

June 3, 2011
The Hon. Michael McGinn
Mayor City of Seattle 600 4th Avenue, 7th Floor
Seattle, WA 98124-4749

Re: DPD's Proposed Roosevelt Rezone

Dear Mayor McGinn:

We urge you to take a leadership role regarding DPD's currently proposed rezone in Roosevelt. As you know, several individuals and groups have written to comment on the proposed rezone, which will constrain development capacity within close proximity to the future Roosevelt Sound Transit Station.

The creation of transit-oriented communities supports the significant public investment in transit that will occur in Roosevelt as a result of the new station. Transit investments are most effective when combined with opportunities for more people to live, shop and work near the stations. The Planning Commission's recent Transit Communities Report identified several communities, including Roosevelt, as areas in which more housing and infrastructure should occur to take advantage of the investment in transit. Futurewise's Blueprint report made similar recommendations related to the Roosevelt neighborhood.

The current zoning plan as proposed by DPD constrains development in the station area, a 5-10 minute walk, to primarily single family housing, with only 2-3 blocks of additional NC-65 zoning in the neighborhood core. The core, areas currently zoned for NC3-65, have no proposed increases in density. Other proposed changes are primarily minor single level "step ups" to transition from the slightly larger core to surrounding single family housing (Ex. LR1 to LR2), or character changes (Ex. LR to NC).

All together the current plan will only result in an increase in housing capacity of only 350 units. A majority of this increase is immediately adjacent to I-5, where Sound Transit originally proposed to build the station.

The Roosevelt community successfully lobbied Sound Transit to move the station closer to the heart of the Roosevelt neighborhood in order to create a vibrant neighborhood center. DPD's plan does not properly increase capacity in the correct locations to take advantage of the great work accomplished by the Roosevelt community in moving the station, and the plan fails to take advantage of the once-in-a-lifetime opportunity to leverage the creation of a transit community in Roosevelt. We believe that in order to fully take advantage of the transit investment in the Roosevelt neighborhood, and the work accomplished by the Roosevelt community members in moving the station, DPD must undertake a full station area planning effort complete withan Urban Design Framework Plan, similar to the planning efforts in South Seattle, South Lake Union, West Seattle, and other transit-oriented

locations. Such a planning effort must include much higher heights and densities than currently exist in the DPD plan, which will ensure the appropriate level of development in close proximity to the public's \$300 million investment in the Roosevelt Light Rail station.

Sincerely,

Chuck Ayers Executive Director,
Cascade Bicycle Club

Stephen Antupit
Cowen Park neighbor of the Roosevelt Station

Craig Benjamin
Seattle Resident

John Coney
Seattle Resident

Martin Duke
Seattle Transit Blog

Zach Herrington-Shaner
Seattle Transit Blog

Sean Howell VP,
Friends of Seattle

Rob Johnson Executive Director,
Transportation Choices Coalition

Gary Manca President,
Friends of Seattle

Dan McGrady
Leadership for Great Neighborhoods

Ben Schiendelman
Seattle Transit Blog

George Allen VP, Government Relations,
Greater Seattle Chamber of Commerce

Adam Bejan Parast
Seattle Transit Blog

Dan Bertolet
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Eric de Place
Seattle Resident

Kevin Futhey
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Brock Howell King County Program Director,
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John Jensen
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Brice Maryman
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Andrew McNamara
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Jon Scholes
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Catherine Stanford Chair,
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Roger Valdez
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Renee Staton
Leadership for Great Neighborhoods

Don Vehige
Ravenna Neighbor of the Roosevelt Station