



ROOSEVELT STATION
TRANSIT-ORIENTED DEVELOPMENT



Summary of Community Engagement

MARCH 24, 2017

PARTNERS





*Roosevelt Station Transit-Oriented Development
Community Engagement Summary*

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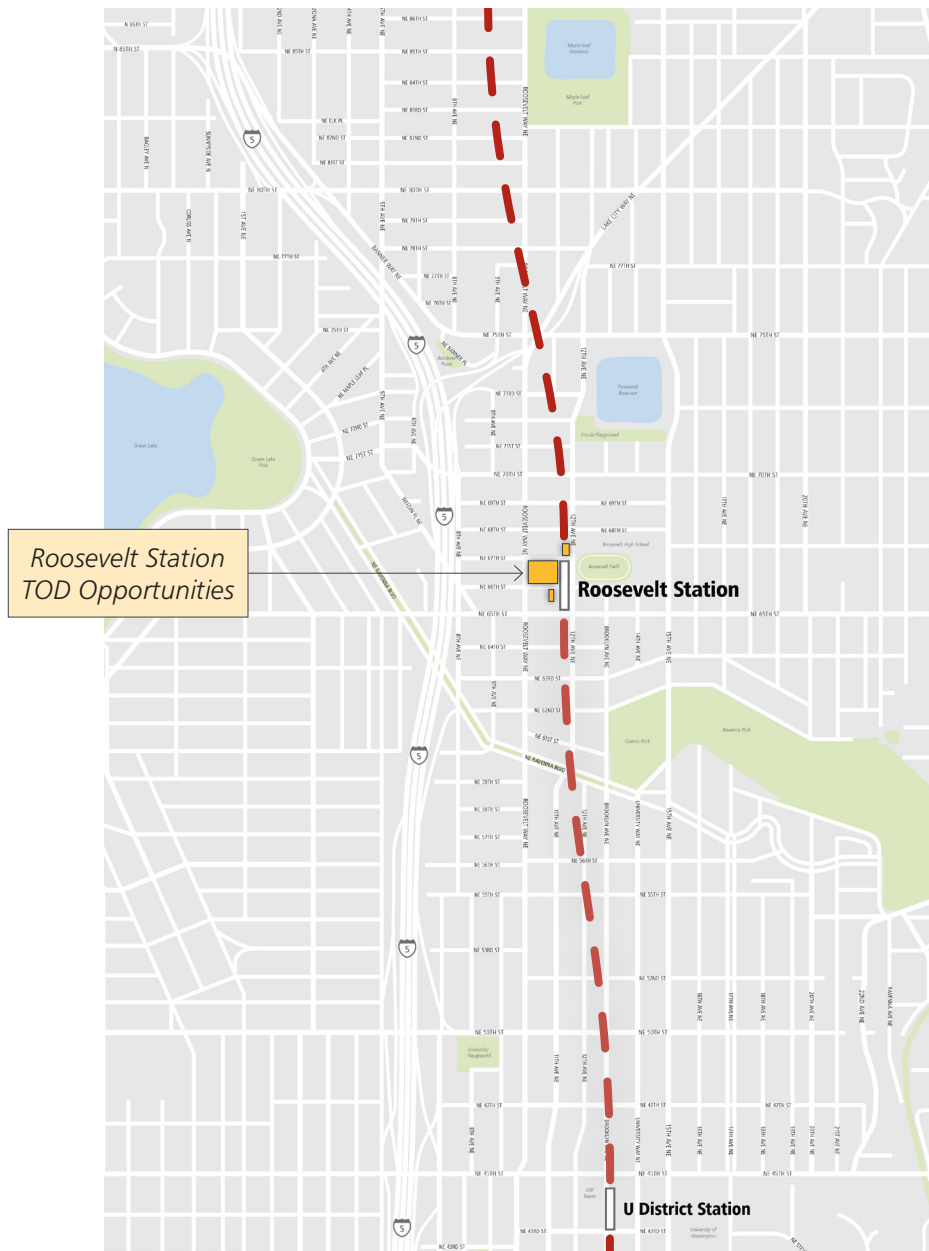
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Executive Summary

BACKGROUND

Northgate Link Extension

Opening for service in 2021, the 4.3-mile Northgate Link Extension will connect the Northgate, Roosevelt and U District neighborhoods to downtown Seattle and the airport. The Northgate Link Extension is projected to add over 60,000 daily riders to the Link System by 2030 and offer a 14-minute ride from Northgate to downtown Seattle, providing relief to one of the region’s most congested traffic areas.



