

Wkshp 3 - Evaluation Summary

Y=1, N=-1, R=0

Supplemental Design Guidelines							65th Ave NE				75th Ave NE			85th Ave NE		95th	Streetscape Nodes			Streetscape Nodes			
Dga	DGb	DGc	DGd	DGe	DGf	DGg	65a	65b	65c	65d	75a	75b	75c	85a	85b	95a	a	b	c	a	b	c	d
0.53	0.49	0.86	0.78	0.67	0.86	0.75	0.20	0.00	-0.06	0.25	0.18	0.02	0.35	0.18	0.39	0.10	0.82	0.78	0.75	0.88	0.76	0.71	0.43
0	0	0	1	0	0	0	0	-1	-1	1	1	-1	0	-1	0	-1	0	0	1	1	1	1	0
0	1	1	1	1	1	1	1	1	-1	-1	1	-1	0	-1	-1	-1	1	1	0	1	1	1	0
1	0	0	0	0	1	1	1	0	0	0	0	0	1	-1	0	-1	1	1	1	1	0	0	-1
1	1	1	1	1	1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	1	1	1	1	1	1	1
0	1	1	-1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1
1	1	1	1	1	1	1	1	1	1	0	1	1	0	1	1	1	1	1	1	1	1	1	1
-1	1	1	0	-1	0	0	0	1	1	0	1	-1	0	-1	1	0	1	0	0	1	0	0	0
1	1	1	1	1	1	1	1	1	1	1	1	0	1	1	1	1	1	1	1	1	1	1	1
-1	-1	1	1	1	0	0	0	-1	-1	0	0	-1	0	-1	-1	-1	0	-1	-1	0	-1	0	-1
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1	1	1	1	1	1	1	-1	1	1	-1	-1	1	1	1	0	0	1	1	1	1	1	1	1
0	0	1	1	0	1	1	1	0	-1	-1	0	-1	0	-1	0	-1	1	1	1	0	1	0	0
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1	0	1	0	1	1	1	1	-1	1	1	1	-1	1	-1	-1	-1	1	1	1	1	1	1	-1
-1	1	1	1	1	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	-1	0	0

NE 95 th St	<ul style="list-style-type: none"> • Spaces that invite eateries that are walk ups • Concerned about canyons at intersection—stepped back by floor. More than corner treatment • Sidewalk plan for 98th? • Possible NC 40 not 47? Why the variation in height? • Neighborhood concern about lack of sidewalks and safe crosswalk • Need pedestrian hubs in designated places to walk to—pedestrian friendly • Can you run the numbers to understand the impact of more cars on 35th—study the impact of the proposed changes • Mature trees maintained in exchange for extra height—can we do tree analysis? • Thorton Creek tree preservation
NE 85 th St	<ul style="list-style-type: none"> • To maintain continuity of grocery store availability; if QFC redevelops, would be concerned about “food desert” • Consider making the 85th node a pedestrian mall for up to 5 blocks, from 80th-85th. This would make an inviting place for walking, meeting, etc
NE 75 th St	<ul style="list-style-type: none"> • An upzone lets a developer build to the limit. Requiring a developer to apply for a contract rezone gives leverage for amenities, setbacks, etc. • The plan needs to address the blind intersection at NE 73rd and 35th avenue NE by stepbacks. Cars park to the NE 73rd sidewalk facing southbound • Cars going eastbound can’t see southbound cars without moving into traveled lanes. This causes side swipe accidents. • The city promises, but hasn’t, to put up “No Parking within 30’” signs. As a result, buildings need to be set back. • Need safe walking access to bus stops
Supplemental Design Guidelines Evaluation	<ul style="list-style-type: none"> • Design guidelines must be adopted by the city council. Otherwise the paperwork is just another file in the Department of Planning and Development without any force whatsoever

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Streetscape Connectors and Nodes Evaluation</p>	<ul style="list-style-type: none"> • Concerns about narrowing street where parking is currently not allowed • Prefers easy vehicle access—2 lanes, same experience in car as on bus • Not enough pedestrian traffic for signal warrants • Elderly pedestrians—extended signal time? • Accessibility to ground-related housing • Is 35th a thoroughfare? “Arterial” • Road diet—4 lanes—turning lanes (Like 75th), traffic predictable • Is city on board with narrowing 35th? City’s primary concern is safety • Parking on both sides is good—friction • Jasper’s overhang is ugly. Closed in and too low • Buildings should be setback, raingardens, trees • Will development displace businesses? • 35th and 68th—church, library, housing—Good intersection for bulb out • Planters in row, shift sidewalk—how feasible? • Paving shift overtime • Need a tree map of all NC 40 + other upzones • Need a traffic report/estimate on cumulative impacts of full development of NC 40 + upzones (how many new people?) • Putting a sidewalk next to the property line of a private residence invites trespass by pedestrians on the abutting property. The owner will put up a fence or rockery in self-defense. As a result, the public tends to leave a shy distance and the sidewalk’s usable space is lost. A shrewd owner will rouse his neighbors, they’ll hire a lawyer, and bring a class action for damages in inverse condemnation. • Safer routes to schools • A lot of the streetscape concepts would not be necessary if we weren’t trying to accommodate cars. If the nodes became pedestrian zones, then they would naturally be welcoming and safe, and business-friendly.
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Streetscape Nodes Evaluation</p>	

