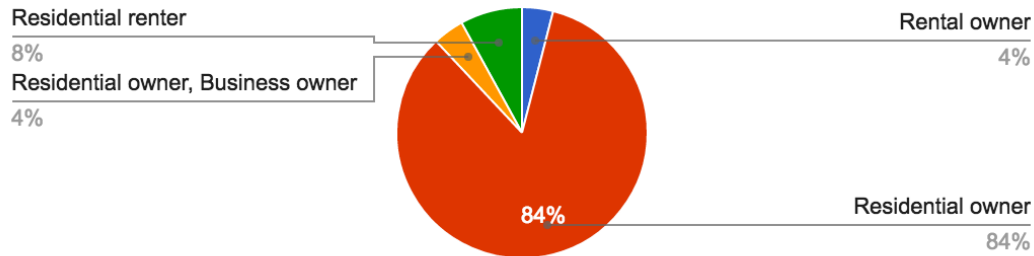
#### **VOLUNTARY DEMOGRAPHICS**

**Did you attend the RNA's HALA Land Use Academy on December 10, 2016?**

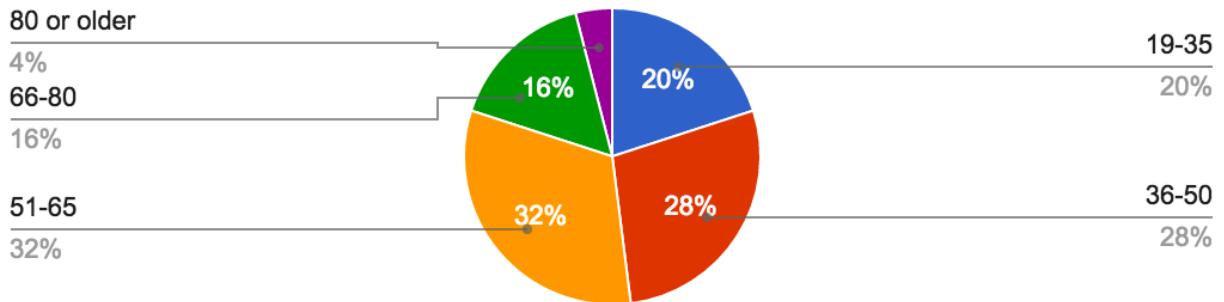




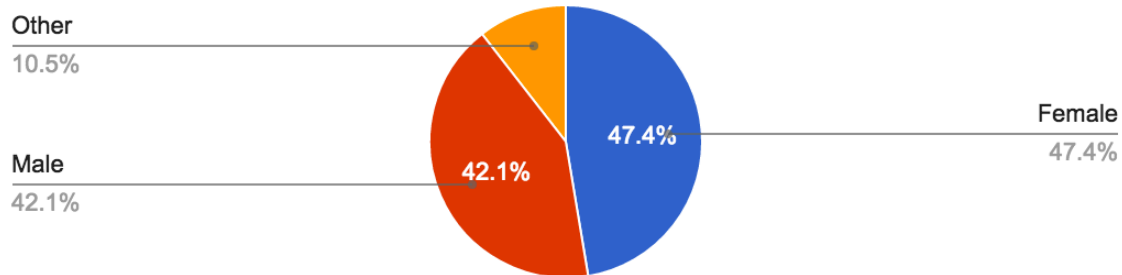
### I would consider myself a...(check all that apply)



### (Optional) My age is...



### (Optional) My gender is...



### (Optional) I best identify as...(check all that apply)