Roosevelt Station

Roosevelt Station—one of three stations that will serve the Northgate Link light rail extension—will be located in the Roosevelt neighborhood along the west side of 12th Ave NE between NE 65th Street and NE 67th Street.

Features

- » A plaza with seating
- » Public art and bicycle parking
- » A 70- to 90-foot underground station platform
- » Elevators, escalators, and stairs at both entrances
- » Connections to buses on NE 65th Street, 12th Avenue NE, and Roosevelt Way NE

Transit-Oriented Development at Roosevelt Station

Transit-oriented development (TOD) is a land development pattern that integrates transit and land use by promoting transit ridership while supporting community land use and development visions. Sound Transit acquired property for the Roosevelt Link Station and construction staging as a part of the Northgate Link Extension project. Upon completion of construction staging, three sites are anticipated to be surplus property to the agency and become available for TOD. The largest of the sites, at approximately 53,000 square feet, is anticipated to be available for TOD construction in early 2020 and is known as the Central Site. The other two properties are anticipated to be available in late 2021.

Community Participation: Beginnings

Sound Transit collaborated with the Roosevelt Neighborhood Association (RNA) and the City of Seattle on a community engagement approach that would provide input into the development principles Sound Transit uses to guide its request for proposals (RFP) for a TOD project. With the Central Site becoming available

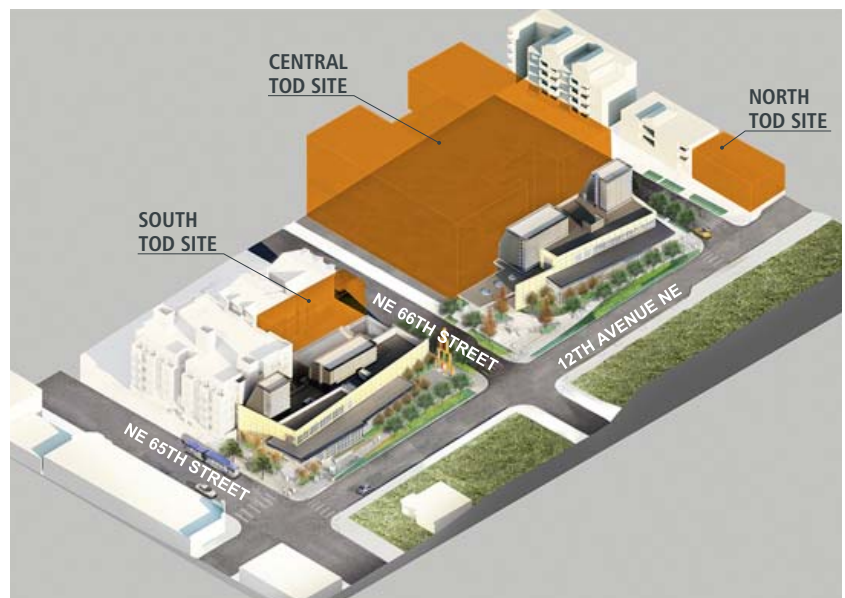


for TOD ahead of Roosevelt Station transit service commencement, there is an opportunity for a TOD project to open at the same time as service begins at the station, rather than starting construction of the TOD after the light rail project is complete.

Sound Transit, the City of Seattle and the RNA worked together on an ambitious Community Engagement Plan that provided the public a meaningful role in informing the principles for the RFP that will guide the development of the site. The Roosevelt TOD Community Engagement Plan established Sound Transit's partnership with the RNA and City of Seattle, and outlined the schedule and content for the engagement activities that would take place in early 2017 (described in more detail in the following section).

To educate the Roosevelt community, the RNA created the Land Use Academy, which held a series of seminars on land use issues that sought to empower residents to participate in public land use and development processes. The Land Use Academy series included sessions on the City of Seattle's affordable housing approach (HALA), Sound Transit's TOD sites, and a general primer on issues surrounding real estate development.

The RNA was awarded a grant from Enterprise Community Partners in 2016 to assess and define an affordable housing program, community benefit, and set of design goals for the TOD that reflect a unified vision for the development that would inform Sound Transit's RFP.