NE 65 th St	<ul style="list-style-type: none">• 65th development in conflict• Move people out prematurely• Verify! “200 units”• Notify community• Why not wait for development to occur naturally?• 32nd is a good thing for the neighborhood• Walkability is important• Add benches, setbacks, and trees• Consider parking and needs at churches/synagogue• Provide incentives for providing public amenities• Increase density to bring new residents for turn-over• The owners and residents of affected properties should be told of the changes in mind and the possible impacts e.g. increased property taxes, sooner demolition of structures, etc. Those on 34th and 36th told of shadowing and the parking dislocation and intensified use of alleys• Maintain zoning• Crossing signal at 68th is good
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	Question	Comments
Supplemental Design Guidelines		
DGa	Reduce negative impacts of parking	Side streets narrow, alley is one way; Prefer strong N/S flow; Guidelines are nothing; But no parking means no businesses; Bulbs out; Encourage parking in rear; Parking is plentiful and free now; Must have parking if commercial street businesses can survive
DGb	Maximize Commercial	There doesn't need to be 65' at each node in my opinion; Create opportunities for small business; As long as we increase the population density; Don't add more than market can support; Need a flexible approach; would bring population/activity density; Need more quality restaurants
DGc	Respond to architectural character	Interesting design; Very definitely want the Brick!; Save the Theodore; More than pious requests; Especially important; Avoid cookie cutter buildings; Continue stepbacks of buildings; Good idea but how to implement
DGd	Lessen impact to neighborhood	Consider sunlight reaching streets as well;
DGe	Setback ground-floor residences	<i>setUP</i> above street level; More encouragement for bicyclists to use greenways; Unless adopted by the City; This doesn't seem relevant—I'm not convinced taller homes look better
DGf	Provide comfortable sidewalk width	Wider is better
DGg	Celebrate Corners	Would be good to elevate intersection at 75 th and 35 th ; There's no enforcement; Like no curb—mixed textures brick concrete etc
65 th Ave NE		
65a	Land use change and height increase to 4 stories	Keep at 3 stories; W/ stair stepback on upper floors
65b	Land use change and height to 5 stories	Keep at 4 stories
65c	Height increase to 5 stories	6 Stories—closest retail to I5 and transit hub; Not with current zoning
65d	Height increase 4 stories	4 would be best; W/ stair stepback on upper floors; It speeds up destroying apartments on the corner and a loss of affordable housing; Not with current zoning
75 th Ave NE		
75a	Height increase to 4 stories	W/ stair stepback on upper floors
75b	Height increase to 6 stories	Could be 4 floors w/ restaurant; W/ stair stepback on upper floors; Safeway relocation is impractical given the traffic volumes; Setback from street preferred; With landuse changes
75c	Land use change and height increase to 4 stories	Make it safer for pedestrians; W/ stair stepback on upper floors
85 th Ave NE		
85a	Height increase to 6 stories	5 stories is more than enough; if firm supplemental guidelines in place; W/ setback; Only if setbacks from street on upper stories; This would spread south inevitably; 4 stories is plenty
85b	Land use change	This would spread south inevitably
95 th Ave NE		
95a	Height increase to 6 stories	4 stories is enough; 4 stories and only if supplemental guidelines are

		in place; 4 stories only; 4 stories would be better; Type—4 not 6; 4 stories maximum
Streetscape Nodes		
	Creating a wider “walkable zone”	Save established big trees; create opportunities for all residents older to walk safely; solve traffic issues w/ traffic signs; Like the node concepts; Who funds this?
	Increasing tree canopy	Save established big trees; Solve traffic issues w/ traffic signs; Who funds this?
	Additional opportunities for seating, art, and community building	Where appropriate but not more areas that invite graffiti or defacing; Save established big trees, Solve traffic issues with traffic signs; Like the brick paving; Who funds this?; This would be a big improvement!
Streetscape Connectors		
	Creating a more consistent “walkable zone”	Wider is okay; Solve traffic issues w/ signs
	Increasing tree canopy and soil volume	Wider is okay; Solve traffic issues w/ signs
	Additional opportunities for community building	No, clutters the street; Solve traffic issues w/ signs
	Adding friction to vehicular travel lanes via bulbouts and planters	Depends on traffic flow needs—don’t want more unnecessary backups; No—35 th is an arterial; The intersection of 35 th and 68 th would be ideal for a bulbout; It’s arterial—I need to be able to drive to work; No bulbs as general rule—planters okay but who waters?