PROCESS

Community Engagement Efforts

The Community Engagement Plan called for a public survey, two public open houses, and a three-part stakeholder workshop series. The public survey was available between January 12th and 23rd and gathered insight from respondents into the opportunities, issues, and priorities pertaining to how the land could be redeveloped. The participants in the workshop series worked to reach consensus on a set of Community Stakeholder Principles that would inform the RFP for the TOD. At both open houses, members of the public reviewed displays, asked questions and heard presentations. While the first open house on January 12th provided an overview of the process to redevelop the future surplus land adjacent the Roosevelt Station as a TOD project, the March 9th open house informed the public about community input activities and the Community Stakeholder Principles produced by the workshop participants.

Stakeholder Identification

A targeted group of stakeholders—identified collaboratively by the RNA, Sound Transit, and the City of Seattle—was invited to participate in three workshops in early 2017. The stakeholder group included 16 area residents identified by the RNA, representatives from Futurewise, the Housing Development Consortium of King County, the Seattle Design Commission, the Transportation Choices Coalition, and the Urban Land Institute. Over the course of all three workshops, 37 members of the public also attended.

Charge to Stakeholders *Together with the RNA and City of Seattle, Sound Transit issued a charge to guide participation in the stakeholder workshops.*

Charge

Sound Transit, the City of Seattle and the Roosevelt Neighborhood Association have partnered to engage the community in a discussion about development of the future Roosevelt Transit Oriented Development site.

Public engagement for this project includes a survey, two public open houses and three stakeholder workshops, which you have been invited to participate in.

The goals of the stakeholder workshops are to 1) learn detailed information about the development opportunities and trade-offs at the Roosevelt site, 2) have in depth discussions and provide input on three major site opportunities – affordable housing, public realm and ground floor uses, and 3) reach consensus around development principles for the site; including prioritization of desired amenities.

The work accomplished through the stakeholder workshops will be shared with the public and with elected leaders at both Sound Transit and the City of Seattle.

The outcome of the Roosevelt TOD Stakeholder Workshops will help to inform what Sound Transit asks the developer to ultimately build on the site. While community engagement on this project will continue over the next few years, the stakeholder process outlined above is the best way to influence what is ultimately built.

Thank you for your time and thoughtfulness as we work together to define the best project for the Roosevelt neighborhood and the region.

OUTCOMES

Stakeholder Community Principles

These community principles summarize feedback received throughout the community engagement process—stakeholder workshops, online survey, comment cards, Q&A sessions, and open dialogue. Each of these five goals includes a series of objectives shown on pages 18–20.

1. The project should create significant long-term affordable housing opportunities.
2. The project should maximize its orientation to pedestrians.
3. The project should minimize its orientation to automobiles.
4. The project should incorporate active ground floor uses.
5. The project should contribute to the identity of the local community and public realm.

Futurewise Award

Every year, Futurewise presents its Livable Communities Awards to programs and projects using innovative policies or programs that exemplify smart growth principles, protect natural resource areas, and create healthy, livable communities in Washington state. In February, the RNA was awarded the Livable Communities Award for Excellence in Smart Growth and Transportation for the Roosevelt Station TOD Planning process. Futurewise explains that the RNA was selected for “driving an inclusive process for planning around the new Roosevelt Station that encourages affordable housing, sustainable design, and a focus on community principles.” Futurewise stated the project will serve as “a model for other neighborhoods that will soon be touched by transit access.”



Ref.: www.futurewise.org/blog/2017/announcing-our-2017-livable-communities-awardees

NEXT STEPS

From RFP to Developer Process

In addition to the principles developed through these engagement activities, the RFP will be informed by the City of Seattle's input and funding considerations, Sound Transit's policy and procedures, and the Federal Transit Administration's (FTA) input and guidance. After Sound Transit advertises the opportunity, development teams will form to create and submit proposals. Sound Transit will review the proposals against the criteria developed by the community, City of Seattle, Sound Transit, and FTA. Once a developer is selected, there will be additional opportunities for public comment during the developer process.

With the first step completed, the project will move into the second step shown in the diagram below.



Engagement Activities & Results

OPEN HOUSE 1

January 12, 2017

Meeting Purpose

The goals of the first open house were to 1) provide an overview of the process to redevelop the future surplus land adjacent the Roosevelt Station as a TOD project, and 2) gather input on community priorities to guide the stakeholder workshops, which in turn aimed to establish a set of principles for development of the site.

Presentation

Sound Transit shared background on the station, land adjacent the station, TOD, and process for its redevelopment. The RNA shared the history of community support for pursuing a station location in the core Roosevelt business district (over an I-5 location); redeveloping the land after station construction through prior zoning changes to the property; and creating affordable housing at the site.

Over 70 members of the public attended the first open house where they were invited to review displays, hear presentations, ask questions and provide input.



What We Heard

Approximately 70 attendees reviewed displays, heard presentations, asked questions and provided input. Sound Transit collected feedback through a Q&A session following the presentations, comment forms, the public survey, and an interactive project vicinity map annotated with sticky notes and marker.

Participants shared ideas on what a successful project may look like, but many questions were also raised about what was realistic. Participants also expressed uncertainty about how partnerships and funding for affordable housing work.

Sound Transit collected initial ideas for the public space network and ground floor uses at the site. Suggestions for the public space network included way-finding signs in the station directing transit riders to Green Lake and other local landmarks, improving pedestrian crossings on NE 67th Street, and creating a gathering space along NE 66th Street. Suggestions for ground floor uses include housing; office space; a bakery, mini-mart, or coffee shop; a food truck pod; a grocery store; and a park.



Participants discussed the project with staff and used markers and sticky notes to share suggestions, questions, and concerns on a project vicinity map.

PUBLIC SURVEY

January 12–23, 2017

Purpose

The public survey aimed to solicit insight from respondents into the opportunities, issues, and priorities pertaining to how the land could be redeveloped. The results of this non-scientific survey informed Sound Transit, the City of Seattle, and the RNA when considering priorities desired for the TOD project, which will be considered for the RFP.

Process

The public was invited to complete the survey at the Open House on January 12th, 2017. A digital version of the survey was also available from January 12th through January 23rd, 2017. Paper copies of the survey collected at the Open House were subsequently combined with the digitally submitted surveys and analyzed by 3 Square Blocks.

QUESTION 1

What principles do you perceive to be the most important consideration for this land adjacent the Roosevelt Station?

Respondents ranked their priorities as follows:

1. Achieving urban density
2. Maximizing the building's orientation to pedestrians
3. Achieving the highest levels of housing affordability
4. Creating space for community-serving businesses or organizations
5. Creating additional public space
6. Minimizing the building's orientation to automobiles
7. Minimizing the environmental impact and footprint of the building
8. Minimizing disruption of TOD construction on the community by opening the TOD in conjunction with Link service commencement

QUESTION 3

Are there specific business or community services that should be prioritized at this land adjacent the Roosevelt Station? (Select three).

Food & beverage	52%	
Grocery	48%	
Retail	41%	
Childcare	40%	
Art-related	23%	
Exercise & wellness	15%	
Medical/dental	8%	
Office	7%	
Professional services	6%	
Financial services	1%	

QUESTION 5

Which of the following do you feel are the most important considerations to incorporate in the design of the public areas adjacent the building and along the street? (Select three).

High quality pedestrian amenities	65%	
Maximize space for pedestrians & bicyclists	58%	
Landscaping	50%	
Flexible spaces	38%	
Stormwater improvements	28%	
Space for on-street parking, deliveries, etc.	19%	
Public art	18%	

QUESTION 7

What principles do you perceive to be the most important when creating affordable housing on this land adjacent to Roosevelt Station? (Select three).

Maximizing affordable housing	67%	
Units for families with children	64%	
Units for seniors and those with disabilities	36%	
Units for those experiencing homelessness	25%	
Units for youths and young adults	24%	
Units for those with special needs	18%	

QUESTION 10 asked respondents to indicate their current relationship with the Roosevelt community, allowing respondents to select as many answers as applied (which resulted in percentages that sum to more than 100). Roughly the same percentage of respondents reported living in the Roosevelt Station area as reported living in the greater Roosevelt area (40% and 38%, respectively). Only 4% of respondents reported working in the Roosevelt station area, and only 4% of respondents reported attending school in the Roosevelt station area. 24% of respondents reported only visiting the Roosevelt area businesses or services.

79% of respondents report using transit daily or weekly, with an additional 12% reporting that they use transit on a monthly basis. Of those who use transit, 75% report that their trip will be served by Link light rail.

WORKSHOP 1

January 25, 2017

Meeting Purpose

The goals of the first workshop were to educate stakeholders about the TOD project (including schedule, the RFP process, and site information); educate stakeholders about opportunities for community input (including housing mix, public space network and ground floor uses); and generate a preliminary list of priorities for the housing mix, public space network and ground floor uses.

Presentation

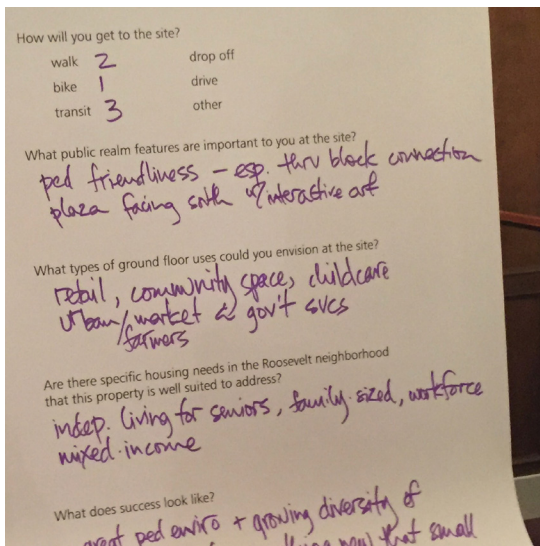
Ric Ilgenfritz—Executive Director of Planning, Environment, and Project Development for Sound Transit—opened with the charge for the workshop series, shown on page 4. Thatcher Imboden—Roosevelt TOD Project Manager for Sound Transit—provided an overview of the TOD site and schedule, RFP process, and opportunities for community input.



Council member Rob Johnson (District 4) addressed stakeholders at the first workshop.

What We Heard

Twenty-seven stakeholders and 18 members of the public attended the first workshop. After presentations, stakeholder broke out into smaller groups and worked with a facilitator to respond to a series of questions that resulted in a list of priorities for ground floor use, public space network, and housing. Groups reported that priority ground floor uses include small retail, small grocery/market, gathering space, and day care. Stakeholders described their desired public space network as inviting, active, green, and pedestrian-friendly. There was a strong desire to create a “town center feel” and include flexible gathering spaces. Groups reported that housing should be mixed-income, family-sized, affordable, and diverse. Finally, stakeholders stated that a successful TOD project would be diverse, inclusive, and active, and would take advantage of the large size of the site.



WORKSHOP 2

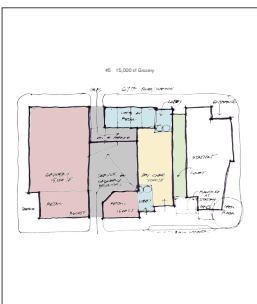
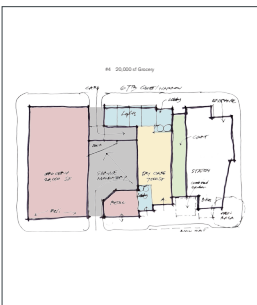
February 8, 2017

Meeting Purpose

There were two goals for the second stakeholder workshop. The first was to provide in-depth information to stakeholders about opportunities and drawbacks with approaches to the housing mix, public space network, and ground floor uses. The second goal was to identify stakeholder priorities for ground floor use and public space network.

Presentation

Stakeholders heard in-depth presentations on the TOD housing element, public space network, and ground floor uses. Lindsay Masters from the City of Seattle and Sarah Lovell from Sound Transit presented on housing mix, Julia Walton from 3 Square Blocks presented on public space network, and Blair Howe from Kidder Matthews and Thatcher Imboden from Sound Transit presented on ground floor use.



Stakeholders at Workshop 2 worked with a facilitator to review and discuss a series of scenarios that illustrate the trade-offs for different combinations of ground floor uses.

What We Heard

Twenty-one stakeholders and 24 members of the public attended the second workshop. After presentations, stakeholders broke into small groups to review and discuss a series of scenarios that illustrated the trade-offs for different combinations of ground floor uses. In general, stakeholders indicated their highest priority ground floor use was a mid-block connection that would orient the open space to small-scale retail or grocery, create an active public realm, provide flexible community gathering space, and tie the green street on NE 66th Street into the site. The second highest priority use was a daycare, which stakeholders explained would build a sense of community for diverse families while providing a much-needed service. Small and mid-sized retail was the third highest priority for ground floor use; participants noted that “grab-and-go” food options—such as cafes and delis—would serve transit riders and others. The lowest priority use was a large grocery store—variously described as unnecessary, wasteful of ground floor space, and not as pedestrian friendly.

Stakeholders next discussed the public space network by identifying what the “feel and features” should be for each of the streets surrounding the site. At each table a set of photos showed different types of public space treatments and a base map showed the streetscape elements of new construction and projects currently underway to help participants envision the future context. Priorities for each street front are shown at right.

Finally, stakeholders brainstormed ways that the TOD might best link to and make use of the station plazas. Suggestions included:

- Incorporating a mid-block connection
- Wayfinding signage for station entrances
- Landscaping
- Safe, welcoming, and seamless pedestrian connections

PUBLIC SPACE PRIORITIES

NE 66th Street

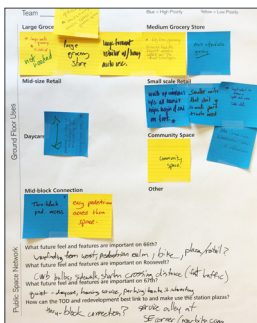
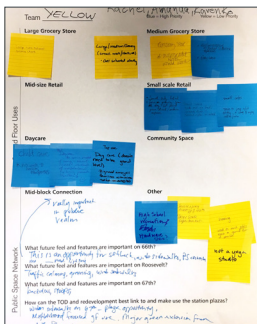
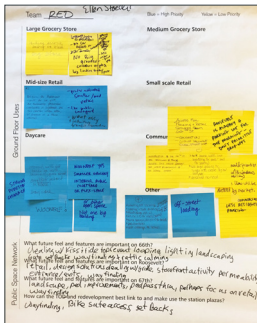
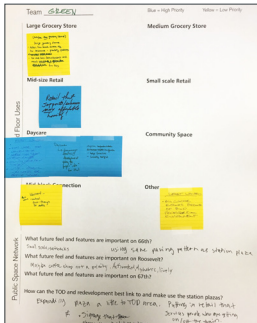
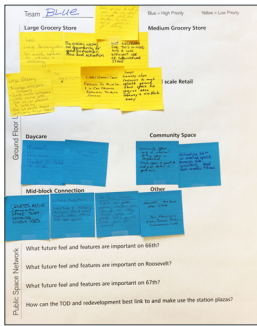
- » Wayfinding
- » Lighting
- » Traffic calming
- » Setbacks
- » Wide sidewalks
- » Landscaping

Roosevelt Way NE

- » Curb bulbs with paving pattern matching station plazas
- » Small, active storefronts

NE 67th Street

- » Pedestrian-friendliness
- » “Back-of-house” uses
- » Vehicle access



WORKSHOP 3

February 22, 2017

Meeting Purpose

The goal of the final workshop was for stakeholders to review, discuss, revise and reach consensus on a set of principles that describe the kind of development the community wants to see adjacent to the Roosevelt Station TOD.

Presentation

Ric Ilgenfritz opened the presentation by reconfirming the charge (see page 4). Thatcher Imboden provided an overview of the TOD process, Marcia Wagoner reviewed the goal for the workshop, and Sarah Lovell reviewed priority housing principles to date.



Roosevelt Station
Transit-Oriented Development

Tracy/Im

DRAFT PRINCIPLES Housing
The following principles summarize feedback received through the community engagement process.

1. The project should create significant long-term affordable housing opportunities by

- a. Maximizing the number of people served by affordable housing
- b. Including units serving a range of affordable incomes *and household sizes*
- c. Including units targeting a range of needs, such as seniors, families with children, peoples with special needs, etc.
- d. *150% of units have to be at 60% of AMI or less to achieve deep affordability*
- e. *Some market rate is acceptable*
- f. *100% affordable is also acceptable*

Workshop #3 | February 22, 2017

Roosevelt Station
Transit-Oriented Development

DRAFT PRINCIPLES Ground Floor & Public Space Network
The following principles summarize feedback received through the community engagement process.

3. The project should minimize its orientation to automobiles by

- a. Minimizing curb cuts
- b. Utilizing on-street loading, or if necessary, minimal off-street loading areas
- c. Minimizing building uses that generate significant automobile traffic and parking demand, such as full-service grocery stores
- d. Minimizing automobile access, parking, and loading on NE 66th Street and Roosevelt Way NE

Workshop #3 | February 22, 2017

Roosevelt Station
Transit-Oriented Development

DRAFT PRINCIPLES Ground Floor & Public Space Network
The following principles summarize feedback received through the community engagement process.

2. The project should maximize its orientation to pedestrians by

- a. Providing wide sidewalks and landscaping along all three adjacent streets *with landscaping that is accessible and safe for all*
- b. Creating active gathering spaces, with priority along NE 66th Street, that could serve both the project and the public *NE 66th Street, Roosevelt Way NE*
- c. Designing public space improvements along NE 66th Street to prioritize pedestrians and bicyclists, such as curbside streets, higher level of pedestrian amenities, etc.
- d. Buffering traffic along Roosevelt Way NE through landscaping or other treatments
- e. Minimizing back-of-house, structural, and low-use spaces from lining the sidewalks
- f. *Considering a mid-block pass through to better link NE 66th Street and NE 67th Street, with landscaping*
- g. Designing public space that feels safe at all hours of the day
- h. Complementing the design and functions of the planned Roosevelt Station plaza

Workshop #3 | February 22, 2017

Roosevelt Station
Transit-Oriented Development

Table 3

DRAFT PRINCIPLES Ground Floor & Public Space Network
The following principles summarize feedback received through the community engagement process.

4. The project should incorporate active ground floor uses by

- a. Incorporating ground level uses that serve both the building and the greater community *and Transit-Oriented Development*
- b. Targeting uses that complement existing establishments
- c. Targeting community-serving businesses, such as daycares, food and beverage, or smaller-scale retail
- d. Prioritizing active ground level uses along the building edge, such as retail, lobbies, or building amenities, over less frequently used spaces, such as back-of-house or walk-up housing units *and Transit-Oriented Development*
- e. Maximizing natural surveillance between the indoor and outdoor uses by considering grades, space layout, user needs, etc.
- f. Integrating ground level uses with outdoor public gathering areas

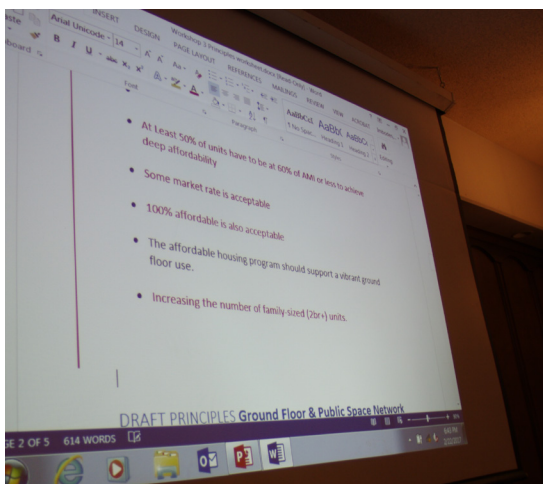
Workshop #3 | February 22, 2017

What We Heard

Twenty stakeholders participated in the final workshop, joined by an audience of 13 members of the public. After presentations, stakeholder broke out into smaller groups and worked with a facilitator to revise a set of draft principles that were informed by the feedback received through the open house, survey, and first two workshops. After each group agreed on revisions, groups shared their revisions in a report-out while a scribe made live edits to the principles to incorporate what was heard. As revisions were noted, stakeholders discussed and agreed upon individual edits. After report-outs, each group brought their worksheets to the front of the room to enable a comparison, at which point revisions were confirmed. The results of this process include four sets of revised draft principle worksheets. A final round of revisions after this workshop informed the version of the Community Stakeholder Principles available on page 18.



At the end of Workshop 3, break out groups came together to display, discuss, and reach consensus on proposed changes to the first draft of the community principles.



OPEN HOUSE 2

March 9, 2017

Meeting Purpose

The purpose of the second Open House was to share the results of the community engagement activities and collect any additional feedback that the public may have for inclusion in the final report on community engagement activities.

Presentation

Sarah Lovell welcomed attendees and Thatcher Imboden provided background on the site development and RFP processes. Marcia Wagoner presented the highlights from the community process, followed by Jay Lazerwitz, who presented the final Community Stakeholder Principles.

What We Heard

Forty-eight members of the public reviewed displays, asked questions, and heard presentations about the community input activities, site development process, and final Community Stakeholder Principles.



Community Stakeholder Principles

- 1. THE PROJECT SHOULD CREATE SIGNIFICANT LONG-TERM AFFORDABLE HOUSING OPPORTUNITIES BY**
 - A. Maximizing the number of people and families served by affordable housing with market rate used only as necessary to achieve deeper levels of permanent affordability
 - B. Including units serving a balanced range of incomes with a preference for deeper affordability levels – 60% AMI or less
 - C. Targeting a range of needs, including seniors and people with special needs
 - D. Increasing the number of family-sized (2BR+) units

- 2. THE PROJECT SHOULD MAXIMIZE ITS ORIENTATION TO PEDESTRIANS BY**
 - A. Providing sufficient spaces, including wide sidewalks, and robust landscaping along all three adjacent streets to accommodate pedestrian amenities and outdoor seating, with priority on NE 66th Street
 - B. Creating active gathering spaces, with priority along NE 66th Street, that serve the project and the public
 - C. Designing public space improvements along NE 66th Street to frame a view corridor and prioritize pedestrians and bicyclists, such as curbless streets, higher level of pedestrian and bike amenities, etc.

- D. Buffering traffic along Roosevelt Way NE through landscaping or other treatments
- E. Minimizing back-of-house, structural, and low-use spaces from lining the sidewalks
- F. Considering a mid-block pedestrian pass-through to better link NE 66th Street and the NE 67th Street station entrances
- G. Designing public space that feels safe at all hours of the day
- H. Extending the design and functions of the planned Roosevelt Station plazas

3. THE PROJECT SHOULD MINIMIZE ITS ORIENTATION TO AUTOMOBILES BY

- A. Minimizing curb cuts
- B. Utilizing on-street loading, or if necessary, screening off-street loading areas
- C. Minimizing building uses that generate significant automobile traffic and parking demand, such as full-service grocery stores
- D. Minimizing automobile access, parking, and loading on NE 66th Street followed by Roosevelt Way NE
- E. Utilizing traffic calming and/or urban design strategies to discourage automobile use on NE 66th Street

4. THE PROJECT SHOULD INCORPORATE ACTIVE GROUND FLOOR USES BY

- A. Incorporating ground level uses that serve both the building, transit riders, and the greater community including Roosevelt High School
- B. Targeting community-serving establishments with a preference for daycares, food and beverage, and flexible retail environments or strategies that support smaller-scale retail or community spaces
- C. Prioritizing active ground level uses along NE 66th Street and Roosevelt Way NE, such as retail, over less-frequently used spaces, such as back-of-house or walk-up housing units, which are more appropriate for NE 67th Street
- D. Maximizing natural surveillance between the indoor and outdoor uses by considering grades, space layout, transparency standards, user needs, etc.
- E. Integrating ground level uses with outdoor and indoor public gathering areas

5. THE PROJECT SHOULD CONTRIBUTE TO THE IDENTITY OF THE LOCAL COMMUNITY AND PUBLIC REALM BY

- A. Considering substantial gathering space for community programming or activities, including on or along NE 66th Street

Stakeholder Workshop Series Attendance

STAKEHOLDERS (30)

Roosevelt Neighborhood Association

Kathy Bledsoe
Joan Davis
Ian Hamilton
Nancy Helm
Jay Lazerwitz
Al Levine
Chris Mitchell
Chris Pasco
David Perk
Sagar Ramachandra
Kristina Tova Ramer
Brad Steiner
Ellen Stoecker
Barbara Warren
Amanda Winters
Katie Wood

Roosevelt neighbors

Lee Edwards
Andrew Glass
Emily Mannetti

Ravenna-Bryant Community Association

Inga Manskopf
Sarah Swanberg

Futurewise

Erin House

Heartland

Chris Fiori

Housing Development Consortium of King County

Kelly Rider

Mithun / Seattle Design Commission

Lee Copeland

Northwest Studio

David Cutler
Aaron Young

Transportation Choices Coalition

Hester Serebrin

Urban Land Institute

Jacqueline Gruber
Randall Olsen

NON-STAKEHOLDERS (37)

Crystal Amobi – Neighbor
Obinna Amobi – Neighbor
Stephen Antupit
Rosey Atkinson
Al Bengisoy – RNA Land Committee
Sylvia Bengisoy – Neighbor
Jim Bodoia
Susan Boyd – Bellwether
Allison Conley
Scott Cooper
Cody Costello – RNA
Steve Crane – Neighbor
Anthony DeSemone – Neighbor
John E[illegible] – RNA
Mark Foltz – Neighbor
Chris Fyall – Neighbor
Jacob Gelb
Rachel Gleeson – Ravenna
David Goodmanson – Neighbor
Katy Haima

Peter James – RNA
Michael Lanthier – UW
MA Leonard – Enterprise
Sarah Lewonton
Lanzi Li – Heartland
Ellen Lohe
Richard Loo – Bellwether
Steve Ludwig – Interested party
James Madden – Enterprise
Tiernan Martin
Mark McKallon – Interested party
Bill Roach – Local Resident
Rose Roberts
Aric Skurdal – Bellwether
Anastasia Spassennikana – UW
David Wood – RNA
Tim [no last]



*Roosevelt Station Transit-Oriented Development
Community Engagement Summary*

Appendices

Open House 1 Summary

Public Survey Summary

Workshop 1 Summary

Workshop 2 Summary

Workshop 3 Summary

Open House 2 Summary

Other Public Comments